

Rose District Mixed Use Development

OUTLINE DEVELOPMENT PLAN

Main Street, which was created in 1902 when the plat for Broken Arrow was recorded as part of the Creek Nation, Indian Territory, has always been the heart of the City of Broken Arrow. Near Broken Arrow's 100 year birthday, local residents, business owners, and leaders came together to reestablish downtown as the backbone and future of the town. In 2005, the Downtown Master Plan for Broken Arrow was adopted with three primary areas of focus: Downtown Framework Plan, the Land Use Strategy, and Implementation/Action, providing the fuel needed to spark transformation. In 2012, the area received a \$4 million makeover emphasizing the historic theme, creating a pedestrian scale streetscape, much needed traffic calming, and the creation of destination with a sense of place. The downtown area was branded as the "Rose District".

As part of the original plat for Broken Arrow, streets were laid out in a traditional grid pattern feeding traffic into the commercial district. Initially the train station, pedestrians, horses and wagons were accommodated, but today Main Street has evolved as a multifunctional transportation node. In 2005, a Tax Increment Financing (TIF) package was approved by the City Council to help fund street improvements along Main Street. During the downtown revitalization efforts, there was a strong desire to narrow Main Street to safely serve pedestrians, bicyclists, and automobiles. However, the street had to remain wide enough to accommodate parades and other events, while keeping the angled parking for the customers to the downtown merchants. As a result, the street was narrowed from four lanes to three lanes. Sidewalks were widened; distinctive attention was given to accommodate ADA standards for Accessible Design. Midblock crossings were introduced with lighting and sound to alert motorists and pedestrians when to cross the street safely. Storm drains were not part of the 1900 infrastructure; extensive rain gardens were incorporated into adjoining street improvements to address drainage runoff patterns. Comprehensive landscaping was added featuring the branded logo and the rose. Outdoor gathering spaces were created using planters and branded seating placed strategically to generate pockets of space for social interaction. These improvements, which were completed in 2013, have made the downtown area vibrant with activity both day and night.

The 2005 Master Plan for the downtown area called for coordination with Broken Arrow Public Schools in the design and development of their new Performing Arts Center located on Main Street. Also recommended in the Downtown Master Plan, was a Farmers Market, built in 2008 to resemble an old train depot next to the railroad tracks, adjacent to the Broken Arrow Historical Museum. Later in 2013, one of Broken Arrow's first hospitals was converted in to the Military History Museum. Numerous buildings constructed in the early 1900's have been remodeled while maintaining their historical character. A new bank building has been constructed and extensive renovation has occurred to another bank. Other buildings are being rehabilitated; all in a manner reflecting the character of the area and meeting the guidelines of the Downtown Master Plan. Since 2012, over \$64 million has been invested in revitalizing existing building and constructing new buildings. More construction activity has occurred in the downtown in the last five years than in the previous 50 years. In continuation of the expansion occurring in the Rose District, a new mixed use/residential development is proposed on Main Street. This PUD is part of the next stimulating phase of development along Main Street.

In January 2018, the City Council adopted Design Standards for the Downtown Residential Overlay District (DROD). The adoption of the DROD continued the implementation of the Downtown Master Plan by promoting compatible, high quality mixed-use and residential design in the area bound by Elm Place, Houston Street, 9th Street, and Kenosha Street. The DROD standards promote protection of sensitive established residential neighborhoods while also accommodating resident infill that contributes to an active and walkable area. The DROD is intended to facilitate residential and mixed-use conservation of residential character in stable neighborhoods, while also accommodating increase residential densities, mixed-use development, and commercial activities in targeted areas to enhance activity and commerce.

Milestone, an exciting new mixed use development, is proposed between Main Street and First Street, between Detroit Street and Elgin Street. The development will be a four-story building with 31,000 square feet of commercial space on the ground floor and three levels of apartment above. The 89,000 square feet of residential space will house approximately 90 units.

DEVELOPMENT STANDARDS

The proposed Milestone project is located in Area 6 of the Downtown Residential Overlay District (DROD). Milestone will be developed in accordance with City of Broken Arrow Zoning Ordinance and the “Mixed-Use B/Commercial” design standards of the DROD, except as follows:

SITE

The Milestone project has street frontage along Main Street, Detroit Street, and Elgin Street. These three street frontages are considered to be the front yard. The property also abuts First Street, which is considered to be the rear yard.

Front Setback/Build to Zone (BTZ)

The front setback/build to zone along the west boundary next to Main Street is being increased from five feet to six feet to accommodate a sidewalk. In addition, there will be a courtyard that will setback over 75 feet from the west edge of the building. The front setback requirements adjacent to Detroit Street and Elgin Street will be in accordance with the DROD.

Side Setback

With the building frontage along Main Street, Detroit Street, and Elgin Street, there is no side yard setback.

Rear Setback

The east side of the property is considered to be the rear yard. With the parking lot on the east, the building will meet the DROD rear yard requirement and be more than 10 feet from the property line along First Street.

Building alignment

The building will parallel with the street frontage and be in compliance with the requirements of the DROD.

Space between buildings

There will be only one building.

Parking Location

Both on-site and street parking will be provided. The parking lot will setback at least three feet from the property line along Detroit Street, Elgin Street, and First Street.

Access Location

There will be no vehicular access to Main Street. Access to the parking lot will occur with one point from Detroit Street and one point from Elgin Street.

Access and Driveway Width

To accommodate emergency vehicles, the width of the driveways on Detroit Street and Elgin Street will be increased to 26 feet in width.

BUILDING FORM

The building will be in compliance with the Mixed-Use B/Commercial Building Form requirements of the DROD.

BUILDING ACTIVATION

Blank Street-Facing Wall

Along Detroit Street and Elgin Street, there are two sections along each street where the blank street-facing wall is increased from 8 feet to no more than 18 feet. In those sections of blank street-facing wall there will be a change in material.

Window Size – Street Facing Wall

Will be in compliance with the requirements of the DROD.

Ground Floor Transparency

The minimum ground floor transparency will be decreased from 70 percent to 31 percent.

Entry Number (On Street-Facing Wall)

Will be in compliance with the requirements of the DROD.

Distance Between Entries

There will be at least two entries on Elgin Street, at least eight entries on Main Street, and at least two entries on Detroit Street. The entries may be more than 30 feet apart.

Entry Presence – Facing Street

Will be in compliance with the requirements of the DROD.

Building Articulation Options

Will be in compliance with the requirements of the DROD.

Parking Screening

A three foot high architectural metal fence will be installed along the perimeter of the parking lot next to Detroit Street, First Street, and Elgin Street. In conjunction with the fence, shrubs at least three gallon in size will be installed.