



Red Fork Small Area Plan

PROFESSIONAL PROJECT

Red Fork

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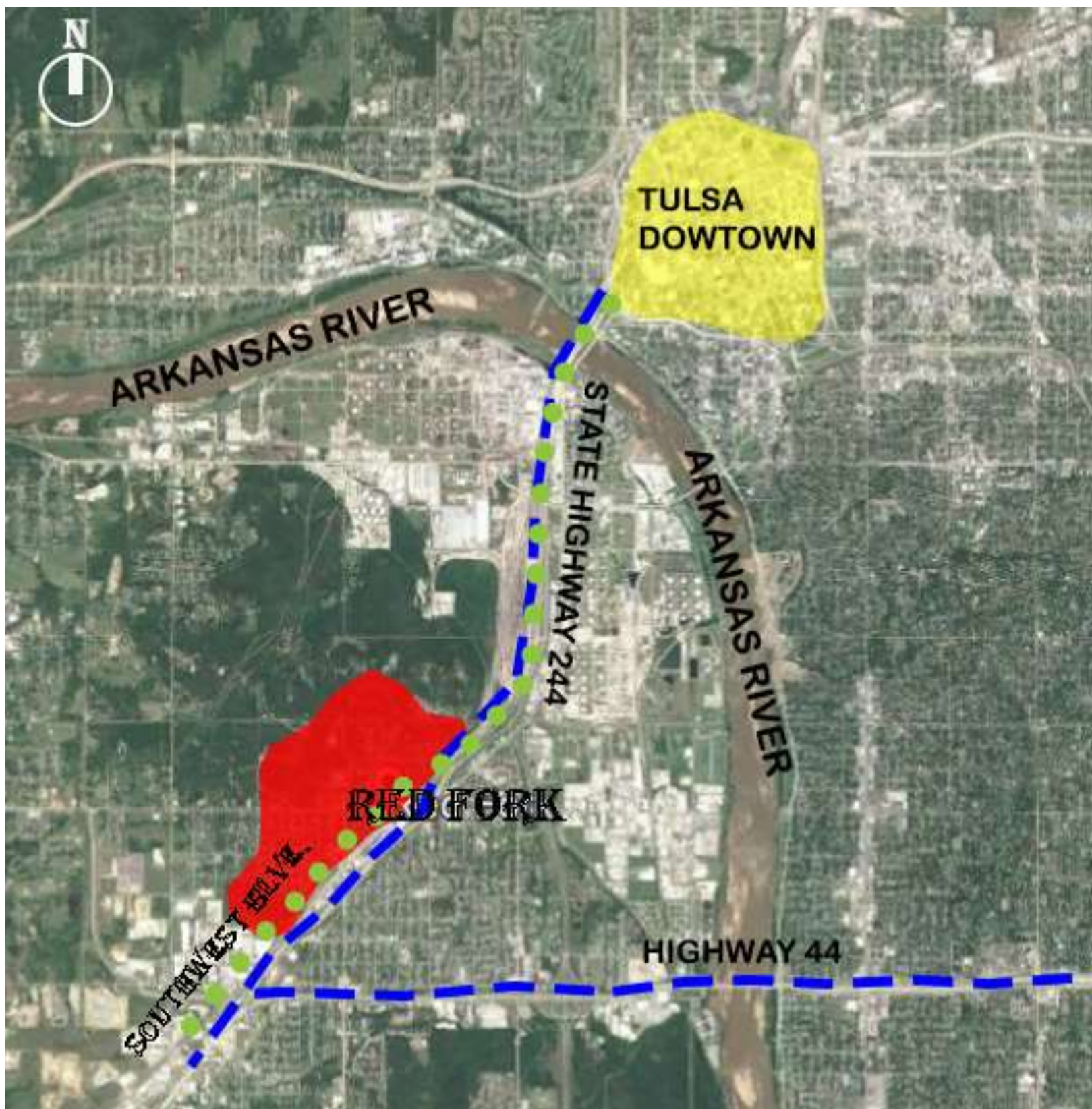
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LOCATION OF RED FORK

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PREFACE

How do planners influence a neighborhood environment to promote health? What principles and techniques are essential for creating a sustainable and healthy community? These are some questions that this project tries to answer.

American Public Health journal has a great definition of community. It is “a group of people with diverse characteristics who are linked by social ties, share common perspectives, and engage in joint action in geographical locations or settings” (2001). In other words, the community is where people live, work, socialize, and participate in public life. What are the criteria for the community to be considered healthy? A healthy community must provide harmony between both functional social systems and the built environment to a resident of a community. Urban designers must set up the principles to create built environments without interfering with existing urban spaces. Having principles and techniques are essential to create well-organized functional spaces to increase social connectivity. Another step is to choose an efficient strategy to manage residents, their investments, and developments to create a sustainable and healthy community.





The Red Fork community has the potential to enthruse residents, businesses, investors, and policymakers to invest their time, money, and land to bring back the identity and give meaning to the Red Fork community. Red Fork's assets include Main Street, Crystal City Shopping Center, Lookout Mountain, and suburban rural living. These are the elements that urban designers need to design a sustainable and health community.

Additionally, easy access to Tulsa Downtown through Southwest Boulevard and being close to the Arkansas River Parks are other reasons that make Red Fork a great place to live and work for current residents and to attract newcomers. This plan tries to determine what is wrong with the Red Fork area and then seeks to find the answers to fix it. This Small Area Plan can reveal a better understanding of the neighborhood's current situation. The plan engages the public with the design process, resulting in a health community that is based on residents' needs and wants. Red Fork Community will be able to live, work, and increase their social interaction in a high quality environment that it deserve.

INTRODUCTION

Mission Statement

The mission of this professional project is to design a healthy community in Red Fork to provide safety, health, wellness, walkability, and attractiveness. In addition, the plan will provide a guide for the area that addresses connectivity to the other neighboring districts—especially downtown Tulsa. This plan will reintegrate Red Fork’s urban elements, its spaces (open space and streets), its functions (residential, commercial district, and Main street), nature (Lookout Mountain and Challenger Park), and society (the Red Fork neighborhood and Main Street coalition) to transform Red Fork into a thriving community.



ATTRACTIVE URBAN SPACES IN
RED FORK'S COMMUNITY



LOOKING TOWARD LOOKOUT MOUNTAIN

Neighborhood Vision

In the future, the Red Fork community will be a multi-ethnic, multi-cultural residential neighborhood, which enthruses all ages of residents with different financial backgrounds, businesses, investors, and policymakers. The neighborhood will be surrounded by various successful local district businesses and public spaces that bring new job opportunities and services to current and new residents, churches, visitors, and the neighborhood society. All the community can work together to make a long-term healthy community. The plan vision also preserves historic buildings to retain the character of the neighborhood and ensure that Red Fork will be recognized as a valuable, beautiful, safe, and comfortable part of the City of Tulsa.



Motivation

These days many communities are impacted by spreading city limits. This professional project explores solutions for communities to address this issue. The former city of Red Fork is an example of a community that has faced this situation.

Over the years, the Red Fork area of Tulsa did not grow into a high-quality community after Red Fork ceased being its own town and became an extension of Tulsa. Urban renewal projects, and the construction of Interstate 244, which has taken travelers and commuters away from Red Fork's Main Street, which is part of formerly Route 66, and is

called Southwest Boulevard caused most of the businesses had to close on Red Fork's Main Street, resulting in an economic downturn. Additionally, the highway I-244 also split Red Fork into a residential area and commercial area. The residential area and once thriving Main Street is now a struggling area with nothing to attract locals or travelers to stop and spend time and money. District 2, City Councilor Jeanne Cue said in her interview with the *Tulsa World*, "There are dozens of tourists from Germany and Japan who reserve a hotel for the night in Missouri, New Mexico but not here in West Tulsa" (Overall, 2016).

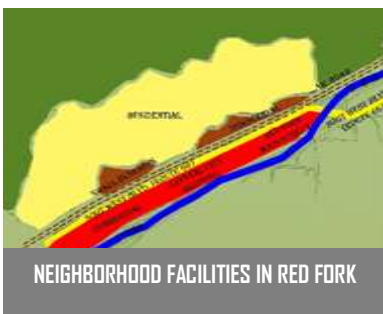
First, during the 1960s, Tulsa was subject to a series of highway construction and urban renewal projects.

Railway cut Red Fork into two parts, a residential area and a commercial area (Main Street). Also, Interstate 244 took traffic away from Route 66, which runs along the boundary of the Red Fork area and provided much commerce between travelers and Red Fork businesses (Overall, 2016).

Secondly, Red Fork is a combination of industrial and residential properties. The value of land and property is low in the Red Fork Area. Therefore, the residents are either those who have lived there for many years and have been unable to afford to maintain or improve their properties or they are low income people who cannot afford to rent or buy houses in better areas of Tulsa. Red Fork does not attract innovators and developers to come and invest.



INTRODUCTION



NEIGHBORHOOD FACILITIES IN RED FORK

Third, Red Fork was a historical city. The old generation of residents had their own identity. The urban renewal projects in the Red Fork area have shaped the space of the neighborhood and Main Street in a way that does not attract either people who live in Tulsa nor visitors passing through. The result is that the Red Fork community is not open to outsiders (Breed, 2006).

Finally, Red Fork does not have urban facilities, such as neighborhood parks, a community center, quality educational venues, and streets furniture like lighting, pedestrian cross walks, and walkways that attract newcomers, especially families who want to find homes and partake of community amenities. Red Fork did not grow in a way that would make it a livable neighborhood for future generations (Office of Educational Quality and Accountability, 2015).

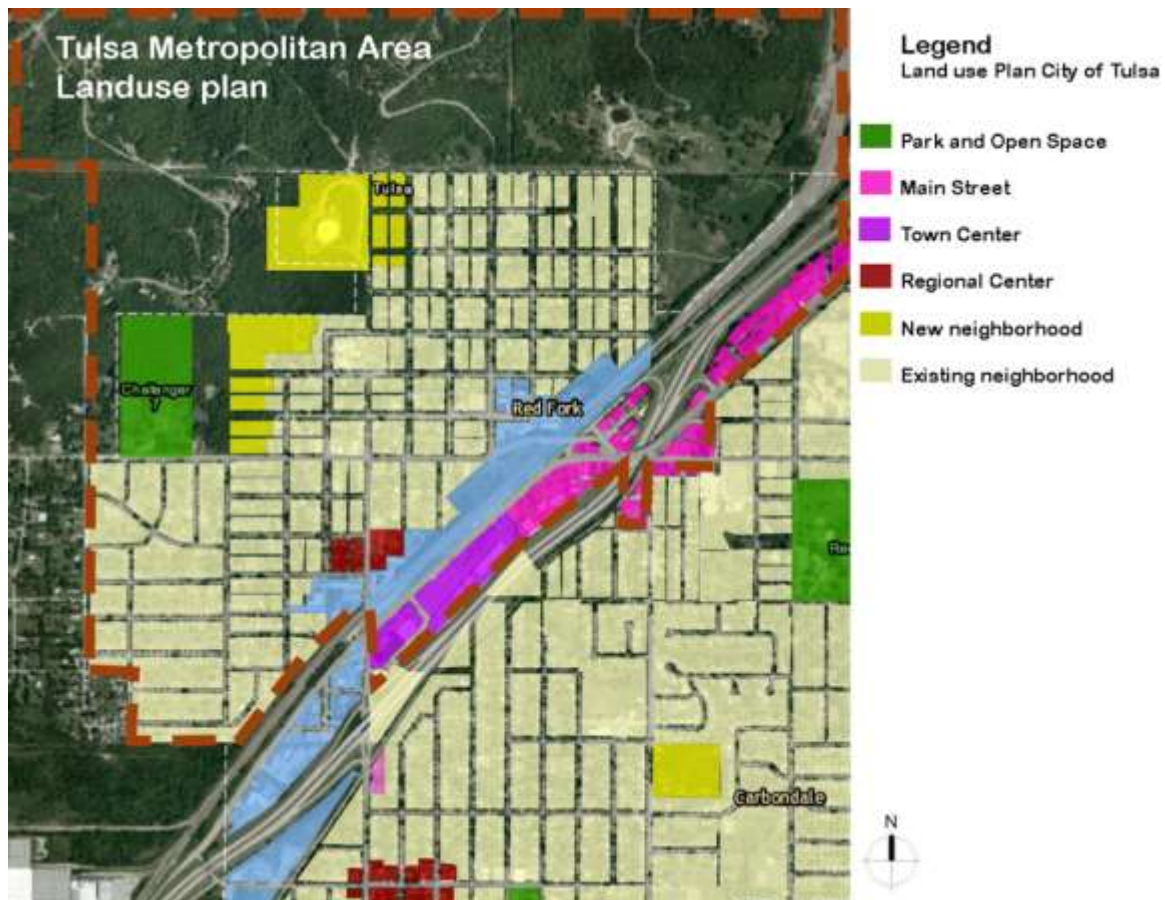


LOOKING FROM NOTHEAST TO SOUTHWEST

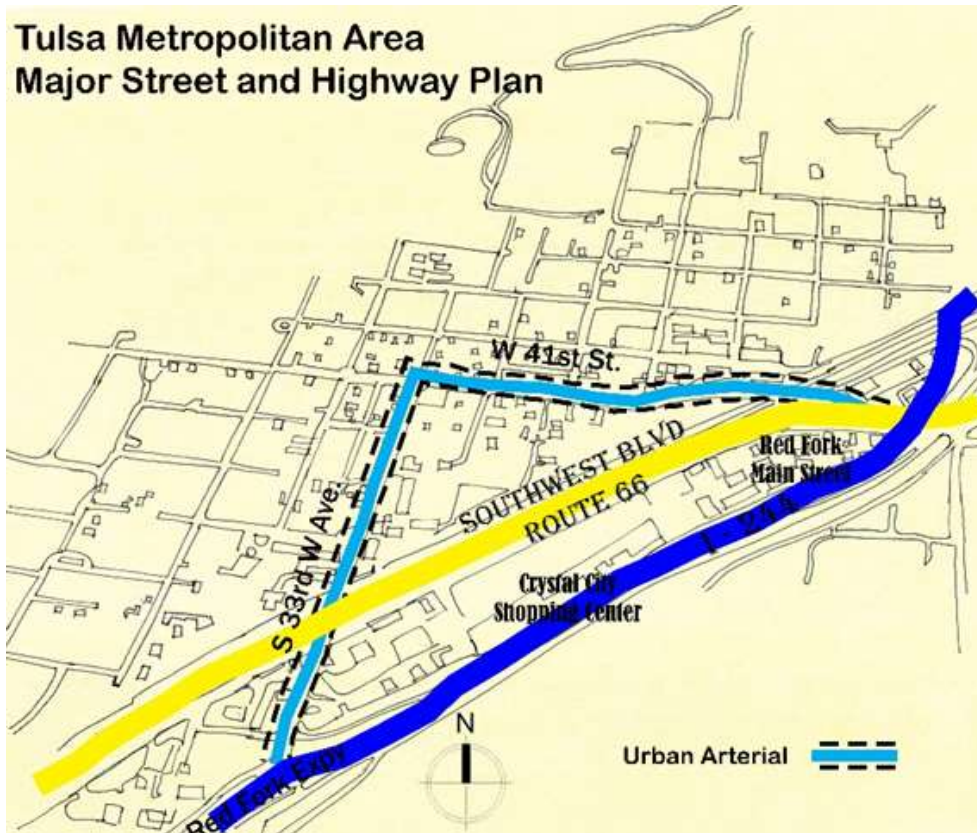
Plans that Relate to the Red Fork Area

The Tulsa Comprehensive Plan was adopted 2010, then updated in 2016 is the foundation for all official plans of the city. This professional project will design a Small Area Plan for the Red Fork area. It can become an amendment to the Tulsa Comprehensive Plan. There is one transportation plan, a zoning plan, and one urban renewal area that relate to this neighborhood.

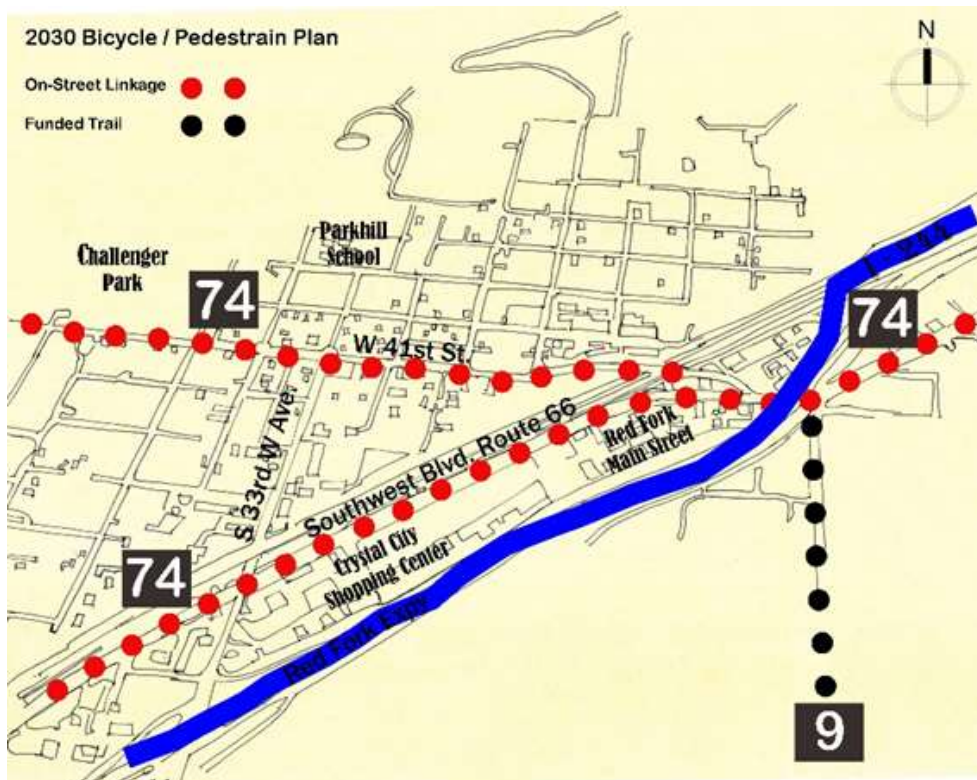
- Tulsa Metropolitan Area Major Street and Highway Plan.
- Tulsa Metropolitan Area Zoning Plan.
- 2030 Bicycle/ Pedestrian Plan in Tulsa.
- Red Fork Main Street.
- Southwest Tulsa Neighborhood Revitalization Plan Phase I&II, 2009.



INTRODUCTION



Map 2: ADAPTED FROM INCOG WEBSITE



Map 3: ADAPTED FROM INCOG WEBSITE

OVERALL PLAN GOALS

The Red Fork Small Area Plan is developing goals and objectives based on observations of the area. The main ideas are to enhance the Red Fork community by capitalizing on its assets that include Main Street, Lookout Mountain, and easy access to downtown Tulsa. The plan goals are to create a healthy community which has both functional social systems such as education, justice, an economy, and human support along with functional built environments such as homes, workplaces, and roads to be an efficient place for people to live. The Plan will follow six principles of urban design.

NEIGHBORHOOD CENTER

OBJECTIVES

- Short distance access to work, school, church, and shop.
- Less air pollution
- Human friendly environment

STRATEGIES

- Promote physical activity such as walking, biking
- Optional public transportation
- Reduce automobile use
- Connection between Main Street, Crystal Shopping Center, Local commercial district, churches, the public elementary school
- Design Smart Street
- Improve the local economy
- Design the great pedestrian and bicyclist infrastructure

MIXED-INCOME HOUSING

OBJECTIVES

- Encourage energy saving
- Bring stability to the community
- All people from different economic backgrounds can afford to choose to live in walkable community
- Bring the diversity
- Increase density
- Support land use
- Add amenities such as school, shop, church, and open space

STRATEGIES

- Eliminate need to commute long distance daily routines
- Increase the value of properties
- Provide different value housing options for all residents from different economic backgrounds
- Suggest changes in Zoning and land Use
- Dedicating land for mixed-income housing near the center of neighborhood.

ALTERNATIVE TRANSPORTATION

OBJECTIVES

- Reduce use of cars
- Reduce air pollution
- Reduce effect of climate change
- Save energy

STRATEGIES

- All ages can use transportations.
- Easy access to Station
- Design parking spaces next to Station

OVERALL PLAN GOALS

GREEN SPACE

OBJECTIVES

- Improve quality of life
- Provide recreation and relaxation
- Provide the Physical Activities
- Reduce effect of climate change

STRATEGIES

- Preserve the green space in Lookout mountain
- Design the packet parks
- Use green space to connect different urban elements
- Design trails
- Adding sport activities in Challenger Park
- Furnishing the green area such as benches, lights, and signage

CENTRAL LOCATED SCHOOL

OBJECTIVES

- Family first priority to choose community
- Safe and easy access to the school for children
- Attract young families to come and live.

STRATEGIES

- Renovate Park Elementary
- Make accessible from the neighborhood
- Making strong relationships with the residents and school employees and principal
- Help children to get in and out of the school

PUBLIC SPACE

OBJECTIVES

- Increase social connections
- Decrease commute
- Engage with the community
- Reduce air pollution

STRATEGIES

- Dedicate land for playground and sport activities
- Design Plaza to practice cultural activities
- Local farmer market to increase local economy and health
- Make friendly environment to walk and bike
- Redesign Main Street, Crystal Shopping Center, local commercial district to have public space



LOCATION AND HISTORY

Location

Red Fork is a community in Southwest Tulsa with a population of 1,849 people. Lookout Mountain is the north border of Red Fork. Southwest Boulevard (Route 66) is on the east of Red Fork. In the south it ends with Crystal Shopping Center. Berryhill is to the west of Red Fork. Red Fork is accessible to Tulsa Downtown by Southwest Boulevard (Route 66) within a few minutes. Currently the Red Fork community has Main Street, which is part of Southwest Boulevard, two churches, Parkhill elementary school (now closed), Challenger Park, commercial district center located in S 33rd West Avenue, Lookout Mountain, and Crystal Shopping Center.

