

Tomorrow's Yukon: Streetscape



Community Meeting
June 21, 2013
Dale Robertson Center
Yukon, Oklahoma

Landscape Architecture Urban Design Studio
Division of Landscape Architecture
College of Architecture
The University of Oklahoma

Associate Professors Leehu Loon and Marjorie Callahan
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Zhang Li, Yuyu Liu, Mehdi Shahidi Anvar, Qi Zhao

Meeting Overview



- **Project Information**
 - Architecture Studio – Fall 2012
 - Landscape Architecture Studio – Spring 2013
 - Site Model
 - City Council Presentation (April 2, 2013)
 - Streetscape Presentation today
 - Final Project Report – July 2013

Meeting Importance



- **Why is this meeting important?**
 - Many reasons
- **Community Catalyst**
 - Local businesses
- **The next steps**
 - What happens after July?
- **Build Support to Generate Support**
 - What kind of support do we need to build and generate?

Architecture Studio



- **Undergraduate Studio**
 - Building Inventory and Analysis
 - Innovative Design Solutions
 - Civic Center Design Ideas
 - Presentations to City Delegates



Architecture Studio



- **Graduate Students**
 - Focus on the Future
 - Model – Big Picture Thinking
 - Velodrome
 - Route 66 Museum

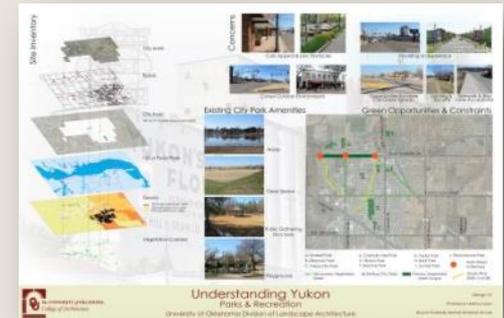


Landscape Architecture Graduate Studio

Spring 2013



- **Understanding Yukon**
 - Site Inventory and Analysis
 - Comparative Study
 - Character Sketches
- **Focus on Yukon “Corridors”**
 - Design recommendations
 - Vehicular, pedestrian, bicyclists
- **Site Design of Main Street**
 - Study urban design at different scales
 - Incorporate innovative technology



Potential From This Collaboration



- **Seek to define attainable goals with visuals, drawings, models**

- **How does a community seek funding sources for project implementation?**
 - **Create Project Interest**
 - ✦ **Final Report**
 - ✦ **Dissemination of work**

 - **Identify funding sources**
 - ✦ **Center for Research Program Development and Enrichment (CRPDE)**
 - ✦ **Center for Applied Research and Development (CARD)**

Graduate Student Urban Design Studio



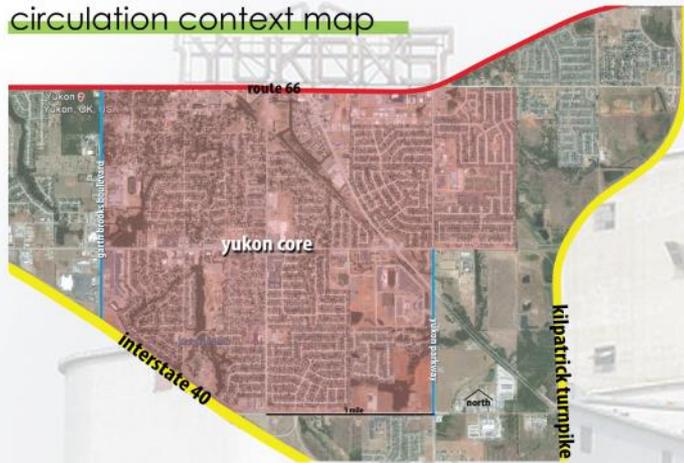
- **Graduate Urban Design Studio**
 - Designing the Urban Environment
- **Landscape Architecture Urban Design Studio**
 - City of Nichols Hills, OK
 - City of Bethany, OK
 - City of Miami, OK
 - City of Stroud, OK
 - Oklahoma Scenic Byways
 - Oklahoma Department of Transportation
 - Numerous State and Regional Awards
- **Design does not happen in a vacuum**
 - Community participation is vital for success

Yukon Corridors



- **Why are corridors important?**
 1. **Economic – stimulate economic growth**
 2. **Environmental – aesthetics, stormwater control**
 3. **Health – walking, biking, trails**
 4. **Social – gateways and nodes of connection**

circulation context map



important intersections



route 66 & garth brooks blvd
main entrance from west
future site of town hall, park complex



route 66 & yukon parkway
high traffic count from turnpike
future site of mixed-use development



garth brooks blvd. & I-44 interchange
high traffic count, major commercial interest
pedestrian scale dwarfed by wide setbacks
major threshold from Mustang



yukon parkway & northwest 10th street
main thoroughfare for residential communities
expanding housing developments nearby
lacking sense of welcome into yukon

site analysis

no welcoming threshold into yukon
lack of signage
lack of street vegetation
no cohesive yukon motif



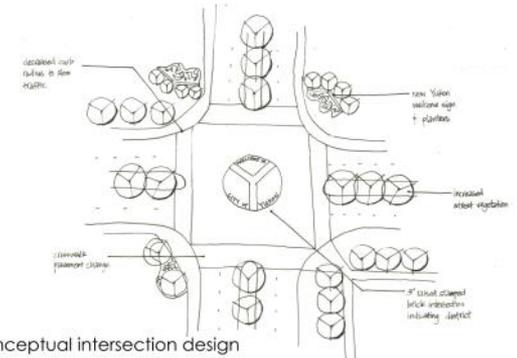
uninviting signage

conceptual design proposals

to be used at each of the four intersections discussed above, enveloping yukon's core with an attractive and memorable introduction of the major corners



improved roadside signage



conceptual intersection design

Understanding Yukon Studies in Circulation

University of Oklahoma Division of Landscape Architecture

Design IV

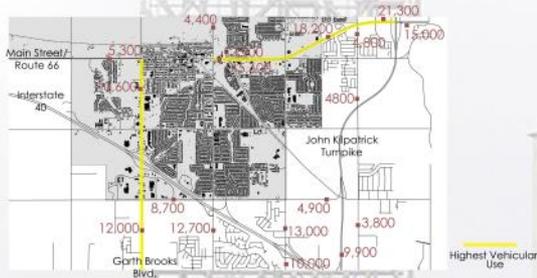
Professor Leehu Loon

Conor Cummings

inventory & analysis



traffic counts

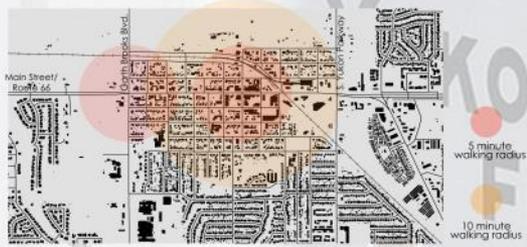


- Yukon's main street has two main access points into main street. Designing these to provide an enjoyable gateway will create a sense of pride for residents and also excitement for visitors.
- Because of Yukon's neighboring proximity to OKC, these gateways will be an integral part to the success of downtown by connecting and creating an image for the city of Yukon.

defining the problem

- economic**
Create a more visually appealing Main Street / Route 66 for residents and visitors that will entice shoppers and stimulate economic growth
- environmental**
Implement green street concepts within Main Street / Route 66 by using rain gardens and shade trees; allowing stormwater to be filtered and slowed down before leaving the site.
- health**
Integrate new and existing sidewalk paths; creating a cohesive network from Garth Brooks Blvd. to the Railroad tracks that encourages social interaction and healthy lifestyles.
- social**
Provide aesthetic gateways that welcome residents and visitors into a downtown that is ready to put on street festivals and other social events.

pedestrian shed



- The route from Garth Brooks Blvd. to S. Yukon Parkway is 0.75 miles (easily within walking distance). To help break up the walk across town, two "destination nodes" can be established at the corners designated by the red radii.
- These radii can also be helpful in showing the proximity to street corners and businesses for designing vectors feeding into Main St.

downtown vectors



vegetation, parking, sidewalks

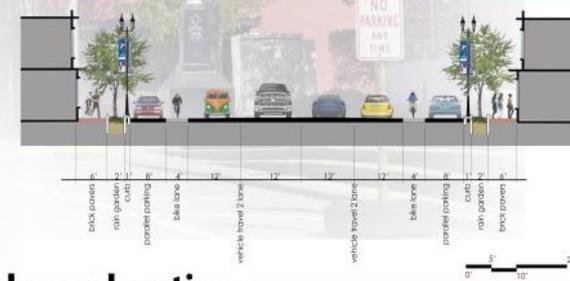


- Fragmented vegetation plantings and sidewalk networks disrupt rhythm from Garth Brooks Blvd. to the railroad tracks along Main Street.
- Yukon's climate is hot in summers and windy all year long. Planting trees along the sidewalks would create a more comfortable and inviting environment for residents walking and enjoying Main Street.
- Lack of on-street parking prohibits retail usage and walkability along downtown core.
- A marked third line down portions of Main Street is confusing for drivers (parking lane, turning lane, nothing?).

main shops plan



downtown cross-section



shops elevation

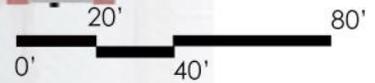


pedestrian shed

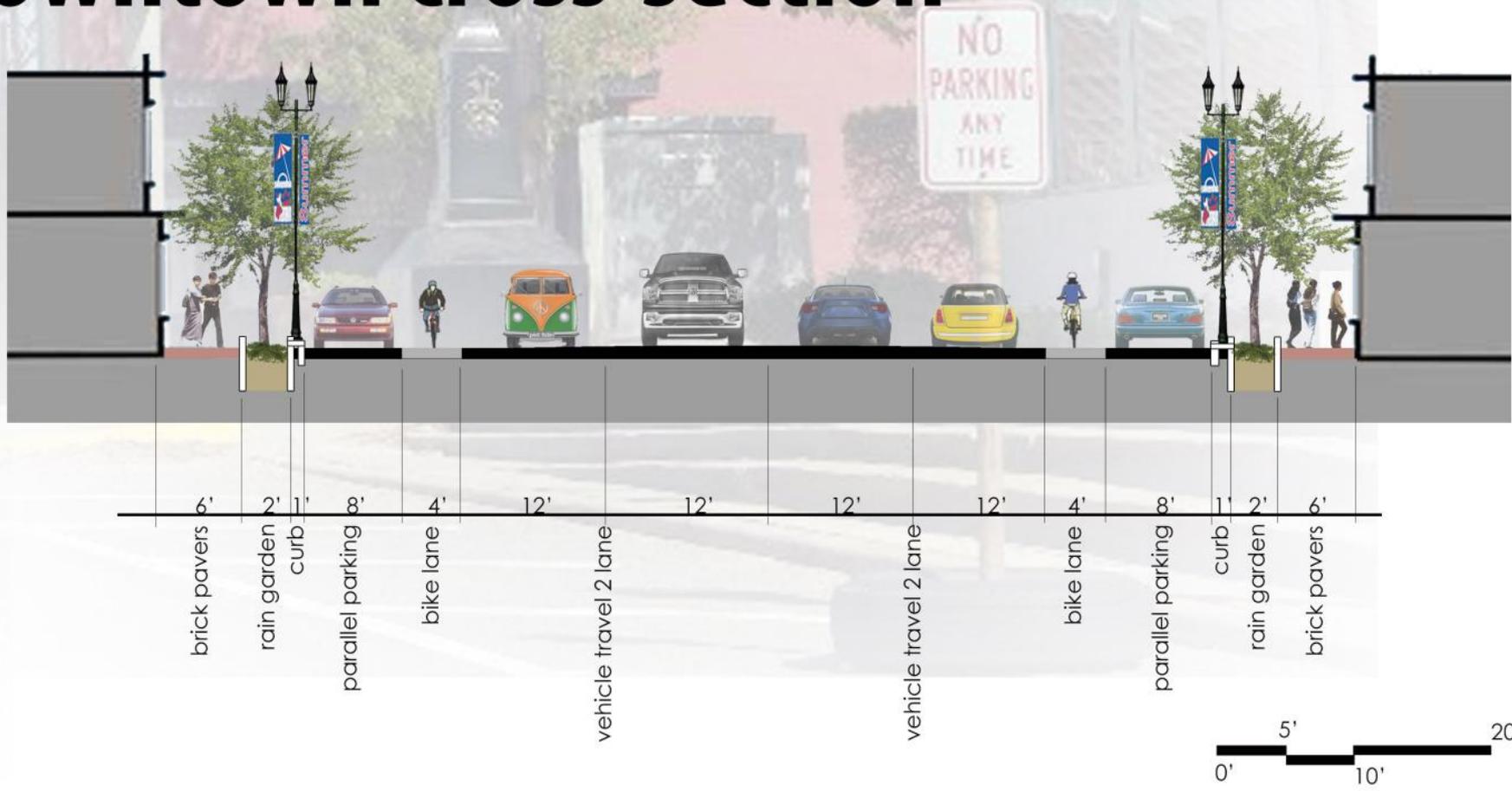


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main shops plan



downtown cross-section



shops elevation



BLACKGROUND ANALYSIS



The main street of Yukon is part of historical route 66. Therefore, the street usually wider than the regular street, and the speed limit always higher. the challenge of this design is to balance the automobile and pedestrian, the goal of my design is to create an attracting commercial area both for pedestrian and automobile.

SITE ANALYSIS

Yukon Zoning Map



- Single Family Residential District
- Condominium Residential District
- Multi-Family Residential District
- Public
- Central Commercial District
- Restricted Commercial District
- Office District
- Light Industrial District

CURRENT LAND USE ANALYSIS



- Commercial
- Residential
- Reverse Parking
- Street Greening
- Pocket Park
- Street

CIRCULATION ANALYSIS



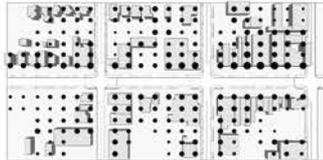
DETAILS ANALYSIS



Cars can not turn right or left to the buildings in the middle of Main Street. There is no any parking areas in the crossroad 65 feet.

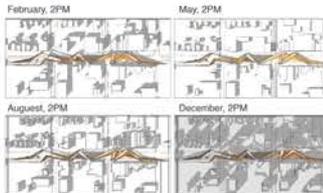
- Car
- People

VISITORS EXCITEMENT ANALYSIS

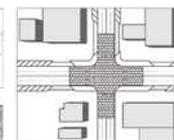


Different buildings can bring different excitements to the visitors. For example, commercial buildings usually make people more exciting than residential buildings, public space such as garden and complete street create high excitement. Each cycle represent the excitement, the bigger cycle means higher excitement, smaller cycle means lower excitement.

SHADE ANALYSIS



DIFFERENT MATERIALS



Using brick ground to reduce cars' speed

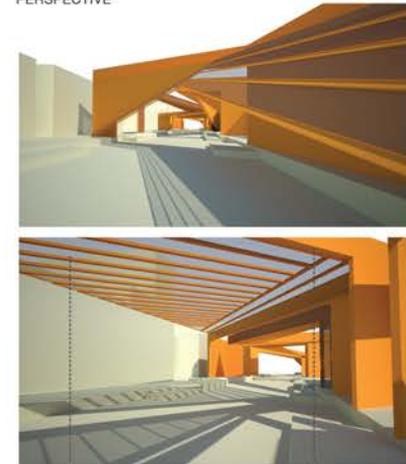
CONCEPT SATAMENT

Using orange ziazag construct to break the monotonous rhythm of Yukon and create more interesting space to attract people. In addition, the whole construct implement facilities by solar energy collection and green roof.

