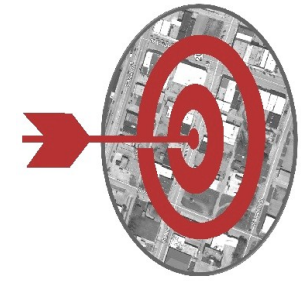




PAST, PRESENT AND FUTURE  
OF  
SOUTH ADAIR STREET  
IN DOWNTOWN  
PRYOR CREEK, OKLAHOMA



A RESEARCH AND DESIGN PROJECT  
GLENA WILDERMUTH  
FALL 2013/SPRING 2014



Top photo: View of Pryor Creek looking east.

Right photo: Advertisement for Mayes County Motor Co, 1949



Bottom photo: Graham Ave of Pryor Creek, looking east.



The University of Oklahoma

Graduate College

**PAST, PRESENT AND FUTURE**

**OF**

**SOUTH ADAIR STREET**

**IN**

**DOWNTOWN PRYOR CREEK, OKLAHOMA**

A Professional Project

Submitted to the Graduate Faculty

In partial fulfillment of the requirements for the degree of

**MASTER OF SCIENCE IN ARCHITECTURAL URBAN STUDIES**

by

**GLENA G. WILDERMUTH**

Tulsa, Oklahoma

2014

Approved for the Urban Design Studio

of

The College of Architecture

by

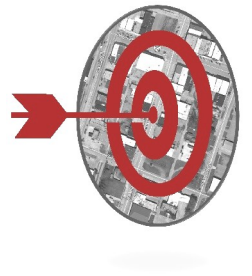
Shawn Michael Schaefer, Chair

David L. Boeck, Associate Professor of Architecture

Showa Omabegho, PhD, Assistant Professor Regional and City Planning

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## Original Abstract

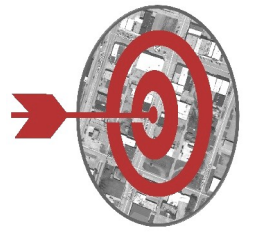
I am researching, planning and designing a  
“Better Block” project.



## Revised Abstract

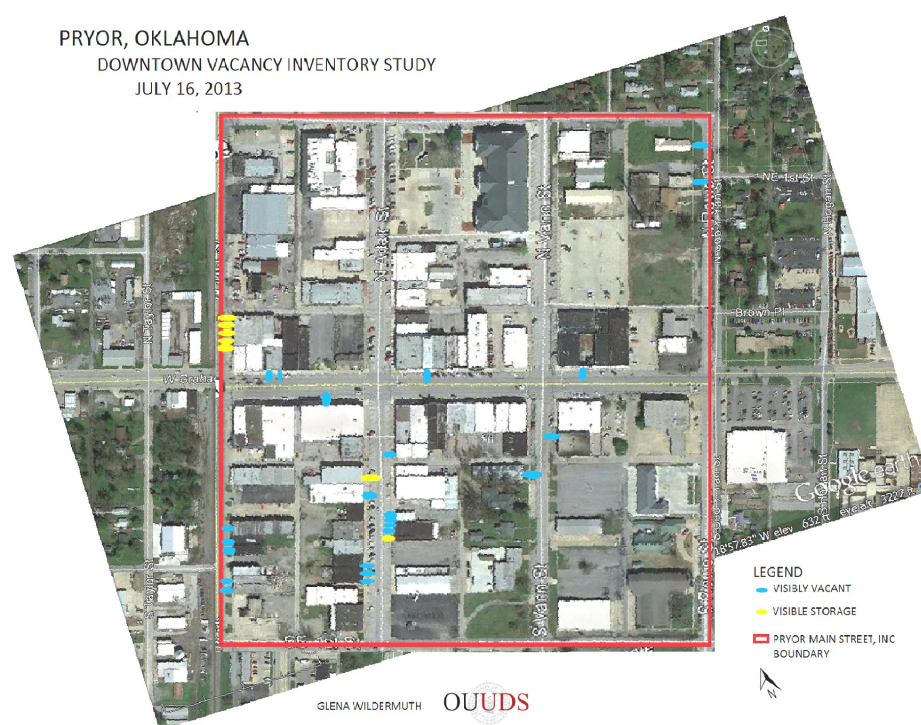
I am researching and designing an updated street design for  
the first block of Adair Street south of Graham Avenue in  
Pryor Creek, Oklahoma.

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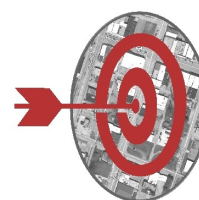
# Table of Contents and Abstracts

My original project decision was made in coordination with Doug Moore, Planner of the City of Pryor Creek on June 24, 2013. After discussing several options for a possible professional project, we settled on a “Better Block” Event and chose the unit block of South Adair Street as our target location. A “Better Block” Event is used as a demonstration tool to temporarily rebuild a block using volunteer efforts to show the potential to create a walkable, vibrant area. A “Better Block” project acts as a living charrette, so that the community can engage in the process and develop temporary PopUp businesses. The thought was that we needed a collaboration between the City of Pryor and the new Pryor Main Street, Inc. organization to hold this event. Pryor Creek had recently qualified to become a member of Main Street Oklahoma, which helps communities with downtown revitalization efforts, historic preservation, and economic stimulation. This block of South Adair Street falls within the boundary of the downtown organization, and therefore Mr. Moore thought that it should be a joint effort. On July 10, 2013, I met with BJ Cummings, Director, Pryor Main Street, Inc. and Doug Moore. We discussed some details of the event. Mrs. Cummings was to be the liaison between the efforts of my project and the Pryor Main Street Board.



On July 16, 2013, I completed a downtown vacancy inventory to isolate possible PopUp business locations, and presented it to Mrs. Cummings at a Main Street committee meeting on July 18, 2013. The Economic Development Committee members thought that the study would be very helpful in their focus. The results of this study are shown on the map above.

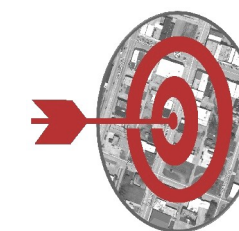
The direction of my project began with researching, planning and designing a “Better Block” Event. Next, I created a Methodology, Logic Model, and Schedule to complete my plans, and submitted my outline to Shawn Schaefer, Chairman of my Project Jury, on July 31, 2013.



The logo for my project originated on the cover of my Professional Project Outline that I submitted the end of July, 2013. The tag line was “Helping PRYOR to be better — one block at a time!” I wanted to “target” this block as our first “Better Block” Event, and I felt the tag line left it open for “targeting” other locations at a later date.

Researching best practices for a “Better Block” was an important segment of my project at that time. I started with Jason Roberts’ discussion of the first “Better Block” project in Dallas, Texas. His presentation at TEDxOU Conference in February 2012 can be accessed online and explains the grassroots interventions that the first “Better Block” was trying to accomplish. It was such a success, that the idea has become a movement. “How to Build a Better Block, The St. Paul Project, June 28, 2013” is a step by step guide with ideas for choosing a location, planning and executing a “Better Block” project. Another organization that has held several “Better Block” events is TYPros (Tulsa Young Professionals), so on July 28, 2013, I accessed their site for the “NorthStar” project to learn what had been done locally. There are numerous other “Better Block” events and articles to read about at <http://betterblock.org>, the home page for Jason Roberts’ movement. See page 5 for examples of my “Better Block” research and the results of that research.

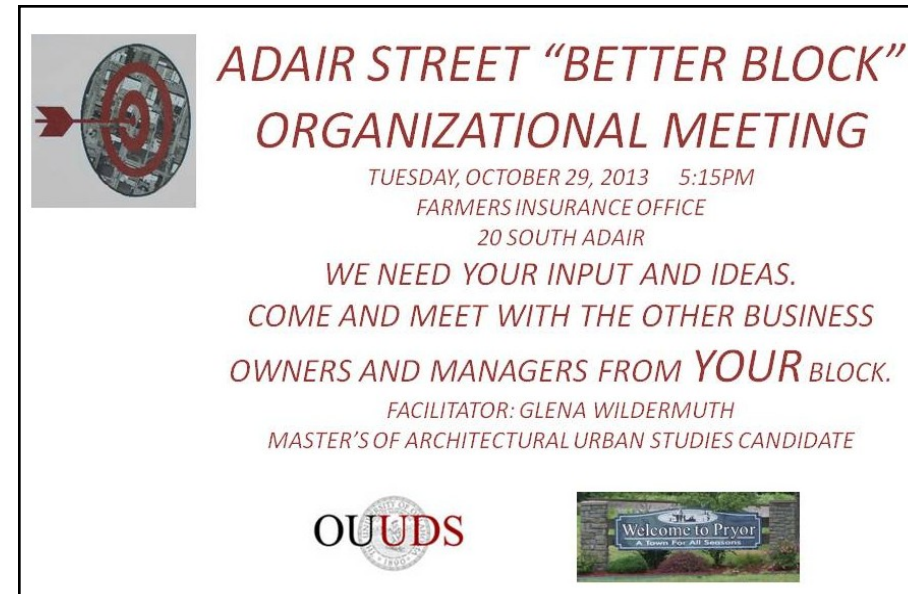
During this phase of my project, I visited with many of the business owners on the block that I had chosen. On September 12, 2013, I interviewed Eric Hansbrough at Edward Jones, Jerrod Neighbors at Adair Street Market, Les Sandusky at Sandusky’s Market, and Carolyn at Farmer’s Insurance. Then on September 26, 2013, I was able to speak with Scott Miller at Miller Environmental, Megan at All American Cuts, Jerry Davis at Wallpaper & More, Goldie Koons at Pryor Creek Baptist Church, Sara at Heritage Floors, and Ron Reiser and Terri Ross at RCB Bank. The next week I spoke with Ronnie Gaines from Extreme Church and Laraina Payton at Farmers’ Insurance. I learned more history of the buildings on the block, and I sensed a positive attitude toward new ideas to help the locale be more inviting to pedestrians and cyclists. Since I am a local resident, several merchants knew members of my family, and I of theirs. Some offered help with my project, and seemed excited for change. Both Doug Moore, City of Pryor and myself, began obtaining commitments from potential PopUp businesses to take part in the “Better Block” Event. Mr. Moore enrolled the efforts of the Pryor High School Leadership Class under the direction of Mrs. Barham, to provide input, ideas, and grassroots efforts to building structures, painting, and moving items in the set-up and take-down of the final event.



## Introduction



To keep the community and interested parties informed, I set up a Facebook Page on September 5, 2013. The date shown in this picture is November 23, 2013.



Flyer distributed to businesses on South Adair Street, and posted on the "Better Block" Facebook Page.

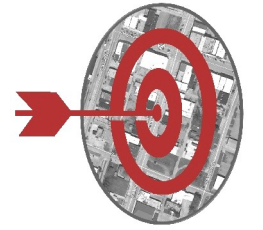
On October 29, 2013, I organized an informational meeting to explain my project and answer questions about a "Better Block" Event. The meeting was held at the Farmer's Insurance office located at 20 South Adair in Pryor Creek. I was surprised that no one from Pryor Main Street attended to ask questions or give input. I thought that this would be the perfect time to get all of their questions answered, so that we could move forward. At this point, I felt as though I was beginning to get a little behind in my project schedule.



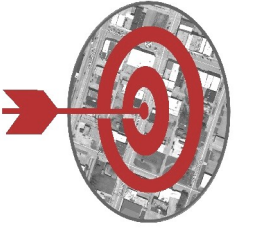
Meeting attendees discussing photographs of South Adair Street structures. From left, is Doug Moore, City of Pryor;; Laraina Payton, Farmer's Insurance Agent; Scott Miller of Miller Environmental, Inc.; and Barbara Hawkins, Chamber of Commerce President .



A part of my "Better Block" research involved visiting the Institute for Quality Communities at the OU-Norman Campus, on November 5, 2013. Shown is Ronald H. Frantz, Jr., commenting on one the panoramas that I had completed of each side of South Adair Street. Mr. Frantz has worked with small communities all over Oklahoma having been the State Architect for the Oklahoma Main Street, Inc. organization for several years and being the Director of the Great Plains Studio at the Institute for Quality Communities, which works directly with small communities in Oklahoma. We discussed challenges of completing a "Better Block" Event in a small community with limited resources, and coordinating groups of residents within a small community.



## Introduction

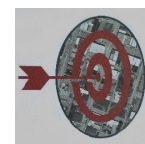


# Introduction

To facilitate the beginning stages of the joint venture between Pryor Main Street, the City of Pryor, and myself, Doug Moore set up a meeting at the Pryor Creek City Hall on November 12, 2013. In attendance, were Travis Noland, Board President; BJ Cummings, Director; and two merchant members of Pryor Main Street. Doug showed some visuals from previous “Better Block” events, and answered questions about the process. I distributed copies of my Professional Project Outline, that I had shared previously, and answered questions about my project. Mr. Noland expressed that he felt that he had enough information now, and would partner with the City and me to stage a “Better Block” Event for South Adair Street. He would assign a committee with Mrs. Cummings as chair to begin meeting with Mr. Moore and myself.

Doug Moore contacted Mr. Noland by email on January 15, 2014 that we had not received the names of the Main Street members who would be working with us on the “Better Block” program. Mr. Moore reiterated that we would not proceed with the “Better Block” Event without the Main Street Organization partnering with the City and myself. Doug called a meeting at the City Hall on January 29, 2014 with Mr. Noland; Mrs. Cummings; Lisa Melchior, a member of the Pryor Main Street Board; Doug Moore; Doug’s assistant, Nena Roberts; and myself in attendance. We revisited coordinating the City and the Main Street program to hold a “Better Block” Event. Mr. Noland was to take the proposal to the Board again, and it was agreed that we would meet on February 7, 2014 with the addition of High School Leadership Class students to develop a proposal/plan/agenda.

I prepared an Agenda, shown at right, for the February 7, 2014 meeting, and called Doug Moore on February 6, 2014 to let him know that I would like to conduct the meeting. Mr. Moore informed me that Mr. Noland had let him know that the Main Street Organization wouldn’t be involved in a “Better Block” project this year, but they could possibly write it into their 2014-2015 business year plan. After receiving that disheartening information, I prepared an addendum to my Professional Project Outline taking out the “Better Block” Event, printed copies, and distributed my Revised Project Outline at the meeting on February 7, 2014.



## ADAIR STREET “BETTER BLOCK”

### AGENDA, FEBRUARY 7, 2014

- I. Welcome – Doug Moore
- II. Understanding a “Better Block” event – Doug Moore
- III. Duplication of others Successes – Doug Moore
- IV. Why am I involved? – Glenna Wildermuth
- V. Steps to planning a “Better Block” event – Glenna Wildermuth
  - a. criteria
  - b. research
  - c. visioning/modeling
  - d. organization of committees/volunteers/resources
  - e. community buildout
- VI. Emphasis Chairmen needed:
  - PopUp Businesses (Local people first)
  - Financing
  - Physical Resources(lumber,paint,pallets,spools)
  - Streetscape Resources(foilage,street art)
  - Construction and Muscle
  - Local Entertainment
  - Visioning and Design
- VII. Next Steps:
  - a. Set a date for the “Better Block” Event
  - b. Glenna meet with Emphasis Chairmen
  - c. Next group meeting February 21, 2014 2:00pm City Hall ?  
(Short term commitment, every other Friday for February & March, then every Friday for April until the Event.

Glenna Wildermuth (918)625-6269

Like us on Facebook:

Adair Street “Better Block” Event



There were signs that the Main Street Organization was not going to work with us to put on a “Better Block” Event. When they did not appoint a committee, or give us the names of people to work with us, or set a time for meetings, we should have realized that they were not going to partner with us. We kept thinking that they needed more information, and didn’t really know what a “Better Block” was or what it entailed. Then, Thanksgiving came and still no word, even though it was our understanding that a committee had been named. Right before Christmas, Pryor Main Street held a Chili Cook-off and Car Show, so we were patient while they were busy with their event, but by the middle of January, I was very much behind my project schedule. I was frustrated that I couldn’t move forward and I wanted to do the “Better Block” Event without the involvement of Pryor Main Street. I was beginning to panic. I was running out of time, and felt as though I didn’t have a project. I had to come and meet with Shawn Schaefer each week to retain my sanity. Doug didn’t waiver when he said that we would not do the Event without Main Street involved, so I had to give in, and change my project direction. When we were not able to culminate the project with an Event, I felt that my project became somewhat shallow, and didn’t involve the community as much as I would have liked. I considered changing my project at that time, and if the Main Street group had said that they were not going to partner with us earlier, I might have switched, but it was already late in the game, and I had completed too much work to change at that late date. So, onward I worked with a new emphasis, and as I realized later, there was quite a bit of interest in my finished project from local citizens in the end.

The following pages represent the revised project emphasis with a three-fold study of the Past, Present and Future of South Adair Street in Downtown Pryor Creek, Oklahoma.



