## 71ST STREET & TRENTON AVENUE

### MARKET OVERVIEW

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>1/2-MILE RADIUS AROUND 71ST ST &amp; TRENTON AVE</th>
<th>TULSA (CITY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2016)</td>
<td>5,021</td>
<td>411,880</td>
</tr>
<tr>
<td>Population Change, 2010-2016</td>
<td>+7%</td>
<td>+5.0%</td>
</tr>
<tr>
<td>Median Age</td>
<td>31.0</td>
<td>35.7</td>
</tr>
<tr>
<td>Households (2016)</td>
<td>2,539</td>
<td>170,335</td>
</tr>
<tr>
<td>Average HH Size</td>
<td>1.95</td>
<td>2.4</td>
</tr>
<tr>
<td>Median HH Income</td>
<td>$31,332</td>
<td>$43,075</td>
</tr>
<tr>
<td>Bachelor’s Degree or Higher</td>
<td>29%</td>
<td>30%</td>
</tr>
<tr>
<td>Housing Units (2016)</td>
<td>3,007</td>
<td>186,726</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>19%</td>
<td>47%</td>
</tr>
<tr>
<td>Renter-Occupied</td>
<td>66%</td>
<td>46%</td>
</tr>
<tr>
<td>Vacant</td>
<td>16%</td>
<td>12%</td>
</tr>
<tr>
<td>Total number of business entities</td>
<td>371</td>
<td>28,615</td>
</tr>
<tr>
<td>Total Retail Sales Leakage / Surplus</td>
<td>$(33,200,000)</td>
<td>$4,018,000,000</td>
</tr>
</tbody>
</table>

### PLANiTULSA LAND USE BUILDING BLOCKS

#### DOWNTOWN
- **Neighborhoods**
- **Corridors**
- **Existing Residential Neighborhoods**
- **New Residential Neighborhoods**
- **Employment**

#### CENTERS
- **Neighborhoods**
- **Corridors**
- **Existing Residential Neighborhoods**
- **New Residential Neighborhoods**
- **Employment**

#### CORRIDORS
- **Main Streets**
- **Existing Residential Neighborhoods**
- **New Residential Neighborhoods**
- **Employment**

#### EMPLOYMENT
- **Existing Residential Neighborhoods**
- **New Residential Neighborhoods**
- **Employment**

### STATION AREA OVERVIEW

- **MIX OF DEVELOPMENT TYPES WITH DECENT FRONTAGE CONDITIONS ALONG THE WIDE, BOULEVARD-STYLE ROAD**
- **NEW, LARGER SINGLE-FAMILY RESIDENTIAL DEVELOPMENT**
- **KEY TRAIL CONNECTION OPPORTUNITY EXISTING CONNECTIVITY LIMITED**
- **POOR PEDESTRIAN CONDITIONS ACROSS BRIDGE**
- **MARRIOTT TULSA HOTEL**
- **CASCADES AT SOUTHERN HILLS**
- **WILLBROS ENGINEERS**
- **FOXFIRE APARTMENTS**
- **RED RIVER APARTMENTS**
- **ST. JOHN’S FAMILY MEDICAL CARE**
- **E 71ST ST. E 67TH ST. 68TH ST. E 71ST ST. E 71ST ST. 68TH ST. TRENTON AVENUE**
- **E 71ST ST. E 67TH ST. 68TH ST. E 71ST ST. E 71ST ST. 68TH ST. TRENTON AVENUE**
- **PEORIA AVENUE BRT LAND USE STUDY TULSA, OKLAHOMA**
- **JANUARY 2017**
- **STATION AREA OVERVIEW**
- **LEGEND**
- **KEY INTERSECTION**
- **VACANT BUILDING**
- **TRAIL**
- **PEDESTRIAN BARriers**
- **ARKANSAS RIVER CORRIDOR**
- **DOWNTOWN CORE**
- **DOWNTOWN NEIGHBORHOOD**
- **REGIONAL CENTER**
- **TOWN CENTER**
- **EXISTING RESIDENTIAL NEIGHBORHOOD**
- **NEW RESIDENTIAL NEIGHBORHOOD**
- **EMPLOYMENT**
- **WATER BODY**
- **PARKS & OPEN SPACE**
- **MIXED-USE CORRIDOR**
- **MAIN STREET**
- **EXISTING RESIDENTIAL NEIGHBORHOOD**
- **NEW RESIDENTIAL NEIGHBORHOOD**
- **EMPLOYMENT**
DEVELOPMENT CHARACTER

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

EXISTING

PROPOSED

RIVERGATE CHURCH

STATION AREA DEVELOPMENT VISION

EXISTING

PROPOSED

RIVERGATE CHURCH

STATION AREA OVERVIEW

TULSA, OKLAHOMA

PEORIA AVENUE BRT LAND USE STUDY

RIVERGATE CHURCH

STATION AREA OVERVIEW
Consistent, Shallow Setback
- Right-of-way with sidewalk, parkway strip, and street.

1-5 Story Development
- Medium-scale, medium-density mixed-use.
- Vertical and horizontal integration of residential uses.

Building Transparency
- Transparency lowers as building height rises.

New Parking Located Behind Development
- Minimal curb cuts to access parking.
- Limited curb cut access via primary street. Primarily for existing parking lot access.
- Building service functions also accessed via parking behind buildings.

Retail, dining, services, and employment.

Pedestrian Refuge Island
- Existing wide intersection poses threat to pedestrian safety without adequate signalization or signage.
- Road diet provides opportunity to enlarge center median and provide refuge island to facilitate circulation safely.

Road Diet
- Existing 6, 12' lanes shrink to 4, 11' wide lanes.
- Left turn lane at intersection.
- Street design integrates pedestrian, bicycle, transit, and vehicular uses.

Vegetated Median
- Features shade trees and shrubs.

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’)

Dedicated Bike Lanes
- 5’ wide, striped lanes.
- While the GO Plan does not include recommendations for this area, depending on AADT, a road diet that includes a bus-only or dedicated bike lane may be feasible.

Off-Street Multi-use Path
- Large setbacks on the south side of 71st provide room for a 10-12’ off-street multi-use path.
- This could be done in addition to or in place of a dedicated on-street bike lane.

Enhanced Streetscape
- Enhanced streetscape includes landscaping, lighting, public art, and other pedestrian amenities.
- Site furnishes are place appropriate to accommodate pedestrian needs.

Wide sidewalks
- Increased development intensity, density, and variety of uses encourage high pedestrian activity.
- Wide (8’-12’) sidewalks support the
### 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>50</td>
<td>35-40</td>
<td>35-40</td>
<td></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>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### EXISTING ZONING

**Station Area Overview**

**Pedra Avenue BRT Land Use Study**

**Tulsa, Oklahoma**

**January 2017**

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**Potential Zoning Concept**

**Legend**

- **Development Opportunity Site**
- **MX-1 District Zoning**
- **MX-2 District Zoning**
- **MX-3 District Zoning**
- **MX-4 District Zoning**
- **MX-5 District Zoning**
- **MX-6 District Zoning**

**Map Key**

- **Single Family**
- **Multi-Family**
- **Office**
- **Industrial**
- **Mixed Use**
- **Future Change**