MIDWEST CITY
Where the Spirit Flies High

AIR DEPOT CORRIDOR PLAN

2022

Midwest City, Oklahoma

catalyst

CONTENTS

INTRODUCTION

Overview

The Midwest City Economic Development Authority ("EDA") in conjunction with the Community Development Department, initiated a corridor study with Catalyst Commercial, Inc. (Catalyst) to reinvigorate the parts of the Air Depot Blvd. Corridor that is roughly bounded by SE 15th Street and Silver Meadow Drive. This action comes due to an escalation in the number of vacant structures and spaces in the area and the need to improve the overall business climate through public improvements and policy revisions.

In 2019, the EDA successfully obtained Midwest City Memorial Hospital Authority Board of Grantors funding to conduct an evaluation of the Air Depot Corridor and implement changes that would revitalize the district. Funds were awarded in the spring of 2020 but the pandemic put work on hold shortly thereafter. We picked the project up again in late 2021.

This analysis builds off Catalyst's 2017 Midwest City Study for Heritage Park Mall. This process included research and analysis, public engagement, surveys, and an implementation plan to explore options to stimulate reinvestment in the area. In addition to the implementation plan, the end results include the following objectives:

1. Identify Corridor strengths, weaknesses, opportunities, and threats.
2. Address physical and economic problems within the Corridor.
3. Explore public/private partnership opportunities.
4. Identify opportunities in need of reinvestment/improvement.

Executive Summary

Purpose

The purpose of the Air Depot Corridor Plan is to identify and prioritize mobility improvements that encourage safe and efficient travel as well as encourage investment and economic development in the Corridor. It would explore all options for moving people, including pedestrians, cyclists, drivers, and other multi-modal options. This Plan will serve as a guide to improve safety, mobility, and quality of life for residents, visitors, and commuters. This study shall coordinate improvements between a roadway and adjacent land uses.

Key Findings

The retail space in the Air Depot Corridor was developed over a period from the late 1940s until present day with development peaking between 1970 and 1979, representing 56% of the 1.9 million square feet of retail space. The three decade period from 1960 to 1989 represent 86% of the retail development in this Corridor. A large portion of the retail in the Corridor has had little capital reinvestment over the years and as those structures age, the aesthetics of the corridor decrease and it becomes more difficult for property owners to locate class A retail in their buildings.

Development along the Corridor has happened intermittently and caused a fragmented pattern of development with little cross access resulting in a high number of private drives accessing Air Depot Blvd. This lack of access management creates a number of safety issues for pedestrians and motorists.

Key Recommendations

The creation of an overlay district for the Air Depot Corridor would enable the City to set up the regulatory environment to guide and direct future development and redevelopment. The City will then need to take action on the safety and infrastructure by creating an overlay district to set up regulatory environment. The City can then follow the creation of the overlay district with safety and infrastructure improvements that will increase the experience of Midwest City residents and visitors while shopping and recreating in the Corridor.

Implementation recommendations for the Air Depot Corridor are found at the end of this document and includes recommendations such as the following:

- Develop a recruitment strategy to improve Corridor merchandising.
- Reduce auto dependency to mitigate pedestrian vs car competition for the same travel space.
- Encourage alternative signage (ex. monument signs) along the Corridor to increase visibility for drivers and pedestrians entering or exiting private drives.
- Identify vacant or underused buildings or commercial land. Work with property owners to establish goals and a strategy for inclusion of these properties in the City economy.

Existing Conditions

Aesthetic Enhancements

- Development along the Corridor has been intermittent. Aging structures and lack of development standards creates irregular patterns in building form, setbacks, signage, greenspace, parking, and general uniformity.
- A lack of maintenance and lack of investment has decreased the aesthetics of the Corridor.

Redevelopment and Reinvestment Challenges

- Redevelopment and reinvestment opportunities are challenged by fragmented ownership and lack of uniform design regulations.
- There is no consistency in open space requirements and other standards, which limits open space and activation opportunities.

Traffic Operations & Safety

- A lack of access management creates numerous safety issues, including, Corridor-wide center turn lanes, poorly marked intersections, and numerous curb cuts.

Pedestrian/Bicycle Improvements

- Multimodal transportation opportunities along Air Depot lack efficient facilities to service riders.
- Pedestrian activity and bicycles are almost non-existent along the Corridor today.
- High-volume and high-speed traffic reduces alternative transportation modes (walking, biking, etc).
- The Air Depot Corridor lacks bicycle facilities. Expanding trails to future regional trail connections could improve bicycle use and create trail-oriented development opportunities.
- Sidewalks are narrow, poorly maintained, and disconnected.

Approach

The Corridor was analyzed and characterized by three distinct character zones:

Commercial Zone

The commercial zone addresses transportation operation, streetscape, character, and area connectivity to accommodate greater economic development opportunity and quality of life. The transportation element of the Corridor concept will minimize traffic conflicts, improve pedestrian access at intersections, and increase connectivity. Land use strategies will include parking management, setbacks, and design standards to create greater adjacency predictability and stronger character within the commercial zone.

Neighborhood Zone

The neighborhood zone provides a more detailed strategy for transition between the higher intensity commercial areas and smaller neighborhood-oriented commercial. This zone focuses on connectivity to local and regional assets and networks. It also focuses on optimization of shallower tracts and associated challenges with fragmented ownership, aging uses, and disconnected infrastructure.

From a land use and market perspective, the neighborhood zone will address building form and character, open space, trails, and enhancing transportation. This will also address uses.

Mall Redevelopment Zone

This zone addresses the various scenarios with the potential mall redevelopment and relationship to the Air Depot Corridor. It will include a mix of uses, access, key gateways, parking, and connectivity.

The Mall Redevelopment Zone is inclusive of the intersection of a number of local assets including key intersections, continuation of regional trail networks, and public transportation facilities. It offers the greatest area of catalyst development potential due to the size of the tract and key location.

AIR DEPOT CORRIDOR PROCESS

The creation of this Air Depot plan followed a defined process. This plan documents each of the steps taken to create the plan to create a safer, more vibrant, and functional Corridor.

Evaluate Market Demand

Determine market needs and capacity for increased commercial uses that can satisfy gaps in the market.

Document Conditions

Document existing conditions, including assets and opportunities within the Study Area.

Gather Community Input

Engage local residents and businesses to understand priorities, issues, and local needs.

Establish Vision and Goals

Create a unified plan that resolves conflicts and creates greater value and improves quality of life.

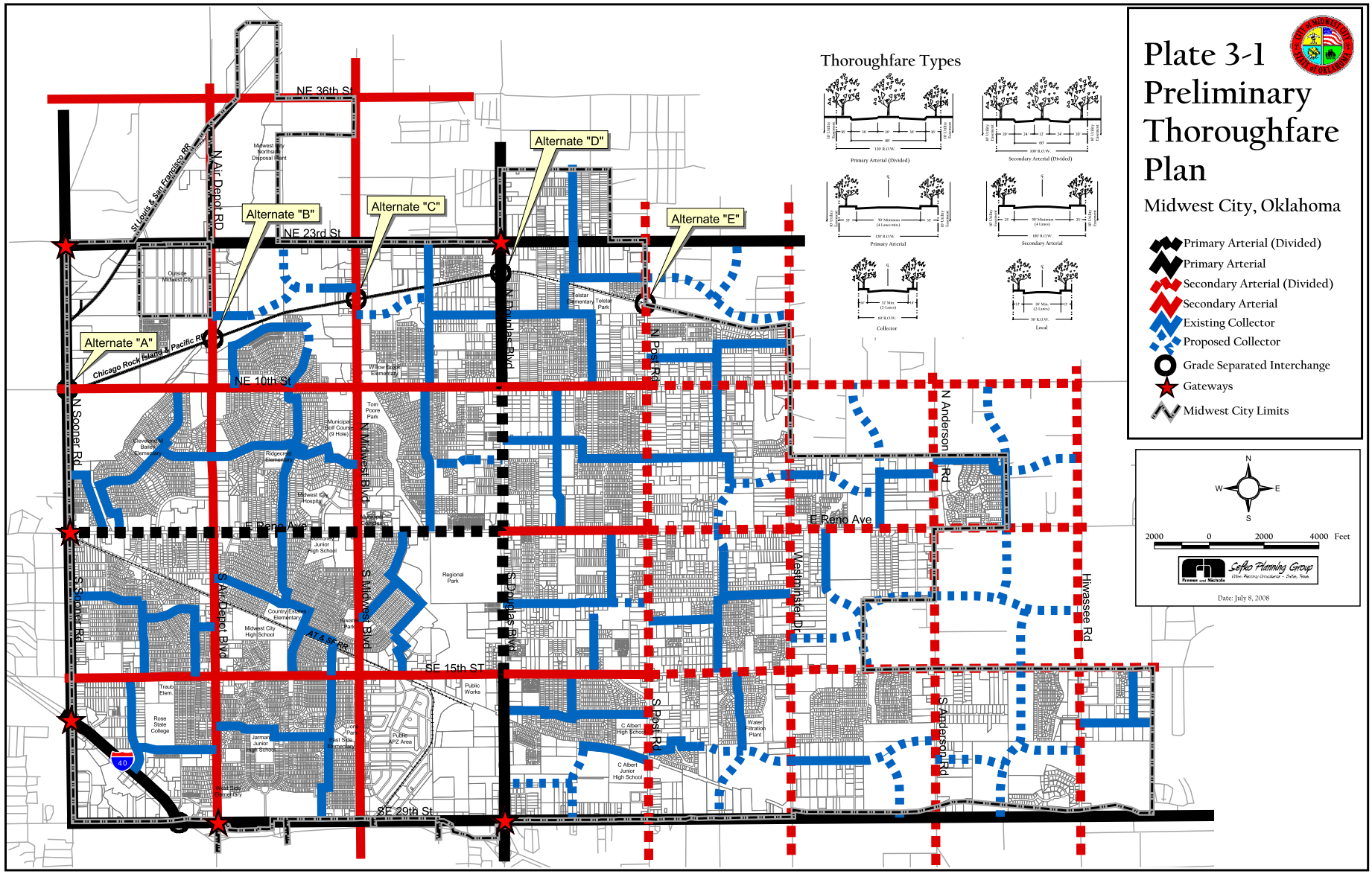
Develop Strategy

Create a land use strategy that includes design recommendations and documented interventions.

Implementation

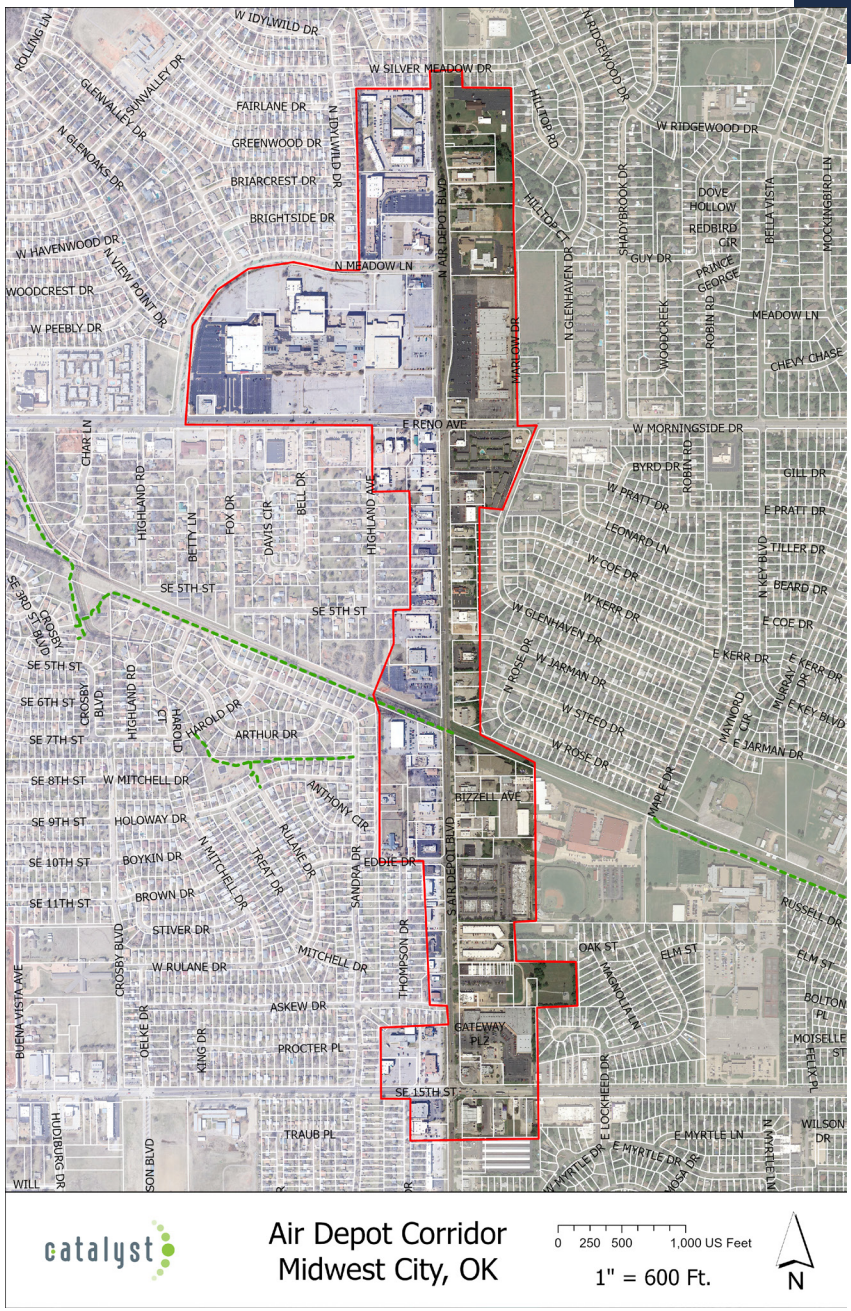
Provide a roadmap for implementation

Existing Thoroughfare Plan



STUDY AREA

The Air Depot Corridor stretches roughly 1.5 miles from Silver Meadow Drive on the north end, south to Southeast 15th Street. Traffic in the Corridor has remained consistent and walkability has never been utilized. Vacant buildings can be found along the Corridor, including the former Heritage Park Mall on the northwestern end.



