

A Sense of Place for the Original Mile Midwest City, OK

Institute for Quality Communities
City of Midwest City

CONTENTS

Summary.....	3
History.....	4
2011 Revitalization Plan.....	8
Walking Tour.....	10
Interview Summaries.....	16
Priority Locations.....	20
Bicycle-Pedestrian Linkages.....	22
Air Depot & Adair Blvd.....	34
Key Blvd. & SE 15th St.....	44
Lockheed & SE 15th St.....	52
Town Center Plaza.....	58
Entertainment Node Recommendations.....	62
Collaborators and Resources.....	72



**“Midwest City was the First American City to
be founded on the future of the air industry...”
- *Midwest News, April 6, 1945***



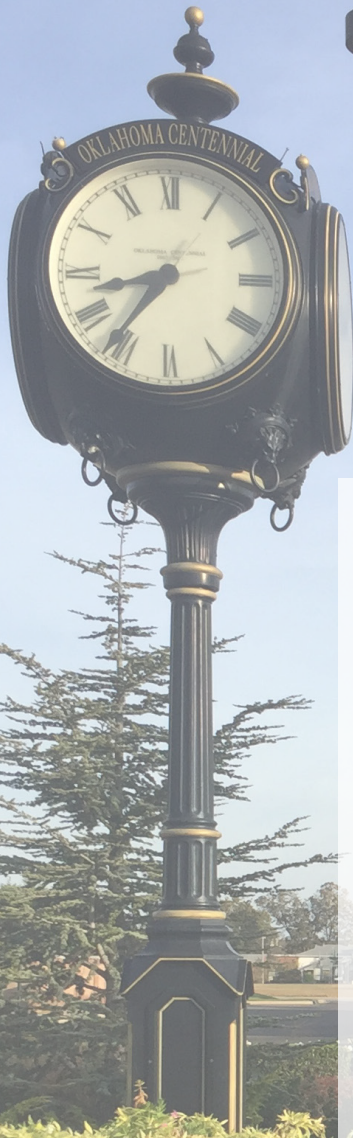
**OU College of Architecture
Institute for Quality Communities**
830 Van Vleet Oval, Gould Hall
Norman, OK 73019
iqc.ou.edu



PM

PUSH BUTTON FOR
PEDESTRIAN

2-58



EXECUTIVE SUMMARY

In the fall of 2016, IQC staff and graduate assistants collaborated with the City of Midwest City to examine the historic center of town, known as the Original Mile. The neighborhood is located just north of Tinker Air Force Base and, in 1951, received an award for being a model planned community.

The City of Midwest City sought to identify planning, design, and programming concepts for key public spaces and potential nodes of activity that could bolster the Original Mile's brand and identity. The IQC team conducted a walking tour to observe conditions in the area, led stakeholder interviews, and held discussions with Original Mile Steering Committee members to inform a series of recommendations.

This report focuses on four distinct locations and a network of pedestrian-friendly streets to connect them. Physical strategies were guided by the following principles:

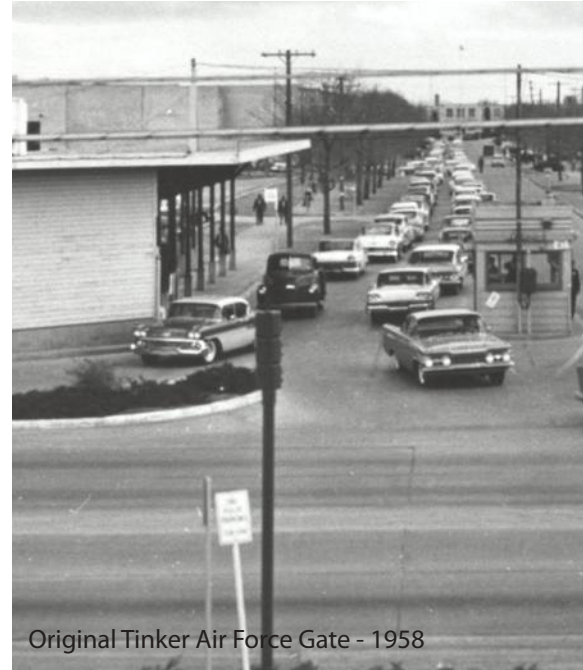
- Reinforce and encourage the "complete community" found within the Original Mile.
- Reimagine buildings and open spaces in key locations to demonstrate possibilities for activity node development.
- Identify strategies to create linkages for walking and biking between nodes, within the neighborhood, and to nearby destinations.
- Incorporate art and culture into design solutions to add interest and to strengthen the brand of the neighborhood.

The City of Midwest City and the Original Mile neighborhood have taken great measures to improve the conditions of the neighborhood. With continued efforts, the Original Mile will move towards a more connected, lively neighborhood that encourages activity from visitors and residents alike.

HISTORY

Midwest City's Original Mile, conceived by William P. "Bill" Atkinson, is a one square mile area, filled with post-WWII neighborhoods. The area was designed by Seward Mott, the director of the land planning division of the Federal Housing Administration, as a response to Midwest City's need to house Tinker Air Force Base personnel during the WWII era. Mr. Mott, regarded as one of the nation's master land planners, said of Midwest City, "If this thing develops, it will be the first in my long career in planning that I have had the opportunity to take a large piece of raw ground, with no obstructions, and plan a complete city, the way one should be planned."

Atkinson's concept for the Original Mile was to build a complete community, including shopping, schools, churches, and other necessary amenities. Throughout the 1940s and 1950s, the Original Mile consisted of small suburban-style homes suited for base employees and military veterans. As Midwest City's population ascended, housing increased and a town core was established.



Original Tinker Air Force Gate - 1958



Tinker Air Force Open House - 1950s



Aerial of Tinker Air Force Base and Midwest City - 1942



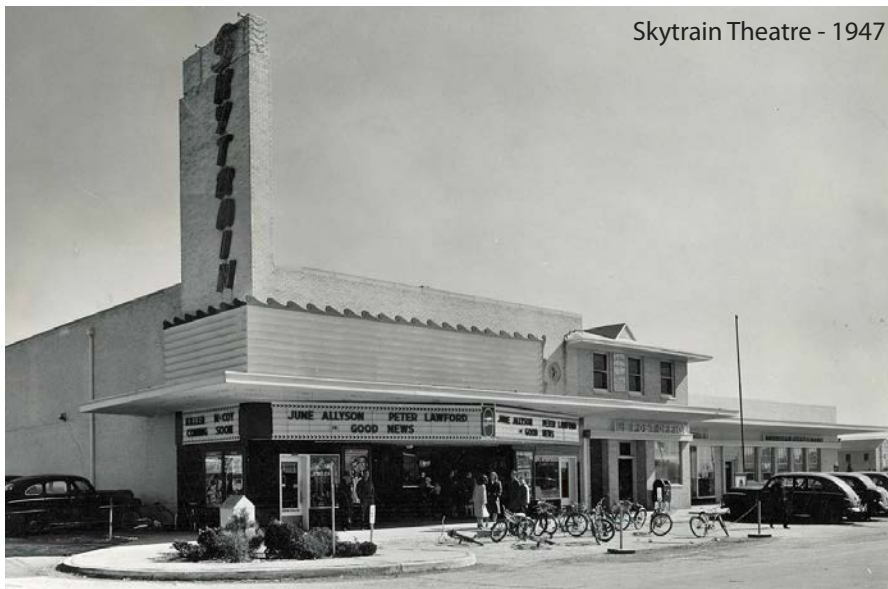
RESIDENCES - MIDWEST CITY - 1940 's

Early Midwest City Houses - 1940s

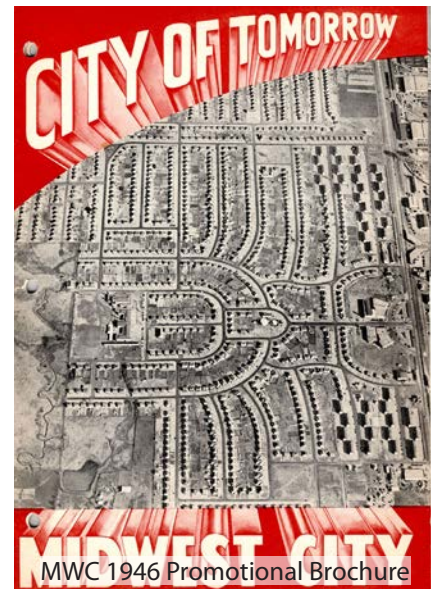
HISTORY

Locally-owned businesses, such as restaurants, dry cleaners, and retail stores became a prominent fixture for the growing economic demands of Midwest City. Along with these amenities, the area's well-planned physical layout made it convenient for one to live the quality suburban lifestyle Midwest City had to offer. Shopping was built close to residential neighborhoods, children could walk to school, and the streets were designed with a high consideration for safety.

The city began to gain attention as the model for post-war community development. In 1951, Midwest City's Original Mile was designated "America's Model City." The Original Mile would become Midwest City's most crucial social, cultural, and economic asset.



Skytrain Theatre - 1947



Midwest City 10th Anniversary Parade - 1952



The Original Mile Historic District is the first residential neighborhood in Oklahoma which was built in the 1940s, to be identified as a historic district and recommended for listing in the National Register of Historic Places.



2011 REVITALIZATION PLAN

In 2011, Midwest City took steps to address some of the pressing issues in the Original Mile. Loss of home ownership, personal property and public maintenance issues, increasing crime rates, and lack of overall aesthetics had been affecting Midwest City's Original Mile. In response to the growing demand to amend the area, Midwest City adopted a revitalization plan. The plan was formed with resident input, in conjunction with an alliance comprised of Midwest City public officials, Ochsner Hare & Hare, and The Gamble Company. These entities noticed the need for an increase in home ownership, structural and infrastructure rehabilitation, improved aesthetics, and a significant effort to spur local economic development.

With much of the Original Mile's characteristics still intact, the opportunity for revitalization and local economic growth could not be greater. Some of the suggested recommendations included Original Mile branding at various entry and exit points, incorporating mixed-use concepts, generating more efficient community civic space, implementing traffic calming techniques, and improving housing aesthetics. In the following years, many recommendations were implemented by City Staff and neighborhood groups. Through these revitalization efforts, Midwest City's Original Mile can reclaim its unique character by serving as an area that promotes economic prosperity and encourages a healthy lifestyle.



OM Marker in neighborhood rain garden



Neighborhood rain garden



Neighborhood rain garden



OM Marker at the corner of SE 15th & N. Key Blvd.



Streetscape on S. Midwest Blvd.

WALKING TOUR

On September 2, the Institute for Quality Communities participated in a walking tour of Midwest City's Original Mile, in conjunction with Midwest City's Planning Department. We started our journey by walking from the Oklahoma Tourist Information Center to the main corridor of the Town Center Plaza. Walking and crossing intersections could be a challenge for pedestrians in this area due to disconnected sidewalks, inadequate ramp access for those with disabilities, and heavy traffic flow.

In the main thoroughfare, the use of landscape architecture is prominent. The medians are filled with shrubs, plants, and other greenery, and are maintained beautifully. Sharp edges, colorful and manicured plants, and effective use of masonry plant bases make the Town Center Plaza a friendly, inviting, and aesthetic place to convene. Charles Johnson Park offers a pleasant entry into the Original Mile. There is ample sidewalk, with potential to incorporate signage or patio seating for a more engaging experience. The Town Center Plaza appears to end abruptly with a curvilinear street, clock tower, and green space that seems to be underutilized in its current state. There is great potential in this area, as it ties the Town Center Plaza to the neighborhood.

Walking conditions entering Town Center Plaza



Town Center Plaza landscaped median

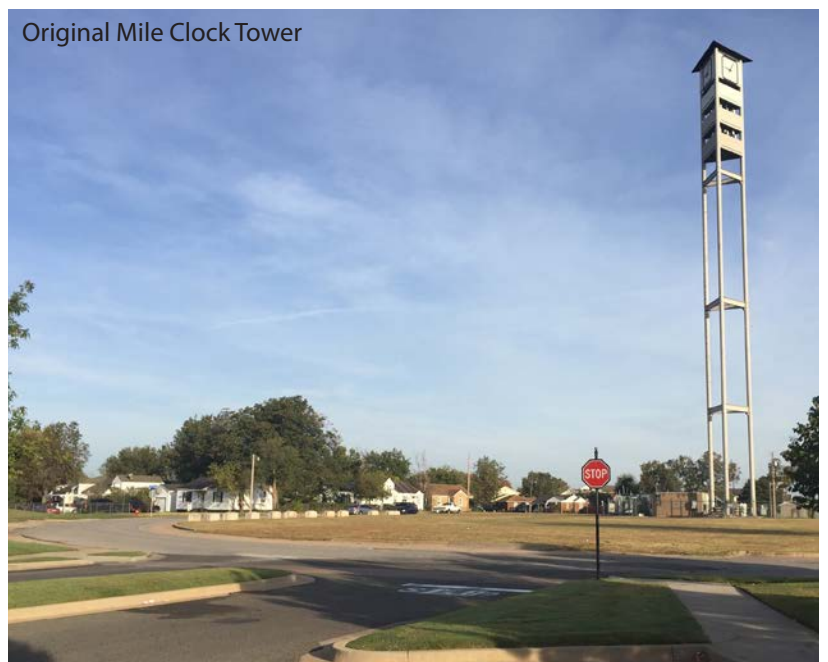


Charles Johnson Park



Sidewalk in Town Center Plaza

Original Mile Clock Tower



WALKING TOUR

As Mid-America Boulevard leads to a quiet residential neighborhood, there are many intricacies worth noting. Although some of the homes in this neighborhood are outdated and in disrepair, the area shows a lot of promise. The array of original homes built in the 1940s and 1950s indicates character and encourages a sense of place many other communities in the Oklahoma City metro area lack. However, in some areas, streets, driveways, and curbs are in need of repair. Throughout the neighborhood, yard maintenance varies; some homes have immaculate yards with interesting plant fixtures, while others have tall, unkempt lawns. At the time of the walking tour, multiple homes were undergoing repairs and renovations.



Above: Photos of neighborhood housing and yard conditions

Below: Path following drainage canal leading to intersection of Air Depot & Adair Blvd.



To reach the intersection of Adair Boulevard and Air Depot, we took a hidden walkway behind the Midwest City Depot Apartment Complex. This passage follows a drainage canal and highlights the neighborhood's distinctive qualities. The ability to explore the community through a unique pedestrian node can highlight the energy Adair Boulevard emits to the Air Depot commercial strip and the adjacent residential community. This node could also generate a linkage to a recreational area, and possibly to the Town Center Plaza.

The corridor west of the Air Depot and Adair Boulevard intersection, lined with manicured trees and a cobblestone canal, has aesthetic appeal. Although Adair Boulevard is magnetic, there is a flaw with the street's design, as one side of the street is lacking sidewalks. In conjunction with the addition of a sidewalk, adding a bike lane would make particular sense for connecting Rose State College to the Original Mile activities. The lifestyle of Rose State College could spur some economic benefits for Midwest City if there was a physical link among the college students, the Original Mile retail, and the abutting residential area.



OBSERVATION & INSIGHT

Landscaping and wide sidewalks create a main street environment conducive to pedestrian activity.



An example of mixed-use development in the Original Mile.





Efforts at outdoor gathering spaces indicate that many people like to spend time outdoors.



Green space and open corridors allow for connectivity between important nodes.

INTERVIEW SUMMARIES

“There are many neighbors walking their dogs, kids walking to school, and people just out enjoying a walk.”

“...would like to see additional art or neighborhood markers within the neighborhood.”