SITE PLAN



PERSPECTIVE



PROBLEMS



NARROW SIDEWALK



FAST TRAFFIC



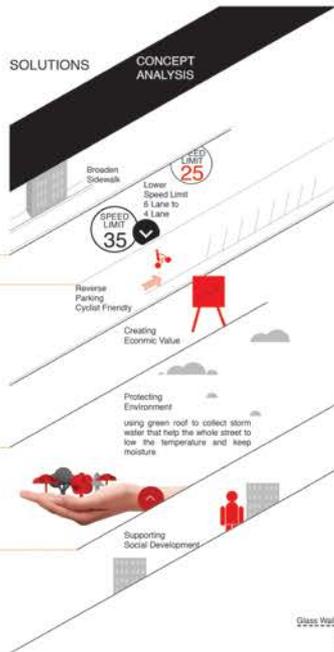
LESS BUSINESS



HOT & DRY LIVING ENVIRONMENT

SOLUTIONS

CONCEPT ANALYSIS



ELEVATION



Circulation & Traffic Calming For Yukon

Recreation---Variation On The Canon

University of Oklahoma Division of Landscape Architecture

PROBLEMS

SOLUTIONS

CONCEPT ANALYSIS



NARROW SIDEWALK



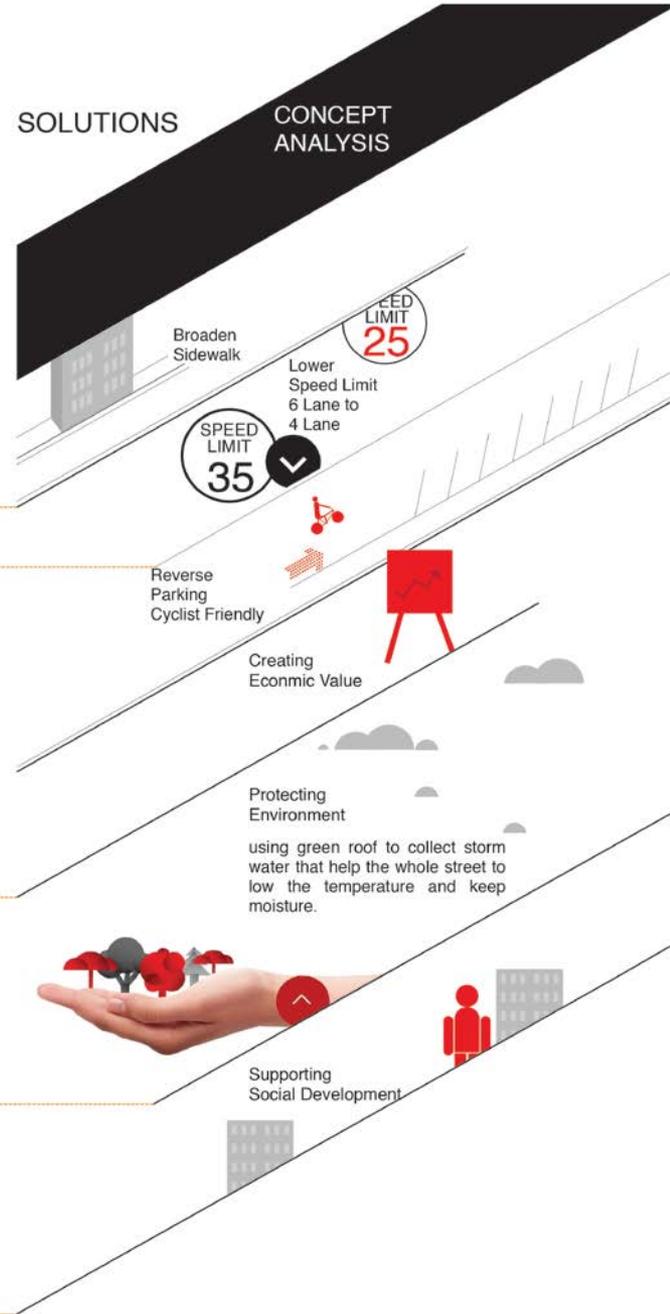
FAST TRAFFIC



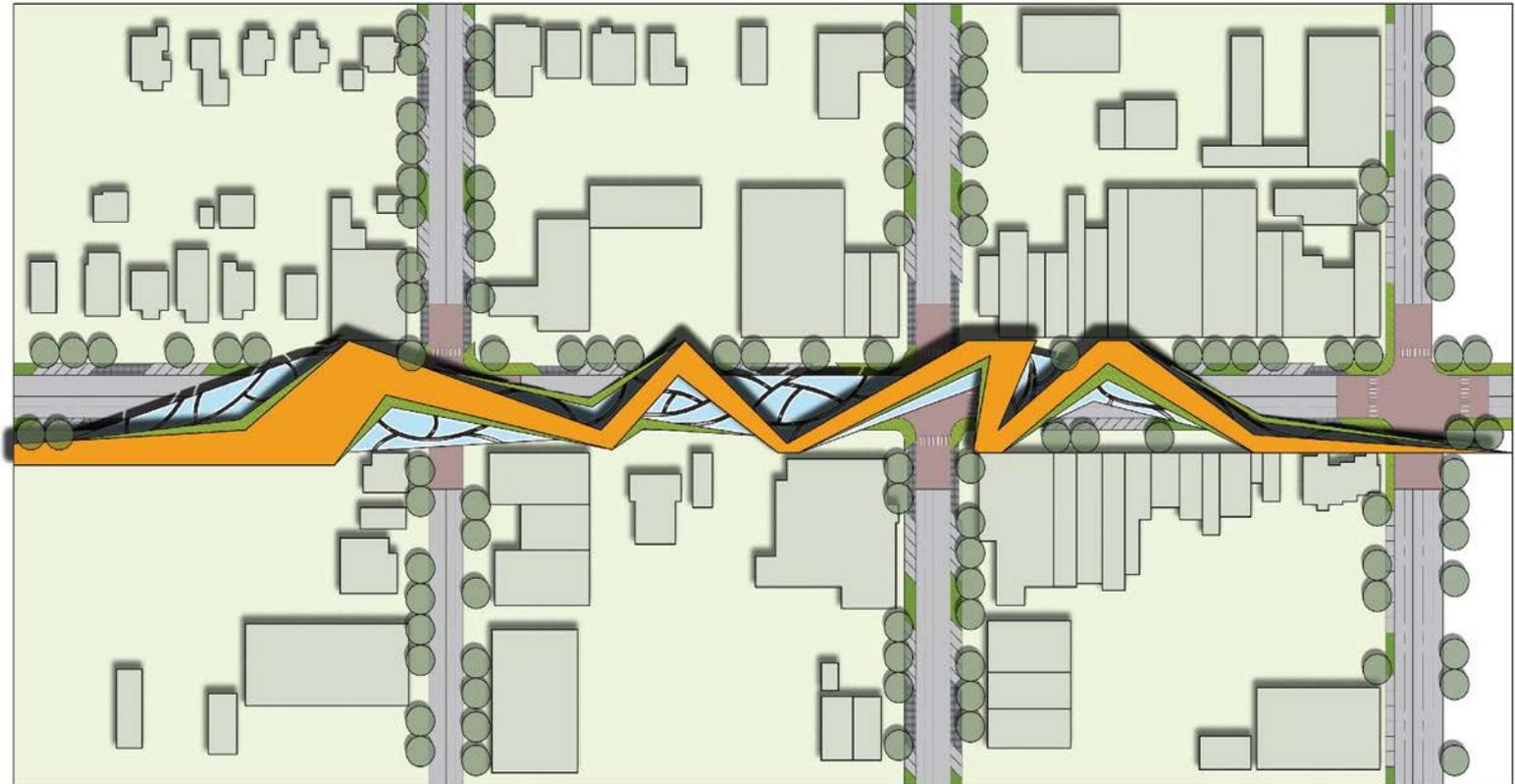
LESS BUSINESS

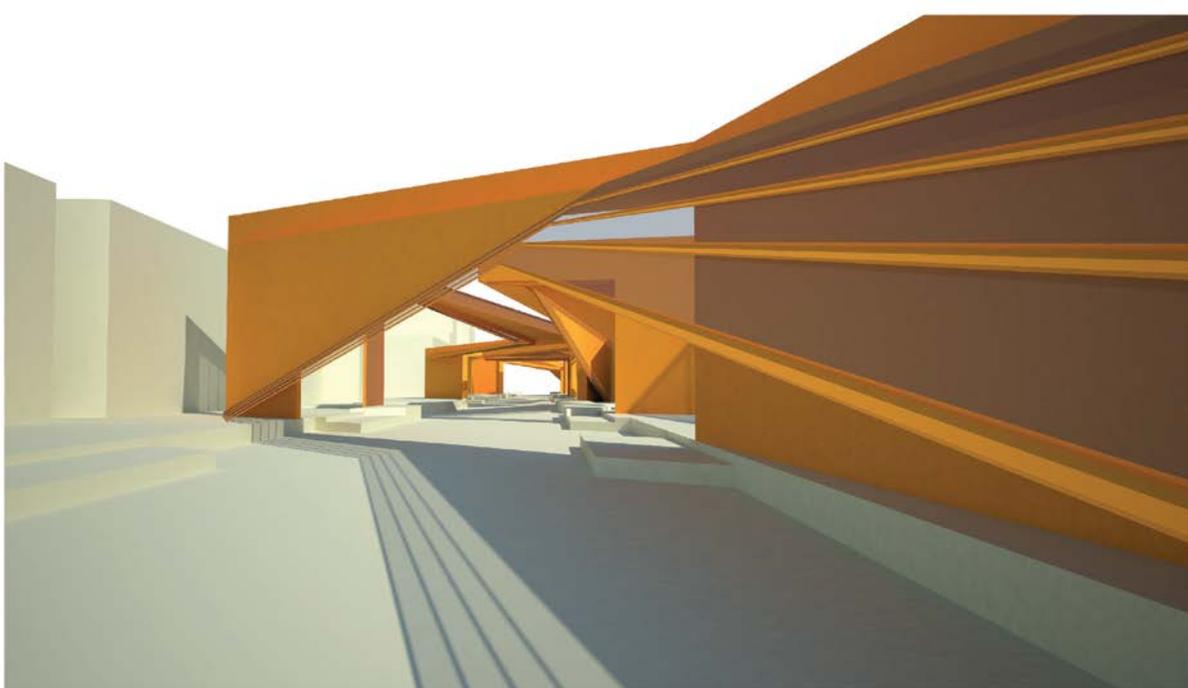


HOT & DRY LIVING ENVIRONMENT



SITE PLAN





Site Analysis

With the Route 66 developed, the passengers increased, the small store (mom-and-pop-business) emerge as the times require, provide passengers with gas, catering, shopping services.

At the end of the twentieth Century, with the opening of the highway, Highway 66 gradually declined, and the villages and towns along the line also declined, the Motels and fast-food restaurants were also increasingly depressed.

Some sections become to the state highway, the local roads, the private driveway, and even been abandoned. Even as the state highway, in some places people still use the name of Route 66, some national highways which are distributed in the old roads around the city also retains the figure 66.



In the area of Yukon, the traffic can across through the Yukon downtown before. But now the traffic is go through the southern Yukon I-40 highway.

The main issues are how to attract the traffic back to the Yukon downtown and make the Yukon downtown back to life.



The boundaries that I'm working within:

thence west along State Highway 66/Main Street to Cornwell Drive.

The main problem I've found:

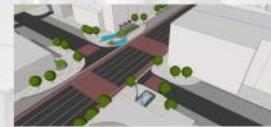
- 1.do not have enough outdoor space for people have a stop
- 2.do not have space for the bikes
- 3.do not have enough greenspaces in main street
- 4.do not have the Route 66 theme area as the landmark



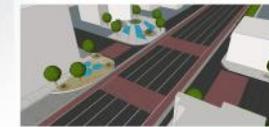
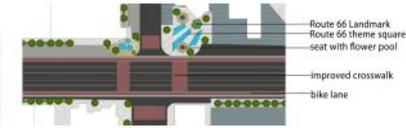
(A)
6th street and main street
In my design, this area will be used as the outdoor space for people to have a stop.



(B)
6th street and main street
In my design, this area will be used as the public gathering space.



(C)
4th street and main street
In my design, this area will be used for a Route 66 theme square as the landmark.



Design concept:

- 1.added some seats and galleries as the outdoor space for people have a stop or gettingher
- 2.added the bike lane for the bikes
- 3.added some trees in both side of the main street and flower pools in order to get enough greenspaces
- 4.added a Route 66 theme square as the landmark, it also served as a stop or gettingher

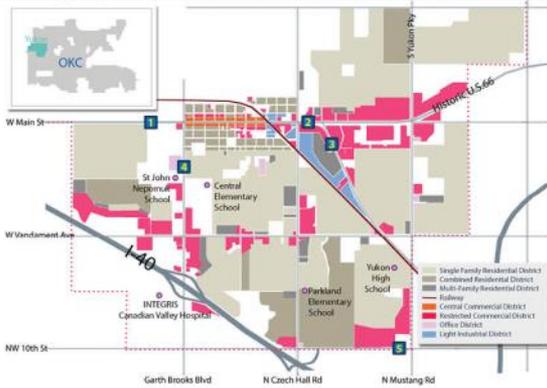


Studies in Circulation for Yukon

University of Oklahoma Division of Landscape Architecture

Design II
Professor Leehu Loon
Zhang Li

Zoning Map



Traffic Count

The five traffic count spots are on Main St, Garth Brooks Blvd, Ranchwood Blvd and NW 10th St. All of the roads are four-lane street, Speed limit is 35 mph

Annual Average Daily Traffic (ADD=Vol x M x D x A)

Year	ADD	Year	ADD	Year	ADD	Year	ADD	Year	ADD
2010	5,300	2010	12,900	2010	10,600	2010	5,600	2010	8,132
2009	5,300	2009	12,700	2007	10,000	2009	5,500	2011	4,840
2008	5,300	2008	12,500	2008	9,900	2008	5,400	2010	4,321
2007	5,400	2007	12,600	2005	9,000	2007	5,900	2009	4,532
2006	5,300	2006	12,400	2004	8,700	2006	5,800	2008	2,395

- 1 W Main St
- 2 E Main St
- 3 S Ranchwood Blvd
- 4 Garth Brooks Blvd
- 5 NW 10th St

Public transportation to work
Around 37 people use public transportation in Yukon, Oklahoma to travel to work. This is approximately 0.3% of the city's workforce.

Carpool to work
Approximately 1,141 people in Yukon, Oklahoma travel to work by carpool. About 10% of workers in the area travel by carpool. The following is a breakdown of carpool statistics:
2 people: 913
3 people: 131
4 or more people: 97
Solo drivers: 9,208
(This represents roughly 83.7% of workers in the area.)

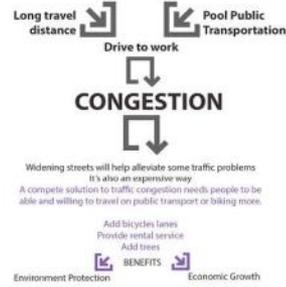
Walk to work
In Yukon, Oklahoma, 191 people walk to work. This number represents 1.7% of workers in the city.

Bike to work
Approximately 105 workers use a taxi, motorcycle or bike to get to work in Yukon, Oklahoma This is around 1.0% of workers in the city.

