

# Revitalization Plan for the Original Mile

Midwest City, Oklahoma

Prepared By: Ochsner Hare & Hare, LLC

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OCHSNER  
HARE & HARE  
PLANNING CONSULTANTS  
LANDSCAPE ARCHITECTS



# MIDWEST CITY

*Prize Winner*

*NATION'S MODEL CITY*





# ACKNOWLEDGMENTS

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## EXECUTIVE SUMMARY

### ORIGINAL MILE RATIONALE

The Original Mile in Midwest City, Oklahoma, is a classic 1940s wartime housing development. It is a one-square mile neighborhood bounded on the north by S.E. 15th Street, on the south by S.E. 29th Street, on the west by Air Depot Boulevard and on the east by Midwest Boulevard.

This neighborhood, once nationally heralded as “America’s Model City,” retains much of its original character and looks much like it did in the 1940s. The majority of infrastructure in Midwest City’s founding neighborhood is original and is in poor condition. The utilitarian wartime housing of some 70 years ago now needs a facelift to accommodate 21st Century lifestyles. The environment is not pedestrian oriented, which is the standard for urban neighborhoods today. The residential neighborhood has attracted little investment by property owners and likely will not do so without a focused effort.

Due to its prime location, adjacent to I-40 and Tinker Air Force Base, it is crucial that the City capture the energy that has been created by the new Town Center Plaza and better serve TAFB and the community with appropriate housing choices and a neighborhood with amenities. Additionally, the City should build on opportunities in the Original Mile to introduce commercial development

complementary to Town Center Plaza in order to boost economic vitality and provide quality retail, office and housing in the area. It is the desire of the City and its residents to capitalize on the Original Mile’s potential to become a desirable urban neighborhood.

### A NEW VISION

The planning process was launched with site visits, interviews and small meetings with City staff, Original Mile residents and members of the community. Participants generally agreed that a revitalization plan is much needed to help resolve a number of problems that include declining maintenance, safety and crime issues, lack of aesthetics, poor infrastructure, increase in rental properties and general lack of “green.” They value the neighborhood for its “good bones,” that have withstood the decades and wish to see the neighborhood take on a new life for the future. A vision for the future was developed based on the community’s collective aspirations.

The vision for the Original Square Mile is: *“To revive the area by building upon the original concepts that once made it ‘America’s Model City’ while creating a distinctive, desirable and quality neighborhood of the future. Homeownership will increase; functional and varied housing choices will be readily available; and pedestrian oriented neighborhoods that offer parks, improved streetscapes and*

*green space will attract residents of all ages. New and improved commercial and retail areas will complement the existing Town Center and provide for innovative mixed use development. The Original Mile will be a window to Midwest City and recognized for its unique place in the region’s history.”*

### FACTORS AFFECTING REVITALIZATION

A number of factors were analyzed, including demographics, land use, zoning, housing characteristics, infrastructure condition, entryways, traffic, maintenance problems, crime, resident investment and adequacy of parks, green spaces and trails. Key findings were:

- Residents are younger than the City as a whole, but have an average household income that is \$13,508 less than the City average; 135 families live below poverty level
- Sixty-two percent of street, curb and gutter needs replacement; 26.8 miles of sidewalks should be constructed; infrastructure is inadequate to contain stormwater, causing flooding on streets and sometimes lawns during heavy rain events
- Approximately 20 percent of housing is sound while 80 percent needs maintenance or upgrade
- Of 2119 dwelling units, only 945 are single family residences occupied by the owner

- The neighborhood lacks adequate parkland, trails, street trees; and the many street landscape islands need aesthetic improvements and maintenance
- The neighborhood lacks identity that would indicate its significance; lacks marked entries; lacks aesthetics along arterials and throughout the residential area
- Crime and code infractions are higher than the City as a whole in several categories
- Street lighting is inadequate to provide a secure and safe neighborhood at night
- A high incidence of traffic accidents indicates safety concerns for both pedestrians and drivers
- Current commercial uses and structures along arterials are not of the same high standard as Town Center Plaza, which opens opportunities for redevelopment

It is clear that revitalization is needed in the Original Mile. Recommendations include a number of public and private efforts, utilization of new programs and a number of economic incentives.

### RECOMMENDATIONS

- Preserve the Original Mile as a desirable urban neighborhood suitable for 21st Century lifestyles
- Create a private corporation to partner with the City in Original Mile revitalization
- Develop a “branding” campaign for the

Original Mile and its significance through corner monumentation, entries, interior markers, furnishings, banners and aesthetic treatment along arterials

- Introduce a new streetscape throughout the Original Mile that includes new curb and gutter, sidewalks, traffic calming methods and street trees
- Develop and install street lighting that enables safe night walking and deters crime
- Develop a Capital Improvement Plan to provide a guide to systematically improving infrastructure in the Original Mile
- Create a Midwest City downtown gateway in Town Center Plaza
- Initiate programs to encourage new residents, revitalization of homes and more owner occupancy
- Expand programs and policies that improve landlord stewardship of properties
- Promote home revitalization design options for facades, remodels and infill
- Establish a Demonstration Block Program to showcase housing and streetscape improvements
- Capitalize on an opportunity to create a Community Civic Space for a major public outdoor venue that links Town Center Plaza to the neighborhood and draws City and regional audiences, using the new camouflaged cell tower as a focal point
- Retain single family homes and duplexes as the predominant housing choice; add innovative housing through Mixed Use developments and consider row homes around the Community Civic Space
- Improve economic vitality and add com-

mercial amenities comparable to Town

- Center Plaza through Mixed Use development along arterials
- Complete trails proposed for the Original Mile using suggested standards
- Add traffic calming measures in accident-prone areas and near schools
- Consider economic incentives that support the revitalization effort
- Prepare a phased funding and priority plan

Revitalization in older neighborhoods is a challenge facing most American towns and cities. Midwest City has an advantage over others with the Original Mile, due to its general lack of dilapidated structures, few vacant lots, good neighborhood design, proximity to a vibrant downtown and employment center and strong interest from residents and the community. Under the leadership of the City and mobilized community leaders, the Original Mile Revitalization Plan can be successfully implemented and ultimately restore the Original Mile as “America’s Model City”.

# INTRODUCTION





# INTRODUCTION

## 1.1 BACKGROUND

Midwest City's one square mile development known as "Original Mile" is one of several neighborhoods in the U.S. that addressed a need for immediate World War II housing near active military operations. These neighborhoods cropped up during the 1940s and provided small homes that were quickly constructed to meet the demand of base employees and returning war veterans. In the case of Midwest City's Original Mile, the military establishment was an air depot, now known as Tinker Air Force Base.

Today, most of our nation's wartime housing neighborhoods have been lost. They have been demolished entirely or can no longer be defined as neighborhoods in their original context. In contrast to these "lost" neighborhoods, much of the character of the Original Mile neighborhood remains intact. Its original concept as a complete neighborhood, envisioned by City founder W.P. "Bill" Atkinson, remains. It is a neighborhood that retains its original street layout and most of its housing.

Yet, it is a neighborhood that has seen an increase in rental occupancy, property maintenance problems, rising crime, and a lack of homeowner investment. It is the desire of the City and residents within the Original Mile neighborhood to build on the neighborhood's "good bones" and develop a plan that

maximizes the neighborhood's potential for the future.

This Original Mile Revitalization Plan addresses a critical need for the City of Midwest City as it projects its capacity to accommodate future population growth and its ability to offer housing choices in a new demographic environment. This plan also responds to changes that have occurred in the Original Mile neighborhood in recent years, such as the new Town Center Plaza, which is considered Midwest City's "downtown."

The Town Center Plaza opens on the south to Tinker Air Force Base, still Oklahoma's largest employer. The base employs 27,000 and occupies 5,500 acres owned or leased. The location of the Original Mile residential neighborhood, immediately north of the new commercial development, makes it a choice location for those seeking easy access to employment (Tinker AFB, in particular), recreation, shopping and schools. The plan also examines potential for a neighborhood that has seen its mid-20th Century housing become obsolete. Homebuyers prefer suburban neighborhoods with newer, larger residences with amenities more in keeping with today's lifestyle.

Stakeholder meetings were held in which perceptions and aspirations led to development of a vision and goals. The resulting recommendations and revitalization approach

support the vision and goals and the return of the Original Mile to its status as a quality

neighborhood that will serve Midwest City well into the future.

Figure 1 - Original Mile Map



## 1.2 COMMUNITY PERCEPTIONS OF THE ORIGINAL MILE

As part of preliminary information gathering process, the planning team interviewed selected residents and stakeholders with a variety of interests in the Original Mile, including banking, development, neighborhoods, education, religious entities, health care, real estate, home revitalization, rental properties, home ownership and city government. Elected and appointed City leaders, neighborhood leaders and City staff also participated. They were asked to describe perceptions as well as current trends and conditions and how these conditions might continue without intervention. They also were asked to “dream about the Original Mile future.” Their comments are summarized by topic.

### Image Perceptions

- Crime exceeds City average
- Properties not well maintained
- Houses are too small
- Too many rental properties
- OM lacks amenities
- Long term residents emotionally attached - this is good
- Not walkable or connected internally or externally
- Infrastructure not in good repair
- Neighborhood as a whole lacks pride
- Neighborhood needs unity - perhaps an HOA for all of OM
- No investment occurring
- OM is trending downward

- OM has everything for a good neighborhood - it is just tired
- City not capitalizing on OM “good bones”
- Landscaping is lacking everywhere
- Community as a whole has not rallied around OM
- OM has enviable location near Tinker AFB - should capitalize on this
- S.E. 29th Street improvements stimulated return to the area - OM has not taken advantage
- Need to build support for teardowns to benefit progress
- OM has not kept pace with the new Town Center Plaza
- OM neighborhood has enviable location near “downtown”
- OM is better today than it was 10 years ago
- Assessed valuation in OM increased (due to Town Center Plaza)
- Churches are expanding, which is potentially good
- OM lacks public transit



View toward Tinker Air Force Base

### Demographics Perceptions

- Population is aging
- Young families not moving in
- Buyers are less financially able - cannot get loans approved
- City experiencing greater racial diversity

### Education Perceptions

- Current schools deteriorating - need repairs and upgrades
- Private schools do not have enough parking
- Schools have a high student mobility
- Parents are not involved with the schools
- Schools are losing students
- Mid-Del schools have changing demographics

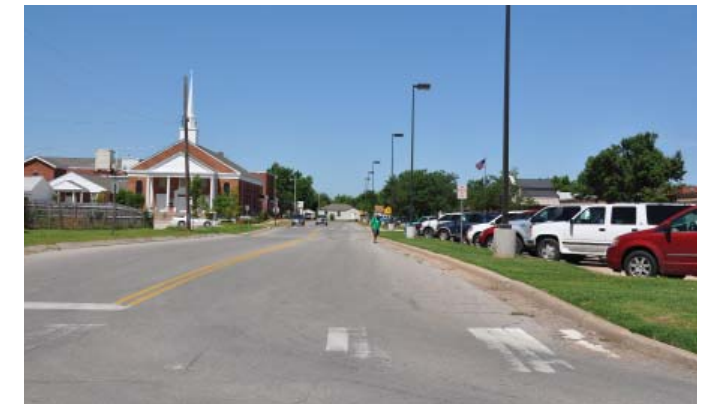


Eastside Elementary

### Infrastructure Perceptions

- City considers housing as infrastructure - an essential element for economic vitality
- I-40 should be re-signed to direct traffic to Midwest City
- Few sidewalks in OM
- Curbs and gutters crumbling

- Students walking to/from school not safe walking on the street
- Some flooding problems
- Inadequate street lighting
- No wayfinding - visitors get lost
- Poorly maintained arterials along OM borders
- No entry identification or beautification
- No parking on homesites=too many cars in the street
- Bad fencing along arterials
- New Tinker gate improvements good or bad for OM?
- Not enough trees; existing trees poorly maintained



Student walking in the street



Fence along Midwest Boulevard

### Housing Perceptions

- Homes are obsolete and lack modern amenities
- Residents store trash bins at front of the house - unsightly
- Property values of housing not increasing and may be declining
- Few families are improving their homes
- Landlords are buying properties for tax advantage and have no commitment to OM
- Rental properties are on the rise - renters lack commitment to OM
- City needs more code enforcement - trash and tall grass are constant problems
- New City rental ordinance is too onerous
- Price range in OM is good and needed - OM not offering a variety of prices
- Good houses have bad ones nearby - brings down the block
- OM lacks public incentives to buy or fix up
- Lots of long term ties in OM - need to take advantage
- Neighborhood lacks enough multifamily housing
- Neighborhood lacks mixed use with housing, office, retail
- Lots of weatherization needed on the older homes
- Current City regulations discourage developers - lots of conflicting rules
- Landlords lack a good way to sell to owner/occupants
- Resale value of homes when rehabbed not enough incentive to invest
- Midwest City's oldest area needs redevelopment - it is historic

### Health and Safety Perceptions

- Inadequate street lighting
- No sidewalks - must bike and walk in the street
- Drug houses are a problem, although decreasing
- Vandalism is rampant, especially thefts from autos
- Not enough parks or trails for good exercise
- Local deli or restaurant needed
- Community fitness center for activities and socialization needed
- Neighborhood lacks strong police or codes presence since office moved
- Backing out of driveways along arterials is dangerous



*Residential streets lack adequate lighting*

### Commercial Development Perceptions

- Area lacks locally owned establishments
- 15th Street and Air Depot Boulevard lack quality development
- Corner of 29th Street and Midwest Boulevard needs better commercial

- Must serve older population and workforce with appropriate housing
- City nearly built out - must consider density, multifamily and mixed use
- Need more new housing with incentives

Comments gathered through interviews and small neighborhood meetings convey a sense of concern about the current conditions and future of the Original Mile neighborhood.

Perceptions of Original Mile within the community are that it has much potential, but suffers from a number of conditions that reflect long term neglect. Infrastructure and housing have deteriorated over the years and today seem to be a deterrent to living in the Original Mile. The bordering arterials do not indicate that a neighborhood of some 1800 homes lies within.

The following pages present findings that substantiate many perceptions and prove other perceptions inaccurate.

It is clear, however, that the Original Mile neighborhood has not captured the opportunity to become a signature urban neighborhood that attracts new residents and complements the modern Town Center Plaza.

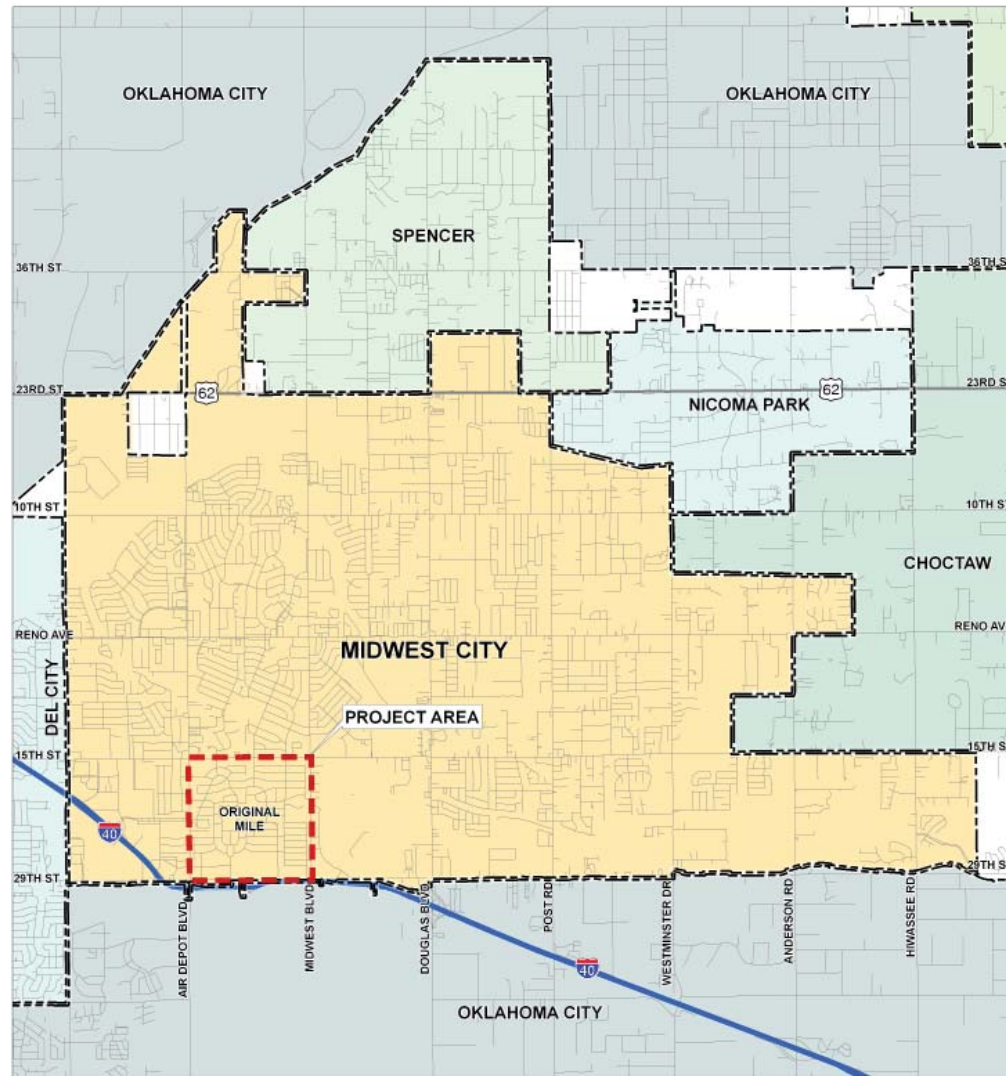
## 1.3 REVITALIZATION AREA

### VICINITY MAP

This Revitalization Plan for the Original Mile in Midwest City, Oklahoma, addresses the area bounded on the north by S.E. 15th Street and on the south by S.E. 29th Street, the west by Air Depot Boulevard and the east by Midwest Boulevard.

Shown in Figure 2 is the location of the Original Mile revitalization area within Midwest City, Oklahoma.

Figure 2 - Original Mile Vicinity Map



### ORIGINAL MILE AERIAL MAP

Shown in Figure 3 is the Original Mile and boundary as depicted in aerial photography.

Figure 3 - Original Mile Aerial Map



## 1.4 VISION AND GOALS

Community perceptions, individual and group interviews, City staff comments and site observations led to the development of a vision and goals that are focused on revitalizing the Original Mile as desirable neighborhood. A vision is an expression of the aspirations for the future, to describe the area as it is changed by the plan. Goals support the accomplishment of the vision.

### ORIGINAL MILE VISION FOR THE FUTURE

The vision for the Original Square Mile is: *“To revive the area by building upon the original concepts that once made it ‘America’s Model City’ while creating a distinctive, desirable and quality neighborhood of the future. Homeownership will increase; functional and varied housing choices will be readily available; and pedestrian oriented neighborhoods that offer parks, improved streetscapes and green space will attract residents of all ages. New and improved commercial and retail areas will complement the existing Town Center and provide for innovative mixed use development. The Original Mile will be a window to Midwest City and recognized for its unique place in the region’s history.”*

### ORIGINAL MILE GOALS

- Create quality neighborhood that fits the 21st century lifestyle
- Increase connectivity of the Original Mile with Town Center Plaza, adjacent

neighborhoods and the community by introducing pedestrian network as well as traffic calming elements

- Provide a variety of housing that will appeal to a wide range of lifestyles including appealing mixed use and attractive houses with contemporary amenities that is competitive
- Continue to grow economically through introduction of commercial mixed use areas along the arterials and improvement of existing commercial areas
- Introduce sought-after quality of life elements such as walkability that equals or exceeds suburban neighborhoods
- Create a pedestrian-oriented, sustainable neighborhood that includes a new streetscape, green spaces, and improved way finding
- Create a new identity for the Original Mile through branding and monumentation
- Support the vitality of Town Center Plaza by creating a neighborhood that is an asset to “downtown” Midwest City
- Make improvements to infrastructure that enhance walkability, safety and aesthetics
- Accomplish neighborhood revitalization in a manner that enhances the traditional neighborhood concept
- Upgrade current housing and introduce infill housing that meets modern design standards, provides energy efficient features and is competitive with housing in newer areas
- Increase owner occupancy and improve quality of rental properties



- Introduce a dynamic community outdoor civic space and upgrade existing green spaces in the Original Mile

The realization of the vision will require a unified, directed public and private commitment. The Original Mile residential neighborhood has not experienced significant investment in more than a half century. The strategic location of this neighborhood, not only as a “first neighborhood,” but as the “downtown” neighborhood reinforces the need for revitalization.

The following chapter provides data, research and analysis that will affect revitalization.



# ORIGINAL MILE FACTORS AFFECTING REVITALIZATION



# Original Mile Factors Affecting Revitalization

## 2.1 HISTORY

The following historical summary is based on the final report of the "Reconnaissance Level Architectural/Historical Survey of the Original Mile" in Midwest City, OK, prepared by Meacham & Associates in August, 1992.

What today is Midwest City was originally farmland, bordering the eastern edge of Oklahoma City. In 1941, the future of these family farms would change forever when the United States War Department contacted the Oklahoma City Chamber of Commerce about locating a military depot in the region.

One of the City's prominent business leaders, newspaperman W.P. "Bill" Atkinson, learned of the War Department's interest, and contemplated how his emerging real estate development and homebuilding interests might mesh with the criteria set forth for the depot and its surrounding area. He personally arranged a meeting with the War Department to discuss possible sites. He returned to Oklahoma to begin buying land that comprised the most likely site for the depot. The government would require several thousand acres and access to a rail line. By his calculations, there was only one feasible site. He was right.

When the announcement was made that the depot would be located east of Okla-

homa City, Bill Atkinson owned more than 300 acres and was in the process of rapidly increasing his holdings. During this time, he traveled again to Washington D.C. for a meeting with officials at the Pentagon concerning the future of land surrounding the new depot. He speculated that the War Department would want to buy the land, but strongly suggested that he own the land and build a new city around the depot. With this offer, and the government's approval, the air depot, first named Oklahoma City Air Depot, and the City of Midwest City joined hands to become the world's largest air depot and America's Model City.



Mr. Atkinson's "original mile" neighborhood became a self contained city designed by Seward Mott, Director of the Land Planning Division of the Federal Housing Administration in Washington, D.C. Mott was regarded as one of the nation's master land planners with planned communities a special-

*"America's first and only City founded on Aviation Industry"*  
**MIDWEST CITY OKLAHOMA**  
*Midway between East and West Coast*

DIRECTLY ACROSS THE STREET FROM THE OKLAHOMA CITY AIR DEPOT AND THE DOUGLAS CARGO PLANE PLANT

A MODEL COMMUNITY PLANNED BY EXPERTS AND FINANCED BY PRIVATE CAPITAL OF OKLAHOMA CITY

*in January 1942* \*\*  
COL. W. R. TURNBULL, RIGHT, THEN COMMANDER OF THE OKLAHOMA CITY AIR DEPOT APPROVES THE PLANS FOR MIDWEST CITY FOR W.P. (BILL) ATKINSON DEVELOPER WHO EXPLAINS HIS DREAM OF BUILDING A COMPLETE CITY

*and 18 Months Later*  
\*\* AN AERIAL PHOTO OF MIDWEST CITY

- ★ **Size**  
MIDWEST CITY DEVELOPMENT INCLUDES 330 ACRES-1456 RESIDENTIAL UNITS HAVE BEEN COMPLETED OR ARE UNDER CONSTRUCTION
- ★ **Population**  
WILL BE APPROXIMATELY 6,000 PERSONS
- ★ **Government**  
INCORPORATED AS A SEPARATE MUNICIPALITY ON - MARCH 4, 1943
- ★ **Paved Streets**  
ALL STREETS ARE PAVED WITH ASPHALT AND HAVE CONCRETE CURB AND GUTTERS. THE INHABITANTS ALSO HAVE DEEP WELL WATER, NATURAL GAS AND ALL UTILITIES
- ★ **Schools**  
A \$180,000.00 MODERN ALL MASONRY GRADE AND HIGH SCHOOL IS NOW BEING ERECTED ON A TEN ACRE TRACT OF LAND
- ★ **Churches**  
THE METHODIST, BAPTIST AND CHRISTIAN CHURCHES ARE NOW IN VARIOUS STAGES OF CONSTRUCTION. OTHER CHURCHES ARE PLANNED.
- ★ **Parks**  
TWO LARGE TRACTS OF LAND HAVE BEEN SET ASIDE TO SERVE AS PLAYGROUNDS FOR CHILDREN.

**MIDWEST CITY SHOPPING CENTER** sets the pace for Better Stores  
*Commercial buildings are in line with post-war design trends; ample parking in this ideal project*

*The Shopping Center Plan Includes*  
● BANK ● SUPER FOOD MARKET  
● THEATRE ● BARBER-BEAUTY SHOP  
● DRUG STORE ● DEPARTMENT STORE  
● VARIETY STORE ● RESTAURANTS  
● POST OFFICE ● SERVICE STATIONS  
*and all types of occupancy required to accommodate the needs of a motorticity*

*The Shopping Center design is a product of thorough investigation and analysis of problems in automobile traffic, shopping convenience, merchandising efficiency, and pleasing appearance.*

HARE & HARE CITY PLANNERS KANSAS CITY ★ DRUCE W. BERRY ARCHITECT-ENGINEER, OKLAHOMA CITY

ty. Mott patterned the design of the Original Mile after “Jefferson Classicism,” inspired by street patterns in Washington D.C. The pattern of winding streets and cul de sacs was considered innovative and allowed builders to accommodate a variety of lot and housing sizes. After the completion of the design, he described Midwest City as a “successful experiment in co-operative community building.”



*Aerial view of the Original Mile from the 1940s*

Along with Seward Mott, the planning consultants of Hare & Hare, of Kansas City, and Gabriel Harmon, of Denver, were contacted. Elmer Hedge, Jr., and Tommy Thomas, of St. Louis, drew and surveyed the original city layout. Midwest City’s architect-engineer, Bruce W. Barry, and Raymond W. Carter, industrial designer, both came from Oklahoma City to work on America’s Model City. The first subdivision, Atkinson Heights, was platted in 1942 and groundbreaking for the first home was April 5. Fifteen prominent builders bought land and built homes. The ranch style homes were sold as fast as they



*Newly built Original Mile homes*

could be built. Most were designed to meet specific needs of the owners.

Between 1942 and 1952 the Original Mile comprised the first 10 years of building in Midwest City. Other parts of the City were platted but the Original Mile was valued for its visual integrity as a planned community.

When the city was incorporated in 1943, there were 366 residents. “The Christian Science Monitor” noted on September 5, 1944, that Midwest City was one of the first towns in America to be completely blueprint-

ed before construction began. The neighborhood included residences, shopping, schools, churches and other amenities. Street patterns were designed to calm traffic as it moved through a neighborhood populated by young families with children. At its inception, the Original Mile was very pedestrian oriented. Central to the original design of the neighborhood was a dynamic street pattern formed by two parallel U-shaped streets, Rickenbacker Drive and Lockheed Drive, which connected on the north, east and west to Mid-America Boulevard, which in turn funneled residents to the neighborhood’s original shopping area.

That configuration remains a unifying element of the Original Mile. The streets and neighborhoods are essentially preserved. At the core of this dynamic layout, within the bounds of Mid-America Blvd., is a potential public space that should be preserved as a venue for community activities. The street aligns along the axis of the entry to Midwest City’s downtown, at the Town Center Plaza.

Other innovations in the Original Mile were its original water and sewage system, built and owned by Mr. Atkinson for some time. Both later were sold to the City.

All streets were paved by 1944. Most street names relate to the aviation industry. Some are named for civic leaders. All are in alphabetical order.

By the 1950s, the original mile was almost built out. In 1951 the City won a National Home Builders designation as “America’s Model City.” Midwest City was the first American city to be founded completely on



*Mid-America Boulevard in the 1940s*



the future of the air industry. The relationship has been a dependent one as the installation, today known as Tinker Air Force Base, furnishes jobs and Midwest City and surrounding cities furnish housing.

The Original Mile today comprises the core of a city that encompasses 25 square miles. The neighborhood lies adjacent to the commercial area known as Town Center Plaza, which is Midwest City's downtown.

It is the goal of the Original Mile residents and the City of Midwest City to give this first neighborhood a new face that complements the stature and aesthetic appeal of the new downtown and creates an urban neighborhood with considerable amenities. This plan capitalizes on the expressed commitment and enthusiasm of residents, the City, developers, civic groups, churches and nonprofit organizations to realize the stated goal.

Following are key factors that will affect revitalization of the Original Mile.



*View of downtown in the 1940s*

## 2.2 DEMOGRAPHIC OVERVIEW

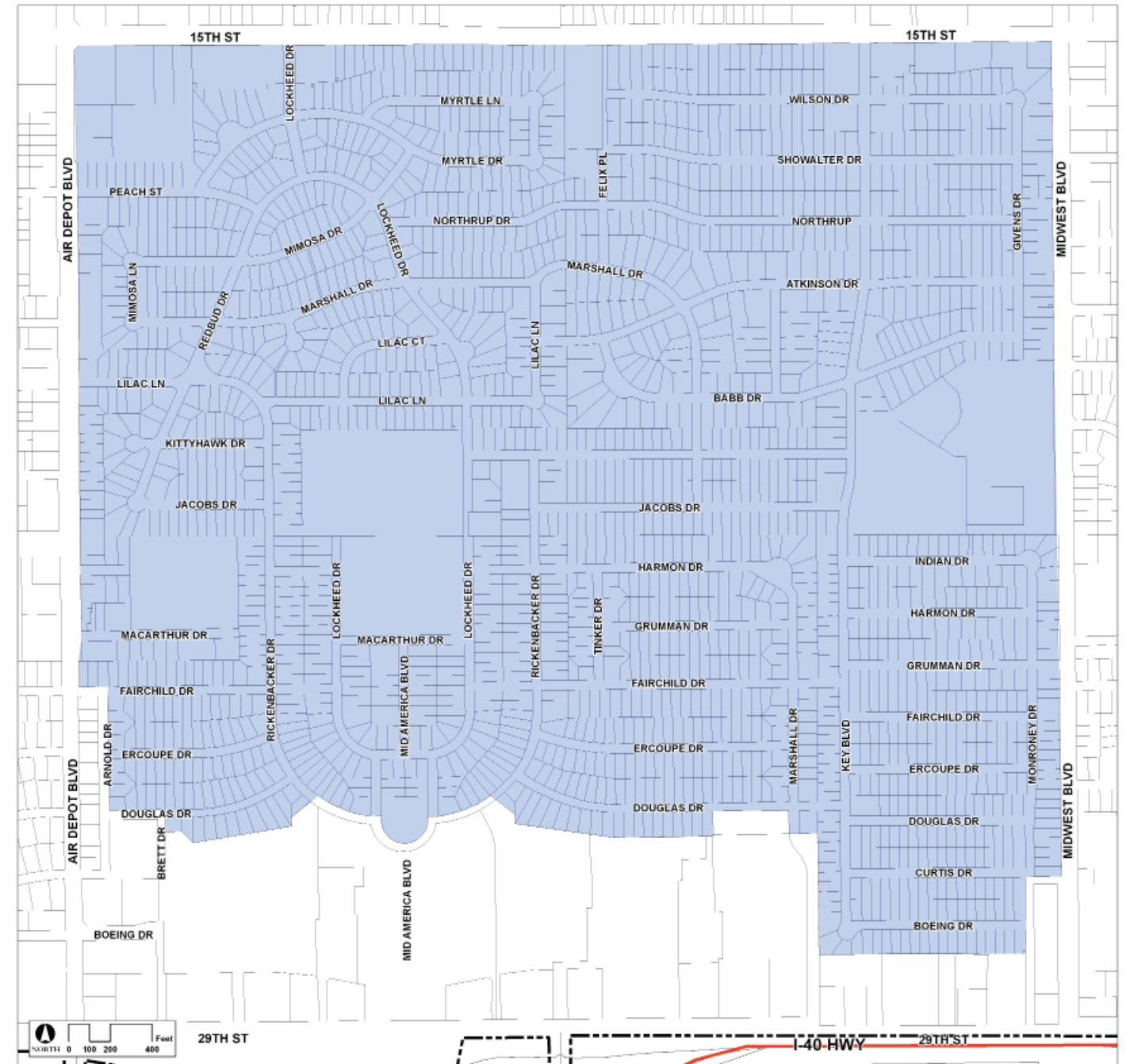
### INTRODUCTION

A normal source of demographic data is the U. S. Census, which is conducted at ten year intervals, the latest of which is the year 2010 Census. While the collection of data for the 2010 Census has been completed, detailed data tabulation and publication have not been released. To address this situation, this study utilizes estimated demographic data from Nielsen-Claritas, a national demographic data source. The data include estimates for the year 2010 and projections for the year 2015. From that source, this demographic overview was prepared to facilitate work on the revitalization plan for the Original Mile area.

The demographic overview is organized into three subsections. First, Demographic Quick Facts is presented showing the relationship of the Original Mile compared to the City of Midwest City as a whole. Next, Population Facts and Trends describe the population of the Original Mile followed by the subsection, Household Facts and Trends.

In 2003, approximately 83 acres along S.E. 29th Street was cleared and redeveloped as the Town Center Plaza I-40 Redevelopment. Portions of the redevelopment area previously contained a number of residential properties. Illustrated in Figure 4, to the right, is a map of the Original Mile Project Area showing the remaining area for which the demographic data in this report are tabulated, presented and where appropriate, their impact on Original Mile revitalization is discussed.

Figure 4 - Original Mile Revitalization Area - Demographic Data



## DEMOGRAPHIC QUICK FACTS

Presented below are key demographic data which describe the Original Mile project area as compared to the City of Midwest City as a whole.

**Table 1 - Population By Age, Households and Race**

Demographic Quick Facts	Original Mile	Midwest City
<b>Population:</b>		
Total Population	4,025	56,313
Median Age	31.65	35.31
Average Age	33.49	37.04
<b>Households:</b>		
Total Households	1,764	23,366
Average Household Size	2.28	2.39
Average Household Income	\$38,283	\$51,791
Per Capita Income	\$16,778	\$21,582
<b>Race:</b>		
White alone	83.11%	67.14%
Black or African American alone	5.95%	20.80%
American Indian and Alaskan Native alone	5.08%	3.73%
Asian alone	1.54%	1.64%
Native Hawaiian and Other Pacific Islander alone	0.04%	0.15%
Some Other Race alone	0.10%	2.43%
<b>Hispanic or Latino:</b>		
Hispanic or Latino	5.96%	6.44%

As the reader may note, compared to the City of Midwest City as a whole, the population of the Original Mile is younger, the households are smaller, household income is less, its population is less racially diverse and there is a smaller percent that are Hispanic or Latino.

## POPULATION FACTS AND TRENDS

Presented in this section are relevant population data including estimates and projections for the years 2000, 2010 and 2015 for the Original Mile Project Area. These are followed by selected additional population and household demographics estimated only for the year 2010. Collectively, the data provide an overview of the Original Mile population characteristics.

**Table 2 - Population Trends and Selected Characteristics - Age**

Population Facts: Demographic Trend	Midwest City Original Mile					
	2000 Census	%	2010 Estimate	%	2015 Projection	%
<b>Population by Age</b>	<b>4,507</b>		<b>4,023</b>		<b>3,875</b>	
Age 0 to 4	379	8.41%	385	9.57%	370	9.56%
Age 5 to 9	336	7.46%	353	8.77%	356	9.19%
Age 10 to 14	314	6.96%	308	7.65%	313	8.07%
Age 15 to 17	177	3.92%	140	3.49%	151	3.90%
Age 18 to 20	223	4.94%	158	3.93%	159	4.11%
Age 21 to 24	370	8.22%	216	5.38%	174	4.49%
Age 25 to 34	823	18.26%	679	16.88%	572	14.76%
Age 35 to 44	678	15.05%	590	14.65%	578	14.91%
Age 45 to 54	450	9.99%	495	12.30%	467	12.05%
Age 55 to 64	260	5.77%	319	7.94%	355	9.17%
Age 65 to 74	241	5.34%	184	4.58%	222	5.73%
Age 75 to 84	208	4.62%	128	3.18%	85	2.19%
Age 85 and over	48	1.06%	68	1.70%	73	1.88%
Age 16 and over	3,423	75.96%	2,937	72.97%	2,788	71.98%
Age 18 and over	3,300	73.25%	2,839	70.53%	2,684	69.28%
Age 21 and over	3,078	68.31%	2,681	66.60%	2,525	65.17%
Age 65 and over	496	11.02%	381	9.46%	379	9.79%
<b>Median Age</b>	<b>29.79</b>		<b>31.65</b>		<b>32.24</b>	
<b>Average Age</b>	<b>33.35</b>		<b>33.49</b>		<b>33.70</b>	

The age of the residents of the Original Mile, as noted in the previous table, are younger than for the City as a whole. It is interesting to note that less than 10 percent are Age 65 and over. At the other end of the spectrum, the ages of the youth are significant in terms of a revitalization effort. It should be noted that 801 persons are of school age and an additional 385 are pre-school age. Currently there are almost no sidewalks in the Original Mile which results in a significant number of children walking and playing in the street. Added are the additional 496 persons 65 and over, as well as the rest of the residents, who would benefit from a safe walkable environment. It seems apparent that the construction of sidewalks and crosswalks throughout the Original Mile should be a high revitalization priority.

Other demographic data characteristics include language spoken at home and educational attainment of the Original Mile population.

**Table 3 - Population Trends and Selected Characteristics - Language**

Population Facts: Demographic Trend	Midwest City Original Mile	
<b>2010 Estimated Population Age 5+ by Language Spoken at Home</b>	<b>2010 Estimate</b> <b>3640</b>	<b>%</b>
Speak only English	3,381	92.90%
Speak Asian or Pacific Island Language	78	2.13%
Speak IndoEuropean Language	18	0.50%
Speak Spanish	161	4.41%
Speak Other Language	2	0.05%

**Table 4 - Population Trends and Selected Characteristics - Education**

Population Facts: Demographic Trend	Midwest City Original Mile	
<b>2010 Estimated Population Age 25 and Over by Educational Attainment</b>	<b>2010 Estimate</b> <b>2,464</b>	<b>%</b>
Less than 9th grade	81	3.29%
Some High School, no diploma	245	9.92%
High School Graduate (or GED)	917	37.20%
Some College, no degree	729	29.60%
Associate Degree	233	9.45%
Bachelor's Degree	187	7.59%
Master's Degree	62	2.51%
Professional School Degree	9	0.38%
Doctorate Degree	1	0.06%

As noted below, some 135 families are estimated to have incomes below the poverty level, 128 of which are estimated to have children. The limited income of these families must be taken into account in crafting revitalization strategies for the Original Mile.

**Table 5 - Population Trends and Selected Characteristics - Poverty Status**

Population Facts: Demographic Trend	Midwest City Original Mile	
<b>2010 Estimated Families by Poverty Status</b>	<b>2010 Estimate</b> <b>1,602</b>	<b>%</b>
<b>Income At or Above Poverty Level</b>	<b>1,339</b>	
Current Year Families at or Above Poverty	886	86.76%
Current Year Families at or Above Poverty with Children	453	44.39%
<b>Income Below Poverty Level</b>	<b>263</b>	
Current Year Families Below Poverty	135	13.24%
Current Year Families Below Poverty with Children	128	12.55%

Table 6 - Population Trends and Selected Characteristics - Employment

Population Facts: Demographic Trend	Midwest City Original Mile	
<b>2010 Estimated Population Age 16 and Over by Employment</b>	<b>2010 Estimate</b>	<b>%</b>
	<b>2,936</b>	
In Armed Forces	74	2.52%
Civilian – Employed	1,876	63.89%
Civilian – Unemployed	107	3.64%
Not in Labor Force	879	29.95%

While unemployment is estimated to run at only 3.64%, it should be noted that almost 30% of the population are not in the labor force. Additionally, only 2.5% are estimated to be in the Armed Forces.

## HOUSEHOLD FACTS AND TRENDS

As noted below, family households are estimated to account for only 57.9% of households in the Original Mile. In devising revitalization strategies, the demographics of all households therefore must be considered. The following data provide the parameters for determining housing affordability, unit size, and the need for providing incentives for reinvestment in the Original Mile.

Table 7 - Household Facts and Trends - Overview

Population Facts: Household Trend	Midwest City Original Mile		
Overview	2000 Census	2010 Estimate	2015 Projection
<b>Population</b>	4,506	4,025	3,874
Percent Change		-10.67%	-3.75%
<b>Households</b>	1,953	1,764	1,703
Percent Change		-9.69%	-3.45%
<b>Families</b>	1,143	1,021	986
Percent Change		-10.67%	-3.52%
<b>Housing Units</b>	2,097	1,911	1,843
Percent Change		-8.88%	-3.56%
<b>Group Quarters Population</b>	0	0	0
Percent Change			
<b>Average Household Size</b>	2.31	2.28	2.27
Percent Change		-1.08%	-0.31%
<b>Income Totals</b>			
<b>Aggregate(\$MM) Household Income</b>	\$ 64,000	\$ 68,000	\$ 69,000
Percent Change		5.66%	1.83%
<b>Per Capita Income</b>	\$14,412	\$16,778	\$17,751
Percent Change		16.42%	5.80%

Table 8 - Household Facts and Trends - Income

Population Facts: Household Trend	Midwest City Original Mile					
	2000 Census 1,969	%	2010 Estimate 1,764	%	2015 Projection 1,704	%
<b>Households by Household Income</b>						
Less than \$15,000	394	19.99%	277	15.72%	250	14.68%
\$15,000 to \$24,999	394	20.02%	320	18.15%	293	17.18%
\$25,000 to \$34,999	470	23.90%	404	22.88%	356	20.89%
\$35,000 to \$49,999	423	21.50%	364	20.64%	363	21.32%
\$50,000 to \$74,999	205	10.41%	270	15.33%	296	17.37%
\$75,000 to \$99,999	53	2.68%	81	4.57%	86	5.06%
\$100,000 to \$124,999			28	1.58%	35	2.05%
\$100,000 to \$149,999	20	1.01%				
\$125,000 to \$149,999			8	0.45%	11	0.64%
\$150,000 to \$199,999			4	0.23%	5	0.29%
\$150,000 to \$249,999	7	0.35%				
\$200,000 to \$499,999			6	0.35%	7	0.42%
\$250,000 to \$499,999	3	0.13%				
\$500,000 or more	0	0.00%	2	0.09%	2	0.10%
<b>Average Household Income</b>	\$32,470		\$38,283		\$40,378	
<b>Median Household Income</b>	\$29,176		\$32,050		\$33,683	

In development of a revitalization strategy to expand and improve the quality of existing housing units, it must be remembered that one-third of all households are estimated to have incomes of \$25,000 or less. If such households are to enjoy enhanced housing opportunities, it will be necessary to consider development incentives to increase the affordability of the enhanced housing. This matter is addressed further in Chapter 4, Implementation.

Table 9 - Household Facts and Trends - Type and Size

Population Facts: Household Trend	Midwest City Original Mile					
	2000 Census	%	2010 Estimate	%	2015 Projection	%
<b>Households by Type and Size</b>						
<b>Non-family Households</b>	<b>810</b>		<b>743</b>		<b>718</b>	
1-person household	681	84.09%	625	84.13%	606	84.48%
2-person household	109	13.43%	99	13.33%	96	13.40%
3-person household	14	1.79%	13	1.78%	10	1.34%
4-person household	5	0.57%	5	0.62%	5	0.64%
5-person household	0	0.00%	0	0.00%	0	0.00%
6-person household	1	0.12%	1	0.13%	1	0.14%
7 or more person household	0	0.00%	0	0.00%	0	0.00%
<b>Family Households</b>	<b>1,143</b>		<b>1,021</b>		<b>985</b>	
2-person household	504	44.05%	452	44.27%	435	44.12%
3-person household	316	27.63%	283	27.72%	276	28.05%
4-person household	196	17.17%	175	17.09%	168	17.07%
5-person household	79	6.91%	70	6.85%	67	6.79%
6-person household	38	3.32%	33	3.23%	31	3.19%
7 or more person household	10	0.92%	8	0.82%	8	0.79%

Among family households, the two-person and three-person households account for 72% of family households in the Original Mile. Additionally, 97% of non-family households are one or two person households. While a two bedroom - one bath home is generally adequate for a two to three person household, modifications to current floor plans could improve both the livability of the housing stock and increase the capacity to a level that easily supports a household of more than three persons.

In addition to strategies to encourage reinvestment in the housing stock, a frequently noted issue is the need to expand off-street parking. To inform that process, data regarding the estimated households by number of automobiles are presented below.

**Table 10 - Household Facts and Trends - Vehicles**

Population Facts: Household Trend	Midwest City Original Mile	
<b>2010 Estimated Households by Number of Vehicles</b>	<b>2010 Estimate</b>	
	<b>1,764</b>	
No Vehicles	101	5.75%
1 Vehicle	866	49.12%
2 Vehicles	580	32.86%
3 Vehicles	159	9.00%
4 Vehicles	47	2.66%
5 or more Vehicles	11	0.62%
<b>2010 Estimated Average Number of Vehicles</b>	1.56	



*Typical off-street parking condition in the Original Mile*

## 2.3 PHYSICAL FEATURES

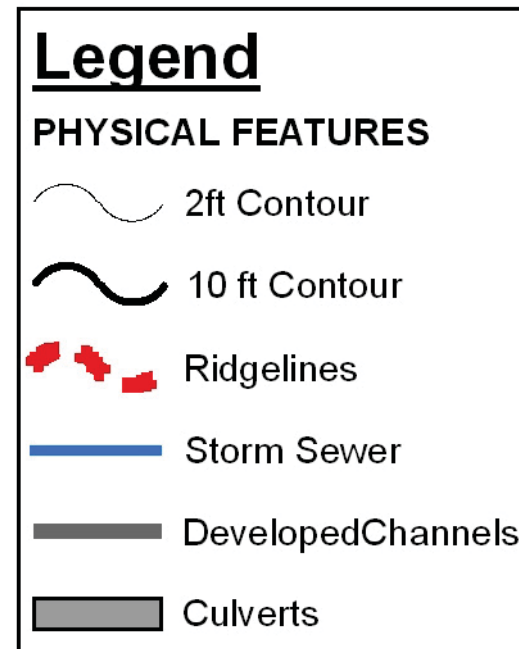
The average elevation of Midwest City is 1253 feet, slightly lower than neighboring Oklahoma City, with an average elevation of 1291 feet. The highest elevation within the Original Mile is 1272 feet, occurring just west of Key Boulevard and Harmon Drive and also at Atkinson Drive. The lowest elevation is 1218 feet, occurring at Air Depot Boulevard and Adair Boulevard.

Midwest City is comprised of four drainage basins flowing into the Canadian River. The Original Mile is located in the Crutch Creek drainage basin. The area receives drainage from Crutch Creek on the west, at Air Depot Boulevard and Adair Boulevard. None of the Original Mile lies within the designated 100 year floodplain.

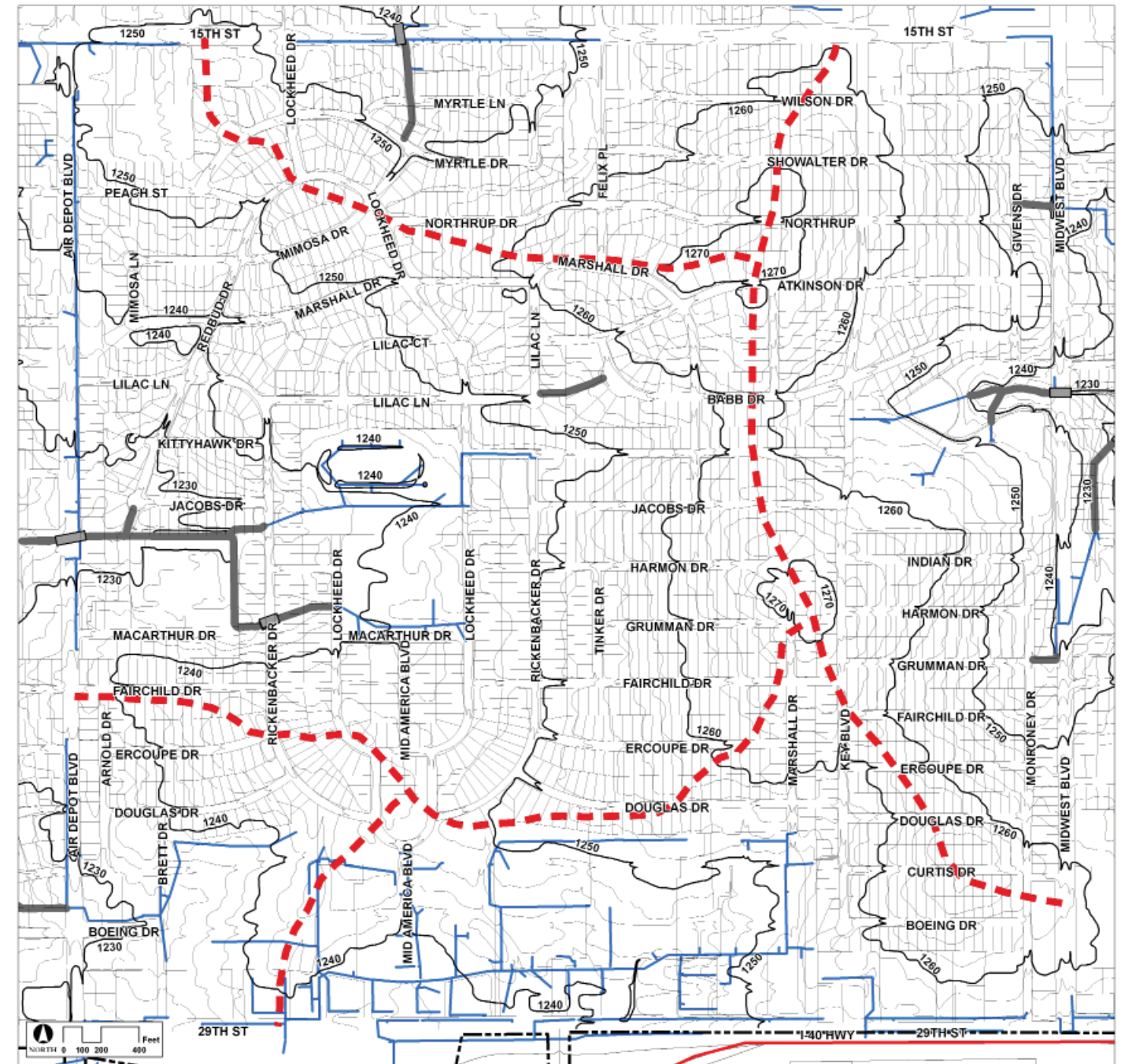
Virtually all of the drainage is directed to streets and a few storm inlets and drainage channels. In many instances, street overlays have raised the street level to a height that reduces the capacity of the street, curb and gutter to carry drainage adequately; therefore, some areas within the Original Mile are subject to intermittent flooding during heavy rain. The slope directs stormwater to streets that lack adequate curb, gutter and storm inlets, resulting in flooded streets and yards. An example is pictured below. The problems are long standing and should be resolved by installing new vertical curb and gutter and storm inlets, where appropriate.



*Flooding due to inadequate curb and gutter*



**Figure 5 - Physical Features Map**





## 2.4 EXISTING LAND USE

An Existing Land Use Map depicts the nature of development in the study area. The existing land use in the Original Mile, field documented in December, 2010, appears in Figure 6. The predominant land use is residential, with single family, duplex and multifamily structures. The Original Mile also contains Public/Semi-Public Uses, Office/Retail, Commercial, Parks and Open Space. Commercial development includes the new Town Center Plaza as well as older commercial along the arterials; namely, Midwest Boulevard, Air Depot Boulevard and S.E. 15th Street.

The current residential land use includes 1745 single family residences, 122 duplexes and 13 multifamily structures. Incompatible land use exists along Air Depot Boulevard and S.E. 15th Street, where residential driveways enter and exit along the arterial. This condition poses safety hazards for residents and drivers. These properties may be redeveloped as commercial mixed use, allowing safe access for employees and residents.

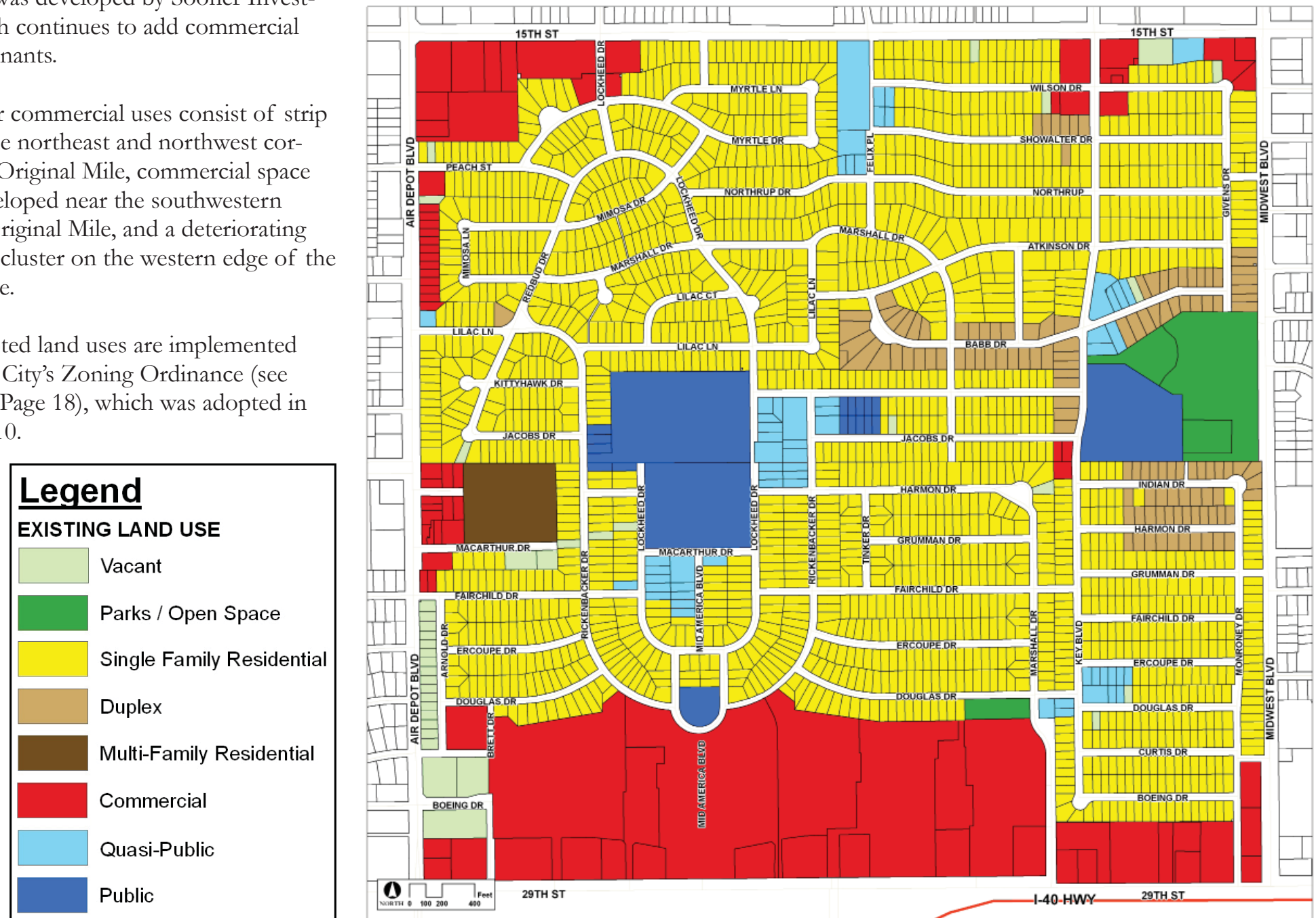
Schools within the area include East-side Elementary School, Jarman Middle School and St. Philip Neri K-8 School. Churches include Wickline United Methodist Church, First Baptist Church of Midwest City, First Presbyterian Church of Midwest City and Christ Gospel Church International.

Town Center Plaza is the center of commercial activity in the Original Mile. The Center's 678,814 square feet of commercial space is more than 99 percent leased. The 90-acre center was developed by Sooner Investments, which continues to add commercial space and tenants.

Other commercial uses consist of strip centers at the northeast and northwest corners of the Original Mile, commercial space being redeveloped near the southwestern corner of Original Mile, and a deteriorating commercial cluster on the western edge of the Original Mile.

Adopted land uses are implemented through the City's Zoning Ordinance (see Figure 7 on Page 18), which was adopted in October 2010.