On August 31, 2016, IQC met with stakeholders to discuss the future of the Original Mile. Stakeholders included long-time residents, community members, home renters, developers, and planners. Those in attendance had their own unique perspective of the area, but each held a vision for creating a vibrant neighborhood that celebrates community. Notes from this meeting will inform design suggestions to enhance the Original Mile.

FUTURE

One of the most unique qualities of Midwest City is the Original Mile. Stakeholders envision the future of the area as walkable and bikeable, with connectivity throughout, adequate park space, and a vibrant neighborhood character. They envision a safe neighborhood, with good lighting and landscape maintenance, where they can easily access their daily needs. People would also like to see a community or recreation center and programming that will bring neighbors together, with art throughout each neighborhood that instills a sense of pride in residents. There is a desire for improved community programming and an overall beautification of the Original Mile.

SAFETY

Community members identified crime as an issue in Midwest City and discussed its impact on people who might be considering moving to the area. One person mentioned that neighborhoods can get very dark at night and more lighting might reduce the incidence of crime in the area. Many people thought that better upkeep of the neighborhood could also create a more secure environment. This may come in the form of better code enforcement, the addition of local art throughout neighborhoods, or improvements to neighborhood entrances. Another suggestion was programming more activities that serve the neighborhood to cut down on nuisance activities.



Playground at E. Douglas - 1940s

HOUSING

Although housing is not the focus of this study, it is worthwhile to summarize the discussions surrounding the subject. While there were a few different opinions on housing in the Original Mile, the overarching theme was that some of the issues in the neighborhood could be resolved by minimizing the number of absentee landlords. Increasing home ownership in the area may also be of benefit. Others identified the benefit in a variety of housing styles, which may be difficult to find in modern neighborhoods. Some people at the meeting found housing prices to be affordable, but most agreed that maintenance and upkeep would greatly improve the housing quality in the area.

“There is evidence that housing quality is improving as some homes are redeveloped.”

ACTIVITIES

Many stakeholders felt that there is an overall lack of entertainment in the area. A few specific types of entertainment or activities they were interested in included a movie theatre, a community/recreation center, and better park space. They also discussed the lack of local restaurants, and often could not direct a visitor to a unique experience in Midwest City. When asked about events that brought people together, many could only name one current event – the July 4th Celebration. Community members believe the number of churches and schools in the Original Mile is a great benefit of the area. There is interest from many community members in more art and creativity expressed throughout the Original Mile. The recently added gateway markers have been a noticeable improvement, but more neighborhood markers and the promotion of neighborhood identities would create an even stronger sense of place.

“A pathway to success for the Original Mile might be to add activities for young people and teens...”

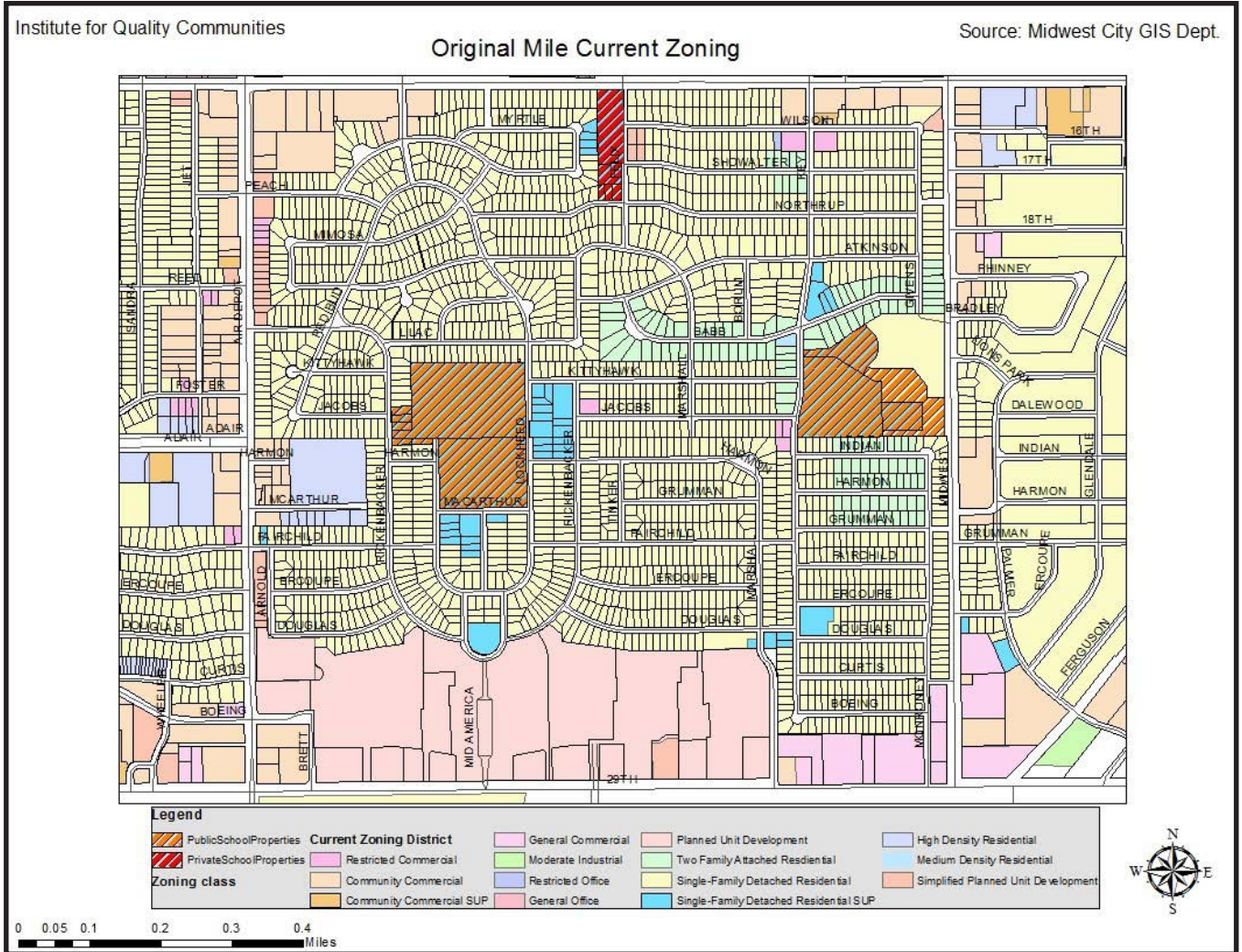


INVESTMENT & REPAIR

In a 2013 article, Robert Steuteville, an editor and publisher of *Better! Cities and Towns*, identified several reasons for why post-war neighborhoods are key to suburban revitalization. In the article, he cites several books that address suburban sprawl, with each book presenting strategies for neighborhood repair. Many of the following characteristics describe Midwest City's Original Mile and make a case for private and public investment into the neighborhood.

WHY POST-WAR SUBURBS ARE GOOD FOR REPAIR:

1. Better connectivity
2. Narrower, more walkable streets
3. Closer to downtown
4. Inclusion of low-value commercial strips
5. Rich in small-lot housing
6. Demographic appeal
7. Incremental development opportunities
8. Potential for combining suburban and urban qualities
9. Existing assets - parks, schools, culture
10. On-street parking



Original Mile Current Zoning Map

This map communicates the Original Mile’s current zoning uses. Understanding the area’s current zoning categories has significant implications for future Original Mile development. The ability to know where a particular development can be located and supported is clearly expressed from this map.

PRIORITY LOCATIONS

Original Mile Overview Map



PRIORITY BICYCLE-PEDESTRIAN LINKAGES

Identify a network and placemaking opportunities along the network that connect nodes and destinations.

AIR DEPOT & ADAIR BOULEVARD

Reimagine the area as a cohesive mixed-use district.

KEY BOULEVARD & SE 15TH STREET

Identify vacant lot development opportunities and streetscape priorities, especially near 15th Street and Uptown Center, Wilson Drive, and Jacobs Drive.

LOCKHEED & SE 15TH STREET

Define the area as a commercial node and link with sidewalk connectivity on west side of Lockheed.

TOWN CENTER PLAZA

Generate ideas to strengthen an existing activity node and enhance the sidewalk image of the town center.

KEY PRINCIPLES

- ° Reinforce and encourage the “complete community” found within the original mile.
- ° Reimagine buildings and open spaces in key locations to demonstrate possibilities for activity node development.
- ° Identify strategies to create linkages for walking and biking between nodes, within the neighborhood, and to nearby destinations.
- ° Incorporate art and culture into design solutions to add interest and to strengthen the brand of the neighborhood.

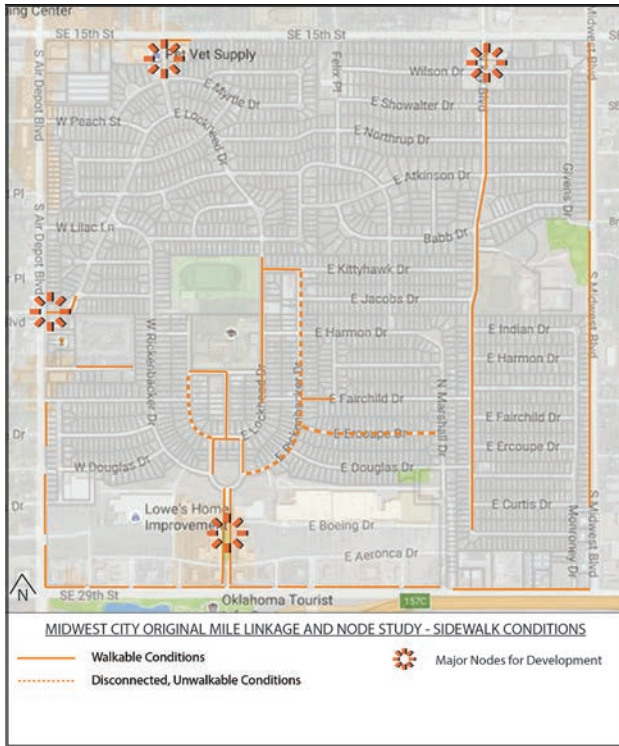


BICYCLE-PEDESTRIAN LINKAGES

BICYCLE-PEDESTRIAN LINKAGES: ANALYSIS

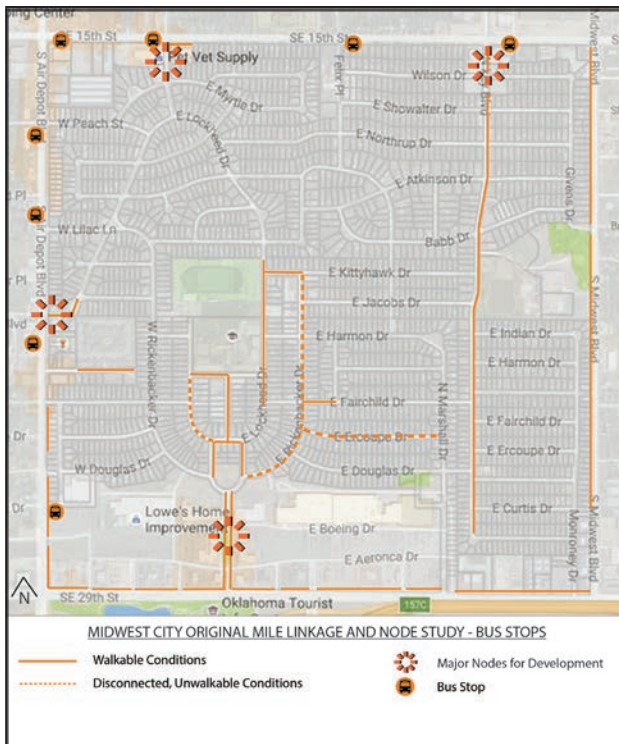
Linkage Analysis: Current Sidewalk Conditions

This map illustrates the existing sidewalk conditions in the Original Mile, as a mechanism for understanding logical connections and sidewalk enhancements for future investment.



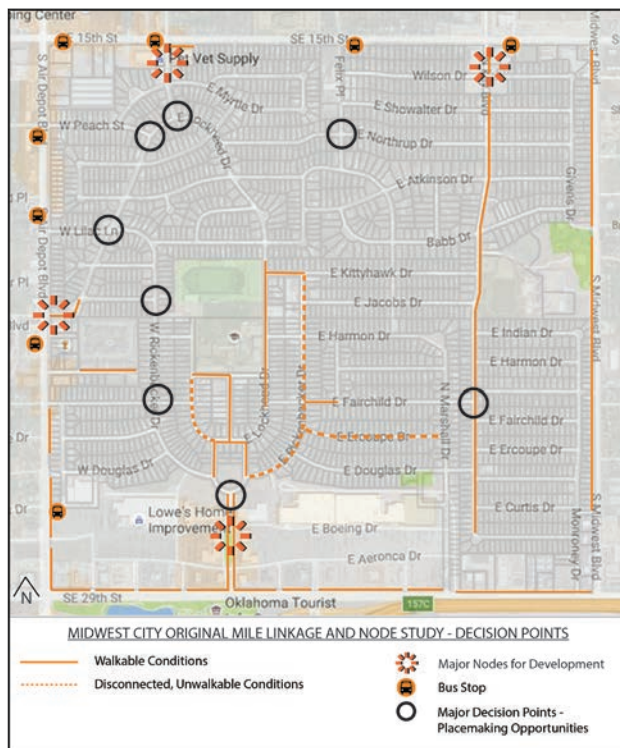
Linkage Analysis: Bus Stop Locations

This map illustrates bus stops along the exterior of the Original Mile. It is important to note that many of these stops are located near a road that enters the Original Mile.



Linkage Analysis: Decision Points

This map illustrates intersections that are major decision points for anyone entering the neighborhood, by foot, bicycle, or vehicle. Decision points are opportunities for placemaking and streetscape enhancement.



Linkage Analysis: Suggested Sidewalk Improvement Locations

Based on the analysis of conditions in the Original Mile, this map illustrates suggested sidewalk improvements that would connect residents to major nodes within the neighborhood, as well as encourage activity from Rose State College and neighboring blocks.