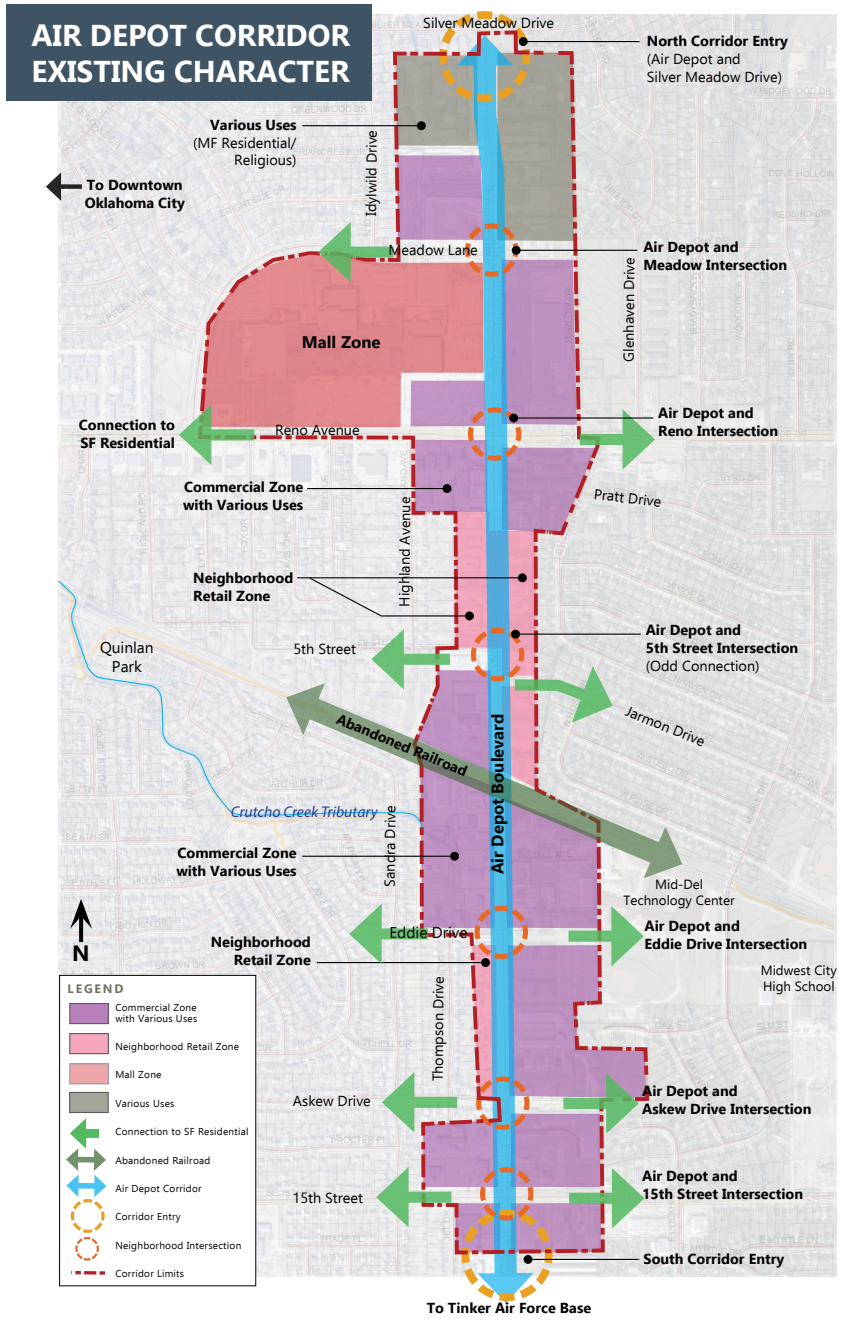
Existing Character

The character of the Air Depot Corridor is divisible into three distinct zones:

NORTH - From Silver Meadow Drive to Reno Avenue there are large commercial lots and wide thoroughfares with a multifamily complex, retail, churches, and the former Heritage Park Mall which was declared as "blighted" by the City on August 23, 2022 which will begin the Urban Renewal process to redevelop the property. Traffic in this area is comparably light and there is rarely any congestion. A landscaped median divides the road and a contiguous sidewalk is found only along the east side of North Air Depot Boulevard.

MIDDLE - From Reno Avenue to the railroad easement, mostly retail is offered with residential entrances on both sides. The thoroughfare is much tighter than the northern section with no existing medians, and walkability is constrained by limited lighting or limited sidewalks on the east side of the street. There are several vacant commercial buildings in this vicinity. There is approximately 125' of sidewalk found in front of one (1) address on the east side of the street, while the entire length of the west side has sidewalks.

SOUTH - From the railroad easement to Southeast 15th Street, South Air Depot Boulevard offers both neighborhood retail and commercial mixed uses. The thoroughfare is sometimes congested and there are no existing medians. Sidewalks are found all along the west side of the right-of-way, but only about 10% of the addresses on the east side of the block have some semblance of a sidewalk.



Traffic Conditions

Travel Patterns

The Air Depot Corridor serves as a major north/south arterial through Midwest City. This Corridor serves both the major commercial attractions along the Corridor as well as a critical connection serving the City and Tinker Air Force Base. As the use and character of the Corridor continues to change and evolve, the average traffic volumes along the Corridor have, on average, slightly fallen. The scatter plot shown (Figure 1) documents historic traffic counts along the Corridor at two locations over the last decade. Research indicates peak traffic has decreased from nearly 27,000 vehicles per day (VPD) in 2012 to 23,000-24,000 VPD most recently.

When examining the daily distribution of traffic (Figure 2) it is clear that this Corridor serves many drivers. A typical commuter corridor would experience a similar magnitude of the peak traffic in the morning and evening peak hours. However, the major increase in evening traffic indicates this Corridor also serves as a significant evening stop/destination. This pattern is consistent with those found in many vibrant business districts. Traffic is elevated from noon until 8:00pm along the Corridor, and the consistent, existing, and historic traffic provides the engine for continued development/redevelopment of the Corridor.

Historic data shows peak traffic volumes ranging from 1,500 vehicles per hour to 2,500 vehicles per hour. A typically five lane roadway with a center two-way left-turn lane typically has a peak capacity of around 2,600 vehicles per hour. Based on this data, this Corridor should maintain at least the four (4) travel lanes of capacity as the existing traffic approaches the capacity of the existing roadway.

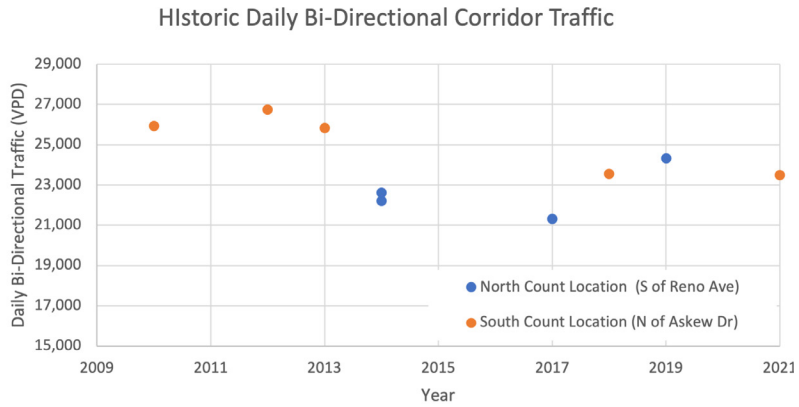


Figure 1 - Historic Traffic Counts

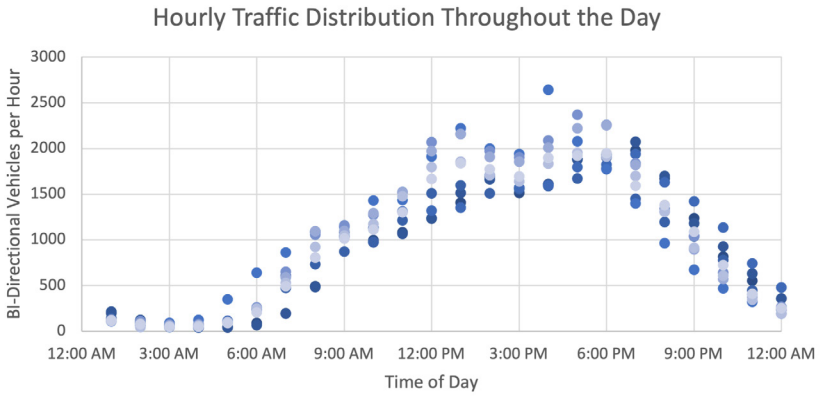


Figure 2 - Hourly Traffic Distribution

Street Layout

A safely designed roadway corridor incorporates many elements designed to work in harmony within the right-of-way. Each corridor is unique in the way space is allocated based on priorities, but the most successful examples develop a context sensitive approach to provide a foundation to simultaneously accommodate walking, biking, transit, and motor vehicles. For the Air Depot Corridor, the vision is a Corridor with a satisfactory vehicle experience while also accommodating other modes of travel via a safe, ADA compliant, and walkable/bikeable experience for all users.

The primary elements of a complete street design are shown below:

Example Context Sensitive Suburban Corridor

Sidewalks

Sidewalks play a critical role in a context sensitive corridor design. They connect businesses, create a means for activity, and provide connectivity to other modes of travel like the Embark transit service. An ADA compliant sidewalk should have a minimum width of 5', or 6' if the sidewalk is along the back of curb. Sidewalk alignments should be offset from the roadway to provide more distance from traffic, creating a more comfortable environment for walking.

The existing Corridor currently has sidewalks along a majority of its west side between Reno Ave and Southeast 15th Street. The existing sidewalk is ADA compliant in some locations, and is in poor condition in a few areas. This is mainly due to non-compliant curb ramps, damages, improper cross slope, lack of traffic signal accommodations, conflicts with utilities and improper driveway interfaces.

These photographs represent a sampling of the deficiencies found in the Corridor:




Landscape Buffers

Landscape buffers between a roadway and sidewalk alignment significantly enhance the walking experience for pedestrians along a corridor. The buffer area also provides an opportunity for shade trees for the sidewalk, landscape/hardscape elements/accents, lighting, transit shelters, and other amenities that improve the overall pedestrian experience. Landscape buffers are often constrained by the available right-of-way, but are recommended to be constructed at minimum of 6’ to accommodate shade tree plantings.

Travel Lanes

Adequately sized road lanes provide for a safe and efficient vehicle travel along the Corridor. The existing travel lanes and two-way left-turn lane is 12’ in width, which appear adequate in light of the fact that heavy truck traffic is primarily confined to local deliveries. Recommended travel lanes widths range from 11’ to 14’, depending on the types and volumes of traffic. Narrow lanes control speed and increase walkability due to shortened pedestrian crossing distances. Wider lanes are often necessary for moving oversized vehicles. For the Air Depot Blvd., an 11’-12’ travel lane is appropriate.

Parking

Parking along a corridor is dependent on the intended use and context of the corridor. Air Depot Blvd. has no public parking, which is consistent with the existing context, character, and traffic volumes along the Corridor. An example of the typical head-in 90 degree parking along the Corridor adjacent to the existing sidewalk is shown in Figure 3.

Figure 3 - Head In Parking

Medians

Medians are a great tool to focus the private access and traffic turning movements along a corridor. The existing Air Depot Corridor utilizes two-way left-turn lanes along its length. This approach maximizes access to the developments, but can negatively impact the safety, aesthetics, and traffic capacity. A raised median would allow significant access while improving safety, providing a canvas for beautification/branding, and increase traffic flow. A vehicle utilizing the existing two-way left-turn lane to navigate a left turn movement is shown in Figure 4.