Norfolk, VA Better Block resulted in sale of a building, two new leases and zoning ordinance changes to promote growth. <http://betterblock.org/better-block-by-the-numbers/>



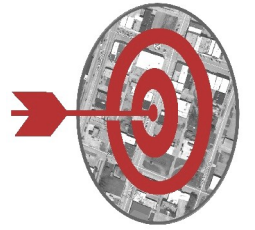
Volunteers installed a crosswalk and narrowed the crossing with bulbouts to improve safety at a midblock crosswalk.



A cut-through street was converted into a plaza with street chess and other play in close proximity to market.



Saint Paul MN temporarily installed a two way cycle track on a state highway. <http://betterblock.org/saint-paul-better-block/>



## “Better Block” Research Samples

“The Better Block approach to revitalization begins with temporarily transforming a single block into a vibrant destination that illustrates the potential for new business, safer streets and improved livability. Built with community talent and resources over a weekend, the result is a vision for an authentic place and the momentum needed to make it happen permanently .”

[www.http://betterblock.org/better-block-by-the-numbers/](http://betterblock.org/better-block-by-the-numbers/)



San Antonio TX tested back in angle parking with a bike lane.



Wichita KS created a NYC style pedestrian plaza, crosswalk, cycle track and bike lane

<http://betterblock.org/better-block-builds-momentum-for-complete-streets/>

## Resulting Project Purpose and Goals

For our “Better Block” Event, we needed to thoroughly study a very small area to determine what the challenges are and what opportunities exist. We needed to determine what improvements could be temporarily applied to the challenges. We would need to carry out the community build for the event. During the event, we would show the potential for revitalization. Then we would need to evaluate the results, and consolidate feedback. Therefore, our project goals included temporarily rebuilding a block of downtown Pryor Creek. We would use volunteer and grassroots efforts. The project would be a demonstration tool to show the potential to create a walkable, vibrant area. During the event, we would have PopUp businesses to show the potential for revitalized economic activity.

# Original Methodology

1) Identify a location based on “Better Block” criteria.

- 2) Encourage community involvement:
  - A. Pryor Main Street representatives
  - B. Chamber of Commerce staff and members
  - C. City of Pryor officials
  - D. local business owners
  - E. local property owners
  - F. local artists and musicians
  - G. create social media site to update interested parties
  - H. create a steering committee
- 3) Formulate a “Better Block” plan
  - A. contact former instructors as resource people
  - B. contact Ronald Frantz, Institute for Quality Communities
  - C. steering committee input
  - D. research Main Street projects
  - E. SketchUp modeling and mapping
- 4) Volunteer/business recruitment and coordination
  - A. create a volunteer spreadsheet
  - B. map PopUp businesses
- 5) Formulate a staging plan
  - A. create a time-line for set up
  - B. expand volunteer spreadsheet
- 6) Community build/set up
- 7) Takedown
- 8) Evaluation
  - A. survey of participants in drop boxes
  - B. survey of volunteers
  - C. survey of steering committee
  - D. include results and final pictures in the Adair Street Better Block Report

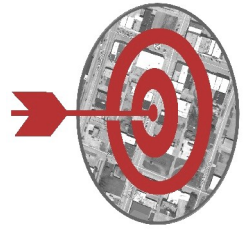
- A. Good pedestrian form but lacking a complete street
- B. Available buildings/spaces for temporary businesses
- C. Potential for multi-modal street infrastructure
- D. Proximity to a neighborhood
- E. Interest from local partners
- F. Trees

Step 1) in the Original Methodology and Step 1) in the Revised Methodology actually is the same, even though the emphasis shifts from an “Event” to “Research and Design Interventions” in the concluding Methodology steps.

# Revised Methodology

1) Identify a location based on “Better Block” criteria to insure the location could be used for a “Better Block” event in the future.

- 2) Research best design practices for the chosen location
  - A. Multi-modal facilities
  - B. Lighting
  - C. Infrastructure
  - D. Pocket park
  - E. Streetscape
  - F. Building’s facades
  - G. Accessibility
- 3) Gather input from community
  - A. Local business owners
  - B. Local property owners
  - C. Chamber of Commerce staff and members
  - D. City of Pryor Creek officials
  - E. Create social media site to update interested parties
- 4) Formulate improvements
  - A. “As Is” SketchUp designs
  - B. Visionary designs using previous research
  - C. Create a presentation for public viewing
- 5) Presentation and evaluation
  - A. Present final designs and results at a public meeting
  - B. Gather evaluations of the designs for possible future buildout



## Methodologies

# Revised Direction

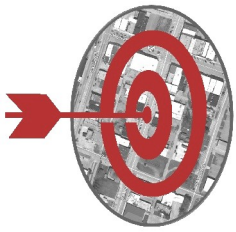
This research paper and accompanying designs will provide a vision and inspiration for the residents and officials of Pryor Creek to create a walkable, vibrant block, and may become a springboard for future redesigns of other areas of town to create a more livable place for the people who live and work in the community. The final project could be used as a basis for a “Better Block” event sometime in the future.

# Revised Project Emphasis

Researching the past, representing the present, and designing for the future are the elements of my project. I’ve chosen to update the street design of the unit block of South Adair Street in Pryor Creek, Oklahoma to provide inspiration for the residents and city officials to strive for a walkable, vibrant block and downtown as a whole. To learn about the past, I’ve completed historical surveys using maps, photos and interviews with business owners. A photographic panorama, Google earth maps, a building inventory, personal interviews and SketchUp models illustrate the present situation of south Adair Street. A personal visit to the Institute for Quality Communities at the OU-Norman campus, interviews with local business owners, research of other towns, and design standards learned at the OU Urban Design Studio at OU-Tulsa have shaped my design interventions for the future of South Adair Street. This project may become a springboard for future redesigns of other areas of the City, and could be used as a basis for a “Better Block” event sometime in the future. A “Better Block” event is used as a demonstration tool to temporarily rebuild a block using volunteer and grassroots efforts. It acts as a living charrette and utilizes PopUp businesses to show the potential for revitalized economic activity. I’ve been coordinating this project with the City Planner, Mayor, and the Main Street Director to perhaps include a “Better Block” event for South Adair Street in the Pryor Main Street, Inc. Fiscal Year 2014-2015 plan.

# Revised Schedule

January 2014	Research acceptable standards for infrastructure, lighting, streetscape, parking, multi-modal street Gather final input from business owners, property owners and City Officials
February 2014	Finalize SketchUp Designs Create Research Day Abstract
March 2014	Professional Project Jury Create Research Day Poster Creation of Public Presentation
April 2014	Research Day Public Meeting for viewing of Presentation Production of Project Report Final Defense/Presentation of Project Report



Revised Project



Nathaniel Pryor and Sam Houston at Three Forks. A painting by Mike Wimmer hangs in the Mayes County Courthouse, Pryor Creek, Oklahoma.

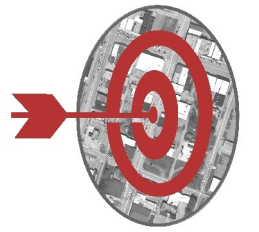
The town of Pryor Creek was named to honor Nathaniel Pryor, a Sergeant in the Lewis and Clark Expedition. By 1820, he was Captain Nathaniel Hale Pryor and established a Trading Post on Grand River. Also an agent for the Osage people, he was married to an Osage woman. Originally, the early day inhabitants were the Osage Indians, but they were removed to the Kansas reservation and this area was reassigned to the Cherokees.

In June 1871, the Missouri-Kansas-Texas Railroad tracks were built through the present-day Pryor Creek, coming from the Kansas border, and laying tracks to Texas. A post office was eventually established naming the town Coo-y-Yah, Indian Territory. Coo-y-Yah means “huckleberry” in the Cherokee language. On April 23, 1887, Coo-y-Yah was changed to Pryor Creek, but the “Creek” was dropped by the post office on January 26, 1909, because of confusion between “Pryor Creek” and “Pond Creek.” It was put to a vote of the people in 1963 to change the official name to “Pryor” but the proposition failed.

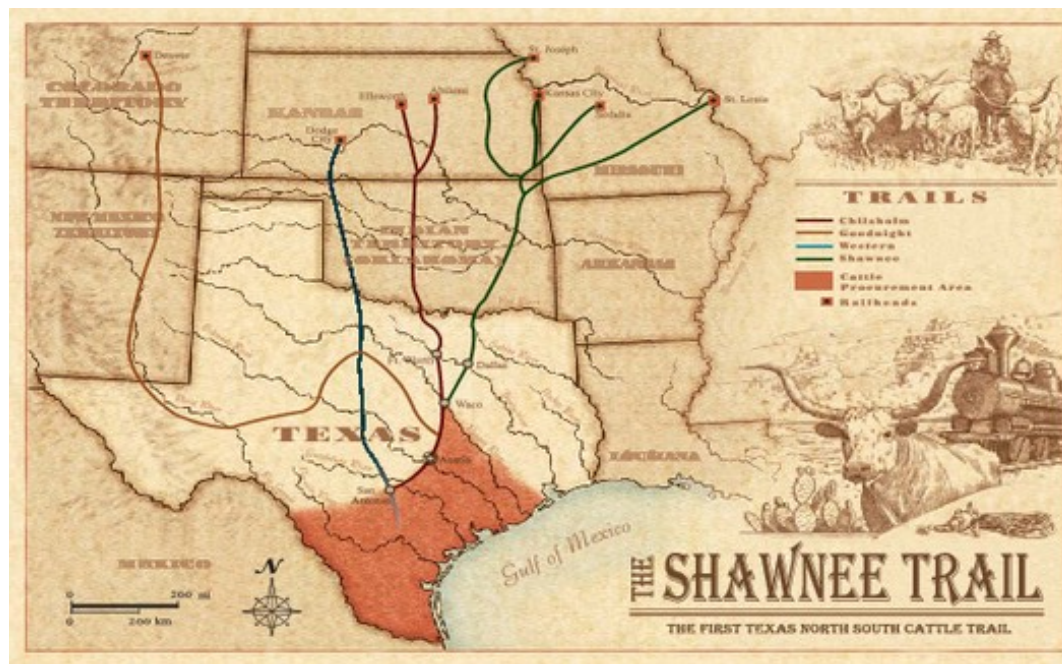


Gray's Atlas, Map of Indian Territory 1873

★ Pryor Creek area



## Researching the Past



<http://www.mappery.com/maps/Shawnee-trail-map>

The Shawnee Trail is designated by the green lines on the map above.

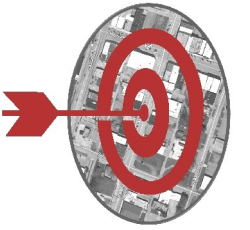
The first of the major cattle trails of the Old West to open was the Shawnee Trail in the 1840s, heading northeast from Texas to Missouri. The Shawnee Trail followed an early trail called the Texas Road that had been established by emigrants rushing into Texas during the Mexican-American War. When there was a severe outbreak of the Texas Fever in Missouri in the mid 1850s, there was a quarantine against the fever-bearing longhorns from Texas, and this event closed the Shawnee Trail. During the Civil War, the Trail was used by both sides, and after the War, the Shawnee was the first route to be used again to trail cattle. As the settlers and railroads moved west, the cattle trails swung with them. The most heavily traveled was the Chisholm Trail, which handled half of all cows moved from Texas.

Most of the Shawnee Trail through Indian Territory became US Hwy 69 that travels from Kansas City to Dallas, right through Pryor Creek, Oklahoma.



<http://dianastaresinicdeane.files.wordpress.com/2013/03/katy-line-large.jpg>

The Missouri-Kansas & Texas (KATY) Railroad map of 1877 following the route of the Shawnee Trail through Indian Territory.



## Researching the Past



On April 27, 1942, a tornado swept along Pryor Creek's main street from the western edge of the business district to the eastern edge of the city, destroying nearly every building. The storm killed 60 people according to The Associated Press and more than 400 were injured. The F4 tornado struck about 5 p.m. local time, and ranks as the fifth deadliest in Oklahoma history.

Left: A view of the Northwest corner of South Adair Street before the tornado. This is the same building in the picture on the right being rebuilt in the summer of 1942. In November 1943 it burned to the ground due to an explosion of an overhead heater in the Hardware Department. The building which was rebuilt in 1944 is the current structure.

Right: The F4 tornado on April 27, 1942 demolished most of downtown, changing the face of the built environment. The view is the south side of Main St. west from the corner of S. Adair St.



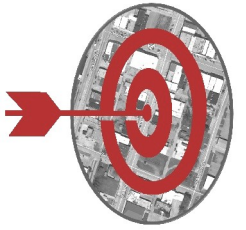
"4-Way Rodeo" Parade route encompassing South Adair Street in 1953. The view is looking south from the current day Hardy Building. The "4-Way Rodeo" will celebrate its 100th year anniversary in the summer of 2014.



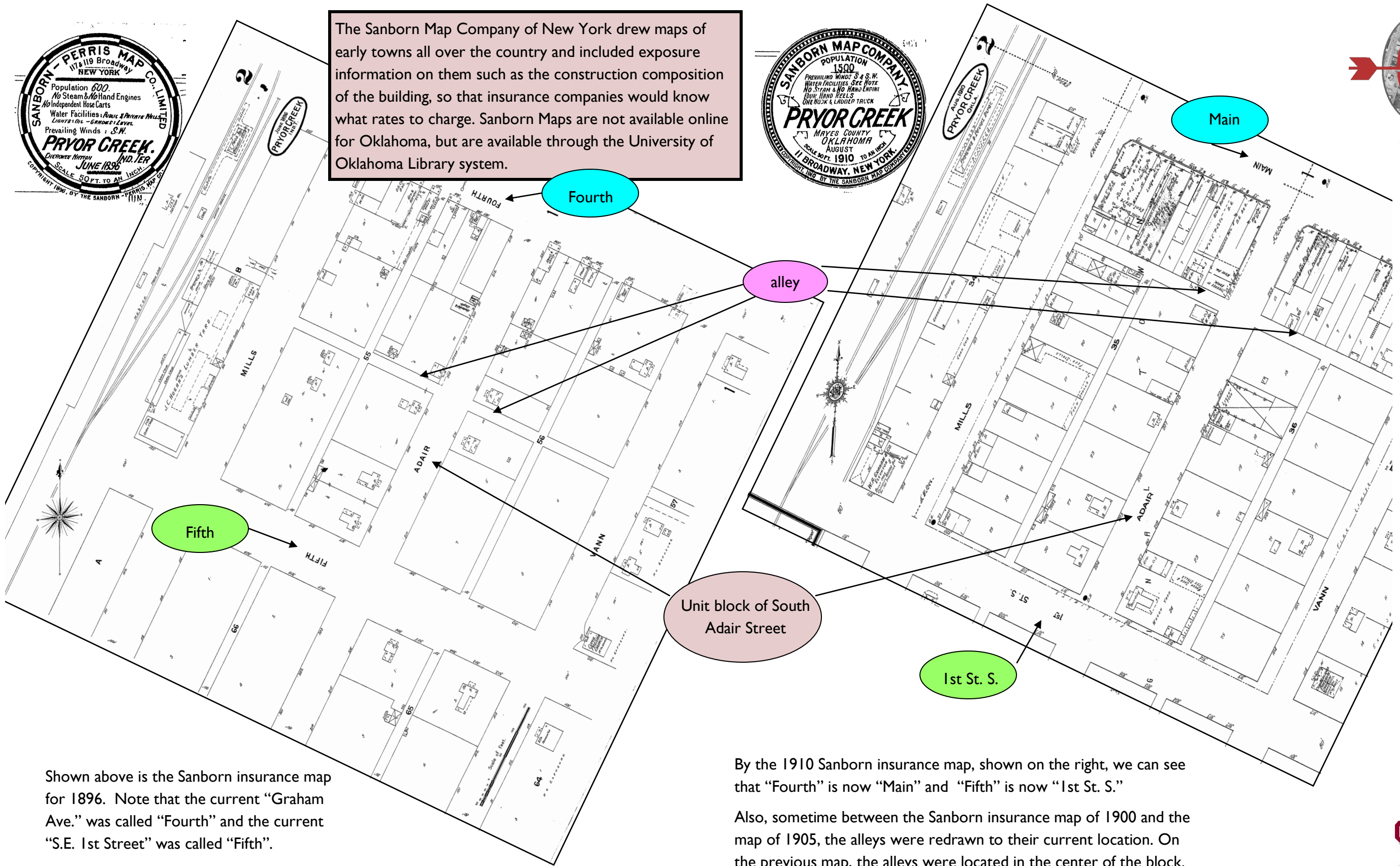
1961—Bakers Foodliner, owned by Frank and Opal Baker, on South Adair. This building still stands on the East side of South Adair Street currently used as storage by Heritage Flooring.



Photo above is Hedrick Ford in 1961, This building stands on the East side of South Adair Street and is currently occupied by Extreme Church.