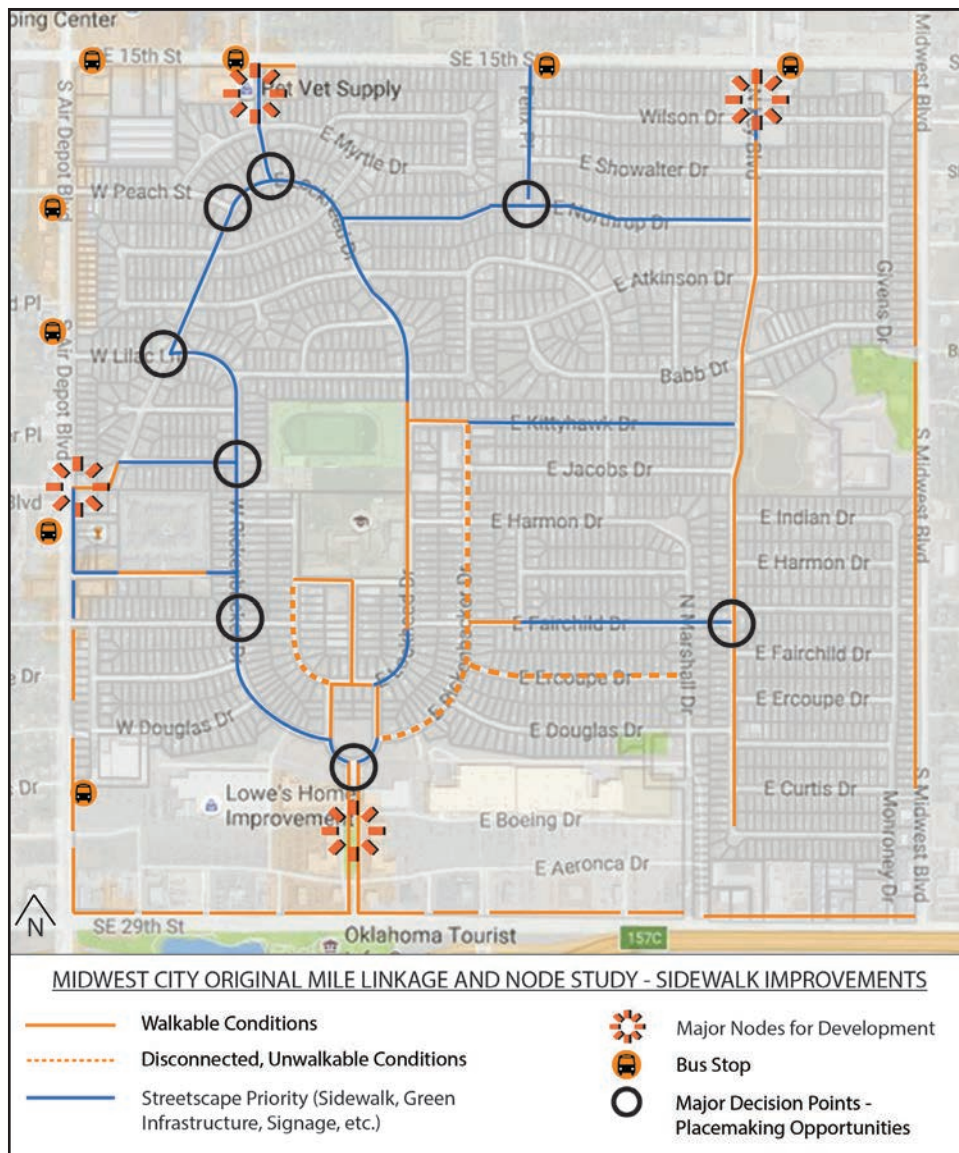
BICYCLE-PEDESTRIAN LINKAGES: OPPORTUNITIES

Linkage Opportunities

Creating a network of bicycle and pedestrian friendly streets throughout the Original Mile will enhance the quality of life for the residents of the neighborhood as well as visitors. There are many strategies for encouraging bicycle and pedestrian travel through the neighborhood, including:

- **Streetscape Enhancements**
- **Exercise Routes**
- **Placemaking**
- **Wayfinding Signage**

Proposed Bicycle-Pedestrian Network



Streetscape Enhancements

Streetscape elements provide a sense of safety, refuge from climate conditions, and a more enjoyable experience for walkers and bicyclists. A range of streetscape elements can be implemented, depending on the budget and the conditions of each site. The images below are examples of streetscape enhancement options.



Smaller Budget Option

A sidewalk and safe pedestrian crossings are basic sidewalk improvements.



Larger Budget Option

A larger budget may include items like bicycle lanes and signage, street trees, and lighting.



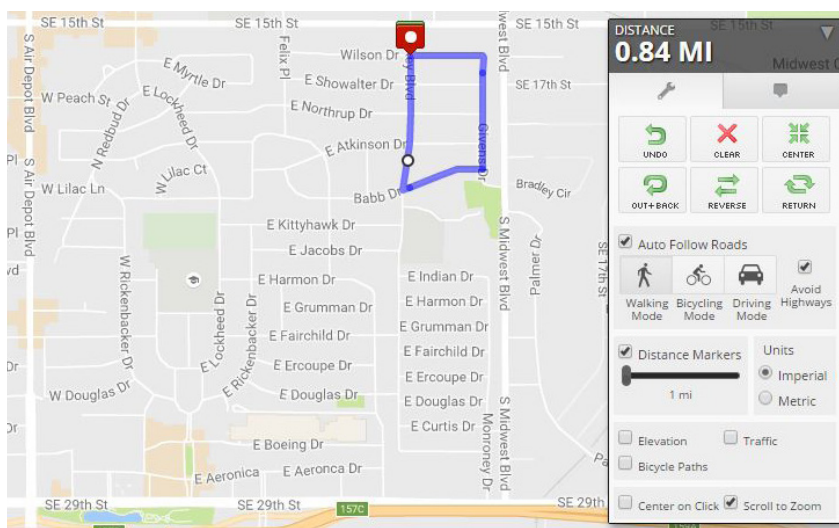
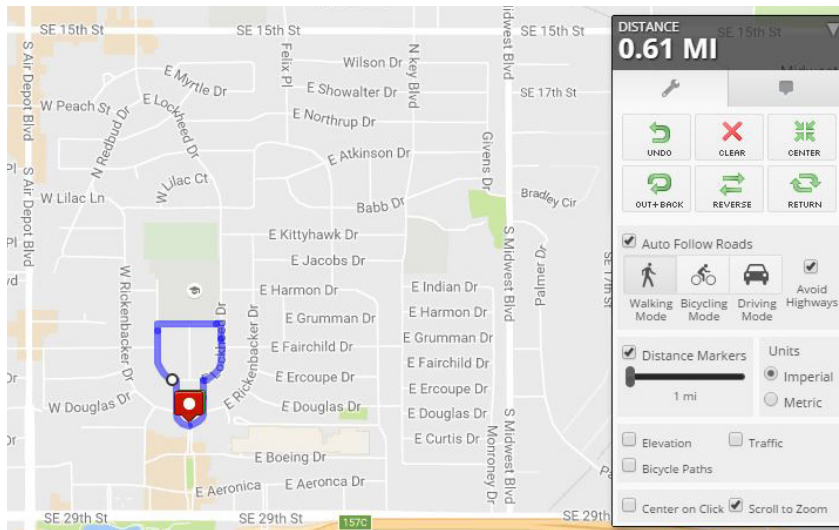
Streetscape Concept

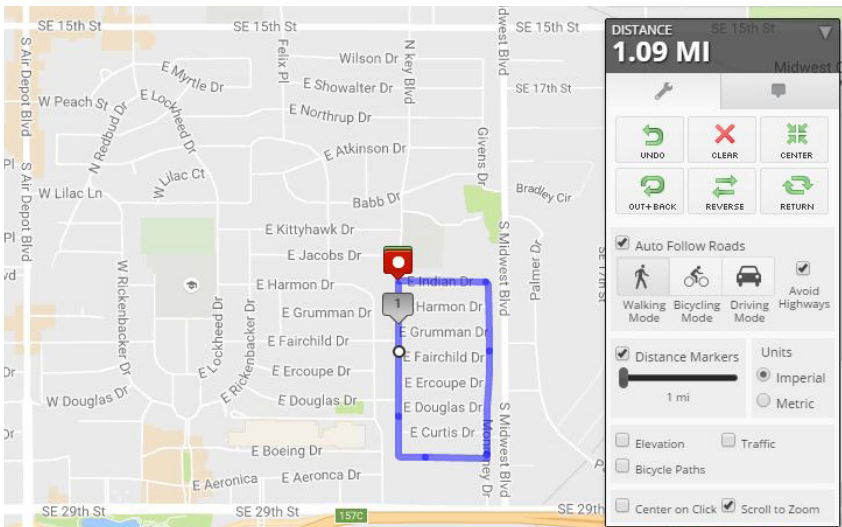
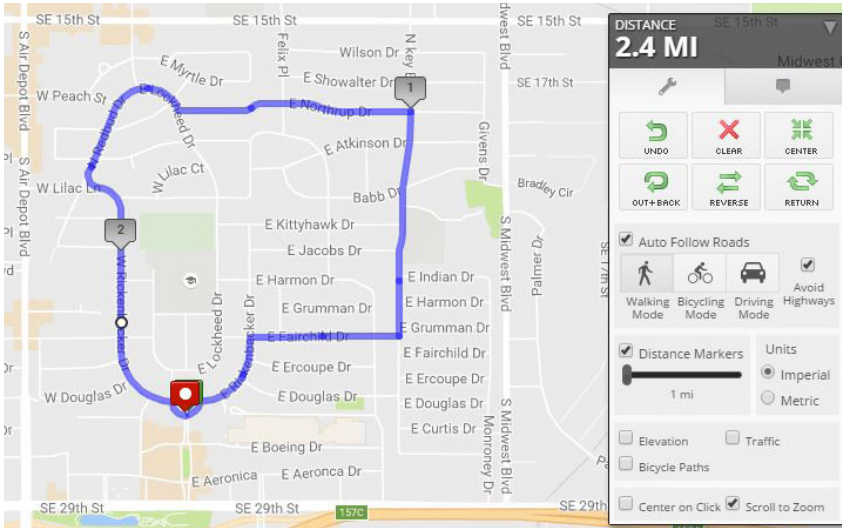
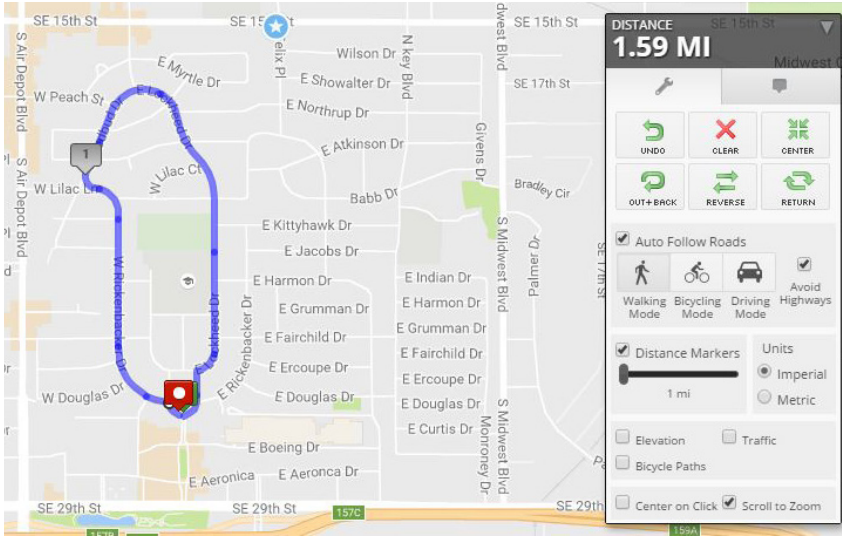
This image of a street in the Original Mile illustrates the use of bicycle street markings, signage and wayfinding, and street trees to create safe, comfortable conditions for walking or bicycling through the neighborhood.

BICYCLE-PEDESTRIAN LINKAGES: OPPORTUNITIES

Exercise Routes

Designating trail systems or walking routes throughout the neighborhood encourages residents to walk or bicycle more frequently. Exercise routes could be named by residents, reflecting the history and culture of the Original Mile, and providing opportunities for resident input.





BICYCLE-PEDESTRIAN LINKAGES: OPPORTUNITIES

Placemaking

Placemaking is a concept used to transform a space, through generating ideas and input from the people who will use the space. Through typically low cost solutions, placemaking enhances the experience of a place. The New York-based organization Project for Public Spaces utilizes the Power of 10+, stating “that places thrive when users have a range of reasons (10+) to be there.” Placemaking creates lively nodes for community.

Neighborhood Art



Decision points and intersections are excellent places to incorporate art. It beautifies the space, enhances safety, and creates a sense of ownership for residents.

Intersection Art



Crosswalk Art



Bookshare



Green Infrastructure



Public Seating



POWER OF 10+

HOW CITIES TRANSFORM THROUGH PLACEMAKING



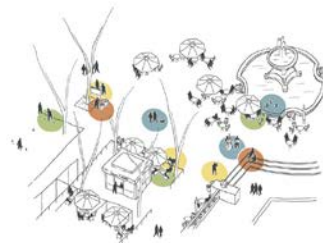
City/Region

10+ MAJOR DESTINATIONS



Destination

10+ PLACES IN EACH



Place

10+ THINGS TO DO,
LAYERED TO CREATE SYNERGY

BICYCLE-PEDESTRIAN LINKAGES: OPPORTUNITIES

Wayfinding Signage

To encourage a healthy, active lifestyle in the Original Mile, wayfinding signage is an important tool to utilize. Temporary signage can generate interest from residents and encourage walking and bicycling to destinations in or near the Original Mile. Permanent signage can later be incorporated once a walking and bicycling culture is more established.

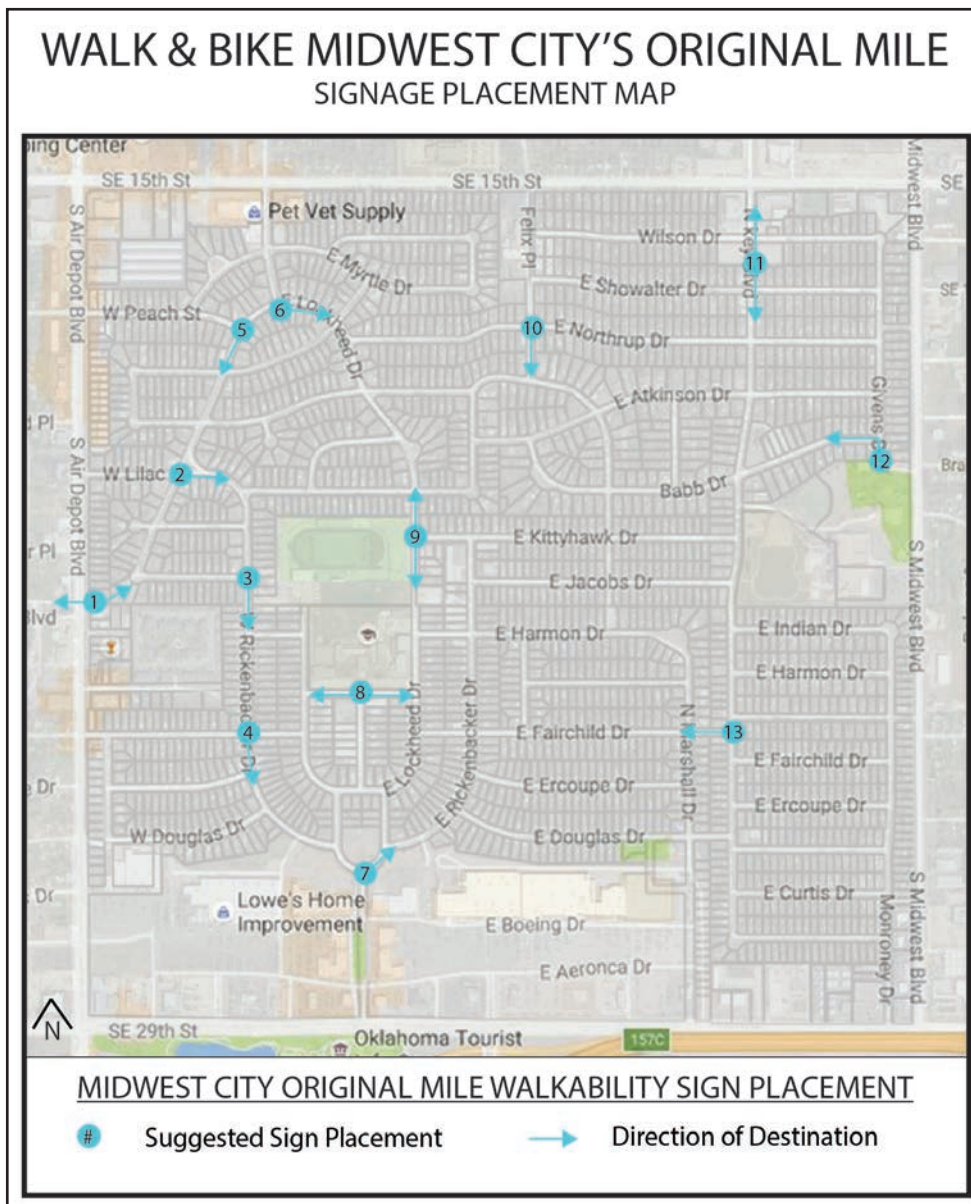
Wayfinding Signage Concept

The image below illustrates the use of temporary wayfinding signage to encourage users to walk or bike to destinations in the Original Mile.



