**41ST STREET & PEORIA AVENUE**

**MARKET OVERVIEW**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>1/2-MILE RADIUS AROUND 41ST ST &amp; PEORIA AVE</th>
<th>TULSA (CITY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2016)</td>
<td>3,709</td>
<td>411,880</td>
</tr>
<tr>
<td>Population Change, 2010-2016</td>
<td>+3.6%</td>
<td>+5.0%</td>
</tr>
<tr>
<td>Median Age</td>
<td>41.0</td>
<td>35.7</td>
</tr>
<tr>
<td>Households (2016)</td>
<td>2,045</td>
<td>170,335</td>
</tr>
<tr>
<td>Average HH Size</td>
<td>1.8</td>
<td>2.4</td>
</tr>
<tr>
<td>Median HH Income</td>
<td>$51,601</td>
<td>$34,075</td>
</tr>
<tr>
<td>Bachelor’s Degree or Higher</td>
<td>43%</td>
<td>30%</td>
</tr>
<tr>
<td>Housing Units (2016)</td>
<td>2,364</td>
<td>186,726</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>47%</td>
<td>47%</td>
</tr>
<tr>
<td>Renter-Occupied</td>
<td>39%</td>
<td>46%</td>
</tr>
<tr>
<td>Vacant</td>
<td>14%</td>
<td>12%</td>
</tr>
<tr>
<td>Total number of business entities</td>
<td>233</td>
<td>28,615</td>
</tr>
<tr>
<td>Total Retail Sales Leakage / Surplus</td>
<td>$21,400,000</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**

**STATION AREA ANALYSIS**

- **POCKETS OF MULTI-FAMILY RESIDENTIAL DEVELOPMENT**
- **EXIST ON THE WESTERN MOST SIDE OF THE STATION AREA.**

- **ABUNDANCE OF REDEVELOPMENT IN THIS AREA**
- **POOR PEDESTRIAN CONDITIONS**
- **AUTO-DOMINATED SHOPPING CENTER**
- **MIXED-USED CORRIDOR SOUTH OF 41ST STREET**

**LEGEND**
- BUSI INTERSECTION
- VACANT INTERSECTION
- WATER BODY
- TRAIL
- PEDESTRIAN BARRIER
- PARKS & OPEN SPACE
- MIXED-USED SPACE
- DOWNTOWN CORE
- DOWNTOWN NEIGHBORHOOD
- MAIN STREET
- REGIONAL CENTER
- TOWN CENTER
- EXISTING RESIDENTIAL NEIGHBORHOOD
- NEW RESIDENTIAL NEIGHBORHOOD
- EMPLOYMENT

**PEORIA AVENUE BRT LAND USE STUDY**

- **STATION AREA OVERVIEW**
- **TULSA, OKLAHOMA**

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Uses

High capacity transportation facilities are paired with housing, commercial, and employment uses. Uses support surrounding suburban residential neighborhoods.

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.

Consistent, Shallow Setback

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

2-6 Story Development

• Moderate-density
• Vertical and horizontal integration of residential uses.

Building Facades

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

Building Transparency

• Transparency lowers as building height rises.

Off-Street Parking

• Lots are situated behind development.
• 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.)

Dedicated, Enhanced BRT Station

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

In lieu of a road diet, which isn’t recommended for this corridor per the calming measures found from 33rd to 35th should be continued along this section of the Peoria Corridor.

Bike Share Station

• Opportunity to connect BRT and other transit to bike sharing.
• Station located adjacent to new retail/commercial development and existing multi-family development.

Shared Bicycle Lanes

• Lane marking’s identify shared bicycle lanes. Narrow right-of-way prohibits separate, dedicated bike lanes at this station location.

Enhanced Streetscape

• The streetscape includes landscaping, lighting, public art, and other pedestrian amenities.
• Mixed use development supports sidewalks, restaurants, and cafe seating.

Cafe Seating / Plaza

• Street level frontage of mixed-use projects is developed with levels of pedestrian-oriented uses such as plazas and parks.

Wide sidewalks

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

Placemaking

• Signage and public art at corners of intersection enhances sense of place.
### 41ST STREET & PEORIA AVENUE

#### 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>None</td>
<td>None</td>
<td>None</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

[Map of existing zoning standards and station area overview]

#### POTENTIAL ZONING CONCEPT

[Map showing potential zoning concept and station area overview]