11TH STREET & PEORIA AVENUE

MARKET OVERVIEW

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>1/2-MILE RADIUS AROUND 11TH ST S &amp; PEORIA AVE</th>
<th>TULSA (CITY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2016)</td>
<td>2,221</td>
<td>411,880</td>
</tr>
<tr>
<td>Population (2010)</td>
<td>2,184</td>
<td>391,900</td>
</tr>
<tr>
<td>Population Change, 2010-2016</td>
<td>+1.7%</td>
<td>+5.0%</td>
</tr>
<tr>
<td>Median Age</td>
<td>35.2</td>
<td>35.7</td>
</tr>
<tr>
<td>Households (2016)</td>
<td>1,144</td>
<td>170,335</td>
</tr>
<tr>
<td>Average HH Size</td>
<td>1.75</td>
<td>2.4</td>
</tr>
<tr>
<td>Median HH Income</td>
<td>$23,278</td>
<td>$43,075</td>
</tr>
<tr>
<td>Bachelor’s Degree or Higher</td>
<td>26%</td>
<td>30%</td>
</tr>
<tr>
<td>Housing Units (2016)</td>
<td>1,494</td>
<td>186,726</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>12%</td>
<td>47%</td>
</tr>
<tr>
<td>Renter-Occupied</td>
<td>65%</td>
<td>46%</td>
</tr>
<tr>
<td>Vacant</td>
<td>23%</td>
<td>12%</td>
</tr>
<tr>
<td>Total number of business entities</td>
<td>573</td>
<td>28,615</td>
</tr>
<tr>
<td>Total Retail Sales Leakage / Surplus</td>
<td>$45,200,000</td>
<td>$4,018,000,000</td>
</tr>
</tbody>
</table>

PLANiTULSA LAND USE BUILDING BLOCKS

DOWNTOWN CENTERS CORRIDORS EXISTING RESIDENTIAL NEIGHBORHOODS NEW RESIDENTIAL NEIGHBORHOODS EMPLOYMENT

LEGEND

- Employment
- Vacant Building
- Vacant
- Mixed-Use Corridor
- Mixed Use
- Park
- Open Space
- Trail
- Pedestrian Barrier
- Water Body
- Distant Intersection
- Distant Pedestrian Crossing Point
- Dangerous Intersection, Heavy Pedestrian Crossing
- Park Frontage Presents Opportunity for Development or Enhanced Public Space
- All Downtown Connections Require Pedestrians to Cross Over/Under Highway

STATION AREA OVERVIEW
11TH STREET & PEORIA AVENUE

DEVELOPMENT CHARACTER

BIRD’S EYE VIEW OF DEVELOPMENT VISION (LOOKING SOUTHWEST)

STATION AREA DEVELOPMENT VISION

EXISTING

PROPOSED

HILCREST MEDICAL CENTER

OAKLAWN CEMETARY

PEORIA AVENUE BRT LAND USE STUDY

TULSA, OKLAHOMA

STATION AREA OVERVIEW

JANUARY 2017

PROJECT TEAM

THE LAKOTA GROUP

SAH SCHWARTZ ENGINEERING

DUNCAN ASSOCIATES

THE LAKOTA GROUP

A New Kind of Energy
Uses

Classic linear developments that pair residential, commercial, and entertainment uses with transit. Intense uses at intersection, stepped down residential units in between.

Linear Form

Development is oriented along Peoria Avenue. Corridors are a neighborhood and community connector, transportation route, and magnet for mixed-use development and residential uses.

2-4 Story Development

• Moderate-density, mixed-use development.
• Horizontal and vertical integration of residential uses.

Development Transition

• As development transitions from the Peoria Avenue and 11th Street corridors to the residential neighborhoods the height / scale, density, and intensity of development decreases.

Building Transparency

• Transparency lowers as building height rises.

Off-Street Parking

• Lots are situated behind development.
• Parking areas separated from pedestrian uses.
• Minimal or no curb cuts to access parking via primary street.
• Building service functions also accessed via parking behind buildings.

Building Facades

• Facades and entrances directly address street.
• Human-scaled design (awnings, signage, etc.)

Consistent, Shallow Setback

• Right-of-way with sidewalk, parkway strip, and street.

