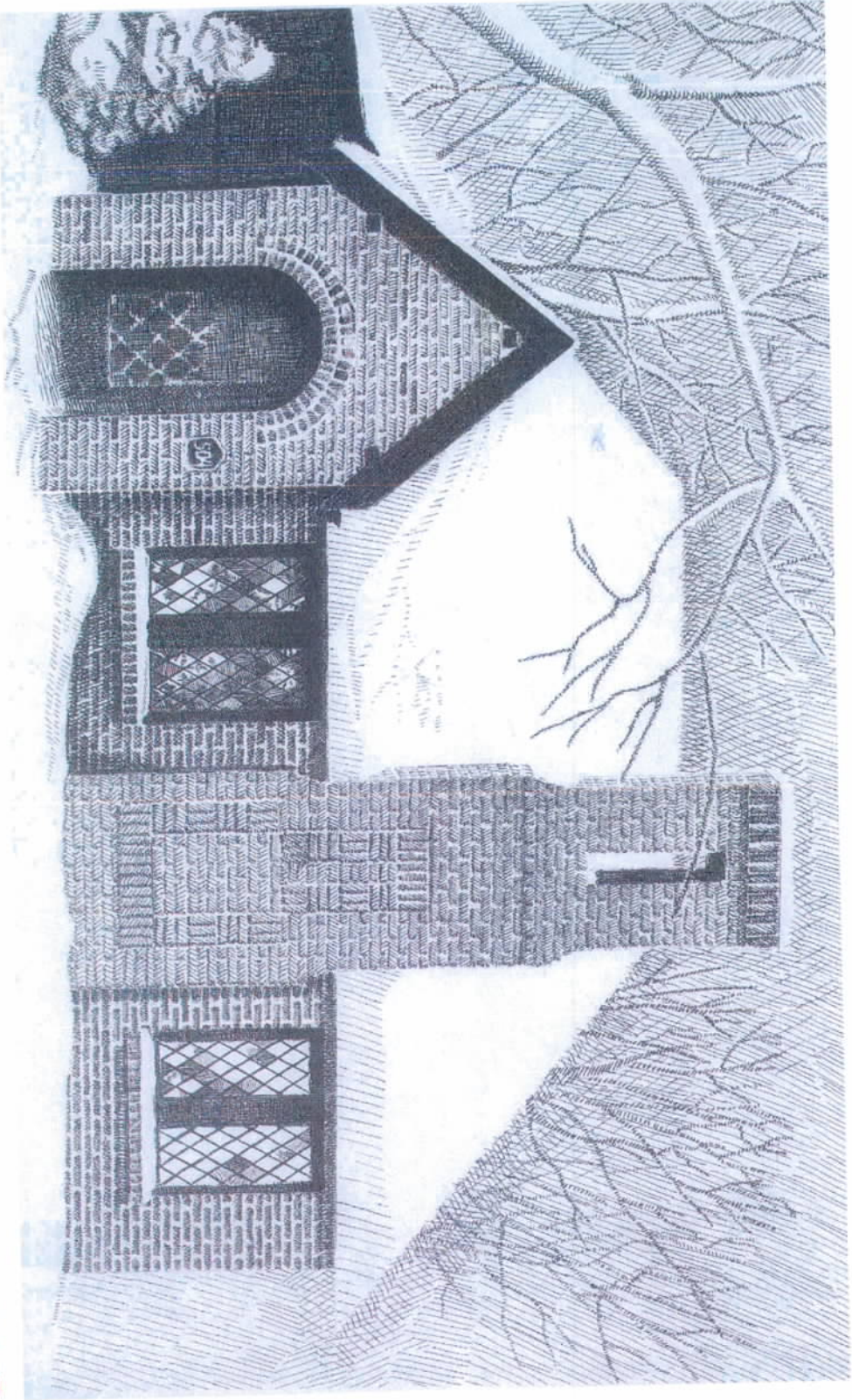


White City

Direction for the Future



The University of Oklahoma
Graduate College

White City: Direction for the Future

A Professional Project
Submitted to the Graduate Faculty
in partial fulfillment of the requirements for the
degree of
Master of Science in Architectural Urban Studies

By

Craig Allen Longacre
Tulsa, Oklahoma
2008

A Professional Project approved for the
College of Architecture
Urban Design Studio

By

Shawn Michael Schaefer, Chair
Chan Hellman, Ph.D
I-Kwang Chang, Ph.D
Nick Harm, M.Arch.

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Cover Artwork by Toni Storm, White City Resident

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White City

Direction for the Future

Acknowledgements

Special thanks to all who contributed their time and expertise in an effort to create a set of guidelines & give direction for the future of the White City neighborhood Association.

Participants from the White City Neighborhood:

Julie Hall	Janet O'Brien	Brian Harmon	Amy Reichmuth	Elvin Roper	Clevis Roper	Neil Thruston	John Waldron	Krista Waldron
Greg Younger	David White	Jan Eskridge	Ed Bettinger	David Schlemme	Karman Laird	Carla Dorsey	Lynn Simpson	

City of Tulsa:

Dennis Whitaker, Planner	Counselor Maria Barnes	Keri Fothergill, Council Aide
Tom Baker, Director of Policy Research & Performance	Captain Dave Roberts, UDN	Sergeant Bill Goree, UDN
Greg Warren, Data Resource Manager	Mike Perkins, Urban Forester	Kurt Bickle, INCOG
Dave Zucconi, Re-Green Coordinator	Michael Schrader, Traffic Control Engineer	Ed Sharrer, Planner TPC
John Acton, Structural Resources Manager	Max Wiens, Interim Parks Director	Amanda DeCort, Planner TPC
Christopher Cox, Transportation Rehabilitation Manager	Andrew Huggins, Solid Waste Manager	Captain Eric Dagleish, TPD
Sergeant McMeen, TPD	City of Tulsa Parks Department	

State Representative Eric Proctor
 Lee Anne Ziegler, TFA Executive Director
 Yale Avenue Presbyterian Church

Anna America, Up With Trees Executive Director
 Patience Crowder, Clinical Professor of Law, University of Tulsa
 Braden Park Baptist Church

University of Oklahoma

Shawn Michael Schaefer, Chair
 Chan Hellman, Ph.D
 I-Kwang Chang, Ph.D
 Nick Harm, M.Arch.

A special thanks to Professor Shawn M. Schaefer for his guidance throughout this project. His ideas and constructive criticism helped give me the guidance and strength to create a cohesive neighborhood plan that will benefit the needs of the White City Neighborhood Association for many years to come.

Also, thanks to Julie Hall, White City Neighborhood President, for helping put the ideas and concerns of the neighborhood on paper and giving me direction throughout this project. Her creative instinct and drive gave motivation throughout this project.

Overview

The White City Neighborhood Association seeks a plan to guide future policy, project development and implementation to improve their neighborhood.

White City

Direction for the Future
Planning Process

Goals of the White City Neighborhood Planning Process

- Develop a long-term vision of growth for the neighborhood
- Improve the Quality of Life for residents
- Give all residents an opportunity to provide input into the future direction of the neighborhood
- Maintain and improve the visual appearance of the community

Objectives of the White City Neighborhood Planning Process

- Produce a cohesive vision to direct improvements within the neighborhood
- Identify the steps for implementing the plan including identification of funding sources
- Capitalize on the unique neighborhood history and the revitalization of Route 66
- Create stronger alliances between neighborhood businesses, city and state government and other community partners

White City

Direction for the Future

PROJECT SCHEDULE

	august		september			october			november			december	
	week 3	week 4	week 1	week 2	week 3	week 4	week 1	week 2	week 3	week 4	week 5	week 1	week 2
FALL 2007	<ul style="list-style-type: none"> neighborhood visits history of white city architectural documentation mapping and inventory SWOT analysis creating survey instrument 												
	<ul style="list-style-type: none"> initial project meeting research and data collection photo documentation of neighborhood gis mapping various site visits various site visits various site visits various site visits various site visits various site visits various site visits various site visits various site visits various site visits 												
	<ul style="list-style-type: none"> white city block party mid-term jury finalize gis mapping efforts collection/review of previous planning efforts and surveys create SWOT analysis create survey end of term jury send mailers input survey online 												
SPRING 2008	<ul style="list-style-type: none"> administering survey collaborate results of survey neighborhood design workshop formulate recommendations neighborhood recommendations review collate data/ present research 												
	<ul style="list-style-type: none"> administer 2-week survey online analyze and compare results of survey develop ideas for neighborhood design workshop formulate/develop recommendations from survey results review recommendations WCNA bookmaking - proof project defense 1st proof present plan 												
	january		february		march			april		may			

White City

Direction for the Future

Introduction

My fascination with historical neighborhoods began when I purchased my first home in Oklahoma City. I noticed a need for revitalization in the neighborhood, but wasn't sure where to begin. As with many homeowners, I started with what I could do – refurbish my home. Soon, I noticed others doing the same. It wasn't long before it became clear that an informal, but significant neighborhood revitalization effort was underway.

As I became familiar with Tulsa and my involvement with the University of Oklahoma's Urban Design Studio program grew, I began to notice the many opportunities for revitalization in downtown Tulsa and throughout the city. I also noticed other students had chosen to pursue Historic Neighborhood Plans as their professional projects. White City Neighborhood Association President Julie Hall had contacted the Urban Design Studio with a desire to create a comprehensive neighborhood plan for White City and I decided to pursue this endeavor for my professional project.

My love for historic neighborhoods led me to select this project in part because I recognized that White City did not have the same resources as some of the other historic neighborhoods and for this reason, they would derive great benefit from a long-term plan. I decided that a plan for White City, a working class neighborhood, would be a great way to show other neighborhoods in Tulsa that plans could be created for less privileged areas and with community involvement, great things could occur.

I hope the document that the White City Neighborhood Association, Julie Hall, Shawn Schaefer and myself have created will have a positive impact on the neighborhood for many years to come. My hope is that this comprehensive plan will benefit all that live within the neighborhood and surrounding community and stand as a creative guide for other neighborhoods.

-Craig Allen Longacre

In 1902, the Creek nation allotted the Southwest quarter of Section 3, Township 19 North, Range 3 East to Edward Crowell. In 1912, Glenn T. Braden, Oklahoma Natural Gas Company founder, bought much of this quarter from Crowell. This land would later become what we know today as White City.

Tulsa's early history indicated that Braden, being from Pennsylvania, brought a herd of Jersey Dairy Cattle to this quarter of land during World War I (1914-1918). He established the White City Jersey Dairy Farm on this property. This region of land was 4 miles outside Tulsa's city limits. The farm gained its name because every structure on the property (fences, barns and silos) were all painted white.

After Braden's death in 1923, his children shut down the dairy. In 1926, the Braden company platted the land and subdivided the section as White City addition to the City of Tulsa. The plat date recorded by the City of Tulsa was January 27, 1926. The Braden Company then began selling lots to employees of nearby steel and oil field supply companies.

Land sales records indicate that the majority of the housing stock of White City was constructed between 1926 and 1951. The year for the highest number of land sales was 1946.

Up until the mid 1940s, many city services were not employed in White City. A petition was circulated within the White City neighborhood among residents to construct a sanitary and storm water sewer system. Not all residences to this day are connected to the city's sanitary sewer system. Concrete curbs and asphalt streets were not prevalent in White City until the 1950s. Concrete paving began South of Braden Park.

Highway 66 originally proceeded out of Tulsa on Federal Drive and then was moved south to 11th Street in the late 1920s. 11th street was enlarged to be a four-lane road from Louisville east to Yale Avenue in the 1940s.

Braden park was originally named White City Park. Braden Pond was the original cattle pond for the White City Jersey Dairy Farm. The pond was once twice as big as it is currently. A smaller pond was located near the tennis courts but was filled in during the 1940s.

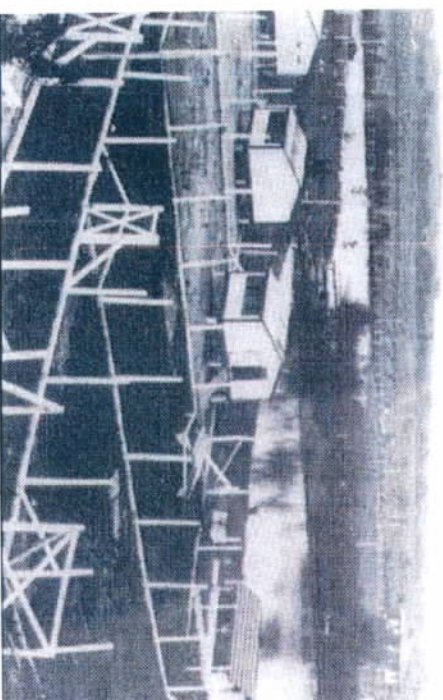
White City

Direction for the Future

History

Braden Park's early grounds had two swing sets, a bicycle race track, a sand box and a wading pool. The wading pool was filled in during the late 1940s because of the Polio Epidemic. During the 1950s, spray pools were installed in Braden Park.

Residential development continues to this day when situations occur but White City has had fairly little major history changing elements take place throughout the years. Not much history is documented about this neighborhood other than verbal conversations and written information provided by the City of Tulsa's Preservation Commission. Photos of Historic White City are also very limited.



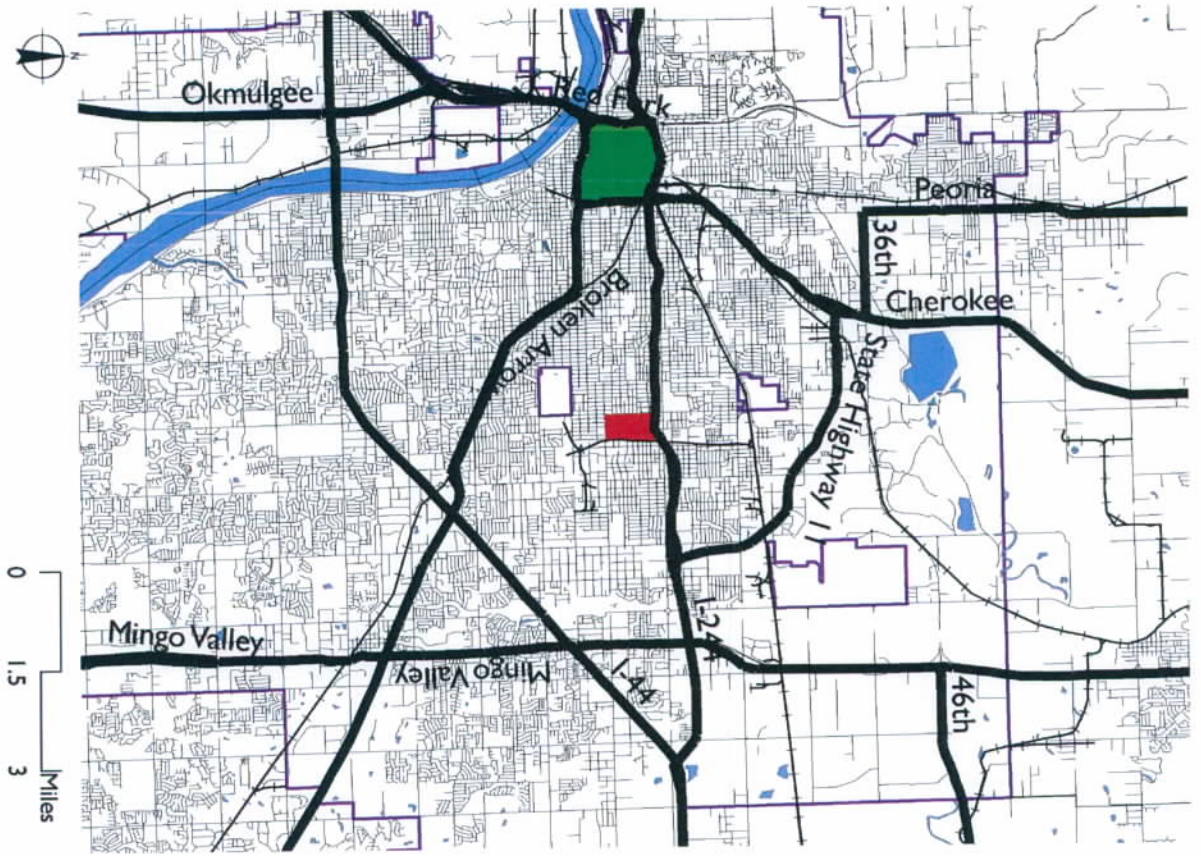
View of White City Jersey Dairy Farm's ponds, ca 1921.
(courtesy of Louise Shewmaker)

White City

Direction for the Future

Location

White City is located approximately 4 miles from the Central Business District in Tulsa. The Central Business District is indicated in green and the White City Neighborhood is indicated in Red. When platted January 27, 1926, White City was one of the furthest neighborhoods from Downtown Tulsa.



