



Riverview Neighborhood Plan

Fall 2002/Spring 2003

RIVERVIEW NEIGHBORHOOD PLAN

Tulsa, Oklahoma

Prepared For
Riverview Neighborhood Association

By
Monty T. McElroy

May, 2003

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Cover Photo: Riverview School
(Courtesy of Anne Thompson)

Riverview Neighborhood Planning Process

Overview

The Riverview Neighborhood Association was seeking a plan to use as a basis to develop policies, guidelines, and projects and to further define and improve their neighborhood.

Goals of the Riverview Neighborhood Planning Process

- Assist in the process of creating and maintaining a more desirable environment in which to work and live, by maintaining the integrity and desirability of the neighborhood.
- Develop a vision of the neighborhood in a graphic and statement form.

Objectives of the Riverview Neighborhood Planning Process

- Make recommendations for guiding future development activity within the neighborhood.
- Produce a neighborhood plan with neighborhood residents and business operators in the area.
- Recognize and capitalize on the unique development/redevelopment and urban design issues and opportunities within the neighborhood.

Introduction

Gary Percefull, President of the Riverview Neighborhood Association, approached Shawn Schaeffer, Director of the Urban Design Studio at the University of Oklahoma, during the summer of 2002, regarding the development of a neighborhood plan for Riverview.

As a graduate student in the Architectural Urban Studies program, I was intrigued with the idea of working with a neighborhood group to help bring forth ideas, and then commit to paper the kind of neighborhood they envisioned for themselves and future generations.

While incorporating elements of a formal neighborhood plan, this document is designed to serve as a model for Riverview Neighborhood planning efforts. Part of the thinking of several members of the Riverview Neighborhood Association was to conceive a plan that could perhaps be incorporated into the larger scheme of the City of Tulsa's land use policy. Also discussed was the possibility that this project might be used to help other neighborhoods draft procedures or standards in developing their own plans.

This document is meant to serve as a guide and development tool for a neighborhood as it strives for controlled growth and future improvement. It is also designed to serve as one of the first steps in expressing a vision for Riverview to use when approaching authorities to gain support for desired neighborhood improvements. The goal is to aid Riverview residents in their effort to plan their preferred future.

What follows are the ideas, desires and dreams of those residents and other interested parties who participated in the planning process for Riverview Neighborhood. Offered herein are recommendations intended to improve the economic and social vitality of Riverview.

Monty T. McElroy
Graduate Student
Architectural Urban Studies
University of Oklahoma
May, 2003

Neighborhood Involvement

Resident participation is necessary in the neighborhood planning process. It is important to develop a common vision of the neighborhood from its inhabitants. Riverview Neighborhood Association was concerned about what goes on in the neighborhood and wanted



some type of ammunition for their arguments to the Board of Adjustment or other public or private entities as they seek to attract certain types of development, or dissuade development inconsistent with their vision, or to attract sources of project funding.

To collect information about the neighborhood, several meetings were held with residents and business owners to discuss their perceptions of the



neighborhood and to come up with broad statements about a neighborhood vision. Three

meetings were held in the early stages of the neighborhood planning process for the purpose of bringing interested parties together to discuss neighborhood issues and formulate goals through brainstorming sessions.

The method used in the investigation of what is happening inside and outside the neighborhood is known as the SWOT analysis. SWOT stands for Strengths, Weaknesses, Opportunities and Threats. After the issues were organized into categories, goals were formulated using the PARK analysis. PARK, an acronym for Preserve (what we have now that is positive), Add (what we do not have that is positive), Remove (what we have that is negative) and Keep out (what we do not have that is negative) (Jones, 1990). The following charts detail the ideas brought out in the SWOT and PARK analyses

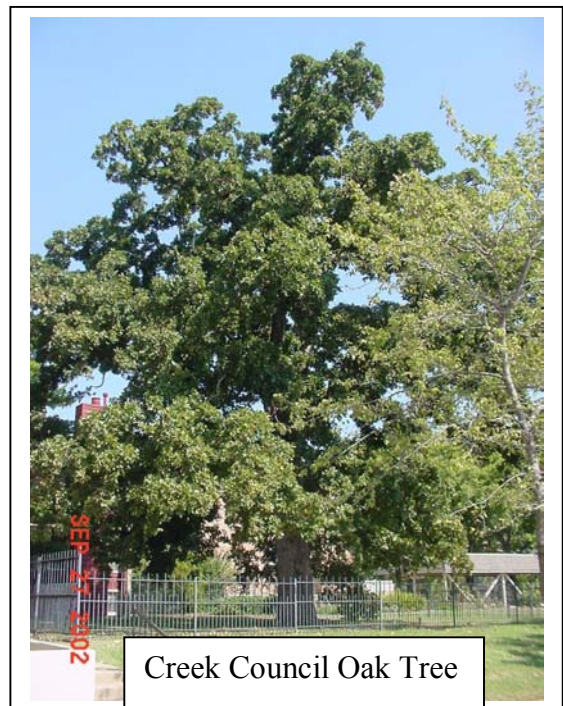
STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> • Location/proximity to highway system/downtown • Maturity • Good schools – Lee Elementary, TCC, OSU-Tulsa • Diversity/tolerance • Many DINKS (Dual Income, No Kids) • Mature trees – including Council Oak • River/recreation • Good soil • Restaurants • Entertainment • Strong neighborhood association • Signage – neighborhood identity/visibility • Redistricting & association with midtown • Unique neighborhood • Good business mix • Size of neighborhood • Near Brady District • Historical buildings • Risk takers investing in neighborhood real estate 	<ul style="list-style-type: none"> • Parking lots – too many surface lots but not enough for apartments • Zoning issues – encroachment of unwanted businesses • Vagrants/Drugs • Streets/sidewalks -need of repair • Traffic problems – speeding; shortcuts; arterials cutting through • Dilapidated structures • Lack of recognition as a neighborhood • Three distinct areas of neighborhood • No grocery store 	<ul style="list-style-type: none"> • Enhance historic character • Infill – housing; commercial development of Boulder corridor; SE/C 15th & Denver & lot adjacent to the fire station • Consolidation of surface parking lots into structures • Hub connection to Riverside & trail system 	<ul style="list-style-type: none"> • Unwanted development allowed by zoning • Potential 4-laneing of Houston Avenue

PRESERVE	ADD	REMOVE	KEEP OUT
<ul style="list-style-type: none"> • Trees • Carlton Arch – 14th & Carson • Historic buildings • Greek Church • Spotlight Theatre • Mix of residential and commercial • Single-family residential (east of Denver) 	<ul style="list-style-type: none"> • Trees along streets • Sidewalks • Bed & Breakfast • Condos & pocket parks - replace surface parking lots • Street light reflectors • Signage on historic buildings • Neighbor plaques • Extension of Cherry Street • Trail access/connection • Capitalize on Proximity to Rt. 66 • Grocery store 	<ul style="list-style-type: none"> • Inappropriate signage • Pawn shops • Daycare – 13th & Houston • Nuisance Apartments • Surface parking lots • Circulation obstacles (cul-de-sac @ fire station) • Alley overgrowth east of Denver 	<ul style="list-style-type: none"> • High density multi-family housing (esp. without adequate parking) • Rooming houses • Businesses catering to transients • Vagrants/panhandlers • Surface parking (neighborhood interior) • 13th & Elwood – One way heading north

History of Riverview

The Riverview area was first mentioned in a journal by the American author Washington Irving. Irving recorded his thoughts about the beauty of the area while he was participating in a U.S. Army survey of Indian Territory in October 1832.

The first settlement occurred in 1836 when the Lochapoka clan of the Creek Indians arrived in the area from their forced migration from Alabama on the “Trail of Tears” march. The Creeks kindled their first council fire on a bluff overlooking the Arkansas River at the chosen “busk ground” site of the “Council Oak” tree. This area became the location of the Central Square of the early Creek Town of Lochapoka, called “Tulsey-Town by the white man. The Creek Council Tree still stands in a small park at what is today the northwest corner



of 18th and Cheyenne Avenue. In 1992 the park and tree were placed under Historic Preservation Zoning.

The Riverview Neighborhood derived its name from the Riverview Elementary School which was located at 12th and Guthrie. The school was demolished in 1975 to make way for the construction of the Inner Dispersal Loop or the Broken Arrow Expressway.

Today, the neighborhood is a desirable historic residential neighborhood full of charm and diversity. It contains many fine examples of architectural styles including a mixture of mansions, bungalows and cottages dating back as far as 1907. The bulk of residential construction occurred primarily during Tulsa's oil boom of the 1920's. The western area of the neighborhood developed an ethnic character as it was settled by a large number of Greek immigrants who established a church at 11th and Guthrie. The church was later relocated to 13th and Guthrie when the Broken Arrow Expressway was constructed in the late 1960's. Every year the Holy Trinity Greek Orthodox Church holds a Greek festival and opens the church to public tours. The neighborhood today, especially west of Denver Avenue, contains a mixture of single-family residential, apartments and commercial buildings (Tulsa Historic Preservation Resource Document, 1997).

Emergency Response

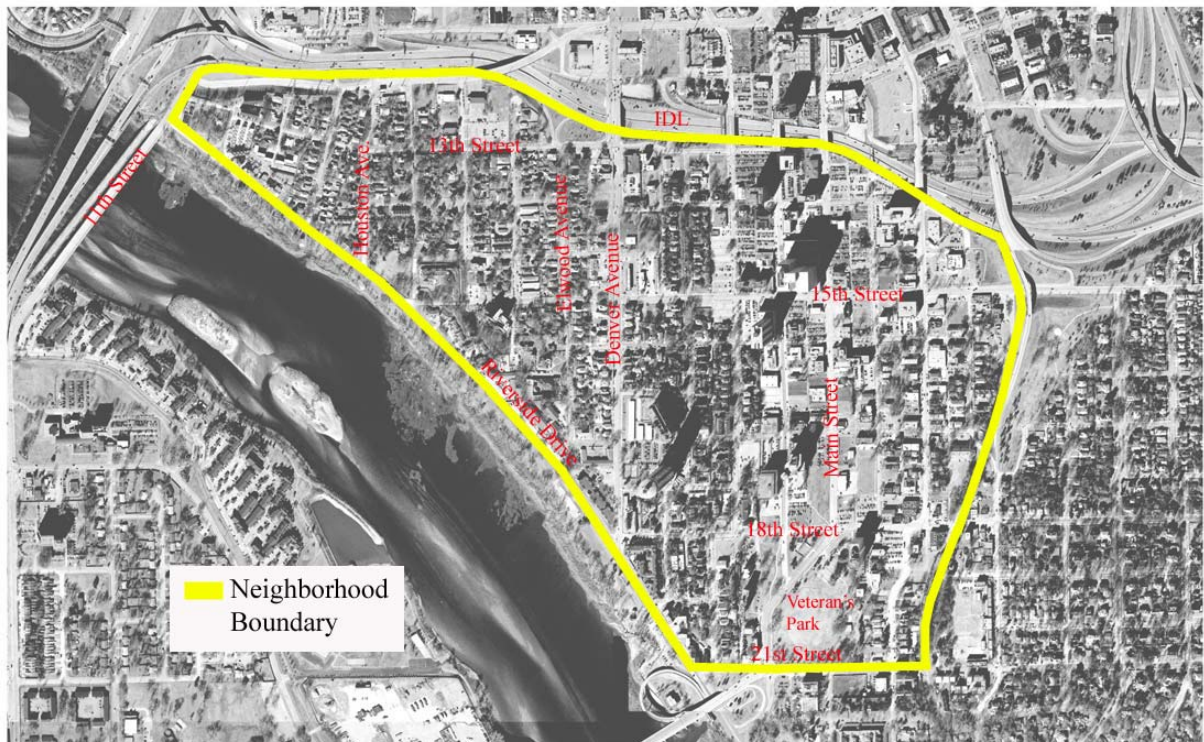
Riverview is the pilot neighborhood for the City of Tulsa's disaster preparedness program called Safe and Secure Volunteer Program. Volunteers are trained as members of a Community Emergency Response Team (CERT) to create a safe, secure and disaster-resistant community. According to the City's Citizen Corps' fact sheet, the program includes seven principal elements:

- Outreach and organization.
- Assessments of needs and opportunities.
- Planning.
- Training and education.
- Mitigation.
- Community connections.
- Volunteerism.