<http://transportation-rehab.com/transportation>

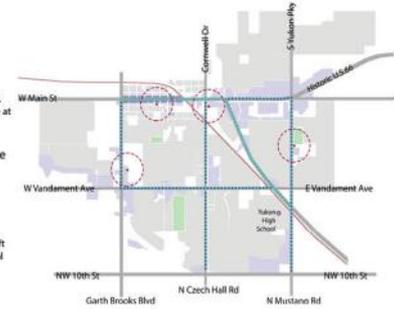
Main Problem

- Yukon's main roads are prone to Congestion.
- The biggest trouble spots are: according to traffic count online)
 - Intersection of Mustang Road & NW 10th Street, Vandament Ave**
- Lack of Public transportation and bike lane system
- Lack of attractive views and plants around

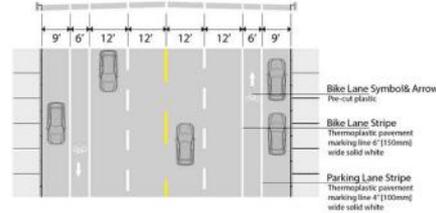


Process

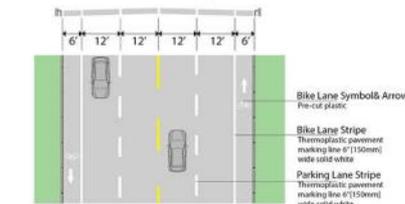
- Phrase1 - Planning, Design Bike Lane**
Add bike lane on Main Street and Ranchwood Blvd. Narrow lanes to 12', raise median island, blue bike lane at intersection, add trees along with the road.
- Phrase2 - Develop and Complete Bike Lane System, Define bike Lane System**
- Phrase3 - Develop Bike Rental Spots**
The average walk speed of human is 3.28 ft/s
The endurance of walking time is 10-15 min
The endurance of walking distance would be 1500ft
According to this, the service radius of bicycle rental stop would be better in 1500ft. (as the circle shows in phrase map)



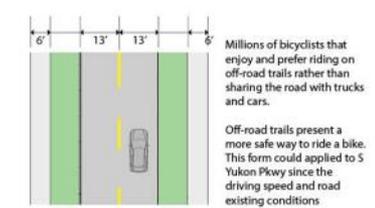
Bike Lane with Parking on Both Side -Main Street



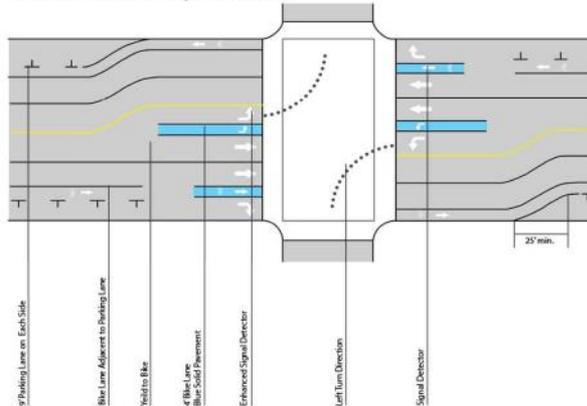
Bike Lane with No Parking on Both Side



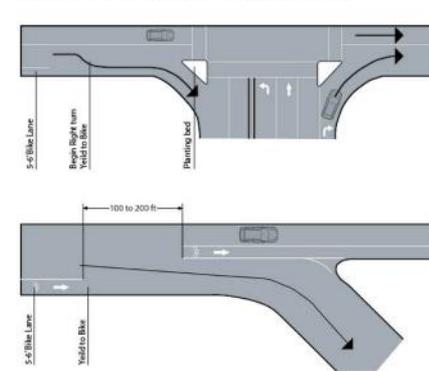
Off-road Bike Lane



Bike Lane with Parking Intersection with 2-way Local Street



Shared Travel Lane Through Right Turn Island Intersection with exclusive right turn lanes

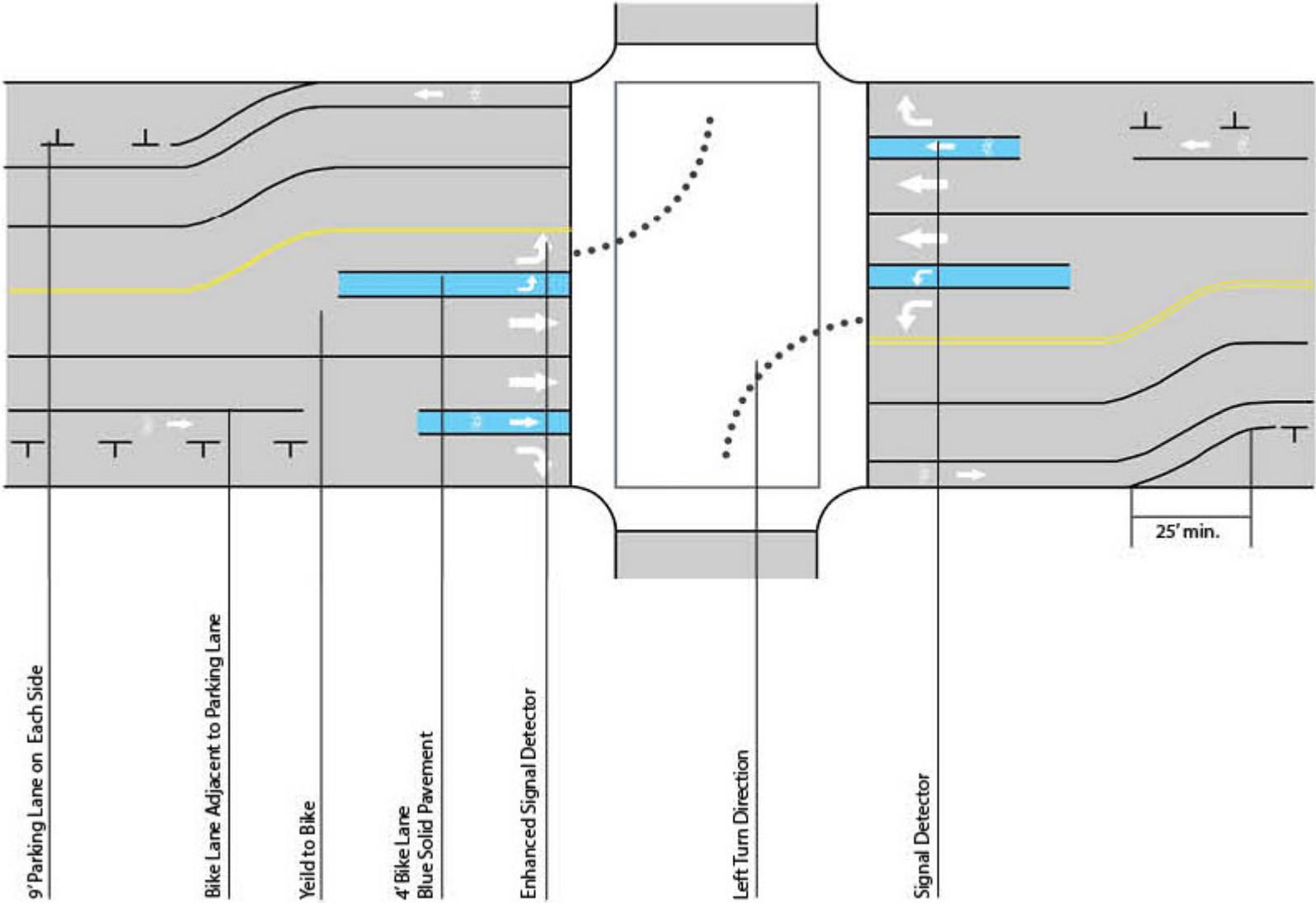


STUDIES IN CIRCULATION FOR YUKON

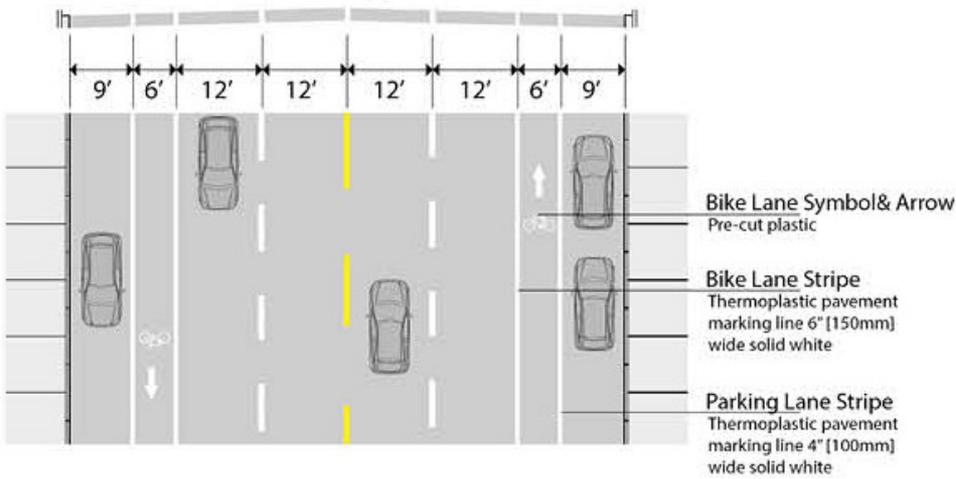
University of Oklahoma Division of Landscape Architecture

Design IV
Professor Leehu Loon
Abby Liu

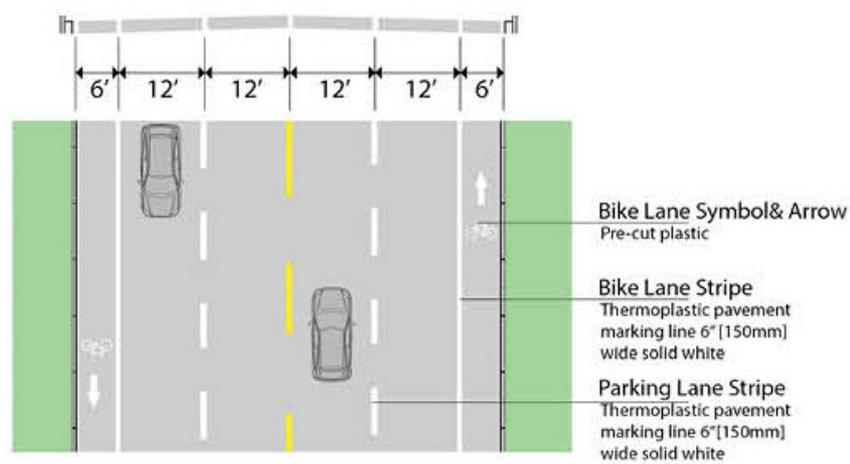
Bike Lane with Parking Intersection with 2-way Local Street



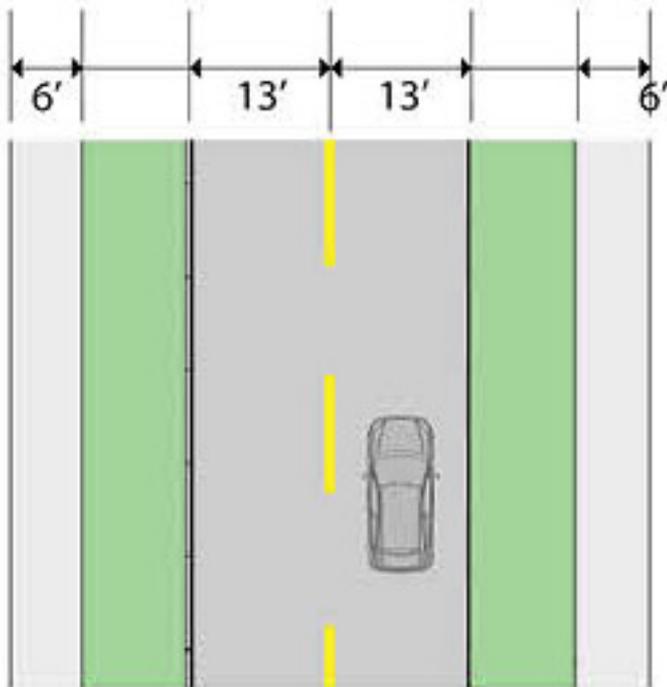
Bike Lane with Parking on Both Side -Main Street



Bike Lane with No Parking on Both Side



Off-road Bike Lane



Millions of bicyclists that enjoy and prefer riding on off-road trails rather than sharing the road with trucks and cars.

Off-road trails present a more safe way to ride a bike. This form could applied to S Yukon Pkwy since the driving speed and road existing conditions



Problem

Considering urban sustainability and increasing economic vitality, Yukon, Oklahoma should be a city in which alternative forms of transportation such as biking and walking that Yukon would be a more attractive place to live. Thus improving and developing a network of trails and bike lanes is one of the city's goals that need to be considered.

Improving the bike path until the use of an automobile is a choice, not a necessity. To meet this challenge, the design concept is rethinking its transportation goals and land use policies, flood plain issue and focusing its resources on developing balanced mobility solutions.

The city needed to improve pedestrian and bicycle safety in their town in order to make a more livable community, for instance, School crossings, main street and street throughout the neighborhoods needed improved safety measures. In addition, according to Scientific American, the bicycle is the most efficient way of moving through the space, and also for commuting distances that are less than three miles, commuting by bike usually takes less time than driving or public transit.

The Bicycle Friendly States ranking is based on a comprehensive survey that completed by state departments of transportation and state bicycling advocates which is shown that Oklahoma is 35th in bicycle friendly aspect. And the only existing bike route in Yukon is limited to a few miles nominated bike route. In fact, according to City Data, just 3% of Yukon's people are commuting by bike. On the other hand, 27.7% of adult in Canadian County have obesity problem.

Existing Bike Route Map (25 miles)
(Lack of bike circulation in Yukon, Ok)

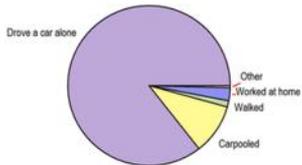


Data

Bicycle Friendly States Ranking

State	Rank	80-100%	60-80%	40-60%	20-40%	0-20%
Washington	1					
Oklahoma	35					

Transportation to work in Yukon

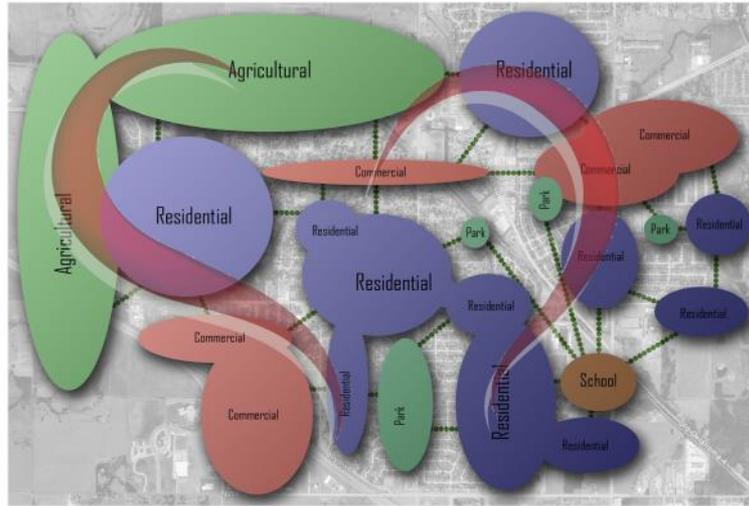


Means of transportation to work

Drove a car alone: 9,455 (86%)
Carpooled: 1,124 (10%)
Bus or trolley bus: 8 (0%)
Subway or elevated: 2 (0%)
Taxi: 7 (0%)
Motorcycle: 4 (0%)
Bicycle: 3 (0%)
Walked: 139 (1%)
Other means: 19 (0%)
Worked at home: 290 (3%)

Sources: <http://www.city-data.com/housing/houses-Yukon-Oklahoma.html#kzz2MvE9uIvE>

concept



Connection among the infrastructures in Yukon, Ok by improving circulation

Urban and Heart conceptual design



The heart circulatory system is similar to the circulation system in the urban design. An organ system that permits blood circulation to transport nutrients through the body can interpret as a path and street system in the city. The better urban circulation system such as standard walk and bike path system can improve the public health in the urban life. Thus connectivity between urban infrastructures is been considered in this project.



Percentage of workers working in this county: 35.5%

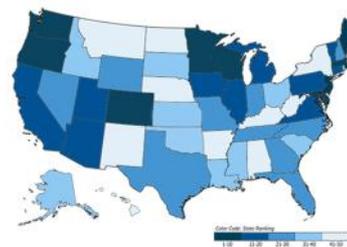
Number of people working at home: 290 (2.6% of all workers)

Daytime population change due to commuting: -5,454 (-25.9%)

Workers who live and work in this city: 2,578 (23.3%)

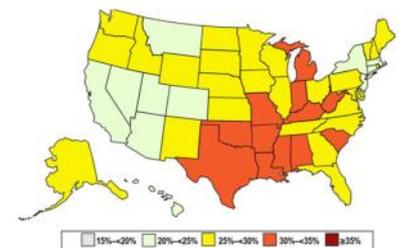
Mean travel time to work (commute): 21.8 minutes

Bicycle Friendly state Ranking 2012



Legislation and Enforcement: 3 out of 5 points
Policies and Programs: 1 out of 5 points
Infrastructure and Funding: 3 out of 5 points
Education and Encouragement: 1 out of 5 points

Obesity among U.S Adults, BRFS 2011



Obesity-related conditions include heart disease, stroke, type 2 diabetes and certain types of cancer, some of the leading causes of preventable disease which is obvious and comparable to bicycle friendly ranking.