White City

Direction for the Future

Aerial Photo

Aerial Photo provided by INCOG. Mapped in ARCMAP.

Note the lower center area in the aerial. This location is Braden Park.
The White City Neighborhood Association boundaries are indicated in bold red lines.

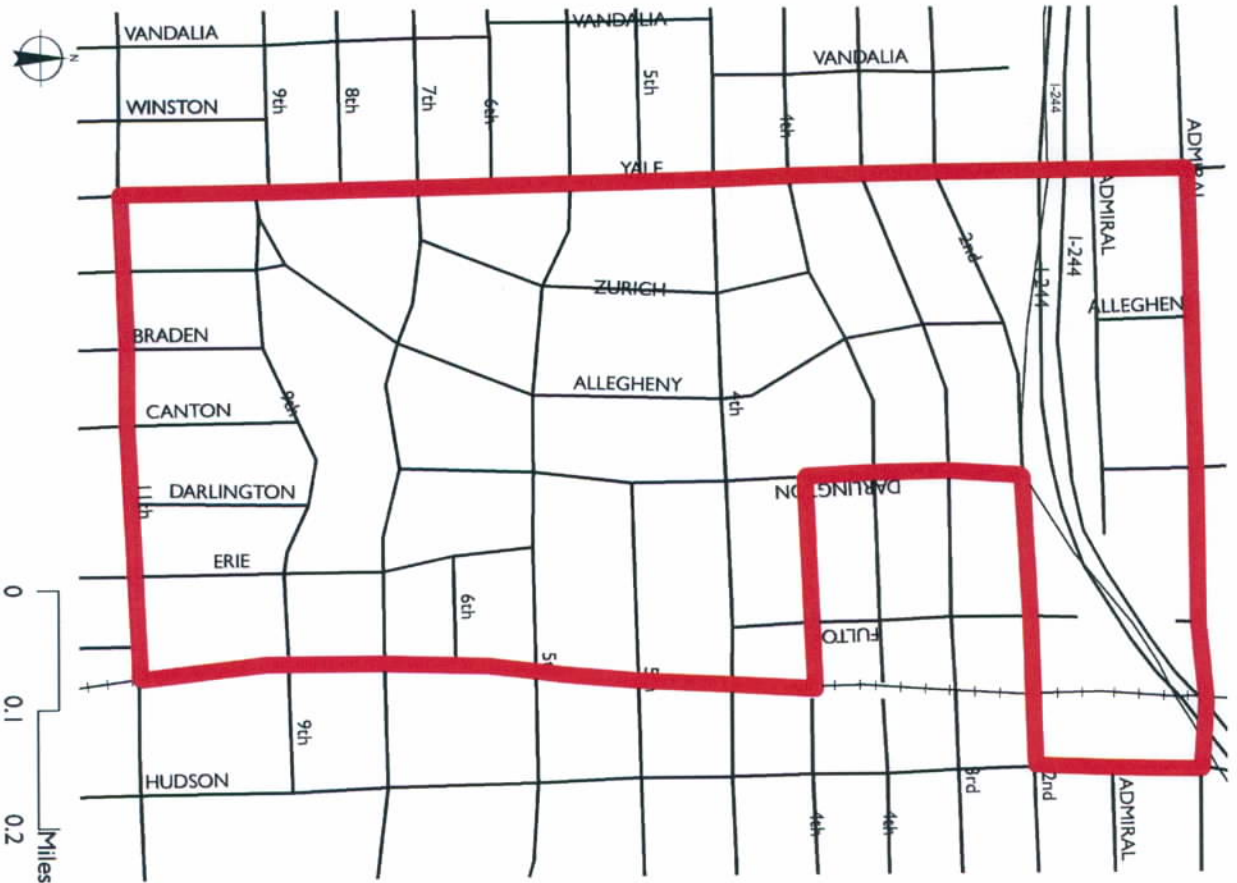


White City

Direction for the Future

Original Boundaries

The original boundaries for the White City Addition in the City of Tulsa included Admiral Place on the North (originally known as Federal Drive before I-244 was constructed in the mid twentieth century). 11th street is the boundary on the South and Yale Avenue is the Western boundary. The eastern boundary was Hudson Avenue between Admiral Place and 2nd Street, Darlington Avenue between 2nd Street and 4th Place and the Howard Branch of the Frisco Railroad south of 4th Place to 11th Street.

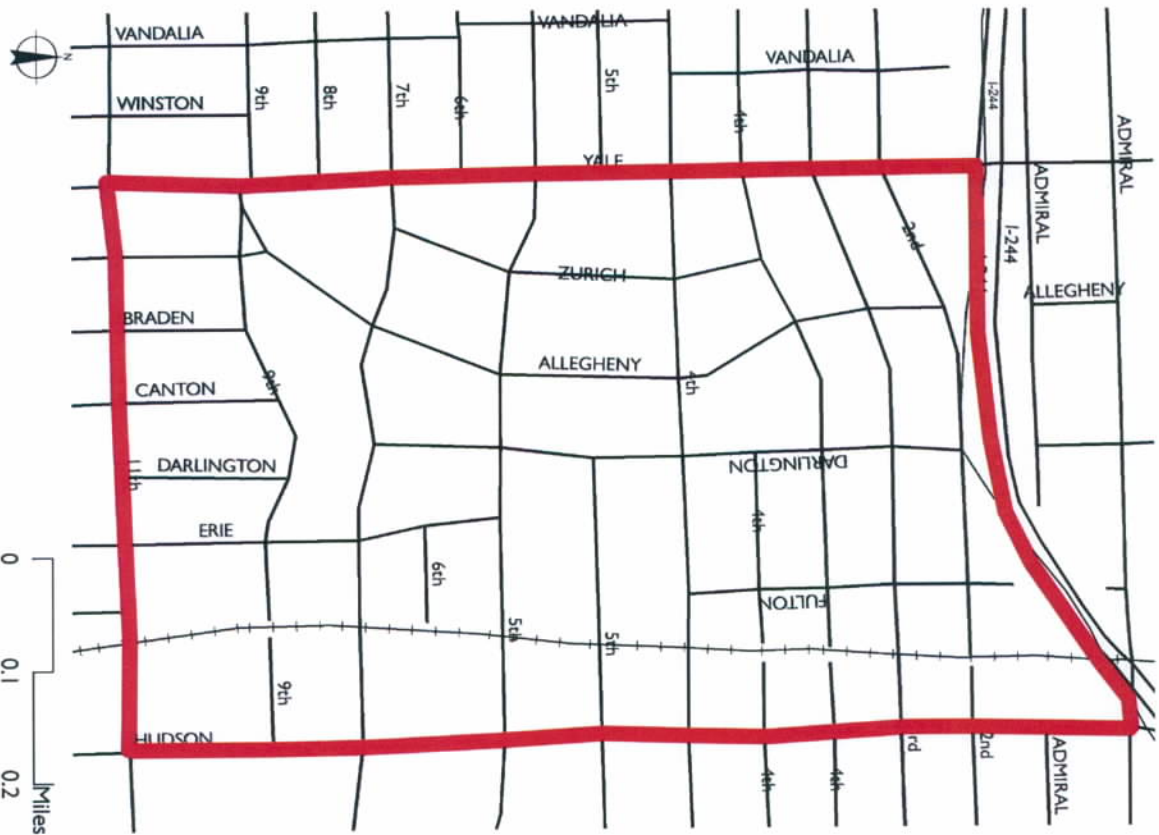


White City

Direction for the Future

Current Boundaries

The current boundaries of the White City Neighborhood.



Northern Boundary:
2nd Street

Eastern Boundary:
Hudson Avenue

Southern Boundary:
11th Street

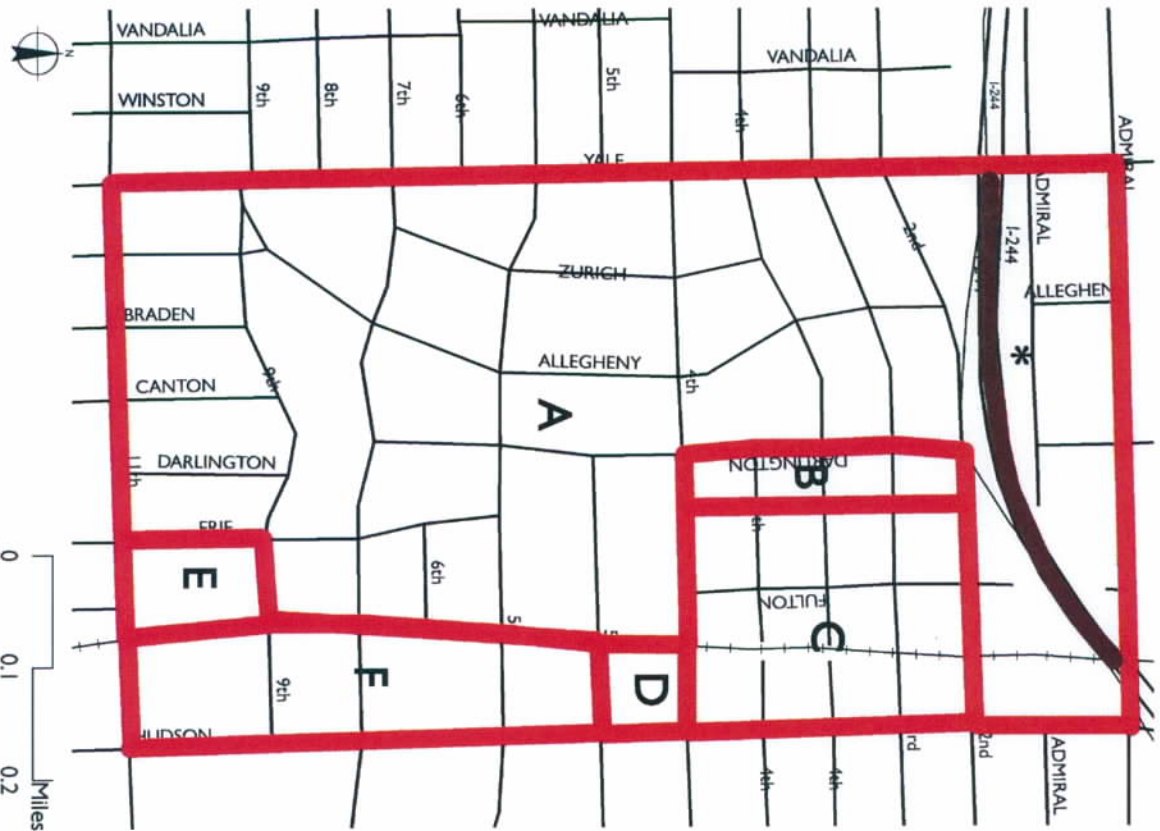
Western Boundary:
Yale Avenue

White City

Direction for the Future

Legal Boundaries

The map to the left shows the individual legal boundaries for each addition in the White City neighborhood. The data for legal plats of neighborhoods were obtained through INCOG and private records of original plats of the area.



A. White City

Plat Date: January 27, 1926

B. White City Second

Plat Date: April 10, 1947

C. Bowlin Acres

Plat Date: July 7, 1947

D. Norton Subdivision

Plat Date: October 22, 1954

E. Sanford Addition

Plat Date: April 18, 1942

F. Glenhaven Addition/Glenhaven Amended

Plat Date: June 24, 1926 & April 25, 1946 respectively

* Indicates Current Northern Boundary

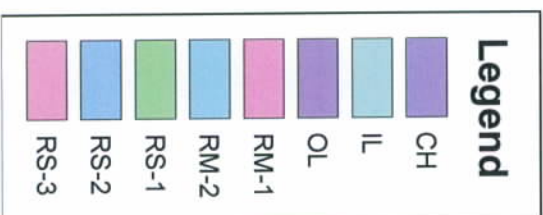
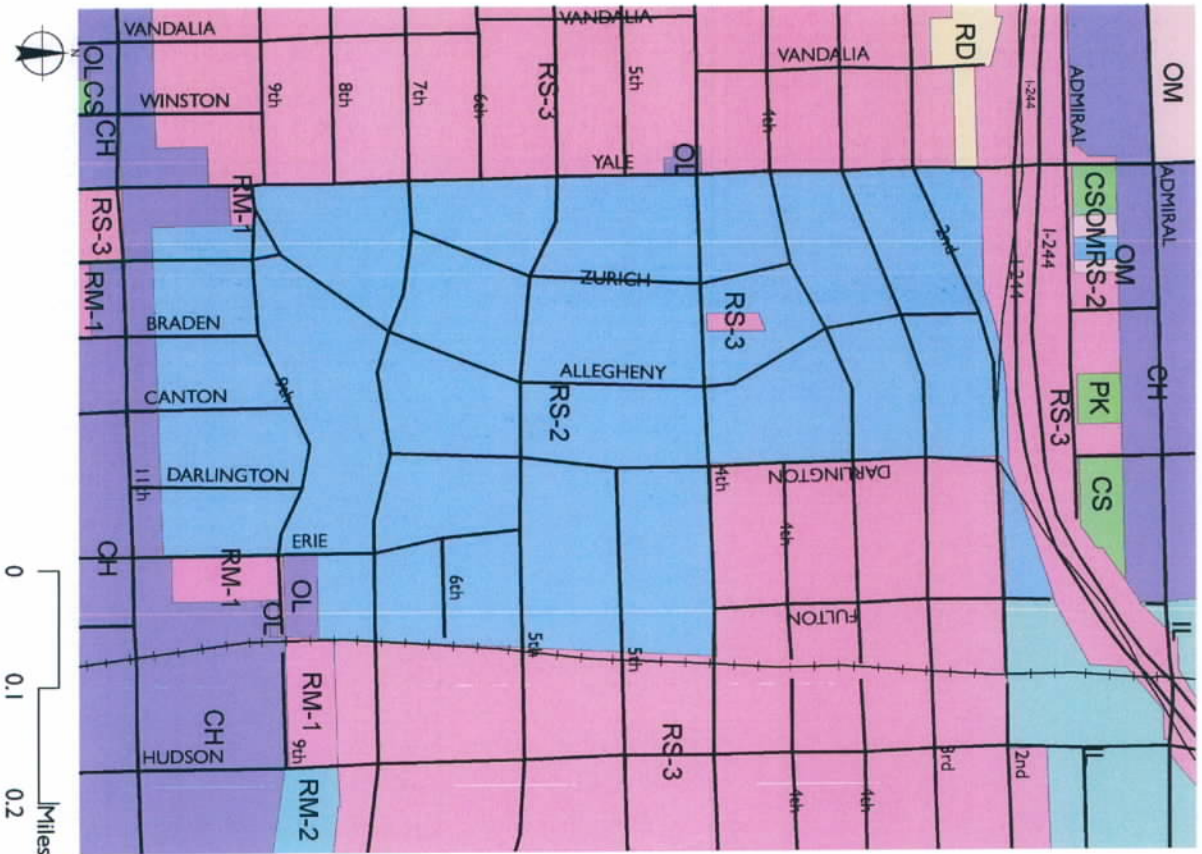
White City

Direction for the Future

Zoning

Zoning throughout White City is primarily residential. One exception occurs on Erie between 11th and 9th streets where a row of duplexes, eight plats are zoned Residential Multi-family (RM-1).

The Residential Single Family (RS-3) at 9th and Yale is a single family residence with a two-story structure housing three garages and possibly one or two small apartments. The RS-3 property of 4th place between Allegheny and Zurich was zoned based on the small lot size which precluded RS-2 zoning.



Census Tract 17, Block Group 1
 Census Tract 17, Block Group 1 has roughly the same boundaries as the White City
 Neighborhood.

White City

Direction for the Future

Demographics

Total Population	1,092
Not Hispanic or Latino	1,065
White	877
Black or African American Alone	07
American Indian/Alaska Native	84
Two or more races	97
Hispanic or Latino	27
White Alone	22
Some other Race Alone	05
Males	511
Females	581
Number of Housing Units	604
Number Occupied	564
Number Vacant	40
Number Owned	422
Number Rented (Occupied)	142
Date of Structure Built	
1900-1939	222
1940-1949	215
1950-1959	124
1960-1969	35
1970-1979	0
1980-1989	8
Median Year Householder Occupied	
Owner	1985
Renter	1999

Median Household Income 1999 \$36,579

Household Size

1 Person	254
2 Persons	173
3 Persons	68
4 Persons	30
5 Persons	24
6 Persons	11
7+ Persons	4

Average Household Size 1.94 Persons

Owner	2.07 Persons
Renter	1.55 Persons

Mortgage Status

1 Mortgage	245
Without Mortgage	<u>167</u>
Total	412

Census data collected from <http://www.census.gov>.