Neighborhood members that sign up for these teams are trained in such areas as CERT, first aid, CPR, home hazard awareness, bioterrorism and other public health threats, fire suppression, search and rescue, neighborhood watch programs and language and diversity issues. The program, funded through a grant from the Corporation for National and Community Service, is based out of the Mayor's Office and overseen by Tim Lovell and Jessica Hill.

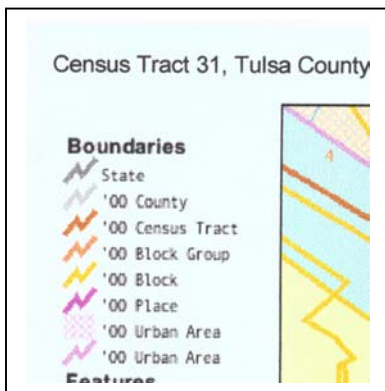
Neighborhood Boundaries & General Information

The Riverview Neighborhood Association considers the neighborhood boundaries to be Boulder Avenue on the east, Riverside Drive on the south and west and the Inner Dispersal Loop on the north. For this study, the boundaries were expanded to include the area situated east of Boulder to the old Midland Valley Railroad Right-of-Way, part of which is now a pedestrian trail. Therefore, for the purposes of this study, the boundaries are considered to be the Inner Dispersal Loop (Broken Arrow Expressway) on the north, 21st Street on the south, Riverside Drive on the west, and the old Midland Valley Railroad Right-of-Way on the east. The total area encompassed within the neighborhood is approximately 340 acres. The northern boundary is approximately 1.7 miles across and eastern boundary is slightly more than a half mile (.64+/-) long.



Demographics

The following chart and related information demonstrate the character of the neighborhood in statistical form. This information is based on data received from the 2000 Census information for Tract 31. Census Tract 31 covers the majority of the neighborhood studied in this report. The eastern boundary of Tract 31 ends at Main Street. Another adjoining tract covers the remainder of the neighborhood; however it extends into other adjoining neighborhoods. Therefore, Tract 31 is the most representative of the statistical information for the purposes of this report.



2000 - Census Tract 31

Census Tract 31 Boundaries:

North – Broken Arrow Expressway	East – S. Main Street
South – 21 st Street	West – Arkansas River

Total Population:	2,749
Average Household Size:	1.41
Average Family Size:	2.42
Male:	1,369
Female:	1,380
Median Age:	43.5
Total Housing Units:	2,162
Occupied Housing Units:	1,946
Vacant Housing Units:	216
Owner-Occupied Housing Units:	465 (Vacancy Rate 2.3%)
Renter-Occupied Housing Units:	1,481 (Vacancy Rate 8.3%)

Race

White	2,285
Black	201
American Indian & Alaska Native	133
Asian	28
Native Hawaiian/Other Pacific Islander	3
Other races	22

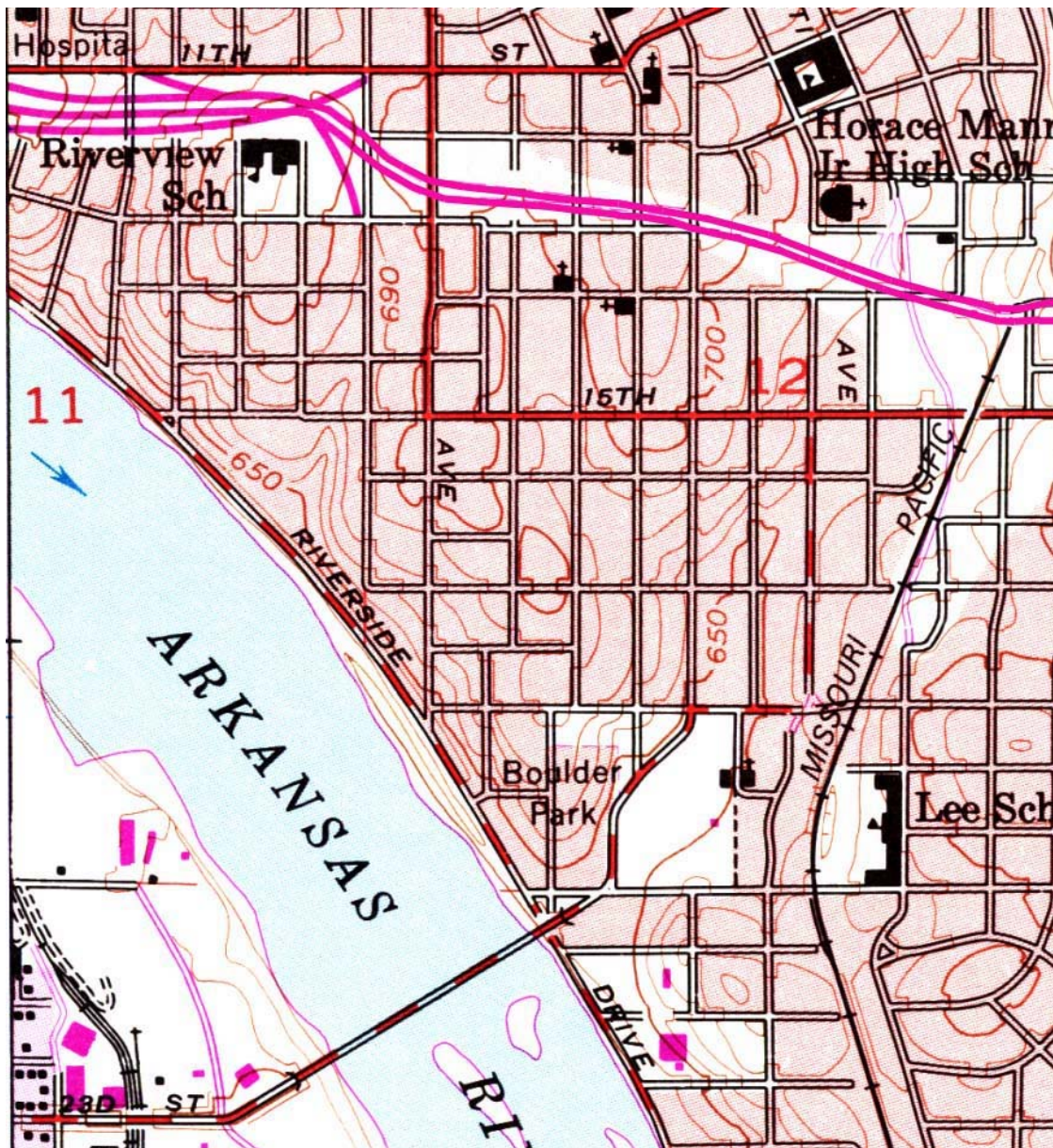
School Enrollment

Population – 3 years and over enrolled in school from nursery school to college	405
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(U.S. Census Bureau, 2002)

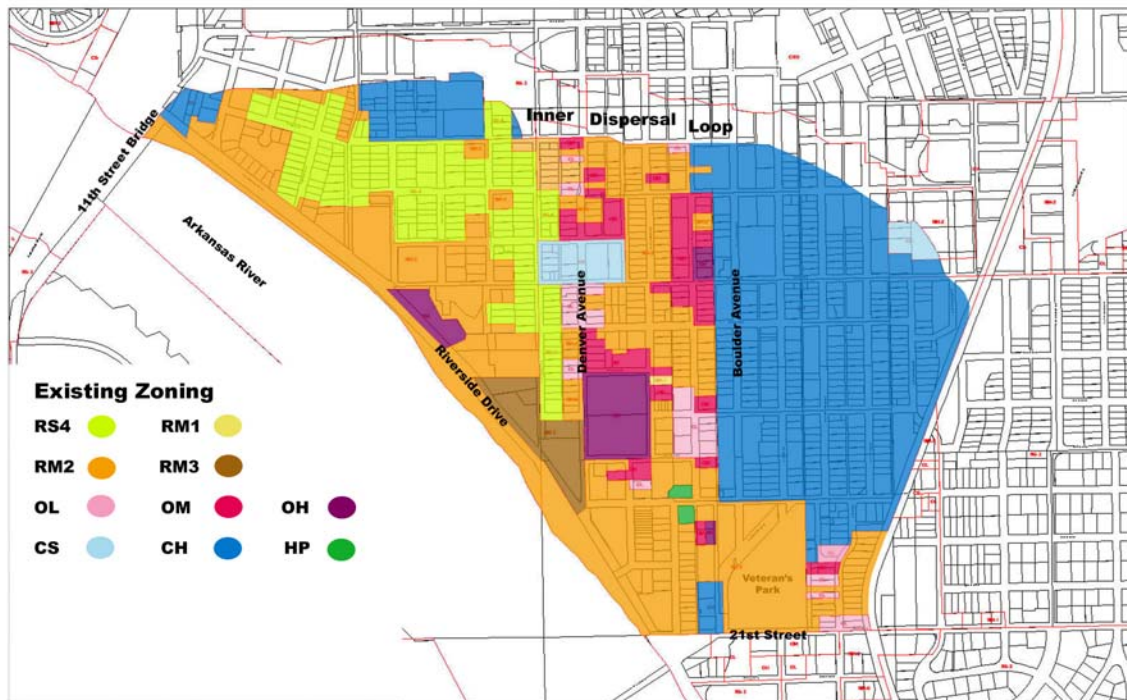
Topography

There are rather dramatic elevation changes in the Riverview neighborhood, beginning at about 640 feet and increasing in some spots to 710 feet. There is a 50 to 60 foot change in elevation moving east from Riverside Drive to Denver Avenue. Near the center of the neighborhood, the elevation averages around 700 to 710 feet.



Zoning

The attached map shows in graphic form the existing zoning classifications for the Riverview neighborhood. The major concentration of commercially zoned area is located from the alley lying west of Boulder to the Midland Valley trail to the east, with pockets of commercial in the northern, central and far west corner of the neighborhood. The majority of the area zoned for residential use is found in an area lying west of the alley on the east side of Elwood Avenue to near the westernmost part of the neighborhood. Areas zoned for office use are found primarily in an area along the west side of Denver Avenue to the alley lying west of Boulder Avenue.



The attendees of the Riverview Neighborhood Association meetings voiced concern over encroaching commercial development into the residential area of the neighborhood,

especially west of Denver Avenue. They strive to retain the character and diversity of the neighborhood. They enjoy the eclectic mix of styles of architecture, both old and new, and realize that their neighborhood is probably one of the most unique in the City.

In 1999, the Riverview Neighborhood Association got behind a successful push to “downzone” a 52 acre area of the neighborhood bounded by the Broken Arrow Expressway to Riverside Drive, west of Lawton Avenue to the alley east of Elwood Avenue, primarily from RM-2 (Residential Multifamily Medium Density District) to RS-4 (Residential Single-Family Highest Density District). The neighborhood association preferred more single family residences and was fearful that the neighborhood was headed towards primarily a multifamily neighborhood.

There are older buildings, situated in the holdout areas that escaped the downzoning in 1999. As the economic lives of those buildings, surrounded by RS-4 zoning, draws to an end, through initial efforts of neighborhood residents, the areas should perhaps be rezoned to assimilate into the majority RS-4 zoning.

