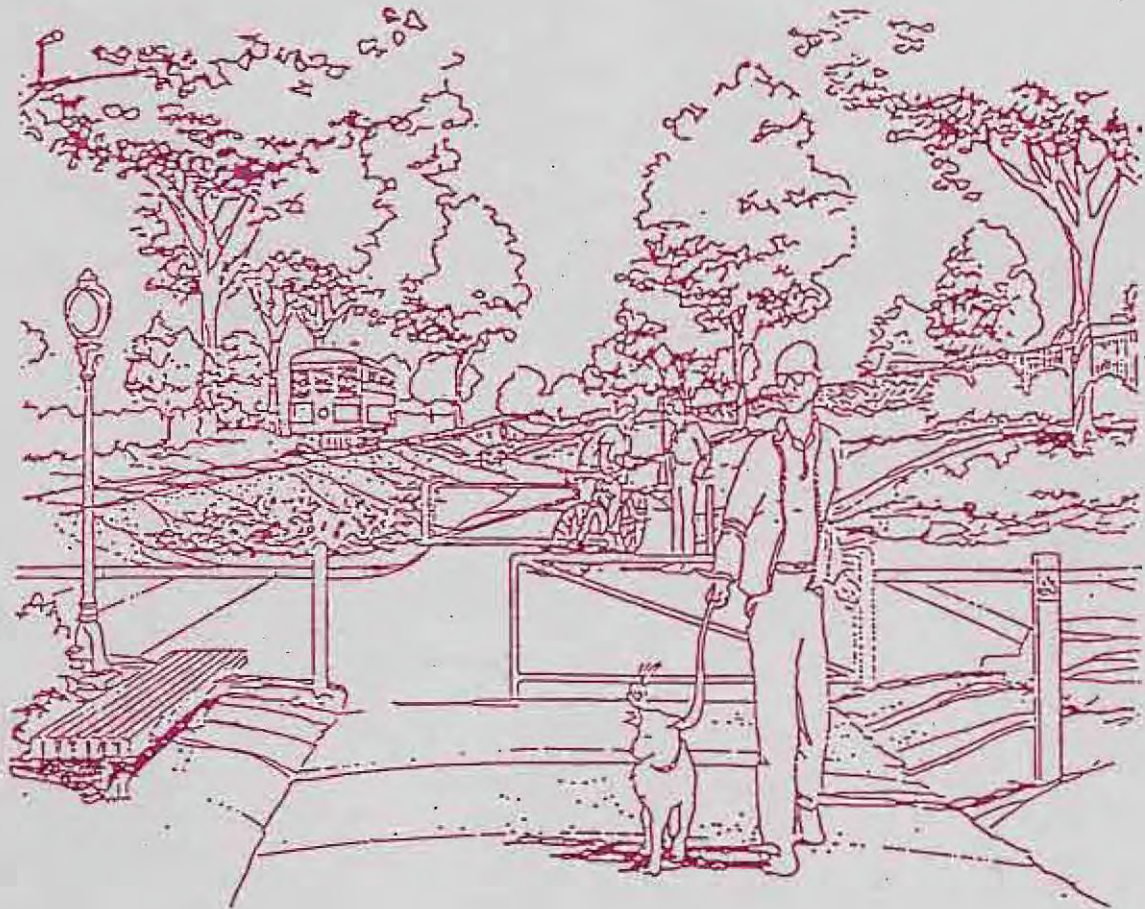


Charles Page Boulevard Area Neighborhood Revitalization Plan



Incorporated in the Comprehensive Plan by:
TMAPC on August 28, 1996
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Board of County Commissioners on November 4, 1996

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INTRODUCTION

The neighborhood revitalization planning process for the Charles Page Boulevard area began in 1991 with a request to the City of Tulsa from the West O'Main Improvement Association. The Tulsa City Council authorized planning and technical assistance through the City's Urban Development Department.

In 1992 the Plan Steering Committee for the Charles Page Boulevard area was formulated with representation by residents, property owners, business proprietors and institutional representatives from the area. Staffing for the Steering Committee was provided by the Urban Development Department.

The Steering Committee identified the primary planning area as those lands within the corporate limits of the City of Tulsa bounded by Edison Street, the west leg of the Inner Dispersal Loop, the Arkansas River and 65th West Avenue. The secondary planning area consists of all of Tulsa Comprehensive Plan District 10 and the immediately surrounding environment. The Tulsa Comprehensive Plan District 10 is bounded by Edison Street, the west leg of the Inner Dispersal Loop, the Arkansas River and 81st West Avenue.

During 1993 the Steering Committee completed the first two phases of the study process which included Background Studies (Phase I) and Issues and Opportunities (Phase II). During the latter part of 1993 and early 1994, the Steering Committee developed and conducted a series of neighborhood briefing and planning sessions with neighborhood residents and business proprietors. The Steering Committee also presented three major alternative revitalization concepts for the Charles Page Boulevard area for review (Alternative Revitalization Concepts). Input received from Alternative Revitalization Concepts (Phase III) was then utilized to develop the Revitalization Plan (Phase IV) for the Charles Page Boulevard area.

The Phase IV Revitalization Plan consists of (1) Revitalization Goals and Objectives, a set of major goals which contain one or more measurable objectives, (2) Revitalization Action Themes, a set of major actions to be undertaken in order to achieve the goals and objectives which, when taken together, constitute an integrated physical, social and economic revitalization plan for the area, (3) maps illustrating the Revitalization Plan, and (4) specific Implementation Recommendations, setting out specific roles, functions, and methods for neighborhood and community action toward implementing the plan.

The Revitalization Plan is proposed to be reviewed and adopted as public policy for the City of Tulsa and thereby serve as official public policy guidance for all departments, commissions and official bodies of the City and County governments and as a guide for current and future residents, property owners, proprietors and potential investors.

Executive Summary

The Charles Page Boulevard area historically served the City of Tulsa as a major industrial center and residential area. It contains the city's oldest park (Owen), some of the City's oldest residential dwellings and a distinctive industrial district along Charles Page Boulevard. The Sand Springs Interurban Trolley served the area as a principal means of transportation until 1955.

Part of the area is located on beautiful gently rolling uplands while the balance of the area is located in what would be the Arkansas River floodplain, which is currently protected by a levee system. Most of the lands within the Lower Basin are within a City of Tulsa regulatory flood boundary. This serves as a barrier to new development as well as to the expansion of existing activities. The City's proposed storm water solution for this flooding problem is both complicated and expensive.

The Charles Page Boulevard area within the City of Tulsa has experienced tremendous losses of population. In 1960 the area population was approximately 20,000; whereas, in 1990, the area contained only 11,500 persons. This represents a population loss of 2000 persons per square mile. These losses are a direct result of expressway construction, flooding events, and the loss of major employers to other parts of the region.

Workplace employment losses during the 1980's were staggering. In 1974 there were 4100 employed persons working in industries and commercial establishments within the Charles Page Boulevard area. By 1994 workplace employment is estimated at only 850 employees, which is a loss of more than 3250 jobs.

The Charles Page Boulevard Area Revitalization Plan recognizes the importance of the Charles Page Boulevard area to the City of Tulsa as separate and distinct from the significance of the area to the larger metropolitan and regional area. A regional perspective might yield a plan which would support the conversion of the Lower Basin back to natural flood plain. However, a well-reasoned Tulsa perspective would conclude that this area represents a scarce land utilization resource that must be revitalized so as to contribute human and material resources in support of the City's urban fabric.

Predicated on this Tulsa perspective, the Charles Page Boulevard Revitalization Plan Steering Committee recommends a bold Plan that addresses the physical, social and economic revitalization actions necessary to allow the area to be competitive with regional development demand and therefore attractive to investors, home buyers, and business proprietors.

The Plan establishes four major goals, each with one or more measurable objectives: increasing the population, increasing disposable income of area residents, increasing employment opportunities and increasing the self sufficiency and wellness of current area residents.

The Plan sets forth a series of action themes to be undertaken in order to achieve the Revitalization Goals and Objectives. Taken together the action themes represent an integrated physical, social and

economic development plan for revitalization.

Generally, the action themes call for residential conservation and in-fill development of the residential neighborhoods in the gently rolling uplands in such a manner that creates demand for market rate new housing development and rehabilitation/occupancy of existing housing while keeping an acceptable range of housing types available for low and moderate income households.

The action themes call for the City's Lower Basin area flood control plan and projects to be reworked to incorporate the major goals of population, employment and income around a theme of creating a massive sports complex/commercial recreation area with new housing development and employment generating activities.

The industrial district is to be modernized, retrofitted, and made environmentally safe so that it can become competitive with other commercial/industrial centers of the region.

The Plan reflects the necessity of both direct public involvement and neighborhood initiative in carrying out the interrelated actions toward revitalization. It calls for existing institutions, if possible, or new institutions, if necessary, to assist in the revitalization processes. It calls for utilizing new and existing resources in new partnership arrangements that can advance the revitalization process for the neighborhood and for the City of Tulsa.

Taken collectively, the Charles Page Boulevard Area Revitalization Plan goals, action themes and implementation steps will contribute positively to the creation of employment opportunities and increasing disposable income for area residents as well as bringing about a reversal of declining population trends in the Charles Page Boulevard area.

Revitalization Goals and Objectives

CHARLES PAGE BOULEVARD AREA REVITALIZATION

GOALS AND OBJECTIVES

•Increase Resident Population

- Increase resident population of the area by at least 4000 persons by year 2005.

Area Population

1960 - 20,272
1990 - 11,567
Goal: 2005 - 15,500

- Increase the resident population of the surrounding areas by 5000 persons by year 2010.

•Increase Disposable Income Levels

- Increase the median household income within the Charles Page Boulevard area neighborhoods to at least 90% of the Tulsa median household income by year 2005.

Median Household Income

Tulsa 1990 - \$27,708
Charles Page Area 1990 - \$13,759 to \$22,096
Goal: Charles Page Area 2005 - \$24,900 (1990 dollars)

•Increase Employment Capacities/Opportunities

- Increase the number of full-time employment opportunities available within planned employment centers within the area by at least 1000 by year 2005, and an additional 2000 by year 2015.

Area Workplace Employment

1974 - 4100 employees
1994 - 850 employees
Goal: 2005 - 1850 employees

•Increase the Self-sufficiency and Well Being of the Current Residents.

- Increase the education and skill levels of the current residents as measured by the following:

High school graduation/GED rate for persons between 25 years and 65 years will increase from 70% to the City of Tulsa average 85% by the year 2005. (A total of approximately 1700 additional working age persons need a GED.)

Labor force participation rates for able-bodied individuals and persons with disabilities (age 16-65) will increase from 70% to 77% by year 2005. (Total 400 working age persons "job-ready".)

Increase the English literacy level to 90% of all parents by year 2000.

- Increase the physical and mental wellness of the current residents as measured by the following:

Increase the number of households exposed to and/or practicing preventive health, dental and mental health care to 90% by year 2000.

Revitalization Action Themes

CHARLES PAGE BOULEVARD AREA REVITALIZATION PLAN

ACTION THEMES

HISTORIC PRESERVATION THEMES

- Preserve and recreate the historic nature of the Irving and Owen Park neighborhoods.
 - Install period street lighting in the Owen Park Neighborhood.
 - Restore the Washington Irving monument.
 - Renovate Tulsa's oldest house.
 - Pursue Historic Preservation registry and zoning.
- Interurban Rail
 - Promote awareness of the uniqueness of the Sand Springs Interurban Rail Line and its long service to the area.
 - Recreate the historic "station stops" along the Sand Springs Interurban Rail Line.
 - Promote as a long term goal the ultimate reestablishment of the Interurban Trolley as a functional part of the regional transportation system, while, in the interim, promoting increasingly frequent excursion events along the rail.
- Promote the preservation of the Newblock Park Bath House.
- Promote the development of period themes for building exteriors and grounds in the industrial and commercial areas along and visible from Charles Page Boulevard.

RECREATIONAL AND CULTURAL THEMES

- River Parks Trail
 - Extend the River Parks Trail and recreational areas from the 11th Street bridge to the MK&T Trail at Gilcrease Museum Road and across the proposed Gilcrease Expressway Bridge to Chandler Park.
 - Create access points to the Arkansas River (River Parks) at strategic points across the levee.

- Charles Page Boulevard and Gilcrease Museum Road as main vehicular and pedestrian route to the Gilcrease Museum from downtown Tulsa.

- Develop a pedestrian/bicycle trail extension from River Parks Trail at the 11th Street bridge through Newblock Park to Gilcrease Museum Road at the Keystone Expressway, and then onto the Gilcrease Museum.

- Designate Charles Page Boulevard and Gilcrease Museum Road as main route from downtown to Gilcrease Museum.

- MK&T Trail

- Continue to enhance the aesthetic environment of the pedestrian/bicycle trail.

- Continue to enhance the functional aspects of the trail -- including adequate parking for commuters -- to serve as both an inter- and intra-neighborhood pedestrian circulation system.

- Improve the pedestrian connections of the trail to and from north of the Keystone Expressway at Gilcrease Museum Road by either improving surface pedestrian connections under the overpass or by routing a pedestrian connection under the expressway immediately east of the intersection in conjunction with Parkview drainage improvements.

- Lower Basin Sports/Commercial Recreation theme.

- Develop parts of the Lower Basin area as a massive sports/commercial recreation complex in conjunction with a re-planned storm water drainage system.

- Newblock Park

- Prohibit expansion of jail and detention facilities within the park.

- Develop a long-range facility plan for Newblock Park as a multi-functional area serving neighborhood recreational needs, intermodal transportation (pedestrian/rail/vehicular), regional recreation needs, public access to the river and public employment intensive activity.

- Owen Park

- Restore the fountain and water fall.

- Repair entry to park from Edison.