Circulation & Traffic calming for Yukon

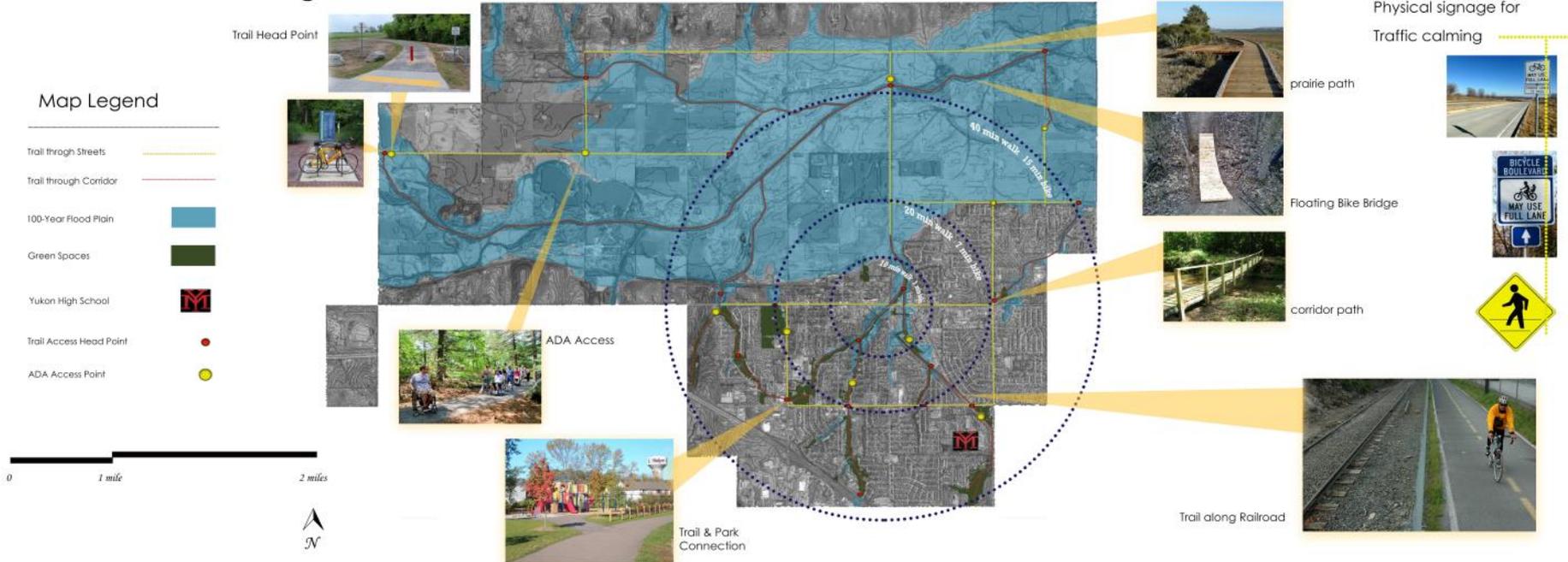
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LA 5545 Studio IV

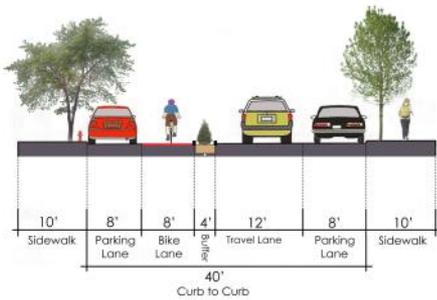
Professor Leehu Loon

Mehdi Shahidi-Anvar

Recommended Design



Roadway Cross Section



Proposed design section for streets with at least 40' width

High School Street Calming Design

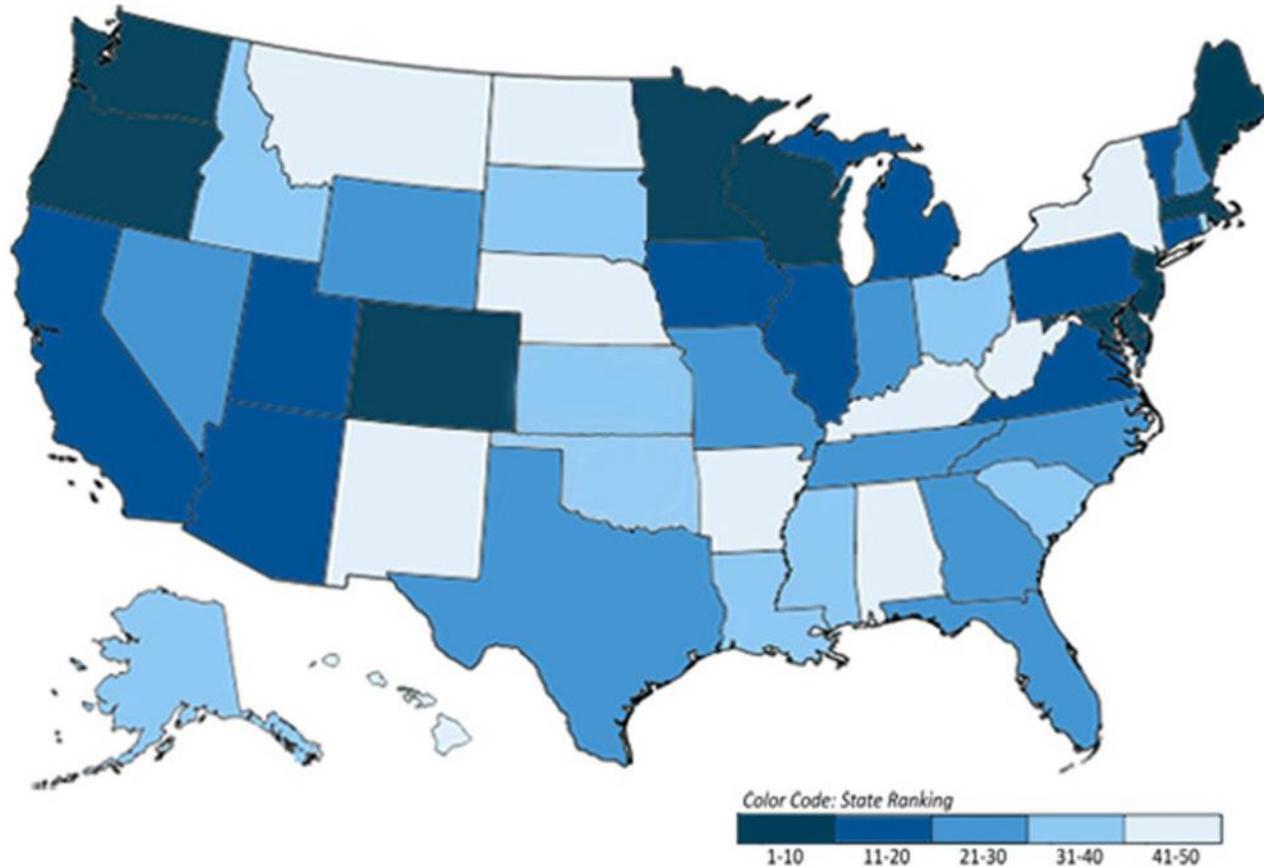


Circulation & Traffic calming for Yukon

University of Oklahoma Division of Landscape Architecture

LA 5545 Studio IV
 Professor Lee-hu Loon
 Mehdi Shahidi-Anvar

Bicycle Friendly state Ranking 2012



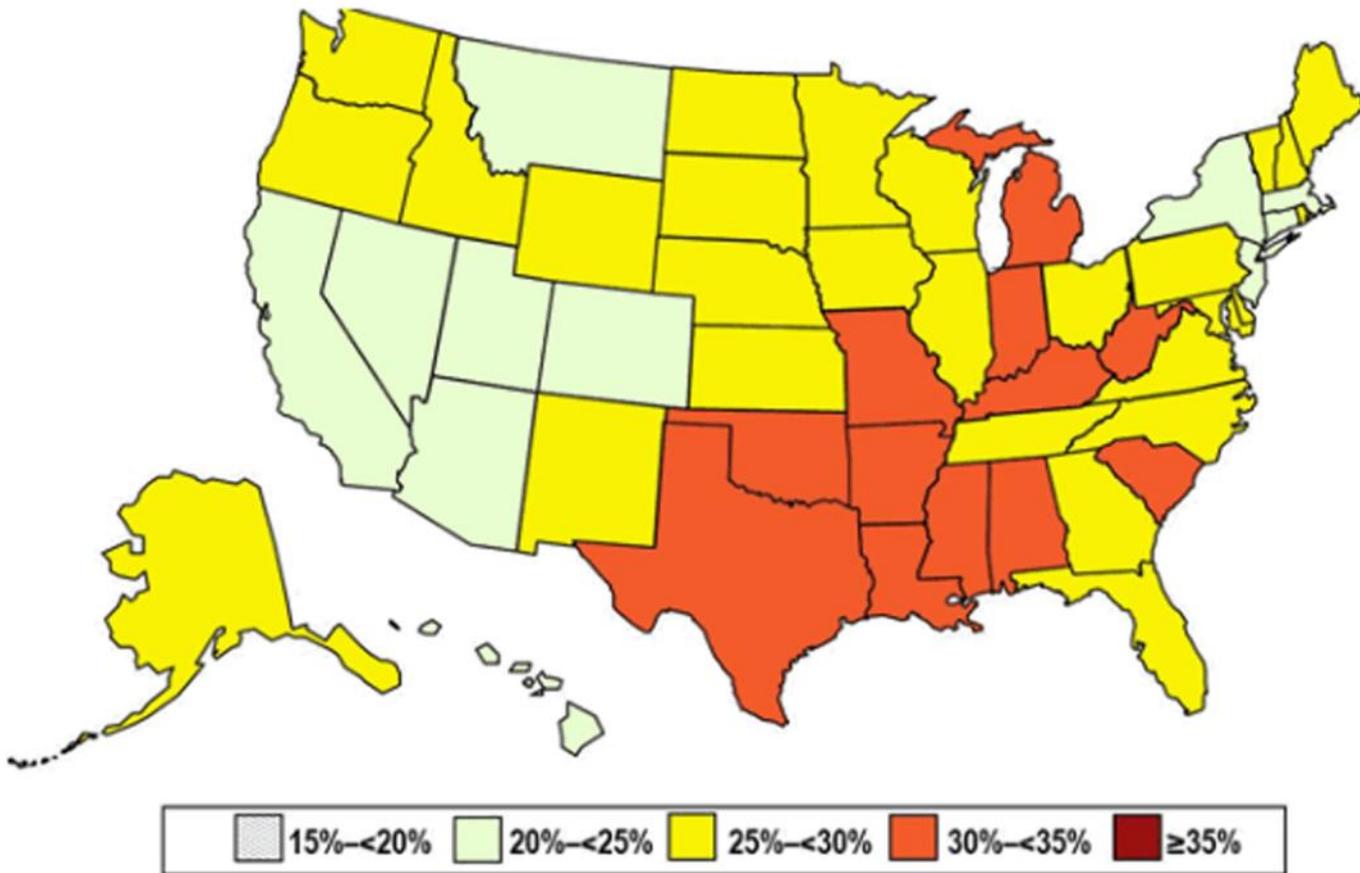
Legislation and Enforcement: 3 out of 5 points

Policies and Programs: 1 out of 15 points

Infrastructure and Funding: 3 out of 5 points

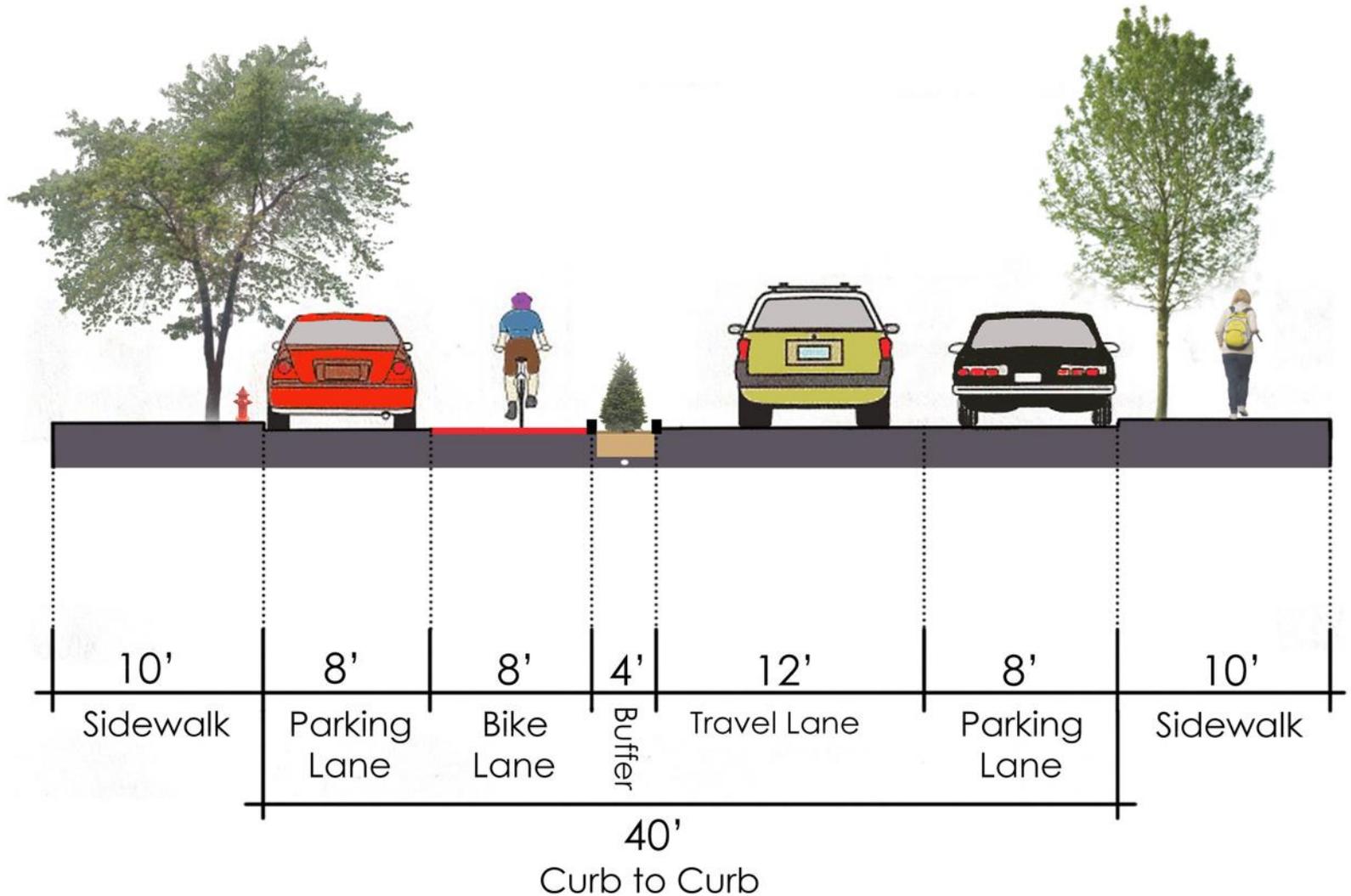
Education and Encouragement: 1 out of 5 points

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Obesity-related conditions include heart disease, stroke, type 2 diabetes and certain types of cancer, some of the leading causes of preventable disease which is obvious and comparable to bicycle friendly ranking.

Roadway Cross Section



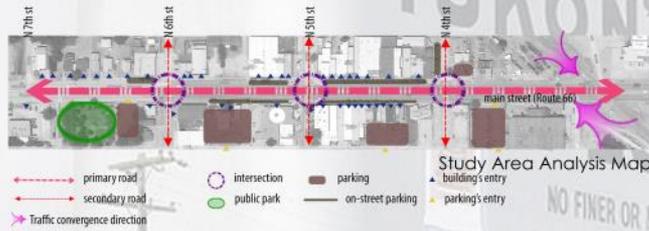
Site Analysis

downtown open street map



Downtown Open Street Map

Main street is a part of Route 66, it goes through the whole city from the east and the west, intersects with the rail way, and connects yukon and central oklahoma region. The street in the city is wide. Especially in the residential area in the south of downtown, the road network is more intense.



My study area is on the west main street from the intersection of North 4th street to the section of North 7th Street. There are two-way six lanes in total on the main street, nearly 100 feet wide. But only a few of vehicle move on the street, most of the vehicle lane is unused. 10 feet Curb extensions happen at every pedestrian crossing which narrows the width of the roadway. Varieties of retail, residential area, the government building and a park are located along the street. The street is supposed to be a walkable one, because of the unique façade of buildings and different types of land use along the road.

Limits:

- Too wide concrete lanes could reduce the driver's vigilance and result vehicle speeding.
- There are almost no shades along this segment of road
- The sidewalk and the bike lane are too narrow to visit comfortably
- Too many on-street parking space occupies bicycle and pedestrian's space

Proposed Design



- | | | | |
|----------------------------|---------------------------------|-----------------|-------------------------------|
| 1. concrete sidewalk | 3. edge | 5. bike lane | 7. median (rain garden) |
| 2. tree well (rain garden) | 4. on-street parking (straight) | 6. vehicle lane | 8. on-street parking (angled) |

Street Elements



Perspective Rendering



Yukon Main Street / Streetscape



- **Why is the street important?**
 - Why do people need to be on the street
 - Busy streets are productive streets.