Figure 6 - Original Mile Existing Land Use Map



## 2.5 EXISTING ZONING

The City of Midwest City adopted the current zoning map, depicted in Figure 7, in October, 2010. The map projects development of the City in a manner that protects the health, safety, prosperity and general welfare of residents. The zoning map encourages the prudent use of financial and natural resources, discourages nonconforming land uses, avoids overcrowding of structures, projects impact of development on public roads and streets and establishes need for public facilities.

Zoning within the Original Mile allows for single family detached residence, two family detached residence, medium density residential, restricted office, commercial, community commercial, general commercial, quasi-public, Planned Unit Development, Special Planned Unit Development and Special Use Permit. These uses are depicted in the adjacent Figure 7, Midwest City Zoning Map.

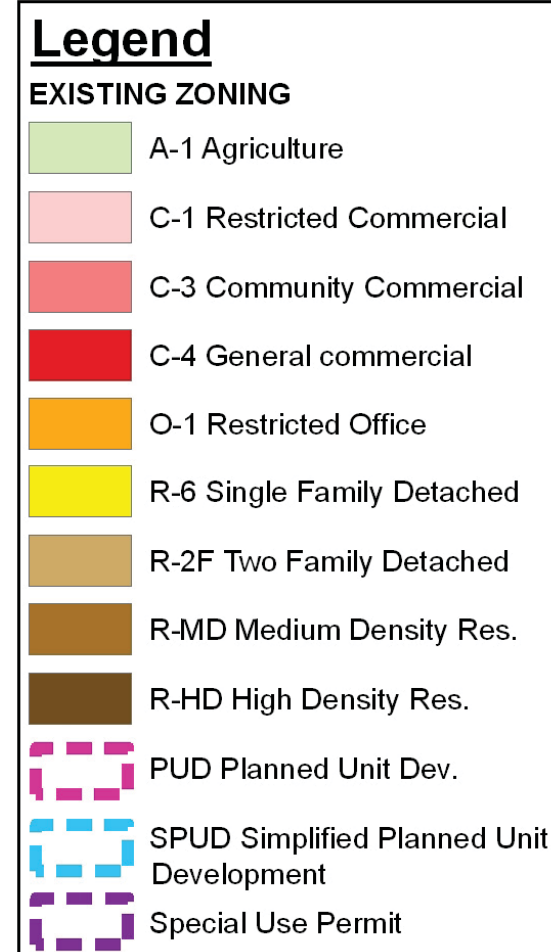
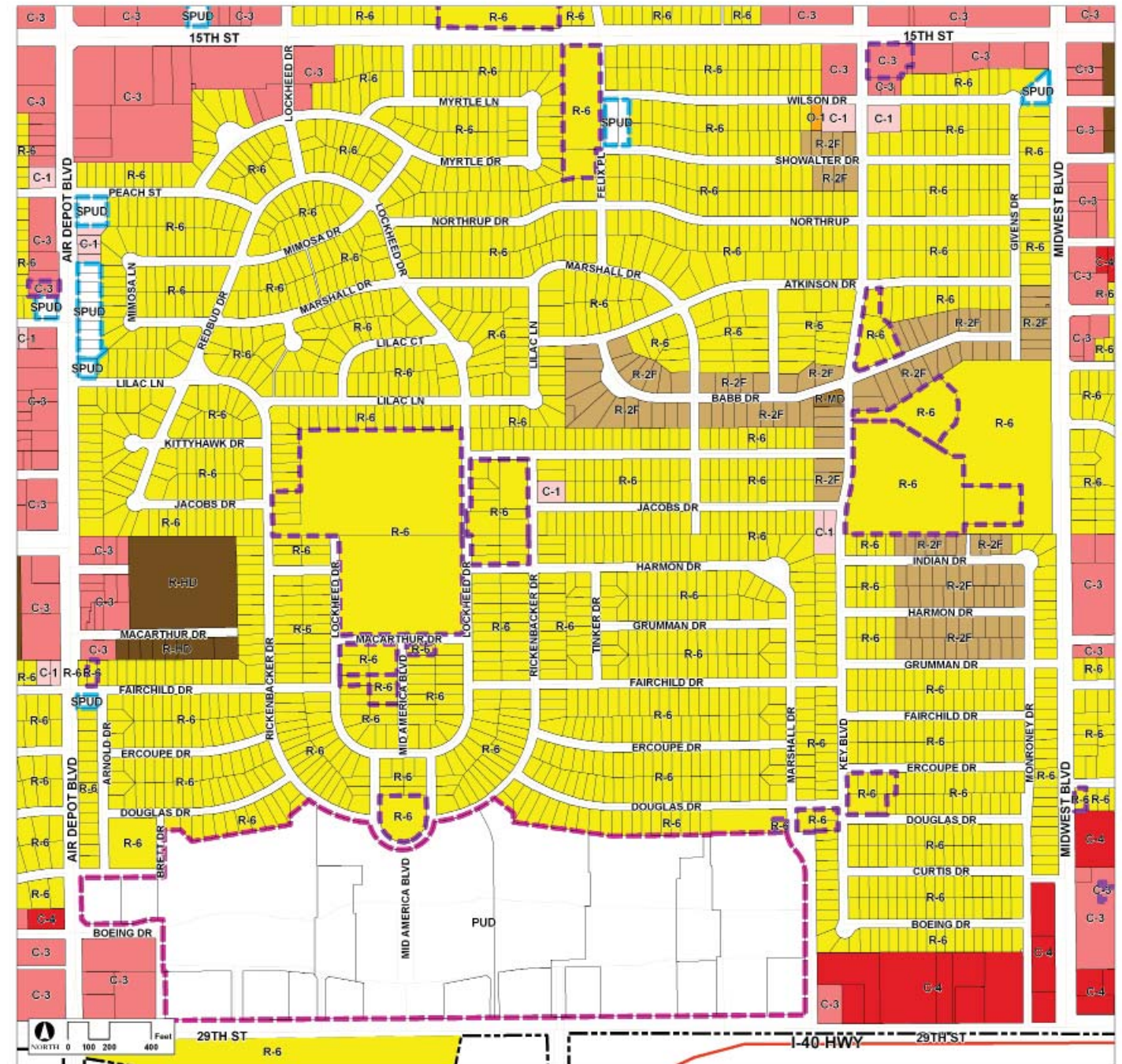


Figure 7 - Midwest City Zoning Map



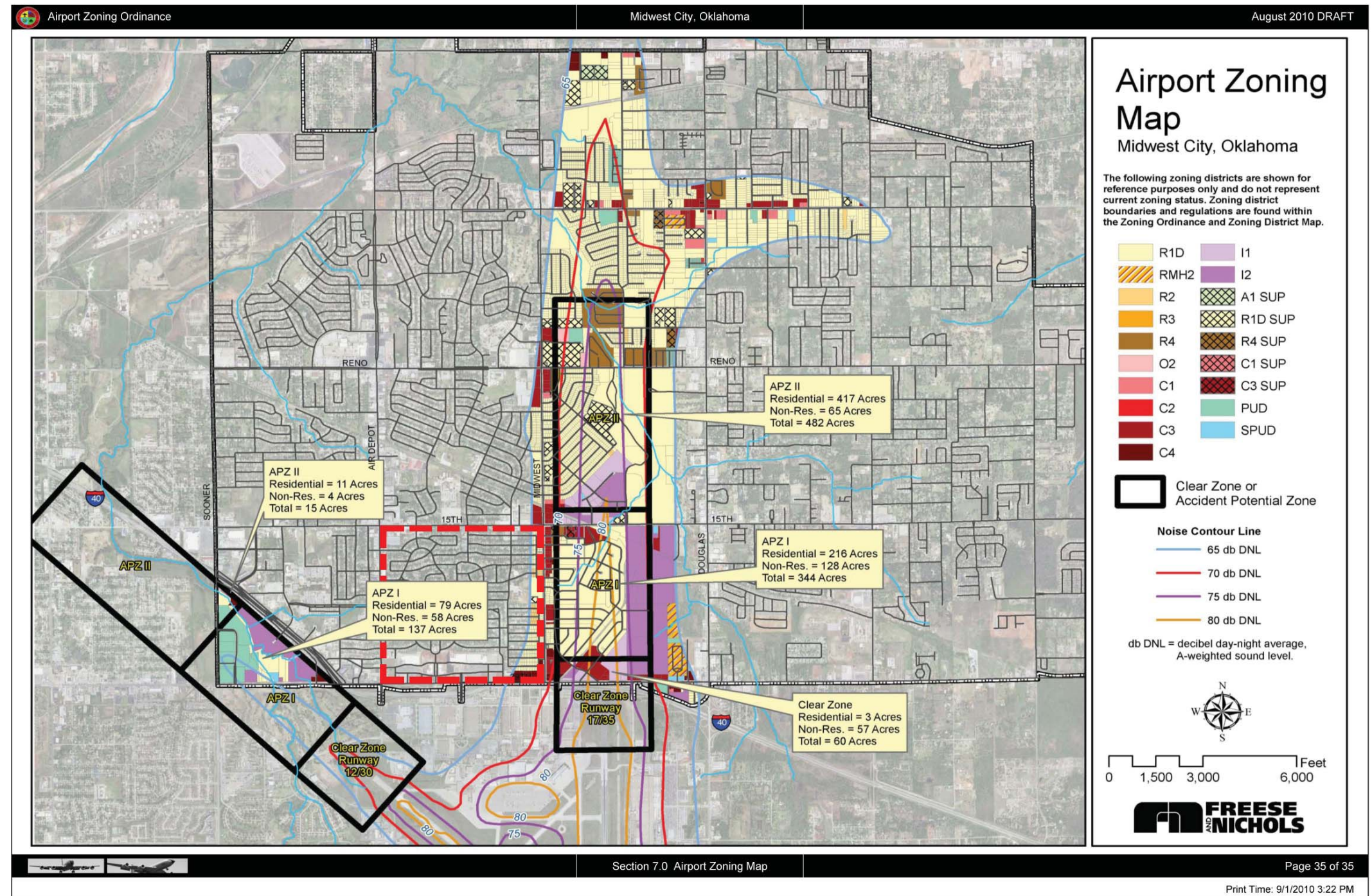
Source: Midwest City Zoning Map, provided by the City of Midwest City

## 2.6 EXISTING AIRPORT ZONING

The Original Mile lies adjacent to Tinker Air Force Base, one of the nation's largest air installations. The base, and its neighbor, Midwest City, face perennial challenges of maintaining compatible land uses near the base. Issues of health and safety for residents and USAF personnel surround any such installation. The challenge to cities and air installations is to comprehend the potential risk that surrounds airports and to plan for future land use that respects the vision of cities and the need for airports to maintain safety and security. Midwest City, through a collaborative effort with Tinker Air Force Base and ACOG, recently adopted an update to the Airport Zoning Ordinance to address these concerns. The eastern edge of the Original Mile lies immediately west of the Clear Zone, APZ I and APZ II.

Although the APZ designations have little effect on the Original Mile neighborhood, the noise contour lines at the eastern edge of the Original Mile identify a transition from 65 to 70 decibels. This condition is easily addressed with installation of central HVAC, solid doors in place of hollow core doors, elimination of exterior venting in the noise area and, finally, construction modifications in exterior walls.

Figure 8 - Midwest City Airport Zoning Map



Source: Midwest City Airport Zoning Map, provided by the City of Midwest City

## 2.7 HOUSING CHARACTERISTICS

Housing in the Original Mile remains mostly as it was when developed more than 60 years ago. Demographic data show that 1265 homes were built in 1950 or earlier. Many lack insulation and energy saving features. Most homes are less than 1000 square feet and do not easily accommodate a family. Most lack garages, although most properties can accommodate a garage. Paved driveways, where they exist, are poorly maintained and are mostly inadequate for parking two vehicles. Landscaping is sparse or nonexistent. In general, the homes lack diversity in façade and do not exhibit modern design elements.

In December, 2010, all residential structures within the Original Mile area were assessed by windshield survey for exterior conditions and density. The survey rated structures as follows:

- #1 Sound Condition
- #2 Minor Deficiencies
- #3 Deteriorating
- #4 Dilapidated-Candidate for Clearance

Throughout the history of the Original Mile, the neighborhood has been one of single family homes, with few homes deteriorating or dilapidated. The current survey rated 246 housing units as deteriorating or dilapidated. Deteriorating homes are in a downward spiral and are candidates for intervention. Dilapidated structures may be candidates for clearance.

The neighborhood's only multifamily complex, Depot Apartments, was built in 1984 and contains 130 units. It is in sound condition.

The residential survey is tabulated by both structures and housing units. A housing unit is a single dwelling, while duplexes are two units, triplexes three units, fourplexes four units and multifamily, containing multiple housing units. The following tables reflect the results of the survey.



*Example of sound housing condition*



*Example of sound housing condition*



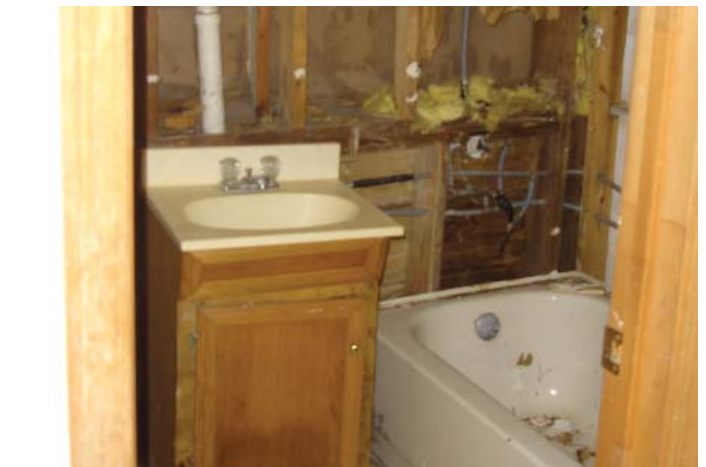
*Example of deteriorating housing condition*



*Example of deteriorating housing condition*



*Example of deteriorating housing condition*



*Example of deteriorating housing condition*

**Table 11 - 2010 Residential Density by Structure - Original Mile**

Total Structures	Single Family	Duplex	Multifamily
1880	1745	122	13
<b>100%</b>	<b>92.8%</b>	<b>6.5%</b>	<b>0.7%</b>

**Table 12 - 2010 Single Family, Duplex and Multifamily Housing Units - Original Mile**

Residential Units					Housing Units By Condition					
S.F.		Duplex		M.F.	Total Units	#1	#2	#3	#4	Total Units
Owner Occupied	Rental	Owner Occupied	Rental							
945	800	62	182	130	2119	421	1452	244	2	2119

**Table 13 - 2010 Tenure by Structure - Original Mile**

Total Structures	SF Owner Occupied	SF Rental	Duplex Owner Occupied	Duplex Rental	MF Owner Occupied	MF Rental
1880	945	800	31	91	0	13

Reflects two single family rental properties with two structures each and one duplex rental property with two structures

**Table 14 - 2010 Condition of Housing Units - Original Mile**

Total Structures	Total Units	Sound #1	Minor Def. #2	Deteriorating #3	Dilapidated #4
1880	2119	421	1452	244	2
<b>100%</b>	<b>100%</b>	<b>19.9%</b>	<b>68.5%</b>	<b>11.5%</b>	<b>0.1%</b>

Discrepancy between number of units and units by condition due to multiple GIS records for single residence

The Original Mile contains 2119 housing units, of which only 945 are owner-occupied single family homes. Only 20 percent of the housing units are in sound condition.

## RESIDENTIAL BUILDING PERMITS

City building permit records from 2006 through 2010 show that the Original Mile has received only minor investment in residential improvements by its property owners. During this four year period, only 39 permits were issued for the following improvements:

<b>Carport</b>	<b>19</b>
<b>Patio Cover</b>	<b>6</b>
<b>Residential Addition</b>	<b>6</b>
<b>Residential Remodel</b>	<b>8</b>
<b>New Residence</b>	<b>0</b>

The total value of all Original Mile building permits during this period was \$184,559. This amount indicates that the current level of investment is not adequate to produce significant improvement of residential structures in the Original Mile.

Of the residential additions, there were one porch enclosure, one front porch addition, one utility room, one garage/laundry connection and only two room additions.



*Example of existing metal carport*



*Example of wood frame, integrated carport*

## 2.8 INFRASTRUCTURE CONDITION

OHH conducted an infrastructure assessment that included the analysis of all existing streets, curbs, sidewalks, street lights, and storm drainage within the Original Mile. The analysis team included a member of the OHH project team and engineering staff from the City. Together, the team drove the revitalization area block by block and recorded their observations. A summary of findings is included in Table 15, Infrastructure Assessment Summary, on Page 25.

### STREETS AND CURBS

During the evaluation, streets were given a grade of one, two, or three:

- 1 -- New construction, very good to excellent condition, good drainage
- 2 -- Adequate to good condition, good drainage
- 3 -- Poor condition, poor drainage

Streets and curbs were generally evaluated on a block by block basis, though there were locations where the conditions changed mid-block and thus required multiple evaluation grades.

The streets within the Original Mile typically fall into one of three categories – 1) original concrete streets, 2) new concrete streets, 3) asphalt overlays. The Original Mile was constructed with concrete streets and

curbs, but over time, most have been overlaid with asphalt. The original concrete streets that do still exist are in poor condition and need to be replaced. The new concrete streets, on the other hand, are in excellent condition. The City's policy in recent years has been to remove the asphalt and install new concrete streets and curbs when the opportunity presents itself. Thus, many of the new concrete street location within the Original Mile actually represent areas where water mainline breaks have occurred. The asphalt streets within the Mile are generally in adequate to good condition. They ride fairly smooth and appear to drain properly. Unfortunately, the use of multiple asphalt overlays has left the edges of many of the asphalt streets higher than originally intended in relation to the curbs.

The curbs themselves appear to be the original curbs throughout most of the Original Mile. Curbs within the north half of the area are typically barrier curbs, while the curbs within the south half are a combination of barrier and mountable curbs. Like the streets, the curbs were given a grade of one, two, or three:

- 1 -- New construction, very good to excellent condition, proper elevation that allows for proper drainage
- 2 -- Adequate condition, proper elevation that allows for proper drainage
- 3 -- Poor condition (cracks, splits, or breaks in the concrete), elevation too low in relation to the existing street

The primary factor in the evaluation of the curbs was its elevation in relation to the street. Multiple asphalt overlays have created a “disappearing curb” effect throughout much of the Original Mile. Essentially, the overlays have raised the elevation of the street to the extent that only two or three inches of curb are visible above the street. This causes potential drainage concerns along the fronts of residents' properties.

Though the streets and curbs were observed separately in the field, their final evaluation in Fig. 9 on Page 29 was determined by considering them as one. For example, if the curbs were determined to be in poor condition, the streets in that location were given an inadequate grade as well. This is due primarily to construction considerations. If the curbs require replacements, the streets will most likely need to be replaced as well because of the aforementioned elevation issues between curb and street.

In total, 9.62 miles (62.4%) of the streets and curbs within the Original Mile are in poor condition. The streets and curbs in most need of attention are largely concentrated in the southern half of the neighborhood. The streets in the southern half are typically asphalt overlays, though there are some areas where the original concrete streets are still in use in the southwest portion. Overall, the curbs are in much poorer condition than the streets themselves. While most of the streets have been overlaid through the years, the large majority of the curbs have never been

replaced. The “disappearing curb” curb effect is prevalent throughout much of the neighborhood, in addition to the basic cracking and deterioration that occurs with time.



*Asphalt overlay with “disappearing curb”*



*Original concrete street and mountable curb*



*New concrete street and barrier curb*

## SIDEWALKS

Sidewalks exist sparingly throughout the Original Mile. Only 22% of the interior streets are lined with sidewalks, and much of this is concentrated in the Atkinson Heights Addition area. Those that do exist are typically in very poor condition. In total, 73% of the sidewalks that exist within the public right-of-way of the neighborhood need to be replaced. Many have sunken below the curb, causing them to be flooded with water when it rains. Others have simply cracked beyond repair.

Over the years, deteriorating sidewalks have been removed by the residents themselves, leaving large gaps where no sidewalks exist at all. Pedestrians are essentially forced to walk in the streets, creating a dangerous situation for both pedestrians and drivers.

This scenario is especially concerning for the school-age children who choose to walk or ride their bikes to school. Based on a recent parent survey, it is estimated that 19-24% of Eastside students walk or bike to school on a regular basis. Given the lack of sidewalks and narrow streets, children are often seen walking down the middle of the street. This is clearly a dangerous scenario that could be remedied with the addition of sidewalk circulation throughout the Original Mile.

The City is currently working with Eastside Elementary School on a Safe Routes to School program to promote student health

by encouraging them to walk or bike to school. As this program gains traction within the community, the need for more sidewalks and crosswalks will only intensify.

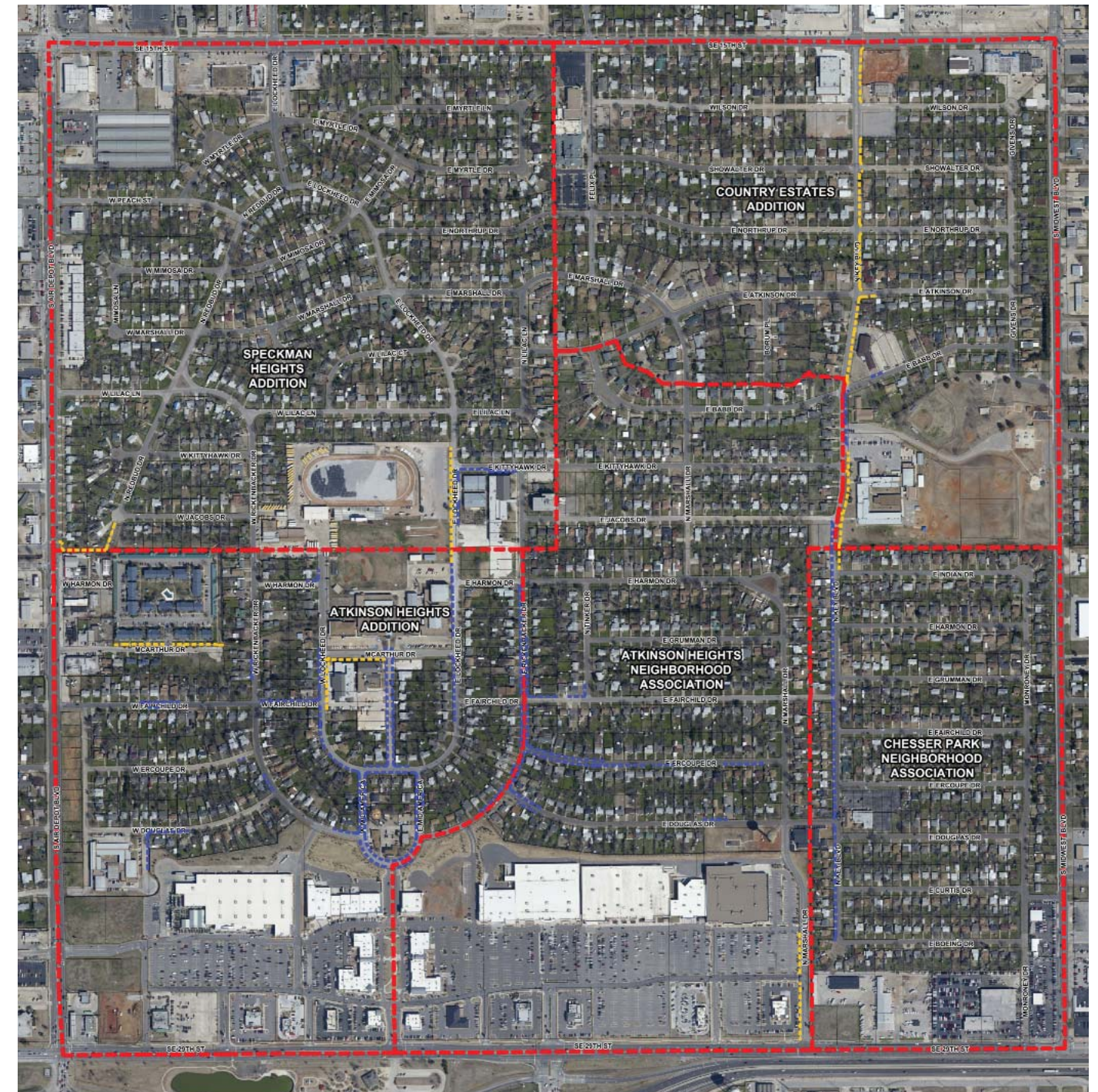
The Safe Routes to School program was established by the Federal Highway Administration (FHWA) to address some of the issues being caused by our nation's ever-growing dependence on automobiles. Over the last 40 years, the percentage of students who walk or bike to school has dropped from 50% to less than 15%. The fear is that this statistic is a symptom of a far greater issue. Children who lead sedentary lifestyles are at increased risk for health issues like obesity, diabetes and cardiovascular disease. Since safety concerns are often cited by parents whose children do not ride or bike to school, the Safe Routes to School program aims to arm communities with the tools they need to make walking and biking to school a safe and enjoyable experience with both short and long term benefits. According to FHWA's website, "The program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school."

**Legend**

**SIDEWALK CONDITIONS MAP**

- Adequate Sidewalk Condition
- Inadequate Sidewalk Condition
- Neighborhood Boundaries

Figure 9 - Sidewalk Conditions Map



## STREET LIGHTS

Street lights also exist sparingly throughout the Original Mile. Typically, there is one street light per intersection. For some of the longer blocks, a mid-block location also exists. The lighting is sparse and well below adequate from the perspective of a pedestrian user. As a result, there is no sense of personal security at night. Automobile drivers are also adversely affected by inadequate street lighting. Navigating through the Original Mile can be difficult even during the day because of its unique street layout. At night, these issues are amplified significantly. Street signs are difficult to read from afar, resulting in unsure drivers. Pedestrian activity can be hard to identify, creating a dangerous environment for both the pedestrian and the driver. Additionally, this poorly lit environment increases the probability of property crimes. Automobiles parked along the side of the street are particularly vulnerable to break-ins on poorly lit streets.



*Existing light pole at night*

## STREET TREES

The neighborhood has few street trees. There are a number of dead trees and mature trees that have not been maintained. The appearance of dead, dying and poorly maintained trees give an overall first impression that the neighborhood is one of neglect and is not receiving adequate city services.

## STORM DRAINAGE/FLOODING

The Original Mile has very few storm inlets. Instead, storm water drains above ground to a series of concrete drainage ditches. The original streets were graded effectively through the Original Mile with limited occurrences of flooding. However, a series of previously mentioned asphalt overlays have caused a “disappearing curb” effect throughout much of the neighborhood that makes it impossible for the curbs to keep storm water out of residents’ yards during heavy rains. This flooding is generally limited to moderate ponding in the front yards and does not extend to the houses themselves. Often, the existing sidewalks become flooded and unusable in these areas.

In locations where street grates occur, like the one that extends across East Myrtle Lane, large amounts of leaves, trash, and other debris collect during rains.



*Storm water collection during one inch rain*



*Storm water ponding during one inch rain*



## CONCLUSION

Overall, the infrastructure within the Original Mile, which is the City's oldest, has reached its expiration date and would greatly benefit from significant upgrades. Based on the evaluation of current infrastructure conditions, the map to the right identifies the streets and curbs that are most in need of improvements.

A small percentage of the streets represent new construction and will only require sidewalks, street tree, and street light improvements. The next group has been categorized as having adequate street and curb conditions. Though these streets would ideally be redone to match the surrounding improvements, they don't require immediate attention. As with the first group, they will require sidewalk, street tree, and street light improvements. Finally, the third group identified in the revitalization area can be characterized as having poor street and curb conditions. These locations require new street, curb, sidewalk, street tree, and street light improvements. In summary, the following table illustrates the recommended infrastructure improvements for the interior of the Original Mile.

**Table 15 - Infrastructure Assessment Summary**

STREETS & CURBS			SIDEWALKS			STREET TREES
Total Miles	Total Needing Replacement	Percentage	Total Miles	Total Needing Replacement	Percentage	New Street Trees
15.42 Miles	9.62 Miles	62%	3.43 Miles	2.50 Miles	73%	3154 Trees

As indicated in the table above, 62% of the existing streets and curbs and 73% of the existing sidewalks require replacement. The 3154 street trees represent the number of trees required to achieve the recommended streetscape improvements. The new trees would all be planted within the right-of-way. Very few of the existing trees within the Original Mile are actually located in the right-of-way. Those that are will most likely need to be removed and replaced in order to maintain a consistent streetscape effect.

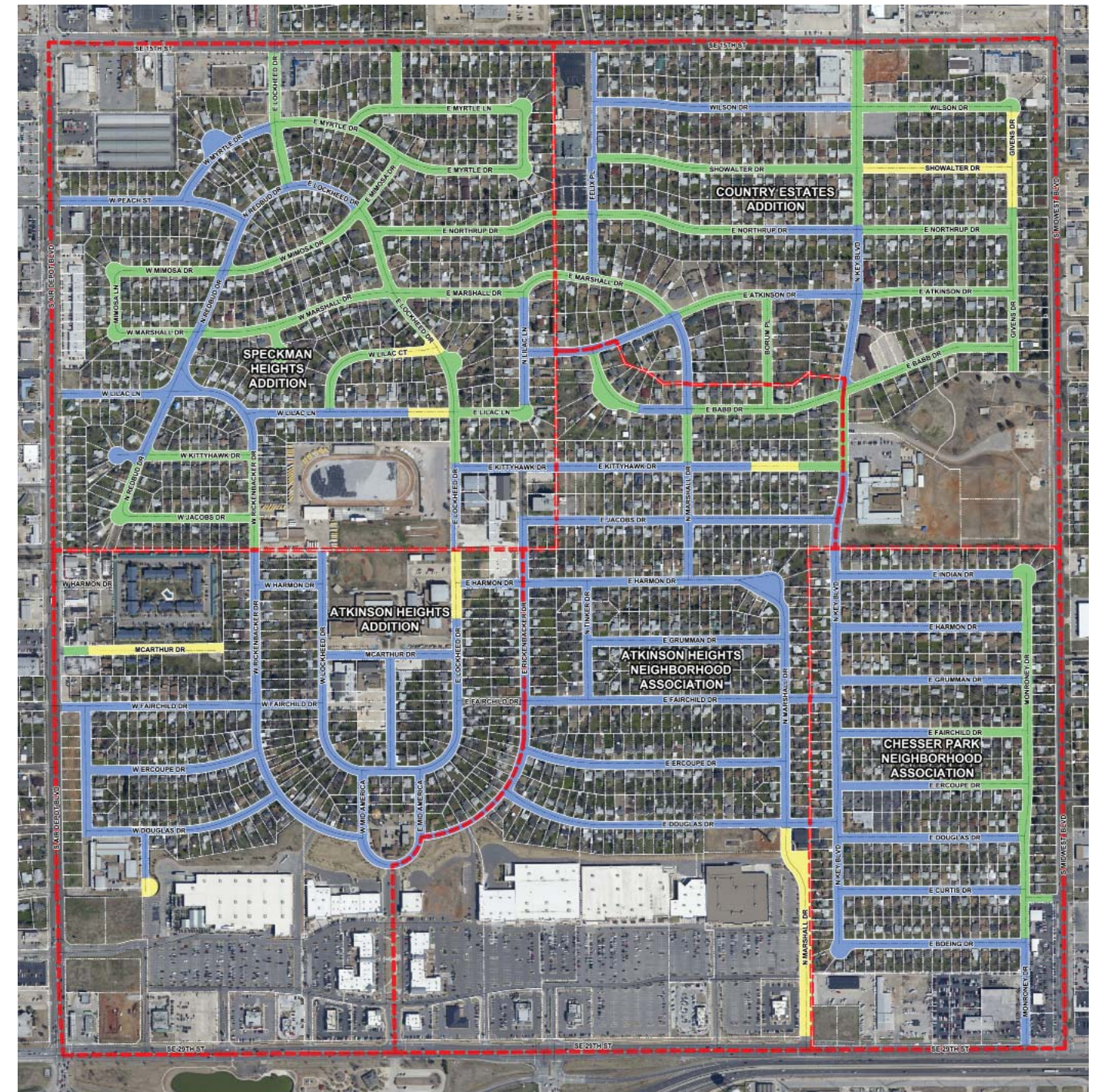
The total budget requirements for the recommended infrastructure improvements is summarized in Chapter 5 and detailed in Appendix C.

**Legend**

**INFRASTRUCTURE CONDITIONS/IMPROVEMENTS MAP**

- New Street & Curb Condition  
Improvements to Include Sidewalks & Street Trees
- Adequate Street & Curb Condition  
Improvements to Include Sidewalks & Street Trees
- Poor Street & Curb Condition  
Improvements to Include Concrete Streets, Curbs & Gutters, Sidewalks & Street Trees
- Neighborhood Boundaries

**Figure 10 - Infrastructure Conditions/Improvements Map**



## 2.9 EXISTING ENTRYWAYS

Neighborhood entryways play a critical role in defining lasting first impressions. Effective entryways establish the character and rhythm of the space that one is entering. In the Original Mile however, the entryways have been given little attention and generally give off an unspectacular first impression. For a visitor traveling along one of the arterials bordering the Original Mile, there simply is no reason to believe that the interior neighborhood is one of quality.



1 - Air Depot Boulevard & Peach Street



3 - Air Depot Boulevard & Harmon Drive



2 - Air Depot Boulevard & Lilac Lane

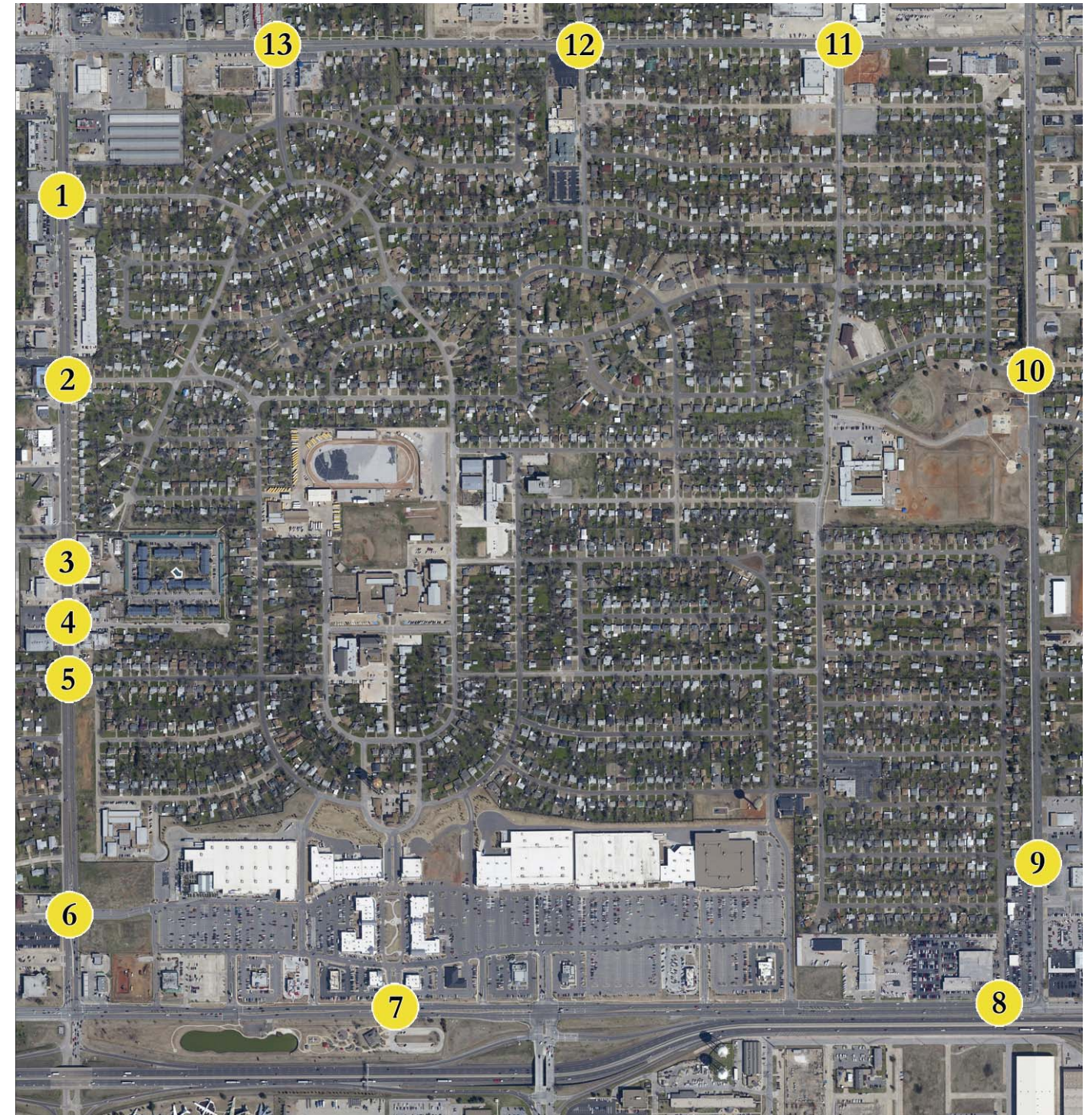


4 - Air Depot Boulevard & McArthur Drive

The entry points into the Original Mile are marked on the map to the right (Figure 11) and visually documented on Pages 26-27. The numbers on the map coordinate with the number in the caption of each photo.

The photos have been numbered to coordinate with the locations identified on the Existing Entryways Map to the right. This collection of images is meant to serve as an inventory of existing entryway conditions, specifically as it relates to the aesthetic quality of the entries.

Figure 11 - Existing Entryways Map





5 - Air Depot Boulevard & Fairchild Drive



8 - S.E. 29th Street & Monroney Drive



11 - S.E. 15th Street & Key Boulevard



6 - Air Depot Boulevard & Boeing Drive



9 - Midwest Boulevard & Curtis Drive



12 - S.E. 15th Street & Felix Place



7 - S.E. 29th Street & Mid-America Boulevard



10 - Midwest Boulevard & Givens Drive



13 - S.E. 15th Street & Lockheed Drive

Overall, the entryways are lacking in the elements that would make for a good first impression. Existing entries are unattractive and do not communicate that a viable neighborhood lies beyond the arterial. The Original Mile Branding Map, Figure 17 on Page 37, recommends locations for monumentation to improve the image of the Original Mile and invite entry into the neighborhood.

## 2.10 PARKS AND TRAILS

The Original Mile is home to three parks: Lions Park, located at 2201 S. Midwest Blvd., is a 6.5 acre park with a skate park, playground equipment, splash pad, pavilion, softball field, parking and picnic area; Elks Park, located at 305 Marshall Drive, immediately north of Town Center Plaza, is equipped with playground equipment, parking and picnic area; and Charles Johnson Park, at 7209 S.E. 29th (within Town Center Plaza), is the site of ongoing family festivities, artworks, concerts, farmers markets and other seasonal activities. All of the parks are valued by residents and enjoy high usage; however, for the current population of the Original Mile, there is inadequate park and green space and a lack of amenities. National Park Standards, as a general rule, recommend 10 acres of parkland for each 1000 population, which would allocate a minimum of 40 acres to parkland in the Original Mile. The Original Mile has 14.4 acres of parkland, which is approximately one-third of the recommended standard.

Lions Park will be relocated to an interior site along Key Boulevard with the reconstruction of Eastside Elementary School to a location facing Midwest Boulevard. A new plan for the park, as it faces Key Boulevard, should be developed for incorporation into the City's Master Park Plan.

Existing parks in the Original Mile are within walking distance for residents on the

eastern side of the Original Mile, but are not well located for residents along the western edge of the area, due primarily to the lack of sidewalks and through streets. The completion of the trails plan through the Original Mile will facilitate connection from the west with Key Boulevard and the eastern edge of the neighborhood. A recommendation of this plan is to consider adding sidewalks throughout the Original Mile, add street lighting to facilitate pedestrian circulation at night and improve the street pattern at Key Boulevard along the southeastern edge of the Original Mile to facilitate passage through the Original Mile and to Town Center Plaza.

Although parks within the Original Mile are adequate in terms of playgrounds, picnic areas and softball fields, according to National Park Standards, there are deficiencies, such as lack of a swimming pool, tennis or volleyball courts or green space venue for public events. A site generally contained within the eastern and western boundaries of Mid-America Boulevard is recommended for redevelopment as a Community Civic Space, which could be a site for large events.

Work on current trails in Midwest City focuses on the Rail with Trail enhancement of 2.7 miles of the abandoned Atchison Topeka & Santa Fe track from a terminus just north of the northeastern corner of Original Mile, behind Uptown Plaza at S.E. 15th Street and Midwest Boulevard. There are six potential universal option trails that transect the Original



*Elks Park*



*Elks Park*



*Lions Park*



*Lions Park*



*Charles Johnson Park*



*Charles Johnson Park*

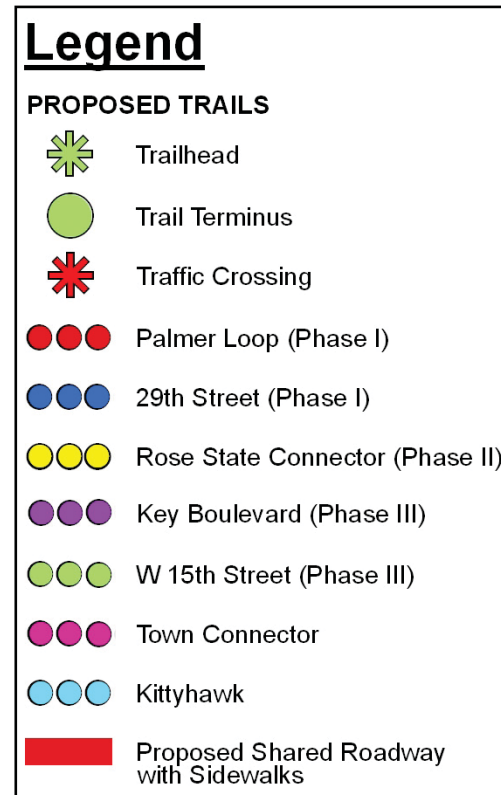
nal Mile (see Figure 12) as recommended in the trails master plan. The Midwest City Trails Master Plan covers the entire City and carries an estimated budget of \$33.2 million.

The plan recommends standards for trails that include sidewalks on both sides of the street, streets with bike lanes and safety crosswalks. Safety crosswalks will be installed after review by the Traffic and Safety Committee. The proposed trails plan in the adopted “Midwest City Trails Master Plan and Implementation Study” recommends a 60-foot right-of-way, which is incompatible with the current 50-foot Original Mile street right-of-way and the streetscape proposed in this plan, as illustrated in Figure 17 on Page 39. It is recommended that the trails plan be implemented within the Original Mile, using a 50-foot right-of-way as the standard. Sidewalks should meet the policy and the plan laid out by the Sidewalk Committee. The City currently requires a four foot minimum width for sidewalks.

The Rose State Connector traverses the Original Mile east to west, connecting with trails already in place east of Rose State College. The trail connects Air Depot Boulevard at Jacobs Drive, linking with Fairchild Drive, and ultimately connecting with Key Boulevard, Elks Park, S.E. 29th Street and Town Center Plaza, and Palmer Loop to Midwest Boulevard. This connector is a Phase II project of the trails master plan.

Although implementation of the trails plan will be in the future, it is pertinent to this report that residents were active participants in the plan and expressed priorities for future trails. The resident survey revealed that:

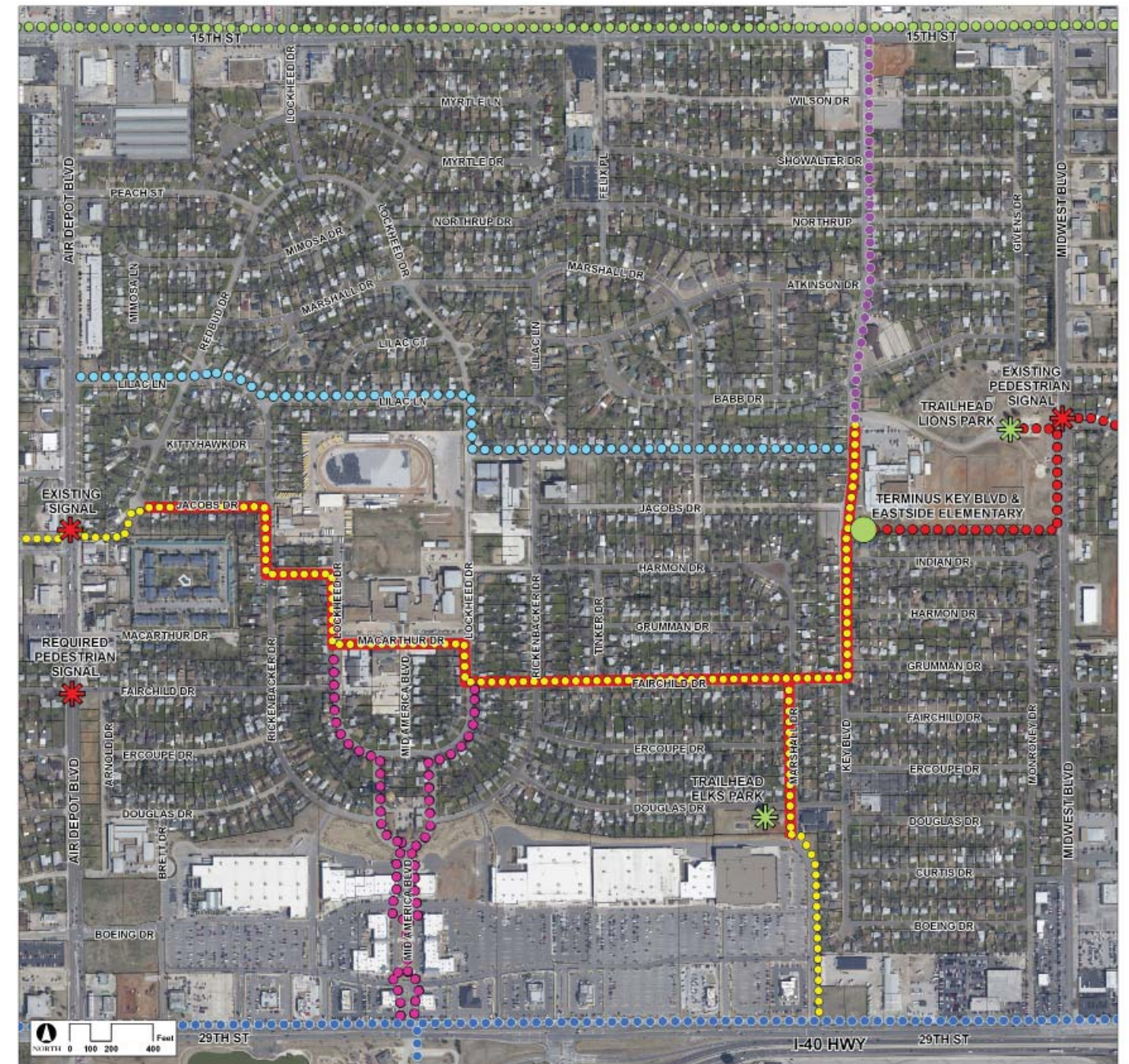
- The top two activities on a trail are biking and walking
- The most frequent destinations today are parks and Town Center Plaza
- Most residents will use trails weekly
- Paved surfaces and wayfinding would enhance experience
- Complimentary restrooms, parking and trailheads are desired



Proposed trails from the adopted Midwest City Trails Master Plan are illustrated in Figure 12. The colors depict the paths of the

proposed trails through the Original Mile area and do not indicate an order of priority.

**Figure 12 - Trails Master Plan - Proposed Trails for the Original Mile**



*City of Midwest City Trails Master Plan and Implementation Study*

## 2.11 MASTER STREET PLAN DESIGNATED ARTERIALS AND ARTERIAL TRAFFIC COUNTS

The City's current adopted Master Street Plan designates S.E. 29th Street as a primary arterial and Air Depot Boulevard, S.E. 15th Street and Midwest Boulevard as secondary arterials. Key Boulevard, Lilac Lane and E. Kittyhawk Drive are designated as collector streets that channel traffic to the arterials.

Traffic counts are conducted regularly by the Association of Central Oklahoma Governments (ACOG), as depicted in Figure 13. ACOG traffic counts from its data center for May 31, 2011, indicate that arterials surrounding the Original Mile experience some of the highest traffic volumes in Midwest City. During the day of testing, S.E. 15th Street ranged from 18,977 to 21,805 vehicles; Air Depot Boulevard served 23,856 vehicles; S.E. 29th Street ranged from 18,807 to 22,808 vehicles and Midwest Boulevard ranged from 10,373 to 11,273 vehicles.

Traffic counts are used to determine changes in levels of usage. Increased levels of usage may indicate a need for increasing street capacity or creating alternate routes or increasing or decreasing the number of entry points. The information also is used by potential developers who seek to locate their business in a high or low traffic area. This count would indicate a positive environment for high visibility commercial office or retail

as well as a potential need for improvement of pedestrian crossings.

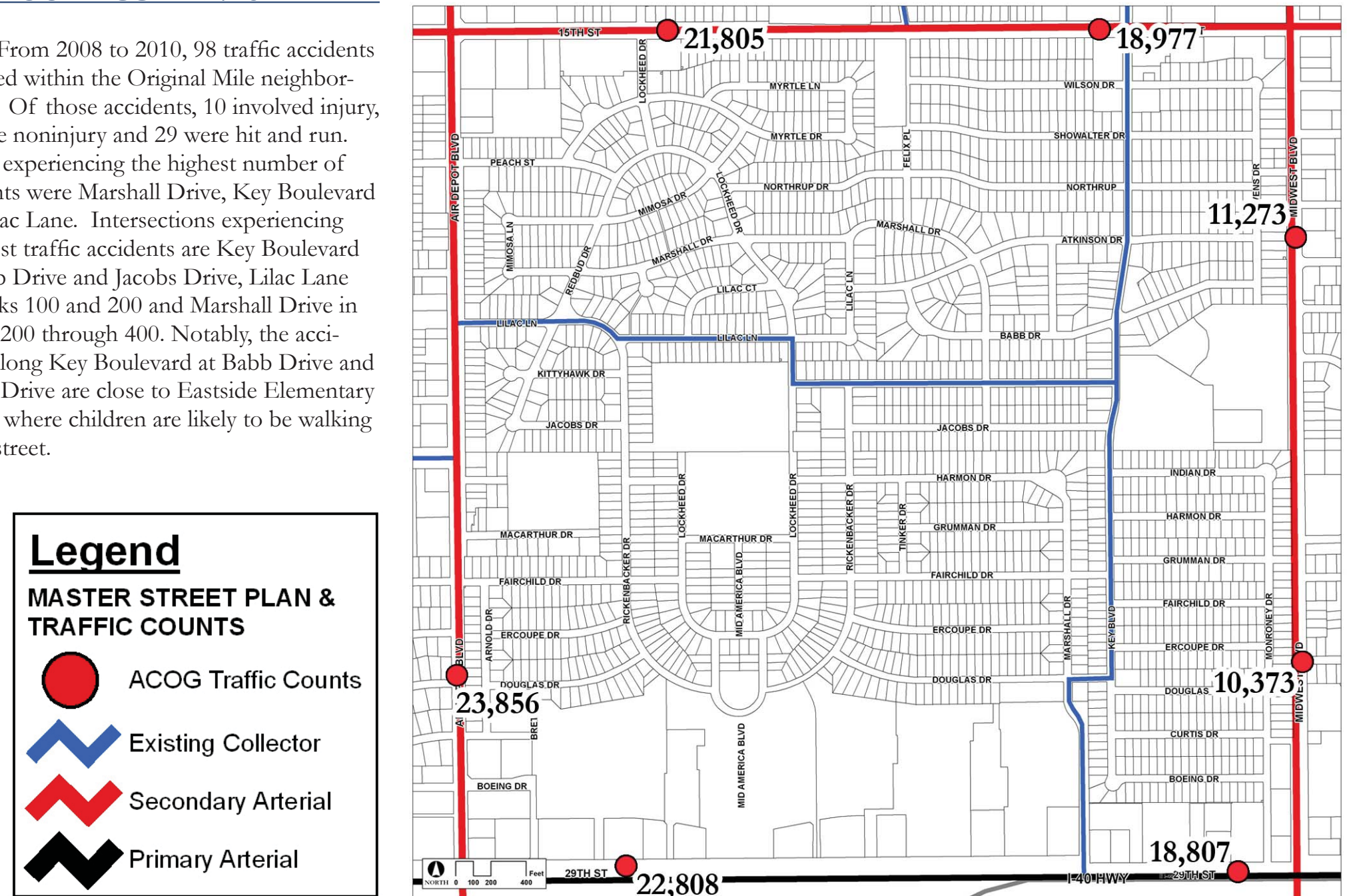
## 2.12 INCIDENCE OF NEIGHBORHOOD ACCIDENTS

From 2008 to 2010, 98 traffic accidents occurred within the Original Mile neighborhoods. Of those accidents, 10 involved injury, 59 were noninjury and 29 were hit and run. Streets experiencing the highest number of accidents were Marshall Drive, Key Boulevard and Lilac Lane. Intersections experiencing the most traffic accidents are Key Boulevard at Babb Drive and Jacobs Drive, Lilac Lane in blocks 100 and 200 and Marshall Drive in blocks 200 through 400. Notably, the accidents along Key Boulevard at Babb Drive and Jacobs Drive are close to Eastside Elementary School where children are likely to be walking in the street.

Residents have requested a safer, walkable neighborhood, which indicates that traffic calming measures along Marshall Drive

and Key Boulevard, at a minimum, should be considered.

Figure 13 - Master Street Plan and Traffic Counts



Source: Association of Central Oklahoma Governments (ACOG)

## 2.13 INCIDENCE OF CRIME AND CODE INFRACTIONS

### CRIME

Incidents of auto theft, burglary, homicide, rape and robbery in the Original Mile area are comparable to citywide statistics, according to the Midwest City Police Department. The Original Mile, with a population of 4025 residents, comprises 7.1%, of the Midwest City population of 56,313. As a proportion of citywide statistics, Original Mile experiences the following felonies well in excess of its 7.1% of the population: The high numbers for aggravated assault, arson and theft, in particular, should be considered safety issues and deterrents to retaining current residents and attracting new ones. The highlighted statistics below reflect crimes that occur more frequently in the Original Mile than citywide.

**Table 16 - Midwest City Crime Statistics 2008 and 2009**

	Midwest City Total	OM	7.1 % of City	% Variance
<b>Aggravated Assault</b>	66	11	5	45%
<b>Arson</b>	2	1	0.14	86%
<b>Auto Theft</b>	285	18	20	0%
<b>Burglary</b>	1476	106	105	0%
<b>Homicide</b>	5	0	0.4	0%
<b>Rape</b>	50	4	4	0%
<b>Robbery</b>	111	7	8	-12%
<b>Theft/Larceny</b>	3278	398	232	58%

*Midwest City Population is 56,313; Original Mile is 4025 or 7.1% of the population*

The variance percentage expressed contrasts crimes between the Original Mile and crimes citywide. A variance of 0% indicates that occurrence of this crime is comparable to citywide statistics.

In summary:

- Aggravated assault +45 %
- Arson +86 %
- Theft +58 %

Residents and police have reported that theft and vandalism to cars, particularly during evening events at Jarman Middle School, are a problem. The majority of theft within the Original Mile is the taking of property from parked cars. Streets lack adequate lighting and provide an atmosphere that invites break-ins. Neighborhood associations have formed citizen patrols to

alert police of suspicious activities. Addition of driveways to provide off-street parking, sidewalks that encourage pedestrian circulation and street lights will reduce the incidence of theft in the neighborhood.

### PROPERTY CRIMES

As reflected in the preceding table, some property crimes in the Original Mile are significantly higher than in other areas of the City, with theft/larceny occurring 58 percent more than citywide. Property crimes include burglary, theft, vandalism, arson and shoplifting. The statistical area includes residential and commercial areas. Property crimes in commercial areas may contribute to this statistic.

The density of citywide property crimes is reflected in Figure 14, in which the Original Mile is almost entirely shaded. Original Mile population density is heavier than the eastern side of the City, which would lead to a greater number of property crimes.

### CODE VIOLATIONS

Residents and City staff have expressed concern about the increase in code violations in the Original Mile neighborhood. Recent statistics from the Neighborhood Services Department of the City of Midwest City show that this concern is valid. In recent years, the neighborhood has varied from 35% to 204% higher than its proportionate share of code violations based on its population.

Neighborhood Services staff identified more than 700 violations for tall grass in the Original Mile neighborhood, or 28.8% of all Original Mile code violations, as reported by staff.

