



BROOKSIDE INFILL DEVELOPMENT DESIGN RECOMMENDATIONS

**A COMPONENT OF THE BROOKSIDE INFILL NEIGHBORHOOD DETAILED
IMPLEMENTATION PLAN**

FOR

S. PEORIA AVENUE FROM CROW CREEK TO 51ST STREET SOUTH (SKELLY DRIVE)

Prepared by the:

Brookside Infill Task Force

In cooperation with the:

**Planning and Economic Development Division
Urban Development Department
City of Tulsa**

May 15, 2002
Tulsa, Oklahoma

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PREFACE AND PLANNING FRAMEWORK

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Tulsa has reached its one hundredth birthday and, with respect to American urban places, Tulsa is a young child. Yet even in this youth, we are encountering what older urban centers have experienced for sometime. Tulsa has already reached in many places the physical limits to where our community can grow. Land for development has been greatly consumed and outward growth is blocked by surrounding suburban communities. As our community looks for new development opportunities, it must look inward at the older existing urban form. Tulsa leaders responded to this and other related urban issues by stating:

“As Tulsa continues to mature as a city, infill development will become more important as land on the perimeter is no longer available for development. Infill will no longer be the exception; it will be the rule in terms of predominant types of development. Support and encouragement of infill development are strongly recommended and should be implemented through City regulations, policies and philosophies in order to ensure quality and consistency in future development.”¹

This is the opening statement of the Tulsa report on infill development, “Report of the Infill Development Task Force,” prepared by the Tulsa Infill Development Task Force for Mayor M. Susan Savage and the Metropolitan Area Planning Commission. The Tulsa Infill Development Task Force recommendations are serving as the foundation for infill planning initiatives in the City of Tulsa.

This Task Force identified several major infill-development-related issues which needed to be addressed and suggested that a pilot study be conducted of a designated planning area which would result in the preparation of a detailed neighborhood plan for optimum development. Given the diversity of character and issues within Tulsa neighborhoods, the Mayor’s Office determined that three pilot studies would be undertaken by the City of Tulsa Urban Development Department to address infill issues. The Brookside neighborhood area is one of those pilot study areas.

¹ “Report of the Infill Development Task Force”, May 11, 1999, Page 5.

The planning process for Brookside began with the establishment of a Brookside Infill Neighborhood Task Force (Brookside Task Force). The Brookside Task Force consisted initially of two subcommittees - the Brookside Neighborhood Subcommittee and the Brookside Business Subcommittee. Members included representatives from the Brookside Neighborhood Association, Brookside Business Association, area schools, churches, and home, business and property owners.

Many months were spent in determining community defined issues and concerns, formulating design considerations and opportunities, and determining community preferred solutions. Brookside needs were defined and an extensive survey was conducted to determine planning priorities. Study efforts led the Brookside task force to identify specific infill issues which related directly or indirectly to the major points included in the citywide task force report. Those major points revolved around:

- (1) Determining recommendations for urban design solutions to help resolve land use and development conflicts;
- (2) Reaffirming existing and recommending new policies and standards related to infrastructure;
- (3) Determining new and upgraded public improvement needs and establishing priorities;
- (4) Seeking funding of new and upgraded public improvements;
- (5) Suggest revisions to planning, zoning and building codes;
- (6) Address parking problems;
- (7) Improve traffic safety and circulation;
- (8) Improve the application and enforcement of zoning and building regulations;
- (9) Streamline the development permitting process;
- (10) Help resolve specific traffic and circulation problems of neighborhood public schools; and
- (11) Support crime prevention and security activities.

The Brookside Task Force concluded that not any one strategy would solve an issue. Rather multiple strategies were determined necessary and appropriate. It was also determined that solutions and proposals had differing time-frames in which they could and needed to be addressed. Some issues could be dealt within a rather short time-frame. These solutions involved strategies or actions that could begin almost immediately - near-term planning efforts. Other issues require more time to improve or solve, generally three to five years - midrange plan proposals. Still other recommendations were long-term in nature and would take longer to accomplish - long-range plan proposals. The Brookside Task Force proceeded with a near-term planning effort targeting immediate needs.

Simultaneously, the Task Force began the development of the Brookside Infill Neighborhood Detailed Implementation Plan for midrange and long-range proposals.

It is noted that infill planning efforts and activities by the City extend beyond the Urban Development Department and include significant efforts of the Department of Public Works and its several divisions. Additionally, infill planning coordination continues between the Tulsa Metropolitan Area Planning Commission, its staff and the Urban Development Department. Examples of infill planning efforts which have occurred and/or are ongoing in Brookside or which directly relate to the Brookside community and other pilot study areas are described below.

- (1) Determining recommendations for urban design solutions to help resolve land use and development conflicts and enhance development. The Task Force considered existing requirements for screening, buffering and landscaping for Tulsa and reviewed examples of their application in Tulsa and Brookside. Additional design elements which have been used in Tulsa and other communities were also considered and reviewed. Examples of their application in Tulsa were presented to the Task Force. Substantial discussion focused on these urban design features and the recommendations of the Brookside Task Force are contained in this report document. This document serves as one component of the “Brookside Infill Neighborhood Detailed Implementation Plan for S. Peoria Avenue from Crow Creek to Skelly Drive.”
- (2) Reaffirming existing and recommending new policies and standards related to infrastructure. The District 6 Plan was reviewed by the Task Force. Design standards are recommended for certain area public improvements. Design standards were recommended for street paving, street furniture, tree planting and other streetscape features especially important to enhancing the image and beauty of the area. These standards are included within this Plan report and are intended to be reaffirmed.
- (3) Determining new and upgraded public improvement needs and establishing priorities. The Brookside Task Force identified capital improvement needs for the Brookside area. The Task Force reviewed the projects, considered conceptual designs and determined a priority list of capital improvements. The “Recommended List of Physical/Capital Improvement Projects of the Brookside Neighborhood Task Force” was submitted to the Tulsa Metropolitan Area Planning Commission and confirmed as conforming with the District 6 Plan by the Tulsa Metropolitan Area Planning Commission and their staff. That project list is contained in Appendix A of this Plan report.

- (4) Seeking funding of new and upgraded public improvements. Budgetary cost estimates were prepared for the priority projects and reviewed by the Task Force. The design standards were recommended for street paving, street furniture, tree planting and other streetscape features especially important to enhancing the image and beauty of the area. These standards are included within this Plan report for inclusion in the City of Tulsa's list of eligible Capital Improvements. It was the expressed desire of the Brookside Task Force that these projects are included in the Tulsa "Third Penny Sales Tax Extension" program of the City, as well as other possible funding programs of the City, state and federal government as appropriate. Several of the projects were approved for funding by the 2001 Third Penny Sales Tax Extension and are included in a list of Brookside area projects listed in Appendix B.
- (5) Suggesting revisions to planning, zoning and building codes. The problem of redeveloping and reusing the older existing building stock in Tulsa is common to the three pilot study areas, including Brookside, and for all of the older urbanized portions of Tulsa. The City initiated a planning effort to review problems associated with application of the Tulsa (B.O.C.A.) Building Codes to infill projects in older buildings. This planning effort included lead staff from all City departments which deal with development and construction plans. The effort, led by the Tulsa City Fire Marshall, studied the existing building code, reviewed an "Existing Buildings Code" which had been adopted in New Jersey to facilitate infill development, and prepared a recommended "Existing Building Code" chapter for the City of Tulsa. Since this effort, the City of Tulsa has adopted the B.O.C.A. version of an existing buildings code. This code has the approval of the State of Oklahoma. This existing buildings code provides a Tulsa Building Code chapter which can be used for older existing buildings. Application of this Code should remove many barriers to the economic, practical reuse of these buildings, while assisting in preservation of their architectural character and flavor. The use of these codes should facilitate the reuse and mixed use of existing buildings in Brookside and elsewhere within the older portions of Tulsa.
- (6) Addressing parking issues. This problem has been previously identified in Brookside. Task Force efforts reaffirmed this as a major issue in the high pedestrian area along S. Peoria Avenue. Budgetary cost estimates were prepared for conceptual parking projects and reviewed by the Task Force. On-street and off-street public improvements were included in the "Recommended List of Physical/Capital Improvement Projects of the Brookside Neighborhood Task Force" submitted to the City of Tulsa. Additionally, conceptual design standards and parking facility concepts are included the Plan report. The Plan proposes ongoing programming

efforts necessary to develop the required consensus of area property owners, choose optimum locations for off-street facilities, prepare funding strategies and mechanisms, and select potential management and operational techniques for any future parking facilities.

- (7) Improving traffic safety and circulation. Brookside Task Force members contacted the Tulsa Police Department regarding speeding in the high pedestrian traffic areas along S. Peoria Avenue. Additional enforcement was provided at specific locations during high traffic periods on selected days. Also, the Brookside Task Force recommended traffic calming techniques for specific locations along S. Peoria Avenue. These concepts are included in this Plan report and were included in the “Recommended List of Physical/Capital Improvement Projects of the Brookside Neighborhood Task Force” submitted to the City. The City of Tulsa Traffic Engineering Division conducted preliminary analysis of intersections which might be appropriate for new traffic signals. In addition, Traffic Engineering investigated possible techniques for slowing traffic in residential neighborhoods and reported their findings in “Residential Neighborhood Traffic Calming” report, and additional review of these techniques continues.
- (8) Improving the application and enforcement of regulations. Actions were taken by the City of Tulsa Protective Inspections Department to insure compliance with City nuisance and zoning laws regarding operations of businesses in the northern portions of the planning area along S. Peoria Avenue. Issues regarding noise were addressed in recent court cases relating to these matters. At the time of this report, noise from Brookside entertainment businesses is not a problem.
- (9) Streamlining the development permitting process. In 2000, the City of Tulsa established a one-stop review and permitting center at 111 S. Greenwood Avenue. This has reduced the time needed and improved efficiency in review of construction and development plans, including those for infill projects.
- (10) Helping resolve particular problems of neighborhood schools. Peak-school-traffic problems were identified around Eliot School. Representatives of the Tulsa Police Department met with the Brookside Task Force and suggested “system solutions” for traffic problems. Concept on-site traffic circulation solutions were also discussed with the Task Force. Planning staff met with the Eliot School Planning Committee to discuss possible solutions. Eliot School representatives presented these ideas to the Eliot School Parent-Teacher Association and the Tulsa Public Schools. Additionally, traffic-calming and intersection improvement

concepts were included in the “Recommended List of Physical/Capital Improvement Projects of the Brookside Neighborhood Task Force” submitted to the City of Tulsa for this portion of the neighborhood.

- (11) Supporting crime prevention and security activities. Issues related to specific problem areas were discussed by the Brookside Task Force. In addition, Tulsa Police Department continues to provide additional presence during festival events and evening high-activity periods. Improved pedestrian lighting standards have been included in this Plan report for high pedestrian areas along S. Peoria Avenue. In addition, an Illustrative Development Concept was prepared for the vacant, under-utilized northwest corner of S. Peoria Avenue and I-44 which includes the “Camelot Hotel” site. Inappropriate activity has been observed on multiple occasions by area residents. The concept illustration is intended to generate ideas for redevelopment and reuse of this portion of Brookside. Infill development of this site would remove blighting influences, infuse substantial economic vitality at this end of Brookside and improve the image for this regional landmark.

The Plan report that follows contains the vision for Brookside. It presents the optimum physical improvement envisioned by Brookside residents, merchants and property owners and prescribes guidelines for enhancing Brookside’s distinctive urban form. It provides a practical, realistic plan of the Brookside built environment and practical strategies and actions to achieve Brookside’s goals.

In summary, the vision is to keep and improve the Brookside area as a great place to live, work, worship, shop, learn and play, to assist and assure that development in Brookside is of optimum quality, and to represent all Brookside interests equitably and fairly.

PURPOSE

The City of Tulsa identified the Brookside area as an *Infill Development Study Area* and one of three pilot studies for infill development planning. The purpose of this document is to present preliminary infill development recommendations for the anticipated development and redevelopment of the Brookside neighborhood study area (refer to Exhibit 1 and Appendix C).

Brookside continues to demonstrate substantial infill development and redevelopment potential. The study's recommendations provide assistance and direction for maintaining and enhancing the Brookside neighborhood. Their adoption and application will serve as an important step incorporating community preferred solutions to community defined issues in Brookside.

INTRODUCTION

The Tulsa Infill Development Task Force prepared a report for the Mayor and the Tulsa Metropolitan Area Planning Commission in 1999. The report identified several barriers to infill development in Tulsa including the lack of a clear policy for neighborhood redevelopment. In addition, according to the report, the scale, image and context of contemporary commercial structures is often not complementary with older residential neighborhoods. Often, these contemporary commercial structures are not even in context with commercial neighborhoods.

One recommendation of the Infill Development Task Force regarding land use was the preparation of infill neighborhood design guidelines. The report states, "The City should consider development and adoption of guidelines regarding appropriate scale and building materials for infill development in the older pedestrian-oriented commercial areas." The Brookside Infill Neighborhood Task Force was formed to address infill development planning in the Brookside area. Key participants included residents, businesses and property owners. This Task Force also determined that developing design guidelines and standards was a critical element in facilitating high value, compatible infill development. Thus, developing design guidelines and standards for the area was a major component of the task force's infill planning efforts.

The following design guidelines, policies and standards area are suggested as appropriate for urban form in the Brookside area. These urban form guidelines are based on the District 6 Plan - Tulsa Metropolitan Area Comprehensive Plan policies for the Brookside area, recommendations of the Tulsa Infill Study Task Force and the Brookside Infill Neighborhood Task Force, and pilot studies within the study area. It is the belief of the Brookside Infill Neighborhood Task Force that the application of appropriate design guidelines can

help insure economic success, compatibility and acceptance of area redevelopment projects. Application of the guidelines will help balance business and commercial demands with the needs of the substantial residential constituency within the Brookside area.

OVERVIEW

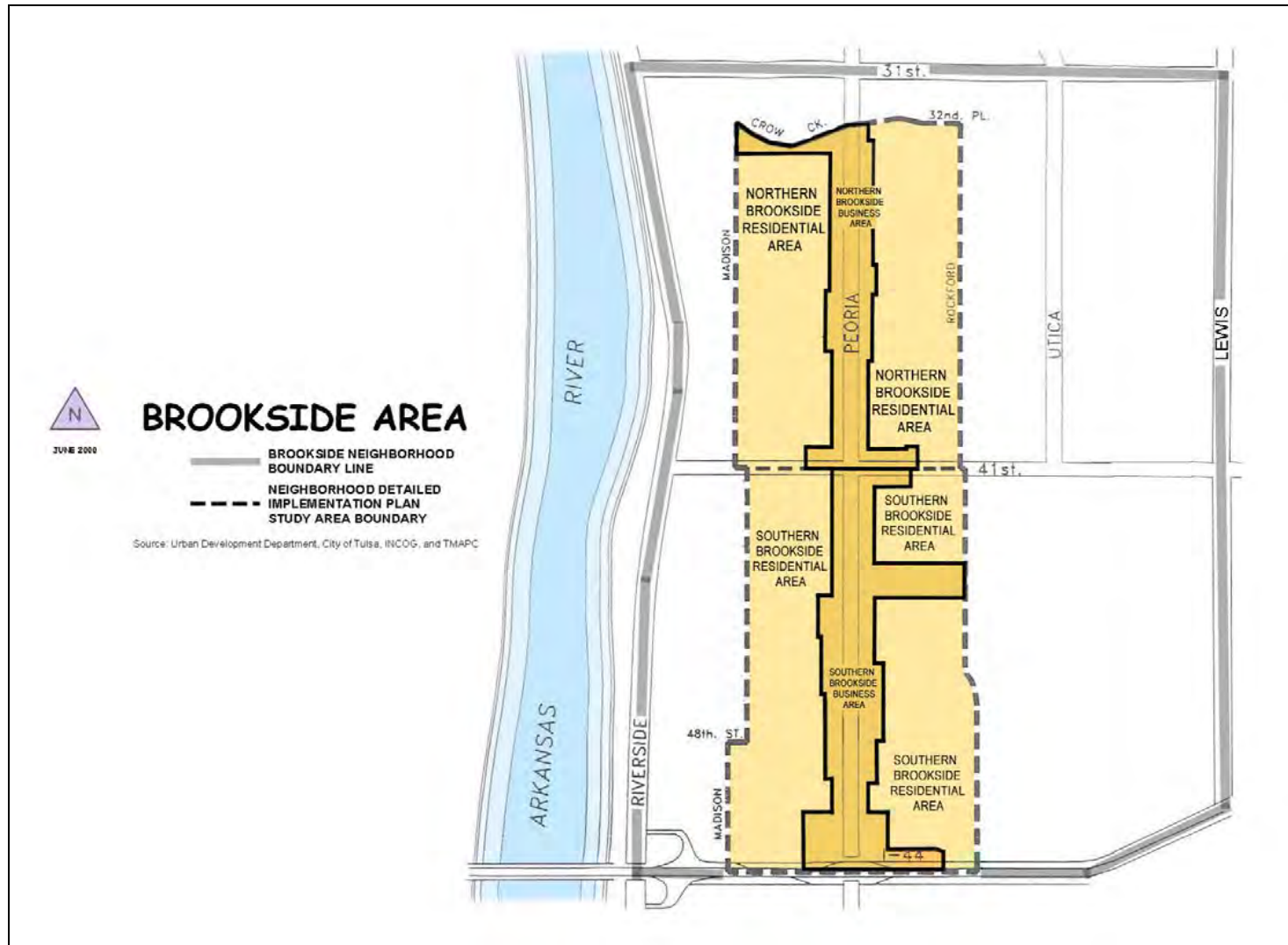
The Brookside neighborhood area and the Brookside Infill Neighborhood Detailed Implementation Plan Study Area are depicted in Exhibit 1. The Tulsa Metropolitan Area Planning Comprehensive Plan's District 6 Plan recognizes four areas within the Brookside area - Northern Brookside Residential (Special Consideration) Area, Southern Brookside Residential (Special Consideration) Area, Northern Brookside Business (Special District) Area, and the Southern Brookside Business (Special District) Area. Exhibit 1 depicts the location of these four areas, and areas beyond the study boundary and within the identified Brookside area².

The recommended guidelines, policies and standards are organized according to study subareas. Some recommendations are applicable to all of Brookside and some are appropriate for the length of S. Peoria Avenue within the study area. Others recommendations are to be applied to the area between Crow Creek and 38th Street South along S. Peoria Avenue, and still others will be appropriate for the area between 38th Street South and 51st Street South (Skelly Drive) along S. Peoria Avenue. Finally, there are those guidelines which are particularly appropriate for select areas along S. Peoria Avenue. These Brookside Study Subareas and Select Areas are depicted in Exhibit 2.

The guidelines, policies and standards recommended for the Brookside Infill Neighborhood are set forth below.

² The Brookside Neighborhood Association has had some preliminary discussions about possibly changing the east boundary of the association from Lewis Avenue to Utica Avenue. However, this had not occurred at the time of this study.

EXHIBIT 1 -
BROOKSIDE
AREA



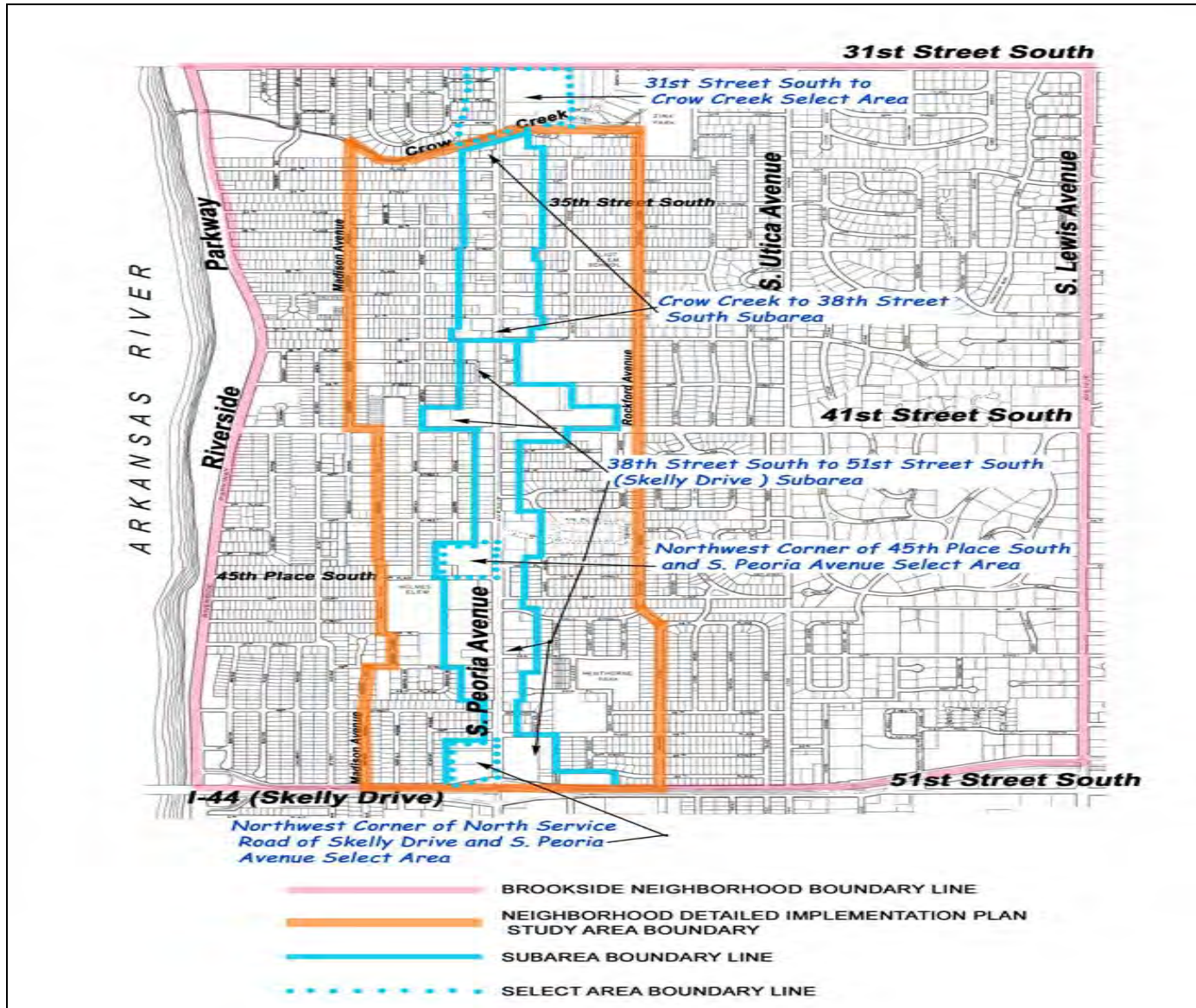


EXHIBIT 2 -
BROOKSIDE
STUDY
SUBAREAS AND
SELECT AREAS

THE BROOKSIDE AREA

1. **Overall Design Policies.** The Brookside area is an urban village with its own special identity, sense of community, pattern of development and unique characteristics. The protection, preservation and enhancement of this urban village are of paramount importance. There are certain design policies and standards appropriate for improvements in the study area. These common standards include the following:

- A. **General.**

- (1) Protect the pedestrian and enhance the pedestrian environment and scale;
- (2) Minimize curb-cuts in heavy pedestrian traffic areas;
- (3) Give clear indications of pedestrian activity zones in heavy pedestrian areas;
- (4) Slow vehicular traffic in heavy pedestrian traffic areas;
- (5) Reinforce safe and efficient movement of vehicular traffic;
- (6) Continue the use of two-way traffic patterns;
- (7) Avoid and reduce conflicts between utility poles, lines and equipment and pedestrians and vehicles;
- (8) Encourage high quality residential, office and commercial in-fill development;
- (9) Recommend policies and strategies to maintain and improve high quality development and property values which are to be accomplished through techniques that provide positive incentives for compliance and development. As a strategy to facilitate and promote development consistent with Brookside goals, policies, standards and guidelines, and to promote and encourage quality infill development the following policies are recommended:

- (a) Amend the Tulsa Zoning Code to require Planned Unit Development (PUD) overlay zoning for infill projects in areas designated as Special Districts in the District 6 Comprehensive Plan. These Special Districts include the Northern Brookside and Southern Brookside Business Areas identified in the District 6 Plan. (This amendment would be applicable to other Special Districts designated in other Tulsa District Plans).
- (b) Amend the Tulsa Zoning Code to provide a new Planned Unit Development - Infill (PUD-I) overlay zoning category which may be used for projects in areas designated as Special Districts in the District 6 Comprehensive Plan. The PUD-I zoning overlay could be used by projects which have the required base zoning for the proposed use, yet require demolition or major reconstruction of existing buildings. The PUD-I zoning approval might simply require substantial compliance with the Brookside Infill Development Design Recommendations and administrative approval only by City zoning officials.
- (c) Amend the Tulsa Zoning Code to require the continuation of an unwritten policy that obligates a meeting be held by developers with neighborhood representatives prior to formal application for a PUD in order to provide better understanding of the needs and desires of developers and existing neighborhoods.
- (d) Establish a Subcommittee of the Brookside Infill Neighborhood Task Force to work with the Tulsa Metropolitan Area Planning Commission and other appropriate entities to formulate revisions to the Tulsa Zoning Code which will implement recommended changes in screening, parking, setback, use provisions and other requirements in the Brookside area.
- (e) Establish a Subcommittee of the Brookside Infill Neighborhood Task Force and other appropriate entities to work with the Tulsa Metropolitan Area Planning Commission and the City of Tulsa to review recommendations to the Tulsa Zoning Codes to permit and encourage mixed uses in buildings within the designated Special Districts within Brookside.
- (f) Reemphasize good lines of communication and coordination necessary to insure those development standards for adopted Planned Unit Developments within Brookside will be automatically and

systematically applied to building permit applications within that Planned Unit Development in the review of building and construction plans.

- (g) Reduce substantially or eliminate building permit fees within the designated Special Districts within Brookside.

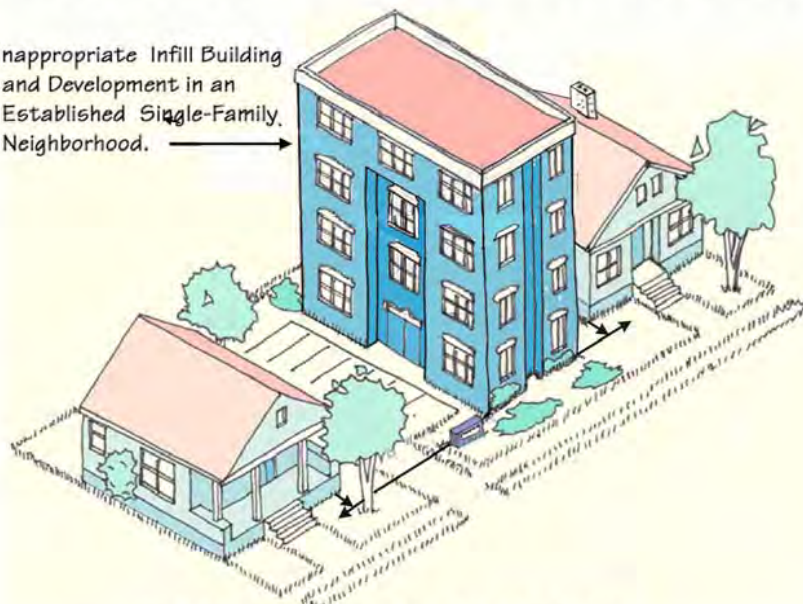
B. Residential Areas (Special Consideration Areas).

- (1) Continue support for and continuation of the established Northern Brookside and Southern Brookside Residential Areas (Special Consideration Areas) as viable, attractive residential neighborhoods (refer to District 6 Plan). The Northern Brookside Residential Area (Northern Brookside Special Consideration Area) will herein be referred to as the *Northern Residential Area*, and the Southern Brookside Residential Area (Southern Brookside Special Consideration Area) will herein be referred to as the *Southern Residential Area*. Refer to Exhibit 1.
- (2) Existing established, sound residential development is encouraged to continue and high quality infill residential development and redevelopment are encouraged at appropriate densities. Residential development or redevelopment along the boundary of the Residential Areas and Business Areas may be developed at higher densities if (a) appropriate design elements and improvements are provided in conformance with area design guidelines to enhance the value, image and function of area properties and (b) if consistent with District 6 Plan goals, objectives, policies and guidelines.
- (3) Continue to buffer and separate residential land uses and nonresidential land uses as identified in the District 6 Plan;
- (4) Respect adjacent buildings through consideration of mass, rhythm, scale, setback, height, building materials, texture and related design elements when developing or redeveloping in the area. Refer to Exhibit 3 and Appendix P. Appendix O depicts a conceptual residential infill project that meets development guidelines for Residential Areas.
- (5) Discourage nonresidential traffic and parking in the Northern and Southern Residential Areas;
- (6) Establish a strong sense of entry into and out from the Northern and Southern Residential Areas. Visual clues are to be provided which emphasize these “living areas,” further establish their residential character and use, and discourage the entrance into or use of these areas by nonresidential pedestrian and vehicle traffic, parking and activity. These entry treatments are to be designed and provided in conjunction with screening, buffering and separation of residential and nonresidential land uses. Refer to Exhibits 22, 23 and 23.

EXHIBIT 3 - RESIDENTIAL INFILL DEVELOPMENT

RESIDENTIAL INFILL DEVELOPMENT

Inappropriate Infill Building and Development in an Established Single-Family Neighborhood.

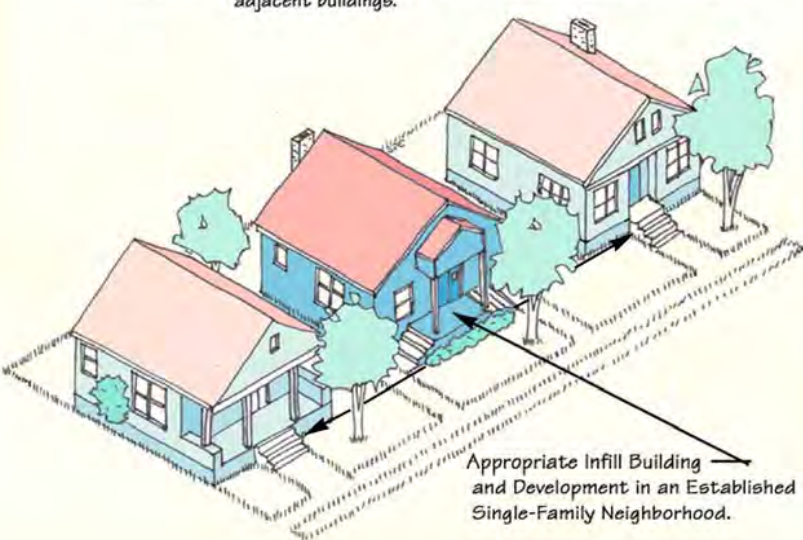


INAPPROPRIATE INFILL DEVELOPMENT

- SCALE - Avoid buildings that in height, width or massing violate the scale of the area.
- HEIGHT - Avoid new construction that varies greatly in height and number of stories.
- SETBACK - Avoid violating the existing setback patterns in the area.
- MASSING - Avoid monolithic forms or forms which dramatically dominate space.
- RHYTHM - Avoid disrupting or violating general visual patterns.

APPROPRIATE INFILL DEVELOPMENT

- SCALE - Relate size and proportions of new infill construction to adjacent buildings.
- HEIGHT - Relate overall height and typical number of stories.
- SETBACK - Conform to existing patterns of setback.
- RHYTHM - Some variety of wall areas with doors, windows, cornices and architectural features is appropriate when in character with area buildings.
- MASSING - Conform general to size and amount of space consumed by adjacent buildings.



Appropriate Infill Building and Development in an Established Single-Family Neighborhood.

C. Business Areas (Special Districts).

- (1) Continue support for and continuation of the established Northern and Southern Brookside Business Areas (Special Districts) as viable, attractive destinations for commerce and enhance the sense of marketplace (refer to District 6 Plan). The Northern Brookside Business Area (Northern Brookside Special District) will herein be referred to as the *Northern Business Area*, and the Southern Brookside Business Area (Southern Brookside Special District) will herein be referred to as the *Southern Business Area*. Refer to Exhibit 1.
- (2) Continue to buffer and separate residential land uses and nonresidential land uses as identified in the District 6 Plan. This does not preclude the development of mixed use business and residential projects within the Northern and Southern Business Areas, particularly in older multiple-story buildings;
- (3) Recognize the function of S. Peoria Avenue as an important commercial street in addition to its function as an arterial street. Proper traffic speeds (slower rather than faster) and movement patterns are important to the vitality of area businesses;
- (4) Encourage mixed-use development in the Northern and Southern Business Areas. Mixed-use development may include residential, office and commercial uses with appropriate design solutions;
- (5) Enhance the sense of entry into the Brookside area and, in particular, into the Northern and Southern Business Areas;
- (6) Encourage the reuse and recycling of the existing building stock in the Northern and Southern Business Areas, including the upper floors as commercial, office and/or residential uses;
- (7) Respect adjacent buildings through consideration of mass, rhythm, scale, setback, height, building materials, texture and related design elements when developing or redeveloping in the area. Refer to Exhibit 4.

EXHIBIT 4 - BUSINESS AND COMMERCIAL INFILL DEVELOPMENT

BUSINESS AND COMMERCIAL INFILL DEVELOPMENT

Inappropriate Infill Building and Development in an Established Business and Commercial Area



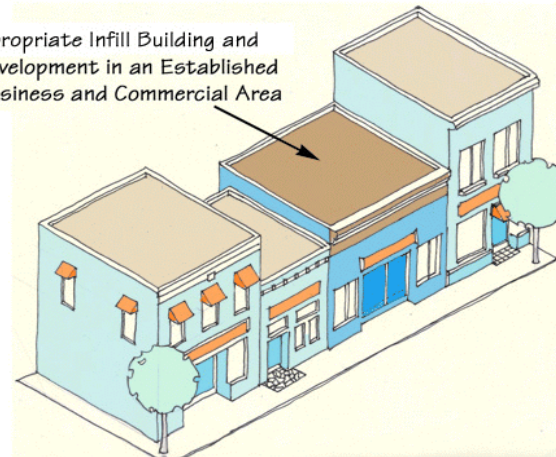
INAPPROPRIATE INFILL DEVELOPMENT

- SCALE - Avoid buildings that in height, width or massing violate the scale of the area.
- HEIGHT - Avoid new construction that varies greatly in height and number of stories.
- SETBACK - Avoid violating the existing setback patterns in the area.
- MASSING - Avoid monolithic forms or forms which dramatically dominate space.
- RHYTHM - Avoid disrupting or violating general visual patterns.

APPROPRIATE INFILL DEVELOPMENT

- SCALE - Relate size and proportions of new infill construction to adjacent buildings.
- HEIGHT - Relate overall height and typical number of stories.
- SETBACK - Conform to existing patterns of setback.
- RHYTHM - Some variety of wall areas with doors, windows, cornices and architectural features is appropriate when in character with area buildings.
- MASSING - Conform general to size and amount of space consumed by adjacent buildings.

