



Riverwood Neighborhood Plan Update

Phase One- Infrastructure

2008



Tulsa Planning Department

Riverwood Neighborhood Plan Update

Phase One - Infrastructure

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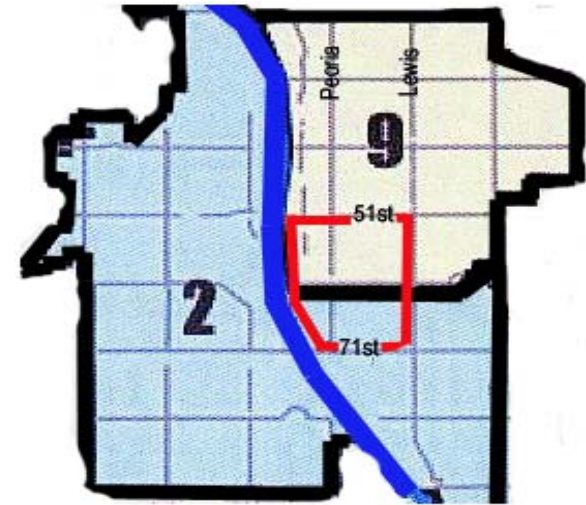
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The Existing Plan

The Riverwood Neighborhood area boundaries are 51st street to the north, 71 Street to the south, the Arkansas River to the west and Lewis Avenue to the east. The neighborhood is in two council districts, 9 and 2. On March 24th, 1997, the planning and design team from the University of Georgia, School of Environmental Design, arrived in Tulsa to work with the neighborhood and the South Peoria Neighborhood Connection Foundation, Inc. (SPNCF). This group later renamed the Neighborhood, "Riverwood". The purpose of the charrette that ensued was to prepare a plan to present to the Tulsa Metropolitan Area Planning Commission (TMAPC) for adoption as a part of the Comprehensive Plan.

The Master Plan addressed Riverwood's need for a name and positive identity. The plan anticipated sidewalks to facilitate the neighborhood pedestrian traffic, street improvements to ease congestion, fences and development of vacant land, to ensure security. A community center would be built to house neighborhood services. The master plan also recommended amenities, beautification strategies and an architectural thematic to tie the neighborhood together as an inviting location for commercial activity.

The Riverview Neighborhood plan, once articulated by the design team from Athens, Georgia, provides an outline for planning and implementation. The team formulated a plan for the neighborhood and submitted it to the Tulsa Metropolitan Planning Commission April 22, 1997.



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The main objectives of the plan were as follows:

Identity: Theme, gateway, name

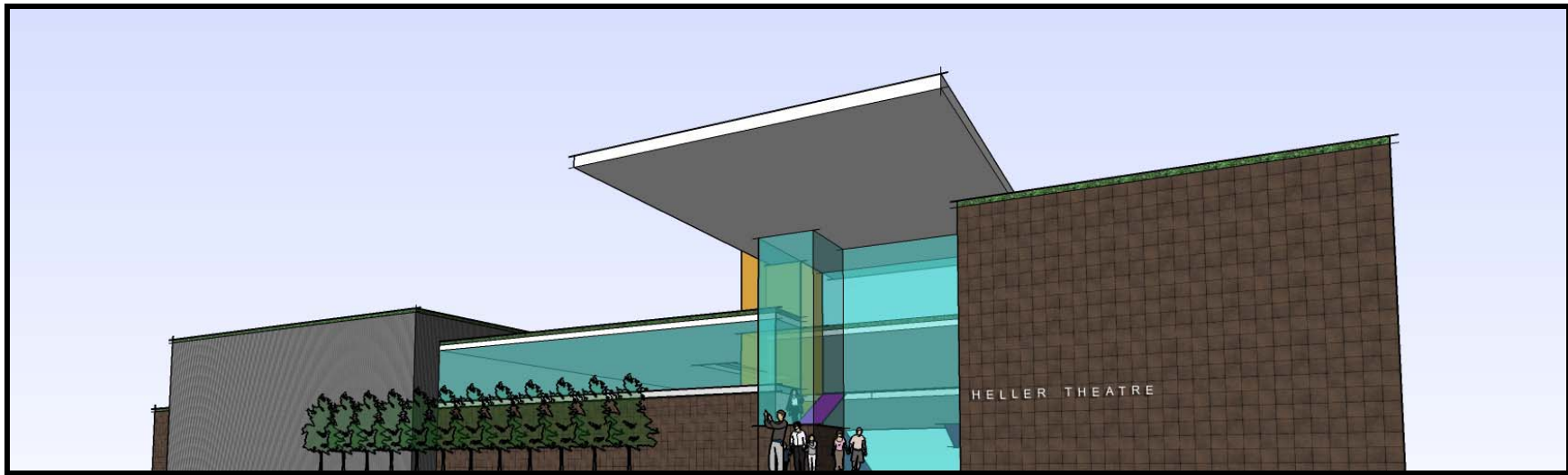
Flow: Pedestrian traffic, auto traffic, transit connections

Security: Lighting: “Defensible space” residential clusters, pedestrian and traffic route strategies.

Services: Community center (youth programs) social programs, food, nutrition, job training.

Amenities: Ownership increases, landscape, themes, park and Riverpark connections, gateway

Architecture: Street frontages, neon edge theme, lighting theme, color, and signage.

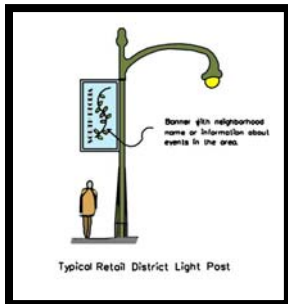


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Identity:

The Plan stated that one approach to urban and social problems is renaming and remarketing the area. But, this alone will not solve the problems. However, it will serve as a starting point. The neighborhood has many advantages: quality schools, parks, and access to recreation along the Riverpark. Adopting the new name, Riverwood, took advantage of the proximity to the river. The plan envisioned a gateway, in conjunction with the widening of 61st Street. There is an opportunity for an enhanced median at Johnson Park on Riverside. The median would terminate at Madison, creating a gateway to the area.



A landscaped median was proposed where a continuous left-turn lane would not be necessary for turns into retail. (The actual improvement of 61st Street, now proposed in 2010 or 2011, contains a median from Riverside Drive to Madison). It was also recommended that landscaping similar to 71st Street and Harvard Avenue area should be utilized. This would not only be aesthetically pleasing but discourage

street crossing at points other than crosswalks.

The marketing of the area needs to center on a “theme” reflective of the location and positive elements of the neighborhood.



The Plan suggested the use of tree plantings (such as native Redbuds as a theme). Other revitalization ideas detailed in the plan included street lighting, banners, and street trees, building color, and building lighting. Street furniture such as benches, litter cans, bus stop shelters and a gateway sign would also contribute to the theme. The concept of a signed gateway on 61st Street and Riverside in conjunction with the trail system, (along River Parks and the use of Joe Creek) has great potential for immediate positive impact in the area.



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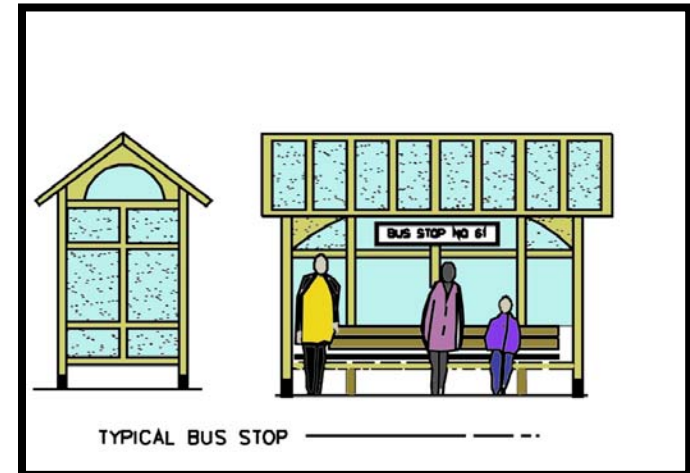
Flow:

Riverwood is a densely populated urban area. Many of the residents depend on travel by foot to reach parks and schools, or reach bus stops for transportation; sidewalks are mostly nonexistent. The Plan recommended placement of sidewalks along the arterial streets, (Peoria and 61st Street). The following streets are also recommended for sidewalks at least six feet wide:

- A. The west side of Peoria between 66th Street and 56th Street (Marshall Elementary school);
- B. Along 61st Street between Peoria and Johnson Park;
- C. Connector sidewalk from Peoria Ave. on the south side of the 61st in the Right-of Way to McClure School and Metro Christian Academy and on the north side of 63rd Street for a center connection.
- D. A Johnson Park sidewalk plan.

Transit Connections:

Numerous elderly physically challenged and low income individuals are dependent on public transit and require well- lit and comfortable bus shelters. These shelters should be considered for high use areas such as Inhofe Plaza on 66th Street and the convenience store on 61st street. Bus routes and schedules should correspond to the needs of the frequent users as well as special needs for the elderly and physically challenged.



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Security Issues:

In general, the area is fairly dark and intimidating at night. Street lighting is a key element in establishing a sense of place and providing a nighttime sense of security. “Defensible Perimeters” are suggested for those complexes that do not have adequate fencing...” The key is to afford tenants a modest amount of protection against loitering and wandering through the complexes by non-residents. Undesirable retail businesses such as adult bookstores and unsafe bars should be discouraged. The Plan cited a need for a police sub-station but also points to one a mile south

Neighborhood Services:

The Plan outlined a need for a “**community facility**”. The activities at the current neighborhood house provide a nucleus for these services which could include: health, nutrition, emergency relief, job finding, employment and training, early childhood/Head Start, adult education (including English as a second language), library branch/mobile services, etc. youth sports activities are clearly another needed activity in the area.

Retail constitutes another “service” that influences the vitality and livability of an area. (see appendix B for information). Convenience retail includes: Food stores, liquor and beverage stores, fuel station/carwash, beauty and barber shops, drug stores, cleaners, laundries, small business supplies, printing, real estate, insurance, financial and legal, flowers and gifts and childcare centers. Often in neighborhoods “local theme retail” can be made to work. These types of retail include antiques, resale shops, local hardware, home improvements, nurseries, storage and rental, and entertainment districts.