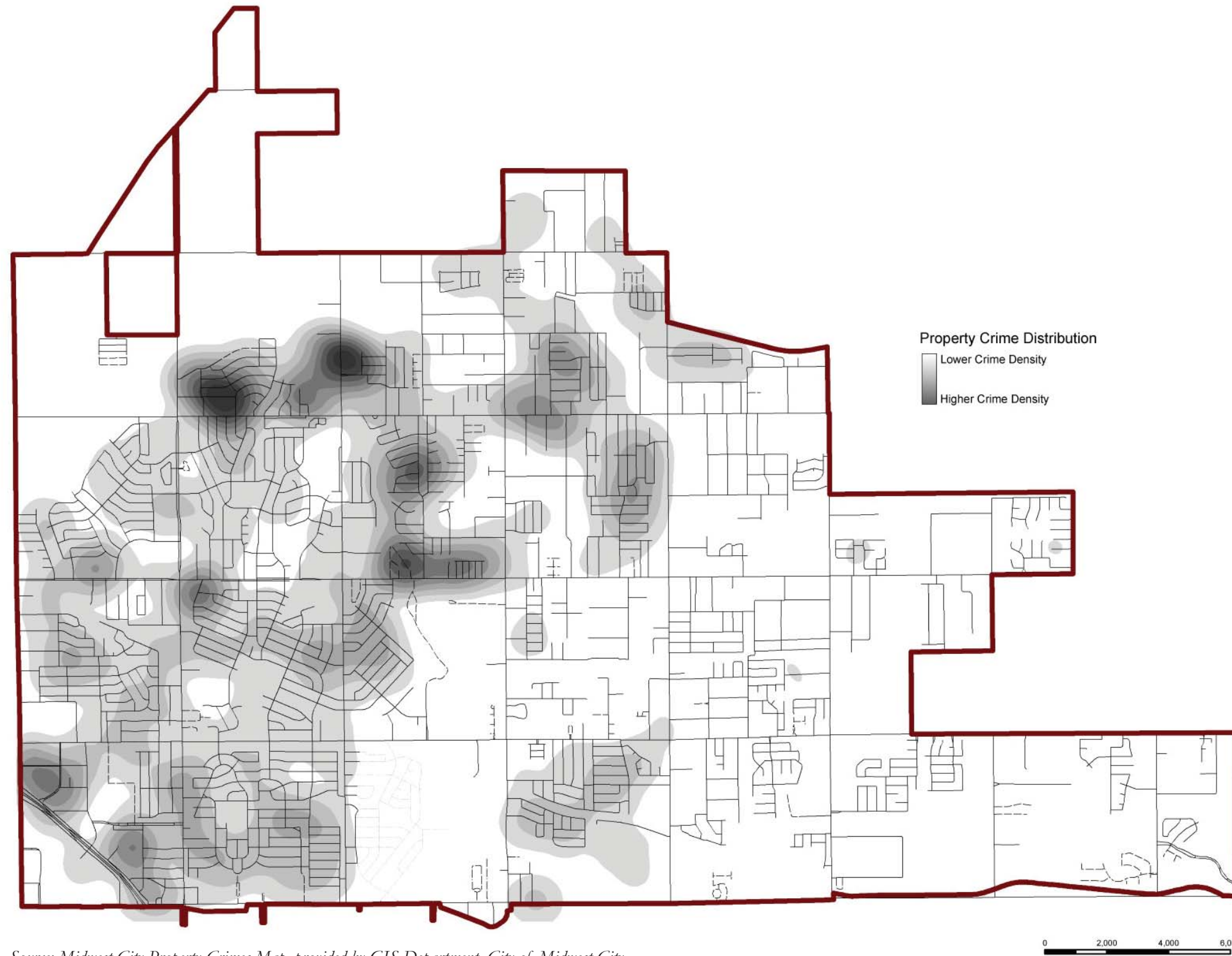
The table below reflects the percentage of code violations by population percentage, the actual number of code violations and the percentage of variance.

**Table 17 - Code Violations in Original Mile as a Percentage of City**

Year	Citywide	7.1% of City	OM Actual	% Variance
7/08-6/09	8596	610	827	+35%
7/09-8/10	8177	580	1187	+204%
7/10-12/10	3327	236	438	+86%

*Midwest City Population is 56,313; Original Mile is 4025 or 7.1% of the population*

Figure 14 - Midwest City Property Crimes Map



Source: Midwest City Property Crimes Map, provided by GIS Department, City of Midwest City

## 2.14 AVAILABILITY OF TRANSIT

The Original Mile is located adjacent to Oklahoma’s largest employer, Tinker AFB. The City’s Town Center Plaza, adjacent to Tinker AFB, also attracts an increasing workforce. These two employment centers are within the Central Oklahoma Transportation and Parking Authority (COTPA) service area, which currently provides service along Air Depot Boulevard and S.E. 15th Street only. Several bus stops are located along S.E. 15th Street. No service is provided along Midwest Boulevard in the Original Mile.

Changing demographics within the Original Mile may result in the need for better transit service, offering more stops along arterials, and within the neighborhood. Nationwide, cities continue to demand development that includes public transit options. METRO Lift currently serves elderly and disabled residents located within 3/4 mile of an existing bus route. Most of the Original Mile has access to this service.



Bus service provided by COTPA

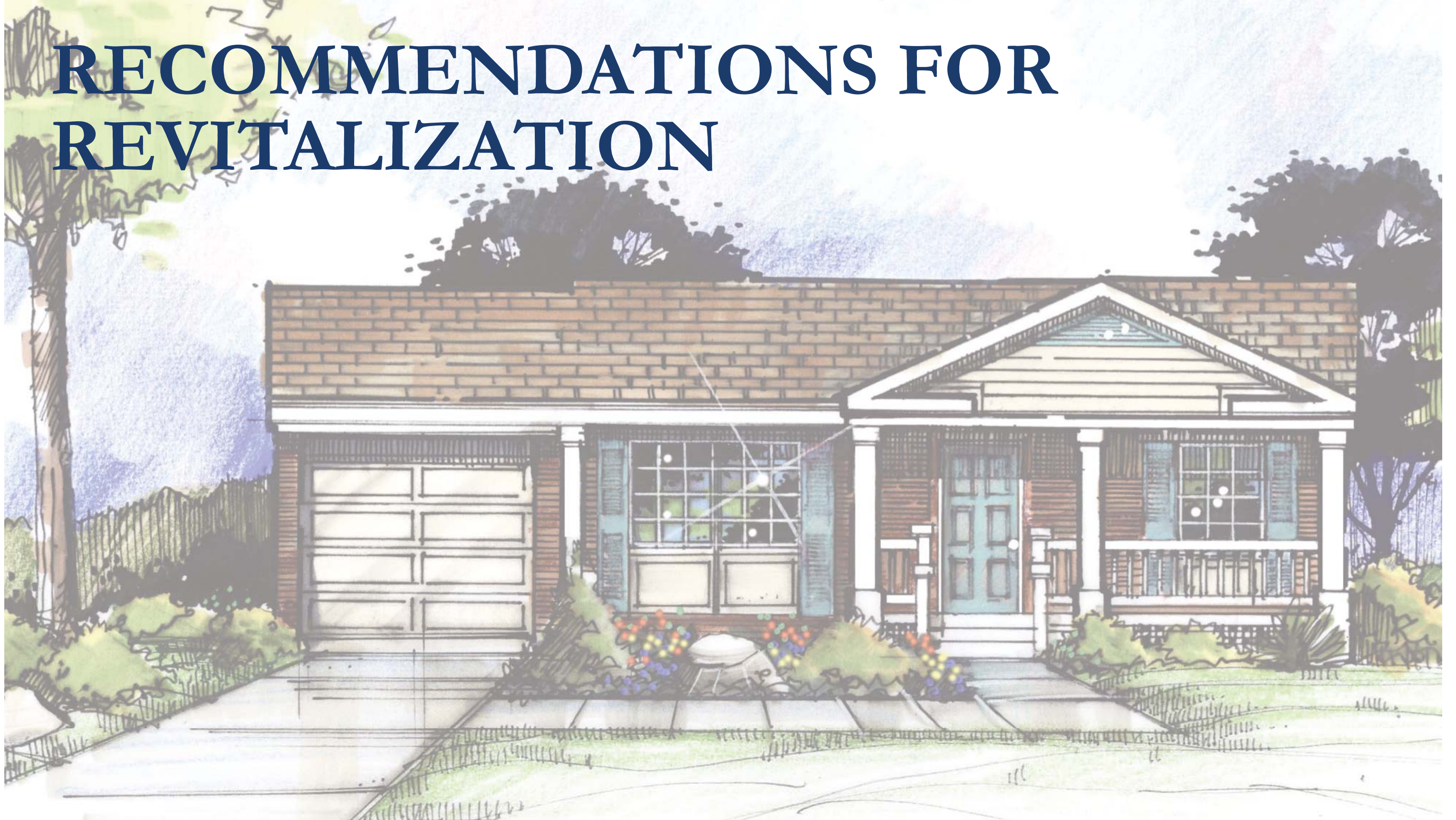


## 2.15 CONCLUSION

An analysis of demographic, physical and social conditions indicates that the Original Mile is experiencing a lack of residential investment by current homeowners and increasing problems with property maintenance. The area also has experienced a lack of public investment in infrastructure. These factors signal a need for a focused effort on revitalization.



# RECOMMENDATIONS FOR REVITALIZATION



# RECOMMENDATIONS FOR REVITALIZATION

## 3.1 INTRODUCTION

The characteristics and conditions presented in the Chapter 2, “Original Mile Factors Affecting Revitalization,” indicate that the Original Mile is at a turning point. A population that has declined since 2000 is expected to experience further decline. Less than 20 percent of the properties are in sound condition. Residential property maintenance is substandard and requires City diligence, especially during summer months. The crime rate in the area indicates a threat to property and personal safety. Arterial streets surrounding the neighborhood present a poor first impression. All of these conditions confront a neighborhood that is struggling to find its identity as an urban neighborhood, suitable for modern living.

The neighborhood benefits from a strong core of loyal residents who treasure its historic past and are dedicated to future improvement. As stated by several stakeholders, “The Original Mile has good bones and is just waiting for a facelift.” Commitment to improvement has been evident throughout the planning process.

The following pages contain adopted plans for the future accompanied by recommended modifications as well as recommendations and incentives that can move the Original Mile toward its vision and goals.

## 3.2 FUTURE LAND USE

The Midwest City Future Land Use Plan at the right, adopted in 2010, provides for Office/Retail along Air Depot Boulevard, S.E. 15th Street and the northern edge of Midwest Boulevard. A portion of the area enclosed by Mid-America Boulevard has been designated Commercial while the residential properties backing Midwest Boulevard from Curtis Drive to Lions Park have been designated as green space. The Recommended Future Land Use Map amendment, on the following page, provides for Mixed Use, a Community Civic Space, potential Medium Density Residential at the northern edge of Town Center Plaza and return of properties backing Midwest Boulevard to Single Family Detached Residential in anticipation of brick fencing and screening the existing back yards.

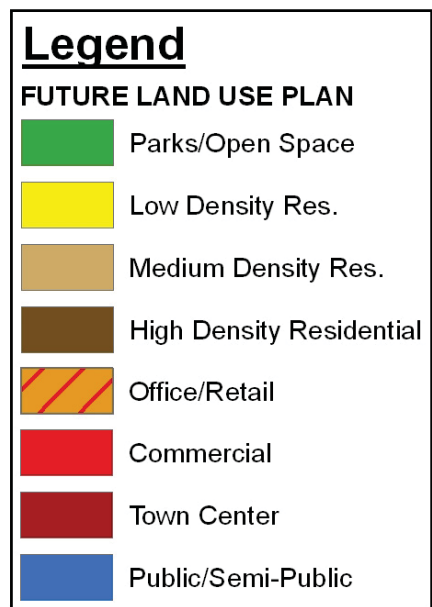
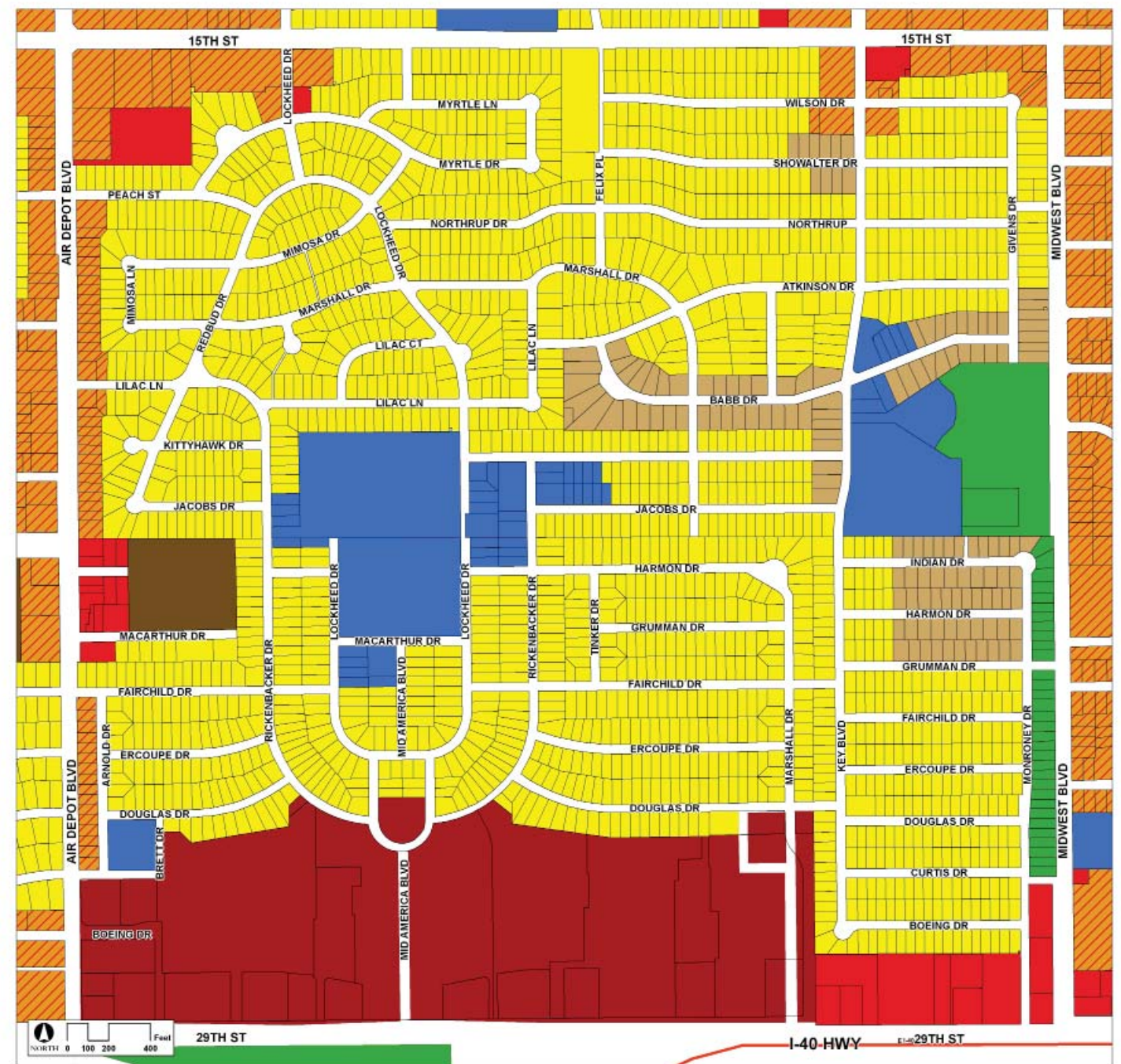


Figure 15 - Midwest City Future Land Use Map



Source: Midwest City Future Land Use Map, provided by the City of Midwest City

The recommended Future Land Use Map retains properties as Single Family Detached Residential and allows for duplexes to remain as a viable housing choice. This plan recommends fencing as an aesthetic improvement from Curtis Drive to Wilson Drive. The fence would provide screening of irregular and unsightly fencing that exists along Midwest Boulevard.

Additionally, this recommended map provides for development of a Community Civic Space, to be located at the north end of Mid-America Boulevard, which would incorporate the aesthetic treatment of a cell tower, the return of the municipal substation services facility and development of a large green space to accommodate public events and link the neighborhood and community with Town Center Plaza.

Also, this map incorporates the former site of Westside School as an expansion of Town Center Plaza and reserves property bordering the northern edge of Town Center Plaza on both sides of Mid America Boulevard as potential owner-occupied rowhomes. Mixed use, incorporating office/retail and apartments, is designated for property fronting Air Depot Boulevard from Town Center Plaza to Fairchild Drive and from 1.5 blocks north of MacArthur Drive to Peach Street and all along S.E. 15th Street.

The commercial properties bordering Air Depot Boulevard from MacArthur Drive to Harmon Drive have been retained as Com-

mercial, but should be considered for Mixed Use redevelopment in the future. The properties would qualify as blighted under the Local Development Act, by virtue of dilapidation, obsolete platting, presence of hazardous materials, lack of parking, and other conditions as defined by Oklahoma statute. The commercial properties at the southwest corner of S.E. 29th Street and Midwest Boulevard have been retained as Commercial, but it is recommended that in the future the use of these properties be more compatible with Town Center Plaza.

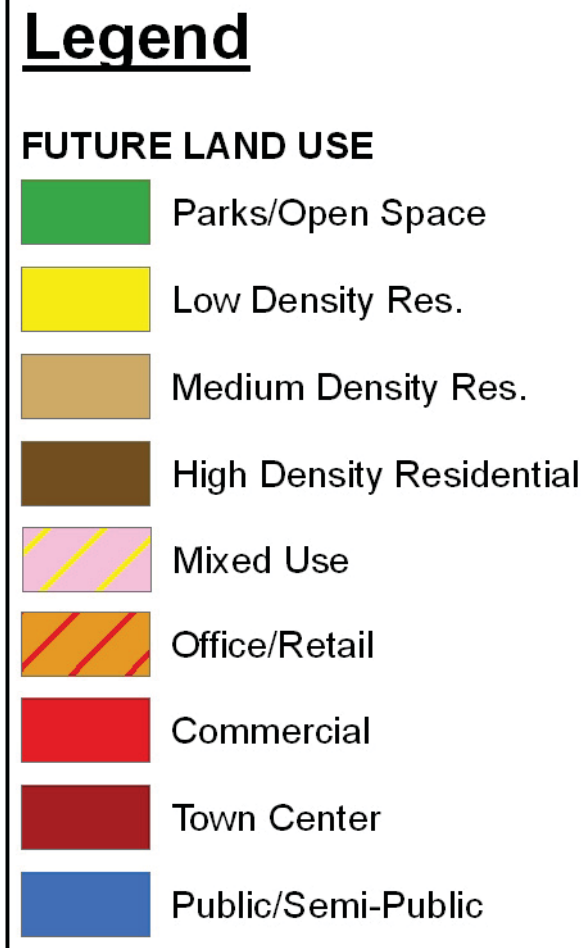
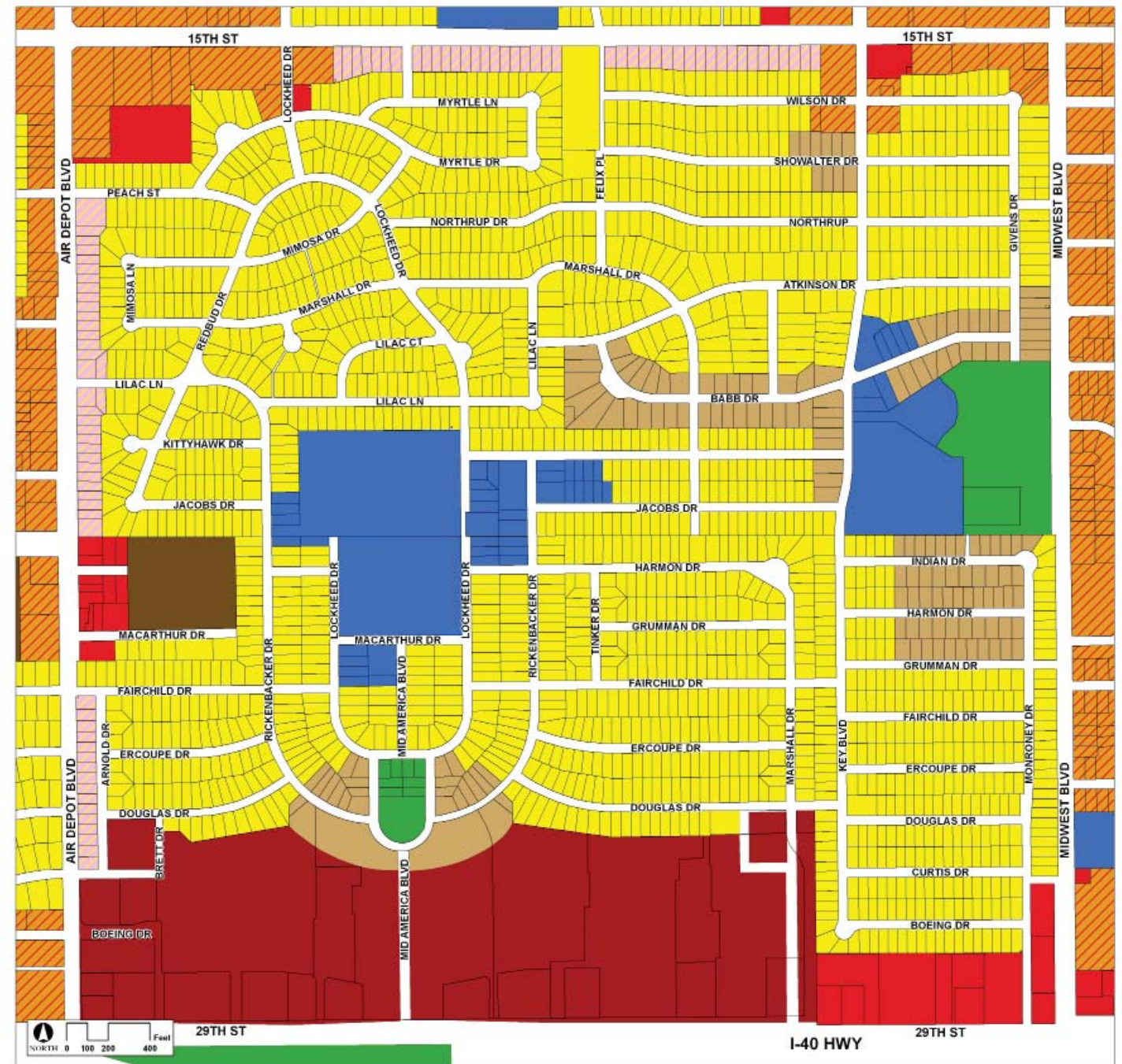


Figure 16 - Recommended Future Land Use Map Amendment



## 3.3 MAJOR URBAN DESIGN PROPOSALS

### INTRODUCTION

The design concepts in this section represent the final conceptual products of a thorough analysis and design process meant to address the aforementioned vision and goals of the Original Mile. In addition to an in-depth analysis of existing conditions, the design team conducted a series of meetings with residents and City officials to garner input and feedback from those who know the area best. This culminated in a two day design charrette (see Appendix A), allowing stakeholders to be a part of the design process. Upon completion of the charrette, designs were reviewed and finalized to determine estimated cost.

### ORIGINAL MILE BRANDING

The “branding” of the Original Mile is critical to creating a positive identity for the neighborhood that will attract potential residents and investors. The first step in this process is creating a cohesive family of elements and identifying their ideal location within the Original Mile. This branding family could include such elements as towers, gateways, monuments, historical markers, way-finding markers, consistent site furnishings, banners, and the incorporation of an Original Mile logo into the various elements. The map to the right identifies potential locations for some of these elements.

**Legend**

**ORIGINAL MILE BRANDING MAP**



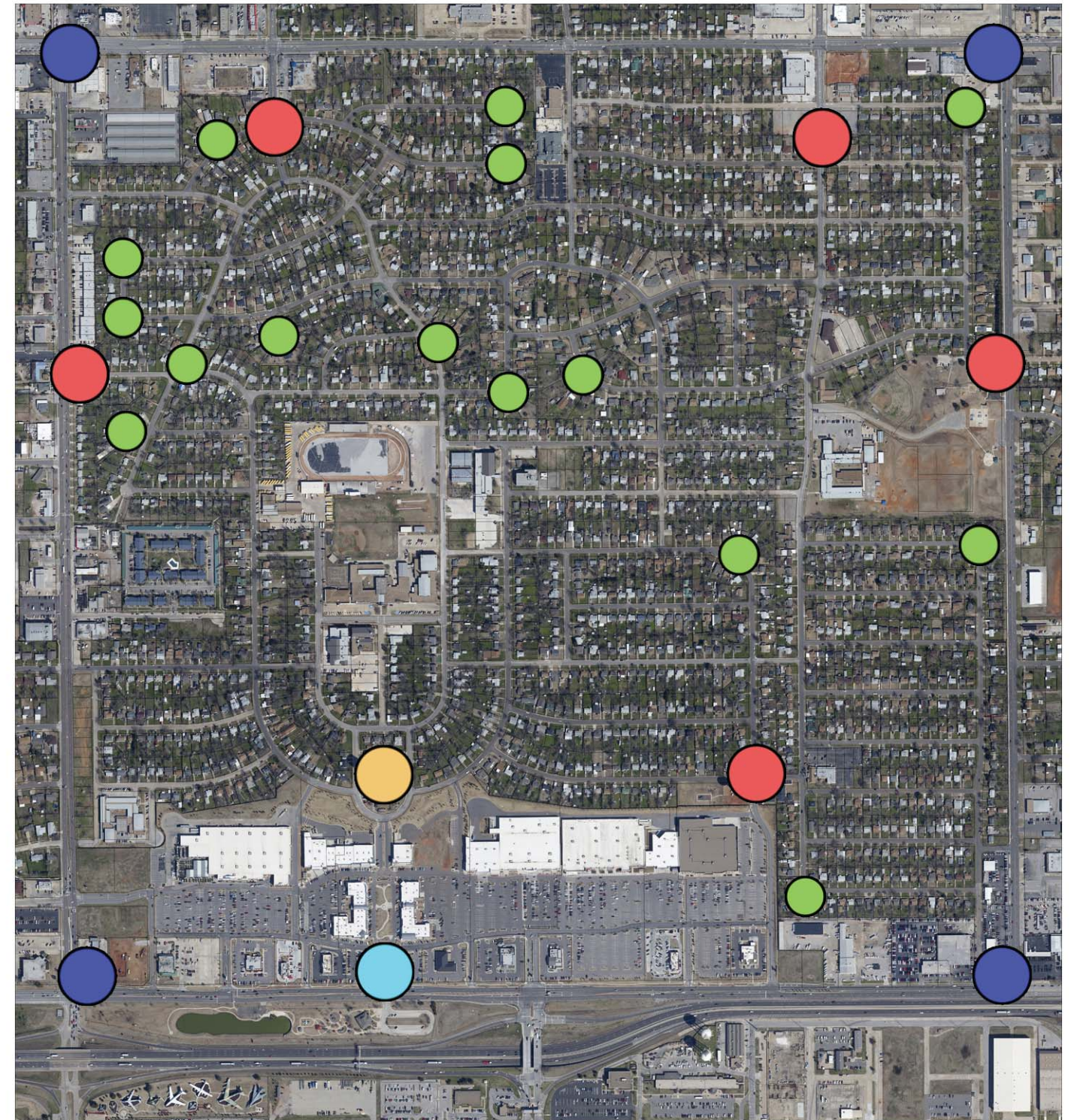
-  Cell Tower Location
-  Town Center Gateway
-  Original Mile Corner Marker
-  Neighborhood Gateway
-  Island Improvements/ Neighborhood Marker

Figure 17 - Original Mile Branding Map



## CELL TOWER RECOMMENDATIONS

The City currently has plans to remove the water tower located at the site of the former City Hall and install a new cell tower in the same general location. Though a design for the cell tower has already been completed, the design team explored some alternative concepts that could potentially enhance the image of the community. Towers can be an extremely powerful design element for communities. Done poorly, towers can be an eyesore that reflects poorly on the community. Done properly though, it can be so much more. A tower can be a community icon, the focal point of a much larger space full of activity and excitement. The following concepts are just a few examples of how the cell tower design could be enhanced for betterment of the community.

The cell tower concept below represents the existing design that the City is considering. Though the current design does not include lighting, LED lights could easily be added in a way that would greatly enhance the tower's image and functionality as a community icon.

Figure 18 - Tower Concept A

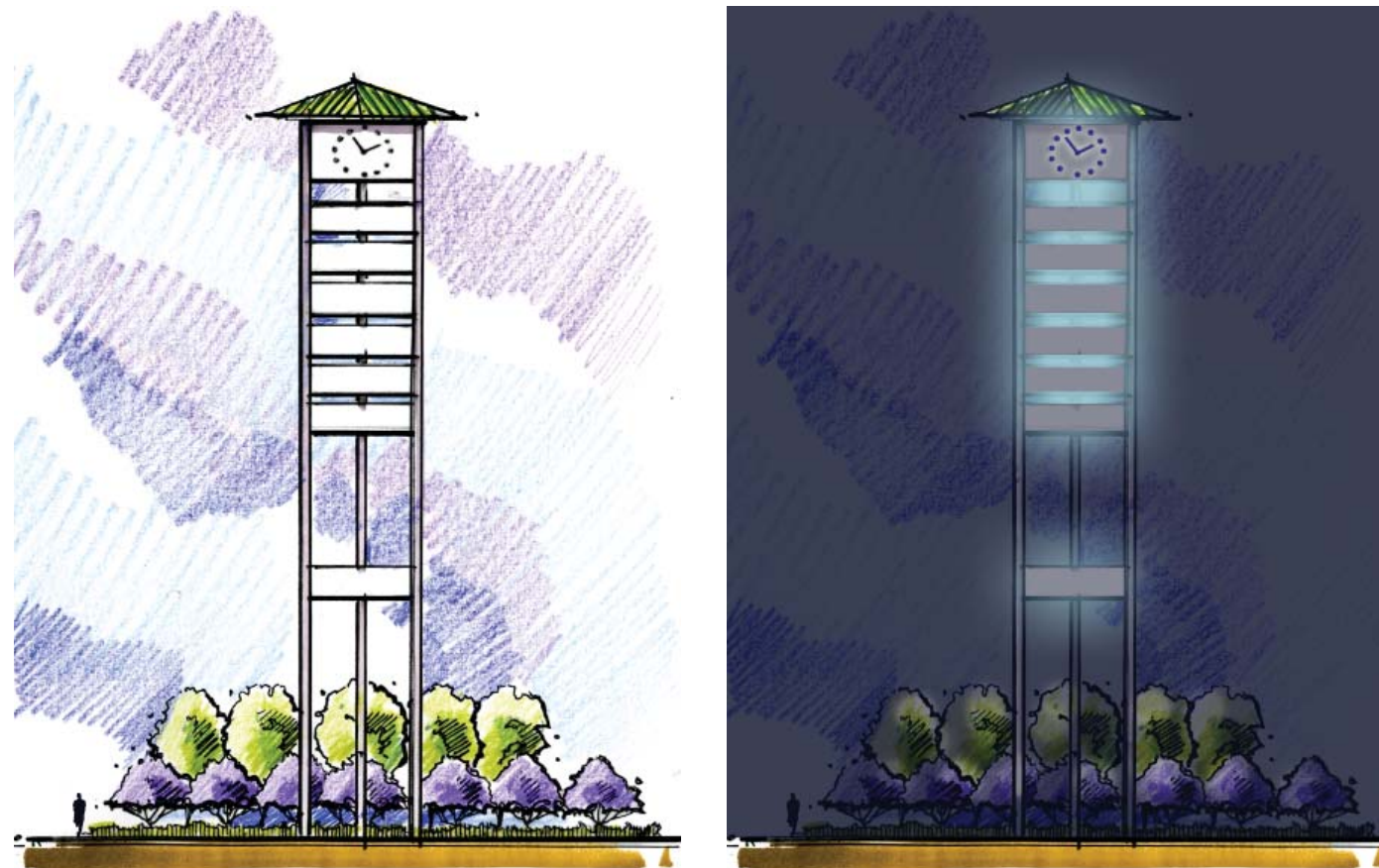
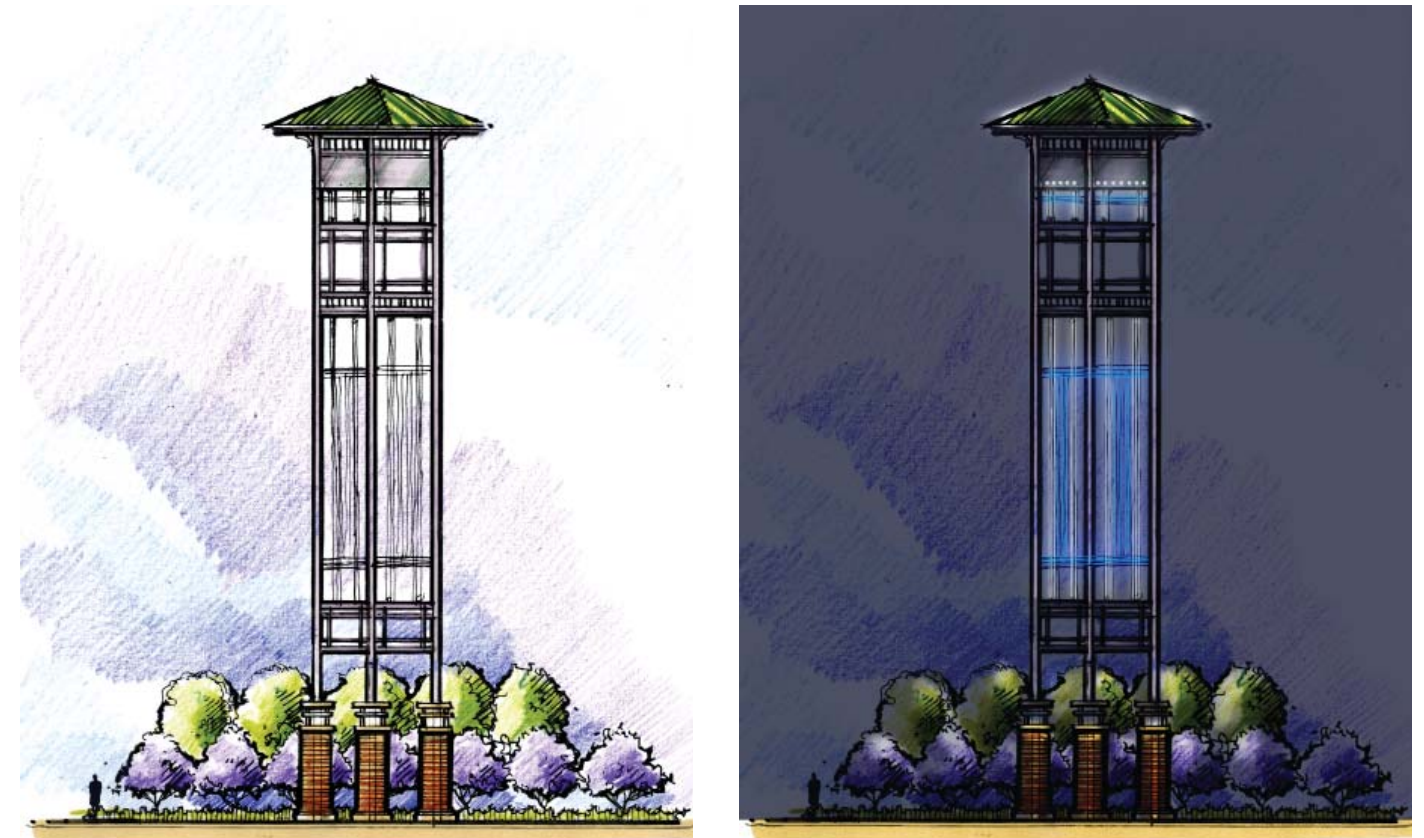
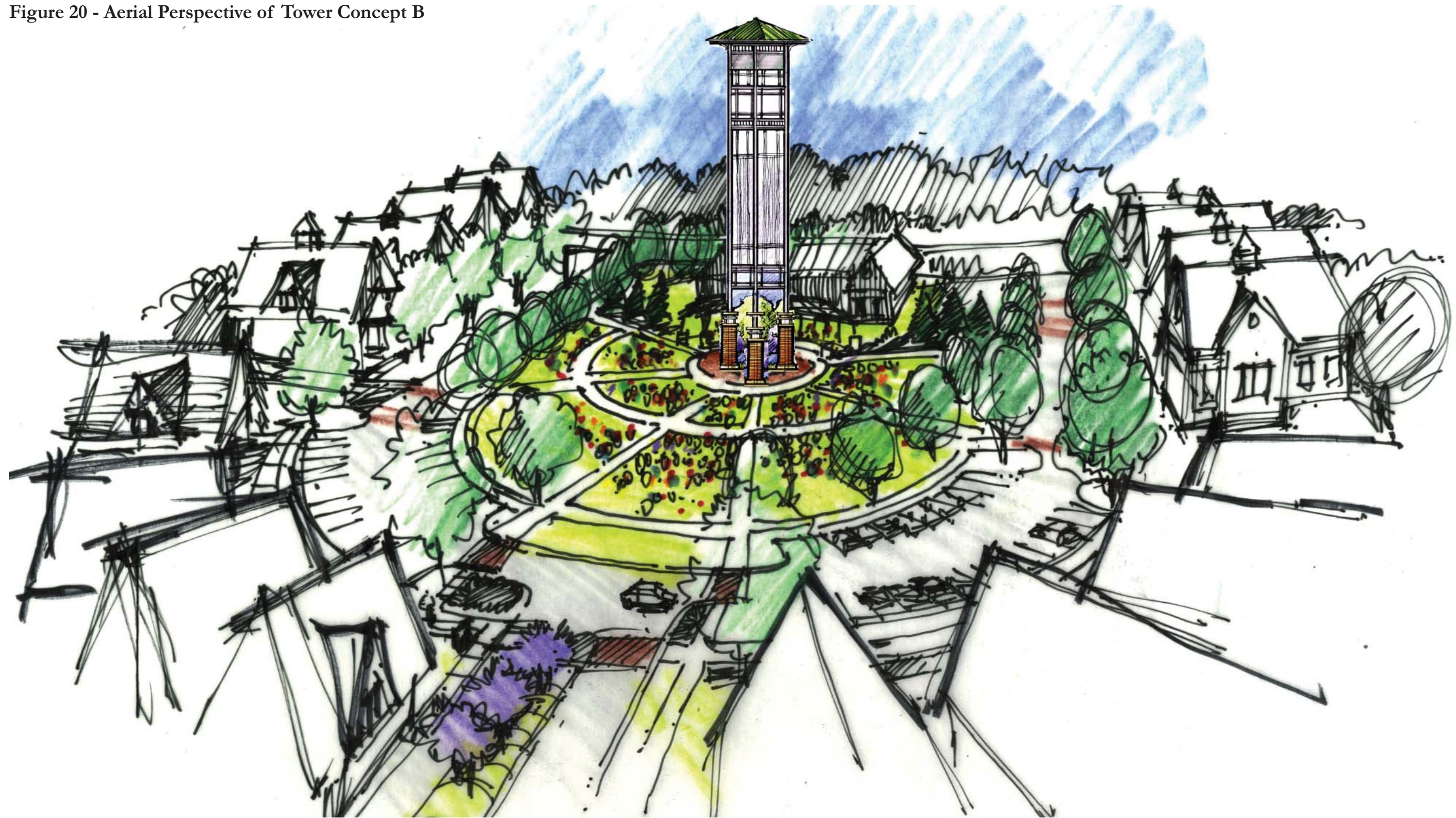


Figure 19 - Tower Concept B



This concept presents minor improvements to the existing tower design. Brick columns have been added to the bases of the three poles. The clock has been removed and frosted panels have been added. The center of the tower is uplit all the way to the top, creating an exciting night effect that does not exist with the current design. Overall, these changes improve the aesthetic quality of the tower while also complementing the architectural character of the existing Town Center.

Figure 20 - Aerial Perspective of Tower Concept B



## MONUMENTATION RECOMMENDATIONS

For the Original Mile, first impression opportunities should be used to tell visitors that this is a safe, livable community that is welcoming to all. Specific to the entryways, the following is a list of elements that can be incorporated in combination with one another to help improve the image of the Original Mile:

- Neighborhood entry monuments
- Landscape plantings with seasonal color
- Street trees
- Ornamental street lights
- Sidewalks
- Decorative crosswalks/intersections at important entry points

Concepts for the cell tower were used as a kick-off point for creating a whole family of monumentation elements during the design charrette. Starting with the tower, each



*Potential Town Center gateway location*

monumentation family includes a concept for a Town Center gateway, Original Mile corner markers, neighborhood gateways, and neighborhood markers.

- The Town Center gateway is proposed to be located within Town Center Plaza.
- The Original Mile corner markers are proposed to be located at the four corners of the project area.
- The neighborhood gateways are proposed to be located on both sides of the street at several key residential entryways within the Original Mile. Figure 24 on the following page shows how the gateways will be located within the recommended streetscape enhancements.
- The neighborhood markers are proposed for selected landscape islands throughout the Original Mile.

See the Original Mile Branding Map, Figure 17 on Page 37, for all proposed monument locations.



*Potential Original Mile corner marker location*

Figure 21 - Town Center Gateway and Monument Family Concept A

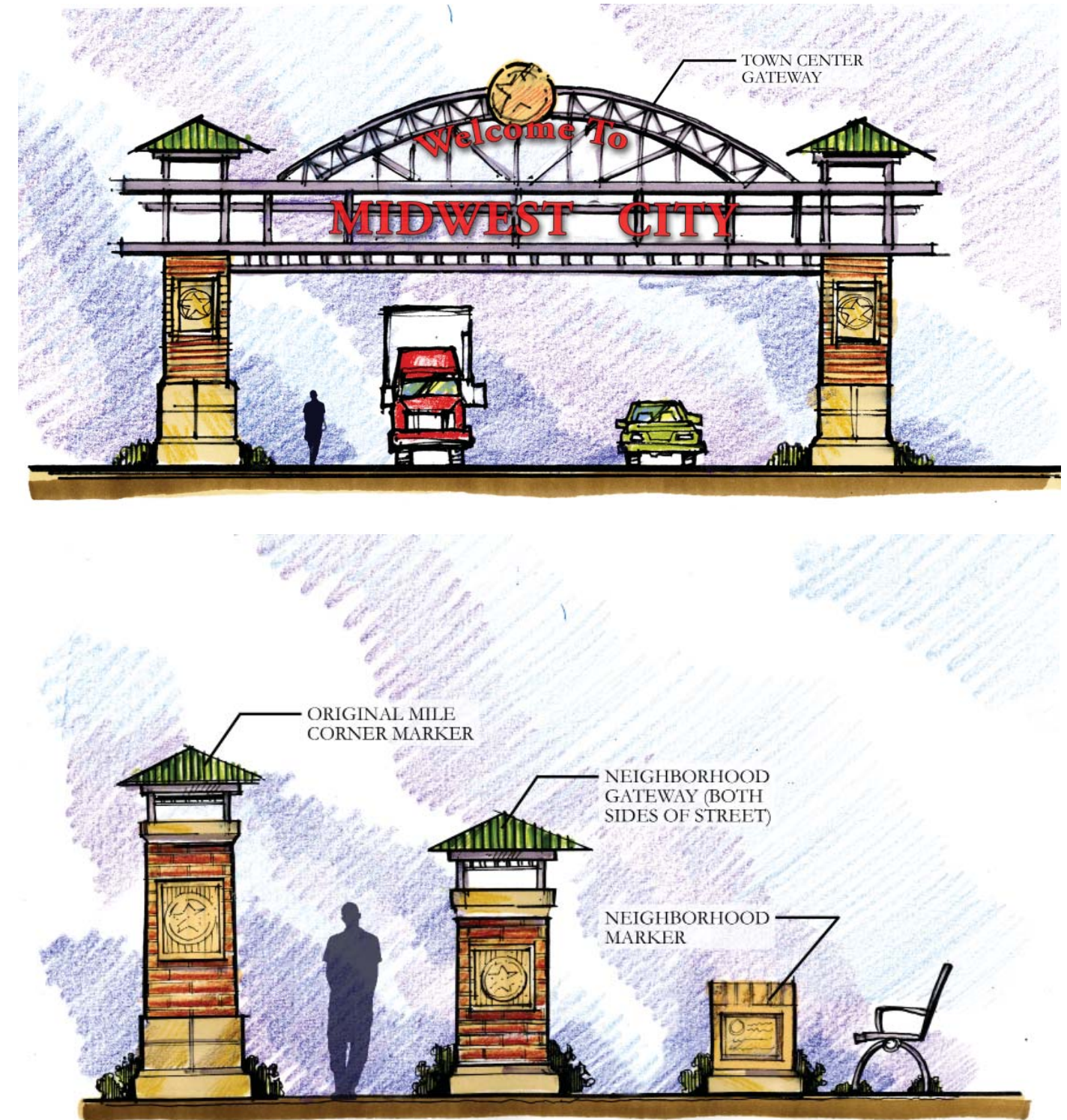
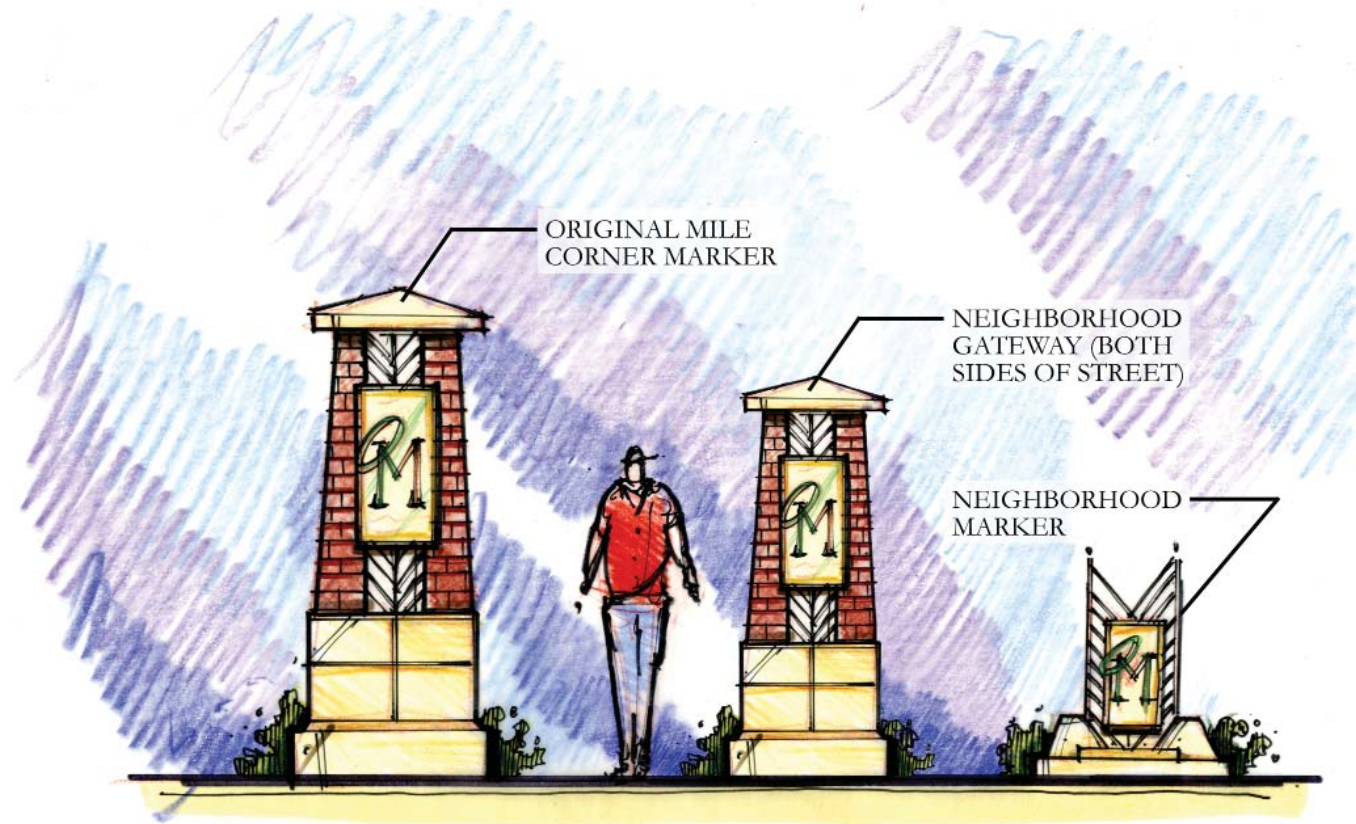
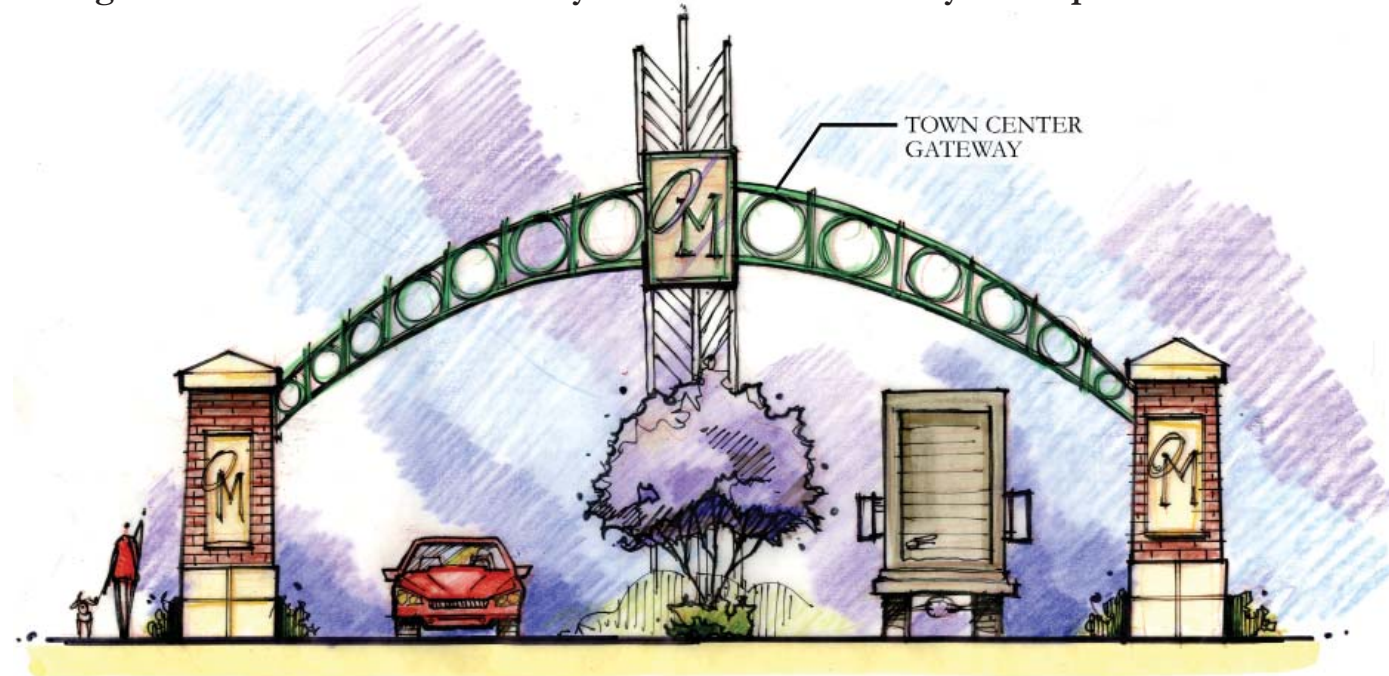




Figure 22 - Town Center Gateway and Monument Family Concept B



Playing off the design themes of the tower designs, the two concepts shown in Figure 21 and Figure 22 represent two examples of how monumentation can be used to establish an identity within a neighborhood. Original Mile logo medallions, such as the one shown in Figure 23, would be incorporated to reinforce this identity. Traditional materials such as brick, cast stone, and ironwork would be used so that the monuments complement their surroundings.



Potential neighborhood gateway location at the corner of Air Depot Boulevard and Lilac Lane

Figure 24 - Neighborhood Gateway Location Section

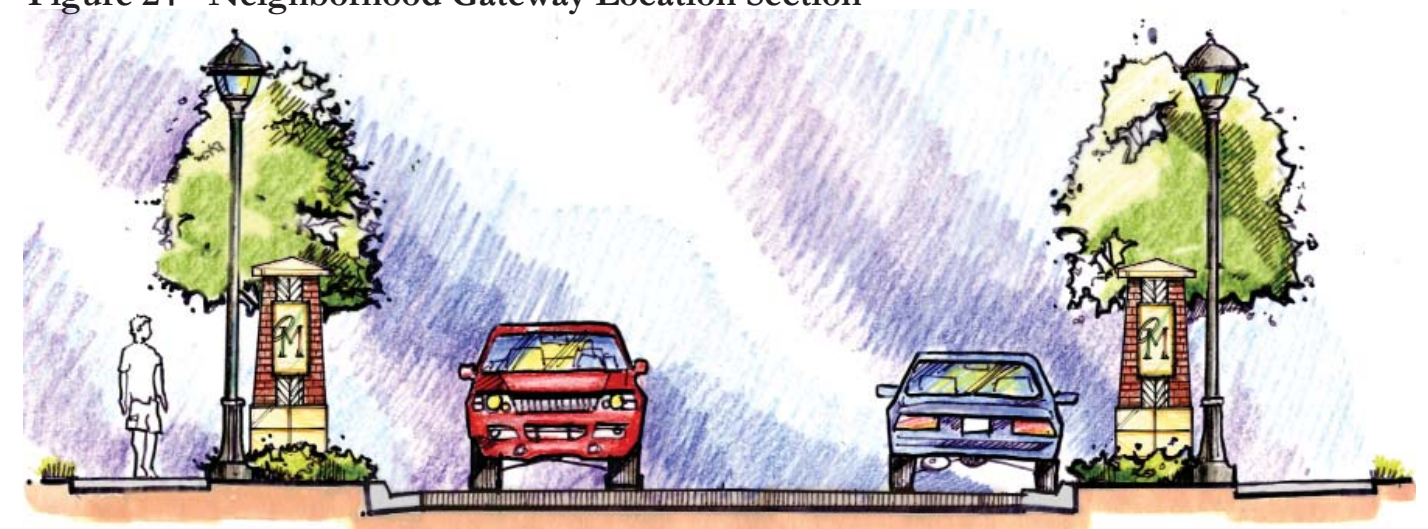


Figure 23 - Original Mile Logo Medallion Concept



## COMMUNITY CIVIC SPACE

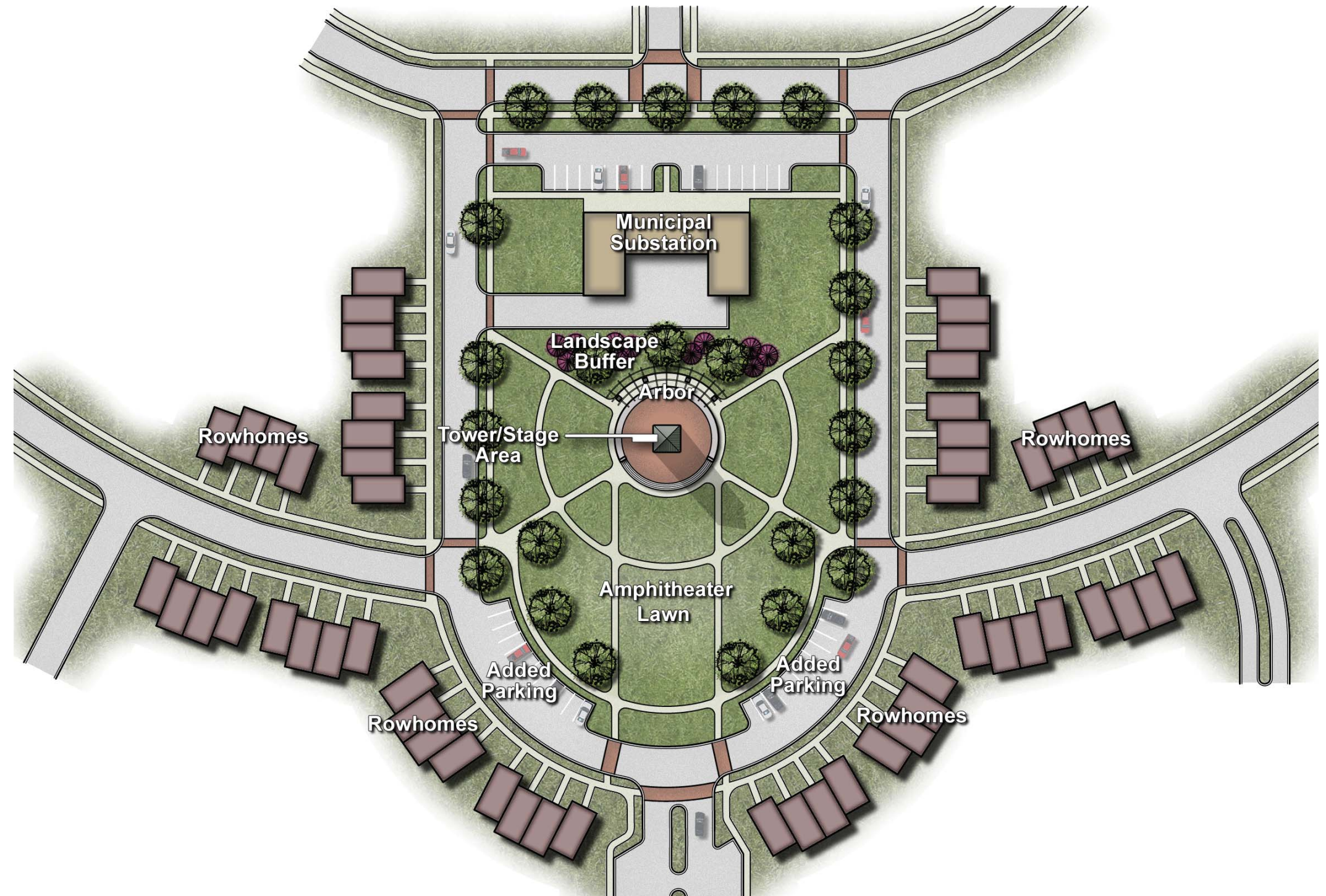
The former City Hall site, located at the north end of Mid-America Blvd., is an ideal location for an outdoor civic space. Because of its proximity to Town Center and the surrounding residential community, the space offers an opportunity to provide residents and visitors with an exciting outdoor space with great programming possibilities. With the enhanced cell tower anchoring the space, this Community Civic Space could serve as a park during the week, a farmers' market on the weekends, and an amphitheater for concerts or special performances throughout the year.