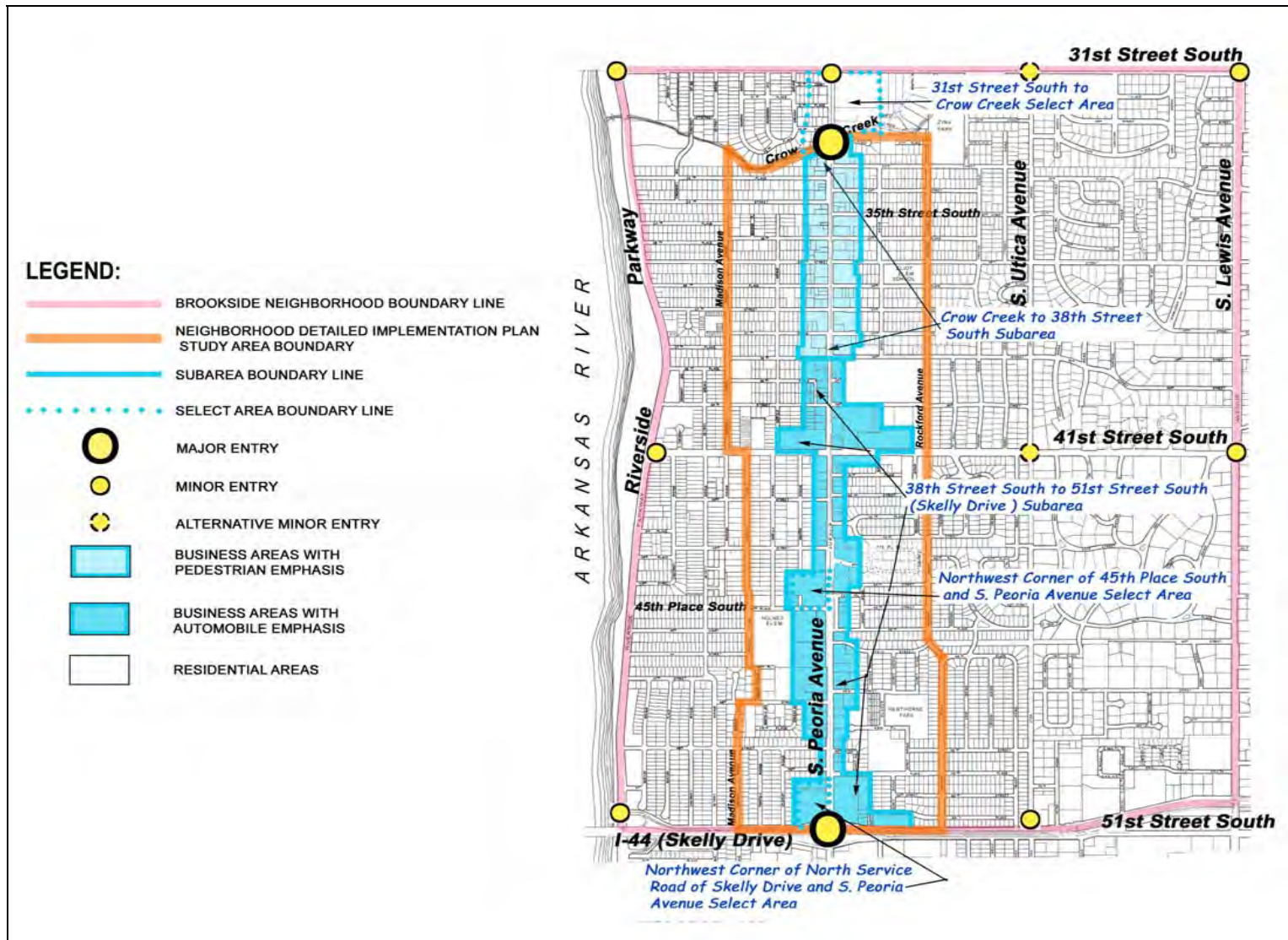
Appropriate Infill Building and Development in an Established Business and Commercial Area



- (8) Provide a continuity of public design for streetscape and specific street improvements for the Northern and Southern Business Areas. Provide a common design theme, continuity and identity throughout the business area through the use of street furniture, street trees, sidewalks, and other public improvement features.
- (9) Determine and /or establish a program for funding, placing, managing, operating and maintaining specific public and/or private-public improvements within the Northern and Southern Business Areas. Programs(s) are recommended for: (a) screening walls and landscape buffers between the Northern and Southern Business and Residential Areas; (b) streetscape and landscape improvements (e.g., trash receptacles, benches, sidewalks, artwork, entries and pedestrian lamp posts) along S. Peoria Avenue; and (c) off-street parking facilities.
- (10) Refuse containers for business operations will be screened with appropriate materials and gated to allow closure from public view and to control the spreading of trash. Appropriate screening includes wooden fences with cap-rails and base-rails, landscaping, or masonry walls or any combination of the above, so long as the refuse containers are appropriately screened from view and provide ready access for the businesses. Refer to Appendix I for examples of unscreened and screened trash receptacles in Brookside.
- (11) Seek to provide incentives to develop and design new, infill and redevelopment projects in a manner that is compatible with area development and consistent with the Brookside development design guidelines. Incentives which have been used in other communities to foster appropriate infill development and which might be appropriate in Brookside are listed in Appendix O. Such incentives should be studied in greater detail by the appropriate public or private entities to determine which should be used in Tulsa.

D. **Location of Key Design Elements.** Key design elements in the study area are depicted in Exhibit 5. These design elements include the study Subareas in Brookside (previously depicted in Exhibit 2) and major improvements recommended for the area. Specific polices, guidelines and standards have been recommended for these subareas and major improvement elements. The Subareas which are shown include 32nd Street South to 38th Street South and 38th Street South to 51st Street South. The Select Areas include the Northwest Corner of 45th Place South and S. Peoria Avenue, Northwest Corner of Skelly Drive and S. Peoria Avenue, and 31st Street South to Crow Creek. The improvements which are generally located include intersections, street paving, furniture and planting materials (“streetscape”), and entries.

EXHIBIT 5 -
LOCATION
OF KEY
DESIGN
ELEMENTS
IN
BROOKSIDE



2. **Street Furniture, Features and Improvements.** It is intended that streetscape and specific street improvements have a visual consistency throughout the Brookside area that will provide continuity, theme, linkage and identification of the Brookside area. It is particularly desirable to maintain and enhance the visual consistency of street furniture, plant materials, lighting, paving materials, and signs and graphic art in the Northern Business Area and the Southern Brookside Business Area. The recommended design standards are described below.
 - A. **Street Furniture.** Street furniture should be strong and highly durable, requiring low maintenance and the need for keeping a large inventory of spare parts. It is intended that high quality fixtures are provided which provide cost savings due to longer life expectancy. A standard family of colors should be identified for all public Brookside street furniture, and any metal parts should be painted with adopted colors. Dark, warm and glossy colors of black, green or blue are recommended. It is desirable that any private street furniture compliment public street furniture. Street furniture includes benches, trash receptacles, in-ground tree planters (tree pits), tree grates, bicycle racks, and bollards. Examples of street furniture are depicted in Appendix K. Street furniture standards are as follows:

- (1) **Benches.** Public benches are an important place to rest, gather, wait and watch the activity of the marketplace. Placement of benches should not interfere with pedestrian movement and be based on the need for benches. Metal, highly durable benches with backs are recommended. Benches should be placed in well shaded locations to reduce potential discomfort of direct sun. Benches provided by the private sector which are to be placed in public space should be consistent with these standards. Refer to Exhibit 6 for “typical decorative bench.”

EXHIBIT 6

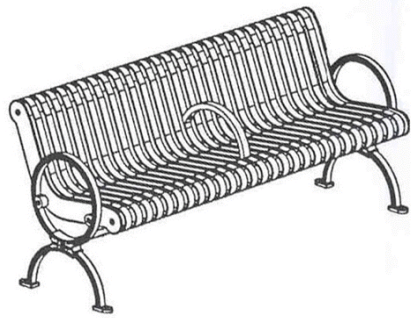
Typical Decorative Bench

BROOKSIDE AREA

INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

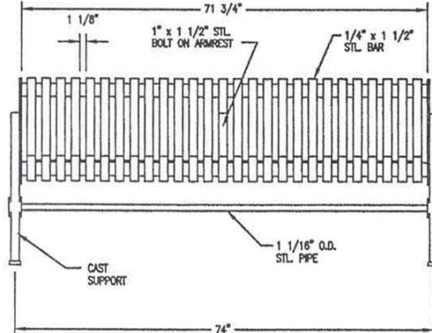
Typical Decorative Bench:

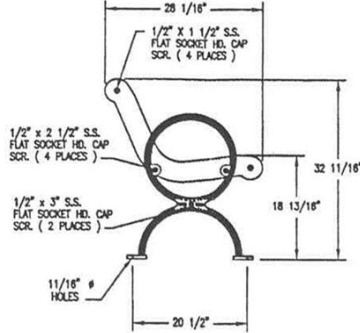
- Equal to Dumor Model #119-60-3AR, 6' w/Center Armrest, Surface mount.
- Dumor, Inc.
- P.O. Box 142
- Mifflintown, PA 17059-0142



NOTES

- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN POLYESTER POWDER COATED (SEE COLOR OPTIONS)
- 2.) 1/2" X 3 3/4" PLTD. EXPANSION ANCHOR BOLTS PROVIDED.





SOURCE: "Downtown Steet Furniture Standards - Site Amenities", Downtown Tulsa Unlimited".
 Planning and Economic Development Division, Urban Development Department, City of Tulsa.

- (3) **In-Ground Tree Planters (Tree Pits).** New street trees should be planted with in-ground planters. A planting bed promotes a healthier tree and allows for better water and nutrient absorption and encourages a better street environment. The risk of soil compaction is reduced and additional room is provided for root growth. Pedestrian traffic on the planting areas can be discouraged by elevating the planters with a coping edge or curb edge slightly higher than the adjoining sidewalk. A minimum of eight feet (8') feet of walking space between adjoining buildings and in-ground planters should be maintained where possible, and ten feet (10") of walking space is recommended. A typical in-ground tree planter (tree pit) and tree grate installation is shown in Exhibit 8.

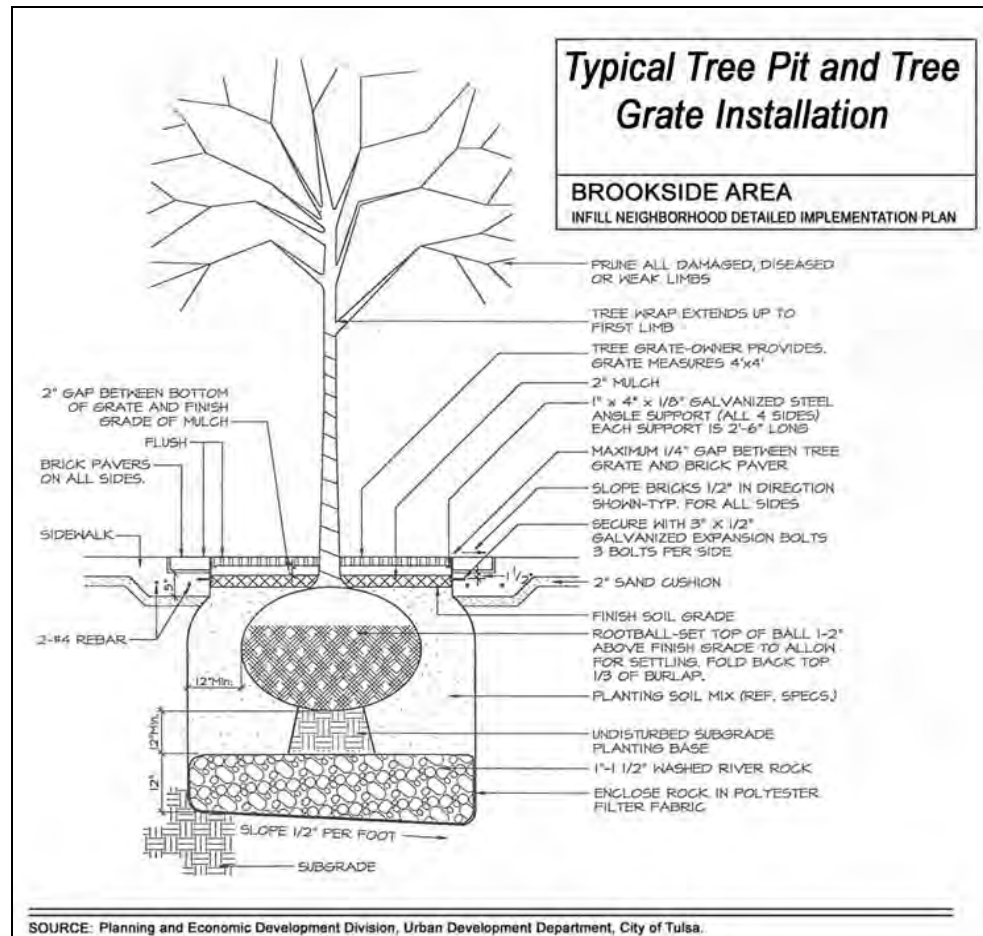


EXHIBIT 8

- (4) **Tree Grates.** Tree grates are recommended only where trees are to be provided where sidewalk widths are less than eight (8') and dimensions are too narrow to allow in-ground tree planters. Tree grates should be provided only in areas which have been studied in detail and where pedestrian traffic would occur over tree pits. Areas in which tree grates are required should be linear with a minimum dimension of four-feet-by-eight (4' x 8') or six-feet-by-six-feet (6' x 6').

Tree grates are to be cast iron and have small openings and minimize tripping hazards, be of a standard design and dimensions, and have consistent, specialized installation techniques defined. Tree pits greater than eight-feet-by-eight-feet (8' x 8'), without tree grates, are preferred.

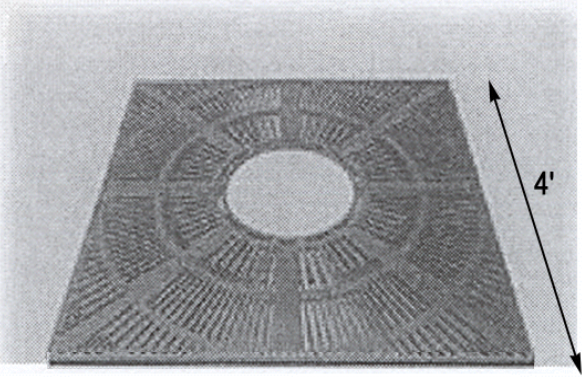
New sidewalks should be provided so that the sidewalk is suspended over a continuous planting trench with amended soil. As an alternate to this technique, sand-set-paving-units can be used in a continuous band between the street trees to allow for drainage and root growth. Root aeration strips are also recommended between and parallel the curb-line between tree pits.

These techniques or their equivalents are intended to provide a healthy environment for trees and increased life spans, root growth, lower tree maintenance costs and reduced sidewalk damage. Refer to Exhibit 9 for “typical tree grates.”

EXHIBIT 9 -
TYPICAL TREE
GRATES

Typical Tree Grates

BROOKSIDE AREA
INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN



4'

4'

Typical Tree Grates:

- Equal to Urban Accessories Cast Iron per ASTM A48 class 35b or better; Model "COHO"; 4' square.

NOTES:

- 1) Polyester powder coated; standard color black.
- 2) Castings 1/8" undersized/frames 5/8" oversized.


- (5) **Bicycle Racks.** The emphasis on the pedestrian environment will include additional use of bicycles in the Brookside area. Bicycle racks are to provide a visually appealing means of securing bikes, reduce the use of trees, benches or trash receptacles for securing bikes, decrease incidents of damage, and accommodate bicycle enthusiasts and recreational riders in the area. Bicycle racks should be metal, highly durable and painted in the street furniture family of colors.

EXHIBIT 10 - TYPICAL BICYCLE RACK (OPTION 1)

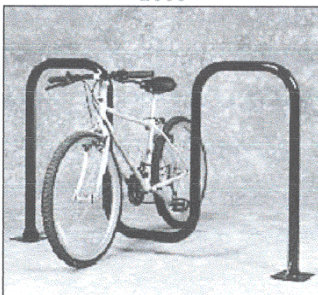
Typical Bicycle Racks (Option 1)

BROOKSIDE AREA
INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

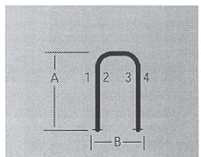
1000



2000



1042 4 bike



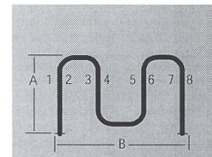
**Model 1042
with Base Plate**

A _____ 39" 99.06 cm

B _____ 26" 66.04 cm

Weight _____ 18 lbs 8.16 kg

2082 8 bike



**Model 2082
with Base Plate**

A _____ 39" 99.06 cm

B _____ 66" 167.44 cm

Weight _____ 31 lbs 14.06 kg

Typical Bicycle Racks:

- Equal to American Bicycle Security Company "Viper Rack Series" Model # 1042 and #2082, surface mount.
- American Bicycle Security Company
- P.O. Bo 7359
- Ventura, CA 93006
- Phone: 1-800-245-3723 or 805-933-3688
- E-mail: turtle@ameribike.com
- URL: <http://www.ameribike.com/>

NOTES:

- 1) All MIG welded construction. Tubing is 2"OD w/ 0.09" thickness; finished racks are grit-blasted, polyester powder coated, oven cured.
- 2) Base plates shall be 6" square w/ gussets; 8 expansion anchors per base plate equal to PN#MK9000; concrete embedment is recommended.


SOURCE: Planning and Economic Development Division, Urban Development Department, City of Tulsa.

Bicycle racks should be placed in high use areas and as not to impede pedestrian movement. Refer to Exhibits 10 and 11 for “typical bicycle racks.”

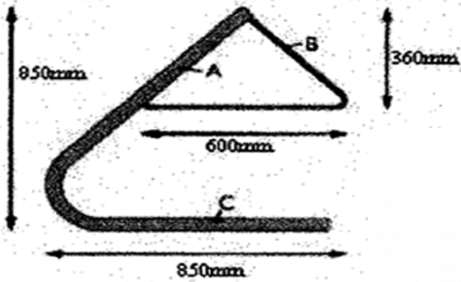
EXHIBIT 11 -
TYPICAL BICYCLE
RACK (OPTION 2)

Typical Bicycle Racks (Option 2)

BROOKSIDE AREA
INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN



(Stainless steel finish shown; standard color "Comet Black" specified)



Model	EXPO 2704	EXPO 4506
Bike Capacity	3-5 Bikes	5-7 Bikes
Length	800mm	1250mm

A. 50 NB 3.6mm MD Pipe

B. 19 mm Round Bar

C. 12 mm hole to fit M12 Dynabolt

SOURCE: Planning and Economic Development Division, Urban Development Department, City of Tulsa.

Typical Bicycle Racks:

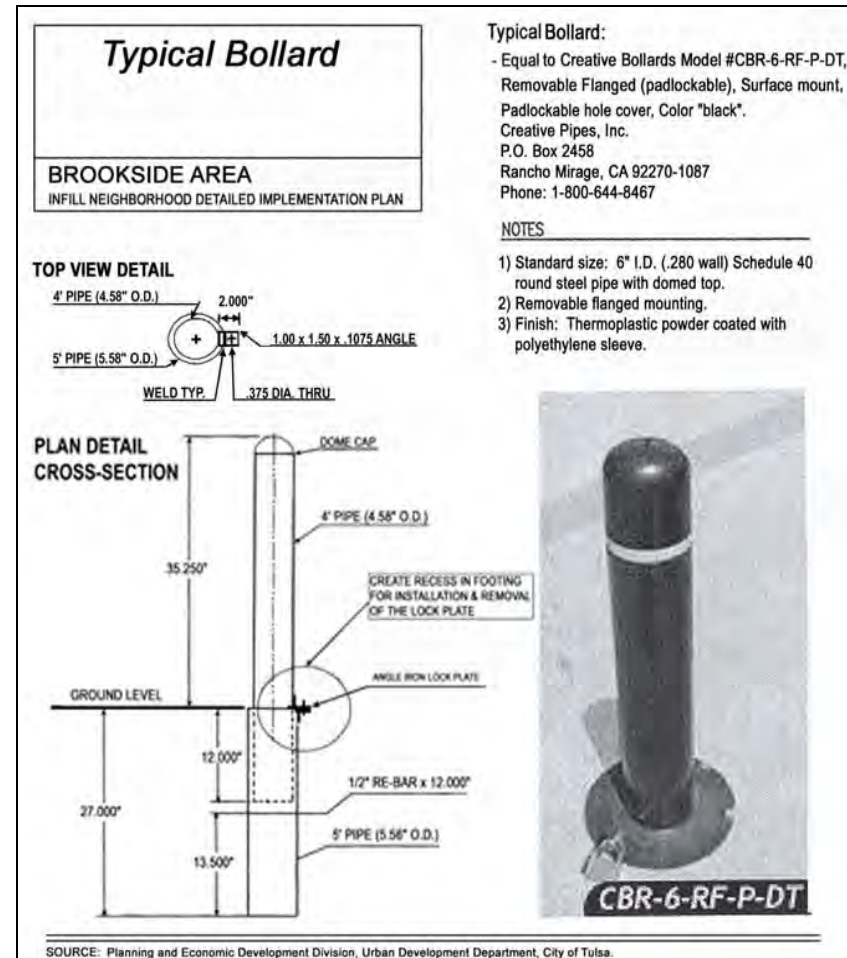
- Equal to Cora EXPO 'W' series bicycle rack Model #W2704 (3-5 bikes capacity) and Model #W4506 (5-7 bikes capacity); surface mount; heavy duty high quality steel construction.
Cora Bike Rack Pty Ltd
Phone: 1-800-354-8624

NOTES:

- 1) Heavy duty high quality steel construction w/ 12mm polyester plastic coating color finish; standard color "Comet Black".
- 2) 2 x 12mm x 125 masonry, stainless steel M12 Dynabolts w/ tamper-proof fastners provided.

- (6) **Bollards.** Bollards can be used as access features to restrict vehicles from pedestrian priority or pedestrian only areas. They may be used to provide added separation and safety from vehicles or outdoor dining spaces near the curb line. Bollards may also be used to define and restrict parking areas and spaces for motorcycles and scooters. Removable bollards should be used where service or emergency access is required. “Tilt-down” bollards may be appropriate in areas of heavy pedestrian or bicycle traffic. Where provided to add separation and protection from vehicles, bollards should be metal, highly durable and painted in the street furniture family of colors. Where provided to add visual clues and restrict vehicle traffic, bollards should be removable or flexible and made of a heavy duty, low maintenance material painted in the street furniture family of colors. Refer to Exhibit 12 for a “typical bollard.”

EXHIBIT 12 - TYPICAL BOLLARD



- B. **Street Trees and Plant Materials** Urban form is greatly influenced by the inclusion of plants, particularly trees, in design of public and private space. Plants play an important role in establishing human scale and maintaining an attractive pedestrian environment. Plant materials of particular value to street design are shade trees, evergreen trees, flowering and ornamental trees, shrubs, hedges and ground cover. Trees serve several important functions. They provide shade in warmer months, seasonal color in the fall, some protection from the elements in colder months, visual interest and an additional unifying design element for Brookside. It is intended that certain specimens of trees will be used fairly regularly to provide a visual link for the Northern and Southern Business Areas. However, the use of other species is encouraged to add interest.

Plant and tree species which are particularly suitable for Tulsa's environment have been identified for the City of Tulsa. Those which are highly adaptable, easily maintained and well-suited to the urban environment should be selected. Site characteristics and design goals will greatly determine which plant materials are most suitable at specific locations. It is important that trees planted in Business Areas be those which have an open canopy which will not obstruct business signs. The spacing and placement of trees will be such that business signs are not adversely affected. It is very important that plants do not obstruct pedestrian access. The City of Tulsa urban forester and landscape architects are good contacts for assistance in plant selection.

- C. **Lighting.** Higher profile street lights have more recently been provided within the Brookside area. It is intended that adequate lighting be provided to the residential and business communities that complements their unique character. In particular, a pedestrian lighting system is intended for the Northern and Southern Business Areas that will serve as a strong design element. Lighting is intended to provide added security and safety and improve use and access to parking areas within the Businesses Areas. Lighting will be designed to be considerate of adjoining uses. The lighting fixtures may vary from the Northern to the Southern Business Areas, but they should continue from a traditional form in the Northern Business Area to complementing, contemporary expressions of the traditional form in the Southern Business Area. Lighting will help establish connection as well as complement the diverse architectural styles in the Special Districts. The lighting system is intended to provide a visual link and sense of continuity for Brookside

Pedestrian lights are intended to be placed on lamps of six feet to sixteen feet (6' to 16') in height with an average spacing of sixty to eighty feet (60' to 80'). Actual height and spacing of lights will be based on

lighting specifications and site characteristics. Lamp posts should be highly durable, low maintenance and painted in the street furniture family of colors. Refer to Exhibit 13 for “typical ornamental lamp post (pedestrian).” The pedestrian lighting system also provides an opportunity to add design elements which further link the Brookside area. Elements such as finials and collars can be used for festival or event displays or area wide promotional programs and activities. Refer to Exhibit 14 for typical collars and finials for ornamental lamp posts (pedestrian).

EXHIBIT 13

Typical Ornamental Lamp Post (Pedestrian)

BROOKSIDE AREA
INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

Typical Ornamental Lamp Post - Pedestrian

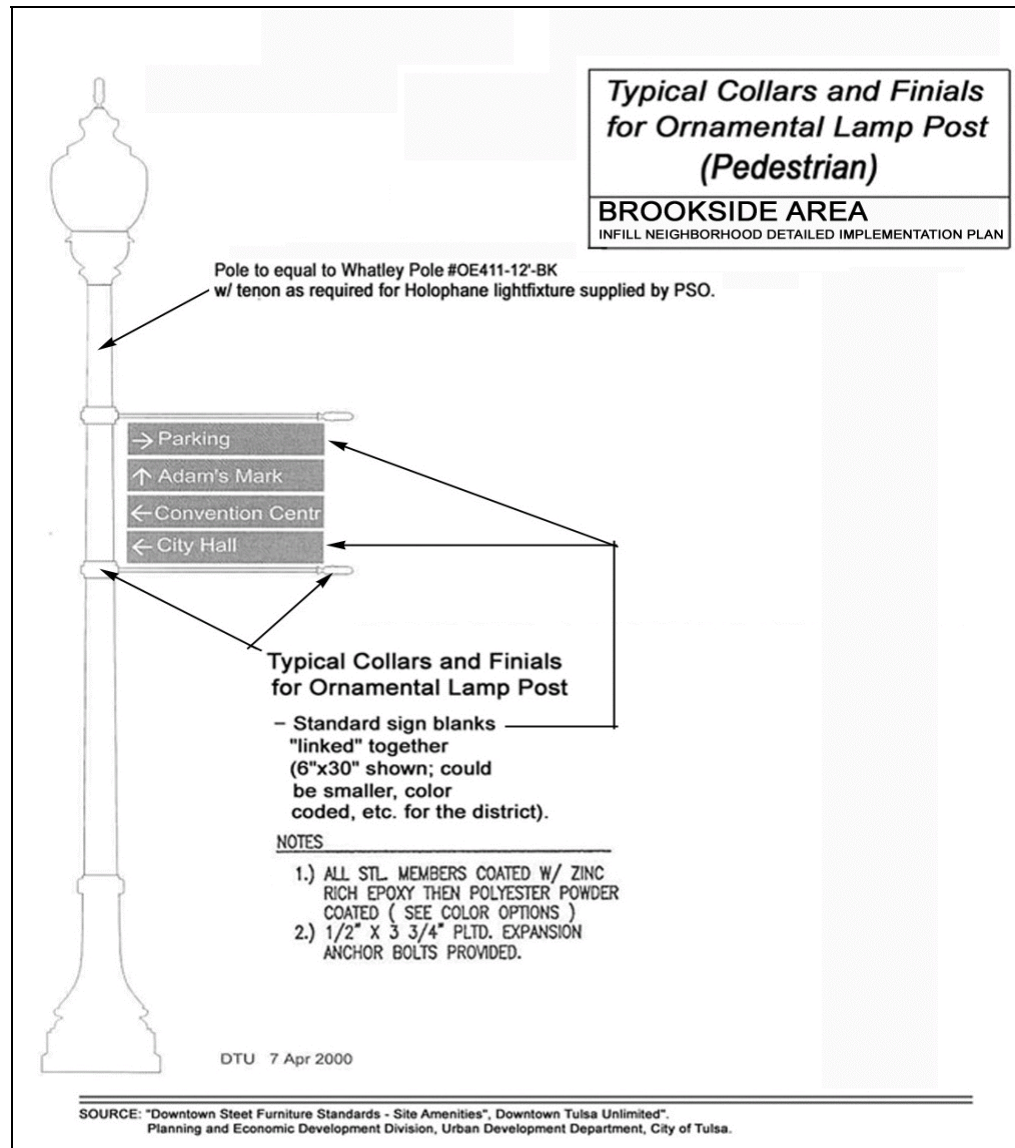
- Pole to equal to Whatley Pole #OE411-12'-BK w/ tenon as required for Holophane lightfixture supplied by PSO. Poles shall be fluted fiberglass shaft of not less than 1/2" thickness at any point along the shaft. Shaft shall consist of 1/8" minimum thick glass filament wound fiberglass core, surrounded by polymer concrete, surrounded by exterior fiberglass urethane enamel. Poles shall be warranted for not less than 4 years from date of manufacture. Poles shall meet or exceed ANSI/NEMA C136.20 strength and wind load. Centrifugally cast fiberglass poles will not be acceptable. Base plate mount.
- Jim Heimdale (918)640-0784
- Fixture to equal Hadco Fixture R53BA-A1 AHRG200HE Architectural Lighting Sales (918)584-5554

NOTES

- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN POLYESTER POWDER COATED (SEE COLOR OPTIONS)
- 2.) 1/2" X 3 3/4" PLTD. EXPANSION ANCHOR BOLTS PROVIDED.

SOURCE: "Downtown Steel Furniture Standards - Site Amenities", Downtown Tulsa Unlimited".
Planning and Economic Development Division, Urban Development Department, City of Tulsa.

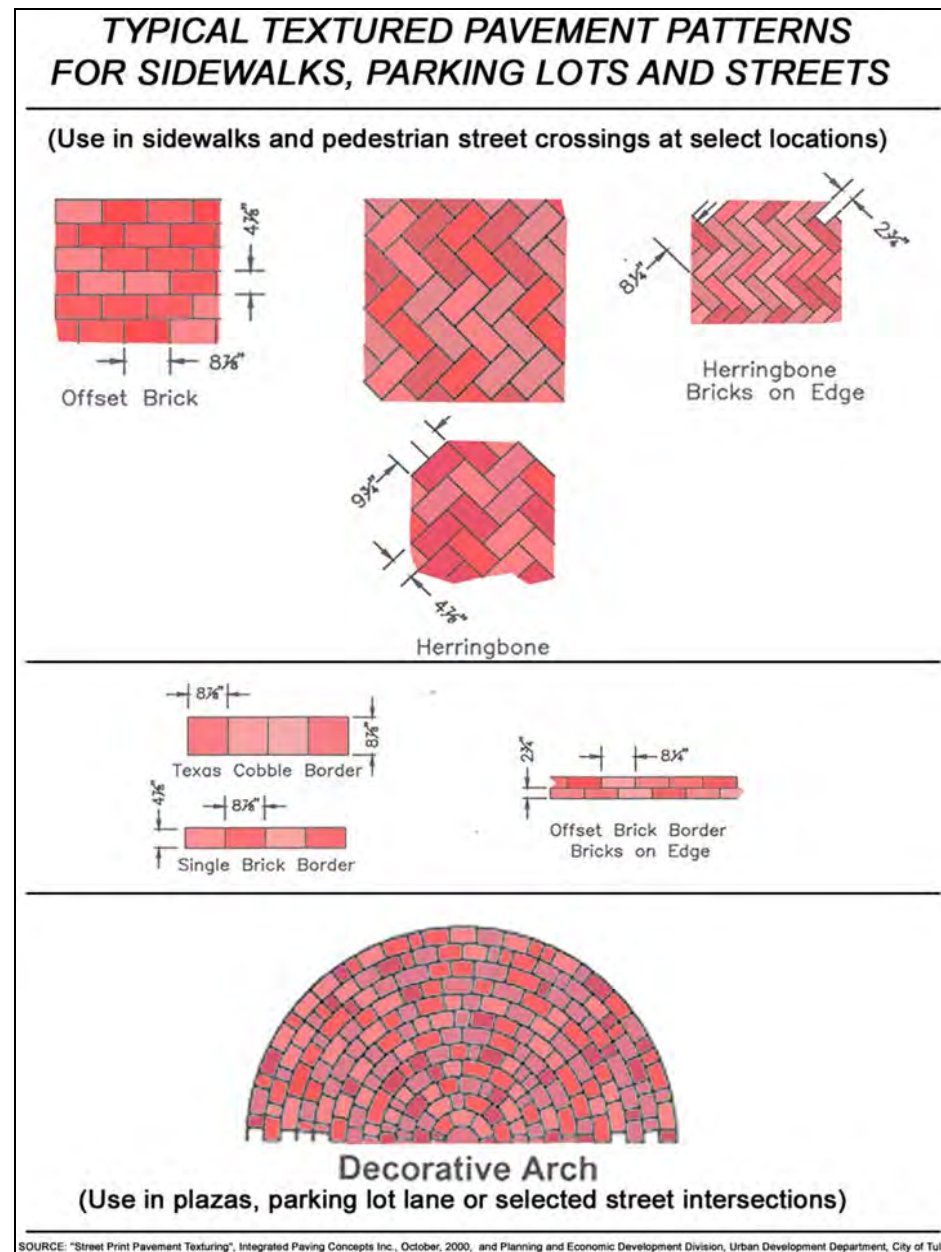
EXHIBIT 14



- D. **Paving Materials.** Roadway and sidewalk surfaces are the largest, most visible and most expensive element of the Brookside streetscape. It is intended that the street and sidewalk surfaces contribute a positive, attractive image to the Brookside environment. Paving surfaces afford one of the greatest opportunities for establishing and continuing a unified identity for Brookside. Paving surfaces are particularly important at street intersections, pedestrian crosswalks, “bump-outs,” sidewalks and business entrances.
- (1) **Street Paving and Parking Lots.** Brushed or scoured concrete surfaces, brick pavers, textured concrete or asphalt, or other suitable material and techniques are encouraged to emphasize street intersections. The use of textured surfaces provides a unifying theme, adds identity, slows traffic and enhances the pedestrian environment. The use of textured paving is appropriate at particular intersections and locations in Brookside, and is most beneficial when designed in conjunction with pedestrian crosswalks. Similar paving surface treatment is also appropriate for off-street parking areas, particularly in areas where pedestrian movement needs emphasis. The materials will at a minimum be of different texture and color than the standard street surfacing. The common design patterns for the street, street intersection or parking lot receiving special treatment are depicted in Exhibit 15.
 - (2) **Pedestrian Crosswalks.** Pedestrian crosswalks are to be provided and designed with common elements and materials for all major arterial and collector street intersections and expressway service road intersections with Peoria Avenue between 32nd Place South and 51st Street South (Skelly Drive). These crossings are intended to maintain and improve pedestrian safety, beautify the Brookside area, and enhance the business and residential identity of the area. Design elements of these pedestrian crossings will include either brick pavers, textured concrete or asphalt, or other suitable material which will emphasize where pedestrians cross the intersecting streets. The materials will at a minimum be of different texture and color than the street surfacing. These crossings are intended to maintain and improve pedestrian safety, beautify the Brookside area, and enhance the business and residential identity of the area. Painted crosswalks are to be provided in those locations where textured paving cannot be provided. The common design patterns for the typical pedestrian crosswalk receiving special treatment are depicted in Exhibit 15.

- (3) **Sidewalks.** A system of sidewalks is intended for all arterial and collector streets in Brookside. Sidewalks are also to be provided on those streets which provide direct pedestrian access to schools in Brookside. Concrete sidewalks are the most common paving surfaces provided. Concrete sidewalks should be constructed in lengths which can be easily replaced whenever access to utilities is required. Special sidewalk treatment which includes the use of textured paving surfaces is encouraged as a design element along S. Peoria Avenue. The provision of a quality sidewalk system is a critical component of preserving and improving the pedestrian environment. It provides another design tool to link and unify the Brookside area. The common design patterns for sidewalks receiving special treatment are depicted in 15 and some examples are shown in Appendix J.

EXHIBIT 15



- (4) **Sidewalk Business Entries.** Sidewalk entries to businesses are suitable for special treatment and should emphasize pedestrian safety, provide a sense of entry and add to the variety of visual imagery in Brookside. The common design patterns for the typical textured sidewalk entry are depicted in Exhibit 16.