Figure 4 - Vehicle Shown Using Left Turn

Intersections

Within the study area along Air Depot Blvd., there are five (5) signalized intersections/Corridor crossing locations. These intersections provide a significant role in both vehicle cross access and safe pedestrian crossing locations. As previously mentioned, some of the intersections are in need of ADA upgrades to be safe/compliant crossings, but a majority of the existing traffic signal infrastructure is already in place. It would be virtually impossible for pedestrians to cross the intersection of E Reno Avenue and Air Depot Boulevard if it weren't for the existing facilities. (Figure 5)

Figure 5 - S Air Depot Blvd. Crosswalk at E Reno Ave.

Figure 6 - Future Bomber Rail Trail Crossing Near the 700 Block of S Air Depot Blvd.

Source: CentralOklahomaWeeklies.com

Trails and Sidewalks

The Bomber Rail Trail crossing is a future trail connection proposed along the abandoned railroad right-of-way through the City. When the trail is complete to Air Depot Blvd., this intersection near the 700 block of S Air Depot Blvd. (Figure 6). It will create a critical crossing in addition to providing a connection for pedestrians and bicycles to access the Midwest City Spirit Trail System.

Taken from the Trail Master Plan, the image below illustrates the future location of the Bomber Rail Trail. (Figure 7)

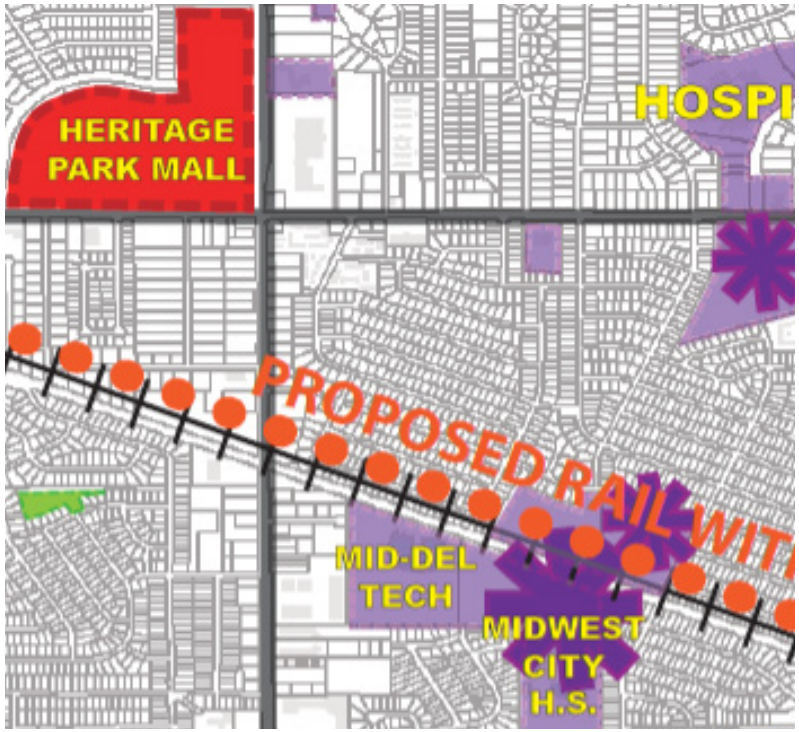


Figure 7 - Trail Crossing Location

Bicycle Lanes and Shared Paths

Bicycle lanes make for a healthier community, help curb air pollution and improve traffic flow as seen in this example in another community (Figure 8). The Air Depot Corridor currently has no dedicated or enhanced bicycle accommodations. While dedicated lanes are not suggested on a major arterial, an off-street, dedicated trail will be much more inviting to local riders.

Figure 8 - Dedicated Bicycle Lane

Air Depot Today

While the Air Depot Corridor may be inviting to motorists, it has limited appeal to the occasional pedestrian and transit users. Shoppers who may be tempted to walk to their destinations may be discouraged by incomplete sidewalks, lack of ADA compliance, and the overall uncomfortable feeling one might get walking in close proximity to a two-ton vehicle traveling 40 miles per hour. The following modes of travel were reviewed along the Corridor for ease of access and potential opportunities.

An assessment of sidewalks within the study area found the following conditions:

I. **Incomplete -** The existing sidewalks along the Corridor only encompass approximately half of the study area. Sidewalks were prevalent on the west side of S Air Depot Blvd. but were lacking on the east side. For a corridor to feel walkable the sidewalk needs to be complete on both sides of the roadway and interconnected via ADA compliant and safe connections.

Even though portions of sidewalk are missing, there are signs of

Figure 9 - Path near the 800 block of S Air Depot Blvd.

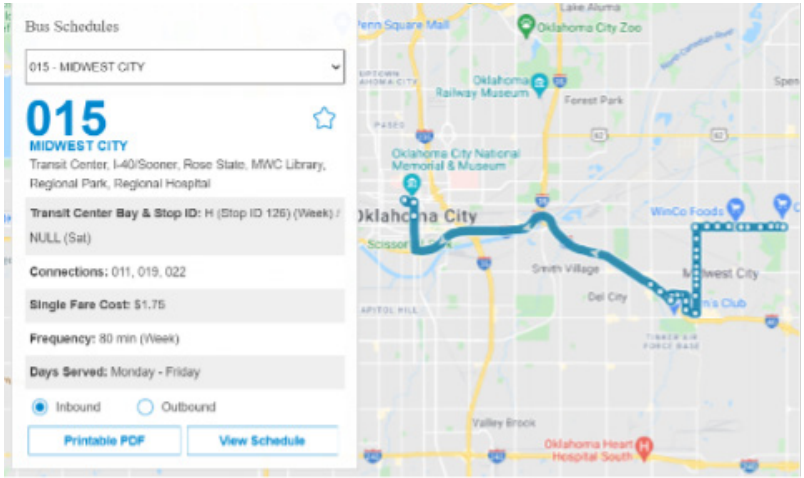
existing use. Figure 9 shows those existing "cattle paths" through the grass on the east side of the Corridor.

II. **ADA Compliance** – A majority of the existing sidewalks are not ADA compliant, making them a potential hazard for people with a mobility issue. Portions of the sidewalk are cracked/crumbling, other portions exceed allowable running and cross slope, and other sections inadequately connect to existing driveways/cross streets. Providing ADA compliant sidewalks is paramount to connectivity of a walkable network for all users.

III. **Comfort** – Portions of the sidewalk along the Corridor exist but are not comfortable to use for many reasons including narrow width, lack of shade, the significant number of driveway crossings along the Corridor, and proximity to the street. "Cattle paths" observed on the unpaved portions of the study area provided valuable insight as to the preferred walking offset along the Corridor: most were between 4' and 6' behind the existing curb line

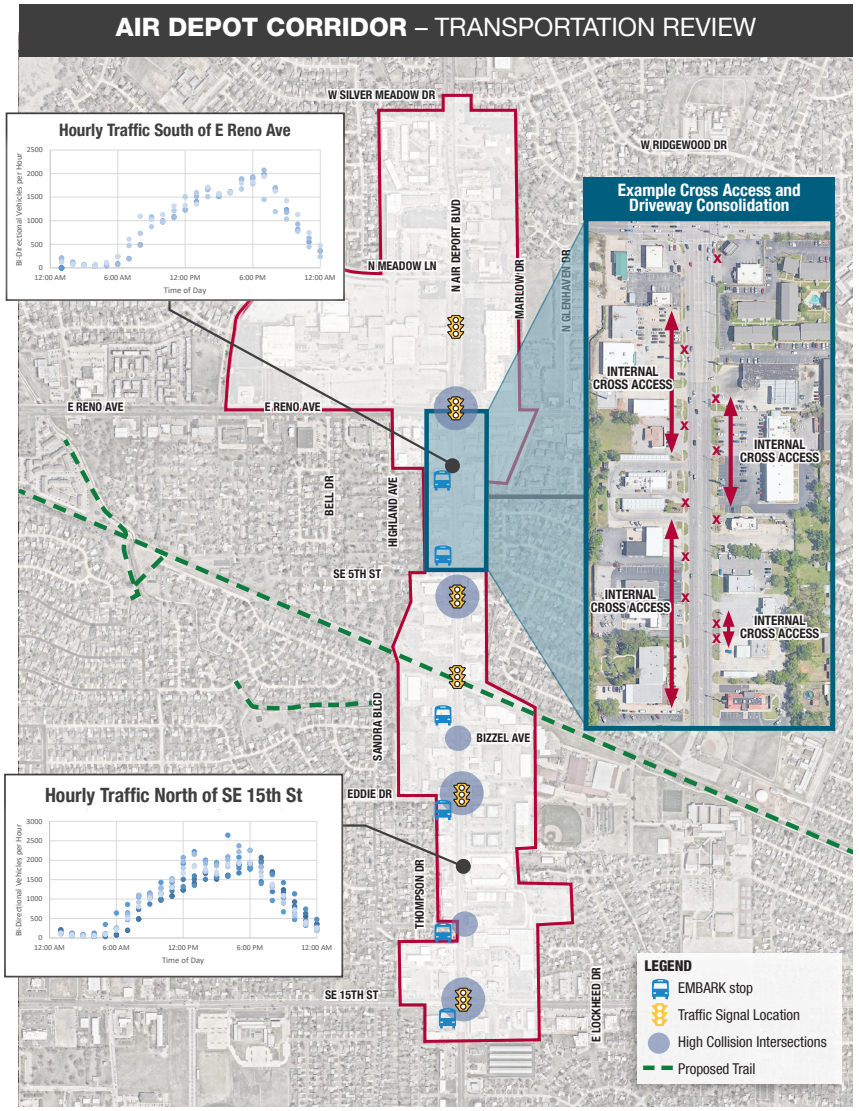
IV. **Bicycling** – It appears cyclists may be avoiding the Corridor for many reasons. Traffic frequency and speed is likely discouraging riders from utilizing a travel lane during peak hours. The existing sidewalk is narrow, incomplete and unsafe due to condition/cross slope as well as the number of driveways. The future trail along the existing abandoned railroad right-of-way is incomplete at the Air Depot Blvd. crossing, which is the prime location to connect the Air Depot Corridor with an all-ages and all-abilities trail facility to bring bike traffic to the Corridor.

V. **Transit** – Midwest City is served by EMBARK via Route 15 along the Air Depot Corridor. Its stops include a mix of improved bus stops with shelters and lower cost stops with a sign and potentially a bench. The bus stops with benches and concrete pads are typically not ADA compliant and are not connected to the sidewalk or the street. It is recommended to upgrade these locations to at least ADA compliance and to potentially add shade structures to protect users from the elements.



VI. **Driving** – The Corridor is auto-centric, but not an ideal design given the high traffic volumes and high turning maneuvers to the numerous private driveways along the Corridor. The posted speed along the Corridor of 35 mph does provide the foundation for an auto-centric corridor that can accommodate other modes of travel. However, based on observations, the average vehicle speed along the Corridor is not consistent with the posted speed limit and often 40-45 MPH or greater.

The two-way left turn lane provides almost limitless access but creates inherent safety challenges by increasing the probability for turning collisions and rear end collisions. At the intersection of Reno Ave and SE 15th Ave there have been over 400 collisions within the study area since 2015. Of the total number of collisions, over 150 were documented as accidents resulting in injury. A majority of the collisions were documented as either rear end collisions (168) or turning collisions (159). The proliferation of the private driveways and existing two-way left turn lane could potentially be a mitigating factor for historic crash rates along the Corridor. Consolidating curb cuts and enhancements to turning lanes could significantly decrease the number and/or severity of future accidents.



MARKET CONDITIONS

Midwest City lies in far eastern Oklahoma County and is bordered by Del City on the west, Oklahoma City on the south, Spencer on the north and Choctaw and Nicoma Park on the east. Interstate 40 runs east/west along the south border of the city and U.S. Route 62 comprises most of its northern border. Midwest City encompasses 24.4 square miles in area with an estimated population of 58,070 residents.

Tinker Air Force Base sits adjacent to the southern border of Midwest City just as it has for 80 years. It is the home to a workforce of nearly 30,000, making it the largest U.S. Military installation in the world and Oklahoma's largest single-site employer. Midwest City's economy has traditionally been built around Tinker, its private contractors and suppliers, as well as other ancillary aerospace companies.