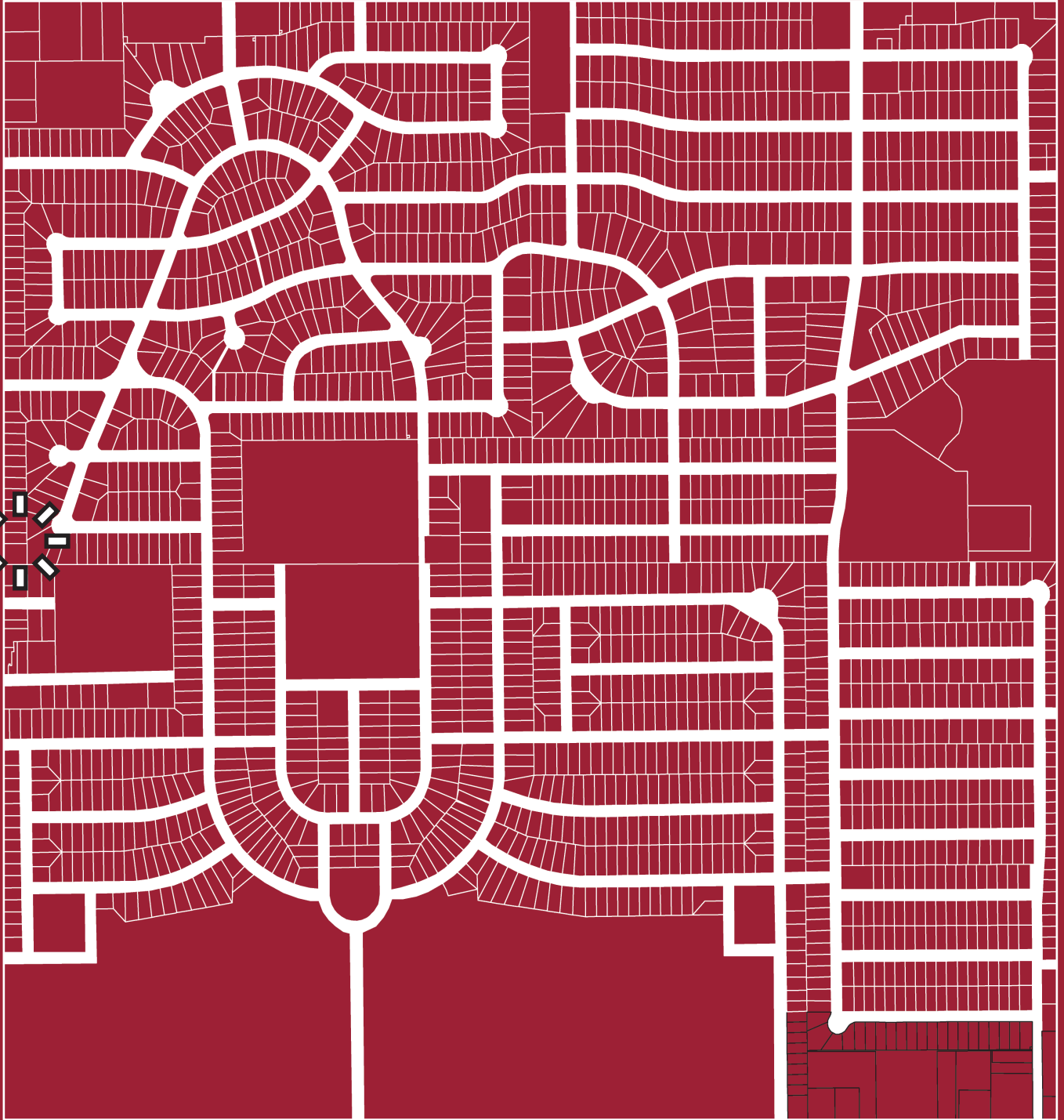
Wayfinding Signage in Midwest City

The map below illustrates suggested sign placement for the 13 signs provided to Midwest City by IQC. The signs indicate time-distance relationships to important destinations in the Original Mile.



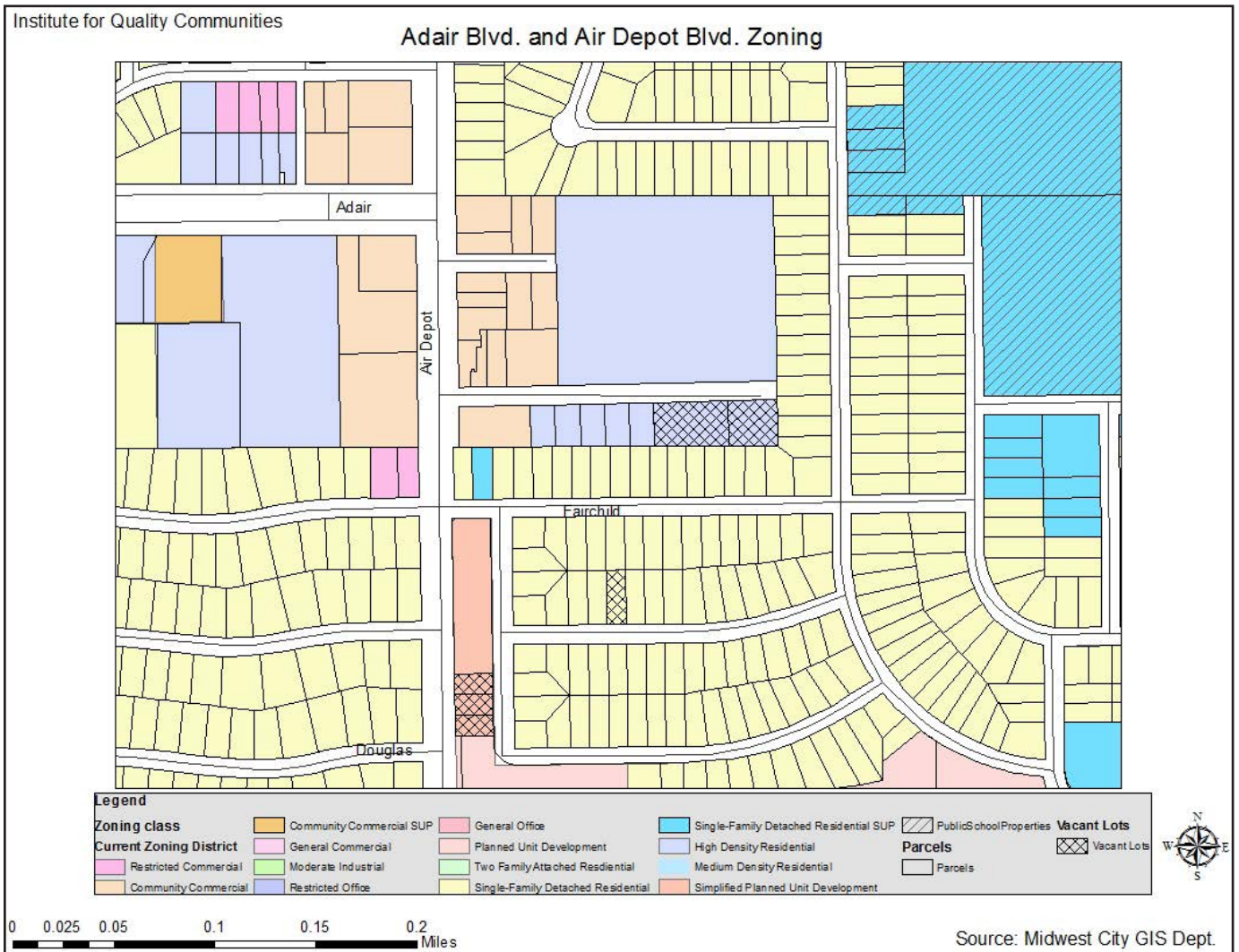
- 1a) Adair to Town Center Plaza (4 min bike ride)
- 1b) Adair to Rose State College (3 min bike ride)
- 2) Rain Garden to Town Center Plaza (12 min walk)
- 3) Jacobs to Town Center Plaza (9 min walk)
- 4) Fairchild to Town Center Plaza (5 min walk)
- 5) Peach St. to Town Center Plaza (4 min bike ride)
- 6) Lockheed to Middle School (10 min walk)
- 7) Town Center Plaza to Lions Park (4 min bike ride)

- 8a) Middle School to Eateries (7 min walk)
- 8b) Middle School to Lions Park (4 min bike ride)
- 9a) Middle School to MWC HS (4 min bike ride)
- 9b) Middle School to Town Center Plaza (6 min walk)
- 10) Intersection to Town Center Plaza (3 min bike ride)
- 11a) Wilson to Uptown Shopping (3 min walk)
- 11b) Wilson to Town Center Plaza (5 min bike ride)
- 12) Lions Park to Town Center Plaza (5 min bike ride)
- 13) E. Fairchild to Town Center Plaza (10 min walk)



AIR DEPOT & ADAIR BOULEVARD

NODE 1: AIR DEPOT & ADAIR BOULEVARD - ANALYSIS

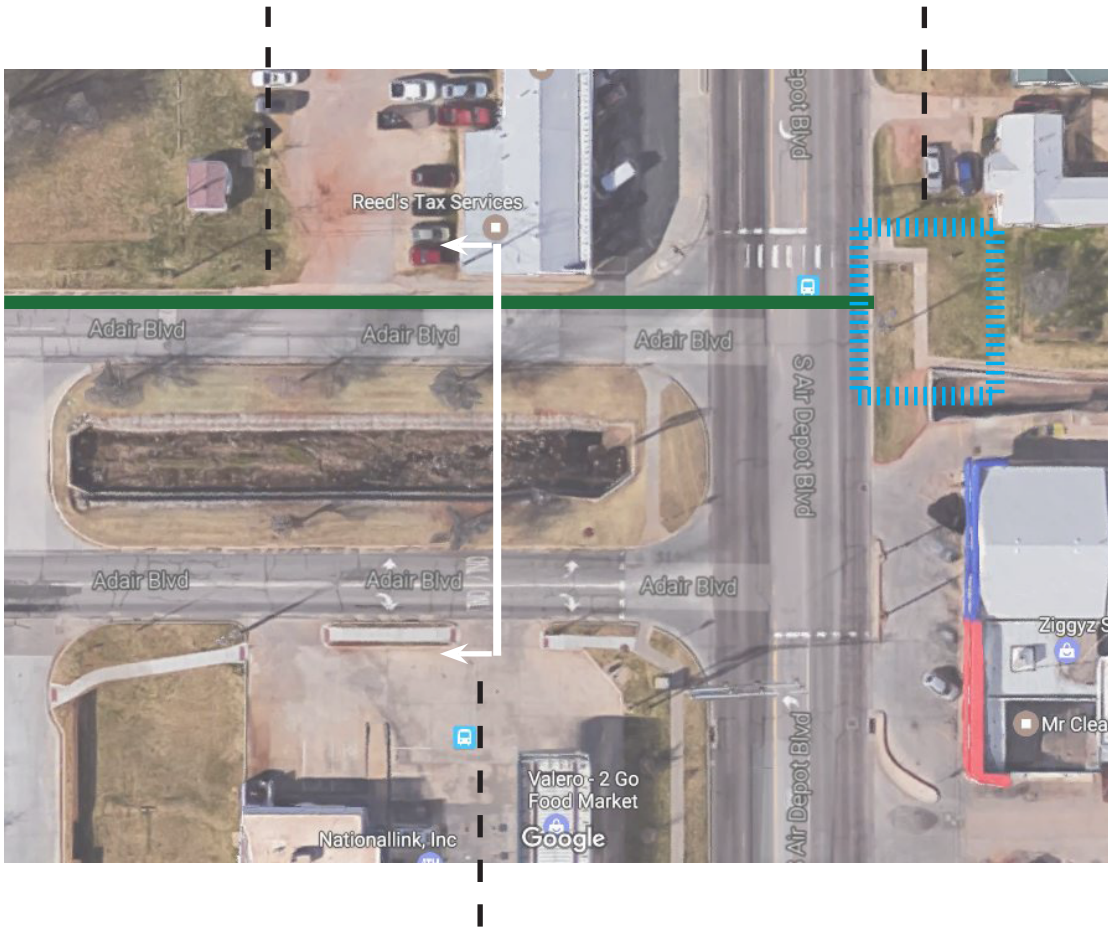


This map illustrates the zoning for the Air Depot and Adair Boulevard intersection. There are vacant lots that may be opportunities for development. The following concepts are presented graphically in this section:

- **Enhanced gateway into the Original Mile**
- **Two-way bike track on Adair Boulevard**
- **Mid-block crosswalks**

Proposed bike lane illustrated on page 41.

Gateway enhancement illustrated on the following page.



Section illustrated on page 40.



Existing Conditions: Image of elderly man crossing Air Depot Boulevard, and image taken at Air Depot and Adair Boulevard intersection

NODE 1: AIR DEPOT & ADAIR BOULEVARD - GATEWAY



The intersection of Air Depot and Adair Boulevard is an important node that directly connects Rose State College to the Original Mile. Enhancing the image of neighborhood entrances indicates that a place is taken care of and puts more surveillance on these areas, improving the feeling of safety.