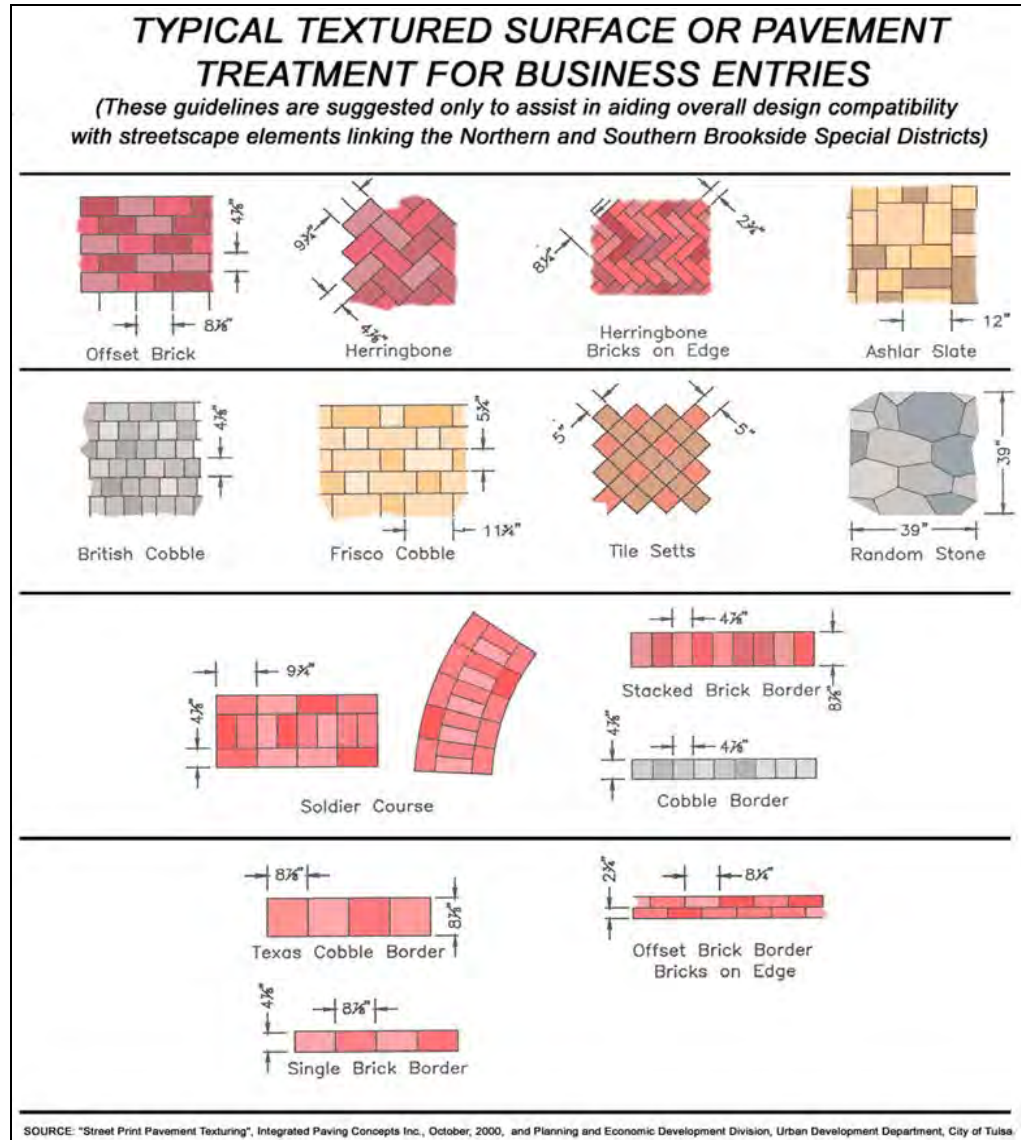
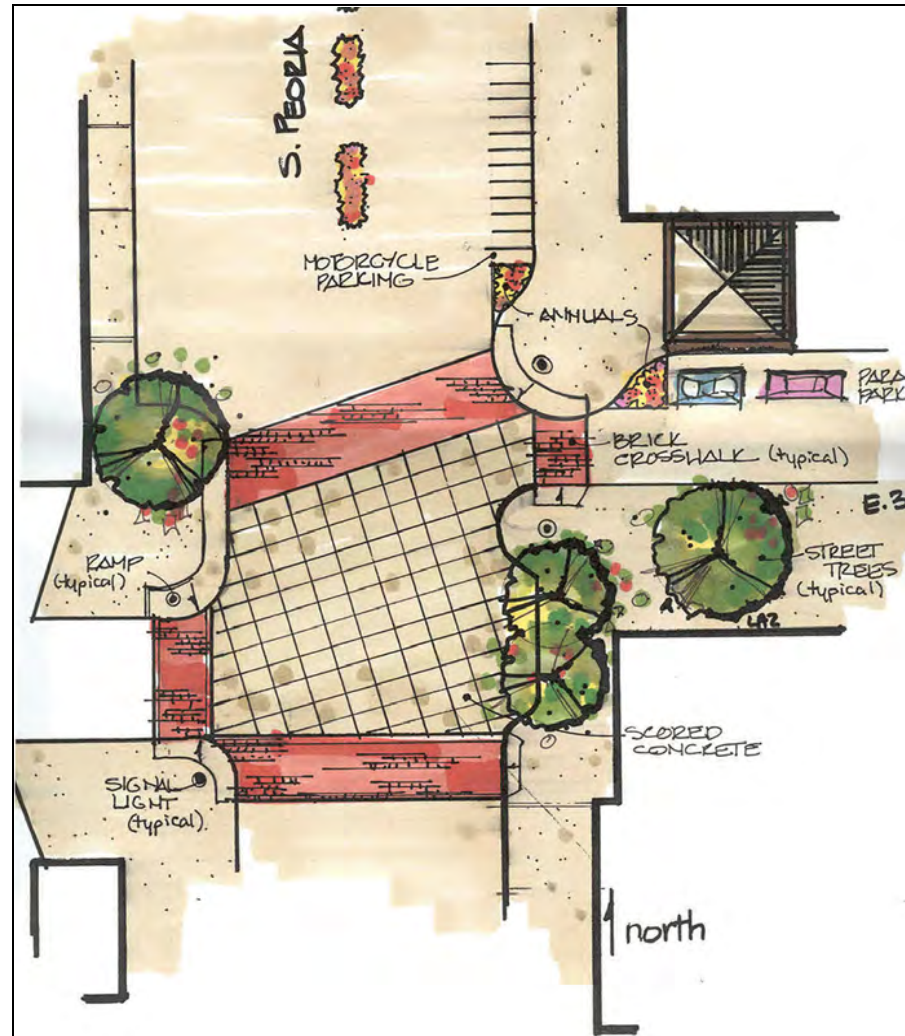


EXHIBIT 16

(5) **“Bump-Outs” or Curb Extensions.**

Curb modifications are to be provided at specific locations within the Brookside area. These modifications are intended to improve pedestrian safety by narrowing the distance of street crossings, reducing vehicle speeds and accentuate the pedestrian environment. They also establish area identity, add space for street plants and furnishings, eliminate parking conflicts near intersections, and define and add on-street parking spaces. These features are intended to have a design theme and use materials that blend well with enhanced pedestrian crosswalks. The common design elements and features for the typical “Bump-out” or curb extension are depicted in Exhibits 17 and 26A through 26D. Refer to Appendix J for examples.

EXHIBIT 17 - TYPICAL “BUMP-OUTS” OR CURB EXTENSIONS and
TYPICAL CONCEPT DESIGN FOR CROSSWALKS AND STREET INTERSECTION IMPROVEMENTS - NORTHERN BUSINESS AREA



- E. **Signs and Graphic Art.** A common, consistent design theme and style are recommended for public identification and directional signs. This sign system will help add to a recognizable Brookside identity.

Larger identity signs, monuments, art and/or graphics are recommended at the north and south entrances into the Brookside area. These elements should be designed in conjunction with the new bridge over Crow Creek and the improvements to Skelly Drive (I-44) and help establish entry into the Brookside area and serve as major identifying elements

Thematic signs, banners and special graphics are to be provided along the length of S. Peoria Avenue to further enhance area identity. Banners and graphics may also be used for promotional and festival events and activities.

Informational signs are recommended to guide patrons and visitors to key attractions and additional parking.

3. **Public Art and Monuments.** It is also recommended that public art or monuments be incorporated into the Brookside area where appropriate, but particularly at the entries into the Brookside area. Public improvements serve many purposes which include enhancement of public image, stimulation of economic development, provision of prestige, and recognition and fostering cultural life. Public improvements in Brookside, including public safety projects, should seek to achieve these same purposes. Improvements to streets, drainage facilities, and public buildings are particularly visible and should include specific features which add interest, character and identity to the area. Monument signs and bridges are examples of public improvements in Brookside that can be provided with special design emphasis given to the character of the area. It is intended that such art and/or monuments be provided to further enhance, establish and create a unique identity and interest for the Brookside area. It is recommended that a portion of roadway and/or drainage improvements projects planned for the entry areas into the Northern and Southern Brookside Business Areas (Special Districts) on S. Peoria Avenue be allocated to provide an entry monument and/or artwork at each of these locations.

SECTION 2

BROOKSIDE INFILL DEVELOPMENT DESIGN RECOMMENDATIONS

**A COMPONENT OF THE BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN
FOR S. PEORIA AVENUE FROM CROW CREEK TO 51ST STREET SOUTH (SKELLY DRIVE)**

January 31, 2002
Tulsa, Oklahoma

STUDY AREA AND SUBAREAS

The design recommendations are presented for the study area or subareas within Brookside. Refer to Exhibit 2.

1. 31st Street South to 51st Street South (Skelly Drive) along S. Peoria Avenue

Specific improvements are intended for the area along S. Peoria Avenue from 31st Street South to 51st Street South (Skelly Drive). These improvements are to be consistent with the standards for Overall Design, Street Furniture, Features and Improvements, and Public Art and Monuments described above. These improvements are as follows:

- A. Pedestrian crossing improvements are to be provided which will include either brick pavers, textured concrete or asphalt, or other suitable material which will emphasize where pedestrians cross the intersecting streets. These pedestrian crossing design elements are to be provided at arterial street intersections at the point of entry into the Brookside area, at such time as these intersections require replacement or reconstruction. These intersections include 31st Street South and Riverside Drive, 41st Street South and Riverside Drive, 31st Street South and Lewis Avenue, 41st Street South and Lewis Avenue, and 31st Street South and Peoria Avenue. Common design features and elements are depicted conceptually in Exhibit 15 and 17.
- B. Pedestrian crossing improvements are intended to be provided at the intersections of 36th Street South and Quincy Avenue and 36th Street South and Rockford Avenue at the Eliot School Campus. The common design features and standards for these pedestrian street crossings are as depicted in Exhibits 15 and 17.
- C. Sidewalks are to be provided along S. Peoria Avenue, 31st Street South and 41st Street South. The program of replacing and/or improving existing sidewalks in residential areas, near area schools and along arterial streets is encouraged. The design standards described above should be used for new projects in the area.
- D. The City of Tulsa program for resolving local drainage problems is supported and all local drainage problems within the Brookside area should be resolved.
- E. Crow Creek Bridge on S. Peoria Avenue and the I-44 service road(s) on S. Peoria Avenue provide special opportunities for maintaining, enhancing, and promoting the identity of Brookside. These locations serve as “front doors” to Brookside, particularly to the Northern and Southern Brookside Business Areas ((Special Districts). It is intended that improvements at these locations also serve to define these areas as major entry points into the Brookside area.

The following projects provide uncommon opportunities to develop these major entry areas:

- (1) The Crow Creek Bridge on S. Peoria Avenue. The bridge is intended to accommodate necessary storm water flow, four lanes of vehicle traffic, bicycle and pedestrian traffic in a safe and attractive manner. Exhibit 18 provides a Concept Illustration - Plan View of this entry point into the Northern Business Area and the Northern Residential Area. A conceptual perspective of the entry treatment is provided in Exhibit 19. The bridge itself should also be designed to add to the character of Brookside area. Architectural features and/or materials common to entries and other paving features should be included in the bridge design. Refer to Appendix H for an example of an entry monument in a Tulsa neighborhood.
 - (2) The I-44 (Skelly Drive) and S. Peoria Avenue widening, overpass and service road intersections(s). In addition to accommodating high vehicle traffic volumes, bicycle and pedestrian traffic in a safe and attractive manner, these improvements should provide a significant contribution to the Brookside identity, character and image. Exhibit 20 provides a Concept Illustrative Plan View of this entry point into the Southern Business Area and the Southern Residential Area. A conceptual perspective of the entry treatment is provided in Exhibit 21.
 - (3) A Brookside area identity sign and/or monument are to be located on the north end of the Northern Business Area near the Crow Creek bridge. This sign should be incorporated into improvements to the bridge, roadway and pedestrian features provided at the Crow Creek crossing.
 - (4) A Brookside area identity sign and/or monument are to be located on the south end of the Southern Business Area near the I-44 (Skelly Drive) service roads. This sign should be incorporated with improvements to the expressway widening, overpass, roadway and pedestrian features provided at this location.
- F. In addition to these major entry points, there are other locations which serve as minor entry points into the Brookside area. These locations include: the intersections of 31st Street South and S. Peoria Avenue;; 31st Street South and Riverside Parkway; 41st Street South and Riverside Parkway; Skelly Drive and Riverside Parkway; 31st Street South and S. Lewis Avenue (41st and S. Utica Avenue if the east boundary of Brookside Neighborhood boundary changes); 41st Street South and S. Lewis Avenue (41st and Utica Avenue if the east boundary of Brookside Neighborhood boundary changes); and 51st Street South/Skelly Drive North Service Road. These locations offer opportunities to provide minor entries into and attractive identifiers for Brookside. These less substantial entry treatments would include special landscaping and smaller signs which identify the Brookside neighborhood.

EXHIBIT 18 -
BROOKSIDE
ENTRY AT
CROW CREEK
- CONCEPT
ILLUSTRATION
PLAN VIEW

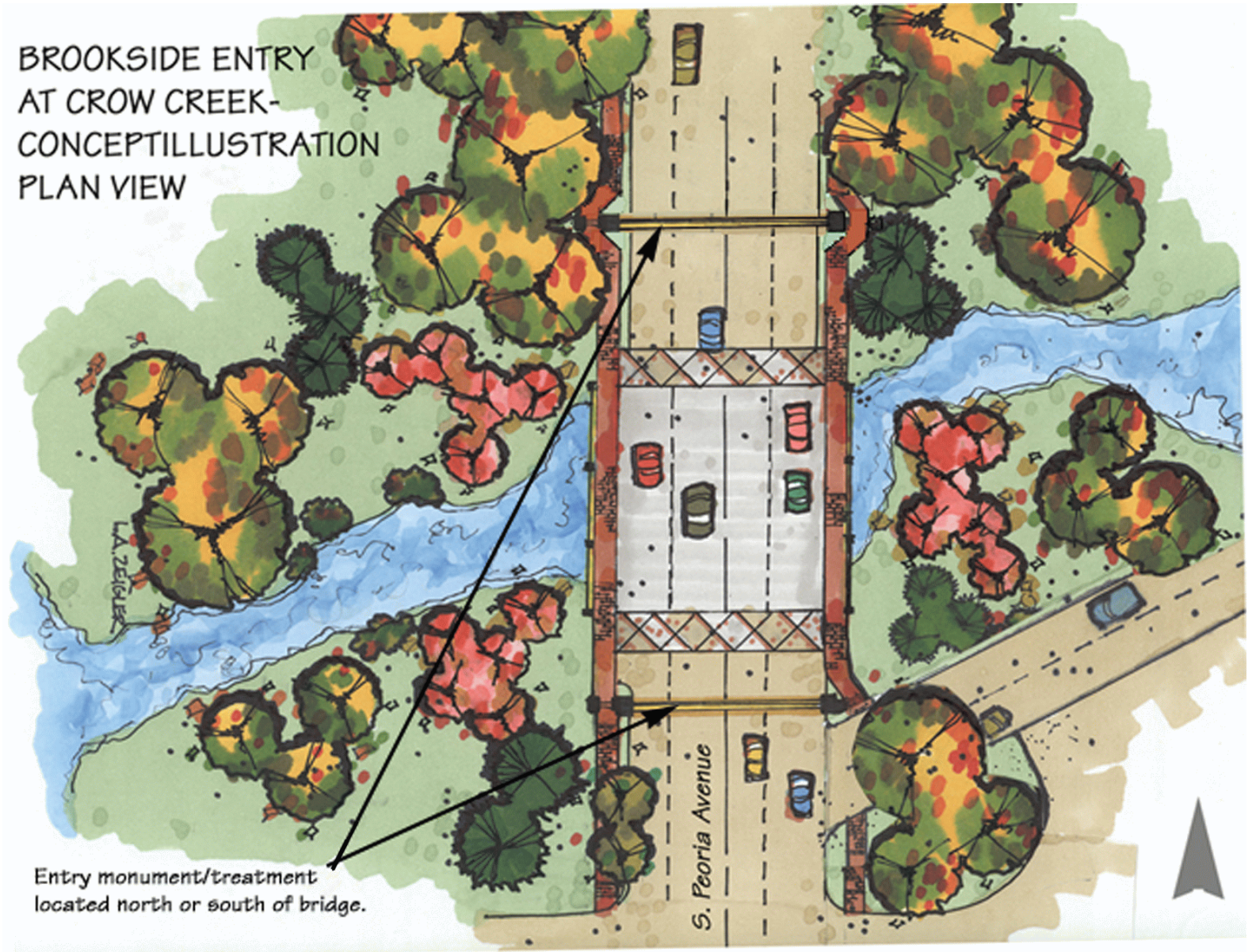
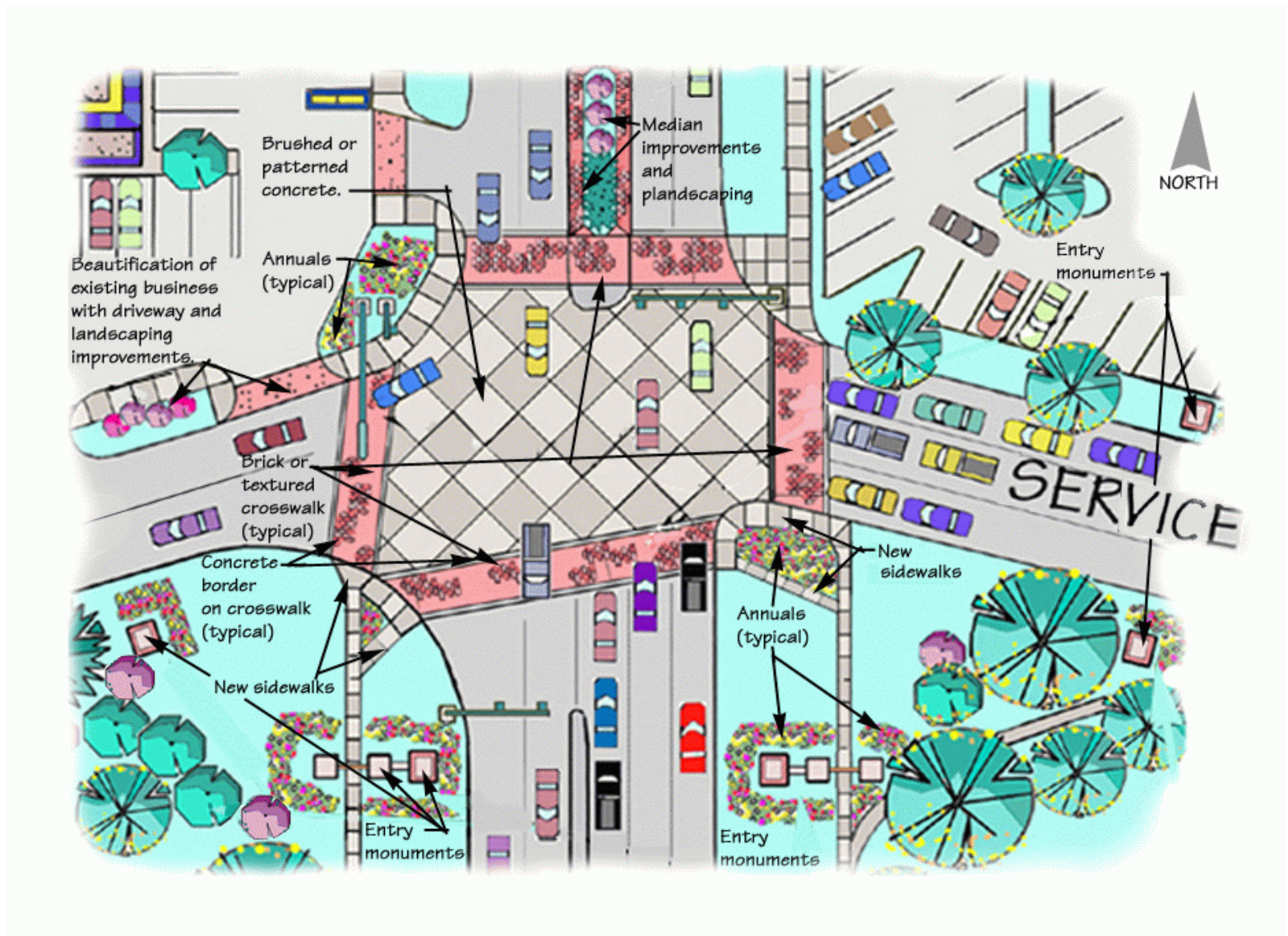


EXHIBIT 19 - "BROOKSIDE ENTRY AT CROW CREEK - CONCEPT ILLUSTRATION PERSPECTIVE



EXHIBIT 20 -
BROOKSIDE
ENTRY AT
SKELLY DRIVE
- CONCEPT
ILLUSTRATION
PLAN VIEW



BROOKSIDE ENTRY TREATMENT AT SKELLY DRIVE NORTH SERVICE ROAD

BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

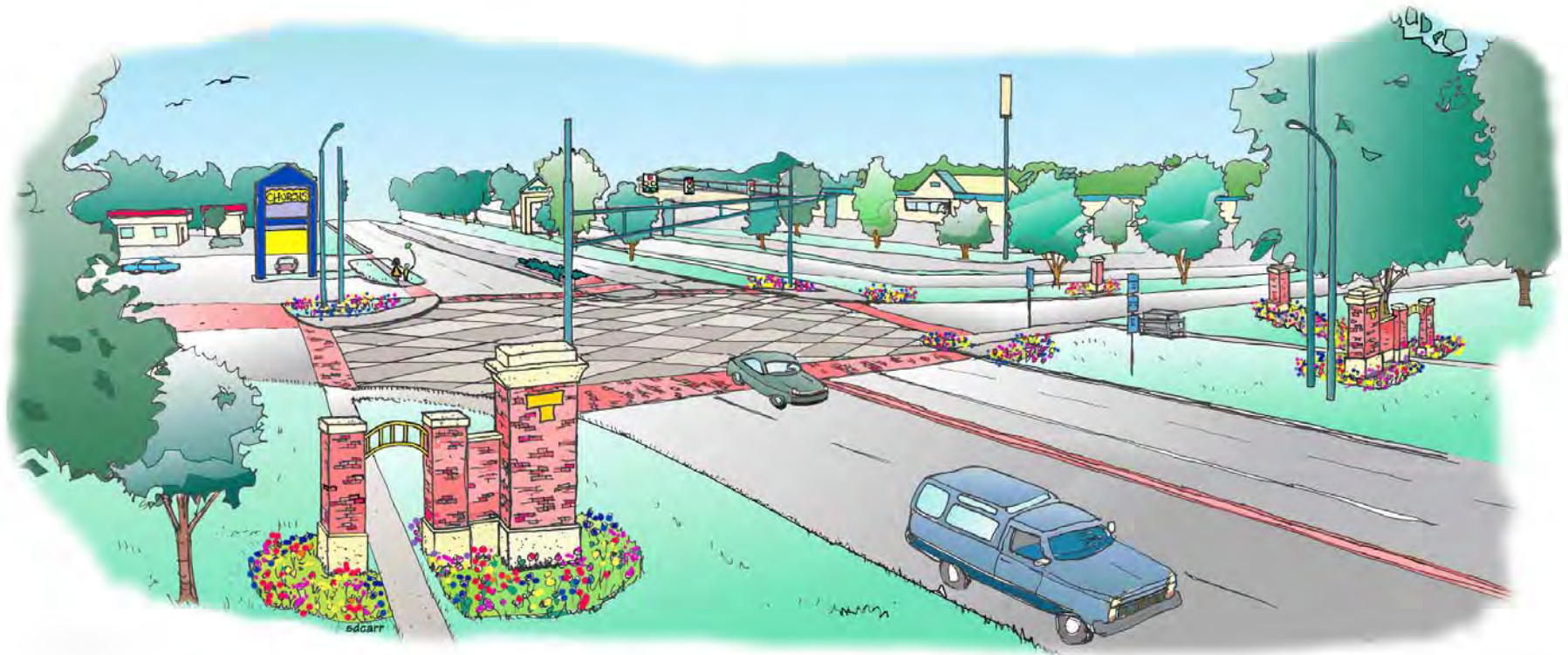


EXHIBIT 21 - BROOKSIDE ENTRY AT SKELLY DRIVE - CONCEPT ILLUSTRATION PERSPECTIVE

SECTION 3

BROOKSIDE INFILL DEVELOPMENT DESIGN RECOMMENDATIONS

**A COMPONENT OF THE BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN
FOR S. PEORIA AVENUE FROM CROW CREEK TO 51ST STREET SOUTH (SKELLY DRIVE)**

May 15, 2002
Tulsa, Oklahoma

2. Crow Creek to 38th Street South Along S. Peoria Avenue Subarea

This portion of Brookside is located between 32nd Place South and 38th Street South in the Northern Business Area and Northern Residential Area (Special Consideration Area). The business area is a village marketplace. It includes service, shopping, dining, entertainment, office, professional and other trades and activities. Preserving this mixture of use, activity, pedestrian scale, and character is a vital component to preserving Brookside as an urban village. Business development patterns are somewhat mixed, but area development reflects a great accommodation and commitment to the pedestrian environment. The automobile is accommodated, but there remains a great demand for additional parking during certain periods of the business day, particularly during evenings, weekends and festival events. There is a strong continuity of pedestrian linkage and intimacy in the north portion of the area that somewhat weakens in the south portion of the area. Typically, commercial buildings have been built on or near the front building line along Peoria and intersecting streets. Customer parking is provided on-street along Peoria Avenue or intersecting side streets and in the rear of buildings in off-street parking lots. No one single land use dominates or should dominate to the exclusion of other vital businesses, interests and activities. The adjoining residential areas are strong and vibrant, consisting generally of bungalows and cottages. Incursion of business traffic into the residential areas continues to occur and place stress on the residential uses.

- A. This portion of Brookside, located in the Northern Residential Area, is intended to continue its emphasis, suitability and accommodation of pedestrian traffic. Particular attention is to be provided in sidewalk design and replacement. Residential streets are intended to remain walk-able. Examples of appropriate infill development in the area are depicted in Appendices D and E.
- B. Existing residences should be maintained, rehabilitated and reused where feasible and appropriate. New and replacement residences are to reflect the special character and include compatible design features of this urban neighborhood.
- C. A clear sense of separation is to be provided between the residential areas and the business areas. Entry features are to be provided in and out from the residential areas into the business area to provide positive identity, attractive pedestrian features and visual clues defining entry into the different uses. These features are to be provided along the residential street entrances. Standards are depicted in Exhibits 22, 23 and 24.
- D. This portion of Brookside, located in the Northern Business Area, is intended to continue its emphasis, suitability and special accommodation of pedestrian traffic. Particular attention is to be provided in sidewalk design and replacement, crosswalks, use of storefront displays and merchandising, and providing sidewalk dining areas.

- E. The commercial and business portion of this area is to be maintained, preserved and enhanced as a multiple-use village marketplace.
- F. Businesses in this area along Peoria Avenue and those streets intersecting with Peoria Avenue should remain, develop or redevelop with buildings constructed near or along the front property line. Zero setback from the front property line(s) is encouraged. Variations in zero setback from the front property line(s) may be appropriate where the resulting setback provides greater accommodation for pedestrian movement, sidewalk dining areas, enhanced sidewalk business entries, does not dramatically alter established sight-lines, provides interest, and emphasizes the pedestrian environment.
- G. Sufficient parking for all business land uses is intended to be provided for all new development and redevelopment. Parking requirements may be provided by on-street parking and public or private off-street parking facilities.
- H. The boundary of the Northern Business Area (Special District) and the Northern Residential Area (Special Consideration Area) is to be clearly defined on a map depicting lots and block in the area. It is intended that the Tulsa Metropolitan Area Planning Commission, the Tulsa Board of Adjustment, and the Tulsa City Council continue the policy of separation of uses along this boundary line as depicted in Exhibit 25. No extension of commercial, office or parking uses are to occur into the Northern Residential Area.
 - (1) The boundary between the Northern Brookside Business Area and the Northern Brookside Residential Area is to be appropriately screened with fencing, landscaping and buffering materials which include wooden fences with cap-rails and base-rails, trees, plants, or any combination of the above which provides appropriate visual separation, high durability, and long-term easy and low maintenance. Refer to Appendix K for examples of appropriate screening fences and landscaping in the Brookside area.
 - (2) The boundary line between Northern Business Area and the Northern Residential Area should be amended to reflect the boundary line recommended by the Brookside Infill Neighborhood Task Force as depicted in Exhibit 25.

- (3) Design standards for these screens and buffer areas are as follows:
 - (a) A screening fence should be provided. The fence may be one of the following:
 - (i) A wooden fence with cap-rails and base-rails. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - (ii) An ornamental iron or its equivalent fence. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - (iii) A brick, stone or masonry wall fence. Brick, stone or masonry pilasters are to be used as the fence support posts.
 - (b) A landscape buffer should be provided in conjunction with the fence system. The landscape should conform to existing standards set forth in the Tulsa landscape ordinances and the standards depicted in Exhibits 22, 23 and 24. The minimum width of the combination screening fence and landscape buffer is five feet (5').

I. Crosswalks and intersection improvements are to be provided along S. Peoria Avenue from Crow Creek to 38th Street South. These crosswalks and intersection improvements are to be designed with common elements and materials and consistent with the standards for Overall Design, Street Furniture, Features and Improvements, and Public Art and Monuments described above. A Concept Illustration of a typical design for these crosswalks and intersection improvements is depicted in Exhibit 17 which also depicts typical “bump-outs.” Refer to Appendix J for examples of “bump-outs.” Concept development plan venues for this section of S. Peoria are depicted in Exhibits 26A through 26D. These improvements are to be provided at the following locations:

- (1) 32nd Place South and S. Peoria Avenue;
- (2) 33rd Street South and S. Peoria Avenue;
- (3) 33rd Place South and S. Peoria Avenue;

- (4) 34th Street South and S. Peoria Avenue;
- (5) 35th Street South and S. Peoria Avenue;
- (6) 35th Place South and S. Peoria Avenue;
- (7) 36th Street South and S. Peoria Avenue;
- (8) 36th Place South and S. Peoria Avenue;
- (9) 37th Street South and S. Peoria Avenue;
- (10) 37th Place South and S. Peoria Avenue; and
- (11) 38th Street South and S. Peoria Avenue.

EXHIBIT 22 - CROSS-SECTION ILLUSTRATION - SCREENING, BUFFER AND ENTRY

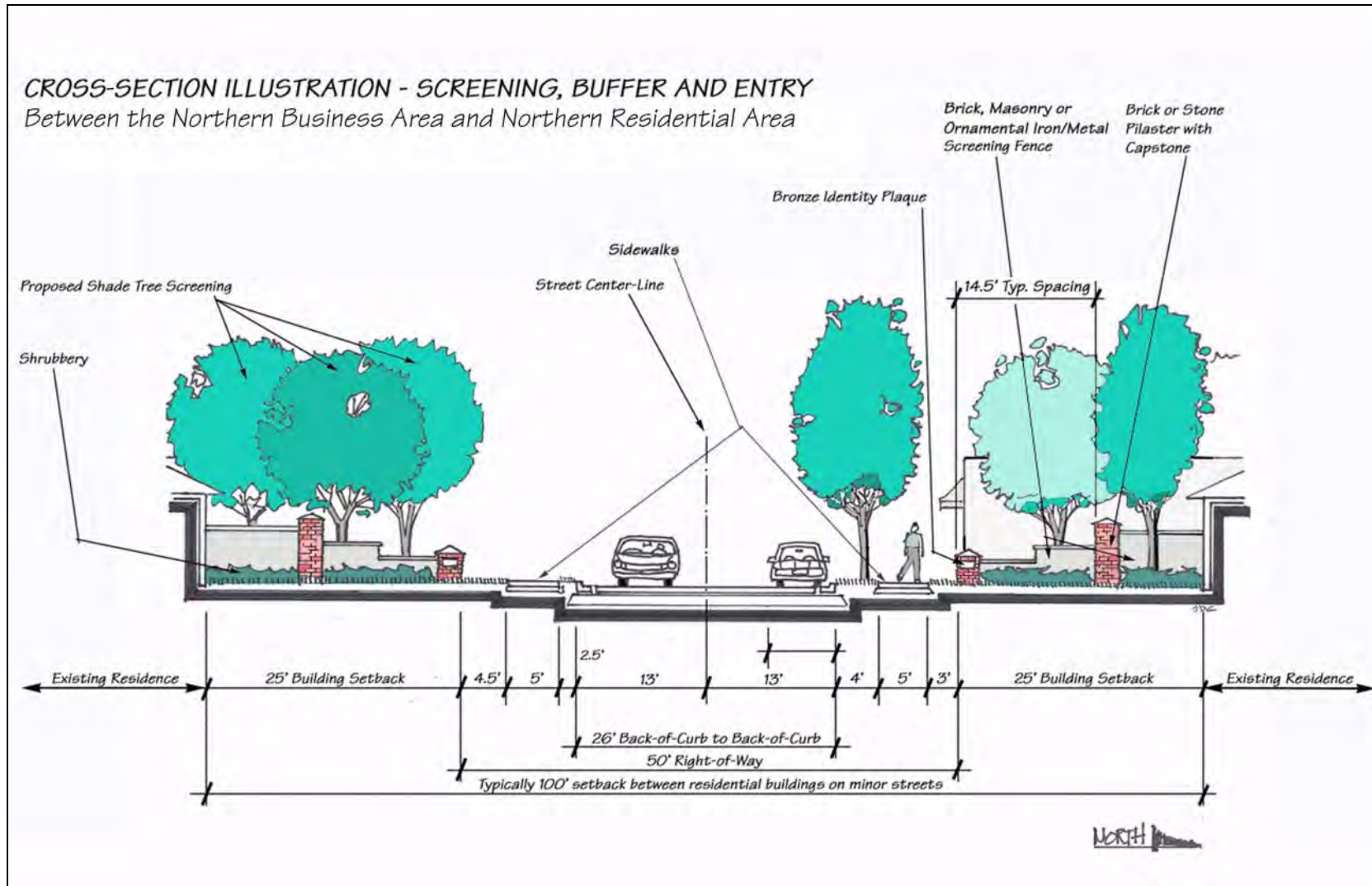


EXHIBIT 23 - DETAIL ILLUSTRATION - PILASTERS AND SCREENING FENCE

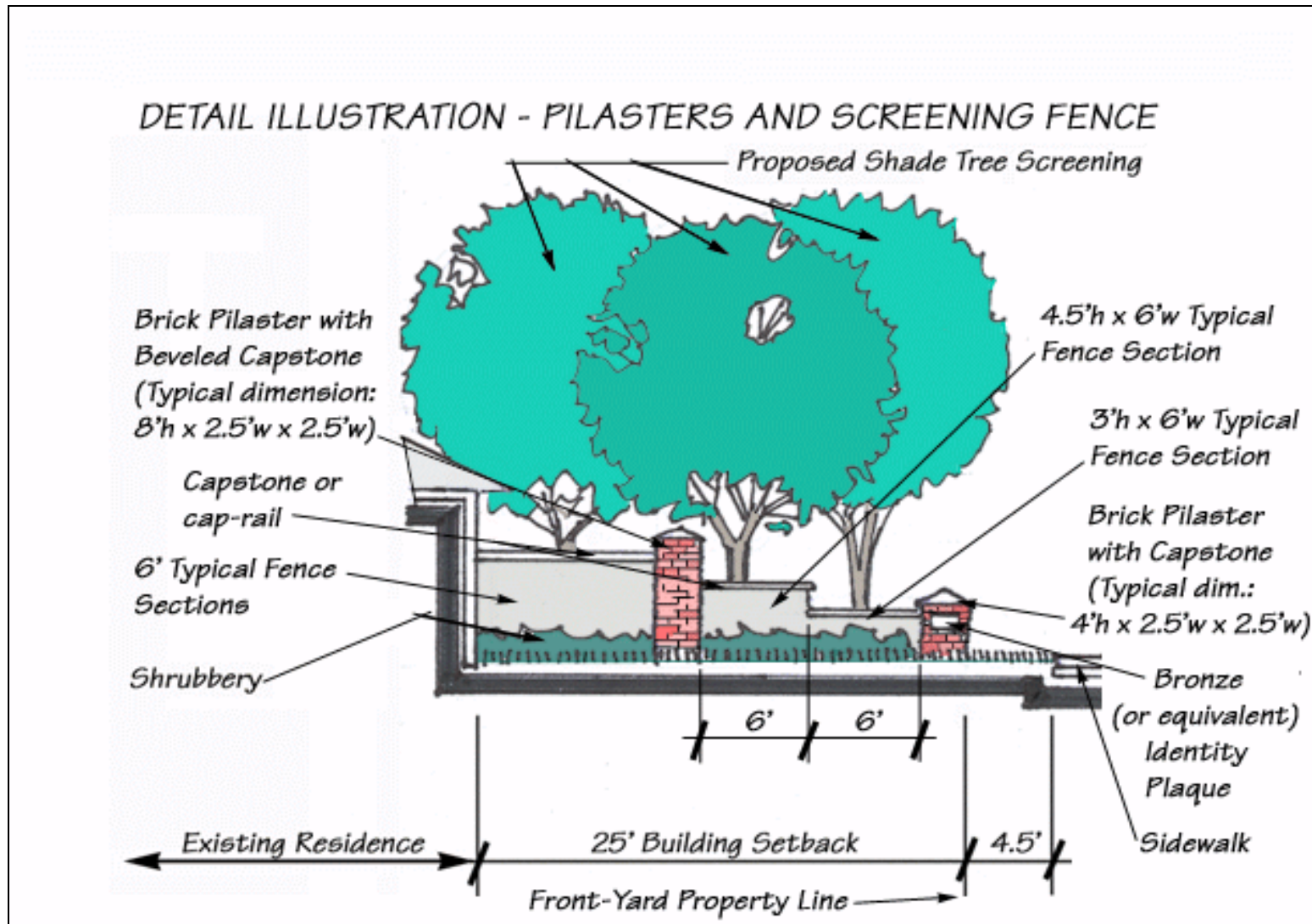


EXHIBIT 24 - PLAN VIEW ILLUSTRATION - SCREENING, BUFFER AND ENTRY (Refer to Exhibit 22)