- Repair or add fencing around school.

- Remove trees in fence row along expressway.

INDUSTRIAL DISTRICT REVITALIZATION THEMES

- Upgrade and retrofit the infrastructure of the industrial district sufficient to create an industrial park that will be competitive with other regional industrial areas.
- Specifically address the environmental conditions that lessen or prohibit the marketing, use and reuse of existing lands and buildings within the district and develop appropriate programs for resolving those conditions.
- Develop and implement a marketing program designed specifically for the industrial district consistent with both neighborhood revitalization objectives and regional industrial development goals.
- Develop interim policies and mechanisms that will allow new building development and expansion of existing buildings under relaxed permitting processes prior to the completion of all planned storm drainage facilities; or as an alternate, develop all proposed storm drainage facilities necessary to remove the area from the regulatory flood hazard boundary within the next five years (2000).
- Develop and implement a street scape improvement plan along Charles Page Boulevard and Gilcrease Museum Road.

HOUSING THEMES

- Undertake a series of coordinated actions that will result in attracting higher income in-migrants into the planned residential areas while at the same time ensuring an adequate proportional mix of housing available to low and moderate income households.
- Coordinate with Tulsa Public Schools to identify and remove school related impediments to marketing housing in the area.
- New Housing Development Themes
 - Irving Neighborhood Project
 - Design and develop a residential new housing resubdivision project within the Irving neighborhood that will result in 60 to 90 new and/or rehabilitated single-family units in the price range of \$60 to \$80 thousand dollars per unit with modern amenities appropriate to and complimentary of the historic nature of the area.

- Scattered Site Program

- Design and implement a scattered site housing development program that will result in approximately 200 new single-family units in the price range of \$60 to \$80 thousand dollars per unit with modern amenities that are appropriate to and complimentary of the surrounding area

- Lower Basin Residential Development

- Design and implement a residential development project in conjunction with a larger redevelopment plan in the lower basin area that will result in approximately 350 new market rate housing units of various styles and types, including single family, multi-family and retirement villages.

- Design and implement programs that minimize out-of-neighborhood displacement and maximize housing relocation choices within the neighborhood for all households impacted by future storm water management/neighborhood redevelopment activities.

- Housing Rehabilitation Themes

- Design and implement an existing vacant housing rehabilitation program -- including below market rate housing rehabilitation loans -- that will result in the rehabilitation and occupancy of approximately 345 vacant repairable units throughout the Charles Page Boulevard Area with a principal emphasis on owner occupancy of single-family units.

- Design and implement a rental rehabilitation program with an approximate mix of market rate and below market rate rental units that will result in the rehabilitation and occupancy of rental housing stock throughout the area.

- Home ownership Financing Theme

- Develop or ensure the availability of financing mechanisms that will result in increasing owner occupancy levels throughout the area including, but not limited to, home purchase loans, below market rate rehab loans, tenant purchase and rehab of existing dwelling unit loans and developer construction financing.

- Neighborhood Housing Marketing

- Design and implement an overall housing marketing program that (1) promotes and actively markets the neighborhoods to prospective home buyers, developers, and financing institutions, (2) that maintains a central, one-stop housing information and technical assistance program for rehabilitation, home purchase, financing and (3) that

generally tracks and evaluates progress of all housing theme projects and programs.

- Actively promote the development of new housing subdivisions and preservation of the existing housing stock in all neighborhoods surrounding the Charles Page Boulevard Area, including the area south across the Arkansas River along the proposed Gilcrease Expressway.

LOWER BASIN REDEVELOPMENT THEME

- Undertake and complete a detailed planning and redesign project for the Lower Basin area that will result in a coordinated master plan for neighborhood revitalization and flood protection with specific analysis and planning for developing an employment intensive sports/commercial recreation complex and housing in conjunction with proposed storm water projects and Gilcrease Expressway extension projects. This redesign project must be an interdisciplinary design project including engineering, planning, legal, and related disciplines, with residents and property owner participating in the processes.

- Interim Revitalization Themes (Lower Basin)

- Until the completion of the detailed redevelopment/redesign project identified above, the following revitalization actions should be undertaken:

- Encourage property owners to purchase flood insurance.
 - Establish the grade and reconstruct 49th West Avenue to secondary arterial standards from Edison to Charles Page Boulevard, complete with adjacent pedestrian system and appropriate storm drainage.
 - Proceed with all other planned revitalization actions, programs and projects.

TRAFFIC AND MAJOR STREET THEMES

- Develop the Gilcrease Expressway extension across the Arkansas River to the Keystone Expressway with a fully functional interchange at Charles Page Boulevard and coordinate the final engineering design with the Lower Basin redevelopment.

- Develop 49th West Avenue to secondary arterial standards from Edison to Charles Page Boulevard (see Lower Basin interim revitalization).

- Charles Page Boulevard

- Complete sidewalk/pedestrian circulation construction along Charles Page Boulevard from the IDL to 65th West Avenue and the MK&T Trail.

- Develop and implement a street scape program on the north side of Charles Page Boulevard and the Sand Springs Rail from 37th West Avenue to 65th West Avenue.
- Reinstall appropriate signalization at the intersection of Charles Page Boulevard and Gilcrease Museum Road.
- Improve the appearance of the Third Street/Charles Page Boulevard Bridge at the east leg of the Inner Dispersal Loop.
- Complete sidewalk/pedestrian circulation construction along Edison from Denver to Gilcrease Museum Road.
- Owen Park Neighborhood
 - Repair or replace streets, curbing and sidewalks.
 - Add appropriate stop signs and No Parking signs on narrow streets and close some streets to reduce through traffic penetration.
 - Add neighborhood signage at Edison and Union, Easton and Quanah and Easton and Waco.
 - Install electrical outlets on medians for Holiday lighting.
 - Add park benches and other beautification measures to medians.
 - Restrict parking on medians and sidewalks and add possible parking pockets.
- Remove Brady Street as a commercial collector from the Major Street Plan and close the access under the west leg of the IDL from the Irving neighborhood to the northwest quadrant of downtown.
- Remove Archer Street from the Major Street Plan as a commercial collector from the IDL to Union.
- Develop a new residential collector street along the Oak Creek basin from Archer to Charles Page Boulevard along an alignment using Quanah Avenue and Rosedale Avenue.

FLOOD PROTECTION THEMES

- Oak Creek
 - Revise the Oak Creek Master Drainage Plan to recognize that the Edison Street storage (Tulsa Country Club) will not be built and to plan for acquisition (as part of a greater revitalization plan) of the Oak Creek flood area from Archer to Charles Page Boulevard.

- Parkview

- Implement all proposed storm drainage facilities, upstream from the Lower Basin, and replan the proposed Lower Basin projects related to Parkview in accordance with a greater revitalization plan.

- Harlow/Blackboy Creeks

- Replan the proposed Harlow/Blackboy Creek storm drainage as part of a greater Lower Basin revitalization plan.

EMPLOYMENT THEMES

- Create long-term stable employment opportunities/capacities within the Charles Page Boulevard Area through (1) sports/commercial recreation redevelopment themes for the Lower Basin area, (2) industrial district retrofitting as a competitive industrial park and (3) strengthened convenience commercial centers by virtue of combined revitalization in all areas within and around the Charles Page Boulevard Area.

- Create immediate employment opportunities for the unemployed resident population by incorporating employment components in all revitalization planning and programming.

- Establish a new or utilize an existing nonprofit or public/semi-public development corporation responsible for carrying out selected revitalization activities in whole or in part including -- but not limited to -- neighborhood clean up and beautification, housing repair, housing grounds maintenance assistance, new housing development and commercial/industrial grounds maintenance and beautification.

- Establish a new or utilize an existing nonprofit or public/semi-public entity responsible for assessment, training and referral of the resident unemployed/underemployed to job opportunities within and outside of the Charles Page Boulevard Area.

- Establish convenient and affordable quality day care operations sufficient to allow parents to enter the workforce.

HUMAN RESOURCE DEVELOPMENT THEMES

- Coordinate and integrate neighborhood school facilities, curriculum, and activity planning and programming with neighborhood revitalization planning and programming designed to adequately serve current resident youth and adults as well as to attract new households to the area.

- Coordinate and integrate neighborhood recreation center facilities and program planning with

neighborhood revitalization planning and programming designed to adequately serve current resident youth and adults as well as to attract new households to the area.

- Develop the resources necessary to increase the capacity for planning, coordinating and integrating self-sufficiency and wellness programs in the Charles Page Boulevard Area.
- Develop five or more strategically placed locations within existing nonprofit or public facilities as coordinated one-stop service information centers where area residents may obtain current information and receive immediate referrals for employment, education, and wellness programs. Same day service delivery coordination should be a guiding principle. Each site should be connected with compatible interactive computer equipment, software and connections to the INTERNET. (See Plan Map.)
- Develop new and/or redirect and enhance existing direct delivery programs available at each of the planned one-stop service information centers.
- Utilize/mobilize local church organizations in accommodating/delivering a wide variety of information and services programs including self-help 12-step programs, nutrition, recreation, life skills, domestic violence and other self-sufficiency/quality of life programs.
- Establish a head start program within the neighborhood which includes components that address immunizations, family nutrition and parent-child skill building.

NEIGHBORHOOD LIVEABILITY THEMES

- Establish programs at the neighborhood level designed to be responsive to the liveability of the area in such activities as coordinating code enforcement activities, promoting exterior grounds and building facade improvement/beautification, assisting the marketing of available properties, coordinating resident needs with human resource development programs, historic preservation, redevelopment projects coordination and revitalization plan implementation activities.
- Eliminate centers of illicit activity by working with property owners, law enforcement agencies and social human service institutions.

OVERALL REVITALIZATION PLANNING AND PROGRAMMING

- Establish a revitalization planning and programming steering committee responsible for overall revitalization planning, program design, program/project implementation and overall progress evaluation.
- Seek and obtain a combination of public, private and nonprofit funding resource allocations to support the steering committee activities.

ZONING ACTION THEMES

- Rezone the Irving Neighborhood planned residential area from multi-family to residential single-family.
- Rezone existing single-family areas in the Lower Basin from multi-family zoning to single-family zoning.
- Rezone other lower basin areas to appropriate zone districts upon completion of the redevelopment plan for that area.

Area Action Themes

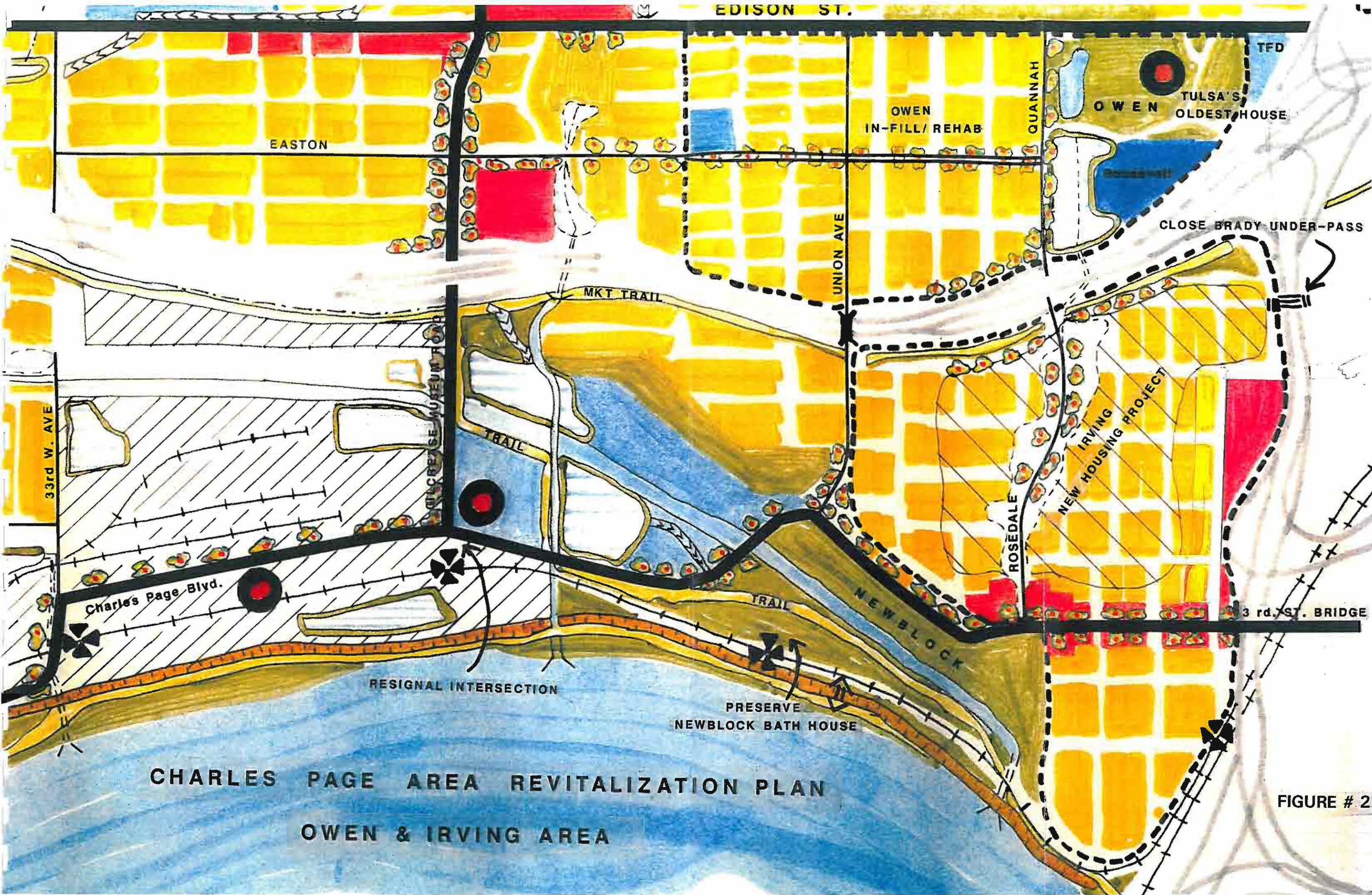


FIGURE # 2

CHARLES PAGE AREA REVITALIZATION

ACTION THEMES FOR THE OWEN PARK AND IRVING AREA

- Recreate the historic "station stops" along the Sand Springs Interurban Rail Line.
- Promote the ultimate reestablishment of the Interurban Trolley as a functional part of the regional transportation system; in the interim, promote increasingly frequent excursion events along the rail.
- Preserve the Washington Irving monument.
- Preserve Tulsa's first house.
- Install period street lighting in the Owen Park neighborhood.
- Pursue Historic Preservation registry and zoning for the Owen Park neighborhood.
- Promote the preservation of the Newblock Park Bath House.
- Promote the development of period themes for building exteriors and grounds in the industrial and commercial areas along and visible from Charles Page Boulevard.
- Extend the River Parks Trail and recreational areas from the 11th Street bridge to the MK&T Trail at 25th West Avenue.
- Create access points to the Arkansas River (River Parks) at strategic points across the levee.
- Establish Charles Page Boulevard and Gilcrease Museum Road as the main vehicular and pedestrian route to the Gilcrease Museum from downtown.
- Develop a pedestrian/bicycle trail extension from River Parks Trail at the 11th Street bridge through Newblock Park to Gilcrease Museum Road at the Keystone Expressway and then to the Gilcrease Museum.
- Improve the pedestrian connections of the trail to and from north of the Keystone Expressway at Gilcrease Museum Road by either improving surface pedestrian connections under the overpass or by routing a pedestrian connection under the expressway immediately east of the intersection in conjunction with Parkview drainage improvements.