The northern portion of the block could be used for a much desired municipal substation, as well as other community services.



*View looking north toward existing water tower*

Figure 25 - Community Civic Space Site Plan Concept



## ROWHOMES

The addition of a Community Civic Space offers unique infill housing opportunities that should be explored further. One potential option includes the construction of rowhomes bordering the south perimeter of the park. Since this space currently functions as an open space buffer for the Town Center, no additional land acquisition would be required. The rowhomes would be two or three story units with brick facades that match the architectural qualities of Town Center. Residents would be able to walk to their favorite shops and restaurants, as well as enjoy the many recreational amenities of a community park just beyond their front door.



*Examples of brick facade rowhomes*



*Aerial view toward recommended Community Civic Space*



*The Community Civic Space would be used for large community gatherings like concerts and farmers' markets.*

## ISLANDS AND ADDITIONAL GREEN SPACE RECOMMENDATIONS

There are currently 15 islands within the Original Mile. They are planted with turf grass and maintained by the City. Some of the islands are also planted with small to medium-sized trees. The City has expressed an interest in reducing or even eliminating the need to maintain these islands. A possible concept (Figure 26) proposes the introduction of rain gardens with native plantings that require little maintenance. The islands may also include wayfinding neighborhood markers (Figures 21 and 22) that would tell the history of Original Mile.

Figure 26 - Example Rain Garden Island Improvements Concept

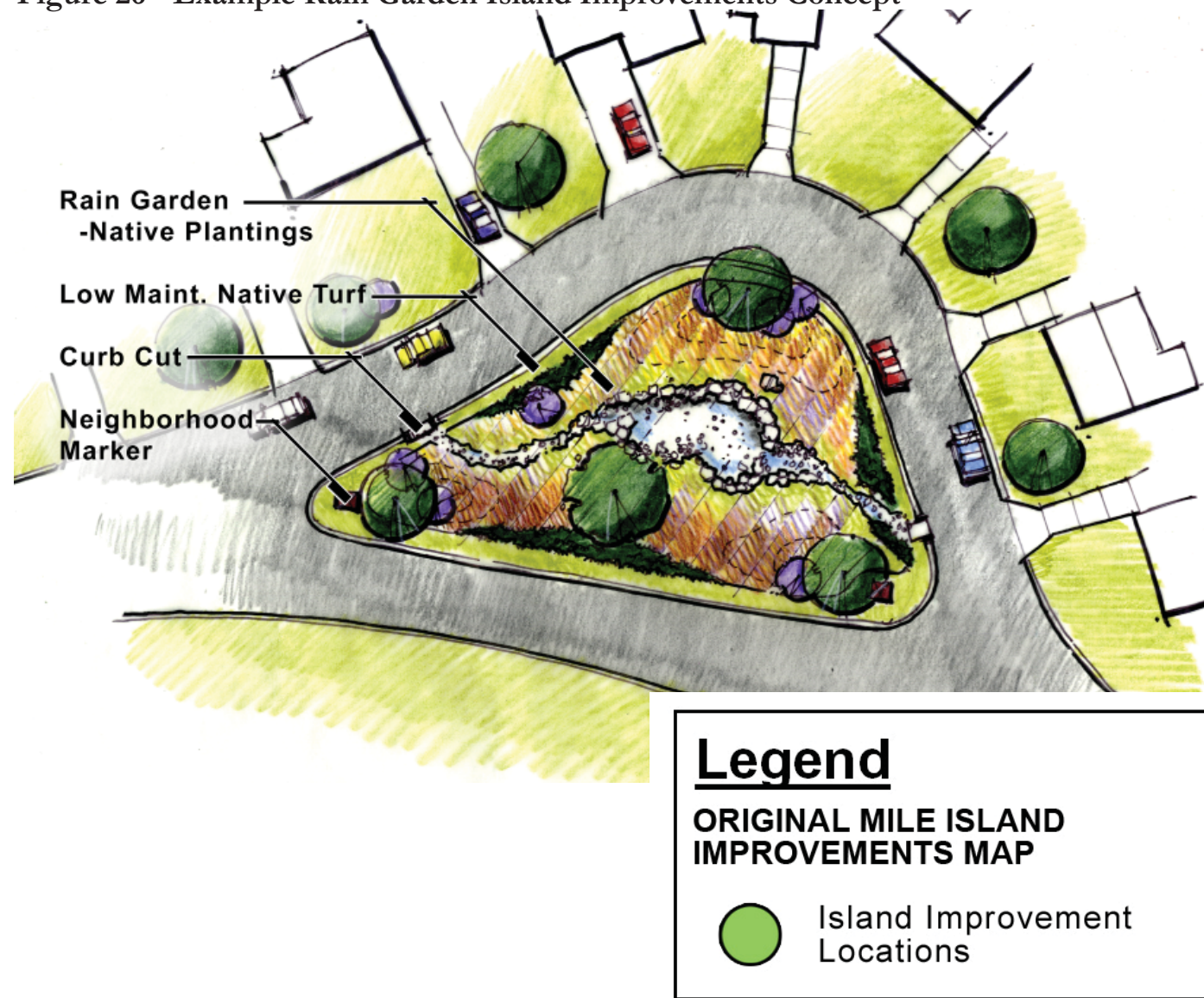
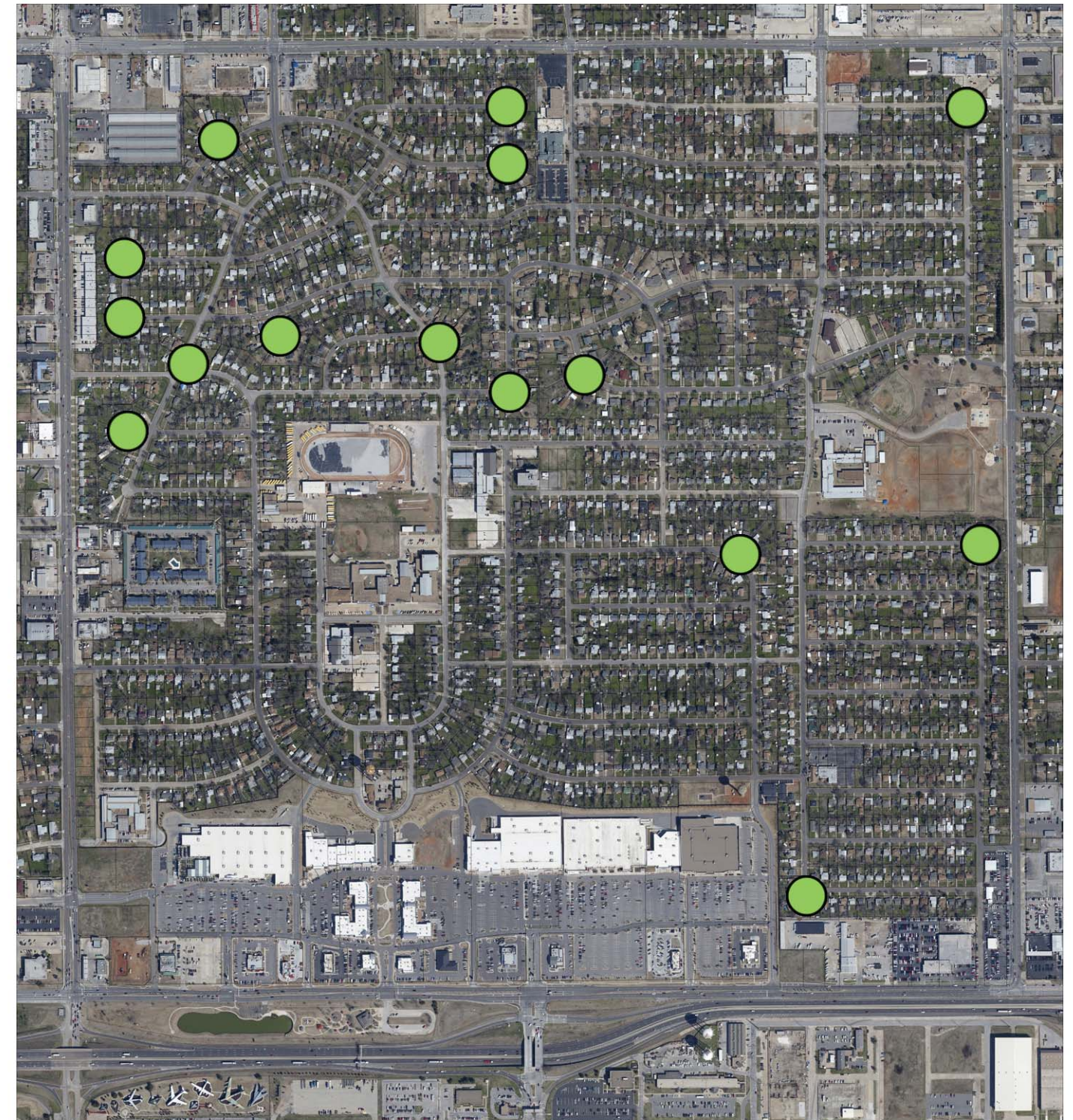


Figure 27 - Original Mile Island Improvements Map



Some of the larger islands may also offer the ability to provide additional parking within the Original Mile (Figure 28). Residents with multiple cars who often park along the street will have the option of parking in these spots, thus freeing up the street for safer circulation.

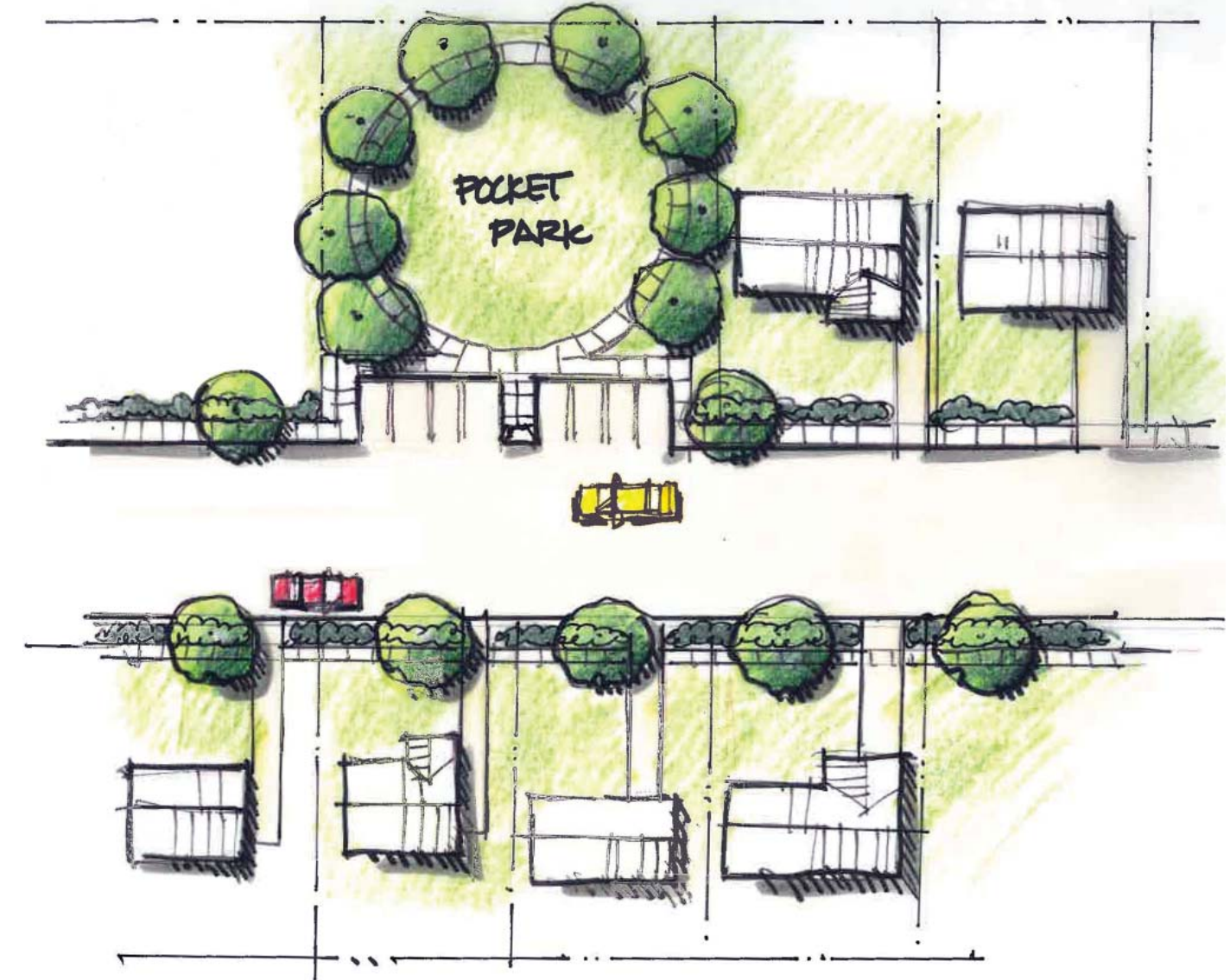
**Figure 28 - Example Island Parking Concept**



Community members expressed an interest in having more parks or greenspace within the Original Mile. Though the neighborhood currently has three public parks, the addition of small pocket parks would be a great asset to the community. The goal of providing additional parks should be to pro-

vide useable green space within a walkable distance to all residents of the Original Mile. The recommendation (Figure 29) would be to acquire retail or church property that can be easily accessed by residents in the surrounding blocks.

**Figure 29 - Example Pocket Park Concept**

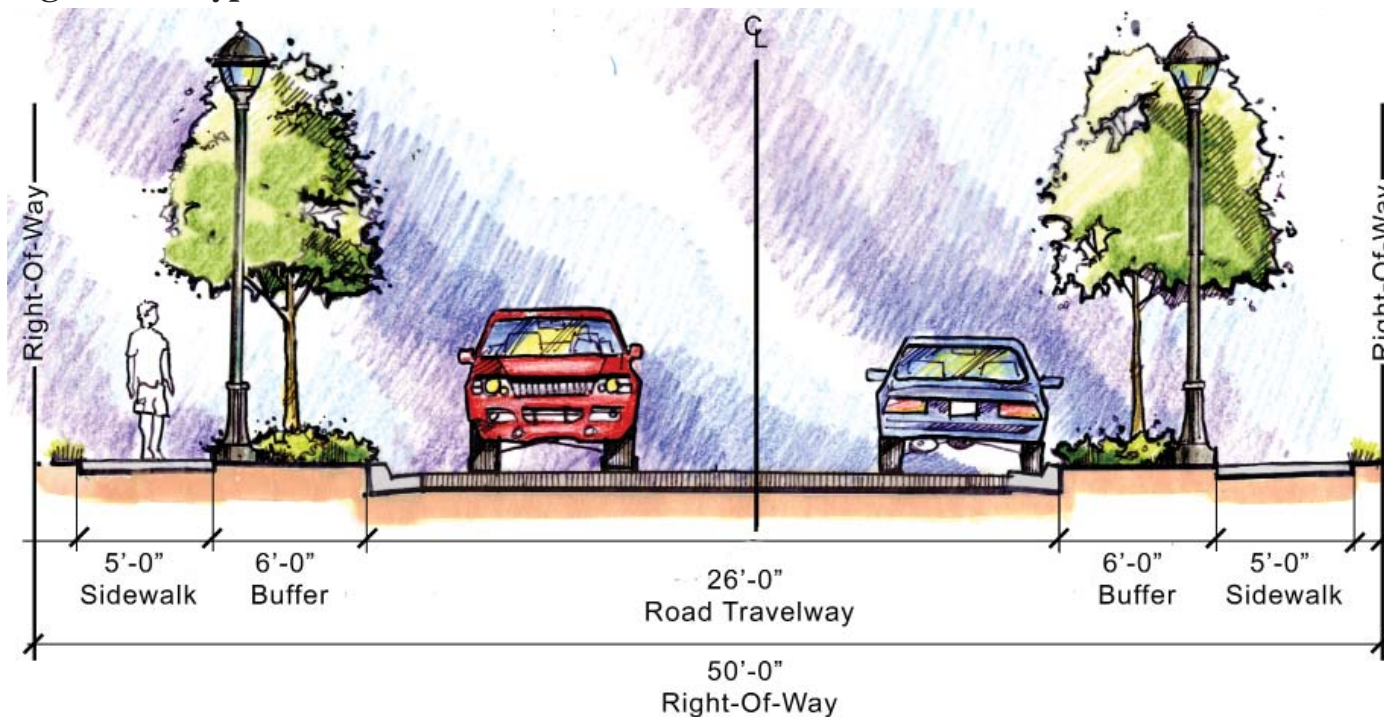


*Rain garden plantings*

## INTERIOR STREETSCAPE RECOMMENDATIONS

The proposed interior streetscape concept (Figure 30) includes the addition of street lights, street trees, and sidewalks. The street trees will provide much needed definition and color to the neighborhood, while the street lights will offer added safety for pedestrians. Together, they will establish a visual vertical pattern that defines all great streetscapes. Ideally, the new sidewalks will be offset six feet from the back-of-curb and be five foot in width, allowing street trees and lights to be planted between the curb and the sidewalk. In some cases, smaller widths may be appropriate, but none less than a minimum of four feet. Additionally, basic infrastructure improvements like new streets and curbs, driveway approaches, and painted crosswalks will significantly enhance the image of the improved streetscape.

**Figure 30 - Typical Residential Street Section**



Source: Midwest City Trails Master Plan and Implementation Study, provided by the City of Midwest City

Street trees greatly enhance the image of any neighborhood and provide great value to its residents. It has been estimated that one street tree, at a cost of \$250-600, can provide \$50,000-90,000 in direct return benefits. Such benefits include:

- Reduced traffic speeds
- Increased walkability
- Improved Drainage
- Reduced temperatures and increased energy efficiency
- Longer pavement life
- Increased home values

## Tree List for the Original Mile

### Large Trees:

Heritage River Birch  
Lacebark Elm  
London Plane Tree  
Princeton Sentry Ginkgo  
Southern Magnolia  
Sweetgum

### Medium Trees:

Chinese Pistache  
Golden Rain Tree  
October Glory Red Maple  
Pyramidal Hornbeam  
Saucer Magnolia

### Small Trees:

Crabapple sp.  
Eastern Redbud

The proposed tree list above includes trees from the Midwest City Tree Ordinance's list of recommended trees, as well as a few additional species appropriate for the Original Mile. These additions may be considered by the Tree Board for use in the Original Mile.

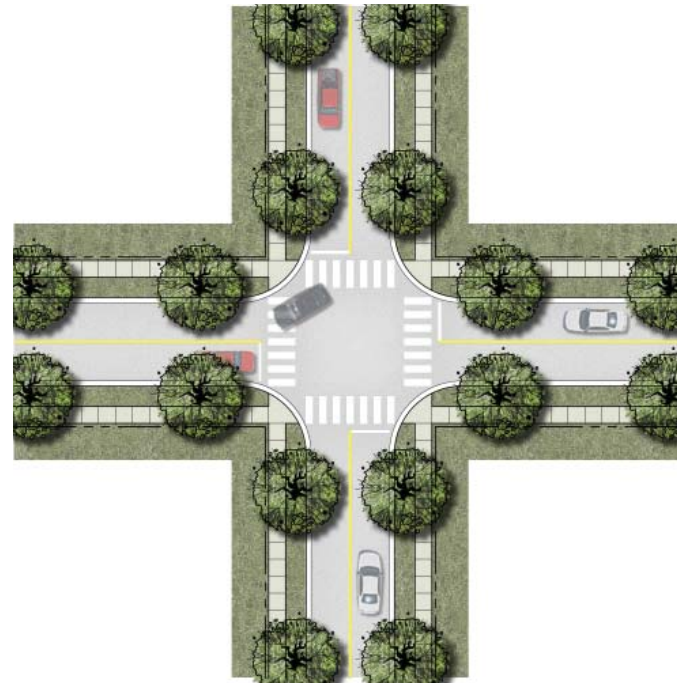
## TRAFFIC CALMING RECOMMENDATIONS

Though the Original Mile is primarily a quiet residential neighborhood, the success of Town Center Plaza has led to an increase in traffic along some of the collectors. With two public schools and multiple churches throughout the Original Mile, added traffic calming is a necessity in order to keep the neighborhood safe. In a neighborhood such as this one, traffic calming can be most easily achieved by incorporating the following:

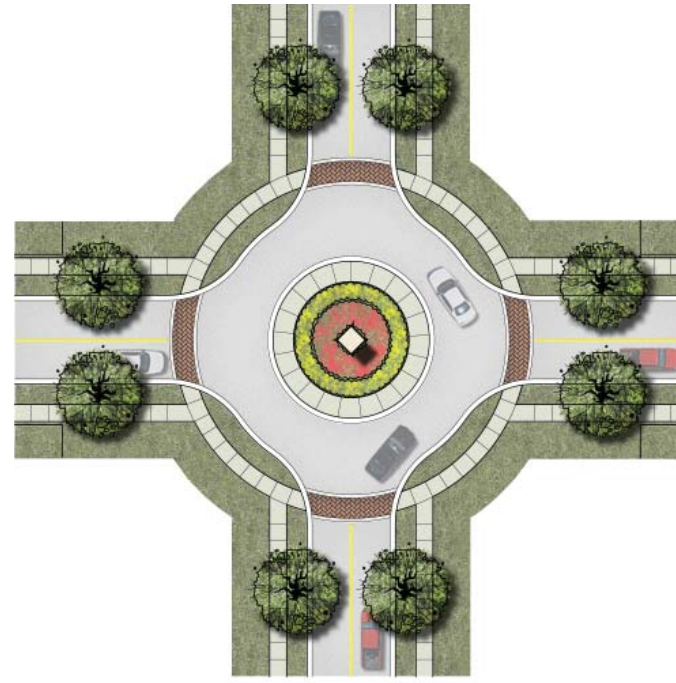
- Stop signs
- Standard crosswalks
- Raised crosswalks
- Roundabouts
- Road reconfiguration that simplifies vehicular circulation

Such techniques can be used individually or in combination with one another, as illustrated in the traffic calming diagrams in Figure 31. For instance, the diagram in the lower left hand corner of the following page shows a scenario where a busy intersection near a school may require a stop sign, a standard crosswalk, and a raised crosswalk. Though stop signs are a necessary part of any traffic calming plan, crosswalks, raised crosswalks and roundabouts all force drivers to slow down and analyze the situation in a way that stop signs do not. This is why combining techniques is so important. A stop sign requires drivers to stop, and then the crosswalk encourages them to review their surroundings.

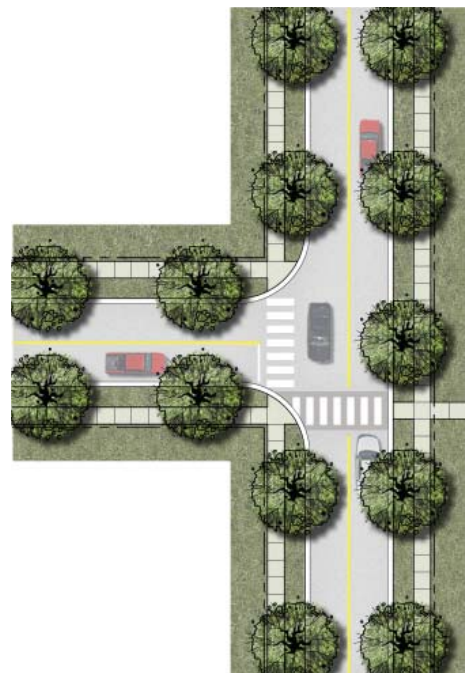
Figure 31 - Potential Traffic Calming Techniques



Four-way stop with painted crosswalks



One-lane roundabout with mountable curb



Raised crosswalk entering school zone

School Site

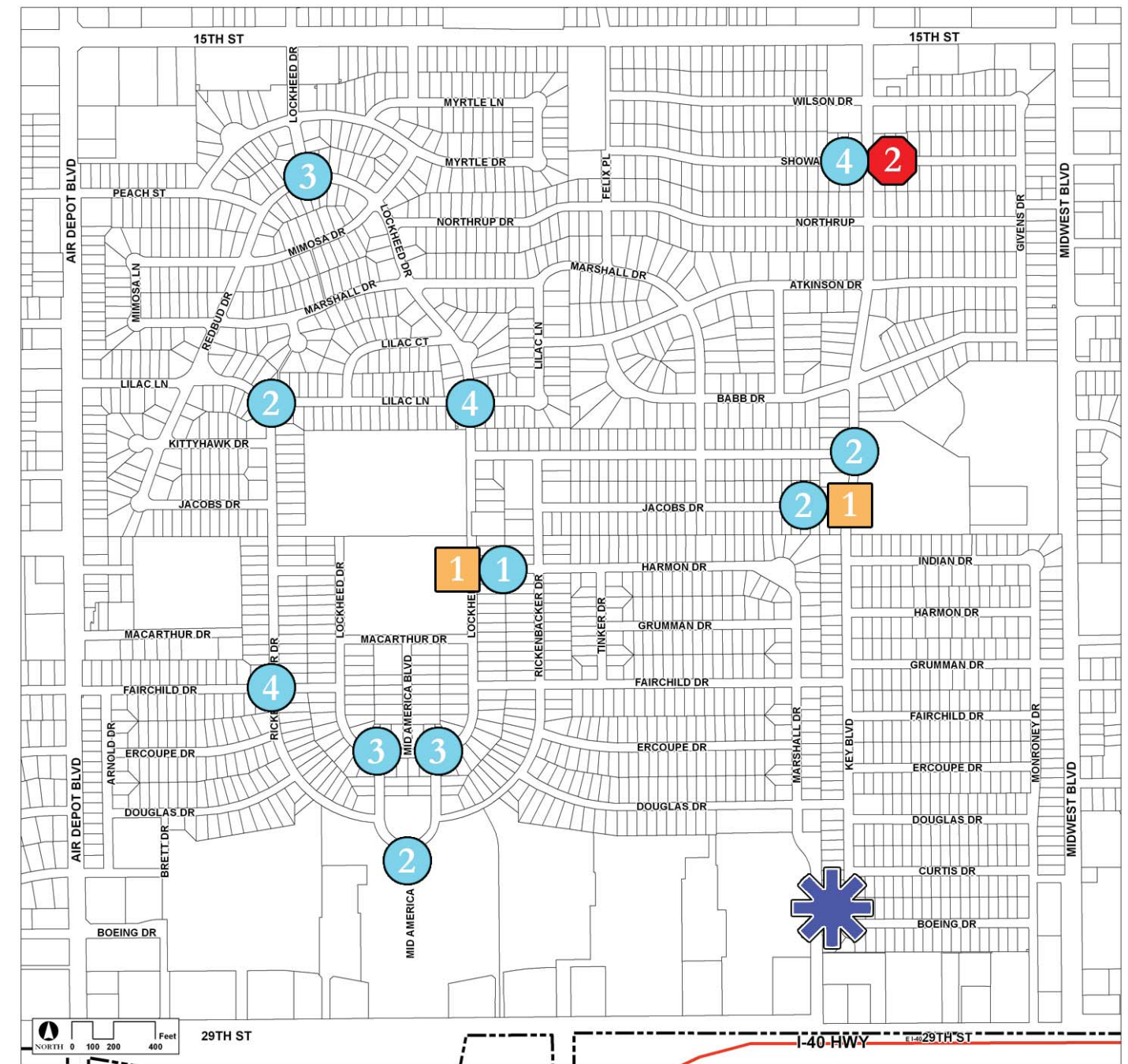
The Traffic Calming Map to the right (Figure 32) identifies the recommended traffic calming techniques for the Original Mile. One of the key aspects of the recommended traffic calming plan is the addition of raised crosswalks within the neighborhood. With one proposed in front of Eastside Elementary and another in front of Jarman Middle School, pedestrian safety will be greatly enhanced in these school zones.

### Legend

#### TRAFFIC CALMING MAP

-  Painted Crosswalks  
(# refers to recommended crosswalks to be added in this location)
-  Raised Crosswalks  
(# refers to recommended crosswalks to be added in this location)
-  Stop Signs  
(# refers to recommended stop signs to be added in this location)
-  Key Blvd. Road Realignment

Figure 32 - Traffic Calming Map



The most significant recommendation shown is the reconfiguration of Key Boulevard toward the south end of the Original Mile. One of the major complaints of the residents is that Key Boulevard does not offer direct access to S.E 29th Street or Town Center Plaza. The proposed layout to the right (Figure 33) shows Key Boulevard merging into North Marshall Drive. This configuration provides improved circulation for residents while only requiring the purchase of two lots. A roundabout, illustrated in Figure 31, is an alternative that would require acquisition of more properties.

### TRAILS PLAN IMPLEMENTATION IN ORIGINAL MILE

The City adopted a Trails Master Plan in 2008. A citywide trails plan along with prioritization was developed. It is recommended that the City install trails that are proposed for the Original Mile, using a 50-foot right-of-way as the standard for the area. The recommended trails are not a first phase priority in the Trails Master Plan, but should be completed within the Original Mile as part of this plan.

Figure 33- Existing Key Boulevard Street Layout - Before and After





## ARTERIAL STREETSCAPE RECOMMENDATIONS

The arterial streetscape along the perimeter of the neighborhood is a critical part of the revitalization of the Original Mile. The existing streetscape is not inviting or aesthetically appealing, and does not offer a good “first impression” of the area. Improving the quality of the Original Mile arterials will make the neighborhood itself a more appealing destination for prospective investors and homebuyers. The following is a list of improvements that are recommended to improve the overall quality of the streetscape:

- Monumentation (Pages 44-45)
- Brick fencing along Midwest Boulevard (Page 48-49)
- Commercial and Mixed Use Redevelopment along arterials (Page 54)
- Reduction of driveways/curb cuts along arterials
- Additional sidewalks
- Additional street trees
- Additional landscaping/greenspace



*View from arterial intersection of S.E. 15th Street and Air Depot Boulevard*

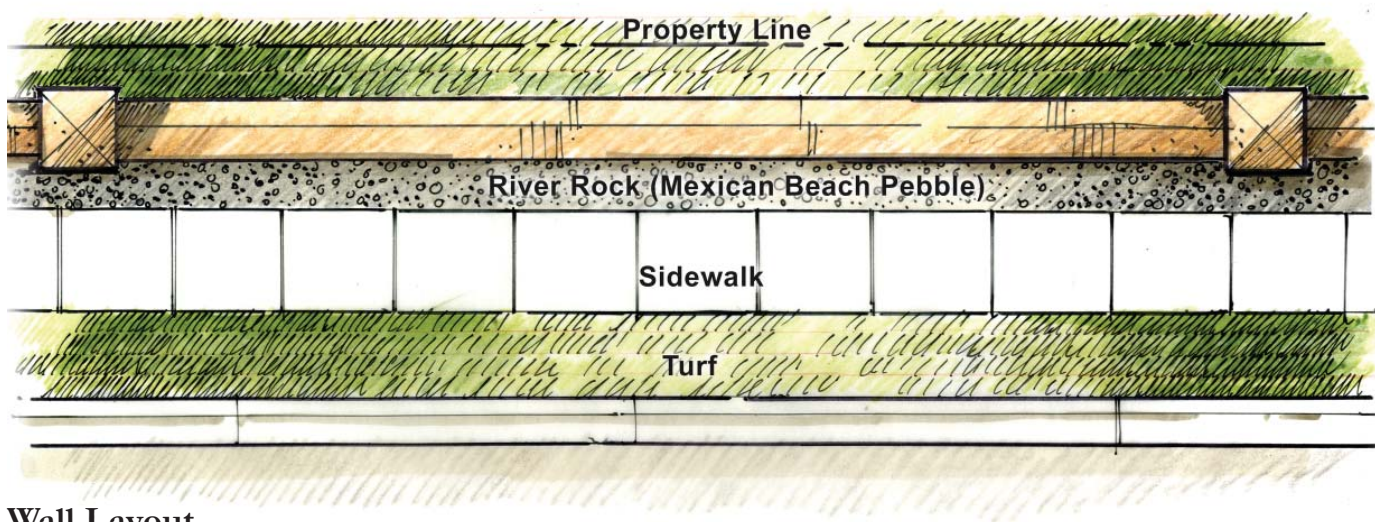


*View of existing arterial streetscape along Midwest Boulevard*

## RECOMMENDATIONS FOR AESTHETIC IMPROVEMENTS TO MIDWEST BOULEVARD

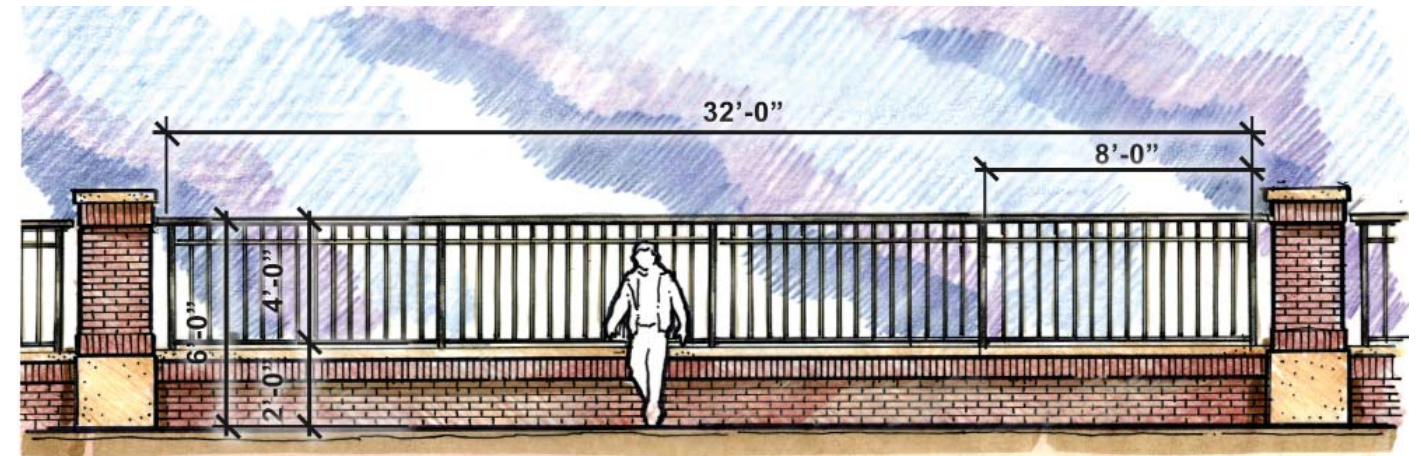
The residences backing up to Midwest Boulevard are bordered by a mix of stockade wood and chain link fences. The existing fence line is an eyesore that presents a poor first impression to visitors. Additionally, residents feel that the existing fencing does not serve its intended purpose of screening their backyards from the traffic along Midwest Blvd.

The recommended concept (Figures 34-36) consists of a brick wall with evenly spaced columns. Portions of the wall incorporate a steel or wrought iron atop the brick wall for added ornamental value. The brick fence treatment, estimated to cost \$450,000, will be a quick and obtainable solution.

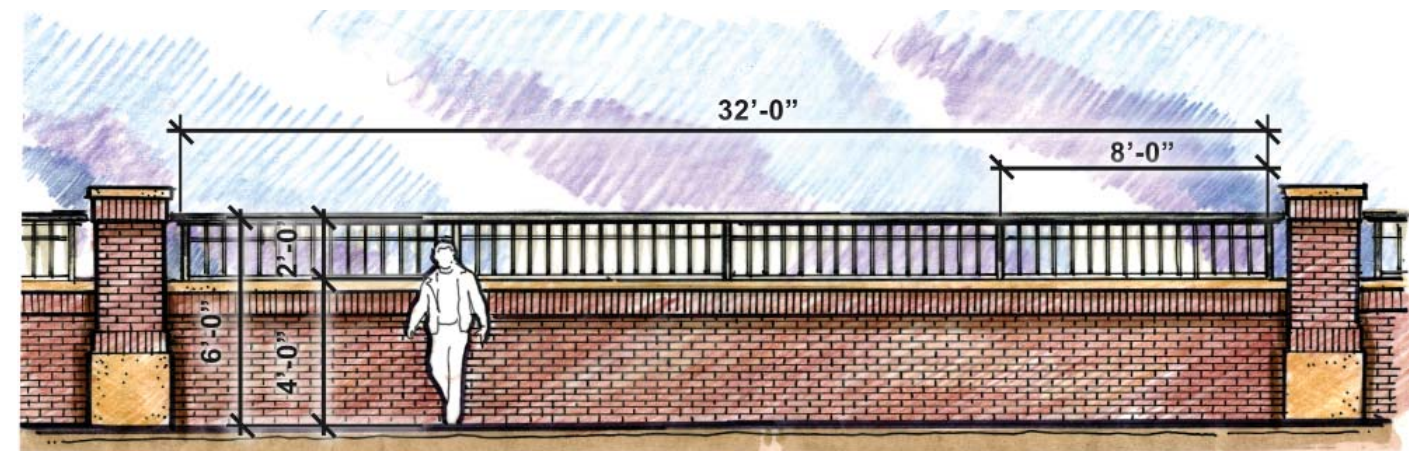


Wall Layout

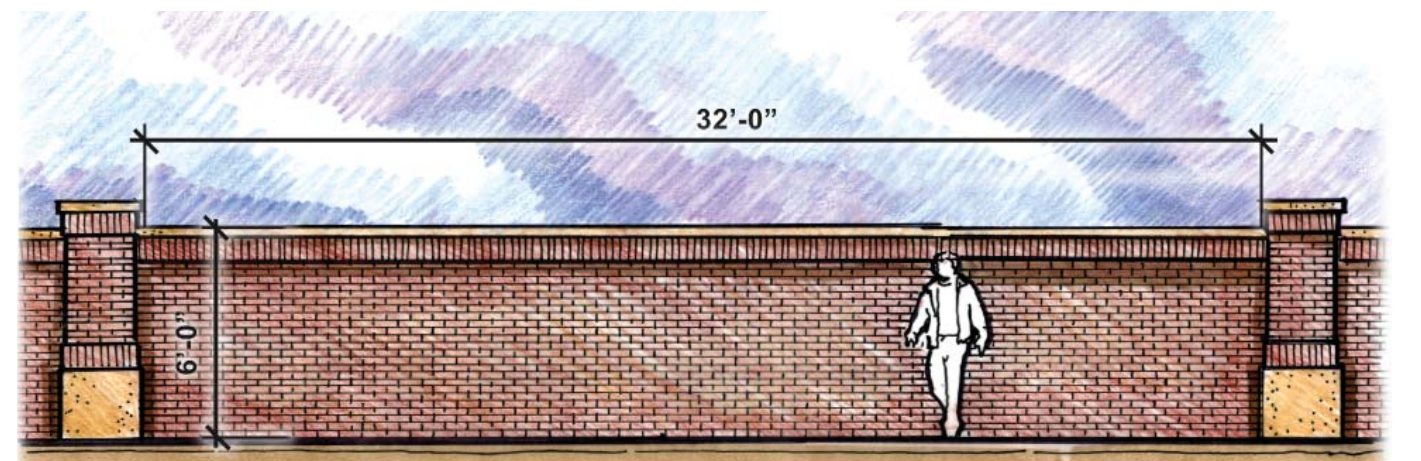
Figure 34 - Aesthetic Treatment of Midwest Boulevard - Wall Layout and Elevations



Wall Design "A" Elevation



Wall Design "B" Elevation



Wall Design "C" Elevation

Figure 35 - Aesthetic Treatment of Midwest Boulevard - Wall Layout



Figure 36 - Aesthetic Treatment of Midwest Boulevard - Before and After



## 3.4 RESIDENTIAL RECOMMENDATIONS

Cities across the nation are confronting deteriorated infrastructure and outdated housing in their earliest neighborhoods. Repair or replacement of infrastructure in first neighborhoods is a major, ongoing expense in city budgets—one that cannot be completely justified when housing served by the infrastructure is in poor condition or vacant.

In most cases, these neighborhoods are highly desirable, due to their proximity to downtown and other public amenities. In order to bring these neighborhoods back to life and attract new residents, cities are simultaneously improving housing stock, infrastructure, commercial structures and public facilities.

The Original Mile neighborhood is a first neighborhood with an important history in Midwest City and the State of Oklahoma. Its location immediately north of the state's largest employer and the new Town Center Plaza, in downtown Midwest City, makes it an ideal candidate for focused revitalization.

The City of Midwest City has chosen a comprehensive approach to revitalization of the Original Mile; therefore, this Original Mile Revitalization Plan includes assessments and recommendations for infrastructure, housing and public facilities.

A housing conditions assessment was conducted in December, 2010. The resulting

data, discussed on Pages 20-21, show that 80 percent of units have deficiencies. Improved maintenance and architectural upgrades would dramatically alter the percentage of deficient housing in the Original Mile neighborhood.

Demographic information presented on Page 14, Original Mile Factors Affecting Revitalization, provides insight into potential rents and mortgages that are achievable given current income levels. Table 18, to the right, suggests that 277 households show annual household incomes of less than \$15,000 and cannot afford a monthly rental or mortgage rate above \$175, excluding utilities. The table shows that 1001 households cannot afford monthly rent or mortgage rent of more than \$675, excluding utilities.

The concept of “affordable housing cost” is based on the idea that expenditures for housing and utilities above a certain percentage of household income will result inadequate monies for food, clothing and medical care. For example, an exhibit at the National Building Museum, titled “Affordable Housing: Designing the American Dream,” assumed that percentage to be 22.68%. However, it appears that most mortgage lenders use a general guide that mortgage payments plus utilities should not exceed 30 percent of total household income and that housing costs plus all other monthly payments, car payments for example, should not exceed 35 percent of total household income. The data presented in Table 18 assumes the 30 percent criterion. The data indicate that subsidies and incentives

Table 18 - Estimated Affordable Monthly Dwelling Unit Cost

Estimated Affordable Monthly Dwelling Unit Cost									
Household Income:			Number of Households:	Affordable Rent or Mortgage Payment including Utilities:			Affordable Rent or Mortgage Payment excluding Utilities:		
Less than		\$15,000	277	Less than		\$375			\$175
\$15,000	to	\$24,999	320	\$375	to	\$625	\$175	to	\$425
\$25,000	to	\$34,999	404	\$625	to	\$875	\$425	to	\$675
\$35,000	to	\$49,999	364	\$875	to	\$1,250	\$675	to	\$1,050
\$50,000	to	\$74,999	270	\$1,250	to	\$1,875	\$1,050	to	\$1,675
\$75,000	to	\$99,999	81	\$1,875	to	\$2,500	\$1,675	to	\$2,300
\$100,000	to	\$149,999	28	\$2,500	to	\$3,750	\$2,300	to	\$3,550
More than		\$150,000	20	More than		\$3,750	\$3,550		\$3,550
<b>Total</b>			<b>1,764</b>						

will be needed to encourage improvements that are affordable in the Original Mile.

A professional architectural analysis with proposed affordable design concepts to remedy deficiencies was performed as part of this plan. The focus of the analysis and design was to provide Original Mile residents with ideas for improving facades, incorporating modern design elements, expanding living space, or adding a driveway or garage. Concepts for infill housing also were prepared. Homes in the Original Mile neighborhood are predominantly brick ranch homes with two

bedrooms and one bath, living room and a dinette/kitchen combination. The majority offer 1,000 square feet or less of living space. Most homes do not have a laundry room or garage. The concepts were prepared to bring new “curb appeal” to the neighborhood as well as introduce affordable improvements to expand current homes, diversify housing choice and attract singles and young couples who might choose Original Mile over suburban neighborhoods.

Desirable updates in the neighborhood mirror those needed in other first neighbor-

hoods across the country. Residents want more bedrooms, front porches, updated and additional bathrooms, more closets and storage, garages, updated kitchens and better energy efficiency. Most homes would benefit from addition of foundation plantings, trees, new windows and door trim and more ornamentation on the front façade.

The design concept portfolio prepared as part of this plan is included in its entirety in Appendix B, of this report. The concepts offer affordable, modern looking improvements. Property owners will find a variety of ideas, ranging from façade treatments to addition of bedrooms, baths and closets to construction of new infill on vacant lots. Illustrated on this page are an existing structure, elevation of the existing structure and the same structure improved. The proposed transformations of dated structures to modern ones is dramatic and can be a powerful motivating factor for owners within the Original Mile.

The Design Concept Portfolio opens up possibilities for the following:

- Improving the façade by adding a variety of building materials, window configuration, colors and architectural elements
- Adding front porches and patios
- Increasing the number of bedrooms
- Introducing cathedral ceilings
- Adding fireplaces
- Increasing and modernizing bathrooms
- Adding larger and walk in closets

- Adding functional laundry room with storage
- Adding driveways
- Adding attached or detached garages, or wood frame, architecturally integrated car ports
- Landscaping

The impact of housing improvements, especially when accompanied by infrastructure improvements, is dramatic. Completion of a high visibility “demonstration block” as one of the first steps in revitalization will showcase the potential for the Original Mile. The selected demonstration block(s) will receive priority treatment for infrastructure, correction of deteriorated housing and upgrades of other housing. Suggested criteria for selecting

the block, in addition to majority owner willingness to participate, are:

- The block has high visibility
- The block represents the neighborhood; i.e. it is neither the best nor the worst
- The block presents opportunities to implement the recommendations, such as vacant lot for infill, and deficient structures needing new facades
- The block should have a majority of sound homes, where owners value maintenance and exhibit pride

An incentive for owner participation is a guarantee that one of the deteriorating properties will be purchased and replaced with an infill house or revitalized for resale.

As a “work in progress,” the demonstration block will stimulate interest. Yard and/or street banners can indicate that it is a demonstration block. When completed, it will communicate that revitalization is a good public and private investment.

This plan also recommends the introduction of rowhomes along the northern border of Town Center Plaza, overlooking the proposed Community Civic Space. The rowhomes provide a soft transition from the high activity atmosphere of Town Center Plaza to the quieter neighborhood environment. They offer a new housing choice at a higher density and have a distinctly urban feel. The homes should be owner occupied.

Additional housing choices will be provided in the form of upscale loft apartments located above commercial uses in the planned mixed use developments along Air Depot Boulevard and S.E. 15th Street.

**Figure 37 - Proposed Façade Improvements Concept**



*New Façade*



*Original Façade*

## 3.5 COMMERCIAL AND MIXED USE CONCEPTS

Revitalization of the Original Mile should include residential as well as commercial structures. Additional commercial development already is taking place along Air Depot Boulevard within the Town Center Plaza complex.

As an important economic enhancement to the Original Mile, Commercial Mixed Use development should be considered along Air Depot Boulevard and S.E. 15th Street. The Mixed Use concept is new to Midwest City and the Original Mile neighborhood, in particular. The proposed concept includes upscale first floor commercial space for office or retail and upscale apartments on the second floor. The concept is a prototype that might be successful in the areas proposed for future Commercial Mixed Use on the proposed Future Land Use Map, Page 36.

The prototype is a possibility for vacant land along Air Depot Boulevard near the north edge of Town Center Plaza. This concept also may be used to redevelop a deteriorating commercial area that is located between MacArthur and Harmon Drive. Structures in the area exhibit deterioration, poor access and parking and other conditions that may be a blighting influence as defined by Oklahoma statute. The concepts for this Commercial Mixed Use development are explored in further details in Appendix E of this report.

The southeast corner of the Original Mile should be evaluated as a potential site for redevelopment also. Existing tenants may be

willing to work with the City to identify beneficial relocation sites and a suitable relocation package.

Figure 38 - Commercial Mixed Use Concept - Front and Side Elevations





# IMPLEMENTATION





# IMPLEMENTATION

## 4.1 INTRODUCTION

Returning Midwest City's historic Original Mile to a choice residential area will require focused attention from the City, the private sector and the residents. Throughout its history, the Original Mile neighborhood has experienced caring attention from a small corps of residents, many of whom have lived there for 25 years or more. In the last decade, interest has increased as neighborhood associations have taken root and grown and assumed a greater role in addressing issues that affect the viability of the Original Mile. This revitalization plan is an outgrowth of that interest, led by the City and community leaders.

Detailed analyses and data presented on preceding pages indicate the need for concentrated commitment of financial and human resources to safeguard the future of this important sector of Midwest City. The Original Mile remains one of only a handful of similar neighborhoods in America—neighborhoods that grew up adjacent to and as a result of the establishment of war era military bases. The neighborhood has retained much of its original character over its 60-plus year history, yet confronts increasing obsolescence and deterioration. What were once the perfect homes for wartime and post war families are now too small and lacking modern amenities. The neighborhood's proximity to the new and vibrant "downtown," Town Center Plaza,

makes it a critical element in the long term vitality of Midwest City. The Original Mile plan is intended to improve the existing residential neighborhood to make it a safe, visually pleasing, pedestrian friendly place that offers a mix of housing choice and amenities that appeal to today's homebuyer.

The following policies, actions and strategies are recommended to achieve the stability and desirability envisioned by the residents, the City and the community as a whole.

## 4.2 CITY POLICY

The following summarized policy options should be considered by the City within the proposed time frames.

### **Accept the Original Mile Revitalization Plan and amend relevant existing plans at the scheduled time of review.**

Elements of the Original Mile Revitalization Plan may be incorporated into the City's Comprehensive Plan, Major Thoroughfare Plan, Capital Improvements Program, Parks Master Plan, Trails Master Plan, Tree Master Plan and Sidewalk Plan. The plans could be amended at the time of review and would include the following changes and additions:

- Future Land Use Map Recommendations

- Reconfiguration of Key Boulevard
- Repair or replacement of streets, curbs, gutters, sidewalks
- Addition of sidewalks, ADA ramps, crosswalks, driveway approaches
- Addition of specific street trees for the Original Mile, with recommendations approved by the Tree Board
- Adoption of street cross section standards located within Original Mile

#### *Priority:*

- » Immediate - Original Mile Revitalization Plan
- » Short Term - Existing Plans

*Potential Funding:* Not Applicable

### **Establish and identify funding for an Original Mile Revitalization Corporation; appoint members of the Corporation.**

Responsibilities for the Corporation could include at a minimum:

- Assist in the City with implementation of the Original Mile Revitalization Plan
- Develop an annual work program in cooperation with the City
- Develop strategy for maximum impact of revitalization
- Develop strategy to encourage property owners to revitalize housing
- Ensure infill housing is appropriate for the neighborhood by developing design guidelines based on those already in place in the City

- Acquire properties and revitalize or redevelop for sale
- Form public public/private partnerships to secure resources
- Brand and market the Original Mile to residents and community; strong resident support will build project momentum
- Secure office and professional management
- Explore future designation as a Community Housing Development Organization
- Establish a Demonstration Block Program

*Priority:* Short Term

*Potential Funding:*

- » Local, city, state, federal and private grant sources
- » Support from private sources should be explored

### **Allocate funding to evaluate and introduce revitalization incentives for implementation as feasible.**

The Original Mile Revitalization Plan summarizes available incentives that would support the revitalization effort. Incentive options are presented in the following Section 4.6.

*Priority:* Short Term

*Potential Funding:* Local Grants, City Budget

**Develop and approve an Original Mile 10-year Capital Improvement Plan for infrastructure improvements in the Original Mile, including a major outdoor public venue.**

The Capital Improvement Plan should include improvement of streets, curbs and gutters, sidewalks, street trees, ADA ramps, driveway approaches, crosswalks, island landscaping improvements, lighting, drainage, reconfiguration of Key Boulevard at Boeing Drive, major entry markers, internal markers, City gateway and aesthetic treatment along arterials as proposed in the Original Mile Revitalization Plan.

*Priority:* Short Term  
*Potential Funding:* Not Applicable - staff

**Fund initial priority infrastructure improvements based on 10-year Capital Improvements Plan.**

Suggested priorities areas include major entries, arterial aesthetic improvements, Key Boulevard, collector streets, and projects improving circulation or safety.

*Priority:*  
» Short Term - Implementation  
» Long Term - Completion  
*Potential Funding:* Not Applicable - staff

**Introduce a prototype Mixed Use development along Air Depot Boulevard.**

Mixed Use development will allow the City to introduce office/retail and innovative housing to the neighborhood. The prototype project development should be complementary to Town Center Plaza and attract commercial and residential tenants that will enhance shopping and housing choices in the Original Mile.

*Priority:* Short Term  
*Potential Funding:* Public/Private partnership

**Launch an Original Mile Green Campaign**

The City should consider initiating a public/private “greening” program that accompanies the residential, commercial and infrastructure revitalization. This program could provide high visibility and mobilize residents. Goals of the “greening” program are improving quality of life, improving aesthetics, adding infrastructure (including trails), improving homes with energy efficiency and adding trees as proposed in the infrastructure improvements. Much of the program could be implemented privately through the Revitalization Corporation and could be an extension of the City’s work to continue to attain its “Tree City USA” designation by meeting organizational and funding criteria.

*Priority:* Short Term  
*Potential Funding:* Federal, state, local and private grants

**Develop a Master Street Lighting Plan with Original Mile as priority area for implementation.**

The plan may be prepared in cooperation with Oklahoma Gas & Electric.

*Priority:*  
» Short Term - plan implementation  
» Long Term - implementation  
*Potential Funding:* OG&E

**Prepare and approve a plan to reconfigure Lions Park in cooperation with the Mid-Del School District and incorporate into existing Parks Master Plan.**

The Mid-Del School System intends to demolish and reconstruct Eastside Elementary School on part of the site that is currently Lions Park. Certain elements of the existing park, such as the Splash Park and Skate Park, will be relocated. The reconfiguration of the park presents an opportunity for cooperation between the school system and the City to ensure that the new Lions Park meets the needs of the school, neighborhood and the community.

*Priority:* Immediate  
*Potential Funding:* City budget

**Develop a detailed plan for a Community Civic Space - a major outdoor public venue within Original Mile.**

A Community Civic Space located within the southern boundaries of Mid-America Boulevard, is recommended in the Original Mile Plan. The site is well suited for a major public venue and provides good pedestrian linkage between downtown and the neighborhood.

*Priority:* Short Term  
*Potential Funding:* City budget, local grant

**Explore the development of a community facility for the Original Mile.**

The need for additional amenities was expressed in the Original Mile public input process. A community facility with classrooms, gym, swimming pool, health clinic or other services could produce revenues and be sustained with grant and private funding.

*Priority:* Long Term  
*Potential Funding:* Federal, state and local grants, private support

**Continue enforcement of the property maintenance code with rigorous emphasis in the Original Mile.**

The City’s current use of the ICC International Property Maintenance Code in combination with Chapter 20, Housing Code, of Midwest City should be enforced and strengthened with provisions that further improve the overall appearance of the Original Mile.

*Priority:* On going  
*Potential Funding:* City, with private sector support

### **Enable formation of Business Improvement Districts.**

Oklahoma statutes allow formation of such districts through the Oklahoma Improvement District Act. Commercial property owners may form districts and approve assessments through property tax to improve districts with projects such as streetscape, cleaning, landscaping, marketing, special events, parking improvements and any other activity or service desired by property owners that is not prohibited by statute. Oklahoma cities that have BIDs are Oklahoma City, Tulsa and Stillwater, to name a few.

*Priority:* Long Term  
*Potential Funding:* Private sector

### **Establish a Demonstration Block.**

The City should consider developing a demonstration block(s) that showcases what can be accomplished with infrastructure and housing improvements. The block(s) should have high visibility; generally represent the neighborhood; present opportunities for facade improvements, home additions and infill housing and have commitment from residents. The demonstration block(s) can provide a stimulus for additional improvements throughout the Original Mile and generate neighborhood pride.