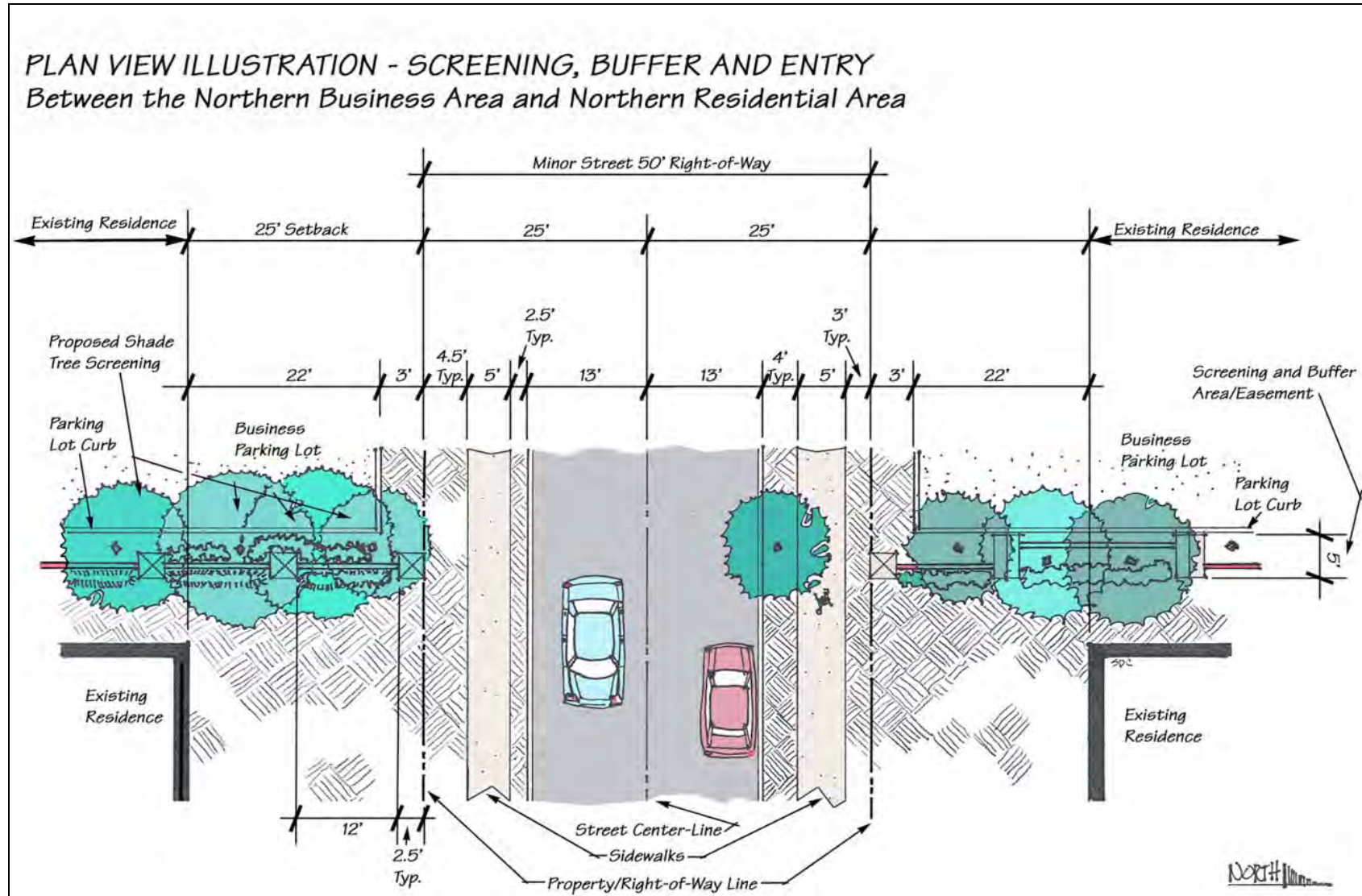
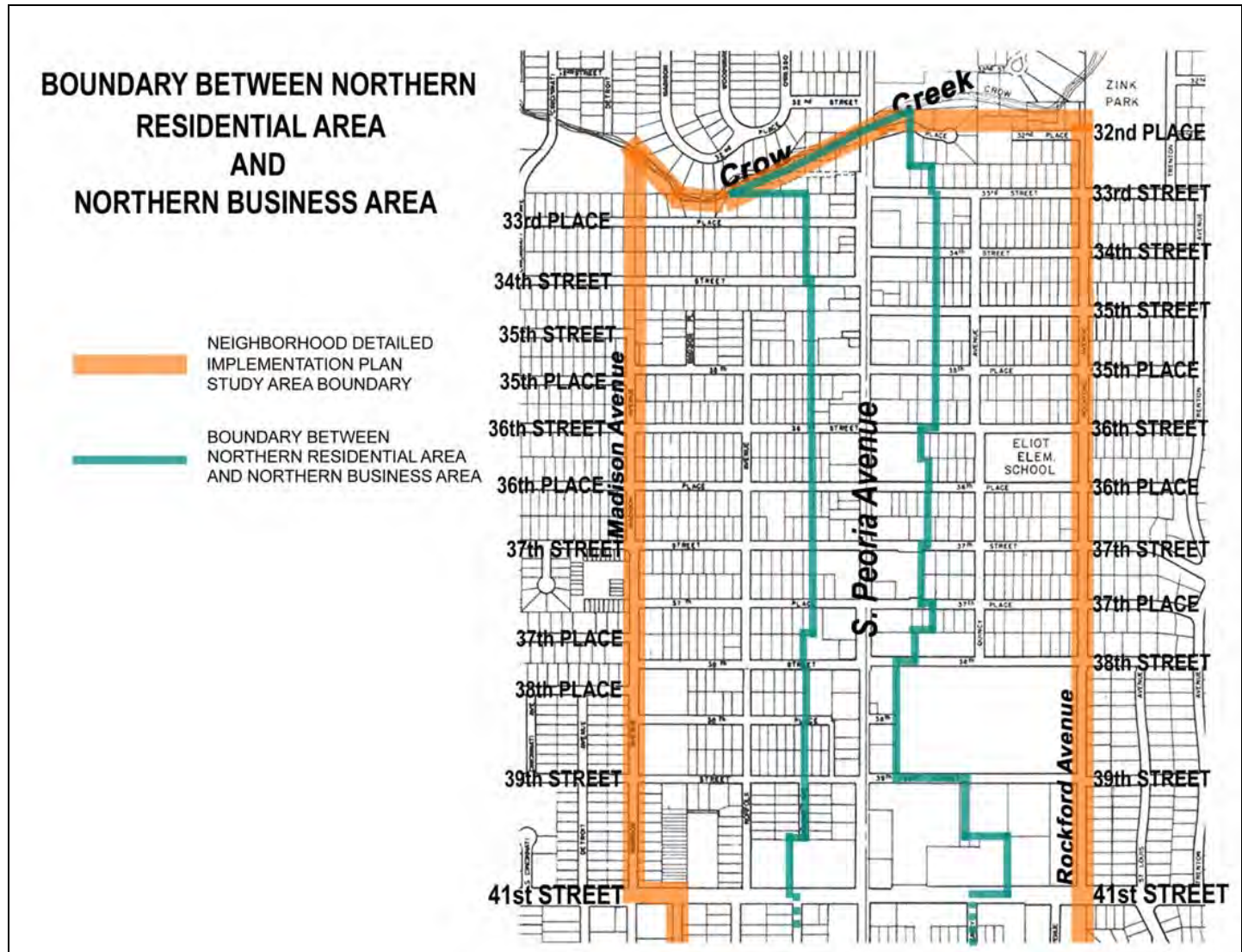
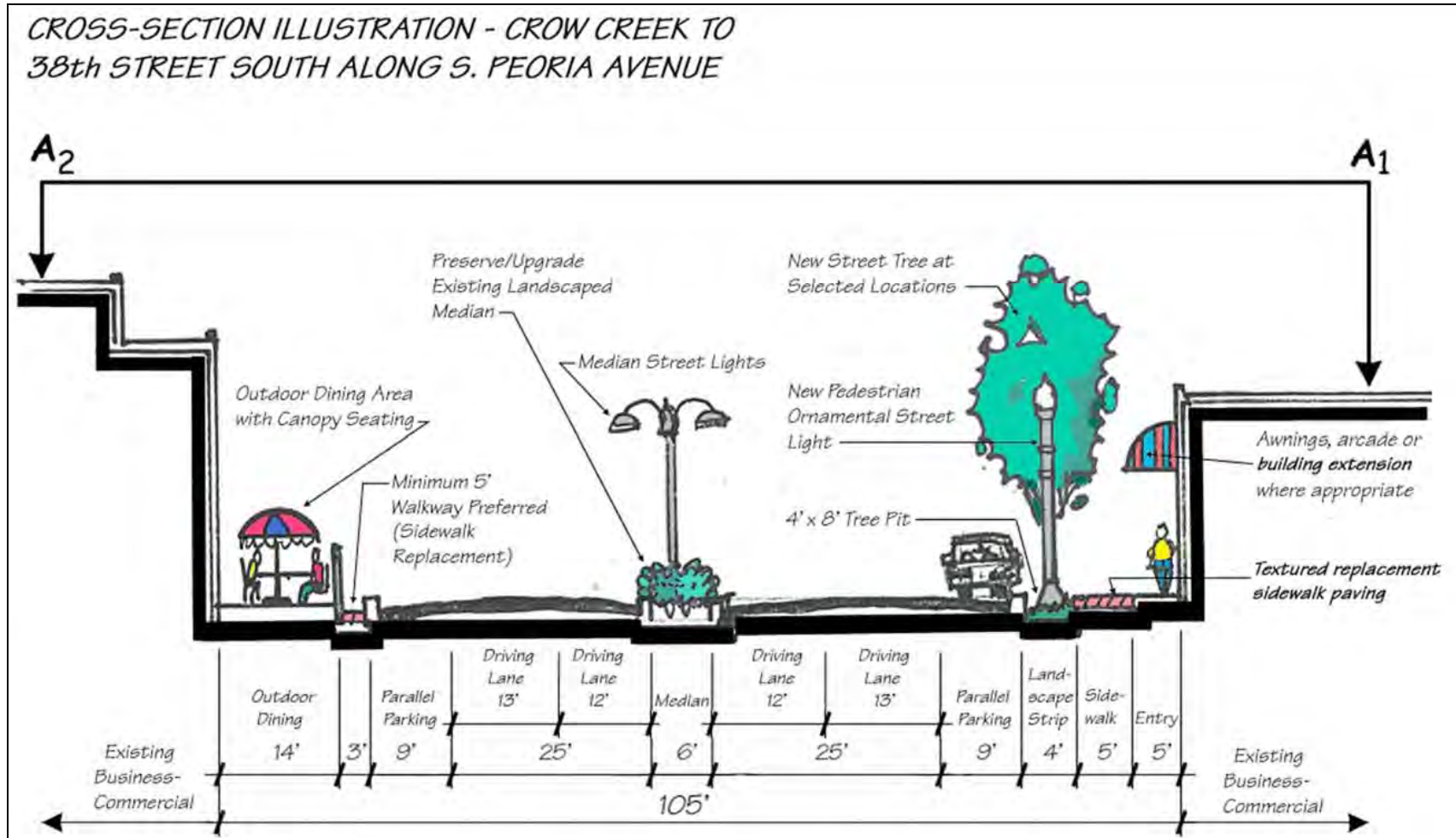


EXHIBIT 25 -



Go to Exhibits 26A,
Exhibit 26B,
Exhibit 26C and
Exhibit 26D

EXHIBIT 27 - CROSS-SECTION ILLUSTRATION - CROW CREEK TO 38TH STREET SOUTH ALONG S. PEORIA AVENUE



- J. The City of Tulsa Traffic Engineering Department is encouraged to study the need and suitability of new traffic signals at specific intersections in the area between 32nd Place South and 35th Place South on S. Peoria Avenue to provide traffic control and improved access for residential traffic on the west side of S. Peoria Avenue. Those intersections include 33rd Place South and S. Peoria Avenue.
- K. The City of Tulsa Traffic Engineering Department is encouraged to study the need and suitability of “No Left-Turn” signs at specific intersections in this area. Those intersections include 34th Street South and S. Peoria Avenue.
- L. The pedestrian environment in this portion of Brookside is intended to be inviting and in keeping with its characteristic “village atmosphere.” Entry areas constructed by and in front of businesses within the sidewalks should be compatible with existing development and development design guidelines for sidewalks. Sidewalks should provide for good, safe pedestrian movement. Outdoor dining areas are encouraged. Appropriate Street Furniture, Features and Improvements as set forth above are to be provided in this area. A cross section concept illustration of street development is depicted in Exhibit 27 for a location referenced in Exhibit 26A. The provision of overhead cover for pedestrians is encouraged. Protection may be in the form of fabric awnings, projections from the buildings arcades or any combination of the above.
- M. The existing median and landscaping in this area are intended to be maintained and enhanced. The expansion of median improvements further south to near 38th Street South is encouraged in areas which will accommodate improvements and compliment other streetscape improvements. Textured surfaces are encouraged and should comply with paving material standards depicted in Exhibit 15.
- N. On-street curbside parking is to continue in the area. Curb-extensions are to be provided in appropriate locations to eliminate parking conflicts near intersections and define and add on-street parking spaces. Specific parking spaces are recommended to be reserved for automobiles and motorcycles. Exhibit 17 depicts typical curb-extensions or “bump-outs.” Refer to Appendix J for examples of “bump-outs.” These improvements are to be consistent with the standards for Overall Design and Street Furniture, Features and Improvements described above. Typical improvements are depicted in Exhibits 26A through 26D.

- O. Existing off-street parking in the Northern Business Area is to be used in an efficient manner and to reduce business traffic from parking in the Northern Residential Area. Off-street parking solutions are to be studied in further detail by a Parking Subcommittee of the Brookside Infill Neighborhood Task Force. A combination of parking system, parking improvements, directional signs, and neighborhood design solutions are needed to reduce parking and traffic problems. Potential solutions include:
- (1) “Information/directional” signs to existing off-street parking;
 - (2) Additional off-street parking (private or public);
 - (3) Additional on-street parking;
 - (4) Added on-street parking restrictions in residential areas and enforcement of restrictions.
 - (5) Off-street parking may be provided as a street level parking facilities (refer to Exhibits 28 and 29 for typical design), or as multiple-level structured parking (refer to Exhibits 30 and 31 for typical design). If multiple-level parking structures are provided, the structure shall be no taller than two stories. Parking structures may have one level of parking may be below grade and no more than four levels of parking total.

EXHIBIT 28 - CONCEPT ILLUSTRATION OF STREET-LEVEL PARKING FACILITY - PLAN VIEW

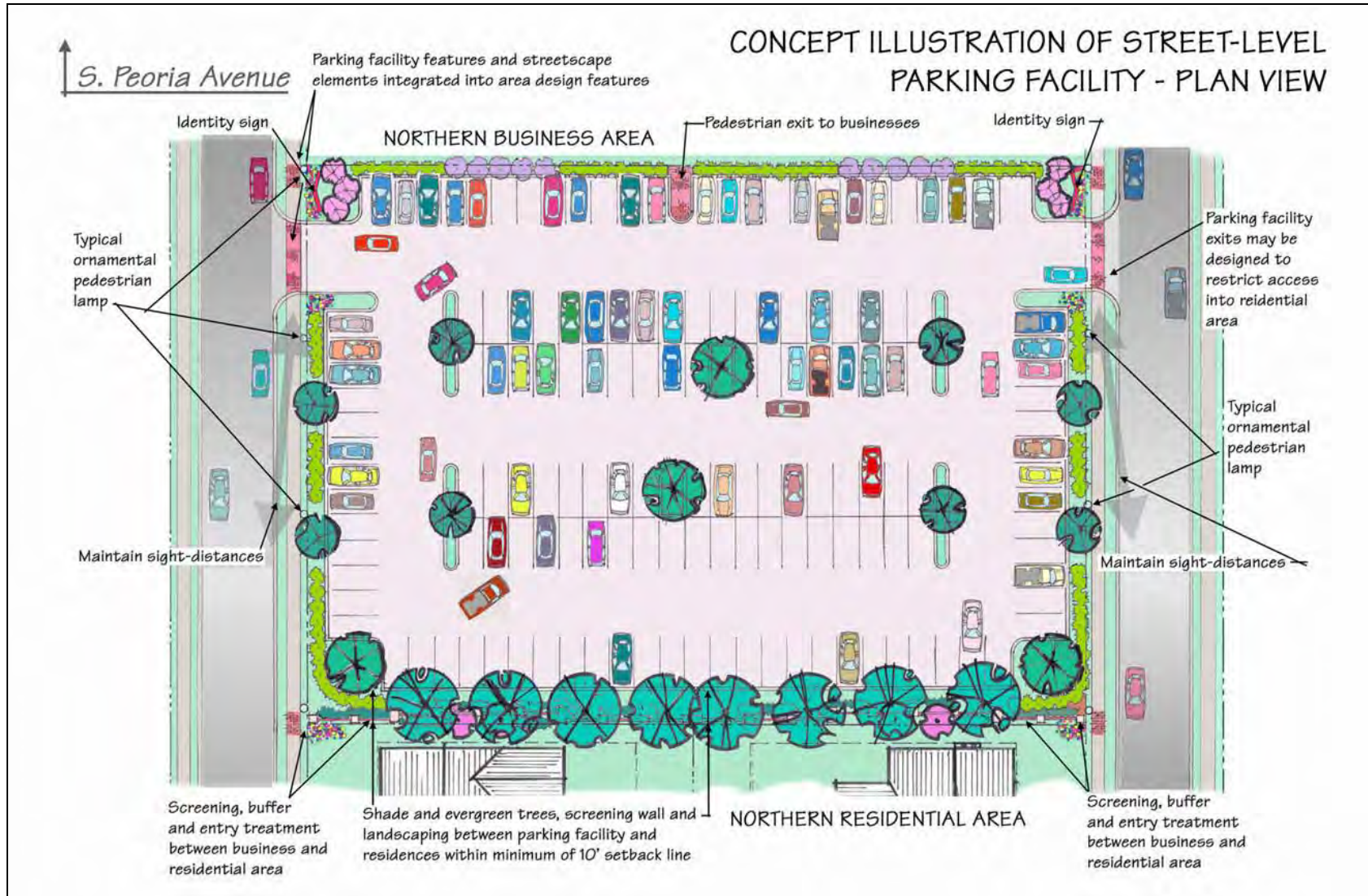


EXHIBIT 29 - CONCEPT ILLUSTRATION OF STREET LEVEL PARKING FACILITY - ELEVATION

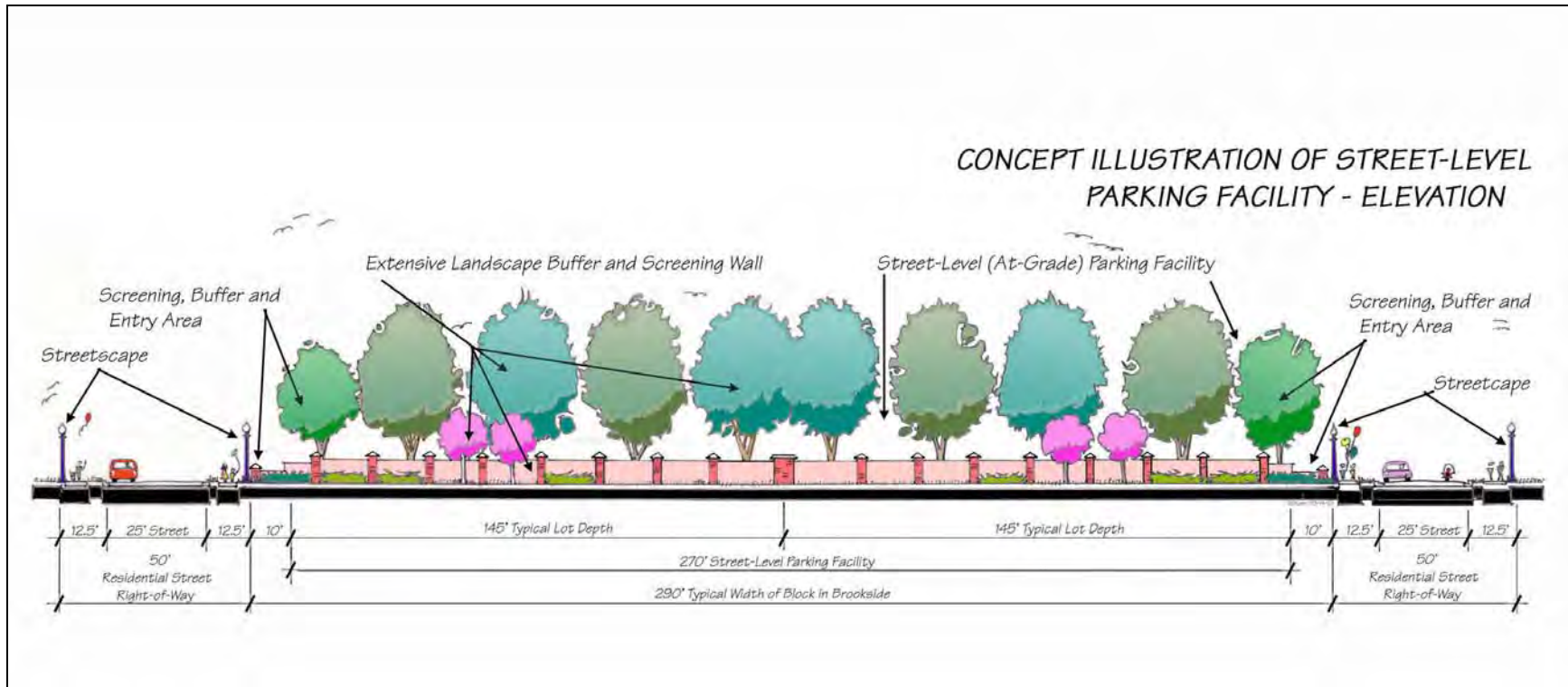


EXHIBIT 30 - CONCEPT ILLUSTRATION OF MULTIPLE-LEVEL PARKING FACILITY - PLAN VIEW

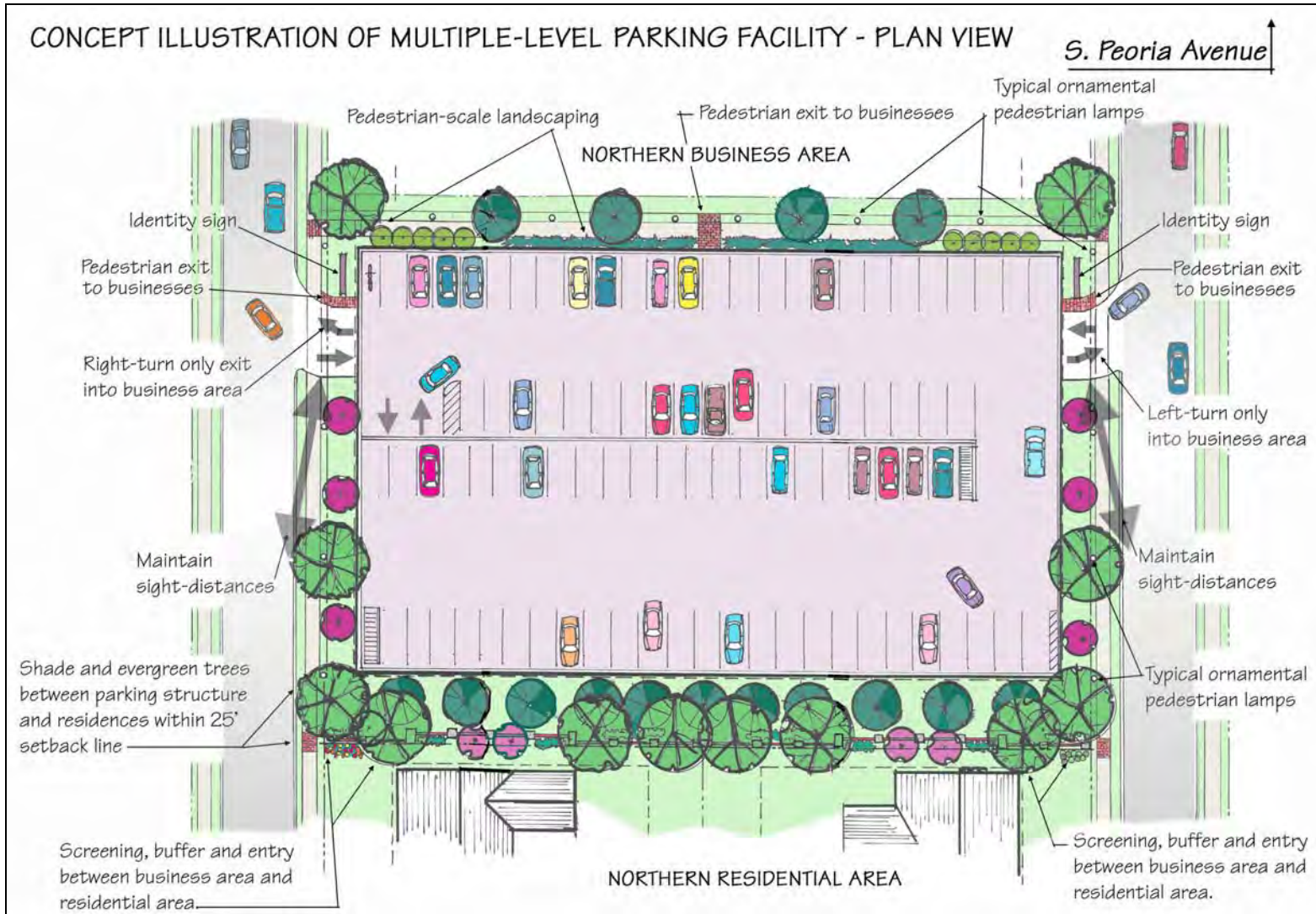
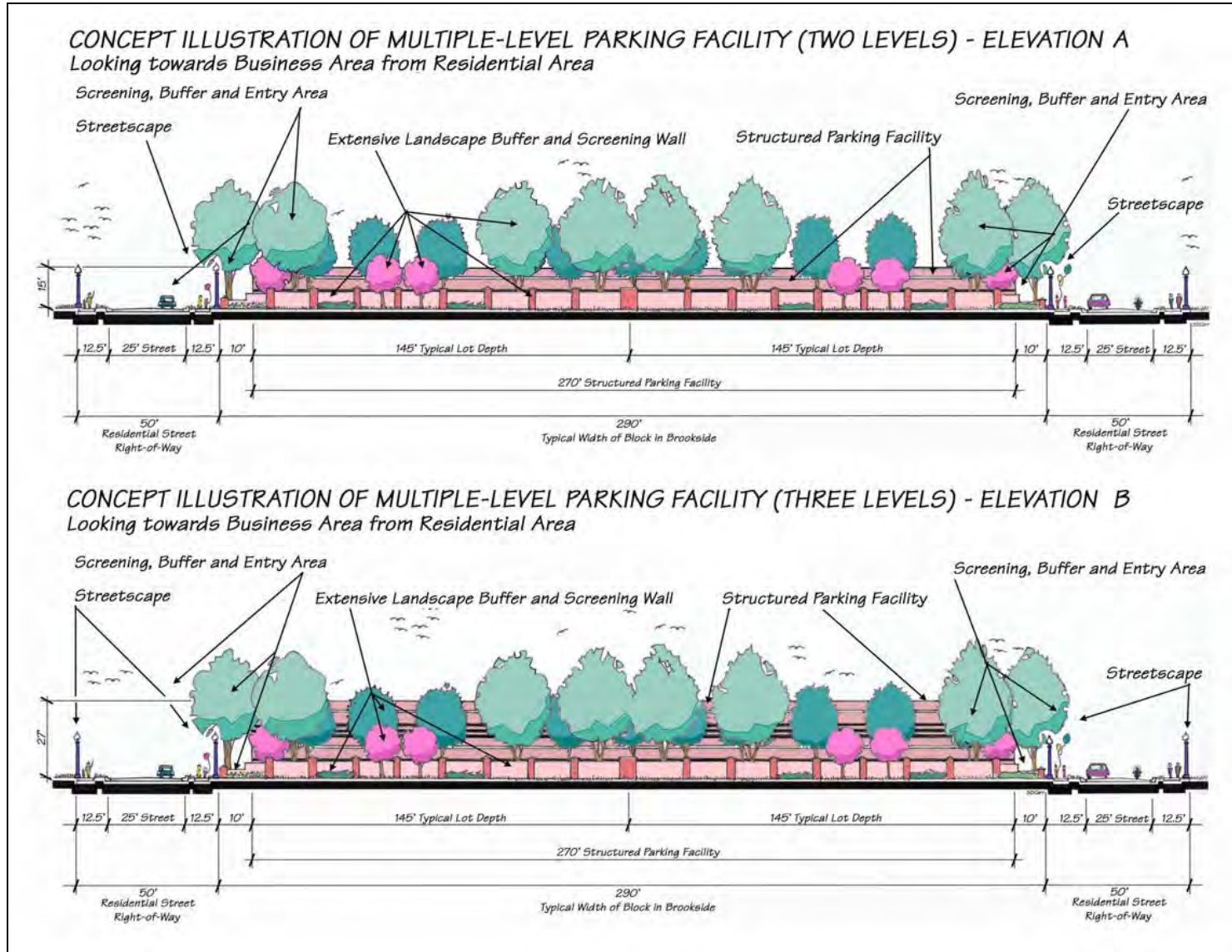


