

Sketch Concept Study

Storey Wrecking Site (Downtown Tulsa)



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Situation:

Storey Wrecker Service (Bauer and Associates) is offering for sale two city blocks (7.33 acres) for \$3,200,000. They are one block north of the BOK Center and are bounded by Guthrie, Archer, Elwood and the BNSF Railroad Tracks. The two blocks bracket a "closed" but not abandoned Frisco Avenue. Because it is bounded by a minimum security facility to the east, the Salvation Army, Zarrow Day Center and the David Moss Detention facility to the north, industrial warehouses to the west and a major freight railroad to the south they are suited in the near term for surface parking to support the BOK Center and eventually Public Administration, Courts and Law Enforcement related facilities. The railroad alignment is also a proposed site for a future rail transit station. The public is the only obvious user of this location and the asking price is likely high for present value. This study is done to explore the phased potential for the site from the public's perspective and in light of the Downtown Master plan which is being developed.

Big Picture:

- Although there is sufficient parking for the BOK Center, a large adjacent surface parking lot would be advantageous in the short term.
- In its present condition the area is blighted and potentially detracts from visitor experience with the BOK Center and the downtown in general.
- The northwest quadrant of the downtown (Denver, BNSF Railroad and the IDL) clearly has been "themed" for social services and law enforcement and its future is also clearly tied to the "theme".
- The expansion of the Convention Center and the development of a Convention Center Hotel will necessitate the vacation of as much of the present day Civic Center as possible (Tulsa Police, Tulsa County, Tulsa County Library, City Hall and the Federal Building). All of these buildings and the integrated plaza are considered marginally or completely obsolete for structural and building layout reasons. The City is moving to the Williams Center. It's footprint in the Civic Center is tied into the overall parking garage which is obsolete and its space is not sufficient for comprehensive Convention Center expansion.
- As public buildings (clustered to facilitate auto access) move to new location they should be resituated to be accessible by the next generation of transportation which will be both auto and

rail/bus transit. The proposed rail transit alignment includes stops adjacent to the new City Hall in the Williams Center and the BOK Center (and Storey Wrecking Site). The State Office Building Complex, which could include an eventually relocated Federal Building is also situated adjacent to a propose transit station located in the Heavy Traffic-Way area near West Third Street.

Sketch Study

A quick plan study was initiated to determine if and how an acquired Storey Wrecking site might be used initially and “evolved” in an orderly development fashion over time into a “public center” on a transit rail station. Three phases are shown although as many phases as there are buildings are possible. The first is Acquire, Clear and Park, the second is Transit Station and Frisco Bridge and the third is Build Out.

I. Acquire, Clear and Park

Negotiate and acquire the two block area (possibly with the third penny sales tax “downtown parking” allocation). Clear the site which may largely entail demolition for salvage value. Pave as surface parking. The two blocks will accommodate slightly less than 1,000 surface parking spaces for the BOK Center, Conventions, and the downtown in general. The Bauer offering also shows an available triangular tract south of the tracks, north of First Street and west of Frisco (Block 67), which should be strategically acquired should the Storey site be purchased. Note that Tulsa County (sheriff) owns the only other tract between the BOK Center and the BNSF Railroad. This project would require that a protected pedestrian at grade crossing be developed in the Frisco Avenue right of way to connect the parking to the Convention and BOK Centers. The “Bauer Packet” is attached.

II. Transit Station and Frisco Bridge

As the rail transit system is developed, one of the principal concessions that will likely have to be made to facilitate BNSF’s allowance of the use of their right of way will be complete grade separation of all streets and pedestrian ways throughout the downtown. On the “West of Denver” side of Tulsa this will require the closure of the Guthrie crossing. The logical north-south connector is to connect Archer to Second Street (Hilltop to Hilltop) crossing both the tracks and First Street using the Frisco alignment. The bridge which will have to clear BNSF lines by 23

feet also serves as the "street above the transit station and a significant parking area to BOK Center pedestrian way. Significant numbers of workers and visitors parking elsewhere will arrive through this station. The Phase II diagram shows this "North of the tracks Frisco corridor" is laid out as a tree lined "Boulevard" built on a fill in anticipation of a County and Law Enforcement Complex. The Boulevard reduces surface parking by 100 to 200 spaces which are more than "replaced" by the transit's ability to provide access to the site.

III. Build Out

The final diagram shows what the site can be "built out" as. A new Courts Building abuts the David Moss Center serving as an axis focal point to the Government complex to be built in an "L" shape to accommodate the Day Center for the homeless to the East and to directly connect to the County Detention Center.

The sketch plan shows government structures housing Tulsa County Administration, Sheriff, and the City's Police Department and perhaps and Emergency Management function. The County Administration Building could easily be positioned along the Boulevard perhaps on the west side where a larger footprint is accommodated. The Sheriff's office can be positioned north of the County Administration adjacent to the Courts Building and near the south wall of the David Moss Facility.