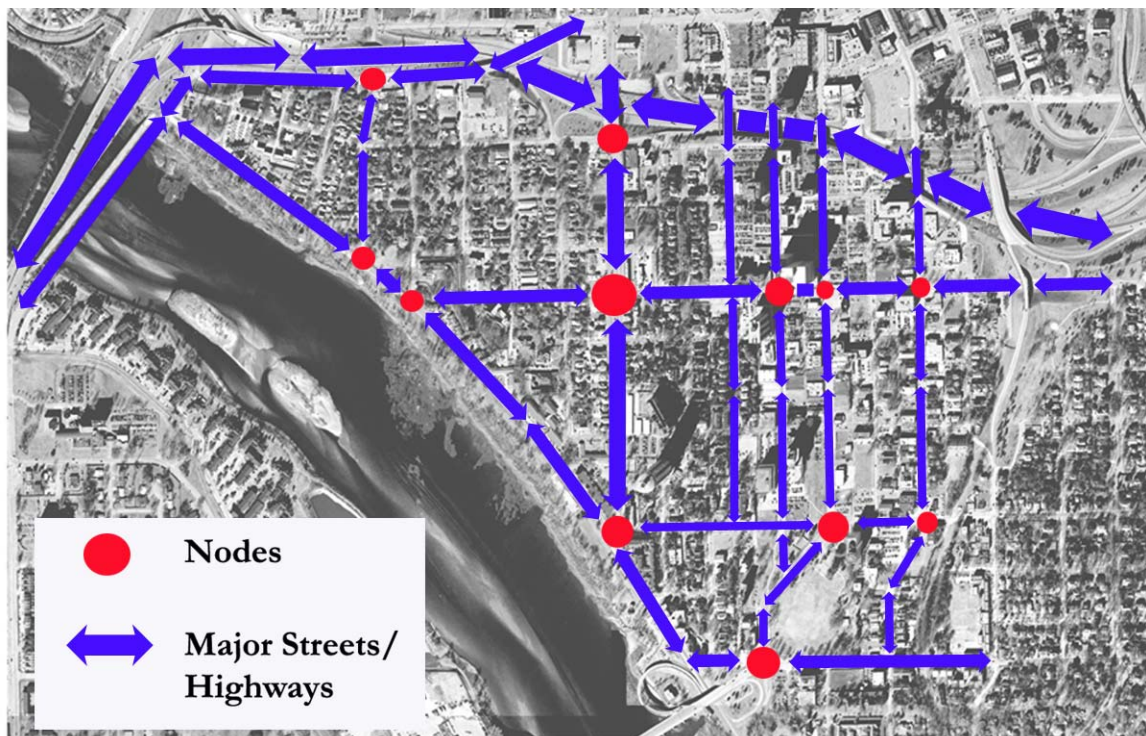
Paths, Nodes, Edges, and Districts

Detailed on the following maps are edges, paths, nodes, and districts. Edges can be natural, for instance the Arkansas River, or man-made such as the Midland Valley Railroad line or the Broken Arrow Expressway. Paths give access to, through and around an area, for instance Denver Avenue, 21st Street or the Broken Arrow Expressway. Nodes are prominent points in an area, such as 15th and Denver Avenue, 21st and Boulder, and Houston Avenue and Riverside Drive. Nodes are generally where activity hubs exist. Districts are places where particular activity occurs. For instance, Riverview is divided up into four districts according to the Comprehensive District 7 Plan. Those districts are: Southeast Business Area, Special Development District, Stonebreaker Heights Office-Residential Area, and the Riverview Residential Area.

Circulation – Paths & Nodes

Paths give access to, through and around an area, such as Denver Avenue, 21st Street or the Broken Arrow Expressway, or by pedestrian means of circulation by way of sidewalks or the River Parks East Bank Trail. The most recent traffic counts conducted in 2001 indicated a large volume of traffic moves in and through the neighborhood. 20,200 cars per day were counted at Denver Avenue, south of 12th Street. Also on Denver Avenue, north of Riverside Drive the count was 15,700. On 15th Street, east of Denver Avenue, the traffic count was 6,800 cars per day.

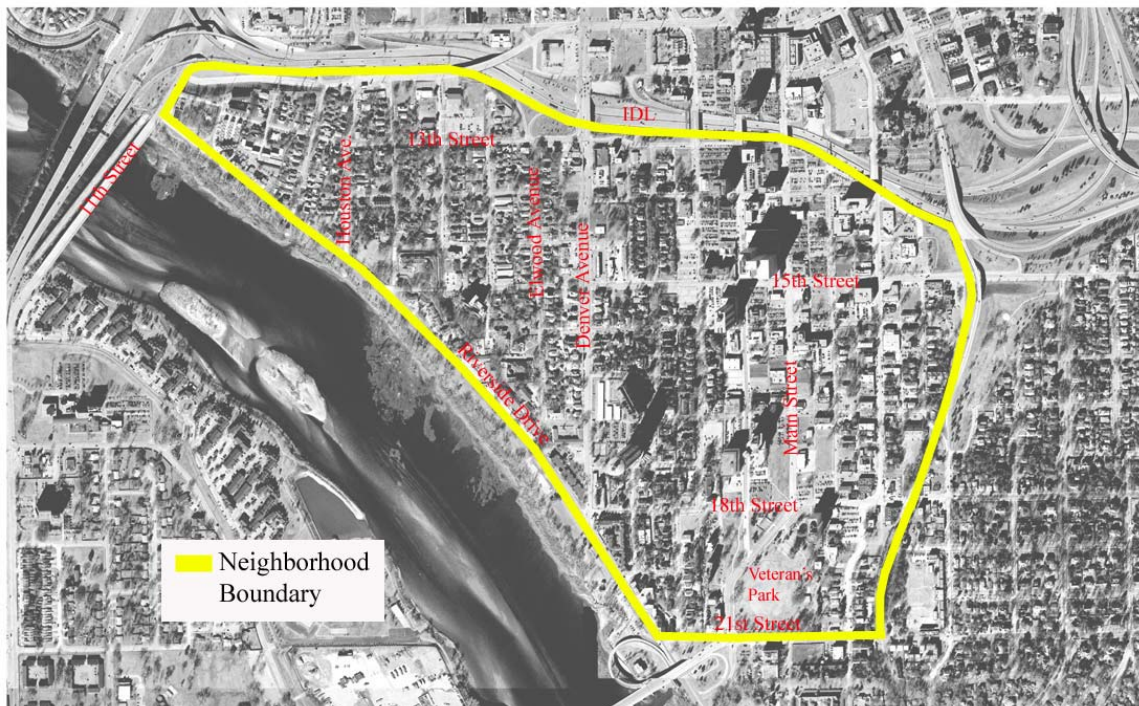
Nodes are generally concentrations of activity and prominent points in an area. For instance nodes can be found at the convergence of 15th and Denver Avenue, 21st and Boulder, and Houston Avenue and Riverside Drive.



Edges

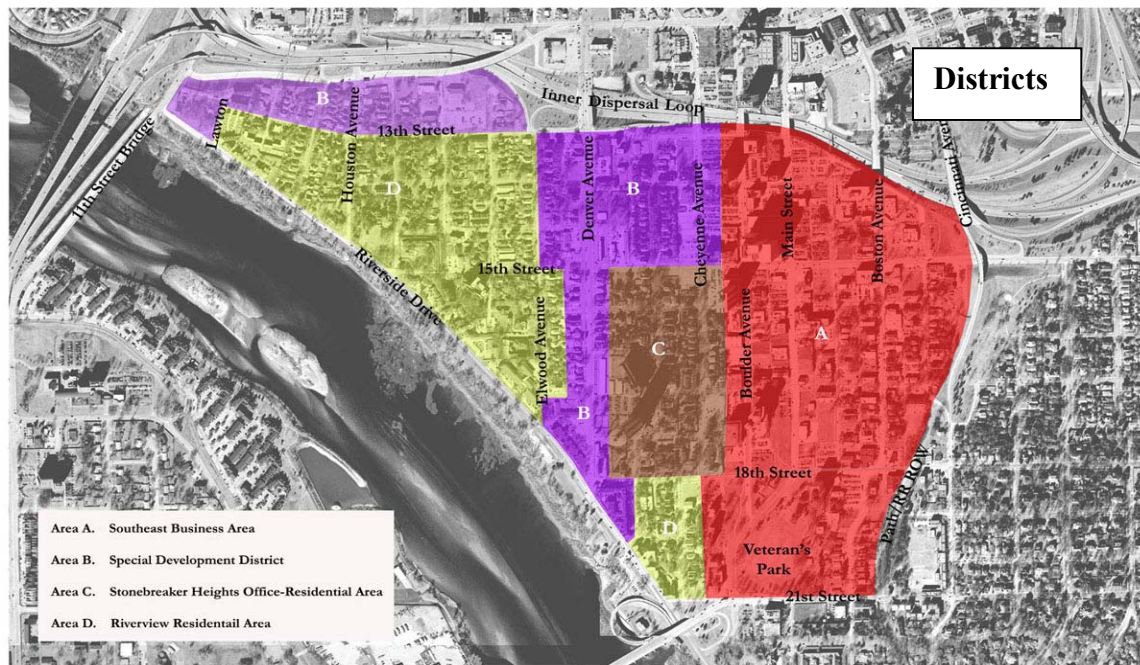
Edges can be natural, for instance the Arkansas River, or man-made such as the Midland Valley Railroad line or the Inner Dispersal Loop (Broken Arrow Expressway).

Riverview is separated from Downtown to the north by the IDL and from the Maple Ridge neighborhood to the east by the Midland Valley Trail/expressway loop. 21st Street creates a separation on the neighborhood's south edge and River Parks becomes the western edge.



Districts

Districts are places where particular activity occurs. Riverview is divided up into four districts according to the Comprehensive District 7 Plan. Those districts are: Southeast Business Area, Special Development District, Stonebreaker Heights Office-Residential Area, and the Riverview Residential Area.



Outlined below are area policies as set out in the District 7 Comprehensive Plan for each district:

SE Business Area (Area A)

Boundaries: IDL, former railroad right-of-way, 18th Street, and alley W of Boulder - high intensity commercial area.

Special Development District (Area B)

Boundaries: IDL, alley E of Cheyenne, 15th Street, alley E of Denver, 18th Street, Carson, 19th Street, Riverside Drive, Elwood Ave., 17th Street, alley E of Elwood, 15th Street, and Elwood Ave. again; and 13th Street, Lawton, Riverside Drive, and SW Blvd. to the IDL.

- Medium intensity uses.
- Three key areas needing special attention to support development/redevelopment.
- Encourage high intensity Commercial Development - main activity areas of 13th & Denver, 15th & Denver, Riverside Drive & Denver with adequate parking.

Stonebreaker Heights Office-Residential Area (Area C)

Boundaries: S of 15th, N of 18th, between Areas A and B.

- Improvement of area for residential use.
- Provide desirable, close-in environment for the establishment of small offices.
- Encourage use of Planned Unit Development for mixed-office residential use.

Riverview Residential Area (D)

Boundaries: W of Area B, S of the IDL, and NE of Riverside Drive and the portion lying S of 18th Street, W of the alley E of Cheyenne, No of 21st Street, and E of Riverside Dr.

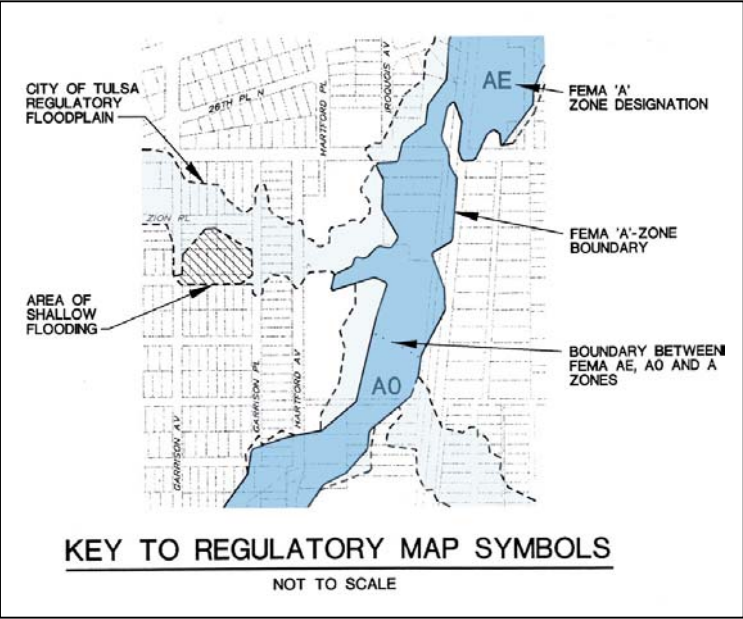
- Goal of Area D - Protection, maintenance & development of the Riverview Residential Neighborhood. This is a medium intensity, largely residential area.
- New development should be restricted to residential development only.
- Cul-de-sacs suggested at 19th & Riverside and at 21st Street and Cheyenne.
(City of Tulsa, 1987).

