**MARKET OVERVIEW**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>1/2-MILE RADIUS AROUND 81ST ST &amp; LEWIS AVE</th>
<th>TULSA (CITY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2016)</td>
<td>4,695</td>
<td>411,880</td>
</tr>
<tr>
<td>Population (2010)</td>
<td>4,690</td>
<td>391,900</td>
</tr>
<tr>
<td>Population Change, 2010-2016</td>
<td>0%</td>
<td>+5.0%</td>
</tr>
<tr>
<td>Median Age</td>
<td>23.8</td>
<td>35.7</td>
</tr>
<tr>
<td>Households (2016)</td>
<td>1,314</td>
<td>170,335</td>
</tr>
<tr>
<td>Average HH Size</td>
<td>2.4</td>
<td>2.4</td>
</tr>
<tr>
<td>Median HH Income</td>
<td>$23,924</td>
<td>$43,075</td>
</tr>
<tr>
<td>Bachelor’s Degree or Higher</td>
<td>27%</td>
<td>30%</td>
</tr>
<tr>
<td>Housing Units (2016)</td>
<td>1,500</td>
<td>186,726</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>6%</td>
<td>47%</td>
</tr>
<tr>
<td>Renter-Occupied</td>
<td>82%</td>
<td>46%</td>
</tr>
<tr>
<td>Vacant</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>Total number of business entities</td>
<td>238</td>
<td>28,615</td>
</tr>
<tr>
<td>Total Retail Sales Leakage / Surplus</td>
<td>$138,600,000</td>
<td>$4,018,000,000</td>
</tr>
</tbody>
</table>

**PLANiTULSA LAND USE BUILDING BLOCKS**

**STATION AREA OVERVIEW**

- **NEWER MULTI-FAMILY RESIDENTIAL DEVELOPMENT**
- **INTERSECTION IN POOR CONDITION**
- **POOR TO NO CONNECTIVITY ACROSS RIVERSIDE PARKWAY**
- **LACK OF SIDEWALKS ALONG BOTH SIDES OF LEWIS, SOUTH OF BIST**
- **POSSIBLE LOCATION FOR MAJOR BRT TERMINAL**
- **INEFFICIENT DEVELOPMENT PATTERN / USE OF LAND, ESPECIALLY EAST OF LEWIS AVENUE.**

**LEGEND**

- **DOWNTOWN CORE**
- **MAIN STREETS**
- **EXISTING RESIDENTIAL NEIGHBORHOOD**
- **NEW RESIDENTIAL NEIGHBORHOOD**
- **DEVELOPMENT OPPORTUNITY SITE**
- **EXISTING FABRIC**
- **WATER BODY**
- **WALMART SUPERCENTER**
- **INTERSECTION / TRAFFIC**
- **PEDRIAN CORRIDOR**
- **EXISTING RESIDENTIAL NEIGHBORHOOD**
- **EXISTING COMMERCIAL NEIGHBORHOOD**
- **EXISTING MIXED-USE NEIGHBORHOOD**
- **EXISTING OFFICE NEIGHBORHOOD**
- **EXISTING GOVERNMENT NEIGHBORHOOD**
- **EXISTING RETAIL NEIGHBORHOOD**
- **COMMUNITY CENTER**
- **PUBLIC PARK**
- **COMMERCIAL CORRIDOR**
- **RETAIL CORRIDOR**
- **OFFICE CORRIDOR**
- **GOVERNMENT CORRIDOR**
- **RETAIL CORRIDOR**
- **RESIDENTIAL CORRIDOR**
- **NEIGHBORHOOD CENTER**
- **INSTITUTIONAL MULTI-FAMILY SHOPPING, AND BIG BOX RETAIL USES**
- **OPPORTUNITIES FOR INFILL / FRONTAGE**
- **PERIMETER CORRIDOR**
- **EXISTING RESIDENTIAL NEIGHBORHOOD**
- **NEW RESIDENTIAL NEIGHBORHOOD**
- **EMPLOYMENT CORRIDOR**
- **EXISTING OFFICE NEIGHBORHOOD**
- **EXISTING GOVERNMENT NEIGHBORHOOD**
- **EXISTING COMMERCIAL NEIGHBORHOOD**
- **EXISTING RESIDENTIAL NEIGHBORHOOD**
- **COMMUNITY CENTER**
- **PUBLIC PARK**
- **COMMERCIAL CORRIDOR**
- **RETAIL CORRIDOR**
- **OFFICE CORRIDOR**
- **GOVERNMENT CORRIDOR**
- **RETAIL CORRIDOR**
- **RESIDENTIAL CORRIDOR**
- **NEIGHBORHOOD CENTER**
- **INSTITUTIONAL MULTI-FAMILY SHOPPING, AND BIG BOX RETAIL USES**
- **OPPORTUNITIES FOR INFILL / FRONTAGE**
- **PERIMETER CORRIDOR**

**PEORIA AVENUE BRT LAND USE STUDY**

**TULSA, OKLAHOMA**

**JANUARY 2017**

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**THE LAKOTA GROUP.**

**A New Kind of Energy.**
81ST STREET & LEWIS AVENUE

DEVELOPMENT CHARACTER

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

EXISTING

PROPOSED

STATION AREA DEVELOPMENT VISION

PEORIA AVENUE BRT LAND USE STUDY
TULSA, OKLAHOMA

STATION AREA OVERVIEW

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5-10 Story Development

- Mid-rise mixed use development.
- Vertical integration of residential uses.

Building Transparency

- Transparency lowers as building height rises.

New Parking Located Behind Development

- Off-street parking located behind development or integrated into buildings / placed in separate structures.

Large-scale employment centers with retail, civic, educational uses.

- Uses include some residential, entertainment and other amenities.

Building Facades

- Facades and entrances designed to attractively connect to pedestrian scales.

Shared Bicycle Lanes

- White markers identify shared bicycle lanes.

Vegetated Median

- Features shade trees and shrubs.

Dedicated, Enhanced BRT Station (located in Walmart parking lot)

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

Road Diet

- Long-term: remove right-turn only lane and add bus-only lane with vegetated center median.

Shared Bicycle Lanes

- Lane marking’s identify shared bicycle lanes.

Enhance Streetscape

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

Broad/Wide sidewalks

- Increased development intensity, density, and variety of uses encourage high pedestrian activity.
- 8’-12’ sidewalks support sidewalk restaurant/cafe seating.

Pedestrian Plaza

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

DEVELOPMENT CHARACTER

URBAN DESIGN CHARACTER

STATION AREA DEVELOPMENT DIAGRAM

PEDRIA AVENUE BRT LAND USE STUDY

STATION AREA OVERVIEW

TULSA, OKLAHOMA

JANUARY 2017

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81ST STREET & LEWIS AVENUE

DEVELOPMENT GUIDELINES

URBAN DESIGN GUIDELINES

TRANSIT GUIDELINES
### 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

- **Legend**:
  - Single Family Residential (RS-1, RS-2, RS-3, RS-4)
  - Multiple Family Residential (RDO-1, RDO-2, RDO-3)
  - Commercial (OM, OMH, OH)
  - Mixed Use (MX, MX(U), MX(V), MX(P))
  - Street-Facing Entrance Required

- **Station Area Overview**

- **Potential Zoning Concept**
  - Mix of residential and commercial zones
  - Street-Facing Entrance Required in certain areas