# Researching the Past

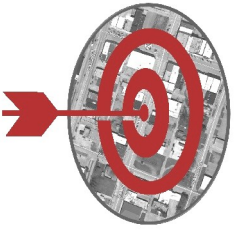


The Sanborn Map Company of New York drew maps of early towns all over the country and included exposure information on them such as the construction composition of the building, so that insurance companies would know what rates to charge. Sanborn Maps are not available online for Oklahoma, but are available through the University of Oklahoma Library system.

Shown above is the Sanborn insurance map for 1896. Note that the current “Graham Ave.” was called “Fourth” and the current “S.E. 1st Street” was called “Fifth”.

By the 1910 Sanborn insurance map, shown on the right, we can see that “Fourth” is now “Main” and “Fifth” is now “1st St. S.”

Also, sometime between the Sanborn insurance map of 1900 and the map of 1905, the alleys were redrawn to their current location. On the previous map, the alleys were located in the center of the block.



# Representing the Present: Demographics

Pryor Creek, Oklahoma is the county seat of Mayes County, with a total area of 6.5 square miles.

As of the 2010 census, Pryor Creek had a population of 9,539.

- 72.3% white
- 0.7% African American
- 16.9% Native American
- 0.6% Asian
- 4.9% Hispanic or Latino
- 1.9% reporting some other race
- 7.7% reporting two or more races

As of the census of 2000, there were:

8,659 people

- 26.1% under the age of 18
- 9.5% from 18-24
- 25.7% from 25-44
- 19.9% from 45-64
- 18.8% were 65 years of age or older
- 36 years median age
- For 100 females, 91.4 males
- For 100 females age 18 and over, 84.6 males

2,343 families

1,332.5 people per square mile

3,567 households

- 30.2% children under the age of 18
- 52.1% married couples living together
- 10.6% female householder, no husband present
- 34.3% were non-families
- 30.9% individuals living alone
- 16.3% living alone, 65 years of age or older
- 2.35 average household size
- 2.95 average family size

3,887 housing units

598.2 housing density per square mile

The median income for a household was \$29,424, and the median income for a family was \$37,115. Males had a median income of \$33,547 versus \$20,737 for females. Per capita income was \$16,887. About 10.8% of families and 13.6% of the population were below the poverty line, including 19.9% of those under age 18 and 6.4% of those age 65 or over.

Historical population:

1900	495
1910	1789
1940	2503
1950	4486
1970	7057
1990	8327
2010	9539



In front of the Allred Theater, early 1950's.

Located 4 miles south of Pryor Creek is MidAmerica Industrial Park, Largest Industrial Park in Oklahoma, and one of the main sources of jobs in this area.

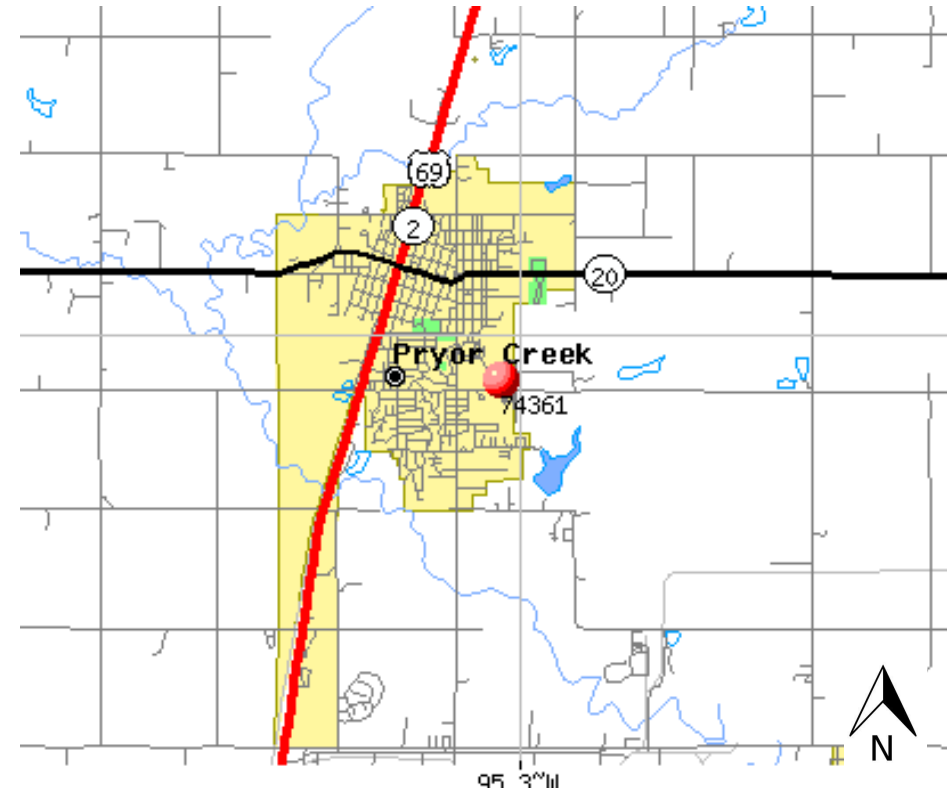


Main entrance to MAIP, on US Hwy 69.



Topographical map above shows numerous creeks and timber covered hills in the Pryor Creek area.

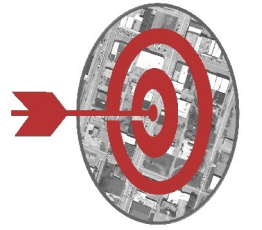
<http://www.pickatrail.com>



Pryor Creek City Limits, shown in the map to the left, loosely follows a square shape except it extends southward along US Highway 69 to Highway 69A where the Mid-America Industrial Park Main Entrance is located. This extension is to encompass the business commerce along US Hwy 69 south of the City.

<http://www.bing.com/images/search?q=city+of+pryor+maps&FORM=HDRSC2#view=detail&id=E95F67864EB7D905DEF14DB367736046B558DA9A&selectedIndex=10>

The Google Earth map to the left shows the location of Pryor Creek at the intersection of US Highway 69 and State Highway 20. Highway 69 follows parallel to the MK&T railroad tracks. Note that the streets in the original plat of Pryor Creek are parallel/perpendicular to the railroad tracks. In some instances, the original streets in a town follow a physical constraint such as a river, but, I believe that the original streets in Pryor Creek are parallel to the railroad tracks because before it was a railroad, it was the Shawnee Cattle Trail. The Shawnee Trail was the first cattle trail north out of Texas.



## Representing the Present: Maps



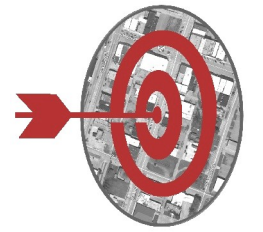
Top pictures are day and night shots of the unit block of South Adair Street from the intersection of S.E. 1st looking Northward.



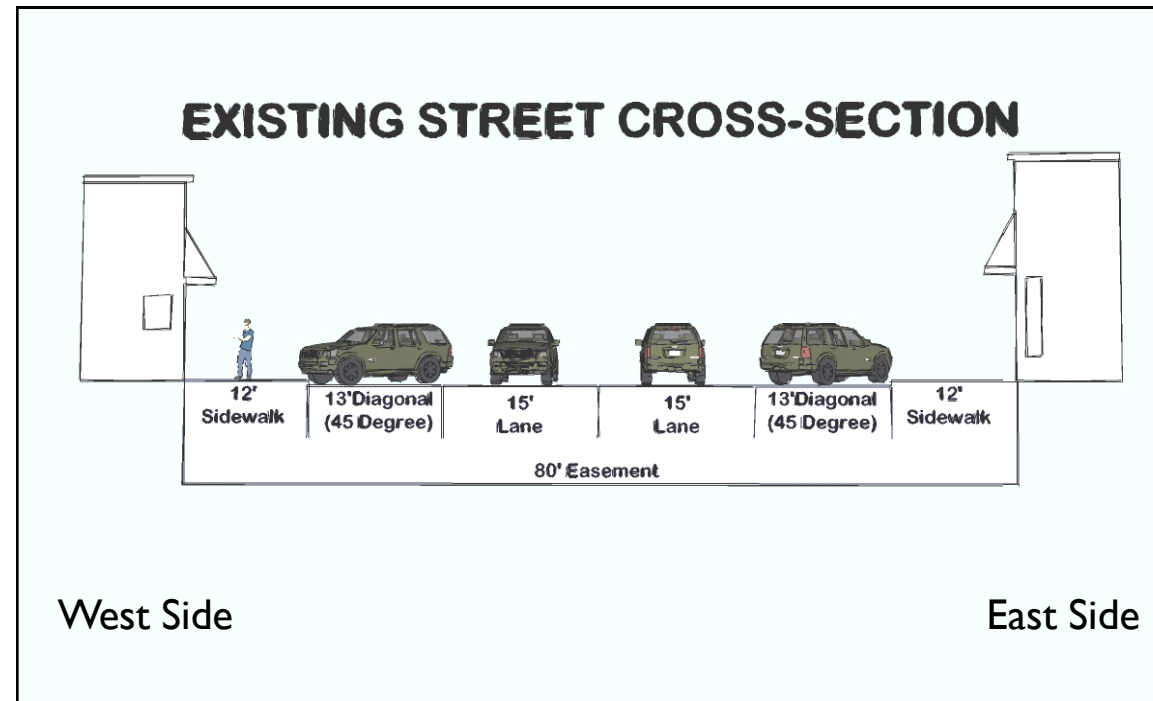
Center is a close-up Google map of South Adair Street in Pryor Creek. State Highway 20 is E. Graham Ave and is the north border of the unit block that I have chosen to redesign. S.E. 1st St. is the south border. I used this map to study parking, building massing, and proportions of the area. See next page for dimensions.



Bottom pictures are day and night shots of the unit block of South Adair Street from the intersection of E. Graham Ave. looking Southward.



## Representing the Present: Photographs



Above, street cross-section illustrates the existing composition of the street footage, and the current layout of street parking.



#### Dimensions:

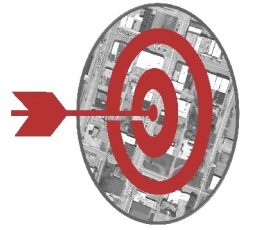
- Total Length of street is 667' (N of alley=165', S of alley=484')
- Width of easement=80'
- Width of sidewalks=12'
- Curb to curb= 56'
- Diagonal parking= 13' deep
- Width of 2 unmarked driving lanes=15' each

#### Conceptual Thoughts

Because the unit block of South Adair Street is 667' long, with no marked crosswalks, I wanted to shorten the block with mid-block crosswalks. Because the crossing distance from curb to curb is 56 feet, I wanted to narrow that distance with bulbouts. Because the buildings are mostly low and one story, I wanted to create height to the street, to give a more comfortable scale. Because, other than a few building colors, the tones of the street are mostly neutrals and grays, I wanted to add visual diversity to the street. I wanted to encourage street life by providing spaces and amenities for people to gather and linger, sit and talk. As Pryor Creek City Council has recently affirmed, I wanted to design for a complete street, one that everyone with every mode of travel could use and enjoy. So, based on these observations, I decided on the design concepts I wanted to emphasize. We will look at each concept in depth starting on page 17.

#### Parking Assessment:

- 61 diagonal (45 degree) street spaces
- 23 off-street private lot (60 degree diagonal)
- 65' x 160' asphalt private lot (unstriped-approximately 25 diagonal spaces)
- TOTAL Parking Capacity 109

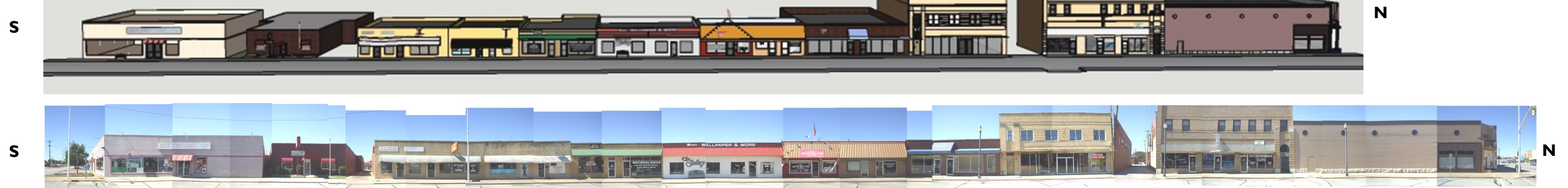


## Developing Intervention Concepts

## East Side



## West Side

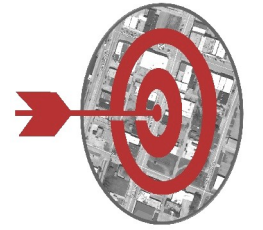
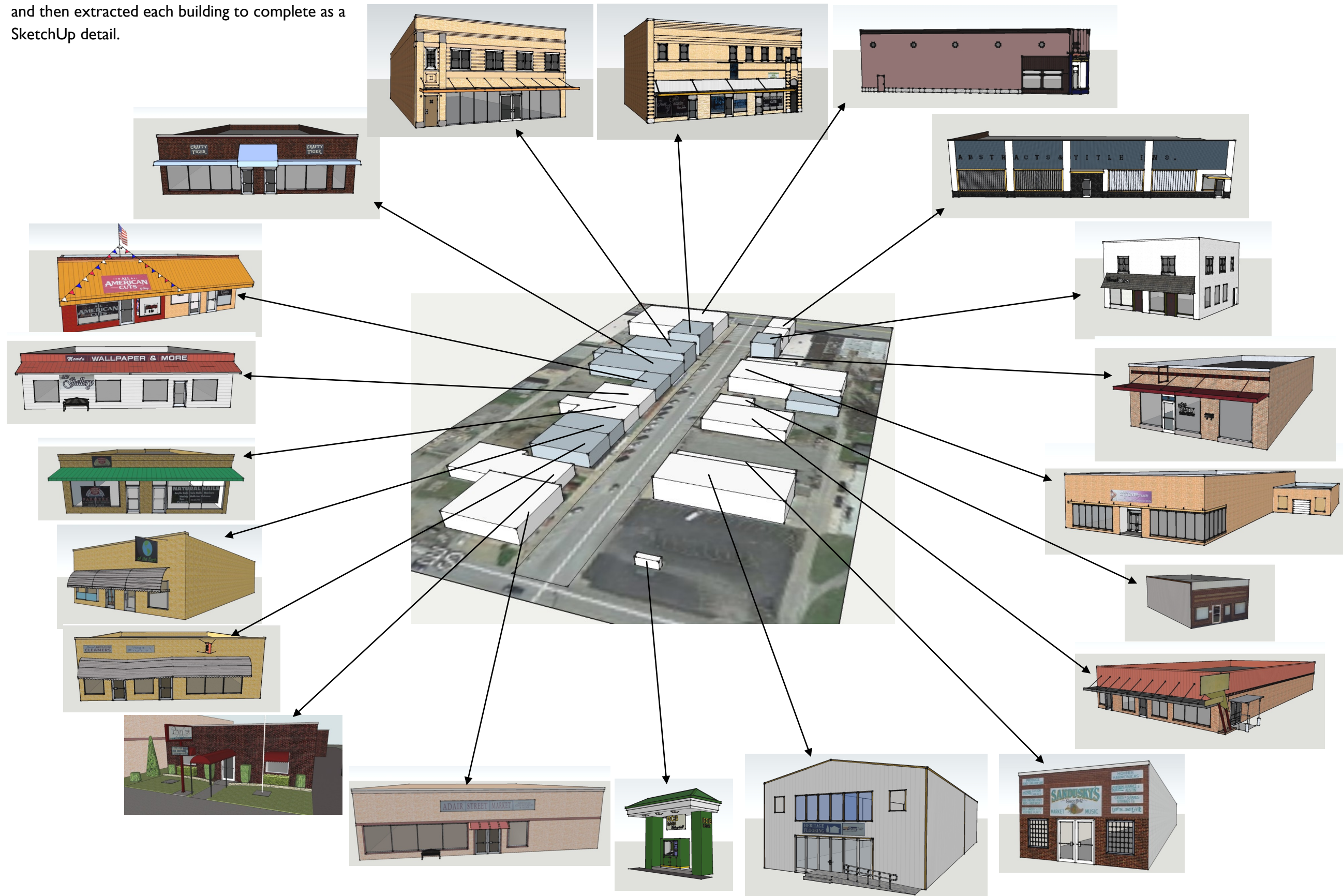


On September 29, 2013, I took photographs to make a panorama of each side of the block. The second illustration shows the panorama on the East side of the street, and going left to right, is the North end of the block to the South end of the block. The bottom panorama shows the structures on the West side of the street, and going left to right, is the South end of the block to the North end of the block. It is noticeable that the East side (top panorama) has four places for vehicles to drive through, whereas the West side (bottom panorama) only has two places that vehicles can drive through. Therefore, the West side has more of a continuous, low build, broken only by the alley and one small unpaved driveway. One would think that the East side of the street has more opportunity for infill buildings, or for creating spaces for people to gather. From the panorama pictures, I created each building in SketchUp and consolidated them back into a panorama for each side of the street, shown above. In SketchUp, we are able to rotate around the buildings to see each side, bottom and top. Now, that I have each building in the SketchUp program, I can manipulate and change the façade as desired.