Floodplain

An eastern portion the Riverview neighborhood is located in the City of Tulsa's regulatory floodplain (100-year storm event) and is part of the Elm Creek Drainage Basin. The portion within the floodplain begins at the northern neighborhood boundary, or the south side of the Broken Arrow Expressway, in an area lying between just east of Boston Avenue to approximately Cincinnati Place and flowing in a southwesterly direction through Veteran's Park. Stormwater from the neighborhood ultimately discharges into the Arkansas River near the 21st Street Bridge. For any development to occur in an area designated as floodplain, a watershed development permit must be obtained from the City, and any permitted new construction must be elevated one foot above the base of the floodplain.

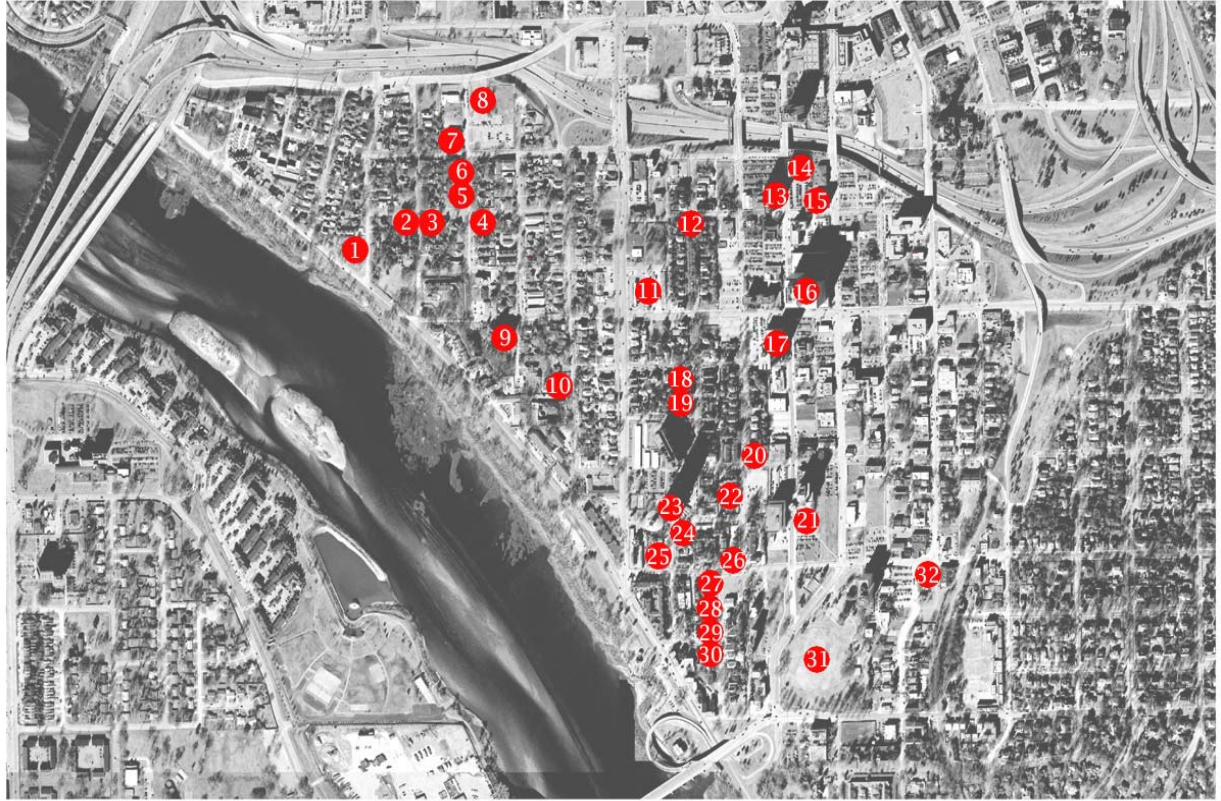
A plan has been adopted to construct flood control improvements in Centennial Park, located at 6th Street between Madison and Peoria Avenues, which is expected to relieve flooding through the neighborhoods located in the Elm Creek Drainage Basin to the south. The size of Riverview neighborhood's floodplain will possibly be reduced by the upcoming construction of flood control basins.





Landmarks

Landmarks are special point references to observers. They may have unique physical characteristics. Landmarks become guides for people through a neighborhood. Some landmarks are visible from many locations, such as the University Towers Apartments at 17th and Denver Avenue. Some landmarks blend into the environment and are hardly noticeable until one is face-to-face, as with the Council Oak Tree at 18th and Cheyenne. Listed on the map below are several buildings and sites considered landmarks. Many are memorable one-of-a kind historical buildings, while others, such as the QuickTrip at 15th and Denver, are often-encountered fixtures in a multitude of neighborhoods. Other conspicuous places or objects may be considered landmarks, depending on the importance to the observer.



Landmarks

Map Location Key

- | | |
|--|---|
| 1. Spotlight Theatre
1381 S. Riverside Drive | 14. Littlefield Building
1307 S. Boulder |
| 2. McBirney Mansion *
1414 S. Galveston | 15. Ambassador Hotel *
1314 S. Main |
| 3. Bird Residence
1411 S. Galveston | 16. Boulder Towers
1437 S. Boulder |
| 4. Nelle Shiels Jackson House
1403 S. Guthrie | 17. Liberty Towers
1502 S. Boulder |
| 5. Clinton-Hardy House *
1322 S. Guthrie | 18. Cosden House
1606 S. Carson |
| 6. Patrick M. Kerr House | 19. McFarlin House * |

- 1606 S. Carson
7. Greek Orthodox Church
1222 S. Guthrie
8. Fire Station #4
12th & Guthrie
9. Sophian Plaza
1500 S. Frisco
10. Breene Mansion
1608 S. Elwood
11. Quick Trip
1433 S. Denver
12. Carlton Place Archway
14th & Carson
13. International Plaza
1350 S. Boulder
- 1610 S. Carson
20. The Wrightsman
1645 S. Cheyenne
21. Mapco Plaza
1717 S. Boulder
22. George Bole House
1718 S. Cheyene
23. University Club Apts.
1722 S. Carson
24. Moore Manor *
228 W. 17th Place
25. Dresser Mansion *
235 E. 18th Street
26. Creek Council Tree Site *
18th & Cheyenne
27. James Alexander Veasey House *
1802 S. Cheyenne
28. J.O. Campbell House
1826 S. Cheyenne
29. Walter Getman Norman House
1830 S. Cheyenne
30. Sheppard House
1904 S. Cheyenne
31. Veteran's Park
21st & Boulder Park Drive
32. Fire Station #5
102 E. 18th

* Listed on the National Register of Historic Places.

To learn more about many of these examples of historic architecture, visit the Tulsa Preservation Commission's website, tulsapreservationcommission.org or contact the City of Tulsa's Public Works and Development Department, Planning and Economic Division.



Spotlight Theater



McBirney Mansion



Bird House



Nelle Shields Jackson
House



Greek Orthodox Church



Fire station

Sophian Plaza



Breene Mansion



Clinton-Hardy House



Patrick M. Kerr House

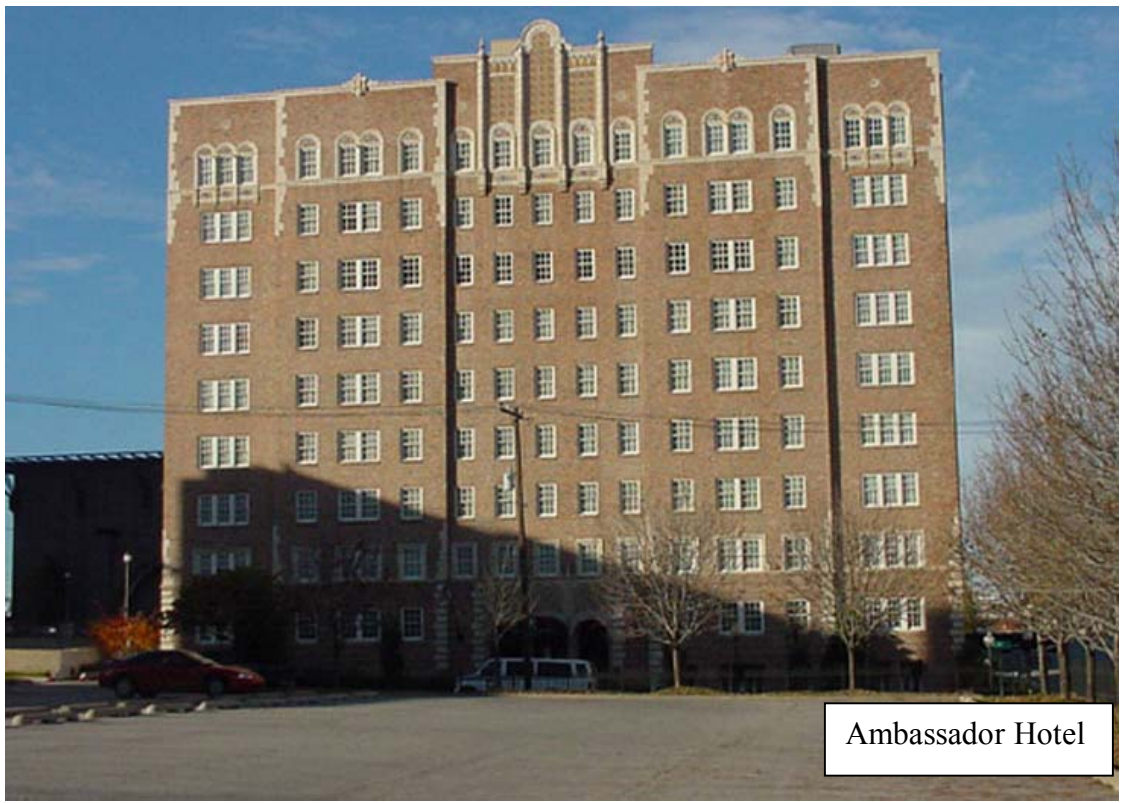


Carlton Place Archway



Littlefield Building

International Plaza



Ambassador Hotel



Boulder Towers





Mapco Plaza



George Bole House



Robert M. McFarlin House



The Wrightsman

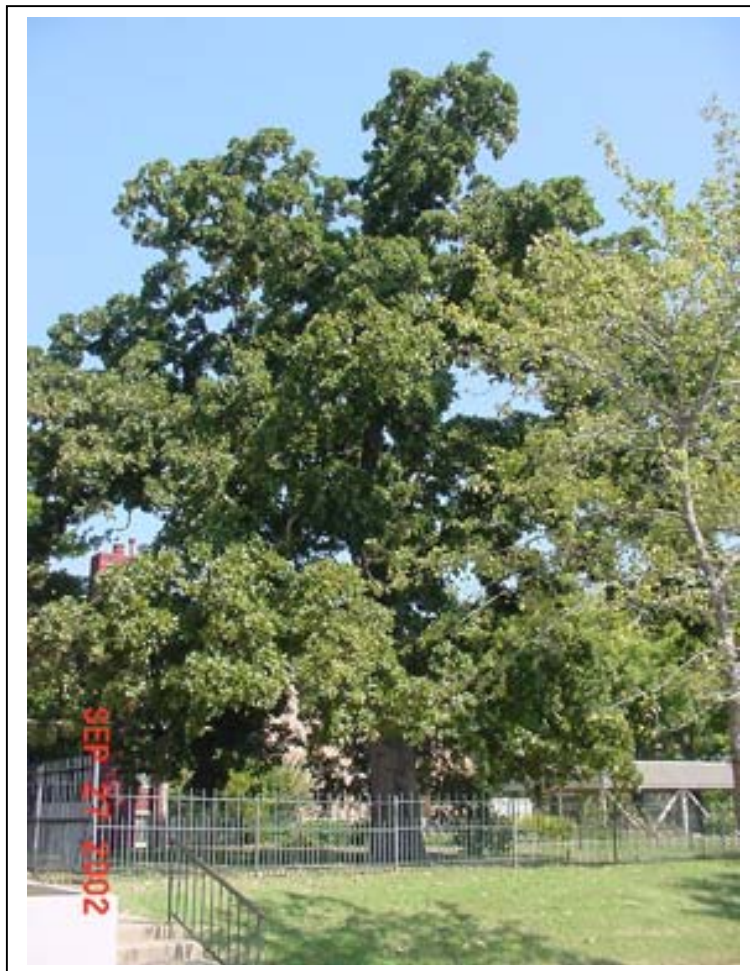




Moore Manor



Dresser Mansion



Creek Council Oak Park

The Muscogee (Creek) people are the descendants of a culture that, before 1500 A.D. spanned the region known today as the Southeastern United States. In the early 19th century, the United States Indian policy forced the Muscogee and other Southeastern tribes to move beyond the Mississippi River.