EXHIBIT 31 - CONCEPT ILLUSTRATION OF MULTIPLE-LEVEL PARKING FACILITY - ELEVATIONS A AND B



XHIBIT 26A

CONCEPT DEVELOPMENT PLAN VENUE

CROW CREEK TO 34TH STREET SOUTH

BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

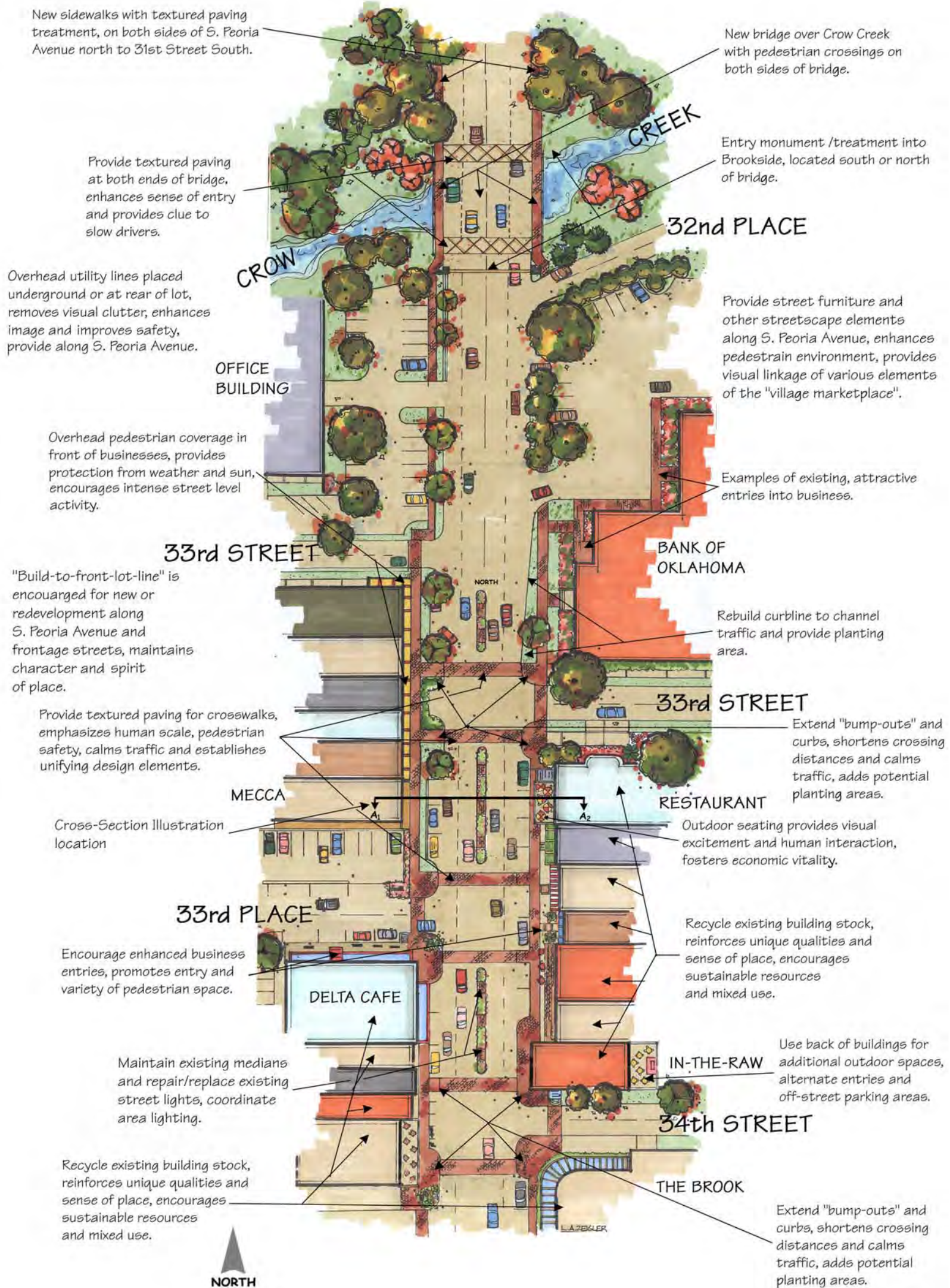


EXHIBIT 26B

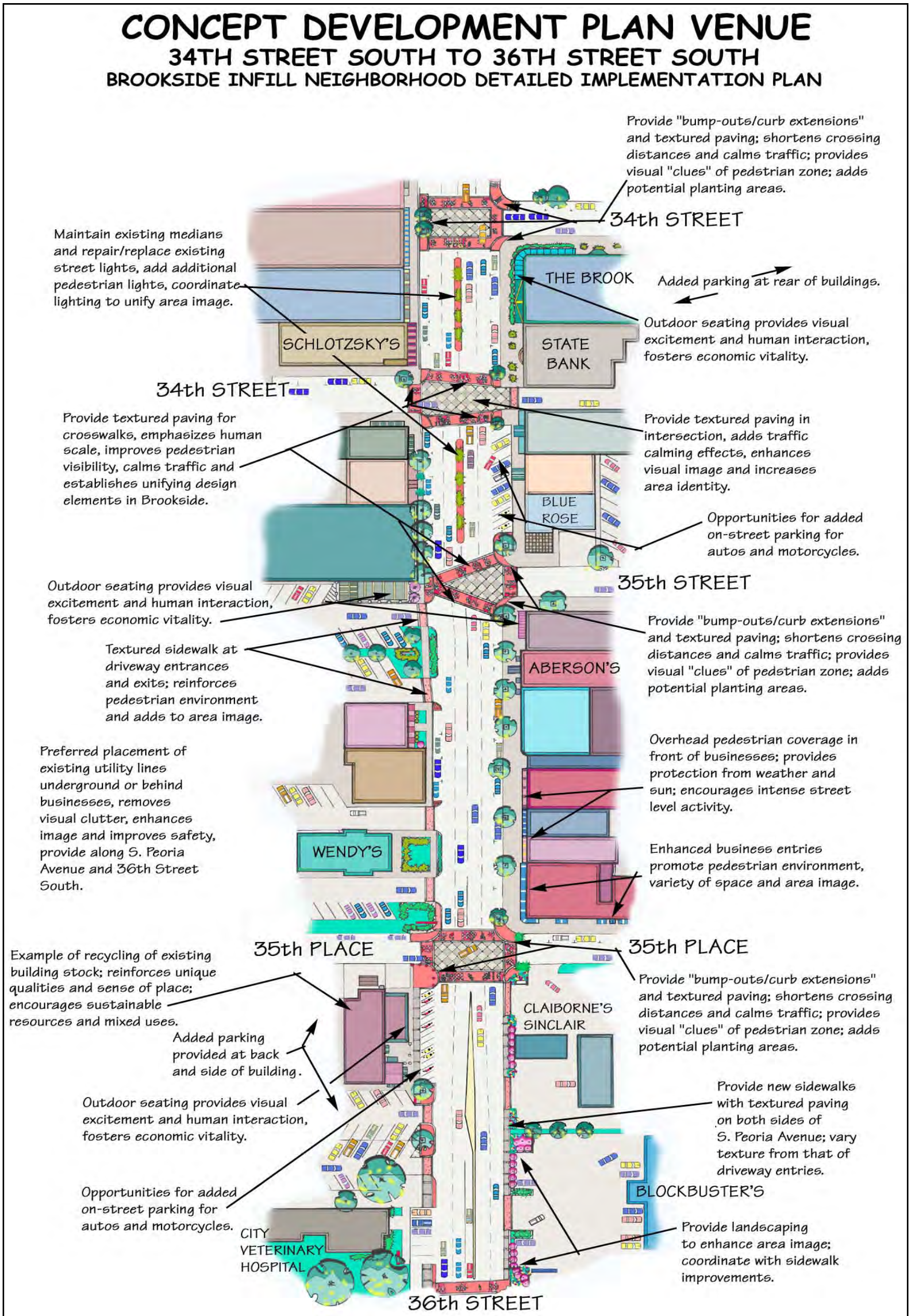


EXHIBIT 26C

CONCEPT DEVELOPMENT PLAN VENUE

36TH PLACE SOUTH TO 37TH PLACE SOUTH

BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

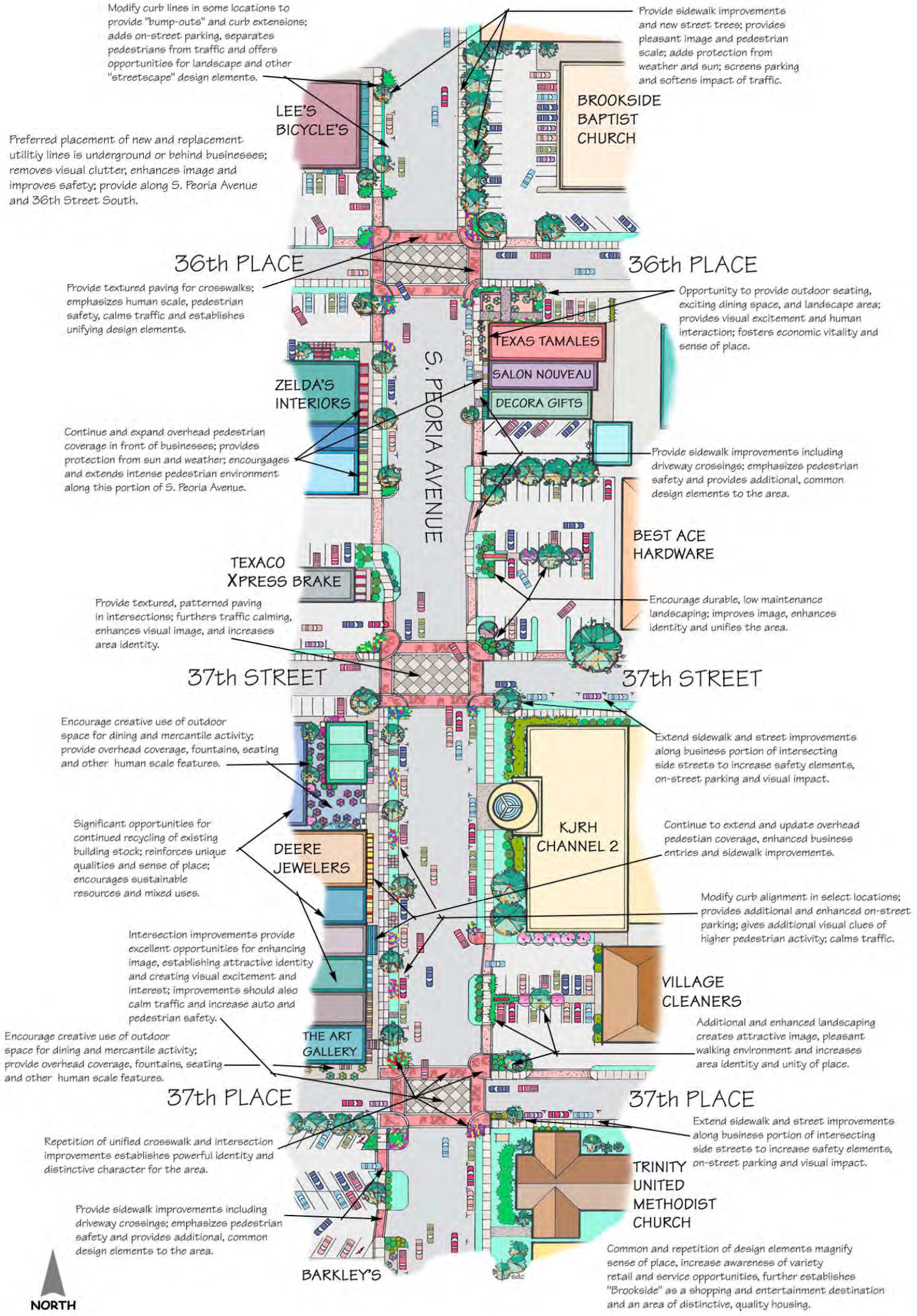
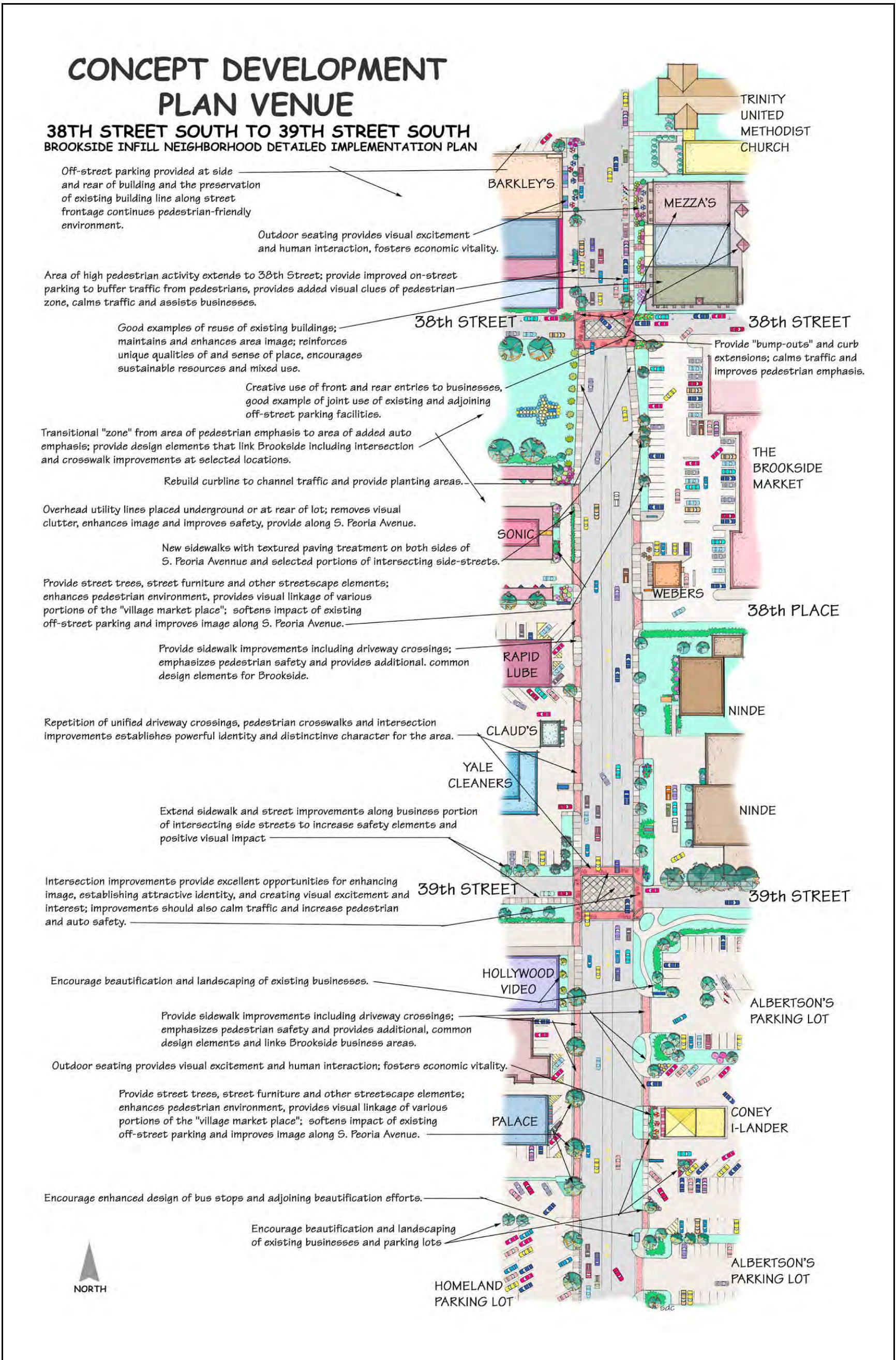


EXHIBIT 26d



SECTION 4

BROOKSIDE INFILL DEVELOPMENT DESIGN RECOMMENDATIONS

**A COMPONENT OF THE BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN
FOR S. PEORIA AVENUE FROM CROW CREEK TO 51ST STREET SOUTH (SKELLY DRIVE)**

January 31, 2002

3. 38th Street South to 51st Street South (Skelly Drive) along S. Peoria Avenue Subarea

The portion of this area between 38th Street South and 41st Street South is located in the Northern Business Area and Northern Residential Area. The portion of this area between 41st Street South and 51st Street South (Skelly Drive) is located in the Northern Business Area. Business development patterns are somewhat mixed, but area development reflects greater accommodation and commitment to the automobile. There is not the same continuity of pedestrian linkage or intimacy of development in this portion of Brookside as in the 32nd Place South to 38th Street South area. Typically, business development has one or two double-loaded parking aisles in front of businesses, storefront sidewalks for pedestrians, “standalone” buildings or small strip shopping centers, frequent curb-cuts, no on-street parking, and an overall limited continuity of marketplace. Area housing reflects the moderate density and varied character of the urban village. The variety of single-family housing includes bungalows, cottages and more stately residences. Multiple-family housing is plentiful and includes duplexes, townhouses, condominiums, and garden and two-story apartments.

- A. It is intended that the physical environment and services in the Business Areas are maintained and enhanced to benefit existing businesses, as well as to promote and encourage revitalization, redevelopment and reuse of undervalued, vacant lots and obsolete buildings.
- B. Improvements in the area will be made to help provide a continuity of image and to foster an improved emphasis on pedestrians. This is to be accomplished in part by providing sidewalk design and replacement, crosswalks at selected locations, streetscape elements, and other features which will link this area and connect it with other portions of Brookside.
- C. The historical context of business development patterns in this area is encouraged to continue, but with the additional emphasis of accommodating pedestrians and linking with the overall Brookside marketplace.
- D. Businesses in this area along Peoria Avenue and those streets intersecting with Peoria Avenue may develop with buildings constructed nearer the front property line. Developments with storefront parking should provide no more than one or two rows of double-loaded parking in the front of buildings. Zero-setback from the front property lines is encouraged. Additional parking should be provided along the side and in the rear of buildings. Newer redevelopments in the area have already begun to reflect this character and market context. Exhibits 34A through 34F depict concept development plan venues for this portion of S. Peoria Avenue. Exhibit 35 presents a concept cross-section (referenced in Exhibit 34C) for street development in this same area. Appendixes D, E, F, and G present examples of appropriate infill development in the area.
- E. Sufficient parking for all business land uses is intended to be provided for all new development and redevelopment. Parking requirements are to be provided in private off-street parking lots.

- F. The boundary of the Southern Business District and the Southern Neighborhood Area is to be clearly defined on a map depicting lots and blocks in the area (refer to Exhibit 33). It is intended that the Tulsa Metropolitan Area Planning Commission, the Tulsa Board of Adjustment, and the Tulsa City Council continue the policy of separation of uses along this boundary line as depicted in Exhibit 33. No extension of commercial, office or parking uses are to occur into the Southern Residential Area.
- (1) The boundary between the Southern Business Area and the Southern Residential Area is to be appropriately screened with fencing, landscaping and buffering materials which include wooden fences with cap-rails and base-rails, masonry walls, trees, plants, or any combination of the above which provides appropriate visual separation and long-term easy and low maintenance.
 - (2) Design standards for these screens and buffers are as follows:
 - (a) A screening fence should be provided. The fence may be one of the following:
 - (i) A wooden fence with cap-rails and base-rail. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - (ii) An ornamental iron or its equivalent fence. Brick, stone or masonry pilasters are to be used as the fence support posts; or
 - (iii) A brick, stone or masonry wall fence. Brick, stone or masonry pilasters are to be used as the fence.
 - (b) A landscape buffer should be provided in conjunction with the fence system. The landscape should conform to existing standards set forth in the Tulsa landscape ordinances and the standards depicted in Exhibits 22, 23, and 24.

G. Crosswalks and intersection improvements are to be provided along S. Peoria Avenue from 38th Street South to 51st Street South (Skelly Drive). These crosswalks and intersection improvements are to be designed with common elements and materials and consistent with the standards for Overall Design, Street Furniture, Features and Improvements, and Public Art and Monuments described above.

A Concept Illustration of the typical design for these crosswalks and intersection improvements is depicted in Exhibits 32 and 34A through 34F. These improvements are to be provided at the following locations:

- (1) 38th Street South and S. Peoria Avenue (depicted on the right);
- (2) 39th Street South and S. Peoria Avenue;
- (3) 41st Street South and S. Peoria Avenue;
- (4) 41st Place South and S. Peoria Avenue;
- (5) 42nd Place South and S. Peoria Avenue;
- (6) 43rd Court South and S. Peoria Avenue;
- (7) 45th Place South and S. Peoria Avenue; and
- (8) The Skelly Drive (I-44) service road(s) and S. Peoria Avenue.

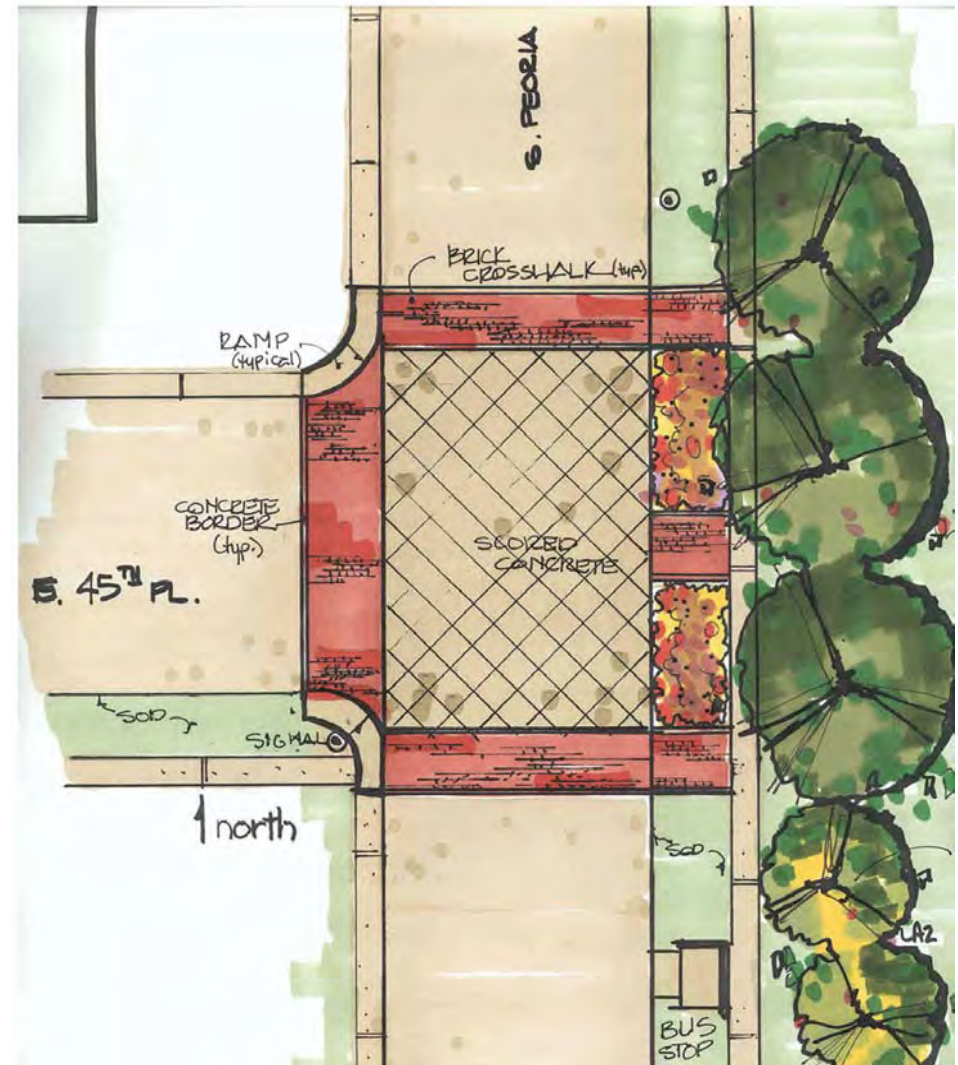





EXHIBIT 32 - TYPICAL CONCEPT DESIGN FOR CROSSWALKS AND STREET INTERSECTIONS - SOUTHERN BUSINESS AREA

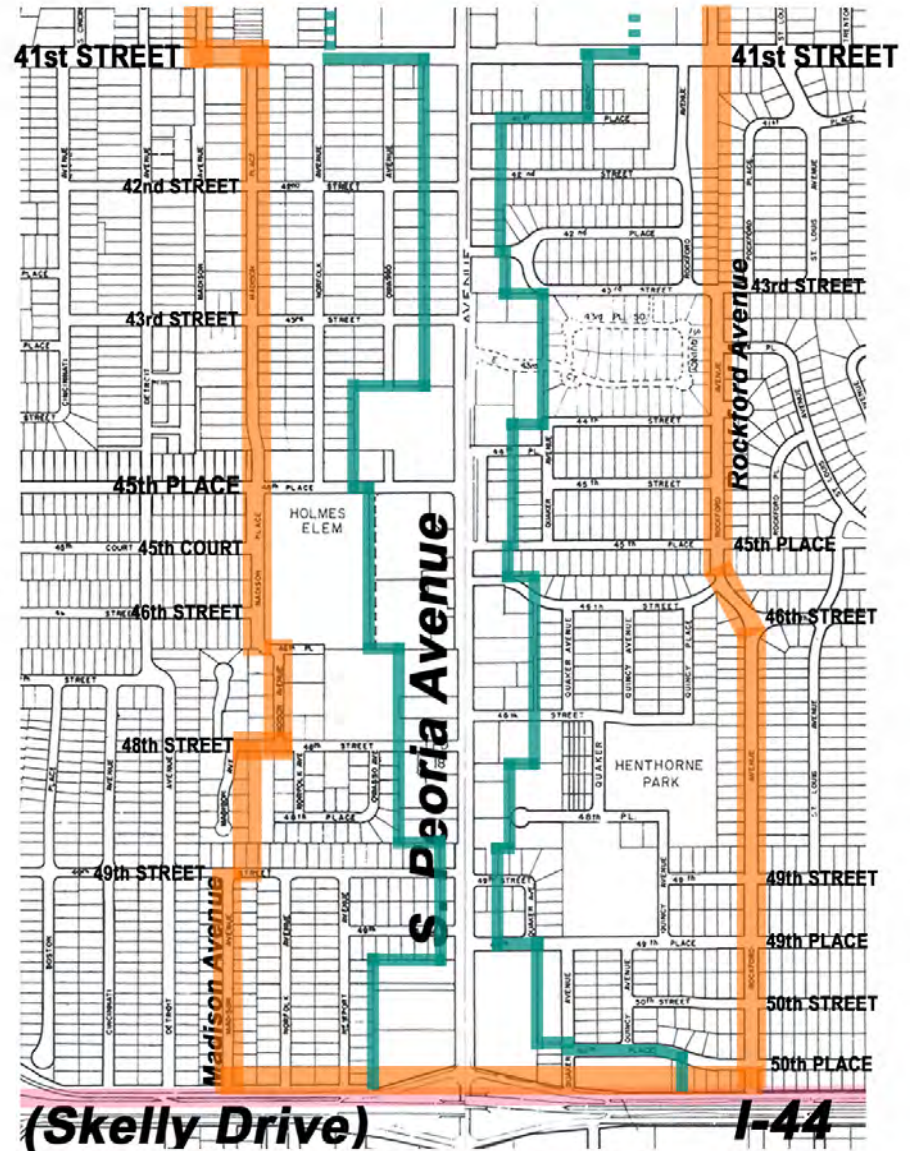
- I. The pedestrian environment in this portion of Brookside is intended to be inviting, in keeping with the area, and provide an added linkage for residential and nonresidential development for this southern portion of Brookside. New and replacement sidewalks should facilitate increased, safe pedestrian movement, be compatible with existing development, and be consistent with sidewalk design guidelines listed above. Outdoor dining areas are encouraged. Appropriate Street Furniture, Features and Improvements as set forth above are to be provided in this area. A typical cross section illustration of street development is depicted in Exhibit 35 from a location referenced in Exhibit 34C.

- J. Curb-extensions are to be provided in appropriate locations to eliminate parking conflicts near intersections. Curb-extensions are recommended only for the side streets' portion of intersections with S. Peoria Avenue. Exhibit 17 depicts typical curb-extensions or "bump-outs." These improvements are to be consistent with the standards for Overall Design and Street Furniture, Features and Improvements described above. Intersection improvements are depicted for this portion of S. Peoria Avenue in Exhibits 34A through 34F. Examples of appropriate curb extensions or "bump-outs" are depicted in Appendix J.

EXHIBIT 33 -

**BOUNDARY BETWEEN SOUTHERN
RESIDENTIAL AREA
AND
SOUTHERN BUSINESS AREA**

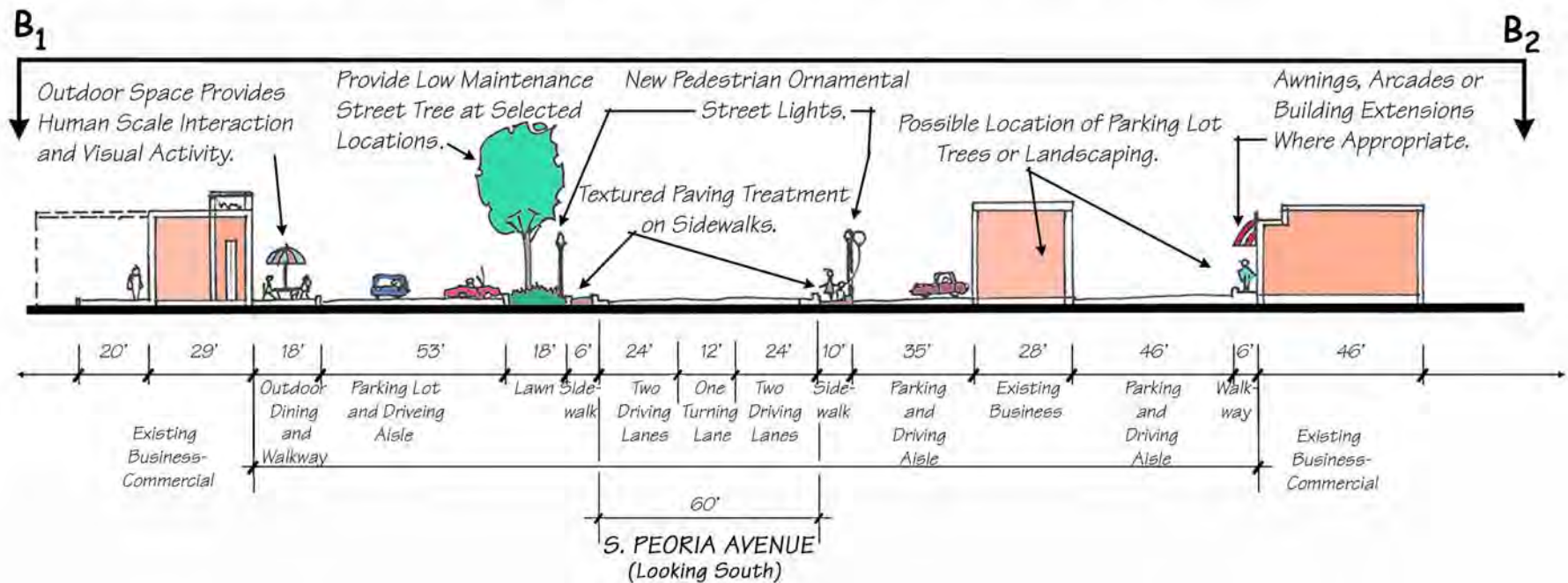
-  NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN STUDY AREA BOUNDARY
-  BOUNDARY BETWEEN SOUTHERN RESIDENTIAL AREA AND SOUTHERN BUSINESS AREA
-  BROOKSIDE NEIGHBORHOOD BOUNDARY LINE



GO TO EXHIBITS 34A (26D) THROUGH 26F
Pages 57a through 57f

EXHIBIT 35 - CROSS-SECTION ILLUSTRATION - 38TH STREET SOUTH TO 51ST STREET SOUTH (SKELLY DRIVE)
ALONG S. PEORIA AVENUE

CROSS-SECTION ILLUSTRATION - 38TH STREET SOUTH
TO 51ST STREET SOUTH ALONG S. PEORIA AVENUE



SELECT AREAS ALONG S. PEORIA AVENUE

Two areas along S. Peoria Avenue were studied in detail due to parcel size, configuration, use conditions, traffic circulation, relationship to adjacent residential areas, opportunities for redevelopment and potential impact on the Brookside area. In addition, a third area within the Brookside neighborhood was determined worthy of special consideration due to existing residential land uses along S. Peoria Avenue. Recommended guidelines for these three Select Areas are set forth below.

1. Northwest Corner of 45th Place South and S. Peoria Avenue Select Area:

Photographs of this Select Area are shown in Appendix M. Guidelines that address the site in a comprehensive manner, consistent with the District 6 Plan and Brookside Study Update, are recommended as follows:

- A. Encourage a comprehensively planned commercial village or center for the site sensitive to existing and emerging development patterns, and discourage redevelopment of the site that would be incompatible with the adjacent uses.
- B. Designs for remodeling, expansion or new construction of structures should provide compatibility of building mass and scale within the site. Building expansions or new construction should not be greater than 10,000 square feet per structure.
- C. New construction or expansions should be maintained at two stories or less.
- D. Brick or compatible masonry surfaces should be used on all building faces visible from adjoining streets or driving aisles. Signs should be generally smaller in scale, at the street level and attached to the face of the buildings. The use of uniform or theme signs through the area is encouraged.
- E. If redeveloped under a PUD, permit the reduction of building setback requirements along Peoria Avenue and 45th Place South from 100' from centerline to 50' from centerline for new construction. This would permit the creation of a more pedestrian-scale image and environment along the frontage, may allow additional building space for smaller business venues, and allow additional development options for property owner and/or developer.
- F. In conjunction with the above recommendation, remove one parking aisle along Peoria Avenue and replace with sidewalk improvements, landscaping and "shopping village" design elements.

- G. Parking should be reconfigured to allow for 18' x 8.5' angle parking spaces and smaller driving aisles to regain spaces "removed" along the Peoria Avenue side of the site. The number of parking spaces should meet minimum requirements for commercial shopping centers.
- H. Provide landscaping and lighting features throughout parking area for shade, improved aesthetic appeal, and overall added pedestrian appeal.
- I. Create pedestrian pathways between the buildings through the use of alternative paving materials.
- J. Provide different paving materials, additional landscaping, "bump-outs," bollards or other features on the development boundary in order to reduce or eliminate commercial traffic on Owasso Avenue through the residential neighborhood. Examples of appropriate urban design features are depicted in Appendixes J, K, and L.
- K. Reconstruct public and private sidewalks to provide pedestrian scale frontages that are compatible with the scale and materials of the development.
- L. Commercial bulk trash containers, "dumpsters" and other similar refuse containers and areas should be enclosed with brick or masonry fencing with gates which can be closed and which provide screening from public view.
- M. Delivery docks and loading zones that provide delivery access to the individual businesses should be designed to minimize disruption to both the commercial customers and residential neighbors.
- N. Site improvements along Peoria Avenue should be coordinated with planned Peoria Avenue Capital Improvements and beautification projects.

One possible redevelopment plan for this Select Area is conceptually depicted in Exhibit 36. This illustration primarily depicts existing and added lease space, increased screening of adjacent residential areas abutting the site, reconfigured and added parking, decreased circulation into the residential neighborhood, improved pedestrian linkage with adjoining residential and business areas, and urban design elements linking the project to all of the Brookside area.

EXHIBIT 36 -
CONCEPT
ILLUSTRATION -
NORTHWEST
CORNER OF 45TH
PLACE SOUTH
AND S. PEORIA
AVENUE SELECT
AREA



CONCEPT
ILLUSTRATION

2. Northwest Corner of North Service Road of Skelly Drive and S. Peoria Avenue Select Area:

Photographs of this Select Area are depicted in Appendix M. Guidelines that address the site in a comprehensive manner, consistent with the District 6 Plan and Brookside Study Update, are recommended as follows:

- A. Uses are those currently provided under the Zoning Code for CH, Commercial High Intensity.
- B. Designs for redevelopment should use existing building footprints, if practical and feasible.
- C. Exterior surfaces addressed in the building renovation should be high quality masonry material.
- D. Use of uniform signs that meet existing requirements is encouraged throughout the area.
- E. Create active and passive areas throughout the site with enhanced landscaping, lighting and streetscape features.
- F. Require a 4'-5' high masonry walls and landscape buffering on the west and north boundaries to attractively screen, protect and separate the site from residential areas. Examples of appropriate screening fences are depicted in Appendix L.
- G. Provide a brick-patterned pedestrian pathway around the perimeter within the site as a walking trail for tenants and visitors with a connecting pathway between the primary and secondary structures.
- H. Link intersection and other public streetscape improvements to the site through the use of compatible design and materials.
- I. Use unique paving textures at crosswalks and entryways to effect traffic calming.
- J. Design a focal entry from South Peoria through the construction of an esplanade with appropriate, significant landscape features.
- K. Install landscape buffers between the parking area and two commercial businesses on the east portion of the site. Examples of appropriate screening fences are depicted in Appendix L.
- L. Enhance existing ingress and egress along Skelly Drive through the use of low-profile landscaping that retains a line of sight for the structure and vehicles
- M. Remove some parking surface and use with existing green space to create recreational areas within the site.

- N. Re-stripe and redesign parking area according to current parking standards in order to accommodate parking that might be lost from the addition of open space and landscaping.
- O. Commercial bulk trash containers, “dumpsters” and other similar refuse areas should be enclosed with brick or masonry fencing and gated.
- P. Delivery docks and loading zones that provide delivery access to the building should be designed to minimize the view and associated noise.

A conceptual illustration of one possible redevelopment plan for this Select Area is shown in Exhibit 37. This illustration depicts application of the above design standards for a redevelopment of the site and portrays existing building “foot prints,” increased screening of adjacent residential areas abutting the site, reconfigured parking, increased pedestrian open space internal to the site, improved pedestrian linkage with adjoining business areas, and urban design elements linking the project to all of the Brookside area.

EXHIBIT 37 - CONCEPT
ILLUSTRATION -
NORTHWEST CORNER
OF NORTH SERVICE
ROAD OF SKELLY DRIVE
AND S. PEORIA AVENUE
SELECT AREA



3. 31st Street South to Crow Creek Select Area:

This portion of the Brookside area was not originally in the primary study area (refer to Exhibits 1 and 2). However, recommendations were determined to be appropriate for this Select Area due to its continuing and intended residential use, its location on S. Peoria Avenue, recommended capital improvements near and in the Select Area, proximity of businesses south immediately south of Crow Creek and the positive impact it has on the Brookside area. The recommendations for this Select Area are as follows:

- A. This portion of Brookside, located north of Crow Creek, the Northern Business Area, and Southern Residential Area is intended to continue its emphasis, suitability and accommodation of pedestrian traffic. Particular attention is to be provided in sidewalk design and replacement. Residential streets are intended to remain walk-able.
- B. This area is to remain residential in use. Existing residences should be maintained, rehabilitated and reused where feasible and appropriate. New and replacement residences are to reflect the unique character and include compatible design features of this urban residential neighborhood.
- C. Crosswalks' improvements are to be provided along S. Peoria Avenue from 31st Street South to 32nd Place South. These crosswalks and intersection improvements are to be designed with common elements and materials and consistent with the standards for Overall Design, Street Furniture, Features and Improvements, and Public Art and Monuments described above.
- D. Intersection improvements are to be provided at 31st Street South and S. Peoria Avenue and are to be designed with common elements and materials and consistent with the standards for Overall Design and Street Furniture, Features and Improvements described above.

The recommendations for this Select Area are depicted in Exhibit 38.

GO TO EXHIBIT 38, PAGE 66

EXHIBIT 34A (26D)