Daytime Render - Node Enhancement Concept



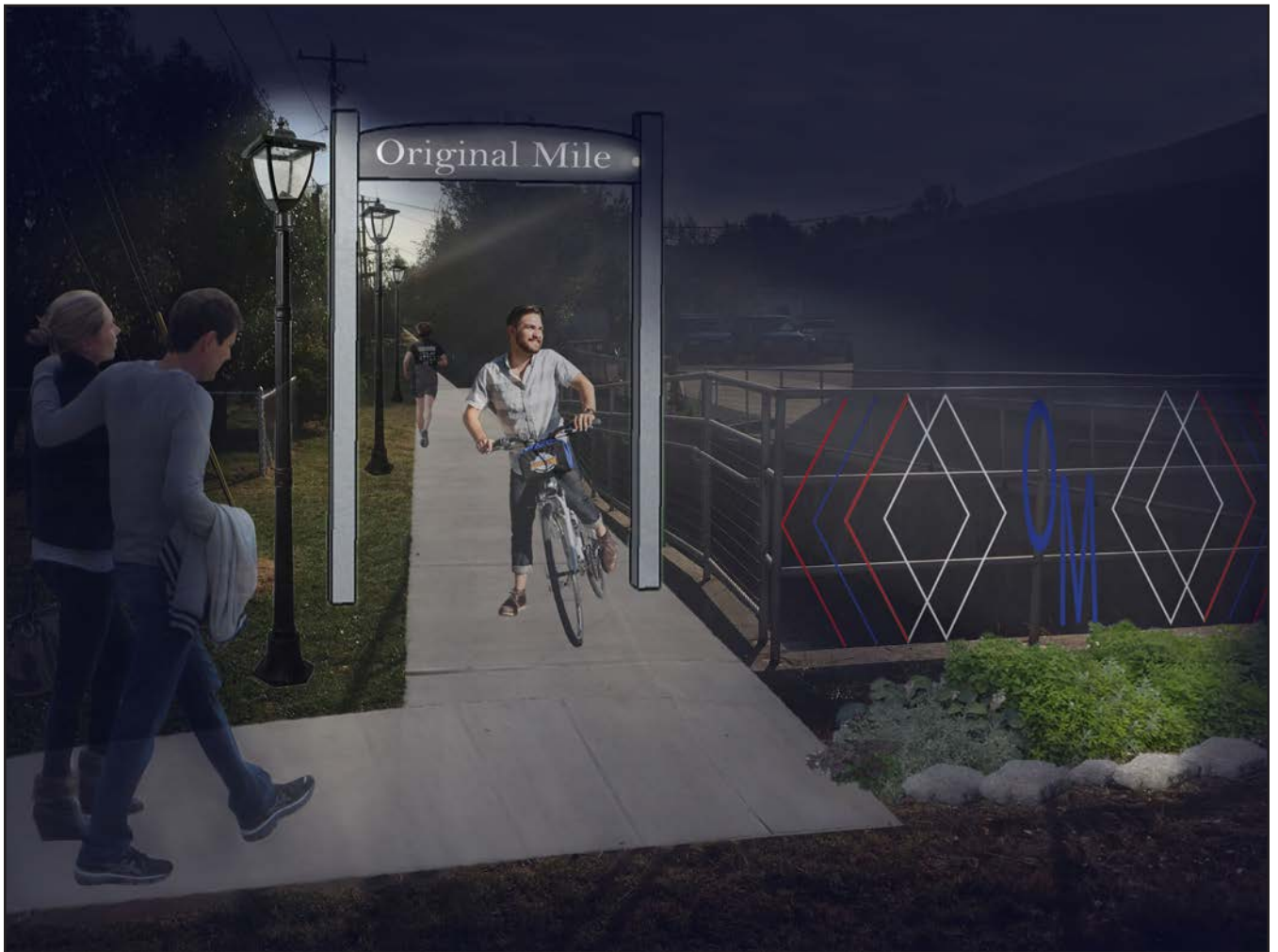
Several strategies can be used to enhance the image of a corridor and promote safety and walkability:

- **Widen sidewalk:** Allows multiple users to utilize the path safely
- **Branding sign:** Signage indicates place and helps with wayfinding
- **Fence Art:** A lighter, quicker, cheaper solution to creating place at this node

Promoting public art projects at major nodes provides the opportunity for community involvement and investment into a space.



Nighttime Render - Node Enhancement Concept



There are several options for lighting a pathway. This specific corridor is somewhat narrow, with a drainage canal and trees on one side of the pathway and a fence on the other side. Effective lighting of this space promotes walking and bicycling at any time of day.

NODE 1: AIR DEPOT & ADAIR BOULEVARD - BIKE TRACK

Two-Way Bike Track Concept

By removing one west-bound lane, a two-way bike track and a protective barrier can be added to increase bicycle traffic between Rose State College and the Original Mile.



Above: The sections above illustrate the current Adair Boulevard street design, as well as the proposed street design.



Above: Illustration of proposed two-way bike track on Adair Boulevard.

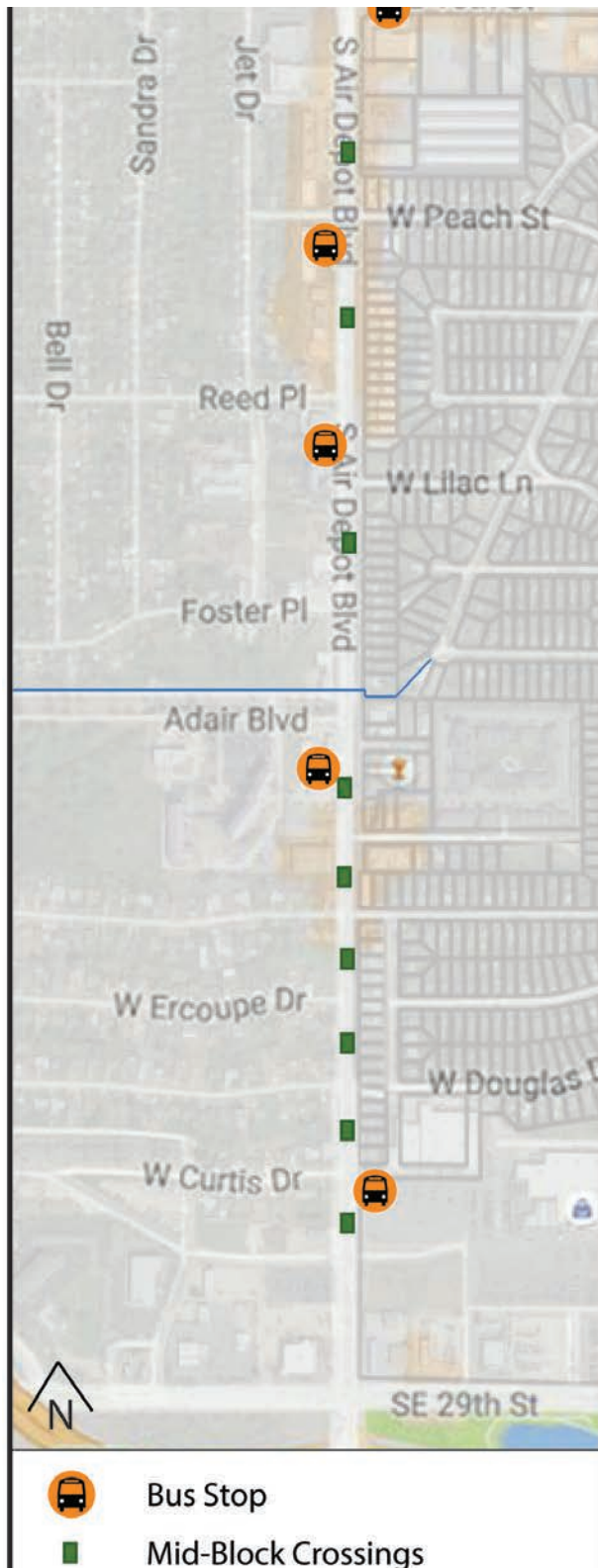


SUGGESTION
plastic, flexible bollards
~ 3,200 ft.

from Adair/Air Depot intersection to Rose State
College

COST
\$9,600 - \$16,000
Based on: Cycle Track Barrier Matrix

NODE 1: AIR DEPOT & ADAIR BOULEVARD - MID-BLOCK CROSSWALKS



Air Depot Boulevard Permeability

Air Depot Boulevard currently acts as a barrier between the Original Mile and the neighborhoods west of Air Depot Boulevard. To enhance permeability of Air Depot Boulevard and increase pedestrian traffic into the Original Mile, one option is mid-block crossings. Mid-block crossings are planted medians with a pedestrian cross-walk, which provide pedestrians a safe option for crossing a high-traffic street.

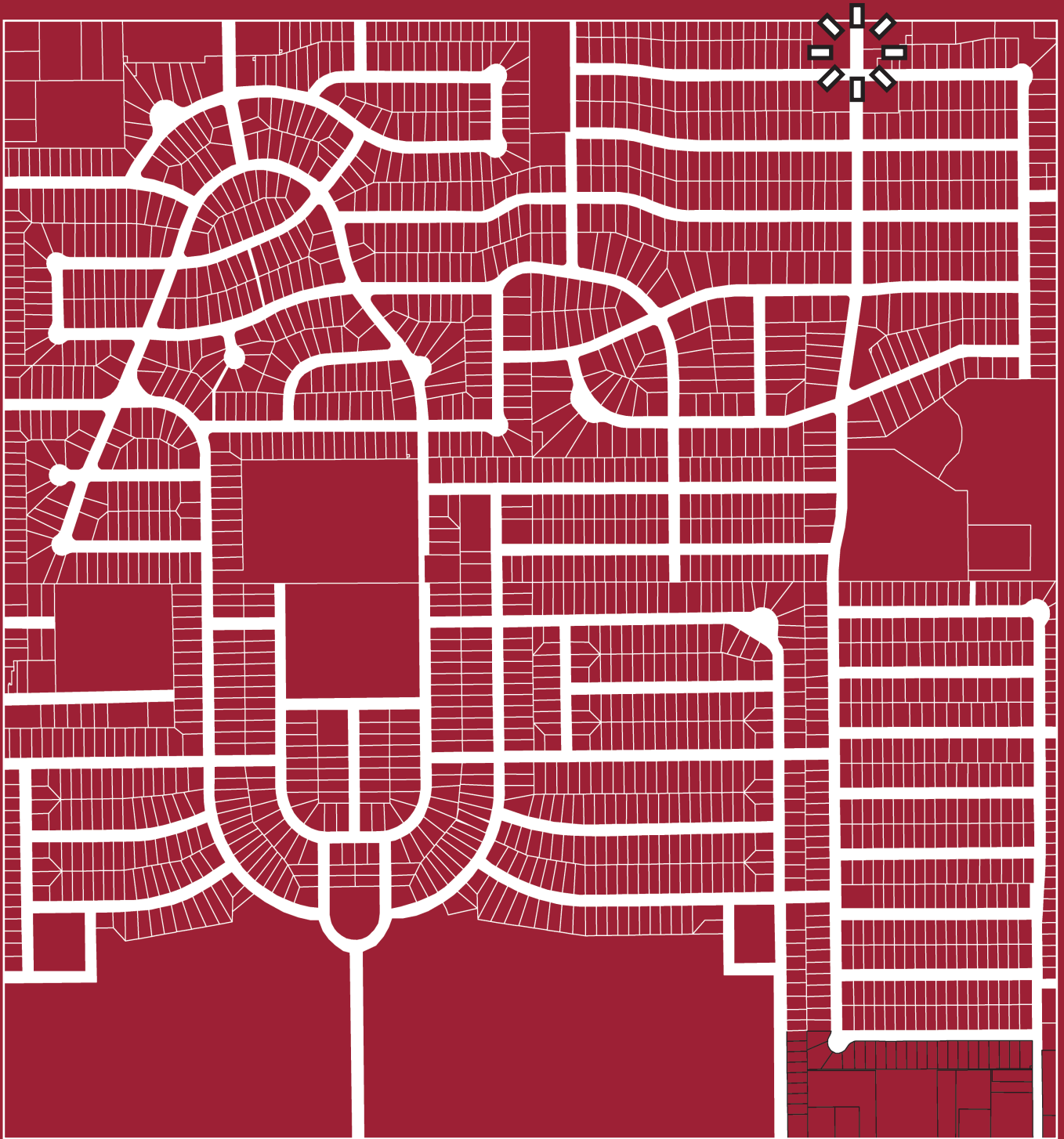
Left: This map illustrates suggested mid-block crossing locations along Air Depot Boulevard.



Above: The unused turn lane can be utilized as a pedestrian refuge with the addition of a landscaped median, increasing safety for bicyclists and pedestrians.

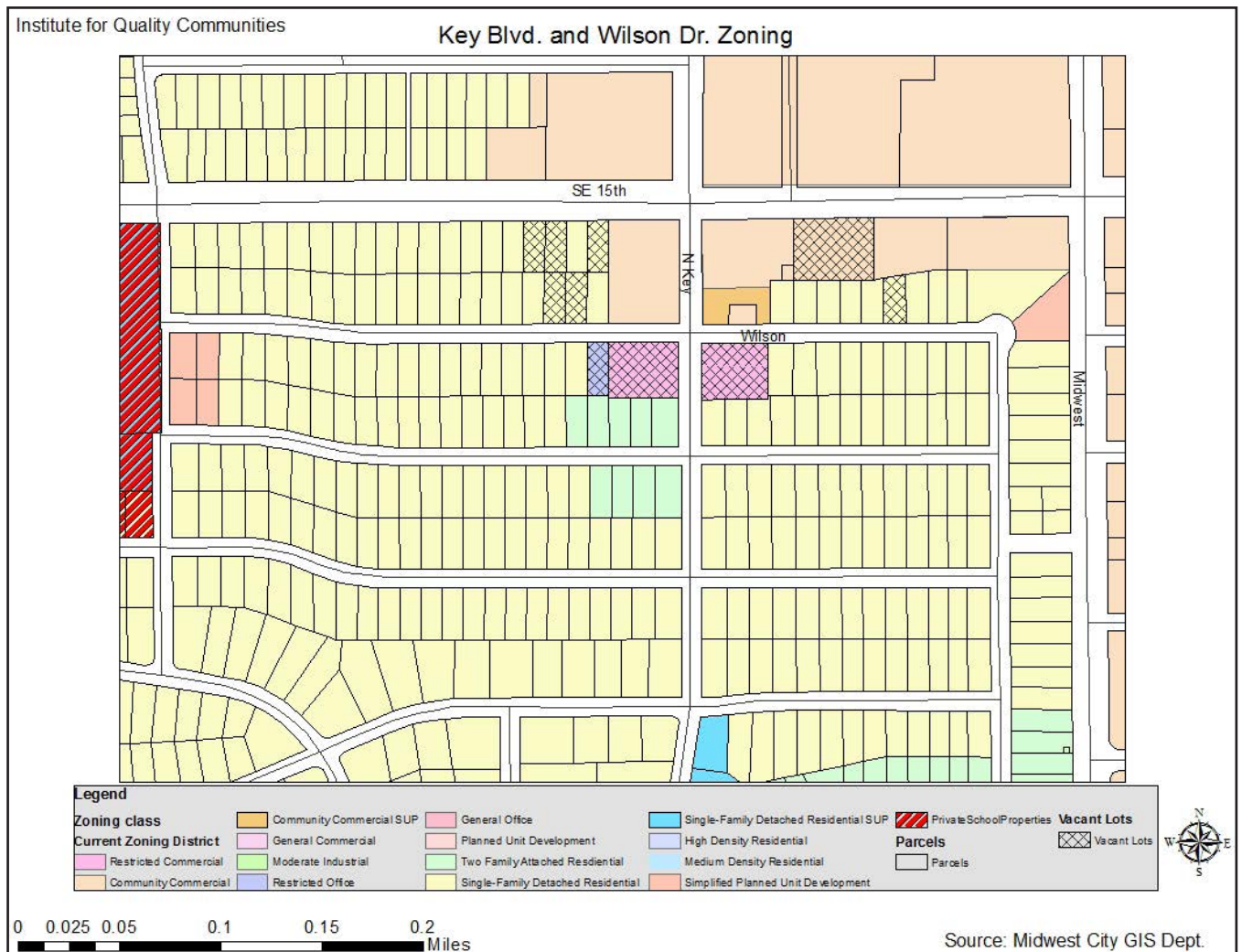
Below: The image below illustrates a mid-block crossing along Air Depot Boulevard, consisting of a pedestrian crosswalk and a landscaped median. These strategies can serve as a traffic calming technique and enhance safety for pedestrians.





KEY BOULEVARD & SE 15TH STREET

NODE 2: KEY BOULEVARD & SE 15TH STREET - ANALYSIS



This map illustrates zoning at the Key Boulevard and SE 15th Street intersection. It also shows vacant lots with development opportunity. The following pages show vacant lot development concepts, including:

- **Missing Middle Housing**
- **Park space**
- **Local eatery**



Above: Aerial imagery of N. Key Boulevard and Wilson Dr., just south of SE 15th St. with vacant lot development sites highlighted.



Above: Existing conditions at N. Key Boulevard and SE 15th St.