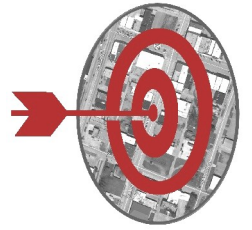


Also, very helpful in analyzing the relationship of the structures on this block were these aerial photos taken by Shawn Schaefer on November 1, 2013. The photo on the left, with the East side of the street facing the camera, gives us evidence of the amount of useable space on that side of the street.

From the Google Earth map, I did a building massing study,  
and then extracted each building to complete as a  
SketchUp detail.



## Representing the Present: SketchUp Studies

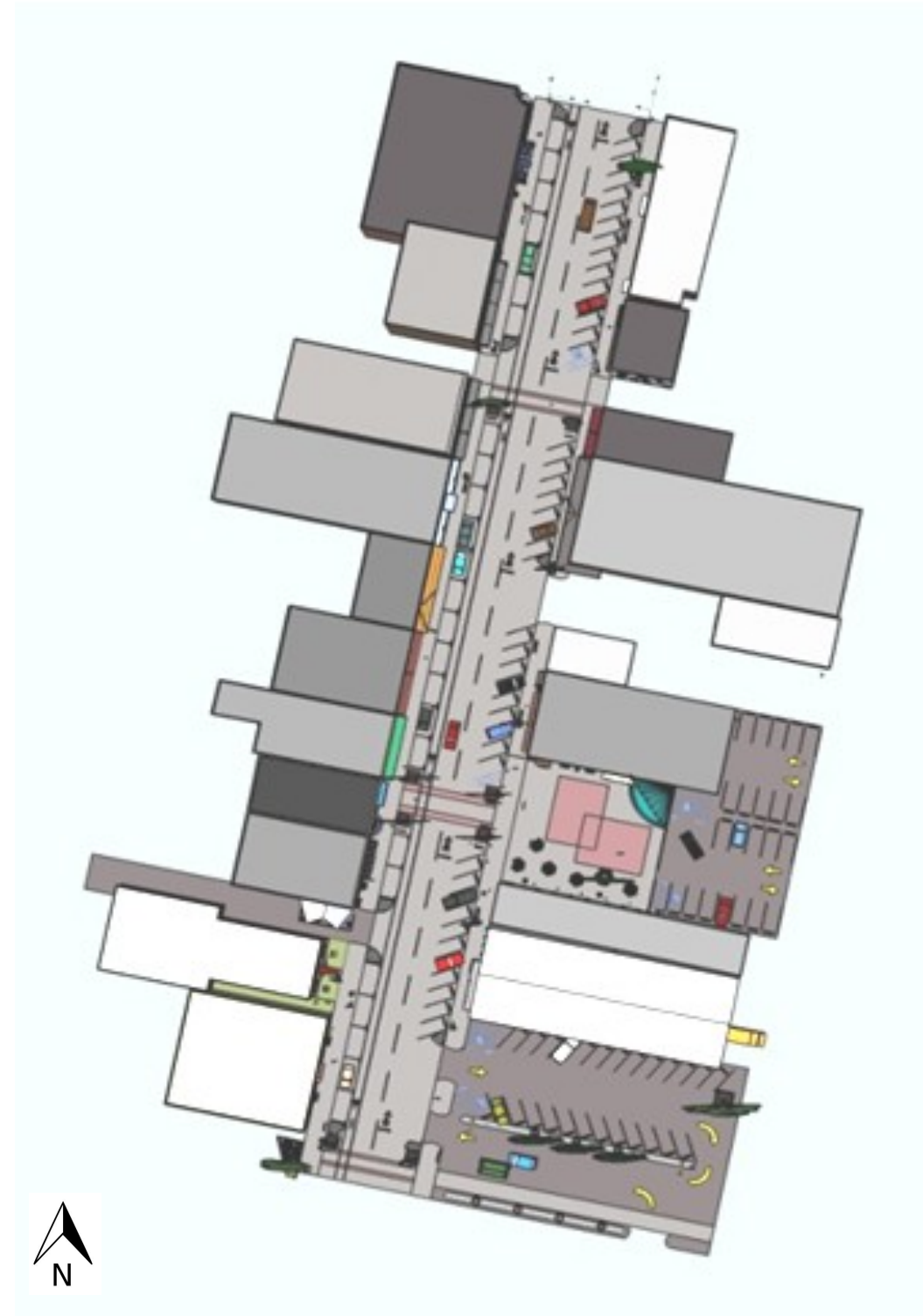


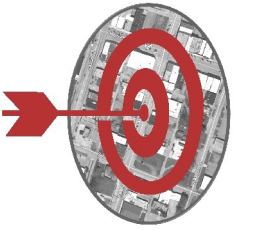
## Designing for the Future: Concepts

### DESIGN INTERVENTION CONCEPTS:

- (1) SHORTEN THE BLOCK WITH MID-BLOCK CROSSWALK(S)
- (2) IMPROVE CROSSING EXPERIENCE BY NARROWING DISTANCE
- (3) CREATE A MORE COMFORTABLE SCALE BY ADDING HEIGHT
- (4) CREATE VISUAL DIVERSITY BY STREET SCAPING AND COLOR
- (5) ENCOURAGE STREET LIFE BY PROVIDING SPACES AND AMENITIES
- (6) DESIGN FOR MULTI-MODAL TRAVEL

Right, is the final plan drawing of the Concept unit block of South Adair Street, Pryor Creek, Oklahoma. On the next pages, we will see examples and explanations of each of the interventions that I propose. All of these design concepts are in the “public realm” and are on the common areas of the street. I have included some design changes in the “private realm” for business owners and property owners that we will examine later.





(1) Shorten the Block with Mid-Block  
Crosswalk(s)



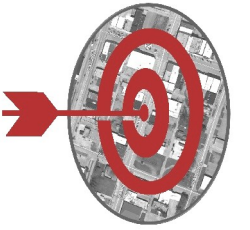
Crosswalk #1 located on the south side of the East/West alley (from “Nice Nails” to “Western Auto”)



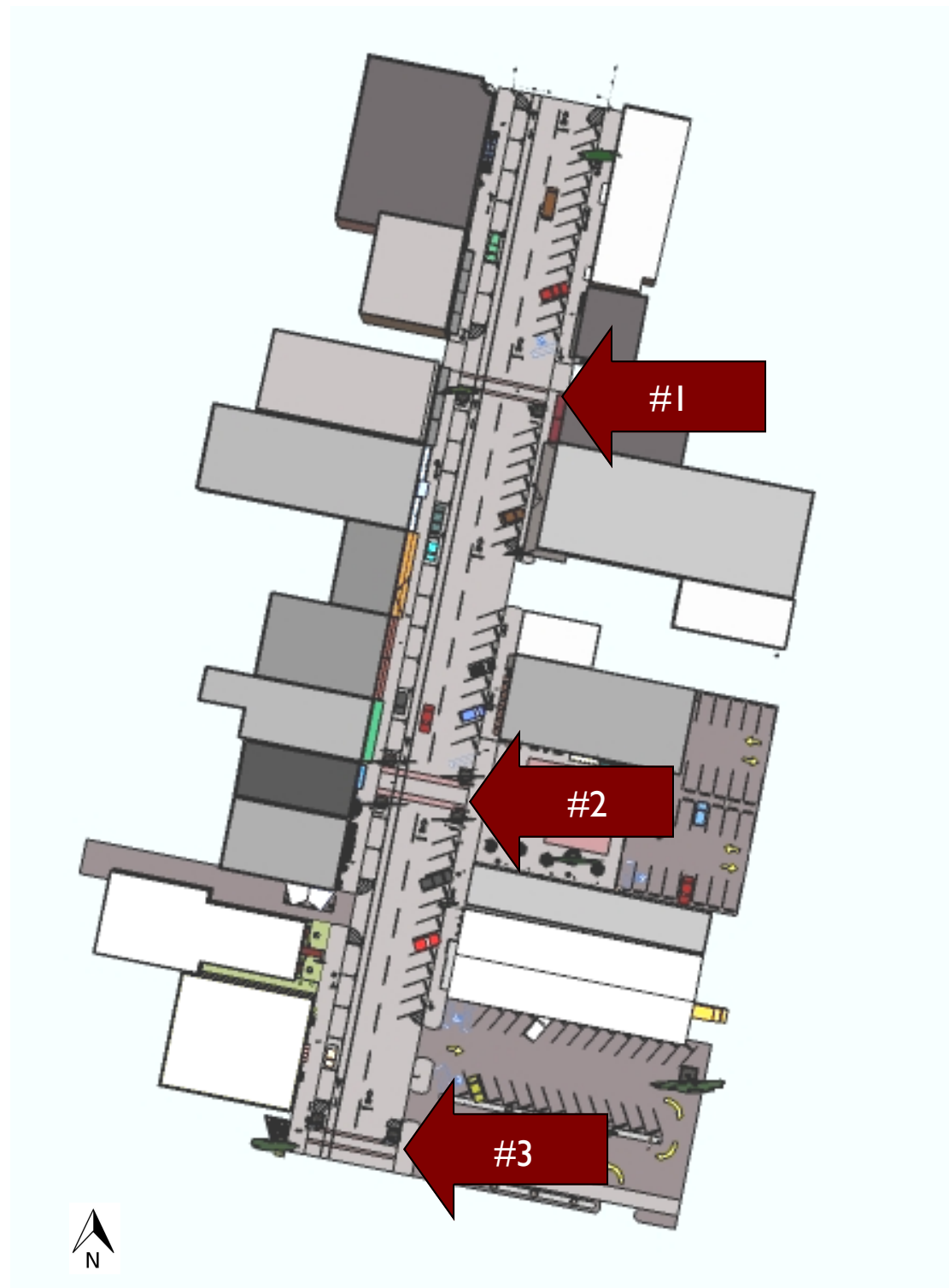
Crosswalk #2 located in the middle of the block (from “Heritage Plaza” to “Of the Earth”)



Crosswalk #3 located at the south end of the block, aligned with the sidewalk along S.E. 1st Street.



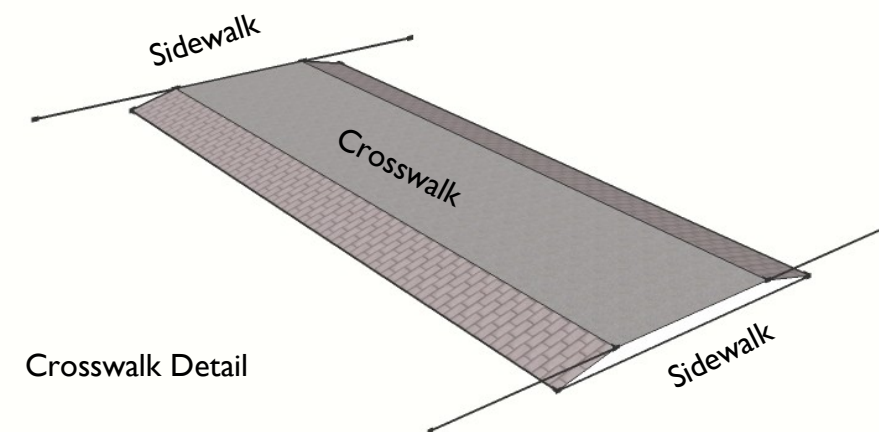
# (1) Shorten the Block with Mid-Block Crosswalk(s)



Plan view showing crosswalks

Crosswalk #1 and Crosswalk #3 have a flat surface of six feet wide in the middle that is flush with the sidewalk on both sides of the street. Also, they have two feet of “brick” stamped concrete on each side of the middle flat surface. This “brick” stamped concrete slants down to the plane of the street to form a speed bump.

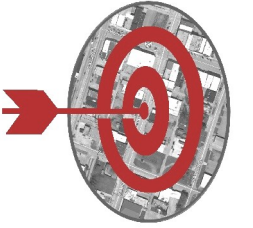
Crosswalk #2 is constructed like #1 and #3, however, it has a flat surface in the middle of ten feet wide, and four feet of “brick” stamped concrete on each side of the middle flat surface. Because the crosswalks are all flush with the sidewalks, they are all handicapped accessible, and the “brick” stamped concrete indicates the edges of the crosswalk for motorists and pedestrians alike.



Crosswalk Detail



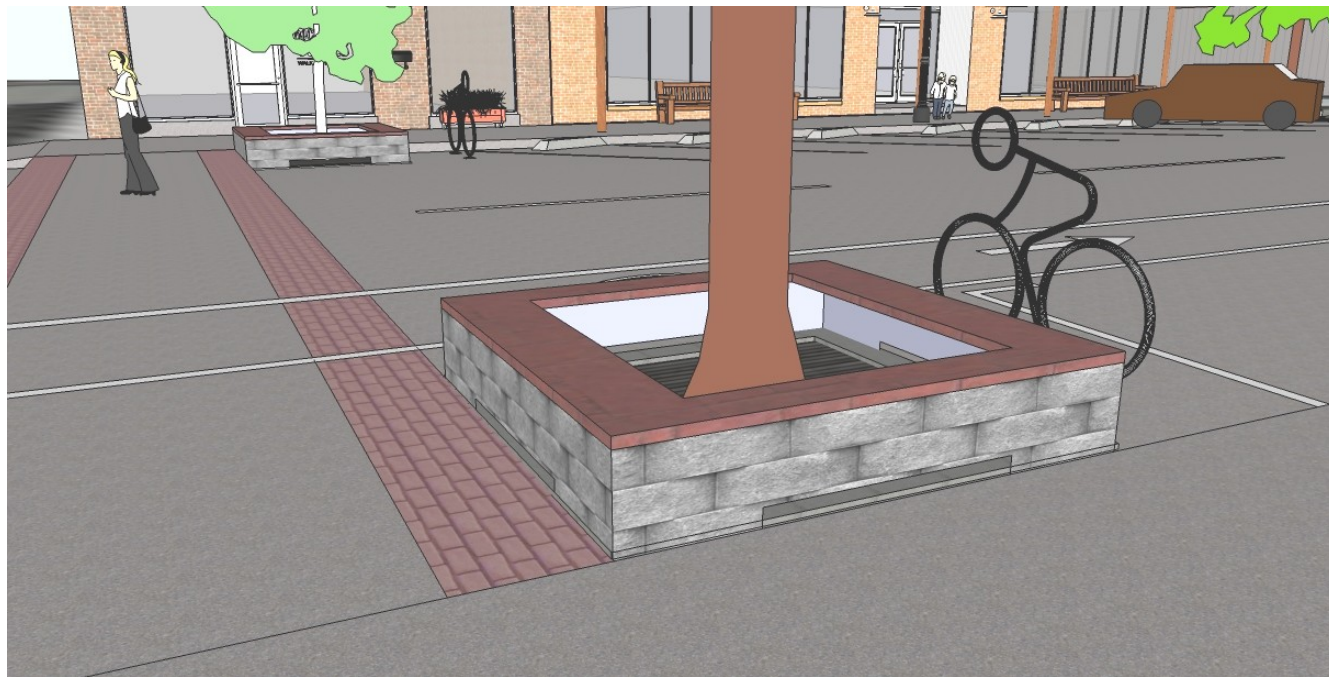
“Special crosswalk treatments may include a raised crosswalk, colored paving treatment, and trees in the parking lane.....Raised crosswalks make pedestrian crossing easier and safer for pedestrians by more overtly continuing the sidewalk across an intersection, not only making crossings more visible to drivers, but physically requiring them to slow.”  
 Better Streets San Francisco, pdf, page 117



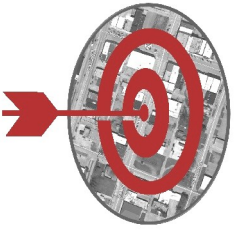
## (2) Improve Crossing Experience by Narrowing the Distance