Districts in the National Register of Historic Places

(Data from the Tulsa Preservation Commission)

Classification: White City is a well-defined residential area, under predominantly private ownership, located east of the Central Business District.

Boundaries: North: 2nd Street; East: Fulton Ave/Frisco RR;

South: 11th Street; West: Yale Ave

Subdivisions:	Plat No.	Plat Date
Bowlin Acres	1358	7/7/1947
Sanford	1205	4/18/1942
White City	770	1/27/1926
White City 2nd	1335	4/10/1947

Section Township Range:

Section 3, Township 19 N, Range 13 E

Description:

The White City Historic District is located four miles east of Tulsa's Central Business District. The district is dominated by two architectural styles: The two styles correspond to the two main periods of the neighborhood's development. During the district's first period of development, from about 1926 to 1930, Tudor Revival style houses dominated. Of the 480 buildings in the district, 149 are classified as Tudor Revival. Generally constructed of brick, these houses have a steep pitched roof with a facade dominated by one or more prominent cross gables. Although garage are commonly identified with this style of house, they are frequently detached but possessing similar construction material and decorative detail to the main property. This style of house, loosely derived from historical antecedents, was popular nationally from about 1890 to 1940.

The second dominate architectural style within the White City Historic District is the Minimal Traditional style which is related to the Tudor Revival style. The Minimal Traditional style has been called "a simplified form loosely based on the previously dominant Tudor Revival style of the 1920s and 1930s." Also frequently constructed of brick, Minimal Traditional houses are characterized by a dominant front gable, low or intermediate pitched roof and minimum decorative detailing.

White City

Direction for the Future

White City Historical District

Further, detached garages were constructed in conjunction with this style of home, many examples have attached garages. This Modern style of houses in the White City Historic District corresponds to this period, with the greatest activity occurring during the second period of significant development in the neighborhood. Total, 218 houses were constructed in the Minimal Traditional style in White City. Other styles present in the White City Historic district include Modern Movement, Ranch, Colonial Revival, Mission/Spanish Revival and Bungalow/Craftsman. Several buildings, usually commercial buildings, are also attributed as having No Distinctive Style due to a lack of architectural feature and ornamental detailing.

White City was placed on the National Register of Historic Places on June 14, 2001 under National Register Criteria A and C. White City's NRIS number is 01000663.

Criteria A:

Associated with events that have made a significant contribution to the broad patterns of our history

Criteria C:

embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entry whose components may lack individual distinction

Period:

Primary Residential Construction: 1926-1951

Representation in Existing Surveys:

National Register of Historic Places, July Survey, 1999; Reconnaissance Survey, S1

White City

Direction for the Future

Architectural Characteristics

Architectural character adds to the charisma a neighborhood has to offer its' residents. White City has a multitude of styles ranging from Tudor Revival through Modern.

Construction of housing began in 1926 after the land was rezoned and platted for the White City Subdivision. Sales continued for lots in White City well through the 1950s. The highest land sales per year was 1946.

Architectural styles identified in White City:

- Tudor Revival
- Craftsman
- Spanish Eclectic
- Colonial Revival
- Modern
- (Classic Minimal)
- (Ranch)
- (Split Level)



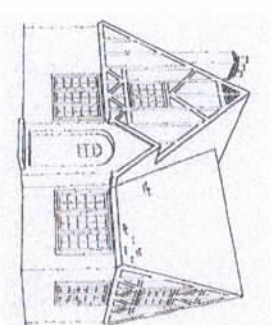
White City

Direction for the Future

Tudor Revival

Tudor Revival's Identifying Features:

- Steeply Pitched Roof (usually side gabled)
- Facade dominated by one or more prominent cross gables (usually steeply pitched)
- Decorative half timbering present on nearly half of all Tudor Revival examples
- Tall, narrow Windows usually seen in groups
- Multi-paned glazing in windows
- Massive chimneys crowned with Chimney Pots



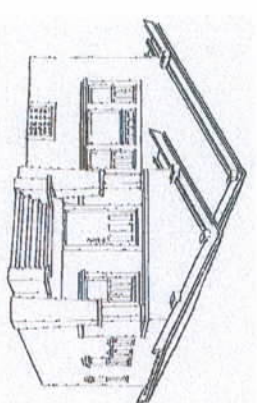
White City

Direction for the Future

Craftsman Bungalow

Craftsman Bungalow's Identifying Features:

- Low pitched, gabled roof (occasionally hipped) with wide unenclosed eave overhang
- Roof rafters usually exposed
- Decorative (false) beams or braces commonly added under gables
- Porches, either full or partial width with roof supported by tapered square columns
- Columns or pedestals frequently extend to ground level (walkout or break at level or porch floor)



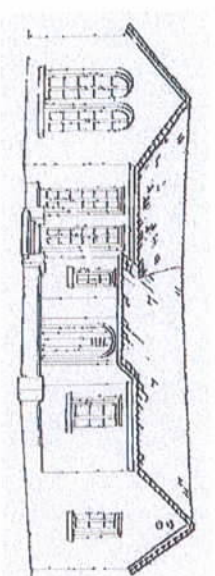
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Direction for the Future

Spanish Eclectic

Spanish Eclectic's Identifying Features:

- Low pitched roof, usually with little or no overhang
- Red tile roof, typical on many Spanish Eclectic residences
- One or more prominent arches placed above door or principal window or beneath porch roof
- Wall surface usually stucco but sometimes brick
- Facade normally asymmetrical in proportion



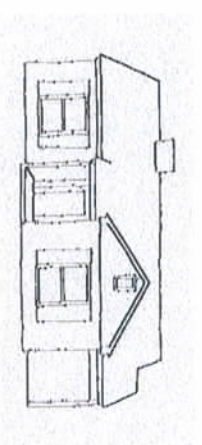
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Direction for the Future

Classic Minimal

Classic Minimal's Identifying Features:

- Low pitch roof, with little or no overhang
- One large chimney
- Front facing gable
- Facade usually built of wood, brick, stone or a mixture of these materials
- Relatively small houses, normally one story
- Tudor elements are present in most classic minimal structures

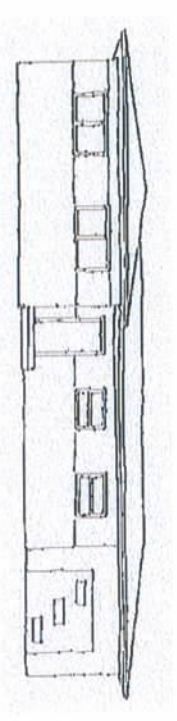


White City

Direction for the Future
Ranch

Ranch Style's Identifying Features:

- Asymmetrical one-story shapes
- Low pitched roof of hipped, cross-gabled and side-gabled design with moderate or wide eaved overhangs (boxed or open)
- Facades commonly clad in brick or wood or any combination of the two
- Decorative iron or wooden porch supports and decorative shutters are common facade embellishments
- Private outdoor living areas to the rear of house instead of front porches and patios



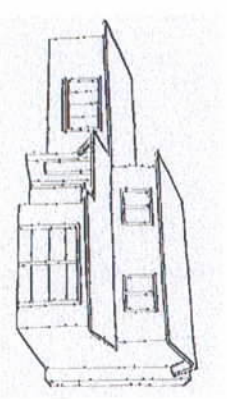
White City

Direction for the Future

Split Level

Split Level's Identifying Features:

- Multi-story modification of the common Ranch
- Horizontal lines
- Low pitched roof with wide overhangs or eaves
- Two-story unit intercepted at mid-height by a one-story wing to make three floor levels of interior space
- Lowest level of the Split Level housed the garage and generally a family room, mid level would generally house the quiet living areas and the upper level would house the bedrooms
- Detailing takes much from the Ranch Style with several varieties of facades constructed of brick, wood and stone



Data graciously provided by Tulsa Police Department. Number counts in red indicate incidents reported in White City. Number counts in black indicate incidents reported in the City of Tulsa as a whole.

TULSA POLICE DEPARTMENT REPORTED INCIDENTS FOR WHITE CITY 2004-2007

<u>YEAR</u>	<u>COUNT</u>	<u>CRIME</u>
2004	0	HOMICIDE
	0	RAPE
	3	ROBBERY
	8	AGGRAVATED ASSAULT
	24	BURGLARY
	49	LARCENY
	13	AUTOTHEFT
2005	0	HOMICIDE
	0	RAPE
	1	ROBBERY
	5	AGGRAVATED ASSAULT
	17	BURGLARY
	22	LARCENY
	11	AUTOTHEFT
2006	0	HOMICIDE
	1	RAPE
	1	ROBBERY
	6	AGGRAVATED ASSAULT
	22	BURGLARY
	27	LARCENY
	7	AUTOTHEFT
2007	1	HOMICIDE
	0	RAPE
	2	ROBBERY
	4	AGGRAVATED ASSAULT
	11	BURGLARY
	16	LARCENY
	14	AUTO THEFT

White City has a household count of 581 and the City of Tulsa has a household count of 226,892 as recorded by the 2000 Census.

White City

Direction for the Future

Crime Data

To analyze the crime comparison between White City Neighborhood and the City of Tulsa as a whole, burglary was used as a control to compare the burglaries in White City to burglaries occurring across the City of Tulsa.

Burglaries	White City/581	City of Tulsa/226,892
2004	24	6669
2005	17	6615
2006	22	6333
2007	11	5677

These figures roughly compare White City to the City of Tulsa as having one third the crime rate as the rest of the city.

Neighbor participation in any planning process is prudent for establishment of a common sense of goals and needs of a neighborhood. Collaboration of ideas is essential to create direction for the neighborhood. The White City Neighborhood Association wanted to unite the neighborhood and their ideas to create this comprehensive neighborhood plan.

In July 2007, the White City Neighborhood Association announced the OU Urban Design Studio planning efforts to residents via the internet distribution network. Over 100 White City households receive neighborhood information via this network.

To ensure all neighbors would be informed about the planning effort, the Neighborhood Association asked for volunteers to deliver copies of e-mails on individual blocks for the next few weeks.

Volunteers were identified for every block and the first of three e-mail updates was distributed on September 14, 2007. Two other e-mail updates were distributed prior to the block party on October 13. The e-mails contained information about the purpose of the plan, the types of issues to be analyzed and a discussion of SWOT analysis including a list of the strengths identified at previous planning meetings.

Neighbors were invited to learn more at the neighborhood block party on October 13, 2007. The block party provided an informal opportunity to introduce the OU Urban Design Studio and Craig Longacre's role in the planning process for White City. Neighbors who attended marked their houses on a map and discussed neighborhood issues for inclusion in the plan.

By December 1st, 2007, it was decided that an online survey be created to give opportunity to everyone living within the neighborhood boundaries an avenue to express their concerns about the neighborhood. See *Surveying White City*.

White City

Direction for the Future

Neighborhood Involvement

Once the survey was complete and the top neighborhood concerns identified, a design workshop was scheduled for March 7, 2008. Strategies identified as part of the design workshop are incorporated into the final recommendations.



Craig Longacre, Maria Barnes and Dennis Whitaker discuss the role of planning in White City during the block party.

White City

Direction for the Future

Neighborhood Block Party

On October 13, 2007, from 12 to 3PM, the White City Neighborhood Association, Braden Park Baptist Church and Yale Avenue Presbyterian Church hosted a block party on the West side of Yale Avenue on 5th street. Many neighbors, friends and family from the area stopped by to ask questions about the the Urban Design Studio's role in the neighborhood plan. A large aerial photo (to the left) was for neighbors to indicate where they lived. The red dots on the aerial to the left indicate represented households available.



White City Chapter of the Mid-Tulsa Neighborhood Association (1988-1996)

In 1988, the White City Chapter of the Mid-Tulsa Neighborhood Association (MTNA) was created to form a closer bond among residents. A letter to residents listed the following projects and goals:

- A reforestation program to begin replacing our numerous dying, damaged trees and to screen unsightly views of I-244;
- An Alert Neighbors Program conducted on every block and a sign placed on every street marker;
- Landscaping the center island at 9th and Allegheny, including a large "White City" sign;
- A committee to monitor rezoning/variance applications and advise us concerning the actions we should take;
- A White City newsletter containing details of special projects, historical information, zoning updates, homes for sale, etc.;
- A welcoming committee to greet new residents and familiarize them with the neighborhood;
- Scheduled events at Braden Park; and
- "White City Addition" signs placed at each side street entrance.

Dues for the chapter were set at \$12 of which \$8 went to the MTNA. The letter of introduction included a membership form and neighborhood survey. The results of the survey can not be located. Over 100 members joined that year.

The White City Chapter Officers were:

Victor Banham, Vice-President
Anita Moses, Secretary
Mike Lodes, Treasurer

During the next five years, progress was made on all the stated goals. A sign was installed at the neighborhood entrance (the triangle) at 9th and Allegheny. Three Bradford Pear trees were also planted. Working closely with the Tulsa Parks Department, raised beds were installed at the triangle and at Braden Park.

White City Direction for the Future History of Planning Efforts

Braden Park received 20 new trees as well as three park sculptures by Clayton Coss. The pond was dredged and new aerators were installed. Eleven White City Addition signs were installed. News of these and other accomplishments were distributed via the MTNA newsletter.



The White City Neighborhood Association (1996-2005)

In late 1996, Pam Stout and Anna America created the White City Neighborhood Association. The primary objective was for neighbors to have a better opportunity to know and assist one another, if needed. According to a 1996 article, the association would also address issues such as prostitution along 11th Street, park planning and maintaining property values. Membership dues were set at \$12 per household.

The WCNA Association officers were:

Pam Stout, President
Anna America, Vice President
Toni Storm, Secretary

The newly formed WCNA also benefited greatly from the ongoing efforts of the White City Garden Club which maintained the improvements at the neighborhood entrance.

White City Garden Club officers were:

Lee Anne Ziegler, President
Lyn Dickerson, Vice President
Eunice Jamison, Secretary
Martha Veech, Treasurer
Pauline Davis, Parliamentarian
Doris McGuire, Historian

Pam Stout continued as Neighborhood Association President until 1999. During this time, the WCNA was organized including these committees:

Citizens Alert Patrol, Membership, Annual Garage Sale/Fundraising, Welcoming New Residents, Landscaping, Social Events, Historical, Code Enforcement, Recycling and Newsletter. She also organized block captains throughout the neighborhood. WCNA representatives also began participating in the Mid-Town Coalition of Neighborhood Associations.

White City

Direction for the Future

History of Planning Efforts

A meeting with Councilor Anna Falling included numerous topics including a recommendation by her that White City begin a neighborhood comprehensive plan. Ideas to include were:

- Change the short blocks off of 11th Street into cul-de-sacs to curtail illegal activities and excessive traffic associated with the car dealerships;
- Zoning; and
- Money for long-term fountain repair and other park improvements.

In 1998, the City of Tulsa Preservation Commission and Urban Development Department produced a booklet about White City. The WCNA newsletter was one avenue for collecting the information needed to publish the 1998 publication, *A Neighborhood History of Tulsa's Historic White City*.

In 1999, Anna America became the WCNA President. Other WCNA officers:

Amy Bendall, Vice President
Jean Larimore, Treasurer
Midge Thompson, Secretary

Participation in the Midtown Coalition of Neighborhood Associations continued and issues included proposed amendments to the adult entertainment section of the zoning code and new home construction in historic neighborhoods.

At the request of the Neighborhood Association, the City Traffic Engineer evaluated the streets around Braden Park for additional stop signs and added two signs at 9th and Canton and 7th and Erie as a result. WCNA efforts to establish a welcome wagon for new residents, increase membership and provide support services to elderly residents continued.

The first annual White City neighborhood-wide block party was held in 1999 and has continued since. WCNA became an official 'Park Partner'. Park improvement efforts continued with official clean-up days, the addition of trash receptacles in the center of the park and a request to stop the use of chemical edgers around the pond.

In 2000, the White City Garden Club celebrated its 50th anniversary. While monthly meetings continued to provide informative programs on gardening related topics, the membership dwindled and interested neighbors sought new approaches to revitalize the organization.

From 2001 to present, Garden Club Presidents Toni Storm, Julie Hall, Jan Eskridge and Krista Waldron continued efforts to honor the Club's history while broadening participation. The organization remains active continuing to help maintain the park and neighborhood entrance and sponsoring neighborhood clean-up efforts. The Garden Club also supports improvement efforts through the Garden of the Month award.

In 2001, White City was added to the National Register of Historic Places. Efforts to formalize planning for the neighborhood continued with a neighborhood survey. The results are unknown. However, this year marked the initiation of the White City e-mail distribution system which would continue to grow and become an invaluable tool in future efforts.