- Continue to enhance the aesthetic environment of the MK&T pedestrian/bicycle trail.
- Continue to enhance the functional aspects of the trail -- such as parking areas -- to serve as both an inter- and intra-neighborhood pedestrian circulation system.
- Prohibit expansion of jail and detention facilities within Newblock Park.
- Develop a long-range facility plan for Newblock Park as a multi-functional area that serves neighborhood recreational needs, intermodal transportation (pedestrian/rail/vehicular), regional recreation needs, public access to the river and public employment intensive activity.
- Restore the fountain and water fall at Owen Park.
- Repair entry to Owen Park from Edison.
- Repair or add fencing around Roosevelt School.
- Remove trees in fence row along expressway.
- Upgrade and retrofit the infrastructure of the industrial district sufficient to create an industrial park that will be competitive with other regional industrial areas.
- Specifically address the environmental conditions that lessen or prohibit the marketing, use and reuse of existing lands and buildings within the district, and develop appropriate programs for resolving those conditions.
- Develop and implement a marketing program designed for the industrial district that will be consistent with both neighborhood revitalization objectives and regional industrial development goals.
- Develop and implement a street scape improvement plan along Charles Page Boulevard and Gilcrease Museum Road.
- Repair or replace streets, curbing and sidewalks.
- Add appropriate stop signs and No Parking signs on narrow streets and close some streets in the Owen Park neighborhood to reduce through traffic penetration.
- Add neighborhood signage for the Owen Park neighborhood at Edison and Union, Easton and Quanah and Easton and Waco.
- Add park benches, install electrical outlets for Holiday lighting and add other beautification measures on the Easton and Union medians.

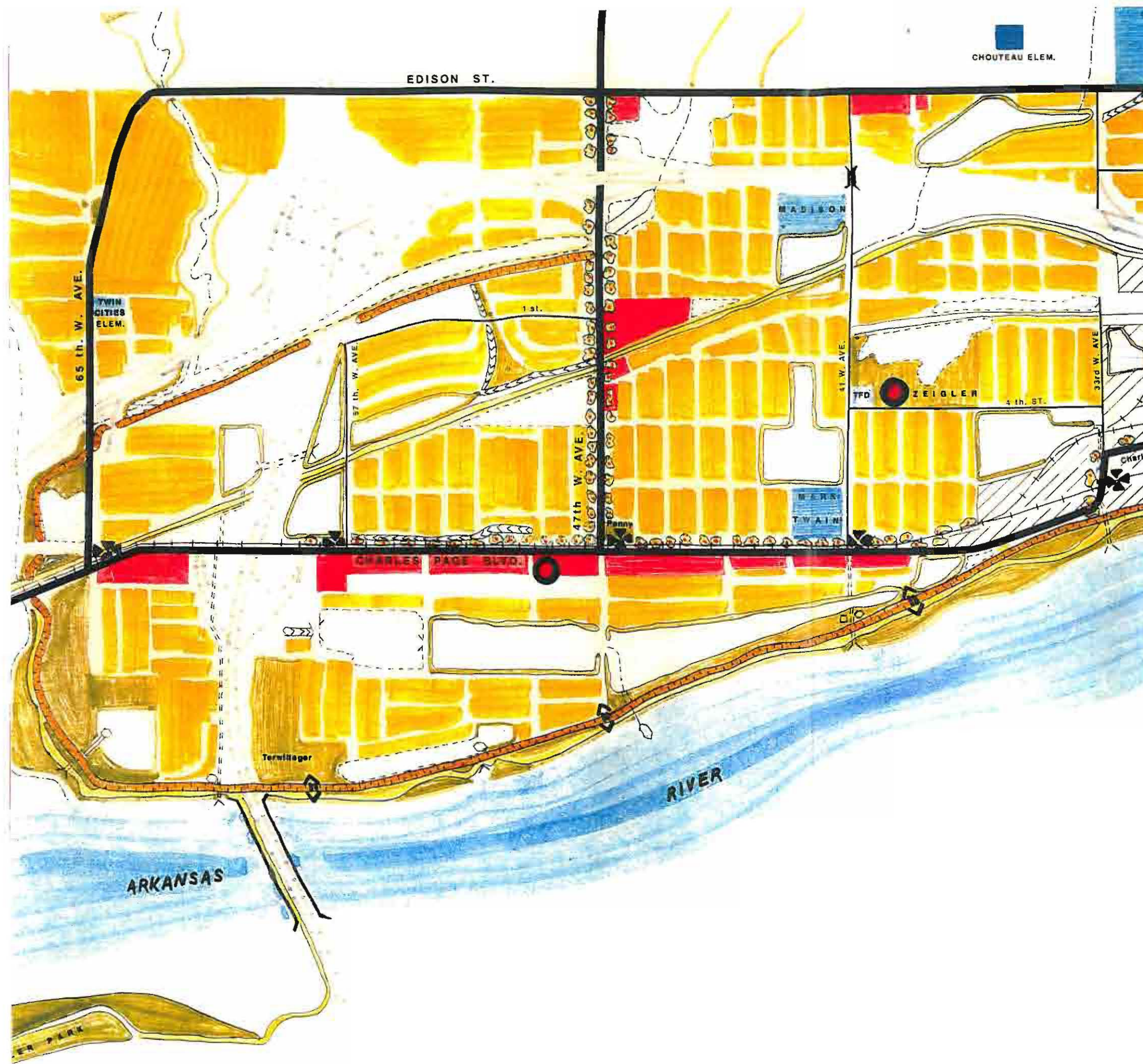
- Restrict parking on medians and sidewalks and add possible parking pockets.
- Undertake a series of coordinated actions that will result in attracting higher income in migrants into the planned residential areas while at the same time ensuring an adequate mix of housing available to low and moderate income households.
- Coordinate with Tulsa Public Schools to identify and remove school related impediments to marketing housing in the area.
- Design and develop a new residential housing resubdivision project within the Irving neighborhood that will result in 60 to 90 new and/or rehabilitated single-family units within the price range of 60 to 80 thousand dollars with modern amenities that are appropriate to and complimentary of the historic nature of the area.
- Design and implement a scattered site housing development program that will result in approximately 200 new single-family market units on isolated vacant lots throughout the Charles Page area with modern amenities that are appropriate to and complimentary of the surrounding area.
- Design and implement an existing vacant housing rehabilitation program that will result in the rehabilitation and occupancy of approximately 345 vacant repairable units throughout the Charles Page Area with a principal emphasis on owner occupancy of single-family units.
- Design and implement a rental rehabilitation program that will result in the rehabilitation and occupancy of rental housing stock throughout the area with a mix of market rate and below market rate rental units.
- Develop or ensure the availability of financing mechanisms such as home purchase and rehab loans, tenant purchase and rehab of existing dwelling unit loans and developer construction financing that will result in increasing owner occupancy levels throughout the area.
- Design and implement an overall housing marketing program that (1) promotes and actively markets the neighborhoods to prospective home buyers, developers, and financial institutions and (2) maintains a central, one-stop housing information and technical assistance program for rehabilitation, home purchase and financing that also tracks and evaluates progress of all housing theme projects and programs.
- Actively promote the development of new housing subdivisions and the preservation of the existing housing stock in all neighborhoods surrounding the Charles Page Boulevard area.
- Complete sidewalk/pedestrian circulation construction along Charles Page Boulevard from the IDL to 65th West Avenue and the MK&T Trail.

- Reinstall appropriate signalization at the intersection of Charles Page Boulevard and Gilcrease Museum Road.
- Improve the appearance of the Third Street/Charles Page Boulevard Bridge at the east leg of the Inner Dispersal Loop.
- Complete sidewalk/pedestrian circulation construction along Edison from Denver to Gilcrease Museum Road.
- Remove Brady Street as a commercial collector from the Major Street Plan and close the access under the west leg of the IDL from the Irving neighborhood to the N.W. quadrant of downtown.
- Remove Archer Street from the Major Street Plan as a commercial collector from the IDL to Union.
- Develop a new residential collector street along the Oak Creek basin from Archer to Charles Page Boulevard along an alignment using Quannah Avenue and Rosedale Avenue.
- Revise the Oak Creek Master Drainage Plan to recognize that the Edison Street storage (Tulsa Country Club) will not be built and to plan for acquisition (as part of a greater revitalization plan) of the Oak Creek flood area from Archer to Charles Page Boulevard.
- Create long-term stable employment opportunities within the Charles Page Boulevard area through (1) industrial district retrofitting as a competitive industrial park and (2) strengthened convenience commercial centers assisted by a combined revitalization in all areas within and around the Charles Page Area.
- Create immediate employment opportunities for unemployed residents by incorporating employment components into all revitalization planning and programming.
- Establish a new or utilize an existing nonprofit or public/semi-public development corporation to execute selected revitalization activities such as neighborhood clean up and beautification, housing repair, housing grounds maintenance assistance, new housing development, commercial and industrial grounds maintenance and beautification.
- Establish a new or utilize an existing nonprofit or public/semi-public entity to assess, train and refer unemployed and underemployed residents to job opportunities within and outside of the Charles Page Area.
- Establish convenient and affordable, quality day care operation(s) sufficient to allow parents to enter the workforce.
- Coordinate and integrate neighborhood school and recreation center facilities, curriculum, and

activity planning and programming with neighborhood revitalization planning and programming to adequately serve current resident youth and adults and to attract new households to the area.

- Develop the resources necessary to increase the capacity to plan, coordinate and integrate self-sufficiency and wellness programs in the Charles Page Boulevard area.
- Develop and strategically place five or more coordinated one-stop service information centers in existing nonprofit or public facilities where area residents may obtain current information and receive immediate referrals for employment, education, and wellness programs. Same day service delivery coordination should be a guiding principle. Each site should be connected with compatible interactive computer equipment, software and connections to the INTERNET.
- Develop new and/or redirect and enhance existing direct delivery programs available at each of the planned one-stop service information centers.
- Encourage local religious organizations to accommodate or deliver a wide variety of information and services programs including self-help 12-step programs, nutrition, recreation, life skills, domestic violence and other self-sufficiency/quality of life programs.
- Establish a head start program within the neighborhood which includes components that address immunizations, family nutrition and parent-child skill building.
- Establish programs at the neighborhood level designed to be responsive to the liveability of the area through endeavors such as coordinating code enforcement activities, promoting exterior grounds and building facade improvement and beautification, assistance with marketing available properties, coordinating resident needs with human resource development programs, historic preservation, redevelopment projects coordination and revitalization plan implementation activities.
- Eliminate centers of illicit activity by working with property owners, law enforcement agencies and social human service institutions.
- Establish a revitalization planning and programming steering committee responsible for overall revitalization planning, program design, program/project implementation and overall progress evaluation.
- Seek and obtain a combination of public, private and nonprofit funding to support the steering committee activities.
- Rezone the Irving Neighborhood planned residential area from multi-family to residential single-family.

- Develop interim policies and mechanisms that will allow new building development and the expansion of existing buildings under relaxed permitting processes prior to the completion of all planned storm drainage facilities; as an alternate, develop all proposed storm drainage facilities necessary to remove the area from the regulatory flood hazard boundary within the next five years (2000).