Red Fork offers Tulsa County's residences a place to live that provides them the benefits of urban life close to downtown and the West Bank of the Arkansas River while still offering them a suburban rural style living. The area can accommodate people with varying income levels because of the attractive property values.



Map 4: RED FORK Location, GOOGLE MAP

urban life close



Figure 1: RED FORK'S HISTORICAL MAP
FROM ROUTE 66 WEBSITE



Figure 1: RED FORK'S HISTORICAL
PHOTO FROM ROUTE 66 WEBSITE



Figure 3: RED FORK'S HISTORICAL
PHOTO FROM ROUTE 66 WEBSITE



Figure 4: RED FORK'S HISTORICAL
PHOTO FROM ROUTE 66 WEBSITE



Figure5: PERRYMAN-WAKEFIELD HOUSE
FROM HISTORY OF RED FORK

History

The history of the town of Red Fork started in the late 1800s. The Red Fork area was a waiting area for cattlemen to cross the Arkansas River to Kansas. It was the first railhead established in the early 1880s across the Arkansas River. The area was named Red Fork after the first large store was built beside the railroad. Soon after that the second store opened close to the extension line. These depots were serving people for several years. In 1884, people moved to the Red Fork area to build houses, churches, and school. In 1895, Red Fork had a city hall. After that, Colonel Robinson's hotel was built, and was the only hotel in Red Fork. The Red Fork community was getting built up. On June 25, 1901, the first oil well was completed by Dr. J.C.W. Bland and Fred S. Clinton in Red Fork. Red Fork became a village with 75 people, then its population grew to 1,500 and it became a 160-acre town. "In 1902 Red Fork was incorporated into Indian Territory" (Breed, 2006). Red Fork was starting to grow from 1902 until 1905. During this time the first Frame School was built at the corner of 40th and South 33th West Avenue. In 1908 the school was replaced by a four-room brick building which was located at W 39th Street. It was called Park School. The school was used for multiple activities for the community.

Another large two-story school was built in 1918. The Red Fork public utilities expanded because of the growth of the population. In this period, the Chamber of Commerce, the Red Fork High School, an amusement park, grocery stores, and barber shops were added to the community. In 1927, Tulsa annexed Red Fork. Red Fork made some of Tulsa's most important early history: large cattle stopping point, construction of an oil refinery in Tulsa County, first Tulsa railhead, and the Historic Route 66, which was known as Southwest Boulevard. In the 1950s, the area was subject to a series of highway construction



Figure 6: ARKINS HOUSE FROM HISTORY OF RED FORK

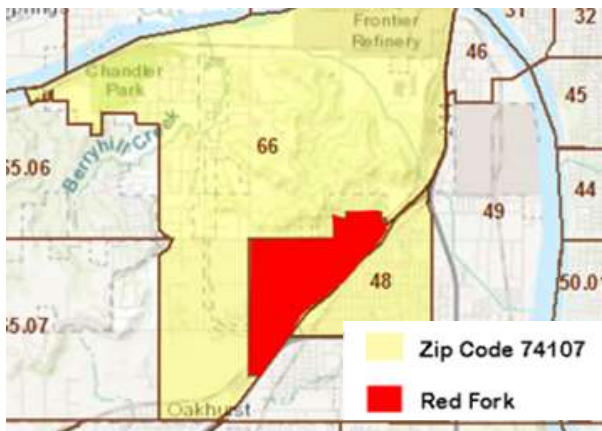
and urban renewal projects. Some of Red Fork's historical places were preserved such as the Art Gallery and Ollie's Station Restaurant (Breed, 2006). Later, a historic pump jack, commemorating the hundreds of pump jacks that were operating throughout Tulsa in its early years, the Centennial oil derrick, which was the tallest derrick in Red Fork's early oil days, and the large Route 66 sign were added to the entrance to the Red Fork community. Several historical homes remain in that area such as Mays House, Atkins House, Brooks House, and Blacksmith Shop.

My aim is to preserve the history of Red Fork because it is part of the historic culture of Tulsa County. For example, the historical buildings could be transformed into places that attract visitors, resulting in economic growth for Red Fork. The Mays House may be a tea house and the Blacksmith Shop may sell antiques, souvenirs that remind the history of oil, Native American life, and Route 66.

NIEGHBORHOOD CONDITION

Demographic Information

Census Tract 47 includes the Red Fork neighborhood that is shown in map. According to the American Community Survey between 2011 and 2015, Red Fork had an estimate of 1,849 populations in 2015 that decrease 12%. It can be seen in the table, the number of people in age group 30 to 69 has decreased in the Red Fork neighborhood. The diagram shows that the Red Fork population has many children under 5 and people of retirement are over 70. The data indicates that the group of people who works and/or starts family are leaving the community.



Map 5: Housing and Homelessness-Community Service Council

Chart 1: Housing and Homelessness-Community Service Council

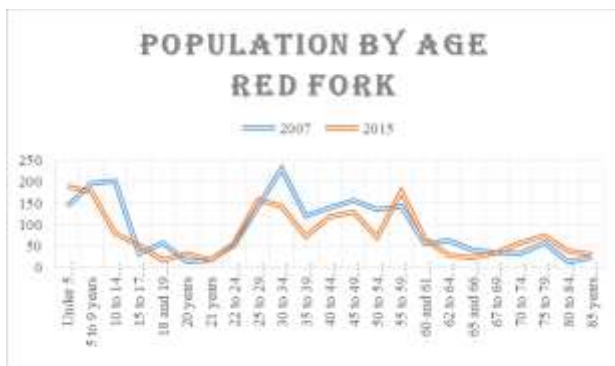


Table 1: Housing and Homelessness-Community Service Council

Red Fork			
Population	2007	2015	Growth Rate
Total	2,107	1,849	-12%
Under 5 years	143	189	32%
5 to 9 years	197	177	-10%
10 to 14 years	202	81	-60%
15 to 17 years	33	52	58%
18 and 19 years	57	17	-70%
20 years	14	33	136%
21 years	17	17	
22 to 24 years	52	55	6%
25 to 29 years	144	159	10%
30 to 34 years	231	143	-38%
35 to 39 years	120	72	-40%
40 to 44 years	139	118	-15%
45 to 49 years	157	130	-17%
50 to 54 years	135	71	-47%
55 to 59 years	143	177	24%
60 and 61 years	55	67	22%
62 to 64 years	64	29	-55%
65 and 66 years	41	24	-41%
67 to 69 years	35	35	0%
70 to 74 years	33	58	76%
75 to 79 years	57	75	32%
80 to 84 years	14	39	179%
85 years and over	24	31	29%

Regarding to Red Fork's racial-mix of Census Tract 47, White and American Indian people have chosen to live in the Red Fork Community. They have a high population compared with other races during last five years before 2015. Table 2 shows that Red Fork residents include 74% White people and 14% of American Indian. Chart 3 shows that although the majority of Red Fork population is White and American Indian, the growth rate of Hispanic about the same as Tulsa County in the last few years.

Table 2: Housing and Homelessness-Community Service Council

Red Fork		
Race	2015	Rate
Total:	1,849	
White alone	1,206	65%
Black or African American alone	55	3%
American Indian and Alaska Native alone	268	14%
Hispanic or Latino:	94	5%

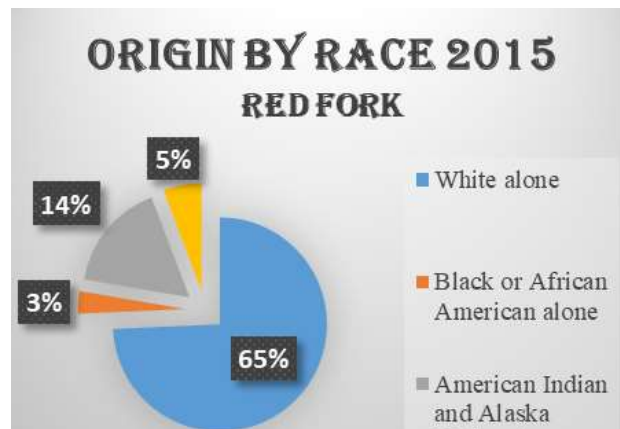


Chart 2: Housing and Homelessness-Community Service Council

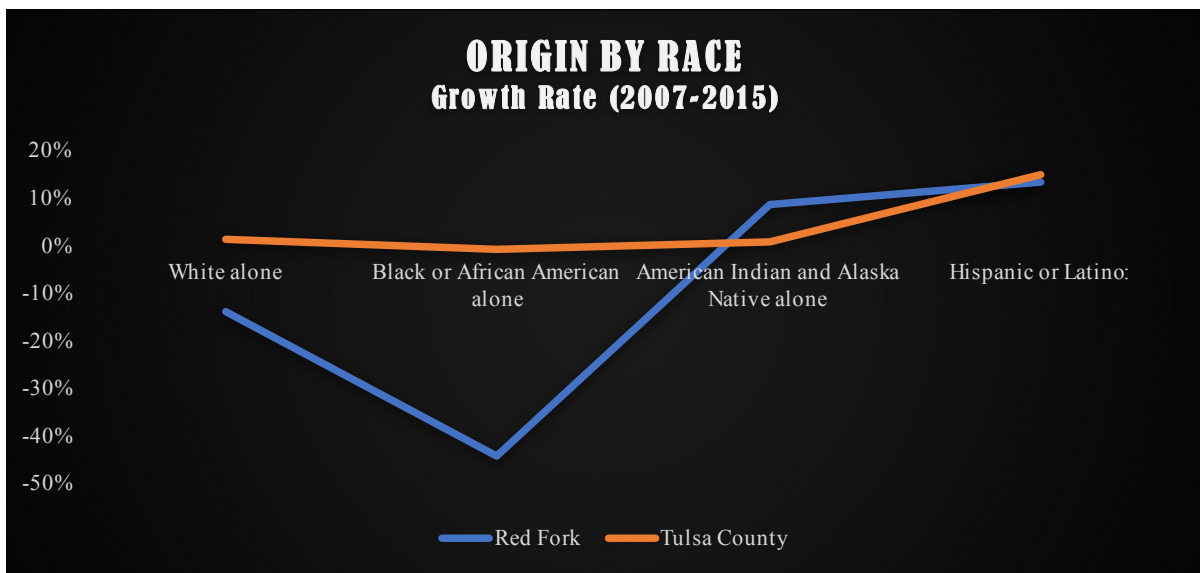
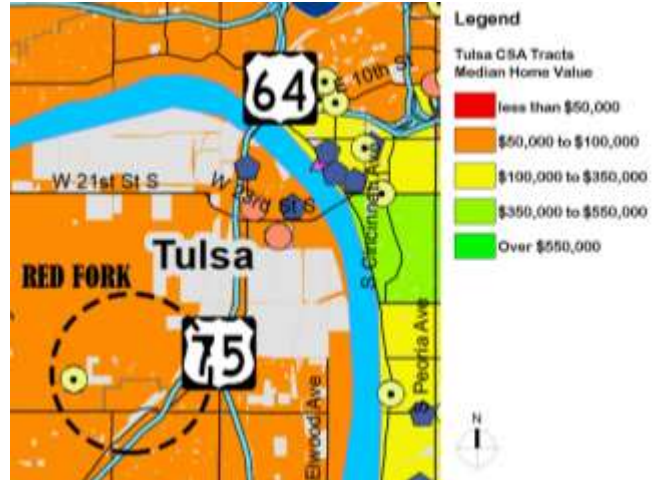


Chart 3: Housing and Homelessness-Community Service Council

NEIGHBORHOOD CONDITION

The median household income level in Red Fork is \$ 38,750, which is lower than Tulsa County's. Per capita income had steadily increased from 2011 to 2015 with the growth rate at 15%, but it is still less than Tulsa County.

Comparing data indicates that the growth rate had a steady increase in 2015, but still was less than the average household income. One plan goal addresses increasing both family and individual income to increase the average rate of household income.



MAP 6: Community Service Council

Table 3: Housing and Homelessness-Community Service Council

Median Household Income American Community Survey 5-Year Estimates			
MHI	Tulsa County	Red Fork	
2011	47,005	31,845	
2012	47,845	34,830	
2013	48,181	37,163	
2014	48,026	34,608	
2015	49,759	38,750	
Growth Rate	5.86%	21.68%	

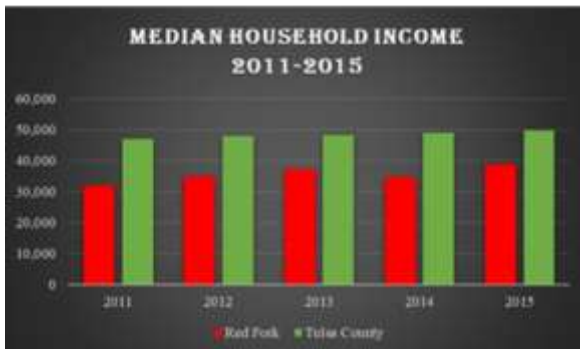


Chart 4: Housing and Homelessness-Community Service Council

Table 4: Housing and Homelessness-Community Service Council

Per Capital Income American Community Survey 5-Year Estimates			
PCI	Tulsa County	Red Fork	
2011	27,425	17,746	
2012	27,504	19,474	
2013	27,676	19,379	
2014	27,995	18,435	
2015	28,350	20,361	
Growth Rate	3.37%	14.74%	



Chart 5: Housing and Homelessness-Community Service Council

According to Chart 6, Red Fork matches the income above poverty level compared with Tulsa County. Table 5 shows 16% of population is below Tulsa's poverty level and 84% is above poverty. Although the map shows that Red Fork is in the range of above poverty, but by comparing it with a national rate, Red Fork is a poorer area in general. Red Fork is a industrial sector and the value of the land is low.

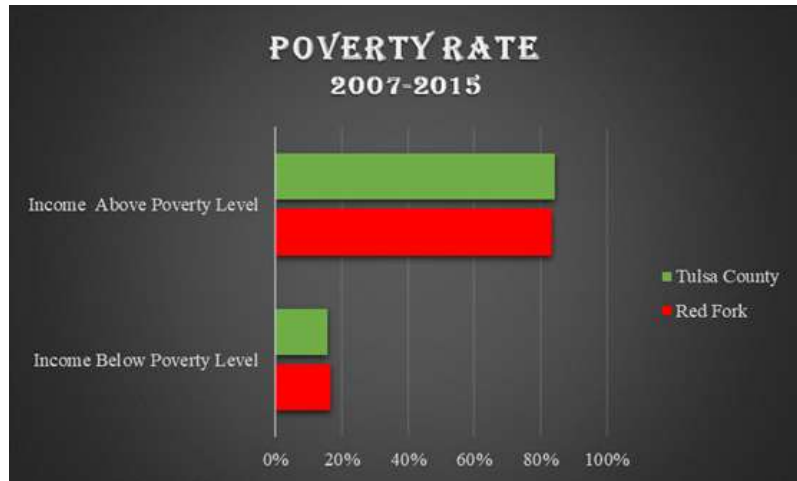
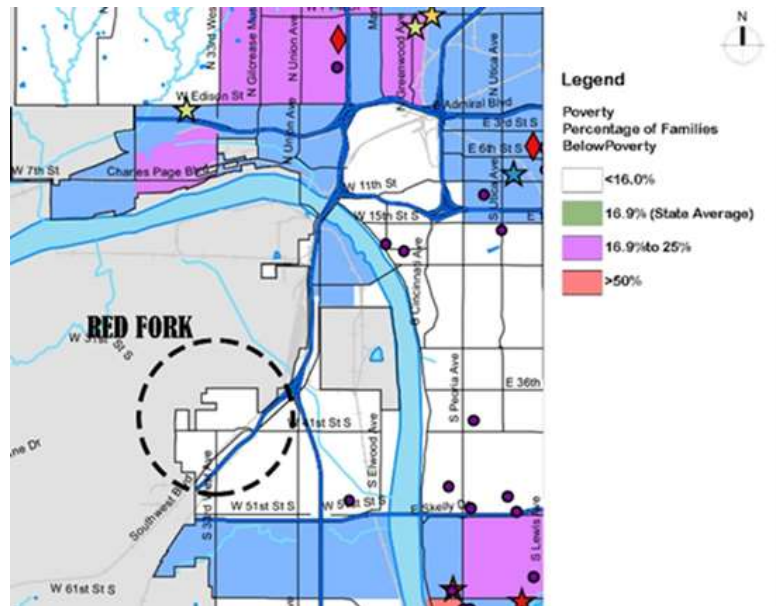


Chart 6: Housing and Homelessness-Community Service Council



Map 7: Community Service Council

Table 5: Housing and Homelessness-Community Service Council

Poverty Status	Red Fork			Tulsa County		
	2011	2015	Rate	2011	2015	Rate
Total:	2,064	1,849		586,417	613,350	
Income Below Poverty Level	553	306	17%	88,355	96,498	16%
Income Above Poverty Level	1,511	1,543	83%	498,062	516,852	84%

NEIGHBORHOOD CONDITION

As shown by Table 6, 88% of residents travel to work by their own car and alone.

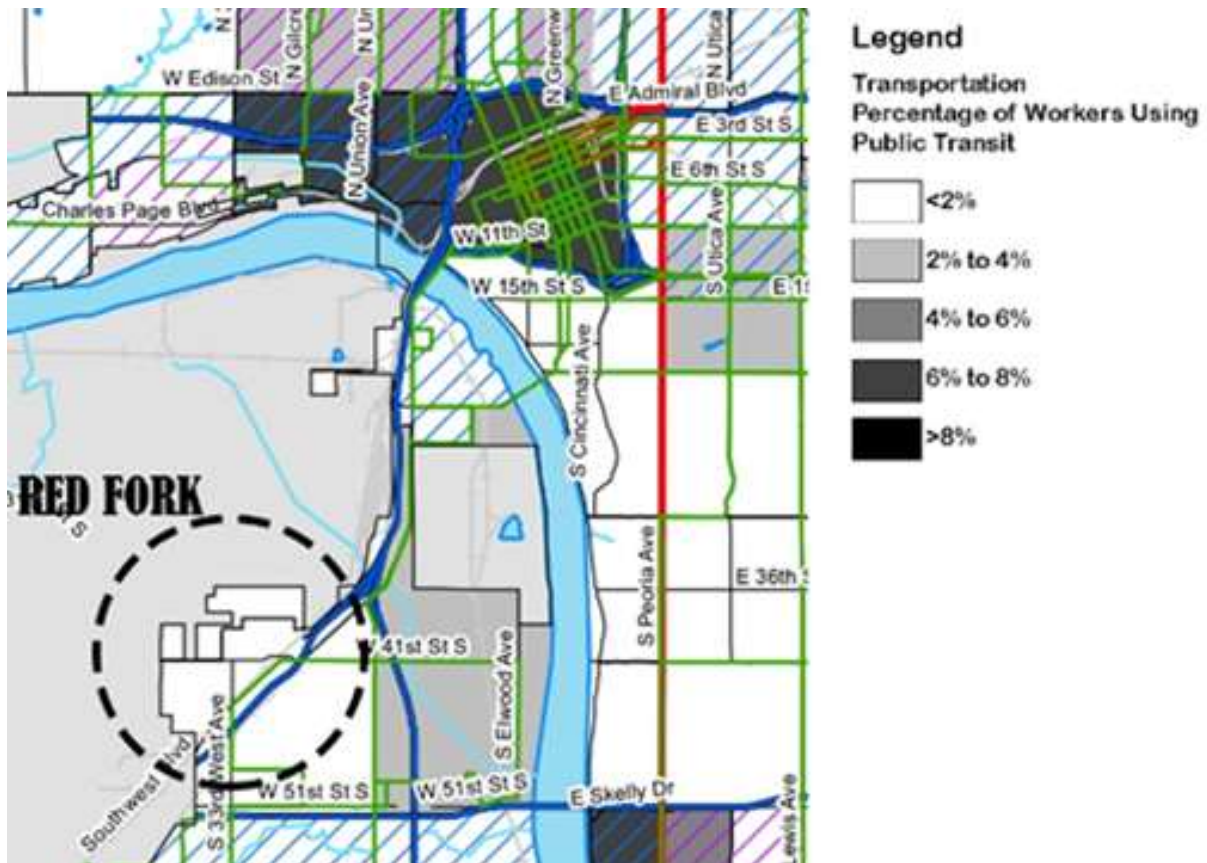
The use of public transportation is zero in the community. The Red Fork area does not have a transit route system through the community. There is a city bus route with one stop in Crystal City. Poor connectivity in the area with no walkway or safe crossing, force the residents not

Table 6:
Housing and Homelessness-Community Service Council

Census Tract	Red Fork	Rate
Total	730	
Car, truck, or van - drove alone	646	88%
Car, truck, or van - carpooled	47	6%
Public transportation (excluding taxicab)	0	
Walked:	18	2%
Taxicab, motorcycle, bicycle	12	2%
Worked at home	7	1%

to use the public transportation.

The Red Fork Small Area plan is going to propose a loop route to attract the residents to use more public transportation.



Map 8: Community Service Council

The Red Fork residents are concerned about their children's education. There is an elementary school that is not able to serve the community. Table 7 shows enrollment numbers in the area are going down and that is the reason for closing the school. The quality of education and safety to get to school is a main reason that parents choose a neighborhood to live in. The aim of this plan is so people will remain in the Red Fork Community and to redesign the school to be qualified for new education system.