The Plan re-stated what the neighborhood has already realized. The most feasible way to “tie “the district together is utilizing landscape materials, in general, and streetscape in particular. The landscape should be easy to maintain and simple, (local trees and ground cover with little or no shrubs). The color and style of street furniture, such as light poles, bus shelters, benches, banner mounts and local directional signage can be limited to forest green metals to help strengthen the district theme. The Peoria business area is scattered, set back from the street, and designed specifically to accommodate the automobile. This is also characteristic of other linear business areas.

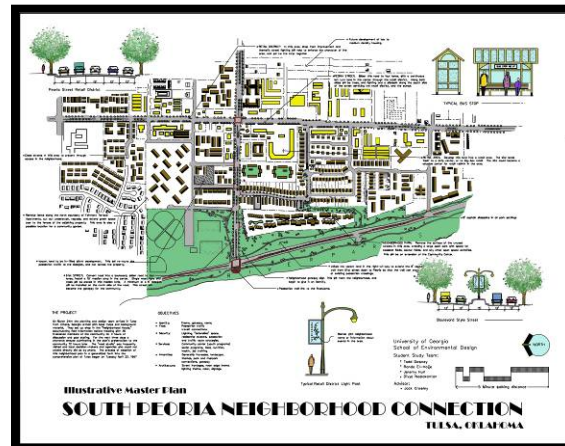


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The greatest asset of Riverwood is a new marketable identity and the adjacency to the Riverparks. This is why the sidewalks and trail system along 61st and through Johnson Park would be such valuable assets. The Plan suggested that the use of architectural thematic would be challenging; because of the scattered sites for retail use along Peoria. The uses of landscape and streetscape systems become a primary tie between businesses. Other systems that could be incorporated by shop owners include:

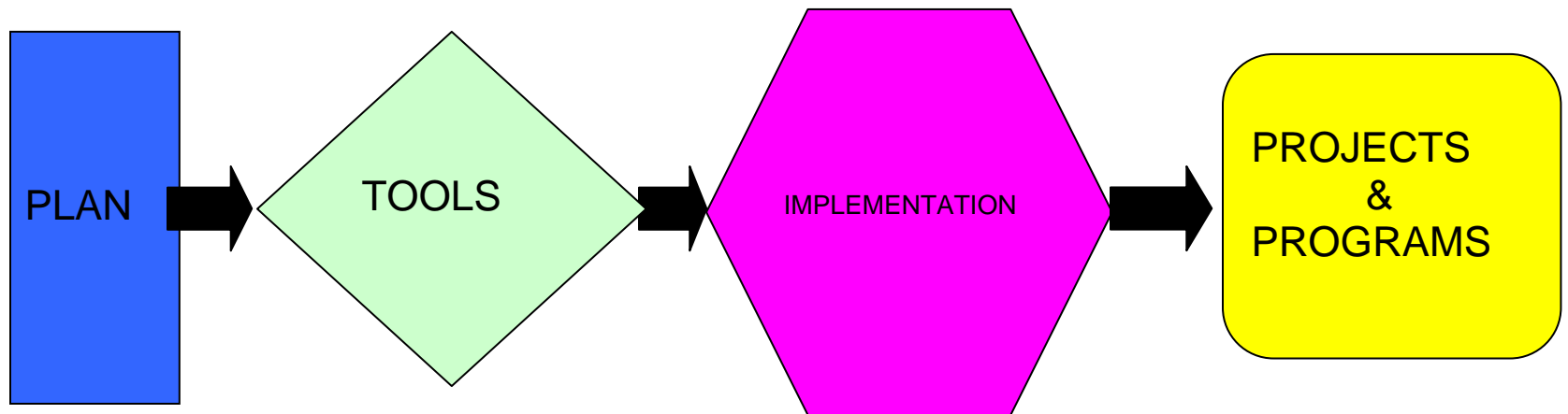
- Edging buildings with neon, (like AutoZone and Sonic);
- Banners, which are very effective and inexpensive way of adding festival color (many vision projects have been using banner treatment on light poles);
- Coloration schemes on some buildings (use of reddish brown etc.);
- Use of front soffits in strip retail areas to start sign bands with various designs.



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The Planning Process

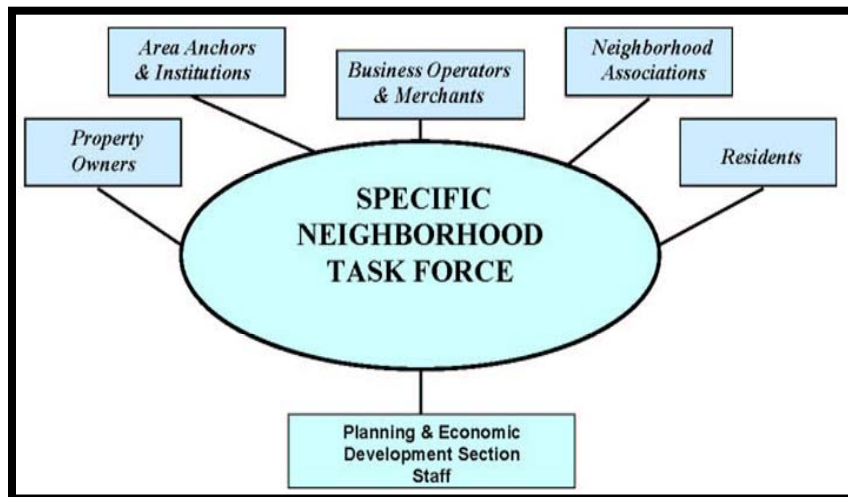


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The Planning Department was requested to provide assistance to the neighborhood. The mission of the Planning Department is to assist Tulsans and to improve their lives, neighborhoods, communities and region. The Planning Department assists citizens in gaining skills to plan and implement projects that expand economic development opportunities and achieve neighborhood revitalization. The never ending cycle of neighborhood revitalization and the process of involving neighborhood activists are key to implementing the vision of the neighborhood.

The Neighborhood planning process:



To assist in the revitalization of Tulsa's urban core requires the assistance of stakeholders in the neighborhood. The neighborhood task force has many players.

In Tulsa, neighborhood planning is an opportunity for citizens to take a proactive role in the planning process and decide how their neighborhoods will move into the future. The process asks members of the community to address the local issues and concerns that affect them, their families, and their neighbors.

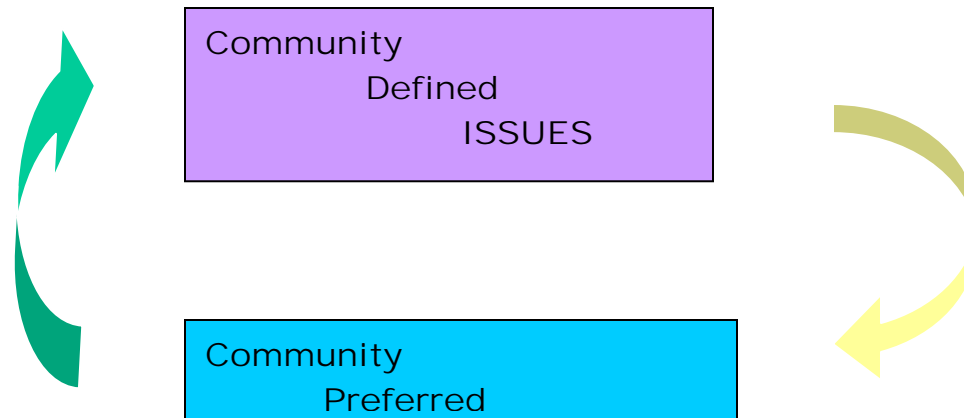


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All stakeholders of the neighborhood are invited to participate- business owners, renters, residents, property owners, and various community, organizations and institutions.

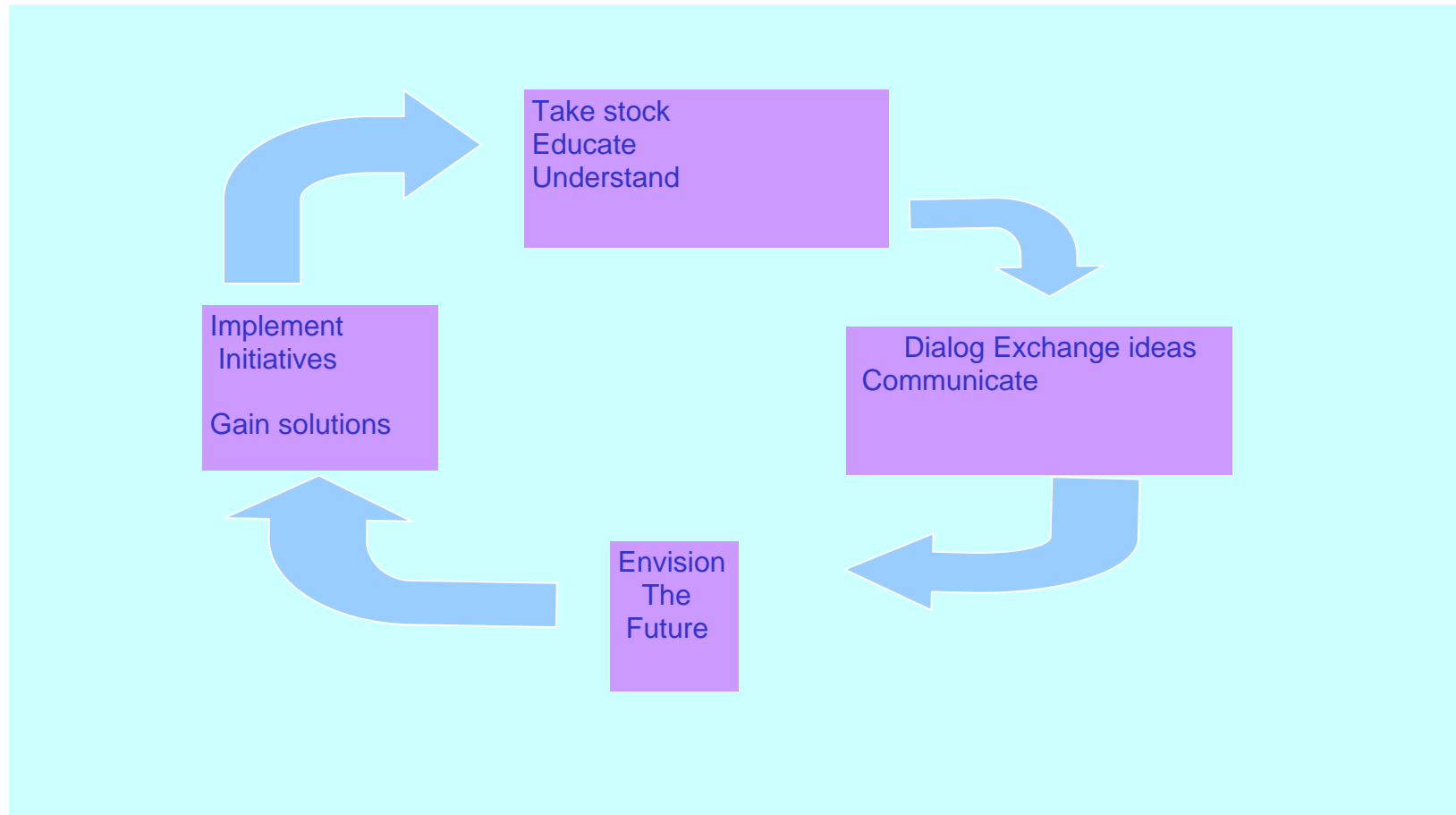
Neighborhood planning is an opportunity for citizens to shape the neighborhoods where they live and work. The neighborhood planning process addresses land use, transportation, services and infrastructure, and urban design issues. The goal of neighborhood planning is for diverse interests to come together and develop a shared vision for their community, a **neighborhood plan**.



