PINE STREET & PEORIA AVENUE

MARKET OVERVIEW

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>1/2-MILE RADIUS AROUND PINE ST &amp; PEORIA AVE</th>
<th>TULSA CITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (2016)</td>
<td>1,414</td>
<td>411,880</td>
</tr>
<tr>
<td>Population (2010)</td>
<td>1,389</td>
<td>391,900</td>
</tr>
<tr>
<td>Population Change, 2010-2016</td>
<td>+2%</td>
<td>+5.0%</td>
</tr>
<tr>
<td>Median Age</td>
<td>25.0</td>
<td>35.7</td>
</tr>
<tr>
<td>Households (2016)</td>
<td>532</td>
<td>170,335</td>
</tr>
<tr>
<td>Average HH Size</td>
<td>2.6</td>
<td>2.4</td>
</tr>
<tr>
<td>Median HH Income</td>
<td>$20,850</td>
<td>$43,075</td>
</tr>
<tr>
<td>Bachelor’s Degree or Higher</td>
<td>15%</td>
<td>30%</td>
</tr>
<tr>
<td>Housing Units (2016)</td>
<td>667</td>
<td>186,726</td>
</tr>
<tr>
<td>Owner-Occupied</td>
<td>24%</td>
<td>47%</td>
</tr>
<tr>
<td>Renter-Occupied</td>
<td>55%</td>
<td>46%</td>
</tr>
<tr>
<td>Vacant</td>
<td>20%</td>
<td>12%</td>
</tr>
<tr>
<td>Total number of business entities</td>
<td>101</td>
<td>28,615</td>
</tr>
<tr>
<td>Total Retail Sales Leakage / Surplus</td>
<td>$37,200,000</td>
<td>$4,018,000,000</td>
</tr>
</tbody>
</table>

PLANiTULSA LAND USE BUILDING BLOCKS

STATION AREA OVERVIEW

STATION AREA ANALYSIS

REDEVELOPMENT OPPORTUNITIES EXIST AT SHOPPING CENTER DUE TO EXISTING BUILDING VACANCIES

INFILL OPPORTUNITIES EXIST THROUGHOUT AREA NORTHWEST OF THE PINE STREET & PEORIA AVENUE INTERSECTION

EXISTING SALVAGE YARD(S) PRESENTS CONFLICTS WITH NEIGHBORHOOD CENTER DESIGNATION

BUSY INTERSECTION AND OVERPASS POSE PEDESTRIAN BARRIERS

EXISTING INDUSTRIAL LAND USES PRESENT CONFLICTS WITH TOWN CENTER DESIGNATION

LEGEND

DEVELOPMENT OPPORTUNITY USE POLICY - LAND USE CONFLICT
WATER BODY
PEDESTRIAN/BARRIER
ARKANSAS RIVER CORRIDOR
DOWNTOWN CORE
DOWNTOWN NEIGHBORHOOD
REGIONAL CENTER
EXISTING RESIDENTIAL NEIGHBORHOOD
NEW RESIDENTIAL NEIGHBORHOOD
NEW SENIOR HOUSING DEVELOPMENT
TOWN CENTER
EMPLOYMENT
PARKS & OPEN SPACE
MIXED-USE SPACE
MAIN STREET
REGIONAL CENTER
EXISTING RESIDENTIAL NEIGHBORHOOD
NEW RESIDENTIAL NEIGHBORHOOD
EMPLOYMENT
>

PEDORIA AVENUE BRT LAND USE STUDY

TULSA, OKLAHOMA

JANUARY 2017

PROJECT TEAM
CLUE GROUP
SAM SCHWARTZ ENGINEERING
DUNCAN ASSOCIATES

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PINE STREET & PEORIA AVENUE

DEVELOPMENT CHARACTER

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

STATION AREA DEVELOPMENT VISION

STATION AREA OVERVIEW

PEORIA AVENUE BRT LAND USE STUDY
TULSA, OKLAHOMA

JANUARY 2017

THE LAKOTA GROUP

TULSA, OKLAHOMA

THE LAKOTA GROUP

THE LAKOTA GROUP
**Development Character**

1. **Mixed-Use Development**
   - variety of uses and activities
   - pedestrian and bicycle-friendly
   - mixed-use development