CHARLES PAGE AREA
REVITALIZATION PLAN
LOWER BASIN AREA

FIGURE # 4

FIGURE # 5

CHARLES PAGE BOULEVARD AREA REVITALIZATION

ACTION THEMES FOR THE LOWER BASIN AREA

- Recreate the historic "station stops" along the Sand Springs Interurban Rail Line.
- Promote the ultimate reestablishment of the Interurban Trolley as a functional part of the regional transportation system; in the interim, promote increasingly frequent excursion events along the rail.
- Promote the development of period themes for building exteriors and grounds in the industrial and commercial areas along and visible from Charles Page Boulevard.
- Extend the River Parks Trail and recreational areas across the proposed Gilcrease Expressway Bridge to Chandler Park.
- Create access points to the Arkansas River (River Parks) at strategic points across the levee.
- Continue to enhance the aesthetic environment of the pedestrian/bicycle trail.
- Continue to enhance the functional aspects of the MK&T trail -- such as parking areas -- to serve as both an inter- and intra-neighborhood pedestrian circulation system.
- Develop parts of the Lower Basin area as a massive sports/commercial recreation complex in conjunction with a re-planned storm water drainage system.
- Specifically address the environmental conditions that lessen or prohibit the marketing, use and reuse of existing lands and buildings within the district, and develop appropriate programs for resolving those conditions.
- Undertake a series of coordinated actions that will result in attracting higher income in migrants into the planned residential areas while also ensuring an adequate mix of housing available to low and moderate income households.
- Coordinate with Tulsa Public Schools to identify and remove school related impediments to marketing housing in the area.
- Design and implement a scattered site housing development program that will result in approximately 200 new single-family market rate units with modern amenities on isolated vacant lots throughout the Charles Page Boulevard area that are appropriate and complimentary to the surrounding area.
- Design and implement a residential development project in conjunction with a larger

redevelopment plan in the lower basin area that will result in approximately 350 new market rate housing units of various styles and types, including single family, multi-family and retirement villages.

- Design and implement programs that minimize out-of-neighborhood displacement and maximize housing relocation choices within the neighborhood for all households impacted by future storm water management and neighborhood redevelopment activities.
- Design and implement an existing vacant housing rehabilitation program that will result in the rehabilitation and occupancy of approximately 345 vacant repairable units throughout the Charles Page Boulevard Area with a principal emphasis on owner occupancy of single-family units.
- Design and implement a rental rehabilitation program that will result in the rehabilitation and occupancy of rental housing stock throughout the area with a mix of market rate and below market rate rental units.
- Develop or ensure the availability of financing mechanisms that will result in increasing owner occupancy levels throughout the area including, but not limited to, home purchase and rehab loans, tenant purchase and rehab of existing dwelling unit loans and developer construction financing.
- Design and implement an overall housing marketing program that (1) promotes and actively markets the neighborhoods to prospective home buyers, developers, and financing institutions and (2) maintains a central, one-stop housing information and technical assistance program for rehabilitation, home purchase and financing that also tracks and evaluates the progress of all housing theme projects and programs.
- Actively promote the development of new housing subdivisions and preservation of the existing housing stock in all neighborhoods surrounding the Charles Page Boulevard area, including the area south across the Arkansas River along the proposed Gilcrease Expressway.
- Undertake and complete a detailed planning and redesign project for the Lower Basin area that will result in a coordinated master plan for neighborhood revitalization and flood protection to include an employment intensive sports/commercial recreation complex and housing in conjunction with proposed storm water projects and Gilcrease Expressway extension projects. This redesign project must be an interdisciplinary design project-- including engineering, planning, legal and related disciplines -- with residents and property owner participation processes.
- Until the completion of the detailed redevelopment/redesign project identified above, the following revitalization actions should be undertaken: (1) Encourage property owners to purchase flood insurance, (2) establish the grade and reconstruct 49th West Avenue to secondary arterial standards from Edison to Charles Page Boulevard, complete with adjacent pedestrian system and appropriate storm drainage and (3) proceed with all other planned revitalization actions, programs

and projects.

- Develop the Gilcrease Expressway extension across the Arkansas River to the Keystone Expressway with a fully functional interchange at Charles Page Boulevard, coordinating the final engineering design with the Lower Basin redevelopment.
- Complete sidewalk/pedestrian circulation construction along Charles Page Boulevard from the IDL to 65th West Avenue and the MK&T Trail.
- Develop and implement a street scape program on the north side of Charles Page Boulevard and the Sand Springs Rail from 37th West Avenue to 65th West Avenue.
- Implement all proposed storm drainage facilities upstream from the Lower Basin and replan the proposed Lower Basin projects related to Parkview in accordance with a greater revitalization plan.
- Replan the proposed Harlow/Blackboy Creek storm drainage as part of and accommodating a greater Lower Basin revitalization plan.
- Create long-term stable employment opportunities within the Charles Page Boulevard Area through (1) sports/commercial recreation redevelopment themes for the Lower Basin area and (2) strengthened convenience commercial centers.
- Create immediate employment opportunities for the unemployed resident population by incorporating employment components in all revitalization planning and programming.
- Establish a new or utilize an existing nonprofit or public/semi-public development corporation responsible for carrying out selected revitalization activities, including activities such as neighborhood clean-up and beautification, housing repair, housing grounds maintenance assistance, new housing development, commercial/industrial grounds maintenance and beautification.
- Establish a new or utilize an existing non-profit or public/semi-public entity to assess, train and refer resident unemployed and underemployed persons to job opportunities within and outside of the Charles Page Boulevard area.
- Establish convenient and affordable quality day care operations sufficient to allow parents to enter the workforce.
- Coordinate and integrate neighborhood school and recreation center facilities, curriculum, and activity planning and programming with neighborhood revitalization planning and programming to adequately serve current resident youth and adults as well as to attract new households to the area.

- Develop the resources necessary to increase the capacity for planning, coordinating and integrating self-sufficiency and wellness programs in the Charles Page Boulevard area.
- Develop five or more strategically placed locations with existing non-profit or public facilities as coordinated one-stop service information centers where area residents may obtain current information and receive immediate referrals for employment, education and wellness programs. Same day service delivery coordination should be a guiding principle. Each site should be connected with compatible interactive computer equipment, software and connections to the INTERNET.
- Develop new and/or redirect and enhance existing direct delivery programs available at each of the planned one-stop service information centers.
- Encourage local religious organizations to accommodate or deliver a wide variety of information and services programs including self-help 12-step programs, nutrition, recreation, life skills, domestic violence and other self-sufficiency/quality of life programs.
- Establish a head start program within the neighborhood which includes components that address immunizations, family nutrition and parent-child skill building.
- Establish programs at the neighborhood level designed to be responsive to the liveability of the area in such activities as coordinating code enforcement activities, promoting exterior grounds and building facade improvement/beautification, assisting with marketing available properties, coordinating resident needs with human resource development programs, historic preservation, redevelopment projects coordination and revitalization plan implementation activities.
- Eliminate centers of illicit activity by working with property owners, law enforcement agencies and social human service institutions.
- Establish a revitalization planning and programming steering committee responsible for overall revitalization planning, program design, program/project implementation and overall progress evaluation.
- Seek and obtain a combination of public, private and non-profit funding to support the steering committee activities.
- Rezone existing single-family areas in the Lower Basin from multi-family zoning to single-family zoning.
- Rezone other lower basin areas to appropriate zone districts upon completion of the redevelopment plan for that area.

Revitalization Plan Implementation

OFFICIAL PLAN AMENDMENT REQUIREMENTS

Amend the TMAPC District 10 Plan Map and Text to reflect the following:

- Incorporate by reference the approved Charles Page Boulevard Area Revitalization Plan.
- Change the planned medium intensity development designation within the Irving Neighborhood to low intensity residential except for those areas shown in red on the revitalization plan map along 3rd Street (Charles Page Boulevard) and Nogales Avenue, which may remain medium intensity to allow the old Irving School property to expand south and to provide for office type development on the east side of Nogales Avenue adjacent to the IDL.
- Revise any references in text and map to reflect that Brady Street from the IDL to Quanah Avenue is to be eliminated as a commercial collector street; the underpass of the IDL is to be permanently blocked.
- Revise any references in text and map to reflect that Archer Street from the IDL to Union Avenue is to be eliminated as a commercial collector.
- Revise any references in text and map to reflect the designation of the Owen Park Historic Preservation Area and the Irving Area Historic Preservation Area as indicated in the Tulsa Historic Preservation Plan and the Charles Page Boulevard Area Revitalization Plan.
- Revise any references in text and map to reflect the designation and realignment of Quanah/Rosedale Avenues as a residential collector as shown on the Charles Page Boulevard Area Revitalization Plan Map.
- Revise map and text to indicate medium intensity commercial at the northeast corner of Gilcrease Museum Road and the Keystone Expressway in order to reflect the development that is already underway at that location.
- Revise map and text to recognize the existing medium intensity commercial land use at the southwest corner of Gilcrease Museum Road and Edison Street and to expand said area to include all of the property north of the half block line between Easton Court and Easton Place from 27th West Avenue to Gilcrease Museum Road to accommodate the need for future bank expansion .

Amend the City of Tulsa Major Street and Highway Plan as required by the Charles Page Boulevard Area Revitalization Plan:

- Revise the commercial collector designation on Brady Street from the IDL to Quanah Avenue to a local residential street.
- Revise the commercial collector street designation on Archer Street from the IDL to Union Avenue to local residential street.
- Revise the residential collector of Quanah Avenue to a residential collector along the alignment of Quanah/Rosedale Avenues from the Keystone Expressway to 3rd Street (Charles Page Boulevard).

Amend the City of Tulsa Master Stormwater Drainage Plans as required by the Charles Page Boulevard Area Revitalization Plan:

- Revise the Oak Creek Master Drainage Plan to reflect the elimination of the Edison Street storage project (Tulsa Country Club Golf Course), to reflect residual flooding along Quanah Avenue and Rosedale Avenue south of the Keystone Expressway and to require acquisition and permanent open space in conjunction with a Greater Irving Neighborhood Revitalization Plan.
- Revise the Lower Basin Master Drainage Plan to reflect a new stormwater drainage plan designed as part of a greater neighborhood revitalization project designed to achieve the Charles Page Boulevard Area Revitalization Plan Goals and Objectives.

ZONING MAP AMENDMENT REQUIREMENTS

The following is a list of the zoning map amendments required by the Charles Page Boulevard Area Revitalization Plan:

1. Rezone all multi-family and commercial zoning in the Irving neighborhood to appropriate single family zone designations except for those planned commercial areas shown on the revitalization plan map.
2. Rezone all multi-family zoning in the lower basin area (Gilcrease Museum Road to 65th West Avenue) to appropriate single family zone designations as shown on the revitalization plan map.

**CHARLES PAGE BOULEVARD AREA REVITALIZATION PLAN
CAPITAL PROJECTS LIST**

<u>Action Theme/Project</u>				<u>Estimate of Cost</u>
Historic Preservation Theme				
•Recreate "Station Stops" (S.S. Rail Line)	Const. 7 X	\$3000		\$ 21,000
7 stops from IDL to 65th W. Ave.	Design	7000		
7,000	Contingency	15%		<u>3,100</u>
				\$ 31,000
Recreation/Cultural Themes				
•Levee Access Points				
Newblock, 33rd W. Ave., 41st W. Ave.	Const. 3 X	\$30,000		\$ 90,000
	Design	7,000		7,000
	Contingency	15%		<u>13,500</u>
				\$ 110,500
•Charles Page Blvd./Gilcrease Museum Rd.				
Designated Route Signs				
5 signs from Denver to Gilcrease Museum	@ 600 ea.			<u>\$ 3,000</u>
				\$ 3,000
•MKT Trail				
Tree Planting & Beautification along				
Keystone Expressway, 200 Trees @ \$200				<u>\$ 40,000</u>
				\$ 40,000
Trail Access Parking @ Quanah & MKT	Acq.	\$79,000		\$ 79,000
	Const.	\$30,000		<u>30,000</u>
				\$ 109,000
Newblock Park Long Range Plan	Plan Dev.	\$20,000		<u>\$ 20,000</u>
				\$ 20,000

Industrial District Revitalization Themes

•Streetscape Improvement Plan/Upgrade

Public Infrastructure

(5800 L. F. of Streetscape)

116 Planting X 2 = 232 @ \$500 = \$116,000

Includes Charles Page Blvd. and G.M.

Rd. to Keystone

Const.

\$ 116,000

Design

10,000

Contingency 15%

17,500

\$ 143,500

•Retrofit Plan Development

Planning

\$ 8,500

\$ 8,500

Housing Themes

•Irving Residential Redevelopment Project

Initial Study Funding, Capitalization, etc.

\$ 50,000

\$ 50,000

Lower Basin Redevelopment Theme

•Replan Lower Basin, Blackboy, Harlow

& Parkview Master Stormwater Plan

Toward a Greater Neighborhood Revitalization

Objective

A multi-Disciplinary Planning Project

\$ 100,000

\$ 100,000

Traffic and Major Street Themes

•Gilcrease Expressway Extension Across

Arkansas

EIS Study and Related Activities - Tulsa

Share

\$ 250,000

\$ 250,000

•49th West Ave. to Secondary Arterial

Standards

(Edison to Charles Page Blvd.)

\$4,000,000

\$4,000,000

•Charles Page Boulevard Sidewalks

(Fill in thru Newblock)

(Coordinate Trail Project Newblock/

River Parks to Gilcrease Museum Road)

Undetermined

•3rd Street Bridge Appearance Improvement	Design	5,000
	Const. Allowance	<u>\$ 35,000</u>
		\$ 40,000
•Edison Street Sidewalk Construction	Const.	<u>\$ 100,000</u>
2800' L.F. Union to Osage Exwy		\$ 100,000
Overpass		
•Brady Underpass (IDL) Closing	Const.	\$ 40,000
	Design	6,000
	Contingency 15%	<u>6,000</u>
		\$ 52,000
•Resignal Intersection at Charles Page Blvd.		
And Gilcrease Museum Rd.		<u>\$ 30,000</u>
		\$ 30,000
•Quanah/Rosedale Collector St.		
(1400 L.F.) @ \$50 LF		<u>\$ 80,000</u>
		\$ 80,000
SUB-TOTAL		<u>\$5,167,600+</u>
Flood Protection Themes		
•Oak Creek Master Drainage Plan		
Revised Plan Engineering		\$ 30,000
Acquisition and Imp. Cost		<u>2,000,000</u>
		\$ 2,030,000
•Parkview (Upstream from CP area) Total Plan		
Cost Estimate from Master Drainage Plan		<u>\$10,000,000</u>
		\$10,000,000
•Harlow/Blackboy (Upstream from CP area) Total Plan		<u>\$ 7,200,000</u>
Cost Estimate from Master Drainage Plan		\$ 7,200,000
TOTAL		<hr/> \$24,397,600

PLAN IMPLEMENTATION MANAGEMENT TOOL

PLAN IMPLEMENTATION MANAGEMENT TOOL

The plan Steering Committee has created an initial master list of all proposed projects/programs required by the Revitalization Plan to achieve the goals and objectives. The list is to be used as a management tool. The initial list has been entered on a spread sheet with the capacity to add additional columns of information that tracks progress, costs, responsibilities, current status and any other information needed to guide the implementation of the plan.

