

Northeast 23rd Street Corridor Plan



The City of
OKLAHOMA CITY
Adopted May 22, 2008

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF OKLAHOMA CITY,
ADOPTING THE NORTHEAST 23RD STREET CORRIDOR PLAN
AS AN AMENDMENT TO THE OKC PLAN, 2000-2020**

WHEREAS, Oklahoma Statutes, Title 11, § 47-101 et, seq. provides that the Planning Commission of The City of Oklahoma City may adopt and amend a Comprehensive Plan to guide the development of the city; and

WHEREAS, on September 28, 2000, the Oklahoma City Planning Commission adopted the *OKC Plan, 2000-2020*; and

WHEREAS, The NE 23rd Street Corridor area has been the subject of several past planning studies; and

WHEREAS, Planning Staff gathered the desires and concerns expressed by citizen groups throughout public meetings, conducted an analysis of existing conditions and developed a draft Plan; and

WHEREAS, a stakeholder group met on March 26, 2008 to receive a summary presentation outlining major plan recommendations and to provide their comment on this draft Plan; and

WHEREAS, Planning Commission members reviewed and discussed the draft Northeast 23rd Street Corridor Plan at a study session held on April 24, 2008; and

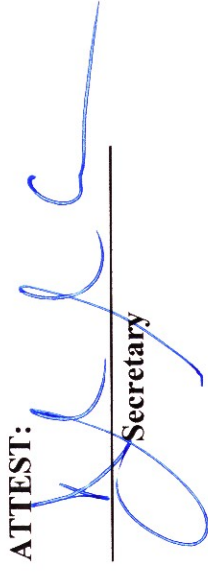
WHEREAS, upon providing notice as required by law, the Planning Commission held a public hearing on the draft Northeast 23rd Street Corridor Plan on May 22, 2008.

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission of The City of Oklahoma City does hereby adopt the Northeast 23rd Street Corridor Plan as an amendment to the Oklahoma City Comprehensive Plan, 2000-2020; and

BE IT FURTHER RESOLVED, that by adopting the Northeast 23rd Street Corridor Plan, it is the intent of the Planning Commission to recognize the unique social, historic, and environmental characteristics and specific growth and development concerns and public service needs of Northeast 23rd Street, and therefore, to support, promote and advocate the policies, strategies, and land use plan map set forth in the Northeast 23rd Street Corridor Plan.

ADOPTED by the Planning Commission of The City of Oklahoma City on this 22nd
day of May, 2008.


Chairman

ATTEST:

Secretary

APPROVED as to form and legality.


Assistant Municipal Counselor

RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF OKLAHOMA CITY, RECEIVING THE NORTHEAST 23RD STREET CORRIDOR PLAN AS AN AMENDMENT TO THE OKC PLAN, 2000-2020.

WHEREAS, Oklahoma Statutes, Title 11, § 47-101 et, seq. provides that the Planning Commission of The City of Oklahoma City may adopt and amend a Comprehensive Plan to guide the development of the city; and

WHEREAS, on September 28, 2000, the Oklahoma City Planning Commission adopted the *OKC Plan, 2000-2020*; and

WHEREAS, The NE 23rd Street Corridor area has been the subject of several past planning studies; and

WHEREAS, Planning Staff gathered the desires and concerns expressed by citizen groups throughout public meetings, conducted an analysis of existing conditions and developed a draft Plan; and

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WHEREAS, upon providing notice as required by law, the Planning Commission held a public hearing on the draft Northeast 23rd Street Corridor Plan on May 22, 2008; and

WHEREAS, Planning Commission adopted the Northeast 23rd Street Corridor Plan as an amendment to the *OKC Plan, 2000-2020*, on May 22, 2008.

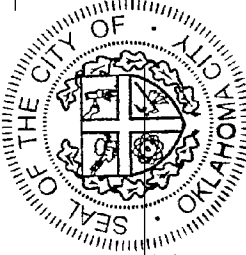
NOW, THEREFORE BE IT RESOLVED, that the City Council of The City of Oklahoma City does hereby receive the Northeast 23rd Street Corridor Plan as an amendment to the Oklahoma City Comprehensive Plan, 2000-2020; and

BE IT FURTHER RESOLVED, that by receiving the Northeast 23rd Street Corridor Plan, it is the intent of the City Council to recognize the unique social, historic, and environmental characteristics and specific growth and development concerns and public service needs of Northeast 23rd Street, and therefore, to support, promote and advocate the policies, strategies, and land use plan map set forth in the Northeast 23rd Street Corridor Plan.

ADOPTED by the Council and **APPROVED** by the Mayor of the City of Oklahoma
City this 17th day of June _____, 2008.

ATTEST:


CITY CLERK



REVIEWED as to form and legality.


VICE MAYOR


ASSISTANT MUNICIPAL COUNSELOR

EXECUTIVE SUMMARY

The NE 23rd Street Corridor, covering the area one-half mile along the north and south sides of NE 23rd Street from Broadway Avenue to Interstate-35, is an area that has been the subject of several past planning studies. The desires and concerns expressed by citizen groups throughout the various meetings were documented in these previous studies. The purpose of this Corridor Plan is to provide a consolidated document to identify and address land use and other issues in this area. These issues include those identified by citizen groups in previous planning studies and by Planning Staff in the analysis of existing conditions in the Corridor.

Based on the public input from the previous planning studies, a vision for the NE 23rd Street Corridor was derived, which is “to plan for the future development as a ‘Destination Corridor’ as it relates to the needs of residents and area visitors, creating a pedestrian friendly environment with a diverse mixture of residential, commercial, recreational, service, office and cultural opportunities.”

Chapter 2 of this Corridor Plan includes an analysis of existing neighborhood characteristics, including housing, structural assessment in the area, zoning, land use, transportation, infrastructure and public services. Issues raised include deteriorating structures, significant loss of population, lack of retail services, insufficient parking, need for improved lighting and pedestrian environment and perceptions of high crime in the area.

Following the analysis of existing conditions, Chapter 3 in this Corridor Plan summarizes the previous economic development studies for this area and Chapter 4 describes economic opportunities and neighborhood enhancements in the Corridor area.

All issues identified in the previous chapters through the citizen input process, analysis of existing conditions and previous economic development studies serve as the basis for the goals, objectives and policies, which are in Chapter 5 of this Corridor Plan. The focus of this chapter is to enhance development and redevelopment opportunities through land use recommendations and subsequent Zoning Code provisions.

Subsequently, Chapter 6 presents a Conceptual Land Use Plan to reflect the intended result of implementation of the goals, policies and objectives. Generally, the Conceptual Land Use Plan Map reflects the need to encourage a mixture of both residential and commercial uses along the narrowly configured commercially zoned properties fronting on NE 23rd Street and to promote the creation of a commercial node at the intersection of NE 23rd Street and Martin Luther King Avenue.

Chapter 7 provides an implementation matrix to track and manage the policies contained in this Corridor Plan. It is the intent that this Plan provides implementation tools, through the creation and utilization of programs, policies and regulations to facilitate successful development and redevelopment of the Corridor.

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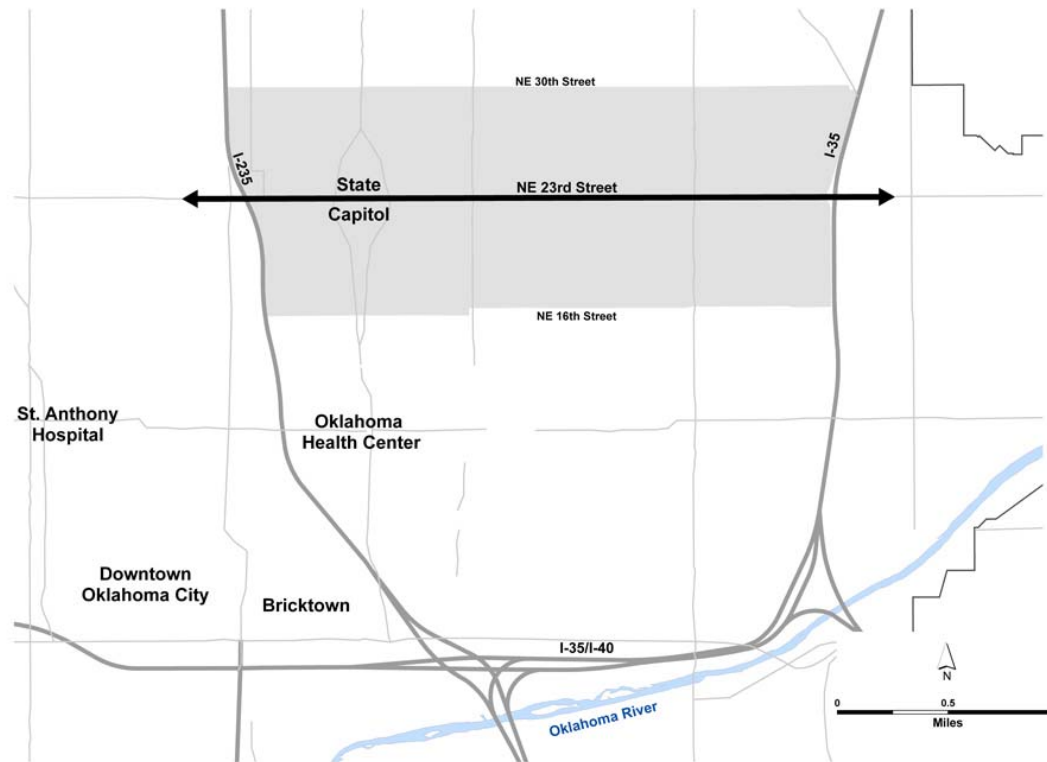
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CHAPTER 1: PURPOSE AND COMMUNITY VISION



LOCATION

Map 1 Location



The NE 23rd Street Corridor extends one-half mile along the north and south sides of NE 23rd Street from Broadway Avenue on the west to Interstate 35 on the east for a total of 2.8 miles. The NE 23rd Street Corridor is an area with unique characteristics that provide for

exceptional opportunities. Geographically, it serves as the gateway from the east to the State Capitol Building and State offices of Oklahoma. The intersection of NE 23rd Street and Martin Luther King Avenue can be considered a crossroads when traveling to and from Oklahoma City's Adventure District to the north, which includes such

entertainment uses as the Omniplex, Frontier City, Oklahoma City Zoo and Remington Park.

The area is in close proximity to large centers of economic activity for the Oklahoma City area such as Downtown, Bricktown, and large medical campuses (University of Oklahoma Health Sciences Center, Presbyterian Health Foundation, and St. Anthony).

In addition to a strong employment base, there are residential neighborhoods (within and beyond the boundaries of this Plan) containing a significant amount of available capacity to accommodate new housing. Aesthetically, this portion of NE 23rd Street has recently been undergoing various streetscape improvements, such as landscaping, sidewalks, lighting, cultural markers and roadway enhancements. All of these important factors contribute to growing need and desirability for additional commercial retail opportunities for the residents, employees and visitors in the area.