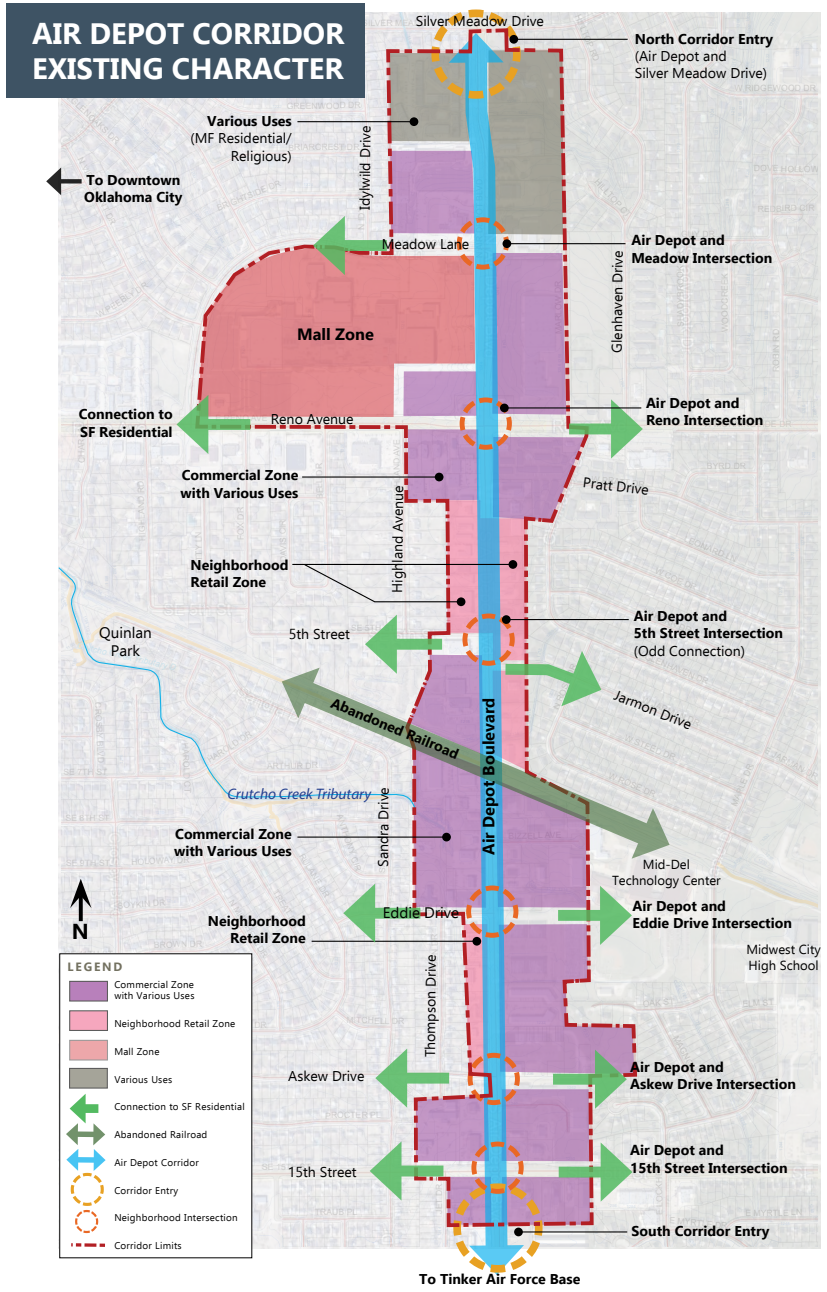
Air Depot Corridor Study Area

The Air Depot Corridor extends along Air Depot Blvd. from Silver Meadow Drive in the north to just south of 15th Street in the south; a distance of approximately 1.5 miles.

DEMOGRAPHICS

Population

Midwest City has experienced a significantly smaller percentage of growth over the last two decades when compared to Oklahoma County and the Oklahoma City Metropolitan Statistical Area (OKC MSA). However, as Oklahoma City continues to develop and build out, momentum is projected to steer development and population outwards from the urban core, resulting in increased population growth for Midwest City. As Midwest City continues to develop its remaining land, it will become increasingly important to ensure that residential and commercial development have a symbiotic relationship that enhances and utilizes assets and benefits from each development typology. This includes improving transitions and access between commercial and residential typologies, positioning, and developing contextually sensitive infill sites, and maximizing existing infrastructure investments.



Air Depot Corridor Population

The Air Depot Corridor's median age of 34.8 years old is slightly younger than that of the community (37.5), Oklahoma County (36.4) and the entire Oklahoma City MSA (36.8).

Generation distribution (i.e., Baby Boomers, Millennials, etc.) is a critical demographic factor to understand, as these generational differences tend to manifest themselves in several facets of an individual's life, including their purchasing power and preferences. Higher median ages suggest that residents are aging in place and have a higher likelihood of staying in the same housing as they age. Higher median ages also serve as an indicator for increased public amenities and services needed for aging populations.

Population	Air Depot Corridor	Midwest City	Oklahoma City	Oklahoma MSA
2000 Population	821	54,565	661,244	1,098,206
2000-2010 Population Growth (Annual)	0.50%	0.02%	0.85%	1.35%
2010 Population	863	54,674	719,649	1,255,802
2021 Population	835	57,647	799,462	1,421,923
2021-2026 Population Growth (Annual)	-0.12%	0.55%	0.93%	1.10%
2026 Population	830	59,249	837,496	1,502,031
2021 Total Households	376	23,867	315,629	551,467
2021 Average HH Size	2.22	2.40	2.48	2.52
Total Daytime Population	1,326	54,416	875,551	1,416,917
Daytime Workers	873	24,821	481,267	713,084
Daytime Residents	453	29,595	394,284	703,833

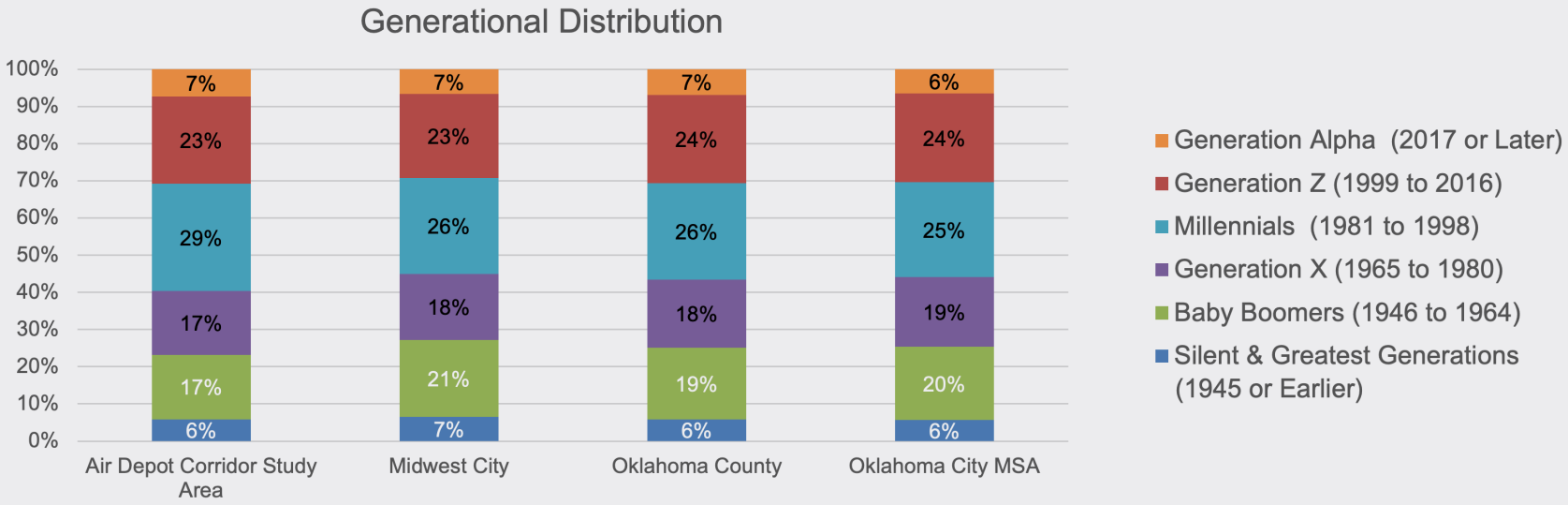
Education

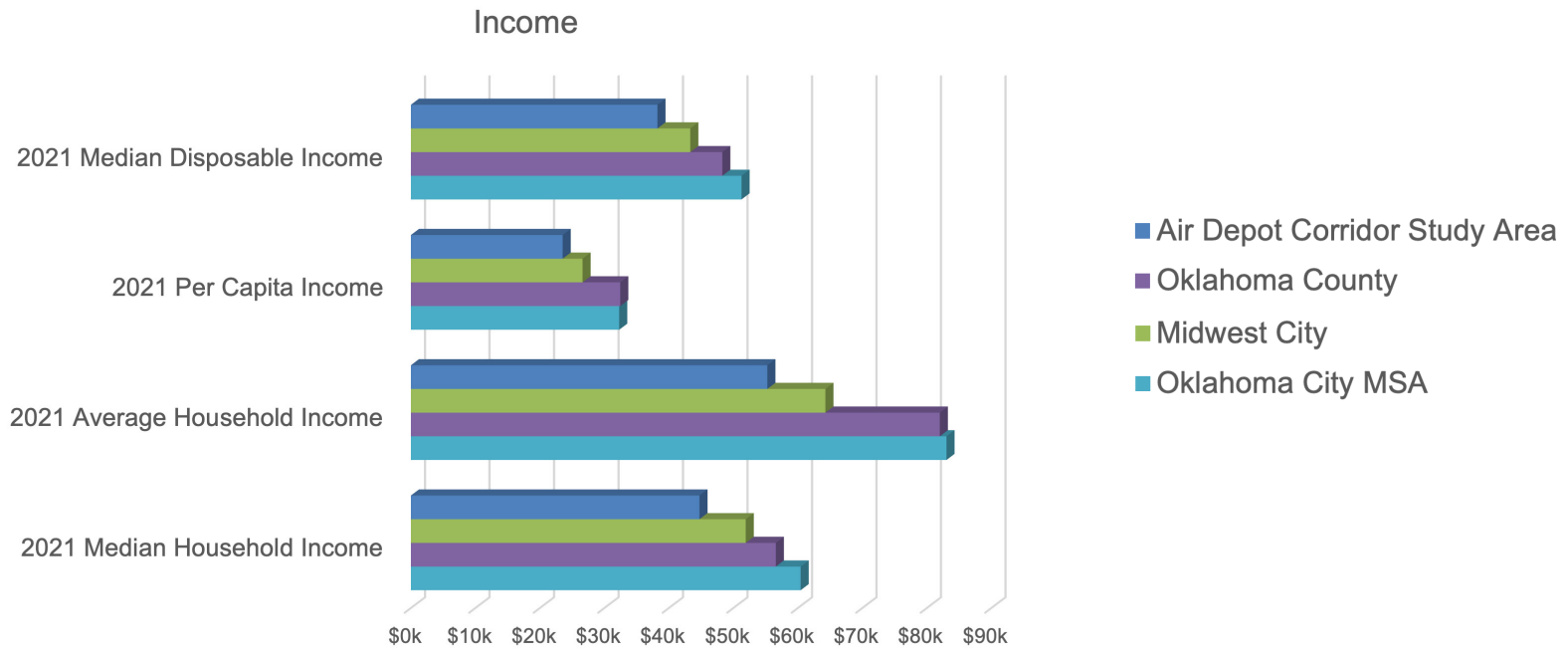
Residents of Midwest City and the Air Depot Corridor have similar, albeit slightly lesser, levels of educational attainment when compared to the Oklahoma County and the MSA. Throughout the MSA, nearly 32% of residents ages 25 and older have received a bachelor's degree or higher, while just under 22% of residents within Midwest City have achieved the same feat. Similarly, there is a slightly greater proportion of residents in Midwest City and the Air Depot Corridor that have a high school diploma or GED as their highest level of educational attainment. An educated workforce is important to support and provide the necessary labor pool for economic development efforts and growth, as talented and educated workers generally hold higher-paying jobs. Ancillary to that fact comes increased disposable income, which provides the means for additional development of retail goods and services. Access to this educated labor force is also important for companies located within the city and the surrounding region.

