

RESOLUTION

TULSA METROPOLITAN AREA PLANNING COMMISSION

Resolution No. 2797:1004

A RESOLUTION OF THE TULSA METROPOLITAN AREA PLANNING COMMISSION, PURSUANT TO TITLE 19 OKLAHOMA STATUTES, SECTION 863.7; AMENDING THE TULSA COMPREHENSIVE PLAN, BY ADOPTING THE PEARL DISTRICT SMALL AREA PLAN (CPA-81).

WHEREAS, the Tulsa Metropolitan Area Planning Commission is required to prepare, adopt and amend, as needed, a comprehensive plan, for the Tulsa metropolitan area, in accord with Title 19 Oklahoma Statutes, Section 863.7; and

WHEREAS, the purpose of such a comprehensive plan is to bring about coordinated physical development of an area in accord with present and future needs and is developed so as to conserve the natural resources of an area, to ensure the efficient expenditure of public funds, and to promote the health, safety, convenience, prosperity, and general welfare of the people of the area; and

WHEREAS, pursuant to Title 19 Oklahoma Statutes, Section 863.7, the Tulsa Metropolitan Area Planning Commission did, by Resolution on the 29th of June 1960, adopt a Comprehensive Plan for 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 was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law, and which has been subsequently amended; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission did, by Resolution on the 6th of July 2010, adopt an amendment to the Comprehensive Plan for the Tulsa Metropolitan Area, which pertains only to those areas within the incorporated City limits of the City of Tulsa, known as the Tulsa Comprehensive Plan, which was subsequently approved by the Tulsa City Council on the 22nd of July 2010, all according to law, and which has been subsequently amended; and

WHEREAS, from time to time it is necessary to amend plans to reflect new conditions and priorities of the community; and

WHEREAS, the small area planning process was outlined in the Tulsa Comprehensive Plan as a means of implementing the Tulsa Comprehensive Plan through an extensive citizen stakeholder engagement process; and

WHEREAS, a Pearl District Small Area Plan, pertaining to a particular geographic area within the boundaries of the City (the "Neighborhood"), has been completed according to the Tulsa Comprehensive Plan's process; and

WHEREAS, the “Pearl District Small Area Plan Executive Summary”, includes land use policy direction and capital improvement projects for activation of the Neighborhood with a multitude of uses to serve residents, employees, and visitors; and

WHEREAS, a public hearing was held on July 3, 2019, 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 Oklahoma Statutes Section 863.7, to adopt as an amendment to the Tulsa Comprehensive Plan, the “Pearl District Small Area Plan Executive Summary”, which includes Priorities, Goals and Actions, and the Land Use Plan map as hereto attached.

NOW THEREFORE, BE IT RESOLVED, by the Tulsa Metropolitan Area Planning Commission:

Section 1. That the Tulsa Comprehensive Plan, as adopted by the Tulsa Metropolitan Area Planning Commission on July 6, 2010 and as amended from time to time, shall be and is hereby amended, to include recommendations in the “Pearl District Small Area Plan Executive Summary”.

Section 2. That a true and correct copy of the “Pearl District Small Area Plan Executive Summary” is attached to this Resolution as Exhibit A.

Section 3. That the “Pearl District Small Area Plan Executive Summary” supersedes the 6th Street Infill Plan, as adopted by the Tulsa Metropolitan Area Planning Commission in November 2005 and subsequently amended.

Section 4. That the land uses depicted in the Land Use Plan map as shown in Exhibit B supersede the land uses as depicted in the Land Use Plan map in the Tulsa Comprehensive Plan for this Neighborhood.

Section 5. That the capital projects identified in the “Pearl District Small Area Plan Executive Summary” are found to be consistent with the Tulsa Comprehensive Plan and are appropriate for future Capital Improvement Plan (CIP) funding.


Section 6. That upon adoption by the Tulsa Metropolitan Area Planning Commission, this Resolution shall be transmitted and submitted to the City Council of the City of Tulsa for its consideration, action and requested approval within forty-five (45) days of its submission.

Section 7. That upon approval by the Tulsa City Council or should the City Council fail to act upon this amendment to the Tulsa Comprehensive Plan within forty-five (45) days of its submission, it shall be deemed approved with the status of an official plan and immediately have full force and effect.