Across the "Justice Mall" the City of Tulsa Police Department can position its building. Because the Storey Wrecking site falls from the north at Archer to the south at the BNSF Railroad, some parking can be built beneath the city and county structures. These parking levels cause the "ground floor" public entryways to be at the raised boulevard and bridge level. The landscaped Boulevard itself is envisioned as being on a filled area to accommodate trees and to minimize the length of a bridge structure which crosses the BNSF Tracks at 23 feet of clearance, First Street and ties into another "fill approach" from the Second Street elevation. The filled area on the south end of the Boulevard minimizes the BNSF/First Street Bridge length and accommodates landscaping and the passenger/pedestrian concourse to the BOK Center.

Two additional elements are shown in the plan proposal. The first involves the small triangle of land between Elwood and Frisco north of First (Block 67). This tract is available for sale apart from

the Storey Site (noted above). This site has strong potential for a repositioned downtown Library because it is at one of proposed rail transit stations. Its main level could be at the pedestrian concourse connecting the city and county buildings to the north and the BOK and Convention Centers to the south. While it should have a First Street presence as well, the bulk of the lower level can be storage, vehicles and service or visitor parking.

The second element involves trading or swapping the present county sheriff's facility at First and Denver for a site to the northwest in the City/County law enforcement and administration complex. This land is better served as a small "perimeter" hotel site for the BOK and Convention Center. It would likely house a mid price point hotel of 80 to 100 rooms and its position on Denver will give it business potential as well.

This study was very quickly executed to examine the opportunity for the city to purchase the Storey Wrecking site. The bottom line is that it has the potential for removing blight and a negative influence on the new BOK Center's north side immediately. It has the additional potential as a "land bank" to provide 1000 surface parking spaces for the BOK Center and other venues. Ultimately it can serve as a major government center which allows for the reuse of the civic center for convention/hotel development. The center is also positioned on a proposed rail transit stop to assure future public access.

**Aerial View
10 N. Elwood
Tulsa, Oklahoma**



- Near "core" of Tulsa's Central Business District (CBD)
- Convenient access to Inner Dispersal Loop (IDL) encircling CBD Core, with connections to:
 - 1) Oklahoma City/St. Louis via I-244 to I-44
 - 2) Highway 75
 - 3) Highway 51
 - 4) Highway 412
- Zoned Industrial, Medium (IM)
- Irregular Shaped Site with approximate frontage, including N. Frisco, as follows:

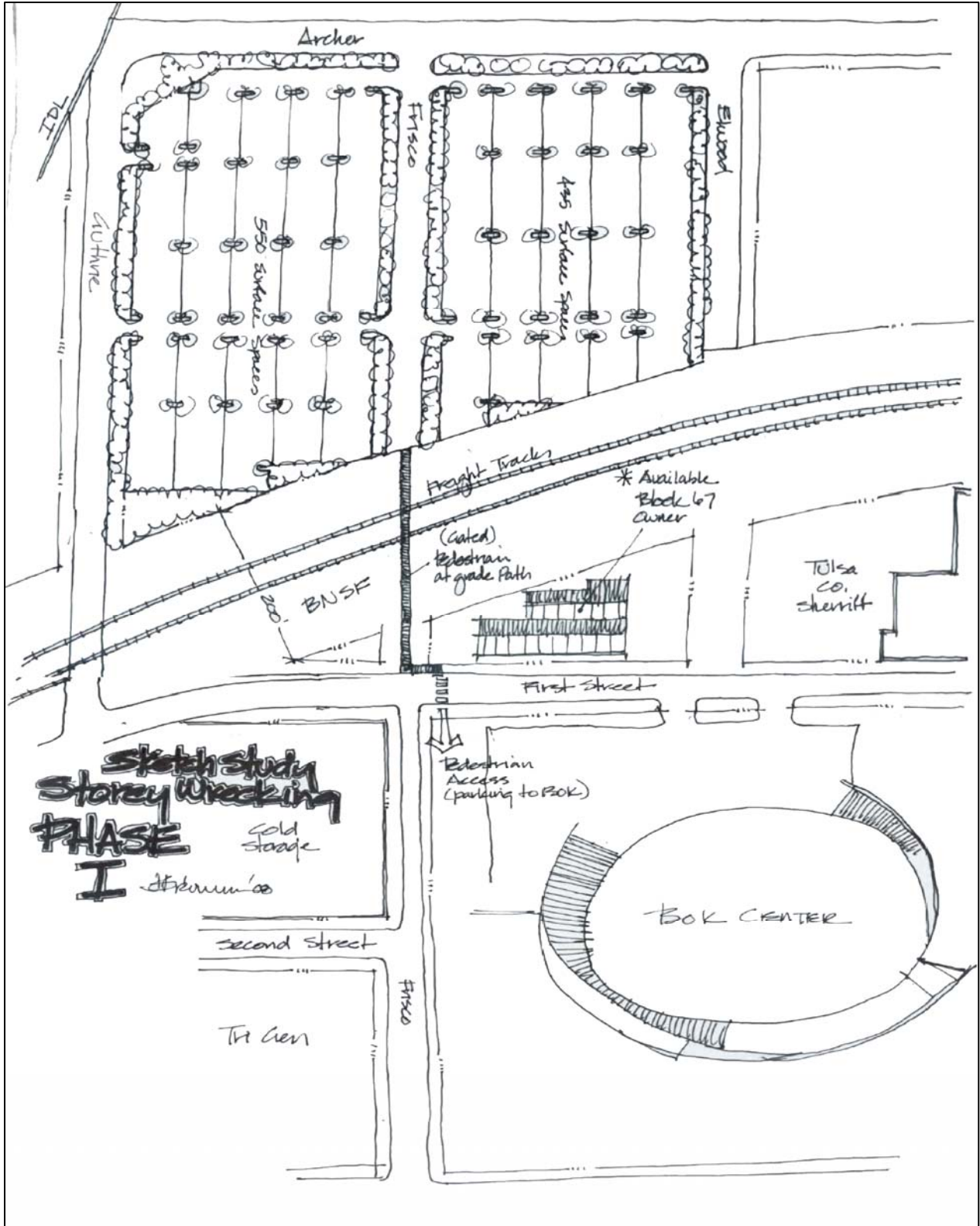
N. Elwood	365.20'	N. Guthrie	580.00'
W. Archer	680.00'	Railroad	629.50'