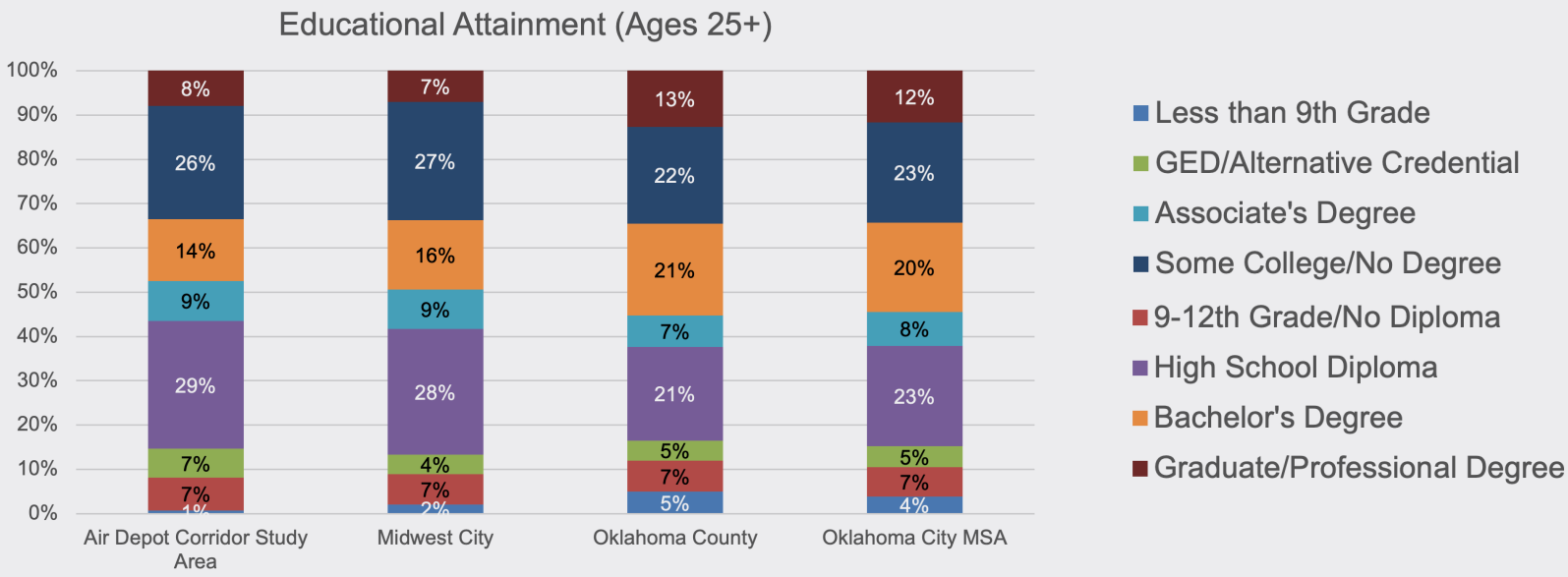
Income

Households earning between $50,000 to $74,999 make up the largest share within the Air Depot Corridor (22.6%), which is consistent with the income distribution observed throughout Midwest City. However, there is a notably smaller percentage of households earning more than $100,000 within the City and Corridor when compared to the MSA.

Midwest City has a median household income of $51,915, which lags slightly behind the median household income of $60,428 observed throughout the MSA. The Air Depot Corridor has a median household income of $44,742, which registers significantly below the MSA and city income level. Similarly, average household incomes within the Air Depot Corridor register lower than Midwest City and the larger MSA.




Income
2021 Median Disposable Income
2021 Per Capita Income
2021 Average Household Income
2021 Median Household Income
$0k
$10k
$20k
$30k
$40k
$50k
$60k
$70k
$80k
$90k
Air Depot Corridor Study Area
Oklahoma County
Midwest City
Oklahoma City MSA


Educational Attainment (Ages 25+)
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
8%
26%
14%
9%
29%
7%
7%
1%
7%
27%
16%
9%
28%
4%
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13%
22%
21%
7%
21%
5%
7%
5%
12%
23%
20%
8%
23%
5%
7%
4%
Air Depot Corridor Study Area
Midwest City
Oklahoma County
Oklahoma City MSA
Less than 9th Grade
GED/Alternative Credential
Associate's Degree
Some College/No Degree
9-12th Grade/No Diploma
High School Diploma
Bachelor's Degree
Graduate/Professional Degree

Housing

The housing stock that currently exists in Midwest City is made up primarily of single family detached residential units (76%), while the remainder of the housing units are spread across 1-unit attached unit or 2+ units, which remains consistent with the greater Oklahoma City MSA. However, the Air Depot Corridor has a more diverse mix of housing stock, as only 56% of units register as single family detached, while approximately 30% of units are characterized by 3 to 19 unit structures.

When comparing owner-occupied vs renter-occupied housing units, Midwest City along with the greater Oklahoma City MSA has remained consistent without much change between 2010 and 2021 with 35%-41% owner-occupied units versus 59-65% renter-occupied units.

Median home values in the Air Depot Corridor Study Area ($153k) and Midwest City ($140k) are slightly lower than the surrounding Oklahoma County ($185k) and Oklahoma City MSA ($186k). Approximately 46% of the Air Depot Corridor Study Area and 50% of Midwest City housing units had median values of $50k to $150k.

Source: Realtor.com

Occupancy	Air Depot Corridor	Midwest City	Oklahoma County	Oklahoma City MSA
2010 Owner-Occupied Units	47%	60%	60%	65%
2010 Renter-Occupied Units	53%	40%	40%	35%
2021 Owner-Occupied Units	46%	60%	59%	65%
2021 Renter-Occupied Units	54%	40%	41%	35%

Housing Type	Air Depot Corridor	Midwest City	Oklahoma County	Oklahoma City MSA
1 Detached Unit	56%	76%	70%	72%
1 Attached Unit	3%	4%	3%	2%
2 Units	2%	1%	2%	2%
3 or 4 Units	9%	3%	4%	3%
5 to 9 Units	9%	5%	7%	6%
10 to 19 Units	11%	4%	5%	4%
20 to 49 Units	5%	2%	2%	2%
50 or More Units	3%	3%	4%	3%
Mobile Homes	3%	2%	3%	5%

Employment Composition

As part of the analysis, a comparison of industry composition within the Air Depot Corridor and city limits was conducted. This comparison allows us to assess the character of the Air Depot Corridor in contrast to a more wide-ranging geography. The analysis underscores several key similarities, as well as differences. Retail Trade is the primary business type in the Air Depot Corridor (14.3%) as well as Midwest City as a whole (17.1%). Other Services and Real Estate, Rental & Leasing each constitute 11.8% of employment within the Corridor, while a similar percentage of "Other Services" businesses are represented throughout the city. An observation gleaned from the analysis illustrates that the proportion of Real Estate, Rental & Leasing in the Air Depot Corridor is nearly double the proportion present throughout the city. Similarly, Health Care related businesses and Professional, Scientific, and Tech Services make up less than 10% of businesses each.

Industries by NAICS Codes	Air Depot Corridor		Midwest City		Air Depot Corridor		Midwest City	
	Businesses				Employees			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	0	0.0%	5	0.3%	0	0.0%	13	0.1%
Mining	0	0.0%	2	0.1%	0	0.0%	17	0.1%
Utilities	0	0.0%	3	0.2%	0	0.0%	91	0.4%
Construction	6	3.7%	62	3.6%	18	0.9%	424	1.9%
Manufacturing	1	0.6%	30	1.7%	0	0.0%	228	1.0%
Wholesale Trade	1	0.6%	19	1.1%	4	0.2%	198	0.9%
Retail Trade	23	14.3%	294	17.1%	319	15.6%	5,173	23.3%
Motor Vehicle & Parts Dealers	1	0.6%	52	3.0%	52	2.5%	1,203	5.4%
Furniture & Home Furnishings Stores	1	0.6%	3	0.2%	4	0.2%	8	0.0%

Industries by NAICS Codes	Air Depot Corridor		Midwest City		Air Depot Corridor		Midwest City	
	Businesses				Employees			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Electronics & Appliance Stores	0	0.0%	6	0.3%	0	0.0%	121	0.5%
Bldg Material & Garden Equipment & Supplies Dealers	2	1.2%	15	0.9%	10	0.5%	346	1.6%
Food & Beverage Stores	3	1.9%	37	2.2%	155	7.6%	971	4.4%
Health & Personal Care Stores	6	3.7%	45	2.6%	42	2.1%	444	2.0%
Gasoline Stations	0	0.0%	12	0.7%	0	0.0%	40	0.2%
Clothing & Clothing Accessories Stores	3	1.9%	20	1.2%	9	0.4%	134	0.6%
Sport Goods, Hobby, Book, & Music Stores	1	0.6%	18	1.0%	2	0.1%	745	3.4%
General Merchandise Stores	4	2.5%	25	1.5%	33	1.6%	905	4.1%
Miscellaneous Store Retailers	2	1.2%	33	1.9%	12	0.6%	256	1.2%
Nonstore Retailers	1	0.6%	28	1.6%	0	0.0%	0	0.0%
Transportation & Warehousing	1	0.6%	17	1.0%	3	0.1%	192	0.9%
Information	3	1.9%	29	1.7%	14	0.7%	276	1.2%
Finance & Insurance	13	8.1%	116	6.8%	55	2.7%	705	3.2%
Central Bank/Credit Intermediation & Related Activities	10	6.2%	57	3.3%	49	2.4%	520	2.3%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	0	0.0%	19	1.1%	1	0.0%	63	0.3%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	2	1.2%	40	2.3%	5	0.2%	122	0.6%

Industries by NAICS Codes	Air Depot Corridor		Midwest City		Air Depot Corridor		Midwest City	
	Businesses				Employees			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Real Estate, Rental & Leasing	19	11.8%	117	6.8%	87	4.3%	982	4.4%
Professional, Scientific & Tech Services	17	10.6%	120	7.0%	142	7.0%	807	3.6%
Legal Services	3	1.9%	31	1.8%	13	0.6%	129	0.6%
Management of Companies & Enterprises	2	1.2%	6	0.3%	5	0.2%	44	0.2%
Administrative & Support & Waste Management & Remediation Services	4	2.5%	41	2.4%	15	0.7%	428	1.9%
Educational Services	5	3.1%	40	2.3%	849	41.6%	3,126	14.1%
Health Care & Social Assistance	15	9.3%	228	13.3%	126	6.2%	3,429	15.5%
Arts, Entertainment & Recreation	1	0.6%	25	1.5%	10	0.5%	219	1.0%
Accommodation & Food Services	13	8.1%	142	8.3%	283	13.9%	2,817	12.7%
Accommodation	0	0.0%	12	0.7%	0	0.0%	232	1.0%
Food Services & Drinking Places	13	8.1%	130	7.6%	283	13.9%	2,585	11.7%
Other Services (except Public Administration)	19	11.8%	237	13.8%	99	4.8%	1,171	5.3%
Automotive Repair & Maintenance	4	2.5%	43	2.5%	34	1.7%	211	1.0%
Public Administration	2	1.2%	59	3.4%	12	0.6%	1,720	7.8%
Unclassified Establishments	17	10.6%	125	7.3%	1	0.0%	99	0.4%
Total	**161**	**100.0%**	**1,717**	**100.0%**	**2,042**	**100.0%**	**22,159**	**100.0%**

RESIDENTIAL DEMAND

Owner-Occupied Demand

To estimate the Corridor's potential to absorb additional residential development, residential demand was calculated for Oklahoma County and calibrated to gauge the potential demand for Air Depot Boulevard. The capture rate was calculated using historical building permit data from Midwest City, in light of physical opportunities within the Corridor and future household projections. The demand for residential units is ultimately a function of projected growth across the greater region, subject to suitable land and the ability to obtain entitlements. Though regional demand may be strong, the amount of available land and existing context throughout the Corridor may limit future residential growth.

To configure and better understand the potential demand, it was analyzed by corresponding income range, age groups, and product type (owner and renter-occupied). This level of analysis allows for a significantly greater understanding of the potential product types in demand as the associated groupings represent different preferences in terms of home typologies. The tables below represent the qualifying income associated with the affordable range of home values/ rental rates for owner and renter-occupied households.

Qualifying Incomes for Owner-Occupied Housing							
Home Value	Less than $100,000	$100,000 $150,000	$150,000 $200,000	$200,000 $250,000	$250,000 $350,000	$350,000 $450,000	$450,000 And above
Qualifying Income	Less than $35,000	$35,000 $50,000	$50,000 $75,000	$75,000 $99,999	$100,000 $149,000	$150,000 $200,000	$200,000 And above

Qualifying Incomes for Renter-Occupied Housing					
Monthly Rent	$500	$750	$1,000	$1,500	$2,000
	$750	$1,000	$1,500	$2,000	And above
Qualifying Income	Less than	$35,000	$50,000	$75,000	$100,000
	$35,000	$50,000	$75,000	$100,000	And above

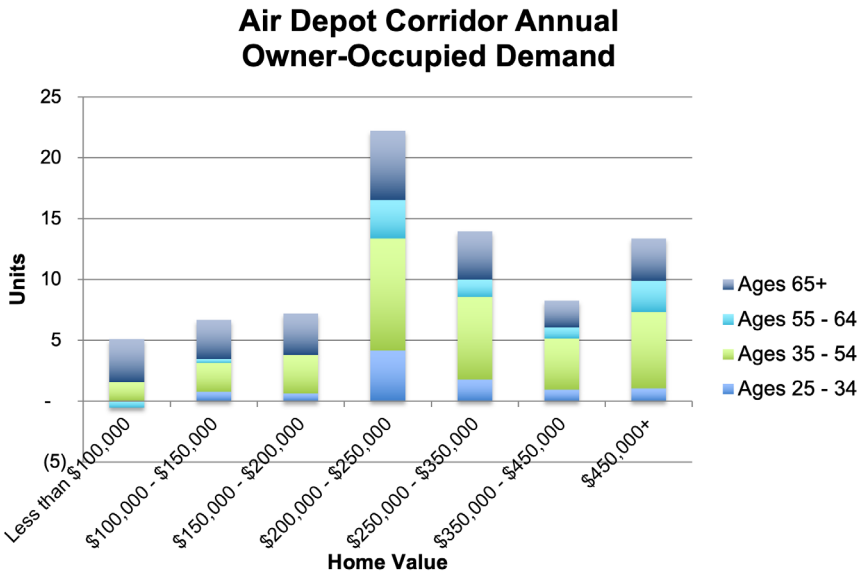
Our analysis revealed that Oklahoma County is projected to gain roughly 2,815 total new households on an annual basis over the next five years (Esri) due to net migration and natural increase (residents entering the homebuying life stage). The projected annual household growth is anticipated to generate potential demand for 1,458 new households based on the number of households that meet the criteria of qualified earners. However, potential demand for new owner-occupied households is also significantly influenced by the potential capture of existing renter and owner-occupied households in turnover; represented by both existing owner (6,171) and renter-occupied (11,973) households. The total potential demand for new households in the region is anticipated to exceed 19,500 on an annual basis for the region. Those existing households who anticipate purchasing a new house upon moving, coupled with net new qualified earner households, total a potential regional demand of 7,629 on an annual basis.