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NEIGHBORHOOD REVITALIZATION PLANNING PROCESS IS. . .

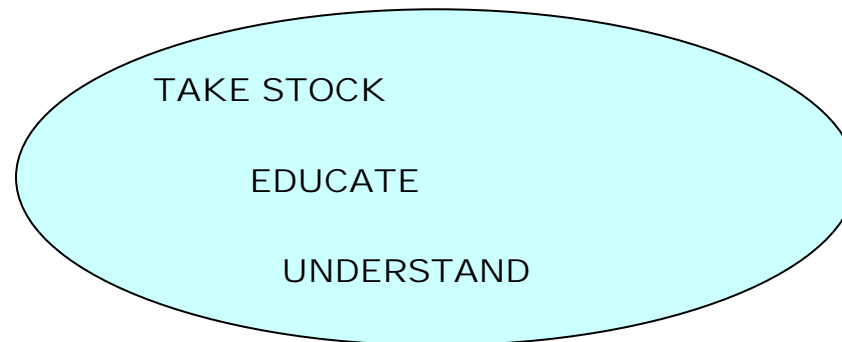


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How will a Plan Help My Neighborhood?

- ✚ Describe clearly what the neighborhood wants accomplished.
- ✚ Provide a framework for **zoning** and **land use** decisions.
- ✚ Give direction the City regarding **capital improvements** appropriate for the neighborhood.
- ✚ Offer residents and businesses opportunities to create a clear picture of the **type of development that is desired by the neighborhood.**
- ✚ Inform property owners and potential developers as to what businesses are needed and the types of development that will be encouraged.
- ✚ Provide guidelines for the design of new development so it will compliment the existing neighborhood **character.**



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History of Planning

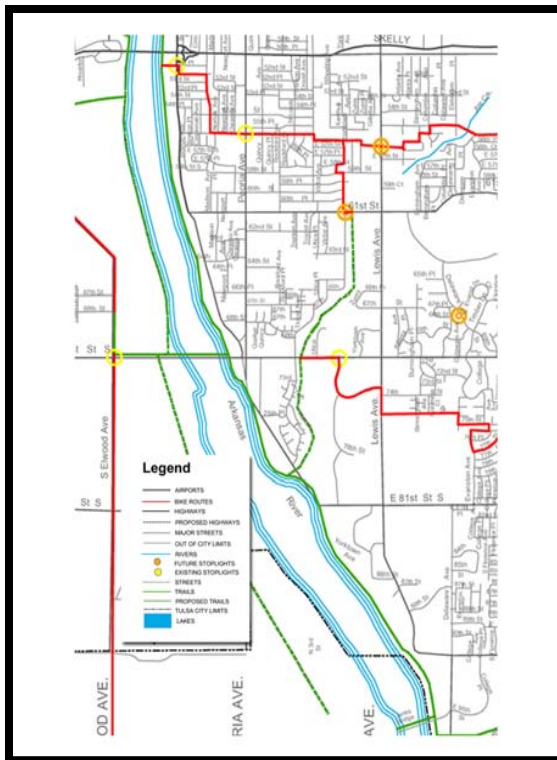
- ✚ The Tulsa Metropolitan Area Comprehensive Plan; 1969.
- ✚ “The Tulsa City-County Major Street and Highway Plan”; 2005.
- ✚ The District 5, 6, 16, 17, and 18 Plans, of the Tulsa Metropolitan Area Comprehensive Plan; and updates; circa 1975 to present.
- ✚ Various municipal infrastructure plans including stormwater, master drainage, sanitary sewerage system and water system plans.
- ✚ “Tulsa Parks”, Tulsa Parks & Recreation Facilities Plan”; 2005.
- ✚ Capital Improvements Plan for the City of Tulsa, Oklahoma.



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Area plans exist to understand different aspects of the planning area:



This trails map indicates improvements to bicycle paths in the Riverwood area. It shows links to Joe Creek, which is intended to be connected to the River Parks system at two points. In the future the trail is to be linked to the trail at 71st. Trails provide inter-modal transportation for the neighborhoods.

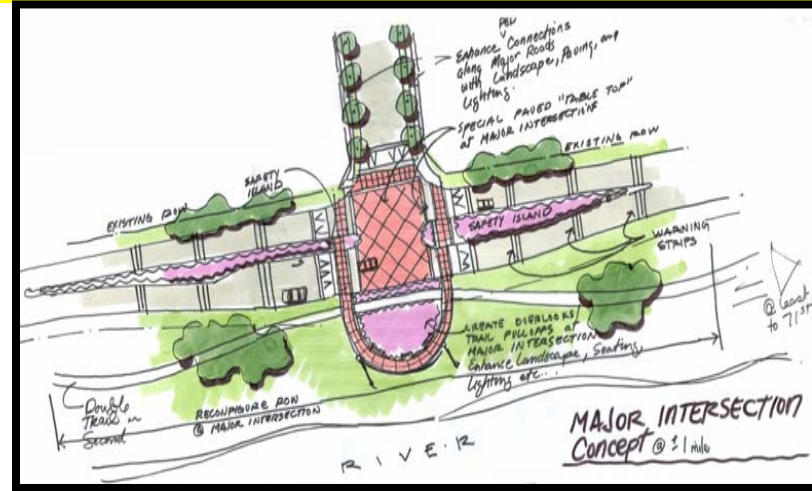
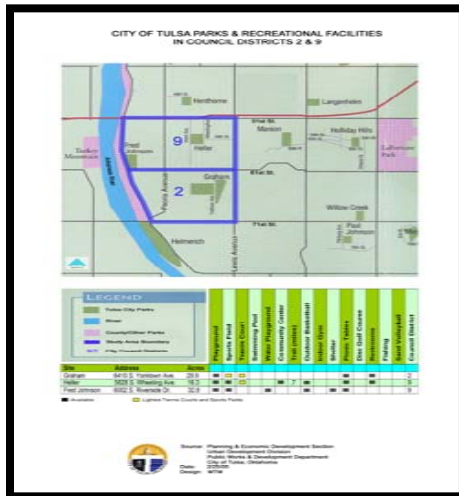
The flood plain mapping of the city provides vital information on the areas that flood or create development problems. Many areas of the Riverwood neighborhood are in the 100 year flood plain which affects construction.



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The Arkansas River Plan provides the Neighborhood with input on the proposals that will be developed to revitalize the Arkansas River.



Area parks provide recreational opportunities for all citizens. Parks have ten year plans which should be updated by the neighborhoods.



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Community Defined Issues









- ✚ Decline of Commercial Business
- ✚ Image – “Brand/Identity”
- ✚ Safety and Security
- ✚ Need More Retail
- ✚ Need to address needs of Private Schools
- ✚ Need a Major Community Center for Youth
- ✚ Beautification of Major Streets
- ✚ Pedestrian Safety and Environment
- ✚ “Walking and ‘Cycling Friendly” Community
- ✚ Local Drainage Improvement
- ✚ Sanitary Sewer and Water to All of Riverwood



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ROUGH DRAFT 2008

Area Analysis

-  Strong Desire to Improve Community
-  Vibrant Residential and Business Areas
-  Community Diversity
-  Committed Community Involvement
-  Previous Successful Activities and Projects
-  Different Urban Forms – Traditional Suburban
-  “Developing”, and Undeveloped/Under-developed Areas
-  Building a Working Consensus

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The planning process works to implement initiatives and solutions by influencing

- ✚ Private development decisions and actions;
- ✚ Community service organizations and groups;
- ✚ Zoning activity;
- ✚ Active neighborhood associations;
- ✚ Working with active business associations;
- ✚ And continuing Riverwood Neighborhood Planning efforts.



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IMPLEMENTATION INITIATIVES

CAPITAL IMPROVEMENT PROGRAM (C.I.P.) - A major tool for implementing public portions of the neighborhood plan. It is typically a 5 to 7 year plan for prioritizing, financing, scheduling, and constructing public infrastructure and improvements.

TYPICAL NEIGHBORHOOD C.I.P. PROCESS:

- ✚ No. 1 – Neighborhood Plan developed and public projects are identified and prioritized.
- ✚ No. 2 – Neighborhood projects have concept designs and preliminary costs prepared and are then submitted to the City of Tulsa for possible inclusion in City C.I.P. list.
- ✚ No. 3 – City reviews projects and includes selected items in C.I.P. *eligible projects list*.
- ✚ No. 4 – Projects are selected by the City for inclusion in a funding mechanism (e.g., 3rd Penny Sales Tax Extension, general obligation bond package, special tax district, etc.).
- ✚ No. 5 – After funding is approved, projects are prioritized, scheduled, detailed final designs are prepared, bidding, process occurs, and projects are constructed.