- **Study urban design at different scales**

- **Economic, Environmental, Health, Social**

city park master plan



project description

This proposal for Yukon City Park anticipates the relocation of City Hall and the demolition of the existing facilities. Downtown Yukon needs a place to call its own. With such an engaged local community, an urban park is the perfect way to jumpstart the revitalization of Main Street and Route 66. The design aims to create an attractive, highly-usable public space that increases the visibility of the downtown district and the community of Yukon as a whole.

design goals

- access & linkages:** design a permeable park open in all directions and connected to the existing urban environment
- comfort & image:** give Yukon the space it deserves and will be proud of for many years to come
- uses & activities:** design programmable areas that compliment existing Yukon festivals and events
- sociability:** create a landmark for Yukon that becomes the central gathering space and engages the community



facing south from route 66



birdseye from route 66 & 5th street

site analysis



context map

opportunities

- central location within urban corridor
- high visibility from route 66
- engaged local community, serious about enhancement

constraints

- lack of existing pedestrian circulation, street vegetation
- unsightly above ground utilities, dilapidated structures
- 'heat island' parking lot, very wide parking corridor



existing conditions



overlooking parking lot from SW



above centennial bldg. toward NW

Understanding Yukon Community Design

University of Oklahoma Division of Landscape Architecture

Design IV

Professor Leehu Loon

Conor Cummings

city park master plan

route 66



south 5th street

elm avenue



facing south from route 66



birdseye from route 66 & 5th street



overlooking parking lot from SW

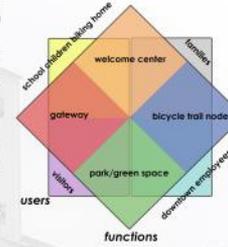


above centennial bldg. toward NW



objectives

1. Create an inviting entry portal/ gateway creating excitement for visitors and residents entering downtown Yukon.
2. Introduce a Welcome Center/ Historical Museum that speaks of the rich history of Yukon, creating a great first impression on the city.
3. Design a green space around the Welcome Center/ Historical Museum suitable for festivals, parties, outdoor movie nights etc; serving as a permeable link between residential and commercial zones of the city.
4. Incorporate a bike /recreational trail integrated within our proposed "Yukon bike greenway network" making the site easily accessible throughout the city - from Gorth Brooks Blvd, to the mill, to the high school.



existing land use

A patchwork of land uses surround the proposed site, having residential and commercial bordering the site creates different hours of interested use throughout the day.

- retail/commercial
- industrial
- residential
- site design area



traffic count

We can see the gateway on east main street welcomes the most traffic into downtown Yukon. My aim is to capitalize on this high visibility by creating an exciting and unique experience for visitors and residents.



city greenway concept

These two site design proposals align along the existing railroad tracks using the already established green corridor as a framework for recreational activity and commuting into downtown. helps to connect nearby parks, the high school, and other neighborhood entities. This greenbelt can also provide the potential for a regional bike network to feed into the heart of Yukon.

- site design areas
- existing city parks
- 5 minute walk radius
- proposed greenway (bike/recreational trail)



site concept

Connecting the fragmented tree buffer along the railroad track with native tree species will help to add an aesthetic, protected greenway that can be utilized for a recreational trail. the location of the site design (Welcome Center Park) can serve as a node, not only within the greenway but also serve as a cohesive connection between the residential and downtown district.

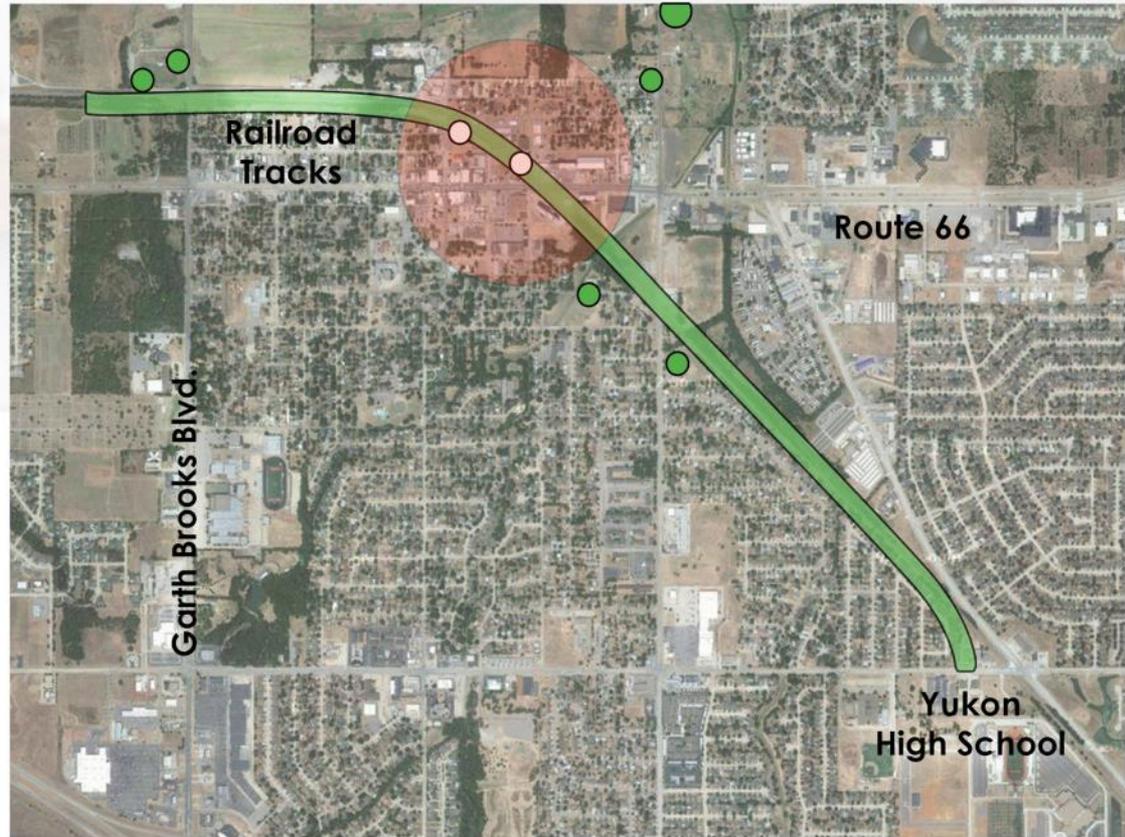


site constraints & opportunities



city greenway concept

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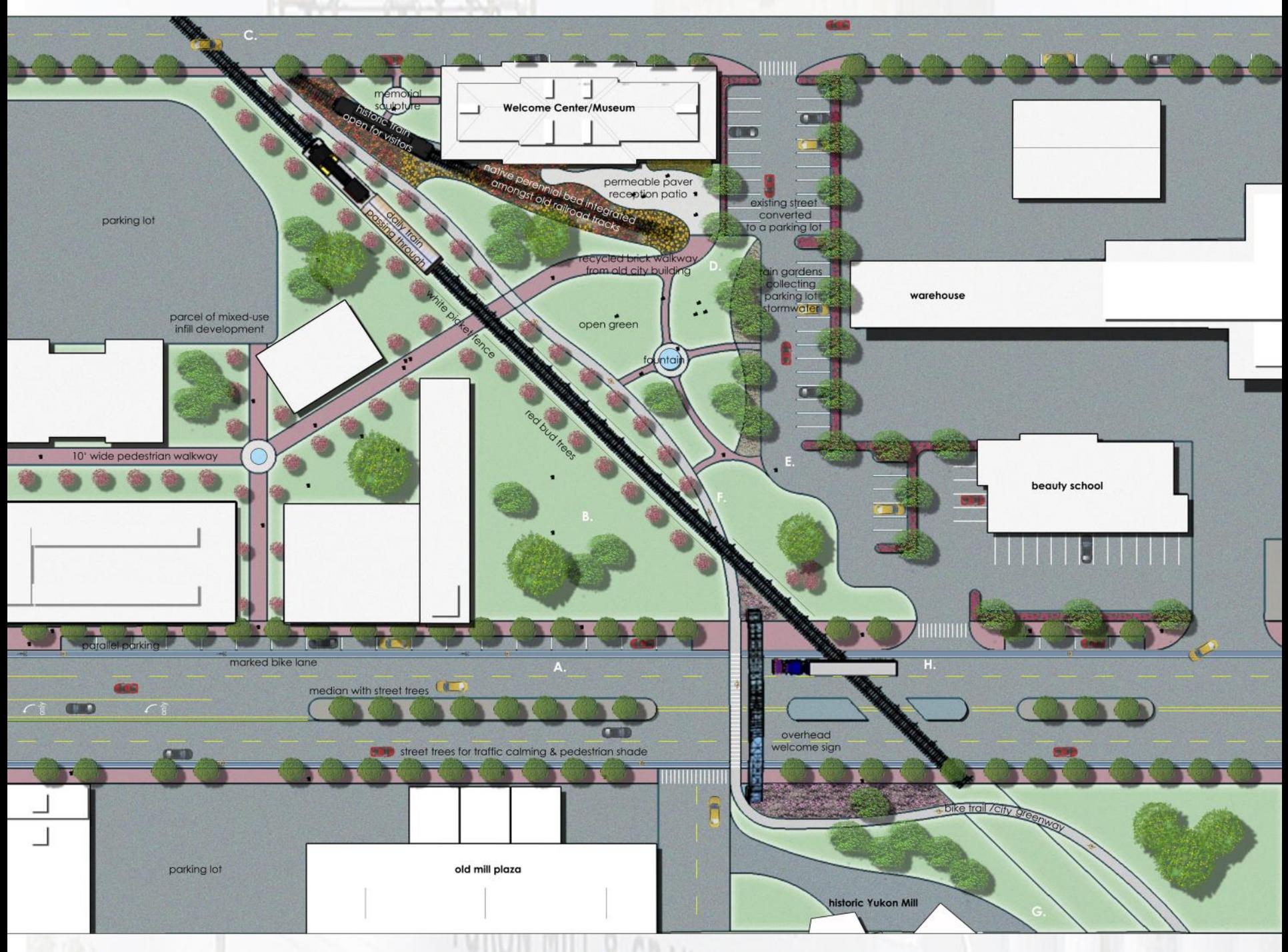


 site design area

 proposed green space/park

 permeable connection





Welcome Center/Museum

warehouse

beauty school

old mill plaza

historic Yukon Mill

C.

D.

E.

A.

H.

B.

F.

G.

parking lot

parcel of mixed-use
infill development

10' wide pedestrian walkway

parallel parking

marked bike lane

median with street trees

street trees for traffic calming & pedestrian shade

parking lot

memorial sculpture

historic train
open for visitors

day train
passing through

white picket fence

red bud trees

open green

fountain

recycled brick walkway
from old city building

native perennial bed integrated
amongst old railroad tracks

permeable paver
reception patio

existing street
converted to a parking lot

rain gardens
collecting parking lot
stormwater

overhead
welcome sign

bike trail/city greenway



northbound on Main Street/ Route 66



introducing art into the city showcasing the rich history of Yukon



birds eye view looking back towards the Yukon Mill



welcome center/ history museum with event patio



new parking lot with rain gardens to manage stormwater



bike trail experience while traveling through the site

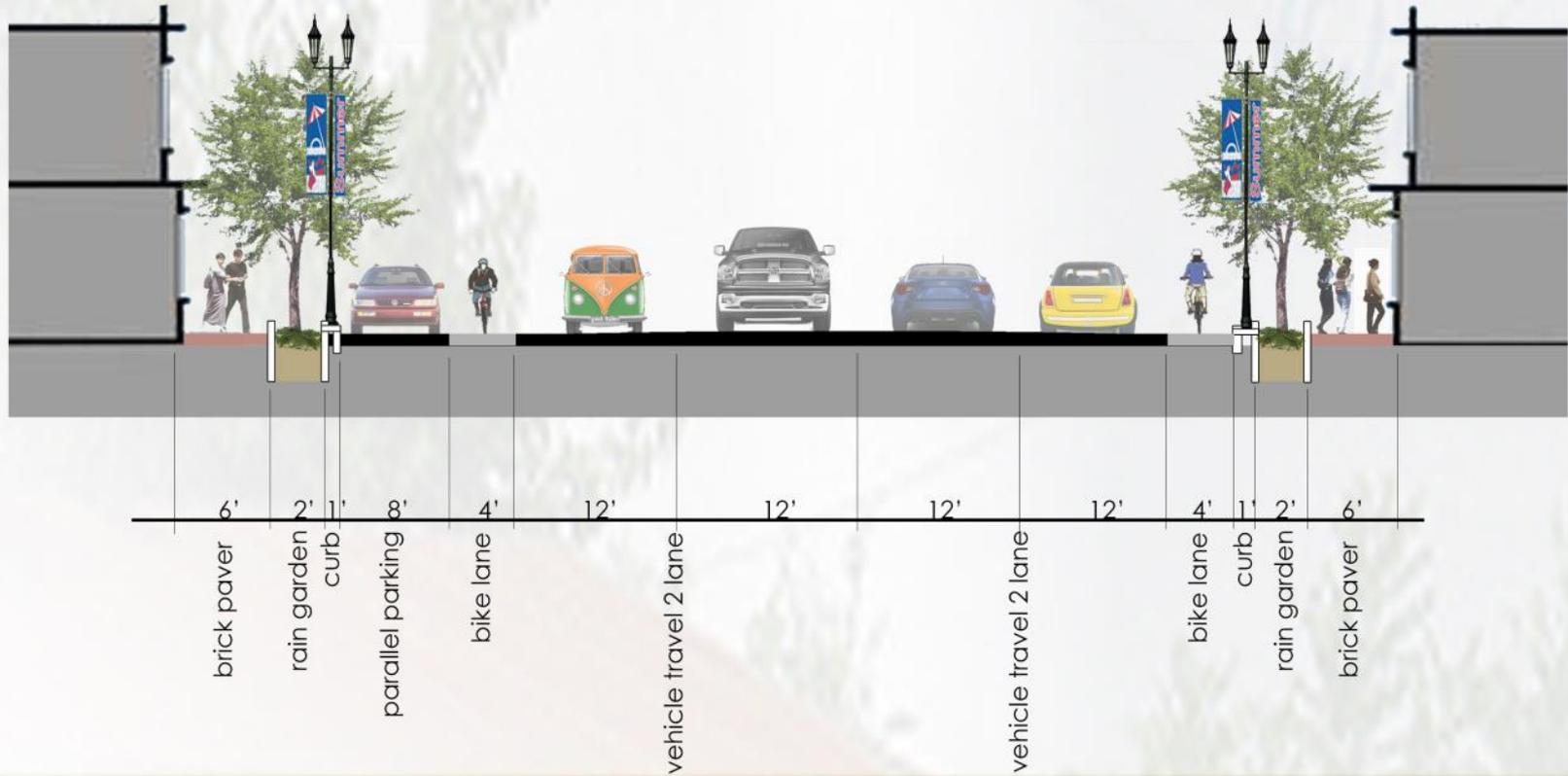


birds eye view from top of Yukon Mill



first impression of Yukon traveling northbound on Main St.