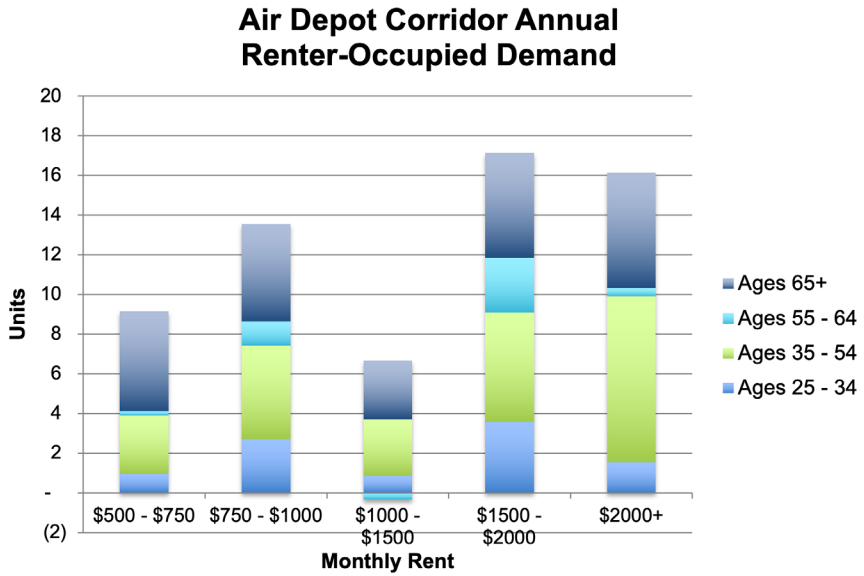
As a result, across all income categories, our projections show that the Air Depot Corridor has the potential to capture 76 new owner-occupied units annually based on a conservative capture rate, of which, there is demand for over 47% of total new homes valued above $250,000 (36).

To better understand the owner-occupied residential demand, the analysis broke down demand not only by income categories, but also by age groups, and ultimately translated into a variety of owner-occupied product types. The consumer preferences between age groups illustrate a desire and ability for the Corridor to offer a variety of home typologies and product types, based on context and location, among other factors. The chart below illustrates the potential annual demand for owner-occupied housing by age group within the Air Depot Corridor.

Renter-Occupied Demand

The analysis of renter-occupied housing demand was conducted in the same manner. As a result, it was revealed that there is potential demand for 62 units of renter-occupied housing that the Corridor could absorb on an annualized basis. More than 53% of the total potential renter-occupied demand is anticipated to accommodate units that support market rate rents of over $1,500 per month. As with the owner-occupied demand analysis, the 35 - 54, and 65+ age groups are anticipated to constitute more than 75% of the total renter-occupied demand.


Air Depot Corridor Annual
Owner-Occupied Demand
Units
25
20
15
10
5
-
(5)
Less than $100,000
$100,000 - $150,000
$150,000 - $200,000
$200,000 - $250,000
$250,000 - $350,000
$350,000 - $450,000
$450,000+
Home Value
Ages 65+
Ages 55 - 64
Ages 35 - 54
Ages 25 - 34


Air Depot Corridor Annual
Renter-Occupied Demand
Units
20
18
16
14
12
10
8
6
4
2
-
(2)
$500 - $750
$750 - $1000
$1000 - $1500
$1500 - $2000
$2000+
Monthly Rent
Ages 65+
Ages 55 - 64
Ages 35 - 54
Ages 25 - 34


1168
Meadow Ridge
APARTMENTS
737-1675
OWNER MANAGED

Source: MidwestCity.org

Retail Demand

To calculate potential retail demand in square footage, Catalyst analyzed "retail gap" (potential demand in dollars less the existing supply in dollars) within the market. The resulting retail gap or "leakage" represents the amount of dollars being spent on retail categories outside of the identified geography (Air Depot Corridor). This demand is then converted from retail spend ($) into square feet of retail space demand using annual retail sales assumptions by category.

Catalyst analyzed retail leakage from residential households within 8-minutes of the intersection of Air Depot Blvd. and Reno Ave. This geography establishes the Primary Trade Area (PTA), which defines the area from which most customers are willing to travel to acquire goods and services. Additional drivers of retail demand can include the regional student population, local workforce, commuter traffic, and event visitors. Most often, the residential component of the community provides up to 80% of total retail demand in each market, while other drivers constitute a smaller portion of the overall demand. In the case of Air Depot Corridor, local households and the associated spending generate unmet demand for nearly 75,000 square feet of retail development.

Commuter demand is a result of demand generated through the potential capture of a small percentage of total commuter traffic passing by a given location. According to the Oklahoma Department of Transportation (ODOT), there was an average of 20,700 daily vehicles traveling along Air Depot Blvd. north of SE 15th St, while SE 15th St saw an average of 16,800 daily vehicles to the east of Air Depot Blvd. Currently, commuter demand is responsible for generating more than 4,500 square feet of retail demand alone.

Workforce-generated demand represents another strong component of the overall retail demand, especially with regards to daytime population and goods and services that facilitate the workers' lives. The Air Depot Corridor has a current employment of 2,042 employees, which results in the generation of more than 28,000 square feet of unmet demand. Typical goods and services that are driven by workforce and commuters generally include: Grocery stores, Health and Beauty stores, Gas stations, General Merchandise stores, Office Supply stores, Sporting Goods stores, and Restaurants and Eating establishments.

The following categories have the largest amount of unmet demand, accounting for a large portion of the total unmet demand of 106,618 square feet: Department Stores, Automobile Dealers, Furniture and Home Furnishings Stores, General Merchandise Stores, and Restaurants/ Eating Places.

Potential Supportable Retail Square Footage by Retail Category

Category	NAICS	Workforce	Commuter	Residential	Total
Automobile Dealers	4411	-	-	10,596	10,596
Other Motor Vehicle Dealers	4412	-	-	6,492	6,492
Auto Parts, Accessories & Tire Stores	4413	-	135	-	135
Furniture & Home Furnishings Stores	442	-	-	8,483	8,483
Furniture Stores	4421	-	-	6,358	6,358
Home Furnishings Stores	4422	-	-	2,436	2,436
Bldg. Material & Supplies Dealers	4441	-	-	4,425	4,425
Lawn & Garden Equip & Supply Stores	4442	-	-	1,458	1,458
Grocery Stores	4451	3,186	483	1,769	5,438
Specialty Food Stores	4452	-	-	2,093	2,093
Beer, Wine & Liquor Stores	4453	-	-	211	211

Potential Supportable Retail Square Footage by Retail Category					
Category	**NAICS**	**Workforce**	**Commuter**	**Residential**	**Total**
Health & Personal Care Stores	446,4461	3,882	185	906	4,974
Gasoline Stations	447,4471	7,267	2,250	-	9,517
Clothing Stores	4481	724	185	2,619	3,528
Shoe Stores	4482	498	170	528	1,196
Jewelry, Luggage & Leather Goods Stores	4483	796	170	714	1,680
Sporting Goods/Hobby/Musical Instr. Stores	4511	431	170	-	601
Book, Periodical & Music Stores	4512	-	-	1,504	1,504
Department Stores Excluding Leased Depts.	4521	1,412	170	14,552	16,134
Other General Merchandise Stores	4529	3,982	170	2,932	7,084
Florists	4531	-	-	-	-
Office Supplies, Stationery & Gift Stores	4532	1,460	170	816	2,446
Used Merchandise Stores	4533	-	-	-	-
Other Miscellaneous Store Retailers	4539	-	-	3,853	3,853
Special Food Services	7223	-	-	272	272
Drinking Places - Alcoholic Beverages	7224	-	-	470	470
Restaurants/Other Eating Places	7225	4,977	256	-	5,233
		28,615	4,515	73,487	106,618

OPEN HOUSE FEEDBACK

Public input is an important part of the planning process. Feedback provides valuable insight that City officials and planners can use while developing goals and recommendations for the transportation network. Community outreach began at the outset of the planning process for the Air Depot Corridor. On January 22, 2022, Catalyst conducted an open house with staff and local stakeholders to gather input on key challenges, visioning, priorities, and core values.

Key Takeaways:

- Limited recreation
- Desire for new businesses
- High traffic volumes
- 29th street conditions
- Homelessness
- Physical attributes don't represent the spirit of the residents
- Signage - cluttered & hard to navigate business
- Aesthetics
- Desire more viable long-term quality developments
- Too many curb cuts, traffic patterns
- Lower household incomes
- Increased vacancy
- Repetition of uses
- Poor lighting
- Railroad tracks create barrier
- Perception of crime
- Too many driveways
- Low quality/discount uses
- Desire for improved traffic safety
- Remove visual clutter
- Business beautification/road beautification
- Fragmented ownership creates disconnect
- Disrupted pedestrian flow
- Auto dependency
- Aging buildings

Source: Trip101.com

What does success look like? What is the vision for the Corridor?

- Unique Lighting
- Street Signs
- Help from City
- Cohesive planning
- Supportive zoning & planning
- Gateway that supports the patriotic spirit
- Unique small boutiques
- More sidewalk, trails,
- Stronger business partnerships
- More mixed use
- Active rail

What is one word to describe Midwest City?

- Crossroads
- Tinker Air Force Base
- Unique
- Patriotic
- Young
- Dilapidated
- Diverse
- Deliberate
- Friendly
- Stable
- Home
- Historic

What are the strengths of the Air Depot Corridor?

- Traffic easy to get around easy to find anything you want
- Variety + volume of business
- Proximity to OKC (15-20 mins)
- History + Tradition
- Moves well
- Good traffic counts
- All utilities
- Location to base
- Good start to revitalization
- Everyone knows Air Depot
- Pride in being MWC
- Proximity to Rose State
- Good variety
- Accessible to I-40
- Affordable housing
- Main gate access to Tinker
- Working with the City

What is the top priority for Air Depot Corridor?

- Divide tax money evenly
- A plan w/rendering supported with cohesive ordinances and financial support for the upgrades
- Face lift of buildings to approval curb appeal
- Aesthetics improvement
- Lighting & appearance
- Beautification
- Safety

What are the desired uses for the Air Depot Corridor?

- Specialty Grocery Store
- Business to attract younger ages
- Unique Boutiques
- Patio concepts with outdoor dining
- Public art
- Health food store
- Trails, pocket parks,
- Stronger policies and codes to protect the Corridor
- Mixed use development
- Higher end restaurant options
- Indoor recreation opportunity
- Increased parks and open space

DESIGN WORKSHOP FEEDBACK

On April 25, 2022, a design workshop was held that included representatives from the Midwest City Staff, Corridor Stakeholders, Catalyst Commercial, JHP, and Kimley-Horn to discuss key challenges, visioning, priorities, and core values. Below are the notes from that workshop.

Source: Travelok.com

Community Concerns

- Incentivize alternate roadways to reduce traffic on Air Depot Blvd.
- No street parking
- Decrease the number of driveways
- Slow traffic
- City incentive strategy
- Timeline
- South Gate on Air Depot Blvd. and related pedestrian traffic from high school
- Continue the use of aircraft names to highlight the city's history and character

Workshop Recap

- Location of parking for different uses
- Standardize or improve setback design – east side has more setback, continue to use this setback standard
- Golden Corral - great trail head, vacant land behind
- Clean up continuing turn lanes
- Curb cut consolidation - policy connecting different lots through cross access.
- Public investment
- Proposed connection on Eddy for better connection to the school
- Vacant land behind the Golden Palace - shopping center needs investment, could add secondary pedestrian paths, needs intersection improvements, needs improved trail
- Add landscaping at 15th and Air Depot Blvd for CVS beautification
- Apartment complex Reno and Air Depot in need of sidewalk
- Bus stops, look at loading off street or reducing service
- Demo Funds - $100,000 fund, used towards economic development
- Use of aircraft names

IMPLEMENTATION RECOMMENDATIONS

The following pages show the proposed character, the proposed streetscape, overall implementation recommendations, and phased implementation recommendations. These recommendations took into account the feedback from the resident and staff workshops. The phased implementation recommendations work generally from north to south. A phased approach is recommended in order to reduce the timeline of implementing those recommendations and to increase the ability to secure funding for those projects that Midwest City wishes to begin.