Table 7: Housing and Homelessness-Community Service Council

Red Fork			
School Enrollment	2011	2015	Growth Rate
Total:	2,020	1,740	-14%
Enrolled in school:	494	394	-20%
Enrolled in nursery school, preschool	4	52	1200%
Enrolled in kindergarten	55	37	-33%
Enrolled in grade 1 to grade 4	187	124	-34%
Enrolled in grade 5 to grade 8	137	44	-68%
Enrolled in grade 9 to grade 12	77	63	-18%
Enrolled in college, undergraduate years	34	58	71%
Graduate or professional school	0	16	N/A
Not enrolled in school	1,526	1,346	-12%

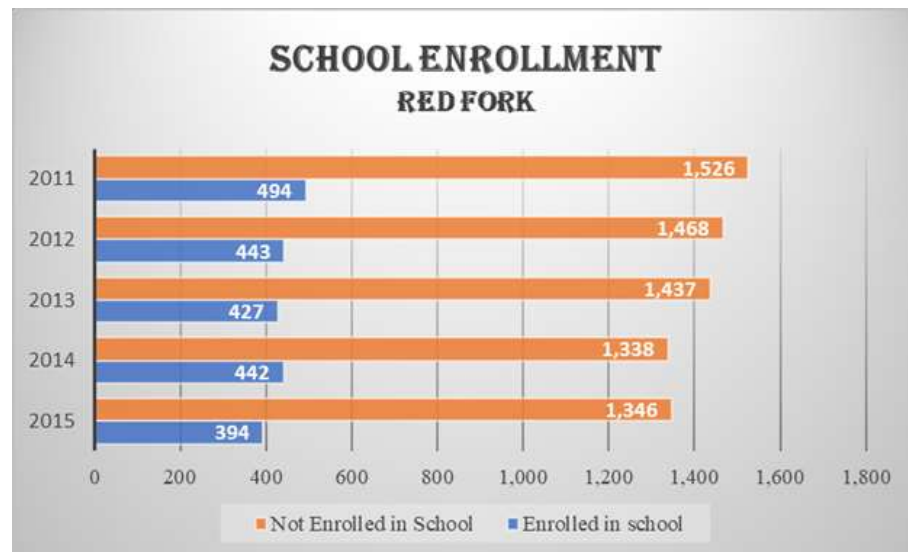


Chart 7: Housing and Homelessness-Community Service Council

Inventory

Industries:

- Rail Road, BNSF Railway
- Aaron Fence Co.
Located at 4235 S 33rd West Avenue.
- Roto Hammer Industries Inc.
Located at 2804 West 40th Street.
- Cunningham Plumbing Co.
Located at 2723 West 40th Street.
- Unicorp Systems Inc.
Located at 2625 West 40th Street.
- Drake Air Inc.
Located at 4085 Southwest boulevard.
- Quality GM Transmissions
Located at 4101 Southwest boulevard
- Small industrial buildings and services.



Commercial Area

Red Fork has types commercial areas.

- Main Street (Route 66)
- Crystal Shopping Center
- Commercial District at South 33rd West avenue
- Individual small stores in West 40th Street.
- Walgreens Pharmacy
Located at 4423 Southwest Boulevard



Religious Facilities

Red Fork religious facilities work as community center.

- Red Fork Baptist Church
Located 2821 West 40th Street.
- Red Fork Church of God
Located at 3319 West 41st Street.



Entertainment and Food Service Facilities

- Silo Event Center, located at 4501 West 41st Street
- Ollie's Restaurant, located at 4070 Southwest Boulevard
- Carl's Coney Island, located at 4285 Southwest Boulevard
- Arby's, located at 4335 Southwest Boulevard
- Lot a Burger, located at 4407 South 33rd West Avenue.



Green Area

There are two types of green areas in Red Fork

- Challenger Park, located at 3909 West 41st Street.
- Lookout Mountain, located at north of Red Fork



Fire Protection

- Fire protection is provided by Tulsa Fire Station, located at 3911 South 32nd West Avenue.

Post Office

- Red Fork has a United State Postal Service, located at 3408 West 42nd Place

Banks

- Bank of America at Southwest Boulevard
- Bank of Oklahoma at 4707 Southwest Boulevard.



Public School

- Parkhill Elementary Located between West 39th and 38th Street.

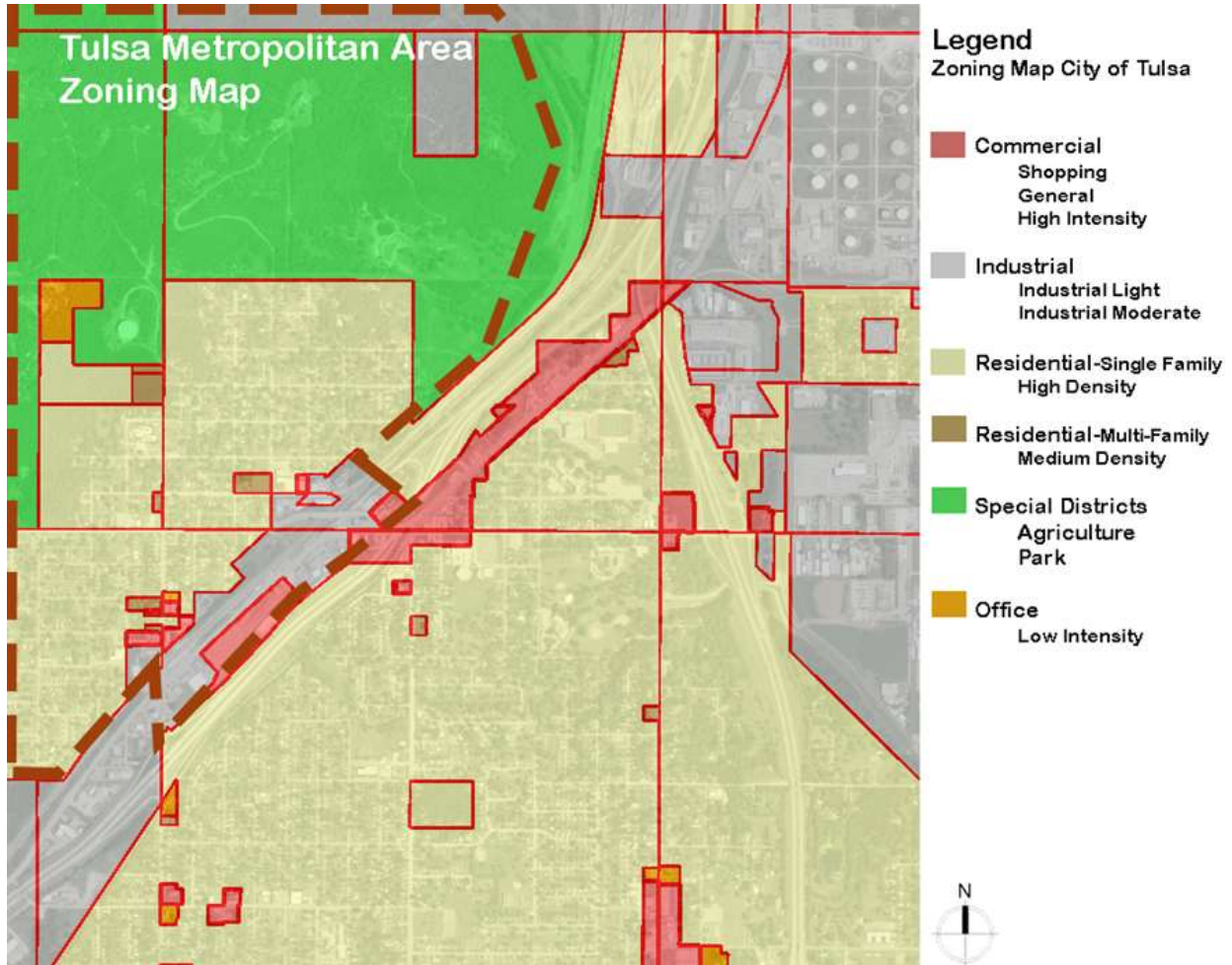


Water Tank Located at Lookout Mountain

Television Station Located at Lookout Mountain

Land Use & Zoning

The Red Fork Community contains 803.5 acres of land. 45% of the total acreage is zoned for residential use, over 49% of acres is zoned for industrial, offices, and commercial building, and almost 7% of acres is zoned for agriculture. Red fork contains zoning district the following.



Map 9: ADAPTED INCOG WEBSITE

Residential:

RS-3, Single Family High Density
RS-1, Single Family Low Density
RM-1, Multi-Family Low Density in West
40th Street
RM-2, Multi-Family Medium Density in
South 33rd West Avenue.

Office and commercial:

- OL, Office Low Intensity, in South 33rd West Avenue.
- CS, Commercial Chopping, Crystal Shopping City
- CH, Commercial High Intensity, along Southwest Boulevard.
- CG, Commercial General, in West 40th Street CH

Industrial:

- IL, Industrial Light, Railway
- IM, Industrial Moderate, in West 40th Street and West 41st Street.

Special districts and use exemptions:

- AG, agriculture, Lookout Mountain
- District park, Challenger Park

According to Gasaway Rose Real State's data, Table 8 shows the low value of properties in Red Fork. This plan aims to change the look of the community from the industrial land to mixed-uses for increasing the value of land, resulting in providing different housing options for all residents of different economic backgrounds. The strategy will change the quality life in the Red Fork.

Table 8: Property information by type and value

Red Fork				
Real Estate		Total Lot S.F.		Median Total Assmnt
Residential				
RS-3	Single Family High Density	7,406,178	23.52%	\$56,800
RS-1	Single Family Low Density	104,017	0.33%	\$40,500
RS		6,503,828	20.66%	\$52,700
RM-2	Multi-Family Medium Density	46,625	0.15%	\$35,300
RM-1	Multi-Family Low Density	18,750	0.06%	\$47,450
Office, Commercial, and Industrial				
OL	Office Low Intensity	4,792	0.02%	\$33,200
IM	Industrial Moderate	9,773,247	31.04%	\$36,700
IL	Industrial Light	4,513,300	14.33%	\$9,200
CS	Commercial Shopping	676,701	2.15%	\$47,600
CH	Commercial High Intensity	179,853	0.57%	\$18,900
CG	Commercial General	115,447	0.37%	\$195,500
Special District				
AG		2,142,004	6.80%	\$11,119

Note: Data Note: Provided by Real Estate Gasaway Rose.

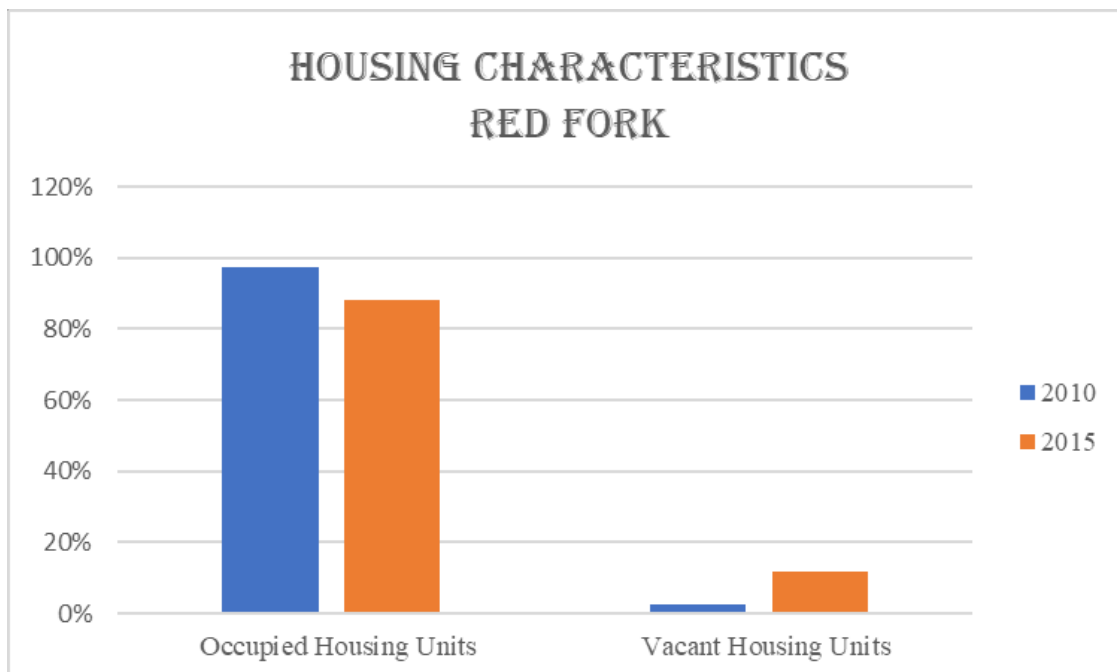
NEIGHBORHOOD CONDITION

in the Residential area in Red Fork, 12% of properties were vacant, 88% were occupied, 28% by renters and 60% by owners. (Rose, 2017). According to Census Tract in Red Fork, vacancy is going up by 12% in 5 years' estimates in 2015. Table 11 shows that most of the buildings in Red Fork area were built before 1999. The value of properties is ranged from \$50,000 to \$450,000.

Table 9: Housing and Homelessness-Community Service Council

Red Fork				
Housing Characteristics	2011	Rate	2015	Rate
Total Housing Units	866		892	
Occupied housing units	844	97%	786	88%
Vacant housing units	22	3%	106	12%

Chart 8: Housing and Homelessness-Community Service Council



Red Fork		
Value of the House	2011	2015
Owner-occupied units	494	409
\$100,000 to \$149,999	9.1%	17.6%
\$150,000 to \$199,999	0.0%	0.0%
\$200,000 to \$299,999	2.4%	0.0%
\$300,000 to \$499,999	1.2%	1.7%
\$500,000 to \$999,999	0.0%	0.0%
\$1,000,000 or more	0.0%	1.2%

Table 10: Housing and Homelessness-Community Service Council

Red Fork	2011	2015
Total Housing Units	866	892
Built 1990 to 1999	3.0%	1.1%
Built 1980 to 1989	3.9%	7.7%
Built 1970 to 1979	11.5%	7.4%
Built 1960 to 1969	9.4%	14.2%
Built 1950 to 1959	38.1%	35.8%
Built 1940 to 1949	16.1%	14.9%
Built 1939 or earlier	18.0%	18.8%

Table 11: Housing and Homelessness-Community Service Council



Residential Area

The Red Fork community appearance is like suburban rural living with buildings surrounded by green yards with no fences. Having this appearance close to Tulsa Downtown is a great asset for the community. It is a great chance for residents to live in a quiet and affordable neighborhood and work in downtown Tulsa.

Commercial Area

The Red Fork community has variety of offices, commercials, public services, industrial sectors that a complete community needs for a functional social system. In Red Fork there is poor connectivity and quality of environment between those functions. This plan is going to integrate them by using urban design elements such as walkways, bike paths, street furniture, and green space. In addition, the goal is to change land-use and zoning patterns in the commercial area in the Red Fork Community resulting in residents having easy and safe access to those places



Neighborhood Mobility

The Red Fork mobility framework consists of residential streets, commercial streets, and highways. The mobility framework was designed to rely on using cars. Red Fork has unsafe and confusing crossing points. This plan will focus on redesigning the streets to become complete streets and find ways to make crossing points safe and comfortable. The streets have potential to redesign for complete streets.



THE RED FORK COMMUNITY CURRENT SITUATION



NEIGHBORHOOD CONDITION



THE RED FORK COMMUNITY CURRENT SITUATION

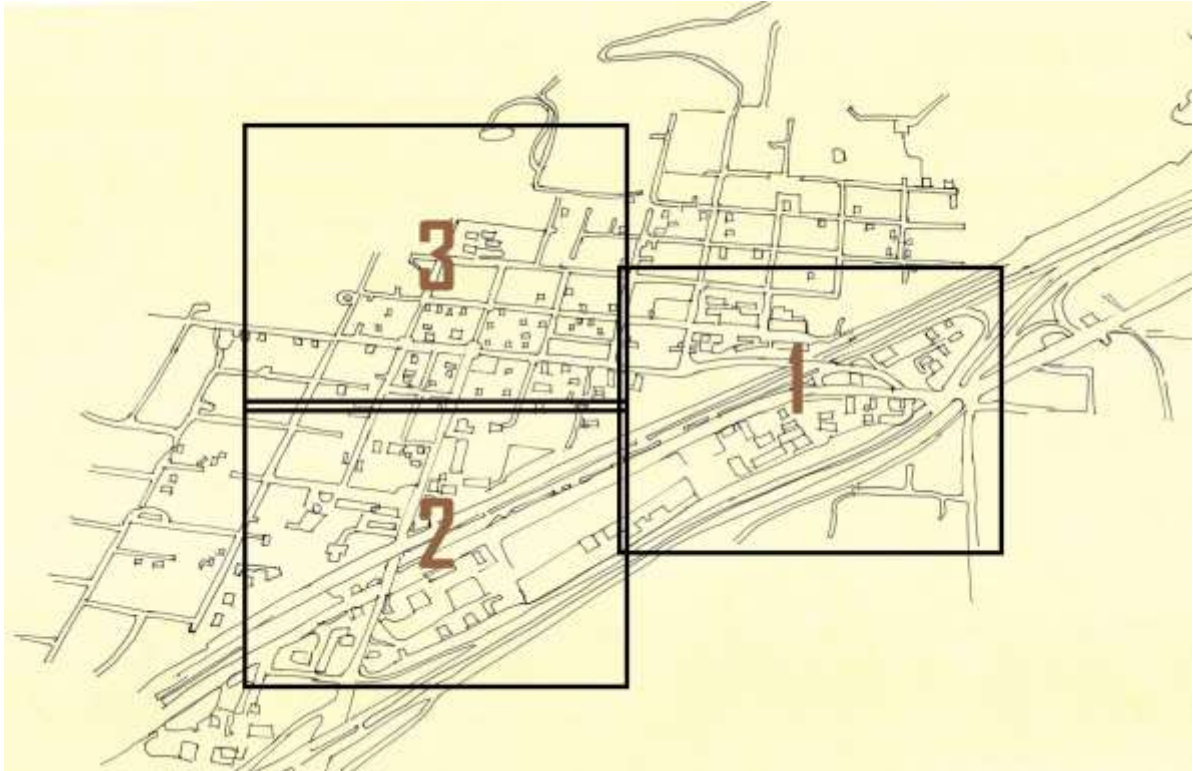
Conclusion

Red Fork is connected by Highway I-244 and Southwest Blvd. (Route 66) to downtown and the West of the Bank River. Additionally, the affordable property values could attract a mixed population of new residents and business owners. Adding this new population to the long term residents will result in growth for the Red Fork community. This population growth brings in small businesses that increase the local economy. Economic improvement influences the quality of life in the community. For example, the growth of population gives rise to the need for an elementary school in the community. Once a families' children are in the local elementary school, the family is likely to remain in the community.

Table 6 shows that the Red Fork residents only use their own cars for doing daily activities. Even though Red Fork has a small variety of shopping options, they are disconnected and is not safe to walk from one to another. The plan aims to solve these problems. Base on the rural atmosphere that the Red Fork area offers, I propose a walkable community to decrease air pollution and increase physical activity among the residents to have safe access to shopping areas. Additionally, the project aims are to provide the options of public transportation and biking rather than using their own cars as the only means of transport.

Although having mixed- use land is the potential for the Red Fork community to grow its economy, but the Red Fork residential neighborhood should be separated from industrial areas by green spaces to make the community human friendly and beautiful. The City of Tulsa should provide the regulations for separating these area form each other.

Current Situation X-ray



Map 10: Red Fork Area X-Ray-PART 1



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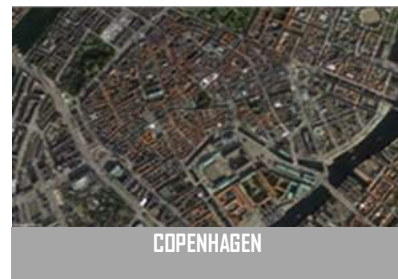
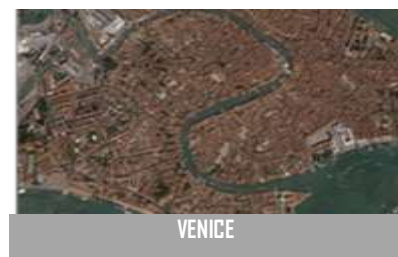
LITERATURE REVIEW

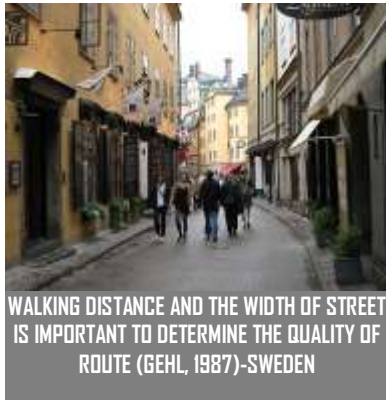
Creating Healthy Communities

This review provides a study in how a city, a town, and community are more successful through quality urban design. It describes the techniques and tools to connect the urban design elements in Red Fork to create a healthy community.

“City planning is the art of making places to live, including providing health or decreasing disease for a community.” The structure of a city affects citizens’ activity, socializing, or their quality of life (Jackson, 2012).

According to what Speck emphasized in research related to health, obesity is the center of American health discussion, one in ten Americans is obese. Regarding different reports of walkability in cities around America over the past decades, most big cities such as San Diego, Atlanta, or Boston, contains more overweight residents who are living in low-walkable neighborhoods (Speck, 2012). Jackson emphasizes the role of planners in creating healthy environments to mitigate the cause of disease and “improve the systems that support a healthy life” (Jackson, 2012).