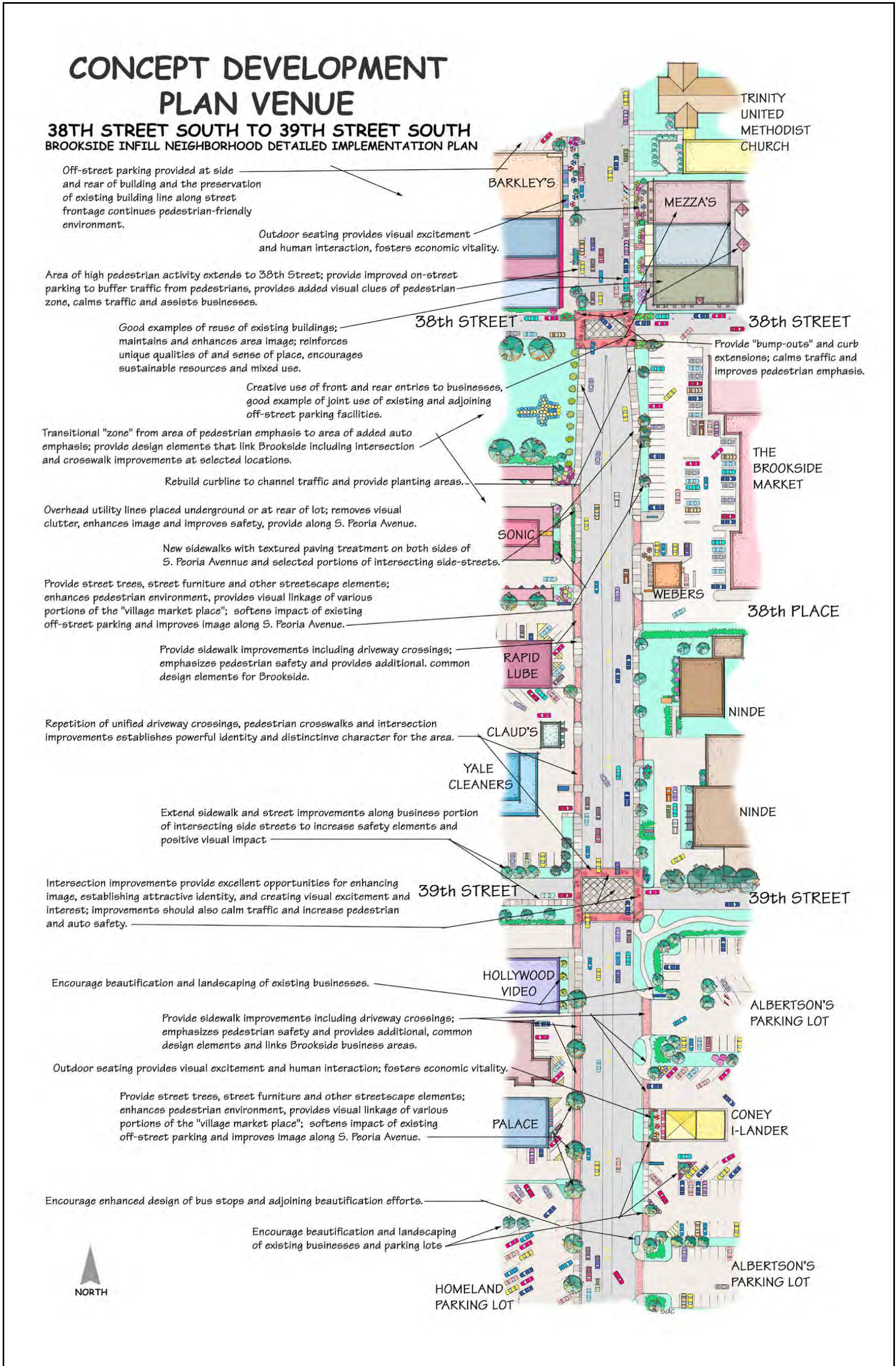


EXHIBIT 34B

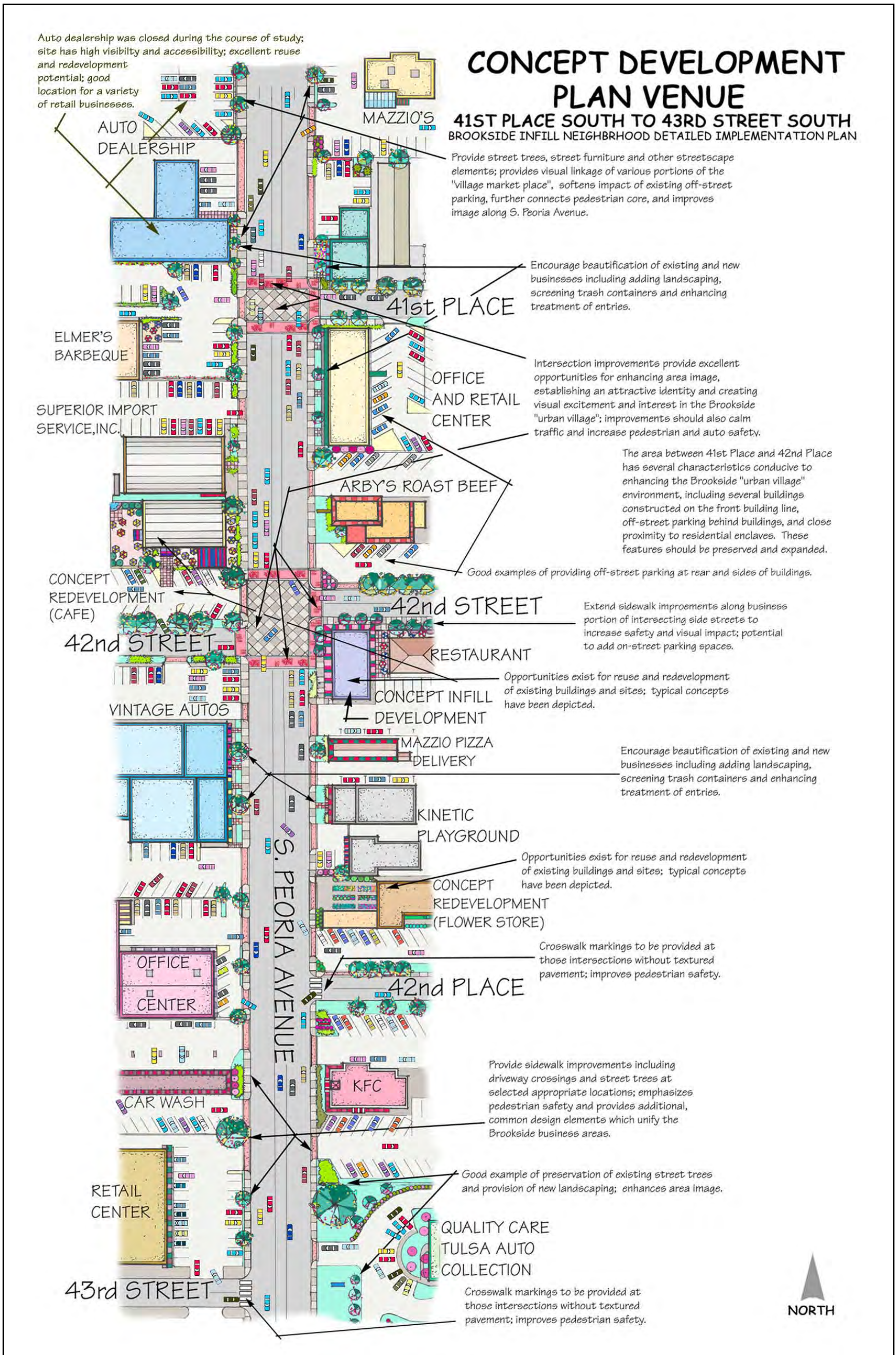


EXHIBIT 34C



EXHIBIT 34D

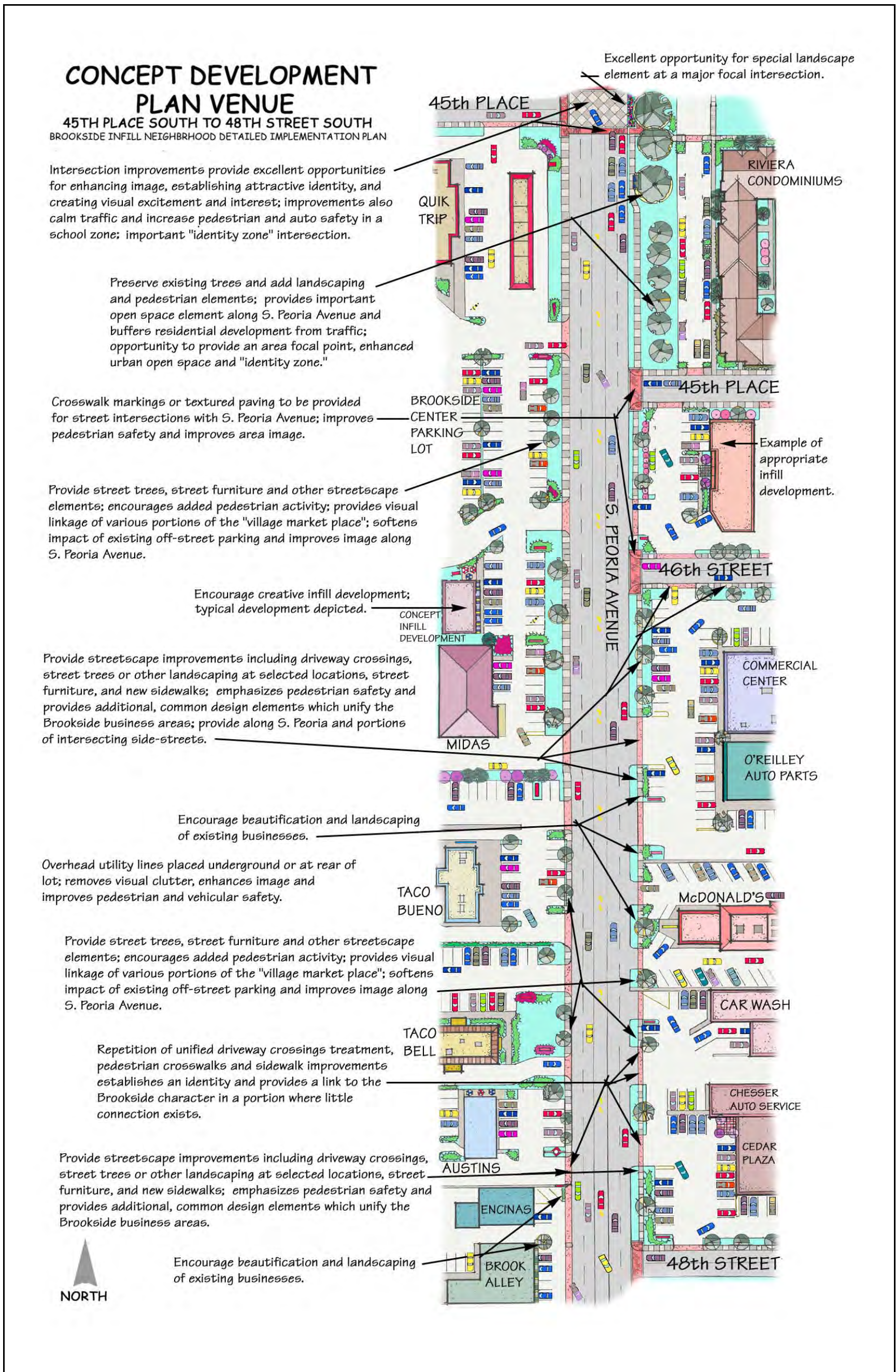


EXHIBIT 34E

CONCEPT DEVELOPMENT PLAN VENUE

48TH STREET SOUTH TO 49TH STREET SOUTH
BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

Encourage beautification and landscaping of existing businesses; increases impact of public and private improvements and provides visual links for the Brookside "village market place".

Provide streetscape improvements including driveway crossings, street trees or other landscaping at selected locations, street furniture, and new sidewalks; emphasizes pedestrian safety and provides additional common design elements which unify the Brookside business areas; provide along S. Peoria Avenue and portions of intersecting side-streets.

Maintain sight-lines at Fire Station No. 18 access points.

Overhead utility lines placed underground or at rear of lot; removes visual clutter, enhances image, and improves pedestrian and vehicle safety.

Encourage creative infill development; new or redevelopment to include design elements supportive of area image enhancements; beautification and landscaping of project sites is particularly important.

Provide streetscape improvements including driveway crossings, street trees or other landscaping at selected locations, street furniture, and new sidewalks; emphasizes pedestrian safety and provides additional, common design elements which unify the Brookside business areas.

Example of attractive urban tree placement enhancing site and pedestrian environment.

Example of enhanced business entry; promotes area image, enhanced pedestrian environment, and variety of space.

Example of quality infill development with significant landscaping, some parking in front of business similar to existing pattern of development, and additional parking at the side or back of business.

Provide streetscape improvements including driveway crossings, street trees or other landscaping at selected locations, street furniture, and new sidewalks; emphasizes pedestrian safety and provides additional, common design elements which unify the Brookside business areas.

Crosswalk markings or textured paving to be provided for street intersections with S. Peoria Avenue; improves pedestrian safety and enhances area image.

Preserve existing specimen trees; adds to visual variety and texture; preserves valuable pedestrian design elements; maintains important natural resource.

Encourage beautification and landscaping of existing businesses; increases impact of public and private improvements and provides visual links for the Brookside "village market place".

Crosswalk markings or textured paving to be provided for street intersections with S. Peoria Avenue; improves pedestrian safety and enhances area image.

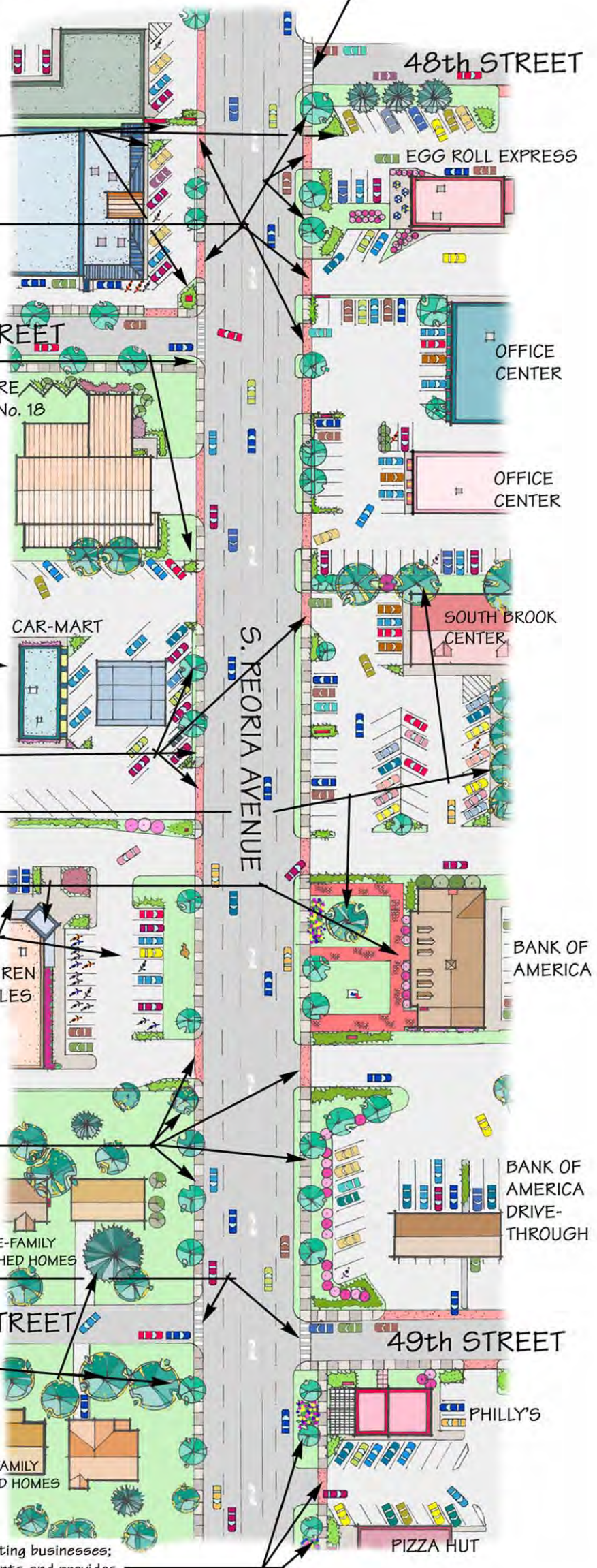


EXHIBIT 34F

BROOKSIDE INFILL DEVELOPMENT DESIGN RECOMMENDATIONS - A COMPONENT OF THE BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

EXHIBIT 34F

CONCEPT DEVELOPMENT PLAN VENUE

49TH PLACE SOUTH TO SKELLY DRIVE
BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN

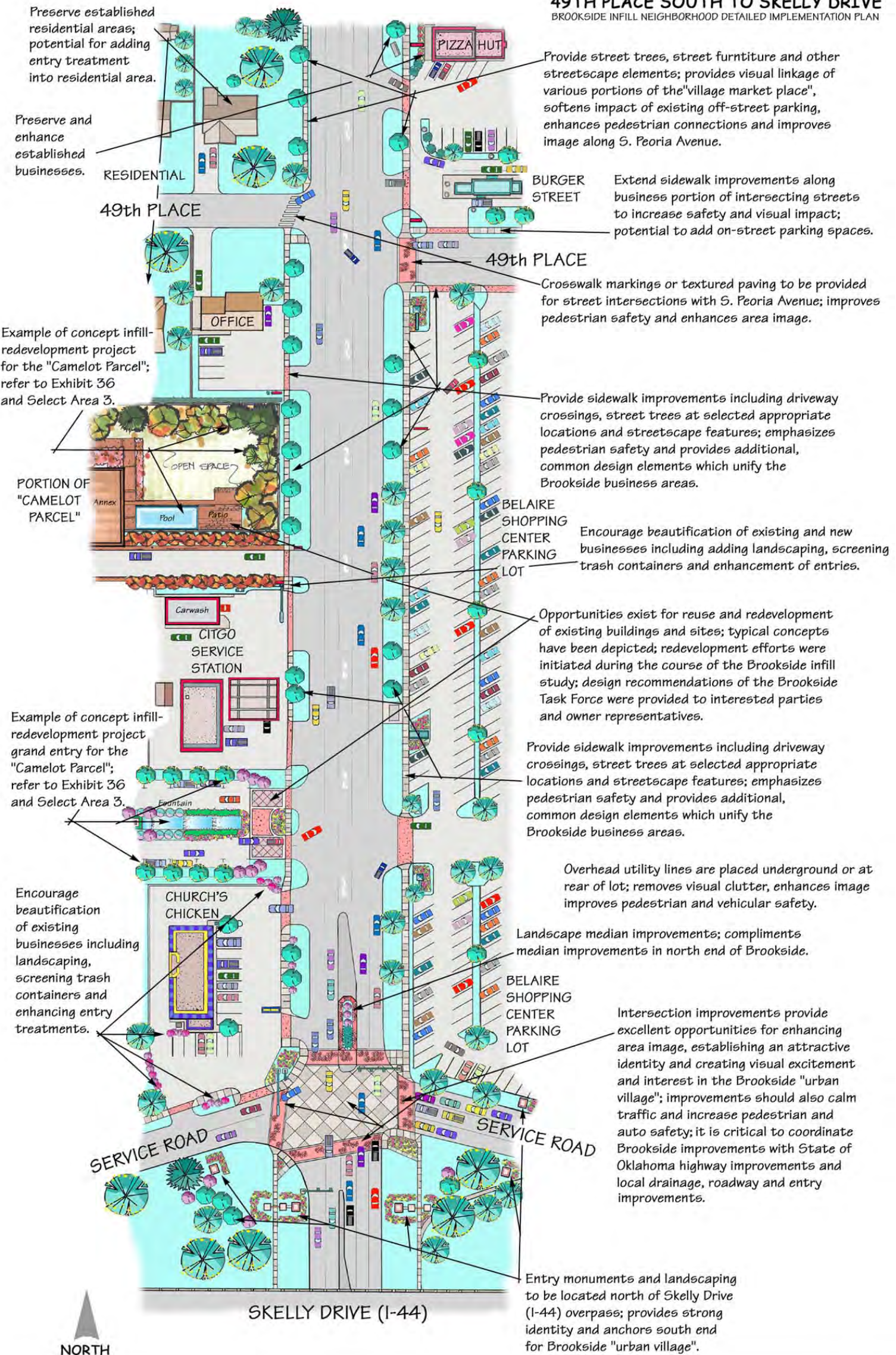
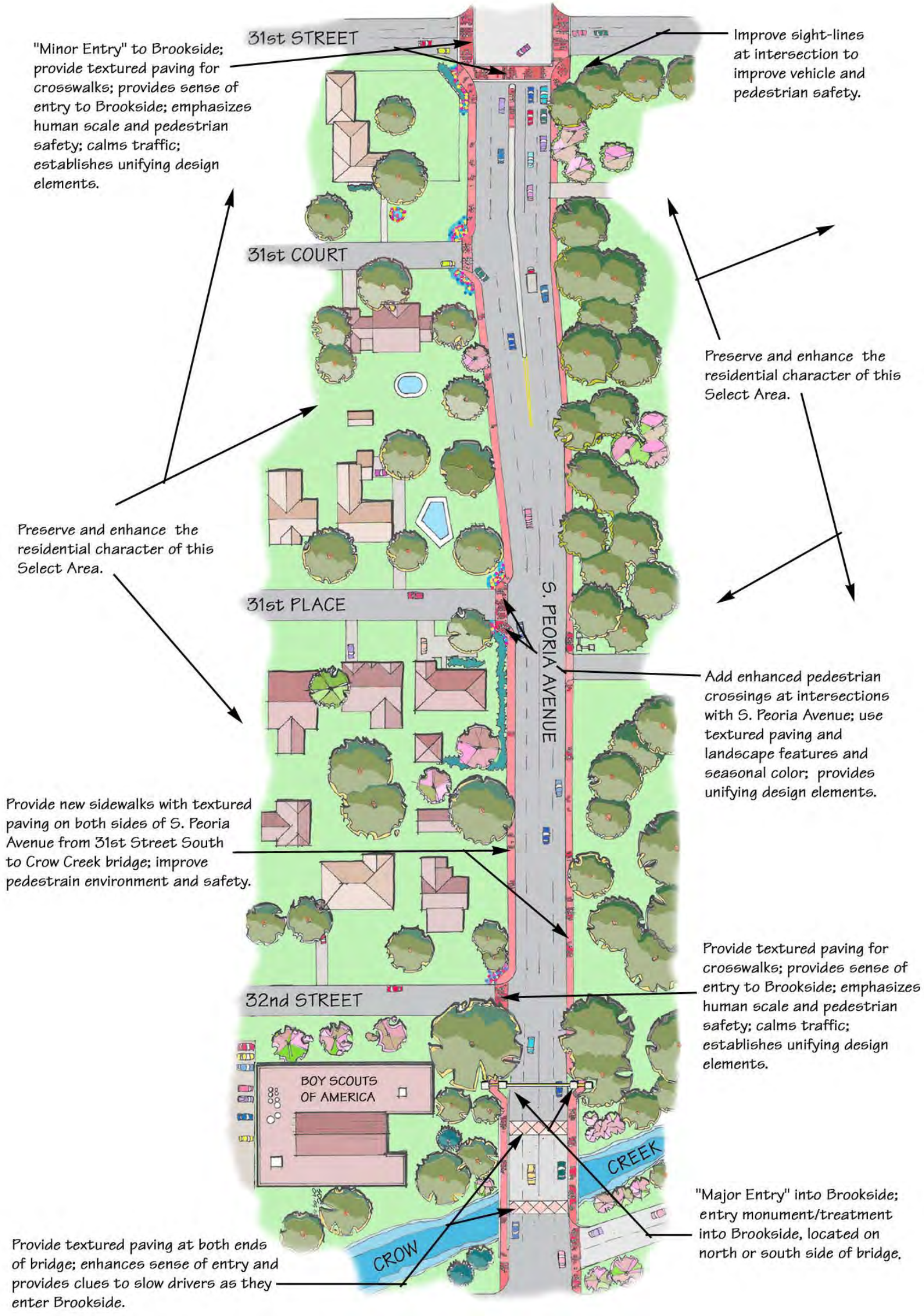


EXHIBIT 38

CONCEPT DEVELOPMENT PLAN VENUE

31st STREET SOUTH TO CROW CREEK BRIDGE

BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN



APPENDICES

APPENDIX A - “RECOMMENDED LIST OF PHYSICAL/CAPITAL IMPROVEMENT PROJECTS OF THE BROOKSIDE NEIGHBORHOOD TASK FORCE”,
September 2000

APPENDIX B - PROPOSED 2001-2006 THIRD PENNY SALES TAX EXTENSION CAPITAL IMPROVEMENT PROGRAM PROJECTS FOR THE BROOKSIDE AREA,
Extension Approved May 2001

APPENDIX C - RECENT PHOTOGRAPHS - BROOKSIDE AREA

APPENDIX D - APPROPRIATE INFILL DEVELOPMENT - STATE BANK BUILDING

APPENDIX E - APPROPRIATE INFILL DEVELOPMENT - THE BROOK THEATER

APPENDIX F - APPROPRIATE INFILL DEVELOPMENT - STAR BROOK BUILDING

APPENDIX G - APPROPRIATE INFILL DEVELOPMENT - BROOKTOWN DEVELOPMENT

APPENDIX H - EXAMPLE OF A TULSA NEIGHBORHOOD ENTRY

APPENDIX I - UNSCREENED AND SCREENED TRASH RECEPTACLES FOR BUSINESSES

APPENDIX J - EXAMPLES OF “BUMP-OUTS”, CURB EXTENSIONS AND/OR CROSSWALKS

APPENDIX K - EXAMPLES OF STREET FURNITURE AND LANDSCAPING

APPENDIX L - EXAMPLES OF SCREENING FENCES IN TULSA

APPENDIX M - BROOKSIDE SITES WITH POTENTIAL FOR INFILL-REDEVELOPMENT

APPENDIX N - REGULATORY AND FEMA FLOODPLAIN

APPENDIX O - CONCEPTUAL RESIDENTIAL INFILL DEVELOPMENT

APPENDIX P - ESTABLISHED APPROPRIATE RESIDENTIAL DEVELOPMENT

APPENDIX Q - EXAMPLES OF INFILL DEVELOPMENT INCENTIVES AND PROJECTS

APPENDIX R - ACKNOWLEDGMENTS

APPENDIX S - “BROOKSIDE URBAN VILLAGE VISION OPEN HOUSE” PHOTOGRAPHS

APPENDIX A
RECOMMENDED LIST OF PHYSICAL/CAPITAL IMPROVEMENT PROJECTS
of the
BROOKSIDE NEIGHBORHOOD TASK FORCE
Brookside Infill Neighborhood Detailed Implementation Plan Study
September 14, 2000

PRIORITY NO.	BUDGETARY COST ESTIMATE	PROJECT NAME/DESCRIPTION
1	\$1,750,000	Peoria Avenue intersection improvements for selected locations - Improvements include but are not limited to: intersection resurfacing, pedestrian "bump-outs", sidewalk access ramps, textured pavement or bricked pedestrian crosswalks, corner of intersection landscaping, drainage inlets, parking space striping, and other similar improvements. Intersections are located along Peoria Avenue between 31 st and 51 st Streets South.
2	NA Some projects completed and some funded. Public Works Department is working on remaining projects.	Resurface and/or rehabilitate all remaining residential streets and improve localized drainage problems - improvements include: street resurfacing, pothole and pavement repair, drainage inlets, new construction, repair and replacement of existing curb and gutter, and other similar improvements. Area is generally between Riverside Drive and Lewis Avenue, and between 31 st and 51 st Streets South.
3	\$2,100,000	Beautify Peoria Avenue from 31 st Street South to 51 st Street South - improvements include but are not limited to: new construction, replacement and reconstruction of existing sidewalks including textured, pattern concrete or brick pavers, landscaping, trees, street lamps, street furniture such as trash receptacles, benches, banner poles and other similar improvements.
4	\$175,000	Provide "entry" features and improvements at Peoria Avenue and Skelly Drive (I-44) - Improvements at the intersection of the Skelly Drive service roads and Peoria Avenue to include identity signs, monument signs, public art, landscaping and other similar improvements.
5	\$250,000	Provide intersection improvements at streets adjacent to Eliot School - Improvements include but are not limited to: intersection resurfacing, pedestrian "bump-outs", sidewalk access ramps, textured pavement or bricked pedestrian crosswalks, corner of intersection landscaping, drainage inlets, parking space striping, and other similar improvements. Intersections include 36 th Street South and Rockford Avenue, and 36 th Street South and Quincy Avenue.
6	Combined with No. 4 above \$175,000	Provide "entry features" and improvements at Crow Creek Bridge on Peoria Avenue - Improvements on both sides of the Peoria Avenue Bridge which crosses Crow Creek Bridge to

PRIORITY NO.	BUDGETARY COST ESTIMATE	PROJECT NAME/DESCRIPTION
		include identity signs, monument signs, public art, landscaping, pavement resurfacing, textured or bricked pavement, pedestrian amenities, and other similar improvements.
7	\$1,500,000 Some portions of the sidewalks have already been funded or provided along 41 st Street South.	Beautify 41 st Street from Rockford Avenue to Riverside Drive - Improvements are to include: new construction, replacement and reconstruction of sidewalks including textured, pattern concrete or brick pavers, landscaping, trees, street lamps, street furniture such as trash receptacles, benches, banner poles and other similar improvements.
8	\$3,000,000	Provide parking facilities in the Northern Brookside Special District (Northern Brookside Commercial Area per District 6 Plan) - Project to include final parking demand study, parking facility location study, development of parking facility management and ownership organization, acquisition of land, relocation program, parking facility design and construction, and other similar project programs and improvements.

SOURCE: Brookside Infill Neighborhood Task Force and Planning and Economic Development Division, Urban Development Department, City of Tulsa, September 14, 2000.

APPENDIX B

PROPOSED 2001-2006 THIRD PENNY SALES TAX EXTENSION CAPITAL IMPROVEMENT PROGRAM
 PROJECTS FOR THE BROOKSIDE AREA
 Extension Approved May 2001

Proj. No.	PROJECT CATEGORY: Project Name	Council District	Cost	Comments
21	PARKS AND RECREATION PROJECTS: Youth and Adult Sports Facilities Development	9	\$ 269,100 ¹	Renovate tennis courts at Zink Park. Total project also includes tennis courts at Johnson and Reed Parks. Renovate and develop sports fields at Bales, Savage and Hilti Parks.
28	URBAN DEVELOPMENT PROJECTS: Brookside Neighborhood Plan Implementation	9	\$1,085,000	Included in Brookside Neighborhood Plan. Provide improvements at Peoria Avenue and 36 th Street and Peoria and 41 st Street. Also includes pedestrian "bump-outs," sidewalk access ramps, textured pavement or bricked pedestrian crosswalks, landscaping and other similar improvements.
61	FLOOD CONTROL PROJECTS: Crow Creek Channel Rehabilitation & Culvert Replacement	9	\$2,000,000	Rehabilitate existing channel and replace culverts between Riverside and Peoria near 31 st Street. Channel is in disrepair. Existing culverts would be overtopped during 100-year flood.

Proj. No.	PROJECT CATEGORY: Project Name	Council District	Cost	Comments
62	FLOOD CONTROL PROJECTS: Citywide Flood Control: - Storm Sewer Facility Repair and Construction Project #14 - Perryman Ditch - Urgent Small Drainage Project # 7 - Perryman Ditch	9	Estimated cost for projects in Brookside: ² \$ 30,000 \$250,000	Numerous small projects should be constructed to help reduce the large projects in the future. Includes concrete channel joint and panel repair on various sites throughout the City, channel stabilization on Vensel, Fry Ditch, Fred, Haikey and Flat Rock Creeks, and protection for utility line crossings. Citizen and SD/VM requests. Critical needs. Brookside projects: - 3738 S. Xanthus - Extend existing trench grate. - 4000 S. Madison - Storm sewer extension. Yards flooding.
71	FLOOD CONTROL PROJECTS: Perryman Ditch, Plan C - Phase 1	9	\$2,250,000	Proceed with design partially funded in 1996 Sales Tax and begin utility relocations for a detention facility and flood control improvements.
74	FACILITIES RENOVATION AND REPAIR: Fire Department Fire Station No. 18	9	\$448,500	General maintenance for city facilities to include: roofs at various locations for Fire, Police and Public Works.
TOTAL ESTIMATED COST			\$6,082,600	Estimated total cost for Third Penny Sales Tax Extension 2001-2006 projects in the Brookside area.

SOURCE: "City of Tulsa, Oklahoma Proposed 2001-2006 Third Penny Sales Tax Extension Capital Improvements Program Projected Sources and Uses of Revenues," March 20, 2002, City of Tulsa Finance Department.; "City of Tulsa Third Penny Sales Tax 2001-2006 Extension Proposal," February 1, 2001; and Planning and Economic Development Division, Urban Development Department, City of Tulsa, July 5, 2001.

ENDNOTES:

1. This is an estimated cost for Zink Park project. Average cost derived from the line-item total cost of \$1,615,000 for all 6 parks in the category.
2. This is an estimated derived for Fire Sation 18. Average cost derived from the line-item total estimated cost of \$10,764,000 for 24 fire stations, "City of Tulsa Third Penny Sales Tax 2001-2006 Extension Proposal" detailed project proposals.

APPENDIX C - RECENT PHOTOGRAPHS

BROOKSIDE AREA



Brookside Area - 33rd to 35th, looking east



Peoria Ave. and Skelly Drive north access road, looking northeast.



43rd Court and Peoria, looking west



Brookside Area - 41st and Peoria, looking west

APPENDIX D - EXAMPLE OF GOOD INFILL DEVELOPMENT - STATE BANK BUILDING
Located at the Southeast Corner of 34th Street South and S. Peoria Avenue

EXHIBIT D-1 - Prior to redevelopment, looking east across S. Peoria Avenue in July 1995.



EXHIBIT D-2 - Early construction, looking east in January 1996.



EXHIBIT D-3 - Looking east circa 1999 after project completion and occupancy.



**APPENDIX E - EXAMPLE OF GOOD INFILL DEVELOPMENT -THE BROOK THEATER,
Located at the Northwest Corner of 34th Street South and S. Peoria Avenue**

EXHIBIT E-1 -
Aerial view of the
Brook Theater and
State Bank right after
redevelopment, circa
1997.



EXHIBIT E-2 - Brook Theater original conditions, looking east/southeast, 1949-50.



EXHIBIT E-3 - Redevelopment complete, circa 1997.



EXHIBIT E-4 - Brook Theater prior to redevelopment
looking east-northeast, circa 1996.



EXHIBIT E-5 - Redeveloped and in operation, July 2001.



EXHIBIT E-6 - The Brook Theater redeveloped, front of building looking southeast, circa 1997.



EXHIBIT E-6 - The Brook Theater redeveloped, back of building looking southwest, circa 1997.

APPENDIX F - EXAMPLE OF GOOD INFILL DEVELOPMENT - STAR BROOK BUILDING
Located at the northwest corner of 38th Street South and S. Peoria Avenue

EXHIBIT F-1 - Original Conditions, looking east/northeast



EXHIBIT F-2 - Planned Building Perspective, looking northeast



EXHIBIT F-3 -Early Construction Stage, looking northeast



EXHIBIT F-4 - Final Construction Stage, looking northeast



APPENDIX G - EXAMPLE OF GOOD APPROPRIATE INFILL DEVELOPMENT - BROOKTOWN DEVELOPMENT

Located on the East Side of S. Peoria Avenue at 43rd Court South

EXHIBIT G-1 - Aerial view of the old John Zink industrial site redeveloping as the Brooktown Development
Looking west across S. Peoria Avenue.



EXHIBIT G-2 - Commercial Shopping Center, Looking Southeast



EXHIBIT G-3 - Commercial Shopping Center, Looking ortheast



EXHIBIT G-4 - Outdoor dining space at the Biga Restaurant, looking south.



EXHIBIT G-5 - Outdoor dining space at T2 Restaurant and Runners World entry, looking south.





EXHIBIT G-6 - Commercial shopping center frontage, off street parking area and landscaping, looking north.

EXHIBIT G-7 - Commercial frontage and off street parking, - looking south.



EXHIBIT G-8 - Office center behind Brooktown Shopping Center, looking east/northeast.



EXHIBIT G-9 - Office center behind Brooktown Shopping Center, looking northeast.



EXHIBIT G-10 - Brooktown office center and residential area entry boulevard - looking east.



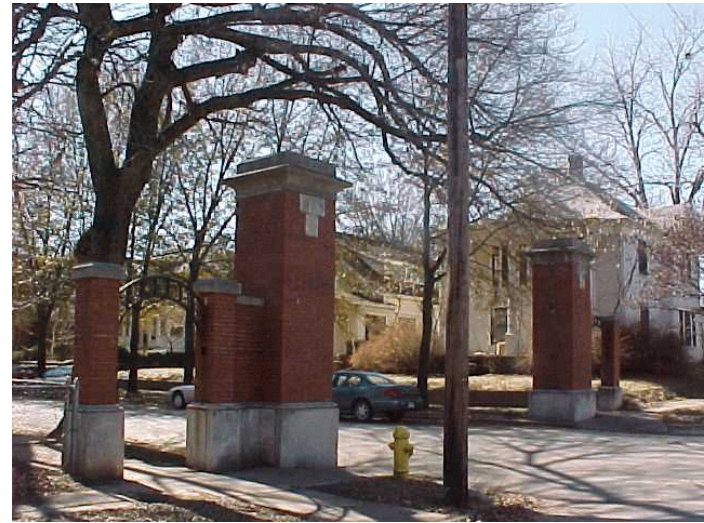
EXHIBIT G-11 - Entry gate and screening wall to Brooktown residential area - looking east.



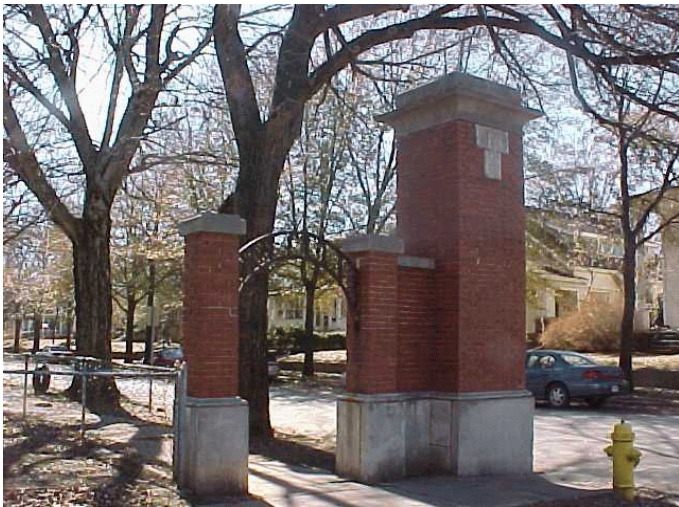
APPENDIX H - EXAMPLE OF A TULSA NEIGHBORHOOD ENTRY



Spandrel Detail



Entry View



Entry View



Column Detail

APPENDIX I - “UNSCREENED” AND “SCREENED” TRASH RECEPTACLES IN BROOKSIDE

EXHIBIT I-1 - Unscreened trash receptacle behind fast food restaurant on S. Peoria Avenue.



EXHIBIT I-2 - Masonry Fence - Located behind Tulsa Auto Collection, Brooktown Development, northeast corner of 43rd Court and S. Peoria Avenue.



EXHIBIT I-3 - Unscreened trash receptacles behind fast food restaurants on S. Peoria Avenue.



EXHIBIT I-4 - Unscreened trash receptacles on side-street frontage of strip center on S. Peoria Avenue



EXHIBIT I-5 - Screening fence with cap-rail, base-rail and brick pilasters -located behind Mid First Bank, Brooktown Development, at the northeast corner of 43rd Court and S. Peoria Avenue.



EXHIBIT I-6 - Masonry fence located behind Tulsa Auto Collection, Brooktown Development, northeast corner of 43rd Court and S. Peoria Avenue.



EXHIBIT I-7 - Wood screening fences with base-rail and cap-rail, located behind strip commercial center on southeast corner of 43rd Court and S. Peoria Avenue.



EXHIBIT I-8 - Wood screening fence with wood gate located behind fast food restaurant on east side of S. Peoria Avenue.

APPENDIX J - EXAMPLES OF “BUMP-OUTS”, CURB EXTENSIONS AND/OR CROSSWALKS

EXHIBIT J-1 - “Bump-outs” at crosswalk, Utica Square, Tulsa, Oklahoma.



EXHIBIT J-2 - “Bump-out”, textured pedestrian crosswalk and streetcape elements, Scottsdale, Arizona.



EXHIBIT J-3 - Mid-block “bump-out” and curb extension in Utica Square, Tulsa, Oklahoma.



EXHIBIT J-4 - Landscape with seasonal color at “bump out” and crosswalk, Utica Square, Oklahoma.



EXHIBIT J-5 - Mid-block “bump out” and crosswalk with landscaping, Utica Square, Tulsa, Oklahoma.



EXHIBIT J-6 - Third and Main Streets Tulsa, Oklahoma.



EXHIBIT J-7 - Third and Main Streets, Tulsa, Oklahoma.



APPENDIX K - EXAMPLES OF STREET FURNITURE AND LANDSCAPING

EXHIBIT K-1 - Street furniture including pedestrian-scale street lamps, newspaper stands, and crossing signals.



EXHIBIT K-2 - Street furniture and landscaping, including benches, street lamps, trash receptacles, landscaping and typical tree planting.





EXHIBIT K-3 - Pedestrian scale landscaping and brick planters and terraces, located at 17th Street and Quincy Avenue, St. John's Medical Center.



EXHIBIT K-4 - Pedestrian scale landscaping adjacent sidewalk and parking lot, located at 17th Street and Quincy Avenue, St. John's Medical Center.

APPENDIX L - EXAMPLES OF SCREENING FENCES AND LANDSCAPING



EXHIBIT L-1 - Wooden screening fence with low-profile shrubs and grass lawn, northeast corner of 21st Street South and S. Lewis Avenue, Bank of Oklahoma.



EXHIBIT L-2 - Wooden screening fence with cap-rail and low-profile shrubs and grass lawn, northeast corner of 21st Street South and S. Lewis Avenue, Bank of Oklahoma.



EXHIBIT L-3 - Wood screening fence with landscape trees,



EXHIBIT L-4 - Wood screening fence with brick pilasters with capstones and landscape trees.

EXHIBIT L-5 - Wood fence screening only, inadequate screening, located south side of 41st Street South near Rockford Avenue,



APPENDIX M - BROOKSIDE SITES WITH POTENTIAL FOR INFILL-REDEVELOPMENT

EXHIBIT M-1 - The Camelot Parkside Hotel site looking northwest at the corner off I-44 and S. Peoria Avenue.