downtown street cross-section

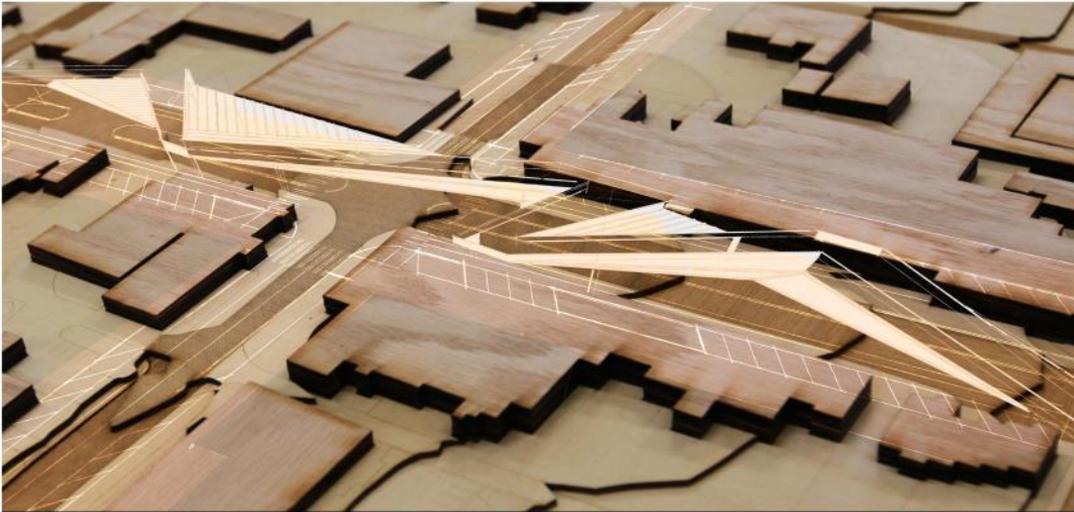
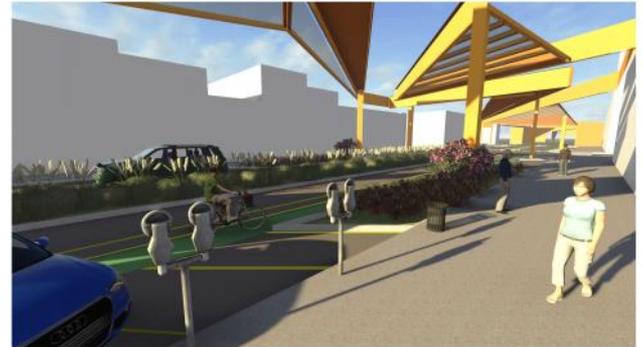
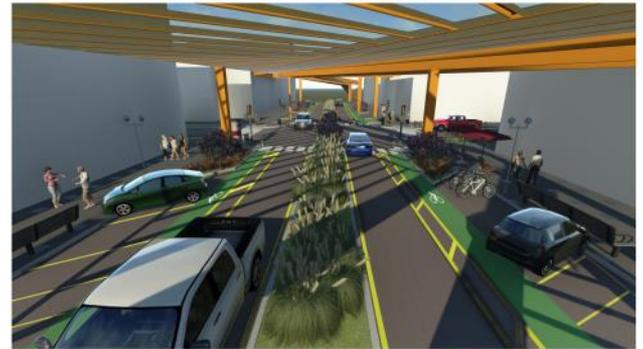
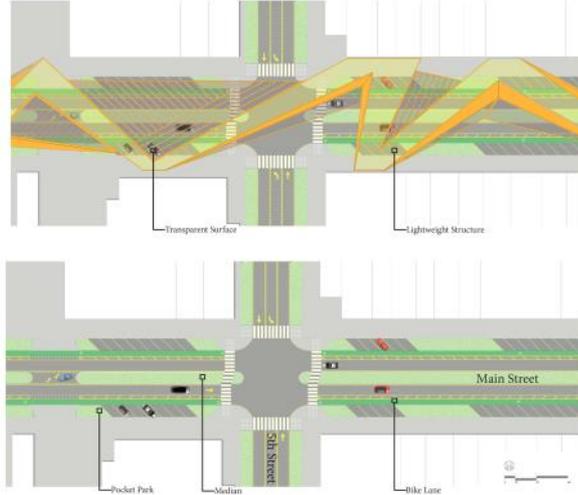




Design Concept
 After the Yukon Circulation project, I figured out renaissance Yukon need cool design to attract people and change Yukon's impression to people. So in this project, I focused on the intersection of Main Street and 5th St, near the old city hall and commercial area. I believe it is one of the most potential intersection in Yukon.

Challenges
 I kept the orange zigzag structure over the Main St same as the Circulation project, but in this project, the relation of ground and zigzag structure is biggest issue need to be solved. The second challenge is to design a complete street on historical Route66.

Solutions
 --the columns and footings are covered with vegetation
 --change 4 lanes to 2 lane with median; add bike lane with buffer; add vegetations.



Yukon Community Design Complete Streetscape

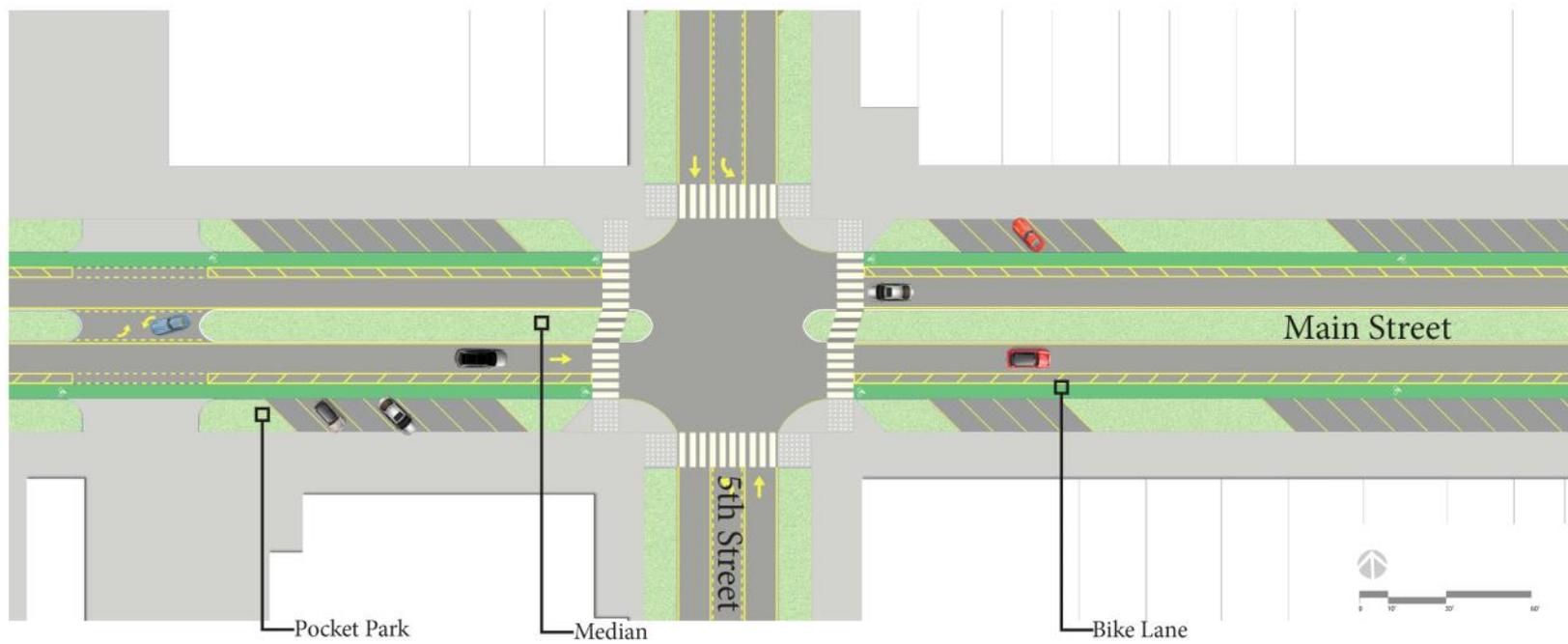
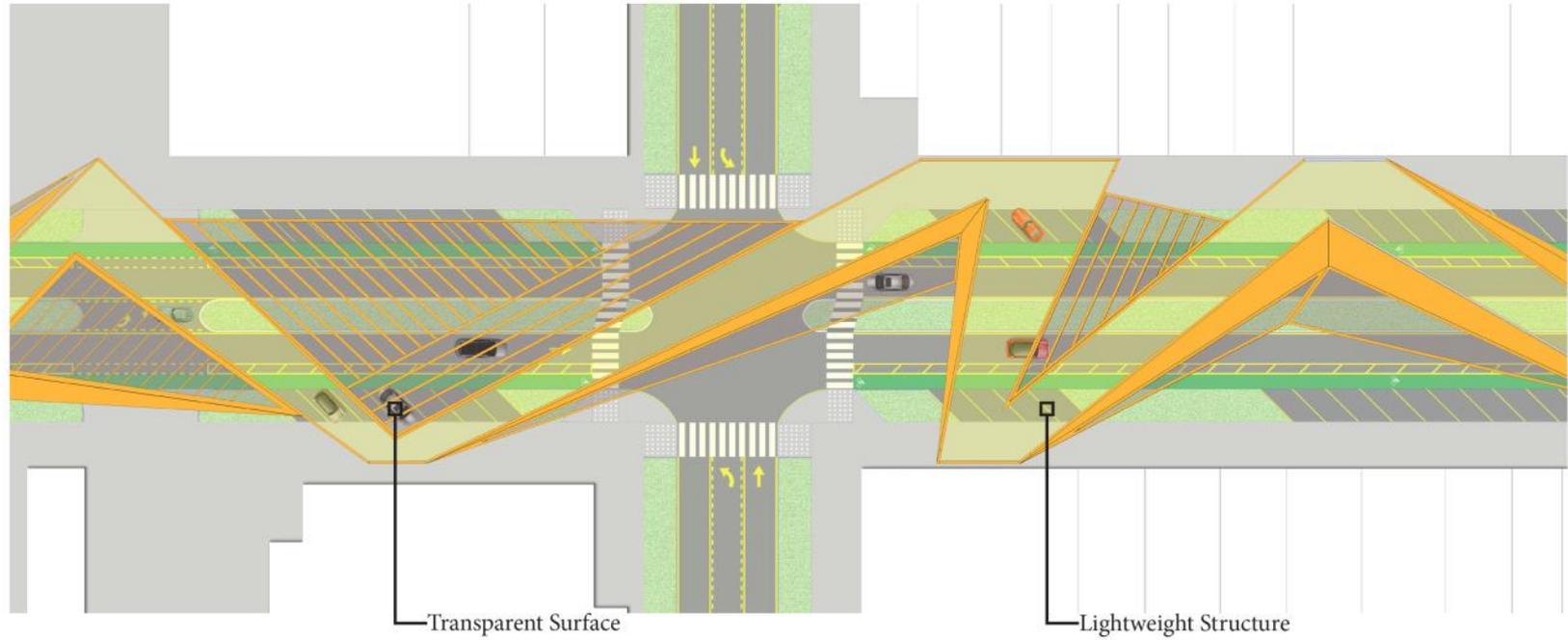
University of Oklahoma Division of Landscape Architecture

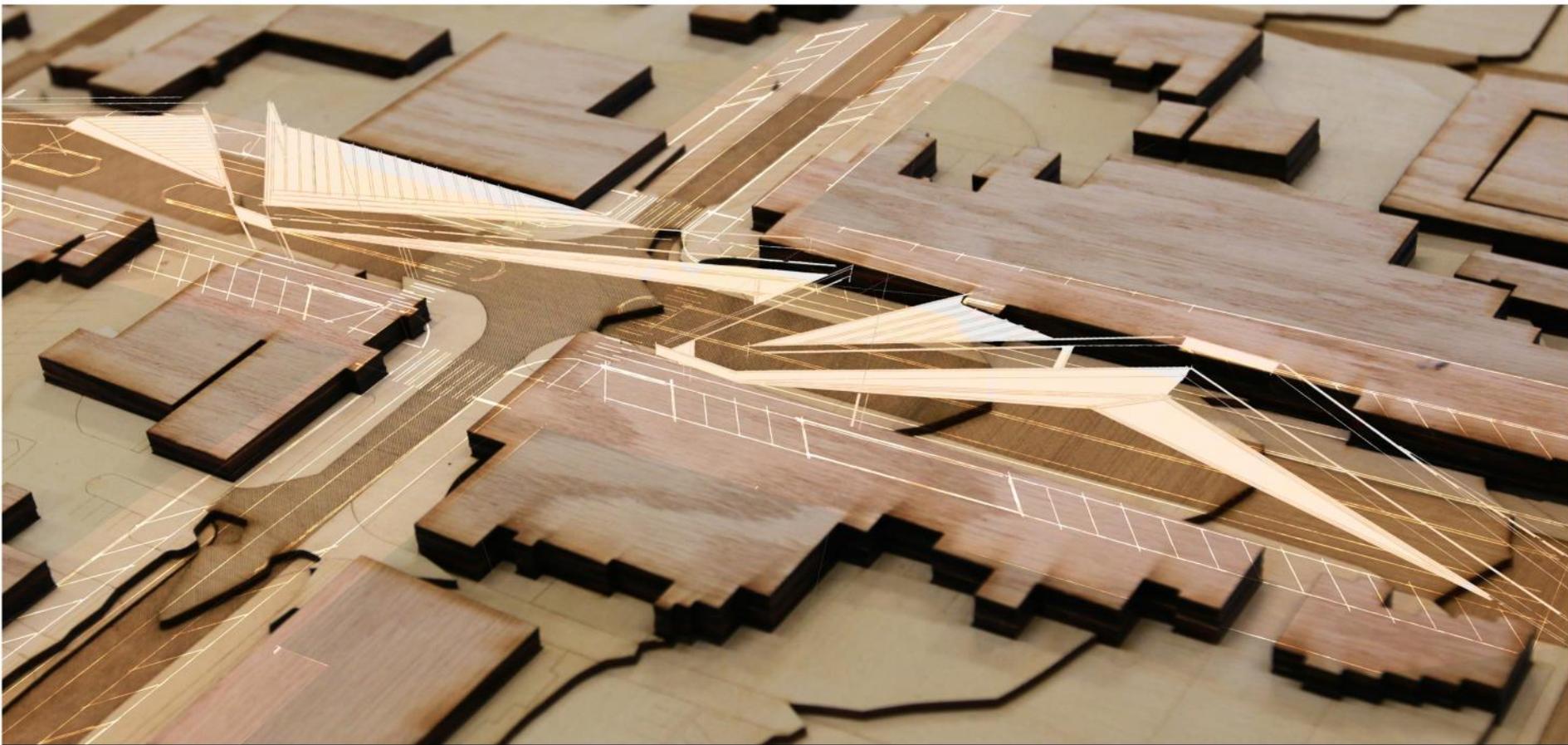
Design IV

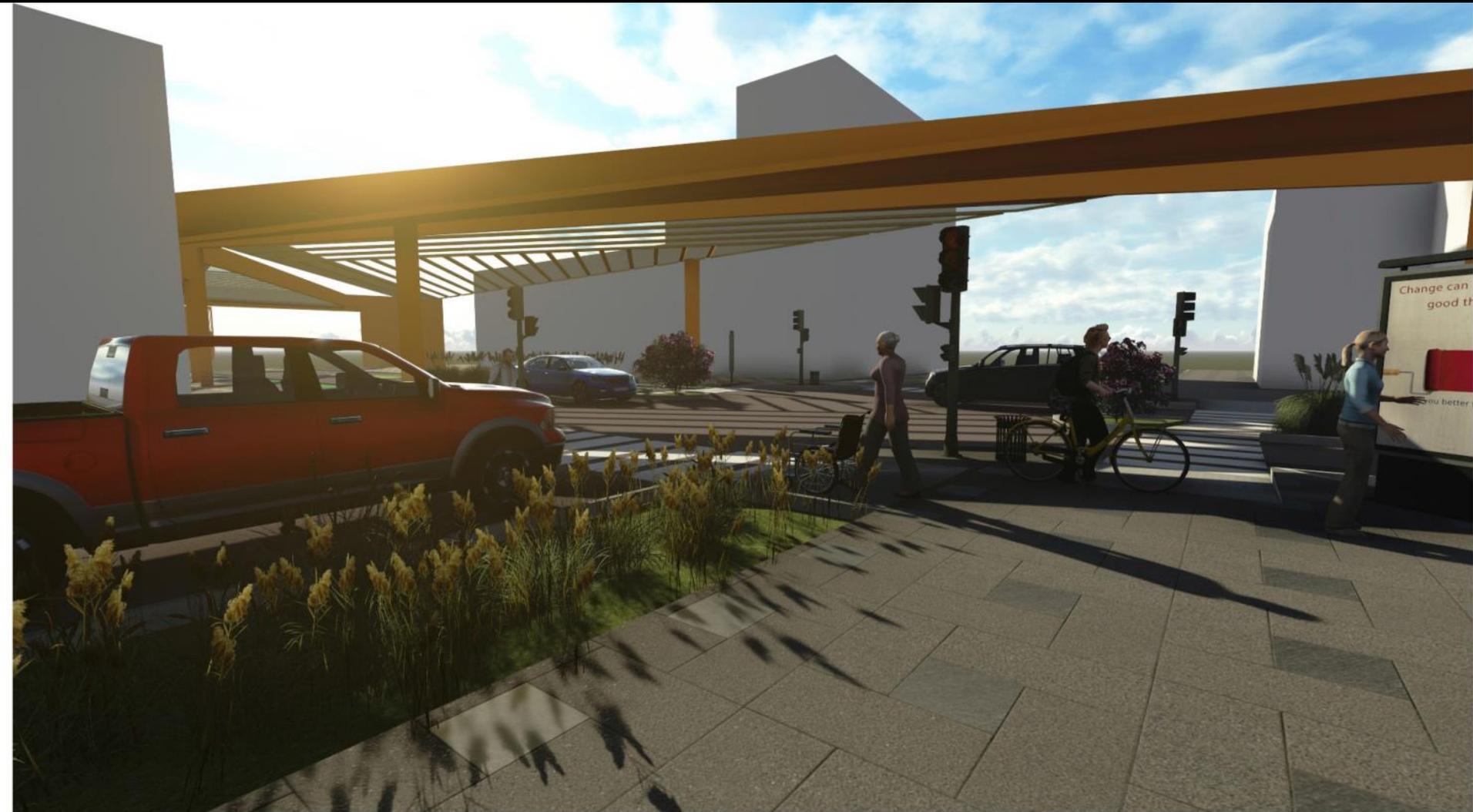
Professor Leehu Loon

Quentin Kong













Site Analysis



The area that I choose is the parking area next to the Yukon city hall and the Yukon court clerk building.