BRT Station Hub (Peoria and 11th Street BRTs)

• A 60x10 BRT pull-off that features ticket vending machines.
• Next bus arrival information.
• Pedestrian illumination.
• ADA loading platform.
• Transit shelter (approx 6’x32’)

11th Street Road Diet

• GO Plan recommends a four-lane to three-lane road diet at 11th Street to accommodate cyclists.

Enhanced Streetscape

• Generous sidewalks shaded by trees, in-town parks, open space, and plazas creates pedestrian-oriented district.
• Attractive streetscape includes landscaping, lighting, public art, and other pedestrian amenities.
• Mixed use development supports sidewalks, restaurants, and cafe seating.

Pedestrian Plaza

• Street level frontage of mixed-use projects is developed with levels of pedestrian-oriented uses such as plazas and parks.
• Plaza serves transit riders on both BRT lines and creates a more pedestrian-friendly atmosphere at new development.

Wide sidewalks

• High intensity/density uses encourage high pedestrian activity. Wide (8’-12’) sidewalks support the pedestrian

11TH STREET & PEORIA AVENUE

DEVELOPMENT CHARACTER

TRANSIT CHARACTER

URBAN DESIGN CHARACTER

DEVELOPMENT GUIDELINES

TRANSIT GUIDELINES

URBAN DESIGN GUIDELINES

STATION AREA OVERVIEW

TULSA, OKLAHOMA

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### EXISTING ZONING STANDARDS

<table>
<thead>
<tr>
<th>REGULATION</th>
<th>OL</th>
<th>OM</th>
<th>CS</th>
<th>CH</th>
<th>RM-1</th>
<th>RM-2</th>
<th>RM-3</th>
<th>MX(P)</th>
<th>MX(U)</th>
<th>MX(V)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Street Frontage (ft)</td>
<td>50</td>
<td>50</td>
<td>50</td>
<td>None</td>
<td>30</td>
<td>30</td>
<td>30</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Minimum Street Setback (ft)</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>0</td>
<td>25</td>
<td>10</td>
<td>25</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Maximum Floor Area Ratio (FAR)</td>
<td>0.4</td>
<td>0.5</td>
<td>0.5</td>
<td>None</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Maximum Height (ft)</td>
<td>35</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>35</td>
<td>35</td>
<td>None</td>
<td>Varies</td>
<td>Varies</td>
<td>Varies</td>
</tr>
<tr>
<td>Minimum Ground Floor Transparency</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>50</td>
<td>35-40</td>
<td>35-40</td>
</tr>
<tr>
<td>Maximum Density (UPA)</td>
<td>~24</td>
<td>~40</td>
<td>~40</td>
<td>None</td>
<td>~24</td>
<td>~40</td>
<td>~100+</td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Street-Facing Entrance Required</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### EXISTING ZONING

**EXISTING ZONING STANDARDS**

- **Minimum Street Frontage (ft):** 50, 50, 50, None, 30, 30, 30, 20, 20, 20
- **Minimum Street Setback (ft):** 10, 10, 10, 0, 25, 10, 25, 0, 0, 0
- **Maximum Floor Area Ratio (FAR):** 0.4, 0.5, 0.5, None, NA, NA, NA, None, None, None
- **Maximum Height (ft):** 35, None, None, None, 35, 35, None, Varies, Varies, Varies
- **Minimum Ground Floor Transparency:** None, None, None, None, NA, NA, NA, 50, 35-40, 35-40
- **Maximum Density (UPA):** ~24, ~40, ~40, None, ~24, ~40, ~100+, None, None, None
- **Street-Facing Entrance Required:** No, No, No, No, No, No, No, Yes, Yes, Yes

**LEGEND**

- **Development Opportunity Use (DPU):** Office, Mixed-Use, Twenty-Four Hour, 24-Hour, 24/7, 24-7
- **Single-Family Residential:** SF-1, SF-2, SF-3
- **Multi-Family Residential:** MF-1, MF-2, MF-3, MF-4
- **Industrial Zoning:** IND, MAN, MFG
- **Commercial Zoning:** CO, CM, CBO
- **POTENTIAL FOR FUTURE CHANGE:** Future Development Potential
- **MASTER PLANNED DEVELOPMENT:** Form-Based Code
- **PARKING (PD):** Parking and Access

**PEORIA AVENUE BRT LAND USE STUDY**

**STATION AREA OVERVIEW**

**TULSA, OKLAHOMA**

**JANUARY 2017**

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