*Priority:* Short Term  
*Potential Funding:* Local grant funds, private resources, federal and state grants

## **4.3 CITY PROGRAMS AND SERVICES**

The City's ongoing services and programs should be continued within the Original Mile. Some programs may be enhanced to provide benefits to the Original Mile and be considered incentives to live there. Cities routinely designate special areas for focus of resources over a period of time. The Original Mile is such an area. Programs/services that should be continued are:

### **Neighborhood Clean-up Campaigns**

Continue to provide scheduled cleanup events in cooperation with neighborhood associations by locating City dumpsters within the neighborhood over a weekend. The City should consider special pickups in conjunction with scheduled clean up events to dispose of large items and hazardous materials free or at minimal charge, as residents often leave these items or dump illegally, due to the cost or lack of transportation to the City's transfer station.

### **Operation Paintbrush Program**

The Operation Paintbrush Program is an effort that currently is active but not serv-

ing many residents due to lack of consistent demand and volunteer labor. The City should seek local organizations willing to partner and provide coordination of the volunteer driven painting program. In association with local material and paint suppliers, qualified homeowners receive paint and equipment to improve the exterior of their homes. In cases of need, painting volunteers are recruited to assist. Leadership of this program could be handed to a local organization/volunteers with helpers coming from the neighborhood, schools, churches and community groups. Re-emphasis of the program can begin in the Original Mile and expand to the community.

### **Weatherization Program**

Continue to cooperate and refer residents with weatherization needs to the Community Action Agency of Oklahoma City and Oklahoma/Canadian Counties, Inc. and the Urban League's existing weatherization programs available to Midwest City residents.

### **Primary Systems Home Repair Program**

This city-wide program provides a grant (deferred loan) up to \$4000 to low income homeowners in need of major system repairs to their homes. Repairs include plumbing, heating, structural, electrical and handicap accessibility needs. This program should be continued.

### **No Interest Rehabilitation Loan Program**

This city-wide program provides up to \$10,000 at no interest to income qualified owner occupants to improve their homes. Repayment is made over a 5-year period. This program should be continued.

### **Purchase, Rehab, Infill Program**

The City should continue focused land-banking of vacant and/or foreclosed properties in the Original Mile in order to provide additional affordable housing opportunities to new owner occupants through the rehabilitation of existing properties and new infill housing construction.

### **Homebuyer Assistance Program**

This citywide program provides qualifying applicants with \$5000 for down payment, closing costs and principal reduction associated with the purchase of a home in Midwest City. A targeted homebuyer assistance program should be initiated for the Original Mile.

### **Rental Registration Program/Crime Free Program**

Midwest City is in its first year of implementing a Rental Registration Program that requires registration of all residential rental properties, both single family and multi-family, in the city. Part of the program in-

cludes voluntary participation in the “Crime Free” Program that provides a reduced registration fee. The “Crime Free” Program is implemented by Community Action Officers of the Midwest City Police Department. Landlord training is conducted regularly and includes property inspections to meet specified standards. Certified “Crime Free” rental properties are listed on the City’s website and through rental groups. This program will hopefully bring longer tenure among tenants, less damage to rental property and higher property values. The City should continue and expand this program as it evolves.

There are potentially many *new programs and services* that could contribute to the Original Mile revitalization. Some programs may be instituted by the City, while others could be in the purview of a private revitalization corporation or a collaborative of public and private civic or service groups. Following are programs that have been successful in other cities and have potential to work for Midwest City and the Original Mile. They should be implemented as resources allow.

#### 4.4 PUBLIC/PRIVATE PARTNERSHIP PROGRAMS

##### Greenway Grants Program

This program could be a public/private cooperative effort to provide small grants, loans or other assistance to residents who unite as a block to add green elements

to their property, such as permanent foundation shrubbery across the front façade, yard trees, landscaping for street islands, etc. A number of public/private partnerships could be formed around this program. Nurseries may be willing to provide discounts or donate plants. The City may wish to apply for grants from federal programs to have trees to give away.

##### Driveway Matching Grant Program

This public/private program could encourage property owners to complete paved driveways, especially as driveway approaches are constructed as part of the infrastructure improvements. Many of the Original Mile “driveways” are deteriorated beyond recognition and have become an eyesore. The Original Mile neighborhood could be a pilot for this program.

##### Consultant Café

To stimulate interest in home revitalization and gain advice about home additions or improvements, the City, through the Revitalization Corporation, should initiate regular informal meetings between owners and rehabilitation professionals. The basis for the conversations could be the designs presented in the Original Mile Revitalization Plan. Assistance from the Homebuilders’ Association or NARI (National Association of the Remodeling Industries) should be sought to help implement this program.

##### Original Mile Homeowners Association Services

Mobilize existing neighborhood groups and other interested residents to discuss formation of a dues structure that would maintain the improved islands within the neighborhood. A small fee to Neighborhood Services could provide the City some help in budgeting for maintenance of the street island landscapes.

##### Landlord Incentive Programs

A number of programs could be considered to encourage landlords who consistently fail to maintain properties to sell to an owner occupant. One program that might be considered is forgiving City liens; another might be to provide recognition to landlords who consistently maintain properties, bring them up to code and are responsive to tenants. Such programs are successful in other cities.

##### “Move To The Mile” Program and Incentives

Through a public/private matching fund, the City with local grant funding and private corporation participation could provide a “Move To The Mile” grant fund to encourage people to move to the Original Mile. The grant funding could be used for down payment or closing costs. Applicants would attend homeowner education programs and

demonstrate creditworthiness. Grants would be paid back over time or could be forgiven over time. To open the program each year, a 5K “Walk a Mile in Your Shoes,” walk could be held in the Original Mile. Homes for sale and homes recently revitalized could be open for tours.

#### 4.5 INTERGOVERNMENTAL COOPERATION

Revitalization of the Original Mile neighborhood will be most successful when the numerous governmental and nongovernmental agencies and organizations with governing, taxing or civic interest in the Original Mile make a commitment to accomplish the vision. Early engagement of these entities will put the revitalization plan on solid footing and encourage ideas that may contribute to a successful implementation. The following activities should be considered, at a minimum, to encourage cooperation:

##### City, County, School District, Taxing Jurisdictions

The City should engage the taxing jurisdictions in analyzing the potential of declaring the Original Mile a Reinvestment Area and granting benefits approved by statute, which include tax exemptions or tax increment financing and other development incentives.

**City, County**

Continue to participate with the County by receiving properties that have fallen to the County through nonpayment of ad valorem taxes. This program could be expanded by working with the County to acquire properties at tax sales. The properties could be deeded to the Revitalization Corporation for revitalization or redevelopment.

**City, Region, State**

Explore programs through the regional Council of Governments and through state agencies that may benefit the Original Mile. These programs are discussed in greater detail in 4.6 FINANCIAL RESOURCES AND INCENTIVES, State and in APPENDIX D.

Continue to work with state economic and housing entities to identify incentives and programs that may be applied to the Original Mile, also discussed in 4.6 FINANCIAL RESOURCES AND INCENTIVES, State and APPENDIX D.

**City, State, Federal**

Continue to pursue HUD Community Development Block Grant (CDBG), HOME Investment Partnership Program (HOME) funds and other complementary funding sources for the benefit of the Original Mile.

Engage authorities issuing federal New Market Tax Credits in Oklahoma and on the national level, as appropriate. The U.S. Department of the Treasury has authorized a number of entities to receive and approve applications for the tax credits, which can offer up to 39% of eligible costs. The program is suitable for certain projects with a budget of \$6 million or more and involve complex legal and financial procedures, but would be an option for large projects. The Original Mile is an eligible area.

**4.6 FINANCIAL RESOURCES AND INCENTIVES**

A number of resources are available to help accomplish the goals of Original Mile revitalization. The resources are grouped below by City, Regional, State and Federal.

**City**

City programs previously mentioned should be concentrated in the Original Mile for a five-year period. Additional resources include:

*Midwest City Memorial Hospital Authority grants* - are provided from an interest fund resulting from leasing of the City-owned hospital. Members of the Authority are the Mayor and City Council. Projects that meet a community need are funded by the hospital authority trust.

*Public and Private grantmaking entities in the Midwest City area*, some of which already support the City and others with funding objectives in line with proposed programs. Many larger private corporations have foundations and several civic groups have small foundations or fund raising activities that might support the Original Mile objectives.

**Regional**

*Regional Senior Citizen Home Makeover Cooperative Program* - has benefited Midwest City in the past and should continue to do so. Residents meeting age and income criteria for the Oklahoma City metro area can participate in the “Rebuilding Together” annual home makeover initiative. The City currently refers potential applicants and assists them with the application process when needed. The program is operated in Oklahoma City by a not-for-profit organization and regularly assembles work crews to perform a full menu of repairs in the month of April. This program is known informally as “Christmas in April.” Applications are evaluated from September through November with selections in January.

**State**

Major state incentives are summarized in this section. More detailed information about requirements, adoption, procedures, nature of incentive and recommended use are presented in Appendix D, Optional Housing and Economic Development Incentives.

*Oklahoma Local Development Act* - could provide the greatest incentives for both major rehabilitation projects and for new development, either for housing, mixed use or new and/or rehabilitated commercial projects. The Act allows an incentive district or reinvestment district in which all or a portion of an increment of ad valorem taxes and all or any portion of an increment of sales taxes, other local taxes or local fees or combination thereof are apportioned to financing a plan and project in accordance with the Act. The Act allows much of the development costs to be returned to the project. The reinvestment area must meet guidelines, which state that 50 percent or more of the structures are at least 35 years old and other conditions that define blight according to Oklahoma Statute. An Enterprise Area also may qualify for this Act.

*Neighborhood Redevelopment Act* - requires a finding that all or a portion of a neighborhood to be redeveloped contains blighted conditions. Thereafter, the municipality must prepare a redevelopment plan containing details of the revitalization and delegation of authority to a public trust established according to Oklahoma statute. The current hospital trust likely would qualify. The trust may issue tax apportionment bonds or notes and may receive and pledge revenues derived from apportionment of ad valorem and sales taxes. The community’s Urban Renewal Authority may prepare a redevelopment plan and submit to the municipality. The plan must be

compatible with the municipality's general plan and the general plan must delineate an urban renewal area(s) and establish reuse of such areas, including priorities for rehabilitation or clearance and redevelopment. The Act allows the Urban Renewal Authority to carry out urban renewal projects and issue notes or bonds which may be payable from a variety of resources, including taxes on incremental property values. The current Original Mile Revitalization Plan may serve as a base plan for applying this incentive. The incentive may help draw new development in the proposed Mixed Use areas.

*Urban Renewal Authority Act* - the City's Urban Renewal Authority may prepare a plan and adopt such plan as an amendment to the Comprehensive Plan to allow for implementation of urban renewal projects. The incentive provided under this Act provides exemption from all or any portion of an increment of ad valorem taxes and all or any portion of an increment of sales tax and other local taxes for a period that may not exceed 15 years.

*Oklahoma Housing Reinvestment Act* - This program allows cities to enable tax abatements of ad valorem taxes for periods ranging from two to five years on homestead exemption residences occupied by the owner. The Act provides various periods of abatement for newly constructed and existing residences. Only this Act provides an incentive for rehabilitation and improvement of the existing housing stock. The ad valorem tax exemption

for five years is allowed on the increment for an existing residence that increases appraised value by at least \$20,000. The Act will expire on January 1, 2013, but may have advocates for continuation among cities that have used this Act as a benefit. This incentive would be most valuable for new construction on land that has been vacant for one year or more.

*Oklahoma Housing Finance Agency* - Midwest City should continue its participation with the OHFA, which can provide funding for low and moderate income housing. The programs include Affordable Housing Tax Credits, HOME Program, Housing Trust Fund and Multi-Family Bonds. The City has participated in the HOME Investment Partnership Act Program for affordable housing activities and the Low Income Housing Tax Credit Program, which are awarded to developers who create affordable housing projects compliant with program criteria. The credits offset development costs.

#### **State, Federal**

Housing in the Original Mile was surveyed for listing in the National Register of Historic Places as an historic district or districts in 1992. It was deemed eligible at that time, however, in 2003, it was re-evaluated by the Oklahoma State Historic Preservation Office and was removed from historic district eligibility due to the number of demolitions on the south side of the district, the alterations to focal buildings and changes made to a

high percentage of individual houses. It was determined that the district as a whole no longer sustains enough historic integrity to warrant eligibility. In light of increased revitalization interest, the City may seek the SHPO's re-evaluation of the Original Mile to provide homeowners an opportunity to utilize state and federal historic tax credits to lessen rehabilitation costs. The area also may be eligible for designation of selected small neighborhoods or block groups.

#### **4.7 PRIVATE SECTOR ROLE**

Invite the private sector to play a role with Original Mile revitalization. Any of the policies or programs listed above offer potential for citizen involvement. Targeted action groups could be formed around each of the suggested programs to provide ideas for the best path forward. Key not-for-profit groups, such as a local chapter of Habitat for Humanity, or established volunteer-based home repair groups may play important roles in making the revitalization a success.

The Original Mile is the City's founding neighborhood. Today it is a prime candidate to once again be a model for other neighborhoods. The community at large should recognize and support the revitalization effort. A high visibility public relations campaign announcing the plan, the program and general timeline should be conducted by the City. The effort needs to convey to the community that the Original Mile revitalization is a prior-

ity. The entire city will benefit from many of the projects suggested; i.e. new choices of urban housing, Community Civic Space, aesthetic improvements along arterials, new office and retail, increased spirit and pride of ownership, etc. Private sector engagement builds a base for financial or legislative measures that may be required to support the revitalization or the Original Mile or any other neighborhood in Midwest City.



# PROJECTED INVESTMENT





# PROJECTED INVESTMENT

## 5.1 INTRODUCTION

The application of a number of incentives will be required to bring the Original Mile to a standard comparable with competing suburban neighborhoods. As illustrated and discussed on the previous pages, a significant commitment will be required from the public and private sectors. A summary projected budget and more detailed Urban Design Proposal and Neighborhood Improvement District investment tables follow.

Investment in the Original Mile will occur as funding becomes available. The magnitude of the proposed infrastructure improvements is substantial, and with that comes substantial costs. The City will address these infrastructure improvements over time in a phased approach that reacts responsibly to available funding considerations. In addition to public funding, the City will work diligently with the private sector to improve housing conditions in the Original Mile.

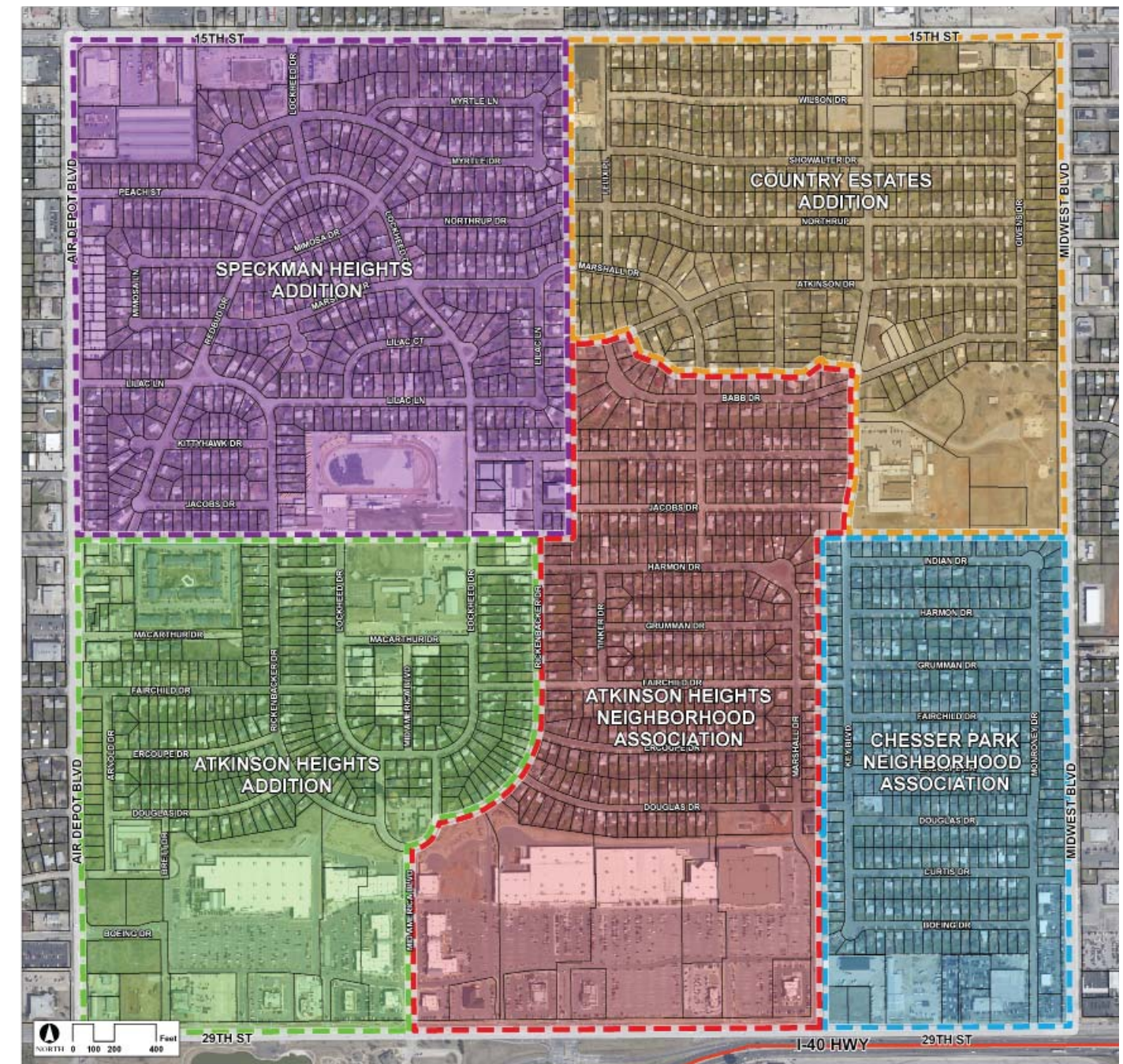
The Original Mile was subdivided into five revitalization areas, as illustrated in Figure 39, at the right. Two of the areas already have active neighborhood associations. The other districts refer to the subdivision name but do not conform to the subdivision boundaries.

## 5.2 PROJECTED INVESTMENT SUMMARY

Table 19 - Projected Investment Summary Budget

Category/Revitalization Area	Estimated Cost
Urban Design Proposals (includes entire Original Mile)	\$ 1,308,108
Chesser Park District Improvements	\$ 9,995,914
Atkinson Heights District Improvements	\$ 8,130,238
Country Estates District Improvements	\$ 11,308,889
Atkinson Heights Addition District Improvements	\$ 20,213,332
Speckman Heights District Improvements	\$ 17,311,619
<b>OVERALL BUDGET</b>	<b>\$ 68,268,100</b>

Figure 39 - Revitalization Areas Map



## 5.3 MAJOR URBAN DESIGN PROPOSALS

Table 20 - Major Urban Design Proposals Budget

	Brief Description	Estimated Cost
<b>Neighborhood Arterials</b>		
<b>S.E. 15th Street</b>		
Fencing		
Monumentation		\$ 55,000
<b>Air Depot Boulevard</b>		
Fencing		
Monumentation		\$ 35,000
<b>S.E. 29th Street</b>		
Fencing		
Monumentation		\$ 110,000
<b>Midwest Boulevard</b>		
Fencing		\$ 450,000
Monumentation		\$ 35,000
<b>Subtotal</b>		<b>\$ 685,000</b>
<b>Parks &amp; Green Spaces</b>		
<b>Chesser Park</b>		
Island Beautification	Rain Gardens	\$ 10,836
Additional Green Space		
<b>Atkinson Heights</b>		
Island Beautification	Rain Gardens	\$ 47,600
Additional Green Space		
<b>Country Estates</b>		
Island Beautification	Rain Gardens	\$ 2,180
Additional Green Space		
<b>Atkinson Heights Addition</b>		
Island Beautification		\$ -
Additional Green Space	Community Green	\$ 500,000
<b>Speckman Heights Addition</b>		
Island Beautification	Rain Gardens	\$ 62,492
Additional Green Space		
<b>Subtotal</b>		<b>\$ 623,108</b>
<b>OVERALL BUDGET</b>		<b>\$ 1,308,108</b>



## 5.4 REVITALIZATION AREAS INVESTMENT

Table 21 - Chesser Park Neighborhood Association Revitalization Area Budget

	Brief Description	Estimated Cost
<b>Housing</b>		
Major Rehabilitation @ \$83,233	30 structures	\$ 2,496,990
Minor Rehabilitation @ \$12,000	255 structures	\$ 3,060,000
New Construction @ \$119,000		
<b>Subtotal</b>		<b>\$ 5,556,990</b>
<b>Acquisition @ 20% of Deteriorating</b>		
Acquisition	6 structures	\$ 374,440
Major Rehabilitation	5 structures	
Demolition @ 10% of Acquisition	1 structure	\$ 3,000
Redevelopment	1 infill structure	
<b>Subtotal</b>		<b>\$ 377,440</b>
<b>Infrastructure</b>		
Road Realignment	Key-Marshall connect	\$ 195,000
Street Surfaces & Driveway Approaches		\$ 1,804,473
Curbs & Gutters		\$ 484,350
Sidewalks		\$ 443,977
Storm Inlets		\$ -
Pedestrian Crosswalks		\$ 184
ADA Ramps		\$ 15,300
Seeding		\$ 5,300
Temporary Irrigation		\$ 79,505
Street Trees		\$ 141,130
Design & Contingency		\$ 892,265
<b>Subtotal</b>		<b>\$ 4,061,484</b>
<b>OVERALL BUDGET</b>		<b>\$ 9,995,914</b>

 Private Investment

Table 22 - Atkinson Heights Neighborhood Association Revitalization Area Budget

	Brief Description	Estimated Cost
<b>Housing</b>		
Major Rehabilitation @ \$83,233	13 structures	\$ 1,082,029
Minor Rehabilitation @ \$12,000	153 structures	\$ 1,836,000
New Construction @ \$119,000		
<b>Subtotal</b>		<b>\$ 2,918,029</b>
<b>Acquisition @ 20% of Deteriorating</b>		
Acquisition	2 structures	\$ 124,800
Major Rehabilitation	1 structure	
Demolition @ 10% of Acquisition	1 structure	\$ 3,000
Redevelopment	1 infill structure	
<b>Subtotal</b>		<b>\$ 127,800</b>
<b>Infrastructure</b>		
Street Surfaces & Driveway Approaches		\$ 2,415,816
Curbs & Gutters		\$ 635,175
Sidewalks		\$ 561,512
Storm Inlets		\$ -
Pedestrian Crosswalks		\$ 184
ADA Ramps		\$ 21,000
Seeding		\$ 7,215
Temporary Irrigation		\$ 108,218
Street Trees		\$ 161,964
Design & Contingency		\$ 1,173,325
<b>Subtotal</b>		<b>\$ 5,084,409</b>
<b>OVERALL BUDGET</b>		<b>\$ 8,130,238</b>

 Private Investment

Table 23 - Country Estates Addition Revitalization Area Budget

	Brief Description	Estimated Cost
<b>Housing</b>		
Major Rehabilitation @ \$83,233	44 structures	\$ 3,662,252
Minor Rehabilitation @ \$12,000	274 structures	\$ 3,288,000
New Construction @ \$119,000		
<b>Subtotal</b>		<b>\$ 6,950,252</b>
<b>Acquisition @ 20% of Deteriorating</b>		
Acquisition	9 structures	\$ 561,600
Major Rehabilitation	8 structures	
Demolition @ 10% of Acquisition	1 structure	\$ 3,000
Redevelopment	1 infill structure	
<b>Subtotal</b>		<b>\$ 564,600</b>
<b>Infrastructure</b>		
Street Surfaces & Driveway Approaches		\$ 935,347
Curbs & Gutters		\$ 253,100
Sidewalks		\$ 535,248
Storm Inlets		\$ -
Pedestrian Crosswalks		\$ 92
ADA Ramps		\$ 14,400
Seeding		\$ 3,901
Temporary Irrigation		\$ 58,509
Street Trees		\$ 171,776
Design & Contingency		\$ 591,712
<b>Subtotal</b>		<b>\$ 2,564,084</b>
<b>Commercial Development-Mixed Use</b>		
Acquisition & Demolition		\$ 1,229,953
<b>Subtotal</b>		<b>\$ 1,229,953</b>
<b>OVERALL BUDGET</b>		<b>\$ 11,308,889</b>

 Private Investment

Table 24 - Atkinson Heights Addition Revitalization Area Budget

	Brief Description	Estimated Cost
<b>Housing</b>		
Major Rehabilitation @ \$83,233	53 structures	\$ 4,411,349
Minor Rehabilitation @ \$12,000	295 structures	\$ 3,540,000
New Construction @ \$119,000	56 rowhomes	\$ 6,664,000
<b>Subtotal</b>		<b>\$ 14,615,349</b>
<b>Acquisition @ 20% of Deteriorating</b>		
Acquisition	10 structures	\$ 624,000
Major Rehabilitation		
Demolition @ 10% of Acquisitions	1 structure	\$ 3,000
Redevelopment	1 infill structure	
<b>Subtotal</b>		<b>\$ 627,000</b>
<b>Infrastructure</b>		
Street Surfaces & Driveway Approaches		\$ 2,107,999
Curbs & Gutters		\$ 571,475
Sidewalks		\$ 513,981
Storm Inlets		\$ -
Pedestrian Crosswalks		\$ 368
ADA Ramps		\$ 23,400
Seeding		\$ 6,834
Temporary Irrigation		\$ 102,516
Street Trees		\$ 151,107
Design & Contingency		\$ 1,043,304
<b>Subtotal</b>		<b>\$ 4,520,983</b>
<b>Commercial Development-Mixed Use</b>		
Acquisition & Demolition		\$ 450,000
<b>Subtotal</b>		<b>\$ 450,000</b>
<b>OVERALL BUDGET</b>		<b>\$ 20,213,332</b>

 Private Investment

**Table 25 - Speckman Heights Addition Revitalization Area Budget**

	Brief Description	Estimated Cost
<b>Housing</b>		
Major Rehabilitation @ \$83,233	77 structures	\$6,408,941
Minor Rehabilitation @ \$12,000	384 structures	\$4,608,000
New Construction @ \$119,000	1 structure	\$119,000
<b>Subtotal</b>		<b>\$11,135,941</b>
<b>Acquisition @ 20% of Deteriorating</b>		
Acquisition	15 structures	\$936,000
Major Rehabilitation	14 structures	
Demolition @ 10% of Acquisition	1 structure	\$3,000
Redevelopment	1 infill structure	
<b>Subtotal</b>		<b>\$939,000</b>
<b>Infrastructure</b>		
Street Surfaces & Driveway Approaches		\$1,557,486
Curbs & Gutters		\$434,200
Sidewalks		\$752,014
Storm Inlets		\$0
Pedestrian Crosswalks		\$0
ADA Ramps		\$25,500
Seeding		\$6,018
Temporary Irrigation		\$89,486
Street Trees		\$241,373
Design & Contingency		\$931,823
<b>Subtotal</b>		<b>\$4,037,899</b>
<b>Commercial Development-Mixed Use</b>		
Acquisition & Demolition		\$1,198,779
<b>Subtotal</b>		<b>\$1,198,779</b>
<b>OVERALL BUDGET</b>		<b>\$17,311,619</b>

 Private Investment

# CHARRETTE SUMMARY



# CHARRETTE SUMMARY

## INTRODUCTION

In an attempt to connect with and learn from the community, a two day design charrette was conducted. Before proceeding, it is important to answer the question:

*What is a charrette?* The actual definition of charrette combines a creative, intense work session with public workshops and open houses. The charrette is a collaborative planning process that harnesses the talents and energies of all interested parties to create and support a feasible plan that represents transformative community change.

### DAY ONE:

The two day charrette in Midwest City began with the charrette team members presenting an overview of the project to the community. The presentation started by identifying the goals and objectives of the Original Mile reinvestment.

#### Goals Included:

- Increased housing capital
- Increased home ownership
- Improved neighborhood aesthetics

#### Objectives Included:

- Architectural improvements
- Streetscape enhancements
- First impression elements

- Increased connection of green space
- Low maintenance street islands

The team then took a closer look at these objectives, identifying examples of how each could be accomplished. Residential improvements, which were the first to be reviewed, are an essential part of the Original Mile Revitalization Plan. Recommended residential improvements were prepared by an architect with considerable experience in neighborhoods similar to the Original Mile. Details of the recommendations are discussed and presented in Chapter 3 and in Appendix B of this report. The recommended residential improvements include:

- Façade improvements to existing homes
- Additions and façade improvements to existing homes
- New infill housing

The team presented conceptual examples of each of the residential options.

Complementary streetscape improvements were then presented and discussed as a group. The team presented concepts for streetscape improvements, which included new street trees, LED street lights, street trees and sidewalks. Potential landscape island improvements were also discussed.

The remaining part of the presentation centered on the potential for introducing

“first impressions” elements into the Original Mile. First impressions are those elements which help define outsiders’ impressions of a place or community. They can take many shapes and forms, including landscape and sculptural elements, entry monumentation, gateway features, and towers. After showing examples of each of these, the team examined how such elements might be incorporated into the Original Mile.

The focus of this exercise was the former City Hall site and the planned cell tower that is expected to be installed at this location. The team emphasized how important this space could be to the revitalization of the community. Because of its proximity to Town Center Plaza and the surrounding residential community, the space offers an opportunity to provide residents and visitors with an exciting outdoor space with great programming possibilities. The team presented several concepts for turning the site into an outdoor amphitheater that could serve as park space during the week, a farmers’ market on the weekends, and host concerts or other performances throughout the year.

The new cell tower also factored into each of the concepts. The team showed how the cell tower could be transformed into a community icon, anchoring the amphitheater space and giving the community an identity in the process. Concepts for the cell tower were used as a kick-off point for creating a whole family of monumentation elements. Starting with the tower, each monumenta-

tion family included a concept for primary gateways, secondary gateways, neighborhood monuments, and neighborhood markers.

At this point, the team wrapped up the presentation and asked the community members in attendance to offer their opinions on concepts presented. Overall, the community was very positive and encouraged. Points of concern from residents in attendance included the following:

- The neighborhood needs more lighting
- Concern about maintenance of the monumentation
- Need for more park space throughout the neighborhood
- Need for better wayfinding
- Concern about the introduction of sidewalks as a possible deterrent for offstreet parking. The neighborhood already has too much parking on the street and does not need to discourage onsite parking.
- Arterials need to be addressed as part of the revitalization plan.
- Air Depot Boulevard needs to be redeveloped.
- The backyard fences along Midwest Boulevard are an eyesore that needs to be corrected.
- Home improvements need to be more than just aesthetic. Interior improvements, such as central heat and air, must also be addressed.
- Concern about the size of the four-corner Original Mile markers.

# Charrette Summary

Residents also offered the team feedback on the amphitheater, tower, and monumentation concepts. The general consensus was that green spaces, like the ones shown by the team, would be a great asset to the community. This opened up a discussion about creating a greener, more walkable community that would improve the public perception of the neighborhood and Midwest City community as a whole. The community participants agreed that such improvements could help transform the community identity.

As the first day wrapped up, the team laid out the itinerary for day two, and encouraged everyone to return in the morning to help guide the direction of the charrette.

## DAY TWO:

The second day of the charrette began with the team going through an abbreviated version of the previous day's presentation. The community was encouraged to ask questions and offer opinions on what they liked and didn't like. Guided by the input of the community, the team developed a list of items that should be addressed in day two. The list included:

- An alternative streetscape concept that moves the sidewalk closer to the back-of-curb, giving residents more useable driveway
- Additional park/green space opportunities
- Alternative parking concepts

- Row home concept centered around community green
- Fence/wall concept for Midwest Boulevard
- Refine family of monuments
- Develop Original Mile identity

With the list in hand, the design team began sketching potential solutions. The community observed and offered opinions in a very interactive, informal design session. Lasting approximately 90 minutes, this session was very productive and gave the community a chance to see their concerns and ideas addressed.

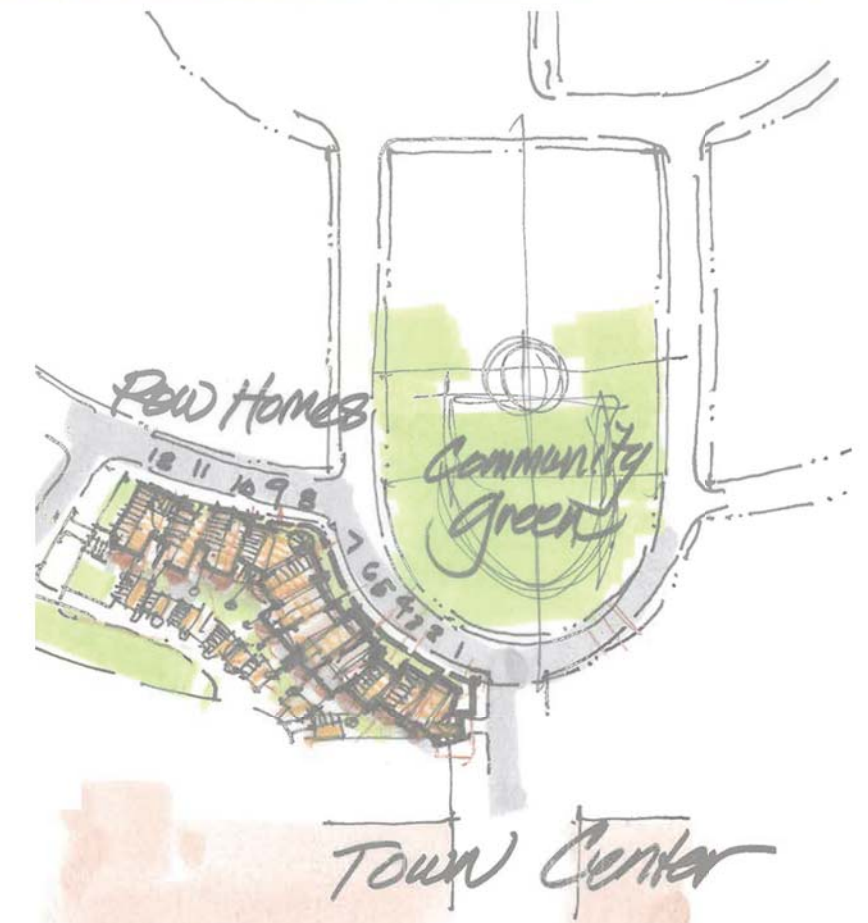
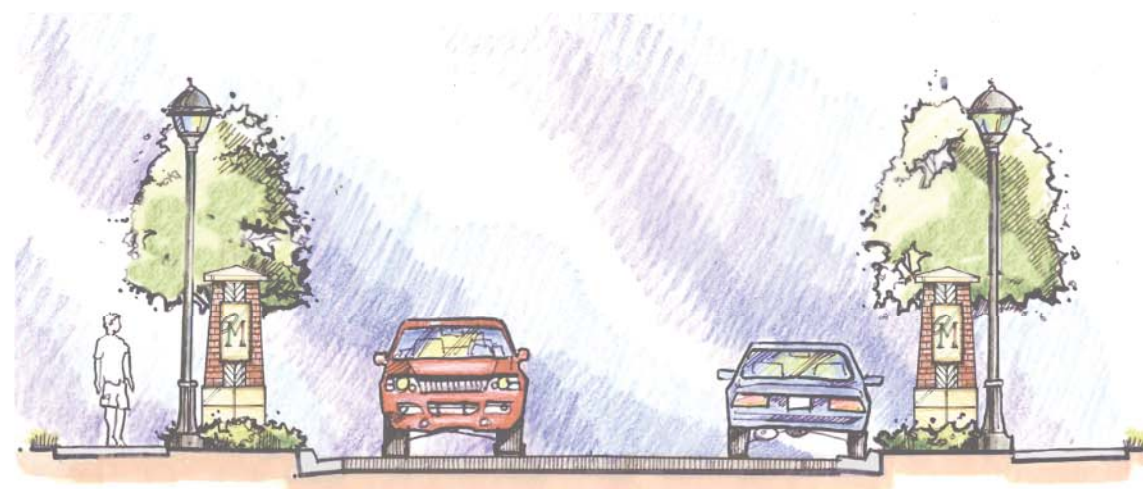
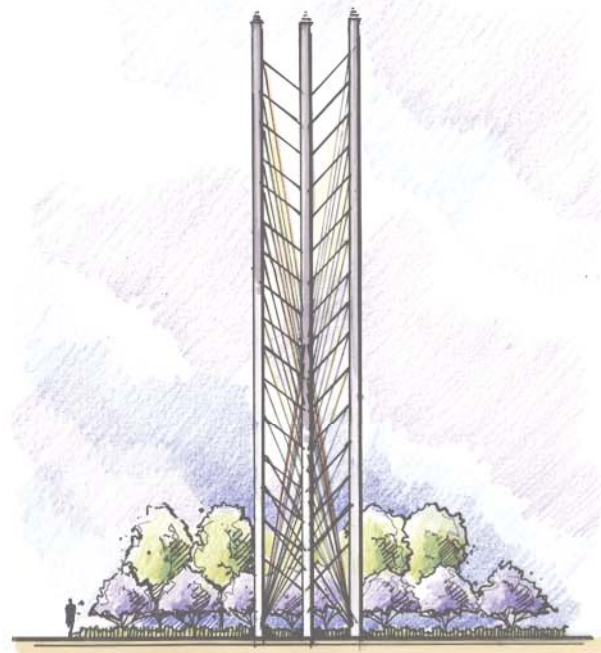
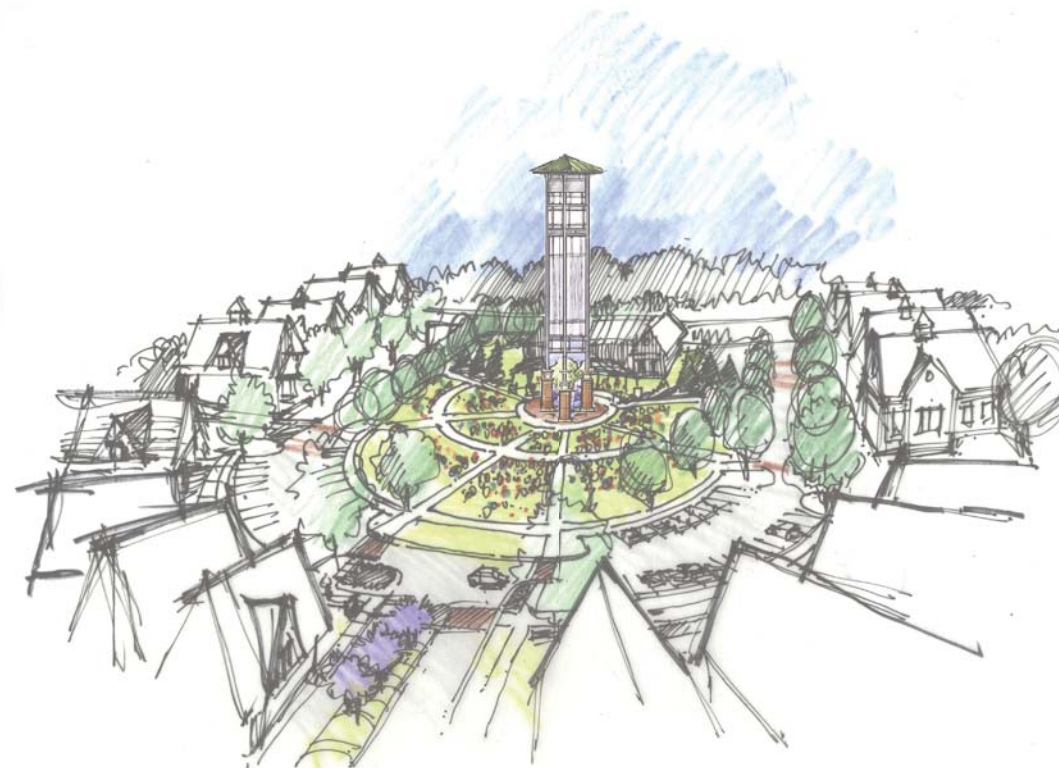


The design team wrapped up the second day by presenting a short PowerPoint of the concepts addressed in the day 2 design session. The community offered their final comments, and thanked the design team for their efforts. Before leaving, the team promised to forward a final version of the charrette presentation to the City for distribution.

## CONCLUSION

Overall, those involved agreed that the charrette was an excellent community-based process. In addition to producing design concepts to be incorporated into the revitalization plan, the charrette provided the community an opportunity to be actively involved in the process. Participants were enthusiastic and encouraged by the potential of the Original Mile revitalization. They offered insights that only the residents of a community can offer, and their input was greatly appreciated by both the OHH team and the City staff.



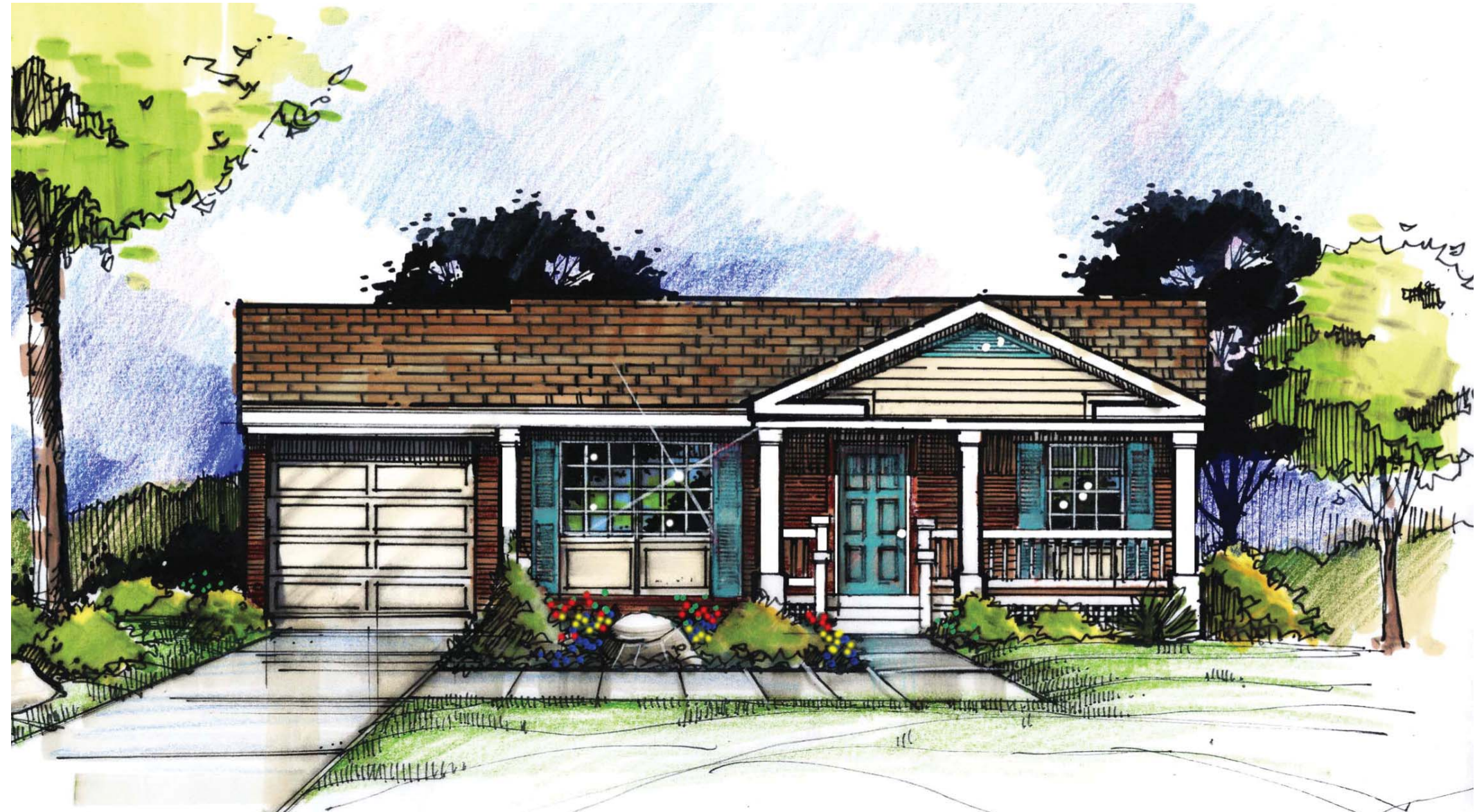


# RESIDENTIAL REVITALIZATION AND INFILL DESIGN PACKAGE



# RESIDENTIAL REVITALIZATION AND INFILL DESIGN PACKAGE

Although a selected sample of residential revitalization was presented on Page 53 of this report, the following is a complete inventory of potential façade improvements, expanded living area and infill housing. The façade improvements, floor plans and infill and revitalized housing elevations were prepared as part of the Original Mile planning process.



## FACADE IMPROVEMENTS

### New Façade A

A number of the original homes in the Original Mile were built with a second story. Most of these homes are called Showalter homes, named for the original designer/contractor. A suggested façade improvement for these homes involves adding a gable atop the second story, adding porch columns with wood ornamentation, replacing the 1/1 windows with 6/6 windows and adding painted shutters that extend from foundation to window height. Addition of porch light fixtures and a new panel door with glass insert provides more light overall. The new improvements and addition of foundation plantings give this home an entirely new appearance.



New Façade



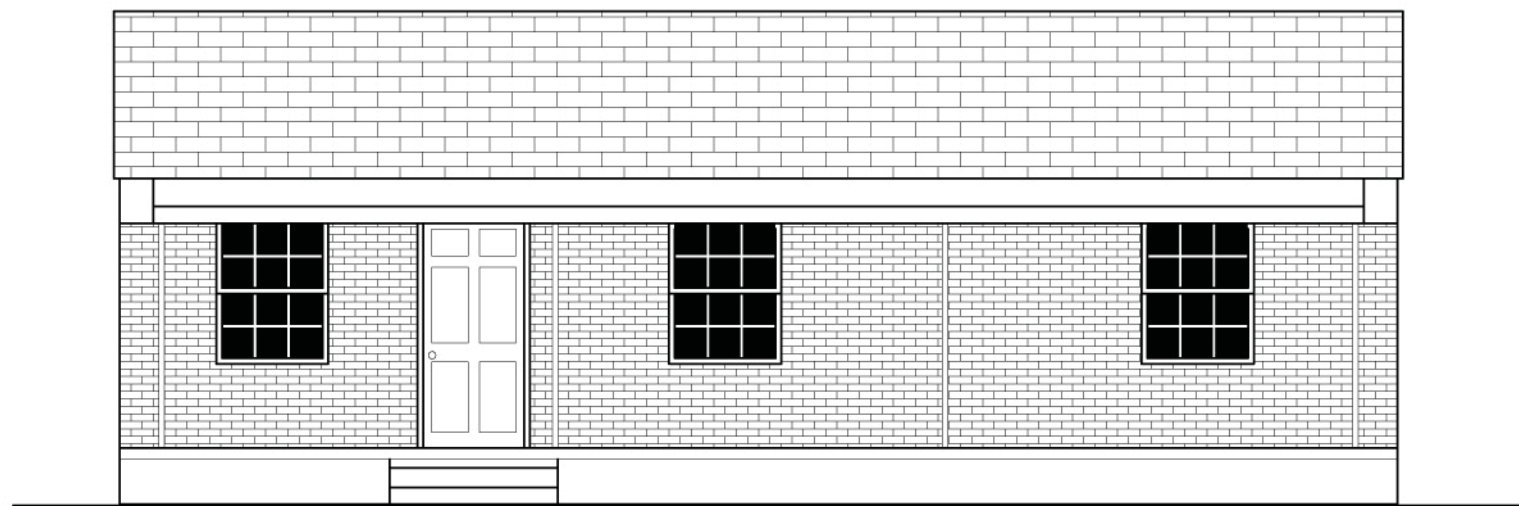
Original Façade

## New Façade B

This façade substantially changes a home that today presents a 1940s look. Windows were regrouped to provide extensive light and foundation to window height shutters and below window wood ornamentation give the home a significantly larger look. The front panel door was relocated in a decorative frame and light panels were added on both sides, opening up the interior to more light. A front gable was added that covers a much larger porch with brick support columns and wood balusters, which can be painted to add color. The lattice treatment of the crawl space foundation offers opportunities for ample foundation plantings.



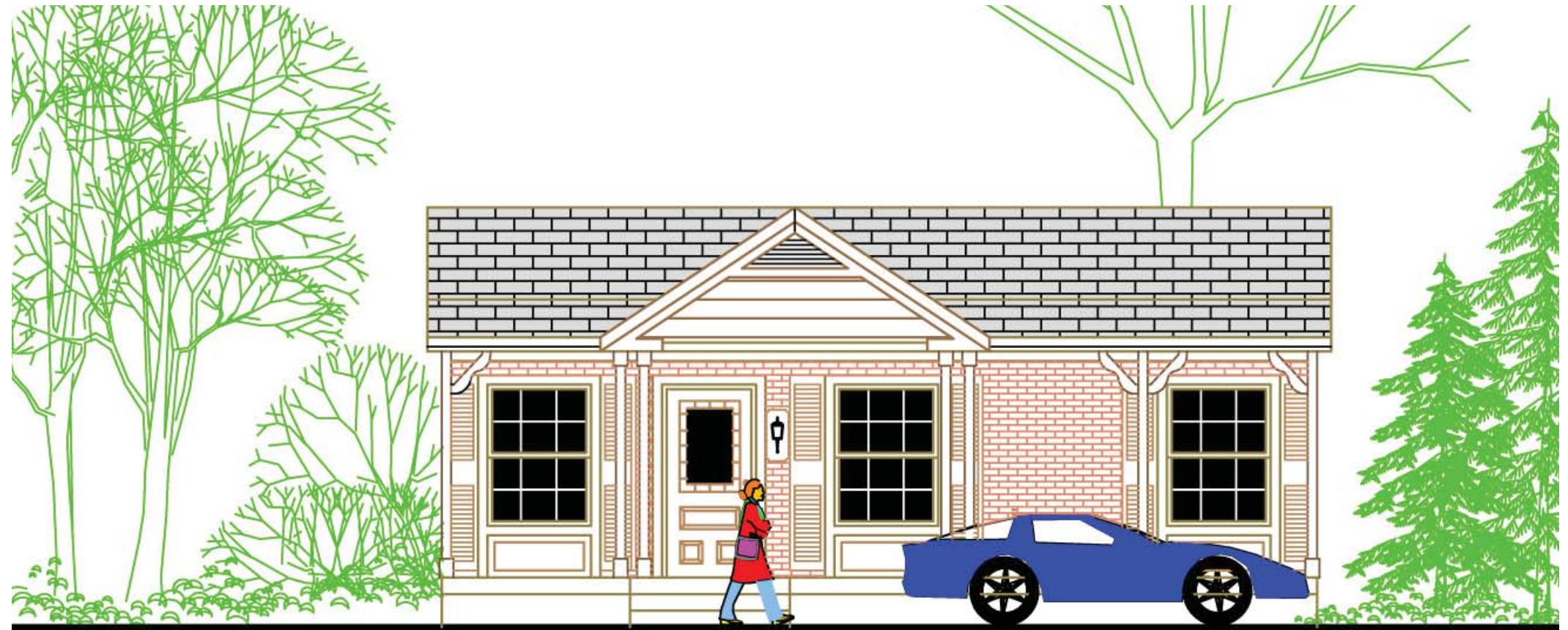
New Façade



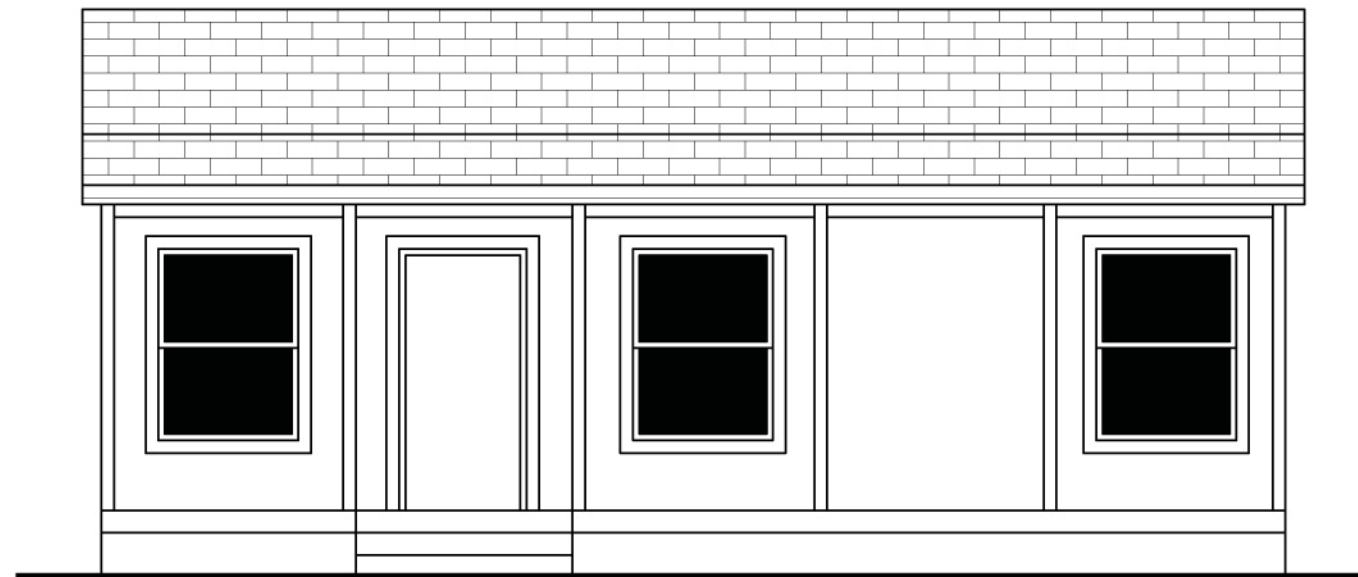
Original Façade

## New Façade C

Several improvements were recommended for this home, one including the addition of a front gable over an extended front porch and the other modification to include a hip roof with gable and extended porch with decorative support columns (not pictured). Additional columns with ornamental wood elements add personality to the home, as do foundation to window height painted shutters and the addition of a panel front door with center glass, adding interest and bringing in more light. The addition of a porch light fixture with decorative back panel adds interest. With the addition of foundation plantings, this home has a significantly different look.



New Façade



Original Façade

## New Façade D

The original front elevation of this home, although reflective of quality in its time, is undistinguished today. The addition of a wide front gable, enclosing the porch and providing an overhang extending to the garage entry, protects from weather and adds practicality and interest. The addition of a panel garage door adds to curb appeal. Addition of posts and railing along the front steps and porch adds decoration and safety. The addition of foundation to window height painted shutters and wood ornamentation at the base of the windows extends the height of the windows and adds color and interest. The addition of a new front door with center sunburst glass adds decorative interest and provides interior light.



New Façade



Original Façade

## New Façade E

Revision of this façade offers an opportunity to add a carport or detached garage. The addition of the carport contributes significantly to the overall balance of the home. The addition of a front gable, covering an expanded porch adds depth, interest and living space. Foundation to window height painted shutters with wood ornamentation under the windows present opportunities to add color and height. Addition of a panel door with glass insert brings in light to the home. A new lighting fixture has been added to the porch. A brick planter, constructed along the front façade, offers another point of interest and an opportunity for seasonal plantings. With the façade improvements, this house appears much larger and much more inviting from the curb.