These Southeastern tribes, known as the "Five Civilized Tribes;" Cherokee, Choctaw, Chickasaw, Seminole and Creek, were removed into Indian Territory (now Oklahoma).

About 1839, the first settlers, a band of Creek Indians, the Lochapokas, ended their journey at this historic site and began a new life in Indian Territory.

This garden features plants that were either cultivated or gathered by the Muscogee for food and fiber, or ceremonial and medicinal purposes in their ancestral Georgia and Alabama homelands.

TULSA PARKS



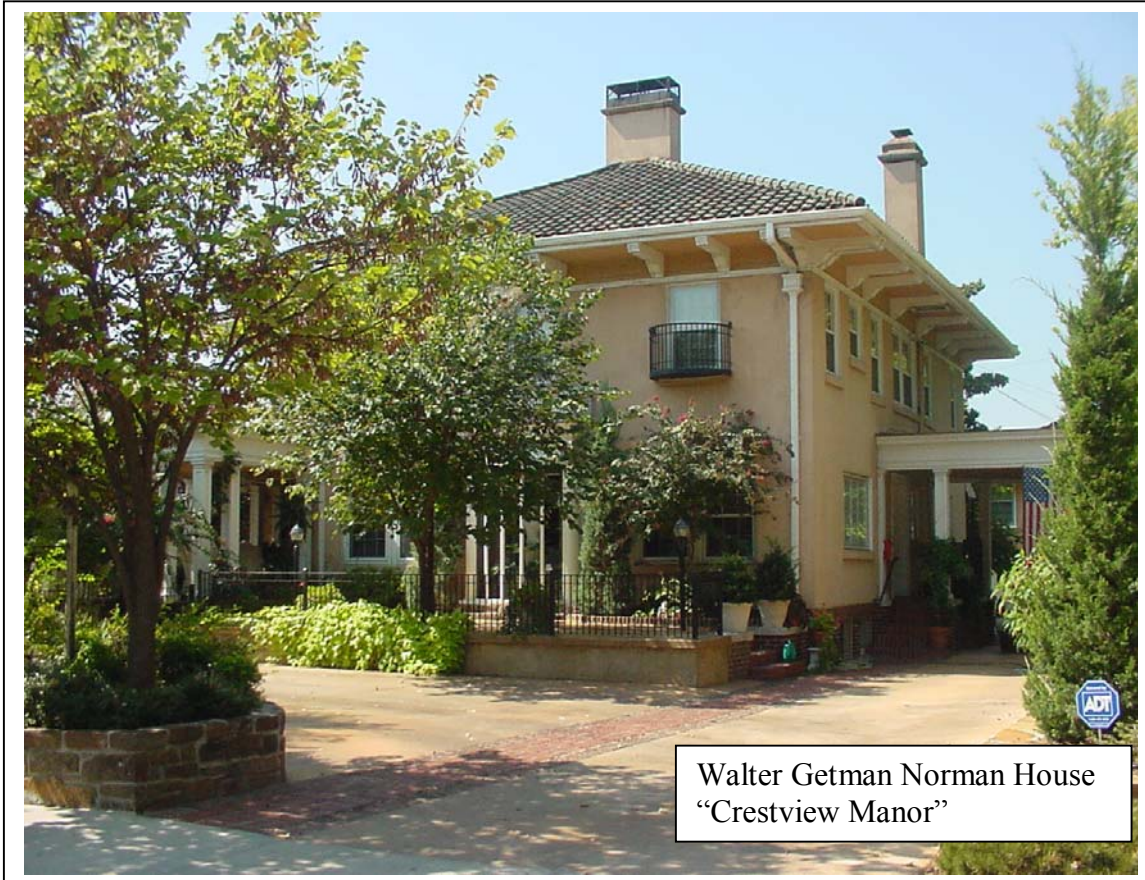
Creek Council Tree Site



James Alexander Veasey House



J.O. Campbell House



Walter Getman Norman House
"Crestview Manor"



Shepard House

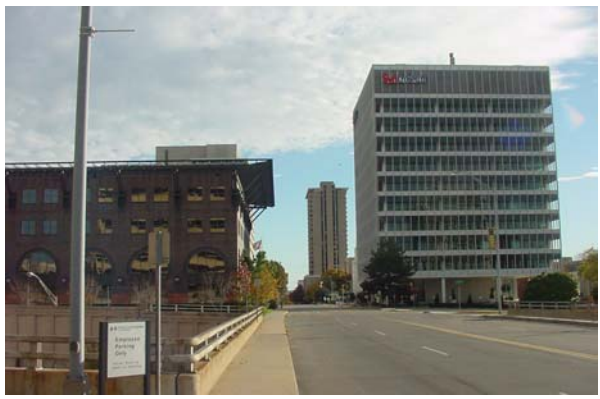


Veteran's Park

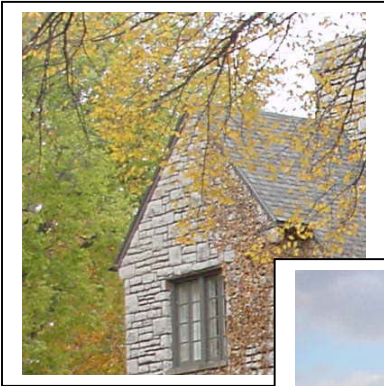


Fire Station #5

Examples of Riverview Commercial Buildings



Examples of Residential Single-Family Housing in Riverview



Examples of Riverview Multi-Family Residential



Uptown Tulsa Development

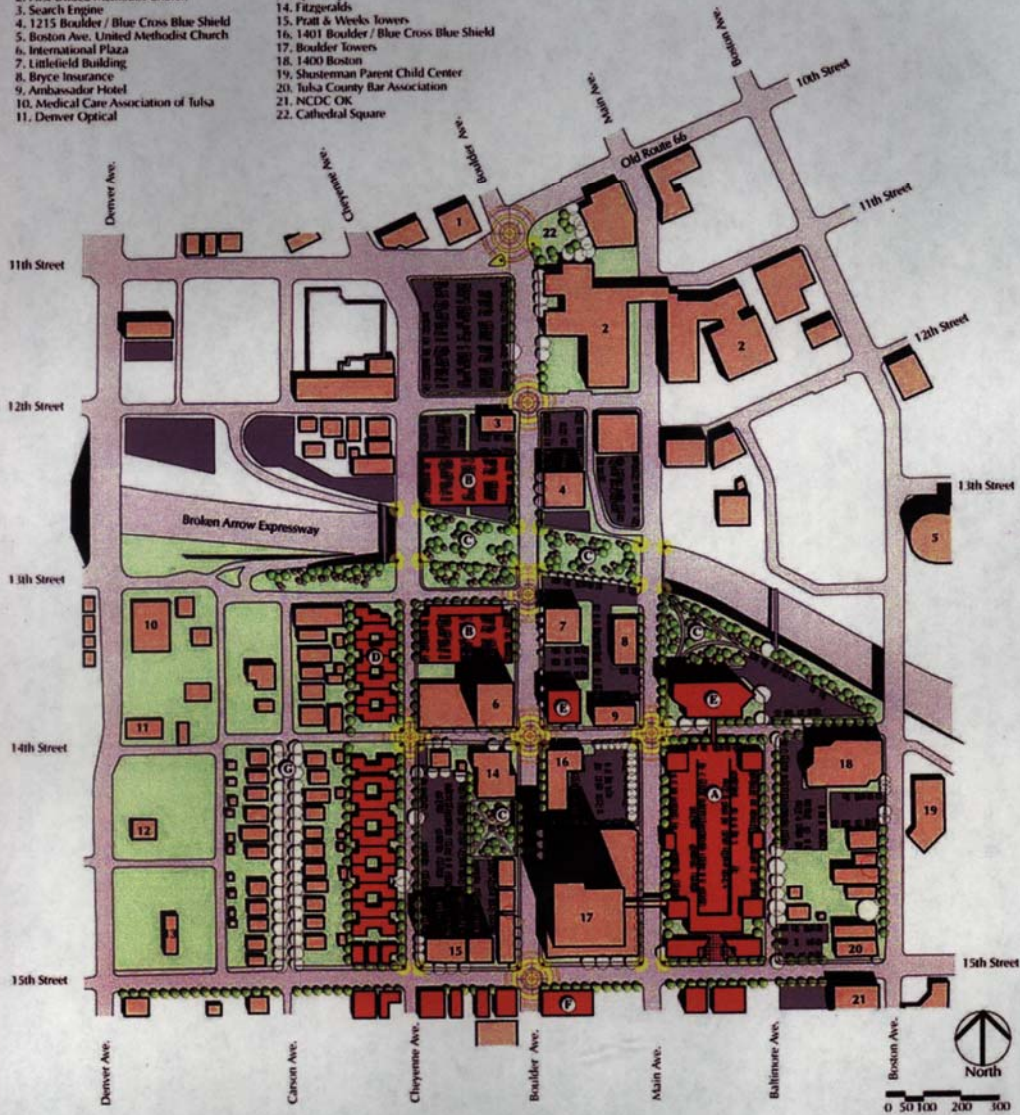
A group of businesses working with Dewberry Design Group joined together to develop a master plan concept for the area referred to as “Uptown”, located south of the Central Business District of Downtown Tulsa. Part of the Uptown area is contained within the boundaries of the Riverview neighborhood study area. The boundaries of Uptown are 10th Street on the north, 21st Street on the south, Denver Avenue on the west and Boston Avenue on the east. The first phase of the concept development is planned for the area located between 10th to 15th Streets. Additional phases of the plan would move south from 15th Street and tie into River Parks.

The primary group of businesses involved in the Uptown Association is comprised of Littlefield Marketing, Blue Cross-Blue Shield of Oklahoma, International Plaza, the Ambassador Hotel, Bryce Insurance, and Boulder Towers. The group has been working together to develop a master plan that will continue to enhance and create opportunities for future development in the area.

The conceptual plan includes components such as a 12-story office building with retail space on the ground floor and accompanying parking garage, two other parking structures, townhouse residential development west of Cheyenne Avenue, streetscaping including trees, special lighting, and pavement treatment, increased security presence, and a park that would span the Inner Dispersal Loop.

The plan was presented to the area building owners, Mayor Susan Savage, and others in late 1999. At that time, no funding source had been identified, but it was expected that the resources would come from a joint public/private effort (Dewberry, 2000).