EXHIBIT M-2 - Camelot Parkside Hotel site looking west across S. Peoria Avenue from the Bel-Aire Shopping Center.



EXHIBIT M-3 - Portion of commercially zoned property under common ownership located at the northwest corner of S. Owasso Avenue and 45thPlace South, looking northwest.



EXHIBIT M-4 - Portion of commercial property under common ownership located at the northwest corner of S. Peoria Avenue and 45th Street South, looking west.



EXHIBIT M-5 - Commercially zoned land developed as residential duplex property, located at southeast corner of 44th Place South and S. Peoria Avenue, looking south along service road.



EXHIBIT M-6 - Commercially zoned land developed as residential duplex property, located at southeast corner of 44th Place South and S. Peoria Avenue, looking south across 44th Place South from Brooktown Shopping Center.



EXHIBIT M-7 - Multiple family zoned single family development, bordered on east and west by multiple family development and commercial development on the north, located on 41st Place South east of S. Peoria Avenue, looking west-west along 41st Place South.



EXHIBIT M-8 - Vacant multiple family zoned land located on the south side of 41st Street South southwest of Rockford Avenue, bordered on west by multiple family development and single family development on the east and south, looking south from 41st Street South.



EXHIBIT M-9 - Older commercial strip center located at northwest corner of 37th Place South and S. Peoria Avenue, looking northwest along S. Peoria Avenue.



EXHIBIT M-10 - Older commercial strip center located at the northwest corner of 37th Place South and S. Peoria Avenue, looking north from 37th Place South along alley at back of shopping center.



EXHIBIT M-11 - Vacant service station located at the northeast corner of 46th Street South and S. Peoria Avenue, looking northeast in winter of 1999.

EXHIBIT M-12 - Redevelopment of service station site at northeast corner of 46th Street South and S. Peoria Avenue, looking northeast in summer of 2001.



EXHIBIT M-13 -

Aerial photograph of under-developed residential and commercial zoned property located on south side of 48th Street South ½ block east of S. Peoria Avenue; zoned commercial and residential single-family.



EXHIBIT M-14 - Under-developed residentially zoned property located on south side of 48th Street South ½ block east of S. Peoria Avenue.



EXHIBIT M-15 - Aerial photograph of existing single family and duplex development; zoned single family residential; located along 48th Street South and S. Quaker Avenue generally ½ block east of S. Peoria Avenue.

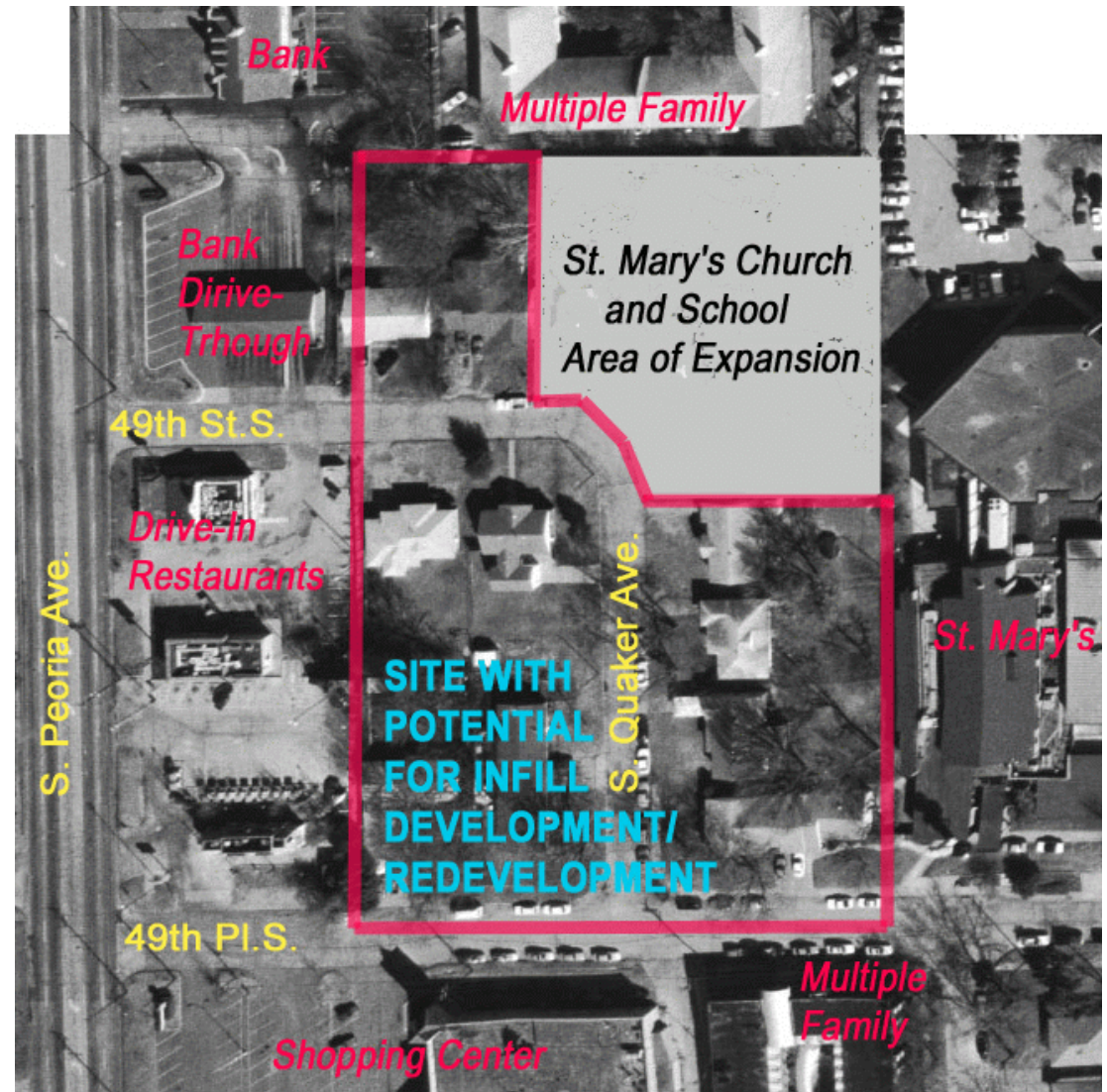


EXHIBIT M-16 - Commercial, single family and duplex development; looking east along 48th Street South from S. Peoria Avenue.

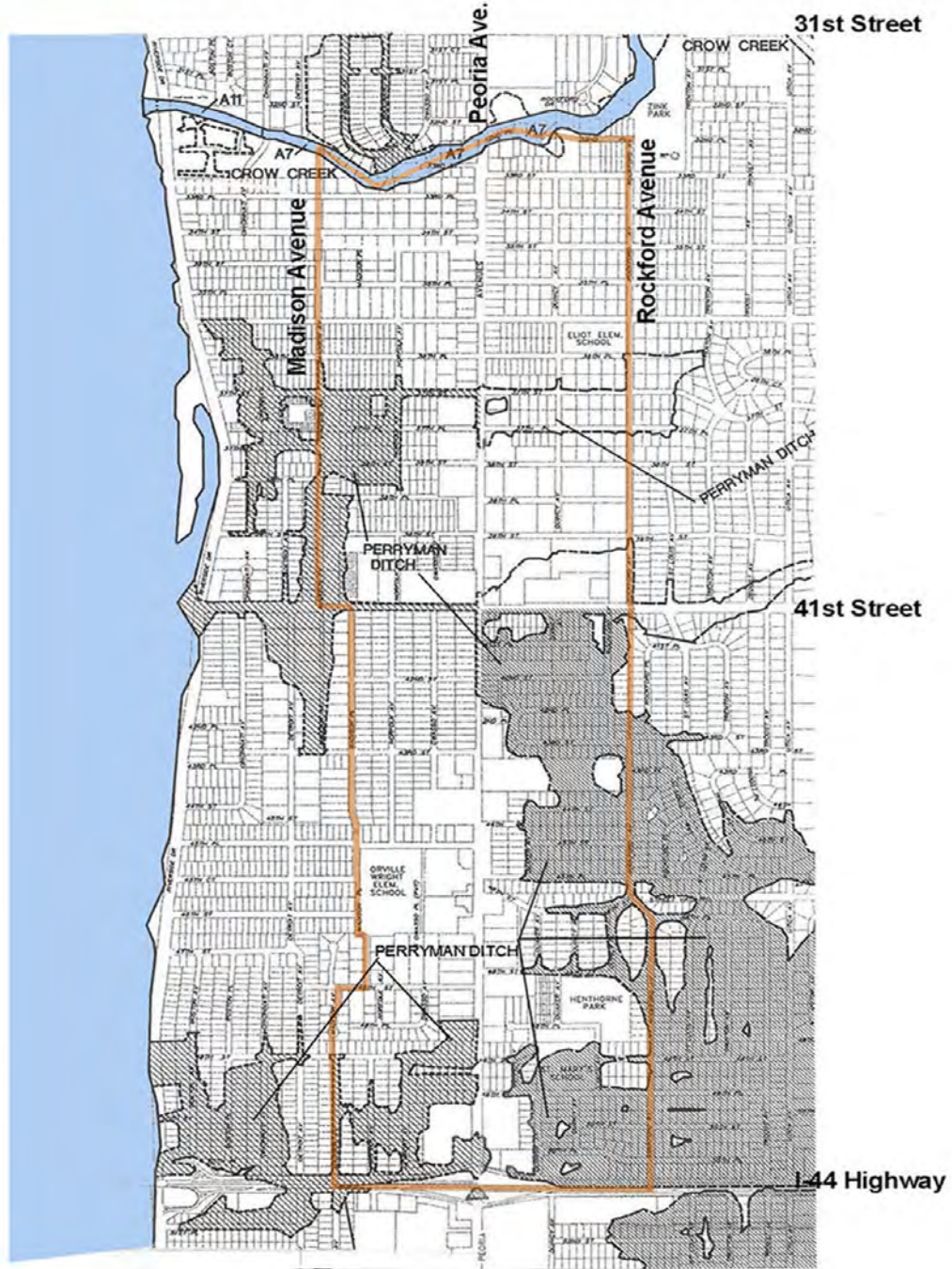


EXHIBIT M-17 - Single family and duplex development along S. Quaker Avenue ½ block east of S. Peoria Avenue; looking south along Quaker Avenue from 49th Place South.







APPENDIX N

REGULATORY AND FEMA FLOODPLAINS BROOKSIDE DETAILED NEIGHBORHOOD PLAN AREA



Legend:

-  Brookside Detailed Neighborhood Plan Study Area
-  Regulatory Floodplain
-  FEMA A-Zone
-  Shallow Flooding

(Source: "City of Tulsa Regulatory Floodplain Map Atlas", Sheets 46 and 47, Department of Public Works, June, 1998)

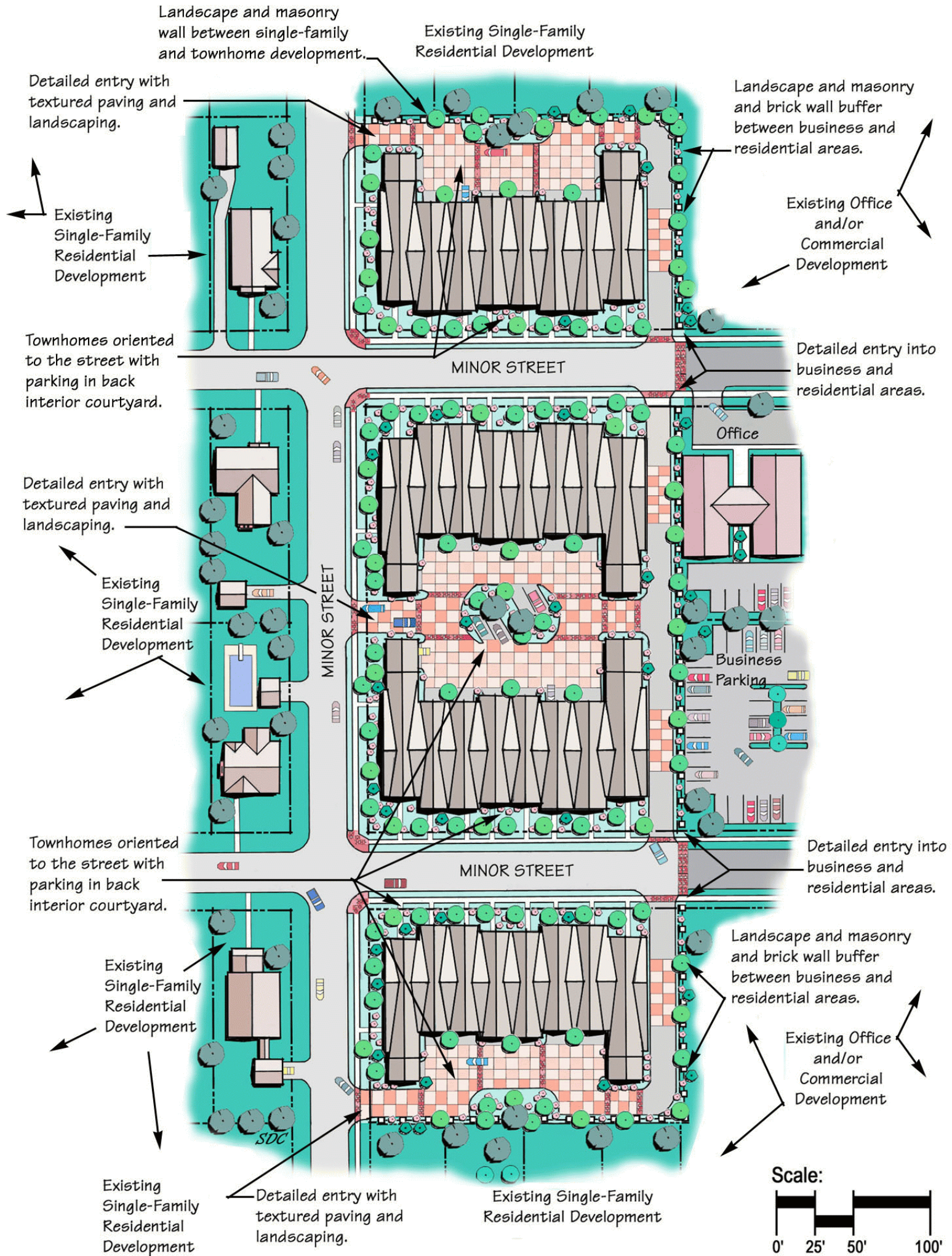
APPENDIX O

EXHIBIT 0-1

APPENDIX O

CONCEPTUAL RESIDENTIAL INFILL DEVELOPMENT

High quality townhome development replaces lower value single-family homes. Project provides pedestrian scale features, added urban amenities, design elements reflective of area architecture, efficient use of existing infrastructure, a distinctive living environment, increased property values, and expansion of market income in the Brookside area.



TYPICAL TOWNHOME INFILL DEVELOPMENT IN TULSA:

O-2 - Brick townhomes in south Tulsa, street view.



O-3 - Brick townhomes in south Tulsa, back of townhomes.



O-4 through O-6 - Additional views of brick townhomes in south Tulsa.



O-7 - Brick row houses in downtown Tulsa.

O-8 - Brick row houses in near downtown Tulsa.



O-9 - Downtown townhomes, interior courtyard and parking.



O-10 - New townhome construction midtown Tulsa; parking in back of townhome.

O-11 - Townhomes in the South Residential Area, Brookside; street view.



O- 12 - Townhomes in the South Residential Brookside; interior court drive.

APPENDIX P

ESTABLISHED APPROPRIATE RESIDENTIAL DEVELOPMENT

Existing typical high quality single-family detached housing that exemplifies a pattern and character of development which is intended to be preserved and enhanced within the Brookside Residential Areas (Special Consideration Areas). These established areas are often found very near the Brookside Business Areas. These Residential Areas provide pedestrian scale features, close proximity to urban amenities, design elements reflective of area architecture, efficient use of existing infrastructure, a distinctive living environment, high property values, and an established housing market that serve as the foundation of the Brookside urban village. It is critical to protect the integrity and vitality of these areas.



APPROPRIATE DESIGN CHARACTERISTICS:

- Comprehensive, integrated treatment of development.
- Size and proportion of uses is appropriate scale.
- Setbacks, height and number of stories are compatible.
- Building masses generally conform to size and amount of space consumed by adjacent buildings.
- Development faces same uses and densities towards each other.
- Streets designed for local residential use.
- Some variety of wall areas with doors, windows, cornices and architectural features in character.
- Strong established sense of place and neighborhood.

APPENDIX Q - EXAMPLES OF INFILL DEVELOPMENT INCENTIVES AND PROJECTS

Incentives are inducements often provided by City government to encourage development within older urban or infill areas such as Brookside. The following are examples of infill development incentives suggested for Tulsa, incentives tools used in other U.S. cities, and infill projects which used some type of incentive to facilitate development or redevelopment.

EXAMPLES OF SUGGESTED INFILL INCENTIVES FOR TULSA DERIVED FROM TULSA INFILL DEVELOPMENT TASK FORCE, BROOKSIDE TASK FORCE AND BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN STUDY

- ***Develop faster permit processing and approvals.*** Assign an “Infill Development Facilitator” or ombudsman to areas designated as Special Districts in the Tulsa Comprehensive Plan. Examples of Special Districts include the Northern Brookside Business District and Southern Brookside Business District. The Facilitator would will serve as an initial point of contact for projects within Special Districts and/or infill areas, and assist in processing reviews, permitting and approvals of infill projects in these areas. The Facilitator would be responsible for bringing together special development and building permit review teams whose work would insure an enhanced process in terms of the time required for review and approval and decision making on important issues. Permit reviews, inspections and other development decisions should be made a priority within these special areas and be guaranteed faster response times than normal. The enhanced process could include such processes as: building permit, building inspection, construction inspection, certificate of occupancy, zoning, platting, Board of Adjustment, privately funded public improvements (pfpi), right-of-way access and other regulatory matters affecting development and construction. The Facilitators role would be to insure “speedy and priority treatment” and facilitate communication and understanding of project plans, elements and potential impacts on the surrounding area.
- ***Develop and adopt changes to a Existing Building Codes for the City of Tulsa.*** These building codes should allow and facilitate the development and redevelopment of the building stock in older parts of Tulsa and encourage within these urban areas the mixed use of buildings, including the use of second and third floors as commercial, office or residential space. The City is on target to adopt a new existing building code in November 2001. The purpose is to make the repair, remodeling, reconstruction and adaptive reuse of existing buildings within Brookside and other areas of the City easier and more predictable for the development, construction, architectural and design community. The new existing building code will in effect help facilitate the conversion of existing buildings to mixed use, including commercial, office and/or residential space.

- ***Expand the City's Fire Suppression Grant Program into areas such as Brookside.*** Presently the City offers a fire suppression grant program to property owners within the three existing tax increment districts who wish to install fire suppression systems in their new or refurbished buildings. The grant pays half the costs, or up to \$8,000, for the installation of fire suppression vaults, the assembly within the vault, the water tap at the main and other components which area necessary to provide appropriate water service for the fire suppression system. The piping on the customer's side of the vault is not included. This program should be expanded to include areas that are designated as Special Districts within the Comprehensive Plan for the Tulsa Metropolitan Area or within special Infill Areas.
- ***Develop a reduced fee schedule for City regulatory permits and processes applicable within Special Districts and infill areas such as Brookside.*** Develop a reduced fee schedule for development, building, construction and other permits, zoning and board of adjustment applications and other City regulatory processes that is lower in Special Districts and/or Infill Areas than is applicable in other parts of the City. The lower fee schedules, coupled with enhanced review and approval processes, provide an economic incentive to developers and builders for constructing projects within the Special Districts and Infill Areas of the City.
- ***Concentrate available City financial resources to fund public improvements within the Brookside area.*** Needed public infrastructure projects such as street improvements, storm water drainage, replacement water lines and other capital improvements should continue to be proposed for funding in upcoming 3rd penny sales tax extensions, bond issues, and the City's Capital Improvement Program (CIP). The infrastructure needs within Special Districts or in special infill study areas should be given top priority in the City's CIP and in future proposed public funding packages. Public funds and improvement efforts should be focused on these important urban areas to provide highly visible improvements and development to serve as catalysts for additional redevelopment efforts in core urban areas.
- ***Utilize available economic development tools within the Brookside, Special Districts and other Infill Areas.*** Use where appropriate available economic tools to foster redevelopment in these special areas. These economic tools include: tax increment financing, tax incentive districts, improvement districts, special economic development funds (such as the 1985 Sales Tax Economic Development Fund), community development block grant, historic tax credits and other techniques. Their purpose is to assist in funding public and private improvements within the Brookside area. Utilize these economic development tools in determining how to address identified needs within the Brookside neighborhood or in structuring innovative public/private partnerships in conjunction with private redevelopment efforts within the Brookside special infill area. These tools may assist in making a private redevelopment effort become financially feasible where

without these tools the proposed project would remain financially infeasible. The tools may also assist in funding needed public improvements within the area (public parking, streetscaping, buffers, entries, and public art) when other public funding sources are not readily available.

- **Utilize the resources and abilities of City Authorities/Commissions to help achieve the Brookside vision and goals.** Utilize the resources and abilities of the various City Authorities/Commissions in accomplishing various projects within the Brookside area. An example might include involving the Tulsa Parking Authority in planning, designing, financing, and constructing public parking facilities within the Brookside business areas if determined necessary and appropriate. Another example might involve the Tulsa Preservation Commission in neighborhood issues involving preservation or the use of historic tax credits. Perhaps another example might be the task of the Tulsa Development Authority acquiring specific blighted sites for infill development or redevelopment. City authorities and commissions determine that addressing the special needs of older urban areas of Tulsa is a major priority. Special assistance will be given to assisting development and redevelopment efforts to modern standards while preserving, maintaining and enhancing the unique characteristics that make such areas special and attractive.

EXAMPLES OF INFILL DEVELOPMENT INCENTIVES IN U.S. CITIES

The following are examples of infill development incentives that have been discussed and/or have been tried in cities in the United States. Each represents an expressed desire or an actual attempt to encourage and facilitate quality development in older parts of these cities. Such techniques might be suitable for consideration in our community, or these techniques may stimulate other practical, innovative ideas. The examples are as follows:

- **GENERAL REFERENCE TO INCENTIVES - Greene County Hopes to Lead the Way in Conservation Development -** Greene County, Maryland offers *incentives* to developers that build cluster housing on smaller lots while providing in some instances conservation easements designed to improve views of local residents and leaving tracts of land undeveloped for open space. (Source: ULI web site, 06/01/2001).
- **PROPERTY TAX INCENTIVES, FASTER PERMIT APPROVALS AND PRIVATE-PUBLIC PARTNERSHIPS - Towns Using Law to Ease Redevelopment** – A number of South New Jersey towns are taking advantage of a 1992 Local Redevelopment and Housing Act to encourage more redevelopment and private investment activity by offering *property tax incentives, faster permit approvals, and public-private partnerships*. (Source: ULI web site, 06/01/2001).

- **FINANCIAL INCENTIVE - Rebuilding East Bradenton; Federal Redevelopment Plan Should Spur City** – *A federal grant is being used to raise and rebuild a federally subsidized apartment building in a blighted area of Bradenton, Florida. Local officials are hoping to create a special taxing district in the area to generate additional new revenue the city could offer as incentives for developers and homeowners interested in rebuilding in the area. (Source: ULI web site, 06/01/2001).*
- **HOUSING BONUSES, TRANSFERABLE DEVELOPMENT RIGHTS AND FEE WAIVERS - The Changing Landscape of a Growing Eastside City** – *The City of Redmond, Washington is encouraging more residential development in its downtown area. Trammell Crow Co. and Intracorp Real Estate LLC are preparing mixed-use projects to capitalize on recent job growth. The city is establishing housing initiatives and providing incentives for developers. Incentives may include housing bonuses, expansion of transferable development rights, and certain (impact) fee waivers. Some neighborhoods have also been rezoned to accommodate residential development. (Source: ULI web site, 06/01/2001).*
- **PERMIT CLUSTERING OF HOMES - Density, Traffic, Open Space Lead “Smart Growth” Issues** – *The U.S. Department of Agriculture has found that stopping suburban growth is not seen as possible. Strategies are being proposed to mitigate problems and foster solutions. Lobbying efforts for smart growth have centered on housing density, improved transportation and preservation of open space. One strategy being suggested includes clustering homes in a more compact segment of land and preserving the balance as open space. The higher densities make stores and transit stops more likely. Residents and public officials often fear more congestion, reduced property values, and ushering in of low-income residents. (Source: ULI web site, 06/01/2001).*
- **GENERAL REFERENCE TO INCENTIVES - Helping Cities Grow Smartly** – *Continued sprawl is in part due to a strong economy. Smart growth debate centers on reducing air pollution and traffic congestion, protecting open space, and preserving quality of life in fast-growing metropolitan areas. Must also find an approach that does not trample on the rights of property owners. Portland, Oregon is a model of growth control that has also seen its efforts boost the cost of homes. Realtors have taken the stance to not completely stop growth nor to disallow growth restrictions but rather to offer incentives for developers that keep community concerns in mind when planning and building new projects. (Source: ULI web site, 06/01/2001).*
- **GOVERNMENT GRANTS, TAX RELIEF AND REDUCED PARKING REQUIREMENTS - Lawmakers Form Smart Growth Caucus to Try to Limit Urban Sprawl** - *California state legislation has been proposed that would require (among other measures) the state to offer government grants, tax relief and other incentives to convert old commercial buildings into new*

housing; special tax credit for people donating land to be used as open space; and require local governments to permit denser development projects with less parking if located closer (e.g. - 1/8th mile) of transit facilities. (Source: ULI web site, 06/01/2001).

- **TAX BREAKS AND REGULATORY RELIEF - U.S. House Backs Incentives** – *Tax breaks and other incentives will be offered for 10 years to encourage investments and new housing projects in neighborhoods designated as 40 renewal zones. Developers and /or businesses may take advantage of regulatory relief, environmental assistance, home ownership incentives, and tax breaks in these areas. (Source: ULI web site, 06/01/2001).*
- **FINANCIAL INCENTIVES - Austin Gives Breaks to Protect Its Hills** – *Austin is to offer the Vignette Corp. nearly \$25 million in incentives to draw the company deeper into town. (Source: ULI web site, 06/01/2001).*
- **TAX INCENTIVES - Searching for Space, Cities Go Vertical** – *The world’s tallest skyscraper has been proposed on 65 acres on once polluted downtown property. The City of Dallas offers tax incentives for homeowners to migrate downtown and financing to companies to come in and revamp older properties, and has set a side public areas for beautification. (Source: ULI web site, 06/01/2001).*
- **SPECIAL REGULATIONS - Brookside Neighborhood, Kansas City, Missouri** – *Kansas City Council voted to approval of two ordinances that are intended to protect the Brookside neighborhood from large-scale, suburban style chain store development, and to protect and maintain small-scale, neighborhood serving businesses and pedestrian nature. One ordinance creates the Brookside Business District as a special zoning district with its own rules and requirements. The district encompasses a mix of residential, office and commercial uses. The second ordinance restricts retail uses to an area of 10,000 square feet except for grocery stores which may be 25,000 square feet. Auto-dependent businesses serving a larger geographical area are specified as inappropriate for the district. (Source: “New Rules: Retail: Size Caps: Brookside”, News & Bulletins; uli@newrules.org, May 2001).*
- **TAX RELIEF, DENSITY BONUSES, REGULATORY RELIEF AND INFRASTRUCTURE IMPROVEMENTS - Truly Smart Growth** – *ULI chairman says that for American cities to enjoy lasting smart growth success, “affordable housing” must be included along with terms such as “pedestrian-oriented”, “mixed use”, and “transportation options”. Do not “out price” existing residents. ULI defines smart growth as “environmentally sensitive, economically sound development that supports community livability and permanence”. Others stated that smart growth includes incentives to promote investment, lowering*

regulatory barriers, and using public funds to improve infrastructure. It is important that as area gentrification occurs that *existing housing residents and local small business owners are not driven out.* Create a “sense of community”. Link all aspects of neighborhood and community so that they all have a fair share of the benefits. Retaining existing residents of a neighborhood can provide for an integrated social network, purchasing power to sustain retail development, and a concentrated work force. *Incentives* that help spur development include: *affordable housing, local tax relief, density increases for affordable housing, and inclusive zoning law* that allows for a wide range of uses. (Source: ULI web site, 06/01/2001).

- **FINANCIAL INCENTIVES AND TAX INCENTIVES - Pittsburgh Cultural District, Pittsburgh, PA** – The Pittsburgh Cultural Trust is a nonprofit trust created by the combined leadership of civic, corporate and municipal efforts. The Trust began renovating, supported by local philanthropists, several old theaters. Over 50 buildings were declared landmarks and a facade improvement program was started. This program provided *low-cost loans and tax credits to building owners for improvements.* The Trust and the city commissioned a comprehensive master plan for the District. In the past 10 years plan goals that have been met include additional performance spaces, galleries, a new river front park, public art projects, and new shops and restaurants. District projects to-date have generated \$65 million in public investment, \$112 million in philanthropic support, and \$650 million in private investment. (Source: “Reinvigorating Cities: Smart Growth and Choices for Change”, April 19, 2000, National Building Museum).

- **TAX CREDITS, REGULATORY RELIEF AND TAX INCENTIVES - Lower Downtown (LoDo), Denver, Colorado** – Denver’s warehouse center in the late 19th and 20th century is the heart of a trendy, walkable neighborhood of loft apartments, galleries, and restaurants. Many LoDo buildings which were intended to be saved were actually torn down in the 1970’s after property was rezoned from industrial to mixed use. Rezoning was intended to encourage reinvestment. Renewed efforts for change and cooperation across interests led to the rebirth of LoDo in the 1980s and 1990s. The 1986 Downtown Plan, the 1987 Urban Design Plan for Lower Downtown, and the 1991 Lower Downtown Streetscape Design Guidelines clarified a vision for the area as a walkable, mixed-use residential neighborhood. Additional changes to the zoning code and the creation of the Lower Downtown Historic District in 1988 enforced the vision. Building façade improvements and building code upgrades were supported by *a loan program* funded by the city, local businesses, preservation organizations, and the National Trust for Historic Preservation. *State and federal tax credits* also encouraged conversion of historic properties into lofts.

- **TAX ABATEMENT - Proposal Could Firm Schedule for Abatements** – Cleveland mayor has proposed legislation that would grant a 15 year, 75 percent property tax abatement on construction of all apartment buildings in downtown Cleveland. (Source: ULI web site, 06/01/2001).
- **REGULATORY RELIEF - Award-Winning Zoning Program Trades Building Height for Amenities, Housing** – Portland, Oregon *adopts zoning* that lets developers construct taller office buildings if project adds certain amenities or includes housing projects near public transportation. Adopted for a specific area of Portland. (Source: "Community Development Digest", January 6, 2001).
- **SPEEDIER PERMITTING, TAX INCENTIVES AND LAND SUBSIDIES - Smart Growth Model Based on Market Demand** – A smart growth model developed by Common Wealth Partners is based on 20 years of research on sprawl and its solutions. There are some barriers to smart growth (including infill development) in urban areas--such as legislation and a lack of incentives for developers. To solve this, it is recommended that local governments must provide incentives such as *land subsidies, speedier permit approvals, and tax rebates*. (Source: ULI web site, 06/01/2001).
- **GENERAL REFERENCE TO INCENTIVES AND PUBLIC-PRIVATE PARTNERSHIPS - Sustaining Local Communities** - The National Association of Homebuilders (NAHB) and the National Association of Counties (NACo) have agreed to work together to create sustainable local communities throughout the country. Both groups say they have embraced "smart growth" models and are looking to educate and inform their members, legislators, and the public about the importance of reforms that encourage productive land use and comprehensive planning. Each also agrees that creating a strong public-private partnership at the local level will best address sprawl-related problems like traffic congestion, crowded schools, and the loss of open space. *"NACo and NAHB strongly believe affordable housing and smart growth issues require immediate action with locally derived solutions,"* said NACo President Jane Hague. *"We will be working together to assure that quality housing for all Americans is an integral component of community planning."* (Source: ULI web site, 06/01/2001).

EXAMPLES OF INFILL DEVELOPMENT INCENTIVES IN U.S. CITIES											
COMMUNITY, AGENCY OR ORGANIZATION NAME	STRATEGY OR TECHNIQUE SUGGESTED &/OR USED										
	Non-specific Incentives	Tax Incentives or Abatements	Faster Permit Approvals	Public-Private Partnership	Special Tax District	Housing or Density Bonuses	Transferable Development Rights	Fee Waivers	Regulatory Relief/Special	Homeownership Incentives	Financial Incentives (Grants &/or Loans)
Austin, Texas											
Bradenton, Florida											
Cleveland, Ohio											
Dallas, Texas											
Denver, Colorado											
Green County, Maryland											
Kansas City, Missouri											
Pittsburgh, Pennsylvania											
Portland, Oregon											
Redmond, Washington											
South New Jersey towns											
U.S. Department of Agriculture											
U.S. House of Representatives											
State of California Legislature											
Common Wealth Partners											
National Association of Homebuilders											
Urban Land Institute											

EXAMPLES OF INFILL/SMART GROWTH DEVELOPMENT PROJECTS IN U.S. CITIES

The following are examples of infill development or smart growth projects that have been reported in various locals throughout the United States.

- ❑ **Neal & Loia Loft-Style Multifamily Project, Atlanta Georgia** – A new, ground-up loft-style project built in the style of a reused factory structure. Market was determined as under-fed and the key ingredients identified of what consumers like about loft living. These elements included high ceilings, exposed utilities, an open floor plan, numerous windows, and lots of light. (Source: ULI web site, 06/01/2001).
- ❑ **Seventh and Collins Parking Garage, Miami Beach, Florida** – A public/private mixed use development featuring unique architectural details, a six-level garage, and street-level retail space has been built in the historic “art deco” South Beach neighborhood of Miami Beach. Project features high-end, street-level retail space, design incorporating native vegetation, preservation of historic facades, and a public/private partnership. (Source: ULI web site, 06/01/2001).
- ❑ **Bass Lofts, Atlanta Georgia** – A 1920s-era high school and gymnasium was converted to 103 loft apartments and the development of 30 new units. Many of the school’s original features were retained in order to *obtain state historic preservation tax credits* and to offer unconventional living spaces to young, affluent professionals. Project features historic preservation tax credits, high-tech features. Gated parking, security elements, and new and historic units. (Source: ULI web site, 06/01/2001).
- ❑ **The Cotton Mill, New Orleans, Louisiana** – Rehabilitation and conversion of a historic 323,000 s.f. cotton mill into 287 apartment and condominium units. 25,000 s.f. interior courtyard was preserved at the interior of 6 large multi-story structures that ringed a city block. Project features include historic preservation, adaptive reuse of key design elements and materials, on-site artwork, and redevelopment. (Source: ULI web site, 06/01/2001).
- ❑ **Peninsula Regent, San Mateo, California** – A 207-unit luxury high-rise continuing care retirement community was built on a two-acre site at the edge of downtown San Mateo. Project design included luxury environment and services of a first-class hotel while offering a comprehensive health care program that includes a wellness program, drop-in clinic, and services of an on-site medical director. Project features include one or two bedroom, customized residential units, on-site assisted living wing, landscaped recreational areas, gated and fenced facility, and equity preservation. (Source: ULI web site, 06/01/2001).
- ❑ **DePaul Center, Chicago, Illinois** - A historic department store in downtown Chicago was rehabilitated and converted to multiple use facility including: retail, office, and educational complex. Development considerations include its institutional-municipal partnership, rehabilitated urban landmark, and a innovative financial endeavor. Project features include: adaptive

use and restoration of historic building, “correction” of architectural inconsistencies of original building, provision of two public spaces, innovative financial arrangement and “land-banking” space for expansion, consolidating vicinity as an urban campus.

’ **60-Unit Detroit Housing Project** - New 60-unit infill housing project in Detroit. Homes built in groups of 11. Lease-to-own program for low to moderate income families. Federal tax credit program assisted project.

’ **Victoria Townhomes, Seattle, Washington** - A turn-of-the-century apartment building was slated for rehabilitation and conversion to condominiums. Additional parking spaces (60) were constructed in a two-level partially underground structure. 10 new ground-related townhomes were constructed. Designed with input from neighborhood. Variances from zoning granted in setbacks, density, landscaping and bulk area requirements. New design review process initiated.

’ **Portners Landing, Alexandria, Virginia** - Redevelopment of an old Civil War -era brewery into 20 townhome condominium units with underground parking and 38 apartment flats within a new 4-story condominium building adjacent the brewery with parking under the building. Twenty 20'-wide 4-story townhomes are built on the remainder of the site in a style reminiscent of the area’s architectural legacy. Uses existing urban patterns, textures and details.

’ **The Grand Treviso Apartments, Los Colinas, Texas** - A new mixed use project includes a 5-story parking structure with a pool complex and garden terrace on the roof of the parking structure. A 17-story, 247 unit structure will incorporate 12 residential floors above the garage.. The parking structure is wrapped by a 4-story mid-rise structure which have parking on the same level. Individual utilities metering, washer and dryer connections, concierge service, fitness center and a clothes care facility are available onsite. The project has commercial bank financing.