New Façade



Original Façade



## New Façade F

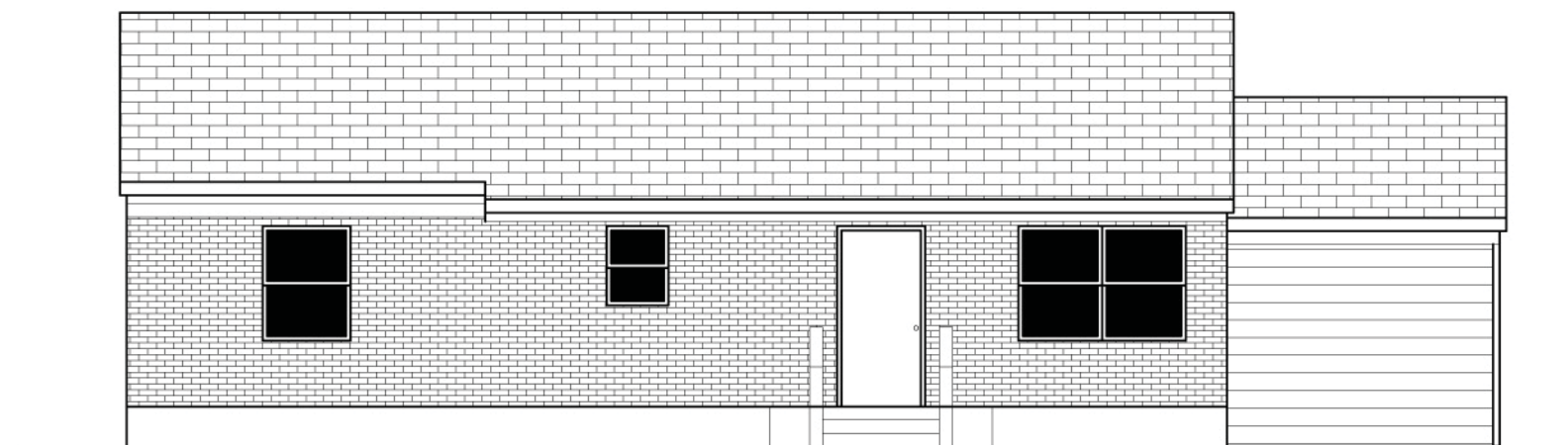
The existing façade was unrelieved brick with an enclosed frame addition, lacking windows, which was most likely a former garage. The new elevation can be achieved with or without attached garage or carport, as the site will accommodate a detached garage. The addition of a front gable, covering a larger porch with decorative, painted supports, columns and railing provides outdoor living space and adds depth to the home as viewed from the street. The addition of foundation to window height painted shutters and ornamentation under the windows provides the illusion of height. The removal of the former converted garage preserves the original architecture and improves appearance. Foundation plantings add color and curb appeal. The site can accommodate addition of a rear detached garage. A second version of the façade improvements is also presented for addition of a detached garage.



New Façade w/ Attached Garage



New Façade w/ Detached Garage



Original Façade

## New Façade G

In contrast to other façade improvements, this façade improvement replaces board and batten vertical siding or existing vinyl or aluminum siding with brick. An unattractive garage conversion at one end of the home was returned to a garage with panel door. A front gable was added to provide an extended covered porch, supported by decorative painted columns and painted wood stair railing. Foundation to window top painted shutters and wood ornamentation below the dual window cluster provide unity, color and interest. The addition of a new panel door also adds interest. Other concepts for this site include a dramatic addition of a second floor or removal of the existing garage conversion and addition of an attached rear garage (Illustrated as Infill House E).



New Façade



Original Façade

## New Façade H

The home is changed dramatically with the addition of two front gables—one over an extended porch and the other over the garage. Extending painted shutters and adding wood ornamentation under windows and the addition of panel door and two decorative light fixtures extend the height of the home and add interest. This home offers opportunities for use of generous foundation landscaping along the front. This home, with the façade improvements, moves from its 1940s look to a modern looking home with color and personality.



New Façade



Original Façade

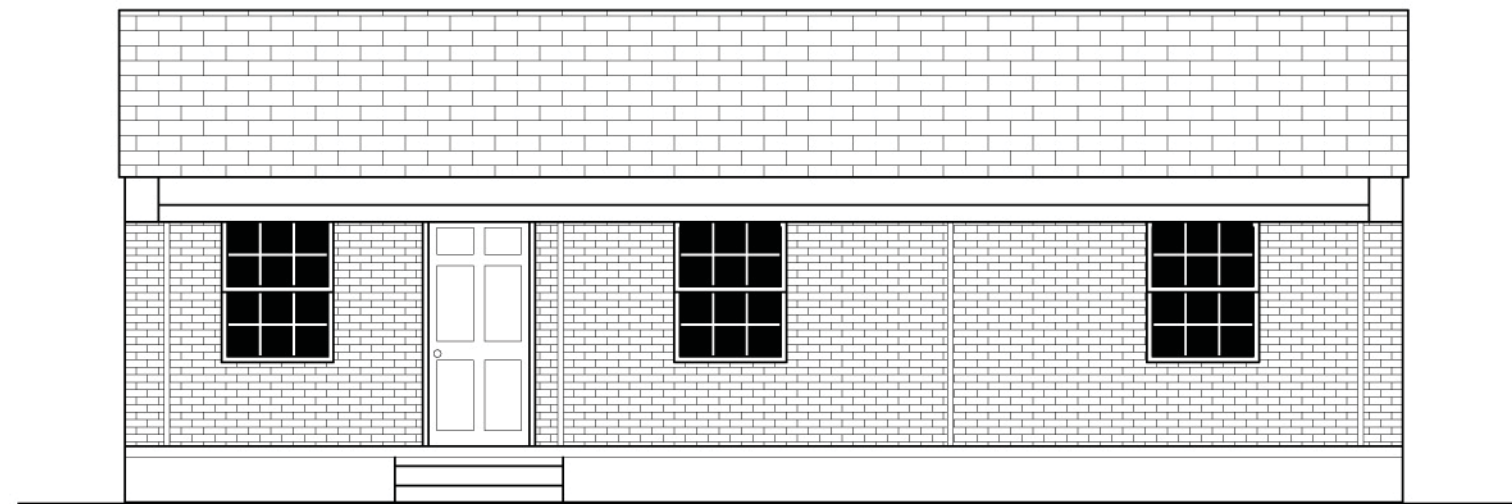
## BUILDING ADDITIONS

### New Building Addition A

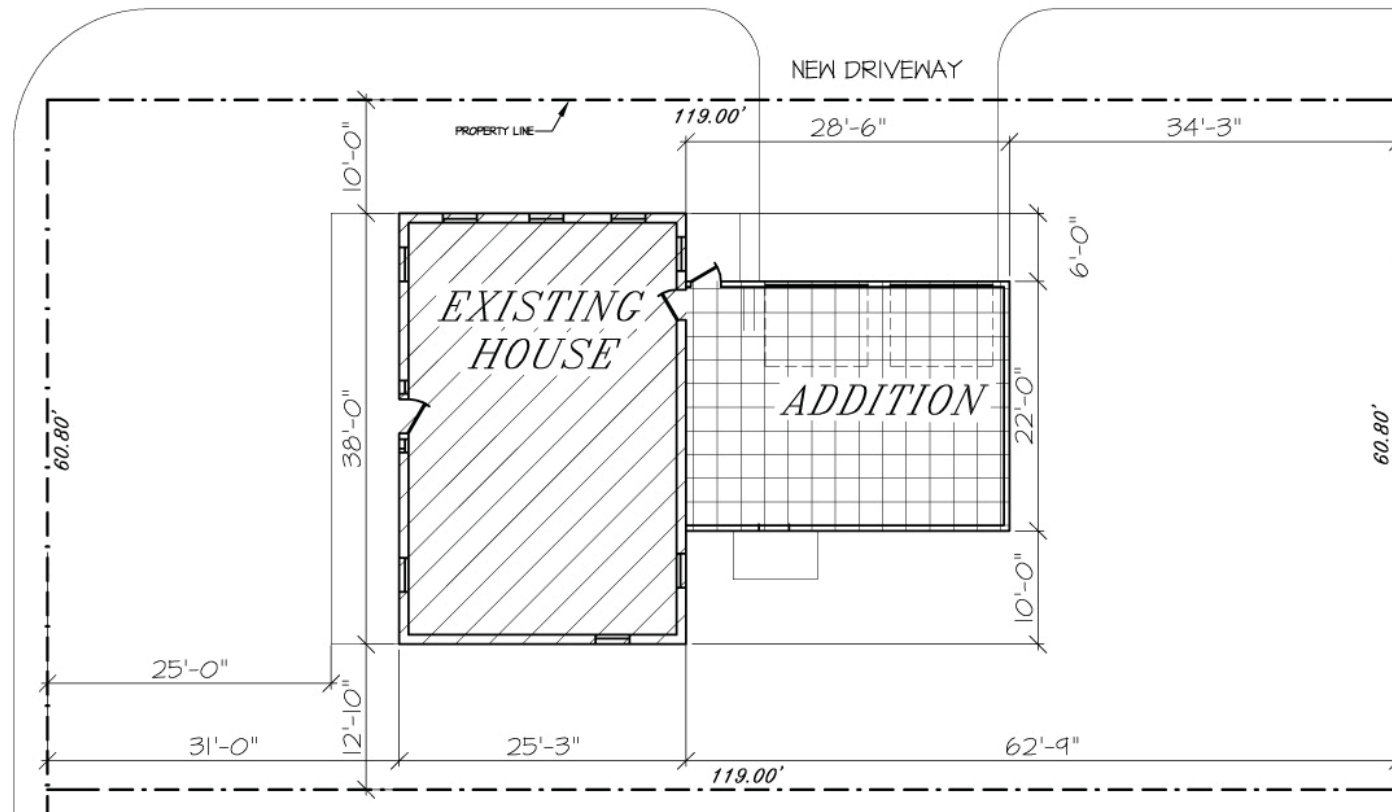
The existing 960 square foot home lacks aesthetic appeal. With the addition of a front gable, expansive covered porch with decorative brick columns, repositioning of the front door with side lights, louvered shutters, new front steps with rail and decorative brick columns and painted wood elements at the window base provide architectural interest and extend living space. With the addition of planters atop columns at the porch entry and foundation plantings, the home has an entirely different look with much curb appeal. The re-configuration of the interior provides ample closets, laundry and utility rooms, updated and expanded kitchen, kitchen counter eating area, formal dining area, new driveway and attached two-car garage.



New Facade



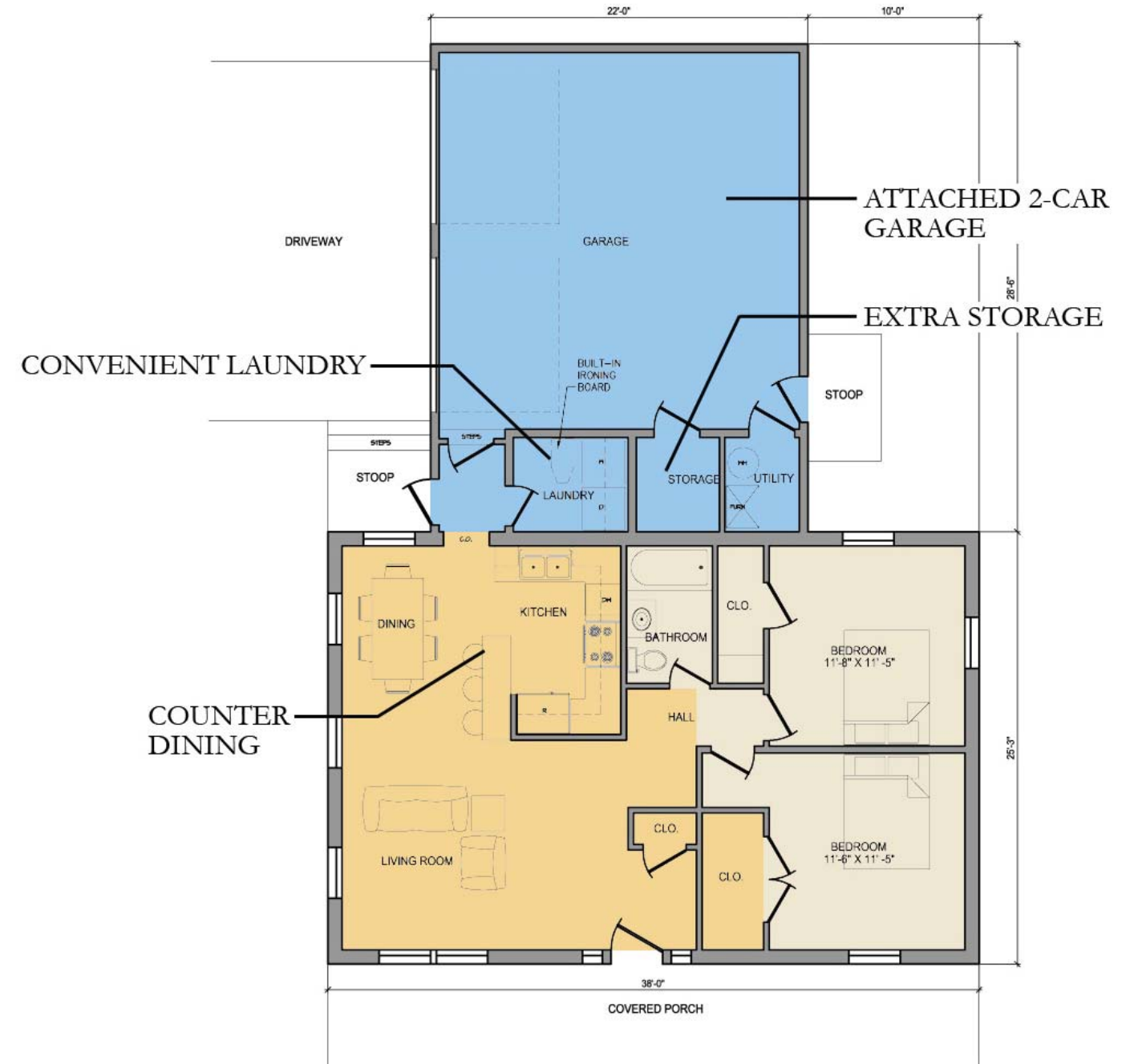
Original Facade



**Building Addition Site Plan w/ Attached Garage**



**Original Floor Plan**  
960 Sq. Ft.



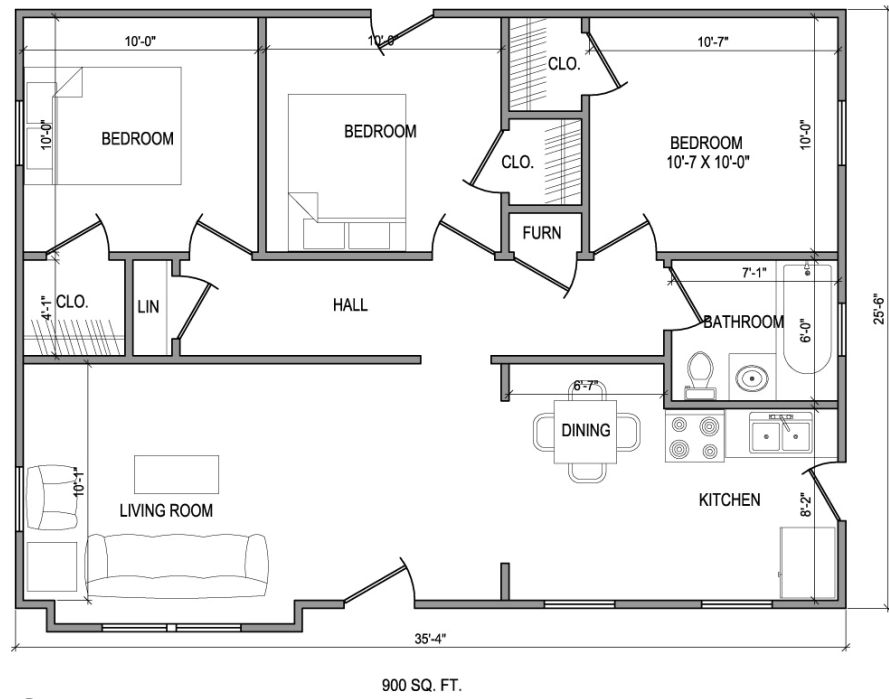
**Building Addition Floor Plan w/ Attached Garage**  
960 Sq. Ft.

Addition
  Remodeled
  No Change

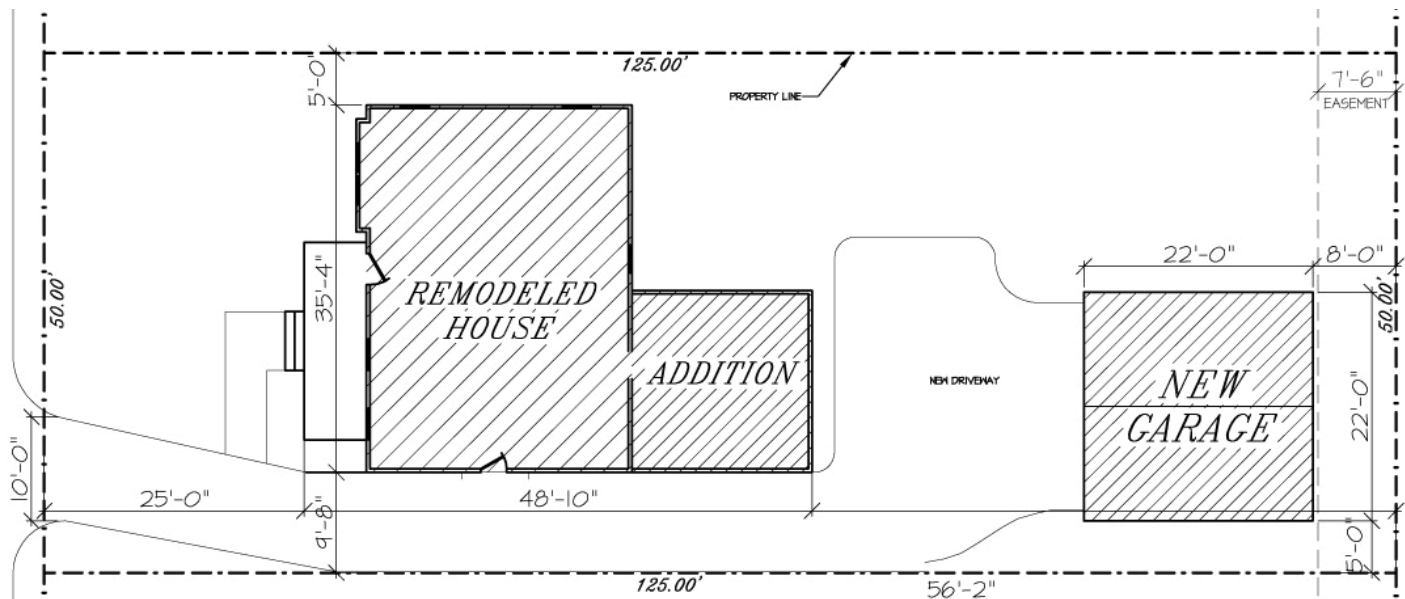
**New Building Addition B**

The existing 900 square foot home and site offer opportunities for an upgrade that greatly improves the façade with addition of a gable, shutters, and decorative wood elements along at the roofline. Interior remodeling adds a family room, tiled entryway, remodeled kitchen with eating space, additional bath, laundry and utility rooms, walk in closets and detached garage. The result is 1220 square feet of living space.

**New Facade****Original Facade**

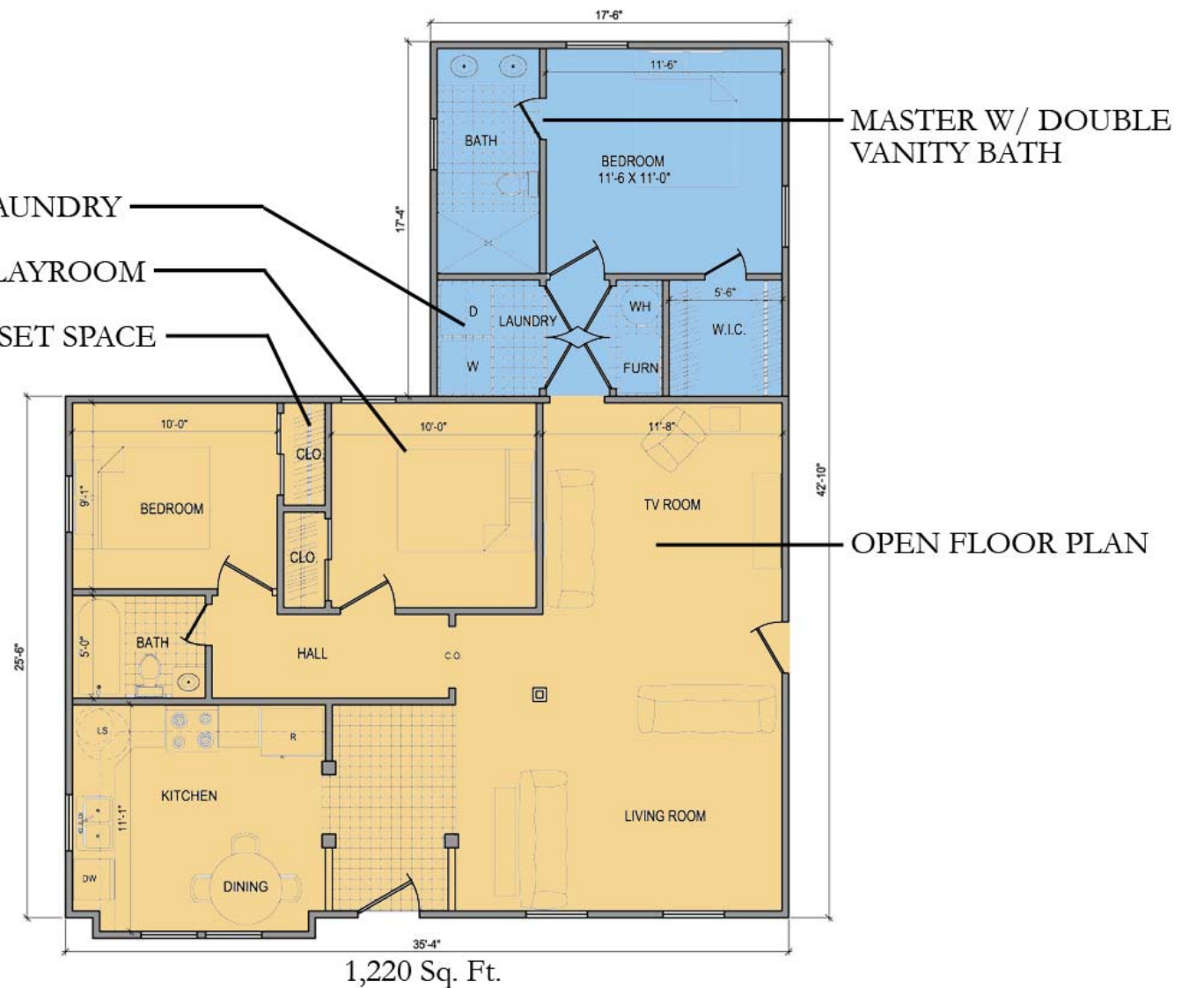


Original Floor Plan



Building Addition Site Plan w/ Detached Garage

CONVENIENT LAUNDRY  
BEDROOM OR PLAYROOM  
EXTENSIVE CLOSET SPACE



Building Addition Floor Plan w/ Detached Garage

Addition
  Remodeled
  No Change

## New Building Addition C

Proposed for this existing 802 square foot home are two options—one with single carport and one with attached two car garage. The addition includes storage, laundry room and utility room. The existing two bedroom, single bath home features a remodel of the interior that includes additional closets, updated bathroom and kitchen with dining area and new façade. This design is one of the most affordable that offers a modern façade and interior and retains much of the original interior configuration.

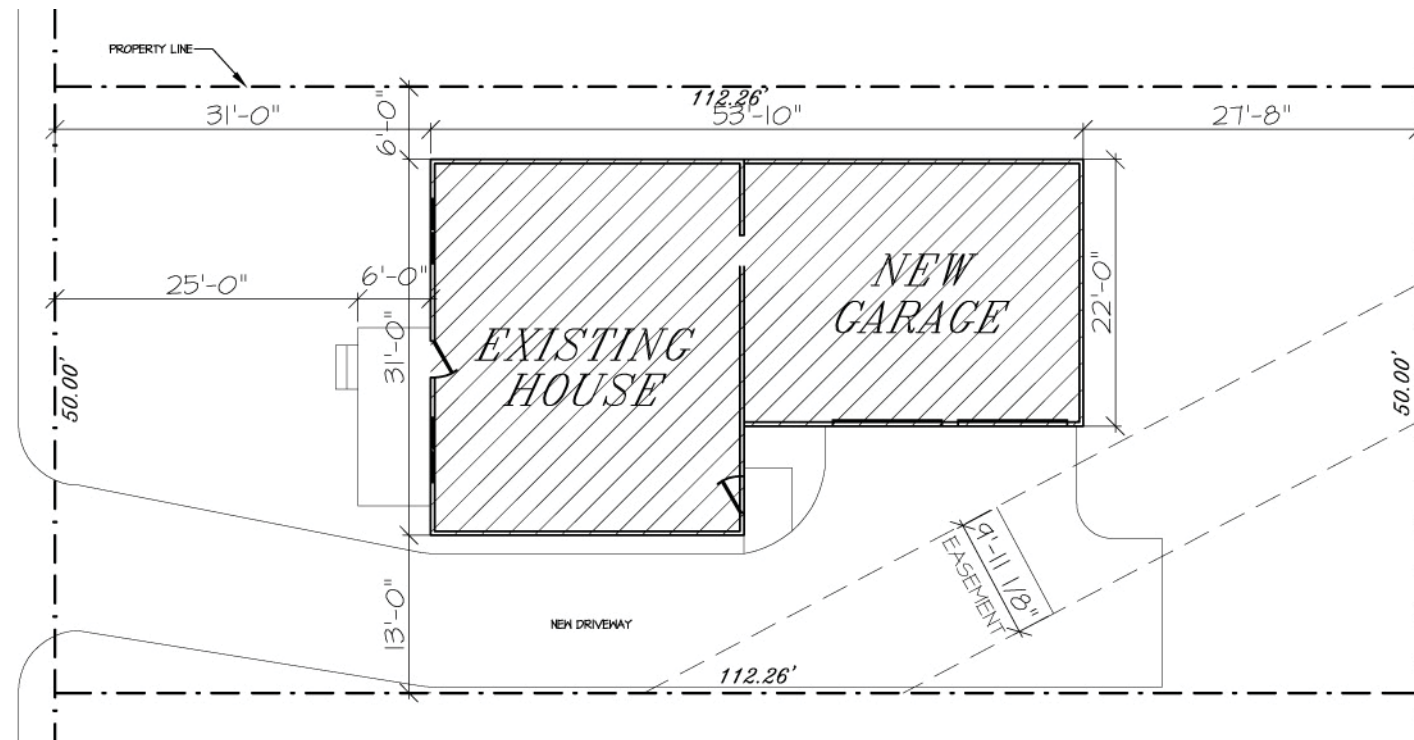


New Facade

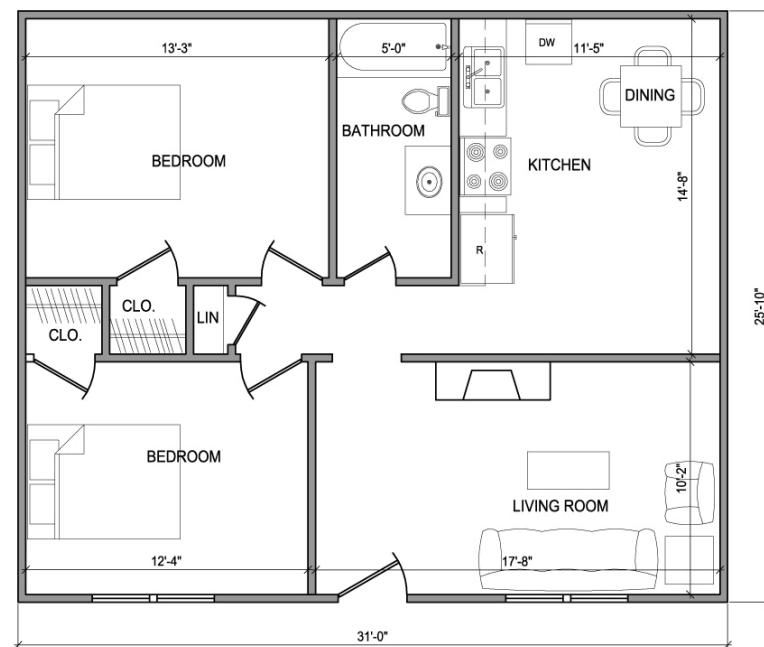


Original Facade



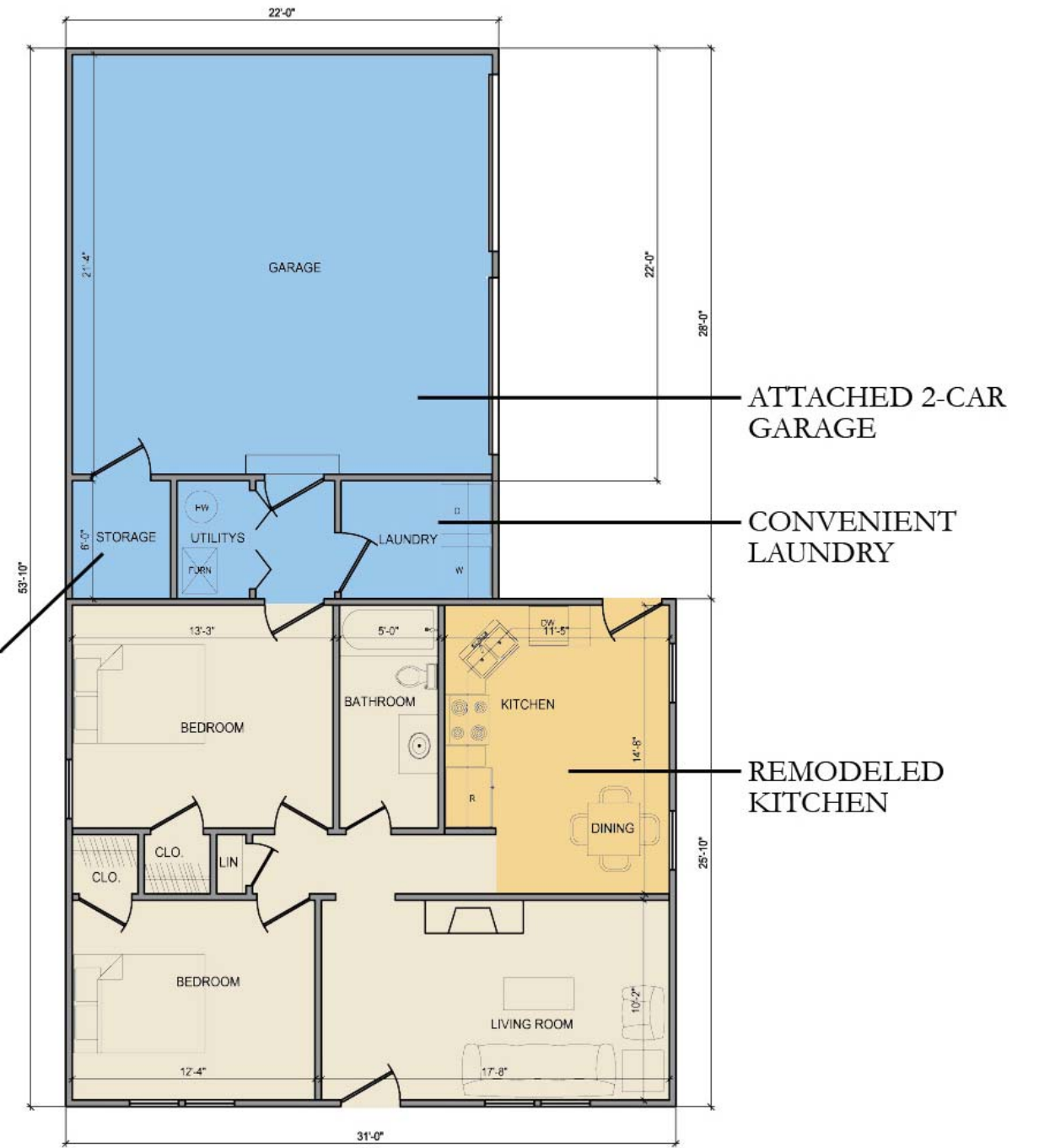


Building Addition Site Plan w/ Attached Garage



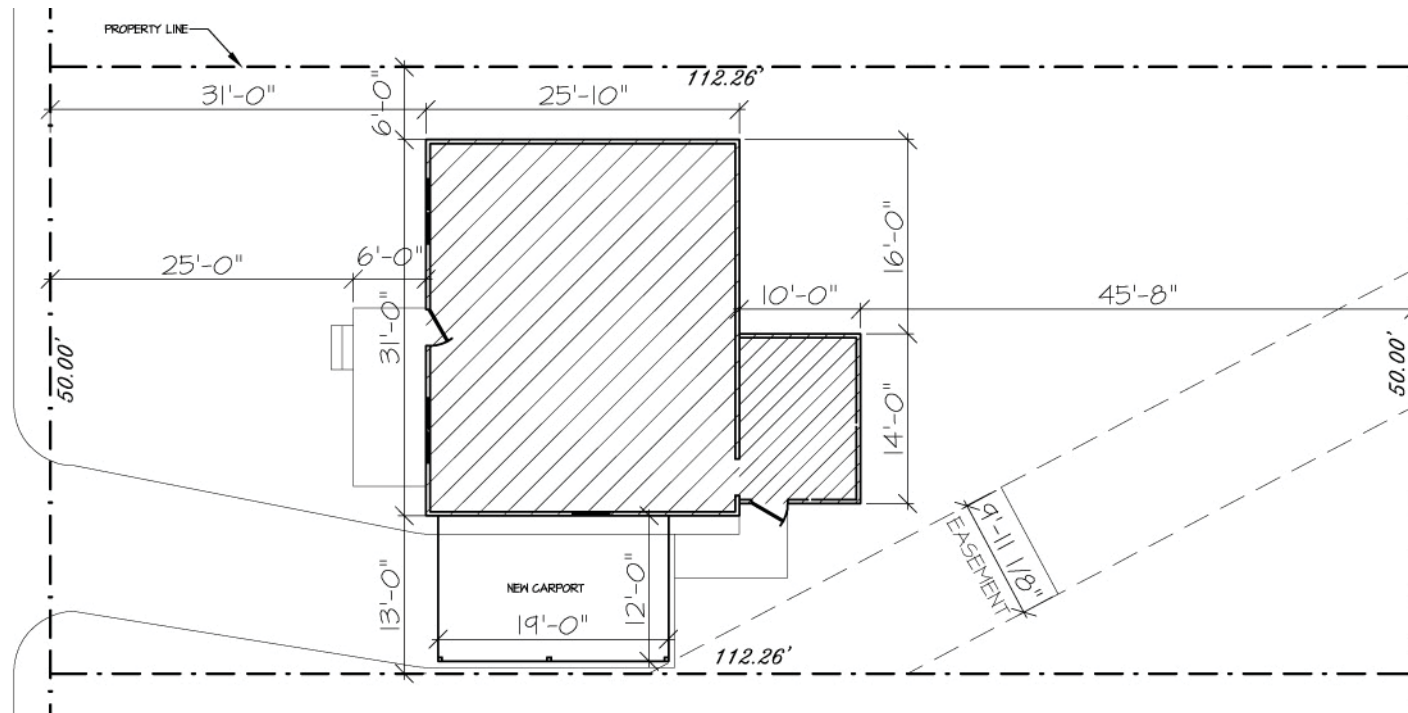
Original Floor Plan 802 SQ. FT.

AMPLE STORAGE SPACE

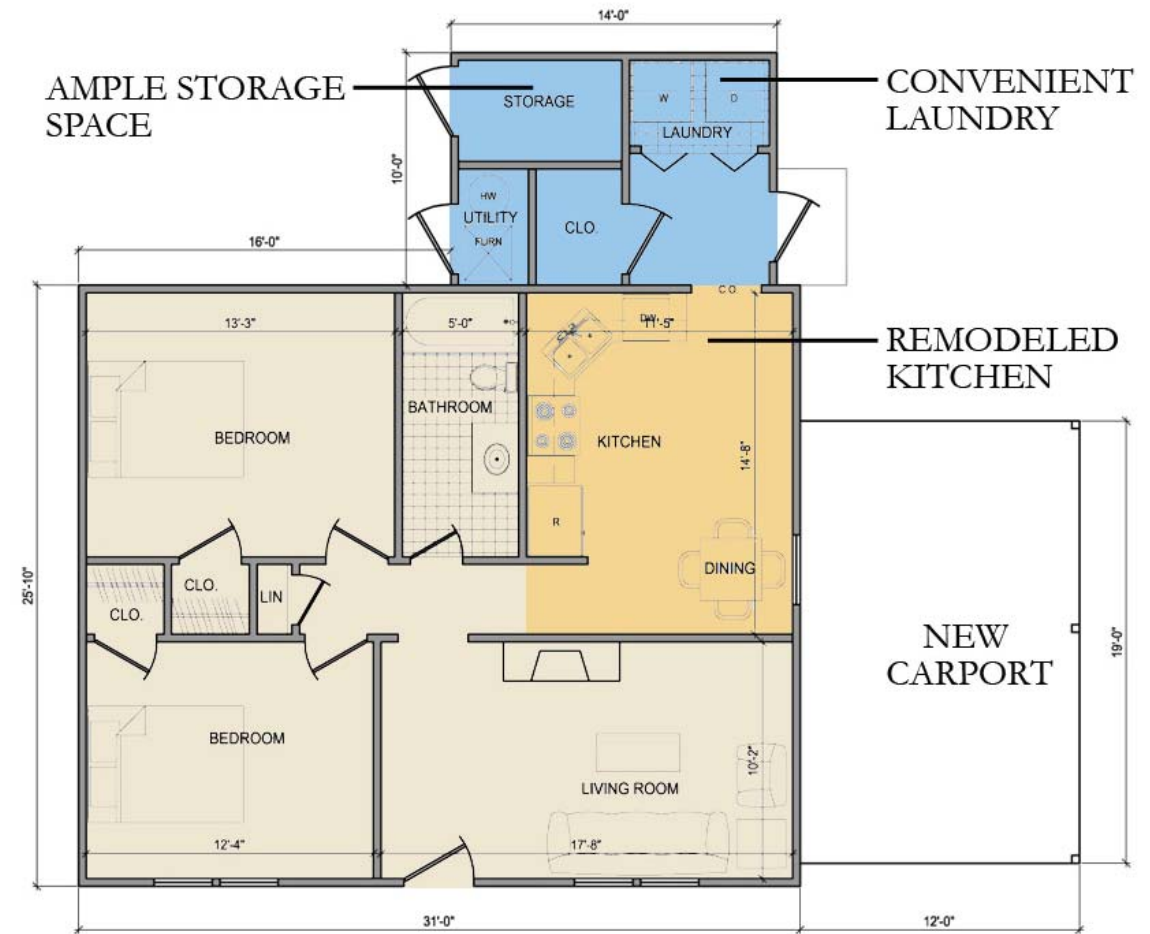


802 Sq. Ft.  
Building Addition Floor Plan w/ Attached Garage

Addition
  Remodeled
  No Change



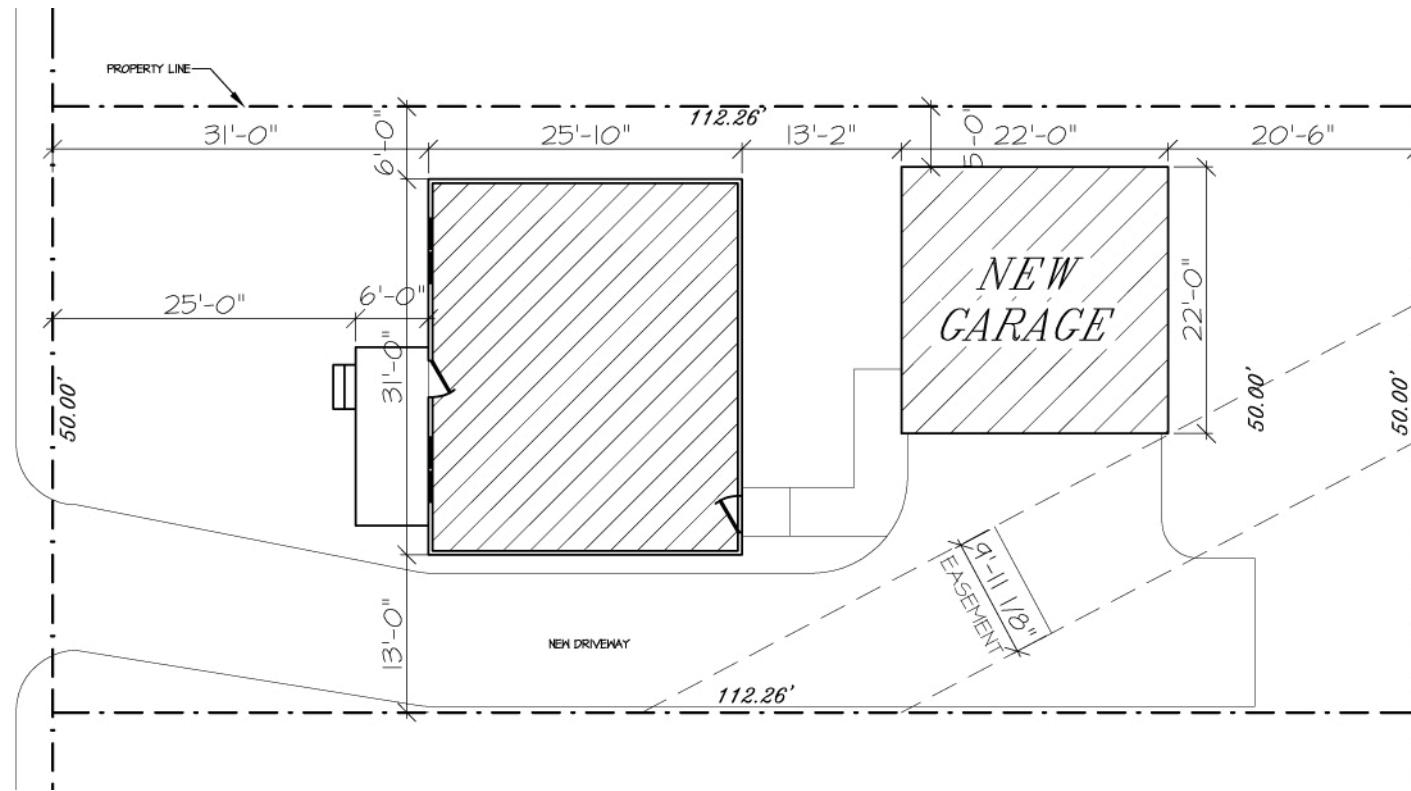
Building Addition Site Plan w/ Carport



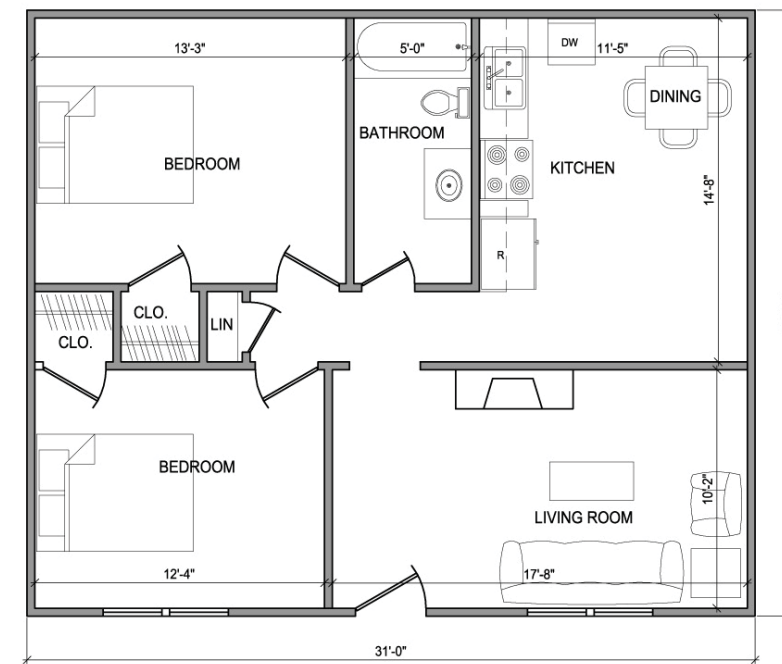
840 Sq. Ft.

Building Addition Floor Plan w/ Carport

Addition
  Remodeled
  No Change



Site Plan w/ Detached Garage



802 SQ. FT.

Original Floor Plan

## New Building Addition D

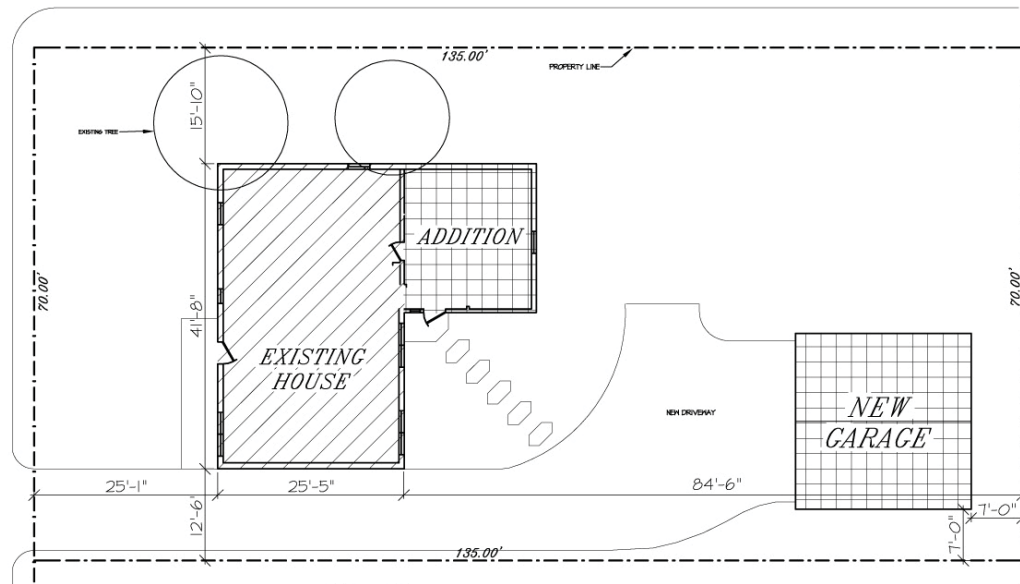
The addition proposed for this 1260 square foot home expands living space to 1440 square feet. The addition introduces a third bedroom, second bathroom, combined laundry and utility room and new detached two car garage. The design offers an opportunity for introduction of a spacious patio at the rear of the home. The living room, dining room and kitchen area are open with optional fireplace. A coat closet is just inside the tiled entryway. Ample closets, including one walk in closet, are included in each bedroom.



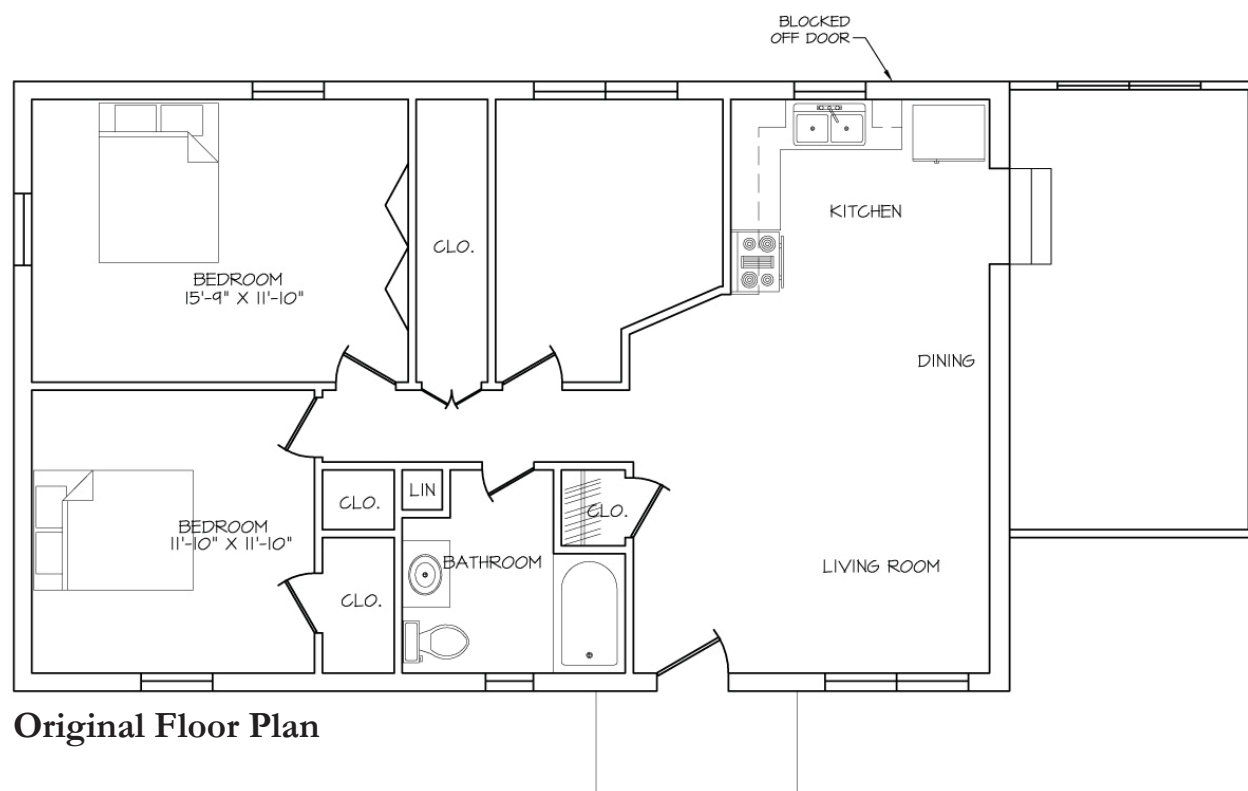
New Facade



Original Facade

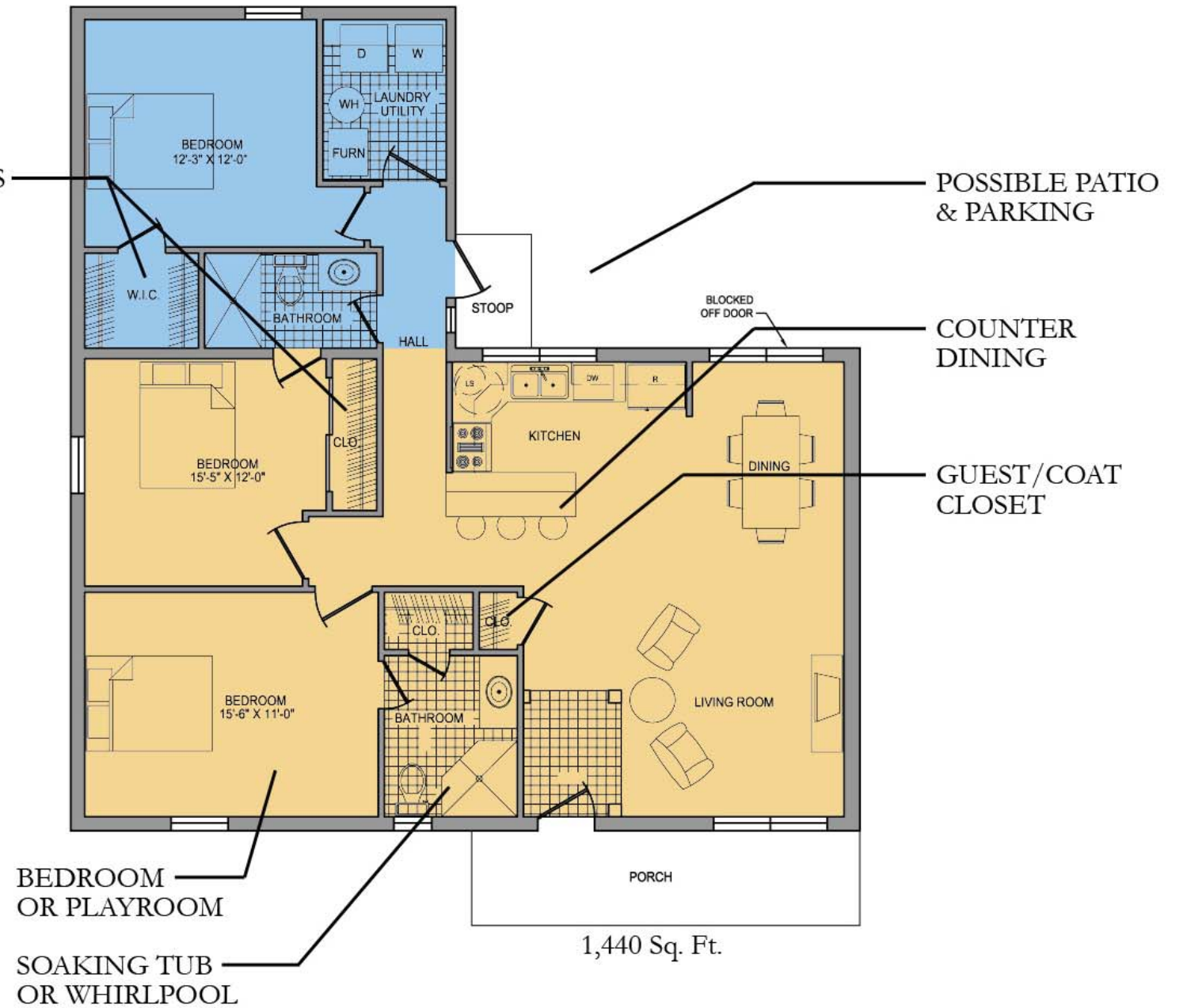


Building Addition Site Plan w/ Detached Garage



Original Floor Plan

EXTENSIVE CLOSETS



BEDROOM OR PLAYROOM

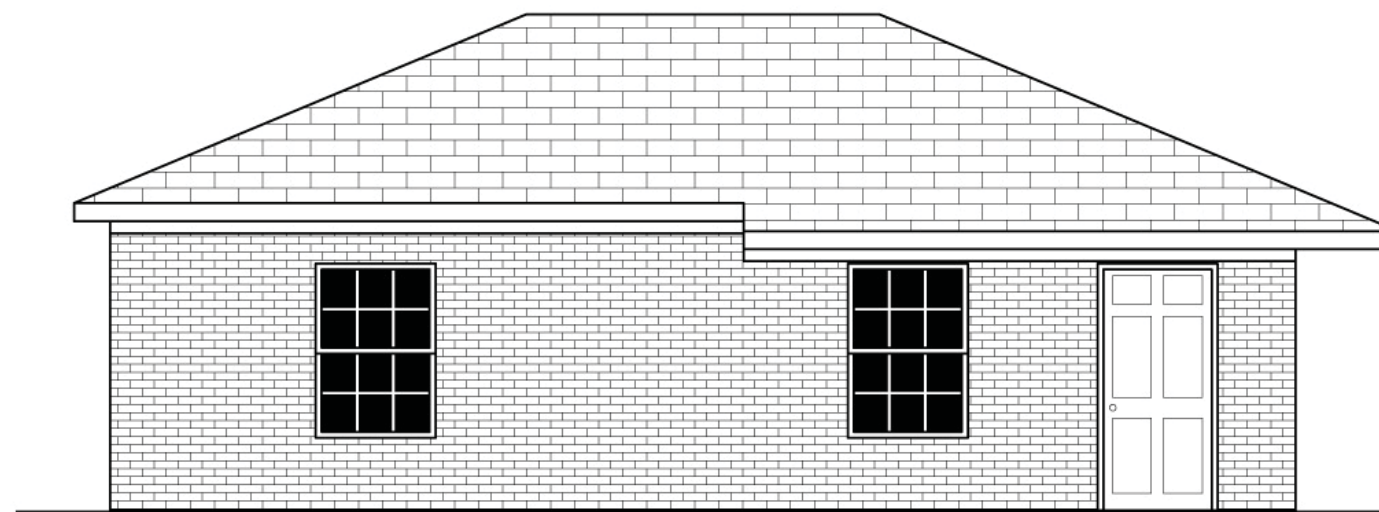
SOAKING TUB OR WHIRLPOOL

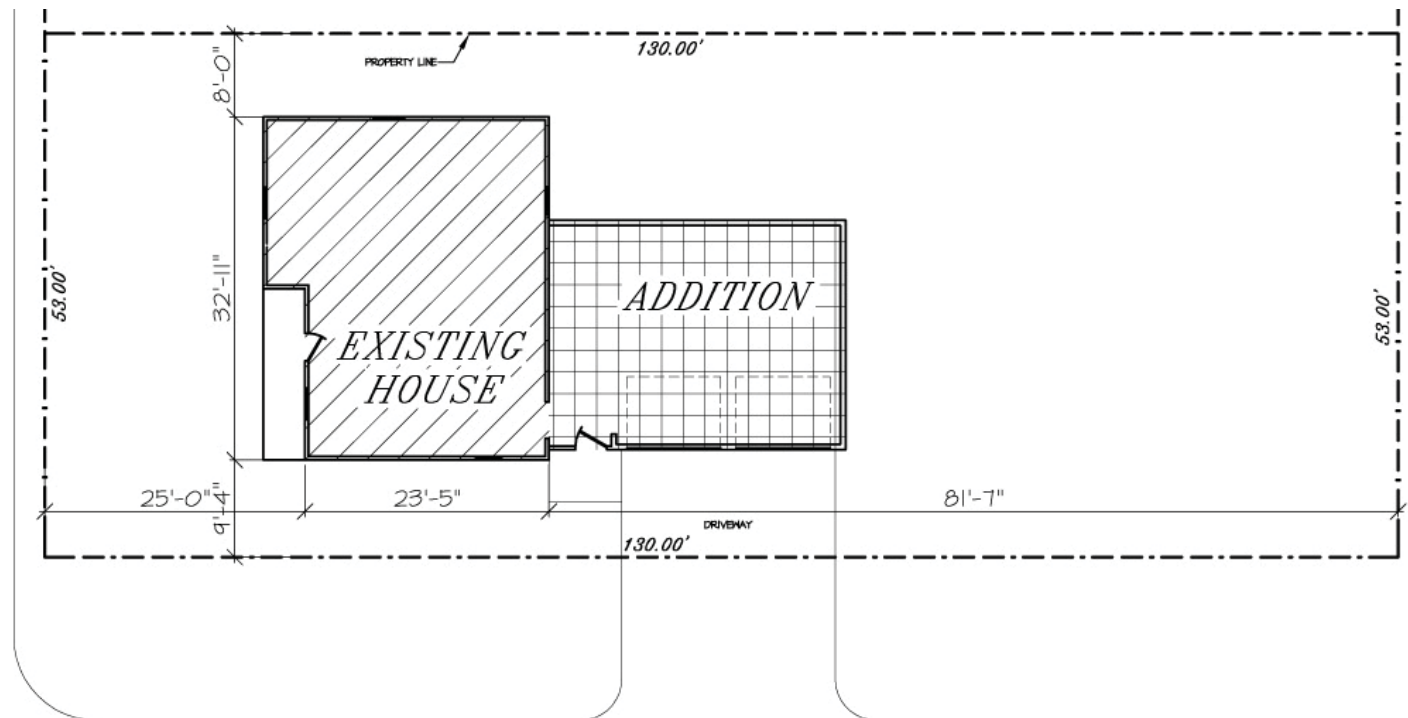
Building Addition Floor Plan w/ Detached Garage

Addition
  Remodeled
  No Change

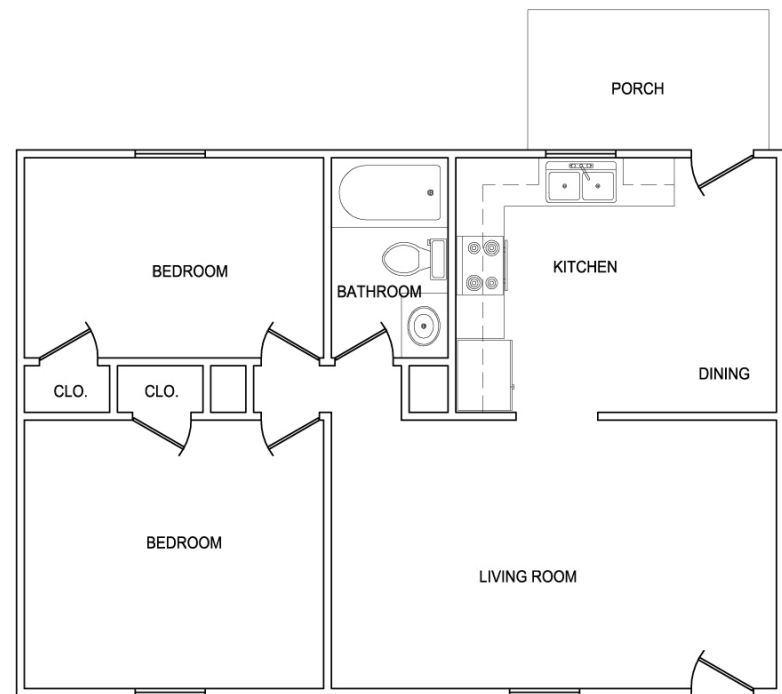
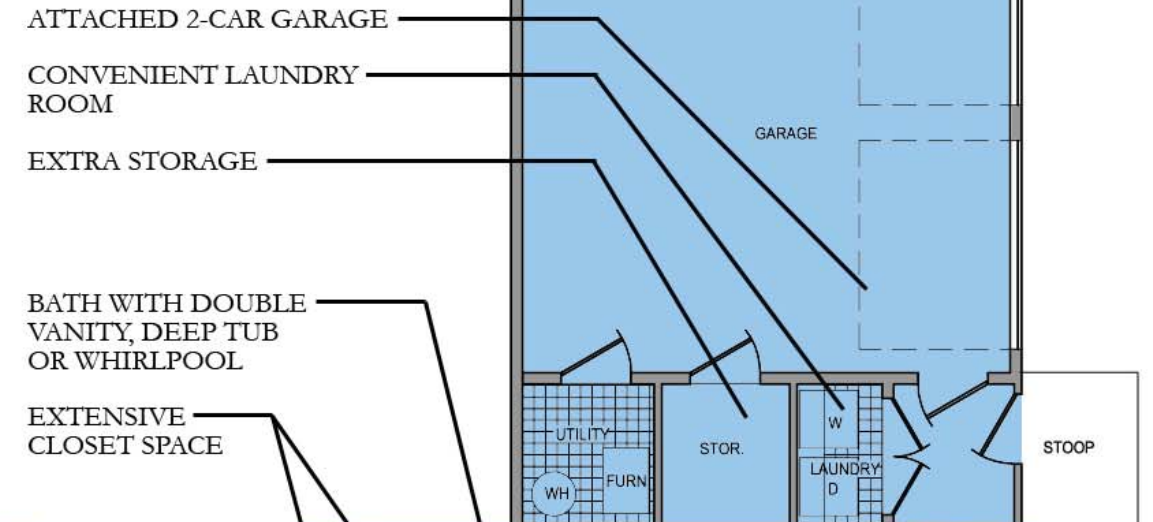
**New Building Addition E**

The addition of a second floor to this 774 square foot home increases living space to 1280 square feet. This plan opens up the living room, dining room and kitchen areas and offers an optional cathedral ceiling. The home offers generous storage space and closet under the stairway. The first floor master bedroom features an oversized bath with linen closet and walk in closet. Additional storage, utility room and laundry open off of the kitchen area, each also accessed through the two-car attached garage. The second floor contains two bedrooms and bath. An extra storage closet is included in one of the bedrooms. This floor plan is well suited for those who choose to dedicate the second floor to children and/or guests.