In this area, the main issues are how to attract the traffic back to the Yukon downtown, make the Yukon downtown back to life and give more green space and outdoor space for the residents.



The main problem I've found :

- 1.do not have enough outdoor space for people have a stop
- 2.do not have enough greenspaces
- 3.do not have the Route 66 theme area as the landmark



The problem we need to focus:

- 1.move the Yukon court clerk building to get more space
- 2.move the parking area for the square

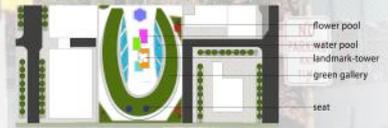


Design concept:

- 1.added some seats and gallery as the outdoor space for people have a stop or gettingher
- 2.added some trees and flower pools in order to get enough greenspaces
- 3.added a Route 66 theme square as the landmark, it also served as a stop or gettingher
- 4.added a landmark-tower to attracted the travel cars



(A)
In my design, this area will be used as the outdoor space for people to have a stop.



(B)
In my design, this area will be used as the public gathering space.



(C)
In my design, this area will be used for a Route 66 theme square as the landmark.



Community Design in Yukon

Site Analysis

The site is located in City of Yukon's central business district. From S 8th st. to S 6th St.

The existing Main st. was a 2-way street. Lacking of pedestrian and vegetation.

IMPROVEMENTS

- █ BIKE LANE
- █ BIKE RENTAL SERVICE
- █ PARKS AND OPEN SPACE
- █ PEDESTRIAN CORRIDOR
- █ WINDOW SHOPPING
- █ OUTSIDE SEATING CAFE



Proposal Design - Master Plan

Downtown of Yukon needs an attractive urban space. The proposal design enhanced

- Green open space
- Window shopping experience
- Parking
- Changing Lanes

The urban garden is animal friendly and comes with a bike rental service, which would help community and attractive people.

The new driveway is reduced to 12' wide which allowed a 6' width bike lane on each side. Enlarge pedestrian area and set with tables and benches.

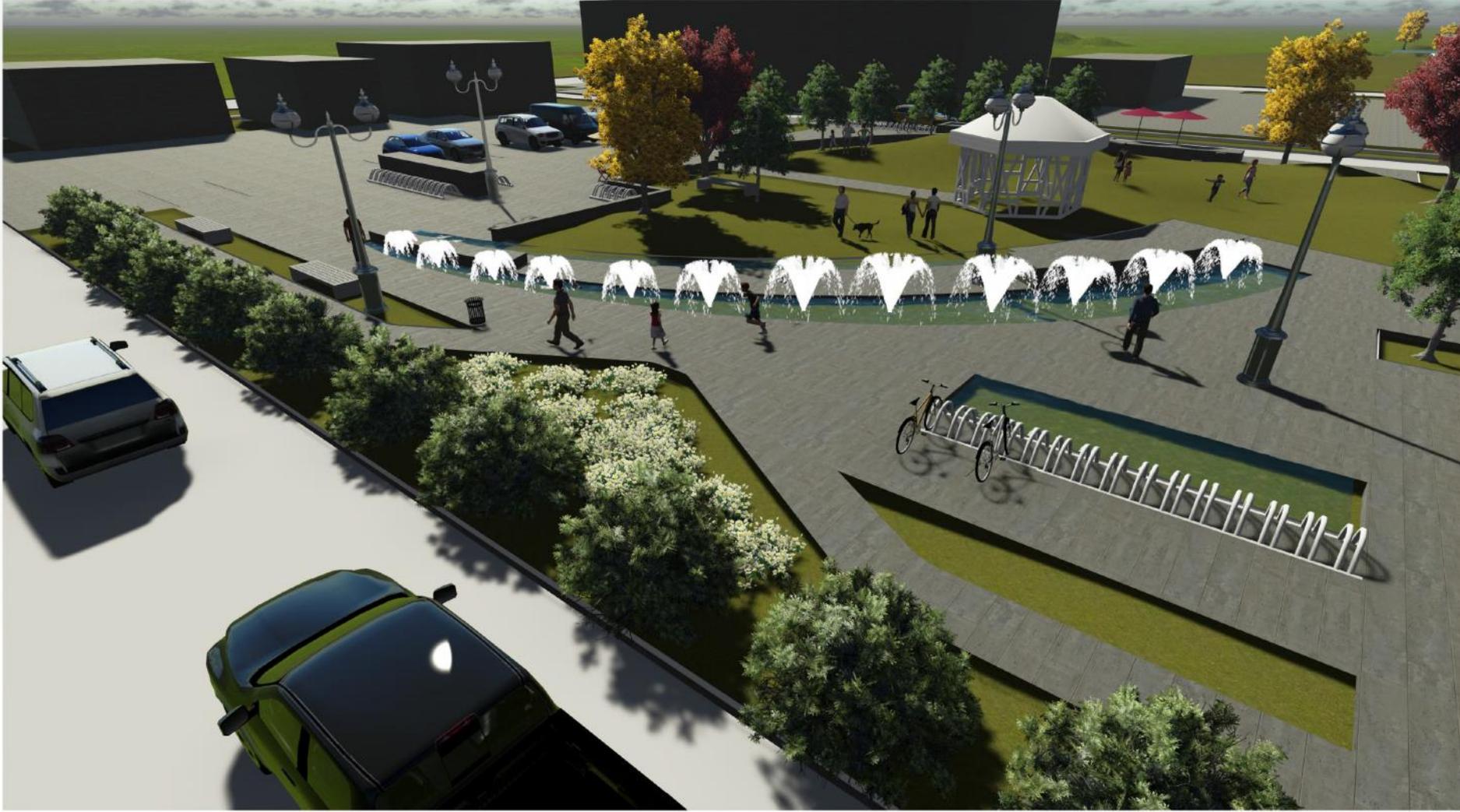


Park Perspective Views



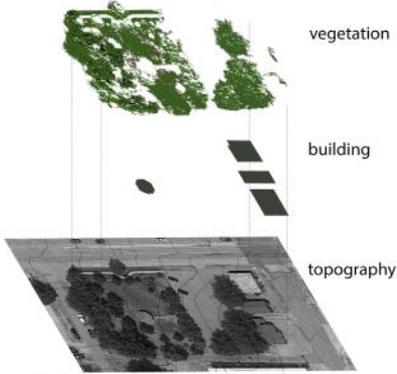




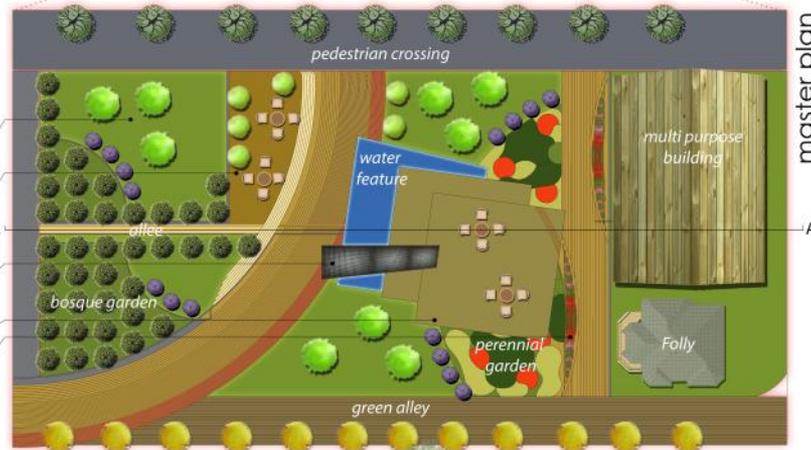


Yukon Pocket park

site inventory & analysis



Green Spaces Connection by green alley



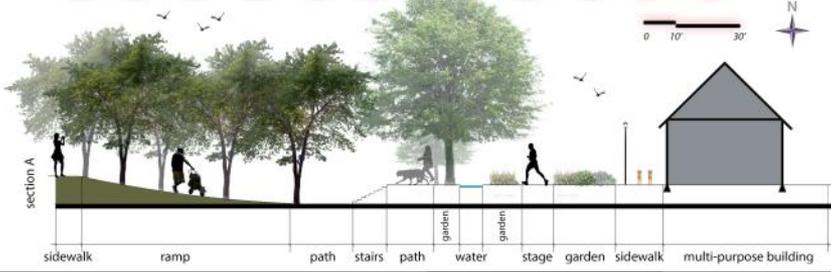
existing
unsightly • waste • impermeable pavement • inadequate amenity



- play lawn
- sitting area
- metal bridge
- sitting area
- native grass garden

perspectives

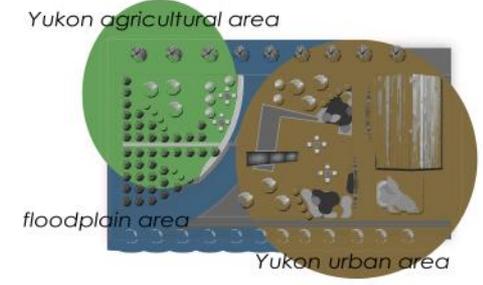
to watch the animation please visit:
www.facebook.com/groups/tomorrowsyukon



inspiration



conceptual design



Community Design in Yukon, Oklahoma Yukon Pocket park

University of Oklahoma Division of Landscape Architecture



LA 5545 Studio IV
Professor Leehu Loon
Mehdi Shahidi-Anvar

pedestrian crossing

multi purpose building

water feature

allee

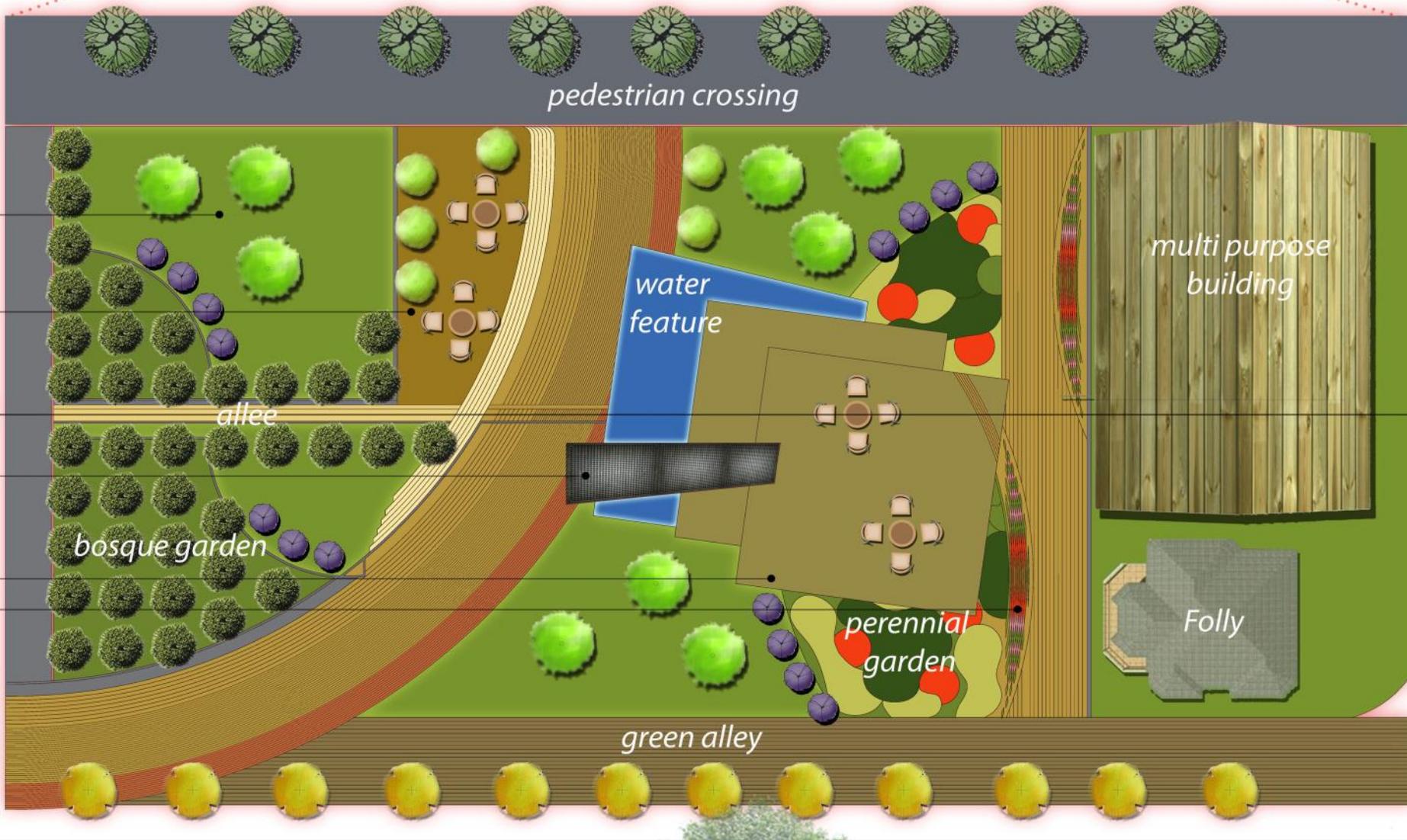
Folly

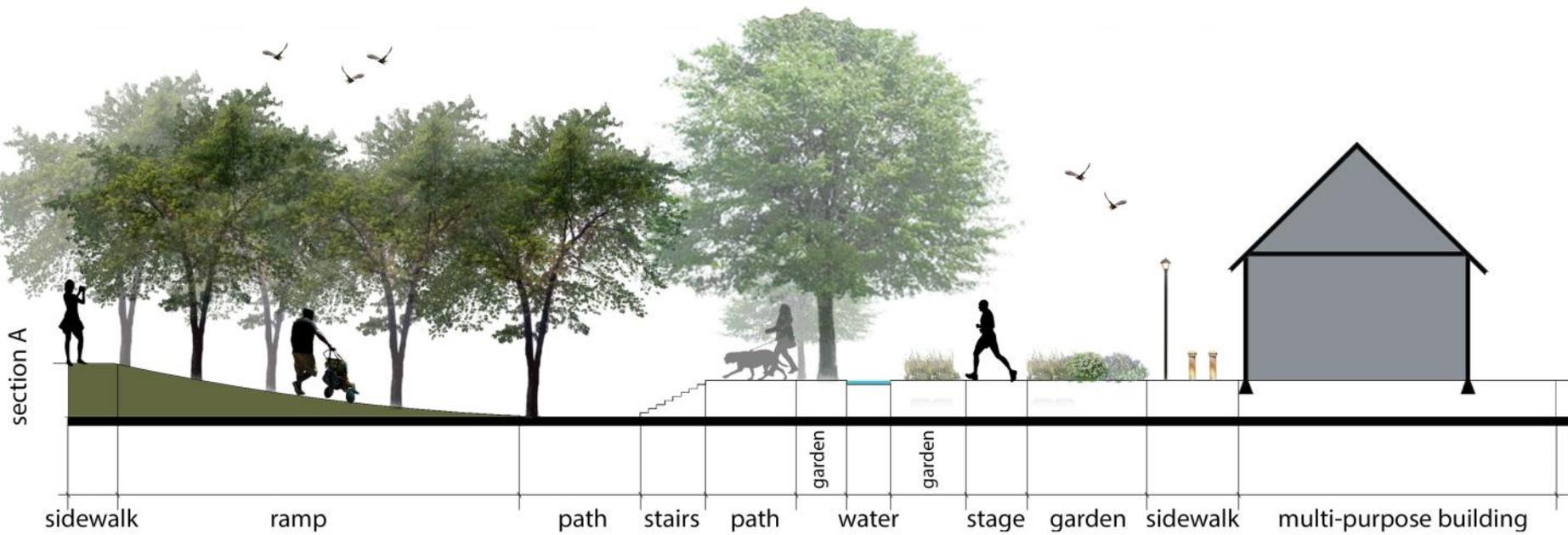
perennial garden

bosque garden

green alley

A





Analysis & Concept

site location



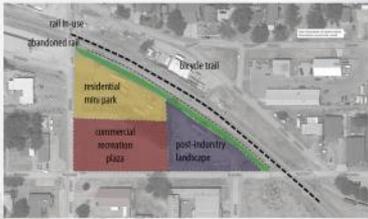
The design block I pick is the tri-angle shape land next to the railroad. The site is limited by the southern boundary Cedar Ave. and the western boundary North 5th St. The area is approximate 134 SQFT. Most of the existing site is open land.

site analysis



The site locates in the intersection area of industrial commercial and residential area. The rail embraces the site, which provides opportunity to create rail to trail corridor. And the famous miller factory and city entry corner assist the site to be more noticeable

concept



The site could be a multiplied-function area. It could serve the industrial, commercial and the residential zones at the same time

inspiration-cell



input

NO FINER OR MORE MO
MILLS IN AMERICA

YUKON MILL & GRAIN CO.