“Today, the primary enemies of good health are those that we inflict on ourselves- an unhealthy environment, lack of exercise, and bad nutrition” (Jackson, 2012). A healthy and wealthy lifestyle accompanied by economic and social opportunity and a reasonable transportation cost can be seen in walkable, dense, vibrant, and mixed-use neighborhoods (Speck, 2012).



Jackson indicated that a dense environment leads people to use more public transit, walk, or bike rather than low-density suburban areas which cause people to drive to their work, grocery shopping for daily needs, or even to open spaces for spending leisure time. (Jackson, 2012)

People are choosing to move towards having healthy community design and they seek it in traditional neighborhood design that were more convenient and neighborhoods that had no dependency on cars (Jackson, 2012). A real neighborhood has a walkable, diverse, and compact structure with pedestrian-friendly public spaces which are the characteristic feature of a traditional city (Speck, 2012).



TRADITIONAL CITY - WALKABLE CITY-PLACE TO SOCIALIZE COPENHAGEN

LITERATURE REVIEW



Based on the Sierra Club's John Holtzclaw's studies on travel habits in California communities, the relationship between urbanity and driving miles is inversely related. He also found that more dense communities are more "organized as traditional, mixed use, pedestrian friendly neighborhoods, and the sort of accommodating environment that entices people out of their cars" (Speck, 2012).



In this regard, increasing neighborhood density with walkable and viable shopping centers would be a way to decrease the automobile traffic toward downtown and encourage citizens to have social interaction in their neighborhood (Speck, 2012). There is a direct correlation between outdoor activities and social interaction, as Gehl indicated. The more citizens who come out of their houses and talk with their neighbors, the more interactions develop which occurs in public space at in several levels between different users, such as residents or passers-by (Gehl, 1987).

Interaction between citizens is supported by a built environment that provides easy access for everyone to daily life. "Well-built environments enhance and protect the natural environment" (Jackson, 2012).

“The built environment is planted in a geographical place” (Jackson, 2012). The built environment provides a community with a sense of living and working in space. Speck emphasizes the importance of a high quality of life in shaping cities to attract new residents and jobs (Speck, 2012). A Complete Street is part of a built environment that influences our health and is not only built for vehicles but contains sidewalks, crosswalks, lighting, streetscape, and drainage (Jackson, 2012).

New Urbanism for a Healthy Community

When one combines traditional neighborhoods with car-filled cities, the question is how one should design public street or shape the streets with buildings and squares? New Urbanism somewhat answered this question. New Urbanism policies support walkability in communities to create a healthy community and satisfy citizens (Jackson, 2012). A form-based code is a type of ordinance to build environments which is helping urban planners and designers with new developments design because the code specifies the building shape and its position (Speck, 2012).



Environment influences people’s behavior to choose a place to walk for their daily activities. A New Urbanism neighborhood usually contains a walkable small center/ community center, park, and open space that promotes a healthier community. Also, the sense of community is stronger with connectivity to local schools, as Jackson emphasized (Jackson, 2012).

On the other hand, New Urbanism believes that high rise buildings are out of human scale and make people not pass streets surrounded by high rises. (Speck, 2012) Speck emphasizes the human scale used in shaping European cities before buildings with elevators, which have been contributing to today's new developments.

To attract people to use urban spaces, it is essential to give them the feeling of belonging to the space without fear, which is possible through providing human scale. In modern American cities, human scale has been lost in most communities. In public realms, street elements should be located and designed based on human scale to use the space and connect with the place where people are living. Feeling safe is an important factor for if people are to use a space (Jackson, 2012).

Locating a building closer to the street creates a potentially more human scale streetscape while encouraging the development of exterior public spaces in the form of plazas, transit stops, outside eating areas, and so forth (Kenneth and Gerald, 2001).



Urban Sprawl

Suburban areas are place less with their single-use pods, where the automobile plays an important role in families' houses. Peoples, who live in suburbs, have to drive to urban cores (downtown) to do their daily activities because there are no community centers in the suburbs.



To study American cities, Leinberger believes that there are two categories of urban spaces: walkable urbanism and drivable sub-urbanism. In real estate this is an important issue used to determine the price and, the relationship between walkability and real estate value (Speck, 2012).



If most of the families are living in suburban areas but work in urban cores, the automobile mode of transportation on high-speed highways will be seen more than public transportation. On the other hand, suburban housing value is less than in city cores which causes more Americans to live in suburbs and work in cores (Speck, 2012). Obviously, "The United States is full of cities that have been shaped or reshaped around cars" (Speck, 2012). To change this habit, a traffic study is necessary.

Jackson believes the stories for each community are unique. Considering the stories behind each community, one can find out what the community needs and what kind of environment works for it. Character and behaviors of a community represent the culture that shapes the structures (Jackson, 2012). Suburbs were formed based on the higher-income

families' desire to live away from the noise, pollution, and crowd of cities after World War II. This movement resulted in sprawling cities and therefore, people drive long distances for commercial or service areas.

“Community as a concept can be interpreted as a sense of sing, a way of life, and diversity with a common purpose” (Kenneth, and Gerald, 2001). Walkways, bike lanes, streets, transit lines, railroad, and highways are the city structure elements which can move people between their destinations, therefore, form the community within buildings.

“Neighborhood is the fundamental building block of community” (Kenneth, and Gerald, 2001). People living in a community are doing different activities in a neighborhood such as daily shopping, sending their kids to the school, going to church, walking, sitting in front of their yards, and interacting with other neighbors. Eventually, they call their neighborhood home.

In terms of making cities walkable, Speck believes in the three aspects of wealth, health, and sustainability. The question is what kind of city will help people thrive economically and inhabited healthy people in a sustainable environment? (Speck, 2012) Sustainability means that all three elements of sustainability: environment, economic development, and social equity, grow in balance (Jackson, 2012).

To keep the environment sustainable, it is essential to keep the water, land, and air clean and remove contaminations. This goal can be achieved with less motor vehicle use, cleaner rivers, and controlled industrial dumping (Jackson, 2012). Employing mixed-use is key for a city thinking about sustainability to combat sprawl. Living near work is not just a dream. In Chicago there are new developments for employees to live close to where they work as well as revitalize downtown with housing diversity (Jackson, 2012).

Kenneth and Gerald emphasized the role of communities as an alternative to keeping a community environment sustained. Obviously, interaction between current residents of communities the next generation of residents can sustain communities which would be possible in community or neighborhood centers and public spaces (Kenneth, and Gerald, 2001). “We need to think more of neighborhoods and less of subdivisions, more of interaction and less of screening, more of access and less of restriction—in short, more of community and less of sprawl” (Kenneth, and Gerald, 2001).

Walkable City

Walking is not only an exercise but also a way to interact with neighborhoods. The general theory of walkability explains the four main conditions of a walkable place. A walkable place should be useful to serve the community around it. The walking path should be safe for pedestrians in terms of encouraging people to walk to their daily destinations rather than using an automobile.

Comfortable conditions are related to the urban and landscape shapes to attract pedestrians to “outdoor living rooms”. The fourth condition is related to buildings surrounding the sidewalks which should have friendly faces and be interesting to pedestrians (Speck, 2012).



LITERATURE REVIEW



These elements would be useful when mixed with other community elements. People are not coming out to just walk or ride along streets, parks, or greenways. There are different outdoor activities to evoke people to participate. A mix of outdoor activities includes, but is not limited to, the following activities: walking on sidewalks, going to grocery stores, getting together and having conversation, children playing near front doors, etc. Gehl believes that all activities in open spaces are influenced by different conditions of the physical environment (Gehl, 1987). A combination of sidewalks and bike ways with buildings and outdoor activities is essential to attract communities to not use automobiles for commuting to shopping center (Kenneth, and Gerald, 2001). According to accessibility, there are three types of shopping centers: neighborhood centers, community centers, and regional centers. All centers are filled with different scaled services so that citizens can use their car less given that their needs can be met within walking distance. Recent community design is based on a commercial development pattern at different levels with community orientation and pedestrian friendly spaces to be less dependent on the automobile (Kenneth, and Gerald, 2001).

From the economic viewpoint, using cars do not have economic benefits. In contrast walking, biking, and taking transit not only have economic benefits, but also have health and environmental benefits. Based on President Obama's American Recovery and Reinvestment Act



RELATIONSHIP BETWEEN RAIL TRANSIT AND WALK AND BIKE PATHWAYS IN DISPERSAL OVER SEVERAL LEVELS- COPENHAGEN

between 70-100% of employments are

paying for transit instead of highways.

Between 60-100% of employments are

using transit, bikeways and sidewalks

structure in some cities such as Portland. It

is obvious that "dense, walkable cities

generate wealth" (Speck, 2012).

In order to cover long distances, using public transportation alongside walking/biking paths can support having a healthy and sustainable community. Speck emphasizes the importance of good public transportation as a vital part of walkable cities. Miami is an example where people can live, work, and play in one neighborhood



WALKING DISTANCE AND THE WIDTH OF STREET IS IMPORTANT TO DETERMINE THE QUALITY OF ROUTE TO ATTRACT PROPOSE TO WALK- SWEDEN

(Speck, 2012). In a street with different traffic systems, different ways of using cars and public transportation can be integrated. In this regard, individuals using private vehicles could be encouraged instead to use public transit or walk and

bike system by creating multi-modal transportation. In most of the old pattern European cities, there is integration between pedestrian and automobile traffic through streets (Gehl, 1987).

Based on the data, the relationship between transit and walking is straight forward. As there are larger numbers of bus and rail transit, there are more pedestrian commuters as well. People are walking to and from a transit stop (Speck, 2012). The form of the public space is being affected by the rail transit mode stops (Speck, 2012).

“Freedom for many in this generation means living in walkable, accessible communities with convenient transit linkages and good public services like libraries, cultural activities, and health care.” (Speck, 2012) Speck listed the steps of walkability as following: the useful walk, the safe walk, the comfortable walk, and the interesting walk.



Bicycle networks and bike riding have been increasing recently in America (Speck, 2012). There are several cities in America, such as Portland or New York City, investing in bike routes to encourage current and future generations to ride bikes. Adding bike lanes to streets, drivers will get used to driving slower and will consider the safety of riders. (Speck, 2012).

“Boulder citizens have always been active in creating their community” (Jackson, 2012). We need to create open space between high-density residential and commercial with mass transit combined with bike and pedestrian pathways.

Boulder has an active community and



active transportation with off street and on street bikeways. Boulder’s vision was to have public transportation, pedestrian and bike paths, as well as good streets for cars to get around the community and intentionally work all together (Jackson, 2012).

Some cities such as Portland invest in transit and biking in contrast with some

cities focused on high speed roadways which cause sprawl. Also, Portland adopted an urban growth boundary (Speck, 2012).



LITERATURE REVIEW

Environmental conditions and cultural aspects are the elements to support bicycle routes and riders. In cities with cold temperatures or a mountain environment, there are fewer tendencies to ride bicycles, although in Canada's Yukon Territory, next to Alaska, the rate of bicycle commuters is twice that of California. The reason for this result is the shorter travel distances between mixed-use higher densities neighborhoods. In contrast, obviously European cities have more bike riders than America. According to reports from Portland, people spending more time in open spaces and less time in cars have healthier and happier life than others (Speck, 2012). Safety of the riders is an important issue in American Cities Now it is the time to invite the drivers share the road with riders. Although marked routes do attract bikers rather than unmarked bike routes, the point is to expand the bike routes, marked or

unmarked, between reasonable destinations and open spaces, such as Main streets, retail environment, parks, or community centers, to have a healthier lifestyle (Speck, 2012).



Outdoor Activity

There are several reasons why citizens come out of their homes and go to public spaces. Based on the physical environment, the outdoor activities in public spaces vary but can be placed in these categories: necessary activities, optional activities, and social activities (Gehl, 1987). The necessary category includes going to school, grocery shopping, or generally performing everyday tasks. Based on the nature of those activities, weather, environment and physical condition don't affect the activity because they are necessary.



It is important to balance necessary activities destination around neighborhoods to provide a walkable environment. The activities such as shopping, eating, drinking, worshipping, visiting, healing, celebrating, sleeping, etc. To connect all activity destinies, a variety of transportation mods are needed (Speck, 2012).





Activities affected by the condition and quality of the environment determine those who choose to engage in them: those activities are categorized as optional activities. These are activities such as walking for fresh air, standing in an open space and enjoying the environment, or sitting in the sun in an open space. “These activities take place only when exterior conditions are favorable, when weather and place invite connection with physical planning because most of the recreational activities that are especially pleasant to pursue outdoors are found precisely in this category of activities” (Gehl, 1987).

Areas with poor conditions will not attract visitors. In these kinds of areas, people are hurrying to pass through the space and get home. Therefore few activities take place in those spaces. On the other hand, a multitude of activities take place in areas with a good environment. These areas with good physical quality support many optional activities.

“Outdoor activities are greatly influenced by physical planning” (Gehl, 1987). Planning decisions can influence patterns of activities to create living cities with better outdoor activities or worse conditions for outdoor events. Modern cities are known for the characteristics of having tall buildings, long distances between buildings



and community centers, massive parking lots, massive streets, and a high volume of traffic. In this type of city, buildings and cars are seen rather than social activities and people. Therefore, pedestrian traffic and outdoor activities are a less important part of the function and character of modern cities. “Outdoor spaces are large and impersonal. With great distances between buildings, there is nothing much to experience outdoors and the few activities that do take place are spread out in time and space” (Gehl, 1987).

Few outdoor activities are a reason for citizens to stay at home and not appear in outdoor spaces to do socialize. “City activity just doesn’t belong to the northern European tradition” (Gehl, 1987).

Activities are taking place more in the public domain, where they can be seen more and grow more in scope and duration. When this happens, social activities will increase as more people are coming to these spaces and talking, standing, sitting, laying down, or walking; therefore, more communal activities tend to arise (Gehl, 1987).

Outdoor activities are affiliated with different aspects and city elements such as quality of the open space, buildings, and social activities. One of the visual aspects of

a space besides activity is buildings. Public spaces are influenced by the social and psychological aspects of building designs, where the function of a space is featured. Without function, public space cannot be defined as a place for people to use. By changing street patterns, a public space's function will be changed to the pedestrian street system as well as increase commercial activities, which Gehl describes in “physical framework for life between buildings” (Gehl, 1987). Walking, sitting, watching events, playing music, and talking together are the significant outdoor activities that can take place in any pedestrian street.



BENCH FACING PEDESTRIAN STREET - AMSTERDAM



STREET CAFÉ, EXHIBITION, AND GATHERING PLACE

City structures with public spaces surrounded by street-facing functions, such as restaurants, stores, public spaces, and pocket parks can be seen in the European pattern. In this structure, the shops in the city is not dependent on cars only. The pattern assembles streets, sidewalks, and connection paths with function (Gehl, 1987).

To create more activities, setting elements such as benches, attractions on pedestrian streets, or anything that causes the pedestrian to stop and look is important. Gehl believes that benches oriented toward busy routes such as sidewalks in front of cafes are used more often than benches that face planted areas of city squares (Gehl, 1987).

To improve the quality of social activities within public spaces, pedestrian streets are important elements. Gehl believes that improving the physical condition increases the number of pedestrians and the time spent in open space as well as increases the spectrum of social activities held in public space (Gehl, 1987).

In Copenhagen, public spaces and creating room for human activities are the main improvements for that planners are considering increasing the interest in using public spaces and creating more activity. (Gehl, 1987).



LITERATURE REVIEW

In a car-oriented neighborhood outdoor life and city activities are seen less than in a pedestrian-based neighborhood. One can see children playing on pedestrian-based streets, which are safer than car-oriented neighborhoods. Based on Gehl's studies, on streets with less traffic volume, there are more outdoor activities and neighborhood interaction as compared to streets with higher traffic volume.



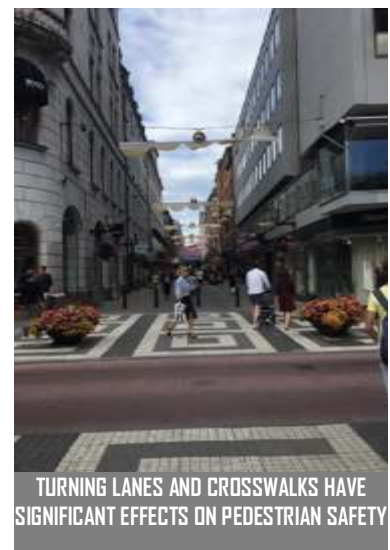
TOP:

PLEASANT WEATHER CONDITION AND A FRIENDLY PEDESTRIAN PUBLIC SPACE

LEFT:

CREATING A PLEASANT PLACE. PROVIDE SAFE SPACES FOR PEDESTRIAN TO PASS WITH TRAFFIC SIGN AND CROSSWALK.

Building safe walkable areas is an important issue with regards to supporting outdoor activities. A wide street is less safe for pedestrians because it, allows drivers to drive faster. To increase safety on wide streets, it is necessary to enhance natural elements such as adding trees near the road or a lovely boulevard as a recovery zone (Speck, 2012).



TURNING LANES AND CROSSWALKS HAVE SIGNIFICANT EFFECTS ON PEDESTRIAN SAFETY



LANDSCAPE: TREE CANOPY PLANTED AT A CONSISTENT SPACING DISTANCE -FLORENCE



A LIVE SPACE WITH FINE DETAILS, BUT NO PUBLIC SEATING - COPENHAGEN



WIDE SIDEWALK WITH STREET CAFÉ COPENHAGEN

Speck talks about the effect of short and long distances on community choice for walking. In a small walkable block, people feel safe and can choose different paths to destinations such as cafés, small shopping stores, or a gathering place (Speck, 2012). In contrast, the bigger blocks have wider streets with a higher number of vehicles that cause traffic congestion. Smaller blocks with pedestrian streets provide the opportunity of sidewalks, have no parking lanes and places to expand and plant trees.

The width of a sidewalk is not important to those walking on it. For example, in New Orleans's French Quarter, sidewalks are very narrow. Width of a sidewalk is not an issue for pedestrian safety (Speck, 2012).

To create space and build community, people need to be part of the community and have a sense of belonging to the space. In this regard, gathering places such as cafés, teahouses, or small stores have an important role in a public space: to connect people with each other and with the space. People are using these places to work, live, or play in short interact with their community on a daily level (Jackson, 2012).

LITERATURE REVIEW

A city's downtown district is almost always its historic core. These areas can be changed to a place full of attractive outdoor activities in which people appear in downtown and have interaction together. In this regard, it is essential to revitalize all downtowns and provide a Comprehensive Plan based on the vision retrieved from public and expert engagements (Jackson, 2012).



A CITY'S DOWNTOWN DISTRICT

AMSTERDAM



A CITY'S DOWNTOWN DISTRICT

FLORENCE



A CITY'S DOWNTOWN DISTRICT

ROMA



A CITY'S DOWNTOWN DISTRICT - COPENHAGEN



A CITY'S DOWNTOWN DISTRICT - SWEDEN

The literature review pointed out the factors that are welcoming to new residents, visitors, and new investors to a community. The most important point is to promote an area's historical background. Red Fork has a strong history which needs to be capitalized on. Another important factor to people is the area be accessible to the city core. Red Fork is located close to downtown Tulsa and the West Bank of the Arkansas River. The literature also stated the importance of an area's natural topography. Red Fork is seated at the foot of Lookout Mountain. Last but not least, there is a financial benefit of revitalizing the existing urban area, rather than creating a new suburb. Red Fork is a small urban area which includes the residential, commercial, services, and recreation places. Also the property value is affordable. The plan aims are to highlight the potential Red Fork offers private and public investors to invest their time, money, and land to bring back the area's identity and give meaning to the community.

As great as Red Fork's potential is, it can be enhanced by improving the infrastructure and adding amenities that a complete community should provide to its residents. The plan must include designing a complete street, installing signage, and creating public and green space.