NODE 2: KEY BOULEVARD & SE 15TH STREET - CONCEPT

Missing Middle Housing & Park Concept

Enhancing this node could encourage commercial activity and reinvestment into the neighborhood. Missing middle housing, a more dense housing option, serves as a good transition between commercial activity and single-family homes. Park space would encourage neighborhood activity and create a welcoming entrance into the Original Mile. Situated one street south of SE 15th Street, a local coffee shop or eatery could reflect the unique character of the Original Mile neighborhood.



Missing Middle Housing Examples



Stacked Duplexes

Units		Lot		Building	
# of Units:	2	Width:	55-75 feet	Width:	28-55 feet
Typical Unit Size:	600-2,400 sq. ft.	Depth:	100-150 feet	Depth:	28-60 feet

“Well-designed ‘Missing Middle’ buildings unify the walkable streetscape as they greatly diversify the choices available for households of different age, size, and income. Smaller households tend to eat out more, helping our neighborhood attract wonderful restaurants. Diverse households keep diverse hours meaning we have more people out walking our streets at more varied hours—keeping them safer.”

— Ellen Dunham-Jones, professor at the Georgia Institute of Technology and co-author of *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*

NODE 2: KEY BOULEVARD & SE 15TH STREET - CONCEPT

Renderings of the Key Boulevard and SE 15th Street missing middle housing (multi-level duplexes), park space, and local eatery concept.



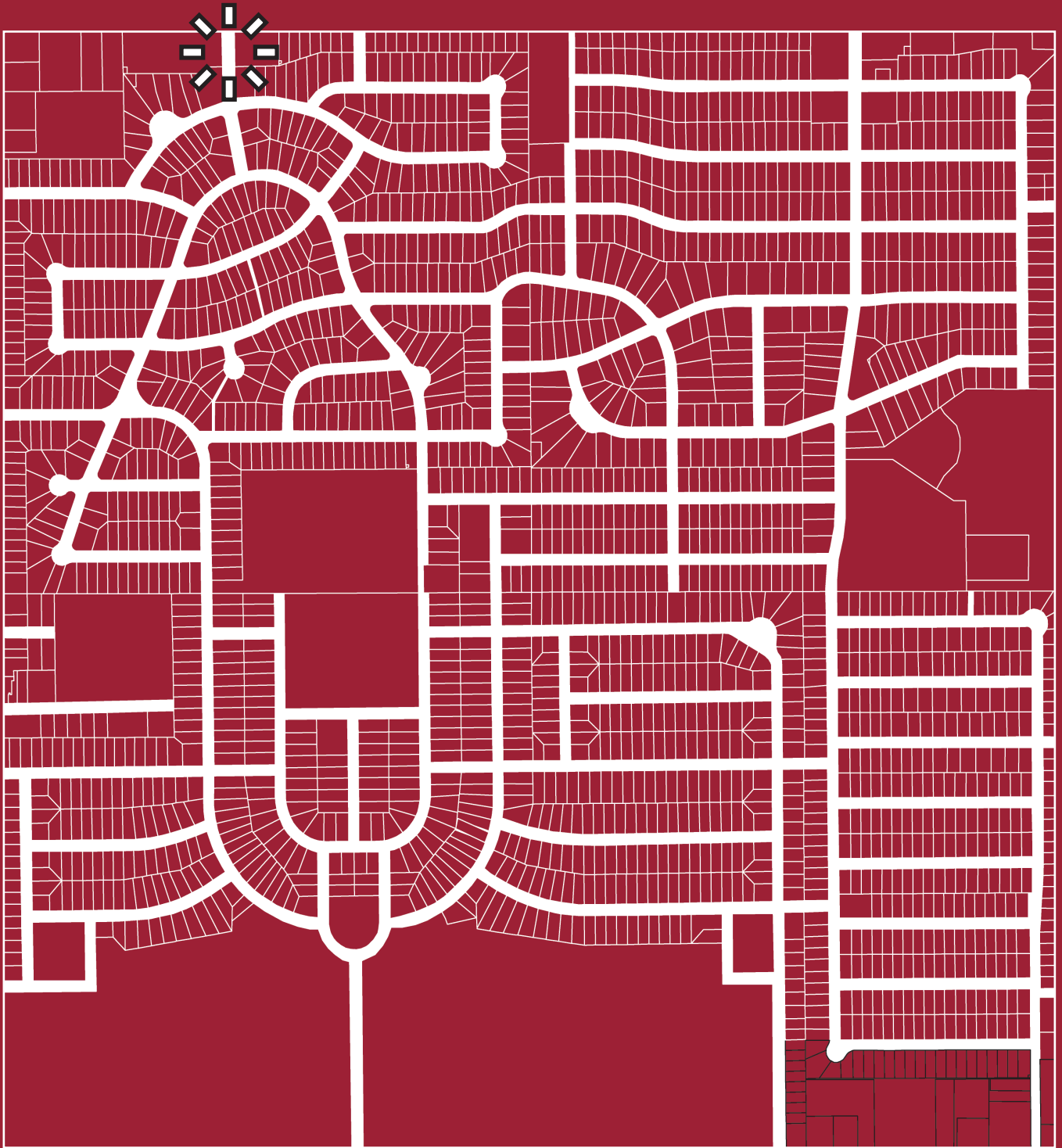
Above and Below: These illustrations show the aesthetic appeal added by streetscape and park-like landscapes. There is opportunity for a local eatery, a neighborhood pocket park, and additional housing at this node.





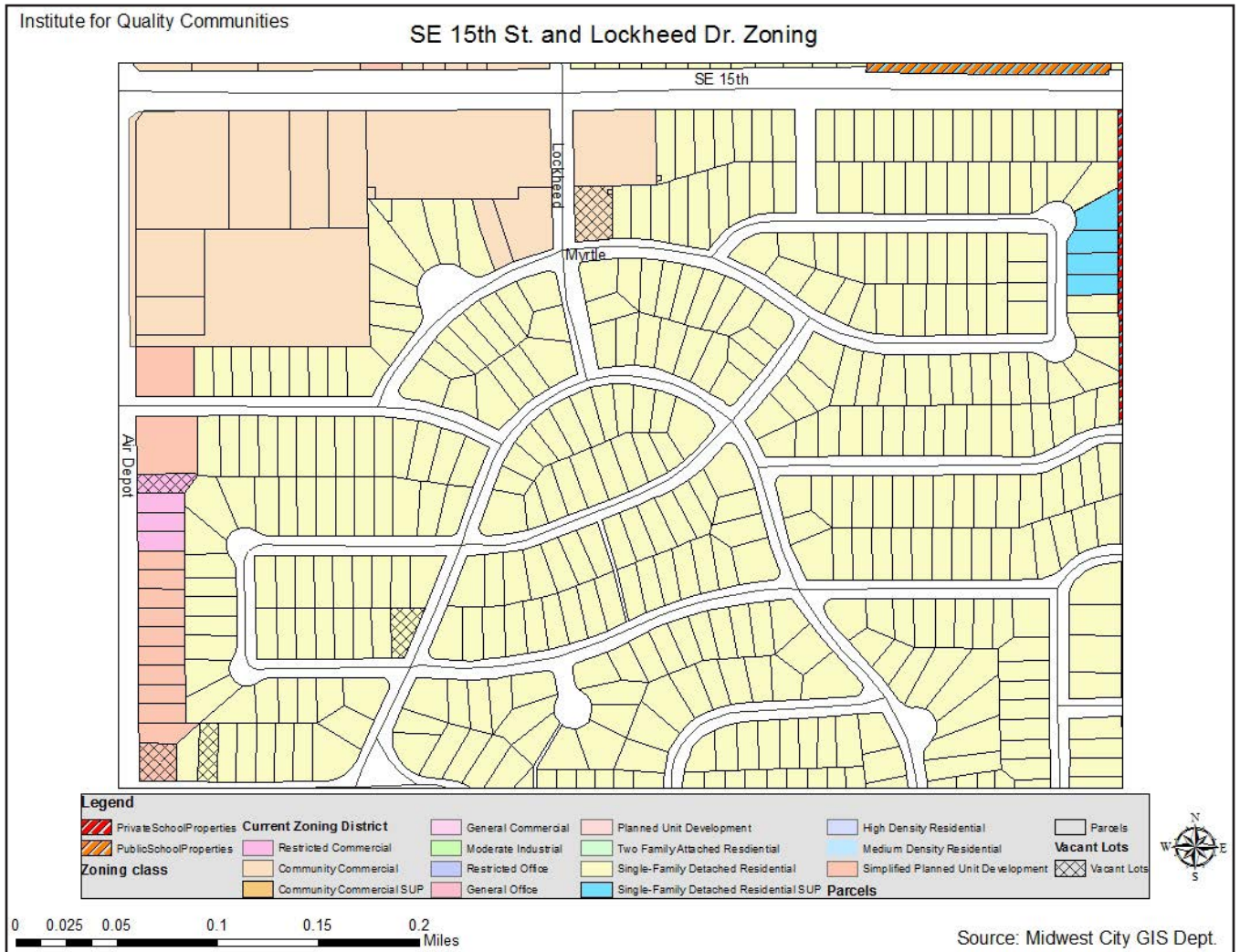
Above and Below: These illustrations show stacked duplexes, accompanied by a park-like landscape, with on-street parking, wide sidewalks, and a gateway marker into the neighborhood.





LOCKHEED & SE 15TH STREET

NODE 3: LOCKHEED & SE 15TH STREET - ANALYSIS



This map illustrates zoning at the Lockheed and SE 15th Street intersection. It also shows vacant lots with development opportunity. The following pages show vacant lot development concepts, including:

- **A roundabout**
- **Neighborhood pocket park**
- **Neighborhood marker**



Above: Aerial imagery of Lockheed and Myrtle Dr., just south of SE 15th St., with vacant lot development site highlighted.

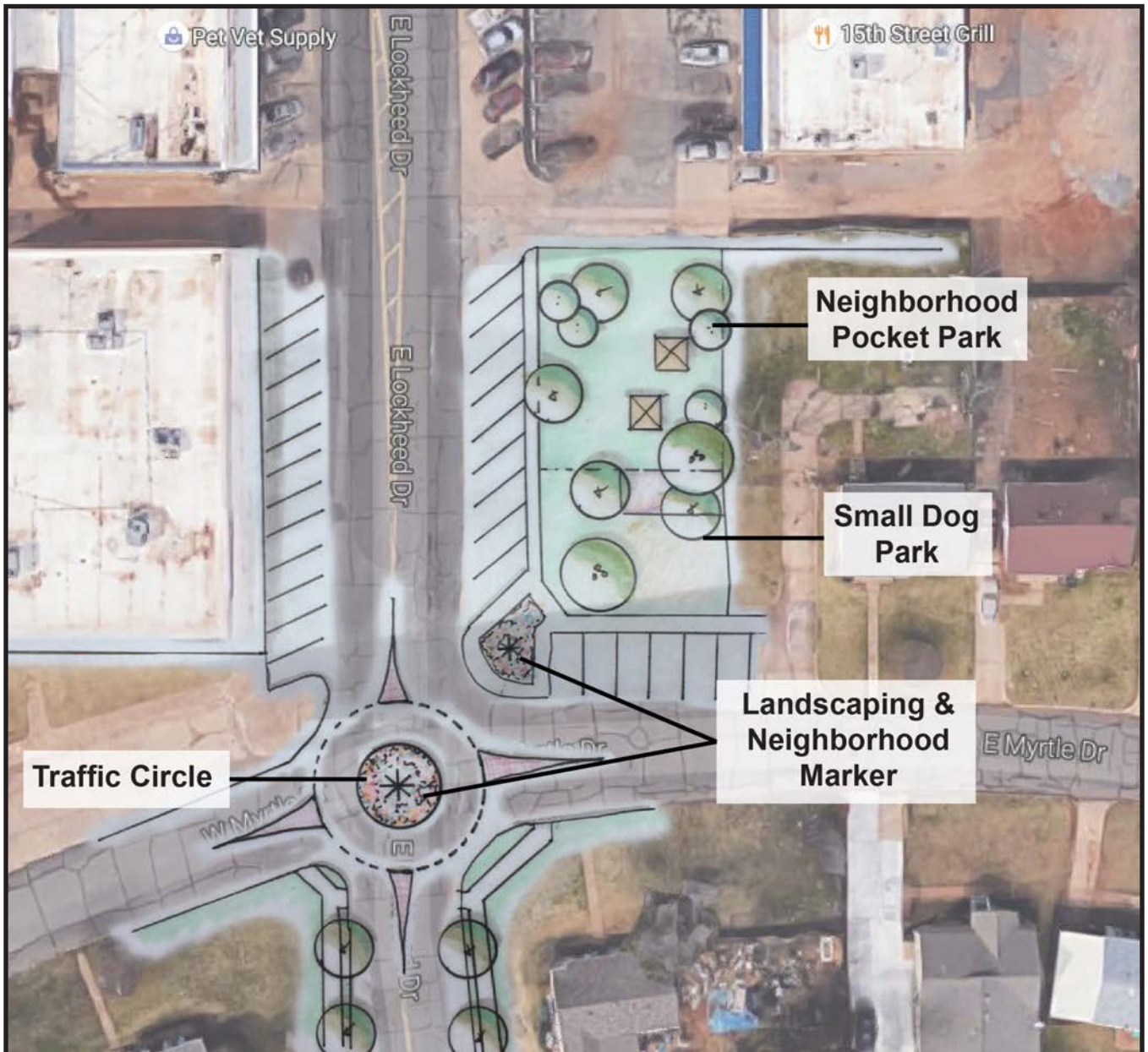


Above: Existing conditions at Lockheed and SE 15th St.

