

Transit Oriented Development in the 21st Century

A Look at the Past and the Future

WIGGIN
PROPERTIES, LLC

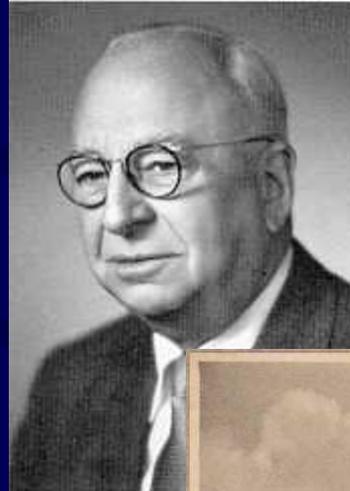
TOD Principles for Oklahoma

- There is no transit
- Substitute the word mobility
- Financing drives development
- Advance planning makes TOD work
- Mixed use
- Density

The Mayo Building – 1910

(Early Tulsa was all TOD)

- Streetcar on Main St.
- Mixed use: furniture store, retail, office
- Expanded 1914 and 1917 as city grew
- Increased density all around





The Mayo Building – 2010

- Parking garage attached
- Residential, restaurant, YMCA, and offices

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A Landmark Restored with Mixed Use

- A perfect building for residential use
- Residential on floors 3 through 10
- Restaurant and health facility at street level
- 3rd floor connection to parking next door



Parking Connected by an Aerial Walkway



THE
MAYO BUILDING

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Oriented to the Street



On Bartlett Square



Looking west on 5th Street



Looking north
on Main Street.

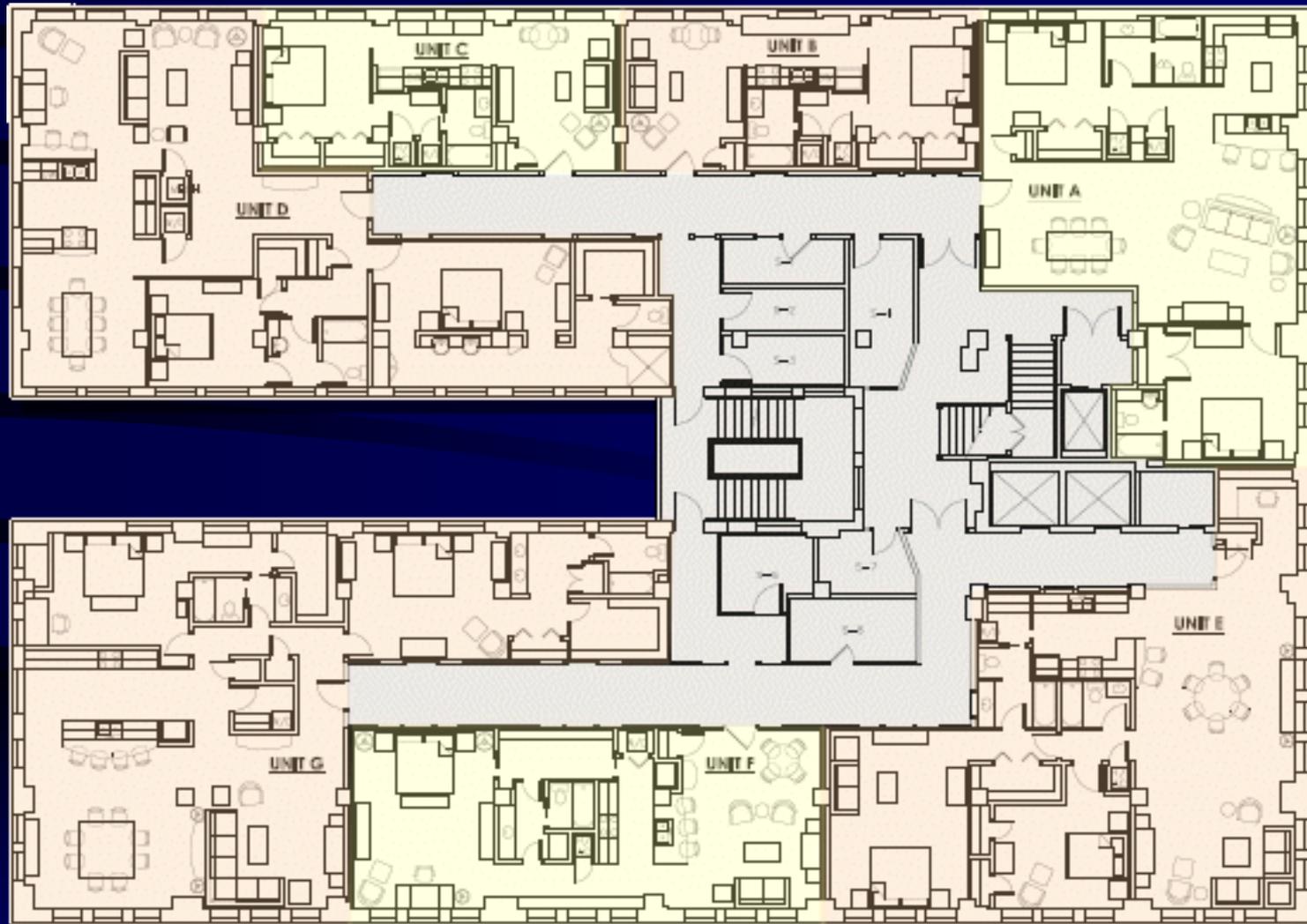


Building Section

Floor	Roof Terrace		Ceiling Height
10	Residential		14'
9	Residential		10'
8	Residential		10'
7	Residential		10'
6	Residential		10'
5	Residential		10'
4	Residential		12'
3	Residential		12'
2	Health Facility	Office	13'
1	Restaurant	Health Facility	17'
Lower Level	Health Facility		11'