2. **Horizontal Integration**
   - residential uses

**Transit Guidelines**

1. **Off-Street Parking**
   - lots are situated behind development
   - shared parking areas for mixed-use

2. **Building Facades**
   - signage, awnings, and canopies

3. **Off-Street Multi-use Paths**
   - green space and mixed-use paths

4. **Pedestrian Refuge Island**
   - existing wide intersection poses threat to pedestrian safety without adequate signalization or signage.

5. **Vegetated Median**
   - existing narrow median widened

6. **Dedicated, Enhanced BRT Station**
   - existing station structure to remain
   - pedestrian illumination

7. **Road Diet**
   - existing 6, 12’-13’ lanes re-striped to 4, 11’ wide lanes

8. **Shared Bicycle Lanes**
   - north of pine: lane marking's identify shared bicycle lanes
   - south of pine: implement priority shared-lane

9. **Bike Share Station**
   - opportunity to connect BRT and other transit to bike sharing

**Urban Design Guidelines**

1. **Enhanced Streetscape**
   - pedestrian safety and accessibility
   - streetscape serve as the center of public life
   - enhanced streetscape includes landscaping, lighting, public art, and other pedestrian amenities

2. **Plaza / Courtyard**
   - street level frontage of mixed-use projects is developed with levels of pedestrian-oriented uses such as plazas and parks

3. **Broad / Wide Sidewalks**
   - increased development intensity, density, and variety of uses encourage high pedestrian activity

4. **Placemaking**
   - public art at corners of intersection enhances sense of place

**Development Guidelines**

1. **Development Scale**
   - variances in building heights
   - pedestrian-friendly streets

2. **Building Transparency**
   - reflective surfaces on buildings

3. **Development Corridors**
   - design guidelines for building heights

**Station Area Overview**

1. **Station Area Development Diagram**
   - station area overview
   - station area development
   - station area overview

2. **Station Area Overview**
   - station area overview
   - station area overview

3. **Station Area Overview**
   - station area overview
   - station area overview

**Pedestrian Refuges**

1. **Existing wide intersection poses threat to pedestrian safety without adequate signalization or signage.

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**Bike Share Station**

1. **Opportunity to connect BRT and other transit to bike sharing.

2. **Off-Street Multi-use Path**
   - existing multi-use path to remain
   - trail signage and mile markers help direct pedestrian circulation

**Enhanced Streetscape**

1. **Streetscape serves as the center of public life, complimented by outdoor seating, plazas, courtyards, and sidewalk dining areas.

2. **Enhanced streetscape includes landscaping, lighting, public art, and other pedestrian amenities.

3. **Site furnishings are place appropriate to accommodate pedestrian needs.

**Streetscape**

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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>
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<tbody>
<tr>
<td>Minimum Street Frontage (ft)</td>
<td>50</td>
<td>50</td>
<td>50</td>
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<td>30</td>
<td>30</td>
<td>30</td>
<td>20</td>
<td>20</td>
<td>20</td>
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<tr>
<td>Minimum Street Setback (ft)</td>
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<td>10</td>
<td>10</td>
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<td>25</td>
<td>10</td>
<td>25</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Maximum Floor Area Ratio</td>
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<td>Maximum Height (ft)</td>
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<td>50</td>
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<td>Maximum Density (UPA)</td>
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<td>~24</td>
<td>~40</td>
<td>~100+</td>
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<td>Street-Facing Entrance Required</td>
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<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
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</tbody>
</table>

**EXISTING ZONING**

**POTENTIAL ZONING CONCEPT**