Yukon Park Capital of O

output

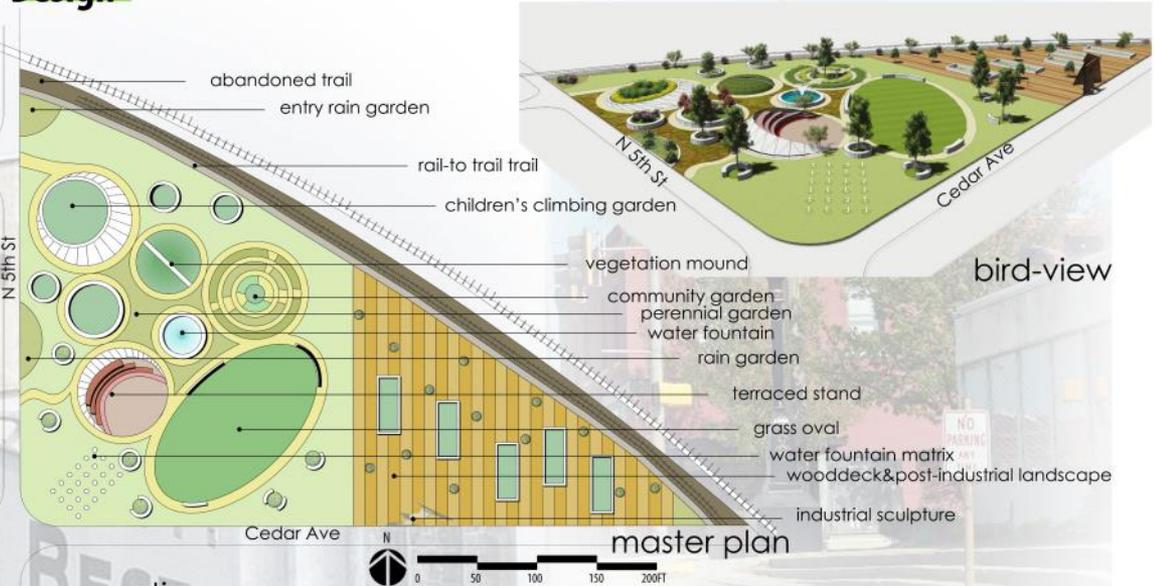


animation

Length: 1'52" Tool: SketchUp, Lumion



Design



bird-view

perspective



water fountain matrix perspective view



industrial sculpture perspective view

Community Design

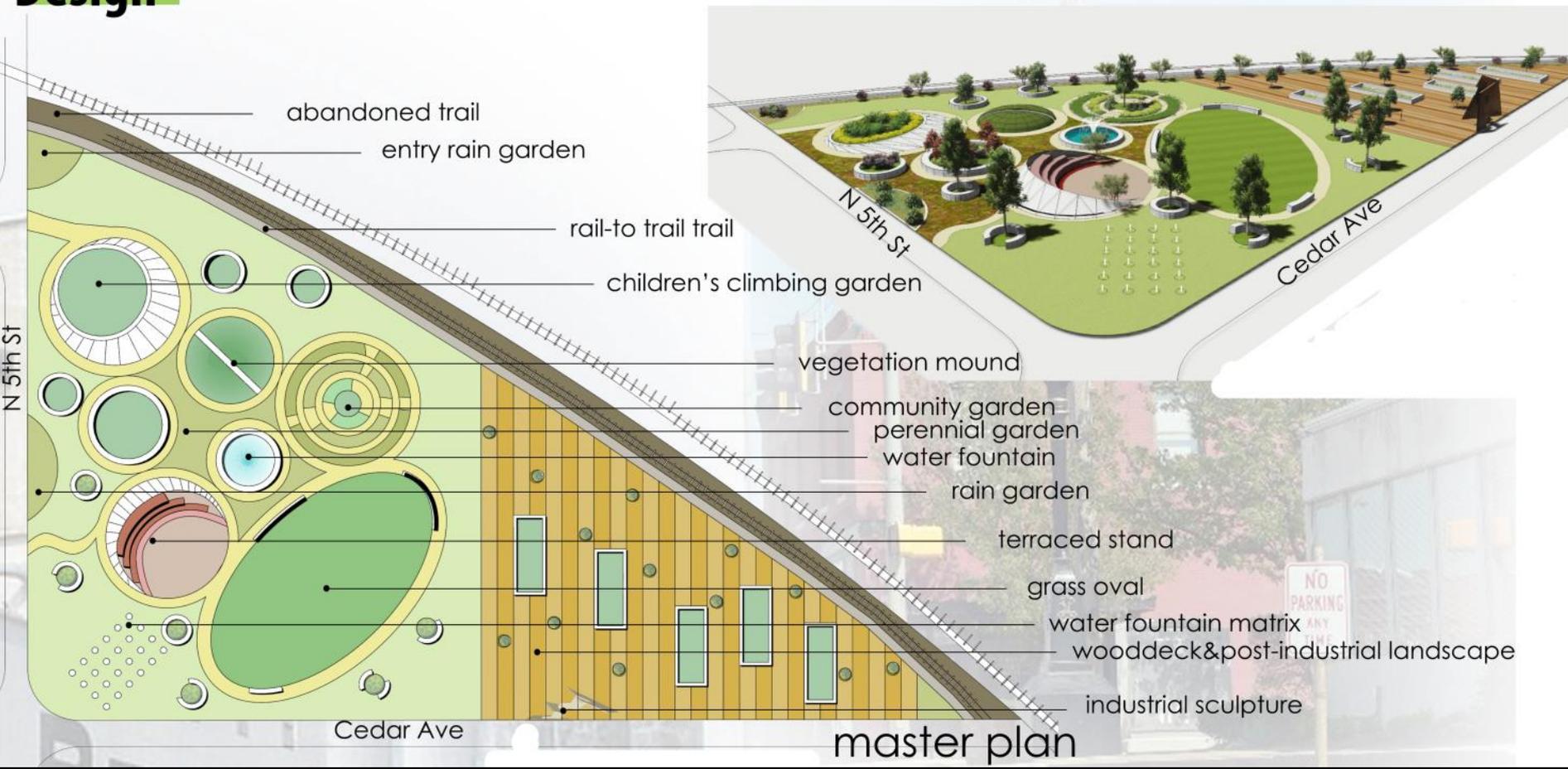
University of Oklahoma Division of Landscape Architecture

Design IV

Professor Leehu Loon

Sherry Zhao

Design



abandoned trail

entry rain garden

rail-to-trail trail

children's climbing garden

vegetation mound

community garden

perennial garden

water fountain

rain garden

terraced stand

grass oval

water fountain matrix

wooddeck & post-industrial landscape

industrial sculpture

N 5th St

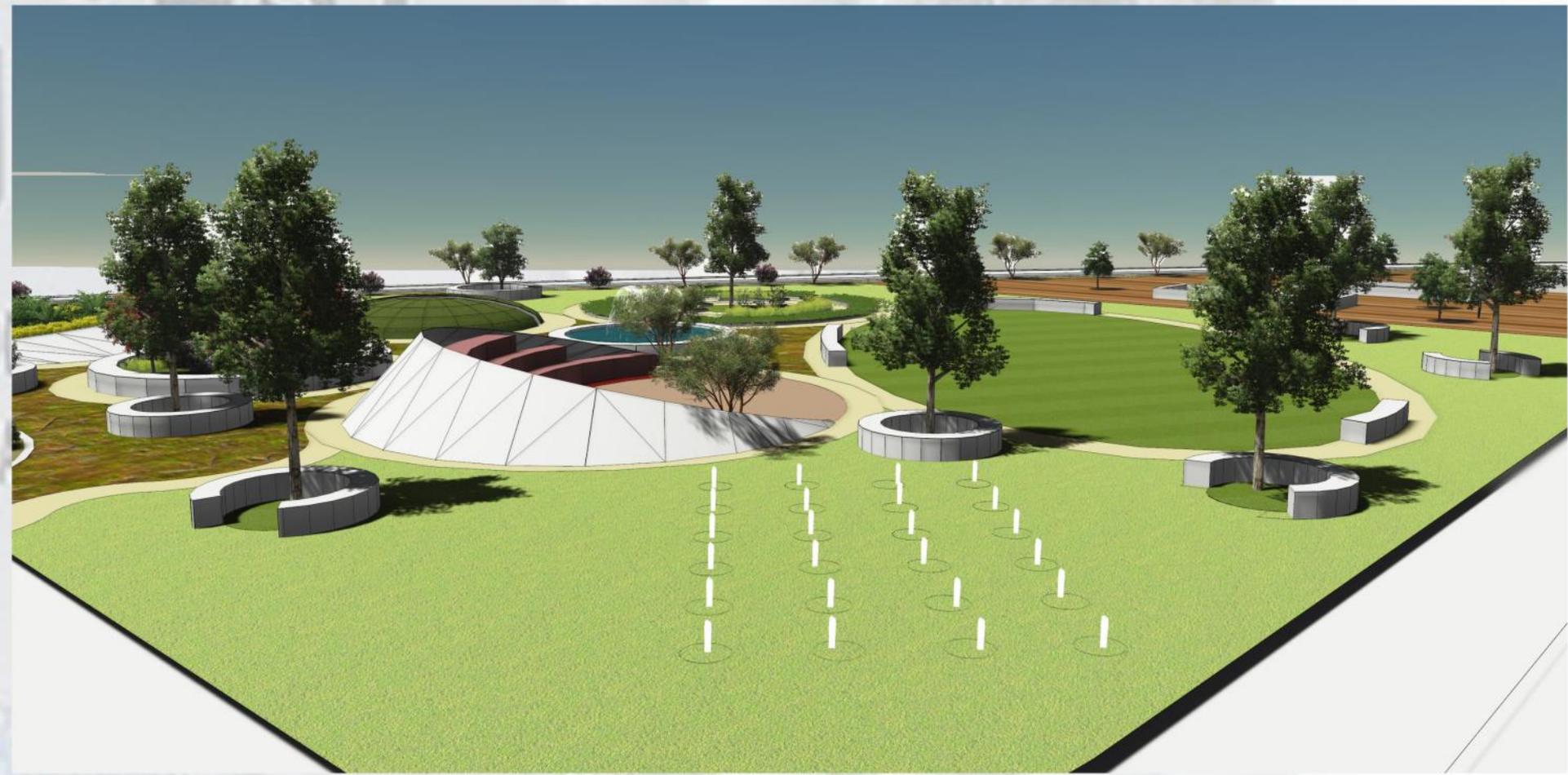
Cedar Ave

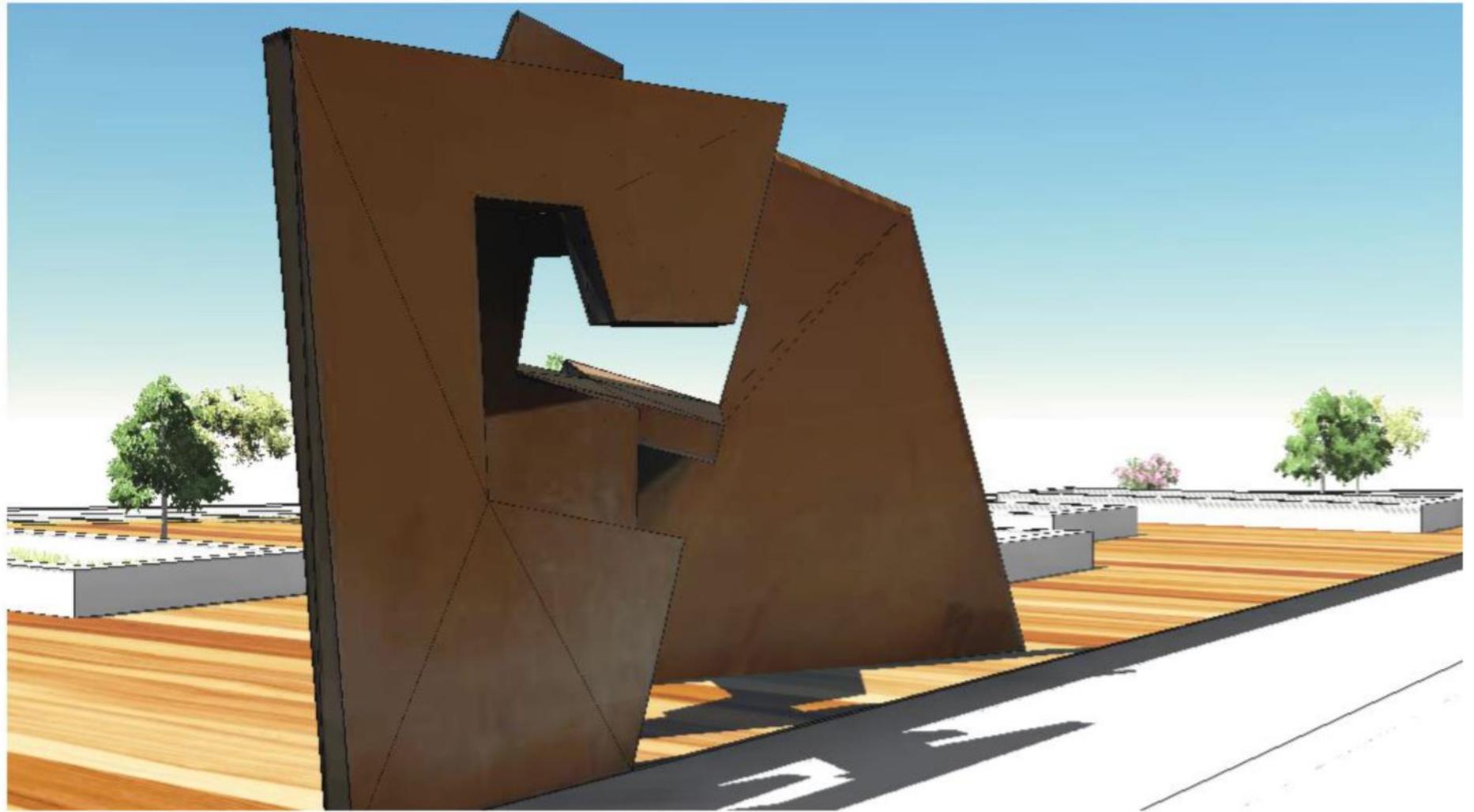
master plan

N 5th St

Cedar Ave

NO
PARKING
ANY
TIME





Conclusions – Why is this meeting important?



- **What are the next steps?**
- **Final report coming in July 2013**
- **What happens after July?**
- **Design guidelines**
 - Update the comprehensive plan
- **How does OU fit into this?**
- **Community Catalyst**
 - Local businesses
- **Build Support to Generate Support**
 - What kind of support do we need to build and generate?

Contact Information



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