- 1. First Church of Christ Scientist
- 2. First United Methodist Church
- 3. Search Engine
- 4. 1215 Boulder / Blue Cross Blue Shield
- 5. Boston Ave. United Methodist Church
- 6. International Plaza
- 7. Littlefield Building
- 8. Bryce Insurance
- 9. Ambassador Hotel
- 10. Medical Care Association of Tulsa
- 11. Denver Optical
- 12. Tulsa Postal Federal Credit Union
- 13. Quik Trip
- 14. Fitzgeralds
- 15. Pratt & Weeks Towers
- 16. 1401 Boulder / Blue Cross Blue Shield
- 17. Boulder Towers
- 18. 1400 Boston
- 19. Shosterman Parent Child Center
- 20. Tulsa County Bar Association
- 21. NCDC OK
- 22. Cathedral Square

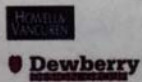


- (A) Proposed Multi-Level Parking
- (B) Proposed Single-Level Parking
- (C) Proposed Park
- (D) Proposed Multi-Family Housing
- (E) Proposed Office Buildings
- (F) Proposed Commercial/ Retail Development
- (G) Historic Residential Area to be Preserved

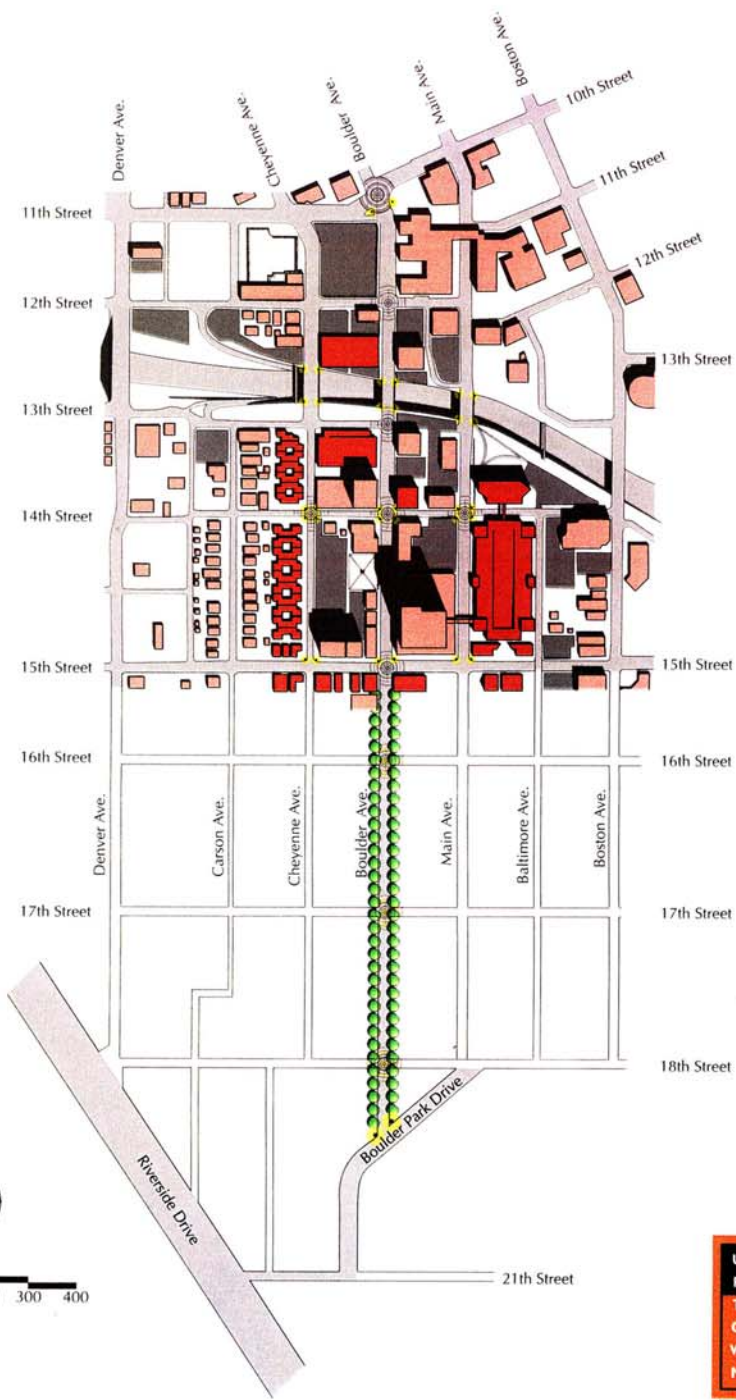
- Existing Structure
- Proposed Structure
- Proposed Intersection Treatment
- Proposed Identity Element



November 3, 1999



Master Plan Concept Phase 1 Uptown Tulsa Development



November 3, 1999



Master Plan Concept Phase 2 Uptown Tulsa Development

Recommendations

Several meetings were held where ideas were exchanged with residents involved in the Riverview Neighborhood Association and business and land owners in the area.

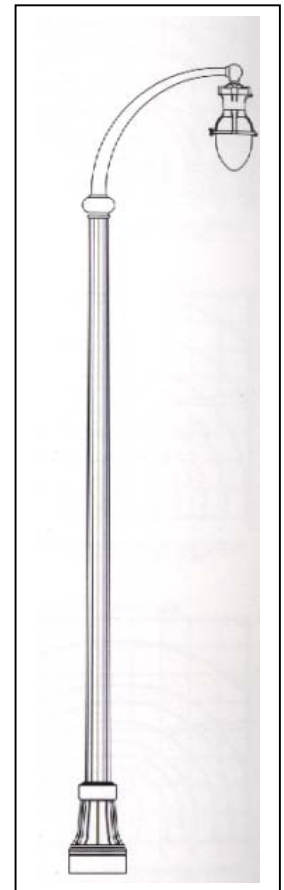
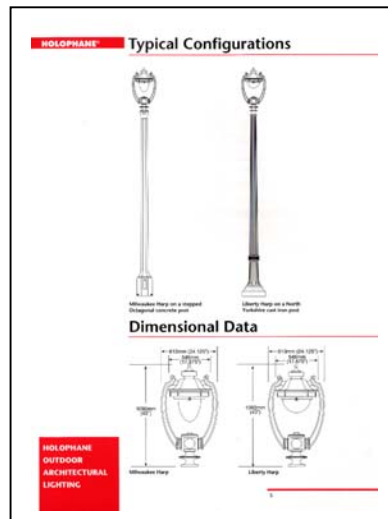
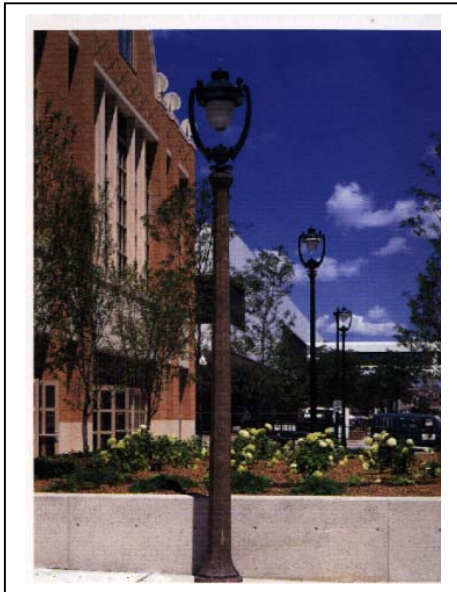
Research was conducted concerning such issues as zoning, land utilization, infrastructure, and neighborhood identity. Through dialog, a neighborhood vision has surfaced.

Everyone involved in the process recognizes the uniqueness and opportunities that make Riverview a most desirable place to live and operate a business, not only for today's residents and business operators, but also for the generations to come. The outcome of the exchange of ideas and research are the recommendations set forth in the following areas:

- Street Lighting
- Trees
- Infill/Opportunity Sites
- Gateways
- Bicycle Routes & Trail Hubs
- Parking
- Traffic Issues
- Neighborhood Tools for Preservation
- Infrastructure Improvements
- Future Development Potential
- Funding Sources

Street Lighting

For safety and security of the neighborhood, adequate street lighting is essential in both residential and commercial areas. Attractive street lighting that complements the character of the neighborhood with a style or design element that follows a theme throughout and sets it apart from others helps create cohesiveness for the area. Shown below are examples of unique street lighting selected for pedestrian and roadway applications.



Trees

As the urban forest ages and dies, trees in the Riverview neighborhood need to be replaced to maintain the quality of life provided by their presence. They not only provide beauty and shade, they also replenish our air supply with oxygen and help to decrease soil erosion. It would also be desirable to add additional trees, especially along the arterial streets, to increase property values and improve the appearance throughout the neighborhood. The following selected list is one recommended for replacement of neighborhood trees that are suited to Tulsa's urban environment.

<u>(Common Name)</u>	<u>Height/Spread</u>
Large Trees	
Ginkgo or Maidenhair Tree	80' - 100'/Variable
Northern Red Oak	80' - 120'/60' - 80'
Shumard Oak	80' - 100'/50' - 60'
Medium Trees	
Panicled Golden Rain Tree	25' - 35'/15' - 20'
Chinese Pistache	20' - 40'/20' - 30'
Lacebark Elm	40' - 60'/30' - 40'
Small Trees	
Oklahoma Redbud	15' - 20'/15' - 20'
Forest Pansy Redbud	20' - 25'/15' - 20'
Crepe Myrtle	25' - Tree Form

Saucer Magnolia

20' - 25'/20' - 30'

(list provided by Robert Shears)



Magnolia Tree



Redbud Tree



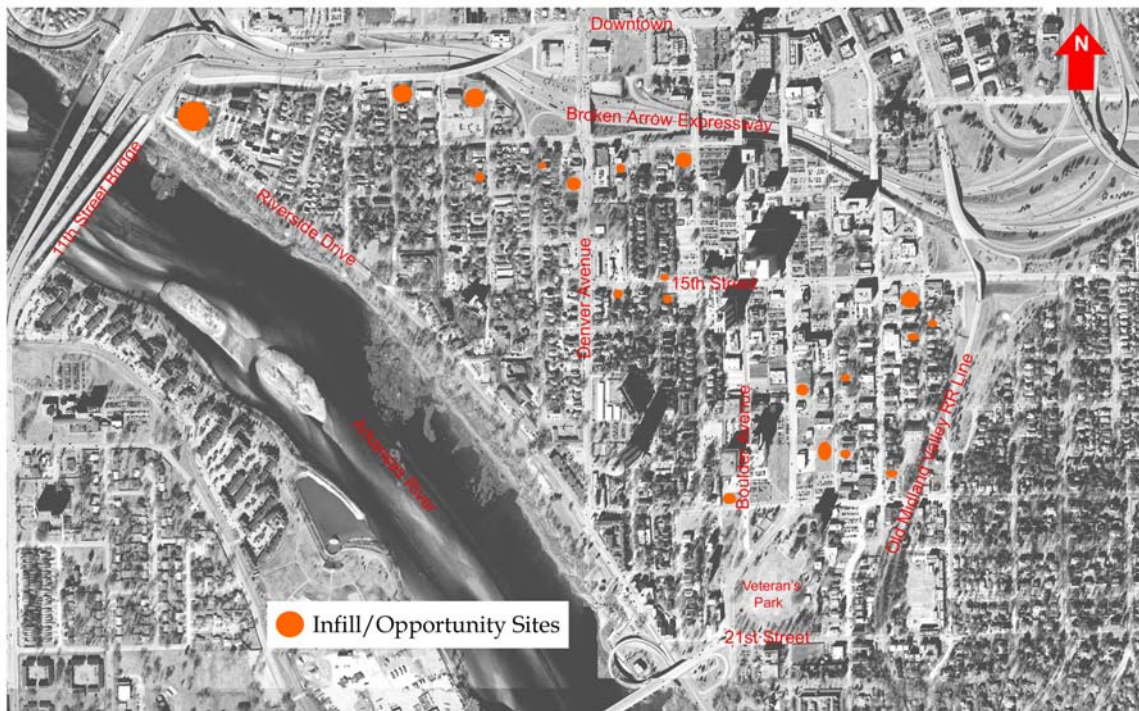
Chinese Pistache



Shumard Oak Tree

Infill/Opportunity Sites

There are numerous sites, both residential and commercial in nature, located in the neighborhood that present opportunity sites for infill development. Some are small hidden away, residential lots, while some consist of several lots assembled into larger parcels, such as the 1.5 acre site at 11th and Riverside or the commercial lots fronting on Denver Avenue, just south of 13th Street.