ADOPTED on this 3rd day of July, 2019, by a majority of the full membership of the Tulsa Metropolitan Area Planning Commission, including its *ex officio* members.


Michael Covey, Chairman
Tulsa Metropolitan Area Planning Commission

ATTEST:

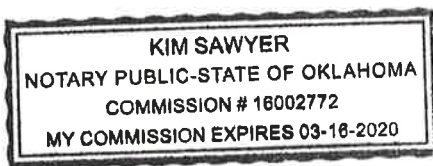

Joshua Ritchey, Secretary
Tulsa Metropolitan Area Planning Commission

**ATTESTATION AND CERTIFICATION
TULSA METROPOLITAN AREA PLANNING COMMISSION**

STATE OF OKLAHOMA)
)
COUNTY OF TULSA) ss.


To the City Clerk of the City of Tulsa and the County Clerk of Tulsa County:

I, Michael Covey, Chairman of the Tulsa Metropolitan Area Planning Commission, certify that on July 3, 2019 the foregoing Resolution and amendment to the Tulsa Comprehensive Plan, was adopted to include recommendations in the Pearl District Small Area Plan Executive Summary attached hereto is a true and correct copy of the Resolution, including exhibits thereto, as adopted by the Tulsa Metropolitan Area Planning Commission.




Michael Covey, Chairman
Tulsa Metropolitan Area Planning Commission

Subscribed and sworn to before me on this 3rd day of July 2019.


Notary Public

My Commission Expires: 3-16-2020

Commission No.: 16002772

APPROVAL OF THE TULSA CITY COUNCIL

APPROVED by the City Council of the City of Tulsa, Oklahoma on this 7th day of August 2019.

Phil Lakin
Phil Lakin, Chair of the City Council

APPROVED AS TO FORM:

Quinn H. Winkler
Assistant City Attorney

ATTESTATION AND CERTIFICATION
CITY COUNCIL OF THE CITY OF TULSA

STATE OF OKLAHOMA)
) ss.
COUNTY OF TULSA)

To The City Clerk of the City of Tulsa and the County Clerk of Tulsa County:

I, Phil Lakin, Chair of the City Council of the City of Tulsa, Oklahoma certify on this 7th day of August 2019 that the foregoing Resolution and amendment of the Tulsa Comprehensive Plan, to include the recommendations of the Pearl District Small Area Plan Executive Summary and Land Use Plan map was approved by the City Council of the City of Tulsa.

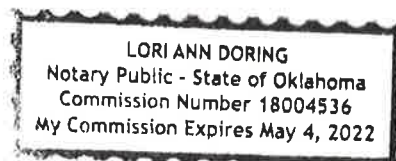
Phil Lakin
Phil Lakin, Chair of the City Council

Subscribed and sworn to before me on this 7th day of August 2019.

Lori Ann Doring
Notary Public

My Commission Expires: May 4, 2022

Commission No.: 18004536



Part I: Executive Summary

Plan Summary

The Pearl District Small Area Plan replaces the 2006 6th Street Infill Plan, and updates the Tulsa Comprehensive Plan recommendations for this area. In addition to the Pearl District Small Area Plan, the City of Tulsa ("City") is preparing a compatible, implementation-focused Sector Plan in partnership with the Tulsa Development Authority ("TDA"). Together, these Plans are intended to guide public and private improvements in the Pearl District. The Small Area and Sector plans are working towards fulfilling the community's vision with strategies that will help guide the future of the area: develop specific actions to bring positive changes for the community, invest in corridor improvements along major streets, and prioritize continued economic investment.

The Pearl District Small Area Plan is a guide for the future development of this Tulsa neighborhood, located east of downtown, from I-244 to E. 11th Street, and Highway 75 to Utica Avenue. The planning process relied upon extensive resident and stakeholder participation, detailed research into the existing conditions within the plan area, and in-depth consideration of plan recommendations by area stakeholders, City of Tulsa departments, and affiliated agencies.

The Pearl District Small Area Plan informs future decisions related to land use, transportation, housing, and economic development issues unique to the neighborhood. The plan also serves as a key strategy to implement the vision and goals of the Tulsa Comprehensive Plan.