In 2003, Councilor Gary Watts helped organize the 11th Street Eastern Corridor Task Force including neighborhood groups (White City, Crowell Heights, and Smithville), churches, schools and government representatives to create a revitalization plan including recommended public improvements. Short-term goals included crime prevention, establishing a business league and replacing the murals at 11th and Yale. Final planning efforts were postponed until the Vision 2025 Master plan was complete.

White City

Direction for the Future

History of Planning Efforts

Also in 2003, a set of swings were removed from Braden Park due to lead paint concerns. Although a replacement was scheduled, budget cuts resulted in a four year delay. The White City Garden Club undertook fundraising efforts to install water at the neighborhood entrance to support additional landscaping. This project was dubbed the "Triangle Improvement Project".

In 2004, the Garden Club expanded the flower bed at the neighborhood entrance and resident Rachel Stout repainted the fading 'Welcome' sign. Although over \$1,000 had been raised for water installation, the project cost continued to exceed available funds. Resident Jim Snow allowed volunteers to use his water to support the new plantings.



Neighbors met with Greg Warren with the City Parks Department to review the planned improvements for Braden Park. The group consensus was that the park needs had changed and that a new survey would be needed to identify the neighborhood's current priorities for the park. The survey received a very low response and the results were never formally tabulated.

White City Neighborhood Association (2005 to present)

Julie Hall became WCNA Vice President in 2004 and became President in 2005. She continues to serve as President. Other White City officers include:

Lynn Simpson, Vice President
Toni Storm, Secretary
Heather O'Banion, Treasurer

In 2005, Mayor Bill LaFortune hosted a series of meetings to discuss the extension of the third penny sales tax. White City residents presented five projects for funding:

- Braden Park Projects
- Repairing the drainage problem at the splash pad
 - Dredging the pond; and
 - Replacing the playground equipment.

- Street Projects
- Repave 4th Place from Yale to Sheridan
 - Repave Yale from 11th to Admiral

City Councilor Tom Baker assisted the neighborhood in its efforts to secure funding. Extensive discussions resulted in funding of drainage improvements and dredging. However, when the WCNA contacted the City to discuss the plans for the dredging project, the City indicated the project was never included in the list. The WCNA is in contact with city officials to reconcile this discrepancy. Neither of the proposed street projects was funded as part of the third penny sales tax extension. See Recommendations.

In 2006, the White City Neighborhood Association applied for a grant from the Helmerich Foundation to replace the playground equipment at Braden Park as Mr. Helmerich funded the previous equipment installation. However, the request was declined.

White City

Direction for the Future

History of Planning Efforts

In 2006, the WCNA was awarded a Vision 2025 grant to fund the Triangle Improvement Project which provided for installation of water including a sprinkler system, electricity, sign replacement and implementation of a comprehensive landscape design. The grant amount was \$14,925 with a total project cost of \$17,205. The project was ranked number one of over 60 proposed projects allowing rapid implementation. The improvements were completed that year and at the fall block party, the triangle was formally dedicated in memory of Jim Snow.

The Neighborhood Association and Garden Club share responsibility for ongoing maintenance at the triangle. In 2006, the congregation of Yale Avenue Presbyterian Church made a generous donation providing the initial funding for utilities.

Yale Avenue Presbyterian and Braden Park Baptist churches are strong community partners. Yale Avenue Presbyterian Church regularly provides meeting rooms, allows placement of dumpsters for clean-up days and provides the space and tables for fundraisers. They have also helped organize and fund the White City neighborhood block parties.

Vision 2025 also funded the Route 66 improvements resulting from the 11th Street Eastern Corridor Task Force efforts. The first scheduled improvement is 11th Street and Yale Avenue. In spring 2008, funding was secured and the improvements are in the final design stage.

White City residents met on April 17, 2007 to revisit the 11th Street Eastern Corridor planning effort with original and new neighborhood group members and City staff. During the discussion, several strong ideas were presented. One was to create a concrete or landscape barrier between I-244 and the neighborhood to reduce noise and enhance appearance. Incorporating this into a broader reforestation plan for the entire neighborhood was discussed.



Strategies for addressing crime were also discussed. One promising approach was to hire off-duty police or sheriffs to patrol the neighborhood. In 2007, residents voted for the first membership dues increase. Dues were increased from \$12 to \$20 per household per year. Historically, the WCNA operating budget is \$1,000-\$2,000 annually. However, future funding for security is a possibility. See Recommendations.

Limiting access at 11th was discussed briefly. While there are obvious benefits, concerns were expressed including the possible increased traffic flow on other streets. Although long part of planning discussions, there has not been sufficient momentum to accomplish this substantial project. A request was made to see if any neighbors would take this up as a special project without response.

White City

Direction for the Future

History of Planning Efforts

A second meeting was held on April 24, 2007 to review the plan and focus on issues specific to White City. Neighborhood priorities would help inform participation in the broader planning effort. The idea of a neighborhood plan resurfaced. Contacting the OU Urban Design Studio was suggested as a possible avenue. The results of these initial planning meetings including the SWOT analysis have been incorporated into this planning document.

As recommended at the 2007 spring neighborhood meeting, Julie Hall contacted the OU Urban Design Studio to formally request White City be added to the list of potential student projects. In July, she received notification that the White City Neighborhood Association plan had been selected by student Craig Longacre.

While the planning process was underway, the WCNA continued to move forward with several projects. An ongoing project is the development of the neighborhood e-mail distribution network which now includes over 130 residents and several city and state officials. Updates are sent out as needed to inform residents of current events and issues. White City Alerts provide almost instantaneous communications about criminal activities.

White City residents participated in an Alert Neighbors Meeting hosted by Yale Avenue Presbyterian Church the first week of September 2007. Less than a week later, White City residents were shocked when a resident was murdered in an armed robbery. Efforts to formalize the Alert Neighbors program continue. Most recently, WCNA paid for the installation of 13 Alert Neighborhood signs on the perimeter of the neighborhood (Yale from 11th to 2nd and 11th from Yale to Hudson).

WCNA continues to pursue funding of arterial and neighborhood street improvements. Chris Cox, City of Tulsa Transportation Rehabilitation Manager is working with the neighborhood to prioritize projects. Currently, the two arterial street projects originally proposed in the third penny sales tax extension are included in the draft 2008 bond proposal. A survey of neighborhood street priorities was recently completed to identify other potential projects for the 2008 bond package.

In spring 2008, White City residents helped plant over 40 trees at Braden Park as part of the City's Re-Green Initiative. Up With Trees Executive Director, Anna America was pleased White City was ready for spring planting and helped facilitate rapid implementation. City of Tulsa Urban Forester, Mike Perkins and Re-Green Coordinator, Dave Zucconi revisited the existing Up With Trees reforestation plan taking into account trees lost during the 2007 ice storm and adopting a 'white' theme in keeping with the neighborhood's history. Residents are extremely pleased with the results. White City residents will also participate in the neighborhood re-green effort this fall.

White City

Direction for the Future

History of Planning Efforts

SWOT Analysis

White City

Direction for the Future

<u>STRENGTHS</u>	<u>WEAKNESSES</u>	<u>OPPORTUNITIES</u>	<u>THREATS</u>
Sense of Community	Lack of Funding for Improvements - Braden Park	Secure Additional Funding Through City - 2008 Bond Issue for Streets	Crime - Prostitution, Drugs & Burglaries
Long-term Ownership	Neighborhood Association Participation - 20%	Obtain 501(c)3 Status - Tax-Deductible Donations	Use of Park for Illicit Purposes
History	Mature Trees/ Recent Damage - Visual Impact - Safety Issues	Implement Park Improvements	Car Lots - Traffic, Speeding & Visual Impact
Braden Park	Aging Infrastructure - Above ground electric service - Arterial/Neighborhood street conditions	Increase Participation - Membership - E-mail network	Instability of Surrounding Neighborhoods
White City Garden Club	Limited Options for Traffic Calming	Reforestation/Re-green Efforts	Speeding
White City Neighborhood Association	Under-utilization of City Services - Code Enforcement - Law Enforcement	Speed Hump Program	Pond Condition - Visual Impact & Potential Safety Hazard
E-mail Communications	Noise from I-244	11th Street Improvements & Redevelopment - Route 66 Corridor - Commercial/Residential Buffer	Difficulty Funding Improvements through City
Community Partners - Churches, Businesses, City of Tulsa	Inconsistent Zoning	Historic Preservation - Education - Zoning Options	
Diverse Architecture	Minimal Entertainment Opportunities		
Large Lots			
Mature Trees			
Wildlife			
Proximity to Route 66, TU, I-244, Fairgrounds, Downtown Tulsa			
National Register of Historic Places			

*this SWOT analysis was created through the help of e-mail communication and notes/information from previous planning efforts in White City.

White City residents actively participate in neighborhood events such as the annual block party. Many residents also provide information and input via the e-mail distribution system. Neighborhood support is also evidenced by the number of households in the White City Neighborhood Association. However, historically traditional neighborhood meetings are not well attended as was evident during the planning process.

To identify neighborhood priorities, a survey was developed. An important aspect of planning the survey was determining how to obtain the highest response rate. Based on the level of activity generated by e-mail communications, it was decided to attempt an online survey. To ensure all residents could participate, hard copies were made available to those without internet access.

Prior to implementing the survey, neighbors met to review the survey instrument. Participants were asked to complete the draft survey and encouraged to ask questions and provide input. This feedback was extremely beneficial in creating the final survey.

The survey was created on www.surveymonkey.com and post cards were mailed out to all 581 households in the White City neighborhood with labels obtained from INCOG. The post cards were mailed on January 7, 2008 and residents were given until February 1, 2008 to complete the survey.

The postcards briefly explained the purpose of the survey and provided the website address. The survey design allowed for participation without any individual identifying information. Of the 581 households included in the mailing, 133 completed surveys (23% response). Of those, four households completed and returned paper copies.

To the right is a copy of the postcards that were mailed out announcing the web address of the survey.

White City

Direction for the Future

Online Survey

Dear Neighbor,
Please take 5 to 10 minutes to complete an online survey about your priorities for White City. The results will be included in our neighborhood plan and will support future funding requests for improvements in the neighborhood.

To access the survey, please visit:

<http://tulsagrad.ou.edu/studio/surveylink/whitecity.htm>

The survey will be available online until February 1, 2008.

If you have any questions about the survey or do not have internet access, please contact Julie Hall. Thanks for your support!

Julie Hall, President
White City Neighborhood Association
(918) 698-6161

I. Online Consent Agreement

The White City Neighborhood Association, in collaboration with the University of Oklahoma - Tulsa Urban Design Studio, requests that you complete the following questionnaire on White City. This study is being conducted by the University of Oklahoma in conjunction with the White City Neighborhood Association. Your selection as a participant in this survey is based on your residency within the neighborhood.

Purpose: The purpose of this study is to gather data regarding White City demographics and to help direct growth within the neighborhood.

Procedures: If you agree to participate in this study, you will be asked to do the following: respond to a 15-item survey online. The survey should take less than 10 minutes to complete.

Risks and Benefit of being in this survey: There is no degree of risk associated with participation in this survey. There are no compensatory benefits for participating in this survey.

Compensation: you will not be compensated for your time and participation in this survey.

Voluntary nature of this survey: Participation in this study is voluntary. If you decide to participate, you are free not to answer any question or withdraw at any time.

Confidentiality: The records of this study will be kept private. In published reports, there will be no information included that will make it possible to identify you as a research participant. Research records will be stored securely on computer servers operated by a third party provider. Individual responses by volunteers will not be accessible to anyone but the researchers.

Contacts and Questions: Any questions regarding the survey should be addressed to the White City Neighborhood President, Julie Hall, at 918-698-6161 or iwrite@cox.net.

Please complete the entire survey. Some internet providers will not allow for the survey to be restarted if the participant exits the survey without entire completion of survey.

I. Do you agree to the conditions of the survey listed on this page?

Yes

No

White City

Direction for the Future

Online Survey Results

The next several pages contain information obtained from the survey.

2. Neighborhood Demographics

1. I am

43(31.6%) MALE
93 (68.4%) FEMALE

2. Age in Years: **Average Age: 50**

Range: 18 - 90

3. Do you rent or own?

Rent 6 (4.4%)
Own 129 (95.6%)

4. How many years have you been at this address?

Average Residency: 15.4 years

Residency Range: 6 months - 60 years

5. Are you a member of the White City Neighborhood Association?

Yes 72 (53.7%)
No 62 (46.3%)

6. If not, would you be willing to join the Neighborhood Association?

Yes 59 (85.5%)
No 10 (14.5%)

White City

Direction for the Future

Online Survey Results

3. Quality of Life

1. How satisfied are you with the Quality of Life in White City?

Very dissatisfied	12 (8.9%)
Somewhat dissatisfied	7 (5.2%)
Somewhat satisfied	40 (29.6%)
Very satisfied	76 (56.3%)

2. How likely are you to leave the neighborhood in the next 3 years?

Not at all likely	47 (34.6%)
Not very likely	56 (41.2%)
Somewhat likely	25 (18.4%)
Very likely	8 (5.9%)

3. Historic preservation zoning is technically referred to by city planners as "overlay" zoning. The historic preservation zoning is "overlayd" on top of the existing zoning. The existing zoning restrictions are unchanged - instead they are supplemented by the conditions of historic preservation zoning.

The existing zoning requirements control such issues as land use, building setbacks, parking requirements, lot coverages by structure and building heights. Historic preservation zoning does not prevent lot splits. Historic preservation zoning provides extra protection from inappropriate alterations and unsympathetic new construction using design guidelines. The guidelines are administered and enforced by the city of Tulsa Preservation Commission.

Historic Preservation zoning helps to:

- Preserve and protect the distinctive characteristics of buildings and places significant to the history of the City of Tulsa and the State of Oklahoma.
- Maintain and improve the streetscapes of those buildings and places.
- Assure that new and relocated construction is architecturally compatible with existing buildings in the district.

Would you like to have Historic Preservation Overlay Zoning in White City?
Yes 92 (67.6%) **No 5 (3.7%)** **Undecided 39 (28.7%)**

4. Crime & Safety

1. In the past year, have you contacted the Tulsa Police Department?

Yes 52 (38.8%)	No 82 (61.2%)
----------------	---------------

2. If yes, the number of times you contacted the Tulsa Police Department about the following:

Autotheft	10 (20%)
Larceny/Petty Theft	12 (24%)
Burglary	12 (24%)
Homicide	8 (16%)
Sexual Assault	6 (12%)
Vandalism	17 (24%)
Domestic Violence	6 (12%)
Suspicious Activity	33 (66%)

*The 8 homicide calls to the TPD were the result of the murder of Steffan Jerome Schlemme on September 11th, 2007.

3. How safe do you feel in White City?

Not Safe At All	1 (0.7%)
Not Very Safe	9 (6.6%)
Somewhat Safe	72 (52.9%)
Very Safe	54 (39.7%)

White City

Direction for the Future

Online Survey

	Not at all Concerned	Not Very Concerned	Somewhat Concerned	Extremely Concerned
5. Neighborhood Issues in White City				
1. Concern about Crime and Safety	0.0% (0)	11.2% (15)	27.6% (37)	61.2% (82)
2. Concern about Resurfacing Arterial Streets (Yale, etc)	3.7% (5)	7.5% (10)	33.6% (45)	56.7% (76)
3. Maintenance & Improvements at Braden Park	3.0% (4)	6.7% (9)	40.7% (55)	50.4% (68)
4. Business Redevelopment Along 11th Street	1.5% (2)	11.9% (16)	33.6% (45)	53.0% (71)
5. Concern about Speeding	1.5% (2)	15.7% (21)	29.9% (40)	53.0% (71)
6. Replacement of Damaged/Dying Neighborhood Trees	2.2% (3)	14.1% (19)	42.2% (57)	41.5% (56)
7. Concern about Resurfacing Neighborhood Streets	3.7% (5)	16.4% (22)	33.6% (45)	46.3% (62)
8. Improving Visual Buffer BMW Businesses/Neighborhood	5.2% (7)	14.9% (20)	34.3% (46)	45.5% (61)
9. Encouraging Historic Preservation	2.2% (3)	14.1% (19)	49.6% (67)	34.1% (46)
10. Promoting Neighborhood History	4.5% (6)	16.4% (22)	53.0% (71)	26.1% (35)
11. Creation of Jogging Trail along Tracks	14.2% (19)	26.9% (36)	33.6% (45)	25.4% (34)
12. Concern about I-244 Noise and Appearance	16.3% (22)	27.4% (37)	37.0% (50)	19.3% (26)
13. Creation of Neighborhood Entrance at 4th Place/Yale	18.8% (25)	33.1% (44)	33.1% (44)	17.3% (23)

These levels of concern were set up using the [surveymonkey.com](https://www.surveymonkey.com) web ranking tool to help score the results.

7. Braden Park Projects & Improvements

How important are the following potential projects & improvements at Braden Park?