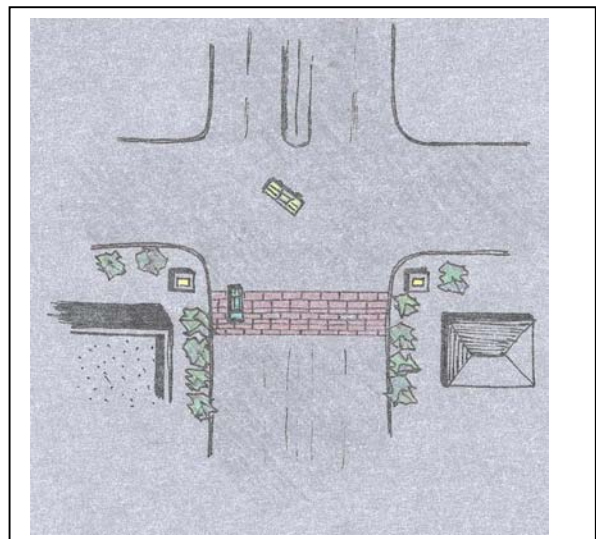


Gateways

The sketch below depicts the intersection at 13th and Denver Avenue with Gateways on either side of Denver Avenue. Gateways constructed at key entryways, such as 13th and Denver, 12th and Houston, Riverside Drive and Denver Avenue would add unique identifying qualities to the neighborhood.



Intersection treatments at selected locations may include special paving, gateways with an attached Riverview neighborhood sign or other identity elements, added trees and landscaping.





Sketch of gateways looking north at 21st and Boulder Park Drive. Gateways, or some type of identity element, help define a neighborhood.

The columns of gateways could have the Riverview logo attached with backlighting, or have illumination that would shine into the sky to attraction attention to entrances into the neighborhood.

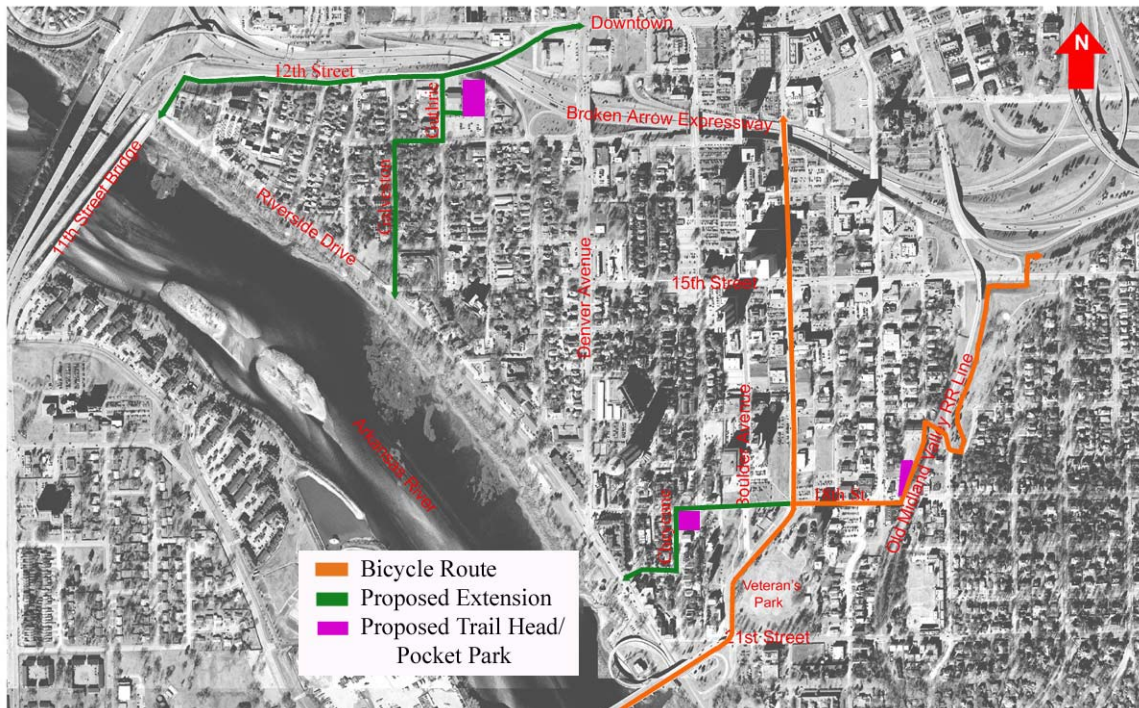


Bicycle Routes & Trail Heads

A marked bicycle route heading into Riverview from W. 23rd Street heads north at 21st and Boulder Park Drive to 18th Street, then north on the new Main Street Bike Route into Downtown. At the intersection of 18th and Main, it also heads east to connect to the Midland Valley Trail which runs from 31st Street along the old Midland Valley Railroad right-of-way. At the intersection of the trails at 18th and the Midland Valley, the trail heads north a short distance to the edge of the neighborhood, then will cross Cincinnati Avenue and run along the Inner Dispersal Loop to 15th Street, across 15th Street, then east along the right-of-way of the Broken Arrow Expressway toward Peoria Avenue. The W. 23rd Street Trail and the Main Street Trail will be marked by various signs and street markings along the route with the following types of markings: Bicycle Route sign with arrow panel, Bicycle sign with “Share the Road” panel, Bicycle pavement markings, Bicycle Crossing sign, Bicycle Advance sign, and “Use Sidewalk” panel. Also, sidewalk and street inlet grate changouts will be part of the project. These improvements are expected to commence in the neighborhood by summer, 2003 (INCOG, 2003).

In addition to the approved bicycle route improvements mentioned above, the accompanying map shows proposed extensions of the bicycle trail system that would allow more access to River Parks at 19th Street, as an extension of the Main Street Route, at Galveston Avenue and at 11th Street. Also shown are proposed are sites that would make good locations for trail heads to connect to the route. One proposed location is a vacant parcel of land located at the north side of 18th adjacent to the Midland Valley

Trail. Other sites include the southeast corner of 18th and Cheyenne Avenue, the vacant site east of Fire Station #4, west of the cul-de-sac at 12th and Frisco Avenue. From that location, the route could be marked from Guthrie Avenue to 13th, then to Galveston, south to Riverside Drive and also from Guthrie to 12th, then west to 11th Street, then south to Riverside Drive. Another link into Downtown could possibly be routed from the Guthrie Avenue hub northeast across the IDL to 11th Street. The trail head locations could be improved with landscaped parking facilities and pocket parks and could be shared by the Greek Church at 13th and Guthrie or for special events at the other locations.



Parking

Riverview experiences parking problems during times associated primarily with special events such as the Fourth of July fireworks celebration and other major events held on the east bank of the Arkansas River. Streets become crowded with parked vehicles and driveways become blocked, causing anguish for residents. Often there is lack of adequate parking for the Spotlight Theatre located at Houston Avenue and Riverside Drive. Also, certain events held at the McBirney Mansion at Galveston and Riverside Drive create parking problems.

One simple way to increase parking along the river is to add more parallel parking spaces along the south side of Riverside Drive, where the width of the green area between the street and the riverbank allows. Also, the parking lots located near 21st and 17th Streets along Riverside Drive could be enlarged to accommodate larger gatherings.

While there may be inadequate parking close to the river, the commercial area between Cheyenne and Baltimore Avenues contains many surface parking lots. A suggestion would be to develop agreements with property owners in the commercial area to utilize their lots for shuttle parking service for evening events, when there is minimal need for tenant parking.

Several of the older small apartment complexes in the neighborhood have inadequate parking by today's standards. Those complexes create tough problems for the

neighborhood, for which there is no easy solution. New construction, per the zoning code, requires more parking per unit than when most of the older units were built. Perhaps the most likely way to keep the parking problem around some apartment complexes to a minimum is to report violations to the Neighborhood Inspections Department of the City. While not the most pleasant approach to conflict management, homeowners may not have much recourse until new development replaces existing buildings. Another avenue might be for the neighborhood association to appeal to apartment complex owners to work together to clean up their properties and enforce a limit of automobiles that each resident may keep on site and park on the street.

Traffic Issues

Riverview, like many neighborhoods, faces traffic problems. Its proximity to Downtown, Uptown, the river, among other factors, tends to create an inordinate amount of traffic problems for residents. Automobiles cut through areas of the neighborhood to bypass congestion, access Riverparks, or to get on or off the expressway. A large problem is drivers speeding through residential areas. Also, the configuration and alignment of several streets and access points on and off the expressway system is a hazard.

The City of Tulsa's Traffic Engineering Department is very willing to listen to concerns of residents and businessmen regarding traffic issues and in some instances is able to make minor modifications in traffic patterns that are simple and quick and not cost prohibitive.

One concerned Riverview resident, Tujia Cardoso, met with Darryl French of Traffic Engineering to discuss possible solutions to traffic problems facing Riverview. They drew on a large street map showing the areas where problems exist and developed ideas on what might be alternative solutions to the traffic issues. With resident input, traffic engineers are better able to design more pedestrian-friendly neighborhoods with safer streets.

It has been suggested that certain streets be realigned or cul-de-sacs created to cut down on the amount of traffic speeding through Riverview. There are many ways to slow or

dissuade drivers from traveling through areas at high rates of speed or to keep traffic down to a bare minimum. Stop signs and speed bumps generally work well, however, in helping to alleviate problems on one street or area, traffic may divert to other areas, thereby causing problems for other neighbors. There are novel approaches that can be taken to traffic problems. One community erected several oversized signs with funny-looking faces on them. Those signs were designed to catch the eye of drivers and naturally slow people down by appealing to their curiosity. Other traffic calming devices are being used more often, for instance, bricked cross walks, scored pavement and curb “bump-outs”. Planners and traffic engineers are continuing to think of new ways in which to make our streets safer, not only for pedestrians, but for the operators of automobiles as well. Discuss concerns with appropriate City departments and your City Councilman to get on your bandwagon to push for safer neighborhoods.

Neighborhood Tools for Preservation

Riverview has many fine examples of historic and architectural significant buildings and sites. Representative of these significant places include such sites as the Creek Council Oak Park at 18th and Cheyenne Avenue and the Indian Stick Ball Park across the street to the south (formerly one parcel).

Riverview has several buildings listed on the National Register of Historic Places, such as the Ambassador Hotel, Clinton-Hardy House, Creek Council Tree Site, Moore Manor, and Riverside Studio (Spotlight Theatre). The Creek Council Oak Park has Historic Preservation Overlay Zoning. The following preservation criteria will give a general outline of the tools, according to the Tulsa Preservation



Commission resource document, that may be used to protect historically significant architecture and sites. Most districts are nominated under National Register Criteria A and Criteria C. Criteria A relates to community development and Criteria C for architectural significance.

Riverview is listed as one of Tulsa's eligible neighborhoods for the National Register. The National Register is the Country's recognition of significant historic resources. There

are two stages to the National Register process. The first stage is an intensive level survey. The second stage is the National Register Nomination. An intensive level survey analyzes information on age (50 years old minimum), determines if a structure has been altered and whether it is contributing (contributing is synonymous with historic) and determines the boundaries of the district. It includes a resource ID form, two pictures of each home on archival paper, foot print of building, data base of information about architectural features, such as doors and windows, and the history of the district. The National Register places no restrictions on what property owners may do with their properties (unless federal funds are utilized).