Through the small area planning process, issues and strategies were developed and vetted with the hands-on assistance of the Citizen Advisory Team (CAT). This plan will help guide city-wide decision making; it is intended that the Tulsa Metropolitan Area Planning Commission (TMAPC) and the City Council will consider the Pearl District Small Area Plan when evaluating zoning cases and development plans that affect the neighborhood. This plan will also inform decisions related to delivery of municipal services, like public safety and water and sewer services, as well as capital investments in public infrastructure.

The look and feel of the Pearl District continue to reflect development patterns of the early 20th century. As one of Tulsa's earliest mixed-use neighborhoods, the Pearl District has a traditional street grid pattern that includes a mix of single-family residences and neighborhood scale retail, as well as areas of industrial and other employment uses. Residential and commercial uses range in the current state of repair, from well-maintained older homes and newer townhomes, to vacant lots and structures in need of repair.

Map 1: Pearl District Plan Area



Part I: Executive Summary

Process

The small area planning process followed the six-step process prescribed in the Tulsa Comprehensive Plan's appendix and in A Guide to Small Area Planning. Officials invited stakeholders with interests in the Pearl District to serve on the Citizen Advisory Team (CAT), which was engaged throughout the process by representing their constituents in the plan area, reviewing and validating key information, and reviewing the Pearl District vision statement and recommendations.

Technical Review extended the opportunity for relevant departments of the City of Tulsa and allied agencies to review, comment and clarify findings within the draft plan. Significant responses were reflected in the plan's narrative and recommendations, and were provided to the CAT prior to forwarding to the Tulsa Metropolitan Area Planning Commission (TMAPC) for adoption.

Following adoption by TMAPC, the plan is forwarded to the Tulsa City Council for approval. With that approval, this plan amends the Tulsa Comprehensive Plan, and this plan's recommendations become the City of Tulsa's policy guide for planning and development within the Pearl District plan area.

Comprehensive Plan Land Uses

The Tulsa Comprehensive Plan assigned future land use types to the entire city (see Map 2 below), and allows these land use designations to be updated through small area planning studies. This plan supersedes the 2006 6th Street Infill Plan, and updates the Comprehensive Plan's land use recommendations for this area.

Downtown Neighborhood: Pedestrian-oriented and well-connected to downtown via transit

Employment: Office, warehousing, light manufacturing, high tech uses, possible big-box retail

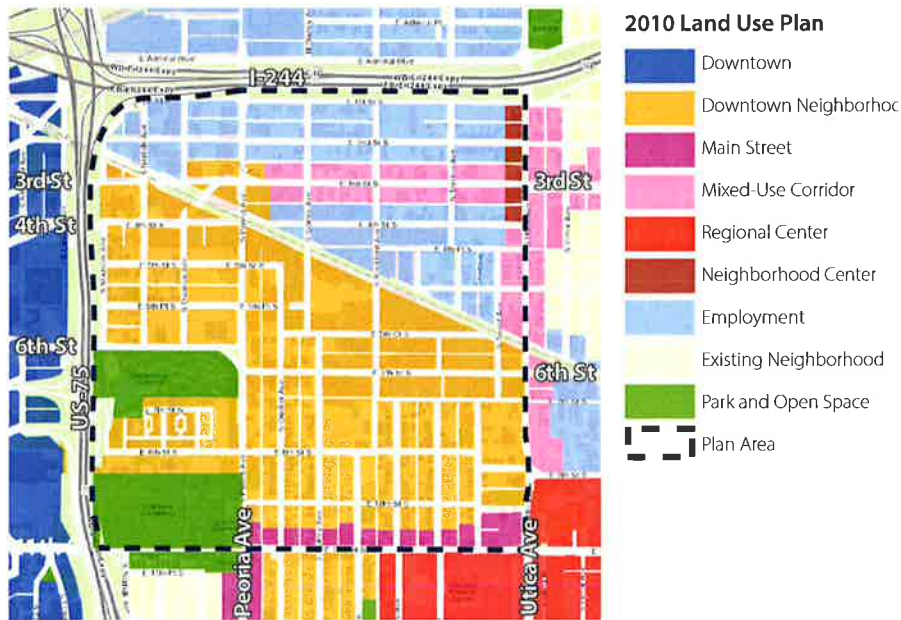
Mixed-Use Corridor: High-capacity transit paired with housing, commercial, and employment uses