The master list displayed herein is initially dated 6/95. Subsequent revisions and process update entries will reflect the latest date of entry. Distribution will be primarily to the Steering Committee, City Councilors and other individuals or organizations maintained in the plan implementation distribution list.

The last page of the master list of projects/programs contains definitions of the acronyms used in the spread sheet columns.

The master list also includes all proposed near term capital improvement projects/programs that are contained in the Charles Page Boulevard Area Revitalization Plan Capital Projects List and are identified on the master list by an astrick (*).

**Plan Implementation Projects/Programs
Master List (6/95)**

Project/Program	Lead Responsibility	Coordination	Public Agencies	Resources		Funding Sources				
				Type TA	Cash Amount	City	County	State	Private	Federal
<u>Historic Preservation Themes</u>										
- Owen Park Historic Determination	OPANA	THPC	THPC	X						X
- Irving Historic Nomination	INA	THPC	THPC	X			X			
- Interurban Rail - "Station Stops" *	CPSC	THPC,TCHS, Rail owner	?			\$31,000				
- Transportation Excursions	CPSC	Sunbelt or Rail owner		X						X
- System	CPSC	Transp. Plan	INCOG	X			X	X	X	X
- Newblock Bath House		THPC or Park Dept.	THPC or Park Dept.	X			X			X
- Promote Period Themes - C. P. Blvd.	CPSC	Property Owners								
<u>Recreation/Cultural Themes</u>										
- River Parks Trail - Extension from 11th St. Bridge to Chandler Park and MK&T Trail - Levee Access Points *	City Public Works, River Parks Auth. CPSC	CPSC River Parks Auth., City Public Works, Levee Dist.	City Public Works, River Parks Auth. River Parks Auth., City Public Works, Levee Dist.		X	?	X		X	X
- CP/GM Road Route to Gilcrease Museum - Pedestrian/Bicycle Route	City Public Works, River Parks Auth. CPSC	CPSC	City Public Works, River Parks Auth.		X	?	x		x	X
- CP/GMR Designated Route to GM *	CPSC	MTCOC Gilcrease Museum City of Tulsa	City of Tulsa	X		\$3,000				
- MK&T Trail - Aesthetic Environment (Trees & Beautification along Expwy) *	River Parks Auth.	CPSC Neigh. along the trail	City Public Works, River Parks Auth.	X	X	\$40,000				
- Neighborhood Functional Circulation - Trail Access Parking at Quanah *	CPSC CPSC	Neigh. along the trail				\$109,000				
- Lower Basin Replanning *						\$100,000				
- Lower Basin Redevelopment	City Public Works, UDD	Neighborhoods, CPSC	City Public Works, UDD	X	X	Unknown	X			
- Newblock Park Prohibit Jail Expansion LR Facility Plan *						\$20,000				

Project/Program	Lead Responsibility	Coordination	Public Agencies	Resources			Funding Sources				
				Type	Cash	Amount	City	County	State	Private	Federal
Industrial District Redevelopment Theme											
- Upgrade/Retrofit Develop Detailed Plan *	CPSC & West O'Main	Property Owners, Public Works, UDD	Public Works, UDD	X	X	\$8,500	X			X	
- Address Environmental Conditions/Problems	West O'Main & Property Owners	CPSC	Public Works, UDD, TCC Health Dept., State Agencies	X	X	Unknown	X	X	X	X	X
- Develop Marketing Program	West O'Main & Property Owners	Real Estate Community	City Council Econ. Dev. Committee	X		\$10,000 per yr.	X		X	X	X
- Interim Policies for Storm Water Management Interim Policies	CPSC & West O'Main	Public Works, City Council, Permitting	City Council	X			X				
Storm Water Plan Implementation	CPSC & West O'Main	Public Works	Public Works	X	X	Unknown	X				X
- Street Scape Charles Page Blvd. *	CPSC & West O'Main	Public Works, UDD	Public Works, UDD	X	X	\$143,500	X				X
Housing Themes											
- Coordinate Action	CPSC & Designated Nonprofit	UDD, Public Works, Neighborhoods	UDD & Public Works	X	X	\$20,000 per yr. 3 to 5 yrs.	X			X	X
- New Housing Development Irving Neighborhood, 60-90 units *	CPSC, Designated Nonprofit & Irving Neighborhood	UDD, Public Works, Neighborhoods	UDD & Public Works	X	X	\$50,000					
Planning/programming Project Management											
- Scattered Site, 200 units Planning/programming Project Management											
- Lower Basin, 350 units Planning/programming Project Management	CPSC	Affected Neighbor- hoods, Pub. Works	UDD & Public Works	X		Unknown	X			X	X
- Housing Rehabilitation Vacant Housing Rehab, 345 units	CPSC & Designated Nonprofit	Affected Neighborhoods	UDD	X	X	Unknown	X			X	X
Rental Rehab Program	CPSC, Designated Nonprofit & UDD	Affected Neighborhoods	UDD	X	X	Unknown	X			X	X
- Home ownership Financing Develop & Insure Financing Mechanism	CPSC & Designated Nonprofit	Financial Institutions	UDD	X	X	Unknown				X	X
- Neighborhood Housing Marketing Design & Implement One-Stop	CPSC & Designated Nonprofit	Real Estate, Financial Institu- tions & Others	UDD	X	X		X			X	X

Project/Program	Lead Responsibility	Coordination	Public Agencies	Resources			Funding Sources				
				Type	Cash	Amount	City	County	State	Private	Federal
<u>Lower Basin Redevelopment Themes</u>											
- Replanning *	CPSC, Public Works & UDD	Neighborhoods	Public Works & UDD	X	X	\$100,000	X				X
- Interim Revitalization Flood Insurance	CPSC & Public Works	FEMA	Public Works	X							
49th W. Ave. Arterial Development *	CPSC	Neighborhoods	Public Works	X	X	\$4,000,000	X				X
<u>Traffic & Major Street Themes</u>											
- Gilcrease	CPSC & West O'Main	North & West Tulsa Citizens	INCOG, ODOT, City Council	X	X						
EIS Study *						\$100,000					
Funding						\$400,000	X	X	X		X
Construction						\$10,000,000	X	X	X		X
- 49th W. Ave. *	CPSC	Neighborhoods	Public Works		X	\$4,000,000	X				X
- Charles Page Boulevard Sidewalks *	CPSC		Public Works & UDD		X						
Street Scape						Undetermined					
Signal CP/GMR *						\$30,000					
- 3rd Street Bridge *						\$40,000					
- Remove Brady/Underpass Closed *						\$52,000					
- Remove Archer/Nogales to Union											
- Quannah/Rosedale Collector *	Public Works (Oak Creek Acq.)					\$80,000					
- Edison Street Sidewalk Construction *						\$100,000					
<u>Flood Protection Themes</u>											
- Oak Creek Revise Storm Water Mgt. Plan *	CPSC	Public Works, Irving, & Own Park	Public Works	X	X	\$30,000	X				
Acquire & Implement Construction *	CPSC	Irving Neighborhood Housing Dev. Plan	Public Works & UDD	X	X	\$2,000,000	X				
- Parkview Replan	CPSC & Pub. Works	Public Works	Public Works	X	X	\$10,000 EST					
Upstream Implementation *	CPSC	Public Works	Public Works		X	\$10,000,000					
- Harlow/Blackboy Creeks *	CPSC & Pub. Works	Osage County, Tulsa County & City of Tulsa	Public Works		X	\$7,200,000					
Replan											
Upstream Implementation											

Project/Program	Lead Responsibility	Coordination	Public Agencies	Resources			Funding Sources				
				Type	Cash	Amount	City	County	State	Private	Federal
<u>Employment Themes</u>											
- Long Term Employment	CPSC	All Programs	All		X						
- Immediate Employment	CPSC										
Nonprofit Employment	CPSC	All Programs	UDD		X	X					
Assistance, Same Day Referral	CPSC	PITC, Employment Agencies & Nonprofits	UDD		X						
Quality Day Care	CPSC, Neighbors Along the Line & NAL	TCAA, Neighbors Along the Line & NAL	TCAA		X	X					
<u>Human Resource Development Themes</u>											
- Public Schools											
Coordinate with Revitalization Efforts	CPSC		TPS								
- Neighborhood Recreation											
Coordinate with Revitalization Efforts	CPSC		Parks Dept.		X						
- Neighborhood Assistance											
Place One-Stop Centers in Existing Agencies	CPSC	CSC, United Way	UDD								
Enhance and Redirect Services	CPSC	CSC, United Way	UDD								
Utilize Congregations to Deliver Services	CPSC	TMM, Baptist,, UMC	UDD								
- Neighborhood Wellness											
Establish Head Start	NAL	TCAA	TCAA, TPS								
<u>Neighborhood Livability</u>											
- Coordination	CPSC & All Neighborhood Organizations	All Neighborhood Organizations	All		X	X	\$10,000 per year 3 to 5 years	X			X
- Eliminate Centers of Illicit Activity	CPSC	TPD, Code Enforcement & TCC Health Department	TPD, Code Enforcement & TCC Health Department		X						
<u>Overall Revitalization Planning & Programming</u>											
- Steering Committee	West O'Main	All Neighborhood Organizations	UDD		X	X	\$10-\$20 thousand per year 3 to 5 years				

* Items listed on the Capital Projects List.

ACRONYMS:

OPANA - Owen Park Area Neighborhood Association
INA - Irving Neighborhood Association
CPSC - Charles Page Steering Committee
UDD - Urban Development Department
TCCHD - Tulsa City-County Health Department
PITC - Private Industry Training Council
TCAA - Tulsa Community Action Agency
NAL - Neighbors Along the Line
CSC - Community Service Council
TPD - Tulsa Police Department
TMM - Tulsa Metropolitan Ministry
UW - United Way
TPS - Tulsa Public Schools
THPC - Tulsa Historic Preservation Commission
INCOG - Indian Nations Council of Governments
RPA - River Parks Authority
TCHS - Tulsa County Historical Society
Sunbelt - Sunbelt Railway Preservation Trust
ODOT - Oklahoma Department of Transportation
TA - Technical Assistance

ADMINISTRATIVE FRAMEWORK FOR IMPLEMENTATION

(A commitment by the current Charles Page Boulevard Area Plan Steering Committee and the West O'Main Improvement Association)

The current Charles Page Boulevard Area Plan Steering Committee was formulated as an ad hoc group with administrative support from the Urban Development Department. It has no legal status and cannot receive or distribute funds. Therefore, the Plan Steering Committee is committed to establishing a more permanent administrative organization for plan implementation at an appropriate time in the future before the conclusion of the planning process.

West O'Main is a nonprofit corporation and will be the vehicle to provide a long term plan implementation framework. It is possible that coalition building during the plan development process could result in an entirely new entity with direct ties to and support from such organizations as the Owen Park, Irving or other neighborhood associations or combinations of new organizations that currently do not exist. Unless and until that happens, West O'Main will commit to serve in whatever capacity is needed.

At minimum, the Plan Steering Committee commits to formulate an implementation organization and a framework that include the capacity to deliver the following types of activities:

1. Marketing Activities (Including but not limited to):

- Development of targeted distribution and marketing (attraction) for industrial/business lands in the industrial district.
- Development of products and programs to market residential neighborhoods.
- Resource and response programs for delivering assistance to existing businesses/industries.

2. Coordination Activities (Including but not limited to):

- Continual monitoring and response capability for all aspects of approved plans (A "Keeper of the Plan" clearing house).
- Create and maintain a Business and Industry Council which will, at minimum, conduct regular breakfast or lunch meetings for the purpose of keeping plans before the public and of obtaining input.
- Coordinate and provide technical assistance to individuals and organizations that are responsible for designing and conducting various plan implementation programs.

3. Programming Activities (Including but not limited to):

- Designing and operating, where appropriate, various programs to implement approved plans/strategies.
- Providing input to the initial design of programs and conducting routine monitoring of effectiveness of all plan implementation programs operated by others.

Appendices

HISTORY ON THE LINE

INTRODUCTION

History on the line between Tulsa and Sand Springs is a story of transportation, commercial and industrial development, and recreation. It began in 1908 when oilman Charles Page purchased a 160-acre site along the Arkansas River west of Tulsa. There he built his Sand Springs Home for orphans and penniless widows. Although this area was served by the Katy Railroad, Page felt its steam-powered passenger trains would not provide adequate service for his Home and the townsite he planned to develop at Sand Springs. So he built his own; the Sand Springs Railway. Once the railway was built he set out to lure new industry along the line. Soon commercial and industrial plants were flourishing. The line between Tulsa and Sand Springs was to become one of Tulsa's major transportation corridors. It has continued long after the street cars have vanished.

TRANSPORTATION

THE SAND SPRINGS RAILWAY

On May 10, 1911, Charles Page took Tulsa city officials, including Major L.J. Martin, on the first rail car to operate between Sand Springs and Tulsa.