CASE STUDIES

NOVEMBER 2016



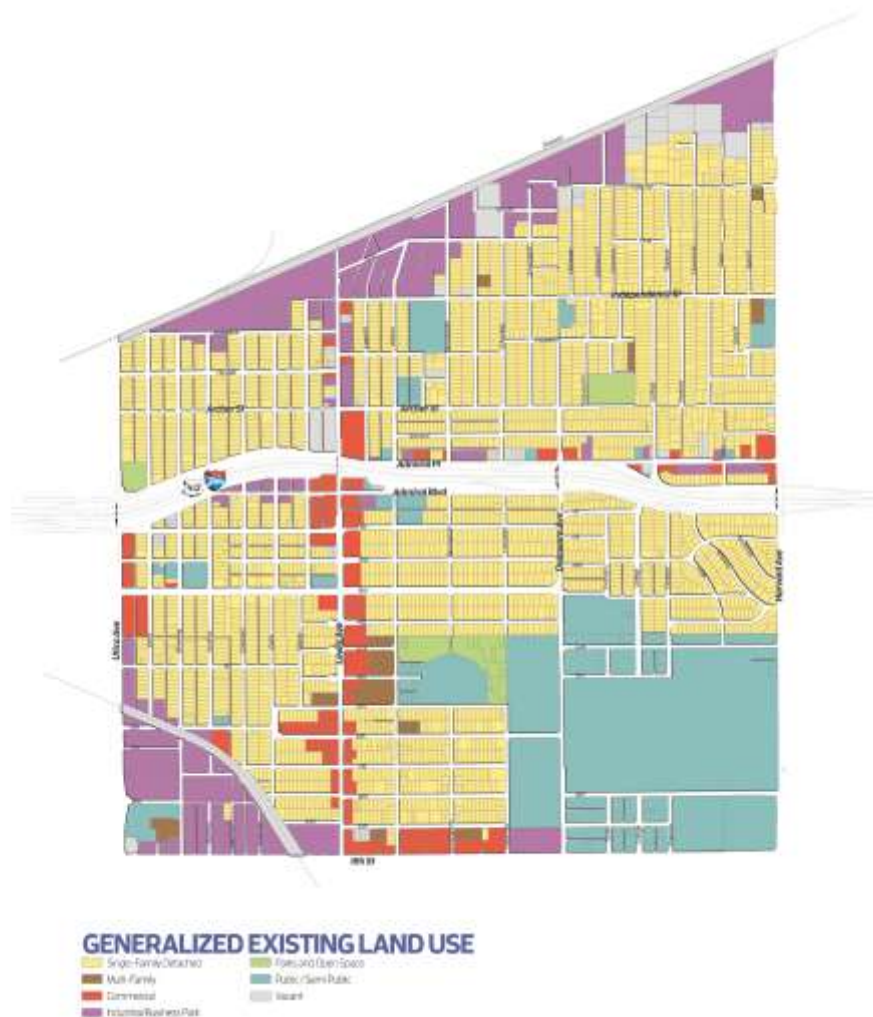
KENDALL-WHITTIER SECTOR PLAN

City of Tulsa • Tulsa Development Authority

prepared by Houseal Lavigne Associates

Kendall-Whittier Small Area Plan

The Kendall-Whittier neighborhood occupied the eastern edge of Tulsa of historical downtown during the 1920s and 1930s. It was located along Lewis Avenue between 3rd Street and Archer Street. Tulsa growth to the east and the southeast, retail, industrial enterprises, and major highways interfered with the neighborhood. The community appearance became unpleasant and the economic turned down. The real estate developers replaced family houses with higher density apartments, resulting in high crime rates. In 1970s, the Kendall-Whittier area underwent physical and social deterioration.



Kendall-Whittier Sector Plan: City of Tulsa, Tulsa Development Authority

Mission

In 1989, the University of Tulsa, neighborhood churches, and local businesses decided to make changes in the Kendall-Whittier community. They provided 50% of revitalization costs and asked the city matches the funds. The neighborhood organization prepared a Small Area Plan. The plan had two parts, Whittier-Square area and the neighborhood area. Later, the plan expended eastward to Harvard Avenue for another study area with a park and a magnet school.

Motivation

In the 1980s, due to an economic downturn, apartment occupancy and rent in Kendall-Whittier was less competitive than in Tulsa generally. The majority of residents belonged to the blue-collar working class. Building age and lack of maintenance caused visual blight. This discouraged owner occupancy and reinvestment. Also, a new shopping center drew businesses away from Whittier-Square. The number of students decreased so the local school was closed in the Whittier neighborhood. Additionally, the neighborhood suffered as a result of crime, drugs, and prostitution. The area still had significant assets such as Hillcrest Hospital, University of Tulsa, and midtown residential and business area.

Vision

The vision was to revitalize local retail at Whittier-Square, encourage owner occupants to renovate and maintain their houses to have a nice appearance, all of which would, improve the opportunity of affordable rental housing. The vision includes solving flooding problems, developing a neighborhood park, and merging three school facilities to regenerate the neighborhood, accommodate the growth of the University of Tulsa campus, encourage the growth of employment in the area, decrease crime, improve the neighborhood

facilities for all resident types, and encourage public entities to locate, expand, and commit to remain in the Whittier-Square business center.

Implementation

In order to accomplish the vision, the process of implementation was as following: First, the plan started with observations of existing conditions of the functional block of urban area from different aspects such as structural, home ownership, streets, sidewalks, storm drainage, and zoning. Second, the area was divided into 15 sub-areas that needed specific treatment and faced existing issues that included Southwest Neighborhood, Third and Utica Strip Center, Northwest Neighborhood, Area North of I-244, the Northeast Neighborhood, the Tulsa University Campus, the South Central neighborhood, the Lewis Street Corridor, the Community/ Magnet School and Neighborhood Park Site. Third, the neighborhood organization came up with general strategies and guidelines for each sub-area which included developmental, architectural, and signage recommendations.

Last, the process ended with update plan specific to each sub area. The original plan took three months to update. The updated plan examined the original plan, analyzed the conditions that had changed since the plan was completed five years ago, took inventory of redevelopment concepts and resources, conducted Filed surveys and extensive interviews of local businesses owners and Tulsa Development Authority (TDA) staff and held a public hearing.

Feedback

Ed Sharrer, Director of Kendall-Whittier Main Street, believes that “The reason places decline is because fewer and fewer people care about them.” The Kendall-Whittier neighborhood transformed from an area that was known for its dirty movies, strip clubs,

prostitutes and porn shops to one of the city's hotspots for entrepreneurs and artists. Now, this area is a corridor between downtown Tulsa and the University of Tulsa. Preserving the area's architectural integrity is a main strategy for revitalizing the neighborhood's commercial center. Recently, 11 new retail stores have opened in this commercial center. A majority of the residents of the neighborhood are working-class. It is also midtown Tulsa's hub of Hispanic culture. Las Americas Super Mercado to the north and institutions such as Circle Cinema and Perry's Food Store to the south and other businesses are bringing life to this neighborhood.

Along with improvement in the community, property owners have paid assessments to clean up and maintain the other neighborhood projects. The residents discovered that their neighborhood is worth investing in to renew it instead of building new structures in vacant lots in suburbs. The idea was to improve the residential neighborhood for inviting the new businesses and residents.





Capitol Hill

Capitol Hill is a historical district in Oklahoma City with a strong identity and community once slated to be the Capitol of Oklahoma. Today, the majority of neighborhood residents are Hispanic and working-class residents. On the historic SW 25th Main Street, originally known as Commerce Street, most of the business owners are Hispanic. They have founded the Hispanic Chamber of Commerce and Latino Community Development Association. The point is that Latino culture has added to the history of the district's community, resulting in a multi-cultural diversity that presents opportunity for future economic success of the Capitol Hill neighborhood. "Since 1997, the district has garnered \$14.8 million in public and private reinvestment.



CAPITOL HILL MAIN STREET- Historic Capitol Hill. Image courtesy of Historic Capitol Hill/ Calle Dos Cinco



Capitol Hill's assets are Main Street, historical buildings such as the Yale Theater, and its close proximity downtown Oklahoma City and the Oklahoma River.

Mission

The plan was to create the community organization for supporting and promoting the multi-cultural residents and their events. As well as keeping businesses along Main Street and bringing in new retail street to thrive in the community.

Vision

the plan's vision was to design a healthy community with a strong future economy by identifying values and prioritizing tasks in the process of using design research and participatory methods. Additionally, the method includes recommendations and planning strategies that can be developed and implemented to achieve these goals.



Motivation

In the 1950s and 60s, Capitol Hill experienced an economic downturn. The majority of residents were working-class and poor. Owner occupancy decreased in the neighborhoods resulting in properties not being maintained and renewed to welcome investors and newcomers. The area suffered postindustrial disinvestment, urban renewal, and white flight.

Implementation

The methodology of the plan included informal interviews, photo documentation, mapping analysis, observation of the built environment, interpretation of historical information, interpretation of census and demographic data, participatory activities, and focus groups. There were two participation activities. The first activity was to identify what Capitol Hill needs. There were three categories: places for sharing resources, growing businesses, and gathering. The second was to program Main Street. Both activities ended up with decision making and proposal strategies for development. The plan divided the proposal into different phases related to the concerned area.



Feedback

Today, Capitol Hill has been transformed into multi-culture community that provides residents a great quality of life. The community is a main stage for

entertainment and cultural activities, such as an artist's market which provides live music, dance, and a variety of food; an exhibition corridor for interacting with businesses and organizations; a kids-zone that provides outdoor recreational opportunities such as inflatables, rock wall climbing, crafts, and train rides; and a food court to experience delicious, variety of food and beverages.

From these two case studies, I learned that if a depressed area of a city can be revitalized, the area must have characteristics that promote economic growth and a healthy lifestyle. Also, there must be a person or organization that recognizes the area's potential and has a great vision to create change.

For example, both projects have strong historical backgrounds as Red Fork Small Area Plan project does. Like Red Fork, both case study areas are close to the city core. Also, both areas became blighted because neither the city nor most of the area residents cared. This is the same situation for Red Fork. In all three, areas a majority of residents were working class with low economic status. Because Red Fork has factors in common with those two case studies, there is every reason to believe that Red Fork can experience the same positive revitalization as Kendall-Whittier and Capitol Hill communities did.

The Red Fork area has great potential for revitalization, and this plan is a vision for that change. What is needed is a combination of public and private organizations to promote and fund the vision and energize the residents to support it.

COMMUNITY MEETING

The feedback from the public meeting supports the proposal for the Red Fork Small Area Plan. It verifies that the plan meets the Red Fork community needs and wants. Refer to Bar chart below, SWOT- Red Fork Community Meeting and the Community Ideas and Thoughts.

SWOT- RED FORK COMMUNITY MEETING			
Strengths	Weaknesses	Opportunities	Threat
Small intimate community-2	Depree Area	New Businesses	Aging population continue deteriorate
Passion	Community Attitude	Space Available	Lack of need extra funding for school
affordable and Available Housing-3	Getting the News out- 2	Brewery	No attraction for young and professional
History-4	New young people and family-2	Oil History (First Oil Word)-3	Loose of History
Access to Highway-4	Not enough business to attract young people	Flea, Farmer Market	Decrease population
Community Togetherness	School Participation (Funding)-4	River	Decrease Home Ownership
Public Transit	Identity Miss Understanding	Five minute to downtown	Decrease Student Population
Two Grocery Stores	Frontage of Main Street to be used for storage	Five minute to Turkey Mountain	Decrease retail
Pretty House	Industrial overlap neighborhood	Low cost of Housing	Decrease Young Family
Non-Profit Org.	Lack of Fun-2	Route 66 development-2	Blight
Main Street, Route 66, Village Historical, and Star			
Close to Downtown- 1, River Park, and Gathering Place	Too many trash area	Crystal City Shopping Center	Building the owner not selling and cleaning
Rural feel next to urban	Old Generation House	Tulsa Trail West	Being able to fix economy
Route 66- 3	lack of Sidewalk	Affordabe Housing	railway obstructing access and traffic
Cristal City a nchor-2	Lack of Signage	Micro Housing	Time
West gateway	Limnited access to good and service	Bring in New Bus	Closeness of other options
Strong Community Sprit	traffic Quick Flow	Develop Small Commerical Business	Riverside
Lookout Mountain	Bed reputation for crime	Walking Path on Bridge	More Degradation
Park and green Space	No technoloy	Build Technological Infrastructure	Rental Properties
Easy Access to Downtown	Aging Housing Stock	Community Events	Lack of new investments
Generation Family	Community Awareness	Stations for bikers to stop and refresh	Loss of historical knowledge
Events (Pat, fast Car Show, and Bike Race)	Entertained	Small town feel	
Train	Homeless/Stigma of rough place	TCC	
	Small and Old Business	Tourist Route 66-2	
	Train	History	
	Not a Rich Area	Food Trucks	
	Cut Off Connections B/C of I-44	Make safer for walking students	
	Reputation	Re-Surface major Road	
		Food Choices	
		Connect with others RT. 66 events	
		Redevelopment	
		Undeveloped Patches	

THE RED FORK COMMUNITY'S IDEAS AND THOUGHT					
Neighborhood Community Historical Building	Crystal City Shopping Center	Lookout Mountain	Challenger Park	Park Elementary	Main Street Historical Route 66
Increase businesses	Increase Retail- 3	Bike Trail-2	Increase knowledge of community Garden- 2	Charter School- 3 Natural, Science	Increase Retail-2
Promote Businesses	Engorage walkable areas	Point on easy trail and difficult trail	New Investments into Activities Tennis Court, Ball Field	repurpose Building	Need more Attractions Stop Travelers spend money
Decrease Storage in frontage Building	Increase Shopping	Nature Preserve			Auntique Car Museum
Webster Historical History	A Place the resident to gather	Typical Tourism			Auto Shop
Points of Interest	Pop-Up Shops dunning Holiday				Brewery
	Drug Store				Flea Market
	Options for Teens				New Business
					Clean-Up Business
					Keep Improving
					Beauty

According to public input, the highest priority initiatives are to preserve historical buildings, grow the economy, be part of Route 66 events, have optional transportations choices, increase mixed-income housing, invest in improvement to Challenger Park, and develop recreational opportunities on Lookout Mountain.

ACTION AGENDAS

The plan for creating community is based on the following six principles:

- Neighborhood center
- Mixed-income housing
- Alternative transportation
- Green space
- Central located school
- Public space

In applying these principles in Red Fork to become a healthy community, three areas of development, economic development, community improvement, and land development area have been identified in Map 13.



Map 13: Plan of Action

Table 13: Action Plan

RED FORK SMALL PLAN AREA OVERALL PLAN GOALS					
NEIGHBORHOOD CENTER	AFFORDABLE HOUSING	ALTERNATIVE TRANSPORTATION	GREEN SPACE	CENTRAL LOCATED SCHOOL	PUBLIC SPACE
COMMUNITY IMPROVEMENT	LAND DEVELOPMENT	COMMUNITY IMPROVEMENT ECONOMIC DEVELOPMENT	COMMUNITY IMPROVEMENT ECONOMIC DEVELOPMENT	COMMUNITY IMPROVEMENT LAND DEVELOPMENT	ECONOMIC DEVELOPMENT COMMUNITY IMPROVEMENT

Further, each area has specific locations for improving the Red Fork community.

Table 14 below shows those specific locations.

Table 14: Action Location

ECONOMIC DEVELOPMENT	COMMUNITY IMPROVEMENT	LAND DEVELOPMENT
LOCATION		
Main Street Crystal Shopping Center Shopping District	W 41st ST. - S 33rd AVE. Challenger Park Park Elementary	W45th Pl and W 46th ST. W 38th ST. Lookout Mountain

The Tables 15 below details the proposed improvements for the locations that support the guiding principles for making Red Fork a healthy community.

Table 15: Action Details

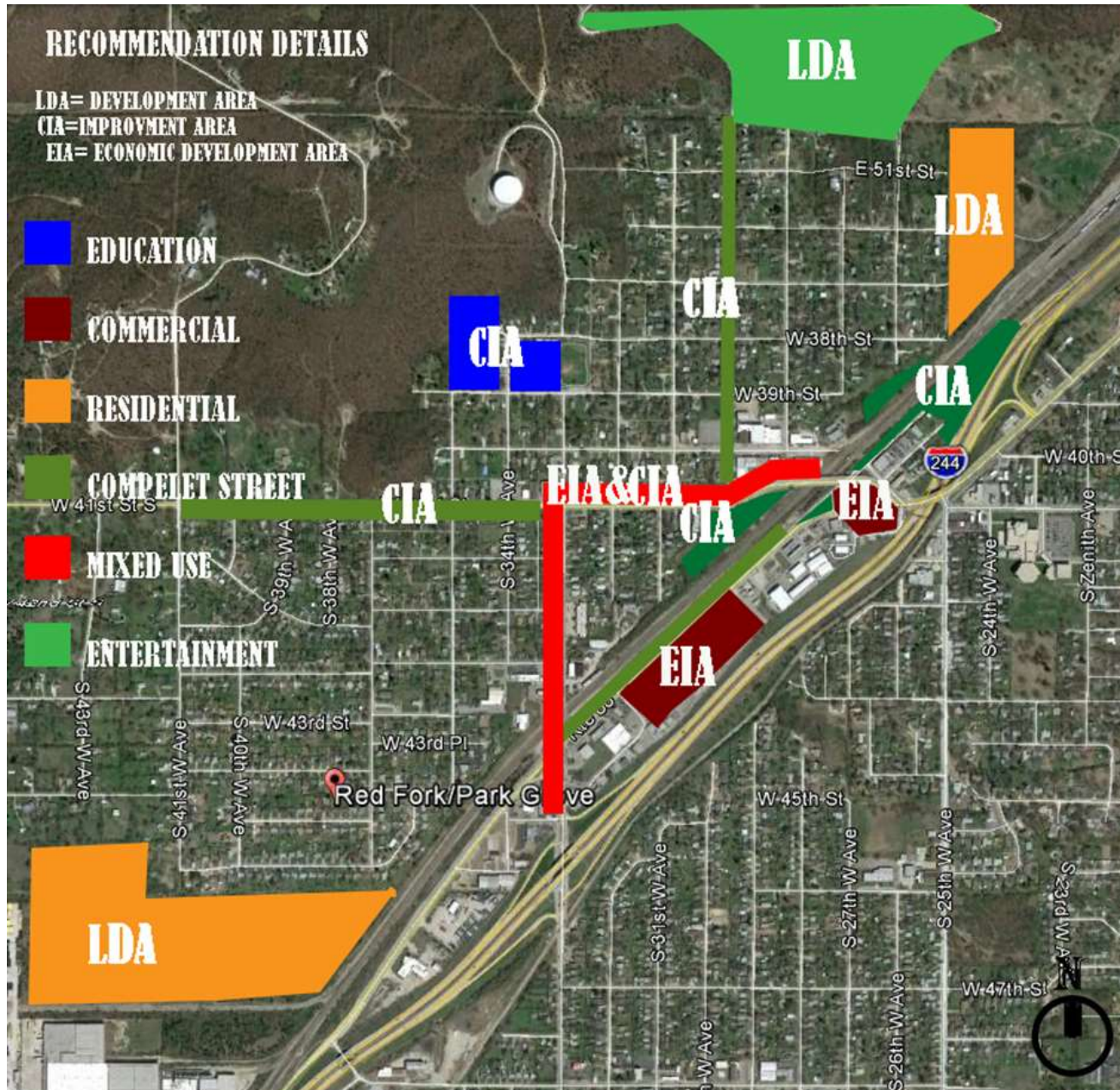
	COMMUNITY IMPROVEMENT		
	W 41st ST. - S 33rd AVE.	CHALLENGER PARK	PARK ELEMENTARY
NATURE	Pocket Park Green Street Linear Park Open Space Furniture	Open Space Furniture Splash	Green Space
LINKS	Complete Street Bike Path Walkway Public Transportation Access to Commercial Area Public Transportation	Public Transportation Bike Path Walkway Parking Space Bike Facilities	Public Transportation Walkway Bike Facilities Neighborhood Safety Access
COMMUNITIES	Mixed Use (Change Zoning) Building Code Signage	Community Garden Signage Community Center	Maintenance New Building Signage

Table 16: Action Details

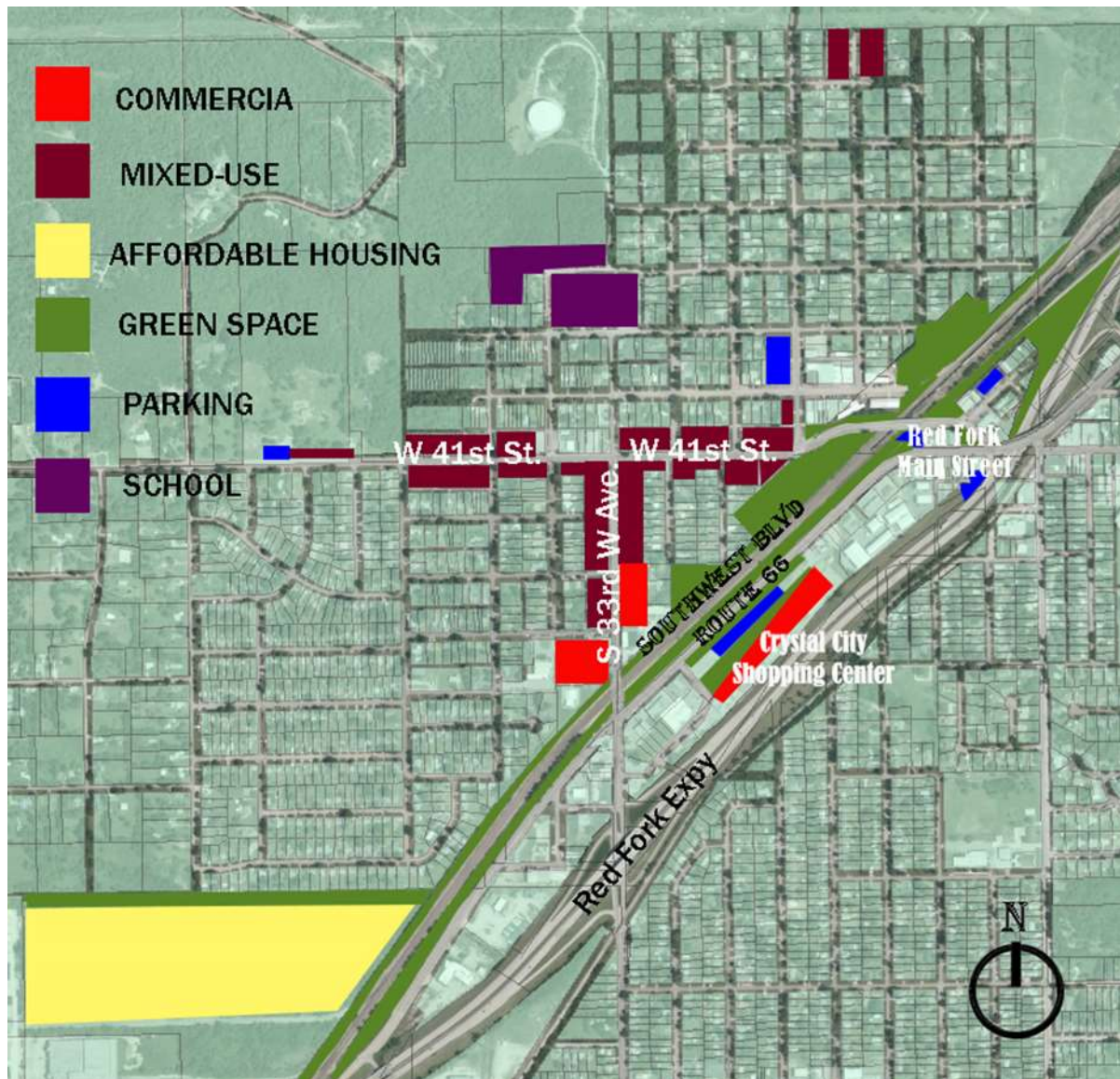
	ECONOMIC DEVELOPMENT		
	MAIN STREET	CRYSTAL SHOPPING CENTER	SHOPPING DISTRICT
NATURE	Greenway Pocket Park	Parking Space Splash Open Space Furniture Greenway	Pocket Park Open Space Furniture Greenway
LINKS	Public Transportation Walkway Bike Path Access to Neighborhood	Public Transportation Walkway Bike Facilities Access to Neighborhood Access to Southwest Blvd. Access to Highway	Public Transportation Walkway Bike Facilities Access to Neighborhood Access to Southwest Blvd.
COMMUNITIES	Preserved History Building Building Code Signage Changing Surface Street Furniture Parking Space	Diversity Shopping Type New Shopping Space Building Code for Maintenance Exhibition Signage Changing Pavement Fresh Market Entertaining Accommodation Plaza Parking Space	Building Code for Maintenance Signage Changing Surface Parking Space Bike Facilities Open Space