Main Street: Pedestrian-oriented, wide sidewalks, storefronts

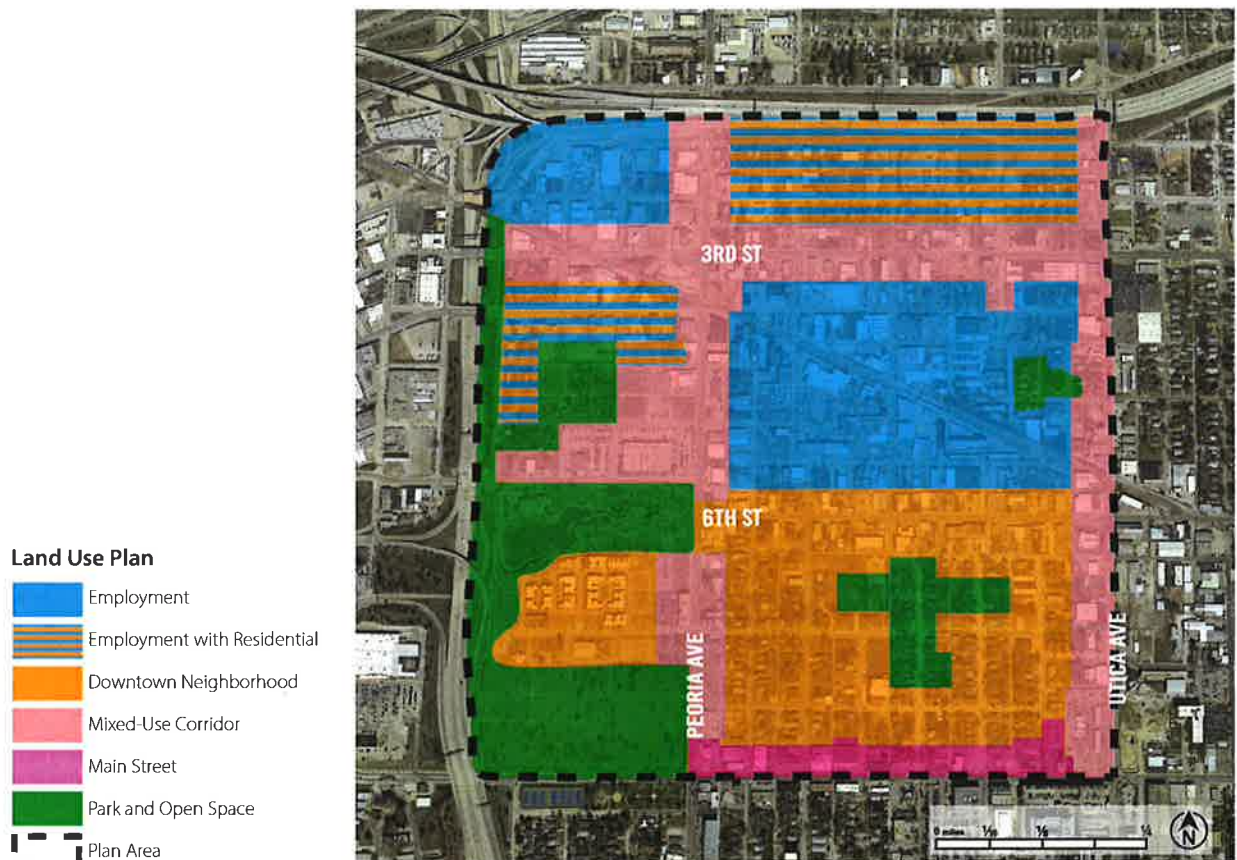
Recommended Land Uses

Following extensive input and review from the CAT and public at workshops and open houses, the land use designations shown in Map 3 were developed. Descriptions of the development types provided on Map 3 were also discussed and amended, and are listed following Map 3.

Map 2: 2010 Comprehensive Plan Land Use Plan



Map 3: Pearl District Small Area Plan — Land Use Plan



Part I: Executive Summary

LAND USE TYPES

The following land use types were customized for the Pearl District and differ somewhat from the land use types found in the Comprehensive Plan.