PURPOSE

The purpose of this Plan is to create a consolidated planning document to address land use and other issues in this area, many of which were identified by citizen groups in previous planning studies and serve as a component of the existing OKC Plan. Primarily, the previous studies were produced to aid in the revitalization of this area. However, the previous studies were not adopted as part of the OKC Plan and did not result in any amendments to the Municipal Code. As part of the OKC Plan, this Plan contains goals, objectives, policies and actions established

to provide guidance for redevelopment and future development of the Corridor. The earlier studies will be used as resources for this Plan and previously identified issues will be addressed in this Plan.

Over the past ten years, the following planning studies for this area have occurred:

- *NE 23rd Street Revitalization Plan*, January 2002, D.W. Gates Engineering Services
- *Economic Development Strategies & Implementation Techniques*, June 2005, Oklahoma City Minority Business Development Center
- *NE Oklahoma City Grocery Store Location Analysis*, November 2005, The Kilduff Company

Since the primary focus of a successful planning effort is citizen involvement, the first chapter in this Plan is a summary of the issues identified through citizen input and the ultimate vision for this Corridor that emerged from the public process of the recent planning studies in the Corridor. The next chapter includes an analysis of existing neighborhood characteristics, including physical conditions, zoning, land use, transportation and infrastructure. This Plan also includes a chapter summarizing the previous economic development studies for this area and a chapter describing economic opportunities and neighborhood enhancements in the corridor. The issues identified as part of the citizen input process, analysis of existing conditions and previous economic development studies serve as the basis for the goals, objectives and policies contained in the subsequent chapter. Following that chapter is a Conceptual Land Use Map, which illustrates

the intended results of implementing the goals, objectives and policies. Finally, the last chapter of this Plan will address strategies or actions to implement the goals, policies and objectives in the previous chapter.

VISION AND ISSUES

During the creation of the *NE 23^d Street Revitalization Plan* and *Economic Development Strategies & Implementation Techniques*, numerous meetings were held with community groups and the public. The vision and issues expressed and discussed by these groups throughout the various meetings were documented in these previous studies. When comparing the desires and concerns that were expressed in these meetings, many commonalities became apparent. The following are a summation of the vision and issues expressed by the participants of those meetings.

The *NE 23^d Street Revitalization Plan* had two public meetings to gather input, generate goals and formulate visions. These meetings were conducted on June 22, 2000 at 6:30 pm and June 23, 2000 at 10:00 am. Participants were property owners, residents and other concerned citizens. An additional public meeting was held on November 16, 2000 to present conceptual drawings and options based on the vision and goals identified at the public meetings that were held in June.

Throughout the course of 2004 and into January of 2005, Nancy Alexander, Oklahoma City Minority Business Development Center, Langston University, for the *Economic Development Strategies and Implementation*

Techniques facilitated three focus group sessions to gather input, visions, and goals. Focus groups consisted of 15 to 17 residents and business owners. A Steering Committee helped to develop issues, visions and strategies. The Steering Committee consisted of area stakeholders, state and local government representatives, educators and specialists, along with area financial institution representatives.

Issues

The previous plans identified issues and trends through community and stakeholder input. These were gathered from *NE 23^d Street Revitalization Plan* and *Economic Development Strategies & Implementation* documents and formed into Issue Statements. Issue Statements have two parts. Part one is a description of the major issue or trend and part two is the expected or current impact. The following are the issues identified by the community, grouped and listed in bullet form, followed by the issue statements created.

HOUSING AND STRUCTURES

- ▶ Lack of maintenance
- ▶ Deteriorated structures
- ▶ Negligent property owners
- ▶ Boarded up buildings
- ▶ Non-compliance with code
- ▶ Lack of business property owners
- ▶ Absentee landlords
- ▶ Area is perceived as run-down and neglected
- ▶ Not enough residential density

- ▶ Significant loss of population over time
- ▶ Lower median household income, housing value, and education rates than the metro

A declining population and loss of housing units creates less investment, a low density and a less desirable retail market area. A lack of property maintenance, ownership and investment has led to deteriorated, boarded-up structures that are not in compliance with City code and the perception that NE 23rd Street is run-down and neglected.

LAND USE AND DEVELOPMENT

- ▶ Large percentage of those over 65 and under 18 indicates possibility of special retail and service needs in the area
- ▶ Need a place for youth to go
- ▶ Low diversity of retail and service offerings
- ▶ Lack of recreational and entertainment opportunities
- ▶ Problems with notification, lessees being notified not property owners
- ▶ Lack of reinvestment and redevelopment
- ▶ Some businesses not invested in the area

Deficiencies in recreational and entertainment opportunities and homogeny in retail and service offerings are not addressing the needs of the area's population. Notification, empowerment and organizational problems have led to dispersed community involvement and a lack of reinvestment and redevelopment.

TRANSPORTATION

- ▶ Poor streetscape
- ▶ Not a pedestrian friendly environment
- ▶ Automobile traffic is too fast
- ▶ Inconsistent sidewalks
- ▶ Not enough parking
- ▶ Need more lighting and police presence
- ▶ Angled parking causes problems with traffic and discourages people to park
- ▶ Need more parking on north side of 23rd
- ▶ Lack of handicapped access
- ▶ Lack of identity

An inconsistent streetscape with inadequate parking, lack of handicapped access, variable sidewalks and lighting has led to a lack of identity and created an unfriendly pedestrian and business environment.

OTHER INFRASTRUCTURE & PUBLIC SERVICES

- ▶ Some areas have older water and sewer infrastructure
- ▶ Deteriorated curbs, low areas and lack of drainage inlets lead to localized flooding.
- ▶ Perceptions of high crime
- ▶ Media portrayal of the area
- ▶ Need more police presence
- ▶ No new business will locate with security issues

Older infrastructure leads to some drainage, water, and sewer problems. NE 23rd Street is portrayed and perceived to have high crime rates leading to an unwillingness of people to locate in the area.

Vision

The Vision Statement was developed by summarizing issues and goals, recognizing whom the issues impact, and then stating the resulting benefit of the goals. The following bullets are goals identified by citizens and stakeholders in the previous public meetings. Goals for NE 23rd Street Corridor are further outlined in Chapter Five, under the following topic headings:

- ▶ Housing and Structures
- ▶ Land Use and Development
- ▶ Transportation
- ▶ Other Infrastructure & Public Services

VISION STATEMENT

The vision for Northeast 23rd Street is to plan for the future development as a 'Destination Corridor' as it relates to the needs of residents and area visitors, creating a pedestrian friendly environment with a diverse mixture of residential, commercial, recreational, service, office and cultural opportunities.

OTHER SURVEYS AND PLANS

Economic Development Strategies and Implementation Techniques - Business Survey

The NE 23rd Street business/property owner surveys were conducted from January to December 2004, with a total of 26 responses obtained. The majority of those surveyed owned their building (75%), had 5 or fewer employees, and did not plan on hiring anytime soon (90%). Over half

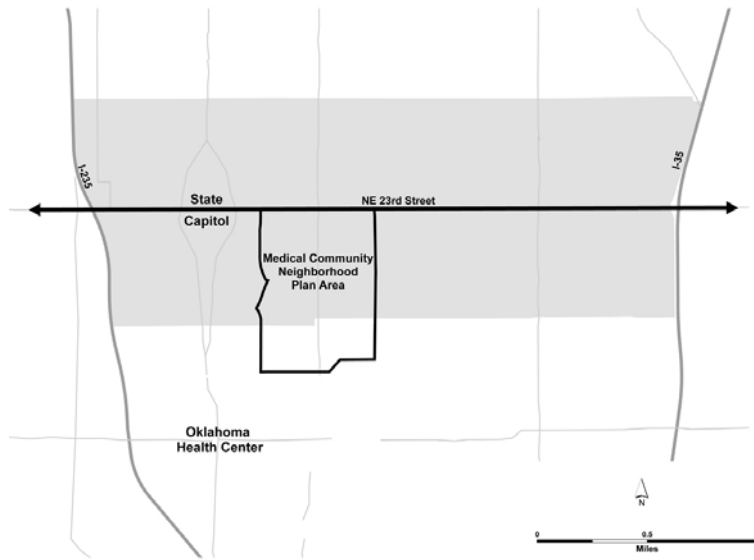
of those surveyed were service-oriented or automotive related businesses.

The respondents indicated that a major problem that they had to confront was the "disrepair of the street." And over half responded negatively when asked whether enough parking exists. Those surveyed indicated three business assistance services that would facilitate their operations; façade improvement grants, access to loans and technical assistance, and property safety analysis. Respondents also indicated a desire for more retail and specialized stores, street improvements, and building upgrades.

Medical Community Neighborhood Plan

On June 12, 2003, the Planning Commission adopted the Medical Community Neighborhood Plan as part of the *OKC Plan, 2000-2020* (Oklahoma City's comprehensive plan). Map 2 below shows the location of the Medical Community neighborhood (bounded by NE 23rd Street on the north, N. Lottie Avenue on the east, and N. Phillips and N. Culbertson Avenues on the west) in relation to the NE 23rd Corridor Plan Area.

Map 2 Medical Community Neighborhood



The Medical Community Neighborhood Plan contained six sections dealing with major planning topics plus a description/vision section and a section dealing with implementation.

CONCERNS

This section outlines the neighborhood concerns identified for each of the six planning topics in the Medical Community Neighborhood Plan.

Neighborhood Safety

- ▶ Crime incidence, especially drugs and prostitution

Housing and Property

- ▶ Low rate of home ownership
- ▶ Housing conditions and property maintenance

Development and Design

- ▶ Zoning responsibilities split between City of Oklahoma City and Capitol Medical Center Improvement and Zoning Commission
- ▶ Health Center expansion
- ▶ Lack of major retail
- ▶ Development of vacant parcels
- ▶ Lack of sidewalks
- ▶ Need to beautify property, yards, and medians
- ▶ Need clear signage

Education

- ▶ Condition of school buildings
- ▶ Quality of educational programs
- ▶ Low student achievement
- ▶ Lack of parental and community involvement

Services and Facilities

- ▶ Speeding and cut-through traffic
- ▶ Need street repairs
- ▶ Need pedestrian signals and crossings
- ▶ Lack of arts and cultural activities in the neighborhood
- ▶ Need for youth programs and activities
- ▶ Loose and stray animals in the neighborhood

Community Involvement

- ▶ Need for more involvement in neighborhood programs
- ▶ Neighborhood/schools mutual involvement
- ▶ Need more neighborhood spirit and pride

ACTIONS

This section highlights major actions proposed by the Medical Community Neighborhood Plan to address the concerns identified.

Neighborhood Safety

- ▶ Cooperative crime prevention and education efforts (neighborhood watch, increased police patrols, newsletter articles, etc) involving the neighborhood and the Police department.
- ▶ Improve street lighting.

Housing and Property

- ▶ Establish cooperative programs involving neighborhood residents, property owners, the City, and financial institutions to promote home ownership. A Homeowner Assistance Fair was one program identified.
- ▶ Educational efforts related to basics of home maintenance.
- ▶ Assistance to elderly and other residents who may have particular difficulties in maintaining their properties.
- ▶ Work with City to carry out periodic code sweeps.