Table 17: Action Details

	LAND DEVELOPMENT		
	W 45th Pl- W 46th St.	W 38th St.	LOOKOUT MOUNTAIN
NATURE	Green Space Landscape Park Open Space Furniture	Open Space Landscape Park	Landscape Park Protect Farmland Protect Wetland Local Plantings Open Space Furniture
LINKS	Public Transportation New Road Bike Path Walkway Parking Space Bike Facilities	Public Transportation New Road Bike Path Walkway Parking Space	Public Transportation Walking Path Bike Facilities
COMMUNITIES	Diversity Building Type Building Code Community Space Affordable Housing	Senior Housing Building Code community Space	Entertaining West Trail Cabin



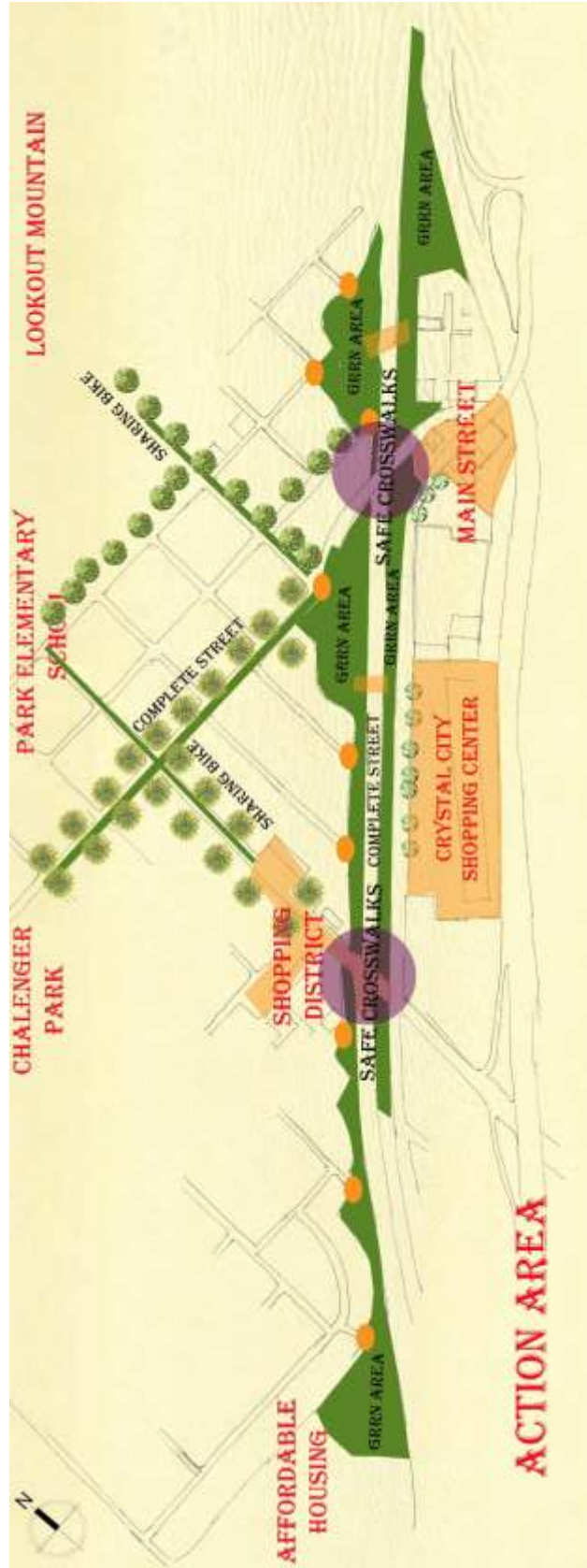
Map 15: Action Details, Location Recommendation



Map 15: Action Details, Zoning Recommendation



Map 16: Action Details, Bus Route Recommendation



Map 17: Design Process, Action Area

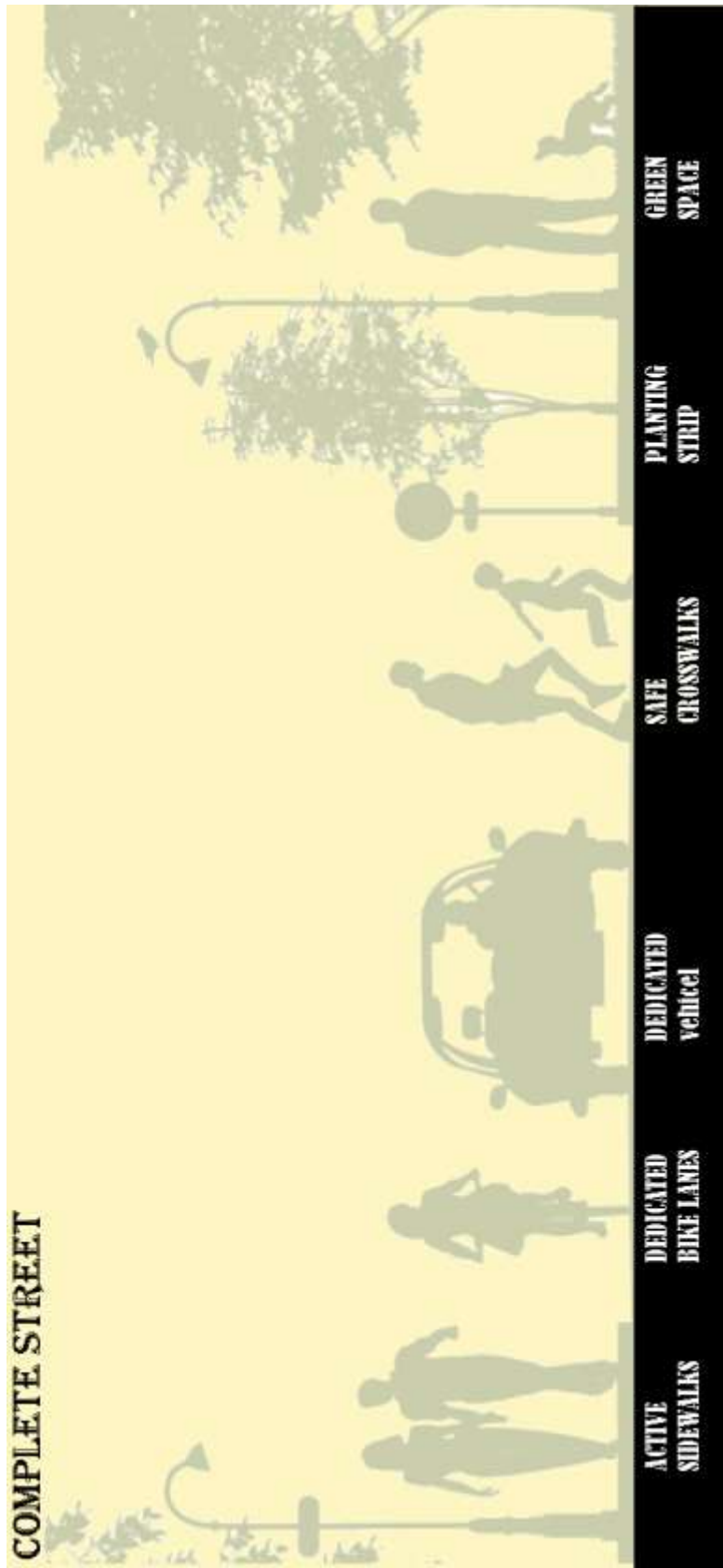
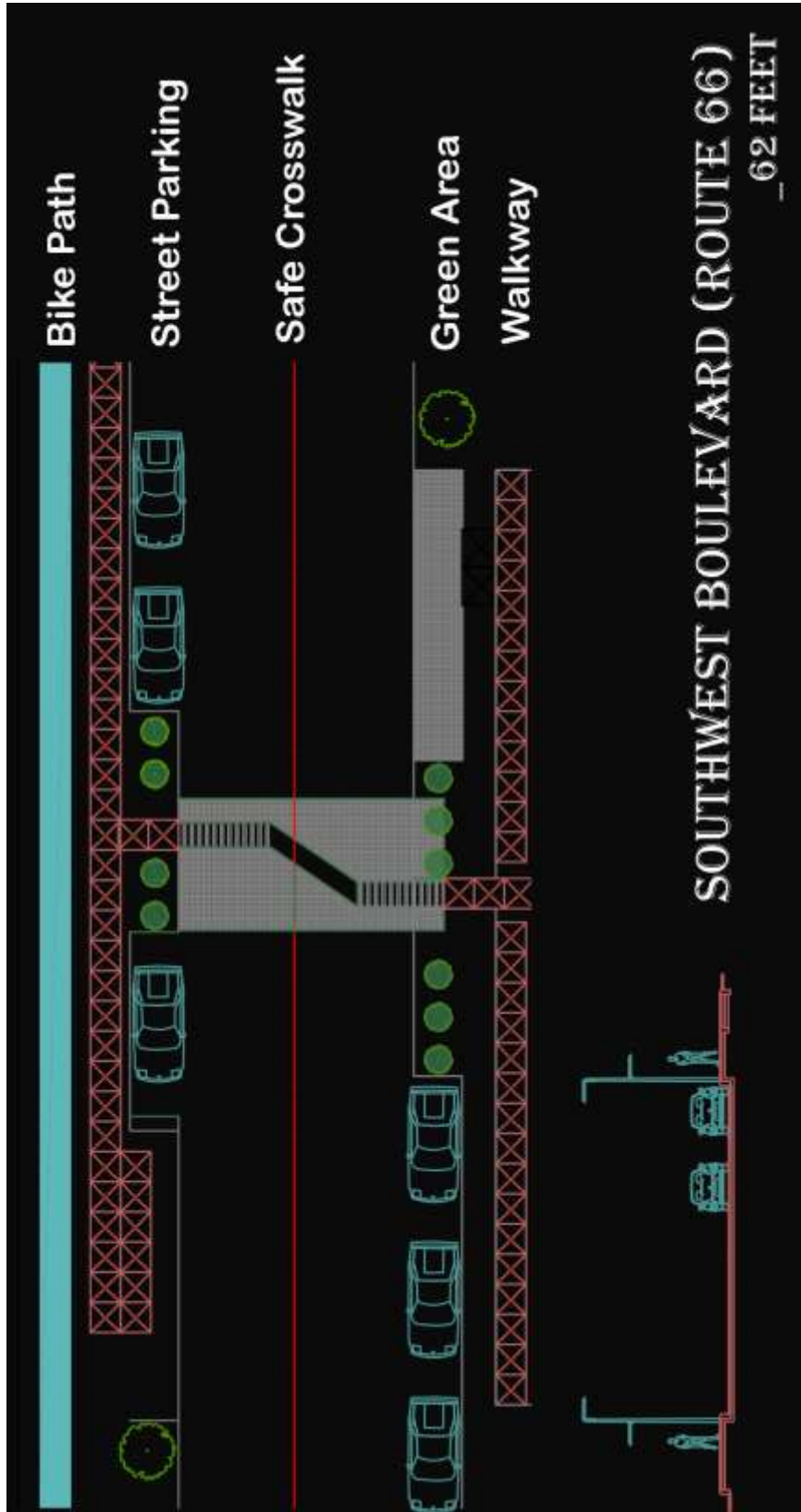
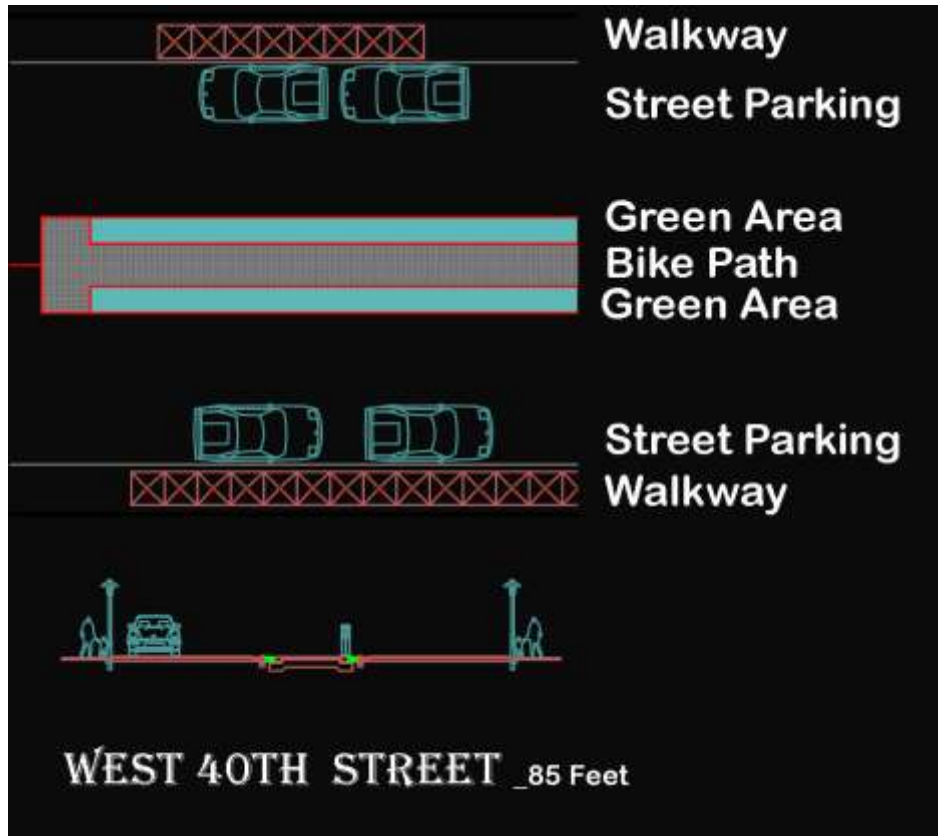


Figure 1: Design Process, Street Design



Map 18: Design Process, Street Design



Map 19: Design Process, Street Design



Map 20: Design Process, Street Design



Figure 2: Design Process, Safe Crosswalks Design





Map 20: design Process, Red Fork's Main Street transforms to friendly environment for pedestrian, bike, and vehicle



Map 21: Design Process, Crystal City Shopping Center Transforms to Neighborhood Center





Map 22: Design Process,

Integrate Crystal City Shopping Center with Main Street in Red Fork



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APPENDICES

URBAN DESIGN STUDIO

Agenda:

Date: DEC. 5, 2017

Time: 5:30 -6:30 pm

Location: OU-Tulsa Schusterman Campus

Purpose: Advisory Team

- Welcome/Introductions of participants
- Plan Mission
- Red Fork Small Area Plan Progress
- Motivation
- Plans Goals
- Discuss the project
- Schedule and next steps



**Learning Center
Up Stair, Room #205**



SMALL AREA PLAN

Red Fork Community Meeting

Red Fork has had many successes in the last decade.
Please attend a community meeting to discuss potential
successes in the decade to come.

The community can work together to create a healthy
community that will thrive in the long-term.

February 8, 2018 @ 7:30 - 8:30 am
Ollie's Restaurant
4070 Southwest Blvd Tulsa, Ok 74107
Coffee and Ollie's cinnamon rolls provided

Sponsors:

OU Urban Design Studio
redberry farm
Route 66 Main Street
SW Chamber of Commerce



This event is part of a graduate urban design and planning project at OU-Tulsa.

THE UNIVERSITY OF OKLAHOMA IS AN EQUAL OPPORTUNITY INSTITUTION. PLEASE CONTACT MARYAM MORADIAN FOR ACCOMMODATION OF DISABILITIES AT 9189080752

COMMUNITY MEETING



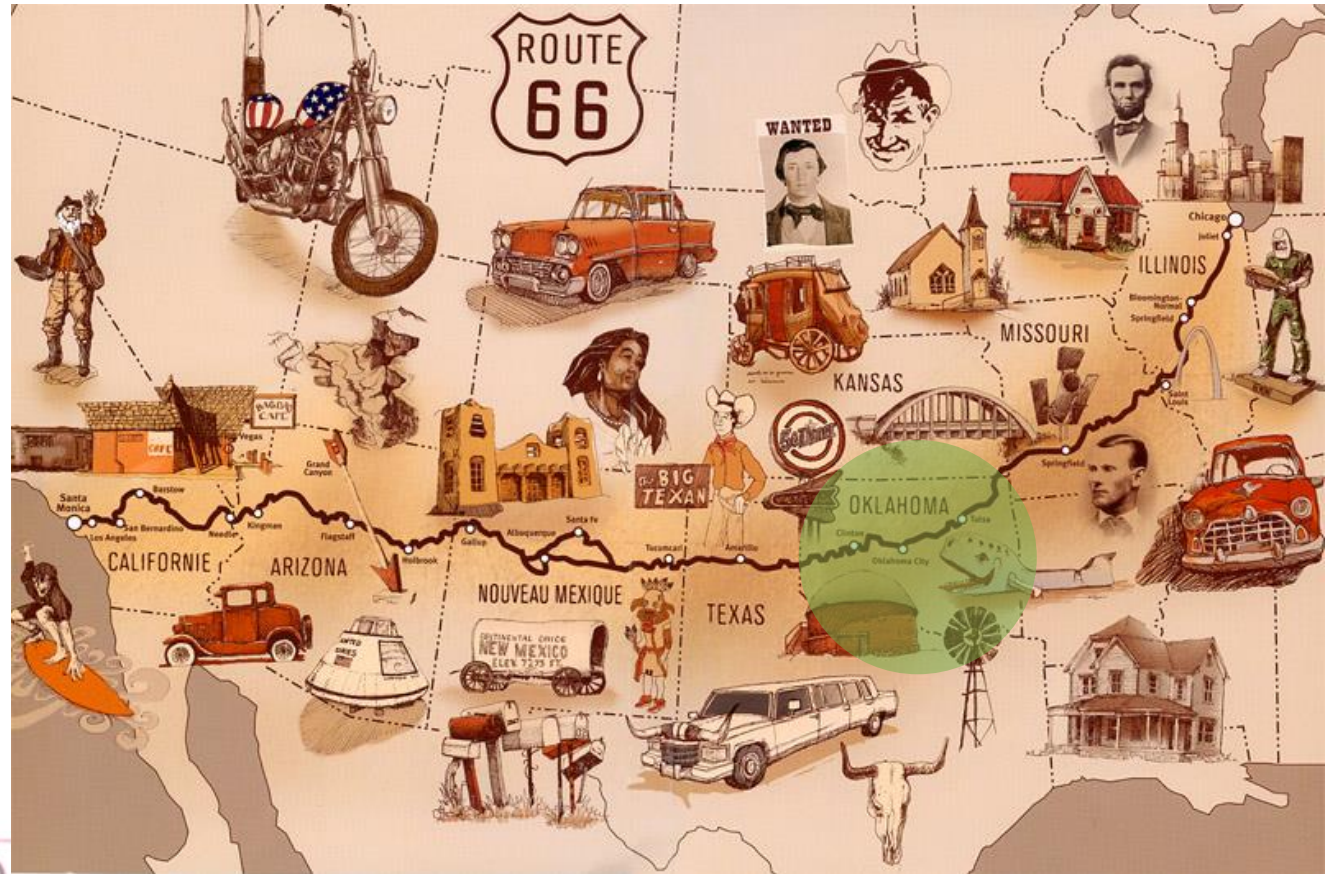
Reefork



SMALL PLAN AREA

WINTER 2018

A front view of a custom yellow and purple hot rod. The car features a large, prominent chrome grille, dual round headlights, and a highly detailed, polished engine. The fenders are painted yellow with purple flame graphics and skull emblems. The car is parked on a paved surface, and a person is visible in the background near the driver's side.