Downtown Neighborhood

Downtown Neighborhoods are tightly integrated with the Downtown Core. These areas may comprise university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed-use residential areas.

Downtown Neighborhoods provide multimodal and pedestrian oriented transportation options and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.



Employment

Employment areas contain office, warehousing, light manufacturing and high tech uses such as manufacturing or information technology. These areas typically have few residences and have more extensive commercial activity.

Employment areas require access to major arterials or interstates. Those areas with manufacturing and warehousing uses must be able to accommodate extensive truck traffic. Due to the special transportation requirements, attention to design and adequate screening is necessary when employment districts are near other districts that include moderate residential use.



Employment with Residential

Employment with residential areas contain office, warehousing, light manufacturing and high tech uses such as manufacturing or information technology. These areas may also have residences, residential and office lofts in industrial buildings, and more extensive commercial activity.

Employment with residential areas require access to major arterials or interstates. Those areas, with manufacturing and warehousing uses must be able to accommodate extensive truck traffic. Since residential and industrial uses are allowed in this district, extensive screening and buffering between these uses within the district are not required for many of the existing uses.



Mixed-Use Corridor

Mixed-Use Corridors are in areas surrounding thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. The streets usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use.

The pedestrian realm includes sidewalks separated from traffic by street trees, medians, or parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street.

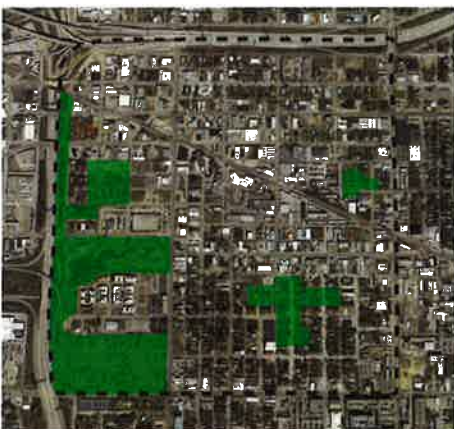
Buildings along Mixed-Use Corridors may include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, with adequate screening to integrate single family neighborhoods.



Main Streets

Main Streets are Tulsa's classic linear centers. Consisting of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide, they include much lower intensity residential neighborhoods situated behind.

Main Streets are pedestrian-oriented places with generous sidewalks, street trees and other amenities. They usually have windows or storefronts on the ground floor of buildings and parking is provided on street, in small private off street lots, or in shared lots or structures.



Parks and Open Space

Parks and open spaces should be protected and promoted. Parks are meant to be publicly used and widely accessible by a network of streets, trails and sidewalks. Parks and open space should be connected with nearby institutions, such as schools or hospitals. Amenities at these park facilities can include playgrounds, pools, nature trails, ball fields, and recreation centers.

Open spaces are protected, environmentally rich areas where development is inappropriate, and where the natural character of the environment improves the quality of life for city residents. Open space tends to have limited access and is not typically used for recreation.

Part I: Executive Summary

Vision Statement

The future Pearl District continues to build on its recent successes, providing a lively, welcoming, and well-connected neighborhood as well as a strong employment center for existing and emerging businesses. Grassroots efforts help develop a neighborhood that:

- ▶ is diverse, intriguing and charming;
- ▶ has the character, humanity and convenience of the best traditional cities;
- ▶ offers an alternative to suburban living, where it is possible to walk or bicycle to work, play and shopping;
- ▶ has neighbors and businesses who work to foster good schools, a vibrant civic environment and safe, attractive streets, multimodal opportunities and civic spaces;
- ▶ has an engaged civic environment supported by updated sidewalks, streets, and lighting and multimodal opportunities; and
- ▶ continues to be a vibrant mixed-use neighborhood that incorporates quality housing choices, strong business, effective, safe and healthy transportation choices, and equitable stormwater management policies.



Figure 2: Centennial Park in the Pearl District is home to an Oklahoma Centennial Clock.