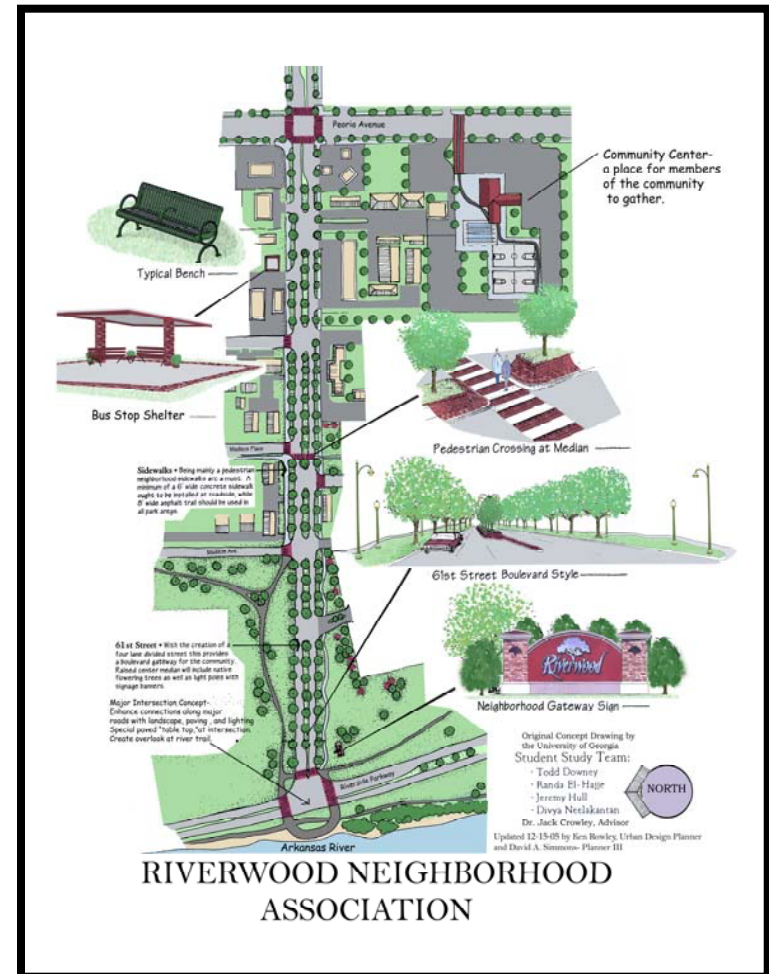


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61st Street – Peoria to Riverside Drive

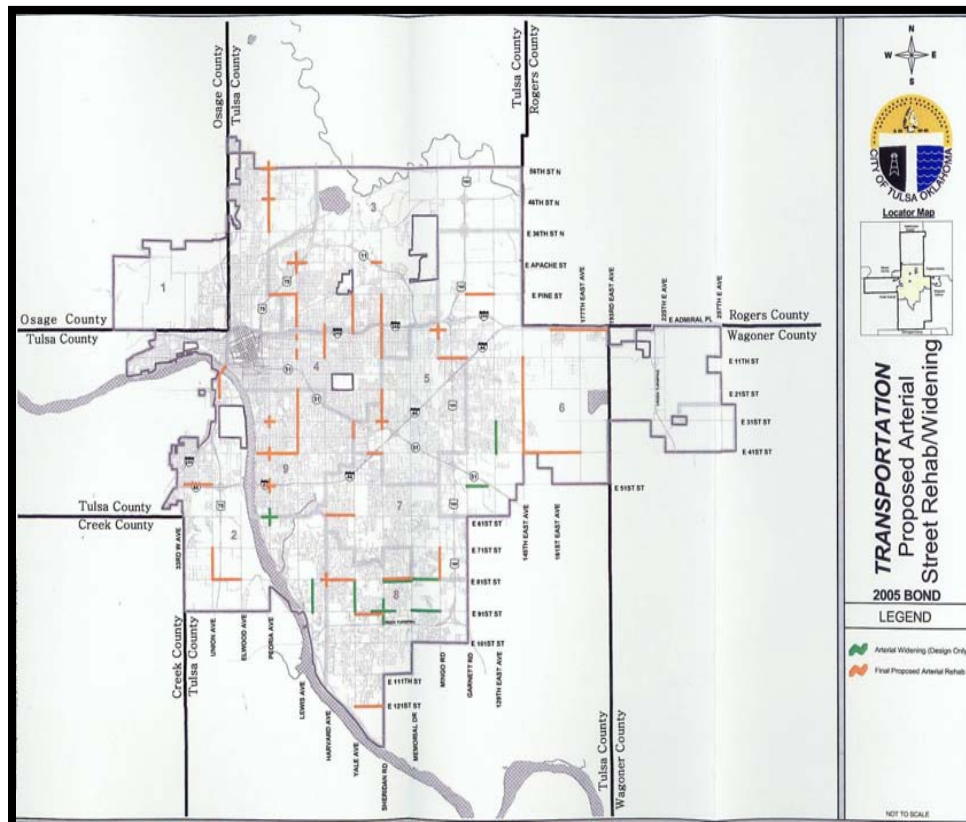
The existing plan was revisited by the neighborhood to redesign and expand the neighborhood's vision from the original plan, as adopted by the Metropolitan Area Planning Commission. The new plan includes traffic calming and detail for the 61st Street intersection, landscaping for 61 Street, sidewalks to connect and provide linkages to the neighborhoods, parks, bus stops and other amenities. The Plan includes a better connection to the Riverpark areas and the Joe Creek trail. It also suggests that better sidewalks are essential to connect to Marshall School to the north and McClure School to the east. The public works projects for Riverwood include new traffic signals and pedestrian crossings for McClure School.



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The 2006 sales tax includes the rehabilitation of 61st from Peoria to Riverside Drive. The project includes the construction of storm water solutions to drainage problems in the area. The neighborhood would like to have the opportunity to participate in the project design. They would like to leverage the project regarding amenities, such as sidewalks, trees, benches, improved medians and other added features as suggested by the proposed expanded plan.



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61st Street South, Riverside Parkway to Peoria Avenue

The /61st Street South project is proposed in the third penny sales tax at \$9,000,000.00 dollars. This intersection will be designed to current standards, improving pedestrian safety, traffic flow , the neighborhood planning group has proposed adding streetscaping amenities and to further enhance the neighborhood. The Riverwood Neighborhood Planning group met on several occasions to promote support for the project. Design concepts for the project, as proposed by the planning department, are shown as exhibits.



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Design considerations at 61st street and Riverside Drive Intersection



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61st STREET SOUTH & RIVERSIDE DRIVE INTERSECTION

Opportunity site for creating:

- Safer pedestrian crossings and link to River Parks Trail; use compatible design elements;
- Identity zone for Riverwood; distinctive treatment labeling neighborhood, possibly with monument signs and/or art;
- Entry/gateway treatment: possibly with textured pavement, special landscaping, lighting and street furniture; and
- Focal point on the west side of Riverside Drive.



Looking northwest across Riverside Drive and River Parks Trail towards Johnson Park.



Looking west along 61st towards River Parks and Turkey Mountain.



Looking east along 61st Street South corridor across Riverside Drive towards S. Peoria Avenue.



Looking southeast across 61st and Riverside intersection towards linear open space and Sand Dollar Apartments.



Panoramic view looking west along 61st Street from S. Madison Avenue towards 61st Street South and Riverside Drive intersection.

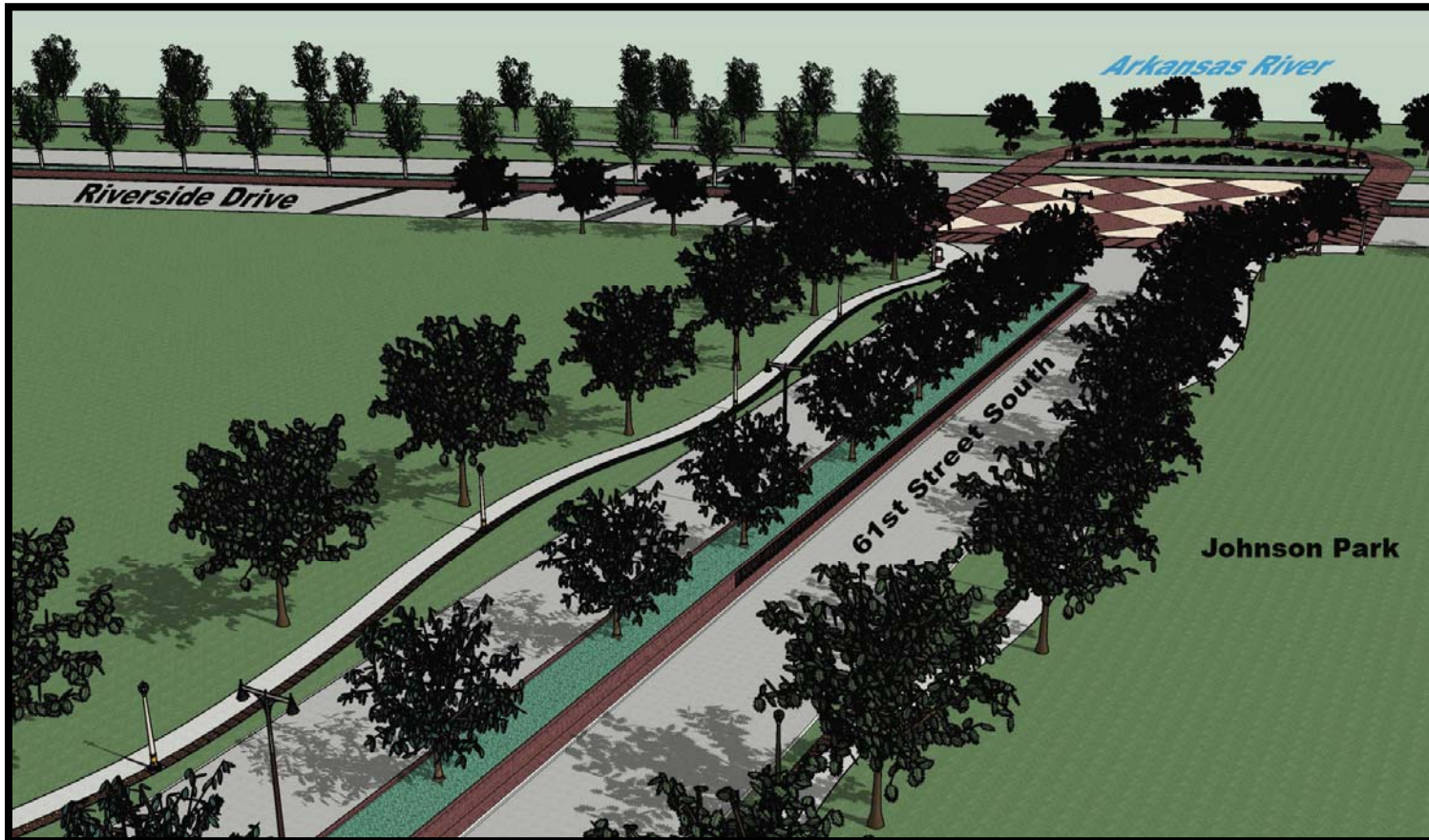
SOURCE: Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma



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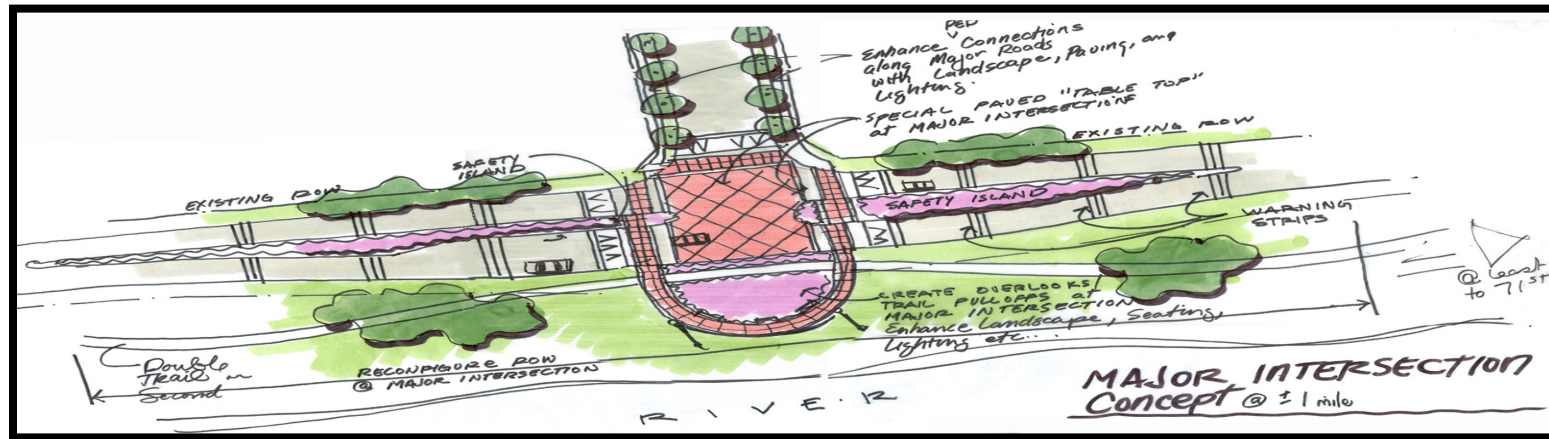
Proposed intersection concept at 61st and Riverside Drive



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Design concept for 61st and Riverside Intersection



The plan expresses a desire to address the identity of the neighborhood with signs and improvements to change the image of the neighborhood.

The **entrance sign** will create an identity zone for the neighborhood.



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The initiation of the concept plan for the intersection using textured pavement, special landscaping, lighting and street furniture will add to the character of the neighborhood and provide safety.



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Riverwood and the Arkansas River

The City of Tulsa portion of the Arkansas River is approximately 21 miles. The city is seeking to maximize potential opportunity sites to gain economic and recreational benefit from River development, while observing ecological concerns.



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The Arkansas River Phase II, as articulated by Guernsey in October of 2005, seeks to “**weave a unique and valuable tapestry**”.

The plan describes parks, multi-use trails, wildlife habitat, gateways, ball fields, boat ramps, fishing piers, and marinas. The low water dams are a key element of the Arkansas River plan. The two dams of importance for the Riverwood Neighborhood area are:

- ✚ The upstream of I-44 location
- ✚ Jenks /South Tulsa , downstream of the Creek Turnpike

The dam upstream of I-44 would significantly impact economic development in a positive way for the city. The plan focuses on concept development for specific sites rather than planning the corridor as a whole. There are two specific concept plans that affect Riverwood. The concept plans suggest scenarios for the 71st street corridor and the South Tulsa/ Jenks area at 91st. The conceptual plan (outline in black boxes) delineates development that might take place as the river is developed or used for recreation or retail purposes.

71st Street Riverfront

West Bank

- ❖ Adult soccer complex
- ❖ Improved access to City of Tulsa biosolids facilities
- ❖ Multi-family residential
- ❖ Destination restaurant
- ❖ Ecosystem restoration / trails



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The east bank, Phase II Arkansas River Plan primarily envisions a waterfront, mixed-use development at the south end of Helmerich Park. Helmerich Park development concept includes a vision for a community health center, cafes and other complimentary uses. Phase II plan on the west bank proposes the Turkey Mountain Urban Wilderness Area as a show place for recreation while incorporating the Native American Cultural center.



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The river study suggests that south Tulsa riverfront creates unique opportunities. The plan identifies an area downstream of the Creek Turnpike and upstream of the Polecat Creek confluence as a preferred location for a low water dam to create a river lake approximately 3 miles long.

Jenks/South Tulsa Riverfront

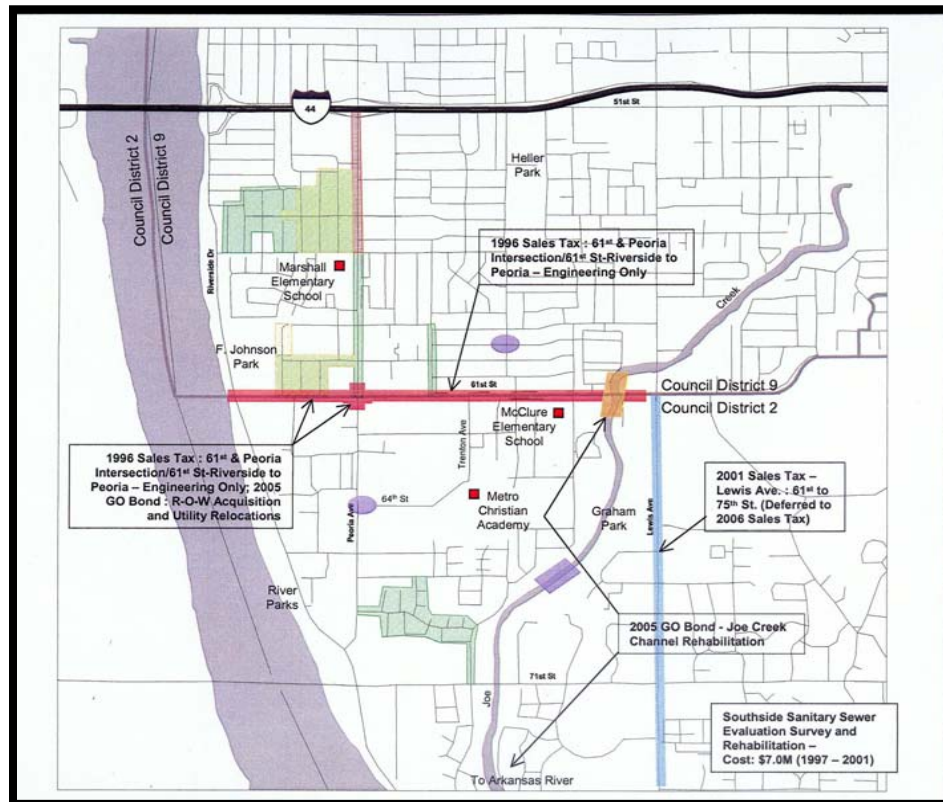
- ❖ Low water dam and pedestrian bridge
- ❖ Fishing piers and boat ramp
- ❖ Oklahoma Aquarium campus development
- ❖ Ecosystem restoration / trails
- ❖ Least tern foraging habitat and islands
- ❖ Bald eagle habitat
- ❖ Flood damage reduction
- ❖ Commercial riverfront development / water taxi



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The passage of past bonds, as well as, the latest third penny sales tax funds projects desired by the neighborhood. The two projects that are not on the schedule, and are perhaps the most difficult to finance, are the Community Center and the development of the green area on the east side of Riverside Drive south of 61st street.



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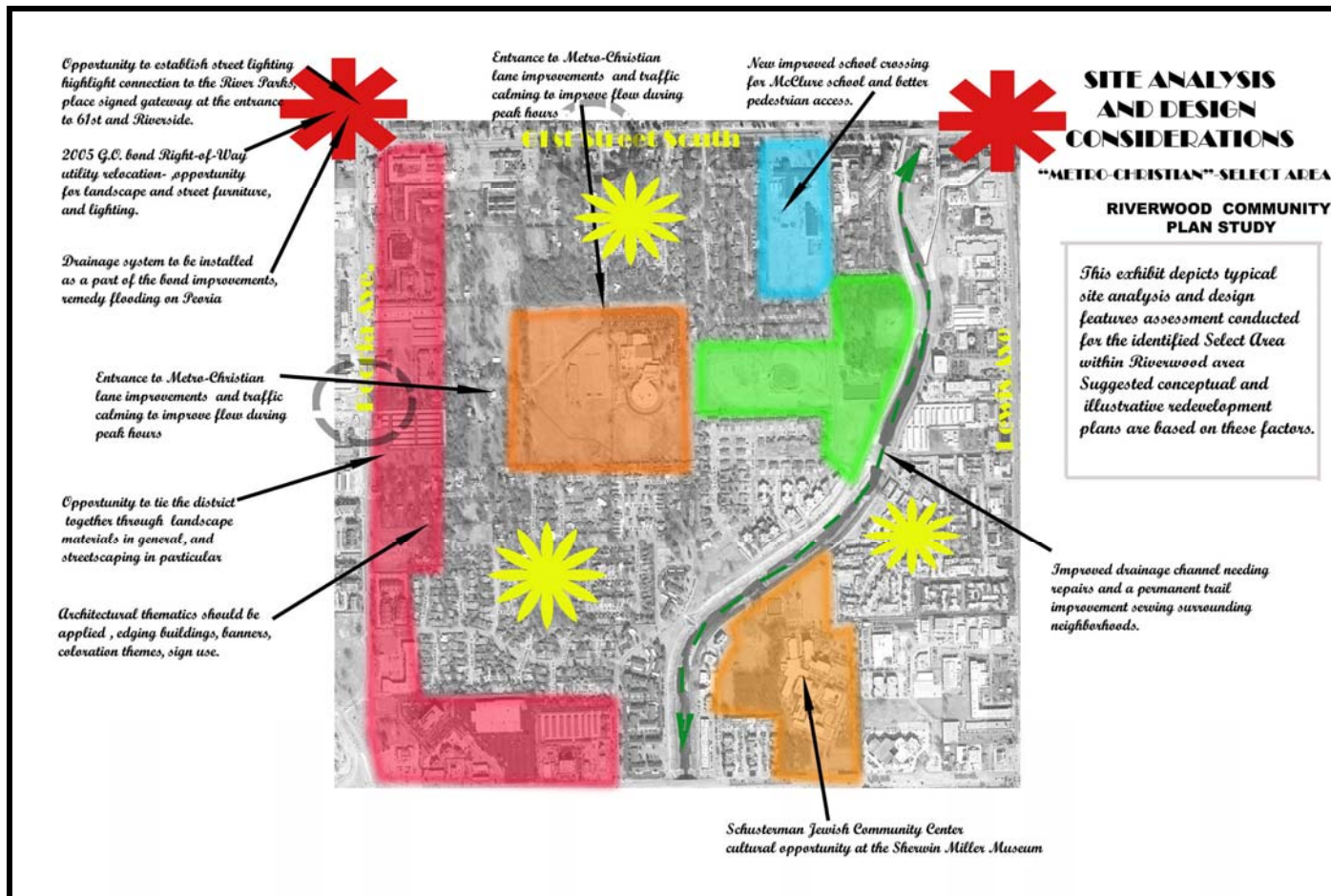
Metro-Christian Area