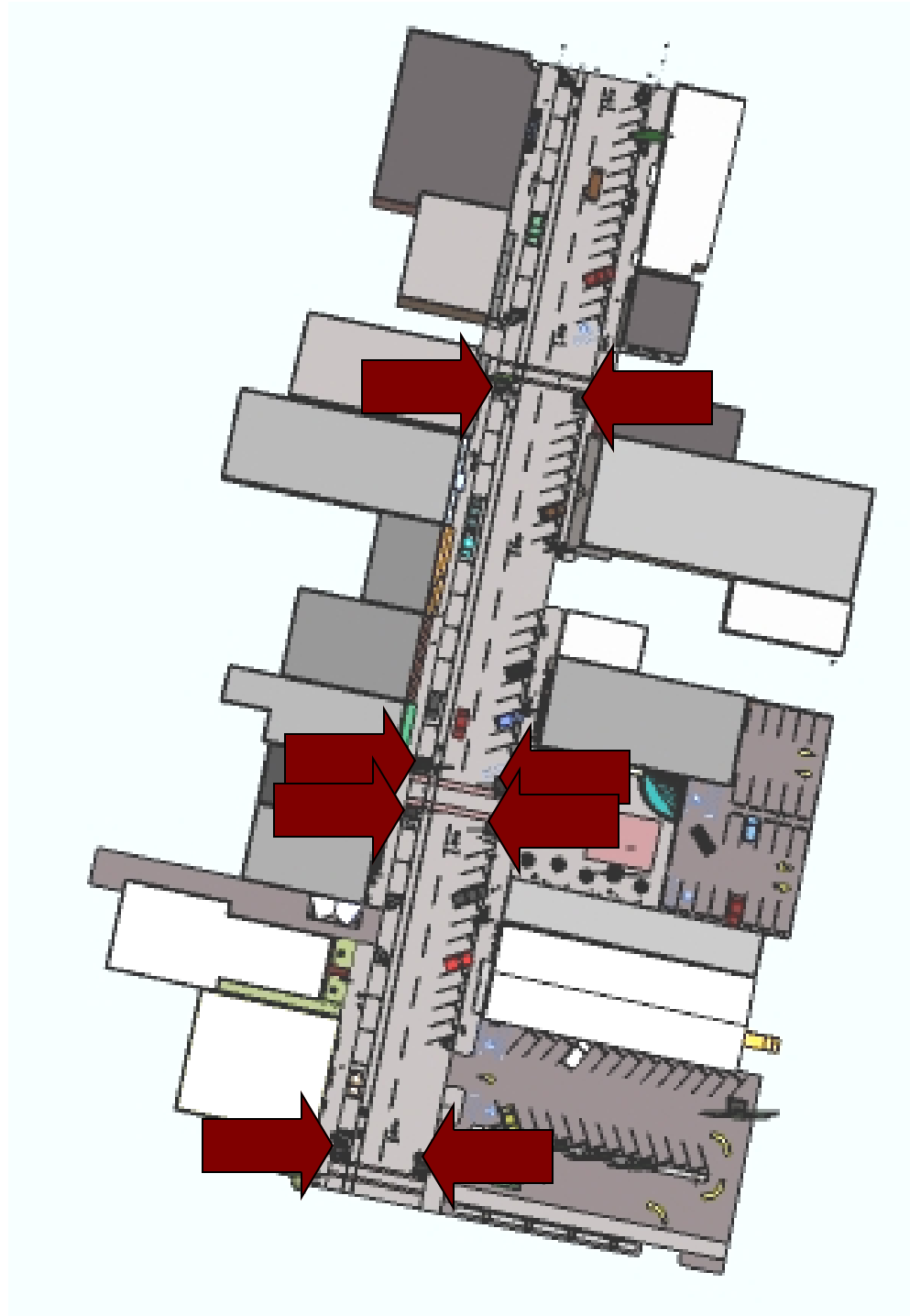
The central crosswalk shown on the left has bulbouts on either side, and on both sides of the street. This designates it as a focal point of the street and brings more emphasis to the Plaza area.



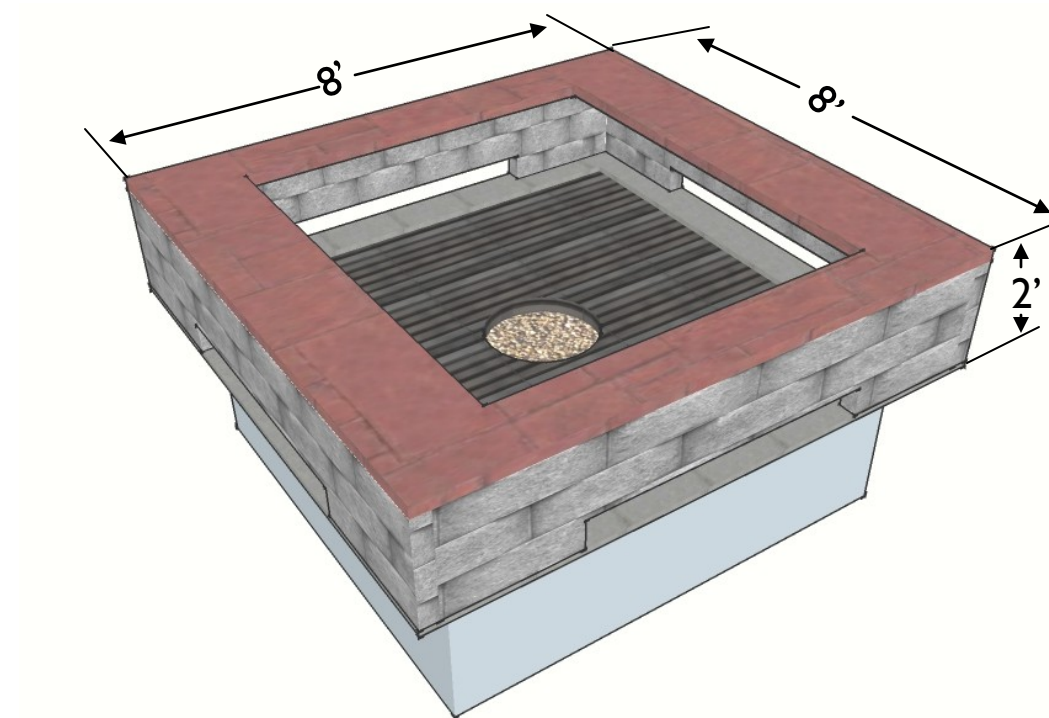
The other two smaller crosswalks only have bulbouts on one side, still calming the traffic, and narrowing the crossing distance.



## (2) Improve Crossing Experience by Narrowing the Distance

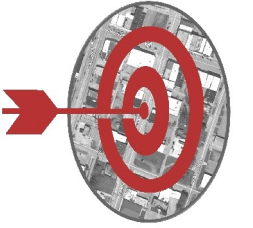


Locations of eight tree well bulbouts



Detail of all-in-one tree well is shown above. A two foot tall decorative wall surrounds the tree well. Just the right height to set a package down, or sit for a minute. Slots are left open on each side of the bottom of the decorative wall for drainage into the tree well.

The all-in-one tree well is an eight foot square. On Adair Street, that is 56' from curb to curb, this would take 16' off of the crossing distance to a length of 40'. Bulbouts are also used to calm traffic.



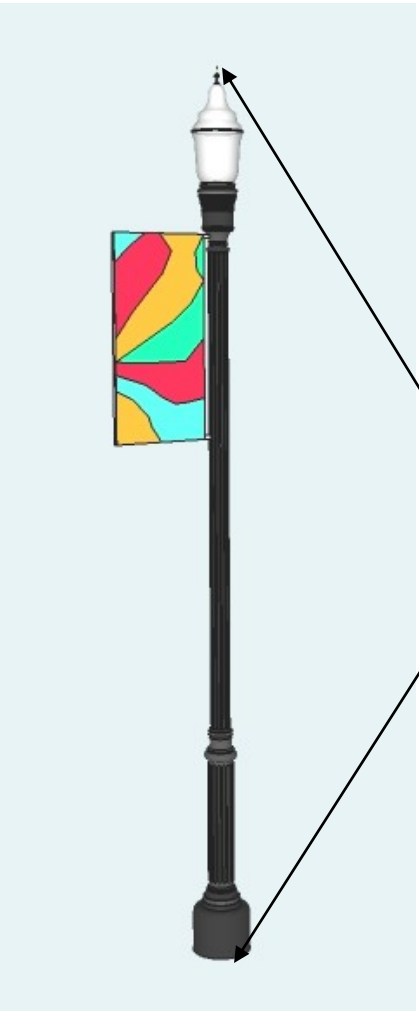
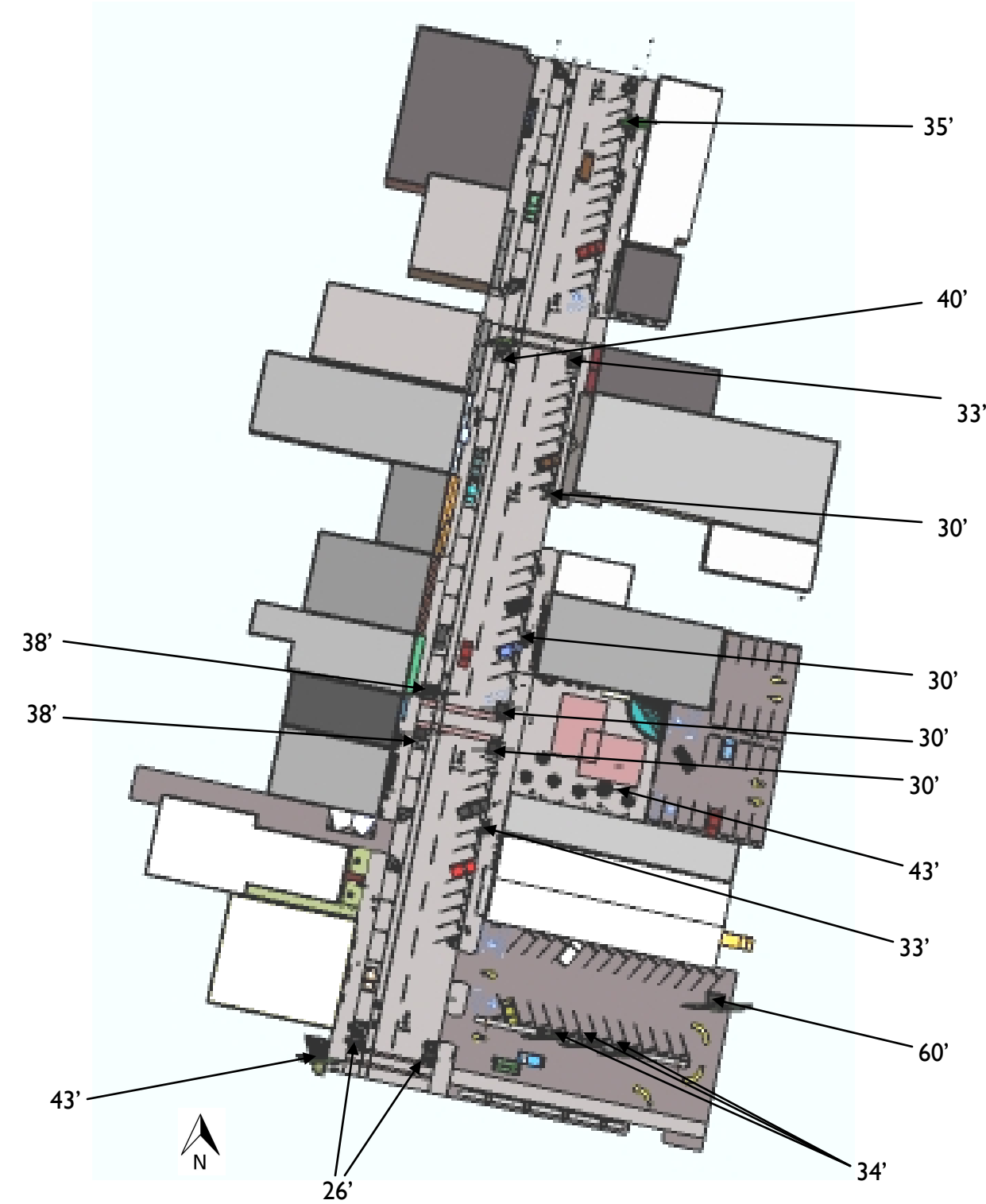
### (3) Create a More Comfortable Scale by Adding Height



Trees are a common way to add height to a built environment. Also, color that draws our eyes upward, such as the colored flags on the lamp posts, adds height to a streetscape. I have added more trees to the east side of the street (right side of drawings) to create more shade in the later hours. I have included the flags on the lamp posts on the west side of the street (left side of drawings) to increase height to that side because of the low continuous build. The diagram on the next page shows the mature height of the trees in the concept drawings.

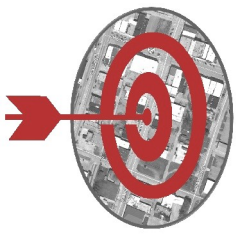


Height of mature trees in the concept drawings are noted on this plan drawing. Refer to page 31 for more information about the Tree Study.

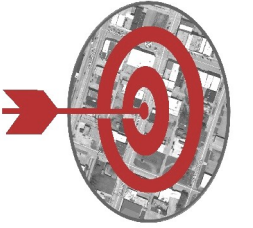


Street lighting is considered lighting that is over 18 feet tall, where as pedestrian lighting is generally less than 18 feet tall. The flag attachment that I have designed, representing a landscape of a road, a stream, a hill and a sunset, is very colorful, and draws your eye upward, adding height to the streetscape.

I would have preferred to use shorter light poles, that would be closer to pedestrians, but Pryor Creek has some existing historical lamps that are this tall, so I am matching what is already in use.



**(3) Create a More Comfortable Scale by Adding Height**

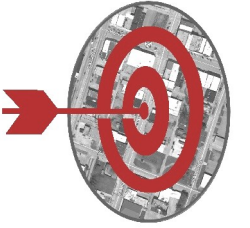


## (4) Create Visual Diversity by Streetscaping and Color



Tree leaves of differing varieties, tree bark, and flowering bushes all add visual diversity and color. This softens the built environment, and helps us to feel more comfortable in a space.



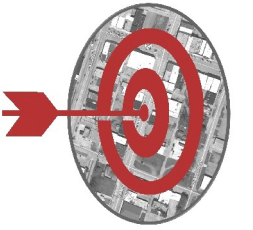


## (4) Create Visual Diversity by Streetscaping and Color



Street art, such as statues and flags, adds interest and variety to an environment. Human nature draws our eyes to those amenities, and we are drawn to look at them. Colorful fixtures also are a surprise and add interest to an area.





## (5) Encourage Street Life by Providing Spaces and Amenities

According to Jane Jacobs' book "The Death and Life of Great American Cities," the safest street is one that never closes, and has eyes on the street 24 hours of the day. People want to gather where they feel safe, so providing spaces and amenities for people to gather and linger, make a safer area. Pedestrian scale lighting, such as the lighted bollards shown in the concept drawings, outdoor seating and trash receptacles are amenities that help people to feel welcome and safe. Local restaurants and downtown housing bring even more people for more hours of the day and night.

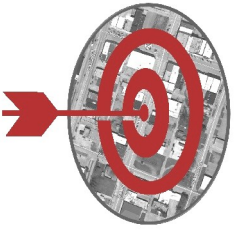


To the left, the concept drawing shows a lighted bollard, trash receptacle, and a raised treewell suitable for sitting a minute or setting down a package.

Lower left concept drawing shows a coffee shop with inexpensive, recycled outdoor seating, a canvas canopy to enclose the area and plenty of greenery to soften the space.

Lower right concept drawing shows an arcade covering the sidewalk, affording the pedestrian a refuge from weather and cooling the vast amount of windows as well.





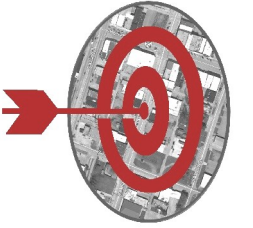
## (5) Encourage Street Life by Providing Spaces and Amenities



The focal point of my street redesign is the Heritage Plaza, designed to create a flexible gathering space. A small performance stage, with an accessible ramp is wired with electricity and can accommodate lighting fixtures. The central patterned concrete area could be a place for lawn chairs, street dance, or Farmer's Market. Plenty of picnic tables on the south side afford a place for lunch or family gathering. Protected from the prevailing south wind by Sandusky's Market makes it a perfect spot to sit for awhile. Lighted bollards beside the picnic tables, and across the entrance to the Plaza illuminate the space below the tree canopies, making a safer and more inviting space at night. Recycled tires mounted at random heights on the south wall of the Plaza have Impatiens flowers growing from soil placed in the bottom of each tire. The theme of the Plaza is "Retro" or Mid-Century style of decorating, with a color scheme of turquoise and wheat, decorative concrete blocks, wood accents and recycled tires.



Having downtown housing options is another way to add safety and 24 hour street life to an area. I've converted the upstairs of the "Western Auto" building to apartments, and made the ground floor into premium indoor parking spaces for the residents. I've envisioned a gated entrance to the covered parking from the back alley, and replaced the front "showroom" glass with tall decorative fencing for the parking garage ventilation. Shown in my concept drawing is an "Apartment For Lease" sign indicating the structure has been converted to a downtown housing option.



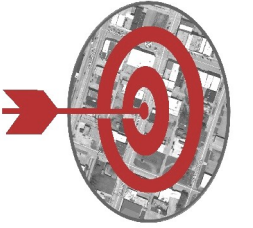
## (6) Design for Multi-Modal Travel



It is important to consider the needs of all users of a space. The need exists to raise the LOS rating for pedestrian and cyclist categories for this block. Level of Service (LOS) is a rating scale used in transportation planning and refers to all modes of transportation. Each trip begins and ends as a pedestrian and may continue from beginning to end in the same mode. The middle part of a trip could be a different mode of transportation such as bicycle, private vehicle, or public transportation. A trip could involve several different modes such as pedestrian, then private vehicle, then pedestrian, then airplane, then public transportation and then pedestrian, again. Complete Streets is a method of designing for all the different modes of transportation that will be using the street. The Pryor Creek City Council has recently (April 1, 2014) adopted a Complete Streets program for new construction.