	Not at All Important	Not Very Important	Somewhat Important	Extremely Important	Rating Average
Dredging/Upkeep of Pond	1.6% (2)	4.8% (6)	27.0% (34)	66.7% (84)	2.59
Upkeep/Replacement of Playground Equipment	5.8% (7)	15.8% (19)	40.0% (48)	38.3% (46)	2.11
Additional Lighting	7.0% (9)	19.5% (25)	37.5% (48)	35.9% (46)	2.02
Renovation/Replacement of Shelter	4.9% (6)	32.8% (40)	41.0% (50)	21.3% (26)	1.79
Additional Landscaping	9.7% (12)	31.5% (39)	35.5% (41)	23.4% (29)	1.73
More Frequent Mowing	10.8% (13)	31.7% (38)	33.3% (40)	24.2% (29)	1.71
Replacement of Picnic Tables & Benches	3.4% (4)	43.7% (52)	34.5% (41)	18.5% (22)	1.68
Addition of Parking	42.9% (54)	25.4% (32)	12.7% (16)	19.0% (24)	1.08

Ranked Potential Projects & Improvements using the Rating Average Listed above Right.

The top five ranked Projects & Improvements will be focused on in the Recommendations Section of this Neighborhood Plan.

- Recommendation 1 - Crime & Safety**
- Alert Neighbors Program
- Initiate Curb Numbering
- Maintain & Improve Communications with TPD
- Hire Private Security

- Recommendation 2 - Resurfacing Arterial Streets**
- Continue to Pursue Funding Opportunities through the City of Tulsa

- Recommendation 3 - Maintenance/Improvements at Braden Park**
- Dredge Pond
- Replacement of Playground Equipment.
- Conduct a Lighting Survey
- Replace Shelter
- Provide Additional Landscaping
- Replace Picnic Tables & Benches

- Recommendation 4 - Redevelopment along 11th Street**
- Participate in Improvement & Planning Efforts
- Establish Working Relationship with Businesses & Land Owners

- Recommendation 5 - Concerns about Speeding**
- Continue Enforcement Efforts with Tulsa Police
- Evaluate Educational Opportunities
- Complete Speed Hump Evaluation & Process

- Other Recommendations**
- Create I-244 Buffer
- Redesign of White City Neighborhood Signs
- Zoning
- Funding

White City

Direction for the Future

Recommendations

Using the survey results as a guideline, White City Neighborhood has established their priorities for the neighborhood. The established priorities for the neighborhood are used as recommendations for this project.

The subsets of each recommendation were discussed in the March 8th, 2008 meeting and condensed into groups to present larger topics for discussions and improvements.

Several recommendations are larger in size than others. Recommendations such as Resurfacing Arterial streets, Redevelopment along 11th Street and other recommendations will not be as detailed as the Recommendations for Crime & Safety, Braden Park Maintenance & Improvements and Speeding.

White City

Direction for the Future

Crime and Safety

Recommendations:

1. Complete implementation of Alert Neighbors Program
2. Initiate curb numbering
3. Maintain and improve communications with Tulsa Police Department
4. Hire private security

Background

Neighborhood survey results indicate crime and safety is the top concern of White City residents. Factors that may have contributed to this concern include:

- The September 11, 2007 murder of Steffan Schlemme. Police emphasize the random nature of this crime, many residents reported a sense of vulnerability after the shooting.

Increased communications about criminal activity. The White City Neighborhood Association utilizes an e-mail network of over 100 homes to communicate criminal activity and/or suspicious persons. Although highly effective, these alerts can create the impression criminal activity is increasing even when the number of crimes is decreasing.

Analysis of crime data for the previous four years shows that overall, part one offenses dropped significantly in 2007. Specifically, burglary and larceny incidents were 1/2 of those reported in 2006.

1. Complete Implementation of Alert Neighbors Program

- a. Complete implementation of the Alert Neighbors Program throughout the neighborhood by identifying block captains for each neighborhood block, creating calling trees, increasing communication about safety practices and sharing e-mail alerts.
- b. Continue efforts to fund alert neighborhood signage to include 4th Place from Yale to Hudson and interior streets. Alert neighborhood signs are \$20 each. WCNA may be able to fund signs on 4th Place. Interior signs would be funded by individual neighbors and blocks.

Monitor crime data to evaluate program efficacy and identify trends which may require additional neighborhood and/or police coordination and involvement.

White City residents take great pride in knowing their neighbors and keeping a watchful eye out for one another. Efforts to formalize this system through implementation of the Alert Neighbors Program have been ongoing since 1988.

Citizens Corps of Tulsa's website states that the benefits of the Alert Neighbors Program are:

- Increasing crime reporting
- Improving cooperation with law enforcement
- Addressing community concerns
- Educating the public on current crime trends, scams, frauds and methods of prevention and resolution
- Reducing neighborhood crime and the opportunity for crime to occur when neighbors work together

On March 15, 2008, White City held its first alert neighbors organizational meeting after learning that Crime & Safety ranked as the number one priority on the neighborhood survey. Participants reviewed the Alert Neighbors Guide provided by the Citizens Crime Commission and volunteer block captains were chosen for represented blocks. Currently, the White City Neighborhood Association President will serve as coordinator.

Roles of Coordinator:

Serve as Chairperson for Alert Neighbors Committee and Block Captains

Preside over meetings

Provide information on program and efforts of group

Maintain master list of telephone numbers

Work with Block Captains on specific issues

Evaluate effectiveness of program

Motivate Block Captains

Roles of Block Captains:

Serve as the contact point for residents

Report to neighborhood association

Keep a list of members on block for a telephone tree

Recruit new members

Distribute information

White City

Direction for the Future

Crime and Safety

2. Initiate Curb Numbering

House numbering is not uniform throughout White City. Often houses are not numbered consecutively i.e. numbers are skipped. Many White City homes do not have any numbering or have numbering which is not visible from the street especially at night. Inadequate numbering can delay emergency responders and can also make it difficult for neighbors to report criminal activity. Approximate cost per household is between \$5.00 and \$10.00 dollars.

Curb numbering would provide uniform identification of all households in the White City Neighborhood. Benefits include:

- Making each house easily identifiable from the street day or night
- Providing quicker access for emergency responders
- Helping neighbors report criminal or suspicious activities to police
- Enhancing neighborhood appearance through uniform placement and color
- Helping postal and other delivery services

White City

Direction for the Future

Crime and Safety

3. Maintain and Increase Communications with Tulsa Police Department

White City has a great working relationship with the Tulsa Police Department – Uniform Division North (UDN). UDN assists the White City Neighborhood Association (WCNA) by providing crime data and feedback about trends. The UDN officers directly support the neighborhood through rapid response, increased and targeted patrols and participation in the Alert Neighbors program. At the Alert Neighbors organizational meeting, UDN officers addressed many neighborhood questions and concerns.

While the Neighborhood Association is in regular contact with the day shift supervisor and officers, there is an additional opportunity to establish a relationship with the other shift supervisors and personnel. At the Alert Neighbors meeting, Captain Roberts encouraged the Neighborhood Association to hold another meeting to include those individuals.

Shift information for the Uniform Division North:

1st Shift (9:30 p.m. to 7:30 a.m.)
Watch Commander phone number: 591-4111

2nd Shift (6:30 a.m. to 4:30 p.m.)
Watch Commander phone number: 591-4110

3rd Shift (4:00 p.m. to 2:00 a.m.)
Watch Commander phone number: 591-4109

If the Watch Commander cannot be reached, a message can be left through the non-emergency number at 596-9222.

In prior years, the Mounted Patrol has been active in the neighborhood especially in the spring and summer months providing a highly visible deterrent. The Mounted Patrol is part of the Special Operations Division headed by Major Rob Turner. The contact for the Mounted Patrol is Sergeant Dave Davis who can be contacted via e-mail at ddavis@ci.tulsa.ok.us. A request for Mounted Patrol should be made annually.

4. Hire Private Security

The use of private security can be an effective means for deterring crime and potentially, catching criminals. While private security officers can not make arrests, they can notify Tulsa Police of suspicious persons and activities.

At the Alert Neighbors meeting, Tulsa Police suggested using their tracking systems to identify the days and times when most criminal activity occurs in the neighborhood. This would potentially maximize the impact of private security in the area. This information has been requested but not received.

Pricing for private security guards starts at about \$25 per hour. Fees for private security obtained from www.guards2go.com.

Two scenarios for initial implementation were identified:

- 1) one 5-hour day shift per week for *25 weeks
125 hours x \$25/hour = **\$3,125**
- 2) one 5-hour day shift during the week + one 5-hour weekend shift for 25 weeks
250 hours x \$25 = **\$6,250**

At the present time, the annual budget for WCNA ranges from \$1,000-\$2,000. Additional funding would be required to fund the \$3,125-\$6,250 for private security.

*Due to budget limitations, crime data will be used to identify the 6 months (25 weeks) with the highest crime occurrences.

- Recommendation:
- Continue to pursue funding opportunities through the City of Tulsa

Background

Neighborhood survey results indicate condition of arterial streets is the second highest priority for White City residents. Although technically a collector, residents commonly refer to 4th Place between Yale and Sheridan as an arterial street. It is a major thoroughfare which literally cuts through the neighborhood and experiences a high level of traffic. Yale between 11th and Admiral is the other street of concern to residents.

On September 6, 2005, White City residents participated in the Third Penny Town Hall Series hosted by Mayor Bill LaFortune. Prior to the meeting, input was solicited from residents who agreed on five projects for recommendation including repaving Yale and 4th Place. An excerpt of the written request submitted by WCNA:

1) *Repave 4th Place between Yale and Sheridan. This section of road is in terrible condition. It is a veritable patchwork of repairs which have resulted in one of the most uneven surfaces in town. Ask any resident in the area and they will tell you that they use only the center lane in an effort to minimize the bouncing and jolting, but it isn't much help. This is a designated bike route, but I wouldn't try to take a bike on it. Bicyclists using this route have accidents and blowouts on a regular basis. We would very much like to have this road repaved and made suitable for bicyclists and motorists.*

2) *Repave Yale between 11th and 4th. This section of road is also in terrible condition. It has also been plagued with a patchwork of repairs which have left it horribly uneven. This road has a tremendous amount of traffic as it is the access to I-244 from Yale. Many visitors to Tulsa use this exit to go to the fairgrounds as well. It is also used by area residents going to the local Target, Lowe's, Reasors, etc. Drive either of these two streets and you will agree they are among the worst in Tulsa. *Later modified to include 4th to Admiral.*

The WCNA worked to secure funding by gathering information about the condition of those streets compared to other Tulsa streets and contacting then City Councilor Tom Baker to express their concerns.

White City

Direction for the Future

Arterial Streets

In evaluating street conditions, the city uses a Pavement Condition Index (PCI). Contractors rate sections of each arterial street – the higher the number, the better the condition of the street. In 2005, the most recent source of information about pavement condition for arterial streets was the 2002 PCI report. According to this report, the average Pavement Condition Index (PCI) for Tulsa streets was 67.

The PCI for Yale between 11th and Admiral ranged from 34 to 77 with the majority of the street ranging from 34 to 51. The intersection at Admiral and Yale had recently been redone resulting in the anomalous PCI of 77. Data for 4th Place between Yale and Sheridan was collected in 2004 with a PCI between 49 and 52. Neither project was included in the third penny sales tax extension.

As part of this planning effort, WCNA again contacted Chris Cox, City of Tulsa Transportation Rehabilitation Manager to discuss the condition of the streets and possible funding options. Mr. Cox reported that a 2006 PCI report included updated information for arterial streets. The report showed an overall decline in street conditions in Tulsa from the previous average of 67 to 60.

The report indicated conditions along Yale between 11th and Admiral had deteriorated significantly with a PCI ranging from 16 to 63 with the majority in the 16 to 40 range. Non-arterial streets including 4th Place were re-inspected in 2008 and the report will be available in 2009.

Pavement Condition Index Summary

	2002 PCI	2006 PCI
City of Tulsa Average	67	60
Yale 11 th to Admiral Range	34-77	16-63
Yale 11 th to Admiral/Majority	34-51	16-40
4 th Place from Yale to Sheridan	49-52*	Not yet updated

* from 2004 non-arterial PCI report

Mr. Cox is preparing a list of projects for a 2008 bond proposal and both projects are currently included in the draft document. However, it is important to note that the drafting of such a proposal is the first of many steps in securing funding. The proposal will be reviewed by the City Council and Mayor and then, must go before the voters.

If the projects remain in the bond proposal and the bond package is passed, it could still be months or years before the improvements are implemented. It is critical that the WCNA and individual residents continue to work with city officials at all levels to ensure funding is secured at the earliest possible opportunity.

White City

Direction for the Future

Arterial Streets



Typical Street condition on Yale Avenue.

Recommendations:

1. Dredge pond
2. Replace playground equipment
3. Conduct a lighting survey
4. Replace shelter
5. Provide additional landscaping
6. Replace picnic tables and benches

Background

The recent neighborhood survey revealed that Braden Park was the 3rd highest concern for White City residents. The survey also asked residents to rank potential park projects. The recommendations reflect those priorities.

According to the *Neighborhood History of Tulsa's Historic White City*, Braden Park was originally named White City Park. Braden Pond was originally White City Farm's cattle pond which was then twice the size it is now. The early park grounds had two swing sets, a bicycle race track, a large sand box, and a flagstone sidewalk.

The White City Garden Club has worked to improve Braden Park since 1950. When the neighborhood began broader planning and improvement efforts in 1988, the park continued as a major focus. In 1998, one of the ideas considered in discussing a future neighborhood plan was the need for long-term funding to provide ongoing park maintenance.

The City of Tulsa manages 125 parks. In addition to competing with the needs of the other 124 parks, the parks must compete for funding with other critical needs such as crime prevention and streets.

Although the employees of the parks department have been incredibly helpful and receptive to input from White City neighbors, their efforts are severely restricted by a lack of funding.

White City

Direction for the Future

Braden Park Improvements

During the 2005, third penny sales tax funding discussions, White City residents requested funding for 3 park projects. The following is an excerpt from their written request:

For the past year, the White City Neighborhood Association has been working with the Parks Department to review and revise the Master Plan for Braden Park. We believe strongly that it is more important to maintain our existing park features than to add the new features suggested in the current master plan. The projects we propose are:

- 1) Fix the drainage problem at the existing splash pad area. Many children from all over the city come to play at Braden Park. One of the best, child-friendly features is the splash pad area where streams of water shoot from the ground. Unfortunately, this feature is frequently clogged by leaves and trash and the water backs up. When this occurs, standing water accumulates in a large area. The Parks Department has been very responsive in fixing this problem when it occurs, but it may be two or three days before the problem is reported. Children continue to run the water and play in it when the feature is clogged. This is a serious safety issue. We very much enjoy the splash pad, but it needs to be made safe. I understand that funding for drainage is included in the current third penny project list, but is not delineated by Park. We want you to know how important this issue is to us and our children. Please keep funding for drainage at the parks in tact.

White City

Direction for the Future

Braden Park Improvements

1. Dredging Pond

White City records indicate the pond was dredged in 1974 and again in the late 1980's. Information about pond dredging indicates ponds of this caliber require dredging approximately every ten years. Recent pictures clearly show the poor condition of the pond including:

- a. Potential exposure to contaminants to those who accidentally or purposefully access the pond
- b. Risk of drowning for animals and small children
- c. Water quality that can not sustain the resident wildlife
- d. Possible failure of the surrounding sidewalk
- e. Odor and debris including not only trash, but dead dogs, fish and ducks.

Benefits of dredging Braden Pond and redesigning pond edging:

- Increase safety for users and animals
- Larger water surface and improved water quality
- Redesign and slope of pond edging to allow run off of waterfowl excrement away from the pond
- Incorporation of natural filtration and waste consumption through installation of appropriate plants and fish selection
- Redesign with steps or slope to allow for egress of animals and small children

2) Dredge the pond at Braden Park. The water at the Braden Park pond is unsafe by any standard. In it, I have seen dead rats, dead fish, fishing hooks and line, and every imaginable kind of debris. The large flock of ducks and geese also contribute to the degradation of the water quality. When the aerators are not functioning, the stench is awful. When they are working, the pond maintains a deep green murky color. While no swimming signs are helpful, it is more important to actually ensure the water is clean and safe. Children may still get in or fall in the pond. I know of three separate instances of children swimming in the pond and I'm sure there are more. In addition, individuals frequently catch and reportedly eat fish from this pond. The pond desperately needs a fresh start and only dredging will accomplish this. Again, I understand that dredging is on the current project list, but not delineated by park. Surely, with the recent issues at Mohawk Park, the City recognizes the importance of projects like this. This pond is very special to the residents of Tulsa and we want it to be an asset to the City for years to come.