ECONOMIC DEVELOPMENT

ED1. Create Corridor specific incentives to attract quality uses, increase jobs, and improve economic viability and sustainability of the Corridor (timing in year 1).

ED2. Create a unified marketing and branding strategy, possibly with the inclusion of an aircraft theme (timing in year 2 at an estimated cost of $35k).

ED3. Work with nonprofits to mitigate homelessness and the associated issues related to homelessness (timing in year 1).

ED4. Align targeted uses with household incomes that these uses will serve (timing in year 1).

ED5. Increase use of mixed-use developments to improve land efficiency (timing in year 1).

ED6. Accommodate recreational uses to support health of residents (timing in year 1).

ED7. Develop a recruitment strategy to improve Corridor merchandising (timing in year 1).

MOBILITY & SAFETY

MS1. Reduce auto dependency by improving sidewalks, increasing trails, and linking to local assets. This will mitigate pedestrian vs car competition to use the same space to travel (timing in year 2).

MS2. Continue the Traffic and Safety Commission and consider expanding their purview to continuously review traffic issues, particularly related to pedestrian vs car traffic crashes. Involve other city staff/ stakeholders (timing in year 1).

MS3. Work with and provide input to local bus system on bus stop locations. Consider loading/unloading locations, scheduling/ timing, efficiency, and service area (timing in year 1).

MS4. Work with local health and sport clubs to identify gaps in mobility within the City. Consider sport social media heat maps to identify locations where expansion of the multimodal trail system could serve a greater number of users. Connection of these protected multimodal trails to commercial areas will reduce vehicle traffic and increase mobility for the community as a whole (timing in year 1).

MS5. Encourage alternative signage (ex. monument signs) along the Corridor to increase visibility for drivers and pedestrians entering or exiting private drives.

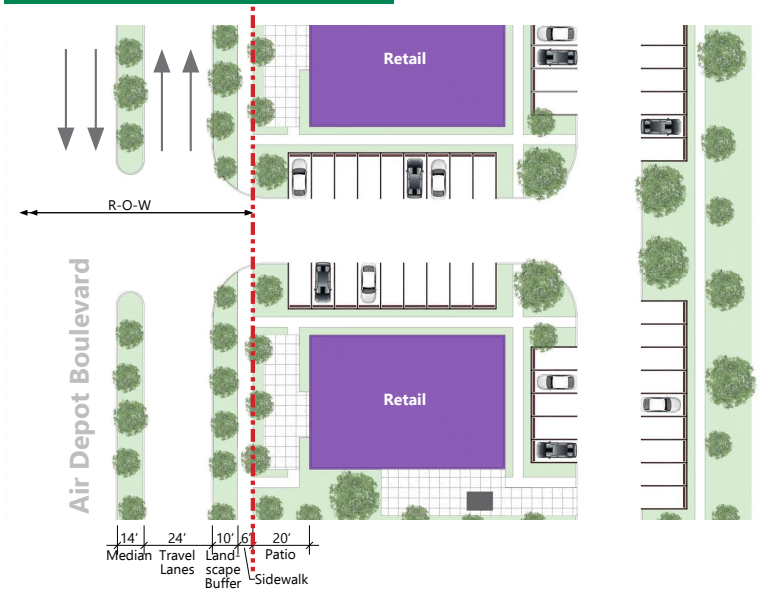
REVITALIZATION

R1. Establish Demo-Rebuild program to demolish, acquire, or renovate uses. This program could be used for the City to purchase strategic lots and bid the lots out for redevelopment with City-controlled design standards (timing in year 3).

R2. Identify vacant or underused buildings or commercial land. Work with property owners to establish goals and a strategy for inclusion of these properties in the City economy (timing in year 1).

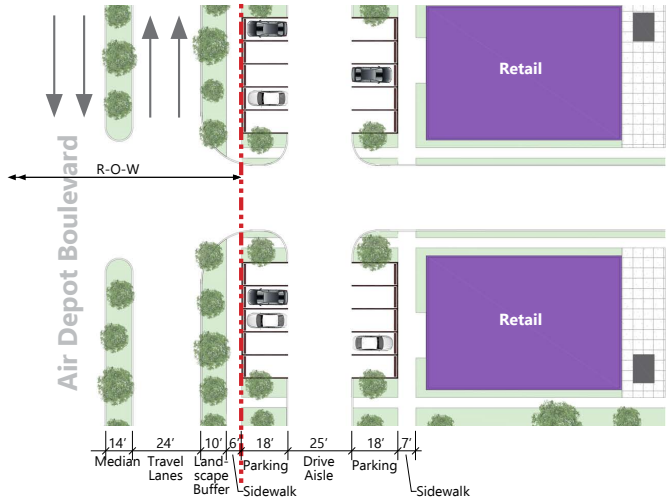
R3. Identify repeat code offenses of commercial properties and establish a strategy to bring these businesses into compliance (timing in year 2).

AIR DEPOT CORRIDOR PROPOSED STREETSCAPE



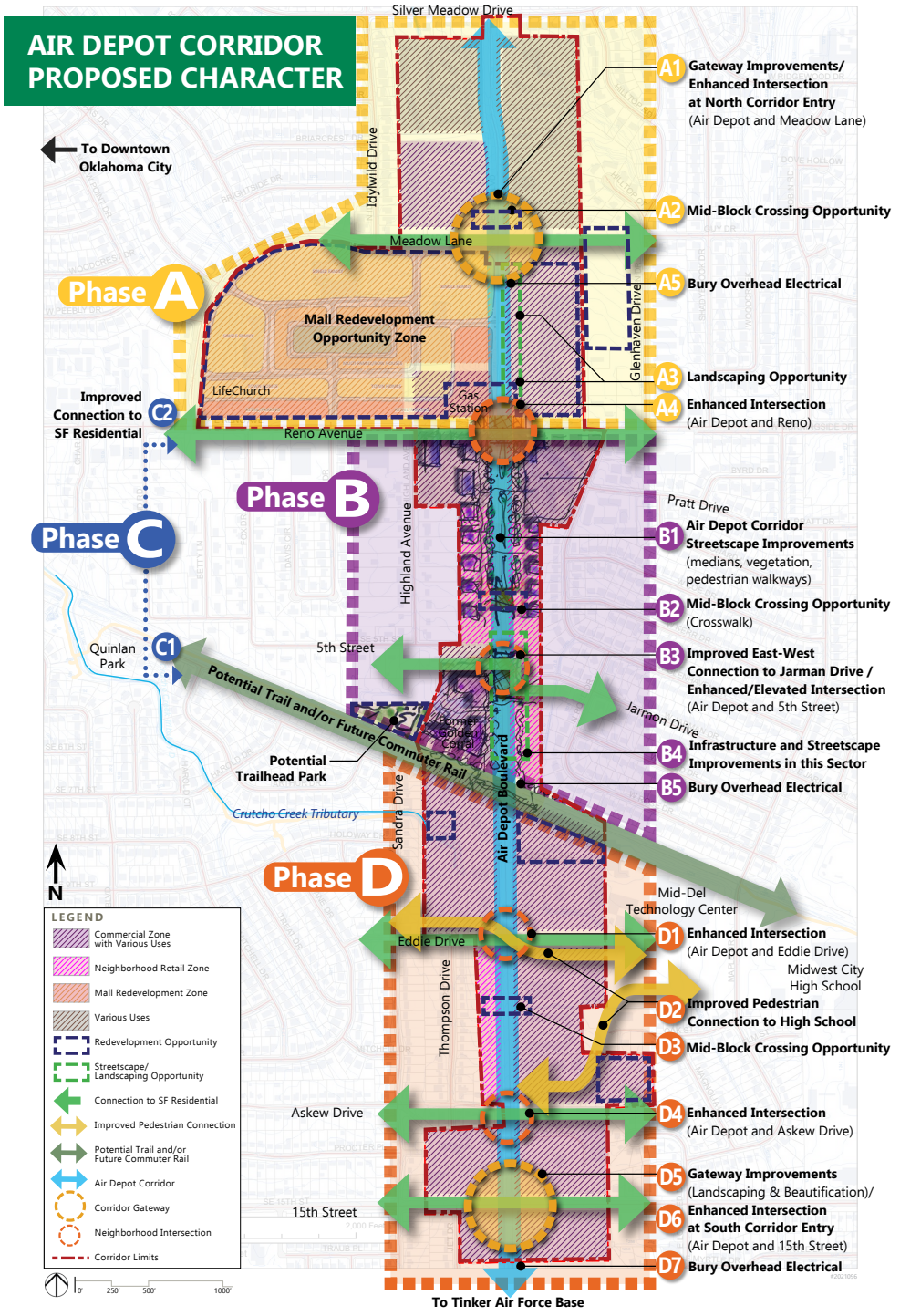
Redevelopment Scenario (Building Closer to Curb and Parking Behind and Between)