As shown in these concept drawings, pedestrian amenities include a place to sit or set a package, and designated safe crossing areas. Also shown are designated places for cyclists to ride so that motorists are aware to watch out for bicycles, and places for cyclists to park and lock their bikes.



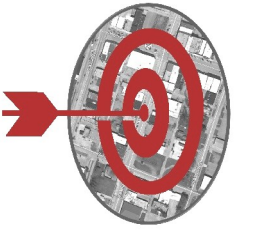
# (6) Design for Multi-Modal Travel



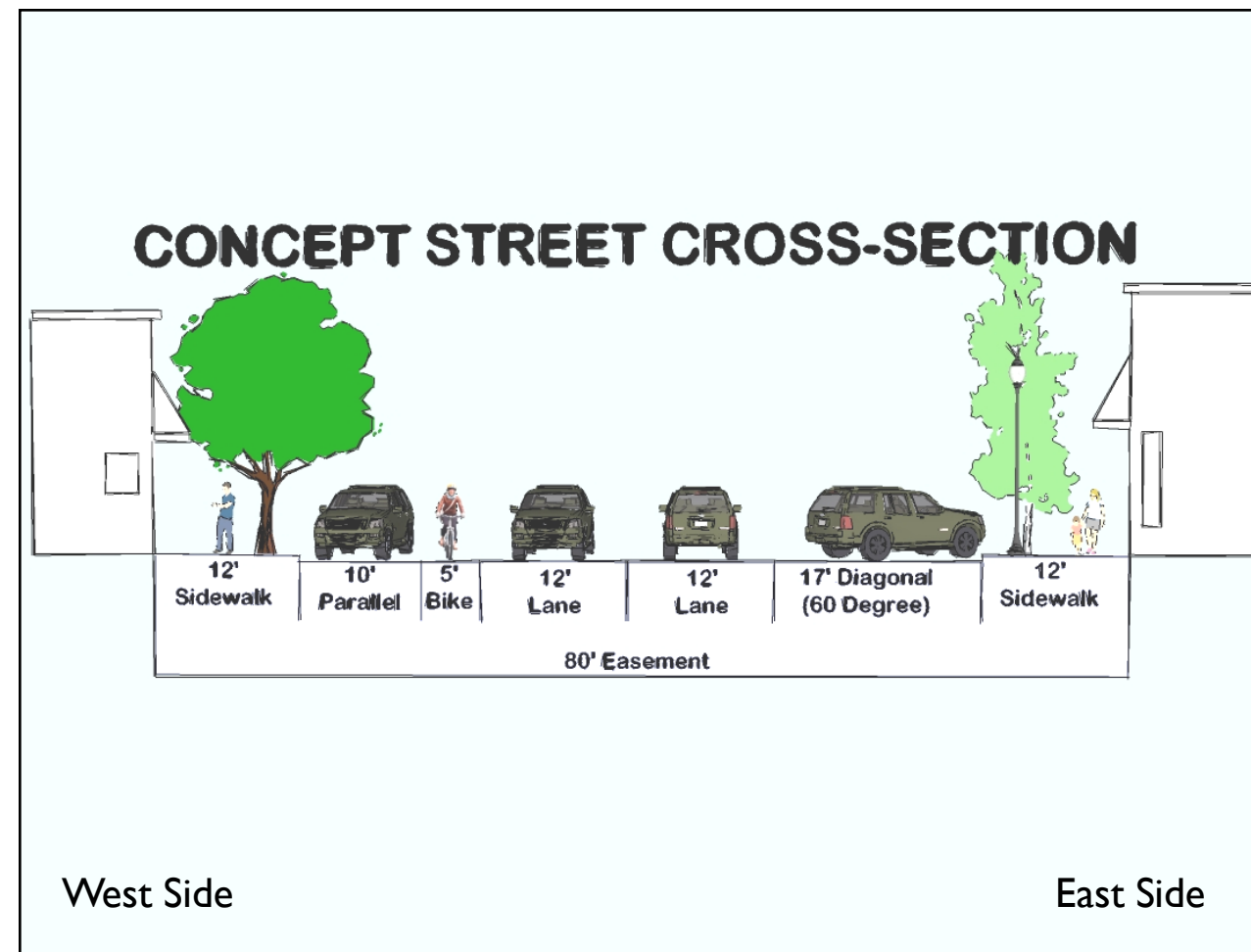
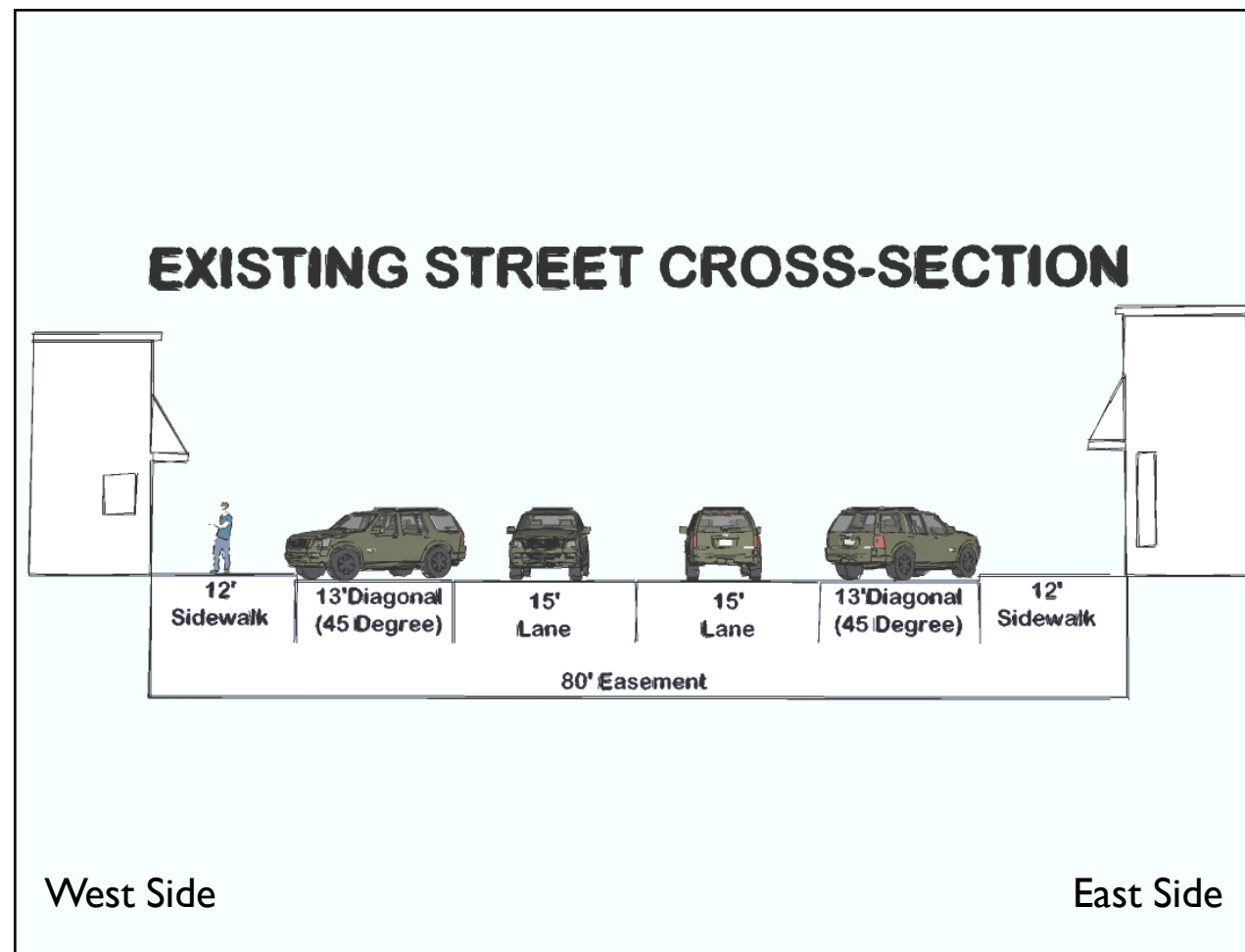
The top concept design illustrates the bike racks strategically place along the street. I've placed eight of these racks in this block to encourage alternative transportation.

To provide for the private vehicular mode of transportation, I've developed more "Off-Street" parking shown in the lower left design, and increased the angle of the diagonal on-street parking. See page 33 for the results of the parking study.





## Street Cross-Sections



Changing the diagonal parking from 45 degrees to 60 degrees increases the number of spaces on the East side more than 50%.

To illustrate the street design, I've shown a cross-section of the existing street. In contrast, I've included a cross-section of the concept design. Both have the 80' easement, and 12' sidewalks. Street amenities such as trees and light poles should be located close to the curb, but no closer than 2'. Note the change to parallel parking on the west side of the street to allow for a 5' bike lane. This is a comfortable width for cyclists if there are cars that might be opening their car doors. I've allowed 17' depth for the diagonal parking, changing it to 60 degree instead of 45 degree. This increases the number of spaces on the East Side of the street from 26 diagonal spaces to 41 diagonal spaces, an increase of more than 50%. The two driving lanes are now 12' each, but are striped and marked to give the driver of a vehicle information of where the boundaries are. More information about parking, is on page 33, under the Parking Study heading.



# Street Tree Study

<http://www.planplaces.com/photos/GinkgoblobPrincetonSentry.jpg>



Princeton Sentry Ginkgo

[http://www.treebrowser.org/assets/images/trees/gimg/Acer\\_truncatum002WV5-04.jpg](http://www.treebrowser.org/assets/images/trees/gimg/Acer_truncatum002WV5-04.jpg)



Shantung Maple

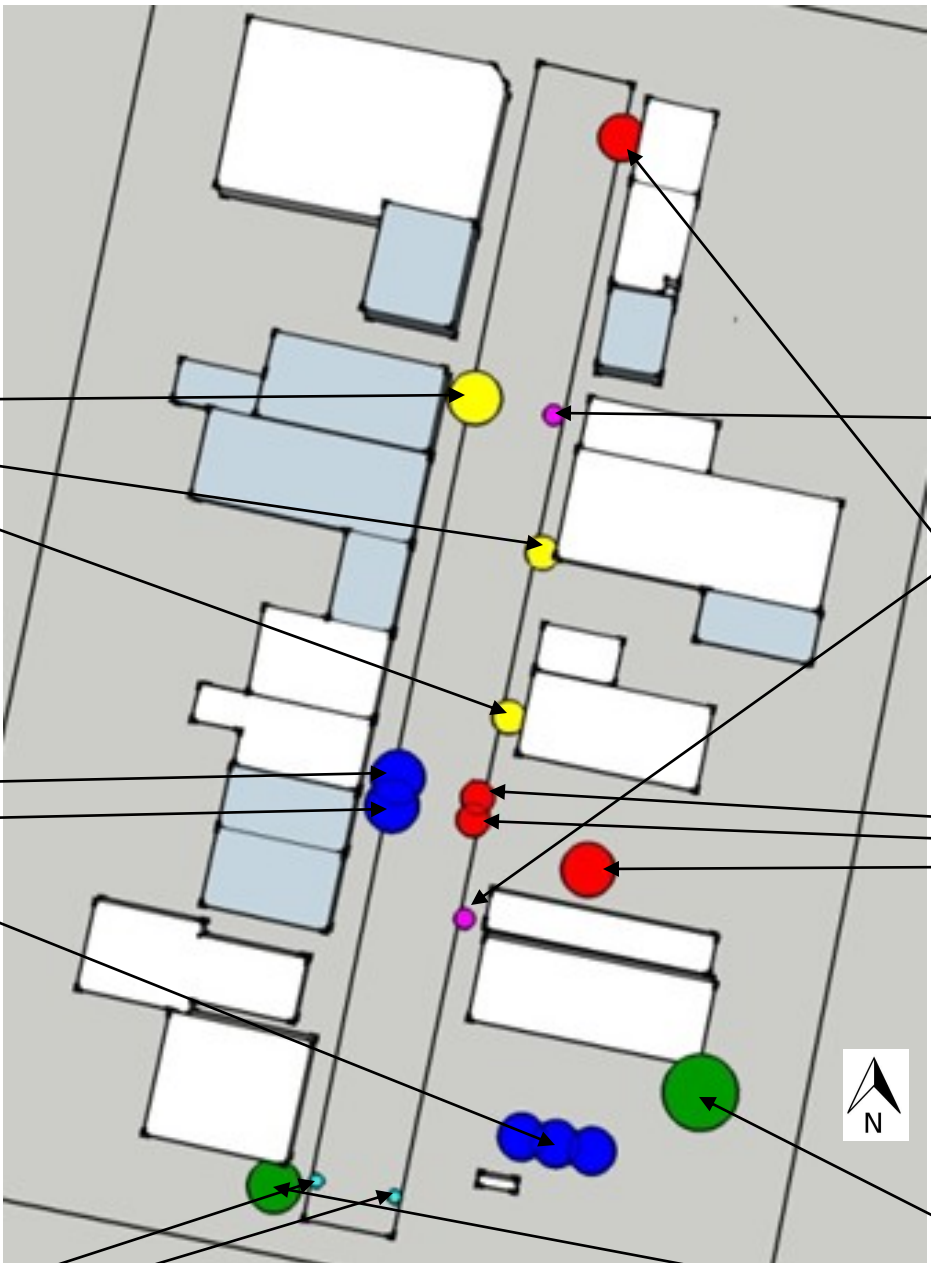
[http://www2.boldspring.com/custom\\_app/admin/images/uploaded/167-detail.jpg](http://www2.boldspring.com/custom_app/admin/images/uploaded/167-detail.jpg)



Shumard Oak



Kathy Reid, Pryor Creek Nursery advised me concerning tree choices.



See page 23 for information concerning mature street tree heights. The placement of street trees is critical to examining the mature shape and height of the tree canopy. Larger, wide canopied trees were chosen for places requiring more shade, and a larger drip line area. Trees may need to be trimmed differently until reaching enough height for the bottom of the tree canopy to be at least 7 feet high for minimum sight line clearance. Also, more trees were included on the east side of the street to offer more shade to those buildings in the afternoon. The species shown were chosen for hardiness in urban settings, mature size, and fall color.