SMALL AREA PLAN

COMMUNITY MEETING



**THE HISTORICAL ROUTE 66
THE FORMER CITY OF RED FORK**



SMALL AREA PLAN

Mission Statement

- ☐ Designing a healthy community
- ☐ Providing safety, health, wellness, walkability, and attractiveness
- ☐ Connectivity to the other neighboring districts—especially downtown Tulsa
- ☐ Reintegrating Red Fork's Urban Elements
 - ✓ spaces (Open Space and Streets)
 - ✓ functions (Residential, Commercial district and Main street—Route 66)
 - ✓ nature (Lookout Mountain and Challenger Park) society (the Red Fork Neighborhood and Main Street collation)

“”RESULTING RED FORK WILL BE COME A THRIVING COMMUNITY“”



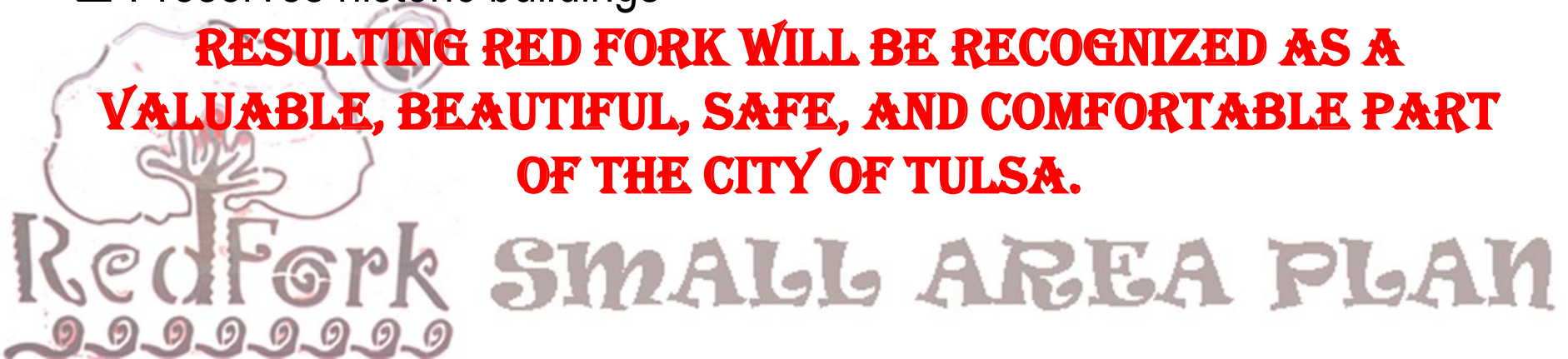
SMALL AREA PLAN

COMMUNITY MEETING

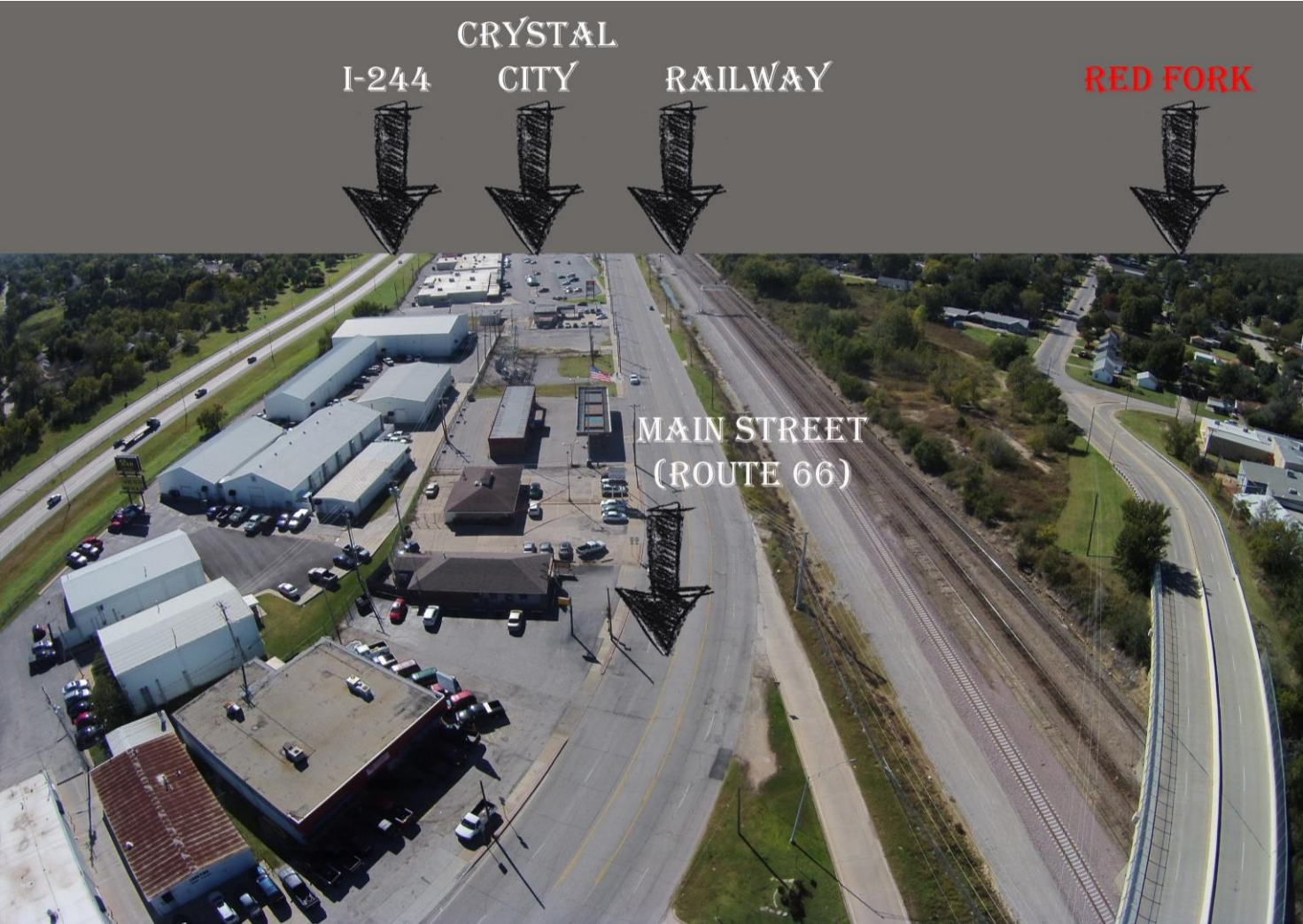
Neighborhood Vision

- ☐ A multi-ethnic, multi-cultural residential neighborhood
- ☐ All ages of residents
- ☐ Different financial backgrounds
- ☐ Enthusiasm businesses, investors, and policymakers
- ☐ Various successful local and district businesses
- ☐ Public spaces
- ☐ New job
- ☐ The community can work together
- ☐ Preserves historic buildings

**RESULTING RED FORK WILL BE RECOGNIZED AS A
VALUABLE, BEAUTIFUL, SAFE, AND COMFORTABLE PART
OF THE CITY OF TULSA.**



COMMUNITY MEETING



SMALL AREA PLAN

COMMUNITY MEETING

Motivation

- ❑ These days many communities are impacted by spreading city limits. This professional project explores solutions for communities to address this issue.

THE FORMER CITY OF RED FORK IS AN EXAMPLE OF A COMMUNITY THAT HAS FACED THIS SITUATION.

- ❑ Urban renewal projects, and the construction of Interstate 244, which has taken travelers and commuters away from Red Fork's Main Street

RESULTING IN AN ECONOMIC DOWNTURN



SMALL AREA PLAN

COMMUNITY MEETING

- ☐ Railway cut Red Fork into two parts, a residential area and a commercial area (Main Street).
- ☐ Red Fork is a combination of industrial and residential properties. The value of land and property is low in the Red Fork Area.

RESULTING NOT ATTRACT INNOVATORS AND DEVELOPERS

- ☐ Keeping historical identity.
- ☐ The urban renewal new shaped does not attract either people who live in nor visitors or those passing through.

RESULTING THE RED FORK COMMUNITY IS NOT OPEN TO OUTSIDERS



SMALL AREA PLAN

COMMUNITY MEETING

- ❑ Lack of urban facilities
 - ✓ Neighborhood parks
 - ✓ Community center
 - ✓ Quality educational venues
 - ✓ Road elements like lighting, pedestrian cross Walks, and walkways

RESULTING NOT LIVABLE NEIGHBORHOOD FOR FUTURE GENERATIONS



SMALL AREA PLAN

COMMUNITY MEETING

Residential Area

- ☐ Density
- ☐ Style
- ☐ Age
- ☐ Quality
- ☐ Access



SMALL AREA PLAN

COMMUNITY MEETING

Commercial Area

- ☐ Location
- ☐ Access
- ☐ Human friendly
- ☐ Style
- ☐ Attraction



SMALL AREA PLAN

COMMUNITY MEETING

Access Road

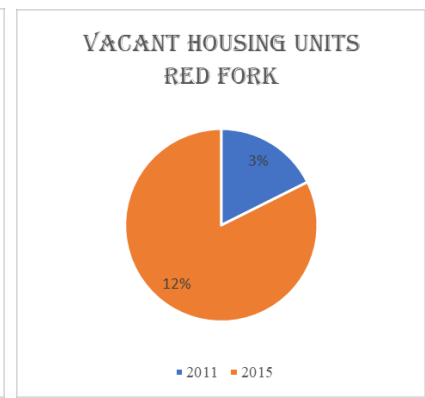
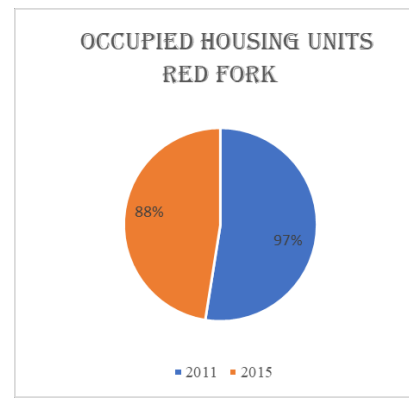
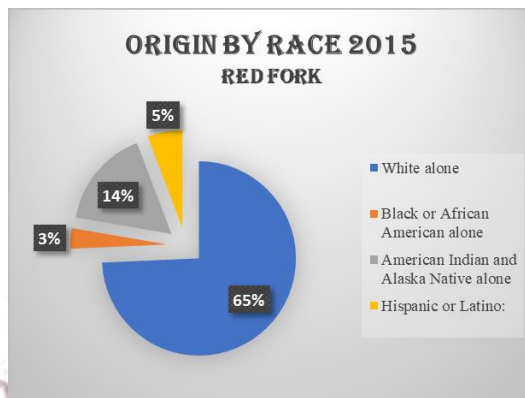
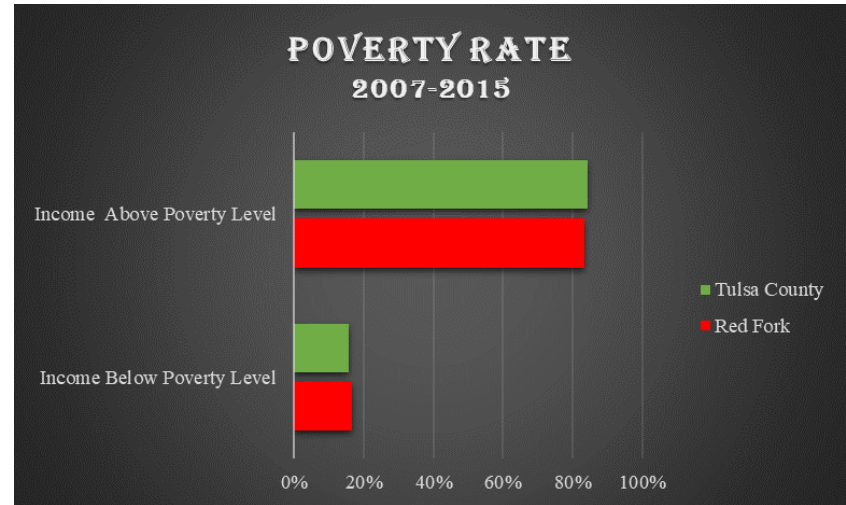
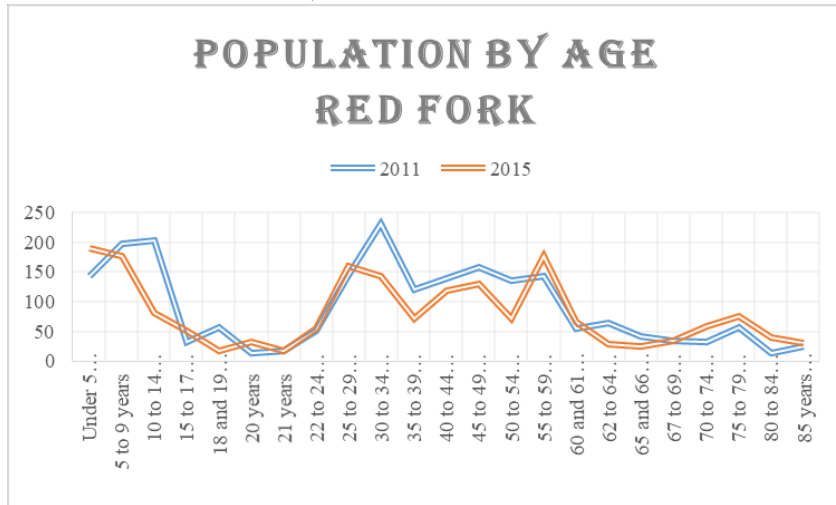
- ☐ Type
- ☐ Traffic
- ☐ Safety
- ☐ Street Furniture



SMALL AREA PLAN

COMMUNITY MEETING

DEMOGRAPHIC



SMALL AREA PLAN

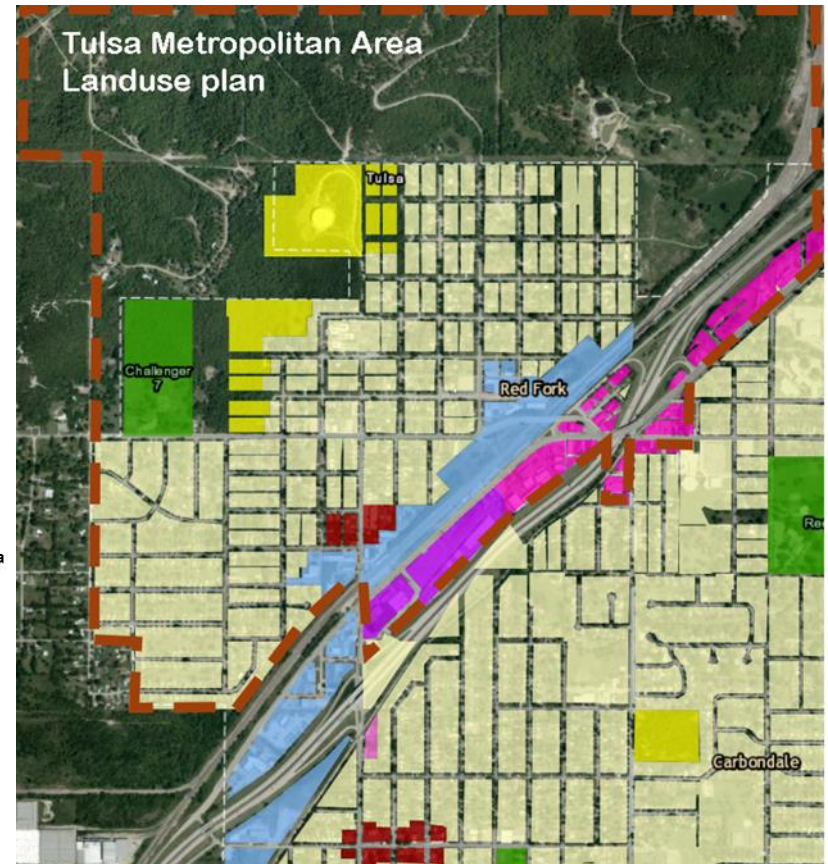
COMMUNITY MEETING

Community facilities

- ☐ Industry Area
- ☐ Commercial Area
- ☐ Religious Facilities
- ☐ Entertainment and Food Service Facilities
- ☐ Green Area
- ☐ Fire Protection
- ☐ Post Office
- ☐ Banks
- ☐ Public School
- ☐ Water Tank
- ☐ Television Station

Legend
Land use Plan City of Tulsa

- Park and Open Space
- Main Street
- Town Center
- Regional Center
- New neighborhood
- Existing neighborhood



SMALL AREA PLAN

COMMUNITY MEETING

Community facilities

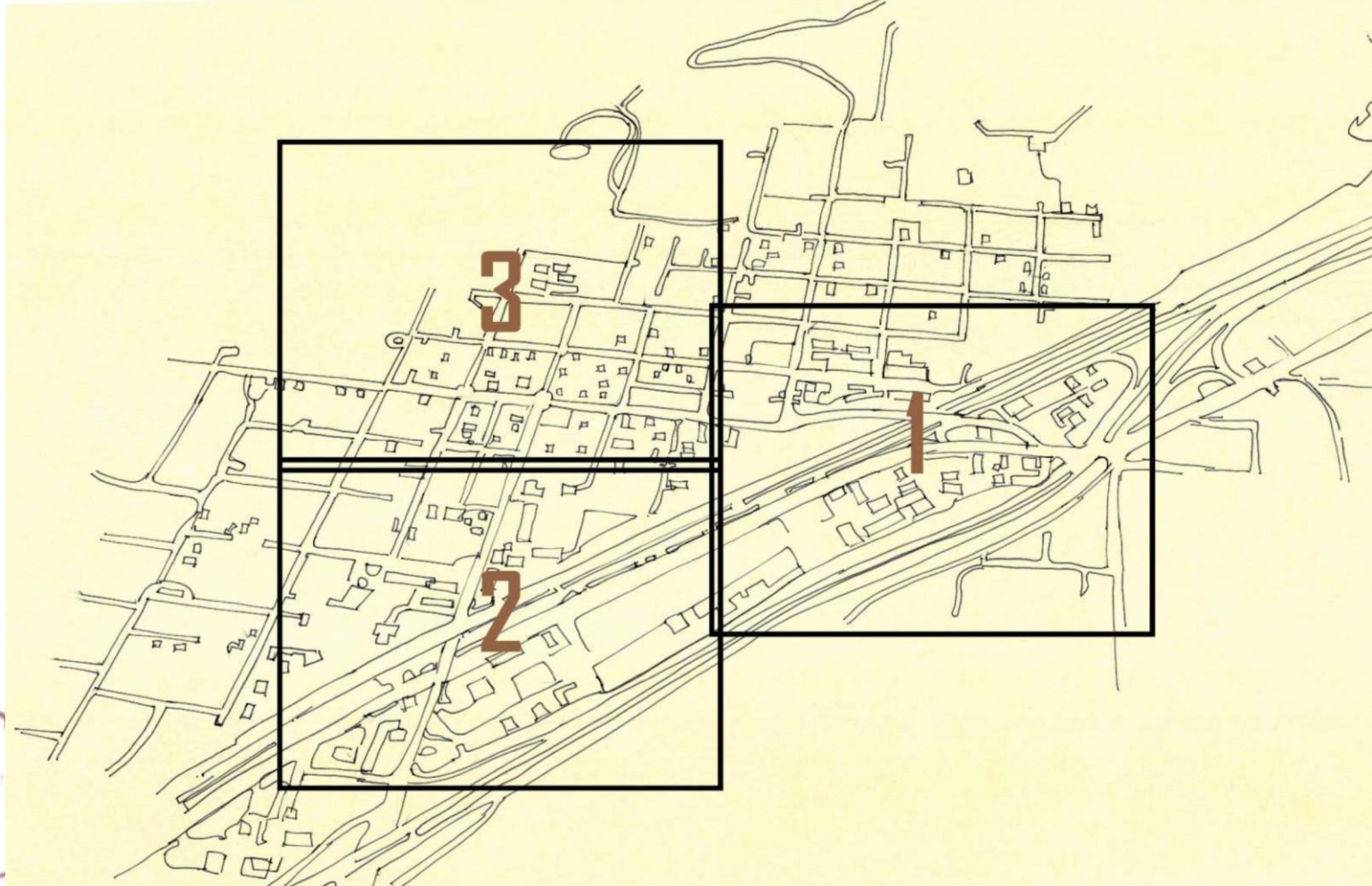
Red Fork				
Real State		Total Lot S.F.	Median Total Assmnt	
Residential				
RS-3	Single Family High Density	7,406,178	23.52%	\$56,800
RS-1	Sngle Family Low Density	104,017	0.33%	\$40,500
RS		6,503,828	20.66%	\$52,700
RM-2	Multi-Family Medium Density	46,625	0.15%	\$35,300
RM-1	Multi-Family Low Density	18,750	0.06%	\$47,450
				14,079,398
Office, Commercial, and Industrial				
OL	Office Low Intensity	4,792	0.02%	\$33,200
IM	Industrial Moderate	9,773,247	31.04%	\$36,700
IL	Industrial Light	4,513,300	14.33%	\$9,200
CS	Commercial Shopping	676,701	2.15%	\$47,600
CH	Commercial High Intensity	179,853	0.57%	\$18,900
CG	Commercial General	115,447	0.37%	\$195,500
				15,263,340
Special District				
AG		2,142,004	6.80%	\$11,119
				31,484,742