DATA SHEET SOURCE:

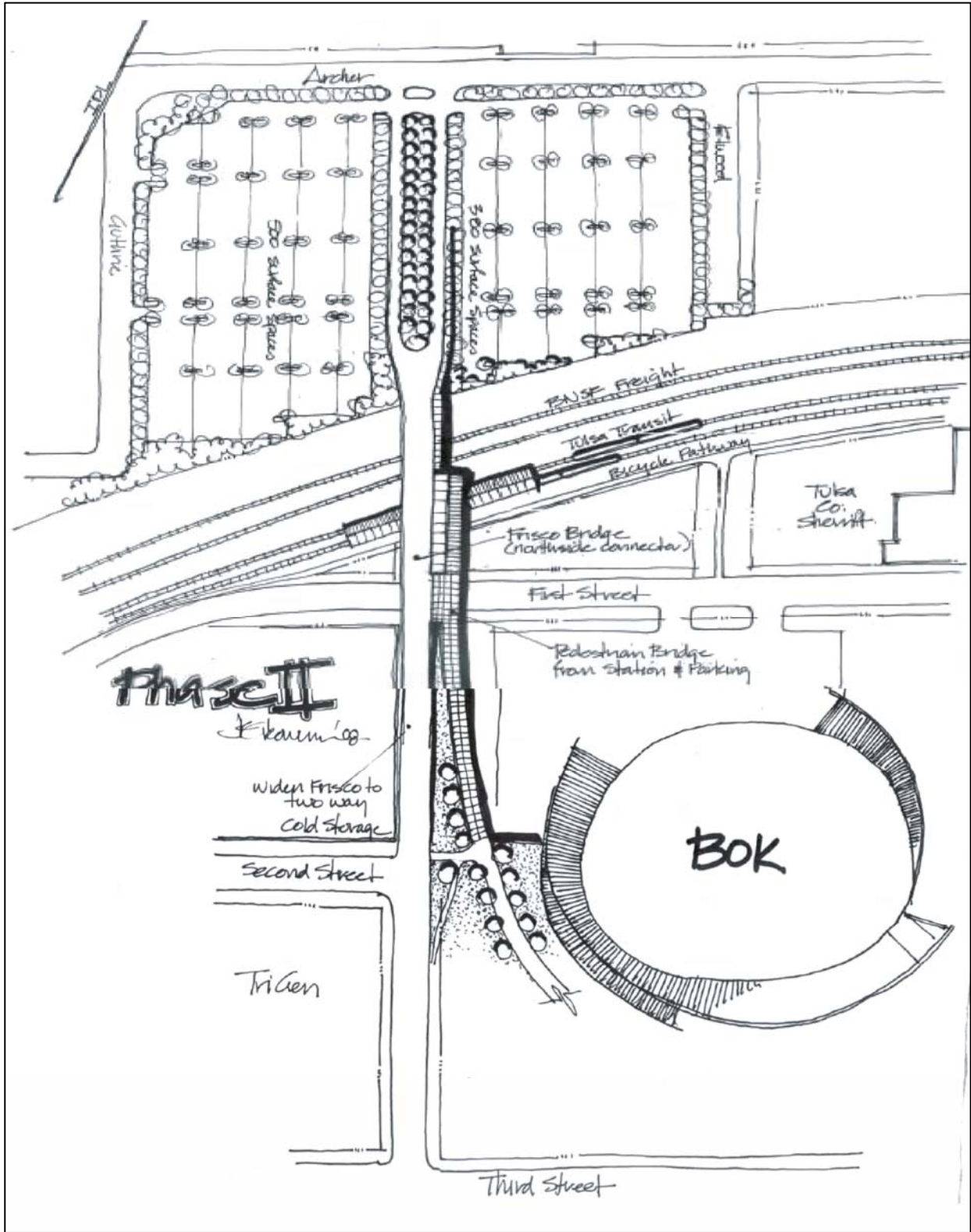
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Phase 1 - Acquire, Clear and Park



Phase 2 - Transit Station and Frisco Bridge



Phase 3 – Build Out