Typical Residential Floor Plan



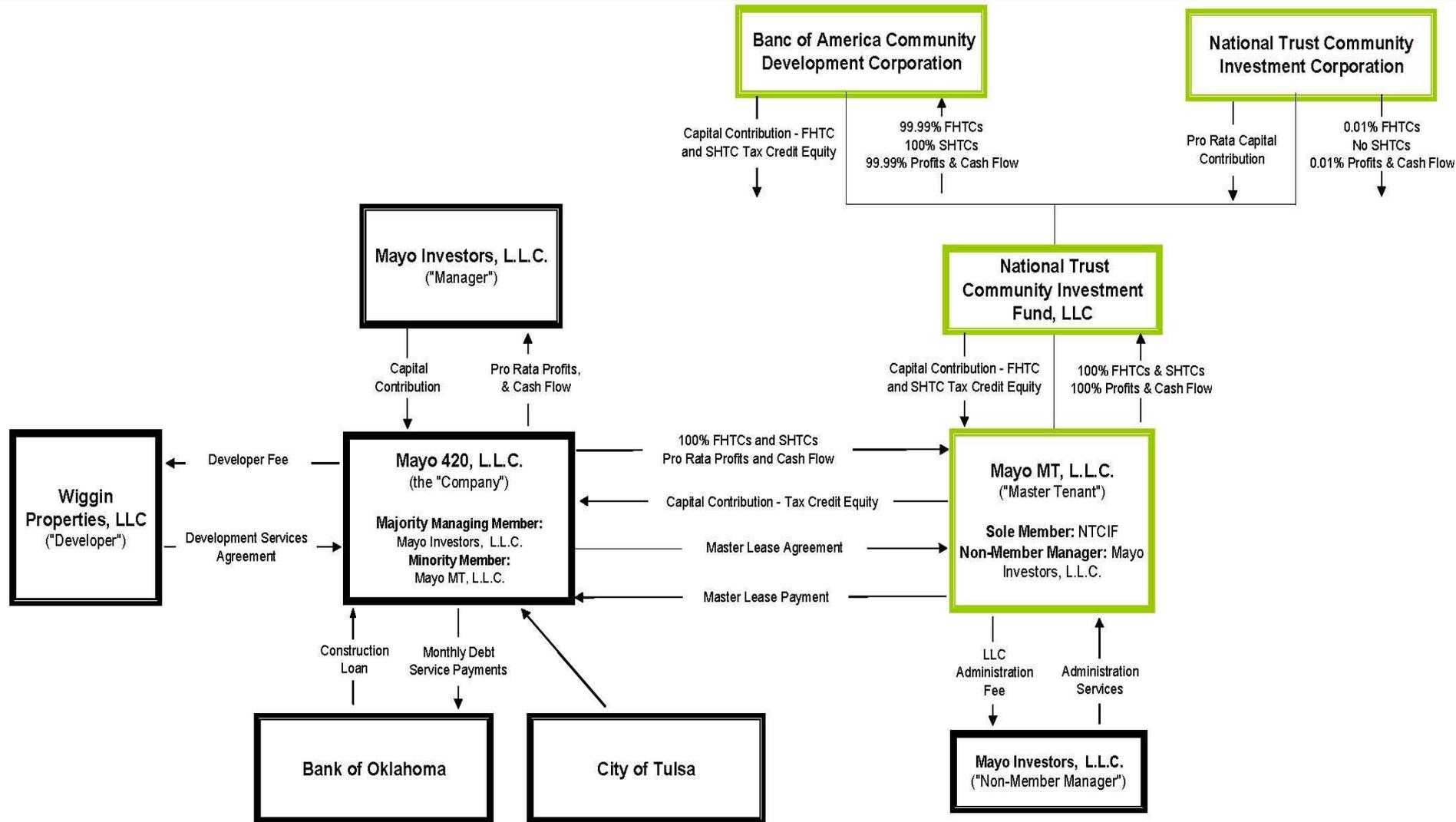
THE
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Financing is a Challenge

- Land assembly
- Debt and equity capital
- TIF or tax incentive approval
- Planning and community support
- Developers with mixed use experience
- Capital sources that understand urban infill and redevelopment

Mayo Financing Structure



Planning Required for Reinvestment

- The Mayo Building had been deteriorating
- It had been largely vacant for 15 years
- There were easier buildings to renovate, but few as central or important





THE MAYO BUILDING

– TOD of
the Future

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