Photo: Daniel Jeffries

Area-Wide Principles

- ▶ Diversity
- ▶ Increased density
- ▶ Mixed-use
- ▶ Existing and emerging employment centers
- ▶ Pedestrian orientation
- ▶ Multimodal transportation options

Big Ideas

- ▶ Support residential reinvestment, rehabilitation and homeowner assistance.
- ▶ Support and reinvest in existing employment uses.
- ▶ Prioritize public infrastructure improvements such as sidewalk, street lighting and roadway improvements to catalyze reinvestment and infill.
- ▶ Support Mixed-Use Corridors along 3rd St, 6th St and Utica Ave, and a Main Street Corridor along 11th St. Enhance Peoria as future multimodal BRT corridor.
- ▶ Improve entrances and gateways.
- ▶ Acquire flood plain properties in areas designated for future ponds.
- ▶ Convert 1st Street to allow two-way travel.
- ▶ Create a public/private parking strategy.

Setting Priorities

The recommendations set forth in this section of the Pearl District Small Area Plan are the means by which the vision is intended to be implemented. This chapter is organized into priorities, goals, and implementation measures.

Priorities are topical areas that address the vision. They identify over-arching steps toward plan implementation.

Goals are the general, attainable objectives of each priority.

The Pearl District Small Area Plan includes four priorities. Each priority has specific goals and action recommendations, which can be found in the Priorities, Goals, and Actions section in the following pages.

Priority 1: Stabilize and revitalize existing residential areas, promote homeownership and housing affordability and increase housing choice.

Priority 2: Promote development that retains existing businesses and increases employment, mixed-use, commercial, and retail opportunities.

Priority 3: Increase safety and security throughout the district.

Priority 4: Improve targeted infrastructure to support health and wellness and catalyze development.



Figure 3: Looking east toward the Pearl District from downtown, June 2015. Photo: Daniel Jeffries

Part I: Executive Summary

Priorities, Goals, and Actions

Priority 1: Stabilize and revitalize existing residential areas, promote homeownership and housing affordability, and increase housing choice.

Goal 1: Support compatible residential infill and reinvestment.

- 1.1 Support infill housing that fits with the character of the neighborhood. Encourage development that maintains the existing block and street patterns when feasible.
- 1.2 Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.
- 1.3 Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.
- 1.4 Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.
- 1.5 Consider program to eliminate rezoning fees for residents requesting mixed-use zoning in mixed-use corridors and neighborhoods.
- 1.6 Develop a capital improvement plan that outlines and prioritizes necessary infrastructure replacement and upgrades, such as water/wastewater, as well as residential streets and alleys.

Goal 2: Provide for a range of housing types including affordable housing compatible with existing neighborhoods.

- 2.1 Review and amend ordinances as needed to support the development of an expanded range of housing types, including single family housing such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.
- 2.2 Support mixed-use residential development along major corridors, including live-work units, and small-scale, visually compatible multi-unit houses that are desirable in neighborhood edge and transition zones between residential and employment uses.
- 2.3 Adopt a home occupation special exception or overlay for entire district to allow Type 2 home occupations by right to provide more flexible live work opportunities.
- 2.4 Support owner- and buyer-initiated zoning requests for the Pearl District neighborhood to ensure a range of housing types is allowed (see Table 1).
- 2.5 Coordinate with franchise utilities to ensure utilities are modernized to meet demands of redevelopment, such as high-speed internet coverage throughout neighborhood. Bury utilities when possible.
- 2.6 Initiate a Phase 1 historic survey to identify federally qualified historic properties.

Part I: Executive Summary

PRIORITIES, GOALS, AND ACTIONS

Goal 3: Provide programs to support existing and future homeowners.

- 3.1 Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in the Pearl District. Targeted homeownership loan programs can assist potential owners in down payments, closing costs or other homeownership expenses.
- 3.2 Establish a program to stabilize and revitalize existing neighborhoods by providing resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.
- 3.3 Preserve the existing character of neighborhoods and recognize unique character of the neighborhood. Through code enforcement and public/private partnerships, work with owners to maintain homes, comply with codes, and contribute to the neighborhood character.
- 3.4 Encourage the development of a program to reduce property taxes for homeowners meeting certain improvement and reinvestment thresholds. Such a program would reduce property taxes when owners invest in their homes.
- 3.5 Review stormwater issues with Engineering Services to identify strategies to address impacts of the regulatory floodplain on existing properties.

Goal 4: Provide stability to areas designated as future flood control ponds by creating a voluntary purchase program of affected lots.