NODE 3: LOCKHEED & SE 15TH STREET - CONCEPT

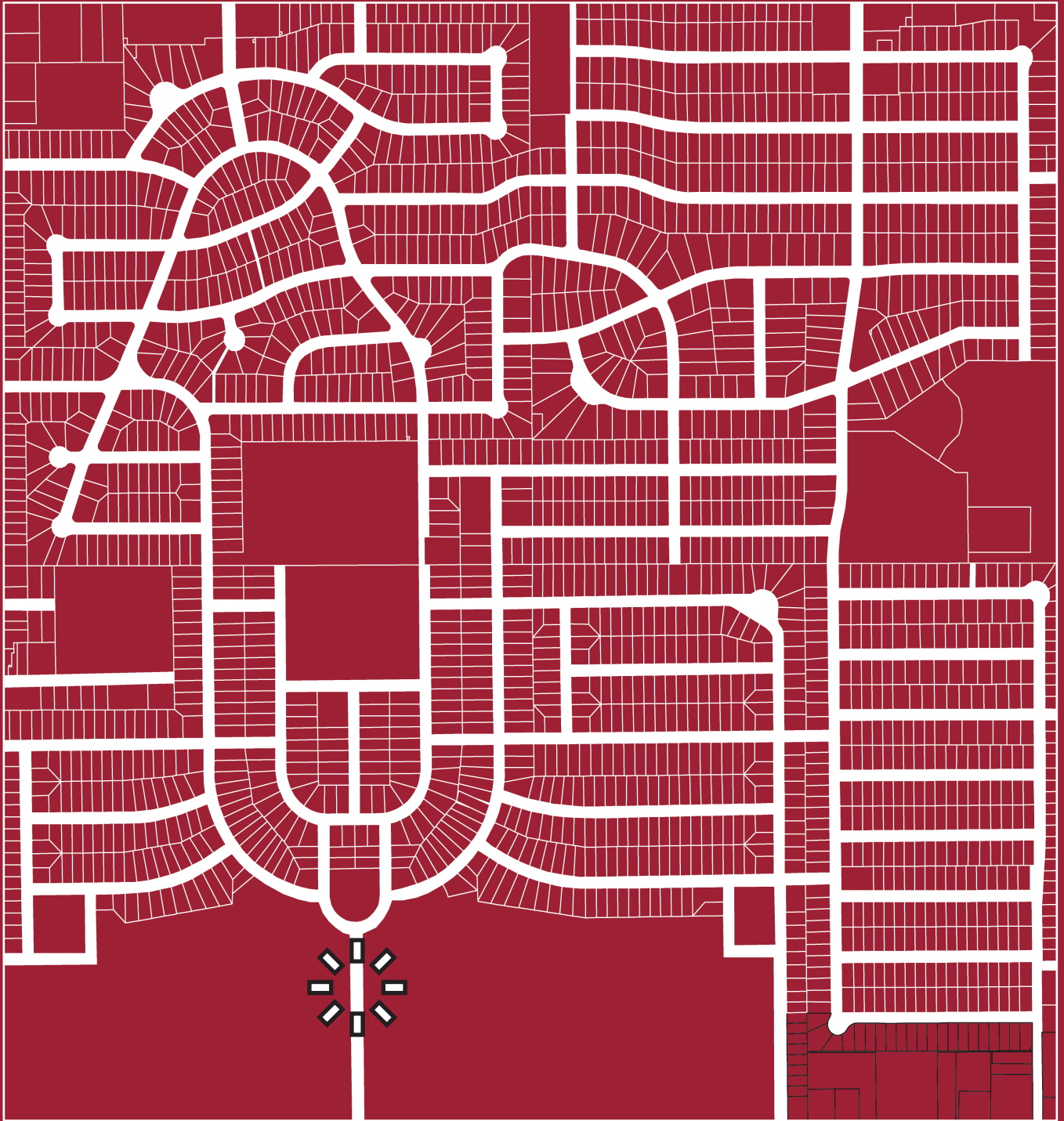
Mini Traffic Circle & Pocket Park Concept

Lockheed and SE 15th Street is a significant entrance into the Original Mile as it connects the 15th Street corridor directly to the Town Center Plaza. As recreational development progresses near Town Center Plaza, it is likely that traffic could increase at this node. Including a mini traffic circle, or other traffic calming technique, would help the neighborhood retain its calm, quiet character as well as increase the safety of pedestrians and bicyclists. A neighborhood pocket park or small dog park would add aesthetic appeal to the entrance and ensure that residents have access to adequate park space.



Landscaped Traffic Circle Examples





TOWN CENTER PLAZA

NODE 4: TOWN CENTER PLAZA

Town Center Plaza is a welcoming shopping area with well-kept landscaping and aesthetic appeal. However, there is potential for enhancing the sidewalk image. Utilizing signage, such as sandwich boards, and adding sidewalk seating outside of eateries can create a main street environment. Additionally, artistic bicycle racks can be used to create a unique identity throughout the Original Mile and promote an active lifestyle.

The corridors leading into the Town Center Plaza could be enlivened by the use of lighting, art, and seating.



Left: Examples of creative bicycle racks



Above: Town Center Plaza entrance from parking lot



Above: "The Breezeway Pocket Park" placemaking project - Enid, OK
<http://www.mainstreetenid.org/breezeway.html>



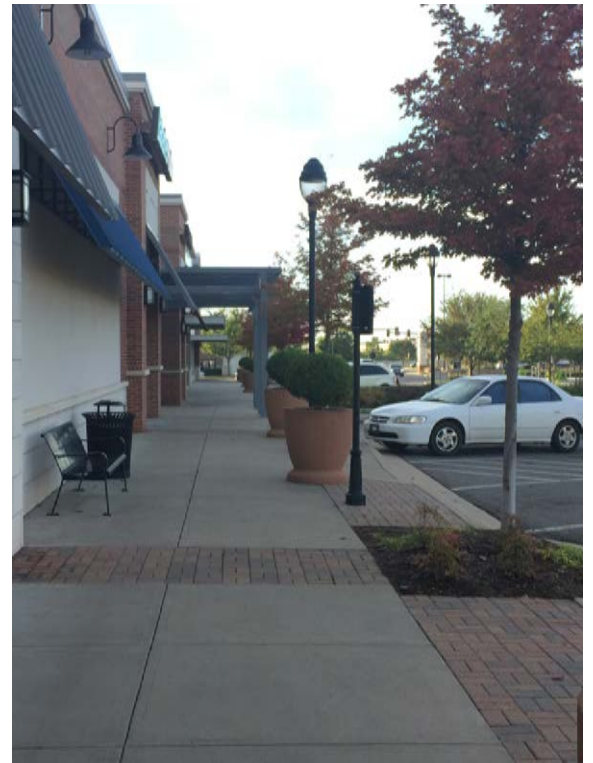
Above: Example of sidewalk seating



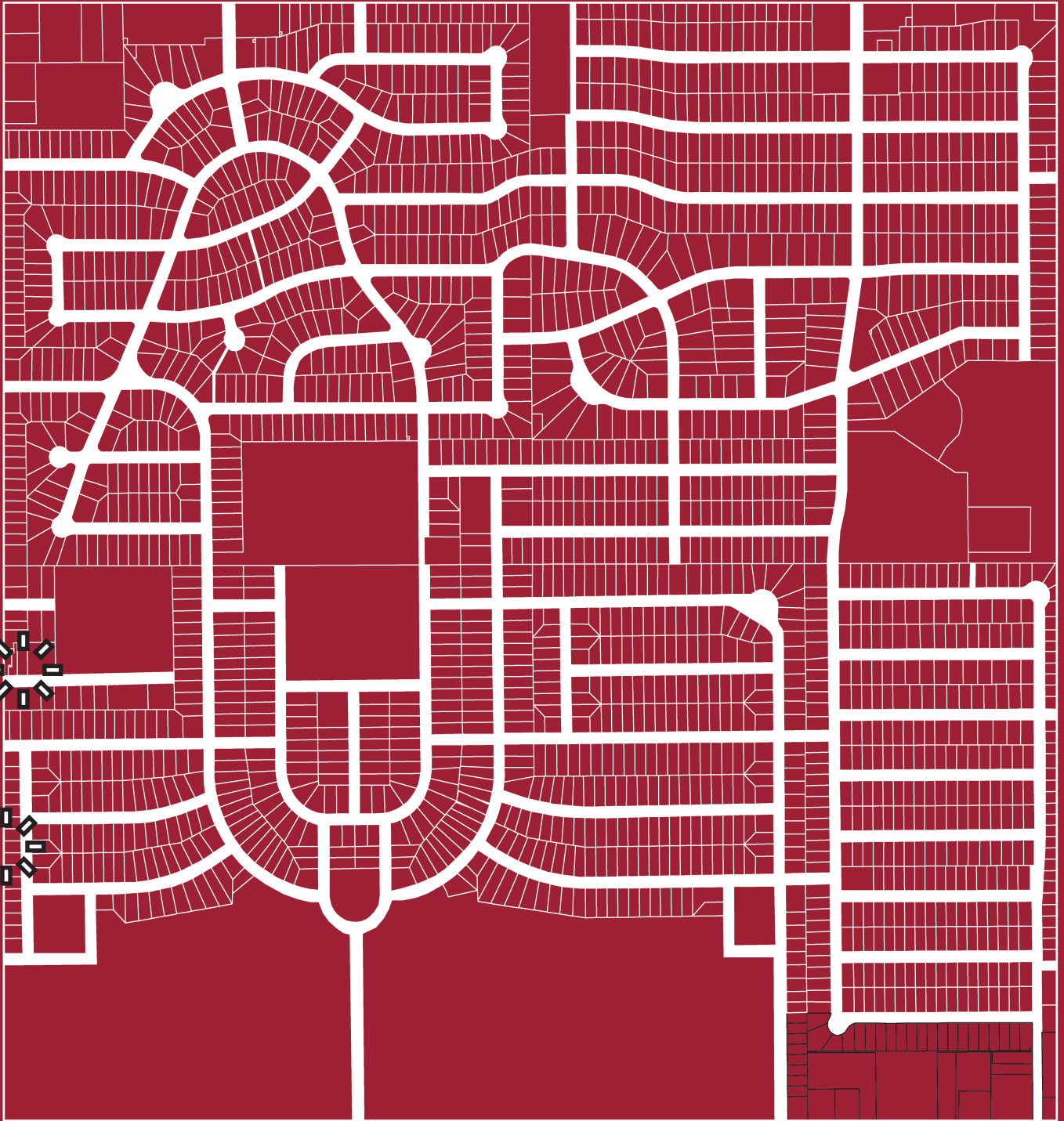
Above: Example of sandwich board



Above: Town Center Plaza potential seating area



Above: Town Center Plaza sidewalk



ENTERTAINMENT NODE RECOMMENDATIONS

ENTERTAINMENT NODE

Creating an Entertainment Node

Midwest City's Original Mile poses a great opportunity for community revitalization and local economic development through businesses that support nightlife. The four main thoroughfares – SE 15th Street, SE 29th Street, Midwest Boulevard, and Air Depot Boulevard – possess the ability to transform the Original Mile into a culturally vibrant and economically thriving area.

One possibility would be the establishment of a local pub or brewery at an appropriate site, perhaps along Air Depot Boulevard in the Original Mile. Ideally, creating an entertainment environment similar to the Patriarch Craft Beer House and Lawn in Edmond, detailed on the facing page.

The goal is to provide a local venue where community members can enjoy a drink, mingle with neighbors, and become further engaged with the Original Mile. This effort would require a few steps. First, the developer should examine the Oklahoma Alcoholic Beverage Laws Enforcement Commission (ABLE) and comply with the prescribed regulations set forth by statute. Second, the developer must assess and abide by the municipality's zoning ordinances, or propose a change to existing zoning. Lastly, the developer of a proposed brewery or pub must go through due diligence to acquire a license from the ABLE Commission, obtain a special use permit, and meet structural standards.

Laws Related to Alcoholic Beverage Sales

A critical consideration of creating such a business in an entertainment district is the ABLE Commission's requirements. Two provisions in Oklahoma's statutes are very relevant to the site selection for such a business:

- It is illegal "for any mixed beverage establishment, beer and wine establishment, or bottle club which has been licensed by the Alcoholic Beverage Laws Enforcement Commission, and which has as its main purpose the selling or serving of alcoholic beverages for consumption on the premises, or retail package store, to be located within three hundred (300) feet of any public or private school or church property primarily and regularly used for worship services and religion activities" (37-518.3 Location of mixed beverage establishment or bottle club)
- "The distance indicated shall be measured from the nearest property line of such public or private school or church to the nearest perimeter wall of the premises of any such mixed beverage establishment, beer and wine establishment, bottle club, or retail package store which has been licensed to sell alcoholic beverages" (37-518.3 Location of mixed beverage establishment or bottle club)

In sum, an establishment that sells alcohol for on-site consumption perimeter walls must be located at least 300 feet away from a school or religious institution's nearest property line. For sites along the Air Depot Boulevard corridor in the Original Mile, the 300-foot buffer is not an issue as there are no religious institutions or schools within the immediate vicinity.

Senate Bill 424, signed by Governor Mary Fallin in 2016, amended Oklahoma's statutes so that licensed breweries can sell the beer they produce to consumers on the premises of the brewery between 10:00 a.m. and 9:00 p.m.

In order for a pub or brewery to be established, a developer must apply for appropriate zoning changes through the City of Midwest City on a site meeting ABLE's standards, and obtain special use permits as required.

Case Study: The Patriarch in Edmond

The Patriarch Craft Beer House and Lawn is an incredibly successful craft beer business for Edmond that exclusively sells alcoholic beverages with adjoining food truck access. It is located and zoned in Edmond's central business district. The business had to overcome numerous obstacles to seek licensure and meet stringent municipal codes. In order to meet Edmond's concerns about noise, traffic, and activities that some feared could be associated with an establishment selling alcohol, the developers lobbied for their proposal at City Hall.

There were numerous board meetings and public hearings to gain insight on the concept of The Patriarch. Through the public engagement process, Edmond's City Council approved the establishment and requested that the developers meet certain conditions. In order to account for noise, traffic, and other concerns, The Patriarch erected wooden fences around the premises and adopted specially considered operating hours to avoid major traffic congestion. With Monday through Wednesday hours of 3pm to 12am, Thursday and Friday hours of 3pm to 1am, and Saturday hours of 12pm to 1am, the business does not have an adverse impact during times with congested traffic.

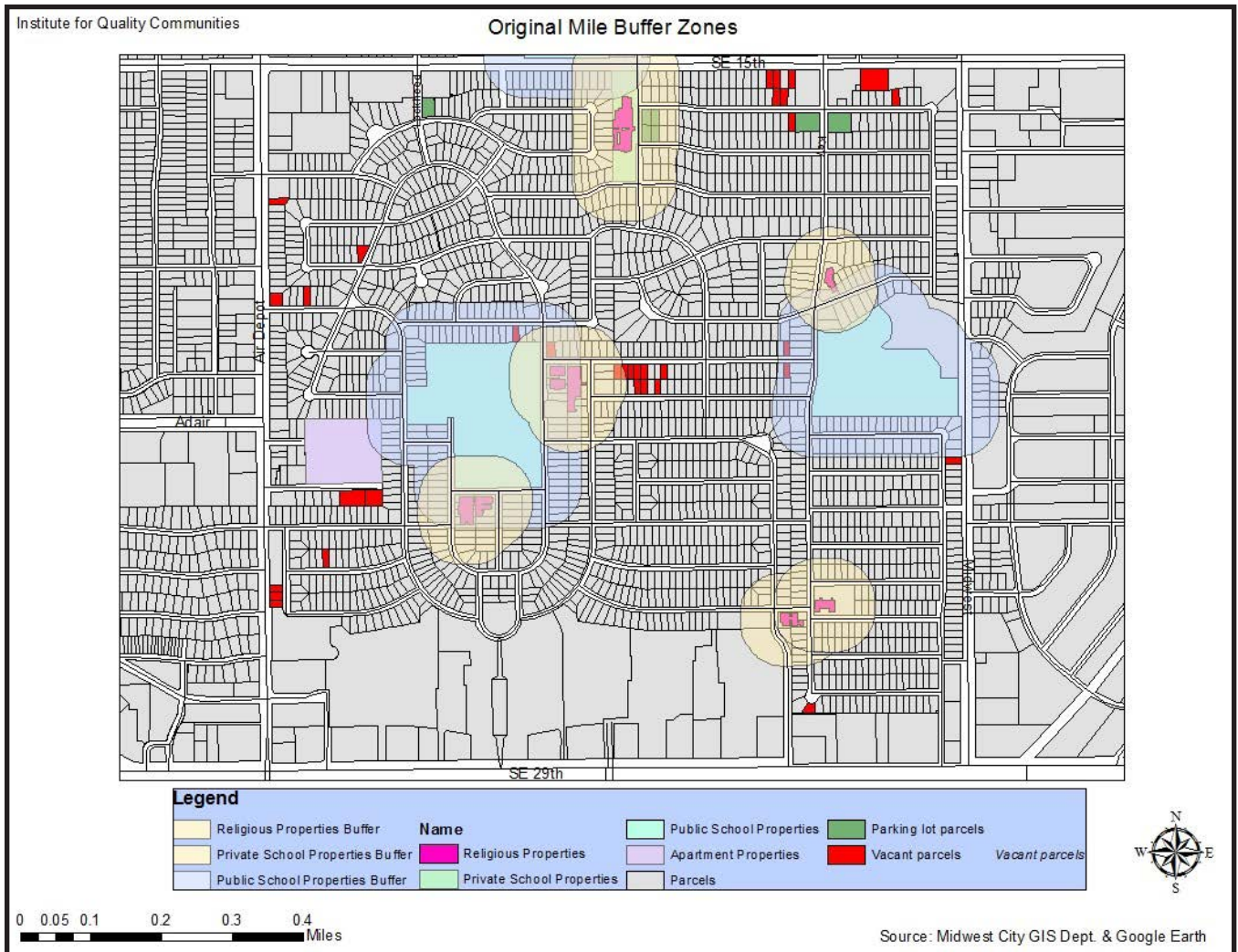


Above: Image taken at The Patriarch in Edmond

Summary

The Patriarch is an example that shows a business serving craft beer and partnering with food trucks can be a great addition to a neighborhood. The business is a gathering place for neighbors and an attraction for people from surrounding areas. A business similar to the Patriarch, such as a pub or brewery, could be an appropriate addition to a carefully selected site along the Air Depot corridor in Midwest City.