Development and Design

- ▶ Neighborhood Development Plan adopted that
 - Laid out basic land use patterns for the neighborhood
 - Established northern boundary for Health Center expansion and proposed development treatments for the boundary between Health Center development and adjoining residential areas.
 - Proposed consideration of rezoning for areas currently zoned for duplex development but which are built as predominantly single family.
 - Supported cooperative efforts between the City of Oklahoma City and the Capitol Medical Center Improvement and Zoning Commission related to zoning and code enforcement.
- ▶ Proposed a variety of neighborhood beautification and design projects including sidewalk installation, neighborhood entrance signage/landscaping, decorative lighting, and pedestrian and bike trails.

Education

- ▶ Efforts to promote involvement of area residents and businesses in area schools.
- ▶ Supported efforts to strengthen area schools and programs.
- ▶ Proposed community service programs in schools to assist in neighborhood improvement efforts.

Services and Facilities

- ▶ Proposed a Neighborhood Traffic Study.
- ▶ Requested that the City examine street conditions and repair streets as needed.

- ▶ Supported planned parks improvement projects.
- ▶ Proposed a “Pet Fair” to promote responsible pet ownership.
- ▶ Supported free/reduced cost programs for spaying and neutering pets.

Community Involvement

- ▶ Proposed a variety of efforts to promote neighborhood involvement—neighborhood newsletter, block parties, school/neighborhood programs, and programs with area churches.

SINCE THE PLAN

Planning efforts have continued in the Medical Community Neighborhood since the adoption of the neighborhood plan and there has been significant progress in implementing the plan’s recommendation.

Traffic Circulation Plan

In 2003, the Medical Community Neighborhood Association with assistance from the City’s Public Works/Traffic Management Division completed a neighborhood traffic study. This study recommended installation of stop signs at nine locations throughout the neighborhood.

The City’s Traffic Commission approved the Medical Community Traffic Circulation Plan on August 18, 2003 and the City has installed stop signs at the nine locations.

Pedestrian/Bicycle Route

In September 2004, the City received approval for \$200,000 in federal transportation funds to be matched by

\$50,000 in City CDBG (Community Development Block Grant) funds for the construction of pedestrian bicycle routes in the Medical Community Neighborhood. Two routes are planned—north-south along the west side of North Kelley Avenue and an east-west route along NE 17th Street.

As of May 2007 surveys have been completed and the City is in the process of finalizing preliminary construction plans. Construction is anticipated to start by early 2008.

CHAPTER 2: CORRIDOR DESCRIPTION AND ASSESSMENT



POPULATION AND HOUSING TRENDS COMPARISON

The NE 23rd Street Corridor currently has an estimated population of 7,350 persons and an estimated 4,150 housing units based on City of Oklahoma City Planning Department estimates for January 1, 2008.

Population and housing data provide an indication of the overall vitality of neighborhoods over time, particularly when compared with data for the City and Metro*.

Year 2000 Population and Housing Data

Compared to the City of Oklahoma City and the Oklahoma City Metro Area:

- ▶ The NE 23rd Street Corridor had a higher percentage of African American population (NE 23rd Street—88.9 percent; City—15.4 percent; Metro—10.6 percent).
- ▶ Higher percentage minority population (NE 23rd Street—93.9 percent; City—35.3 percent; Metro—27.1 percent).
- ▶ There is a higher percentage of the population age 65 and over (NE 23rd Street—17.9 percent; City—11.5 percent; Metro—11.4 percent).

* The Oklahoma City Standard Metropolitan Statistical Area was defined by the U.S. Census Bureau in 1992 as Canadian, Cleveland, Logan, McClain, Oklahoma, and Pottawatomie counties.

- ▶ A lower percentage between the ages of 25 and 44 (NE 23rd Street—24.8 percent; City—30.8 percent; Metro—29.8 percent).
- ▶ Median** household incomes are lower in the NE 23rd Street Corridor (NE 23rd Street—\$17,612; City—\$34,947; Metro—\$36,797).
- ▶ A higher percentage of residents are below the poverty level (NE 23rd Street—36.9 percent; City—16.0 percent; Metro—13.5 percent).
- ▶ Higher percentage of vacant housing units (NE 23rd Street—21.5 percent; City—15.4 percent; Metro—10.6 percent).
- ▶ A Lower percentage of homes are owner occupied (NE 23rd Street—49.8 percent; City—59.4 percent; Metro—64.7 percent).
- ▶ The NE 23rd Street Corridor has lower median housing values (NE 23rd Street—\$37,000; City—\$80,300; Metro—\$79,000).
- ▶ Median rents are lower (NE 23rd Street—\$288; City—\$386; Metro—\$391).
- ▶ A higher percentage of the labor force is unemployed (NE 23rd Street—15.1 percent; City—5.3 percent; Metro—4.8 percent).
- ▶ The NE 23rd Street Corridor has a lower percentage of high school graduates (NE 23rd Street—68.0 percent; City—81.3 percent; Metro—83.6 percent).

** Median data indicate the level for each type of Census measure at which half of the area persons or households are below the indicated value and half are above.

- ▶ The percentage of college graduates is lower (NE 23rd Street—9.7 percent; City—24.0 percent; Metro—24.4 percent).
- ▶ A higher percentage of households are single parent families with children (NE 23rd Street—17.9 percent; City—10.6 percent; Metro—9.9 percent).

Population and Housing Trends, 1990-2000

- ▶ The NE 23rd Street Corridor had a 14.1 percent decline during the decade from 9,262 persons in 1990 to 7,952 persons in 2000. This compared to population gains of 13.8 percent for the City and 13.0 percent for the Metro.
- ▶ The Plan Area experienced a loss of 309 housing units from 1990 to 2000 for a 6.4 percent decline. This compares to a 7.4 percent increase for the City and a 9.7 percent increase for the Metro. However, much of the corridor's housing losses during this period can be attributed to the clearance of housing units northeast of the State Capitol (associated with construction of the Oklahoma History Center) and the closing of a large apartment complex (190-plus units) at NE 26th and Kelley for major rehabilitation. Since the 2000 Census, the apartment complex has reopened but with only 136 units. This reduces the housing loss during the 1990's to 170-180 units.
- ▶ Household sizes decreased at a greater rate for the NE 23rd Street Corridor during the decade (from 2.60 persons per household in 1990 to 2.22 persons in 2000) than for the City (2.44 to 2.41) and the Metro (2.53 to 2.47). Much of this decrease is associated with the rise in single person households in the Plan

Area from 32.0 percent of all households in 1990 to 40.7 percent in 2000.

- ▶ Although median household income for the corridor rose during the decade, this rise did not keep up with income increases throughout the Metro. Corridor median household income fell from 54.6 percent of the Metro median in 1990 to 47.8 percent in 2000.
- ▶ Median housing value in the corridor fell from 66.4 percent of the Metro value in 1990 to 46.8 percent in 2000. However, median rent actually increased from 68.5 percent of Metro in 1990 to 73.7 percent in 2000.
- ▶ Although single parent families with children as a percentage of all households held steady between 1990 and 2000 for Oklahoma City and the Metro, this percentage increased in the NE 23rd Street Corridor during the decade.

A first impression of NE 23rd Street Corridor prospects based on population and housing data from the 1990 and 2000 Censuses may be somewhat discouraging.

- ▶ Population and housing units declined during the 1990's.
- ▶ Incomes and housing values are lower and unemployment rates are higher than for the City and Metro.
- ▶ A lower proportion of the houses are owner occupied than for the City and Metro.

However, an overly pessimistic view should be avoided. Housing and population estimates for 2007 point to a

moderating of the housing and population losses since 2000. In other Central City areas, dedicated efforts by residents, businesses, and property owners along with targeted City support have led to neighborhood revitalization in the face of similarly negative conditions. In these “turnaround” neighborhoods initially low property values have presented investment opportunities.

HOUSING TRENDS AND STRUCTURAL ASSESSMENT WITHIN THE NE 23RD STREET CORRIDOR

The NE 23rd Street Corridor is only one of several large areas within Oklahoma City’s central area where population and housing trends indicate a need for efforts to improve neighborhood viability. This raises a crucial policy consideration—where to allocate limited public resources for the maximum effect in neighborhood improvement.

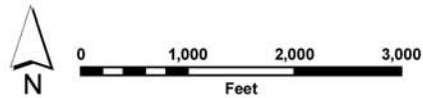
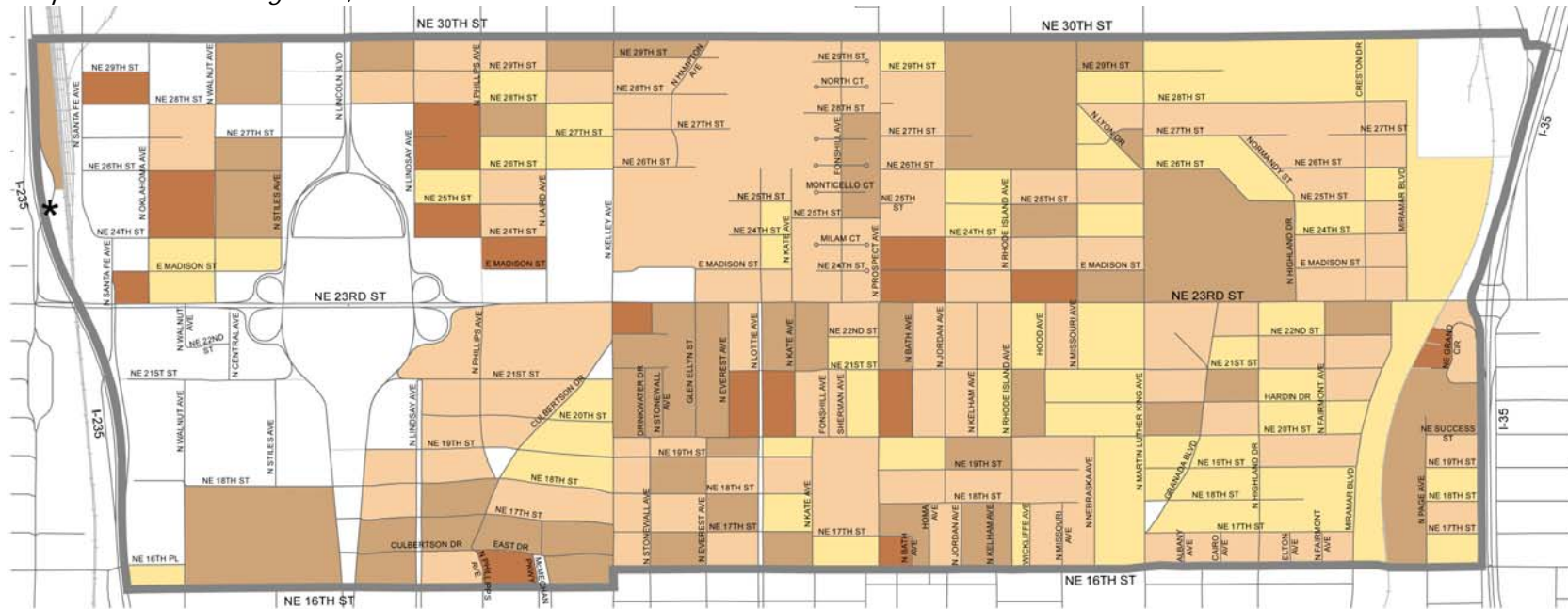
The combination of extensive need and limited public resources points to a need for a targeted approach that would direct public resources to selected residential areas based on several factors:

- ▶ Demonstrated need for neighborhood improvement—Population and housing trends should indicate a need for neighborhood improvement efforts that are not likely without the commitment of public resources.
- ▶ Ability of private interests to participate in neighborhood improvement efforts—The commitment of public resources should stimulate private investment and involvement by area residents and businesses in improvement efforts.