EXAMPLES OF INFILL/SMART GROWTH DEVELOPMENT PROJECTS IN U.S. CITIES																			
PROJECT NAME & LOCATION	High Ceilings	Exposed Utilities	Open Floor Plan	Numerous Windows	Lots of Light	Street-Level Retail Space	Vegetation-Landscaping	Preserve Architectural-Historic Features	Public-Private Partnership	Tax Credits	Modern &/or High Tech Features	Structures &/or Gated Parking	Security Elements	New Construction	Existing Structure Reuse-Construction	Onsite Artwork	Comprehensive Health Care Program & Facilities	Assisted Living Wing	Equity Preservation
Neal & Loia Multi-Family Residential - "Factory Style"; Atlanta GA																			
Seventh & Collins Parking Garage; Miami Beach, FL																			
Bass Lofts (Residential); Atlanta GA																			
60-Unit Detroit Housing; Detroit, MI																			
Victoria Townhomes (Residential); Seattle, WA																			
Portners Landing (Res.); Alexandria, VA																			
The Grand Treviso Apartments; Los Colinas, TX																			
The Cotton Mill (Residential); New Orleans, LA																			
Peninsula Regent (Residential); San Mateo, CA																			

SOURCE: Planning and Economic Development Division, Urban Development Department, City of Tulsa, June 21, 2001.

APPENDIX R - ACKNOWLEDGMENTS

Brookside Infill Neighborhood Task Force Members and Participants:

Nancy Apgar Neighborhood Subcommittee Chair	Johnny McClanahan	Edward L. Moore, Jr.	Roger Erker	Bud Taha
	Kathy Doss	Rhett Matthews	Paul Moore	Lauren Van Allen
Tom Dittus, Business Subcommittee Chair	Louise Manes	Karen Keith	Pat Kroblin	Richard West
	Pat Malloy	Sharon Nelson	Pat Malloy	Pat Hanford
Dwain Midget	Ted Brannon	Brad Gemeinhart	Dennis J. Foegen	Phil Marshall
Brad Gemeinhart	Maureen Brannon	John Allen Bud Barnes	Stephen A. Schuller	Schuyler Sharp
Bob Brooks	Fred Wagner	Mark Diminuco	Curtis Kretchmar	Tom Dalton
Mary Brooks	Carolyn Wagner	Susan Lively	Vince Corley	Tom Seay
Gabrielle W. Jones	John E. Prine	Paul Coury	Donna Redyke	Scott Orbison
Pamela A. Deatherage	Father Jack Gleason	Clyde Johnson	Tom Okawski	Sharon Hawthorn
David Paddock	Joe Galusha	Ed Kallay	Phil Marshall	Vince Owen
David Holland	Donna Redyke	Lisa DeJarnette	Jim Glass	Lydia Vanderburg
Robert Pinney	Michelle Smith	Earl Johnson	Matt Gaway	Dennis Laxson
Sharon Kay Strange	Bruce Spence	Bruce Bolzle	Link Filian	Peter Walter
Ken Foote				

APPENDIX S - "BROOKSIDE URBAN VILLAGE VISION OPEN HOUSE" PHOTOGRAPHS

The following are selected pictures that were taken at the "Brookside Urban Village Vision Open House" held May 8, 2002 at Southminster Presbyterian Church's Fellowship Hall. The open house was the culmination of over three dozen Brookside Infill Task Force meetings of various types held over the two year period of study.



S1 - GATHERING FOR PRESENTATIONS

S2 - INTERVIEWS ABOUT BROOKSIDE



S3- PROCLAMATIONS



S4 - REVIEWING PROPOSALS





S5 - S8 - "CHECKING OUT" AND DISCUSSING DESIGN RECOMMENDATIONS THROUGHOUT THE OPEN HOUSE

S5



S6

S7 S8



S9 - S11 - "CHECKING OUT" THE DESIGN RECOMMENDATIONS AND DISCUSSIONS THROUGHOUT THE OPEN HOUSE



S9



S10

S11



S12 - S16 - "CHECKING OUT" THE DESIGN RECOMMENDATIONS AND DISCUSSIONS THROUGHOUT THE OPEN HOUSE

S12



S13



S14

S15

S16



S17 - S20 - "CHECKING OUT" THE DESIGN RECOMMENDATIONS AND DISCUSSIONS THROUGHOUT THE OPEN HOUSE

S17

S18



S19

S20



REQUEST FOR ACTION: ORDINANCE

AGENDA FOR: MAYOR COUNCIL AUTHORITY: DATE: November 18, 2002
Tulsa City Clerk's Office: 596-7513 or 596-7514

FOR INFORMATION CONTACT:

DEPARTMENT: TMAPC CONTACT NAME: Dane Matthews
ADDRESS: 201 West 5th, Suite 600, Tulsa, OK 74103 TELEPHONE: (918) 584-7526
ORDINANCE TYPE: OTHER BA or CT #: _____
SUBJECT: _____
AMENDMENT OF ORD#: _____ TRO TITLE: _____ TRO SUBTITLE: _____ PLANNING DISTRICT: _____
ZONING #: _____ SSID #: _____ PUD #: _____ PROP/NON-PROP: _____ COUNCIL DISTRICT: _____

SUMMARY:

Applicant: TMAPC, 201 West 5th Street, Suite 600, Tulsa, Oklahoma 74103; Phone 584-7526

Summary: To modify its previously adopted District 6 Plan Map and Text by adopting Resolution No. 2326:845 and the attached Exhibit A, plan text amendments, and Exhibit B, plan map amendments.

Note: According to O.S. Title 19, § 863.7, the City Council must act on this item within 45 days of receipt. If no action is taken, the amendment will be officially approved.

Approved By
City Council On
DEC 19 2002

RECEIVED ON
NOV 21 2002
BY CITY COUNCIL

RESOLUTION NO. 7162

BUDGET: _____ FINANCE DIRECTOR APPROVAL: _____

FUNDING SOURCE: N/A

REQUEST FOR ACTION: All department items requiring Council approval must be submitted through the Mayor's Office.

TMAPC voted 8-0-0 to recommend the City Council approve Resolution No. 2326:845 to amend the District 6 Plan Map and Text, A part of the Comprehensive Plan for the Tulsa Metropolitan Area.

DEPARTMENT HEAD APPROVAL: _____
CITY ATTORNEY APPROVAL: _____
BOARD APPROVAL: _____
MAYORAL APPROVAL: _____
OTHER: _____

APPROVED BY _____
CITY OF TULSA
DEC 23 2002
DATE: _____

FOR CITY COUNCIL OFFICE USE ONLY: 97-206-25 DATE RECEIVED: 11.21.02
COMMITTEE: UED COMMITTEE DATE(S): 12.3 FIRST AGENDA DATE: 12-5-12-19
HEARING DATE: 11/19 SECOND AGENDA DATE: NA APPROVED: DEC 19 2002

For City Clerk's Office Use Only (Agenda Date: MMDDYYYY; Sec #; Dept ##, Item ##, Sub-Item ##, Status: S=Synopsis):

12 - 23 - 2002 2 18 1



RESOLUTION NO. 2326:845

**A RESOLUTION AMENDING
THE DISTRICT 6 PLAN MAP AND TEXT,
A PART OF THE COMPREHENSIVE PLAN
FOR THE TULSA METROPOLITAN AREA**

WHEREAS, Pursuant to Title 19, OSA, Section 863.7, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and


WHEREAS, on the 25th day of August, 1976 this Commission, by Resolution No. 1126:438, did adopt the District 6 Plan Map and Text as a part of the Comprehensive Plan of the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of September, 2002, and on the 23rd day of October, 2002 and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to modify its previously adopted District 6 Plan Map and Text by adopting the attached Exhibit A, plan text amendments, and Exhibit B, plan map amendments (both made a part hereon), as part of the Planning District 6 Plan Map and Text, a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendments to the District 6 Plan Map and Text, as set out herein, be and are hereby adopted as part of the District 6 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

DATED this 5 day of NOV, 2002.

TULSA METROPOLITAN AREA PLANNING COMMISSION


Chair

2181

30
1063

RESOLUTION NO.: 2326:845

ATTEST:

Mary E Hill
Secretary

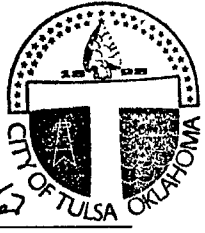
APPROVED by the City Council of the City of Tulsa, Oklahoma this 16th day
of NOV, 2002.
December

Stephen L. Sewell
DEC 23 2002 PRO-TEM Mayor

[Signature]
Council Chair

ATTEST:

Michael P. Kea
City Clerk



APPROVED AS TO FORM:

[Signature]
Asst City Attorney

EXHIBIT A

PROPOSED CHANGES TO THE DISTRICT 6 PLAN TO REFLECT THE ADOPTION OF THE BROOKSIDE INFILL DEVELOPMENT DESIGN RECOMMENDATIONS, A COMPONENT OF THE BROOKSIDE INFILL NEIGHBORHOOD DETAILED IMPLEMENTATION PLAN (HEREINAFTER REFERRED TO AS THE BROOKSIDE STUDY 2002)

November 6, 2002

Staff agrees with the Brookside Study 2002 staff's recommendations of August 13 regarding which sections to adopt as part of the District 6 Detail Plan with the following exceptions. Staff does not support the adoption of the Brookside Plan items 9(a) through 9(g), pages 6 and 7 of the Brookside Study 2002, and the Appendices, A through S. We recommend the Brookside Study 2002 be adopted with these modifications, and staff recommends that the following District 6 Plan amendments also be adopted as set forth below.

Page 9, Section 3. Specific Areas, paragraph 1, sentence 3: Delete this and the remainder of paragraph and add the following. "Special Districts 4 and 5 are the Northern and Southern Brookside Business Areas, respectively, and also are included in the Brookside Study 2002. The Northern Business Area extends along South Peoria Avenue from Crow Creek to East 41st Street South. The Southern Business Area extends along South Peoria Avenue from East 41st Street South to East 51st Street South. Policies for the future development and redevelopment in these Special Districts are contained in the Brookside Study 2002 and are incorporated as part of the District 6 Detail Plan."

Page 9, Section 3, Specific Areas, paragraph 3: Delete the existing paragraph and replace it with the following. "There are two Special Consideration Areas that are adjacent to Special Districts 4 and 5, the Northern and Southern Brookside Business Areas. (See Brookside Study 2002 map, included as part of this Plan). These are residential areas lying east and west of the commercial and institutional uses in the Business Areas. The Brookside Study 2002 contains specific guidelines for future development and redevelopment in these Consideration Areas and these are incorporated as part of the District 6 Detail Plan."

Page 14, Section 3.4.1. Brookside Special Districts and Special Consideration Areas, delete existing item and replace with the following.

3.4 Brookside Special Districts and Special Consideration Areas – Overview

The Brookside Infill Neighborhood Detailed Implementation Plan Study (Brookside Study 2002) recognizes four areas within the Brookside

neighborhood – the Northern Brookside Residential Area (Special Consideration Area), the Southern Brookside Residential Area (Special Consideration Area), the Northern Brookside Business Area (Special District) and the Southern Brookside Business Area (Special District). The attached map depicts the locations of these four areas and the internal boundaries of the Special Consideration Areas and the Special Districts.

The recommended guidelines, policies and standards are organized according to subareas. For Comprehensive Plan purposes, these items are general. Further detail is contained in the document Brookside Infill Development Design Recommendations: A Component of the Brookside Infill Neighborhood Detailed Implementation Plan for South Peoria Avenue from Crow Creek to 51st Street South, a part of the adopted Comprehensive Plan for the Tulsa Metropolitan Area (Brookside Study 2002).

3.4.1 Overall Design Policies. The Brookside area is an urban village with its own special identity, sense of community, pattern of development and unique characteristics. The protection, preservation and enhancement of this urban village are of paramount importance. There are certain design policies and standards appropriate for improvements in the study area. These common standards are the following.

Page 15, Section 3.4.1.9, change to:

The development and redevelopment here should be in accord with the Design Guidelines, as set forth in the Brookside Study 2002.

Page 17, Section 3.4.1.20, delete existing recommendation regarding development of a Conservation District designation for this and other similar areas.

Page 17, Section 3.4.1.21, delete the existing policy 3.4.1.21 regarding possible creation of cul-de-sacs and replace with the following, renumbering to 3.4.1.20 to reflect deletion of existing 3.4.1.20 noted above.

3.4.1.20 General Guidelines

- A. Protect the pedestrian and enhance the pedestrian environment and scale.
- B. Minimize curb-cuts in heavy pedestrian traffic areas.
- C. Give clear indications of pedestrians activity zones in heavy pedestrian areas.

- D. Slow vehicular traffic in heavy pedestrian traffic areas.
- E. Reinforce safe and efficient movement of vehicular traffic.
- F. Continue the use of two-way traffic patterns.
- G. Avoid and reduce conflicts between utility poles, lines and equipment and pedestrians and vehicles.
- H. Encourage high quality residential, office and commercial infill development.
- I. Recommend policies and strategies to maintain and improve high quality development and property values which are to be accomplished through techniques that provide positive incentives for compliance and development.
- J. The City of Tulsa should adopt amendments to its Zoning Code and other appropriate codes and regulations that will assist and facilitate the implementation of the Brookside Study.

Pages 14 through 17, Sections 3.4.1.2 through 3.4.1.21, See changes as noted above.

Exhibit B, Replace with amended map of Brookside Business Areas and Brookside Residential Areas.

Pages 17 and 18, Section 3.4.2, Subsections 3.4.2.1 through 3.4.2.7, Delete Subsection 3.4.2.5, renumber the following subsections as appropriate and add the following.

Subsection 3.4.2.7 Residential Areas (Special Consideration Areas)

- A. Continue support for and continuation of the established Northern Brookside and Southern Brookside Residential Areas (Special Consideration Areas) as viable, attractive residential neighborhoods (as referenced elsewhere in the District 6 Plan). The Northern Brookside Residential Area (Northern Brookside Special Consideration Area) will herein be referred to as the Northern Residential Area and the Southern Brookside Residential Area (Southern Brookside Special Consideration Area) will herein be referred to as the Southern Residential Area. Refer to Exhibit B.
- B. Existing established, sound residential development is encouraged to continue and high quality infill residential development and redevelopment are encouraged at appropriate

densities. Residential development or redevelopment along the boundary of the Residential Areas and Business Areas may be developed at higher densities if (a) appropriate design elements and improvements are provided in conformance with area design guidelines to enhance the value, image and function of area properties and (b) if consistent with District 6 Plan goals, objectives, policies and guidelines.

- C. Continue to buffer and separate residential land uses and nonresidential land uses as identified in the District 6 Plan.
- D. Respect adjacent buildings through consideration of mass, rhythm, scale, setback, height, building materials, texture and related design elements when developing or redeveloping in the area. Refer to Exhibit 3 and Appendix P in the Brookside Study 2002. Appendix O depicts a conceptual residential infill project that meets development guidelines for Residential Areas.
- E. Discourage nonresidential traffic and parking in the Northern and Southern Residential Areas.
- F. Establish a strong sense of entry into and out from the Northern and Southern Residential Areas. Visual clues are to be provided which emphasize these "living areas", further establish their residential character and use, and discourage the entrance into or use of these areas by nonresidential pedestrian and vehicle traffic, parking and activity. These entry treatments are to be designated and provided in conjunction with screening, buffering and separation of residential and nonresidential land uses. Refer to Exhibits 22, 23 and 24 in the Brookside Study 2002.

Pages 18-20, Sections 3.4.3 and 3.4.4 and all related subsections, Delete Subsections 3.4.3.2 and 3.4.4.5 and renumber the following subsections as appropriate, and add the following Section 3.4.5.

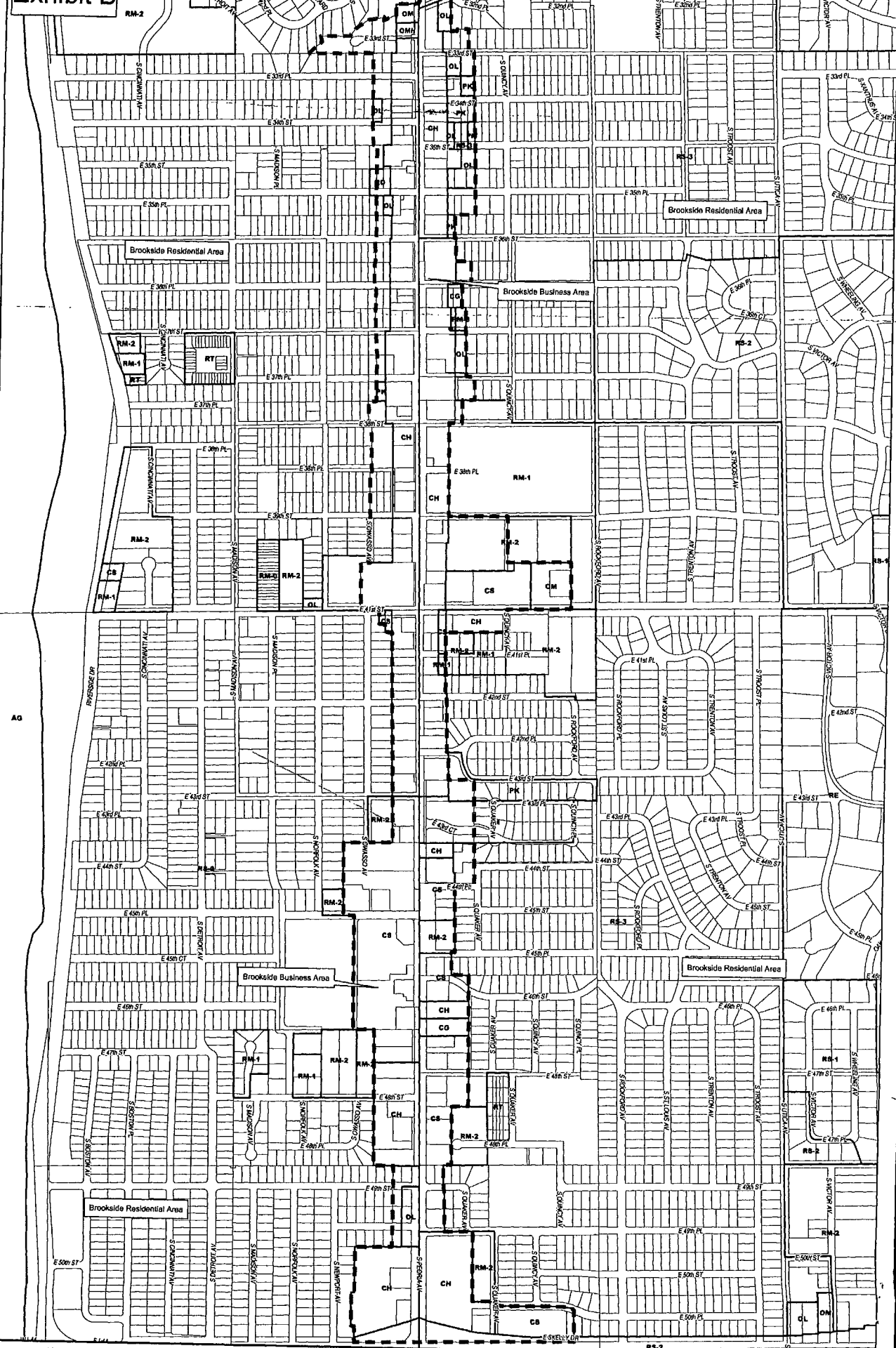
3.4.5 Location of Key Design Elements – Brookside Residential Area

Key design elements are described verbally and graphically in the Brookside Study 2002 and generally include intersection and other street improvements, landscaping and streetscaping and entryways.

Brookside Study 2002, page 2, "Overview", insert modified form as noted in Section 3.4.1 (above), page 14.

Brookside Study, pages 3 and 4, maps, as mentioned previously, replacing the existing Exhibit B and incorporating the new boundaries onto the District 6 Plan Map.

Exhibit B



AG



Brookside Business/Residential Area

TMAPC Action; 8 members present:

On **MOTION** of **HORNER**, TMAPC voted 8-0-0 (Carnes, Coutant, Harmon, Hill, Horner, Jackson, Ledford, Westervelt "aye"; no "nays"; none "abstaining"; Bayles, Dick, Midget "absent") to recommend **APPROVAL** of the preliminary plat for Tulsa Teachers Credit Union, subject to special conditions and standard conditions as recommended by staff.

Mr. Ledford announced that he would be abstaining from the preliminary plat for Northwest Passage.

Northwest Passage – PUD 624 (2202) (PD-11) (CD-1)

Location: North of Apache, between Gilcrease Drive and Osage Drive

Staff Recommendation:

Mrs. Fernandez stated that staff would like to request a continuance due to more work needed on the collector streets. She indicated that the engineer for the project is in agreement with this request. She requested a continuance to November 13, 2002.

Applicant was not present.

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **HORNER**, TMAPC voted 8-0-0 (Carnes, Coutant, Harmon, Hill, Horner, Jackson, Ledford, Westervelt "aye"; no "nays"; none "abstaining"; Bayles, Dick, Midget "absent") to **CONTINUE** the preliminary plat for Northwest Passage to November 13, 2002 at 1:30 p.m.

CONTINUED ZONING PUBLIC HEARING:

Brookside Infill Development Design Recommendations and Resolution No. 2326:845:

TMAPC Comments:

Mr. Harmon stated that this subject has been discussed at two previous meetings with a lot of input.

Staff Recommendation:

Ms. Matthews stated that this item was continued in order to give the public a chance to look at the newest boundary map. The map has been on the INCOG website and it was published. Staff has not received any comments from interested parties except letters of support.

RESOLUTION NO. 2326:845

**A RESOLUTION AMENDING
THE DISTRICT 6 PLAN MAP AND TEXT,
A PART OF THE COMPREHENSIVE PLAN
FOR THE TULSA METROPOLITAN AREA**

WHEREAS, Pursuant to Title 19, OSA, Section 863.7, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and

WHEREAS, on the 25th day of August, 1976 this Commission, by Resolution No. 1126:438, did adopt the District 6 Plan Map and Text as a part of the Comprehensive Plan of the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of September, 2002, and on the 23rd day of October, 2002 and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to modify its previously adopted District 6 Plan Map and Text by adopting the attached Exhibit A, plan text amendments, and Exhibit B, plan map amendments (both made a part hereon), as part of the Planning District 6 Plan Map and Text, a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendments to the District 6 Plan Map and Text, as set out herein, be and are hereby adopted as part of the District 6 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **WESTERVELT**, TMAPC voted 8-0-0 (Carnes, Coutant, Harmon, Hill, Horner, Jackson, Ledford, Westervelt "aye"; no "nays"; none "abstaining"; Bayles, Dick, Midget "absent") to recommend **APPROVAL** of Resolution No. 2326:845 as recommended by staff.

ZONING PUBLIC HEARING

Application No.: CZ-314

RS TO IL

Applicant: Darrell P. Reid

(PD-9) (County)

Location: West of northwest corner of West 57th Street and South 45th West Avenue

Staff Recommendation:

RELEVANT ZONING HISTORY:

CZ-263 February 2000: A request was approved to rezone two lots located west of the southwest corner of West 56th Street and South 45th West Avenue and abutting the subject tract on the north, from RS to CH for an existing motel.

CZ-258 December 1999: All concurred in approval of a request to rezone a lot located 127' west of the subject tract on the north side of West 57th Street South, from RS to IL for light manufacturing use.

CZ-250 February 1999: All concurred in approval of a request to rezone a tract located on the east side of South 45th West Avenue between West 56th Place South and West 57th Street South, from RS to IL for a proposed landscape maintenance service business.

CZ-248 December 1998: A request to rezone a tract located on the southwest corner of West 55th Place and South 41st West Court from RS to IL. All concurred in approval of IL zoning for a body shop.

CZ-233 May 1997: All concurred in approval of a request to rezone a 2.2-acre tract located east of the northeast corner of West 61st Street South and South 49th West Avenue from RS to IL.

CZ-202 June 1993: All concurred in approval of a request to rezone a .6-acre tract located on the northeast corner of West 56th Street South and South 45th West Avenue from RS to IL for a truck repair service.

Stump, Jay

From: Kelly McElroy [kelly@event1inc.net]
Sent: Wednesday, October 30, 2002 1:34 PM
To: Stump, Jay
Subject: Brookside

The developments planned and proposed to improve the Brookside area get my support! I operate a small business at 37th & Peoria but I do not encourage foot traffic or solicit for business from the curb. I am a meeting management company and I plan large-scale meetings, conferences and tradeshow all across the United States. I support the proposed improvements to Brookside because it helps Tulsa. There are not many key areas to Tulsa indicative to our City that provide a draw for outside conventions and groups. Enhancing Brookside will not only provide a place for visitors to our City, but also create an area our citizens can be proud of.

Kelly McElroy, CMP
Event 1, Inc.
3718 S. Peoria Avenue
Tulsa, OK 74105
(918) 712-8922
(918) 712-8921 fax
kelly@event1inc.net
www.event1inc.net

Huntsinger, Barbara

From: Stump, Jay
Sent: Thursday, October 24, 2002 9:12 AM
To: Huntsinger, Barbara
Subject: FW: YES to the Brookside Recommendations!

-----Original Message-----

From: ShopDecora@aol.com [mailto:ShopDecora@aol.com]
Sent: Wednesday, October 23, 2002 4:29 PM
To: Stump, Jay
Subject: YES to the Brookside Recommendations!

As a business owner (Salon Nouveau) I support the Brookside Infill Task Force Recommendations. It has vision, and will build the area greatly. As men and women of vision, I can see no way in which TMAPC can vote no on the plan.

Tim Phillips
2002 Vice President
Brookside Business Association

Huntsinger, Barbara

From: Stump, Jay
Sent: Thursday, October 24, 2002 9:13 AM
To: Huntsinger, Barbara
Subject: FW: Brookside Infill Support

-----Original Message-----

From: Doss, Kathy [mailto:kdoss@tulsalibrary.org]
Sent: Wednesday, October 23, 2002 4:33 PM
To: Stump, Jay
Subject: Brookside Infill Support

J Stump--INCOG

I would like to let you know that I wholeheartedly support the Brookside Infill plan. As a life-long Brookside resident and the supervising librarian at the Brookside Library, and an active member of both the Brookside Neighborhood Assn and the Brookside Business Assn, I want to say that the plan is excellent and I dearly want to see it approved. After almost 2 years of hard work on the in-fill project, and countless meetings with other business owners and managers, and with other Brookside neighbors, I would really hate to see the plan tabled.

Brooksiders love Brookside and they love the special qualities of the area, and want the protection, beautification and problem-solving that is detailed in the plan.

Thanks you for your time and your consideration.

Kathy Doss
4652 S Troost
w-746-5012
h-742-2492

Huntsinger, Barbara

From: Stump, Jay
Sent: Thursday, October 24, 2002 9:11 AM
To: Huntsinger, Barbara
Subject: FW: I support the Brookside Recommendations!

-----Original Message-----

From: UKFanNOk@aol.com [mailto:UKFanNOk@aol.com]
Sent: Wednesday, October 23, 2002 4:27 PM
To: Stump, Jay
Subject: I support the Brookside Recommendations!

As you can guess, after speaking at the TMAPC meeting today...I am 100% in favor of the plan. Please register my support. I am hoping that you will get many more e-mails like this!

Brad Gemeinhart
2002 President
Brookside Business Association

Huntsinger, Barbara

From: Stump, Jay
Sent: Thursday, October 24, 2002 12:08 PM
To: Huntsinger, Barbara
Subject: FW: Brookside Infill

-----Original Message-----

From: Jean Pentecost [mailto:jean@pcmonline.com]
Sent: Wednesday, October 23, 2002 5:35 PM
To: Stump, Jay
Subject: Re: Brookside Infill

Please be advised that those of us living and working in Brookside support the joint task force recommendations whole-heartedly and sincerely hope that you are working toward that end as well. Tulsa has a great opportunity to enhance a potentially exciting area and you have the ability to make this happen with your guidance and recommendations. Please be advised we are all waiting and watching, hoping for timely progress which will benefit the entire community. Thanks, Dan and Jean Pentecost PENTECOST CAPITAL MANAGEMENT

Huntsinger, Barbara

From: Stump, Jay
Sent: Friday, October 25, 2002 8:38 AM
To: Huntsinger, Barbara
Subject: FW: GO BROOKSIDE!!

-----Original Message-----

From: Cynthia Wilson [mailto:msmango@swbell.net]
Sent: Thursday, October 24, 2002 11:39 AM
To: Stump, Jay
Subject: GO BROOKSIDE!!

I am all for making BROOKSIDE the best area in TULSA!! We need this!!

Thanks very much,

Cynthia Wilson, owner
Mango and Salsa
3517 S. Peoria

Huntsinger, Barbara

From: Stump, Jay
Sent: Friday, October 25, 2002 2:05 PM
To: Huntsinger, Barbara
Subject: FW: Brookside Beatification

-----Original Message-----

From: Process Center [mailto:libertytulsaprocess@msn.com]
Sent: Thursday, October 24, 2002 6:11 PM
To: Stump, Jay
Subject: Brookside Beatification

I own a business at 4310 S Peoria and we are in favor of the Brookside Beatification plans.

Thank you for looking into this matter,

Cheryl Alsup
Liberty Tax Service
4310 S Peoria
Tulsa, OK 74105

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10/25/2002

Huntsinger, Barbara

From: Stump, Jay
Sent: Friday, October 25, 2002 2:14 PM
To: Huntsinger, Barbara
Subject: FW: WE SUPPORT BROOKSIDE!!!

-----Original Message-----

From: Angela Jensen [mailto:AJENSEN@arvest.com]
Sent: Friday, October 25, 2002 10:56 AM
To: Stump, Jay
Subject: WE SUPPORT BROOKSIDE!!!

The Brookside area has so much to offer Tulsans as well as visitors and we would definately like to see it developed to it's full potential!!!

Angela D. Jensen
Branch Manager
Arvest Bank Tulsa, OK.
Brookside Branch
918-631-6956 direct
918-631-6960 fax

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Huntsinger, Barbara

From: Stump, Jay
Sent: Friday, October 25, 2002 3:14 PM
To: Huntsinger, Barbara
Subject: FW: Infill Recommendations

-----Original Message-----

From: Nadra.Conner@USOncology.com [mailto:Nadra.Conner@USOncology.com]
Sent: Friday, October 25, 2002 2:52 PM
To: Stump, Jay
Subject: Infill Recommendations

I am very much in favor of the Infill Recommendations currently being considered for the Brookside area. I am a frequent patron in the area and see the need for improvement. Brookside is an area of town that is truly unique and it needs to be maintained in that same manner.

Thank you,
Nadra Conner

Huntsinger, Barbara

From: Stump, Jay
Sent: Monday, October 28, 2002 8:50 AM
To: Huntsinger, Barbara
Subject: FW: BROOKSIDE IN-FILL DEVELOPMENT PLAN

-----Original Message-----

From: dennis foegen [mailto:djfoegen@yahoo.com]
Sent: Sunday, October 27, 2002 8:04 PM
To: Stump, Jay
Subject: BROOKSIDE IN-FILL DEVELOPMENT PLAN

I WANT TO INDICATE MY WHOLE-HEARTED SUPPORT FOR THE IN-FILL DEVELOPMENT PLAN FOR BROOKSIDE. IT IS A GOOD PLACE TO LIVE AND WORK AND THIS PLAN WILL HELP MAKE IT GREAT AND BECOME AN EVEN GREATER ASSET TO ALL OF TULSA.

AS PAST PRESIDENT OF THE BROOKSIDE BUSINESS ASSOCIATION, I EXPERIENCED THE HIGH THE DEGREE OF INTEREST THAT VISITORS HAD IN BROOKDSIDE. IF WE MAKE IT A SHOWPLACE, I KNOW THAT IT WILL HELP BRING MORE VISITORS AND CONVENTION BUSINESS TO TULSA. I AM ASKING FOR YOUR SUPPORT FOR THIS PLAN.

THANK YOU,
DENNIS J. FOEGEN
EDWARD JONES INVESTMENTS
4252 SO PEORIA

Do you Yahoo!?
Y! Web Hosting - Let the expert host your web site <http://webhosting.yahoo.com/>

Huntsinger, Barbara

From: Stump, Jay
Sent: Monday, October 28, 2002 4:55 PM
To: Huntsinger, Barbara
Subject: FW: Brookside

-----Original Message-----

From: Gayelynn Head [mailto:glhead@arvest.com]
Sent: Monday, October 28, 2002 3:27 PM
To: Stump, Jay
Subject: Brookside

We support Brookside and all the development you can get in this area.
Thanks for you help.

Gayelynn Head
Assistant Manager
Arvest Bank Tulsa
Brookside
918-631-6956

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Huntsinger, Barbara

From: Stump, Jay
Sent: Monday, October 28, 2002 4:57 PM
To: Huntsinger, Barbara
Subject: FW:

-----Original Message-----

From: Brandy [mailto:bsinor@ktul.com]
Sent: Monday, October 28, 2002 6:21 PM
To: Stump, Jay
Subject:

I would like to see Brookside developed more. I hope I am sending this to the correct person.

Thanks,

Brandy Sinor
KTUL Channel 8
918-445-9323
Cell 902-3225
Fax 445-9316
bsinor@ktul.com

10/29/2002

Huntsinger, Barbara

From: Stump, Jay
Sent: Tuesday, October 29, 2002 10:49 AM
To: Huntsinger, Barbara
Subject: FW: Brookside Infill

-----Original Message-----

From: Pam Deatherage [mailto:pdeatherage@daviesarchitects.com]
Sent: Tuesday, October 29, 2002 8:17 AM
To: Stump, Jay
Subject: Fw: Brookside Infill

My position has not changed. Please give copies of my comments below to all TMAPC members. I am at a loss to determine why this proposal can not get a vote. What are the items of concern? Can we resolve the issues and go forth with this important plan?
Pamela Deatherage

----- Original Message -----

From: [Pam Deatherage](#)
To: [Jay Stump](#)
Sent: Wednesday, October 23, 2002 7:39 AM
Subject: Fw: Brookside Infill

----- Original Message -----

From: [Pam Deatherage](#)
To: [Jay Stump](#)
Cc: [Stephen Carr](#)
Sent: Wednesday, October 23, 2002 8:37 AM
Subject: Fw: Brookside Infill

I wanted you and the Tulsa Metropolitan Area Planning Commission to know my thoughts about the **Brookside Infill Development Design Recommendations**, presented by the Brookside Neighborhood Association and the Brookside Business Association.

I whole-heartedly endorse and encourage you to adopt these improvements to Brookside and to Tulsa.

As you know this is the first neighborhood to study and incorporate the recommendations of the City of Tulsa's Infill Taskforce. Although this has been a long process, it has been an inclusive and careful process. It is very important to the future of Tulsa that we begin to look at how to redevelop and aesthetically improve our neighborhoods.

Many of the design components will improve the commercial areas of Peoria, from 31st Street to 51st Street. Better quality businesses will be attracted to the area, better care will be given to the existing structures and new construction will adhere to the ambience of the "neighborhood".

As a result, the residential neighborhoods will benefit and also improve.

The best part of Tulsa is its livability. Where else in America can you live this close to the

Central Business District of a city this size and enjoy this quality of life? Our heritage and culture give us our identity. Brookside is part of Tulsa's identity.

Let's not take a chance on losing one of our most important neighborhoods. Please support this neighborhood and help it grow and prosper.

Adopt the changes of this report into the Comprehensive Plan for the Brookside Special District within Planning District 6.

Thank you,
Pamela Deatherage, AIA

Huntsinger, Barbara

From: Stump, Jay
Sent: Tuesday, October 29, 2002 10:52 AM
To: Huntsinger, Barbara
Subject: FW: Revisions to District 6 Plan

-----Original Message-----

From: Paddock, David [mailto:DPaddock@hscpa.com]
Sent: Tuesday, October 29, 2002 8:48 AM
To: Stump, Jay
Cc: Brad Gemeinhart (E-mail); Stephen D. Carr (E-mail)
Subject: Revisions to District 6 Plan

Jay,

Staff recommendations remove the building height restriction from the Southern Brookside Special District but keep the building height restriction in the Northern Brookside Special District. I suggest instead of deleting all of paragraph 3.4.3.2 you modify paragraph 3.4.3.2 to read as follows:

Maximum building heights should not exceed two stories within this Special District.

David Paddock

See our newsletter for details of the 2002 tax act <http://www.hscpa.com>

The contents of this message and any attachments are confidential and intended only for its addressee. If received in error, please inform the sender of this message, then delete the message without disclosing the contents to anyone.

Stump, Jay

From: nancy apgar [nancyapgar@webtv.net]
Sent: Friday, November 01, 2002 12:36 PM
To: Stump, Jay
Cc: scarr@ci.tulsa.ok.us; DPaddock@hscpa.com
Subject: Brookside Infill Task Force Report

I have asked Barbara to send me the proposed changes INCOG has made to our Plan. I urge INCOG to pass these improvements to Brookside. We have worked long and hard on this plan and believe both businesses and neighborhoods will benefit and improve. Please support our plan and adopt these changes into the Brookside Special District Plan. Nancy Apgar, Past President Brookside Neighborhood Association.
PS I have been in the hospital but expect to become active again this week, I hope.