Bald Cypress

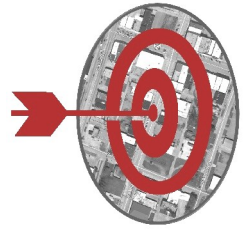


Chinese Pistache

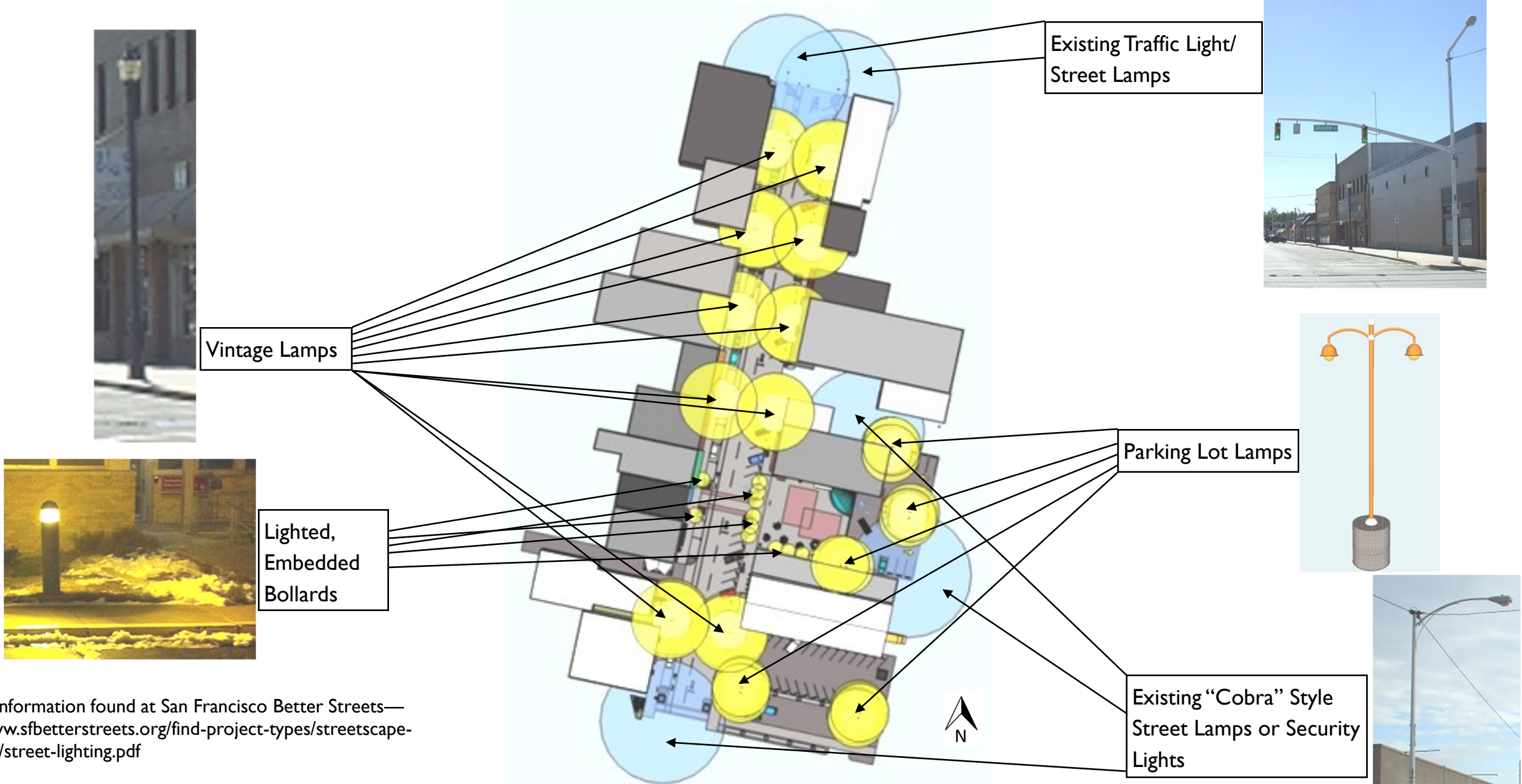


Regal Prince Oak

[http://www.thetreefarm.com/media/catalog/product/cache/1/small\\_image/135x/9d78ea33525d08d6e5fb8d27136e95/qul/quercus-robor-crimson-spire-oak-tree.jpg](http://www.thetreefarm.com/media/catalog/product/cache/1/small_image/135x/9d78ea33525d08d6e5fb8d27136e95/qul/quercus-robor-crimson-spire-oak-tree.jpg)



# Street Lighting Study



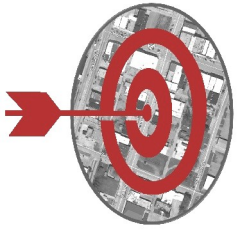
Lighting Information found at San Francisco Better Streets—  
<http://www.sfbetterstreets.org/find-project-types/streetscape-elements/street-lighting.pdf>

**Intersection Lighting**— Crosswalks should follow Illuminating Engineering Society of North America (IESNA) intersection guidance to illuminate pedestrians in the crosswalk to vehicles. Crosswalk lighting should provide color contrast from standard roadway lighting. “Local” Classification of intersection illumination is from 0.8 foot candles to 1.8 foot candles. (Foot candles (fc) refer to the distance, in feet, that is illuminated away from the source of light, measured in lumens per square foot.)

**Pedestrian Lighting**— Primarily functions to illuminate pedestrian areas. Usually defined as pole-mounted lighting fixtures less than 18 feet tall that are part of a secondary lighting system used to supplement street lighting levels. Providing sidewalks with a minimum luminance of 0.5 fc allows pedestrians to detect obstacles, stay visually oriented and recognize faces from a distance of 13 feet, a minimum distance that brings comfort with regard to normal social contact. This light level is consistent with ANSI/IES RP-8-00 American National Standard Practice for Roadway Lighting.

**Location and Spacing**— Lighting poles should be located close to the curb, within the street amenity zone, but where diagonal parking is used, two feet clearance is needed from bumper blocks or curbs. Light poles should be coordinated with other streetscape elements, but should not be located next to tree canopies that may block the light.

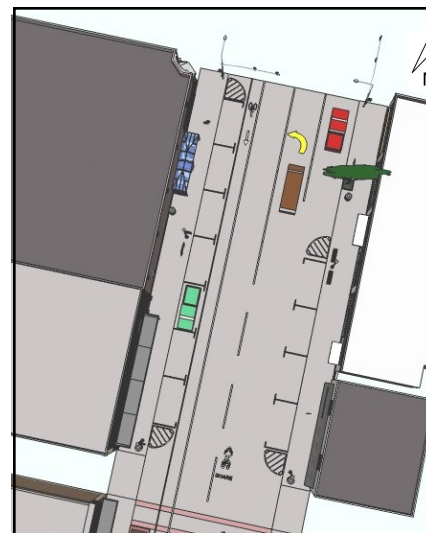
Photos by Glenna Wildermuth,  
 SketchUp Design from SketchUp  
 3D Warehouse.



# Parking Study

On Street Parking consists of 41 Diagonal Spaces and 25 Parallel Spaces. Of those 66 spaces there are 2 handicapped accessible.

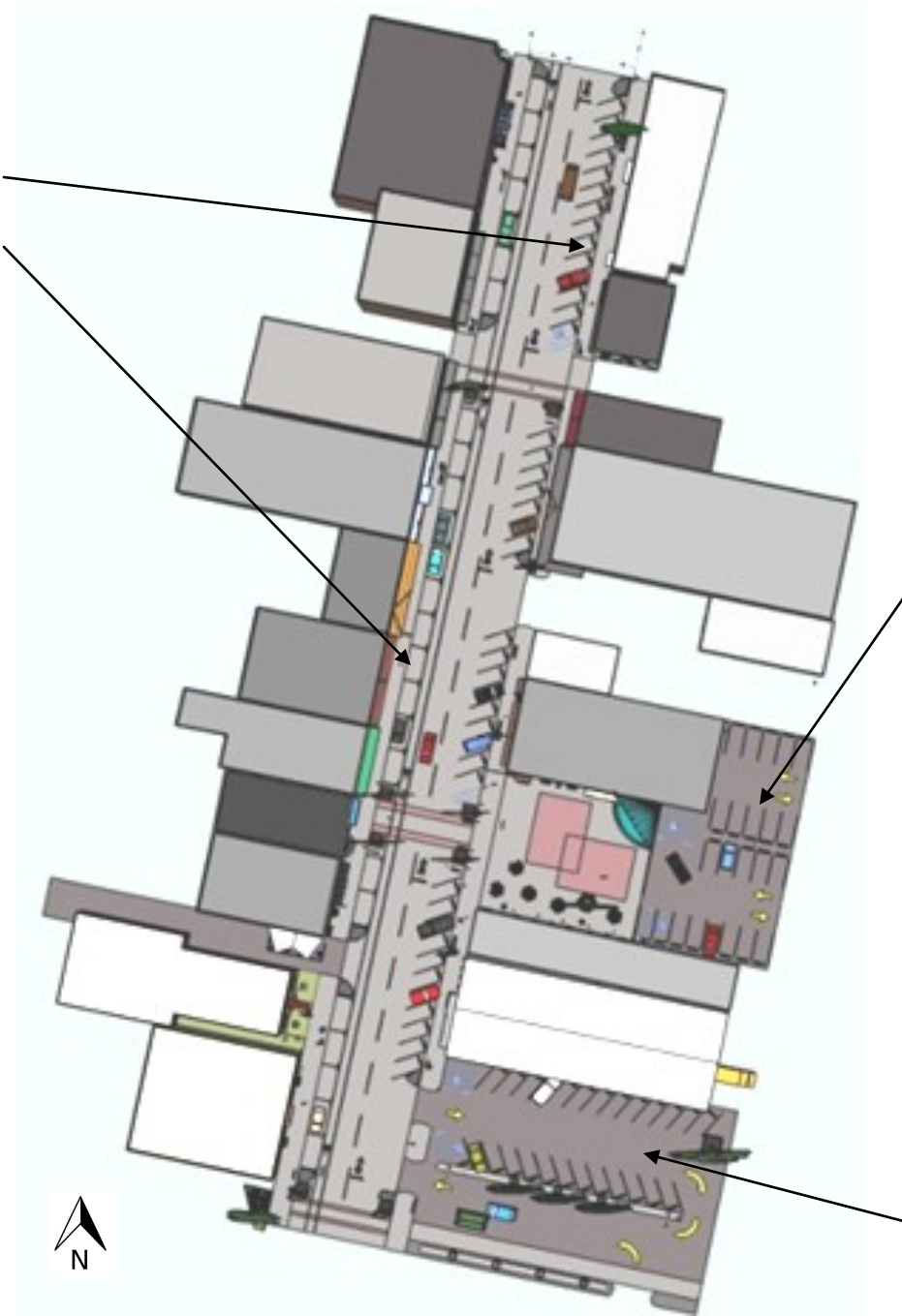
- Total Concept Spaces: 116 (includes 6 handicapped accessible)
- Total Current Spaces: 109 (includes 5 handicapped accessible)
- Number of Spaces Required for Disabled Persons: 5 for 101-150 Spaces



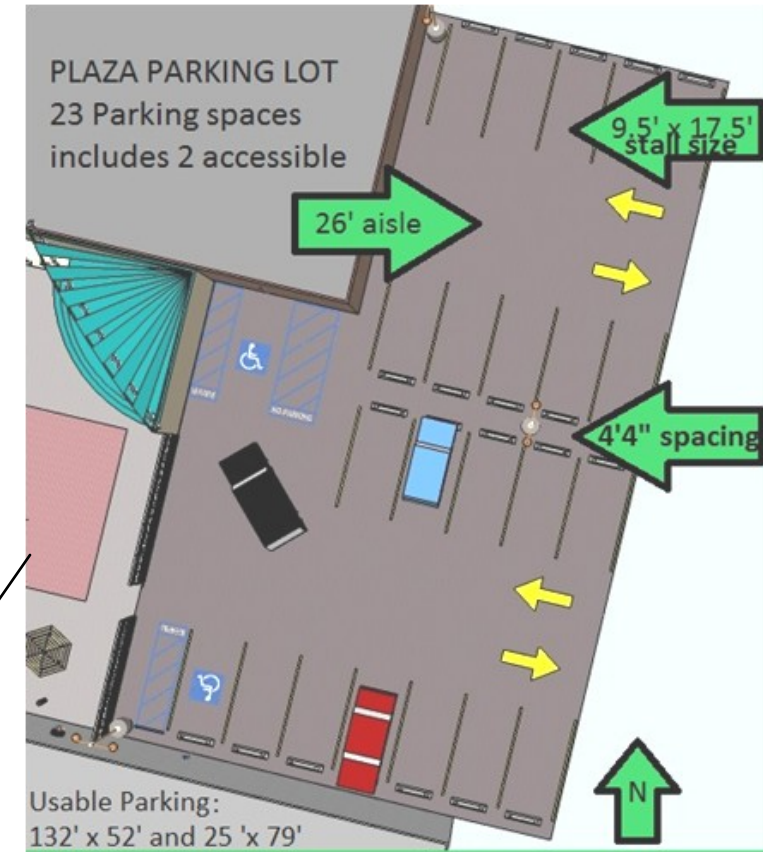
**Alternate Lane Configuration**

With an alternate lane configuration at the intersection of Graham Avenue and South Adair Street to provide for a turn lane, I've shown a plan view reducing the parking on the East side to 4 parallel spaces. This results in Total Concept Spaces of 106 for the block.

Plan View for alternate lane configuration at the North End of the unit block of South Adair Street.



By developing a new parking area behind the Heritage Plaza, by improving markings and signage of the RCB parking lot, and by changing the angle of on-street parking to 60 degrees, we can change the west side to parallel to facilitate a bike lane. The west side of the street is better for cyclists because it has fewer conflict points than the east side lane. A conflict point is a place where two differing modes of transportation cross, which could produce a conflict, or collision.



Detail and dimensions of the Heritage Plaza parking lot.



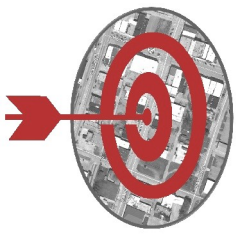
Detail and dimensions of the RCB Bank parking lot.

Business and building owners should examine the façades of their buildings. Take some pictures, use a pad of paper, and write down ideas. Pretend that you're a customer looking at your business for the first time. Look for small, easy fixes such as cleaning the front of the building, recaulking windows and doors, removing faded signs or awnings, and cleaning windowsills. Powerwashing sidewalks would clean stains, and adding some large planters with greenery would add color and interest to the street. (I've said large planters so that they would not be easily moved by someone not authorized to move them.)

Included are pictures from my concept drawings that might provide ideas for some easy projects and also for some more extensive projects.



This business illustrates setting your business apart from all the other businesses on the street. Remember, however, to check for needed replacements of torn or faded elements.



Private Sector Ideas



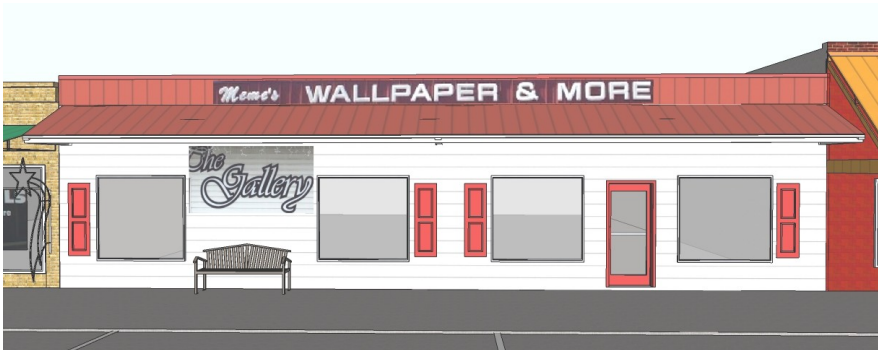
Changing out faded signage and adding plant material is a welcoming idea.



It's important to make each business have a unique look even though the structure may look the same.



Adding flower boxes or an accent like the lighted "shooting star" adds to the interest of the building.



Perhaps red shutters and door would provide an accent to coordinate with the red awning.



Lighted signage and homey carriage lights draw attention to your business 24/7.



A much more involved project is converting upper floors to living areas. My concept includes premium private indoor parking on the ground floor for residents, accessible from a gated entrance in the back alley. I envision the "showroom" glass on the front of the building being replaced by tall, decorative fencing for ventilation of the garage, with an emergency gate located in the front.



# Private Sector Ideas



Adding seating invites street life, whereas plants soften the building. I would remove signage that is not flush with the building because it detracts from the beauty of the structure.



Street art such as statues add interest and are placemaking features. Outdoor seating could be utilized for several months out of the year in Northeast Oklahoma. The outdoor seating isn't serviced by wait-staff, but simply provides a handy place for carry-out to be enjoyed.



Don't forget to examine a side of your business that you may not see regularly. A bent awning or a dirty sidewalk may be there and you not know.



Open shades show that you are open for business, closed shades may make customers wonder. Also, a nice gate on fire breaks keep spaces cleaner and sharp looking.



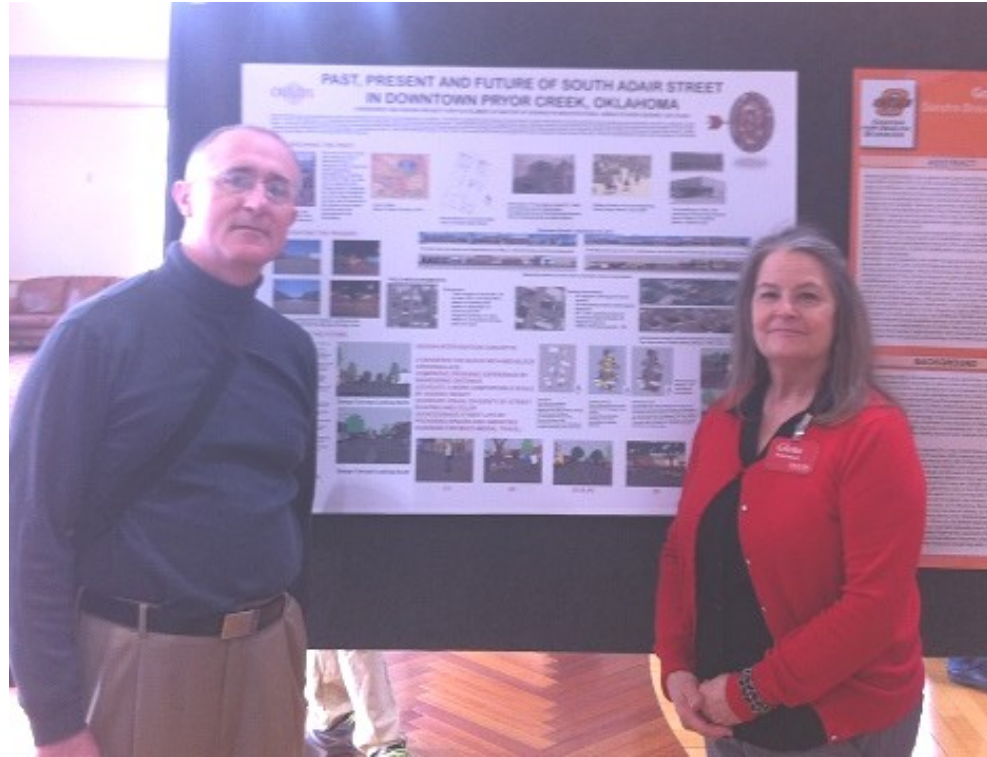
Remove unused sign holders, add a large window box with green material, and perhaps your building might need something as simple as a new mailbox.