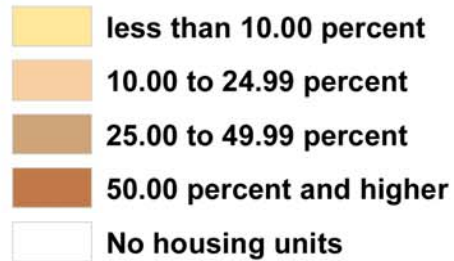
- ▶ Likelihood of success—In some neighborhood conditions may be so poor that improvement even with a massive infusion of public resources is highly unlikely. It may be better to target areas where a modest public investment may “tip the balance” and quickly stimulate major private commitments.

The next section moves from an overall, corridor-wide view of population and housing trends to an examination of trends for individual portions within the corridor. This will provide data that might be used to select sub areas for targeting public resources.

Map 3 Vacant Housing Units, 2000



Vacant Housing Units



US Census, 2000

* Census data shows housing located in this block (far northwest corner of the Plan Area). This is an error in the Census data.

Vacant Housing Units

Map 3 shows block-by-block percentages of vacant housing units based on the 2000 Census.

Areas of higher vacancy rates appear to be concentrated northeast and northwest of the State Capitol and in the vicinity of NE 23rd Street and Prospect Avenue. The area west of Martin Luther King Avenue appears to have generally lower vacancy rates.

Map 4 Housing Values, 2006



Single Family Residential Housing Values
Market Value per square foot structure



Area Values

NE 23rd Corridor	\$45.14
Oklahoma City	
in Oklahoma County	\$70.56

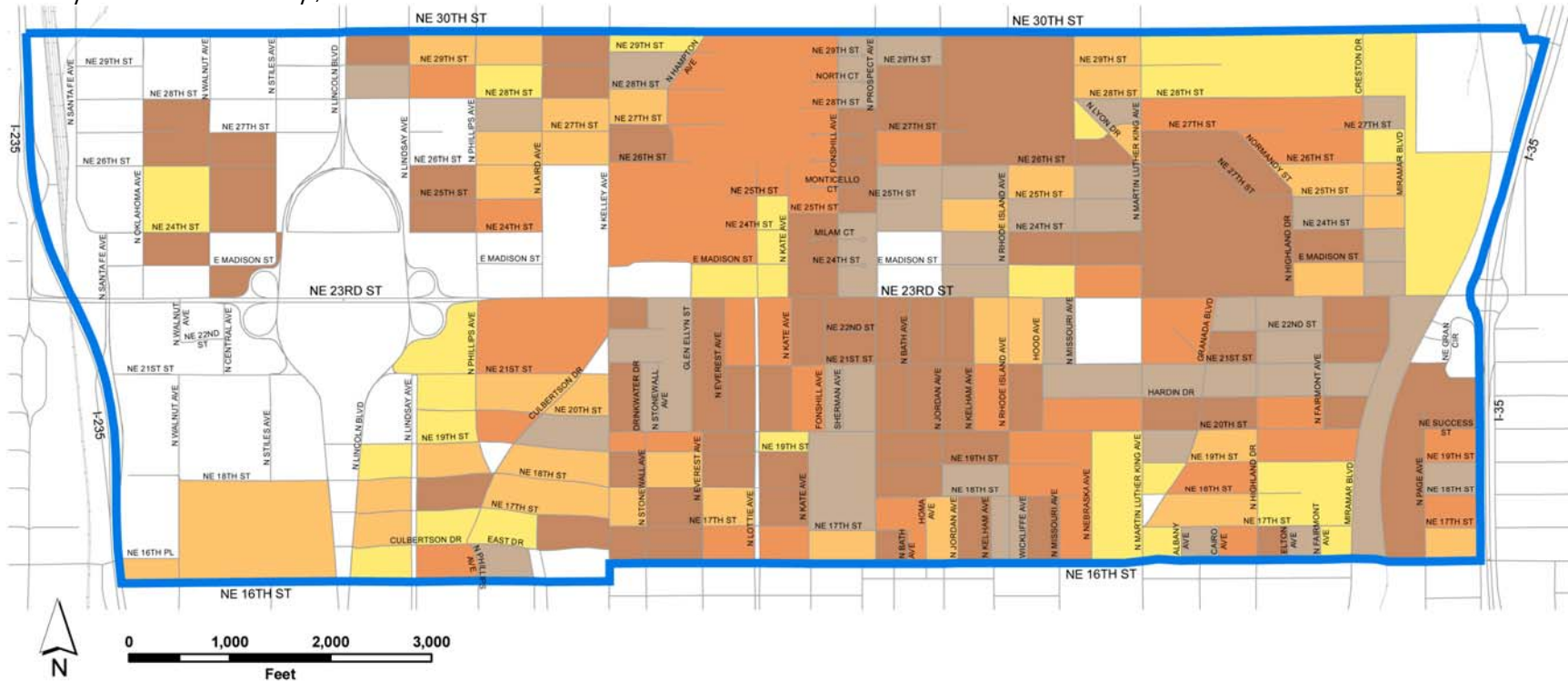
Calculated from data provided by the
Oklahoma County Assessor's Office,
October 2006

Housing Values

Map 4 shows the market value per square foot for single family housing units by block in the NE 23rd Street Corridor. The market values and structure square feet are based on data provided by the Oklahoma County Assessor's Office in October 2006.

Higher housing values are found southeast and south of the State Capitol. Lower housing values are concentrated south of NE 23rd Street and east of Lottie Avenue and north of NE 23rd Street and east of Martin Luther King Avenue.

Map 5 Home Ownership, 2006



Map 6 Change in Housing Value, 2000-2006



Change in Single Family Residential Housing Values, 2000 to 2006



Area Values

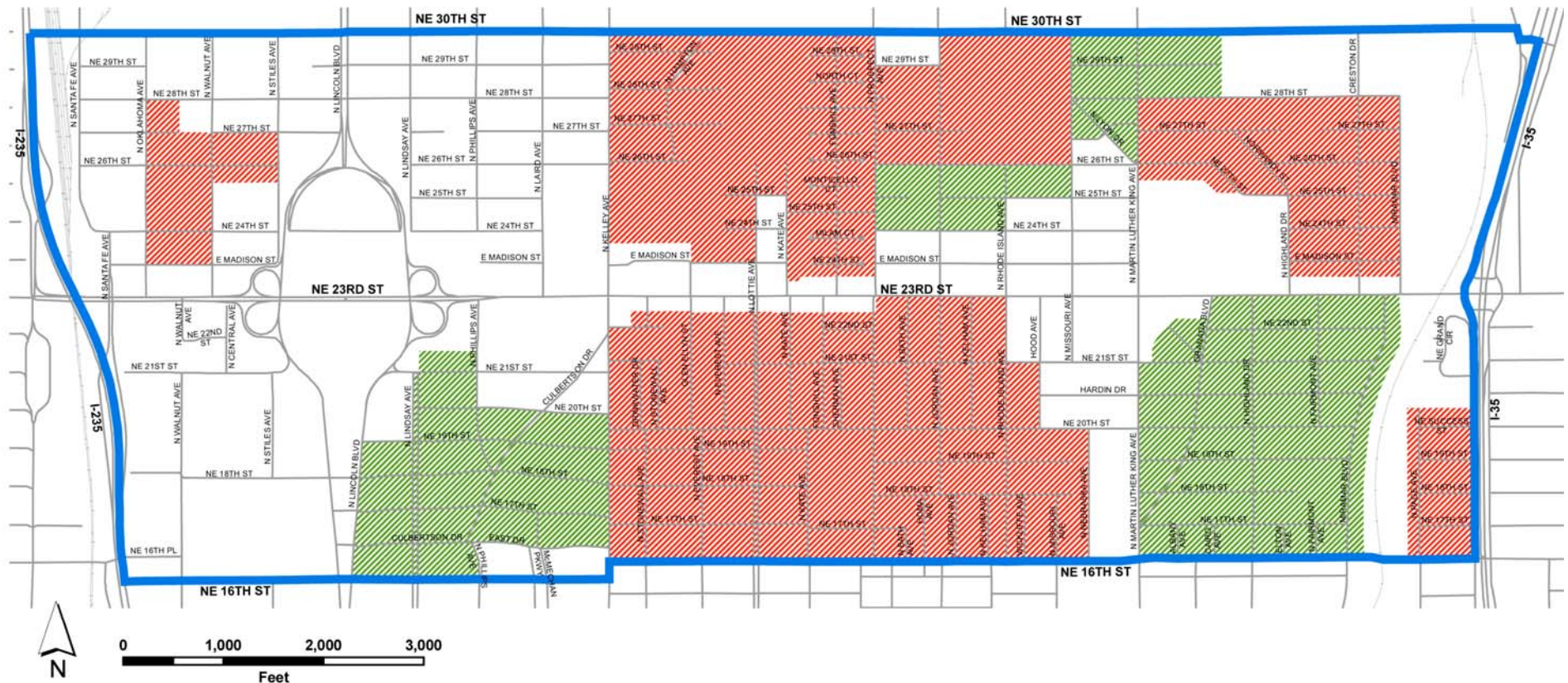
NE 23rd Corridor 44.2 percent
Oklahoma City in Oklahoma County 50.8 percent

Calculated from data provided by the Oklahoma County Assessor's Office, February 2001 and October 2006

Change in Housing Values

Map 6 shows the change in housing values by block over the period 2000 to 2006. This map is also based on data provided by the Oklahoma County Assessor's Office. The areas surrounding the State Capitol and an area bounded generally by NE 30th Street, Martin Luther King Avenue, NE 23rd Street, and Prospect Avenue had the greatest increases in housing value in the corridor. The area east of Martin Luther King Avenue and North of NE 23rd Street and the area generally bounded by NE 30th Street, Prospect Avenue, NE 23rd Street, Bath Avenue, NE 16th Street, and Kelley Avenue had the smallest increases in housing value.

Map 7 Relative Areas of Housing Strength/Weakness



Quick Neighborhood Assessment



Aggregated from data related to vacancy rates, housing loss, housing value, and homestead exemption. The ratings reflect the relative strength of neighborhoods within the planning area. Areas in white are either mid-range in terms of residential strength or are non-residential areas.

Housing Strength/Weakness

Map 7 identifies portions of the NE 23rd Street Corridor that are relatively weaker or stronger in terms of neighborhood quality. This is a rough measure based on aggregating several housing-related measures. Despite such indicators of relative neighborhood strength, all or most blocks within the Plan Area have some housing units that could benefit from housing improvement efforts.

Structural Assessment

The following Structural Assessment was extracted verbatim from the report entitled *Economic Development Strategies and Implementation Techniques* by Oklahoma City Minority Business Development Center, Langston University, Oklahoma City, 2005. In order to differentiate the extracted text from the original text of this document a different font style has been used.