ABLE COMMISSION BUFFER ZONES



Original Mile Buffer Zones Map

This map illustrates Original Mile parcels in conjunction with public and private school and church properties. For every public and private school and church property a 300-foot buffer was generated to indicate the vicinity where alcohol establishments are prohibited by law. Other variables such as vacant parcels and unnecessary parking lots are observed. The map allows an analysis of potential areas of opportunity for mixed-use and entertainment nodes.

Questions Regarding Alcohol Establishment Regulations

Is it 300 feet from churches and schools or from anything they own?

Do the churches have to own the building or do leases like the one in the shopping center on Lockheed count?

In compliance with the ABLE Commission regulations, the perimeter walls of an establishment that sells alcohol for on-premises consumption must be located at least 300 feet away from the property line of a property used as a school or religious institution.

The statutes suggest that the 300-foot buffer is dependent on the service or use of the property, rather than the ownership. For instance, if a church owns or leases a property and it is “regularly utilized for worship services and religion activities”, then the 300-foot radius of restrictions will apply. It appears that if a church owns a property that is not used for regular worship services and religious activities, then the 300-foot buffer may not apply. In essence, the 300-foot buffer does not apply to whatever property a church owns, but rather the frequent use of the property.

How does street classification play into the issue?

In Midwest City, street classification plays a role for alcohol establishment development, specifically for land uses not designated as SPUD, PUD, or MIX. Other designated land uses where alcohol establishments are permitted but street classification are a factor are Transit Oriented District (TOD), Hospitality District (HOS), General Office District (O2), Planned Shopping Center District (C2), Community Commercial District (C3), General Commercial District (C4), Light Industrial District (I1), Moderate Industrial District (I2), and Heavy Industrial District (I3).

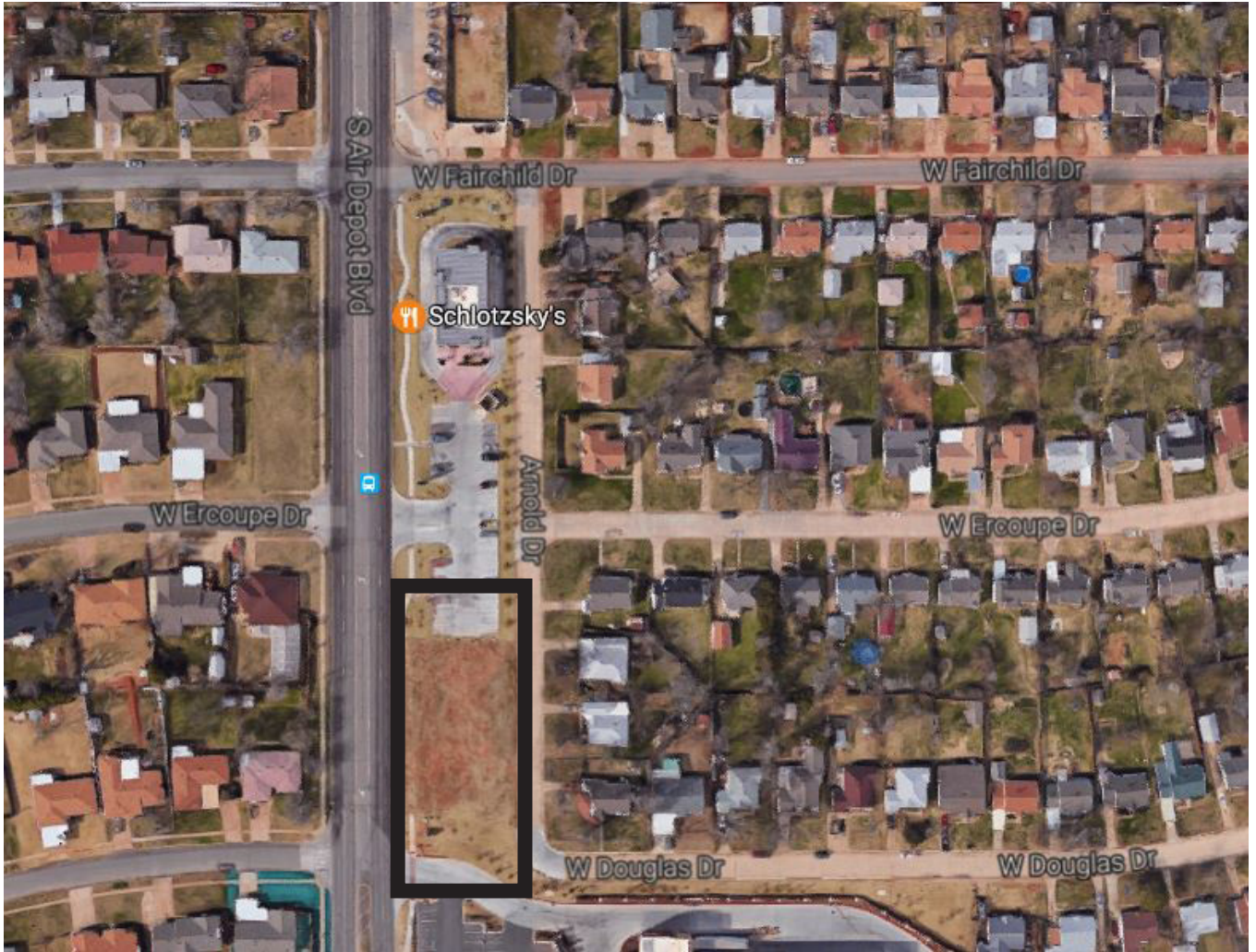
Each land use classification requires that alcohol establishments be located in certain areas and meet specific standards. For instance, for an alcohol establishment to be located in a C3 or C4 district, Midwest City mandates that there be no vehicular access onto any local/collector street, and that the business has to front an arterial road.

Does the addition of food sales change regulations?

Adding a food sales component to an alcohol establishment changes the use classification of a business, which can affect the ease of approval for a business at the city level. For example, all new businesses that fall under the use classification “4.4.22. Drinking Establishments, Sit-Down: Alcoholic Beverages and Low-Point Beer Permitted” by Midwest City codes must seek a special use permit regardless of the zoning of the property. By contrast, use classification “4.4.28. Eating Establishments: Sit-Down, Alcoholic Beverages and Low-Point Beer Permitted” is permitted by right in TOD, HOS, C-4, I-2, and I-3 zoning districts.

The ABLE Commission’s 300-foot radius of restrictions around schools and religious institutions only applies to establishments with a “main purpose” of selling or serving alcoholic beverages and retail package stores. It does not apply to restaurants where food is prepared and sold for immediate consumption on premises.

ENTERTAINMENT NODE - S. AIR DEPOT BLVD. CONCEPT



Above: Aerial imagery of the S. Air Depot Blvd. and W Fairchild Dr. intersection, with development opportunity site highlighted.



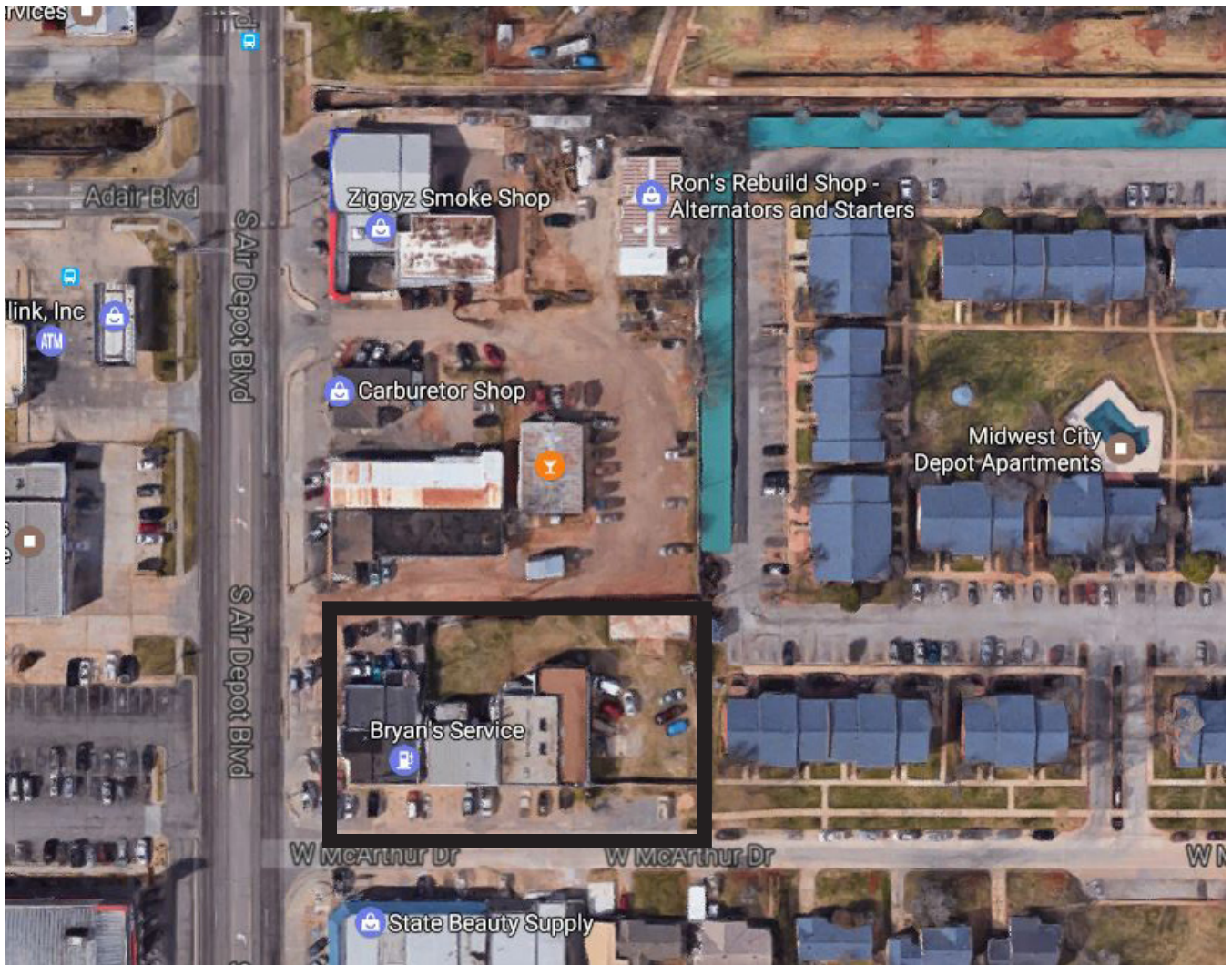
Above: Existing site conditions.



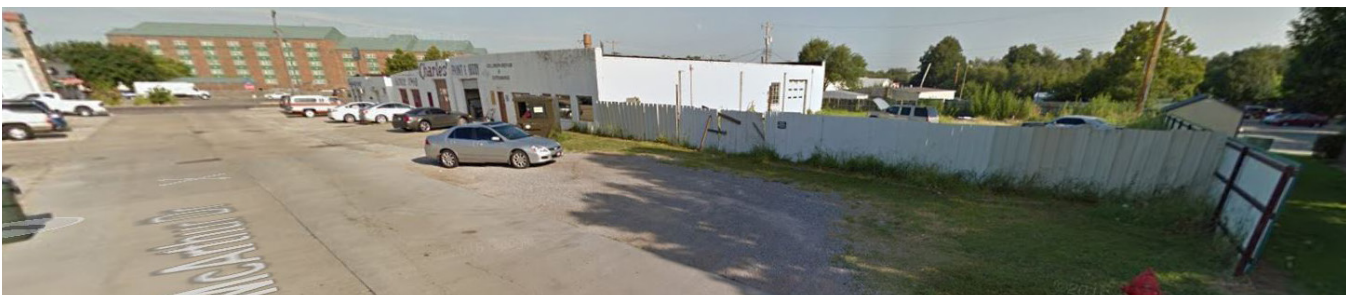
Above and Below: These images illustrate the concept of locating a pub or brewery on S. Air Depot Boulevard, near W. Fairchild Dr. The concept draws upon Midwest City's historical context as inspiration for the conceptual design.



ENTERTAINMENT NODE - MACARTHUR CONCEPT



Above: Aerial imagery of the S. Air Depot Blvd. and W. MacArthur Dr. intersection, with development opportunity site highlighted.



Above: Existing site conditions at MacArthur & Air Depot Boulevard.



Above and Below: Proposed concept for MacArthur & Air Depot Boulevard. By retrofitting the existing buildings, the garage character can be maintained and the buildings can be reused as retail, eateries, and entertainment venues. Adding wide sidewalks, providing a streetscape, and adding seating can enliven the corridor leading into the Original Mile.



COLLABORATORS & RESOURCES

Project Team

City of Midwest City

Billy Harless, Community Development Director
Julie Shannon, Comprehensive Planner

University of Oklahoma Institute for Quality Communities

Shane Hampton, Director
Hope Mander, Associate Director
Ron Frantz, Professor of Architecture
Rachel Ware, Graduate Assistant
Rhys Wilson, Graduate Assistant

Additional Stakeholders

City of Midwest City

Robert Coleman, Economic Development Director
Kellie Gilles, Current Planning Manager
Patrick Menefee, City Engineer

Original Mile Reinvestment Committee

Matt Dukes, Mayor
Daniel McClure, City Council Ward 1
Rick Dawkins, City Council Ward 3
Sarah Lingenfelter, resident
Theresa Mortimer, resident
Rella Johnson, resident
Valencia Howell, resident

Tinker Air Force Base

LouAnna Munkres, Community Planner
Robert (Robby) Byard, Community Planner

Rose State College

Stan Greil, Vice President for Workforce Development

Citizens

Thurston Dandrich, Myrtle Neighborhood
Rick Dekat, property owner
Jeff Johnson, homeowner and developer

Resources

Better Cities and Towns: "Postwar Neighborhoods are Key to Suburban Revitalization," by Robert Steuteville (2013)

Google: Aerial Photography, Streetview Images, Patriarch Photos, Streetview Images

Main Street Enid: Breezeway Pocket Park example

Opticos Design, Inc.: Missing Middle Housing resource page at missingmiddlehousing.com

Project for Public Spaces: "The Power of 10+: Applying Placemaking at Every Scale" (2009)

Rose State College Foundation: Historical Photos, Flickr page

State Historic Preservation Office: Reconnaissance Level Architectural/Historical Survey of the Original Mile, Midwest City, Oklahoma: Final Report (1992)



Report Prepared By:

The University of Oklahoma
Institute for Quality Communities

College of Architecture
830 Van Vleet Oval, Gould Hall
Norman, OK 73019

iqc.ou.edu