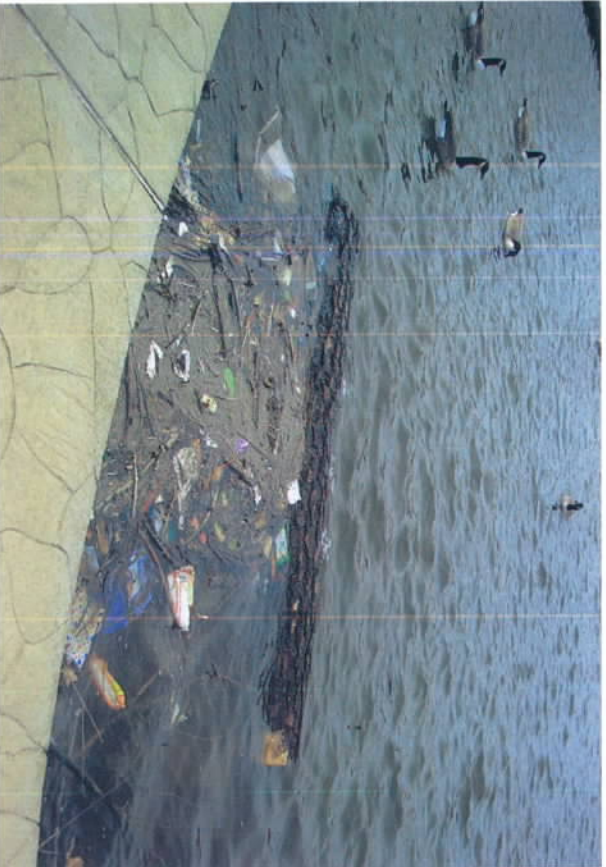
3) Replace the playground equipment. There is one large piece of playground equipment at Braden Park. It is getting old and replacement parts can no longer be obtained. The larger slide was broken recently and could not be replaced. Although it is not part of the current list of proposed projects, the Parks Department concurs that it should be added. We can not wait another five years to replace the equipment.

Neighbors who have experienced past dredging efforts have expressed these specific concerns:

- Duck relocation (successful in past efforts)
- Fish removal (ensure all fish are removed prior to or during draining or that a visual barrier is provided so children and others do not see the fish dying)
- Odor from drying sediment and decaying fish (see above)
- Time to refill pond naturally

City officials confirmed funding for dredging was included in the third penny sales tax extension. However, the funded list does not include this project. WCNA is working with city officials to reconcile this discrepancy and secure funding for dredging as soon as possible. In 2005, the preliminary cost estimate for this project was \$210,000. Given the increased cost of materials, transportation and additional design elements, the current estimate is \$275,000.

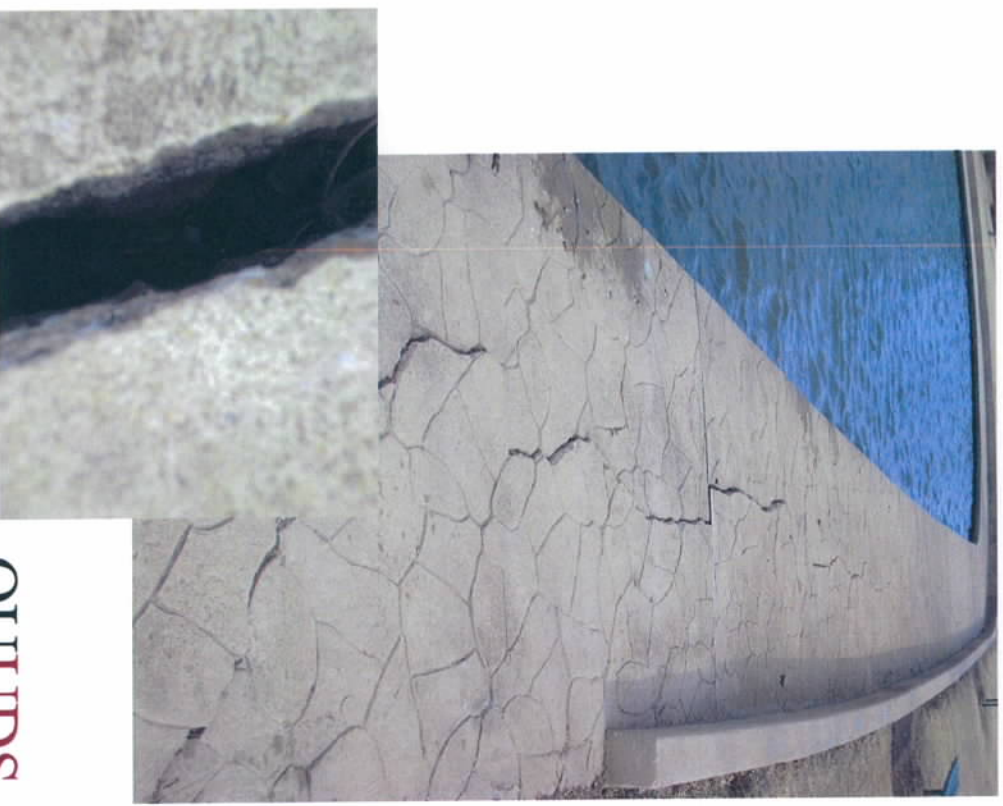
Below is a photo of typical debris seen in Braden Pond. Photo to the right is of the edging around the pond. Inset photo is of a 2" crack in sidewalk.



White City

Direction for the Future

Braden Park Improvements





Existing Playground equipment at Braden Park. Photo below is of existing large swingset area.



White City

Direction for the Future

Braden Park Improvements



Under-utilized playpad with handicapped swing set.

2. Replacement of Playground Equipment

As shown in the preceding pictures, playground equipment at Braden Park is in poor repair. The large play structure dates from the 1980s. Replacement parts for the equipment can no longer be obtained. The best feature on the equipment was the large slide which broke 2-3 years ago and could not be replaced. The Parks Department indicated that if adequate funding were available, they would typically schedule replacement of large play structures every 15-20 years making this equipment due for replacement. However, replacement has not been funded.

Tulsa County Parks was contacted regarding the play structures at LaFortune Park located between 51st and 61st on Yale Avenue. LaFortune Park is a destination park and its playground structures receive very possibly the highest use of any park in Tulsa. The play structures at LaFortune are visually appealing and provide a variety of stations and experiences for children ages 2 and up.

Tulsa County Parks Area Maintenance Supervisor, Danny Hesterlee provided information about the supplier, Playworld Systems and reported that they have had very few problems with the equipment.

To utilize the park to its full potential, it is recommended that the playground equipment be removed and replaced with contemporary equipment that is ADA compliant including installation of an appropriate play surface. The current site was measured to help identify an appropriate structure. The photo shown below represents the desired equipment for Braden park. Photo courtesy of Playworldsystems.com.



White City

Direction for the Future

Braden Park Improvements

Also, included are plans to modify the existing large swing set. The swing set has four stations – two standard swings and two early childhood swings. The neighborhood association would like to replace one of the early childhood swings with an 'Accessible Seat Swing'. Four of these swings are in use at LaFortune Park and are extremely popular. The swings provide a unique range of motion and are suitable for children of all ages. They are also suitable for children with special needs. Picture from PlayworldSystems.com.

The swing set area could be immediately and easily improved by raising the standard swings so that sufficient clearance is provided. Currently, the swings are set very low and there are significant holes (approximately 2-3 feet) underneath each. When it rains, these holes fill with water and stay muddy for days creating an unsuitable play environment. The installation of a modern play surface would greatly add to the usability and visual appeal.

Several years ago, one of the large swing sets was removed due to lead paint concerns. Although funding was available, it took four years to install a replacement. By the time the replacement went to bid, the price had increased substantially. The available funding could only provide a single swing. The Neighborhood Association requested installation of the 'Accessible Seat Swing' described above, but for unknown reasons, a different, less suitable swing was installed. This small swing does not receive much use and the safety strap broke within the first week.

Rex Playground Equipment is a distributor for Playworld and other playground equipment. They were also recommended by Danny Hesterlee of Tulsa County Parks. Rex Playground Equipment has been in business since 1947 and has a high level of expertise in this area.

Each year, over 200,000 children are injured on America's playgrounds. Falls to the playground surface are the #1 contributing factor in playground injuries. Currently, the large play structure and the new small swing areas have a thin layer of wood chips serving as fall protection. There is no protective surface under the large swings.

The use of wood chips is problematic primarily because it is difficult to maintain the proper depth and approximately 25% of the material is lost each year through normal wear. Rex Playground Equipment representatives recommend use of rubber surfaces. The City of Tulsa Parks Department has experimented with a variety of play surfaces and currently, prefers use of a rubber pour-in-place surface. In order to use any smooth rubber surface, the site must be properly prepared preferably with a concrete pad.

Although two of the play areas have concrete edging, none of the playground areas at Braden Park have concrete pads. The estimated cost for each play surface including concrete pad are shown to the right.

Photo Below: Children playing on Balance Buttons at LaFortune Park.
 Photo Right: Playworld Accessible Seat Swing.



White City

Direction for the Future

Braden Park Improvements

The estimated costs associated with these improvements are:

Explorer Playground (model 238-0427) or comparable	\$22,500
Playground Surface for Explorer Playground	\$12,500
Accessible Seat Swing for large swing set area	\$500
Playground Surface for large swing set area	\$11,000
Stationary Buttons (5)	\$1,000
Curved Balance Beam	\$500
Wave Rider Seesaw	\$1,000
<u>Playground Surface for new single swing area</u>	<u>\$11,000</u>
Total Estimated Cost of Playground Equipment and Surfaces	\$60,000



3. Additional Lighting

Additional lighting has been a long-time request of residents of White City. Braden Park is no exception. While some desire additional lighting to minimize illicit activities, others are concerned that lighting will encourage additional night use and be a source of light pollution for those who live around the park. A lighting study should be conducted to analyze the perceived lighting levels of nighttime users of the park and establish a method in which to thoroughly light the park without creating a place for activity to occur after curfew.

4. Replace Shelter

The shelter at Braden Park has been in place for many years but now does not suit the needs of the park. The current structure originally contained restrooms which are no longer in service. The structure has been modified to accommodate portable toilets. One side of the structure provides a covered area for eating while the other houses the toilets. The portable toilets are unattractive and are also a source of unpleasant odors for users of the facility. In addition, the solid structure provides a protected area which encourages illicit uses.

A new shelter is recommended for Braden Park to allow for 360-degree visibility. Increased visibility will reduce criminal activity and improve the appearance of the park. The new structure should be environmentally suitable with minimal maintenance. An example of a desirable structure follows. The hexagon-shaped structure would mirror other circular elements of the park and Parks Department personnel indicate the materials would be low maintenance. However, other design options could be considered once funding is available.

The example structure is shown online at http://www.dbparksandrec.com/100_0092.jpg. The structure is located in Centennial Park in Danville, Kentucky. The Director of Danville-Boyle County Parks, John Drake says they are very pleased with the structure. The only concern he noted was to ensure a qualified contractor is used for any stone work as was used as the veneer for the posts.

White City

Direction for the Future

Braden Park Improvements



Example of Proposed shelter.

Mr. Drake suggested contacting the architectural firm of Brandstetter Carroll responsible for the design of the park. Architect Mark Horman was responsible for this project. He indicated that the structure is manufactured by Enwood Structures and it is a structure he frequently selects for this type of installation both because it is architecturally appealing and has low maintenance. He also noted the importance of using a qualified contractor for installation of veneers. In his experience, with appropriate installation, the veneers are low maintenance.

Enwood Structures has been in business for over 60 years and prides itself on providing structures with minimal installation requirements. The Enwood Structure used in Danville is called the 'Magnolia' and the base model is solely constructed of wood. The Magnolia is available in several sizes. The size used in Danville and recommended for Braden Park is 45 feet at its longest point. The under-shelter accommodation is 50-60 which is typical of the gatherings at Braden Park.

The structure at Danville's Centennial Park has two modifications including the use of a standing seam metal roof and steel columns, both of which contribute to lower maintenance. The use of steel columns is especially recommended when planning to use a rock or brick veneer as with the Danville Park. Although the roof is metal, the ceiling as seen from inside the structure remains a beautiful tongue-in-groove wood.

The Magnolia structure comes with all basic building materials including architectural drawings and instructions. Items not included with the Magnolia structure include: rock or brick veneer materials, any needed concrete pad work, and interior lighting. The cost of the structure as installed at Danville with stone veneer, concrete work and electrical work was \$96,000 five years ago. However, this also included construction of a surrounding stone wall.

The total cost of the structure including on-site delivery would be \$25,000. If the existing concrete pad is torn out and replaced and brick veneers and electric installed, the cost of the project could exceed \$100,000.

It is recommended that a three-sided kiosk be provided to house the portable toilets. It would be located on the west side of the concrete pad to allow for servicing. By placing the kiosk so that the toilets face east, the visual impact would be greatly reduced. In addition, locating the toilets further from the picnic area would provide a better recreational experience.

Use of brick for both the shelter structure column veneers and the portable toilet kiosk is recommended as it would be visually appealing and reflect the use of brick on historic White City homes.

White City

Direction for the Future

Braden Park Improvements



Existing shelter at Braden park.

5. Additional Landscaping

The 2007 ice storm resulted in the loss of 19 trees at Braden Park. Therefore, it is not surprising that landscaping would be listed as a priority for the park. On April 5, 2008, Up With Trees in conjunction with the City of Tulsa and White City residents installed over 40 new trees at the park greatly enhancing the visual appearance. Three more trees are to be planted in the near future. An updated tree inventory reflecting trees lost during the 2007 ice storm and 2008 plantings is being created.

Additional landscaping with shrubs should be considered to buffer the pond by blocking debris and helping absorb animal residue around the pond.

6. New picnic tables and benches

Picnic tables and benches need replacement to allow for comfortable, safe and attractive seating options. The current Braden Park picnic tables and benches are deteriorating. Criteria for new tables and benches included low maintenance, style and color (green to blend in with the natural environment and mirror the new shelter). Cost estimates were based on appropriate selections from the Barco line of products, but many other suppliers and products are available.

There are currently thirteen benches and eleven picnic tables at the park. Replacing all the tables and benches at one time is recommended to enhance visual appeal. In addition to replacing the thirteen existing benches, installation of four additional benches is recommended – two for the soccer field, one for the new swing area and one for the old swing area.

The estimated cost to replace the picnic tables is \$11,000-\$15,000.

The approximate cost of replacing the benches is \$14,000-\$20,000.

The total estimated cost for all recommended improvements is \$500,000. Potential funding sources and options for Braden Park and other neighborhood improvements are discussed under Recommendations, Other.

White City

Direction for the Future

Braden Park Improvements

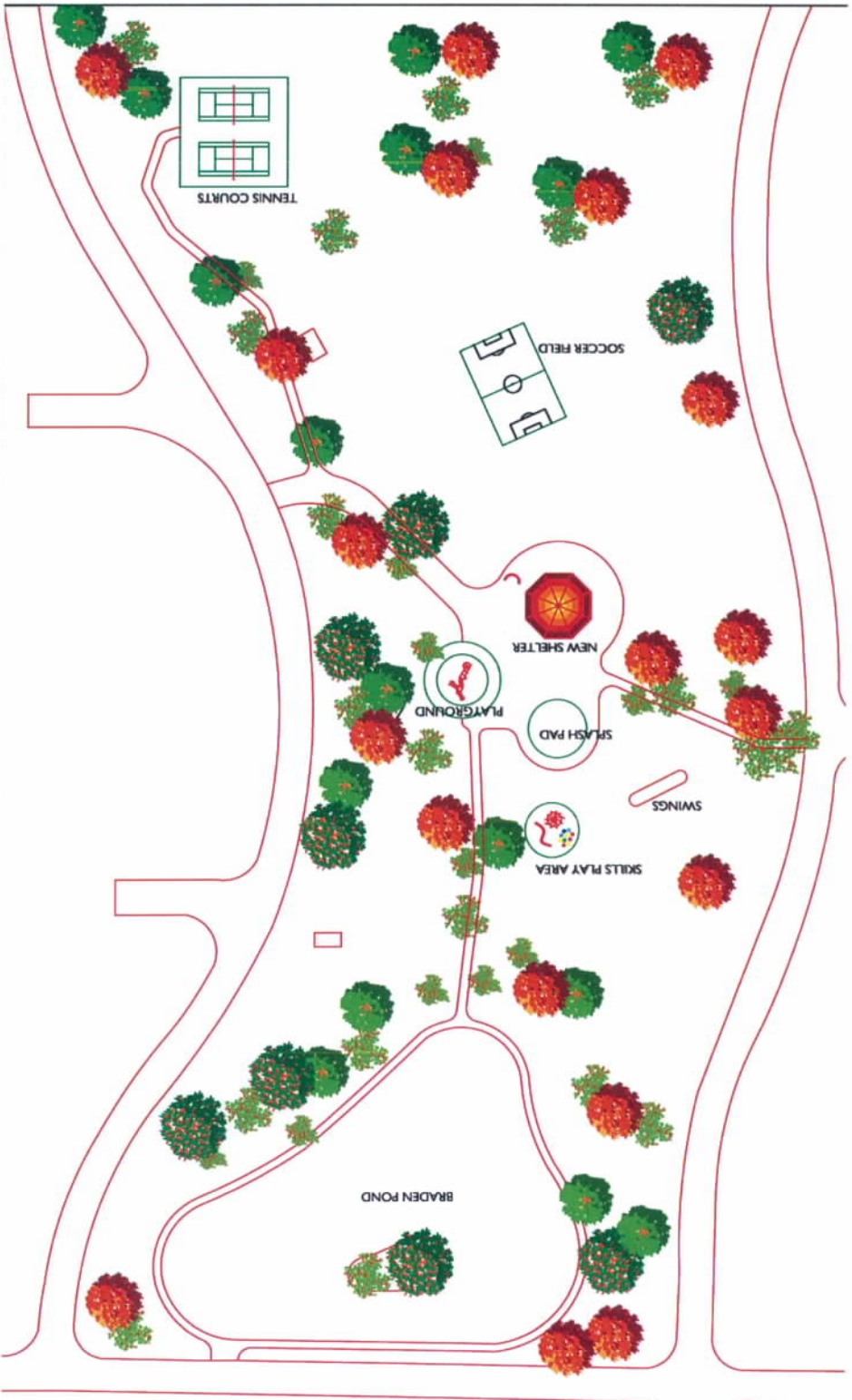


Proposed Barco "Wave" bench for Braden Park.