Students at The University of Oklahoma's Regional and City Planning (RCPL) Division undertook the assessment of the built environment of properties fronting NE 23rd street from Santa Fe Avenue/I-235 to Miramar Boulevard/I-35 in partnership with Minority Business Development Center (MBDC) at Langston University and the Eastside Capitol Gateway Main Street Program (ECG-MSP.) RCPL utilized a formal class, RCPL 5723: Community Development and Revitalization, under the instruction of Charles Warnken, Ph.D., Assistant Professor in RCPL, to perform the survey work and to generate the following report. We are grateful to Dr. Warnken and the University of Oklahoma for providing 12 graduate level, College of Architecture students for 5 hours a week for 6 weeks.

BACKGROUND

Like many inner-city communities, the neighborhoods surrounding the NE 23rd St. corridor have gone through several distinct stages. Prior to WWII, the corridor consisted of a mix of single-family homes and businesses that fronted NE 23rd St. Typical residents in the area and customers at local stores included state government workers, teachers and factory workers.

Beginning in 1960, the area began to lose much of its mixed residential-commercial character as many of the structures fronting NE 23rd St. converted to businesses uses. The

introduction of mass transportation in the form of trolleys and the increasing use of the automobile began to change the area to a commercial corridor. However, the businesses along the corridor served neighborhood residents and the area retained a solid mix of middle-class residents.

During the time period of 1960-1980, the area began to rapidly decline as the population began to decline because of movement to suburban areas, and hence the amount of disposable income in the area began to shrink. While the causes for neighborhood decline are many (e.g. the opening up of the suburbs, fair housing laws, urban renewal activity), the ultimate loss of a stable, middle class residential population has greatly contributed to the current status of NE 23rd St. as a place to "pass through" rather than utilizing the services of local businesses.

METHODOLOGY

The objective of the survey work was to capture the existing structural condition of the corridor. Pursuant to this, the OU team performed a formal assessment of the physical conditions on the street from I-235 to I-35. Sometimes referred to as a "windshield survey", the work was done in an attempt to assess the current physical state of curbs and gutters, sidewalks, fencing and signage, as well as buildings along the corridor. OU team members walked the entire corridor and recorded their findings. Categorizing building conditions was done with Structural Assessment and Block Condition Summary Surveys Oklahoma state law was reviewed in order to generate survey terminology and categories that were consistent with state law.

Buildings were categorized as in sound condition or in a various stages of deterioration and/or dilapidation. In general, buildings were determined to be in various stages of "blight." Oklahoma statute, Title 11, section 38-101 provides a formal definition of blight:

"Blighted area" shall mean an area in which there are properties, buildings, or improvements, whether occupied or vacant, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation or open spaces; population overcrowding; improper subdivision or obsolete platting of land, inadequate parcel size; arrested economic development; improper street layout in terms of existing or projected traffic needs, traffic congestion or lack of parking or terminal facilities needed for existing or proposed land uses in the area, predominance of defective or inadequate street layouts; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions, deterioration of site or other improvements; diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land; defective or unusual conditions of title; any one or combination of such conditions which substantially impair or arrest the sound growth of municipalities, or constitutes an economic or social liability, or which endangers life or property by fire or other causes, or is conducive to ill health, transmission of disease, mortality, juvenile delinquency, or crime and by reason thereof, is detrimental to the public health, safety, morals or welfare;"

The work performed and the terminology used were not meant to find properties along the corridor in a various state of deterioration or to designate NE 23rd St. as a blighted area, it is merely used to be consistent with state law. Additionally, the OU team utilized conservative estimates when assessing structural conditions of buildings on the corridor. Assessments were performed for each building, so that the total count includes total number of structures on the corridor, not the total number of separate addresses and hence business owners.

PROJECT FINDINGS

The project area can be divided into three distinct sub-areas based on the typical land uses in that area. The first sub-area, running from I-235 east to Kelley Ave., is an area dominated by the State Capitol building, State government employment buildings, and the new Oklahoma Historical Museum. This area's structures were deemed to be in excellent condition.

The second sub-area, running from Kelley Avenue east to Highland Drive is where the majority of the commercial and retail businesses is located and can be thought of as the commercial heart of the entire area. Indeed, this stretch of properties that includes the emerging business node at NE 23rd St. and Martin Luther King Jr., Ave. is an important commercial and retail center for the entire portion of NE Oklahoma City. This area has the highest collection of vacant and boarded buildings, municipal code violations, poor sidewalk and curb and gutter conditions and should be the immediate focus of redevelopment attention. While many of the buildings in this area are being utilized, the appearance of structures along this portion of the corridor sends a visual cue to passers-by that this area is in a state of general decay.

The third sub-area runs east from Highland Drive to I-35. This district has a nice mix of residential and commercial uses that front NE 23rd St. Building and sidewalk conditions in this area are deemed sound.

STRUCTURES

Of note, of the 136 total structures on the corridor, 94 or 69.1% of the structures are in sound condition. The majority of the sound structures are found east of Martin Luther King, Jr. Ave. intersection, an area marked by largely single-family residential units and some residences that have been converted to business uses.

Thirty-three (33) structures are categorized as in some state of disrepair, ranging from minor (17), major (12) and four dilapidated structures. Most of these are clustered between Kelley and Missouri Avenues. A large number of vacant buildings and/or vacant lots where buildings once stood are also noted in this area.

The presence of older buildings, older housing, and auto-oriented businesses is not the problem on the NE 23rd St. corridor, it is the condition of the properties themselves, coupled with incompatibilities to adjacent residential areas (located behind the businesses fronting NE 23rd St.) and incompatibility of these business' parking lots in relation to NE 23rd Street. Often little or no grade separation exists between business parking lots and NE 23rd St., creating a hazard for pedestrians, drivers along the corridor, as well as patrons of these businesses. Lack of good curbing also contributes to storm water flooding problems, a key concern on NE 23rd St. due to the varied topography.

Table 1 Structural Assessment Worksheet

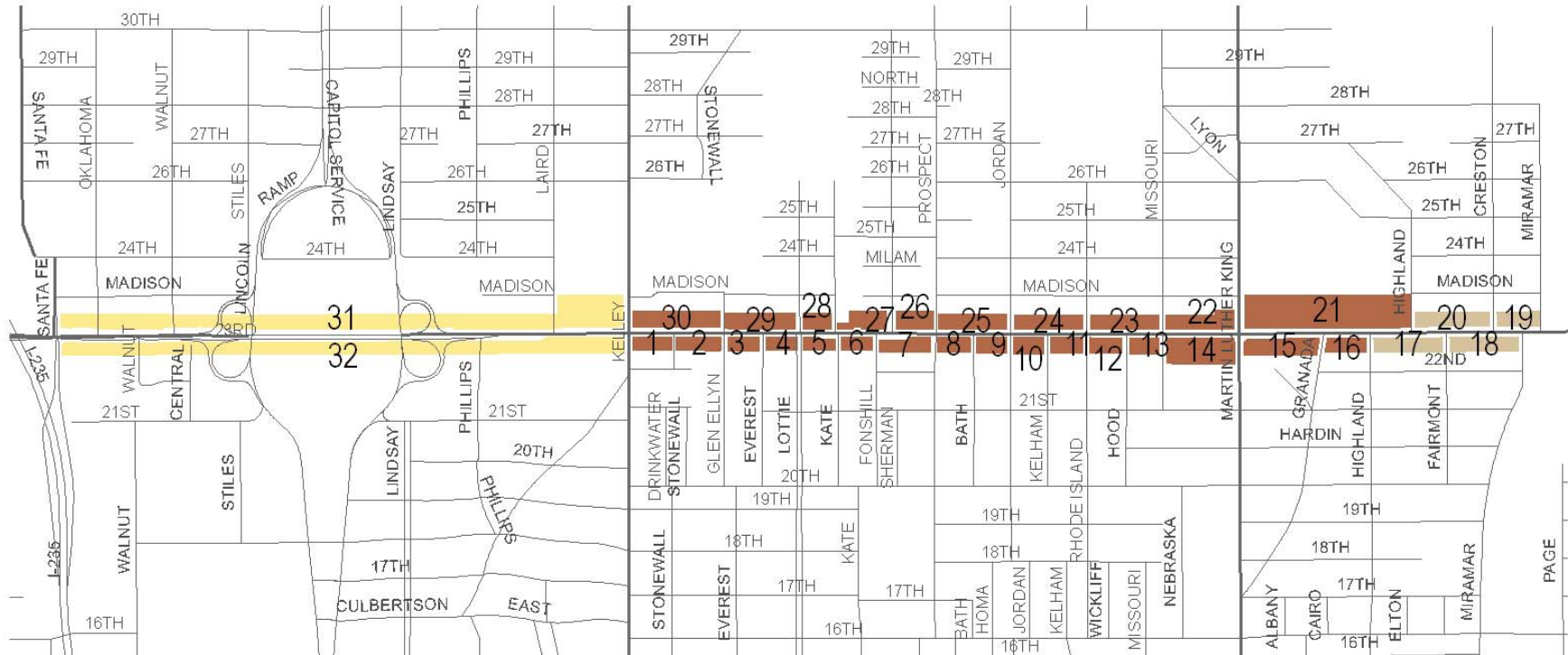
	Minor Deterioration	Major Deterioration	Dilapidated
Roof	___ Worn material or rotted eaves	___ Rotted or missing material, large area	___ Giving Way
Walls/chimney	___ Rotted, loose or missing material (small area). ___ Wood lacking paint	___ Holes, cracks, rotted or missing material over a large area ___ Leaning out of plumb	___ Falling down ___ Beyond repair
Doors/windows	___ Some missing or broken windows or screens	___ Most doors, windows, or screens broken or missing	___ Virtually all doors and windows broken or missing
Foundation	___ Some deteriorating material	___ Substantial sagging or leaning	___ Giving way
Other	___ Garage deteriorated ___ Shed deteriorated ___ Porch deteriorated	___ Combination of 3 minor defects	___ Combination of 3 major defects.

Note: Structures were evaluated by assessing the following features of a building: Roof, Walls/chimney, Doors/windows, Foundation, Other. Table 1 is a portion of the worksheet the team of OU students used to assess structures. In order to be rated as Dilapidated a structure had to have a combination of three major defects. In order for a structure to be rated in state of Major Deterioration a combination of three minor defects would have to be present. Table 2 provides a summary of the findings for the visual survey conducted by the University of Oklahoma, Regional and City Planning students. Map 1 illustrates the sub-areas identified and block numbers used in the survey.