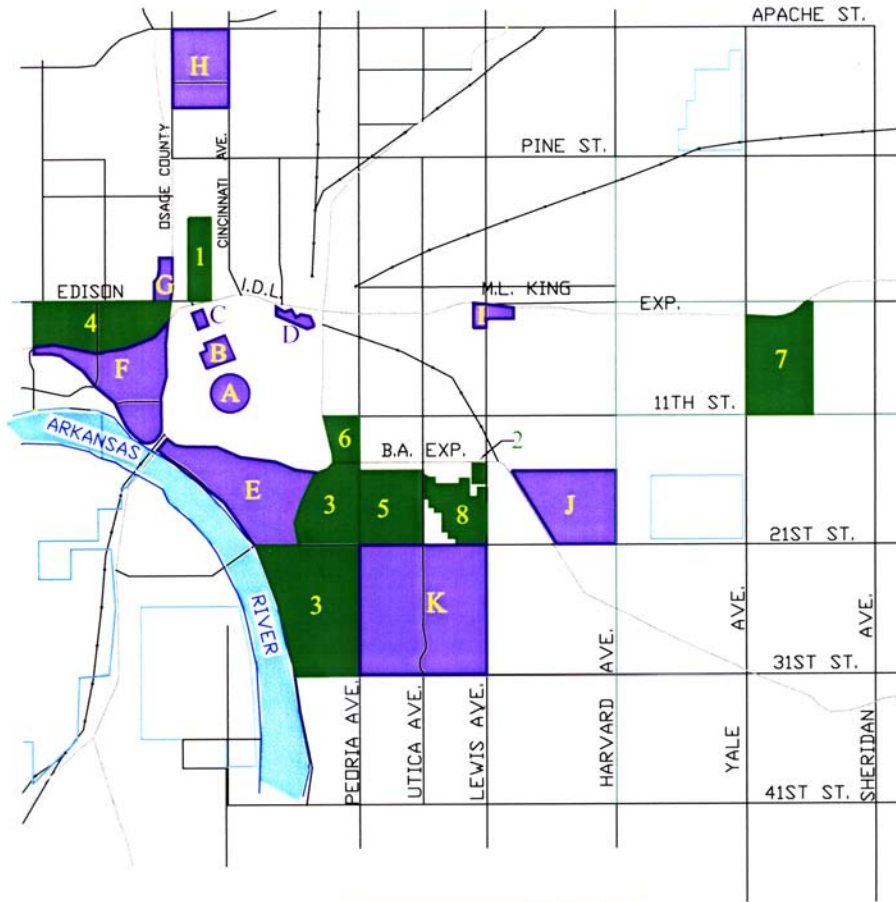
Listing of a property on the National Register does not restrict the use or sale of the property and it does not require its continued maintenance. It requires that any Secretary of Interior guidelines be followed when the property is being rehabilitated with the use of federal funds or the tax credit is taken on income-producing property (Tulsa Preservation Commission, 1997).

On the other hand, Historic Preservation Zoning is more restrictive. The Board of Commissioners of the City of Tulsa created the Historical Preservation Supplemental Zoning District (HP) in 1988. Property located within a HP designated area may be used for any purpose permitted within the zoning district in which it is located; however, changes to the exterior that are visible from the adjacent street require a Certificate of Appropriateness by the Tulsa Preservation Commission.

For more information on HP Zoning or the National Register, please contact David Simmons of the City of Tulsa's Public Works and Development Department, Planning and Economic Development Division or go to tulsapreservationcommission.org.

The map on the following page indicates neighborhoods in Tulsa that are presently listed on the National Register and those which are eligible, including Riverview.

TULSA'S HISTORIC NEIGHBORHOODS



Neighborhoods on the National Register:

- 1. Brady Heights
- 2. Gillette
- 3. Maple Ridge
- 4. Owen Park
- 5. Swan Lake
- 6. Tracy Park
- 7. White City
- 8. Yorktown

Neighborhoods Eligible for the National Register:

- A. Cathedral Square
- B. Central Business District
- C. Old Tulsa
- D. Greenwood
- E. Riverview
- F. Irving
- G. Tulsa Country Club
- H. Reservoir Hill
- I. Whittier Square
- J. Florence Park
- K. Utica/ Woodward



URBAN DEVELOPMENT DEPARTMENT
PLANNING & ECONOMIC DEVELOPMENT DIVISION

Infrastructure Improvements

According to District 4 City Councilor Tom Baker, nearly three million dollars has been allocated from the 1999 Bond Issue for infrastructure improvements in the Riverview neighborhood. The work, which is in process, will include sidewalks, streets, water lines and wastewater lines. Additional dollars from enterprise funds will also be spent in the Riverview area. The area included is from Houston to Elwood Avenues, south of 12th Street. The repairs, which began in July, 2003, are scheduled to take 105 days to complete Houston Avenue and 200 days to complete the remainder of the work.

Future Development Potential

“The New Urbanism, also called traditional neighborhood development, livable communities, transit-oriented development, and smart growth, is a method of building human-scale neighborhoods in place of single-use subdivisions, shopping centers, and office parks.” (Steuteville, 2001)

Many of the elements embodied in New Urbanism design appear to be ideally suited to the area centered around Boston Avenue to Main Street, south of 15th Street. Several of the elements identified either already exist or could be implemented, such as: (1) the neighborhood has a discernible center such as a square or green, (2) most dwellings are within a five-minute walk of the neighborhood center, (3) a variety of dwellings types are available creating a wide mix of people, (4) a varied supply of shops and offices that can fulfill the weekly needs of people, (5) elementary school within walking distance, (6) connected network of streets dispersing pedestrian and vehicular traffic by a variety of routes, (7) relatively narrow, shaded streets which slows traffic, creating an environment suitable for pedestrians and bicycles, (8) buildings in the neighborhood center are placed close to the street, creating a well-defined outdoor room, and (9) parking is relegated to the rear of the building, usually accessed by an alley (Steuteville, 2001).

In order to create a feel of community, a respect for cultural diversity and to preserve the history and architecture of Riverview neighborhood, the principles of “Smart Growth”, “livable communities”, “New Urbanism” or whatever label one may choose, are most

applicable. With the vast amount of surrounding residential neighborhood, the area mentioned earlier between Boston Avenue and Main Street seems to be ripe for New Urbanism practices. Especially the area between 15th and 18th Streets, even venturing further south to 21st Street, has seemingly started the trend towards New Urbanism.

Perhaps a new zoning classification allowing, what is called the “flex” house, in New Urbanism terms, a live/work unit, similar to the old main street shopfront, an at-grade townhouse where the first floor is used for commercial purposes with living units above, is appropriate for Riverview neighborhood. Other flexible units may consist of lofts with flexible floor space, or other types of units called the liveinfront or livebehind where work and living spaces are separated by a first floor wall. These units are configured for significant flexibility, so that one may have their business and residence in one building. These flex units provide a nice transition between high density commercial downtown and lower density commercial and residential sections (Steuteville, 2001).

Flex units present a challenge to the city’s zoning codes. Should they be treated as residential, commercial or somewhere in between? The way they are interpreted has a great bearing on use and cost concerning such issues as health and safety standards, special electrical equipment, fire suppression between commercial and residential, ingress, egress, handicapped access, noxious impact of mechanical noise, vibration or pollution, and parking. These and other issues should be carefully evaluated to create appropriate zoning classifications in order to accommodate the development of flex units that would not compromise our health and safety standards (Steuteville, 2001).

According to architect Thomas Dolan, “there’s a place in every new urbanist community and downtown for live/work. It is the most viable unit type in downtowns today.” These live/work units provide a transition between residential and higher intensity commercial buildings. They also allow the incubation of small businesses and an easy way to create a mixed-use environment. Flexibility of use is of great value to the increasing number of work-at-home families. The live/work units also give entrepreneurs the advantage of running their business and living out of one location with the added advantage of paying one mortgage payment for both (Steuteville, 2001).

Most of the eastern area of Riverview neighborhood is zoned Commercial High Intensity (CH). The CH District is designed to accommodate high intensity commercial and related uses. CH allows, by right, such uses as restaurants, offices, studios, shopping and convenience goods and services; however there is not a use category which allows a live/work type unit without appealing the Board of Adjustment for an exception. The Board may or may not approve such a use. Criteria the Board of Adjustment would consider, on a case-by-case basis, would be such issues as other adjacent property users, trends in the surrounding area, safety, noise, parking, and landscaping of the proposed development (INCOG, 2002).

The other avenue to allow live/work units in the CH zoned area would be to have the area zoned as a Planned Unit Development (PUD). A PUD is an alternative to conventional development where a particular tract is under common ownership or control. PUDs

permit flexibility and creativity in land use design and development, encourages open space and utilization of physical features of a particular site (INCOG, 2002). A PUD would probably not be a feasible choice of zoning category for the proposed area in light of the fact that there are multiple ownerships of relatively small parcels and the cost of assemblage would most likely be cost prohibitive.

Another option permitting live/work units outside of the Central Business District, would be to propose to the City that a special zoning classification be created, whereas an entire area, say south of 15th to 18th Streets, between Boston Avenue and Main Street, be zoned according to a new set of guidelines for a unique district.

The current zoning code does not have adequate residential categories and definitions to respond to the circumstances of development in older areas of the city. Some modifications relating to such issues as setback requirements for small lot sizes, garage apartments, and separation of various levels of density are overdue (Uttinger, 1999).

Funding Sources

Methods or sources of funding local public improvements vary. They include: general obligations bonds funded by the assessed ad valorem taxes on real property; revenue bonds funded (paid back) by the revenues generated by the public improvement once it is constructed; municipal sales tax monies; federal and state grants (state grants are usually “pass throughs” of federal funds) for example Community Development Block Grants (GDBG grants); and “P.F.P.I’s” (privately funded public improvements, such as sidewalks in front of businesses).

In some instances, a public improvement may be funded by a joint private-public partnership for a particular project (e.g., a parking in a downtown development garage or municipal stadium). Use fees are another means of funding certain improvements such as for storm drainage improvements. However, in most instances, fees are usually used for maintenance, operations and administration of an existing public improvement.

In Tulsa, the means for prioritizing and scheduling public improvements is the Tulsa Capital Improvements Program. This program lists identified public improvement needs and sets forth the estimated cost and recommended priority and timing of public improvements. One of the best means of getting *neighborhood needs/projects* funded is to get the projects recognized by a neighborhood plan and the neighborhoods District Plan in the Tulsa Comprehensive Plan. Then the projects can be listed on the City of Tulsa’s Eligible Capital Improvements Program List. From that list, projects can be submitted for the next funding program that the City of Tulsa initiates (e.g., Third Penny

Sales Tax Extension or passage of General Obligation Bonding Program). These projects can be submitted by various City departments and/or submitted to your District 4 City Councilor Tom Baker for inclusion in the next funding measure.

Concerted, cooperative support for local projects by area residents, property owners and businesses is a most effective way to get community needs addressed and community identified priorities funded (Carr, Stephen. Interview. 3/03).

Summary

The purpose of this document was to express in written and graphic form, an initial plan to use as a basis for the development of guidelines to further define and improve the Riverview neighborhood. The goal was to assist in developing a comprehensive vision for residents and business operators

Riverview is one of Tulsa's oldest neighborhoods with an eclectic mix of architectural styles that give it a rich one-of-a kind feel. Several of the subdivisions within Riverview were platted before statehood. Riverview has a large concentration of historic properties with several listed on the National Register of Historic Places. Riverview residents are desirous of maintaining the historic character of the neighborhood. They desire a say in the type of new development that occurs and are concerned with how it may affect the integrity of the neighborhood. Residents want to be a part of the planning process for the sake of progressive neighborhood change and continuity of future development.

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for
RIVERVIEW NEIGHBORHOOD MASTER PLAN

Sources Consulted

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A work dealing with neighborhood parks and successful and unsuccessful features. An excellent resource to help bring the Arkansas River more into play with the Riverview neighborhood.

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Book deals with planning activities such as land use, urban design and community involvement.

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Traditional neighborhood development or “New Urbanism”. Smart growth incorporated into developing “human-scale neighborhoods” in place of single-use subdivisions and shopping centers.

PERSONAL RESOURCES

Purcefull, Gary, President, Riverview Neighborhood Association.

Primary contact for coordination of activity with the Riverview Neighborhood. Has provided his accumulated file of information gathered on the neighborhood that I will sort through for background information.

Shears, Robert, Vice President, Riverview Neighborhood Association.

Employed as a landscape architect with a land planning company and involved as an officer of the Riverview neighborhood, as well as a resident of the neighborhood. Good resource for land plan information and insight into neighborhood issues.

Shell, Kent, Urban Development Department, City of Tulsa.

Insight into historical property and its preservation through lengthy experience in historical preservation with the City of Tulsa.

Simmons, David, Urban Development Department, City of Tulsa.

Detailed discussions regarding historical preservation. Background includes planning jobs in several cities and current work in historical preservation.

Treadway, Pat, Urban Development Department, City of Tulsa.

As the Planning Manager with extensive experience from his background in municipal planning in various cities, he is a valuable source of insight for my research activities.

Carr, Steve, Urban Development Department, City of Tulsa.

City planner with years of experience in both the private and public sectors. Steve has the experience to guide me through the planning process. Steve has agreed to be my mentor on the Riverview project and offer guidance through the planning process.