- 4.1 Identify lots in the East and West Pond areas and work with the Tulsa Development Authority ("TDA") to develop a voluntary acquisition program where TDA works with the city to acquire properties of owners wishing to sell. Properties would be maintained by the City as parks or other neighborhood amenities.
- 4.2 Create an open space program to provide neighborhood amenities until the properties are used for flood control. Support the use of properties acquired for flood control purposes to be utilized as additional open space amenities within the neighborhood.
- 4.3 Work with stakeholders to fund neighborhood amenities, including an interim period to maintain lots as open space amenities until flood control projects can be completed.

Goal 5: Address vacant and blighted properties.

- 5.1 Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.
- 5.2 Work with Tulsa Development Authority to provide relocation assistance for residents displaced by TDA's redevelopment and encourage them to relocate within the neighborhood.

Part I: Executive Summary

Priority 2: Promote development that retains existing businesses and increases employment, mixed-use, commercial, and retail opportunities.

Goal 6: Revitalize and redevelop vacant properties.

- 6.1 Encourage and support compatible commercial and mixed-use infill development.
- 6.2 Establish local or mobile presence of a business assistance center to aid in the start-up and running of small businesses and home-based businesses in the area.
- 6.3 Coordinate with franchise utilities to ensure utilities are modernized to meet demands of redevelopment, such as high-speed internet coverage throughout neighborhood.
- 6.4 Support efforts to provide for necessary infrastructure to accommodate commercial and industrial growth in the area.
- 6.5 Retain existing zoning for commercial and industrial uses in the Pearl District. Only support zoning changes that have the consensus of the property owner.
- 6.6 Encourage innovative adaptive reuse of existing structures by exploring tools that would reduce parking requirements or permitting fees for rehabilitating existing buildings.

Goal 7: Provide more retail, dining, and entertainment options.

- 7.1 Provide small business assistance to encourage entrepreneurship within the neighborhood.
- 7.2 Support live-work development that is sensitive to the context of the neighborhood.
- 7.3 Develop an area-wide parking strategy.
- 7.4 Create pedestrian-oriented shopping areas to provide goods, services, and gathering spaces for residents in adjacent neighborhoods. Prioritize sidewalk, lighting and streetscape improvements in shopping areas to spur private development.
- 7.5 Encourage and support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.

Goal 8: Encourage higher density development in transit rich areas.

- 8.1 Evaluate existing conditions and uses within ¼ mile and ½ mile of existing and proposed bus stops.
- 8.2 Identify priority sites for infill mixed-use development and incentivize private investment in the development of these sites. Incentives could include strategies such as partnering with brokers, installing enhanced sidewalks and amenities as part of roadway improvements, or partnering with TDA to acquire available sites.
- 8.3 Evaluate multimodal access to existing and proposed transit stops to ensure that transit riders have safe, efficient access to area destinations.
- 8.4 Support zoning changes to increase mixed-use density near transit when changes are supported by property owner.
- 8.5 Encourage transit-supportive commercial and mixed-use development along Peoria Avenue, especially near future bus rapid transit stations.
- 8.6 Support the addition of amenities, including public toilets, at enhanced stations.

Goal 9: Improve commercial transportation access.

- 9.1 Convert First Street from a one-way to a two-way roadway to improve access and connectivity.
- 9.2 Designate appropriate truck routes through the Pearl District. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.
- 9.3 Fund and implement road improvements that support heavy truck traffic.

Goal 10: Ensure adequate parking supply using a shared parking approach in the Pearl District.

- 10.1 Work with businesses to develop a shared parking approach to provide adequate parking as corridors redevelop.
- 10.2 Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero BRT transit station areas.
- 10.3 Create a public/private parking strategy that includes a centrally located parking structure.
- 10.4 Explore the use of alleys for private parking, as feasible.

Goal 11: Use Federally-Designated Opportunity Zones to attract appropriate new development.

- 11.1 Use the Opportunity Zone incentives to spur appropriate development.
- 11.2 Promote Qualified Opportunity Funds as an economic development tool for property owners in Opportunity Zones and help identify ways for taxpayers to pair these funds with other incentives.
- 11.3 Create an implementation framework to ensure equitable economic growth occurs if Opportunity Zones are used for redevelopment. The framework should require that developers receiving tax benefits mitigate displacement and provide for development and/or preservation of affordable homes when new market-rate housing is built.
- 11.4 Identify potential incentives to encourage affordable housing through density bonuses or fee waivers for projects inclusive of low- and moderate-income residents.
- 11.5 Tie incentives for investment to performance measurement and reporting.