The tracks had been laid even before there was a good road between Sand Springs and Tulsa. Charles Page installed 36 miles of railroad trackage including 10.34 miles of main track, 5.36 miles of double track and 20.4 miles of siding and spurs. The tracks were laid in approximately forty-three days. Travel to Tulsa by car or wagon at the time had been limited to a wagon road which meandered through the sand dunes along the Arkansas River and featured several large sand traps. It was not until the Sand Springs road (now Charles Page Boulevard) was built in 1920 that a paved road connected the two communities.

The Sand Springs Interurban Railway Company line (whose name was changed to Sand Springs Railway Company in the early part of 1912) was opened for business in 1911 with a pair of McKeen gasoline cars. The McKeen cars, built of steel and shaped like torpedoes, had compartments for the engineer, baggage and mail, a smoker, and a coach. A forerunner

of today's diesel powered engines, the cars could operate at speeds up to 75 miles an hour if used exclusively for passenger service. On the Sand Springs line, however, they were geared to about 30 miles per hour. Traffic on the line soon became too heavy for this experimental type of propulsion. April 1912 marked the inauguration of electrically powered service on the Sand Springs Railway. Charles Page had started the Sand Springs Power, Light and Water Company which began to supply current for Sand Springs in 1911. He added additional generators to care for the railway. Steam and gasoline engine power was completely discontinued about 1916.

In the earliest days of the railway two-man street cars seated 78-89 passengers. They were pretty massive and regal compared to the one-man street cars that came later. The huge trams didn't have a bell, but air whistles, air brakes and sanders that made a series of interesting sounds. The one-man cars were kept warm in winter months by charcoal heaters. The passenger business continued to grow and the railway purchased two new 58-foot long passenger cars in 1916 and a pair of 60-footers in 1918. From then on the company purchased only second-hand equipment but kept it in excellent condition.

Through the 1930's the Sand Springs street cars rolled almost immune from the financial ills that killed all other rail passenger service in the Tulsa area. Service to Sand Springs was offered on a 20-minute headway all day with tripper cars to the suburban Bruner stop added in the rush hour to form a 10-minute headway to that point. Owl cars ran at hourly intervals between 11:30 p.m. and 7:30 a.m. Passenger traffic diminished during the thirties but was up again during the World War II years, when gasoline rationing kept driving to a minimum. Passenger fares remained a nickel for a local ride and a dime for the full distance to Sand Springs until raised in 1953, when it became 10 cents for persons traveling inside the city of Tulsa, and 15 cents for those going to Sand Springs. Firemen, policemen, and mail carriers rode free. The school fare for children was 2.5 cents. This low fare was important for many students on the line who rode the trolley to the Sand Springs High School or to the Central High School in downtown Tulsa. It was not uncommon for young people to delay service on the line by disconnecting the electrical connections on the trolley. At times the motorman could hardly reconnect the line and get back to his drivers seat before it was disconnected again.

Despite the Great Depression, the Sand Springs railway upgraded its passenger service in 1934 when it purchased seven lightweight 40-foot street cars from the Cincinnati, Lawrenceburg and Aurora Railway Company of Ohio. They each had four 25-horsepower General Electric motors. They were numbered 62-68 and had 44 seats each. Later that year it acquired two 48-foot double-truck Birney cars which were former Oklahoma Union Traction Company cars. They each had four 35-horsepower Westinghouse motors. They were numbered 69 and 70 and had 48 seats each.

After 1936 only the Sand Springs street cars continued, still operated by the independent Sand Springs Home owned railway. During 1944 the "struggle buggies," as some people

called them, carried more than two and a half million passengers. Passenger service was again modernized in 1947 with the purchase of six additional 45-foot electric double-truck Birneys. They were acquired from the former Union Electric Railway in Coffeyville, Kansas when that system folded. They each had four 35-horsepower Westinghouse motors. They were numbered 71-76 and had 48 seats each.

Passenger service was becoming increasingly expensive to operate and by the mid-1950's, street cars were becoming an anachronism. In 1940 the line had carried 2,500,000 passengers but by 1953 annual ridership had fallen to 1,200,000. Although Sand Springs Railway freight traffic in the 1950's was booming with three regular freight crews kept busy operating a half-dozen Baldwin-Westinghouse electric locomotives, the passenger service continued to suffer. Finally, on January 2, 1955, the passenger car service on the Sand Springs Railway was discontinued. The interurban street cars were replaced by buses which operated on the Sand Springs Road. Retirement of the 11 electric interurban street cars meant the end of the last interurban line in the state. Within a few months, electric freight operation ended as well, with the company's two 50-ton locomotives being sold to the Tulsa-Sapulpa Union Railway. Three diesels provided power for the freight business which continued to prosper as before. To this day the Sand Springs Railway continues hauling freight.

STREET CAR STOPS

The convenience of street cars running every twenty minutes with a fare of five to ten cents prompted many residents of Tulsa to ride to Sand Springs to work in factories there or on the line between Tulsa and Sand Springs. Passengers often boarded the yellow lightweight interurbans at the well-located Boston and Archer station which was less than a block from Tulsa's Union Passenger Depot and just across the street from the Sand Springs Railway's white-stuccoed freight station. The railway's free shuttle bus service looped through the heart of Tulsa's business district. The motorman would then air-whistle his way through the few blocks of single-track that separated the yellow lightweight from the double-track private right of way it had all the way to Sand Springs.

As the car picked up speed, the route followed the Frisco Railroad's Tulsa-Oklahoma City main line to the Arkansas River before turning west. Passenger stops were frequent, first in the factory and warehouse district, and then at the numerous residential subdivisions along the river. The motorman knew his regular customers by name. The Sand Springs-bound car paused briefly at Phoenix stop, near Sand Springs, where the line's freight operations center around the yards and shops. Nearby was the busy Katy Railroad interchange at Home Junction, with the industrial trackage that served the heart of the Sand Springs manufacturing area leading off in almost every direction.

Then the track swung by the big generating plant, which provided electricity for the line. Passengers were often sprayed by water coming from the generating plant's cooling ponds as they passed them. The car then clattered across the diamond at the Katy's Osage Branch and rumbled the few blocks up Sand Springs' Main Street to the modest brick building at McKinley and Broadway which housed the passenger terminal as well as the line's general offices. Returning to Tulsa, the car forsook the main line through the Sand Springs industrial area to give the passenger a few miles of pleasant single-track running through the wooded grounds of the Sand Springs Home and past the Sand Springs Park and over the Sand Springs Lake Dam before rejoining the main line at Lake stop. The Sand Springs Railway stops reading from the East end of the line to the West end of the line were as follows:

MOORELANE, which was earlier know as Greenwood, was a regular stop located near Greenwood Avenue and Archer Street in Tulsa.

BOSTON was a regular stop located at the northwest corner of East Archer Street and North Boston Avenue, across the street from the Tribune Building.

TULSA WAITING STATION was located at Main Street and Archer Street. It was a favorite stop for children because they could buy candy at the Petros Grocery Store which was located there. For many years the Sand Springs Railway Company's general offices were located above the waiting room at this location. In 1920 the company moved its general offices to the waiting station located at the corner of McKinley Avenue and Broadway Street in Sand Springs.

ELWOOD was located at North Frisco Avenue.

THIRD STREET was located on the west side of the Sand Springs tracks just before the interurban passed under the Third Street viaduct. This stop was a little different because it had a stairway leading up the side of the bank to the Crosby Heights Addition where Charles Page lived.

FRISCO was located on the north side of the Sand Springs tracks between Nogales Avenue and Olympia Avenue after 1930. There was a shelter built into the side of the hill near the Crosby Heights Addition.

NEWBLOCK was located near the Newblock filtering plant at the outskirts of Tulsa. It was also located near the Newblock Park swimming pool.

JOE was located at 25th West Avenue near the place where Charles Page's water pipe ended when he miscalculated the length of pipe needed to carry the spring water from the spring to Tulsa. An old Indian by the name of Joe who lived in the area had passed away, so Charles Page decided to honor him by naming the stop after him. A dance hall called

"Bucket of Blood" was also located near this stop.

RIVERSIDE was located half way between Hale Stop and Joe Stop at approximately 30th West Avenue. It was unofficially called "Movie" because the West Art Pictures Studio, owned by Pawnee Bill, was nearby.

HALE was located at 33rd West Avenue. It lay where cars were switched off onto a side track that ran through a field, past a corn crib. The brakemen had been calling it Crib Siding. They decided to call it Hale Station after Annie Hale Breeding, the mother of B. F. (Cap) Breeding, the first Superintendent of the Sand Springs Home.

PARKVIEW was chosen for the next stop, for the want of a better name. It was located at 38th West Avenue.

HOME GARDENS was located at 43rd West Avenue. It was so named because Charles Page had gardens there.

VERN was the name chosen for the next stop located at 49th West Avenue.

FIFTY-FIRST STREET was located on 51st Street between the Vern and Glen stops.

GLEN was next. There was a farm at this stop located at 53rd West Avenue. It had a sign over the gate posts which read "Mistletoe Glenn" because the Elm trees there were full of mistletoe. It was suggested that Mistletoe Glenn be the name of the stop but Charles Page thought that too long to paint on the stop's sign. He simply called it "GLEN." However, when the signs for the stop were painted they were mistakenly labeled "GlennWood." That mistake was corrected during the next paint job.

FIFTY-FIFTH STREET was located on 55th Street between the Glen and Medio stops.

MEDIO was located about midway between Sand Springs and Tulsa at 57th West Avenue. Charles Page's daughter, Eva, suggested the name for this station because it was the French word for midway.

LAWNWOOD was the name chosen for the next stop. It was located at 61st West Avenue. With transportation provided, little settlements had been springing up on the line. A few people had settled in this area hoping to start a little town of their own, but the Governor of Oklahoma vetoed their request. He claimed that the financial expense of building a school in the area would throw the school system's budget off balance.

BRUNER was located on the west side of 65th West Avenue on the allotment of Creek Indian Billy Bruner. This stop, which was located in low lands, lay in pools of water during much

of the rainy season.

STOCKYARDS was located at 73rd West Avenue near the Tulsa Stockyards which had begun operations in the mid-1940's.

COTTON PATCH was near a cotton field beyond Lake stop. It was located at about 77th West Avenue just west of the spur that ran south to the Stockyards. No one used the stop so it was soon discontinued.

LAKE was a regular stop located near 81st West Avenue. It was so named because the water now held within the lake had been a succession of small pools of water covering this area. The lake dam now holds most of the water from the hills. The remainder has been taken care of through drainage into the river.

GREENHOUSE was located on the east side of Adams Road in Sand Springs just north of Charles Page Boulevard. It was named after the Sand Springs Greenhouse which was located there.

PHOENIX was located near the Phoenix Refinery east of Main Street and the Sand Springs car barn.

CAR BARN was located east of Main Street in Sand Springs near where the tracks curved north to enter downtown Sand Springs.

SAND SPRINGS FREIGHT HOUSE was located on the west side of Main Street in Sand Springs between the Car Barn stop and the 2nd Street stop.

SECOND STREET was located near the intersection of 2nd Street and Main Street in Sand Springs between the Freight House stop and Waiting Station.

WAITING STATION was a regular stop in Sand Springs and was located at McKinley Avenue and Broadway Street. The Sand Springs Railway maintained offices there from 1920 until 1994.

LINCOLN AVENUE was located at Lincoln Avenue and Broadway Street in Sand Springs.

WASHINGTON AVENUE was located at Washington Avenue and Broadway Street in Sand Springs.

HOME ("The Home") was located on the east side of Adams Road in Sand Springs on the northwest side of the Sand Springs Home. This stop also served the Buffalo Park which was located nearby in earlier years.

DEVELOPMENT ON THE LINE

PUBLIC FACILITIES

The City of Tulsa's original waterworks plant was established at 1400 West Charles Page Blvd. It is now occupied by a City maintenance facility. In 1925 Newblock Park was established at 1414 W. Charles Page Blvd. It gave area children a place to gather with a public swimming pool added in 1927. The park remained a major city attraction until it closed in the 1960's. Owens Elementary School opened at 18 North Maybelle in 1909 as the second elementary school located outside of downtown Tulsa. Its name was later changed to Irving Elementary School. It is now owned by a local construction company. Fire station number 13 was located at 3924 W. Charles Page Blvd.

RESIDENTIAL NEIGHBORHOODS

As commercial and industrial enterprise grew on the line, significant residential development soon followed. Residential subdivisions on the line included such names as:

Overlook Park (1911),

Mitchell-Crosbie (1911),

Home Gardens (1917),

Rayburn's Subdivision (1917),

Park View Place (1917),

Vern Subdivision Two (1918),

Trimble (1918),

Shell Place (1920),

Lawnwood (1920),

Bowen (1921),

Exchange (1921),

and Verndale (1923).

COMMERCIAL/INDUSTRIAL DEVELOPMENT

A representative sample of commercial and industrial development on the line near the various railway stops include:

JOE STATION:

Enardo Manufacturing Company (2729 Sand Springs Rd.\W. Charles Page Blvd.) operated from 1937-1966 between Joe and Hale Stations.

Empire Pattern and Foundry (2729 Sand Springs Rd.\W. Charles Page Blvd.) operating since 1947 between Joe and Hale Stations.

RIVERSIDE STOP:

Baird Manufacturing Company (3105 Sand Springs Rd.\W. Charles Page Blvd.) operating since 1929.

National Tank Company (3100 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1927-1988.

HALE STATION:

Alco Machine Works (3210, 3236 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1938-1956.

Heffner-Woolsey Lumber Company (3319 Sand Springs Rd.\W. Charles Page Blvd) operating from 1929-1969.

Wheatley Gaso Incorporated (3303 Sand Springs Rd.\W. Charles Page Blvd.) operating since 1931.

PARKVIEW STATION:

Parkview Cafe (3821 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1943-1965.