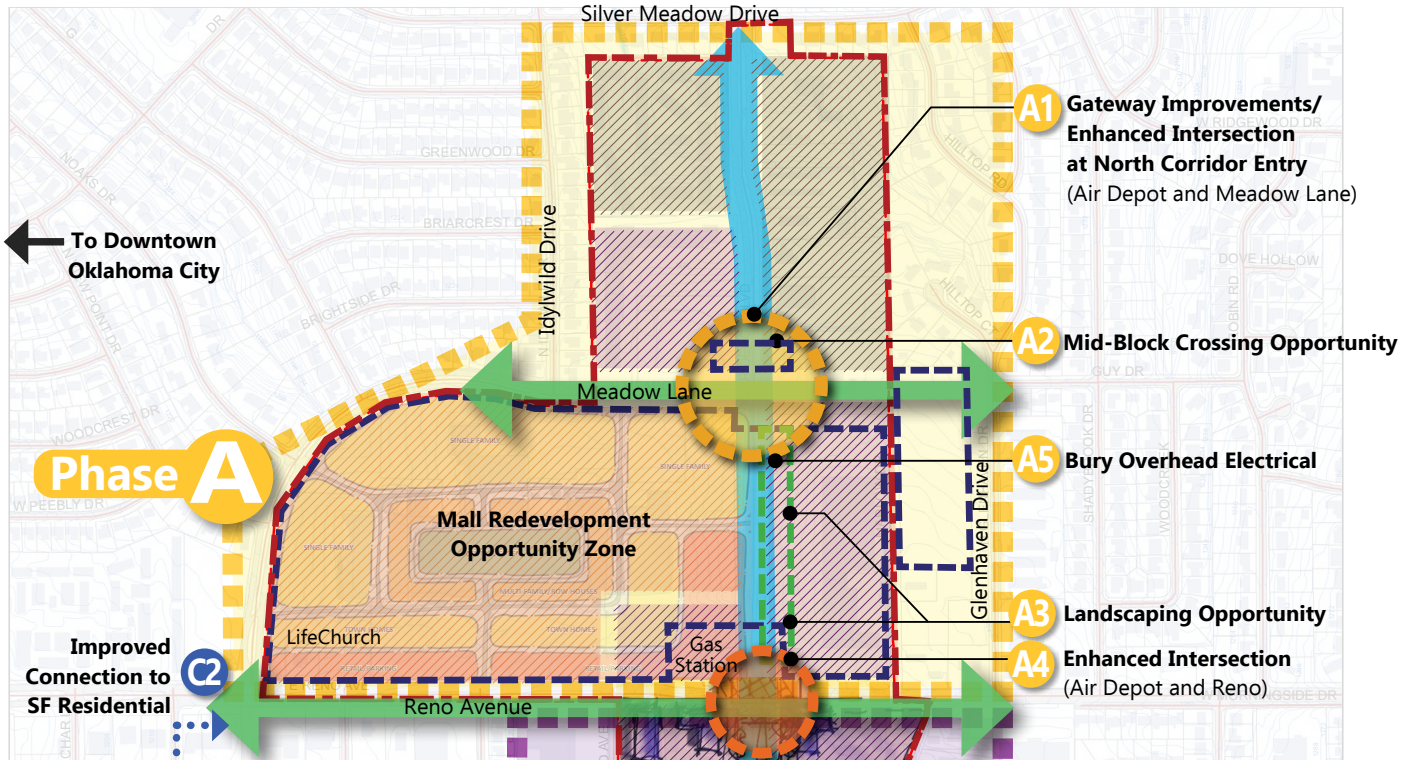
AIR DEPOT CORRIDOR PROPOSED STREETSCAPE



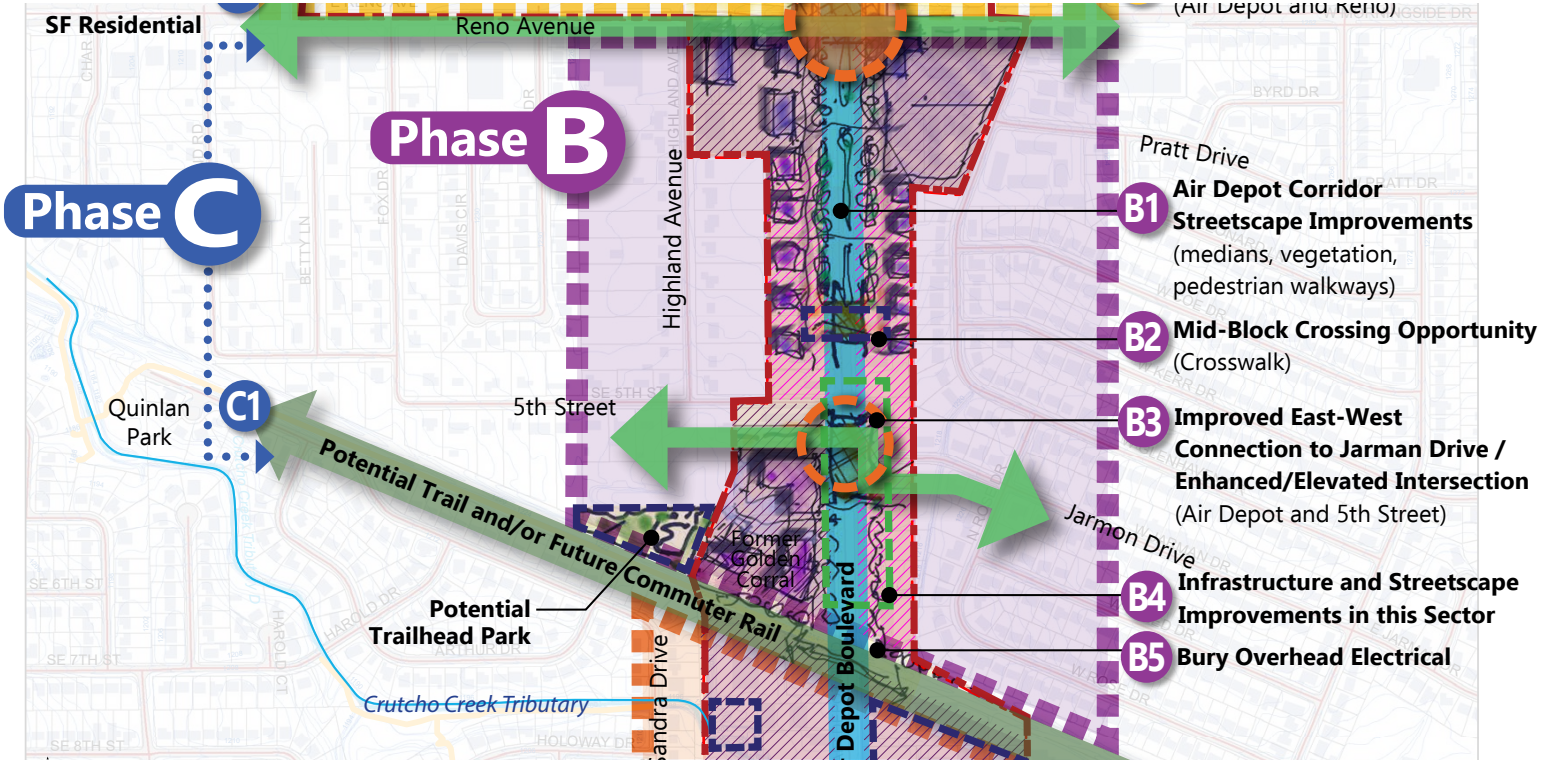
Existing Scenario (Parking in Front with Reduced Curb Cuts)

AIR DEPOT CORRIDOR PROPOSED CHARACTER

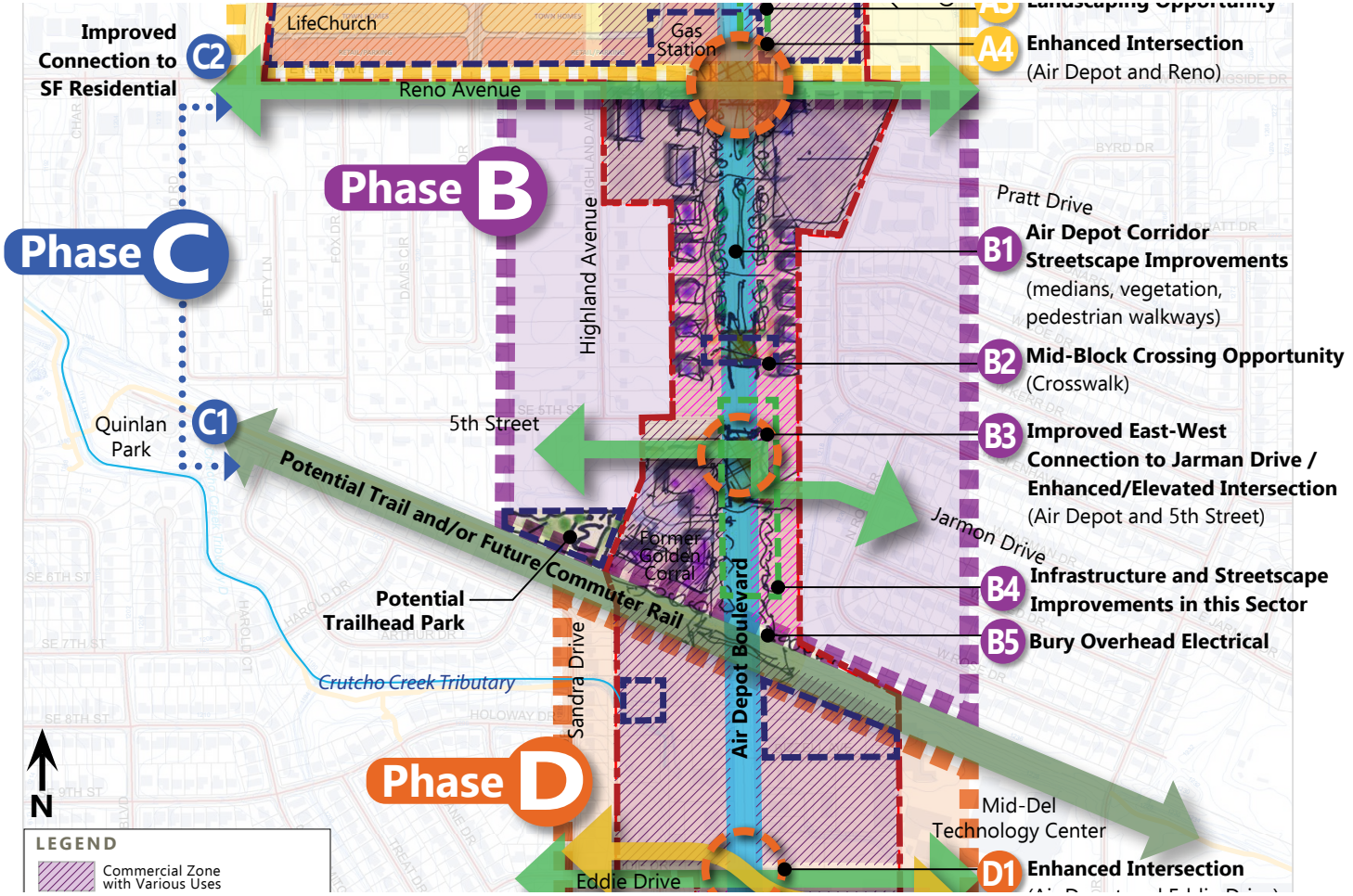




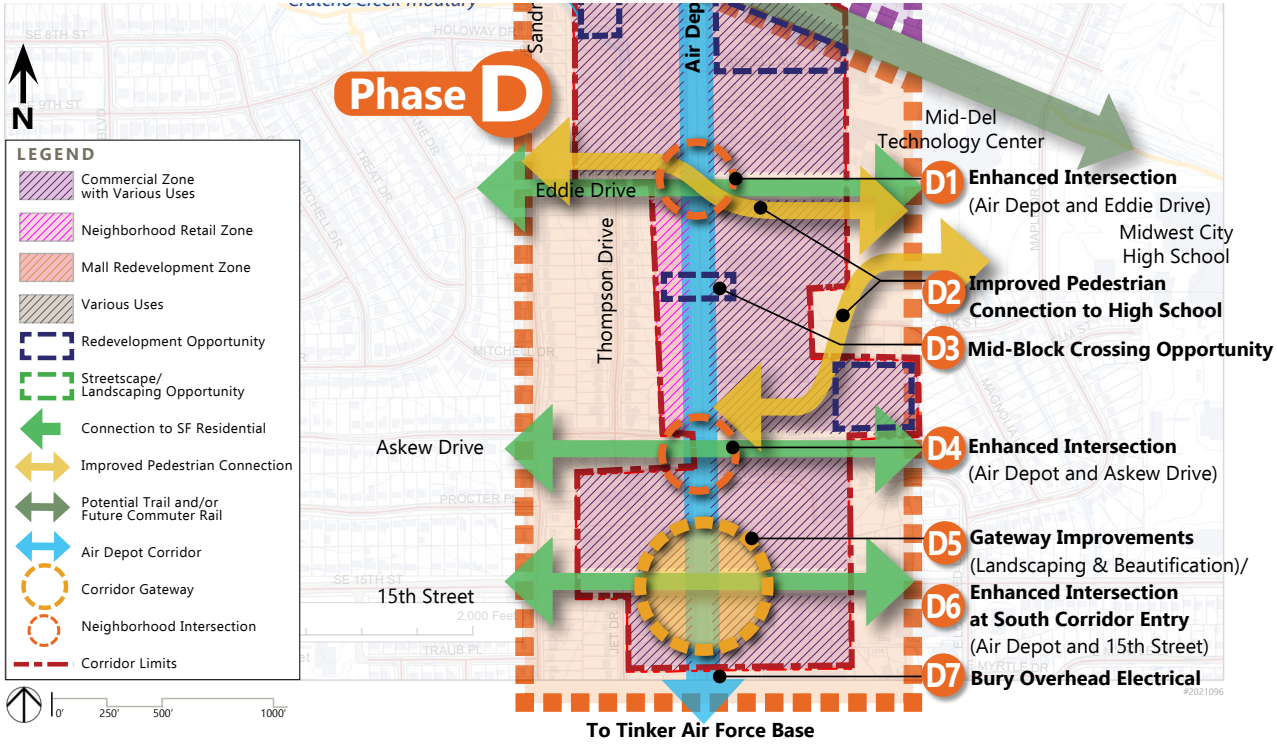
Phase A		Estimated Cost
A1	Gateway improvements/enhanced intersection at north Corridor entry (Air Depot Boulevard and Meadow Lane)	$40,000 - $150,000
A2	Mid-block crossing opportunity north of Meadow Lane	$50,000-$250,000
A3	Landscaping opportunities between Meadow Lane and Reno Avenue	$100,000-$500,000
A4	Enhanced intersection (Air Depot Boulevard and Reno Avenue)	$250,000-$1,500,000
A5	Bury overhead electrical between Silver Meadow Drive and Reno Avenue	$2,000,000 ($2,000,000/mile)



Phase B		Estimated Cost
B1	Air Depot Corridor streetscape improvements (medians, vegetation, pedestrian walkways)	$1,000,000-$5,000,000+/mile
B2	Mid-block crossing opportunity (crosswalk) north of 5th Street	$50,000-$250,000
B3	Improved east-west connection to Jarman Drive, enhanced/elevated intersection - Air Depot Boulevard and 5th Street	$100,000-$500,000
B4	Infrastructure and streetscape improvements between 5th Street and rail easement	$1,000,000-$5,000,000+/mile
B5	Bury overhead electrical between Reno Avenue and rail easement	$1,000,000 ($2,000,000/mile)



Phase C		Estimated Cost
C1	Potential trail and/or future commuter rail	$100,000 - $500,000 (trailhead and amenities)
C2	Improved connection to SF residential	$250,000 - $500,000



Phase D		Estimated Cost
D1	Enhanced intersection - Air Depot and Eddie Drive	$250,000-$1,500,000
D2	Improved pedestrian connection to high school	$250,000 - $400,000
D3	Mid-block crossing opportunity south of Eddie Drive	$50,000-$250,000
D4	Enhanced intersection - Air Depot and Askew Drive	$250,000-$1,500,000
D5	Gateway improvements around 15th Street (landscaping and beautification)	$40,000 - $150,000
D6	Enhanced intersection at south Corridor entry (Air Depot and 15th Street)	$250,000-$1,500,000
D7	Bury overhead electrical between rail easement and Peach Street	$1,500,000 ($2,000,000/mile)