White City

Direction for the Future

Braden Park Improvements



Recommendations:

- 1) Participate in improvement and planning efforts
- 2) Establish working relationship with business/land owners

Background

Redevelopment along 11th Street was the fourth priority of those who participated in the neighborhood survey. The 11th Street boundary to White City has created its share of issues over the years.

Route 66 has always been home to a number of car lots. However, the lack of diversity along the neighborhood border especially given the desire for an increase in services and entertainment is problematic. Currently, there are ten used car lots and two convenience stores along the southern border of the neighborhood.

The car lots are not well maintained. Many have inoperable vehicles, dilapidated signage and deteriorating or no fencing as a buffer between the business and neighborhood homes. In addition, customers test drive vehicles in the neighborhood often speeding and running stop signs.

One of the primary purposes in forming the 11th Street Eastern Corridor Task Force was to identify ways to encourage appropriate commercial development including increasing diversity. The group looked closely at ways to capitalize on the rich history associated with Route 66 and draw tourists to the area.

The result of these efforts through partnering with other stakeholders along Route 66 was a Route 66 Master Plan funded through Vision 2025. In May 2006, the project was presented for public preview and input. The project includes gateways at the east and west point of the Route 66 corridor. Informational road signs will also be placed along the corridor to identify sites of historical significance. Intersection enhancements are also planned at locations throughout the corridor.

White City

Direction for the Future

Redevelopment along 11th Street

Intersection enhancement at 11th and Yale is one of the first scheduled projects and includes \$500,000 in improvements. In an e-mail dated May 8, 2006, City of Tulsa Planner, Dennis Whitaker outlined the significance of this intersection:

- 1) the gateway of traffic from I-244 to Expo Square
- 2) connects traffic to University of Tulsa events
- 3) is the east terminus of the Plains Commercial architecture popular during the early days of Route 66 and extending downtown
- 4) has emerged as a tourist type area with Tally, Generations Furniture, Antiques Flea Market, Expo Square and the murals depicting Tulsa history
- 5) it borders the White City National Register Neighborhood
- 6) is the transition point between the early era and the emerging post war era development to the east

He noted that the project would be a great asset to the White City neighborhood.

On August 15, 2006, White City residents and others attended a meeting to gather ideas and answer questions related to the improvements. Professional consultants, members of the Vision 2025 Design Recommendation Committee and City of Tulsa staff gathered input as part of the concept and design development. A follow-up meeting to present the proposed concept was held on October 10, 2006.

White City residents participated in both meetings and emphasized the desire to have the neighborhood's heritage as the White City Dairy Farm represented. In an e-mail update dated October 10, 2006, Julie Hall wrote:

The northeast corner of the intersection will be a unique point of interest along Route 66. Specifically, there will be signage explaining the history of White City, and very possibly, a cow or milk bottle statue. Everyone agreed on the idea of something whimsical that would be visually interesting and create a stopping point to learn about area history. The Garden Diva will be doing a lot of the signage for the Route 66 improvements and it is possible she will do the art.

At the northwest corner, plans include a large, attractive area with benches, plants and a clock tower. Each corner will have matching concrete work and new light fixtures to create a unified look. Future plans include redoing the intersection itself with patterned concrete and a brick work including the Route 66 emblem.

The project was temporarily put on hold when possible funding for the intersection work became available through the Scenic Byways program. The grant was recently awarded allowing for full implementation of the concept. The final design work is now underway and includes plans for use of a Centennial clock which would add another point of interest especially given the statewide marketing of the clock project.

In celebration of the 2007 Oklahoma Centennial, the Oklahoma Centennial Commission initiated the Oklahoma Centennial Clock & Bell Project. According to a promotional brochure, the clocks come in a range of colors and designs, but each clock is a modern day replica of period clocks that once graced main streets throughout Oklahoma and the United States. The goal of the project is installation of 100 clocks throughout Oklahoma. The Centennial Clock Project website is at <http://centennialclocks.com/index.html>.

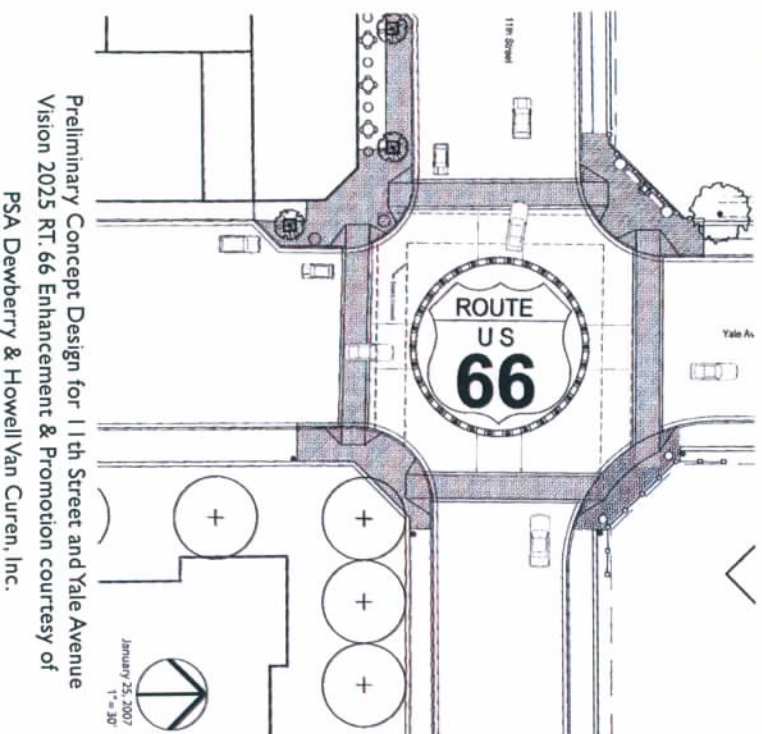
Final planning efforts of the 11th Street Eastern Corridor Task Force were postponed until the Vision 2025 Master Plan was complete and funding was secured. Reactivation of the 11th Street Eastern Corridor

White City

Direction for the Future

Redevelopment along 11th Street

Task Force is planned and White City should be actively involved in that effort. Historically, the WCNA has not been able to establish positive working relationship with the White City car dealerships. However, planning efforts for the broader area could provide an opportunity to establish that dialogue.



Preliminary Concept Design for 11th Street and Yale Avenue
Vision 2025 RT. 66 Enhancement & Promotion courtesy of
PSA Dewberry & Howell Van Curen, Inc.

Recommendation:

- Continue enforcement efforts with Tulsa Police
- Evaluate educational opportunities
- Complete speed hump evaluation and process

Background

Speeding was ranked number five among top concerns for White City residents who participated in the neighborhood survey.

Speeding has long been an issue in the neighborhood. White City has through streets running both east/west and north/south making it an attractive route to avoid arterial traffic. As previously mentioned, car lot customers test drive vehicles in the neighborhood and frequently speed and/or run stop signs. In addition, Braden Park draws additional traffic.

According to the City of Tulsa pamphlet, *Traffic Calming for Safer Streets*, traffic calming can be achieved through citizen-based, grassroots education, enforcement and engineering. These recommendations include each approach.

In response to neighbor concerns, White City conducted a study of the neighborhood to determine when and where the worst speeding problems occurred. This information was then shared with Tulsa Police who stepped up traffic enforcement. Enforcement efforts are ongoing, but are plagued by a lack of resources.

Even during peak enforcement periods, UDN traffic enforcement officers might be able to dedicate a few hours per month to those streets most subject to abuse such as 4th Place. A September 2006 article by Tulsa Police Captain Travis Yates noted that 40 officers out of 800 were assigned to traffic enforcement. Due to financial constraints, neighborhood traffic enforcement units do not work on weekends when White City experiences a spike in speeding.

WCNA should continue to work with police to ensure enforcement efforts continue. Periodic enforcement has a deterrent effect both on speeding and other criminal activity.

White City

Direction for the Future

Speeding

In 2003 and 2004, the White City Neighborhood Association and the White City Garden Club purchased "Keep Kids Alive, Drive 25" signs to be placed throughout the neighborhood on a rotating basis. The signs were \$25 each and were quickly stolen. Other educational/awareness campaigns should be researched to determine if other cost effective methods are available. For example, "Keep Kids Alive" bumper stickers are available at a cost of \$80 for 100.

Undoubtedly, the most effective means of reducing the incidence of speeding is installation of speed humps. In 2006, WCNA contacted Michael Schrader, City of Tulsa Traffic Control Engineer, who explained the process for evaluating and installing speed humps. At that time, individual residents would apply on a street-by-street basis for installation. Given that there were only two traffic counters for the entire city and that Mr. Schrader reported being a year behind on requests it seemed unlikely White City would be able to secure installation. In addition, the requirements for traffic flow and speed were too high to qualify any White City street for speed humps.

When speeding was indicated as the 5th top concern of residents in the 2007 survey, WCNA again contact Mr. Schrader who revealed that the requirements for evaluation had changed. Instead of evaluating requests block-by-block, the new method encourages evaluation of entire neighborhoods. The process is now driven by the neighborhood needs as defined by the neighbors instead of traffic flow.

In advance of the design workshop, White City residents were asked to indicate their level of support for speed humps. Michael Schrader approved the following description of the process for speed hump installation which was then forwarded via the e-mail distribution network:

We must have overwhelming support to proceed. If there is not sufficient support, the neighborhood will not have any speed humps installed – anywhere. If the majority is supportive, we will continue the process.

If there is sufficient support, Mr. Schrader will map out the most appropriate locations for humps. We then must gather votes for each street where the humps are proposed. If 67% vote in favor, they are installed.

While some residents indicated a strong preference against, the majority strongly supported installation.

Residents were encouraged to attend the design workshop to voice their opinions. At the design workshop, a minority of participants voted against installation while the majority of neighbors were in favor.

Residents who were against the speed humps indicated a concern for the visual impact and the noise from cars going over the humps. Those in favor considered installation to be primarily driven by safety concerns.

Although the procedure outlined above was approved by Mr. Schrader in advance of the design workshop, at the workshop he announced an additional requirement – that owners whose property would about the speed humps would have to consent to installation in addition to the required 2/3 vote.

Mr. Schrader encouraged the Association to have residents conduct a door-to-door survey prior to formal planning in which residents who favored speed humps would also need to indicate whether they were willing to have the humps about their property. In this way, streets not wanting humps could be eliminated from further consideration.

White City

Direction for the Future

Speeding

In turn, those that supported installation could be evaluated to determine if proper placement could be attained using those properties that could about the hump. Once the humps are located, this process would need to be repeated with a final vote prior to installation.

This is a very labor intensive process and although it should be organized by the WCNA, it can only be completed through the effort of individual neighbors on each block. It is recommended that a separate committee and/or block captains be organized to help complete the process.

Below is an example of a speed hump designed by Michael Schrader. This speed hump is located between North Harvard and Yale Avenue on Independence Avenue.



Create I-244 Buffer

The aural and visual impact associated with I-244 has been an ongoing issue for residents in White City. Although not one of the top five priorities for the neighborhood, the impact on those living north of 4th Place is significant and undoubtedly affects property values especially closer to the highway.

One solution considered for buffering in previous planning discussions was concrete buffering similar to that along south Harvard. Concrete buffering between the neighborhood and the roadway would be very expensive and would take a great deal of time to complete.

Landscaping offers a less expensive and therefore, faster solution. The planting material should provide maximum noise reduction, visual appeal and limit physical access from the highway. The plantings should also be suitable for the Oklahoma climate – appropriate for zone 6 and drought and diseases resistant.

Possible funding for this project is discussed below (See Funding).

Formalize White City Neighborhood Association

The White City Neighborhood Association has always been an informal organization without any rules or guidelines about how it functions. Officers have sometimes been elected (and sometimes not). There are no established term limits or job descriptions.

In order to ensure the long-term sustainability of the organization, it is recommended that the Neighborhood Association establish formal bylaws. This will be especially important as the neighborhood moves to implement the recommendations of this plan including significant fund raising.

Efforts that result in a larger, more active organization will provide a broader base of support and ensure all neighbors have a voice in decision making. Development of bylaws and expansion of the organizational support structure will also help prepare for the creation of a 501(c)3 (See Funding).

White City

Direction for the Future

Other Recommendations

Redesign of White City Neighborhood Signs

Installation of 'White City Addition' signs was one of the first goals of the White City chapter of the Mid-Tulsa Neighborhood Association in 1988. The initial goal was to place signs at each side street entrance and 11 signs were installed in the early 1990s. After nearly 13 years, the signs are beginning to fade.

A new design should be created that is visible, attractive and promotes the image and history of the neighborhood. A sign contest should be held to provide a selection of possible designs. Examples and specific guidelines are provided at <http://www.cityoftulsa.org/Community/Neighborhoods/SignGuide.asp>.

Approximately 13 signs would be needed to place one at every street entering the neighborhood along 11th and Yale. The cost of the signs is \$75-\$300 each. Therefore, the total project cost would be \$975-\$3,900.

Zoning

The neighborhood survey results showed overwhelming support for historic overlay zoning. However, subsequent feedback indicated that many neighbors did not fully understand the ramifications of this type of zoning.

WCNA participated in discussions of a proposed Conservation District ordinance. Based on the initial presentation, White City supported the development of the ordinance which would allow neighborhoods to voluntarily apply for Conservation District status and establish a unique list of protections for their area.

General information about various types of historic preservation zoning was presented in the February 2008 White City Newsletter. Prior to initiating any broad zoning changes such as overlay zoning or Conservation District status, the neighborhood should host a meeting with individuals from the Tulsa Preservation Commission.

Funding

Funding of improvements is a significant challenge. Securing funding through traditional means requires great time and effort with no guarantee of success. The city must balance a wide variety of compelling needs. When funding is secured through a bond or sales tax proposal, it may be years before the money is secured and the project scheduled.

This can create another potential challenge. By the time a project is ready to be bid, the original cost estimate may change dramatically making implementation of the original project impossible. The City also uses a competitive bidding process which is not always conducive to implementing a project as originally conceptualized.

Establishing a 501 (c)3 organization would allow individuals and businesses to make tax-deductible donations to the Neighborhood Association or other White City-based group i.e. Friends of Braden Park.

The likely impact of such a change would be an increase in the number and amount of donations. In addition, the majority of foundation and other grants are restricted to organizations with 501 (c)3 status.

White City

Direction for the Future

Other Recommendations

Tulsa is fortunate to have many well-funded private and corporate foundations. This would allow the organization to apply for grants to support improvements especially those needed at Braden Park.

However, any organization seeking to function as a 501 (c)3 must meet certain requirements including the use of a Board of Directors to guide its activities. Additionally, the organization would be required to file annual tax reports once its donations reach a certain level. It is unclear whether there is sufficient support to create and sustain this level of activity.

Also, it would be imperative for the group to maintain a positive working relationship with the City of Tulsa to ensure implementation meets their expectations in terms of safety requirements, long-term maintenance, etc.