HOME GARDENS STATION:

McWilliams Feed Store (4310-4314 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1937-1947.

VERN STATION:

Vern Rexall Drug Store (4902 Sand Springs Rd.\W. Charles Page Blvd.) operating

from 1933 to 1980.

MEDIO STATION:

Lasiter Grocery Store (5716 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1931-1941.

LAWNWOOD STATION:

Southland Refining Company Filling Station (6100 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1927-1932.

BRUNER STATION:

Bruner Barber Shop (6444 Sand Springs Rd.\W. Charles Page Boulevard) operating from 1938-1940.

Triplett's Barber Shop (Bruner Station, 3213, 3222, 3203, and 5928 Sand Springs Rd.\W. Charles Page Blvd.) operating from 1934-1951.

RECREATION

THE SAND SPRINGS AMUSEMENT PARK

The Sand Springs area had everything in the way of entertainment except an amusement park. Charles Page selected 80 acres of natural park land approximately a quarter of a mile to the northeast of his Orphanage and established the Sand Springs Amusement Park. The park opened on July 14, 1911, and became one of the finest parks west of Coney Island. A spur line was laid from the Lake stop to the park, and on Sundays it was not uncommon to haul between 5,000 and 6,000 persons from Tulsa to the park and return. As many as six street cars hooked together would leave each 20 minutes during the rush hours on Sundays or holidays. Among many prominent passengers were the outlaws Emmett Dalton and Henry Starr. People were riding out to Sand Springs' beautiful park at the rate of a million a year. The park became one of the greatest recreation grounds in the entire southwest, with regular visits from fifty to one hundred miles around. Schools brought their children as a special holiday treat. The dozens of rustic huts with long tables, and lunch pavilions with heat, water and electricity provided plenty of space for the largest gatherings. The flower beds that had been planted throughout the park added to the beauty of the shadowy woodland retreat.

The park was divided into four sections; the playground, the amusement park, the zoo, and the lake area.

THE PLAYGROUND

The playground was equipped with swings, slides, giant-strides, manually operated merry-go-rounds, exercise bars, teeter-totters and even a tennis court. There was a picnic area large enough for Indian pow-wows. Clubs and organizations held annual picnics there.

THE AMUSEMENT PARK

The section between the playground and zoo held the main amusement park. It was equipped with electric rides such as a merry-go-round, a ferris-wheel, ride-em-dodge-em cars, the whip and many other amusement facilities. The fare for each ride was ten cents but free of charge to the Sand Springs Home children.

There was an opera house, dance pavilion, skating rink, picture gallery, shooting gallery, penny arcade, crazy house and more. Dozens of rustic huts with picnic tables in them were scattered throughout the park. Concession stands operated exclusively by widows, giving them a chance to earn a little extra money, were in abundance. The children especially enjoyed the penny arcade building where everything cost a penny. A player piano played automatically. There were moving pictures seen through peep machines. You could shoot a gun, get an electric shock, and many other fun things for only a penny. The crazy house was full of crazy mirrors.

The park had a giant Roulette wheel game that measured about sixteen feet in diameter and was propelled by an electric motor. The object of the game was to sit in the center of the wheel as it moved in a circular motion. As the wheel increased in speed, however, all riders would slide off against the padded curbing. The center of the wheel was covered with metal which had an electric attachment. If anyone stayed on too long, a light shock was produced which put them off in a hurry.

Live orchestras often played later in the evening at the dance pavilion. Free concerts were held several times a week. At nine o'clock, as the music wafted through the air, crowds gathered at the lake where benches were provided to watch a grand display of fireworks from the opposite side of the lake. It was an experience that would leave people talking for days and eager to return.

Charles Page continued to dream up innovative ideas to increase the excitement of the park each year. All summer long the mystic and lifting strains of Hawaiian music floated throughout the park to sooth the tired parents and children who rested on benches in the shade of the spreading oaks between the lake and the main part of the park. The grounds of the park were well kept, and long flower beds lined the walks.

During the Great Depression the park fell into disrepair and was torn down for insurance reasons. Instead of one large park, there are now numerous small parks scattered throughout Sand Springs.

THE ZOO

Charles Page began assembling a Zoo at the park, and by 1916 had the largest Zoo in the state with buffalo, elk, bear, deer, swans, alligators, ostriches, monkeys, coyotes, wild hogs and anything and everything that could be cared for in the local climate.

THE SAND SPRINGS LAKE AREA

The park lake was located beyond the zoo. The twenty-acre lake, fed by springs, had been dammed at the south end, to make the water rise. It was stocked with fish, and a flotilla of row and motor boats were purchased for fishing or for a romantic ride around the lake. Diving boards were installed, the beaches were sanded for bathers and a large bathhouse was built. The lake is now smaller. Sands have washed into the upper springs that fed the lake, shortening its length to about half its original size.

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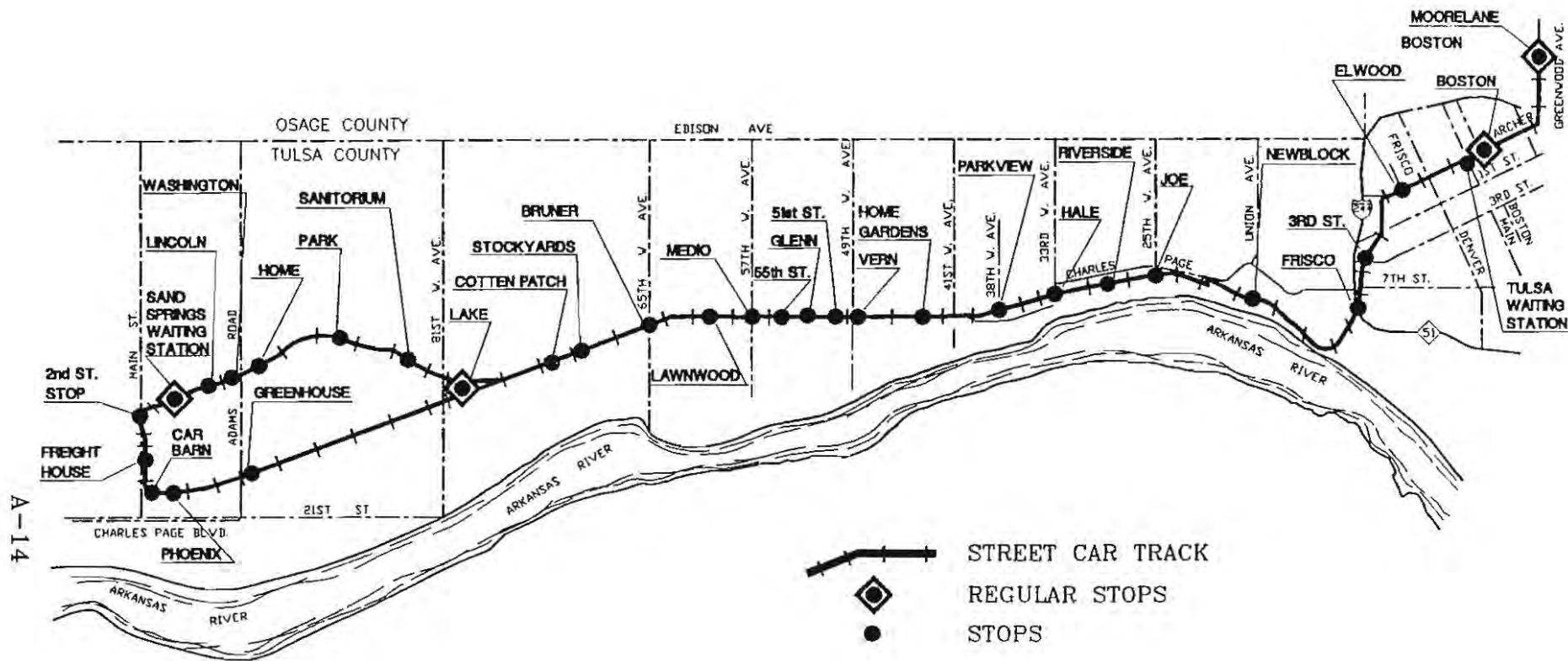
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Note: Appreciation is expressed to Bobby Davis, Amy Hay, and Dr. Charles J. Halm for their review of this document.



NOTE:

- ◇ THERE WERE ACTUALLY 2 SETS OF TRACKS RUNNING PARALLEL TO EACH OTHER BETWEEN LAKE STATION & ELWOOD STATION.
- ◇ THERE WERE STOPS IN EVERY BLOCK IN DOWNTOWN TULSA.



08-11-1995

HISTORIC SAND SPRINGS STREET CAR STOPS

URBAN DEVELOPMENT DEPARTMENT
PLANNING & ECONOMIC DEVELOPMENT DIVISION

SOCIAL HUMAN SERVICES COMPONENT OF THE CHARLES PAGE REVITALIZATION PLAN

Overview: The viability of a neighborhood is directly correlated to the well being of the populace. It is critical that social human services issues be addressed in a comprehensive manner to sustain all cultural and socioeconomic groups. Essential to this effort is the provision for fundamental physical and mental health care, as well as addressing problems related to behavioral issues.

This strategy should include the creation or improvement of neighborhood-based problem solving support systems and life skill building for individuals and families. Eventually this approach would result in healthy, stable community members, reducing the need for the high degree of direct care by federal and state and local agencies. By design, the plan shall improve communication and cooperation among residents and service providers within the target area and foster a positive, healthy community.

□

I. Physical Health Care.

Current programs:

Currently, physical health care is provided by Tulsa County Social Services¹(pharmacy at cost and immediate health care, excluding OB/GYN, for uninsured indigents) and Neighbors Along the Line (limited care, one night per week, medications free) with the Day Center for the Homeless providing care for their clients on the periphery of the target area (eastern segment). Native American health care facilities are approximately two miles to the east of the target area. No general practice physicians have offices in the area, thus most clients are not followed by one primary care provider. Clients also do not practice preventative health care (wellness).

Tulsa City County Health Department continues to identify a significant need for immunizations for children². Periodic clinics which provide immunizations are offered at locations throughout the target area.

Although locations and frequency seem sufficient, clients do not seem to

¹Currently 80% of clients seen at TCSS are target area residents

²During 1993, TCCHD reported only 44.1 of children they served were immunized within the first 24 months of life

address this issue until forced to do so by the school. Mark Twain Elementary experienced thirty (30) children without immunizations in September, 1994.

Dental Care is offered through the City-County Health Department at 3rd and Utica (Tomblin) and Morton Comprehensive Health Services, 603 East Pine (although both are significantly outside the immediate area). This population does not address preventative approaches to dental issues

Physical disabilities are addressed outside the target area with agencies such as the Center for the Physically Limited, 815 South Utica (ages five and up), including components for the frail elderly. Transportation for these physically limited is not an issue here. Many clients do need assistance in overcoming the initial difficulty of establishing themselves or particularly their children on Social Security Disability (advocacy).

A component of physical care is temporary homelessness. This is addressed through the Day Center for the Homeless on the eastern periphery of the area (2nd and Denver), Salvation Army (2nd and Denver) and, for families (predominantly), Tulsa County Social Services Emergency Shelter (25th West Avenue and Charles Page). TCSS Shelter provides the only continuous living arrangements (3-30 days) for the population. Transitional living during domestic violence intervention is available through the DVIS shelter/ Sojourner's Inn (both outside the target area and requiring personal transportation).

AIDS/HIV and Sexually Transmitted Diseases are issues throughout the city. No programs or educational services are specifically provided within the target area.

Identified needs:

Generally, this population does not address preventative approaches to general physical or dental issues

Public education of the need for childhood immunizations. Availability is improving but local residents are not taking advantage of opportunities.

Public transportation to medical facilities is a significant obstacle for families and seniors.

Substance abuse is a significant issue within the target area. No current Alcoholic's Anonymous (or similar) meeting locations are within the area.

Indian Health Care Resources and Parkside address these issues with their identified populations.

AIDS/HIV and Sexually Transmitted Diseases are increasingly significant issues. Public education and transportation to appropriate health facilities is very important.

Recommendations: Encourage development of a center to house primary care physicians/dentists on a full time basis. This may include development of a green area project on the southeastern segment near the Arkansas River for medical and dental offices, perhaps overlooking a park-like area. The attraction would be physical setting and proximity to downtown. This could be included with a Wellness Center/Family Resource Center or other facility to provide educational and informational components for drug/alcohol, AIDS and HIV issues, support groups, etc.. This would coincide with plans for managed health care to be adopted for AFDC recipients by the summer of 1995. Zip code estimates of AFDC recipients reflect 2,304 AFDC recipients in the 74127 zip. Considering only 67 of these are within the Housing Authority facilities, there appears to be a significant (approximately 20% of population) number affected by these new health care initiatives.

Encourage re-establishment of a Head Start Program within the area, which addresses immunization needs, family nutrition and parent-child skill building.

Encourage industrial base to add transitional housing units/dormitories for single males, which could improve work attendance and assist in saving funds for their own housing.

Establish educational and informational components at a Wellness Center/Family Resource Center for sexually transmitted diseases, AIDS and HIV, and identify or create methods of either public transportation (and tokens to assist in paying) for the individuals.

II. Mental Health Care

Current facilities (see map locations)

Currently the nearest mental health facilities are:

Indian Health Resource Center, 915 South Cincinnati. Currently approximately ten percent (10%) of the population in the target area is Native American. The mental health care services that are available include

counseling in the areas of individual, marriage, family, group and domestic violence. No fees are involved; however, participants must be American Indian (with proof) and reside within Tulsa City limits. Hours are 8-5 p.m., Monday through Friday. For those Native Americans who are dually diagnosed with mental illness and substance abuse issues, the Indian Health Care Resource Center at 1524 South Denver is available on an outpatient basis on Monday through Friday.