Phase II Meetings were held at the Neighborhood House and at Marshall School to gain input on the needs for the Metro Christian special select area. Phase II of the plan provides a neighborhood evaluation of the area from Peoria Ave. to Lewis from 61st Street to 71st Street, in the Riverwood Neighborhood. The area contains the Metro Christian Academy, Joe Creek trail, McClure Elementary School and Graham Park. The land surrounding Metro-Christian to the west that is not currently served by the city sewer system will be addressed with the third penny sales tax issue as voted in 2006.



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The following concerns and capital improvements project ideas were discussed during planning sessions with the Riverwood Neighborhood:

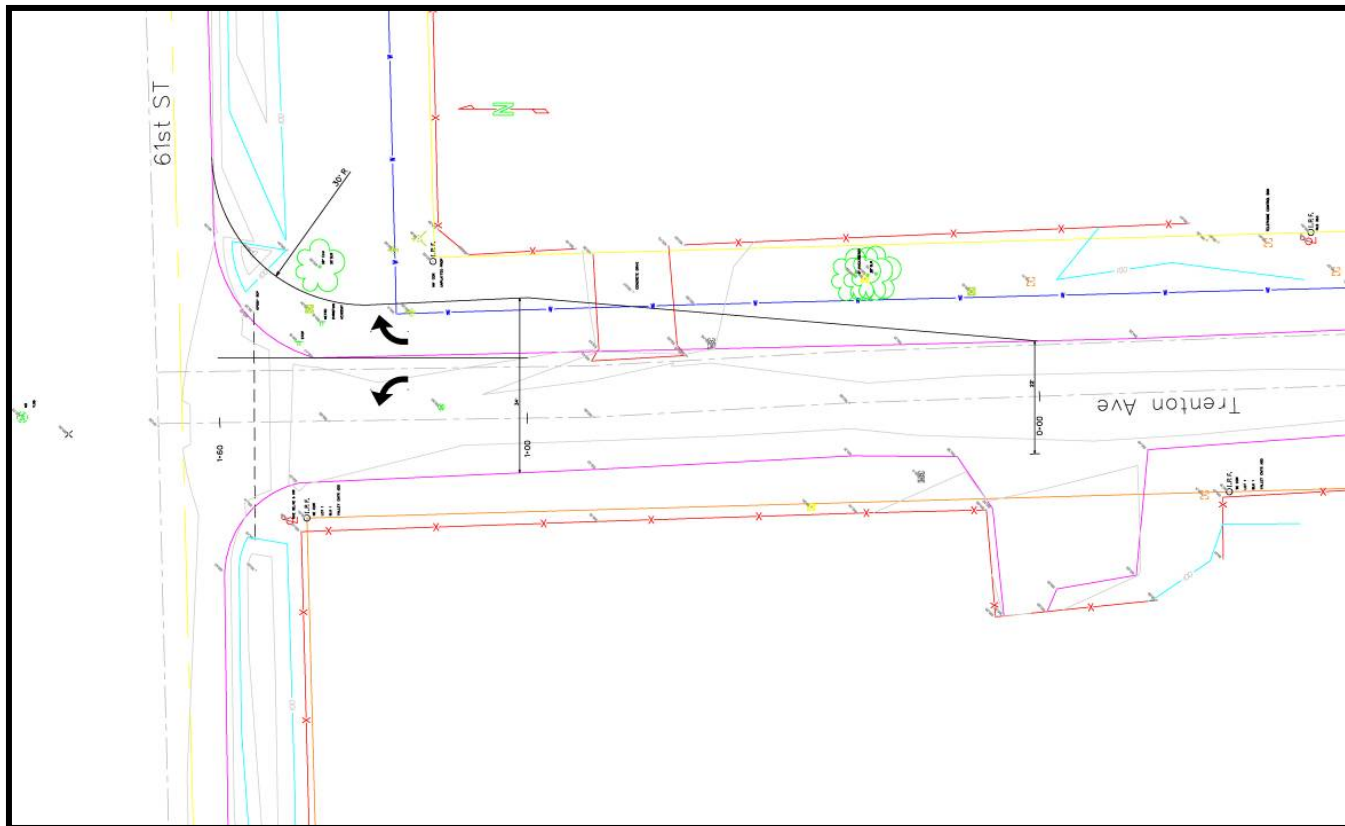
1. Installation of new stoplight at Yorktown Ave. and 61st Street and an improved school crossing;
2. New intersection with left and right turn lanes at Trenton Ave. and 61st Street to improve traffic congestion at Metro Christian and in the neighborhood; this intersection improvement has been completed.
3. New intersection, with landscaping, street furniture, traffic calming and striping at 61st Street and Peoria Ave;
4. Stormwater improvements to Peoria Ave. , as detailed in the 2006 third penny sales tax, to initiate a remedy to constant flooding in the vicinity;
5. Elevation of east 64th street to remedy lack of access to Metro Christian and the neighborhood during heavy rains;
6. New business and marketing strategy to promote the revitalization of Peoria Ave. as a destination shopping area. (to be addressed in Commercial Considerations and Design guidelines.
7. Conclusion of the improvements to Joe Creek trail to provide linkage with Riverparks;
8. Planning and design of wastewater lines in areas that currently are not on the system.



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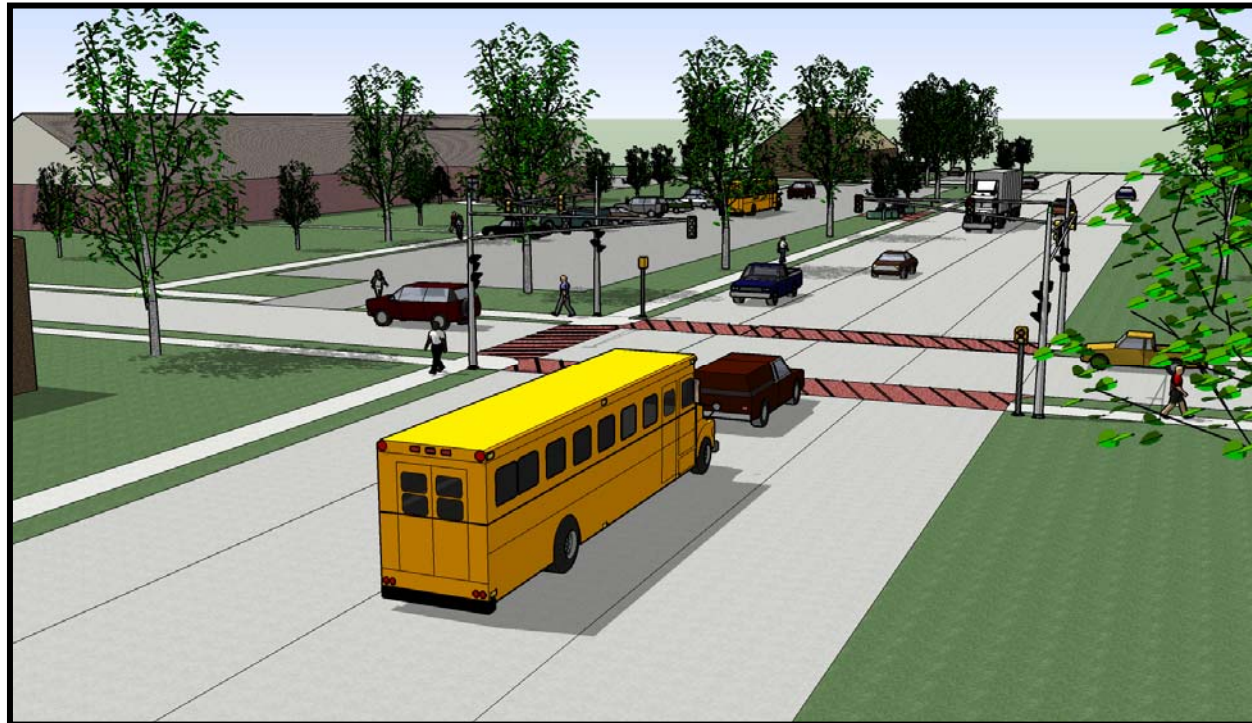
Proposed right turning lane improvement for 61st and Trenton as request by Metro-Christian and designed by the Public Works Department. This turning lane is installed and completed.



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The proposed intersection crossing at 61st. Street and Yorktown Ave. will improve safety by discouraging crossing in the middle of the block. The traffic has become congested at McClure school due to recent program expansion and increased traffic on Yorktown. This project is currently ongoing.