The University of Tulsa Law School through the SEED Law Project provides free guidance in the formation of a non-profit entity including Board development and explaining reporting requirements. Law students also assist in filing the initial paperwork to receive an IRS Letter of Determination. The White City Neighborhood Association has submitted a request for legal services and anticipates receiving assistance this fall.

In the interim while White City works toward establishing its tax-exempt status, there is another mechanism to assist with funding park improvements. Park Friends, Inc. is a 501(c)(3) not-for-profit corporation registered in the State of Oklahoma. Gifts to Park Friends, Inc. are tax-deductible. Therefore, the Neighborhood Association can solicit funding for parks improvements and Park Friends can serve as the fiscal agent provided that the appropriate city officials approve the designated use.

WCNA should seek funding for park improvements from the following sources:

- 1) City of Tulsa through any appropriate funding package
- 2) Walt Helmerich through the Helmerich Foundation (prior donor of the large play structure which bears his name)
- 3) Oklahoma Natural Gas (White City Dairy founder, Glen T. Braden founder)
- 4) Federal, state and local programs specifically designed to benefit parks
- 5) Local foundations and businesses
- 6) White City residents and other individuals (current and past park patrons)

Funding for highway buffering and beautification is available through the Oklahoma Department of Transportation. However, the eligibility guidelines make it difficult to apply. Previous Tulsa grant recipient, *Up With Trees* will no longer participate due to the stringent requirements. WCNA should contact appropriate officials to determine if there is an avenue available to apply for the ODOT program. WCNA should also continue to coordinate with *Up With Trees* to identify any other funding options.

White City

Direction for the Future

Other Recommendations

White City

Direction for the Future

Summary

The purpose of this document was to express in written and graphic form, an initial plan to use as a guide for future policy, project development and implementation of the recommendations to improve the Quality of Life in the White City neighborhood.

White City is one of Tulsa's historic neighborhoods that should be recognized for an interesting history, continuous pride in neighborhood planning and as a basis for other neighborhoods of this scale. The goals for the White City Planning process are to have developed a long-term vision of growth for the neighborhood, give all residents an opportunity to provide input into the future direction of the neighborhood and maintain and improve the visual appearance of the community.

Working with White City, objectives become more apparent in the planning stages. The neighborhood's input helped produce a cohesive vision to direct improvements within the neighborhood and also identify the steps for implementing the White City Neighborhood Plan.

The hope of this document is to help direct and guide growth in this neighborhood and surrounding areas for many years to come and serve as a mentor to neighborhoods throughout Tulsa going through their own planning process.

- Craig Allen Longacre

Fox, Patrick M., 2006 Gunboat Park Master Plan. Tulsa, Oklahoma. The University of Oklahoma, 2002.

Great example of previous work of the University of Oklahoma's Urban Design Studio to be seen as a guide and roadmap to my work in the White City Neighborhood Plan.

Hall, Julie. President, White City Neighborhood Association.

Primary contact for coordination of activity with the White City Neighborhood. Julie has an extensive information file from residents and past presidents containing documentation on various plans for the White City Neighborhood. These documents will be beneficial in examining previous efforts for this neighborhood.

McElroy, Monty. Riverview Neighborhood Plan. Tulsa, Oklahoma. The University of Oklahoma, 2002.

Another great example of previous work of the University of Oklahoma's Urban Design Studio used as an informative document on the construction of the White City Neighborhood Plan.

McHarg, Ian L., Design with Nature. New York: John Wiley & Sons, Inc., 1969.

This textbook offers great insight into the development of successful neighborhoods and the sociology between neighborhoods and their cities and larger spectrums.

White City

Direction for the Future

Annotated Bibliography

Lynch, Kevin. The Image of the City. Cambridge: The MIT Press, 1960.

Lynch's work is seen as the City Planner's Bible and will benefit my research methods of White City. This work will serve as a foundation for my visual survey of White City.

Stipe, Robert E. A Richer Heritage. Chapel Hill: The University of North Carolina Press, 2003.

Book documenting the history and belying truths of Historical Preservation in America.

Tyler, Norman. Historic Preservation, An introduction to its History, Principles and Practices. New York: WW Norton & Co, 2000.

Norman's work, used as a textbook previously, gives some insight to the Historical Preservation world and will help illustrate several ways to benefit White City.

City of Tulsa, Urban Development Department and the Tulsa Preservation Commission, A Neighborhood History of Tulsa's Historic White City, Tulsa: Urban Development Department, 1997.

Document created by the Urban Development Department for the White City neighborhood illustrating the neighborhood through its' history, boundaries and so forth.

National Trust for Historic Preservation, A Guide to Delineating Edges of Historic Districts, Washington: The Preservation Press, 1976.

Document published by the National Trust for Historic Preservation to define historic districts in towns and neighborhoods.

State Historic Preservation Office, Oklahoma Historical Society, Oklahoma National Register Nomination and Request for determination of Eligibility Manual, Oklahoma City: 1992.

Document of Oklahoma's State Historic Preservation Office. This document will be used as a review for the White City Neighborhood Plan.

U.S. Census Bureau, General Population and Housing Characteristics. Census Tract ,Tulsa, OK. www.census.gov. Washington: 2002.

Mapping of population, housing and census tracts of White City.

White City

Direction for the Future

Annotated Bibliography

Tulsa Metropolitan Area Planning Commission (TMAPC)

<http://www.incog.org/TMAPC/TMAPC.htm>

Reference source for business guidelines, development and planning in Tulsa.

Sanborn Library LLC

<http://sanborn.umi.com>

Website used to research Historical mapping of White City in previous decades.

White City

Direction for the Future

Appendix

Comments given on surveymonkey.com by neighborhood participants. All comments have been reviewed and modified to keep all participants' views anonymous.

Need more alert neighbor signs. Maybe notify owners of homes needing repair or painting.

I would like to see side walks to walk on. I get scared walking in street due to fast drivers. :)

I would not like buffers at 11th street or 244

Make the park more attractive. Dredge and clean the little lake, leave ducks and geese along. Make a shelter area on the island and trim the trees that are broken and hanging in the water.

I have seen neighborhoods that had historic preservation rules so strict that people could not change doors, windows, or roofs to upgrade their homes! Building a Flat roof carport in the front yard is one thing, changing from a leaky tile roof to new modern shingles in your own home is quite another.

Maintenance at the park is a travesty. It should be the jewel and focus of the neighborhood. Perhaps a foundation of sorts could be established to support regular maintenance. I often refer to White City as a nice neighborhood in a poor location. There are few quality of life amenities in the immediate area, such as good restaurants.

I think the neighborhood association is doing a great job. I love that they are working to find out what neighbors would like and work toward achieving goals set by residents.

Safety threats posed from non-residents is key issue and main risk to the neighborhood. Braden Park is likely too small to for a parking lot; both in loss of green space and in increasing density of patrons to the small area.

My main concern is crime and safety in the neighborhood, and speeding traffic especially on 4th place. I have seen cars travel way too fast.

There is a perception that we live in "North Tulsa." Is this a stigma that will always be attached to this area?

White City

Direction for the Future

Online Survey Comments

Am very concerned about crime and safety in the neighborhood. Would like Zurich Ave street resurfaced and stop sign added at 5th and Zurich, or perhaps speed bumps added as there are many people who drive to fast down this two block street. They never look to see if kids are playing, etc., considering it a quick way to get to 7th to turn either right or left.

There is concern about the street school kids hanging out before and after school and walking to the park during lunch. They are not respectful and cut through yards and litter.

I live across the street from the park on 7th; my biggest concern for the park improvement is this: I don't know who designed the pond edging like it is, but when an animal gets in the pond, they cannot get out. I don't know how many dogs I have pulled out of that pond; to the point I am beginning to hate it. If it is a large dog, I have to get in the pond to get it out. These are dogs that I do not know and they don't know me but they are scared and it is scary. Twice I have awakened in the night to a dog barking stuck in the pond, both of those nights it was very cold, one night 17 degrees, the most recent was 3:30 AM New Years day. I think it was about 20 that night, and I could feel ice crystals when I put my feet in. I had to walk quite a ways back home that night and it was not pleasant. And it is not pleasant to get out of bed and jump in a very cold pond and then have to go home and take a shower. I am constantly listening for them, especially when it is cold. One of the dogs was about frozen and could barely move by the time I got to him. He would've died in there for no reason. A small animal like a puppy, cat or squirrel would have no hope. I think some jump because of the ducks. I think some of them have been thrown in there by mean people. Please, please, do something about this. I love living here and have only even considered moving from here because of this. Thank You.

Comments given on surveymonkey.com by neighborhood participants. All comments have been reviewed and modified to keep all participants' views anonymous.

I do NOT want community improvements, such as paths, improved playground equipment, parking or other things that will draw outsiders into the neighborhood to use our facilities.

If we could keep all the visitors from driving all over the park during warm weather it would definitely help the park not only for appearance, but for safety as well. Also, speed bumps around the park wouldn't hurt too much, in the last week I have witnessed several (more than three) times when cars were around 40mph or more driving down 9th and totally ignoring the stop signs at 9th & Canton.

More trash cans and recycling cans

The park is very important to our family and to the neighborhood.

I have some experience with historical overlay zoning requirements and they can be very restrictive. Everyone needs to fully understand the requirements and process involved before approving the overlay zoning. It can also prevent a homeowner from making improvements to their property because they don't have the budget to meet the requirements.

Increased safety patrols to keep crime down around the park and vagrants at bay.

We definitely need historic preservation to prevent creation of other monstrosities like the house ADDRESS REMOVED. It's so inappropriate.

Get rid of geese. Their waste prevents walking around the pond unless it is after a rain. Some of the sidewalk around the pond is cracked and needs repair.

Thank you for making this survey possible.

White City

Direction for the Future

Online Survey Comments

MORE FREQUENT POLICE PATROL!!!!!!

On the weekends in the summers, it becomes a Hispanic Mecca, and the residents who live here are unable or uncomfortable using the park.

Include bathroom facilities in renovation of shelter. Re-landscaping of island in the pond.

I would like to see the 11th street "vendors" arrested. They bring drugs to the area. It's bad for the kids to see them everyday. The bars around here don't help either but I know they are legal so there is nothing we can do about that.

Good placement and servicing of trash containers is essential.

Security for the park

Overall we are very pleased with the neighborhood except the descriptions I have given above. Like I said, I am a walker and every neighbor I see is friendly and gives me a wave. It is nice to see everyone keeping an eye on the neighborhood.

I walk my dogs around the park at least 4 times a week and get tired of seeing the used condoms...

Braden Park is like a Norman Rockwell painting. I would like to see it kept that way.

Comments given on surveymonkey.com by neighborhood participants. All comments have been reviewed and modified to keep all participants' views anonymous.

I enjoy the ducks but their population seems to keep decreasing.

I lived in this neighborhood as a child and when we purchased a home here 5 years ago I was so pleased to see it is still a wonderful place to live. People seem to enjoy using the park even more than they did back when I lived here in the forties.

Concerns...are the reputation and problems of North Tulsa Biggest creeping into White City?

Looking out for elderly residents.

Don't want neighborhood streets resurfaced. Would like to properly repair the original concrete streets.

Several parties occur at the park and there seems to be an overflow of trash. Also, the porta-potties are unsightly.

I am deeply concerned about the prostitution problem on 11th street. I see "drop offs and pick ups" during daylight hours as well as night.

Concerns about the geese population and the destruction they cause to lawns and sidewalks around the pond.

One concern that has not been mentioned is the presence of loose dogs in the neighborhood. Mostly, these dogs do not appear to be actual stray dogs, but owned dogs that are allowed to run loose out of their own yards. I personally walk only with a heavy stick to defend myself from these dogs, and have had to on several occasions. I often see other people doing the same thing. Something needs to be done about residents obeying the leash laws of Tulsa and not allowing their dogs to run loose if the dog shows any inclination to leave its yard at all. This should be enforced even when the owner is outside with the dog, because they often still run out into the street at other dog-walkers or pedestrians.

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Direction for the Future

Online Survey Comments

Used condoms found along the curb of the park.

Being an Early Childhood Educator, I know the importance of upkeep of playground equipment. I suggest that we keep up with the safety of equipment, and look into putting down a soft rubber material for the bottom of the "big toy" area instead of using wood (we already have enough termites around here and splinters are terrible!):)

Can anything be done about the condition of the home and yard at ADDRESS REMOVED?

Add sidewalks in the neighborhood where possible!

We've been here a long time and so feel an "ownership" and pride in the area. In addition to ensuring safety and lack of crime, I would encourage any improvement that would promote the same sense of pride and "ownership" throughout the neighborhood.

A neighborhood pool would be a wonderful addition to White City, especially with all the young couples and children.

There is an ever increasing amount of stray dogs roaming the neighborhood. Some houses are just not being up kept and are getting very scruffy.

I want to feel safe in my home and yard. I want to discourage speeding and those who appear to be studying our homes for misadventure.

Comments given on surveymonkey.com by neighborhood participants. All comments have been reviewed and modified to keep all participants' views anonymous.

Although it would be nice to see more landscaping and newer equipment at our park, it is not the neighborhood residents who use the park the most and those people do not have the same interest in caring for the park. I am concerned than any new equipment will be destroyed or vandalized.

Keeping the park "safe" for the children as well as adults who frequent the park should be a priority. Our park is a tremendous asset to our neighborhood. The establishment of a maintenance program for the equipment, buildings and tennis courts allocating funds would be helpful in keeping safety and cost at a minimum for the Park.

Parking at Braden Park should be minimized to create a neighborhood walk-up park rather than encouraging drive-in outside use.

Neighborhood access from 11th street (braden, canton, darlington, and erie) should be closed to create a more family friendly atmosphere.

I live at 11th and Allegheny. Vehicles are always cutting through my street for shortcut and also speeding. Could street be possibly be a cul-de-sac or even signs to slow traffic or speed bumps? I have always been concerned about this matter.

Replanting trees/bushes on the island. Earlier curfew. (I noticed Zink Park had an early evening curfew. I'd like to do something similar to discourage the less desirable traffic after eight or so PM.)

We just need to clean up the run-down houses and get the place looking nice again. It will attract a better quality of home buyer and the neighborhood will go up from there.

Before anything happens at the park, we need a BATHROOM so our children can actually stay and play

Security patrol, crime in park, e.g. drug sale and use.

White City

Direction for the Future

Online Survey Comments

Braden Park is not a major concern to me. It is already an enjoyable and nice looking place. Some improvements are in order, but overall, I think other issues should be addressed before our efforts are placed into further beautification of the park. Apart from my comments in section 2, my additional concerns are: 1. Dogs—White City is obviously a dog-friendly neighborhood, yet I see a big problem with irresponsibility. We have lots of noise from neglected dogs in backyards as well as some rather threatening dogs that are allowed to roam free and unsupervised. People also rarely pick up after their dogs, and allow them to lay their messes in other people's yards. 2. Horribly kept houses. The majority of the homes in White City are quite beautiful, even with minimal upkeep. However there are several in the neighborhood with junk piles, boarded windows, terrible paint peeling, etc. 3. Lack of diversity: While midtown/north Tulsa is a nice mixing pot of races and backgrounds, White City is very un-diverse racially. We have broad ranges of ages and interests, but we don't seem to be very accepting to Black families. Case-in-point: when a group of Black youths walks through the neighborhood, the police are called and neighborhood notices are emailed. The same for a Black man driving a van. Simply walking or driving through a pretty neighborhood is not a crime, and should not be treated as such. We shouldn't assume the worst in people anyway and this exclusionary attitude regarding race is something I am not willing to support as a member of this community, and I would encourage others to follow suit.

Pressure from city on homeowners to keep property in decent condition according to city codes referring to dilapidated outbuildings, cars, etc. and taking care of their animals

Prostitutes along 11th street.

Comments given on surveymonkey.com by neighborhood participants. All comments have been reviewed and modified to keep all participants' views anonymous.

Increased police patrols..... security problems in White City seem to emanate from people that are not residents of White City that are using the park..... I realize that any City of Tulsa park is open to all citizens by virtue of them paying the same sales tax as we do, but if the bad guys first go to the park, then less start the security issues where the problem starts..... At the park!

Parking area for the park will bring in more unwanted traffic that will lead to crime, safety, and speeding issues. Please no "parking area"

I do not feel that giving up any of the park area for additional parking would be in the best interest of the park or neighborhood.

Concerned with neighbors having an abundance of vehicles & parking them in their yards.

They need to upgrade totally the playground and make it more 2000's. Landscaping is needed as are more lighting and marked pathways for walking. It is a beautiful area that is in need of a little update.

My biggest concern is safety of the neighborhood because of the groups that occasionally congregate in the park. I feel there should be more of a police presence on a regular basis, just so these folks understand they are being watched!

White City

Direction for the Future

Online Survey Comments