Parkside Community Psychiatric Services and Hospital, 1619 East 13th Street, has been designated as the behavioral health provider for the service area (individual and family). This includes a variety of levels of care: inpatient, outpatient, partial hospitalization, transitional living (**Zarrow Independent Living Center**), psychosocial day treatment and crisis intervention. Parkside is affiliated with a consortium group which provides detox, long-term drug and alcohol treatment (inpatient and outpatient) for those individuals dually diagnosed, and their families.

The **Mobile Outreach and Crisis Services (MOCS)** unit is available, on a limited basis, to individuals whose behavioral health needs indicate intervention in the natural setting of the client system. Specific strategies, via the MOCS consortium, are now in place for its expansion to the target area. As resources become available, the MOCS program will be on line 24 hours a day, seven days a week. Parkside is working towards integration of strategies for crisis behavioral health care through local law enforcement, the courts and other community entities.

Mental Health Association in Tulsa, 1870 South Boulder, provides information, referrals, advocacy, support groups, one-on-one volunteer support (Compeer), and supportive housing for individuals with psychiatric difficulties (**Walker Hall**).

Counseling and Referral services are offered through **Family and Children's Services** through their **outreach program** (in home) and at their nearest offices at 49th and Union or 6th and Peoria (all sliding scale); referral and limited counseling offered at **Neighbors Along the Line** (no charge); and through the school counselors (**Mark Twain Elementary** and **Madison Middle School**, **Roosevelt Elementary** and **Central High School**).

Identified needs:

No target area facility is currently available to initiate referrals. Contact with the agencies is either through local law enforcement, DHS, Tulsa

County Social Services, the MOCS unit of Parkside, Domestic Violence Intervention, or local schools.

Increase in staffing at Parkside to accommodate increasing client needs.

Transportation issues prevent consistent care and medicating of outpatient clients.

Depression appears to be a prevalent issue within the target area. Staff at TCSS estimates that approximately 60% of individuals seen at TCSS are in need of attention to depression issues. This coincides with medical facility staff information at Neighbors Along the Line.

Recommendations:

Expansion of services by current providers at a satellite base in the target area. Neighbors Along the Line (NATL) will provide space at it's new facility at 5100 West Charles Page, for service agencies such as DVIS, Parent-Child Center, group and individual counseling programs, and support groups. United Methodist Cooperative Ministries (UMCM)/Restore Hope will provide city-wide counseling and referral services at it's new facility at 3000 West Charles Page; however, it is targeting the Charles Page area for special assistance.

Expansion of MOCS unit of Parkside to address transportation issues in target area.

Establishment of a Wellness Center concept which would include programs and support groups to address issues of depression.

III. Behavioral Health Care

Teen Pregnancies within Tulsa exceed 1200 per year. Currently Margaret Hudson Program, affiliated with Tulsa Public Schools for educational purposes, serves approximately one quarter of these teens (ages 12-17). Statistics for 1993 (Tulsa City County Health Department) reflect 31 teen births, with 14 of those not receiving prenatal care until at least the second trimester (only 1 with no care); however, area social services agencies identify teen pregnancy as an issue. Abortion rates are not available.

Juvenile and adult crime within the area. 1993 Tulsa Police Department's Annual Report reflects significant crime issues within the target area: 22 robberies, 9 rapes, 2 homicides, 210 larcenies, 144 auto

thefts, 234 burglaries, 121 assaults. Considering the limited number of commercial establishments and vehicle availability, these numbers are very significant. Juveniles represent the clear majority of offenders in these cases. Unemployment both of juveniles and adults is clearly related.

Currently, evidence of methamphetamine labs and numerous other drug related activities in the area are being addressed by the TPD. Gang issues have been identified and reflect ethnic divisions within the community.

Domestic violence issues are significant within the target area. High unemployment and literacy deficiencies exacerbate this problem. Resources of DVIS, Family and Children's Services, and Parent-Child Center can provide important support services, but are significantly removed from the area.

Nutritional issues are addressed through nutrition centers operated by Tulsa Community Action Agency. Two locations are available within the target area--Harrison United Methodist Church on the western periphery, and Joe Station/Tulsa County Social Services on the eastern periphery. Both have provisions for transportation (although Harrison's is by taxi) and a.m. senior activities, including nutritional information, associated with a meal at lunch time. Age restrictions (60 and above) and meal charges (\$.75 donation requested) apply, although none are refused the meal. Tulsa Senior Services' area outreach workers are involved at both sites.

Tulsa Senior Services estimates they are in contact with approximately 950 senior citizens in the 74127 zip area. Tulsa Area Agency on Aging indicates there are approximately 1056 senior citizens (non-institutionalized, over age 60) within the four census tracts. Currently, the two nutrition sites are experiencing a total of 90 seniors per day, with 130± daily delivered meals. It appears that this population is underserved nutritionally.³

Nutritional issues can also be addressed through the WIC (Women-Infant-Children) program; however, no specific WIC sites are within the target area. Nearest sites are Tulsa City County Health Department, 3rd and Utica, WIC/Planned Parenthood at 49th and Union, and Sand Springs (the closest in terms of city transportation availability).

³Tulsa Area Agency on Aging Needs Analysis Summary, 1993-95 Plan

Life skills. Personal hygiene, parenting skills, interpersonal skills, social skills for teens (such as telephone usage, table manners, nail and hair care), food preparation and handling, sewing and clothing care, and similar issues are significantly deficient within the target population. Modeling of proper care and grooming is limited.

Identified Needs:

Reduce teen pregnancies within target area and increase availability of parenting programs for young teens.

Develop alternatives to juvenile crime activities--i.e., recreational, employment, or training programs. Develop adult alternatives to criminal activities.

There is a significant need to increase the availability of the domestic violence intervention resources and easily accessible counseling.

Nutritional deficiency is evident within both the elderly and family populations. Significant strides need to be made in this area.

Development of a method of modeling proper personal hygiene and interpersonal skill development to large percentage of population.

Recommendations:

Increase and improve recreational facilities for youth. Increase baseball diamonds, soccer fields, recreation center opportunities for older youth. Increase opportunities for training, skill building, job development and mentoring for school grade improvement.

Add a WIC program within the area (NATL is planning this for early 1996). Increase nutritional education programming within the area.

Cooking classes, diabetic and heart victim diet ideas, smoking cessation classes, parenting issues, dealing with domestic violence, and promotion of healthy lifestyle alternatives should be available at community centers and be promoted for the healthy population as well as those in crisis.

Life skills building programs for adults and children should include enjoyable guidance methods. For teens, issues such as manners, hair care, appropriate dress, boy/girl relationships and teen pregnancy prevention should be addressed.

IV. Neighborhood-based Support Systems

This concept is directly related to the Enterprise Community directives of developing grass roots programs within each community. Neighborhood coalitions have already been developed in the Irving and Owen Park sections.

Recommendations:

Further neighborhood connections need to be developed and nurtured in such a way as to promote a community spirit. Such issues as Code enforcement and beautification could become bonding agents for the area residents.

V. Literacy Systems

Based on 1990 census data, in the four census tracts (88, 30, 27 and 26), a total of 916 (306, 326, 172, and 112) individuals over the age of 25 had not completed at least the 9th grade year of high school. Census tract 30 had the highest number of individuals in Tulsa needing a GED to meet the average City of Tulsa rate. The local elementary school acknowledges that a significant issue with performance by the children is the high illiteracy rate of the parents. Although actual statistics were not immediately available on actual school grade equivalency of the parents, Mark Twain Elementary estimates that a significant number of parents read at a third grade level or below.

Identified Needs:

Local GED programs that do not demand vehicle transportation.

Reading programs for adults functioning at under 6th grade reading levels.

Due to an increase in the Hispanic population (at 10% approximately), an increase in non-English speaking adults is occurring. This suggests a need for English as a second language program.

Recommendations:

Project Get Together's computerized GED program has been a successful preparation tool, and does not require specified class times, rather a work-at-your-own-pace system which permits walk-in usage of the computers. There is no charge for the program. Tulsa Public Schools also offers GED preparation programs in a classroom setting at Community Education, 68 North Lewis. TPS will permit an on-site GED program for 18 or more

students. Computerized programs, however, such as Project Get Together's, seem more practical to allow flexible attendance hours. If available within the middle of the target area, this could reach the entire 900+ needing their GED.

Reading programs at either the schools, recreation centers, community centers, wellness centers, or other facilities. This should include flexible courses for non-English speaking individuals

VI. Referral/Information Services

Data collected for seniors (over age 60) by the Tulsa Area Agency on Aging (1993 and 1994), in the 74127 zip reflected specific areas in which that population was underserved. Specifically, availability to legal services, benefit information, access to services for disabilities, and transportation. (Transportation was not an issue in the 1993 survey)³

ACKNOWLEDGMENTS:

Numerous individuals and organizations assisted the Committee members in preparing the above document, including: Dr. JoAnn Ryan, Tulsa County Social Services; Dr. Curt Coggins, Neighbors Along the Line; Jim Rogers, PhD, OSU Wellness Center; Officer J. H. McClaughry, Tulsa Police Department, Robert Altoff, M.Div., MSW, LMFT, Director Outreach and Crisis Services, Parkside; Lyn Larson, Community Service Council of Tulsa and Perinatal Coalition.; Tulsa Senior Services; Dan Arthrell, Community Service Council; Cindy Wynn, Tulsa Area Agency on Aging; Karen Butler, Tulsa Housing Authority; Marvin Cooke, Urban Development, City of Tulsa.

**A RESOLUTION AMENDING
THE DISTRICT TEN PLAN MAP AND TEXT
A PART OF THE COMPREHENSIVE PLAN
FOR THE TULSA METROPOLITAN AREA**

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

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

WHEREAS, on the 31st day of March, 1976 this Commission, by Resolution No. 1106:421, did adopt the District Ten Plan Map and Text as a part of the Comprehensive Plan of the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 28th day of August, 1996, and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to modify its previously adopted District Ten Plan Map and Text as set forth in Exhibit A, attached hereto and made a part herein.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendments to the District Ten Plan Map and Text, as above set out, be and are hereby adopted as part of the District Ten Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

BE IT FURTHER RESOLVED THAT upon approval and adoption hereof by the Tulsa Metropolitan Area Planning Commission, this Resolution be certified to the City Council of the City of Tulsa, Oklahoma, and to the Board of County Commissioners of Tulsa County, Oklahoma, for approval and thereafter, that it be filed of record in the Office of the County Clerk, Tulsa, Oklahoma.

APPROVED AND ADOPTED THIS 28TH DAY OF AUGUST, 1996.

Tulsa Metropolitan Area Planning Commission

By: _____

Chairman

ATTEST:


Frances Pace
Secretary

APPROVED BY THE CITY COUNCIL OF THE CITY OF TULSA,
OKLAHOMA THIS 17 DAY OF October, 1996.

Robert L. Lewis **PRO-TEM** *Vicki H. H. H. H.*
Mayor Council Chairman
OCT 21 1996

ATTEST:

APPROVED AS TO FORM:

Michael R. K.  *David R. H.*
City Clerk City Attorney

APPROVED BY THE BOARD OF COMMISSIONERS OF THE COUNTY
OF TULSA, OKLAHOMA THIS 4 DAY OF July, 1996.

By: *James H. H.*
Chairman

ATTEST:

APPROVED AS TO FORM:

Joan Haddings, Tulsa County Clerk
Joan Haddings
County Clerk

David R. H.
Assistant District Attorney

EXHIBIT A

Proposed amendments to the District 10 Plan:

Plan Text:

Add as 2.1 District-Wide Policies

The Charles Page Boulevard Area Neighborhood Revitalization Planning Program encompasses Planning District 10 and the provisions of that planning program apply, insofar as they relate to land use, zoning, land subdivision, capital improvements programming, code enforcement and any other land use-related issues.

Change 4.3.3.5 to

Historic areas within District 10 should be maintained and preserved. These include the Owen Park Historic Preservation Area and the Irving Area Historic Preservation Area, as indicated in the Tulsa Historic Preservation Plan and the Charles Page Boulevard Area Neighborhood Revitalization Planning Program.

Plan Map:

Show as Low Intensity-Residential Land Use the portions of the Irving neighborhood indicated in the Charles Page Boulevard Area Neighborhood Revitalization Plan.

Show recent amendment to the MSHP reflecting the designation of Archer Street as a residential collector from the west leg of the Inner Dispersal Loop to Quanah Avenue.

Show recent amendment to the MSHP reflecting the deletion of Brady Street as a commercial collector from west of Denver Avenue to Quanah Avenue.

Show realignment of Quanah and Rosedale Avenues as a residential collector.

Show the area south of Cameron at the northeast corner of Gilcrease Museum Road and the Keystone Expressway Medium Intensity-Commercial, per approved zoning.

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APPROVED AND ADOPTED THIS 28TH DAY OF AUGUST, 1996.

Tulsa Metropolitan Area Planning Commission

By: _____
Chairman

RESOLUTION NO. 19122

II H

RESOLUTION NO. 2080:781

ATTEST:

Frances Pace
Secretary

APPROVED BY THE CITY COUNCIL OF THE CITY OF TULSA,
OKLAHOMA THIS 17 DAY OF October, 1996.

Robert L. Brown **PRO-TEM** Vickie Cleveland
Mayor Council Chairman
OCT 21 1996

ATTEST:

W. L. [Signature] David [Signature]
City Clerk City Attorney


APPROVED AS TO FORM:

APPROVED BY THE BOARD OF COMMISSIONERS OF THE COUNTY
OF TULSA, OKLAHOMA THIS 4 DAY OF Nov, 1996

By: [Signature]
Chairman

ATTEST:

Joan Hastings, Tulsa County Clerk

[Signature]
County Clerk

APPROVED AS TO FORM:

[Signature]
Assistant District Attorney

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