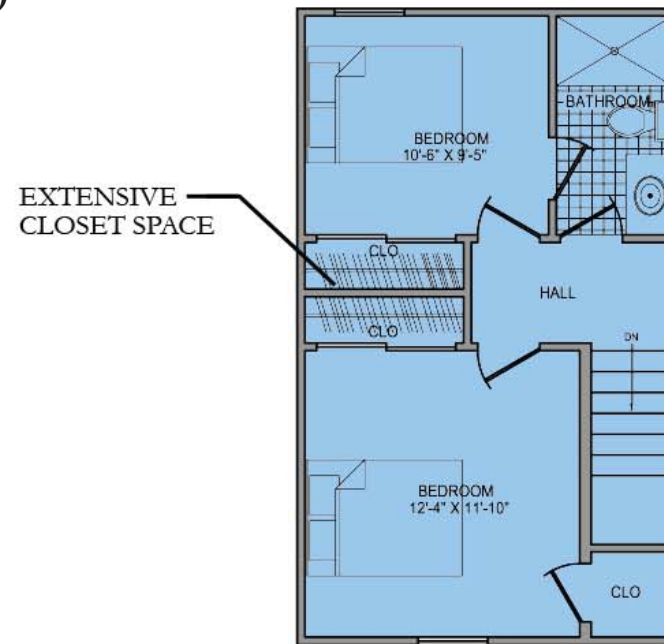
**New Facade****Original Facade**



Building Addition Site Plan w/ Attached Garage (Corner Lot)

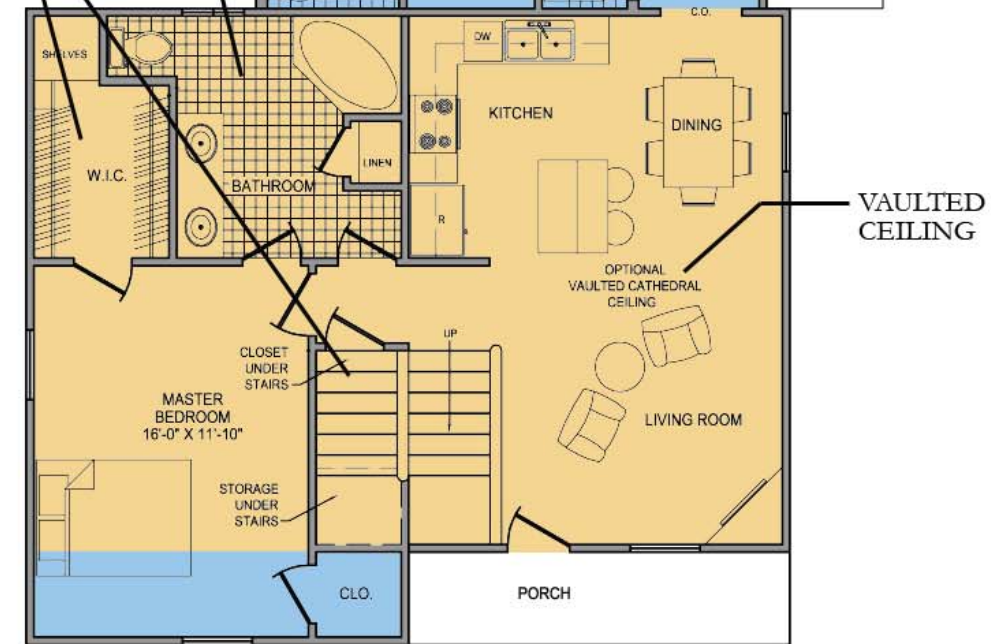


Original Floor Plan



420 Sq. Ft.

Building Addition Floor Plan w/ Attached Garage



860 Sq. Ft.

Addition
  Remodeled
  No Change

## NEW INFILL BUILDINGS

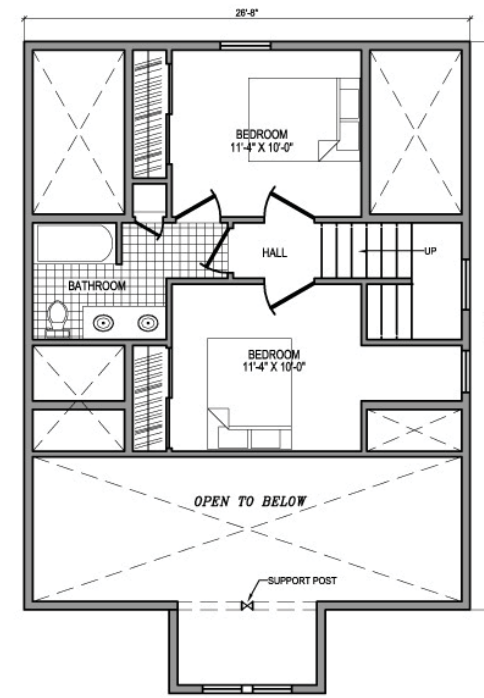
### New Infill Building A

This spacious two-story new home offers 1288 square feet of living space. The lot size is 50 ft. by 120 ft. The site provides an opportunity for attached or detached two car garage. The design includes a spacious covered front porch with stately painted columns. The 6/1 dual sets of double windows, lights at both sides of the door and a new door

with glass insert introduce generous lighting in the home interior. The first floor offers a tiled entry with glass panels opening to the living room and dining room. A cathedral ceiling opens to a second floor loft which is comprised of two generous bedrooms and bath. The first floor master bedroom has a bathroom and walk in closet. The up to date kitchen offers counter eating. Light shelves in the dining room and living room and a living room fireplace are first floor options.



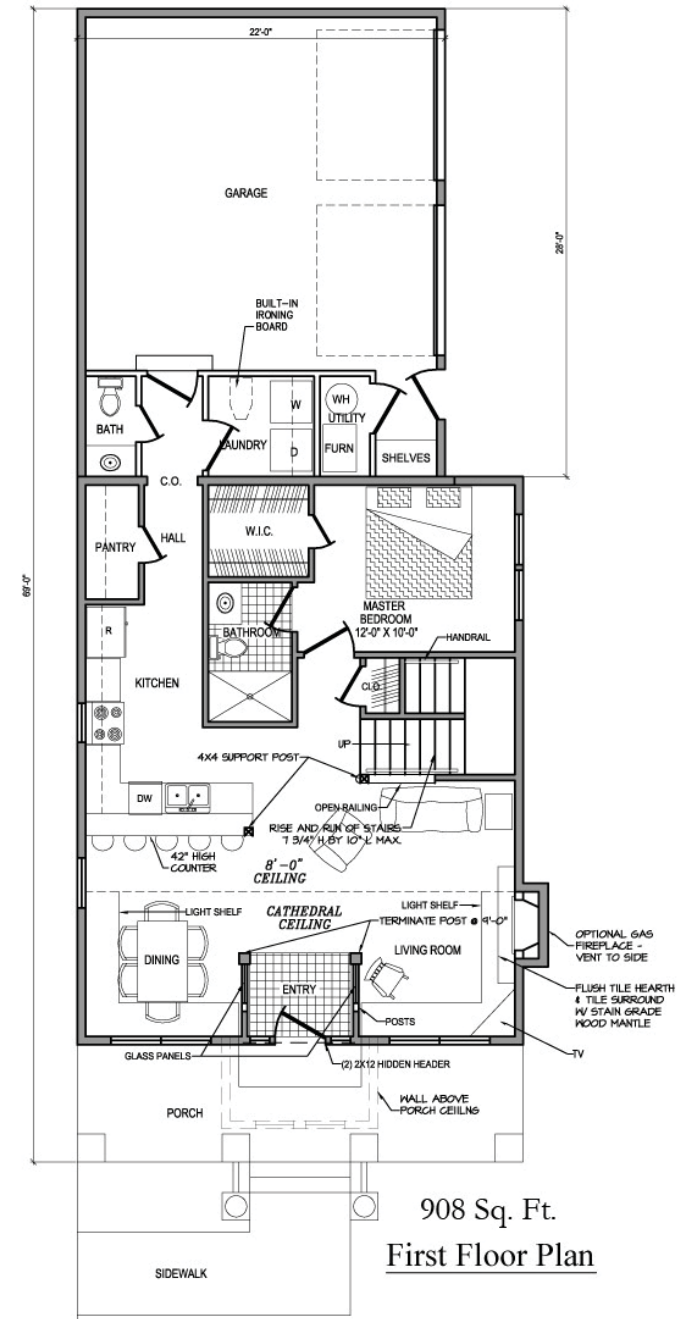
New Infill Building Facade



380 Sq. Ft.  
Second Floor Plan

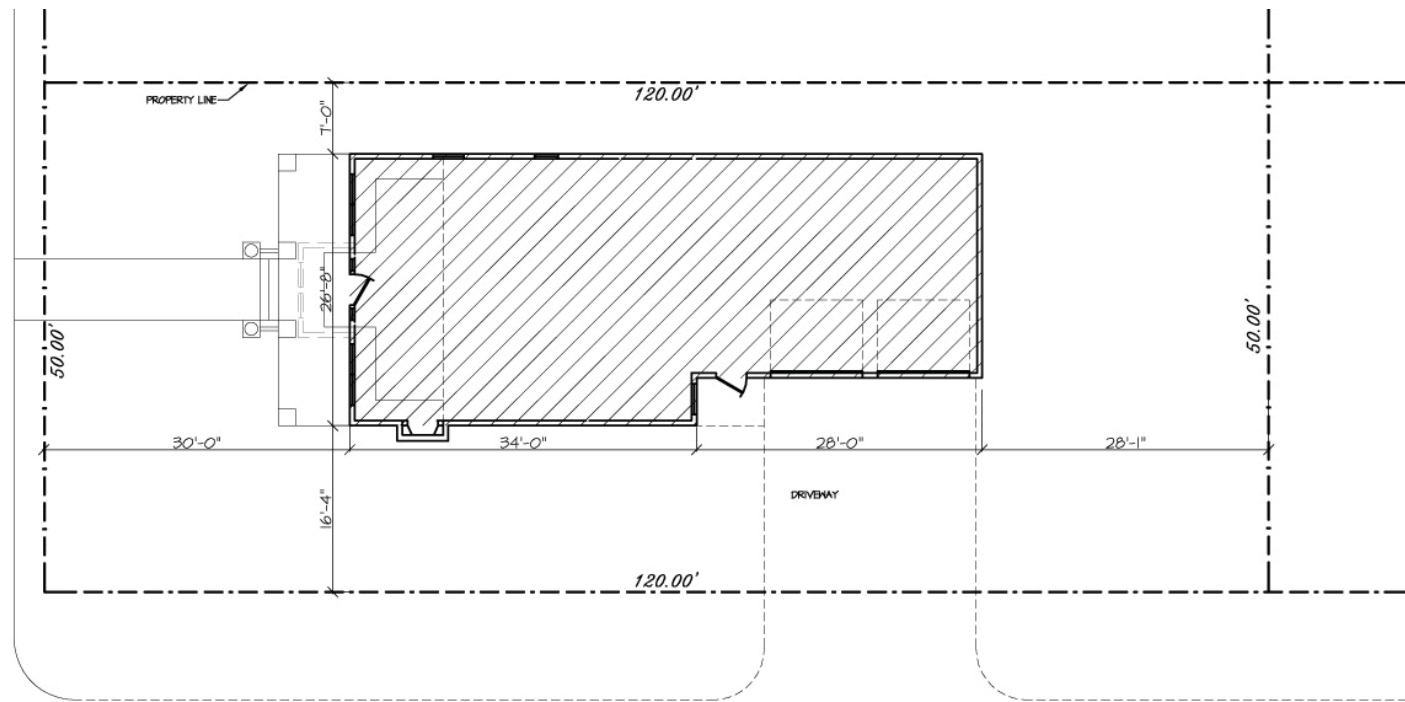
**Area Calculations:**  
908 SQ FT FIRST FLOOR  
380 SQ FT SECOND FLOOR  
1,288 SQ FT TOTAL

New Infill Floor Plan w/ Attached Garage

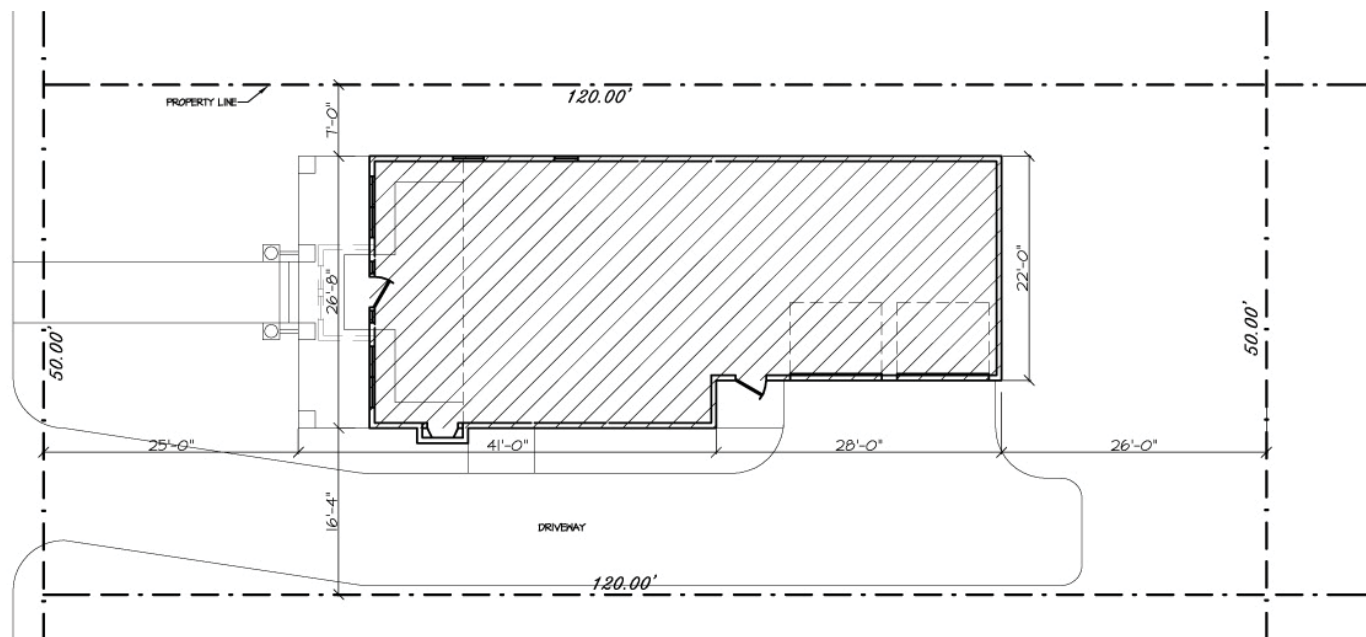


908 Sq. Ft.  
First Floor Plan

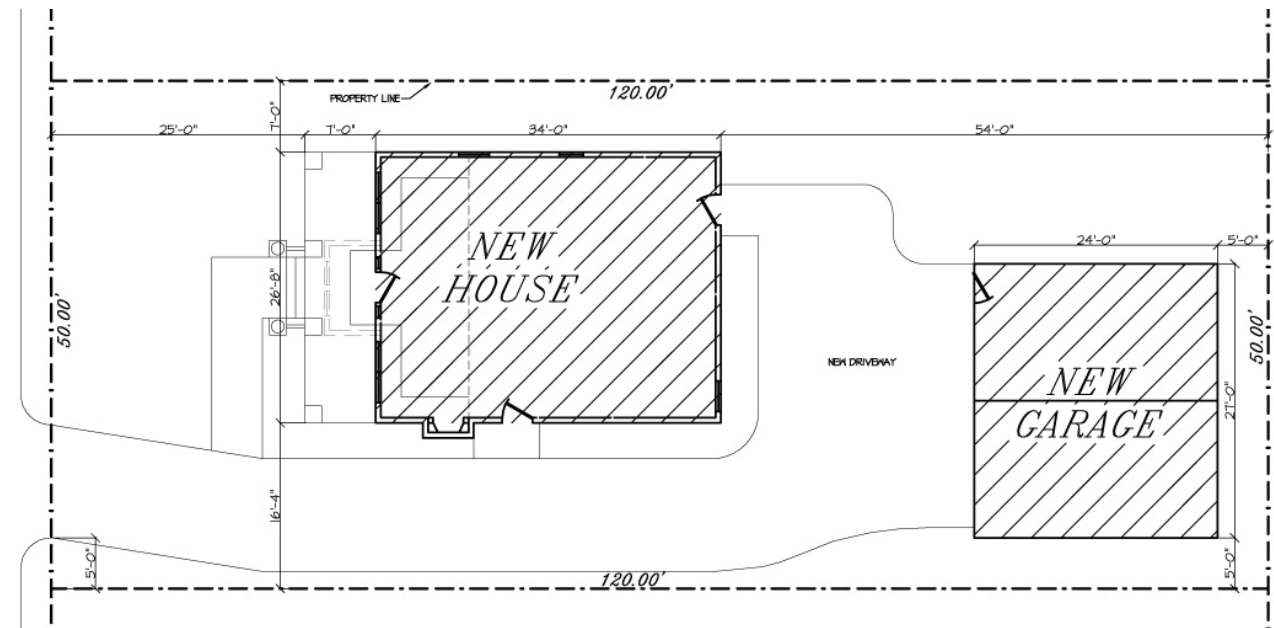




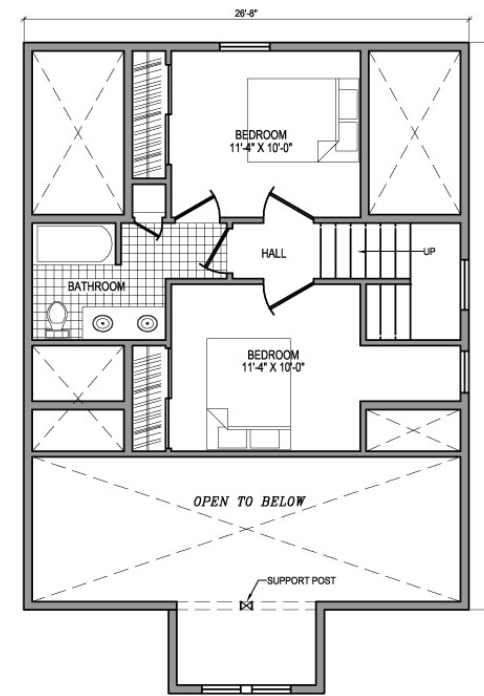
New Infill Site Plan w/ Attached Garage (Corner Lot)



New Infill Site Plan w/ Attached Garage (Interior Lot)

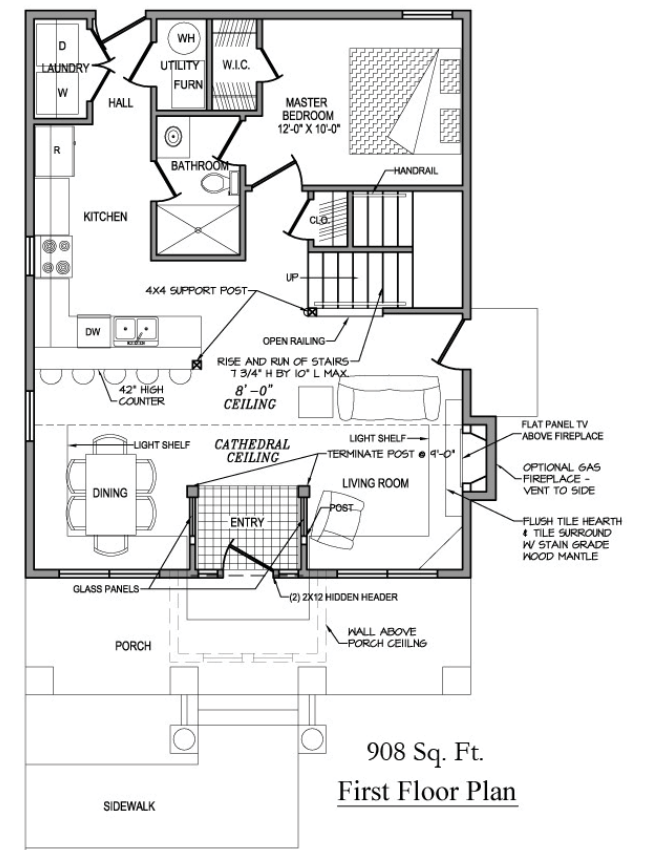


New Infill Site Plan w/ Detached Garage (Interior Lot)



380 Sq. Ft.  
Second Floor Plan

Area Calculations:  
408 SQ FT FIRST FLOOR  
380 SQ FT SECOND FLOOR  
1,288 SQ FT TOTAL



908 Sq. Ft.  
First Floor Plan

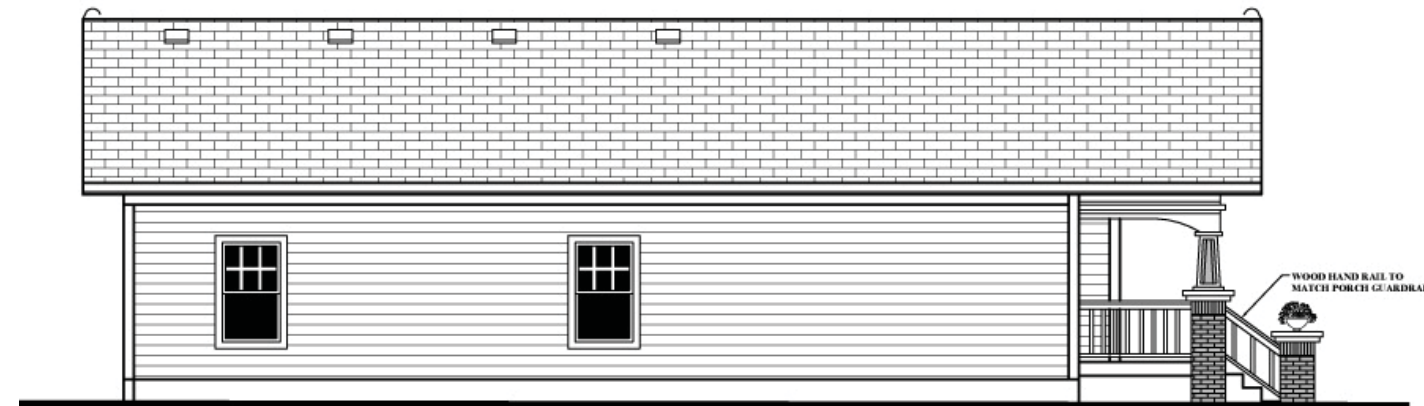
New Infill Floor Plan w/ Detached Garage

## New Infill Building B

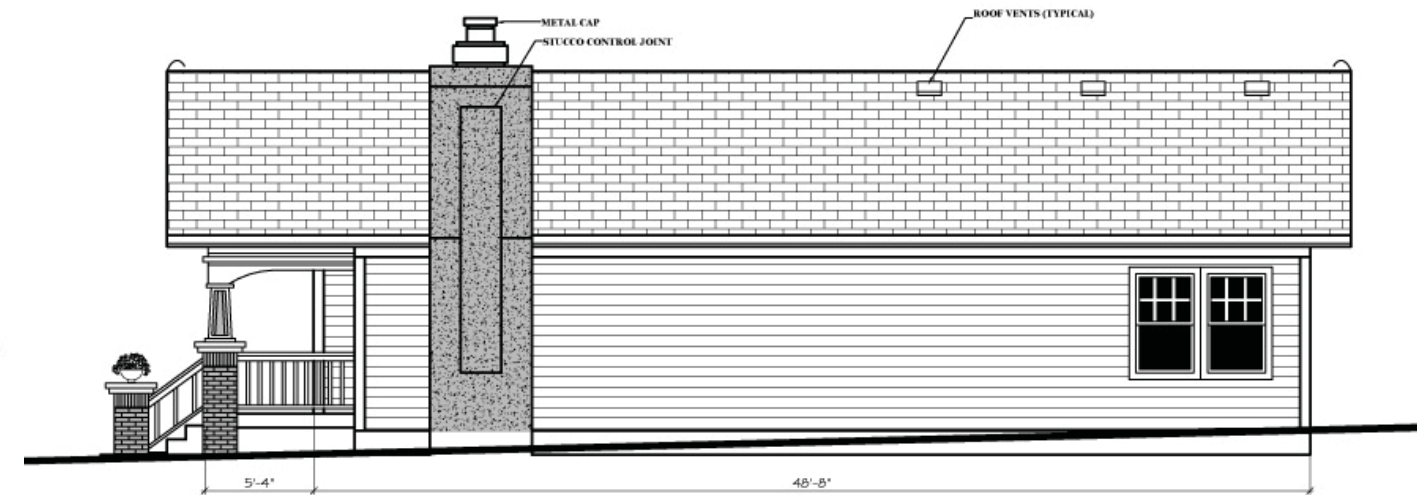
The 1440 square foot infill home is reminiscent of the popular architecture often found in the first neighborhoods. It can be built on a lot size of 50 ft. by 120 ft. The home has a young feel to it with the front façade almost entirely of windows with glass door and light panels on both sides of the door. The windows are 6/1. The porch extends the full length of the front façade, adding depth and interest to the home. Inside, the amenities include tiled entry, glass panels, cathedral ceilings and an optional fireplace. The home has three bedrooms and two baths with ample closets, including a walk in closet in the master bedroom. The open floor plan connects the living room, dining room and kitchen. The kitchen provides counter eating. This home includes extra storage, a laundry room, utility room and attached garage.



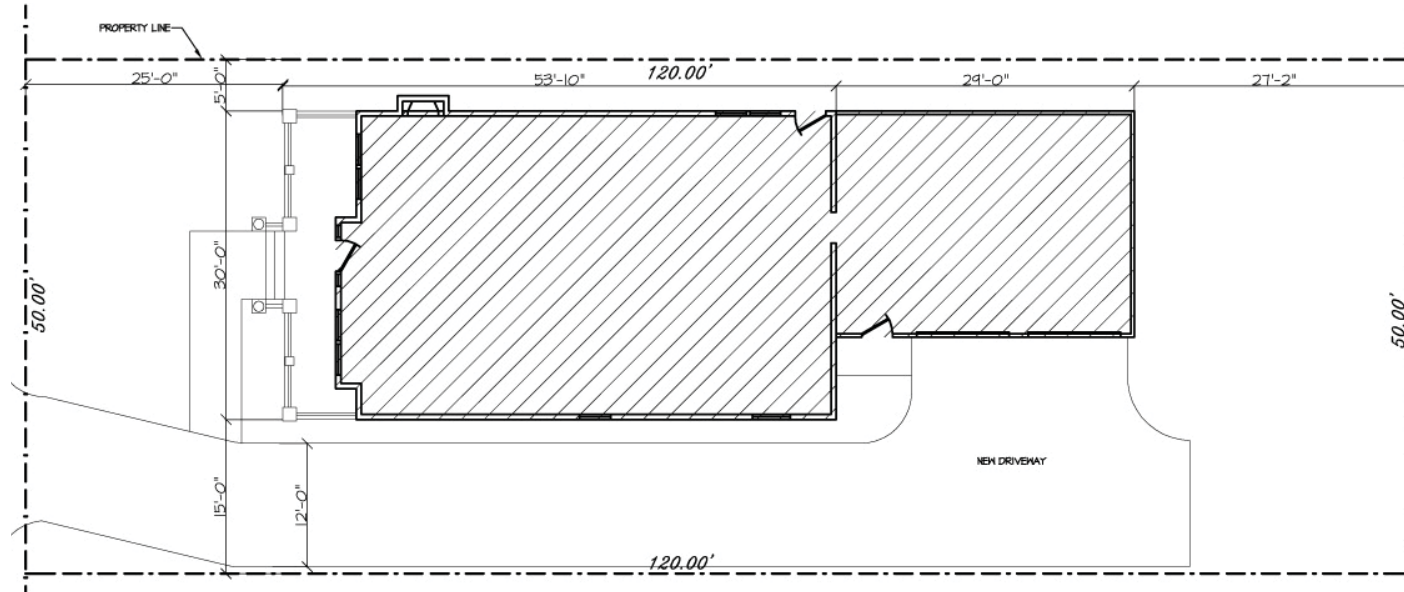
New Infill Building Facade



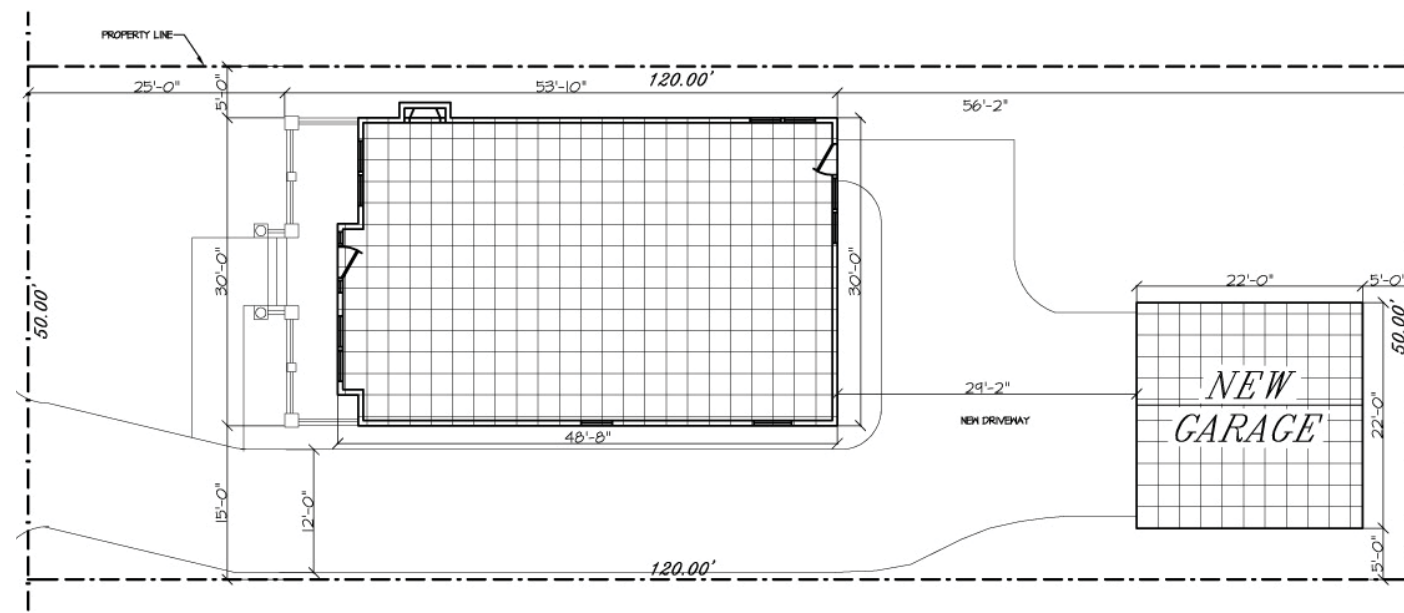
New Infill Building Facade - Side Elevation



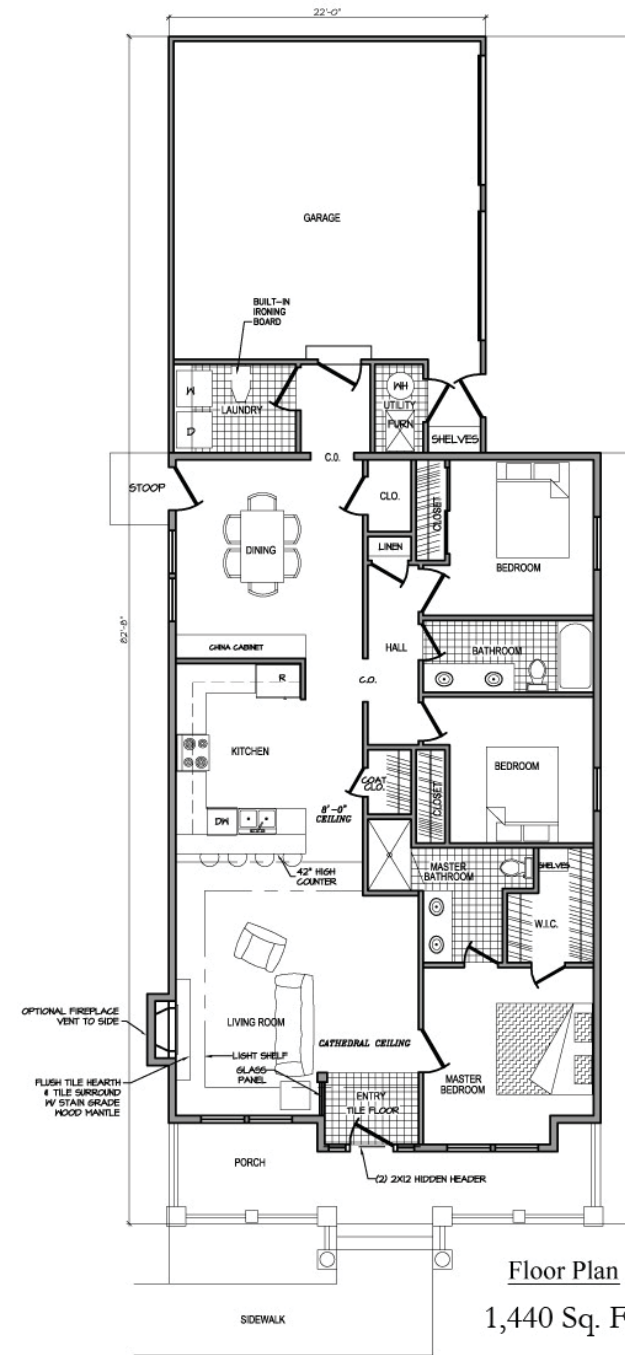
New Infill Building Facade - Side Elevation



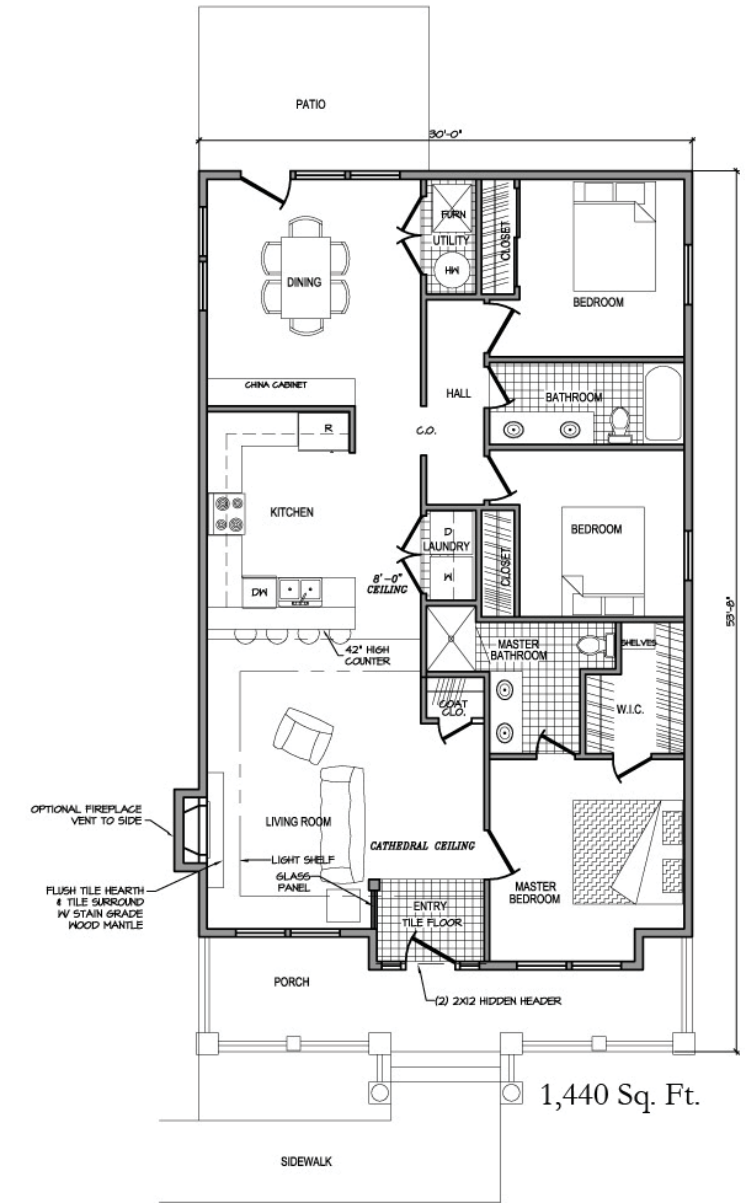
New Infill Site Plan w/ Detached Garage



New Infill Site Plan w/ Attached Garage



Floor Plan  
1,440 Sq. Ft.



1,440 Sq. Ft.

New Infill Floor Plan w/ Attached Garage

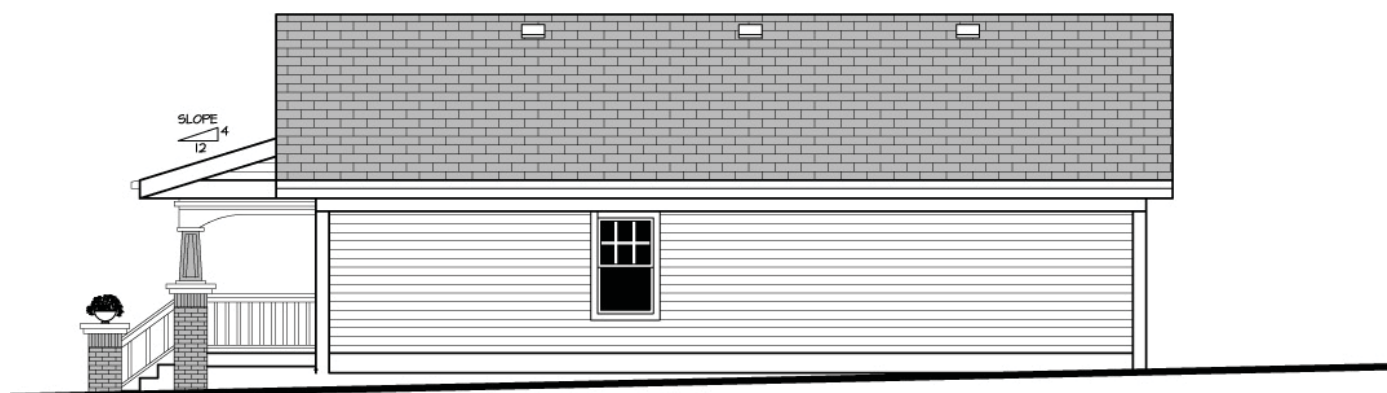
New Infill Floor Plan w/ Detached Garage

## New Infill Building C

The 1426 square foot new home exceeds most new homes in square footage. This home is suitable for a site 55 ft. by 130 ft. A side driveway leads to a detached two car garage. This home offers a tiled entry foyer with cathedral ceiling and coat closet, three bedrooms, two baths, a laundry room, linen closet, kitchen with countertop eating, a dining room and living room with optional fireplace. An expansive covered porch extends the full width of the front façade. The attic is suitable for finishing as storage or kids' playroom. Latticework at the foundation and addition of foundation plantings provide excellent curb appeal.



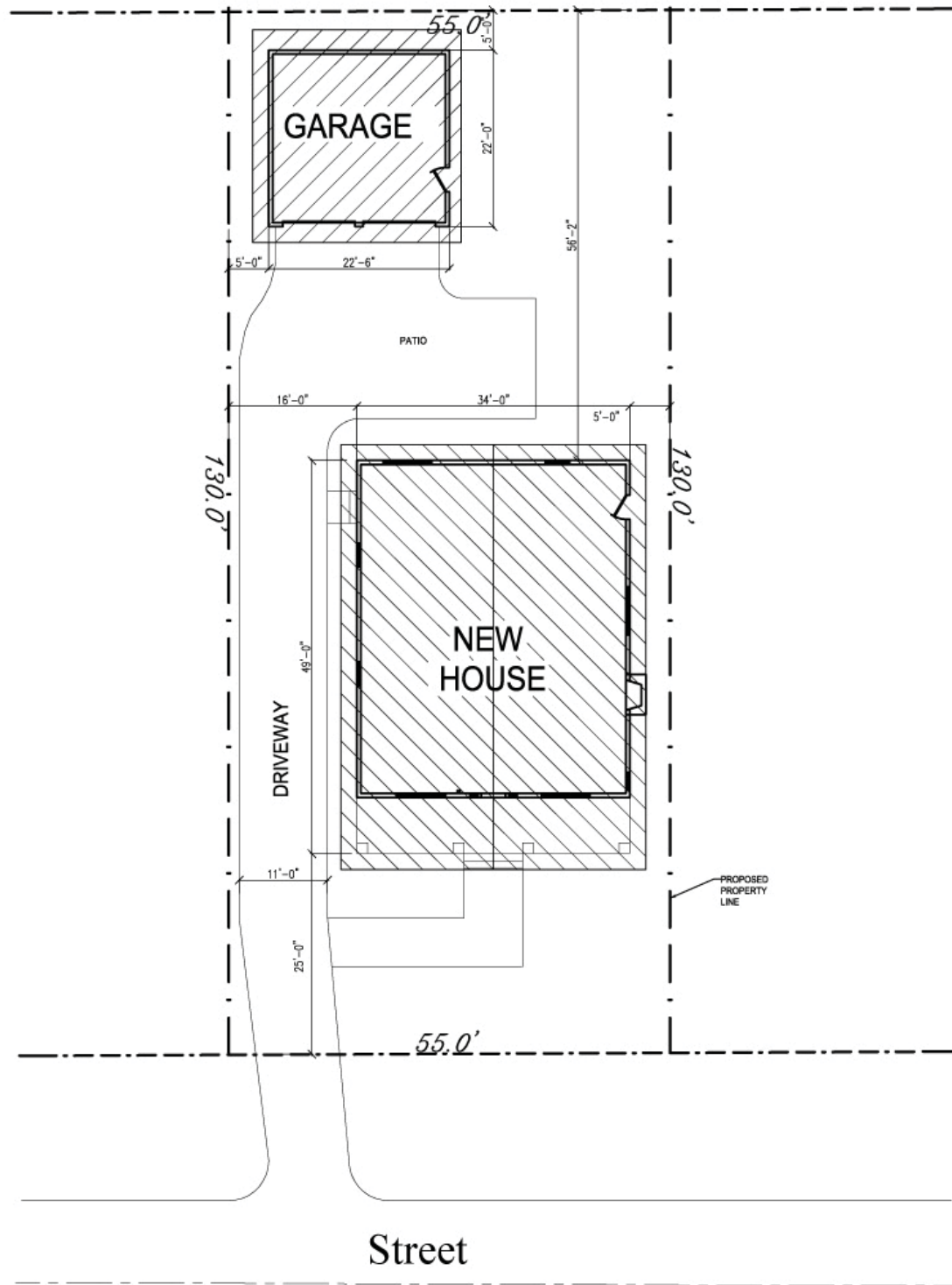
New Infill Building Facade



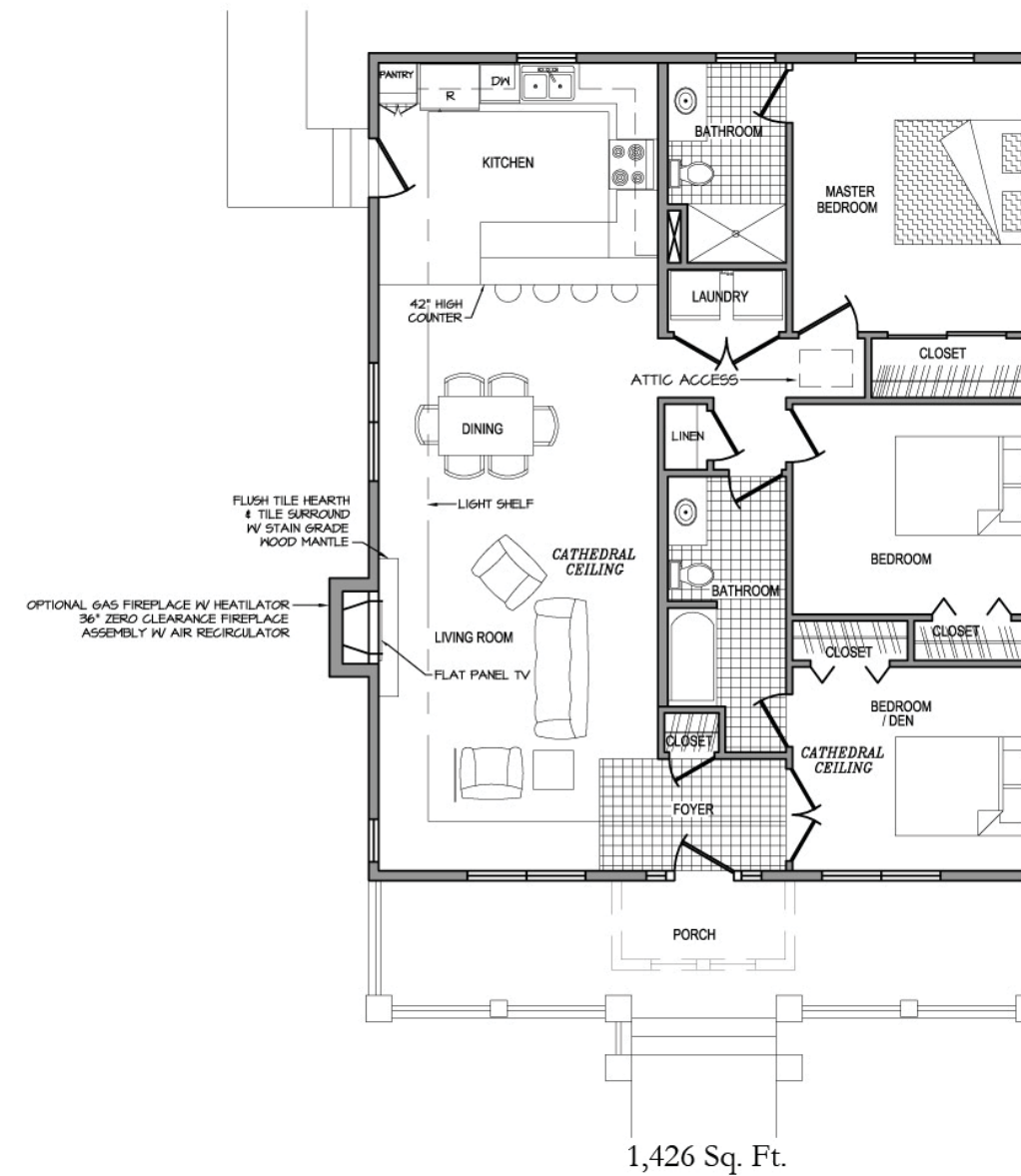
New Infill Building Facade - Side Elevation



New Infill Building Facade - Side Elevation



New Infill Site Plan



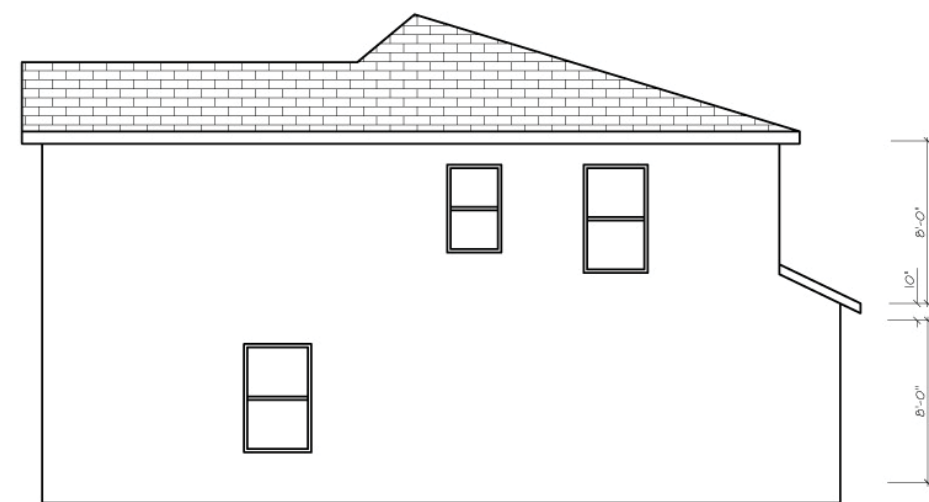
New Infill Floor Plan

## New Infill Building D

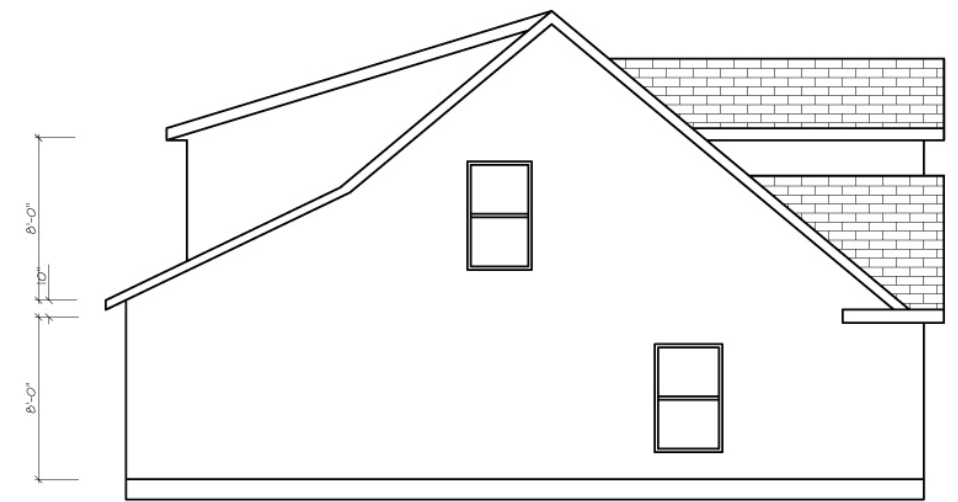
The two-story, 1522 square foot new home is suitable for a 50 ft. by 120 ft. site. The porch and entry are on the west, rather than streetside. A coat closet is located in the entry. This home has a very compact layout with all living areas on the first floor and bedrooms on the second floor. The first floor features a cathedral ceiling, open floor plan that unifies living room, dining room and kitchen. The kitchen includes a pantry, laundry, half bath and utility room. An attached garage is suitable for single car or tandem parking with additional room for storage. The second floor master bedroom includes an oversized bath with tub and separate shower and walk in closet. The second bedroom features a cathedral ceiling and ample closet space. A hall bath is shared by the second and third bedrooms. A large storage room is adjacent to the stairway.