Table 2 Structural Assessment Inventory

Block Code	Description	Minor	Major	Dilapidated	Vacant	Sound	TOTAL	Notes (Site and/or sanitary conditions)
<i>The following block numbers begin at Kelley and run consecutively from WEST - EAST on the SOUTH side of NE 23rd</i>								
1	Kelley/Stonewall					2	2	no sidewalks, inconsistent pavement and curbs
2	Stonewall/Glen Ellyn	1				1	2	no sidewalks, inconsistent pavement and curbs
3	Glen Ellyn/Everest	2				2	4	partial/no sidewalks, inconsistent pavement/curbs, brownfield location, lamppost footing crumbling
4	Everest/Lottie	2	1		3		3	vacant- old foundation (3), sidewalks crumbling, poor paving/curbs
5	Lottie/ Kate	1			1		1	inconsistent sidewalks, no curbs, signage; vacant- vac. lot
6	Kate/Fonshill	1					1	
7	Fonshill/Prospect					2	2	no sidewalks
8	Prospect/Bath			1	1	2	3	vacant- old foundation, overgrown parking lot, brownfield location
9	Bath/Jordan					2	2	brownfield location-(2) old gas station and laundromat; inconsistent sidewalks, curbs cracked
10	Jordan/Kelham	1					1	poor parking lots, no sidewalks, inconsistent pavement/curbs
11	Kelham/Rhode Island	1			1		2	cracked curbs
12	Rhode Island/Hood				1	4	5	
13	Hood/Missouri		1		1		2	vacant-old foundation
14	Missouri/MLK	1			1	3	5	signage deterioration
15	MLK/Granada					2	2	no sidewalks
16	Granada/Highland		1		1	5	6	leaning retaining wall and foundation, one structure sound and vacant
17	Highland/Fairmont		1		1	7	8	one structure sound and vacant
18	Fairmont/Miramar	1	1		1	10	13	crumbling driveways/fence, engines in driveway, vacant - boarded home with garbage in yard and deteriorating fencing
<i>The following block numbers begin at Miramar and run consecutively from EAST- WEST on the NORTH side of NE 23rd</i>								
19	Miramar/Creston					2	2	
20	Creston/Highland	1				4	5	brownfield location-old gas station
21	Highland/MLK	1			1	5	6	vacant- old foundation
22	MLK/Missouri		1			3	4	environmental hazards-motor oil containers, deteriorating pavement on sidewalks, lighting on building faulty
23	Missouri/Rhode Island	1			1	4	5	poor/no sidewalks, vacant lot
24	Rhode Island/Jordan						5	deteriorating fencing, sidewalk buckled/giving way, junk cars, parking to street frontage, brownfield location, vacant lots with broken glass
25	Jordan/Prospect		1	1	1	4	6	vacant-vacant and major, sidewalks, brownfield location
26	Prospect/Fonshill	1			1	2	3	poor sidewalks/pavement, brownfield location, vacant is car wash, vacant lot
27	Fonshill/Kate	1	2		3	1	5	poor sidewalks/pavement; vacant-old foundation, (2) vacant an major; trash in lots
28	Kate/Lottie	1		1		1	3	brownfield location, poor sidewalks/parking lots
29	Lottie/Glen Ellyn			1	1	4	5	vacant-vacant and major deterioration, abandoned auto, pavement/sidewalk inconsistent and in poor shape
30	Glen Ellyn/Kelley		3		1	2	5	vacant- (2) vacant and major deterioration, no sidewalks, signange problems, fencing, lack of separation street/sidewalks, brownfield location-old gas station,
<i>The following block numbers refer to the portion of NE 23rd from Santa Fe/I-235 to Kelley (Government section), north (N) and south (S) sides of NE 23rd.</i>								
31	Santa Fe/Kelley (N)					10	10	
32	Santa Fe/Kelley (S)					8	8	
TOTALS		17	12	4	20	94	136	
<i>Notes : (1) Block code refers to block numbering, see map. Project area include all structures (N and S sides of street) fronting NE 23rd from Santa Fe/I-235 east to I-35/Miramar. (2) TOTAL refers to the total number of structures on each block. Major, Minor, Dilapidated refer to visual appearance of structures (see worksheet). (3) Site conditions refer to deteriorating pavements, parking lots, sidewalks, fences and signs. (4) Unsanitary/unsafe conditions refer to accumulated garbage, junk vehicles and/or appliances, tires, furniture, broken glass on the block. (5) Structures that have a property line adjacent to NE 23rd-but may not have a NE 23rd St. address- are included in this analysis. (6) Potential Brownfield locations, e.g. old gas stations, have been noted on the block summaries. (7) Strutures are defined as one building, even though many separate addresses, and hence businesses/property owners, may be located there.</i>								

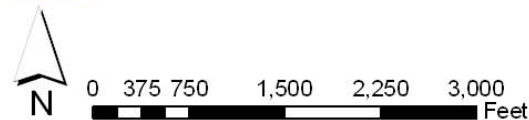
Map 8 Structural Assessment Inventory



Legend

Areas

- One
- Two
- Three



Numbers on Map 8 correspond with block codes in Table 2. Area One from Interstate-235 east to Kelley Avenue contains block codes 31 and 32 and was found to have structures in excellent condition. Area Two from Kelley Avenue east to Highland Drive contains block codes 1 through 14 and 22 through 30. Area Two is largely commercial and was found to have poor structures and site conditions. Area Three is a mix of residential and commercial uses from Highland Drive east to Interstate-35, block codes 17 through 20. Area Three buildings and sidewalks were found in sound condition.

SITE/SANITARY CONDITIONS

Perhaps a greater impediment to the creation of a vibrant, pedestrian-oriented and ADA compliant commercial corridor is the condition of the sidewalks, parking lots and public spaces adjacent to the street. The survey team noted that pedestrian access is marginal/poor throughout the commercial portion of the NE 23rd Street corridor, from Kelley to Martin Luther King, Jr. Avenue. Inconsistent sidewalks and pavements, lack of grade separation from the street to the sidewalks, where they did exist, were also noted as key concerns. Blocks that have some sidewalks that stop at property lines are common and the condition of most sidewalks can be said to be poor. However, sidewalk conditions greatly improve east of Martin Luther King, Jr. Ave.



Sidewalk conditions

The presence of vacant lots was also noted as a problem. While not great in number, the physical conditions of the lots included broken glass, trash, deteriorating fencing and signage.



Vacant lot

Because pedestrian circulation and accessibility has been identified as a key strategy in revitalization efforts for the area (NE 23rd Street Revitalization Plan 2002: 27) and the creation of Neighborhood Commercial Districts (OKC CEDS 2001: 15) is a preferred redevelopment scenario, the importance of creating a viable pedestrian environment is paramount. Pedestrian safety and access is key to the creation of a viable neighborhood oriented commercial district. Sidewalk improvements should be concentrated between Kelley and Martin Luther King, Jr. Avenues, should be coordinated with adjacent neighborhoods and should be ADA compliant. While sidewalks and corner ramps, as well as painted pedestrian crosswalks do exist, many are in a condition that makes them unusable by individuals in

wheelchairs. In addition, few buildings are wheelchair accessible. While the topography provides some challenges for making this a district accessible to all, the greatest impediment is the combination of deteriorated existing sidewalks and the layout of many of the buildings in relation to the street. Because many buildings front the street, little grade separation exists, parking lots extend to the street frontage and thus create an unsafe, unpleasant environment for pedestrians.

Poor sidewalk conditions, coupled with an incomplete network of sidewalks and inadequate lighting, acts to almost eliminate pedestrian traffic after nightfall. A complete pedestrian network, with adequate lighting, sidewalks and separation from traffic flows are imperative to the creation of a vibrant commercial and retail district. The inclusion of pedestrian oriented approaches to revitalizing the corridor takes on more importance as Oklahoma City completes its Master Trails Plan, an effort ongoing at the time of this report. The Master Trails Plan calls for the linkage of the eastern end of the NE 23rd Street corridor to be connected by the Katy Trail to other activity generators in the city, e. g. the OKC Zoo and Lincoln park, Bricktown, etc.

MISCELLANEOUS ISSUES

One emerging significant issue for the NE 23rd Street corridor is in the area of Brownfields. The term "Brownfield site" means real property, the expansion, redevelopment, or reuse, which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant (US EPA website, visited 8/6/04).

Because of the number of auto-oriented businesses along the NE 23rd Street corridor, the presence of old and abandoned businesses, notably gas stations, presents an emerging critical issue for revitalization efforts in the area. The OU team upon visual inspection, found seven potential Brownfield sites merely

from a visual inspection of properties. The presence of contamination, namely underground storage tanks present a real challenge for revitalization of the area because the presence of contamination can cool the market for these properties, preventing their reuse. At the very least, it raises the cost of conducting business in the area and thus helps to prevent urban redevelopment without extensive public sector assistance.



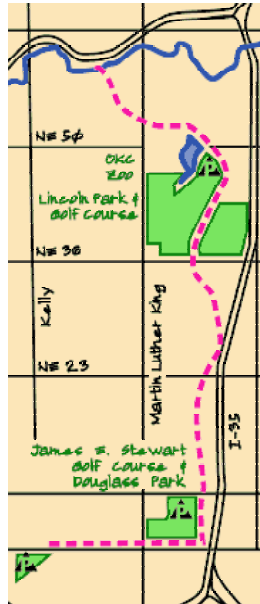
Potential Brownfield site

Reuse and redevelopment of these abandoned, idled or underutilized industrial and commercial sites are both a challenge and an opportunity. Putting these sites back into productive use can serve as a catalyst for local economic revitalization. Complex financial, legal and environmental risks and uncertainties are some of the biggest barriers to owners and developers. While often deemed a substantial barrier to successful revitalization efforts, there is momentum building within the Oklahoma City government to aggressively inventory

and identify sources of funding for the assessment and potential remediation of these sites.

SINCE THE REPORT

Since the structural survey and summary report was completed in 2005, the Katy Trail (shown at right as a pink dashed line) has been funded through a Federal Department of Transportation grant and 2000 General Obligation Bond funds and is currently under construction. The Katy Trail is 7.3 miles of a multi use off-street trail traveling from Deep Fork Creek to Washington Park. Also since the structural survey and summary report, Oklahoma City's Planning Department, Urban Redevelopment Division has hired a Brownfields Coordinator. The Brownfields Coordinator's role is to facilitate the Oklahoma City Brownfields Redevelopment Program. More information about Brownfields can be found in Chapter Four, Economic Opportunities/Neighborhood Enhancements.



Another significant change that has occurred since the completion of the structural survey and summary report in 2005 is the installation of streetscape improvements along NE 23rd Street. Specifically, the description of sidewalk conditions on page 28 and 29 of this report, under the heading of "Site/Sanitary Conditions," is outdated. The

condition of the sidewalks has been significantly improved due to the streetscape project along NE 23rd Street.

Housing and Structural Assessment Issues

The structural assessment survey was a visual assessment of structures fronting NE 23rd Street, many of which are non-residential uses. The housing trends analysis incorporated data from various sources to identify residential trends and to assess neighborhoods within the larger study area. Though these two methods of study examined different things, a pattern of interconnection between the non-residential structures and neighborhoods emerges. Generally, findings of the visual structural assessment extend into the neighborhoods adjacent to the NE 23rd Street corridor.

The area from Interstate-235 east to Kelley Avenue (shown as Area One on Map 8) was rated in excellent condition by the structural survey. The housing trends study area bounded by NE 30th Street, Kelley Avenue, NE 16th Street and Interstate-235 saw an increase in single-family housing values from 2000 to 2006 and higher rates of ownership than other areas within the study. Interestingly, some areas northeast and northwest of the capital have higher vacancy rates and lower housing values, while areas to the south are opposite these findings. This stronger neighborhood to the south of the State Capitol may be due to the motivated population in the area of the Medical Community Neighborhood and the Historic District of Lincoln Terrace.