Part I: Executive Summary

Priority 3: Increase safety and security throughout the Pearl District.

Goal 12: Increase personal and property security.

- 12.1 Work with property owners to identify safety issues such as vandalism and theft of businesses.
- 12.2 Explore public/private partnerships to address safety issues and increase security through collaboration with public safety officials.
- 12.3 Provide public education programs on increasing safety and security in residential and business areas.

Goal 13: Improve property conditions to increase area safety and security.

- 13.1 Work with Tulsa's code enforcement program to ensure housing quality for the health, safety and well-being of residents.
- 13.2 Initiate proactive targeted code enforcement programs that include citing dumping and addressing graffiti, as well as other code issues.
- 13.3 Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood safety and beautification.

Priority 4: Improve targeted infrastructure to support health and wellness and catalyze development.

Goal 14: Activate large undeveloped tracts of land.

- 14.1 Prioritize infill-supportive multimodal infrastructure, including sidewalks, street improvements, pedestrian lighting, and, where viable, alleys. Ensure that street improvements are consistent with and serve adjacent development types.
- 14.2 Install infrastructure on arterial streets – Peoria and Utica Avenues, 3rd, 6th, and 11th Streets – to enhance multimodal facilities: well-marked pedestrian crossings, rapid flashing beacons at high traffic intersections, and other streetscape amenities.
- 14.3 Work with City of Tulsa Water and Sewer Department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades; develop an approach for updates as the Pearl District continues to redevelop and attract new residents and businesses.
- 14.4 Ensure that street improvements are coordinated with other necessary utility upgrades in the area.
- 14.5 Improve transit station areas along Peoria Avenue with the addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.
- 14.6 Improve sidewalks by filling in the GO Plan sidewalk gaps and continued support of City of Tulsa's ADA Arterial sidewalk and curb improvements.
- 14.7 Implement Complete Streets policies for multi-modal corridors along Peoria and Utica Avenues.
- 14.8 Explore the use of Tax Increment Financing (TIF) Districts for infrastructure improvements.
- 14.9 Improve pedestrian lighting to increase access to transit, retail, employment, and other neighborhood amenities.

Goal 15: Develop a sidewalk improvement plan to prioritize capital funding to build, replace, or restore sidewalks within the Pearl District.

- 15.1 Work with Engineering Services to update and maintain the inventory of pedestrian infrastructure, including sidewalk locations and conditions, pedestrian lighting, ADA issues, and other safety needs.
- 15.2 Invest in sidewalk infrastructure to reduce or eliminate gaps in the sidewalk network and address ADA compliance issues, prioritizing access to public assets such as Centennial Park, employment centers, as well as connections into Downtown.
- 15.3 Amend GO Plan to add all sidewalk gaps on both sides of arterial streets.

Goal 16: Improve connections within the district and to adjacent neighborhoods.

- 16.1 Improve connections to nearby districts and neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety improvements such as lighting and designated walking and biking access at these locations.
- 16.2 Improve corridors to support economic activity and improve mobility options. Focus on basic infrastructure such as sidewalks, crosswalks, lighting and connections.
- 16.3 Focus on multimodal improvements along major commercial corridors such as 3rd, 6th, and 11th Streets and Utica Avenue to continue current development trends and support the traditional mixed-use character of the district
- 16.7 Use enhanced pedestrian traffic control devices such as flashing lights at high use intersections or crosswalks. Prioritize crossings on arterials such as 11th Street and Utica Avenue.

Goal 17: Improve gateways into the district.

- 17.1 Design and fund entranceway/gateway features at key entrances, and neighborhood identification throughout area.

Goal 18: Explore options to move electric power lines underground, or if not possible, relocate them to alleys.

- 18.1 Coordinate with franchise utility providers to determine viable options to relocate utilities through a coordinated utility master plan, with a focus on placing utilities underground where feasible.
- 18.2 Develop cost estimates and priorities for utility relocation, looking for strategic opportunities through development projects or other infrastructure investment.

EXHIBIT B