A much more extensive project might be an arcade, to protect the people coming to your building from the weather, and also to shade your large footage of windows.



Again, adding planters with color soften and warm a structure. Also, I've added a decorative railing to the north side of the porch for safety.

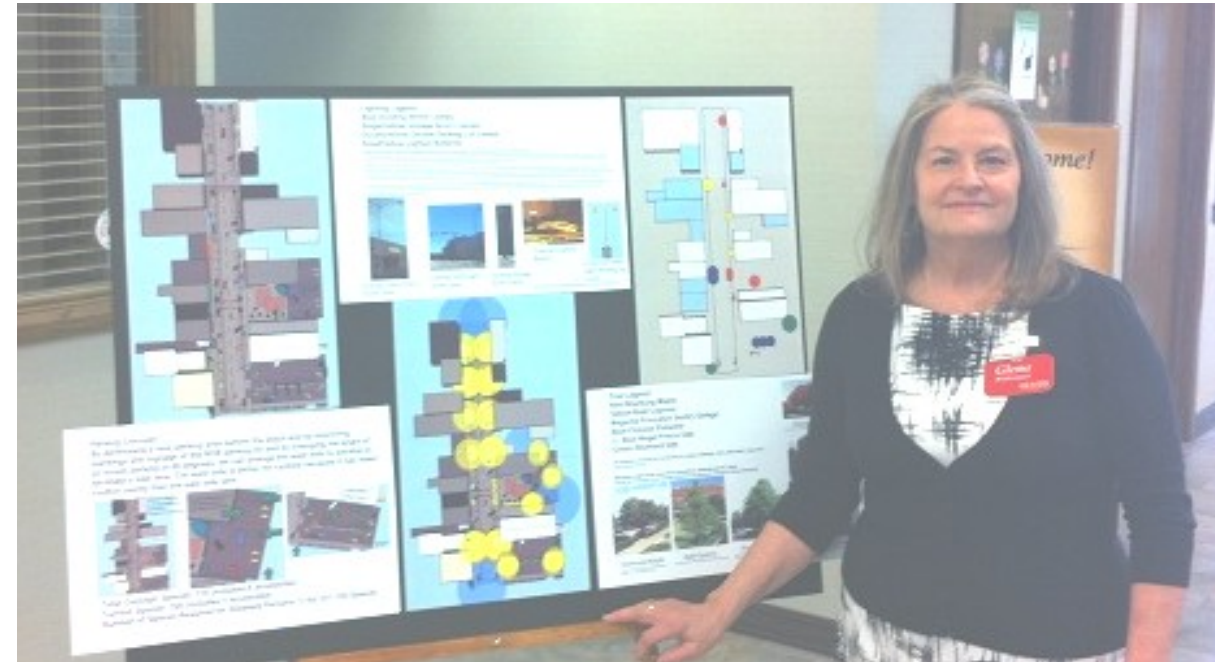
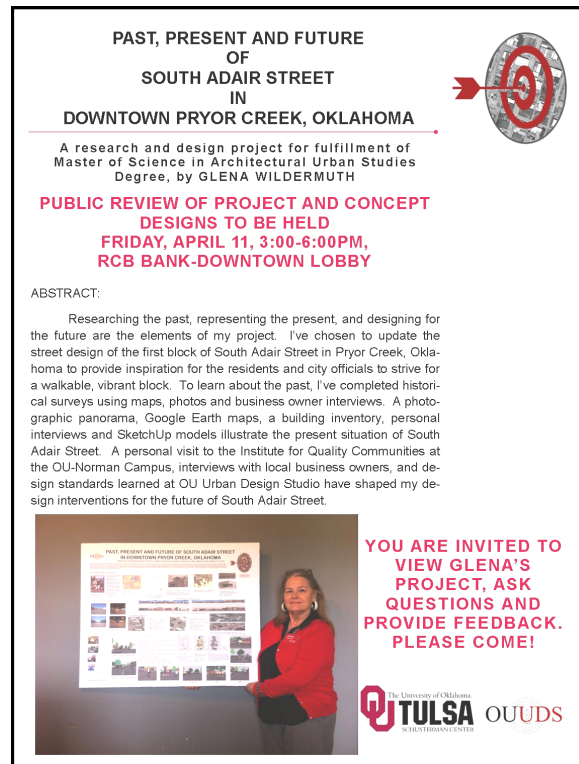


Above: Shawn Schaefer, OUUDS Director and myself at the OU-TU Research Day, held April 1, 2014 at the OU-Tulsa Campus. My project poster was awarded Third Place in the Community Service/Outreach category.

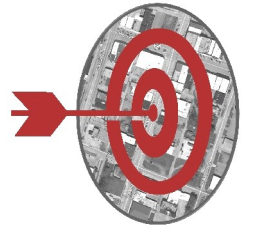
Near Right: Flyer announcing the public viewing of my project at RCB Bank.

Top Right: Public viewing of my project visuals held April 11, 2014 in the lobby of the RCB Bank Downtown Pryor Creek location. Fourteen local citizens stopped to hear the explanation of my project and discussed the concepts with me.

Bottom Right: By special invitation of Mayor Jimmie Tramel, I was able to present my project visuals before the City Council meeting on April 15, 2014 at the Pryor Creek City Hall. Fourteen more local citizens listened to my presentation and offered feedback.



Left to Right: Doug Moore, Pryor Creek City Planner/Economic Development Director; myself; Jimmie Tramel, Mayor of Pryor Creek.



## Public Review

## Conclusion

The present is a good time to live in Pryor Creek, Oklahoma. Several elected officials, employees of the City, and concerned citizens have been working hard to align factors to move Pryor Creek forward into the next phase of growth. Pryor Creek boasts a progressive Mayor, an experienced City Planner and a City Council that is on the verge of bringing the City up to Twenty-First Century standards. They are concerned with the livability issues of the City, and as of the April 15, 2014 City Council Meeting, are pursuing partnering with the MidAmerica Industrial Park in a marketing strategy for the region.

My research and project concepts were well received, as I feel that most influential citizens are looking for and ready for a change in the status quo. Some who viewed my project were from other regions of the country, and expressed more ideas that had been successful in their previous locations.

I feel that a “Better Block” type event would have been well received as Mr. Moore and I had already begun laying the groundwork, by recruiting PopUp businesses and volunteers, and by starting discussions with interested parties around town. A “Better Block” Event would have not only shown some possibilities for development, but would have drawn the block into more of a community. This is one of the side rewards of a “Better Block” event, when everyone is involved with a common goal. Perhaps this will be a starting point for sometime in the future, and the powers-that-be will be able to pick up where we left off for an event of this type.

The location of South Adair Street was the best location to study and develop. I think it has the most potential as a walkable and inviting area. The available empty areas for development, and the location off of Graham Ave and Highway 69 make it a prime spot that is in close proximity to the heart of downtown. I feel that revamping South Adair Street could be the beginning of a city wide movement toward vibrancy that could be repeated elsewhere in the downtown core.

Hopefully, I’ve included ideas in my study that private business owners and building owners, alike, could easily add to upgrade and soften the built environment. Just a few additions to the sidewalk could draw more shoppers and add to, and extend the usable time for increased street life. I know that I was a little conservative with my concepts, but I feel that these design ideas would be a good starting point, and could grow and develop with more input from other people. I think that it is important for the community to evolve so that the residents can feel ownership of ideas, and pride in their accomplishments.

Now that this project is coming to a close, I truly feel that it was a nine month birthing effort, but hopefully someone will pick up from here, and it will all be for the good of Pryor Creek, Oklahoma.

## Acknowledgements

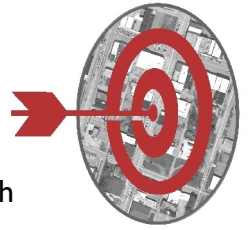
I must thank Shawn Schaefer, Director of the Urban Design Studio, first. He has spent numerous additional hours beyond my scheduled class time encouraging and advising me with this project. There were times, when I doubted myself, that I felt that I was alone in this project. I could go to The Studio, and Shawn would smooth over my concerns and give me the encouragement to pursue my project one more week. He kept me on track when I didn’t know what to do next, gave me direction, and afforded me his honest opinion.

I would like to thank the other members of my Professional Project Jury, Dave Beock and Showa Omabegho, and all of the participants at each Jury presentation for their input and feedback to improve my project. Also, thank you to Ron Frantz, Director of the Small Town Studio at the Institute for Quality Communities for meeting with me early in my project and giving me direction and ideas.

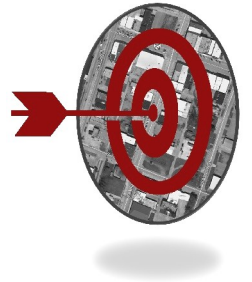
I must include the business owners of South Adair Street who took their time to answer questions and give me ideas of improvements that they would like to see. I feel that their block is already a community in itself of friendly, helpful residents. Especially, I would like to thank my own personal insurance agent, Laraina Payton, who provided the location of our first Block Meeting; Scott and Donna Miller, who were faithful to attend and support my presentations and ideas; and Ron Reiser and the great folks of RCB Bank for providing the location of my public presentation and helping me set up and take down the visuals.

This project would never have come about had it not been for Doug Moore of the City of Pryor Creek. We struggled together for a “Better Block” Event, but I learned the lesson of working together with all involved groups from him because of his years of experience. I also would like to thank Jimmie Tramel, Mayor of Pryor Creek for inviting me to present my ideas to the residents attending the City Council Meeting on April 15, 2014 and to Barbara Hawkins, Chamber of Commerce President, for inviting me to present my ideas to the Chamber of Commerce luncheon attendees at the May 7, 2014 meeting.

Lastly, I thank my family for being flexible and adjusting their schedules to fit the schedule of a Graduate Student.



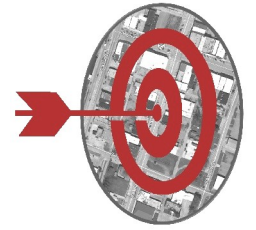
## Conclusion and Acknowledgements



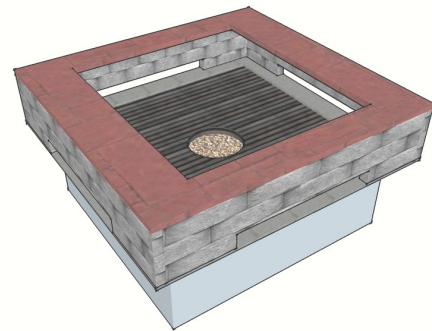
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## Products in Designs



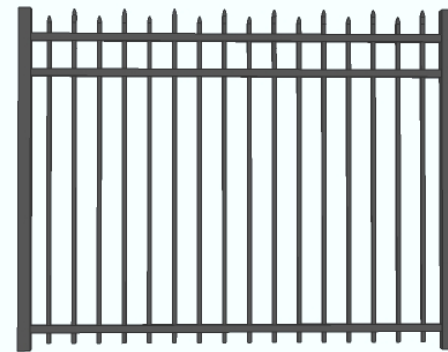
## Appendix A



Original design of All-In-One tree well. Decorative wall is two feet tall with a Pressed Brick concrete cap. Slots are left open at the bottom of the wall on each side to allow for drainage.

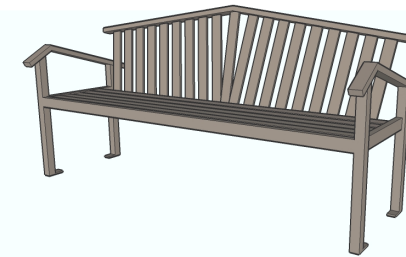


Original design of Accessible Wooden Picnic Table. One side bench of the hexagon is left off, and a brace board placed two-thirds underneath the table. Design allows for wheeling up to the table on that one side.



4 foot tall x6 foot wide Ornamental Aluminum Fence with alternating pickets and 3 rails.

<http://www.signetfence.com/fences/ornamental-aluminum.aspx>



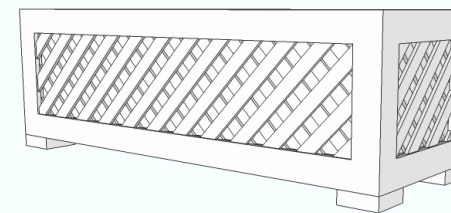
Atticus 6' Bench with back. Also available in 4' and 8'.

<http://www.keystoneridgedesigns.com>



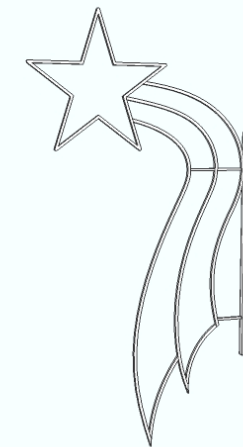
Annapolis 6 inch Embedded Bollard with LED light by Brian Kane, IDSA

<http://www.landscapeforms.com>



Composite Lattice Premier Planter constructed from layers of durable Azek cellular PVC. Available in 6 standard rectangular sizes and 2 square sizes.

<http://www.hooksandlattice.com/lattice-planters.html>



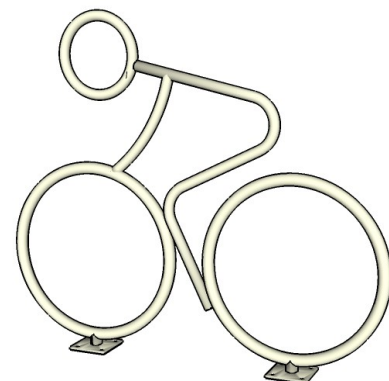
Shooting Star, mounted light display.

<http://3dlightdisplays.blogspot.com>



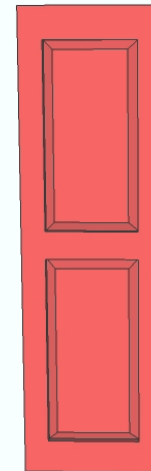
Cumberland 72" Bench.

<http://www.landscapeforms.com>



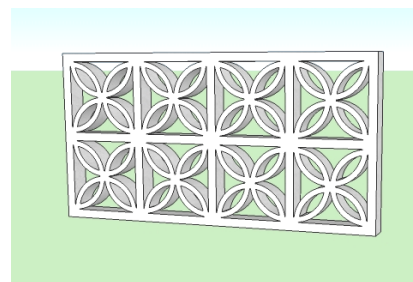
Advocate Bicycle Rack. Ten percent of proceeds go to the Bike Federation to improve bicycling. 58-1/2" high. Constructed of 1-7/8" and 1-5/8" structural steel tubing. Available in galvanized, powder coat, or stainless steel finish.

<http://www.madrax.com>



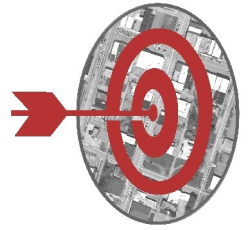
Atlantic Premium Shutters— Architectural Collection Raised Panel Shutters.

<http://atlanticpremiumshutters.ecoscorecard.com/product/ACRPS1>



Example of "retro-look" decorative concrete block on top of block wall between Plaza and Plaza parking lot.

# Newspaper Articles



## Appendix B



# Public Viewing Sign-In Sheets



## Appendix C

### PAST, PRESENT AND FUTURE OF SOUTH ADAIR STREET IN DOWNTOWN PRYOR CREEK, OKLAHOMA

PUBLIC VIEWING, April 11, 2014

#### SIGN-IN SHEET

John Irey liked it all; so bare right now  
 Pam Donald enjoyed- lots of thought put into the project.  
 Tyler Howard "Very good Ideas- would love to see it"  
 Ben Weierman "Great!!" lets Rebuild Pryor.  
 Brent Bush "Nice"  
 David Drake "!"  
 Mike Moore LOOKS ~~great~~! THANKS FOR ALL YOUR HARD WORK!  
 Sabrina Payton Love this new look!- Great work!  
 Wernice Frank This is really nice.  
 Tony Paine! Great Ideas  
 Don Hoot Hope some of this CAN happen!!  
 Geoffrey Chapp Great job & presentation!  
 James Carl Wallace looks good to me  
 Maria D. Green Great ideas for development.

### PAST, PRESENT AND FUTURE OF SOUTH ADAIR STREET IN DOWNTOWN PRYOR CREEK, OKLAHOMA

CITY COUNCIL MEETING

APRIL 15, 2014

#### SIGN-IN SHEET

Randy Chitwood Great Design Concept.  
 Cedney Baron  
 [Signature]  
 Seth [Signature]  
 Terry Applaud  
 Donna Muller  
 [Signature]  
 Mona Roberts I've loved the concept from the beginning!  
 Alkan  
 [Signature]  
 Barbara [Signature]