The structural assessment survey found the area from Kelley Avenue to Highland Avenue along NE 23rd Street to

be in generally poor condition (shown as Area Two on Map 8). This finding is echoed in the housing trends data through the lower housing values, changes in value, and higher vacancies in the study area east of Kelley Avenue to Martin Luther King Avenue. The lower ownership rates in this area could be one cause for less investment in properties and the lack of maintenance.

From Martin Luther King Avenue to Interstate-35 (shown as Area Three on Map 8) the structural survey found the area to be in sound condition. The housing trends analysis found the study area to have lower ownership and housing values, with some pockets of high vacancies. The Neighborhood Assessment found the north side of NE 23rd Street from Martin Luther King Avenue to Interstate-35 to be weaker while the south side is a stronger neighborhood (shown on Map 7).

Several community members have expressed concerns that limited housing options exist in the area for households of middle income and above.* This has resulted in people moving out of the community to other parts of the City. In order to facilitate a mix of housing types for various income levels, there should be housing options available to serve the needs of all income levels that desire to remain in the area.

* Based on 2000 Census data only 26.0 percent of households in the NE 23rd Plan Area are middle income or higher compared with 53.2 percent for all of Oklahoma City. Middle income households are defined as households having incomes 80 percent or greater than the Oklahoma City median household income. The 80-percent benchmark is adjusted to account for household size.

While there are some areas in need of reinvestment and maintenance within the study area, overall housing values have increased from February 2001 to October 2006 and there are desirable areas from which initiatives can draw momentum.

EXISTING LAND USE AND ZONING

In order to adequately evaluate land use patterns, both for opportunities and constraints, it is important to look at both the current land uses and zoning that exist on a parcel by parcel basis within the NE 23rd Street Corridor Plan area.

Map 9 and Table 3 detail land use in the NE 23rd Street Corridor Plan area. The State Capitol complex centered at NE 23rd Street and Lincoln Boulevard dominates the eastern portion of the Corridor Plan area. North and west of the State Capitol is an area with a mixture of industrial, commercial, and office uses with a small number of scattered residences.

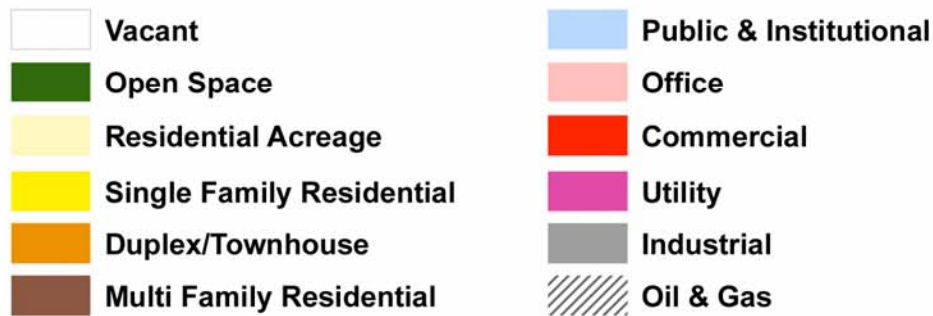
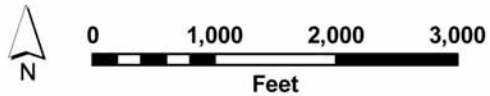
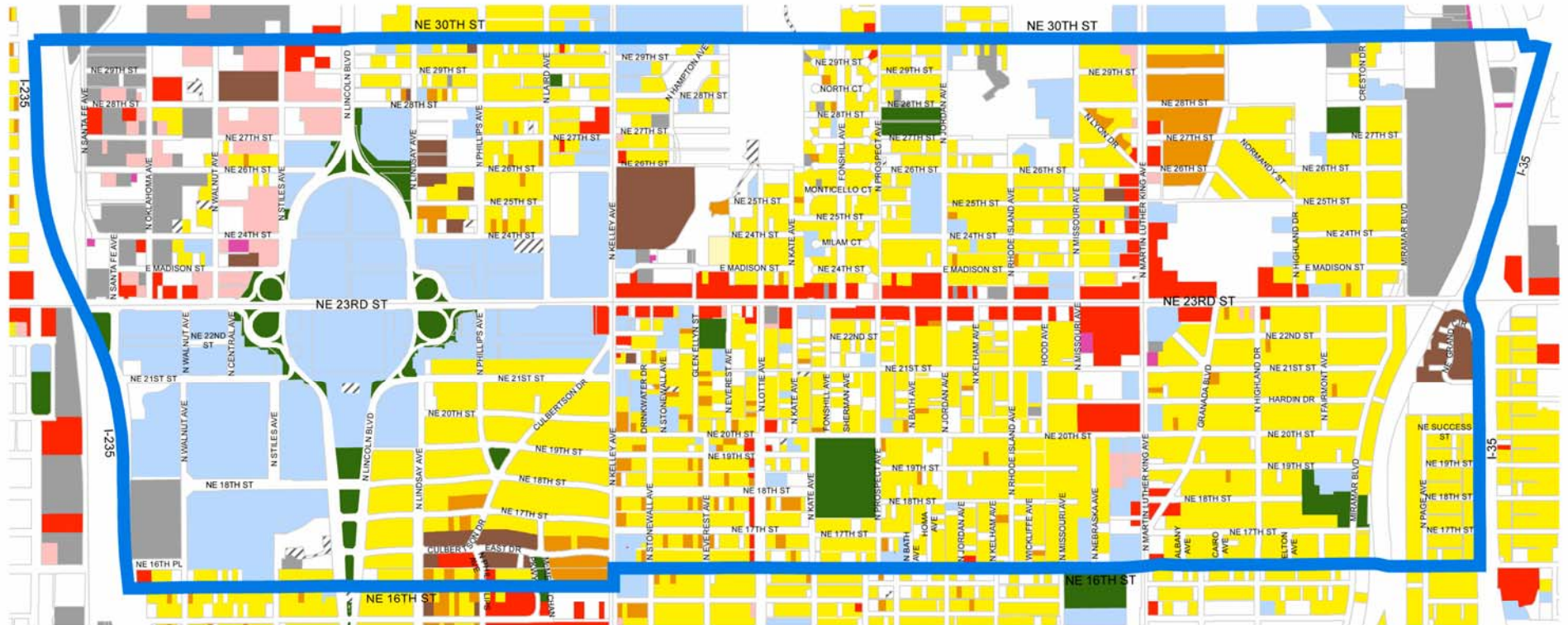
NE 23rd Street between Kelley Avenue and Martin Luther King Avenue is a commercial corridor. Lesser concentrations of commercial development occur along Martin Luther King Avenue north and south from NE 23rd Street and along Lottie Avenue between NE 16th Street and NE 20th Street.

There are several large vacant tracts in the area, especially north of NE 23rd Street between Kelley Avenue and Interstate-35.

Table 3 Existing Land Use, March 2007

	Acres	Percent
Residential		
Single family	493.66	28.6
Duplex	41.12	2.4
Multi-family	35.74	2.1
Open space and recreation	42.95	2.5
Public and institutional	246.25	14.3
Office	31.86	1.8
Commercial	64.54	3.7
Utilities	2.14	0.1
Industrial	83.52	4.8
Oil and gas	5.09	0.3
Right-of-way	426.43	24.7
Vacant	253.61	14.7
	<u>1,726.91</u>	

Map 9 Existing Land Use, March 2007



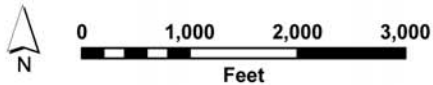
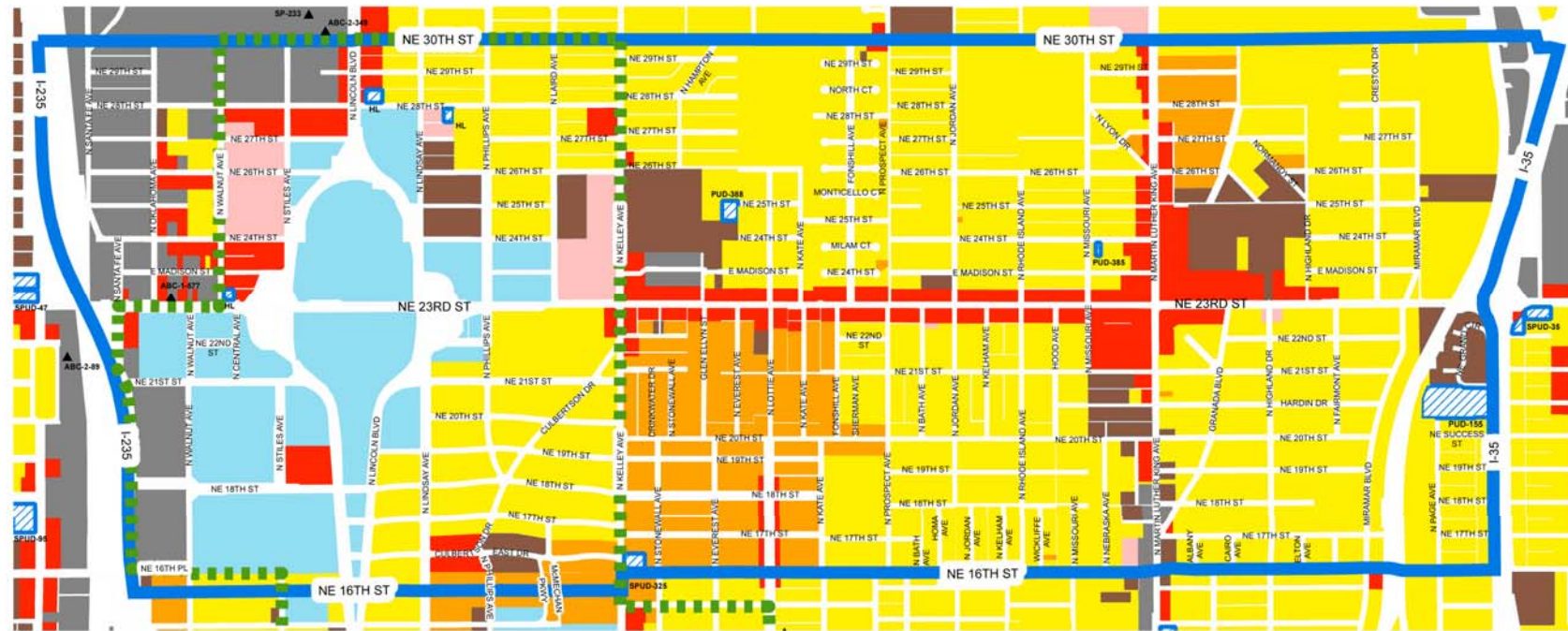
Map 10 and Table 4 detail zoning within the NE 23rd Street Corridor Plan area. For the most part, zoning mirrors land use patterns with the zoning for the State Capitol complex and the commercial zoning along NE 23rd Street being especially predominant. Another noteworthy pattern is the large area of duplex zoning south of NE 23rd Street and east of Kelley Avenue.