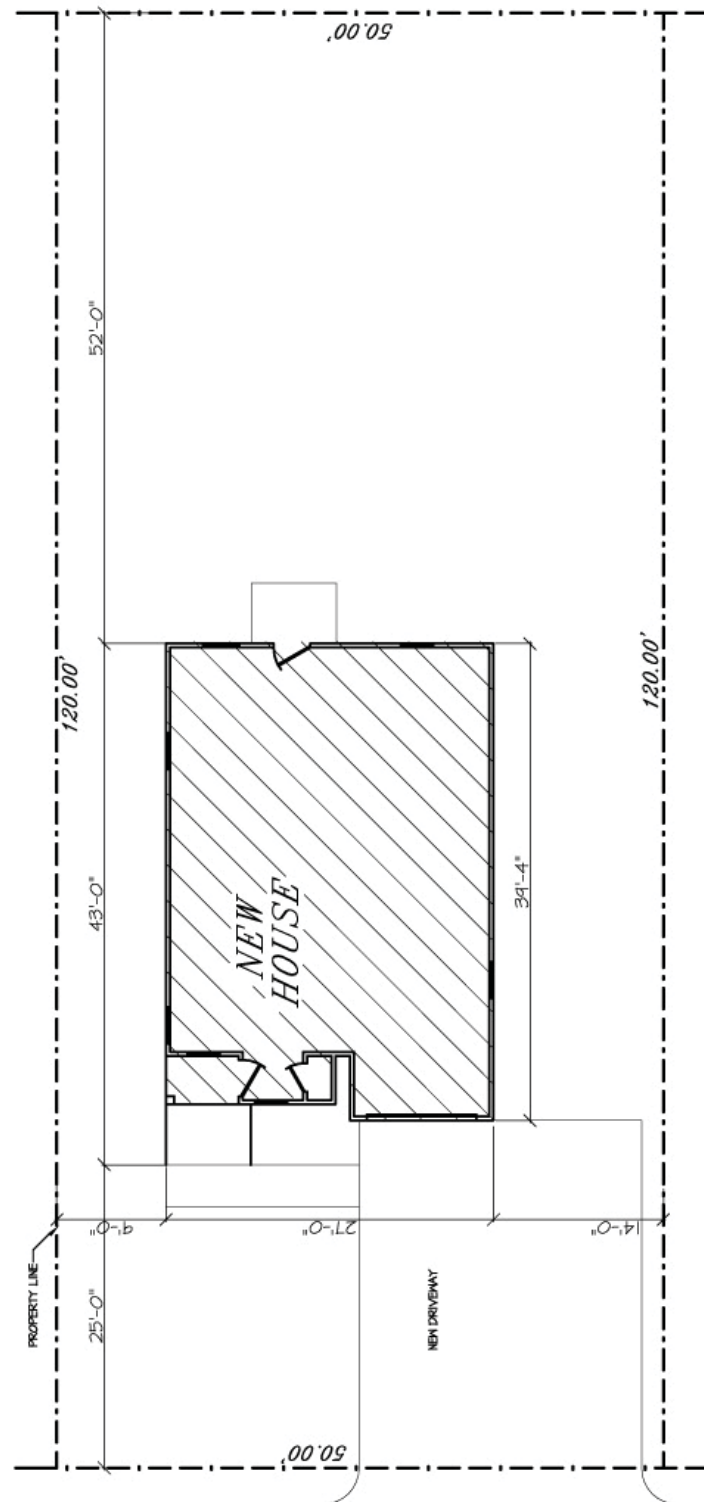
New Infill Building Facade



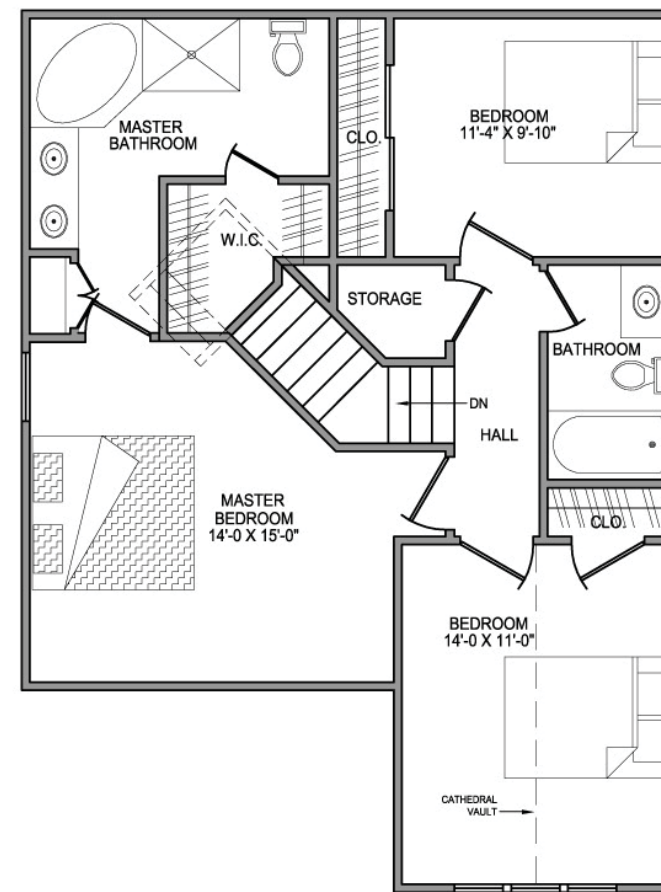
New Infill Building Facade - Side Elevation



New Infill Building Facade - Side Elevation

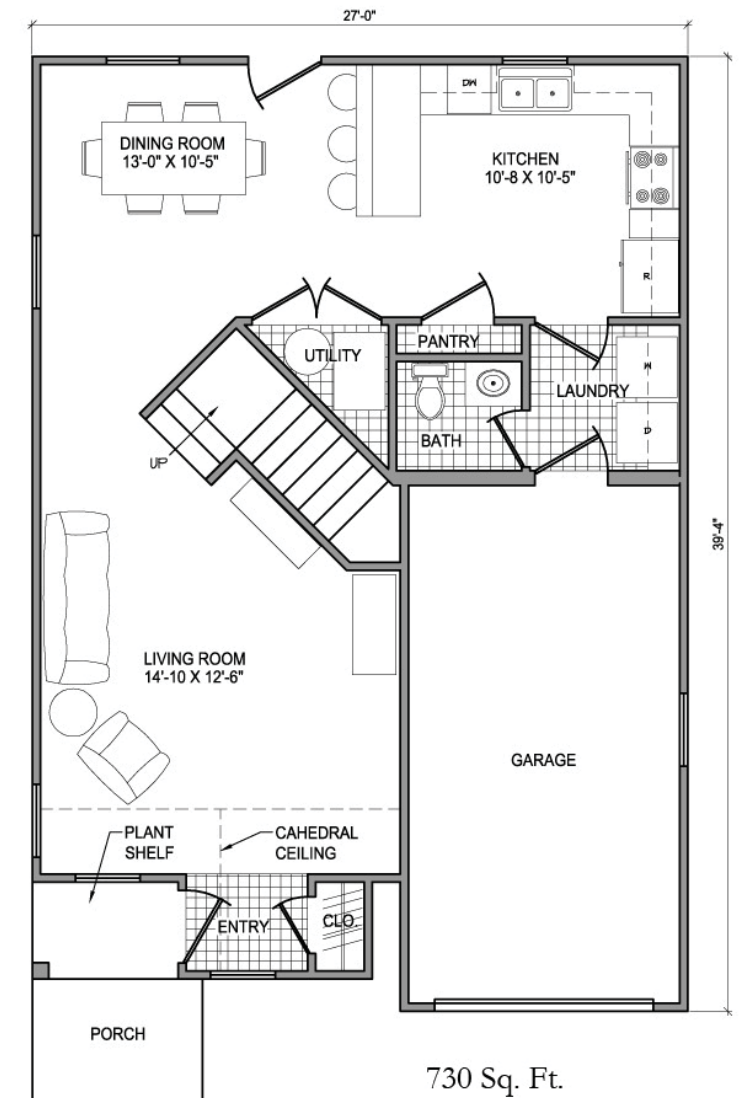


New Infill Site Plan



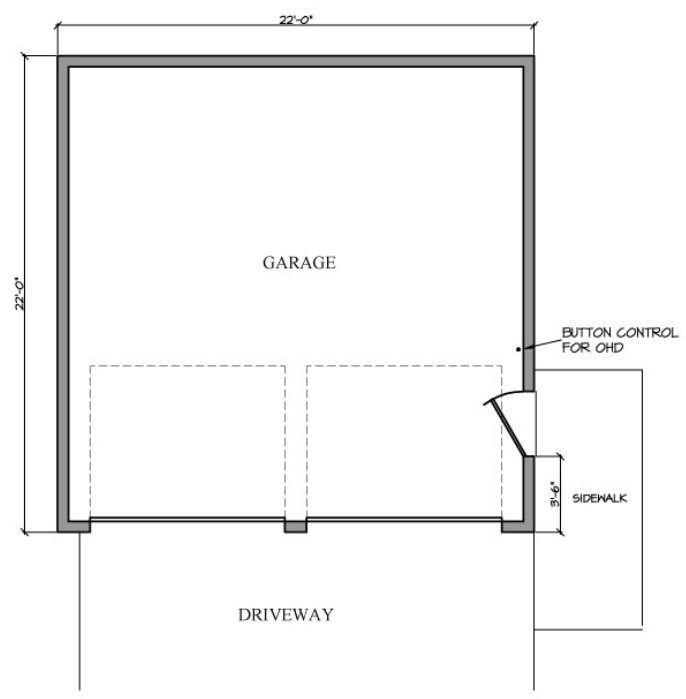
792 Sq. Ft.  
Second Floor Plan

New Infill Floor Plan

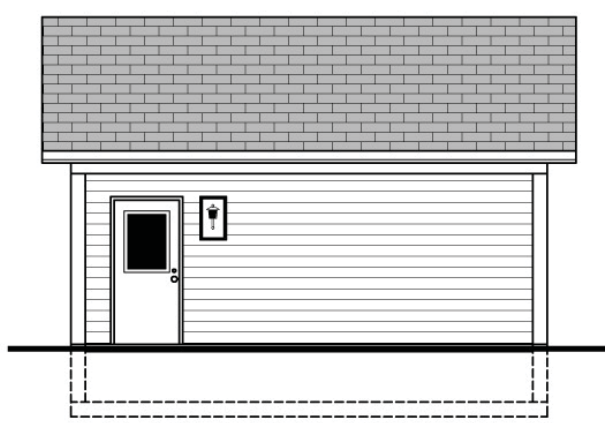


730 Sq. Ft.  
First Floor Plan

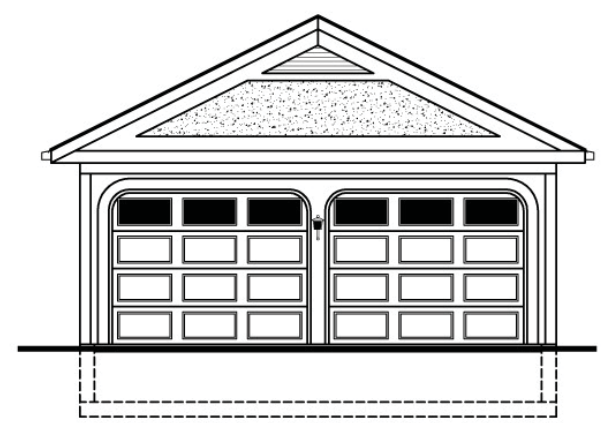
## New Garage A



New Garage Floor Plan



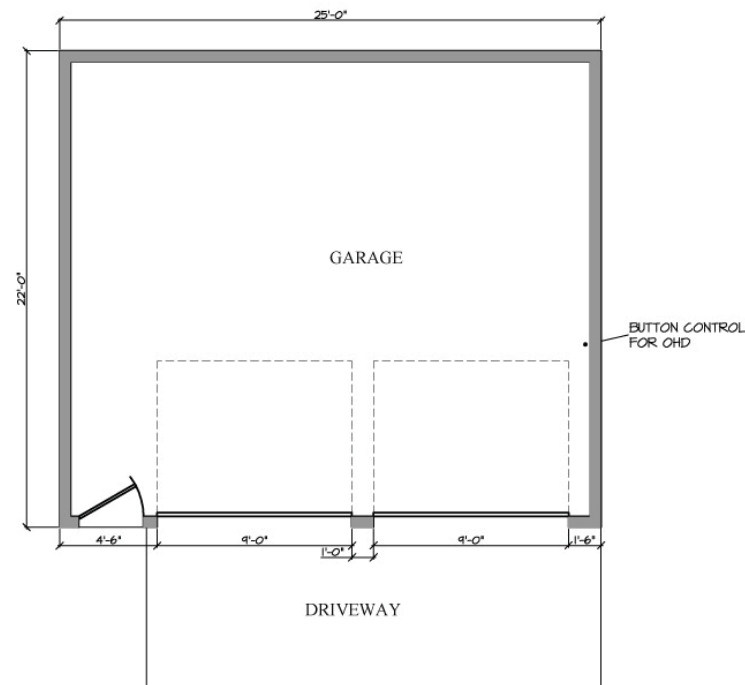
New Garage Side Elevation



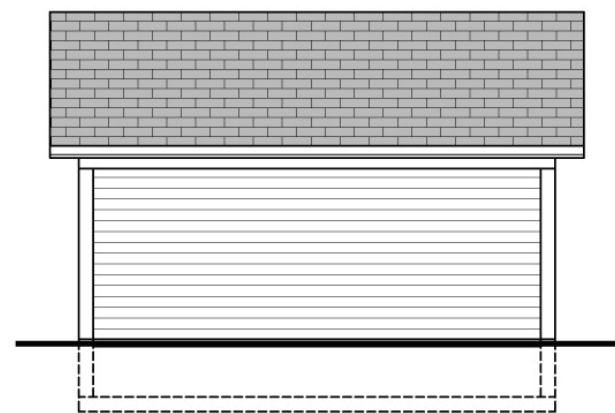
New Garage Front Elevation



## New Garage B



New Garage Floor Plan



New Garage Side Elevation



New Garage Front Elevation

# INFRASTRUCTURE ESTIMATED COST



# INFRASTRUCTURE ESTIMATED COST

Infrastructure improvements for the five revitalization areas represented in Tables 26-30 include the following:

- Concrete streets - replacement of existing asphalt and concrete streets in poor condition
- Curb and gutter - replacement of existing curbs and gutters in poor condition
- Sidewalks - replacement of existing sidewalks in poor condition, as well the installation of additional sidewalks
- Driveway approaches - replacement of existing driveway approaches in areas where streets are being replaced
- Painted crosswalks - repainting of crosswalks on replaced streets, as well as the painting of additional crosswalks, per the Traffic Calming Map (Figure 32, Page 47)
- ADA ramps - addition of all necessary ADA ramps for new sidewalks
- Street trees - installation of trees at approximately 50' spacing along both sides of the street
- Seeding and temporary irrigation - seeding and irrigation of the street tree buffer space between the sidewalk and the back-of-curb

**Table 26 - Estimated Infrastructure Cost - Chesser Park Neighborhood Association Revitalization Area**

Street Segment	Treatment Recommendation	Street CL Linear Feet (LF)	Street Demolition Cost	Concrete Street Cost	LF of Curb & Gutter	Curb and Gutter Cost	LF of Inadequate Sidewalk	Sidewalk Demolition Cost	SQFT of Sidewalk	Sidewalk Cost	# of Driveway Approaches	Driveway Approaches Cost	# of Painted Crosswalks	Painted Crosswalks Cost	# of ADA Ramps per Street	ADA Ramps Cost	# of Trees at 50 O.C.	2" Caliper Street Trees Cost	SQFT of Area to Be Seeded	Seeding Cost	Temporary Irrigation Cost	Total Cost																				
			Assumed Cost per SQFT:	Assumed Cost per SQFT:		Assumed Cost per LF:		Assumed Cost per LF:		Cost per SQFT:		Cost per SQFT:		Assumed Cost per LF crosswalk:	Assumed Cost per Ramp:		Assumed Cost per Tree:		Assumed Cost per SQFT:	Assumed Cost per SQFT:																						
			\$ 1.67	\$ 5.56		\$ 25.00		\$ 4.44		\$ 3.89		\$ 5.56		\$ 4.00	\$ 300.00		\$ 275.00		\$ 0.05	\$ 0.75																						
<b>Chesser Park Neighborhood Association</b>																																										
<b>Indian Drive</b>																																										
From Key Blvd	To Monroney Drive	Street & Curb, S/W & Trees	934	\$ 35,874.94	\$ 119,439.92	1868	\$ 46,700.00		7740	\$ 30,108.60	32	\$ 21,350.40			2	\$ 600.00	37	\$ 10,274.00	8968	\$ 448.40	\$ 6,726.00	\$ 271,522.26																				
<b>Harmon Drive</b>																																										
From Key Blvd	To Monroney Dr	Street & Curb, S/W & Trees	968	\$ 37,180.88	\$ 123,787.84	1936	\$ 48,400.00		8080	\$ 31,431.20	32	\$ 21,350.40			4	\$ 1,200.00	39	\$ 10,648.00	9376	\$ 468.80	\$ 7,032.00	\$ 281,499.12																				
<b>Grumman Drive</b>																																										
From Key Blvd	To Monroney Dr	Street & Curb, S/W & Trees	965	\$ 37,065.65	\$ 123,404.20	1930	\$ 48,250.00		8050	\$ 31,314.50	32	\$ 21,350.40			4	\$ 1,200.00	39	\$ 10,615.00	9340	\$ 467.00	\$ 7,005.00	\$ 280,671.75																				
<b>Fairchild Drive</b>																																										
From Mid Block West of Key Blvd	To Key Blvd	Street & Curb, S/W & Trees	125	\$ 4,801.25	\$ 15,985.00	250	\$ 6,250.00		1200	\$ 4,668.00	1	\$ 667.20			2	\$ 600.00	5	\$ 1,375.00	1500	\$ 75.00	\$ 1,125.00	\$ 35,546.45																				
From Key Blvd	Mid Block East of Key Blvd	Street & Curb, S/W & Trees	485	\$ 18,628.85	\$ 62,021.80	970	\$ 24,250.00		3950	\$ 15,365.50	18	\$ 12,009.60			2	\$ 600.00	19	\$ 5,335.00	4560	\$ 228.00	\$ 3,420.00	\$ 141,858.75																				
From Mid Block of Fairchild Dr	To Monroney Dr	Sidewalk & Street Trees	489						3990	\$ 15,521.10	18				2	\$ 600.00	20	\$ 5,379.00	696	\$ 34.80	\$ 522.00	\$ 22,056.90																				
<b>Ercoupe Drive</b>																																										
From Key Blvd	To Mid Block of Ercoupe Drive	Street & Curb, S/W & Trees	538	\$ 20,664.58	\$ 68,799.44	1076	\$ 26,900.00		4680	\$ 18,205.20	14	\$ 9,340.80			2	\$ 600.00	22	\$ 5,918.00	5476	\$ 273.80	\$ 4,107.00	\$ 154,808.82																				
From Mid Block of Ercoupe Dr	To Monroney Dr	Sidewalk & Street Trees	422						3420	\$ 13,303.80	16				2	\$ 600.00	17	\$ 4,642.00	568	\$ 28.40	\$ 426.00	\$ 19,000.20																				
<b>Douglas Drive</b>																																										
From Mid Block West of Key Blvd	To Key Blvd	Street & Curb, S/W & Trees	130	\$ 4,993.30	\$ 16,624.40	260	\$ 3,250.00		1250	\$ 4,862.50	1	\$ 667.20			2	\$ 600.00	3	\$ 715.00	1560	\$ 78.00	\$ 1,170.00	\$ 32,960.40																				
From Key Blvd	To Monroney Dr	Street & Curb, S/W & Trees	943	\$ 36,220.63	\$ 120,590.84	1886	\$ 47,150.00		7930	\$ 30,847.70	30	\$ 20,016.00			4	\$ 1,200.00	38	\$ 10,373.00	9216	\$ 460.80	\$ 6,912.00	\$ 273,770.97																				
<b>Curtis Drive</b>																																										
From Key Blvd	To Monroney Dr	Street & Curb, S/W & Trees	947	\$ 36,374.27	\$ 121,102.36	1894	\$ 47,350.00		7670	\$ 29,836.30	36	\$ 24,019.20			4	\$ 1,200.00	38	\$ 10,417.00	8844	\$ 442.20	\$ 6,633.00	\$ 277,374.33																				
From Monroney Dr	To Midwest Blvd	Sidewalk & Street Trees	155						1550	\$ 6,029.50					2	\$ 600.00	6	\$ 1,705.00	620	\$ 31.00	\$ 465.00	\$ 8,830.50																				
<b>Boeing Drive</b>																																										
From Key Blvd	To Monroney Dr	Street & Curb, S/W & Trees	1103	\$ 42,366.23	\$ 141,051.64	2206	\$ 55,150.00		9230	\$ 35,904.70	36	\$ 24,019.20			4	\$ 1,200.00	44	\$ 12,133.00	10716	\$ 535.80	\$ 8,037.00	\$ 320,397.57																				
<b>Monroney Drive</b>																																										
29th St	Boeing Dr	Street & Curb, S/W & Trees	553	\$ 21,240.73	\$ 70,717.64	1106	\$ 27,650.00		5380	\$ 20,928.20	3	\$ 2,001.60			1	\$ 300.00	22	\$ 6,083.00	6636	\$ 331.80	\$ 4,977.00	\$ 154,229.97																				
Boeing Dr	Indian Dr	Sidewalk & Street Trees	2077						19070	\$ 74,182.30	34				7	\$ 2,100.00	83	\$ 22,847.00	5928	\$ 296.40	\$ 4,446.00	\$ 103,871.70																				
<b>Key Blvd</b>																																										
Boeing Drive	Indian Drive	Street & Curb, S/W & Trees	2061	\$ 79,163.01	\$ 263,560.68	4122	\$ 103,050.00	2000	\$ 8,880.00	18660	\$ 72,587.40	39	\$ 26,020.80	2	\$ 184.00	7	\$ 2,100.00	82	\$ 22,671.00	22002	\$ 1,100.10	\$ 16,501.50	\$ 595,818.49																			
<b>NEIGHBORHOOD TOTAL</b>			<b>12895</b>	<b>\$ 374,574.32</b>	<b>\$ 1,247,085.76</b>	<b>19374</b>	<b>\$ 484,350.00</b>	<b>2000</b>	<b>\$ 8,880.00</b>	<b>111850</b>	<b>\$ 435,096.50</b>	<b>342</b>	<b>\$ 182,812.80</b>	<b>2</b>	<b>\$ 184.00</b>	<b>51</b>	<b>\$ 15,300.00</b>	<b>513</b>	<b>\$ 141,130.00</b>	<b>106006</b>	<b>\$ 5,300.30</b>	<b>\$ 79,504.50</b>	<b>\$ 2,974,218.18</b>																			
																					Design Fee (10%)	\$ 297,421.82																			\$ 297,421.82	
																					Contingency (20%)	\$ 594,843.64																				\$ 594,843.64
																					<b>TOTAL</b>	<b>\$ 3,866,483.63</b>																				<b>\$ 3,866,483.63</b>



**Table 28 - Estimated Infrastructure Cost - Country Estates Addition Revitalization Area**

Street Segment	Treatment Recommendation	Street CL Linear Feet (LF)	Street Demolition Cost	Concrete Street Cost	LF of Curb & Gutter	Curb and Gutter Cost	LF of Inadequate Sidewalk	Sidewalk Demolition Cost	SQFT of Sidewalk	Sidewalk Cost	# of Driveway Approaches	Driveway Approaches Cost	# of Painted Crosswalks	Painted Crosswalks Cost	# of ADA Ramps per Street	ADA Ramps Cost	# of Trees at 50 O.C.	2" Caliper Street Trees Cost	SQFT of Area to Be Seeded	Seeding Cost	Temporary Irrigation Cost	Total Cost	
			Assumed Cost per SQFT:	Assumed Cost per SQFT:		Assumed Cost per LF:		Assumed Cost per LF:		Cost per SQFT:		Cost per SQFT:		Assumed Cost per LF crosswalk:		Assumed Cost per Ramp:		Assumed Cost per Tree:		Assumed Cost per SQFT:	Assumed Cost per SQFT:		
			\$ 1.67	\$ 5.56		\$ 25.00		\$ 4.44		\$ 3.89		\$ 5.56		\$ 4.00		\$ 300.00		\$ 275.00		\$ 0.05	\$ 0.75		
<b>Country Estates Addition</b>																							
<b>Wilson Drive</b>																							
From Felix Place	To Key Blvd	Street & Curb, S/W & Trees	1364	\$ 52,391.24	\$ 174,428.32	2728	\$ 68,200.00		11640	\$ 45,279.60	40	\$ 26,688.00			4	\$ 1,200.00	55	\$ 15,004.00	13568	\$ 678.40	\$ 10,176.00	\$ 394,045.56	
From Key Blvd	To Givens Dr	Sidewalk & Street Trees	898						8030	\$ 31,236.70	19				2	\$ 600.00	36	\$ 9,878.00	2262	\$ 113.10	\$ 1,696.50	\$ 43,524.30	
<b>Showalter Drive</b>																							
From Felix Place	To Key Blvd	Sidewalk & Street Trees	1353						11380	\$ 44,268.20	43				4	\$ 1,200.00	54	\$ 14,883.00	2402	\$ 120.10	\$ 1,801.50	\$ 62,272.80	
From Key Blvd	To Givens Dr	Sidewalk & Street Trees	777						6670	\$ 25,946.30	22				4	\$ 1,200.00	31	\$ 8,547.00	1568	\$ 78.40	\$ 1,176.00	\$ 36,947.70	
<b>Northrup Drive</b>																							
From West Edge of Country	To Felix Place	Sidewalk & Street Trees	187						1770	\$ 6,885.30	2				2	\$ 600.00	7	\$ 2,057.00	608	\$ 30.40	\$ 456.00	\$ 10,028.70	
From Felix Place	To West of Key Blvd	Sidewalk & Street Trees	892						7520	\$ 29,252.80	28				2	\$ 600.00	36	\$ 9,812.00	1608	\$ 80.40	\$ 1,206.00	\$ 40,951.20	
From West of Key Blvd	To Key Blvd	Street & Curb, S/W & Trees	473	\$ 18,167.93	\$ 60,487.24	946	\$ 23,650.00		3980	\$ 15,482.20	15	\$ 10,008.00			2	\$ 600.00	19	\$ 5,203.00	4626	\$ 231.30	\$ 3,469.50	\$ 137,299.17	
From Key Blvd	To Givens Dr	Sidewalk & Street Trees	777						6570	\$ 25,557.30	24				2	\$ 600.00	31	\$ 8,547.00	1428	\$ 71.40	\$ 1,071.00	\$ 35,846.70	
<b>Atkinson Drive</b>																							
From West Edge of Atkinson Heights Neighborhood Association	To Marshall Dr (North End of Street)	Street & Curb, S/W & Trees	322	\$ 12,368.02	\$ 20,588.68	322	\$ 8,050.00		1610	\$ 6,262.90	5	\$ 3,336.00					6	\$ 1,771.00	3514	\$ 175.70	\$ 2,635.50	\$ 55,187.80	
From Northeast Most Corner of Atkinson Heights Neighborhood Association Line	To Marshall Dr (Full Street)	Street & Curb, S/W & Trees	305	\$ 11,715.05	\$ 39,003.40	610	\$ 15,250.00		2750	\$ 10,697.50	6	\$ 4,003.20			2	\$ 600.00	12	\$ 3,355.00	3240	\$ 162.00	\$ 2,430.00	\$ 87,216.15	
From Marshall Dr	To Borum Dr	Sidewalk & Street Trees	522						4870	\$ 18,944.30	7				3	\$ 900.00	21	\$ 5,742.00	1598	\$ 79.90	\$ 1,198.50	\$ 26,864.70	
From Borum Dr	To Key Blvd	Street & Curb, S/W & Trees	433	\$ 16,631.53	\$ 55,372.04	866	\$ 21,650.00		3980	\$ 15,482.20	7	\$ 4,670.40			2	\$ 600.00	17	\$ 4,783.00	4706	\$ 235.30	\$ 3,529.50	\$ 122,933.97	
From Key Blvd	To Givens Dr	Sidewalk & Street Trees	781					\$ -	6660	\$ 25,907.40	23				4	\$ 1,200.00	31	\$ 8,591.00	1514	\$ 75.70	\$ 1,135.50	\$ 36,909.60	
<b>Babb Drive</b>																							
From Key Blvd	To Givens Dr	Sidewalk & Street Trees	914					64	\$ 284.16	8040	\$ 31,275.60	22			4	\$ 1,200.00	37	\$ 10,054.00	2116	\$ 105.80	\$ 1,587.00	\$ 44,222.40	
<b>Givens Drive</b>																							
From North Edge of Lions Park	To Wilson Dr	Sidewalk & Street Trees	1378						12380	\$ 48,158.20	28				4	\$ 1,200.00	55	\$ 15,158.00	3552	\$ 177.60	\$ 2,664.00	\$ 67,357.80	
<b>Key Blvd</b>																							
From North Edge of Atkinson Heights Association Line	To Northrup Dr	Street & Curb, S/W & Trees	755	\$ 28,999.55	\$ 96,549.40	1510	\$ 37,750.00	274	\$ 1,216.56	7000	\$ 27,230.00	11	\$ 7,339.20				30	\$ 8,305.00	8290	\$ 414.50	\$ 6,217.50	\$ 214,021.71	
From Northrup Dr	To 15th St	Sidewalk & Street Trees	971						9210	\$ 35,826.90	10				2	\$ 600.00	39	\$ 10,681.00	3184	\$ 159.20	\$ 2,388.00	\$ 49,655.10	
<b>Borum Drive</b>																							
From North Edge of Atkinson Heights Neighborhood Association	To Atkinson Dr	Sidewalk & Street Trees	454						4140	\$ 16,104.60	8						18	\$ 4,994.00	1256	\$ 62.80	\$ 942.00	\$ 22,103.40	
<b>Marshall Drive</b>																							
From North Edge of Atkinson Heights Neighborhood Association	To Atkinson Dr	Street & Curb, S/W & Trees	389	\$ 14,941.49	\$ 49,745.32	778	\$ 19,450.00		1890	\$ 7,352.10	40	\$ 26,688.00					16	\$ 4,279.00	1868	\$ 93.40	\$ 1,401.00	\$ 123,950.31	
From Atkinson Dr	To West Edge of Country Estates Boundary Line	Sidewalk & Street Trees	650						5650	\$ 21,978.50	17				1	\$ 300.00	26	\$ 7,150.00	1410	\$ 70.50	\$ 1,057.50	\$ 30,556.50	
<b>Felix Place</b>																							
From Marshall Dr	To 15th St	Street & Curb, S/W & Trees	1182	\$ 45,400.62	\$ 151,154.16	2364	\$ 59,100.00		11470	\$ 44,618.30	7	\$ 4,670.40	1	\$ 92.00	4	\$ 1,200.00	47	\$ 13,002.00	13694	\$ 684.70	\$ 10,270.50	\$ 330,192.68	
<b>NEIGHBORHOOD TOTAL</b>																							
			<b>15777</b>	<b>\$ 200,615.43</b>	<b>\$ 647,328.56</b>	<b>10124</b>	<b>\$ 253,100.00</b>	<b>338</b>	<b>\$ 1,500.72</b>	<b>137210</b>	<b>\$ 533,746.90</b>	<b>384</b>	<b>\$ 87,403.20</b>	<b>1</b>	<b>\$ 92.00</b>	<b>48</b>	<b>\$ 14,400.00</b>	<b>625</b>	<b>\$ 171,776.00</b>	<b>78012</b>	<b>\$ 3,900.60</b>	<b>\$ 58,509.00</b>	<b>\$ 1,972,372.41</b>
																					Design Fee (10%)	\$ 197,237.24	
																					Contingency (20%)	\$ 394,474.48	
																					<b>TOTAL</b>	<b>\$ 2,564,084.13</b>	

# Infrastructure Estimated Cost

Table 29 - Estimated Infrastructure Cost - Atkinson Heights Addition Revitalization Area

Street Segment	Treatment Recommendation	Street CL Linear Feet (LF)	Street Demolition Cost	Concrete Street Cost	LF of Curb & Gutter	Curb and Gutter Cost	LF of Inadequate Sidewalk	Sidewalk Demolition Cost	SQFT of Sidewalk	Sidewalk Cost	# of Driveway Approaches	Driveway Approaches Cost	# of Painted Crosswalks	Painted Crosswalks Cost	# of ADA Ramps per Street	ADA Ramps Cost	# of Trees at 50 O.C.	2" Caliper Street Trees Cost	SQFT of Area to Be Seeded	Seeding Cost	Temporary Irrigation Cost	Total Cost
			Assumed Cost per SQFT:	Assumed Cost per SQFT:		Assumed Cost per LF:		Assumed Cost per LF:		Cost per SQFT:		Cost per SQFT:		Assumed Cost per LF crosswalk:		Assumed Cost per Ramp:		Assumed Cost per Tree:		Assumed Cost per SQFT:	Assumed Cost per SQFT:	
			\$ 1.67	\$ 5.56		\$ 25.00		\$ 4.44		\$ 3.89		\$ 5.56		\$ 4.00		\$ 300.00		\$ 275.00		\$ 0.05	\$ 0.75	
<b>Atkinson Heights Addition</b>																						
<b>Harmon Drive</b>																						
From Air Depot Blvd	To Apt Complex Property Line	Street & Curb, S/W & Trees	260	\$ 9,986.60	\$ 33,248.80	520	\$ 13,000.00		2600	\$ 10,114.00					2	\$ 600.00	10	\$ 2,860.00	3120	\$ 156.00	\$ 2,340.00	\$ 72,305.40
From West Rickenbacker Dr	To Lockheed Dr	Street & Curb, S/W & Trees	326	\$ 12,521.66	\$ 41,688.88	652	\$ 16,300.00	50	\$ 222.00	\$ 12,681.40					4	\$ 1,200.00	13	\$ 3,586.00	3912	\$ 195.60	\$ 2,934.00	\$ 91,329.54
From Lockheed Dr	To East Rickenbacker Dr	Street & Curb, S/W & Trees	325	\$ 12,483.25	\$ 41,561.00	650	\$ 16,250.00		3250	\$ 12,642.50					4	\$ 1,200.00	13	\$ 3,575.00	3900	\$ 195.00	\$ 2,925.00	\$ 90,831.75
<b>McArthur Drive</b>																						
From Air Depot Blvd	To End of Street	Sidewalk & Street Trees	831						8310	\$ 32,325.90					2	\$ 600.00	33	\$ 9,141.00	3324	\$ 166.20	\$ 2,493.00	\$ 44,726.10
From West Lockheed Drive	To East Lockheed Drive	Sidewalk & Street Trees	675					53	\$ 235.32	\$ 26,257.50			4	\$ 368.00	8	\$ 2,400.00	27	\$ 7,425.00	2700	\$ 135.00	\$ 2,025.00	\$ 38,845.82
<b>Fairchild Drive</b>																						
From Air Depot Blvd	To West Rickenbacker Dr	Street & Curb, S/W & Trees	1001	\$ 38,448.41	\$ 128,007.88	2002	\$ 50,050.00	266	\$ 1,181.04	\$ 32,909.40	31	\$ 20,683.20			6	\$ 1,800.00	40	\$ 11,011.00	9842	\$ 492.10	\$ 7,381.50	\$ 291,964.53
From West Rickenbacker Dr	To West Lockheed Dr	Street & Curb, S/W & Trees	321	\$ 12,329.61	\$ 41,049.48	642	\$ 16,050.00	298	\$ 1,323.12	\$ 12,292.40	1	\$ 667.20			4	\$ 1,200.00	13	\$ 3,531.00	3782	\$ 189.10	\$ 2,836.50	\$ 91,468.41
From East Lockheed Dr	To East Rickenbacker Dr	Sidewalk & Street Trees	328						3180	\$ 12,370.20	2	\$ 1,334.40			2	\$ 600.00	13	\$ 3,608.00	1172	\$ 58.60	\$ 879.00	\$ 18,850.20
<b>Ercoupe Drive</b>																						
From Arnold Dr	To West Rickenbacker Dr	Street & Curb, S/W & Trees	878	\$ 33,723.98	\$ 112,278.64	1756	\$ 43,900.00	42		\$ 28,319.20	30	\$ 20,016.00			4	\$ 1,200.00	35	\$ 9,658.00	8436	\$ 421.80	\$ 6,327.00	\$ 255,844.62
<b>Douglas Drive</b>																						
From Arnold Dr	To West Rickenbacker Dr	Street & Curb, S/W & Trees	1038	\$ 39,869.58	\$ 132,739.44	2076	\$ 51,900.00	195	\$ 865.80	\$ 35,126.70	27	\$ 18,014.40			7	\$ 2,100.00	42	\$ 11,418.00	10566	\$ 528.30	\$ 7,924.50	\$ 300,486.72
<b>Rickenbacker Drive</b>																						
From North Edge of Atkinson Heights Boundary Line (West of Jarman Junior High)	To West Mid America Blvd	Street & Curb, S/W & Trees	1794	\$ 68,907.54	\$ 229,416.72	3588	\$ 89,700.00	358	\$ 1,589.52	\$ 61,228.60	44	\$ 29,356.80			5	\$ 1,500.00	72	\$ 19,734.00	18448	\$ 922.40	\$ 13,836.00	\$ 516,191.58
From East Mid America Blvd	To North Edge of Atkinson Heights Boundary Line (East of Jarman Junior High, North Side of Street)	Street & Curb, S/W & Trees	1174	\$ 45,093.34	\$ 75,065.56	1174	\$ 29,350.00	994		\$ 22,834.30	27	\$ 18,014.40			4	\$ 1,200.00	23	\$ 6,457.00	12198	\$ 609.90	\$ 9,148.50	\$ 207,773.00
<b>Lockheed Drive</b>																						
From North Edge of Atkinson Heights Boundary Line (West of Jarman Junior High)	To Mid America Blvd	Street & Curb, S/W & Trees	1408	\$ 54,081.28	\$ 180,055.04	2816	\$ 70,400.00	985	\$ 4,373.40	\$ 48,936.20	30	\$ 20,016.00			5	\$ 1,500.00	56	\$ 15,488.00	14796	\$ 739.80	\$ 11,097.00	\$ 406,686.72
From Mid America Blvd	To East Side of Jarman Junior High	Street & Curb, S/W & Trees	1033	\$ 39,677.53	\$ 132,100.04	2066	\$ 51,650.00	632	\$ 2,806.08	\$ 34,154.20	31	\$ 20,683.20			3	\$ 900.00	41	\$ 11,363.00	10226	\$ 511.30	\$ 7,669.50	\$ 301,514.85
From East Side of Jarman Junior High	To North Edge of Atkinson Heights Boundary Line (East of Jarman Junior High)	Sidewalk & Street Trees	361					286	\$ 1,269.84	\$ 13,459.40	3				1	\$ 300.00	14	\$ 3,971.00	1234	\$ 61.70	\$ 925.50	\$ 19,987.44
<b>Mid America Blvd</b>																						
From McArthur Dr	To Lockheed Dr	Street & Curb, S/W & Trees	579	\$ 22,239.39	\$ 74,042.52	1158	\$ 28,950.00	1151	\$ 5,110.44	\$ 20,189.10	12	\$ 8,006.40			2	\$ 600.00	23	\$ 6,369.00	6108	\$ 305.40	\$ 4,581.00	\$ 170,393.25
From West Lockheed Dr	To West Edge of Atkinson Heights Neighborhood Association Line	Street & Curb, S/W & Trees	567	\$ 21,778.47	\$ 72,507.96	1134	\$ 28,350.00	1074	\$ 4,768.56	\$ 21,278.30	4	\$ 2,668.80			4	\$ 1,200.00	23	\$ 6,237.00	6524	\$ 326.20	\$ 4,893.00	\$ 164,008.29
From West Edge of Atkinson Heights Neighborhood Association	To East Rickenbacker Dr (North Side of Street)	Street & Curb, S/W & Trees	225	\$ 8,642.25	\$ 28,773.00	225	\$ 5,625.00	296	\$ 1,314.24	\$ 4,376.25					1	\$ 300.00	9	\$ 2,475.00	2700	\$ 135.00	\$ 2,025.00	\$ 53,665.74
From East Rickenbacker Dr	To East Lockheed Dr	Street & Curb, S/W & Trees	336	\$ 12,905.76	\$ 42,967.68	672	\$ 16,800.00	400	\$ 1,776.00	\$ 12,097.90	5	\$ 3,336.00			3	\$ 900.00	13	\$ 3,696.00	3682	\$ 184.10	\$ 2,761.50	\$ 97,424.94
<b>Brett Drive</b>																						
From Douglas Dr	To Turnaround	Street & Curb, S/W & Trees	237	\$ 9,103.17	\$ 30,307.56	474	\$ 11,850.00	206	\$ 914.64	\$ 9,219.30					2	\$ 600.00	9	\$ 2,607.00	2844	\$ 142.20	\$ 2,133.00	\$ 66,876.87
<b>Arnold Drive</b>																						
From Fairchild Dr	To North Edge of Former School Property	Street & Curb, S/W & Trees	627	\$ 24,083.07	\$ 80,180.76	1254	\$ 31,350.00			\$ 23,417.80	5	\$ 3,336.00			5	\$ 1,500.00	25	\$ 6,897.00	7174	\$ 358.70	\$ 5,380.50	\$ 176,503.83
<b>NEIGHBORHOOD TOTAL</b>																						
<b>14324 \$ 465,874.89 \$ 1,475,990.96 22859 \$ 571,475.00 7286 \$ 27,750.00 124995 \$ 486,230.55 252 \$ 166,132.80 4 \$ 368.00 78 \$ 23,400.00 549 \$ 151,107.00 136688 \$ 6,834.40 \$ 102,516.00 \$ 3,477,679.60</b>																						
																					Design Fee (10%)	\$ 347,767.96
																					Contingency (20%)	\$ 695,535.92
																					<b>TOTAL</b>	<b>\$ 4,520,983.48</b>



# OPTIONAL HOUSING AND ECONOMIC DEVELOPMENT INCENTIVES





# OPTIONAL HOUSING AND ECONOMIC DEVELOPMENT INCENTIVES

Table 31 - Optional Housing and Economic Development Incentives

Program:	Prerequisite Studies or Findings:	Adoption:	Incentive:	Recommendation for Original Mile:
<b>Oklahoma Local Development Act</b>	Reinvestment Area (50 % or more of structures in excess of 35 years and contains a blighted area) or is in and Enterprise Area.	Local City Council Approval	<ul style="list-style-type: none"> <li>All or any portion of an increment of ad valorem taxes and all or any portion of an increment of sales taxes, and other local taxes for up to 25 years</li> <li>Eligible project costs are essentially all development costs.</li> </ul>	<ul style="list-style-type: none"> <li>Highly recommended for use by Midwest City in the Original Mile.</li> <li>Ideal for the Original Mile, new mixed use development and possibly new housing development.</li> </ul>
<b>Neighborhood Redevelopment Act</b>	<ul style="list-style-type: none"> <li>All or portions of the neighborhood are blighted</li> <li>Redevelopment Plan prepared</li> <li>Delegation to a municipal public trust</li> <li>Summary of redevelopment activities and projects</li> <li>Plan not to exceed 25 years</li> </ul>	2/3s Vote of City Council	<ul style="list-style-type: none"> <li>Tax apportionments bonds or notes</li> <li>Pledge of revenues from apportionment of local ad valorem taxes and local sales taxes(same as Oklahoma Local Development Act</li> <li>Permits use of eminent domain if necessary</li> </ul>	Possible for use by Midwest City in the Original Mile as an alternative to the Oklahoma Local Development Act. Its use in the future should not be ruled out.
<b>Oklahoma Urban Renewal Authority Act</b>	<ul style="list-style-type: none"> <li>Urban Renewal Plan Prepared</li> <li>Comprehensive Plan designates and delineates urban renewal areas</li> </ul>	City has created an Urban Renewal Authority and would approve an Urban Renewal Plan and individual Urban Renewal Projects	<ul style="list-style-type: none"> <li>All or any portion of an increment of ad valorem taxes and all or any portion of an increment of sales taxes, and other local taxes for up to 25 years.</li> <li>Covers essentially all project development costs.</li> </ul>	Possible for use by Midwest City in the Original Mile as an alternative to the Oklahoma Local Development Act. Its use in the future should not be ruled out.
<b>Oklahoma Housing Reinvestment Act</b>	Available only to prospective users qualified for Oklahoma homestead exemption.	Establish District(s) with consent of each affected taxing entity.	<ul style="list-style-type: none"> <li>New residential on parcel not containing a residence in last 10 years (exemption for 2 years on increased value).</li> <li>New residential on parcel containing a residence in last 10 years (exemption for 3 years on increased value).</li> <li>Residence with improvements that increase value by &gt;\$20,000 (5 year exemption on value of improvements).</li> </ul>	Make available in areas within the Original Mile where substantial rehabilitation or home improvements are likely to occur that would meet the \$20,000 minimum.
<b>HOME Program</b>	Application to Oklahoma Housing Finance Agency	Oklahoma Housing Finance Agency	Assistance for home purchase or rehabilitation and to assist low income renters.	Currently used by Midwest City. Should be continued in the Original Mile.
<b>Affordable Housing Tax Credits Program</b>	Complete Developer prepared Housing Development Project	Endorsed by City, approved by Oklahoma Housing Finance Agency	Federal Tax Credits awarded to Developer who in turn can use to offset portions of project development costs.	Possible for use by Midwest City. Suggest the identification of desired housing development project(s) in the Original Mile, then issue RFQ and RFP for developers.
<b>Federal and State Historic Rehabilitation Tax Credits</b>	Either individually eligible for the National Register of Historic Places or is a contributing resource to a historic district	Numerous requirements involving various federal and state agencies	<ul style="list-style-type: none"> <li>20 % federal tax credit for the certified rehabilitation of a certified historic structure plus</li> <li>20% state tax credit</li> </ul>	Possible for use by Midwest City in the Original Mile.

# MIXED USE FEASIBILITY STUDY

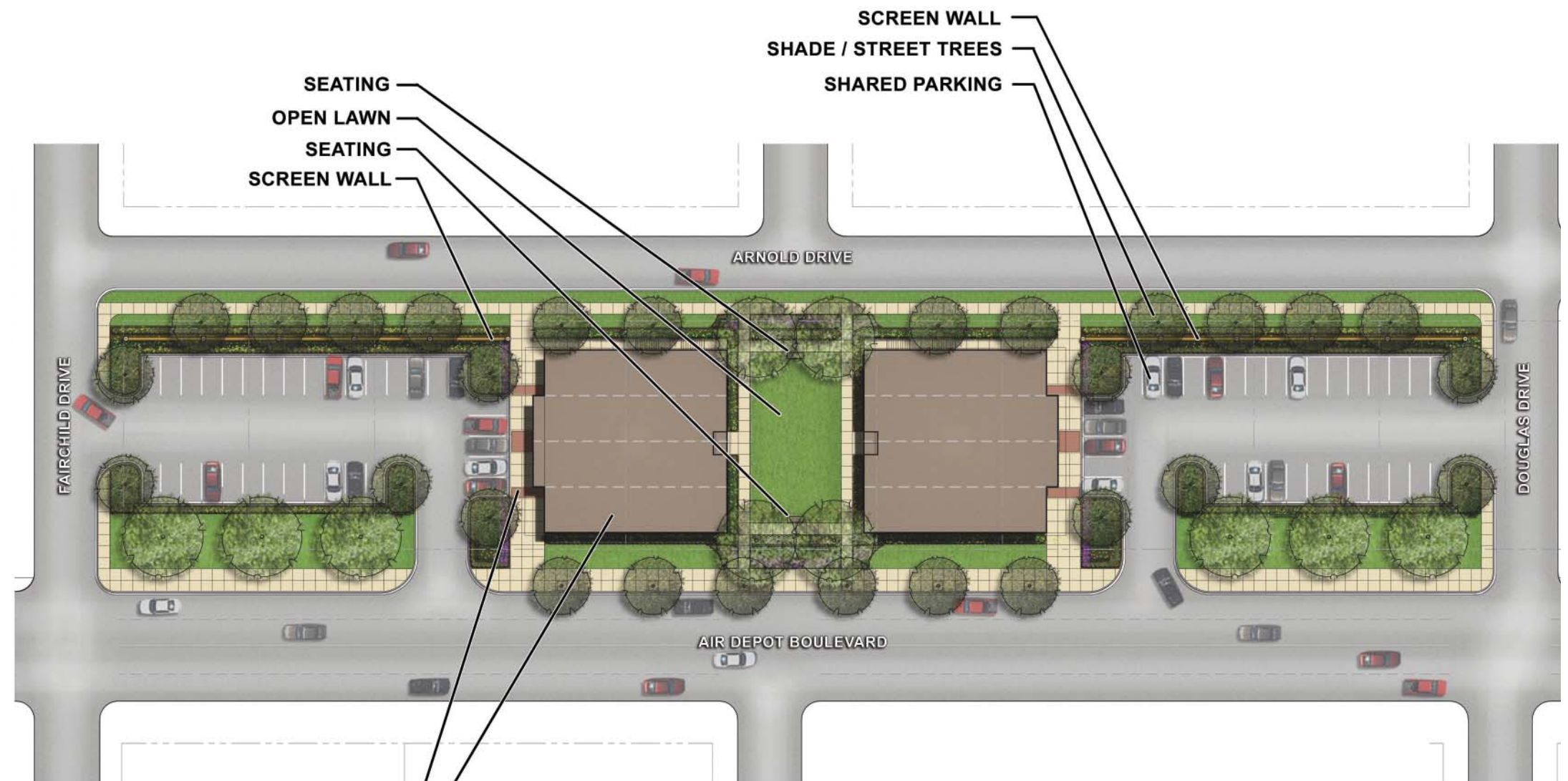


# MIXED USE FEASIBILITY STUDY

An analysis of the potential for a Mixed Use Commercial/Residential prototype was prepared at the request of the City. The subject site is located between Air Depot Boulevard and Arnold Drive from Douglas Drive to Fairchild Drive. A concept prototype is discussed on Page 54. The following pages contain more illustrative detail and recommendations for proceeding.

The concept proposes residential above retail or office in a two-story structure. The brick façade complements the predominant use of brick in Original Mile housing, the new Town Center Plaza and monuments and other enhancements proposed in this plan. Ample sidewalks with decorative paving, landscaping and open green spaces border and separate the two structures. Screen walls buffer the area from neighborhoods immediately east of the site. The proposed structures offer 10,900 square feet of commercial space and 10,560 square feet of residential apartment living. The entire concept has a very urban feel, as it is within short walking distance to the western edge of Town Center Plaza. Easy access from Air Depot Boulevard, Douglas Drive, Fairchild Drive and adequate parking are provided.

Figure 40 - Mixed Use Commercial/Residential - Conceptual Site Plan



DECORATIVE PAVING  
MIXED USE STRUCTURES  
- RESIDENTIAL ABOVE  
- COMMERCIAL / OFFICE BELOW

## DATA TABLE

### PER BUILDING:

- Commercial/Office = 5,450 sqft.
- Residential (Apts.) = (3) One Bedroom & (3) Two Bedroom @ Average 780 sqft. & 940 sqft.
- Parking = 33 Shared Spaces per Building

### SITE TOTALS:

- Commercial/Office = 10,900 sqft.
- Residential (Apts.) = (6) One Bedroom & (6) Two Bedroom @ 4,680 sqft. & 5,640 sqft. = 10,320 sqft.
- Parking = 66 Shared Spaces per Site

The elevation directly below in Figure 41 illustrates the potential of the Mixed Use concept with small retail establishments on the lower level and apartment living with balconies on the upper level. The three elevations in Figure 42 illustrate the view from the west along Air Depot Boulevard.

Figure 41 - Mixed Use Commercial/Residential - North Elevation

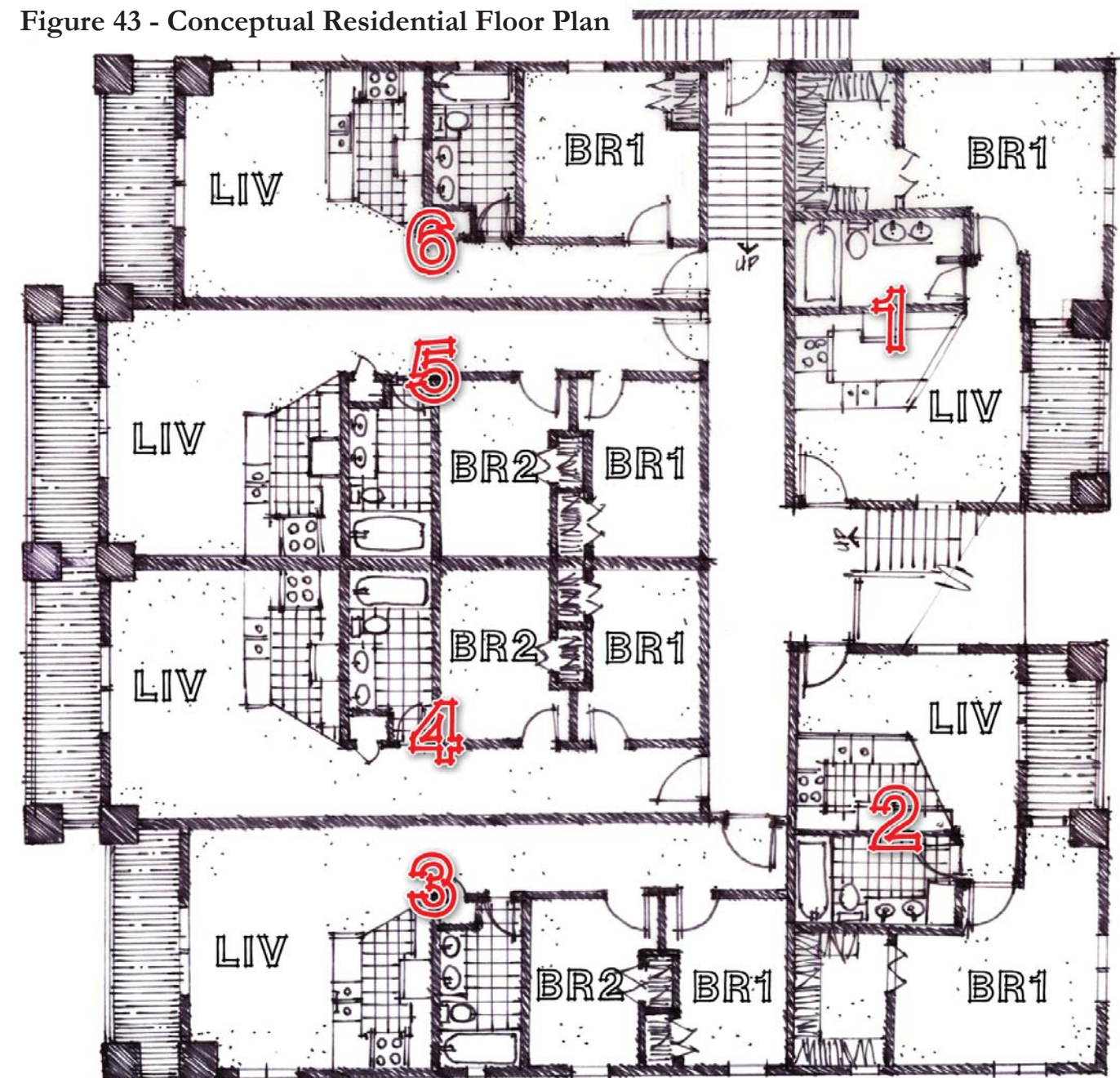


Figure 42 - Mixed Use Commercial/Residential - West Elevation



The proposed upscale walkup apartments offer one and two-bedroom floor plans and would include trendsetting kitchen and bath treatment. The quality of the units would be comparable to other upscale apartments in or near Midwest City. Aesthetic improvements and enhancements proposed throughout the Original Mile area will provide easy access to green spaces, trails, public events venue, shopping, entertainment, recreation and public transit.

Figure 43 - Conceptual Residential Floor Plan



The commercial component to the mixed use is critical to its success. The two commercial buildings are oriented north and south facing outward to their corresponding parking lots. Two access drives into the parking lots allow for easy parking and egress to the storefronts of the commercial first floor of the buildings. The buildings have great visibility from Air Depot Boulevard, as will the all glass storefronts. The buildings themselves are approximately 70' in depth (ideal for retail development) and approximately 80' in width. This allows for four (4) 20' wide bays for retail, commercial or office uses, and allows for varying sizes of tenants who can take one, two or even all four bays in the building. These sizes meet typical sizes sought in the retail trades.

### Recommendations for Mixed Use:

The City should consider proceeding with introducing the Mixed Use concept by amending relevant plans and ordinances. With these procedures completed, the City is in a position to issue a Request for Qualifications followed by a Request for Proposals to potential developers. The process would open dialogue with developers, identify financial constraints or need for incentives and open the door for negotiations.

Figure 44 - Conceptual Commercial Floor Plan