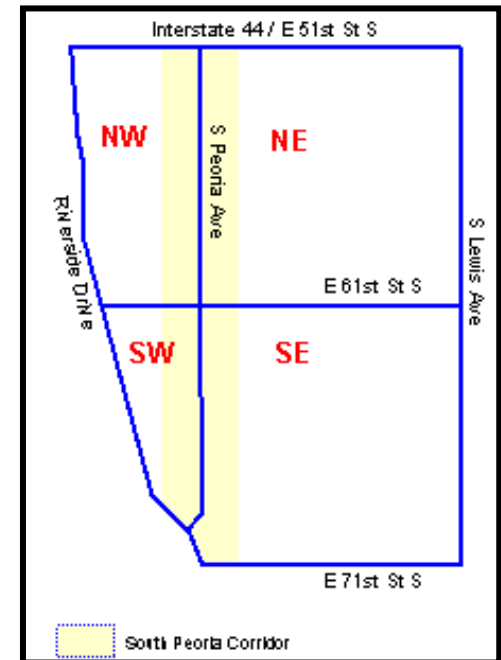
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Commercial Studies and Guidelines

The Riverwood Community identified the viability of retail and land uses along South Peoria corridor as a key element of the community plan. These activities contribute to greater livability and convenience within the neighborhood and can convey a neighborhood identity to visitors as well as residents from other areas of the city.

Strategies and conclusions were reached and developed to assist a future business association and the eventual revitalization of the shopping center at the southeast corner of 51st street and Peoria Ave.



Area of Commercial Study



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Geographic area of concern

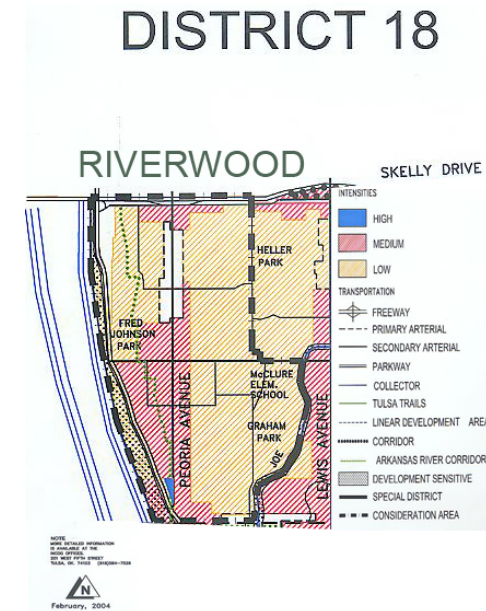
This section of the Riverwood Plan addresses design considerations for a specific area within Riverwood, as defined by the City of Tulsa's Comprehensive Plan – District 18 Area Plan.

The subject area is included in the “Southern Peoria Consideration Area is bounded by 51st Street, 71st Street, Utica Avenue and the Joe Creek alignment and the Arkansas River, as shown to the right.

More specifically, the District 18 Area Plan identifies the study area as follows:

- Location: South Peoria between East 52nd Street and 58th Street South;
- A “Medium Intensity Linear Development Area”.

Within this document, the study area shall be referred to as “Northern Riverwood Linear Retail (NRLR) Area”.



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Existing Condition of NRLR

Commercial Strip Development Pattern

The NRLR is best described as a “commercial strip” or “strip commercial” area, developed in the late 1950’s and early 1960’s, south of Interstate 44 along the South Peoria corridor. A similar development pattern is evident in the South Brookside area along Peoria Avenue between I-44 and 36th Street South. From that point northward, the Brookside area is characterized by an “urban village” form and more pedestrian. The Strip commercial development is distinctively different from the “urban village” pattern

Strip commercial development is automobile oriented in that people cannot park in one location and shop at several stores. The continued movement of cars, from one location to another, means that the shopper is entering and exiting the street system frequently. There are mutual access points, but with each movement there are traffic congestion and hazard concerns.

As a “strip commercial” development, the NRLR has the following characteristics:

- Linear in arrangement
- Separate vehicular entrances and exits for each use on the street
- No defined pedestrian path system, thus conflicts between pedestrian and vehicular movements
 - No accommodations for pedestrians, including persons waiting for public transit
 - No accommodations for bicyclists, including bike racks



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- Minimal or insufficient space for on-site parking and loading activities
- Visually cluttered appearance
 - Signage
 - Pole and wall signs
 - Incompatible sizes, colors, designs
 - Lack of coordinated landscaping
 - Less attractive architecture
 - Incompatible mixture of architecture styles, materials and colors
- Minimal visual relief between roadway and businesses

In general terms, District 18 Plan identifies the following as applicable to the study area.

Planning Considerations

- Concern for security, including single point-of-entry gates, fencing, lighting and patrols;
- Need to foster the development of an area business owner's organization to promote the area and address problems of mutual concern;
- Work with the City of Tulsa Public Works Department to improve South Peoria by widening and straightening it south of 51st Street and by adding needed curbing, lighting and storm sewer improvements;
- Support the efforts of the Code Enforcement staff in identifying and eliminating blighting influences in this area. Encourage development of policies within Linear Development Areas;



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- Planned Unit Developments (PUDs) are encouraged in order to minimize the impact of proposed uses on adjacent low intensity residential uses. Building setbacks, transitional uses, and other means of separation should be used to increase compatibility of uses with adjacent and abutting low intensity residential areas;
- Encourage the assembly of small lots resulting in a more orderly development pattern and improved points of ingress and egress throughout this area;
- Encourage shared access drives;
- Parking areas within the development shall be screened from abutting residential properties by screening fences;
- Variances to lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development;
- Development Sensitive Areas should be given special attention in the development process.



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Commercial Areas: Goals, Objectives and Policies

GOAL: Provide diversified, convenient, concentrated, and efficient commercial activities, this will add to the quality of the District 18, as a self-sufficient unit of the total urban pattern.

OBJECTIVES

- Locate commercial facilities where compatible commercial uses can support one another and where community services and facilities are capable of supporting commercial activities;
- Provide a reasonable ratio of commercial activities in relation to the population residing within the District.

POLICIES

- The intensity of land use as identified in the Metropolitan Development Guidelines will be relied upon to provide a reasonable ratio of commercial activities to support the population residing in the District;
- Access to and circulation within concentrated commercial areas will be controlled to prevent inconvenient and congested circulation movement;
- Commercial activities will be planned and concentrated to receive maximum benefit and support from other compatible commercial uses, community services, the transportation system, and public utilities;
- To prevent continued commercial and office stripping along major vehicular corridors (arterials), commercial activities will be confined to intensity nodes at arterial intersections and intensity corridors along the freeway system;



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- Commercial and office development will not be permitted on parcels where the property depth prohibits the development of adequate off-street parking, limited access points, and a proper internal circulation system;
- Future regional office and commercial centers will be located within the intensity corridors adjacent to the local expressway system to ensure maximum benefit from community facilities and services; neighborhood commercial and office facilities will be located where secondary arterials intersect; and community office and commercial facilities will be at primary-primary and primary-secondary arterial intersections under current Commercial Land Uses.

In the next planning phase, inventory of distinct strip centers and individual parcels along the corridor

- Inventory the curb cuts relative to linear feet; apply design standards;
- Photos of current strips, parking areas, frontage, sidewalks, curb cuts, signage, lighting, street furniture;
- Examples of separate but adjacent strip centers;
- ID all curb cuts, parking areas, strips, islands.
- Present a graphic scenario of how to rework the configuration to its best advantage
 - Reduce curb cuts
 - Landscape frontage
 - Architectural features
 - Sign consolidation
 - Architectural consistency
- Identify boundaries adjacent to residential and non-commercial uses that would require adequate buffering



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Commercial strip developments can be revitalized to be more pedestrian and bicycle friendly by making it easier and more appealing for customers to access the strip development and to visit multiple stores within the strip. Many techniques are available to make these strips more pedestrian-oriented, attractive, and, hopefully, more active commercial areas. The most important strategy is to put a firm limit on the length of commercial strips and, instead of extending strips, allow commercial expansion at a greater depth and density.

Issue: Retro Fit Commercial (Strip Type)

Method One – Maintain Parking on the Front of Commercial Strip:

Existing strip commercial should have buffer added between the property & adjacent road(s). These buffers should incorporate sidewalk, landscaping (low shrubs max. ht. of 30 inches) that doesn't obstruct views to and from the commercial businesses, and trees on the property side of the strip. This maintains parking on the front of the strip commercial; however, the parking lot to street edge boundary is softened and made more pedestrian friendly.

Method Two – Relocate Parking to the Rear of Commercial Strip:

In cases where the front of the parking lot is within 100 feet of the building and spaces available behind the buildings, existing parking lots should be moved to the rear of existing strip commercial. The former parking lot can be reconfigured to become a landscaped buffer and functional space for the retail shops. These buffers can incorporate sidewalk, landscaping (low shrubs) that obstruct views of the commercial business.



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Reason:

This is ideal to create a more attractive physical environment for pedestrians, visitors and merchants. Method Two allows for a stronger pedestrian friendly shopping environment by allowing patrons to visit multiple shops without walking out into a parking lot area. The buffer area in Method Two also allows for socializing space(s) in front of the shop for eating, drinking coffee, reading, etc.

Other strategies for redeveloping commercial strips include:

- 1) Add continuous sidewalks on both sides of the street, to link shopping areas;
- 2) Redesign the fronts of large parking lots and build small, closely spaced or attached storefronts with courtyard parking behind;
- 3) Encourage a mix of housing within walking distance of strip malls;
- 4) Create visually attractive and unified streetscapes by planting a continuous tree border along roadways;
- 5) Limit the number of left-hand turns from major roadways into strip malls by building landscaped medians;
- 6) Enhance pedestrian access by building sidewalks, and crosswalks throughout the area; remove barriers such as fences between shopping areas;
- 7) Make site store entrances near street fronts and parking lots to the rear of buildings so transit riders and cyclists have easy access to store areas.
- 8) Make parking lots cooler to walk through by adding trees.



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The Greyfield

The shopping center at 51st and Peoria, once a thriving mixed –use retail environment, has evolved into a shopping center that is currently known in planning today a “Greyfield”. Trends that preceded this condition include:

Changes in accessibility, infrastructure, and transportation corridors that make older inner center and first-ring suburban malls less competitive

Population shifts and New Suburban /Exurban development

- Changes in household demographics, age of population, racial composition, or household income;
- Changes in urban economics such as shifts in population and capital;
- Trends in two income households with less time to shop.

Evolving retail formats-

- Formats such as lifestyle centers and increasing big box retailers, power centers, and category centers.

Consumer Preferences-

Traditionally malls have become homogeneous in appearance and tenant mix increasingly as shoppers want a sense of place.