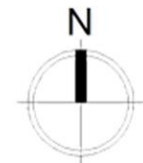
SMALL AREA PLAN

COMMUNITY MEETING

CURRENT SITUATION X-RAY



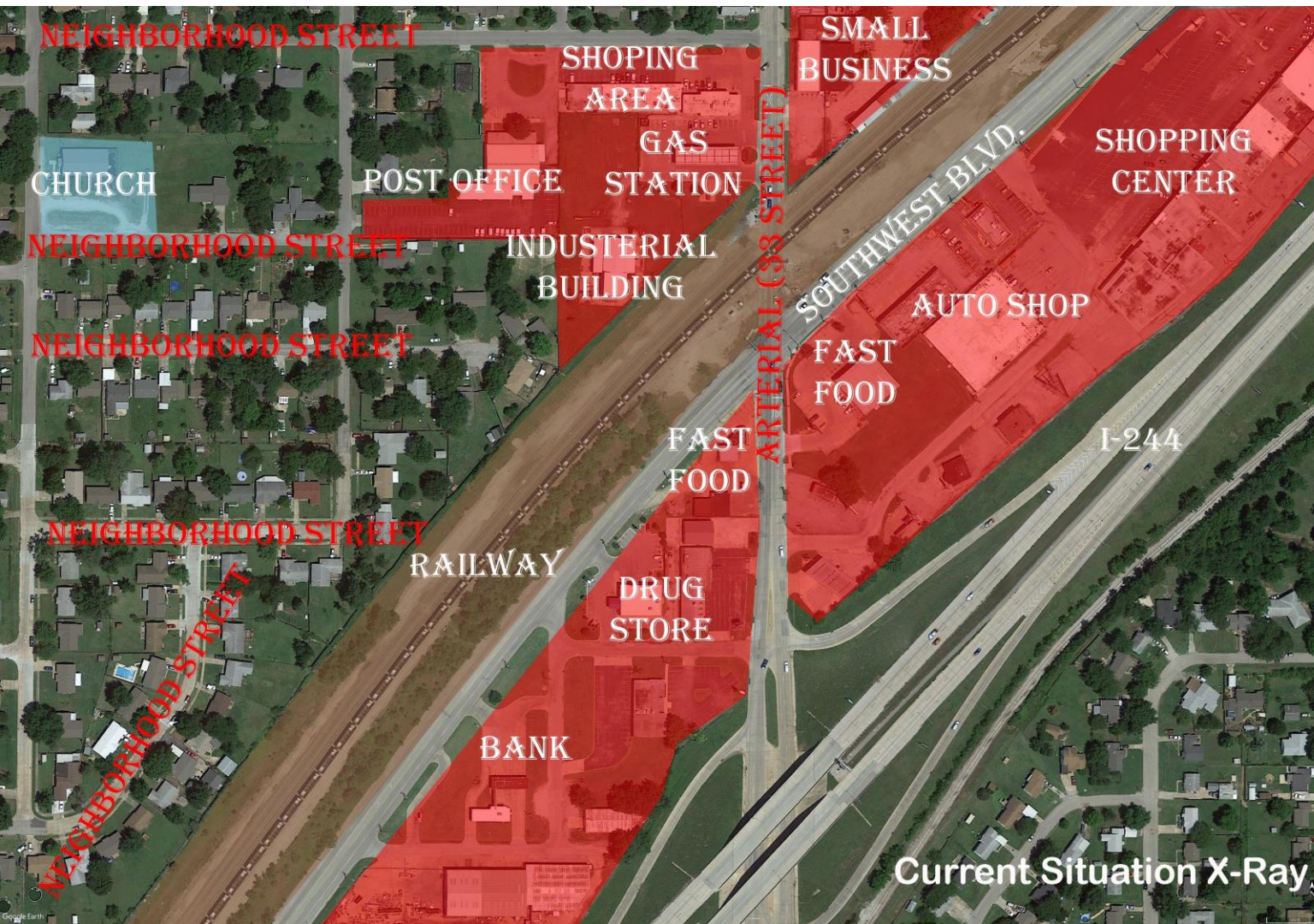
SMALL AREA PLAN



Current Situation X-Ray

Red Fork SMALL AREA PLAN

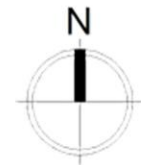
COMMUNITY MEETING



Legend

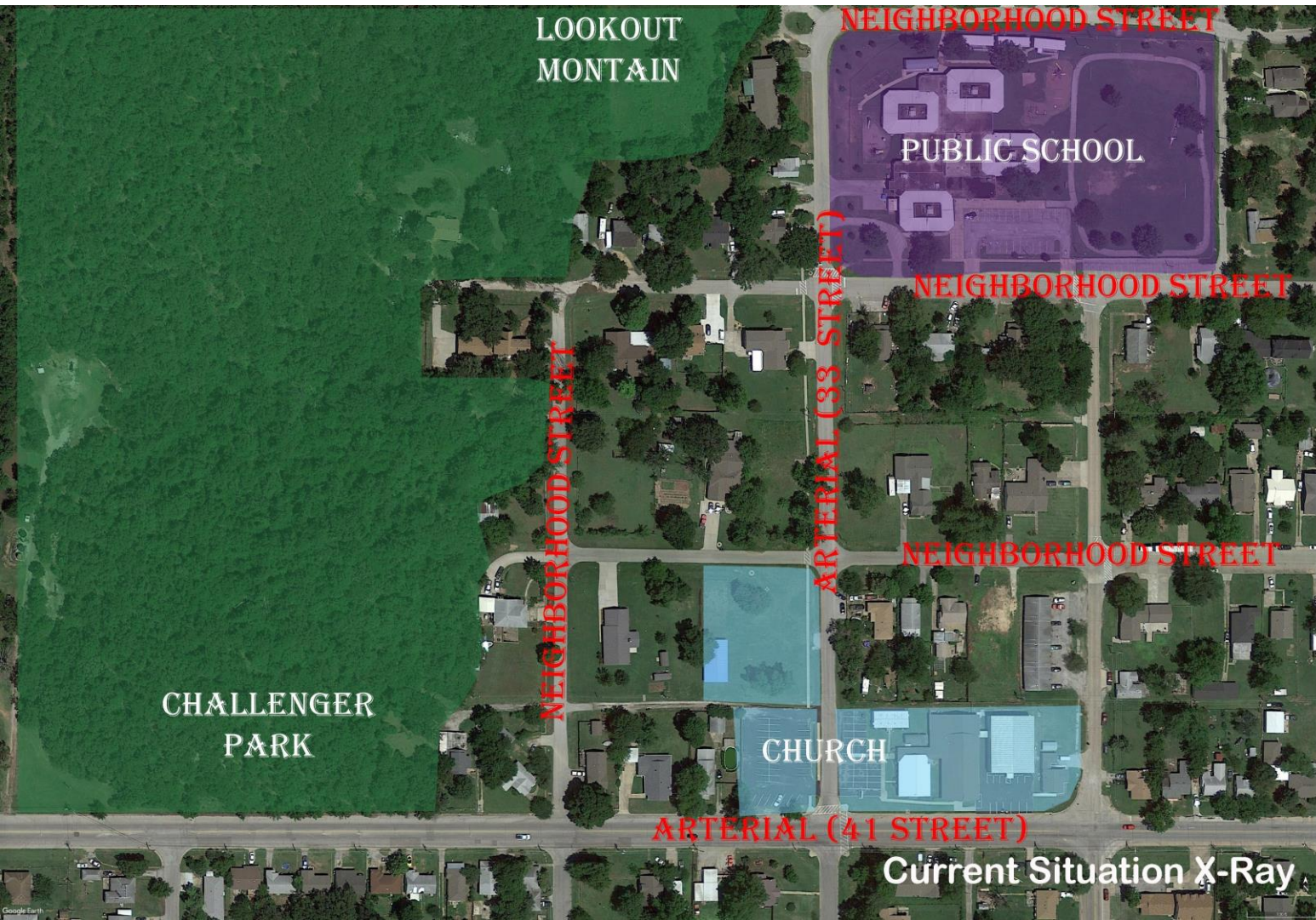
Current Situation Patterns X-Ray

- Commerical
- Railroad
- Green space
- Church



Red Fork SMALL AREA PLAN

COMMUNITY MEETING



Legend

Current Situation
Patterns X-Ray

- Commerical
- Railroad
- Green space
- Church
- School



RedFork SMALL AREA PLAN

COMMUNITY MEETING

NEIGHBORHOOD CENTER

OBJECTIVES

- Short distance access to work, school, church, and shop.
- decreasing air pollution
- Human friendly environment
- Reduce effect of climate change



STRATEGIES

- ☐ Promote the physical activity such as walking, biking
- ☐ Optional public transportation
- ☐ Reduce using automobile
- ☐ Connectivity between Main Street (Route 66), Crystal Shopping Center, Local commercial district, churches, the public elementary school
- ☐ Design Smart Street
- ☐ Improving local economy
- ☐ designing the great pedestrian and bicyclist infrastructure



SMALL AREA PLAN

COMMUNITY MEETING

AFFORDABLE HOUSING



OBJECTIVES

- ☐ Encouraging to save energy
- ☐ Bring Stability to the community
- ☐ All people from different economy background can effort to choose to live in walkable community
- ☐ Bring the diversity
- ☐ Increase density
- ☐ Support land use
- ☐ More amenity such as school, shop, church, and open space



STRATEGIES

- ☐ No need to commute long distance to do their daily routine
- ☐ Increase the value of properties and its surrounding
- ☐ Provide verities value option housing for all residents from different economies background
- ☐ Suggesting changes in Zoning and Land Use
- ☐ Dedication land for affordable housing near the center of neighborhood.



SMALL AREA PLAN

COMMUNITY MEETING

ALTERNATIVE TRANSPORTATION



OBJECTIVES

- ☐ Reduce using of car
- ☐ Reduce air pollution
- ☐ Reduce effect of climate change
- ☐ Saving energy



STRATEGIES

- ☐ All ages can use transportations.
- ☐ Easy access to Station
- ☐ Designing parking space next to Station



SMALL AREA PLAN

COMMUNITY MEETING

GREEN SPACE



OBJECTIVES

- ☐ The High quality of life
- ☐ Recreation and relaxation
- ☐ The Physical Activities
- ☐ Reduce effect of climate change



STRATEGIES

- ☐ Preserve the green space in Lookout mountain
- ☐ Design the packet parks
- ☐ Using green space to connect different urban elements
- ☐ Design trials
- ☐ Adding sport activities in Challenger Park
- ☐ Furnishing the green area such as benches, lights, and signage



SMALL AREA PLAN

COMMUNITY MEETING

CENTRAL LOCATED SCHOOL



OBJECTIVES

- ☐ Family first priority to choose community
- ☐ Safe and easy access to the school for children
- ☐ Attract young family to come and live in



STRATEGIES

- ☐ Renovate Park Elementary
- ☐ Making accessible from the neighborhood
- ☐ Making strong relationship with the residents and school employee and principal.
- ☐ The resident help children to get in and out from The school

SMALL AREA PLAN

COMMUNITY MEETING

PUBLIC SPACE



OBJECTIVES

- ☐ Makes the community union
- ☐ Increases social connection
- ☐ Decrease commute and make more engage with community
- ☐ Reduce air pollution



STRATEGIES

- ☐ Dedicate land for playground and sport activities
- ☐ Design Plaza to practice cultural activities.
- ☐ Gathering places
- ☐ Local farmer market to increase local economy and health
- ☐ Make friendly environment to walk and bike
- ☐ Redesign Main Street (Route 66), Crystal Shopping Center, local commercial district to have public space.



SMALL AREA PLAN

COMMUNITY MEETING

COMMUNITY IDEAS

STRENGTHS

- 1-
- 2-
- 3-
- 4-
- 5-

OPPORTUNITIES

- 1-
- 2-
- 3-
- 4-
- 5-

NAME:

CONTACT INFORMATION:

WEAKNESSES

- 1-
- 2-
- 3-
- 4-
- 5-

THREATS

- 1-
- 2-
- 3-
- 4-
- 5-

THANKS FOR SHARING YOUR IDEAS



SMALL AREA PLAN

COMMUNITY MEETING

COMMUNITY IDEAS



**Neighborhood Community
Historical Building**



Crystal Shopping Center



SMALL AREA PLAN

THANKS FOR SHARING YOUR IDEA

COMMUNITY MEETING

COMMUNITY IDEAS



Lookout Mountain



Challenger Park



SMALL AREA PLAN

THANKS FOR SHARING YOUR IDEAS

COMMUNITY MEETING

COMMUNITY IDEAS



Parkhill Elementary



Main Street (Historical Route 66)



SMALL AREA PLAN

THANKS FOR SHARING YOUR IDEAS

Motivation

These days many communities are impacted by spreading city limits. This professional project explores solutions for communities to address this issue.

The former city of Red Fork is an example of a community that has faced this situation.

Urban renewal projects, and the construction of Interstate 244, which has taken travelers and commuters away from Red Fork's Main Street

Resulting in an economic downturn

Railway cut Red Fork into two parts, a residential area and a commercial area (Main Street).

Red Fork is a combination of industrial and residential properties. The value of land and property is low in the Red Fork Area.

Resulting not attract innovators and developers

Red Fork was a historical city.

The urban renewal projects in the Red Fork area have shaped the space of the neighborhood and Main Street in a way that does not attract either people who live in Tulsa nor visitors or those passing through.

The result is that the Red Fork community is not open to outsiders

Lack of urban facilities; Neighborhood parks, Community center, Quality educational venues, Road elements like lighting, pedestrian cross Walks, and walkways

Resulting not livable neighborhood for future generations



**LOOKOUT
MOUNTAIN**



**RED FORK
MAIN STREET**

W 41st St.

**CRYSTAL CITY
SHOPPING CENTER**



S 33rd W Ave.



- * Change Zoning
- * Smart Street
- * Urban Facilities

- * Public Transportation Route
- * Mixed-use
- * Public Space-Plaza





Atkins House



Brooks House



Blacksmith Shop



The Fresh Market



Public Activities

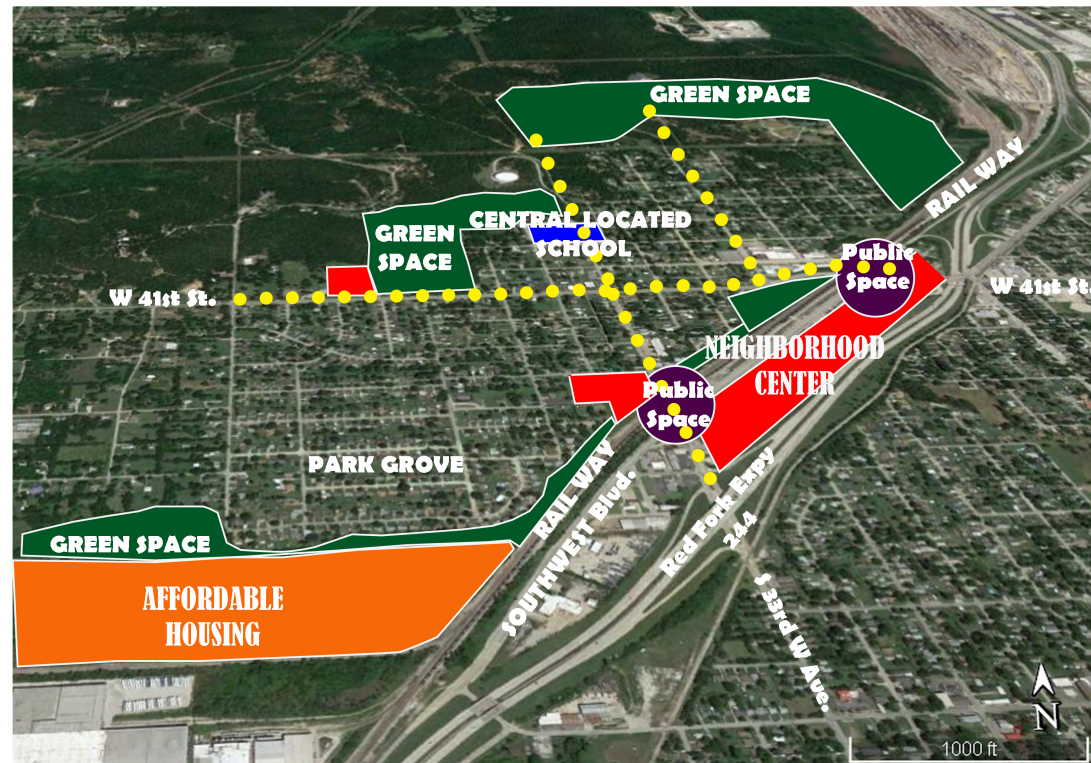


Public Gathering

Overall Plan Goals

The Red Fork Small Area Plan is developing goals and objectives based on observations of the area. The main ideas are to enhance the Red Fork community capitalizing on its assets that include Main Street (Route 66), Lookout Mountain, and easy access to downtown Tulsa. The plan goals are to create a healthy community which have both functional social systems such as education, justice, an economy, and human support and functional built environments such as homes, workplaces, and roads in order to be an efficient place for people to live. The Plan will follow six principles of urban design.

- NEIGHBORHOOD CENTER
- AFFORDABLE HOUSING
- ALTERNATIVE TRANSPORTATION
- GREEN SPACE
- CENTRAL LOCATED SCHOOL
- PUBLIC SPACE



Playground



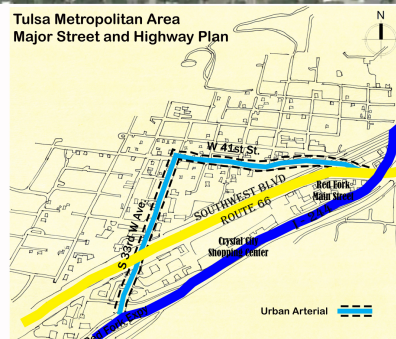
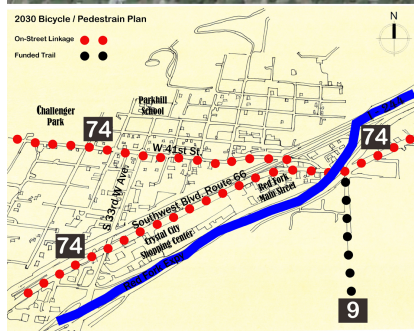
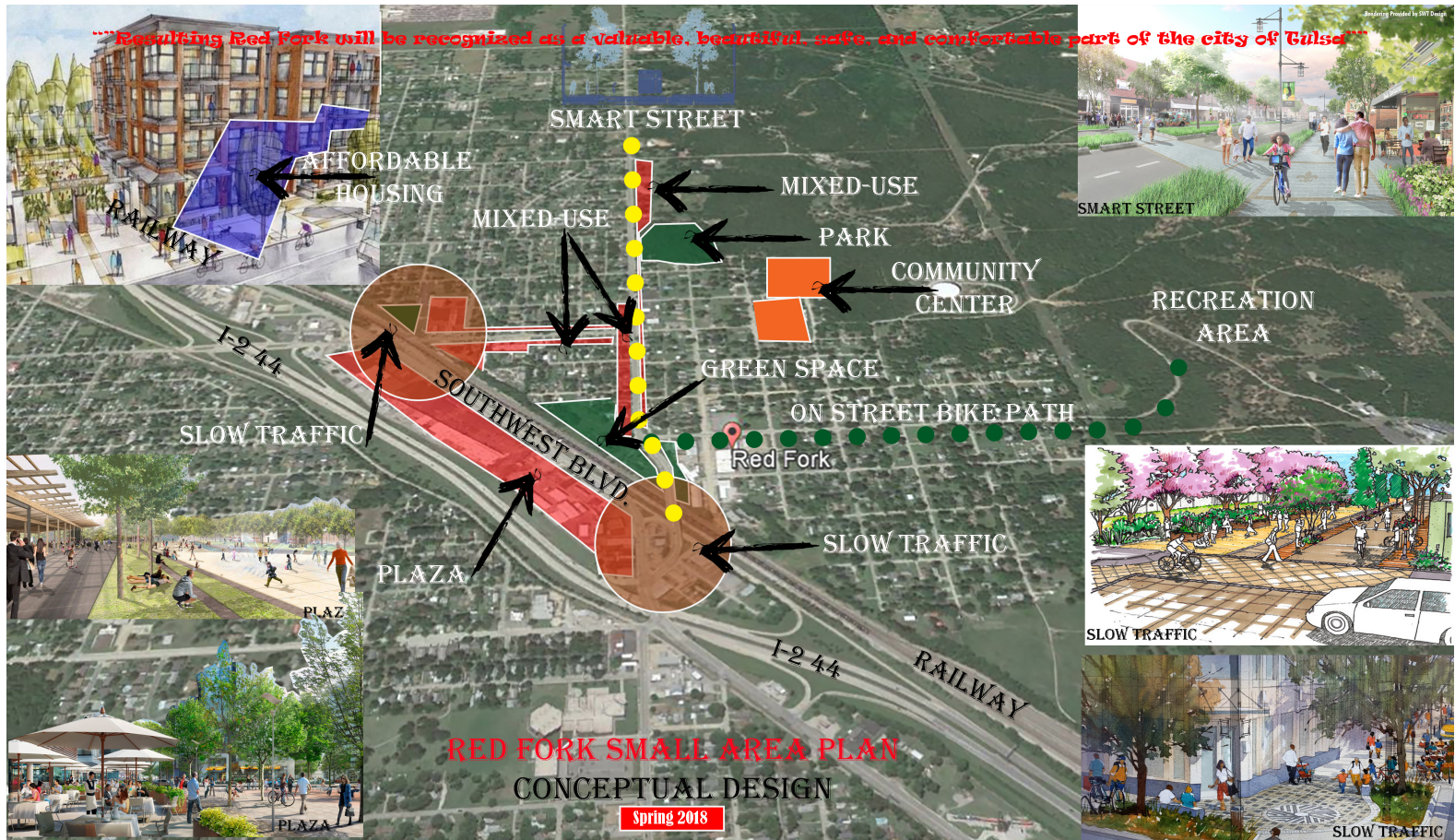
The Front Street



The Green Space



The Street Scene



Neighborhood Vision

A multi-ethnic, multi-cultural residential neighborhood
 All ages of residents
 Different financial backgrounds
 Enthusiasm businesses, investors, and policymakers
 Various successful local and district businesses
 Public spaces
 New job
 The community can work together
 Preserves historic buildings