New Urbanism for Greyfields

Failed mall sites are helping reverse urban sprawl

Shopping malls epitomize the car-dominated landscape. Stores surrounded by parking, rather than neighborhoods, were inconceivable before automobile use became widespread. Now, these sites that helped spawn car culture are coming full-circle, offering unique opportunities to reverse urban sprawl by creating real neighborhoods amidst spread-out suburbs and gap-toothed cities.

Greyfields are among America's best opportunities for developing transit-oriented infill neighborhoods. Unlike typical suburban development, new urbanist neighborhoods are flexible enough to provide for many community needs. They can include mixed-income housing, jobs, retail, and public space, and other activities essential to a high quality of life.

Big enough sites. Most development sites available in existing cities and towns are too small to justify the increased costs and risks of infill development. They are also too small to accommodate development projects of sufficient scale to offer real community benefits. Larger properties such as greyfield mall sites spread site development costs and enable projects that embrace the full range of new urbanist principles.

Transit accessibility. Civic leaders and neighbors are interested in the development of transit-oriented communities that include housing, stores, jobs, and schools. Many greyfields are on transit lines, and some even have existing bus hubs on site. More fundamentally, the development of new activity centers on greyfield sites concentrates origins and destinations built at densities high enough to support transit service.

Mixed-income housing. Housing affordability is a major problem in many metropolitan areas. However, developing higher density mixed-income housing in existing neighborhoods is often difficult, as neighbors resist projects and sites are usually too small for significant construction. Greyfield sites are large enough to accommodate a neighborhood built from the ground up — providing an opportunity to develop quality mixed-income housing that benefits its surroundings.

Civic space. Accommodating, attractive public space is sadly missing from many suburbs. New urbanist development provides public space for those important times when people are neither at home nor at work. These spaces help give new urbanism its reputation as “the architecture of community.”



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Failure to reinvest

- Poor facility management;
- Lack of revenues to support maintenance;
- Anchor tenant bankruptcies or mergers;
- Private owners lack of investment capital.

Competition from new centers constructed within 3 to 5 miles.

- Tulsa Hills, 695,000 square feet, “power retail center” (170 acres).

Adaptive re-use of center

- Because it is often difficult to find enough retailers to fill the Grayfield some communities look beyond retail at official entertainment, or light-industrial uses.

De-Malling

- Reconfigure mall to look like a traditional main street
- Retrofit, demolish part, place streets in open air design
- Add mixed-uses such as upper story housing, light industrial or office space to diversify tenant mix
- Create a pedestrian friendly environment with a sense of place



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Razing and Reuse

Using the big box approach as a new format could lead to a metal building or some other structure that is not an architecturally desirable outcome. One option is a special district with PUD requirements.

Issue: Retro Fit Abandoned Commercial (Big Box “Rear-Type Box”)

Configuring Parking Lots into City Blocks:

Subdivide existing parking lot into city size blocks (300ft x 600 ft. +/-) with interior streets. Subdivide (if necessary) these newly formed blocks into smaller parcels for infill mixed-use (commercial, retail, & residential) buildings inside existing parking lots with wider setbacks for buffers to accommodate landscaping, pedestrians and bicycle movement. Newly created internal streets should allow for on-street parking on one side and sidewalks on each side.



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Adaptive Reuse of Abandoned Big Box Retail:

The actual existing (abandoned) big box retail building could be rehabilitated and reused for family oriented entertainment functions (e.g., paint-ball, bowling, Indoor basketball, movie theaters). An alternate function is to convert the newly created big box site into a liberal arts college campus.



Reason: Create a town center environment that has more pedestrian friendly blocks and provide more mixed use development space. This can increase economic opportunities and revenue for the county. Provide existing residents with more access to goods and services. The conversion/creation of a liberal arts college is to provide alternate educational (technical education) options for local high school graduate



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Marshall Park

The Marshall School sign foundation project, as illustrated on Page 53, is currently proposed in conjunction with Riverwood's Marshall School. The neighborhood requests funds for a kiosk to provide residents with information about available educational programs: school information, adult education offerings, community events, and other information of interest to the neighborhood. The kiosk project recognizes the need to inform and serve Riverwood's increasing Hispanic population (summarized below in Table One) and proposes that kiosk information be presented in two languages.

Census Yr	White	Black	American Indian	Asian or Pacific Islander	Hispanic	Other
2000	9794	3188	686	125	1560	913
1990	11949	2416	610	219	508	34
% Change	-18%	32%	12%	-43%	207%	2585%

Table One

The corner park will be financed through a combination of foundation funds, school funds, and private donations. The neighborhood believes that this project will provide multiple opportunities and benefits for Riverwood, by demonstrating the importance of Marshall School while beautifying and enhancing the identity and image of the neighborhood.

The project is centered on the kiosk but contains corner park elements such as, benches, lighting, fencing, trash receptacles.



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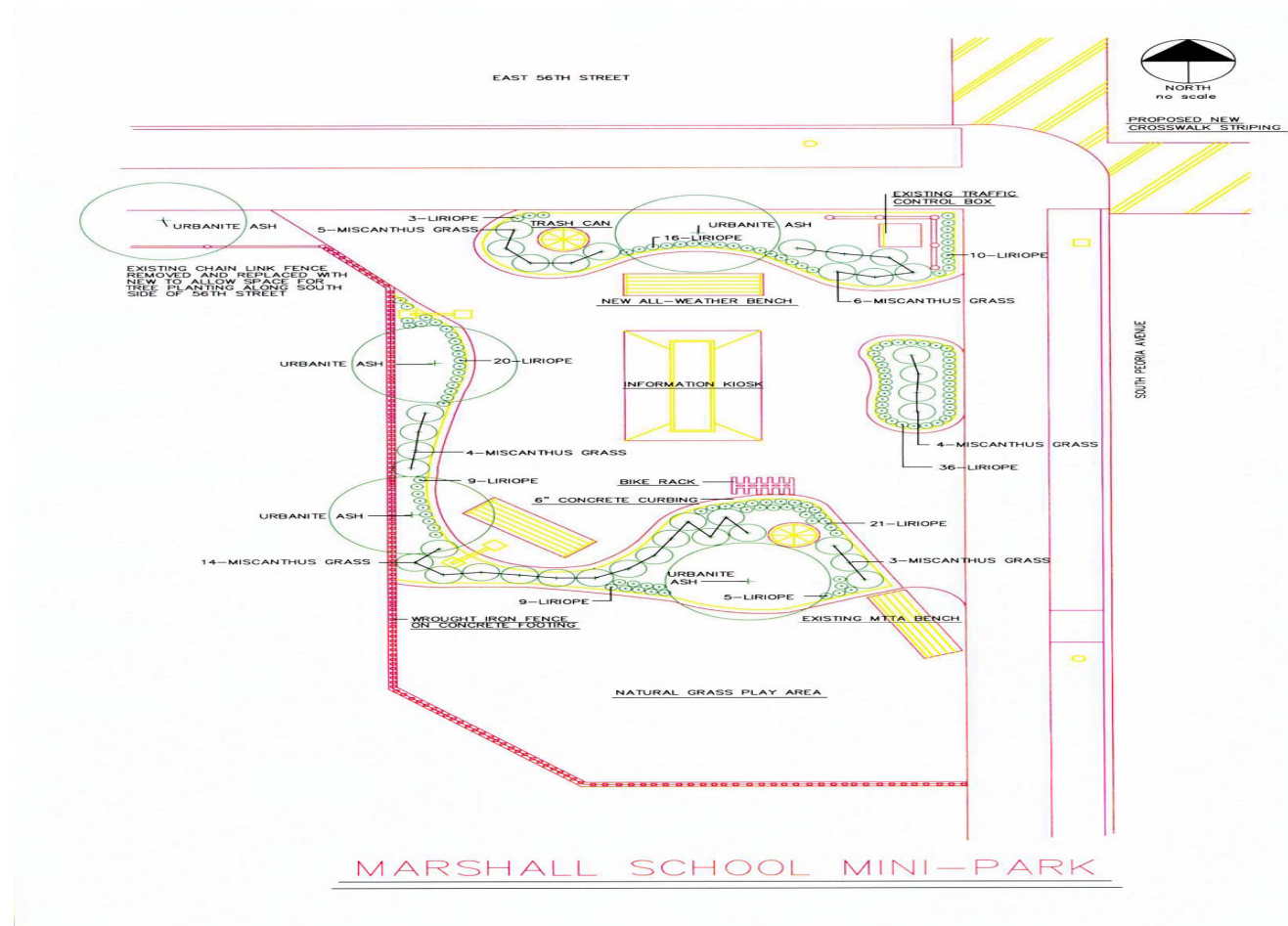
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The Marshall Park Landscape Plan



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With the information kiosk as the centerpiece of the corner park, the project would also include corner park elements such as sidewalk improvements, benches and trash receptacles, lighting, fencing, and landscaping. Park component estimates in 2007 dollars are summarized in the table below.

RIVERWOOD NEIGHBORHOOD ENHANCEMENT PROJECT Marshall Elementary School Corner Park

PERIMETER IMPROVEMENTS

Description	Qty	Units	Unit Cost	Total
Stamped red concrete "pavers" , 12" x 12" field pattern, 6" depth	3000	sq ft	\$6.00	\$18,000.00
Backfill sand base for pavers	3000	sq ft	2.00	6,000.00
6" planter curbing	500	lft	8.00	4,000.00
6" concrete base for iron fence	150	lft	8.00	1,200.00

METALS & FIXTURES

Description	Qty	Units	Unit Cost	Total
Blue painted metal park bench	2	ea	\$1,050.00	\$2,100.00
Blue painted lamp posts	2	ea	700.00	1,400.00
Shoebox-type lamp fixtures, installed and wired to nearest service	2	ea	3,000.00	6,000.00
Blue painted metal trash cans	2	ea	375.00	750.00
6 ft AmeriStar Patriot style black wrought iron fence on 6" concrete footing	150	lft	56.00	8,400.00

LANDSCAPE MATERIALS

Description	Qty	Units	Unit Cost	Total
Urbanite Ash trees- 3" caliper	5	ea	\$380.00	\$1,900.00
Tree staking assembly	5	ea	12.00	60.00
Maiden grass (miscanthus sinensis) "Gracillimus" in 3 gal. containers	36	ea	14.99	539.64
Monkey grass (liriope muscari) in 1 gal. containers	129	ea	5.50	709.50
U-3 Bermuda turf for south of the park	1500	sq ft	0.12	180.00

2008 Estimate for Park Components \$51,239.14



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Acknowledgements to the Riverwood Plan

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