As shown in the table below, the predominant residential zoning district in the Corridor Plan area is R-1, which is characterized by single family homes. Of the commercial zoning districts, C-4 is predominant along the NE 23rd Street Corridor. The Industrial zoning districts in the Corridor Plan area are concentrated north of NE 23rd Street between Sante Fe Avenue and Walnut Avenue. And, of course, a significant portion of the Plan area consists of public and institutional uses. In Map 10, a green-dashed line indicates the portion of the Plan Area within the Capitol-Medical Zoning District. In this portion of the Plan Area, the Capitol-Medical Center Improvement and Zoning Commission administer and enforce zoning regulations.

Table 4 Zoning, March 2007

ZONING CATEGORIES	Zoning Districts		Acres	Percent
	City of Oklahoma City	Capitol-Medical Zoning District		
Residential				
Single family	R-1	RD-1, HP	699.08	54.9
Duplex	R-2	RD-2	110.44	8.7
Multi-family	R-3, R-4	RD-4	80.23	6.3
Office	O-2	CO	28.83	2.3
Commercial	C-1, C-3, C-4	CN, CSC	99.74	7.8
State Government/Health Center		P	154.53	12.1
Industrial	I-1, I-2	I-2	93.65	7.3
Special Districts	PUD, SPUD	HL	7.81	0.6
			<u>1,274.31</u>	

Map 10 Zoning, March 2007



ZONING CATEGORIES

Residential

- Single family
- Duplex (two family)
- Multi-Family (three or more units)

Non-Residential

- Office
- Commercial
- State Government and Health Center
- Industrial

Special Districts

- Planned Unit Development (PUD)
- Special Planned Unit Development (SPUD)
- Historic Landmark (HL)

Zoning Overlays

- ABC-1** Alcoholic Beverage Consumption, Restaurant with Limited Alcohol (beer and wine only)
- ABC-2** Alcoholic Beverage Consumption, Restaurant with Alcohol (beer, wine, and mixed drinks)
- SP** Special Permit

- Capitol-Medical Zoning District

Existing Land Use and Zoning Issues

Tax exempt property The large amount of public and institutional uses (state government, churches, and schools) in the area present a major reduction in taxable property. This could significantly affect the use of special tax-based financing for redevelopment such as tax increment financing.

Duplex zoning underutilized Primary uses within the large area of duplex zoning located south of NE 23rd Street and east of Kelley Avenue include single family housing, public and institutional uses and vacant tracts. Some consideration of rezoning this area to conform to the predominant uses may be warranted.

Large vacant tracts The large vacant tracts located north of NE 23rd Street and east of Kelley Avenue are all zoned for single family housing. Zoning for more intense development may stimulate development of these tracts. However, safeguards would be needed to ensure compatibility within the adjoining single family neighborhoods.

Viability of residential area north and west of the State Capitol Long-term prospects may not be favorable for the scattered single family houses north and west of the State Capitol. These houses are completely surrounded by industrial and commercial zoning and development. Further, the residentially zoned area is too small and the houses are too scattered to be viewed, in any real sense, as a neighborhood.

Commercial Uses/Parking The primary commercial development in this corridor extends along NE 23rd Street from Kelley Avenue to Martin Luther King Avenue. For the most part, the depth of the commercial zoning is relatively narrow, ranging from 120 to 160 feet or one lot deep, with the lots oriented in a north south direction. A commercial pattern, such as this, characterized by narrow depth is referred to as strip commercial development. The exception to this is at several intersections, specifically at NE 23rd Street and Kelley Avenue, Kate Avenue and Bath Avenue. At NE 23rd Street and Martin Luther King Avenue, commercial zoning extends significantly further north and south along Martin Luther King Avenue.

The strip commercial development pattern along this corridor is established and, given that it abuts existing neighborhoods, there are limited opportunities to increase the commercial depth. In the *OKC Plan, 2000-2020*, strip commercial development is discouraged and commercial districts are encouraged. The *OKC Plan* defines commercial districts as "similar to the traditional 'main street' with multi-story buildings, service alleys, shared parking, narrow facades, and an occasional parking lot." The *OKC Plan* further describes commercial districts: "These commercial uses should have a combination of uses including residential. Buildings, drives, parking areas, and walkways should be laid out in patterns that encourage pedestrian activity. Commercial districts should be interconnected with surrounding neighborhoods for easy and convenient access. As an incentive, developers would be allowed to dedicate larger amounts of land to commercial use than typically allowed in strip commercial developments."

First, it should be noted that the segment of the NE 23rd Street corridor from Kelly Avenue to Martin Luther King Avenue, although long and narrow in configuration, meets some of the characteristics of a commercial center as defined by the Plan. It is one of a few unique older commercial corridors in Oklahoma City characterized by buildings that are on or near the property line fronting on the street, in this case, specifically NE 23rd Street. Therefore, the building form of this area does resemble a traditional “main street” rather than a suburban strip commercial area that would have large parking areas in front of the buildings. Like the *OKC Plan* recommends, there are a few multi-story buildings, shared parking, narrow facades and occasional parking lots within this area.

However, there are also characteristics of strip commercial development present in this area, such as a lack of vehicular and pedestrian interconnectivity between commercial sites and lack of connections with surrounding neighborhoods. And, there are numerous curb cuts leading from the roadway into the parking areas that interrupt the pedestrian environment and result in a stop and go, inefficient traffic flow on the roadway (the traffic effects are discussed further in the Transportation section of this Chapter).

The largest concentration of commercial zoning in this area is found at the southwest and northeast corners of the intersection at NE 23rd Street and Martin Luther King Avenue. Several major retailers have already located here, specifically CVS Pharmacy and Hollywood Video at the southwest corner. A grocery store and other commercial

uses are located at the northeast corner. As a result of a market study to identify a location for a grocery store, the northeast corner was chosen as the ideal location for a new larger grocery store in northeast Oklahoma City (See Chapter Three, Economic Development Studies).

For most of the existing commercial development along the corridor, parking is a challenging issue. Currently, parking is provided both on-street and off-street along the NE 23rd Street Corridor, between Broadway Avenue and Martin Luther King Avenue. In prior meetings with the community, concerns were expressed regarding parking opportunities along the corridor. There were comments regarding the lack of parking, especially along the north side of NE 23rd Street. Others commented, stating that the angled parking that exists through much of the Corridor often conflicts with traffic flow on NE 23rd Street and serves as a deterrent for people to park in those areas. With the recent streetscape improvements along NE 23rd Street, some of the angled parking has been eliminated. Parallel parking is now the predominant form of on-street parking left in the corridor.

There are also issues regarding off-street parking along the corridor. The parking lots that serve the small commercial businesses in the area are not typically marked as to where vehicles are suppose to park and not connected to any adjacent parking lots. Because of this, cars often park in a random pattern, often obstructing the sidewalk. To alleviate the parking constraints on the north side of NE 23rd Street, parking lots have been constructed on the south side of the roadway. This creates a situation where pedestrians parking their vehicles on the south side of NE

23rd Street need a safe crossing area in order to reach their destination on the north side.

There are significant opportunities for commercial redevelopment and infill along the corridor. However, for new commercial uses, the narrow depth of the commercial zoning makes it difficult for commercial properties, to meet current development regulations, such as parking requirements. Therefore, it is essential that new commercial development be required to provide connections with adjacent commercial properties and share parking, when feasible. In previous community meetings, there was support of parking behind the buildings, as long as the back of the building contained an entrance similar to the front. There are some opportunities to the rear of the existing commercial zoning on north side of NE 23rd Street for additional parking. However, consideration would need to be given to the adjacent residential areas. Any new development or any new parking areas, over 500 square feet, would need to meet the City's landscape ordinance, which requires screening of commercial areas from residential areas.

Another issue that may need to be addressed to facilitate commercial redevelopment and infill along the corridor are required setbacks. The C-4 General Business zoning district, which dominates NE 23rd Street from Kelley Avenue to Martin Luther King Avenue, requires a minimum of 25 foot building setback. In order to develop on or near the property line, consistent with the characteristics of a commercial center as described in the *OKC Plan* and of some of the existing development in the area, a provision

in a subsequent zoning overlay for the corridor could allow for flexibility in reducing the required 25 foot setback.

Mixed Use Opportunities The commercial and residential uses in close proximity along the corridor create an ideal opportunity for further mixing and integrating these uses. The City adopted a new Zoning Code, which became effective in December of 2007 that allows dwelling units to locate above the ground floor in all commercial districts. This added flexibility of locating residential uses within commercial districts would further strengthen the viability of new commercial uses within the corridor.

Other Land Use and Development Issues In prior meetings with the community, there were concerns expressed about the lack of commercial services in the NE 23rd Street Corridor. Since there is a significant portion of the population in the area over the age of 65 and under the age of 18, there is a need for retail, recreational and entertainment to serve these age groups. Also, members of the community stated that the lack of reinvestment and redevelopment in the area is a significant problem. They noted that lessees in the area had not invested in the area.

There have been concerns expressed regarding the appearance of the NE 23rd Street Corridor. The C-4 General Business zoning district, that is dominant in the corridor area, is the most intensive commercial zoning district and allows for extensive "outside" sales and operations and permits more intensive uses, such as auto body shops, farm equipment retailers, automobile storage lots, 672 square foot billboards and campgrounds. Another intensive zoning district in the Plan area is the I-2

Moderate Industrial district which allows for more intense commercial uses and billboards, and outdoor sales and storage, like C-4, but also permits moderate industrial uses. The uses allowed by the C-4 and I-2 zoning districts, can be unattractive and do not strengthen the appearance of the NE 23rd Street Corridor. Similar land use and zoning issues existed in the NW 23rd Street between Villa Avenue and Broadway Avenue, and a Zoning Overlay was adopted to address those issues. A similar overlay should be pursued to address the various issues mentioned in this Plan.

TRANSPORTATION

The following section provides an analysis of various aspects of the transportation network – roadways, transit, trails, bike routes and pedestrian environment - within the NE 23rd Street Corridor. The urban nature of this corridor provides for a variety of transportation options. This section examines the existing conditions of these transportation options; recent improvements and current initiatives to improve the transportation network and identifies remaining transportation issues that need to be addressed in the area.

Roadway System

The segment of NE 23rd Street between North Broadway Avenue and Interstate-35 is approximately 2.8 miles in length. At the west end of this segment (North Broadway Avenue), NE 23rd Street is a four-lane road and turns into a six-lane road at the East Lincoln Boulevard and West Lincoln Boulevard underpass of the State Capitol Complex.

Posted speed limits on NE 23rd Street range from 30 to 40 miles per hour.

NE 23rd Street is classified as a *major arterial*, according to the *Functional Classification Plan for the City of Oklahoma City Street System*. Major arterials are designed to carry high volume, local traffic, and typically distribute traffic from the highway system into the metropolitan area. Destination points such as the State Capitol Complex, University of Oklahoma Health Sciences Center, City-County Health Department, Oklahoma History Center and the various commercial developments between the Kelly Avenue and Martin Luther King Avenue intersections are primary generators of vehicular traffic on this roadway.

There are a few significant north-south roadways within the NE 23rd Street Corridor that are classified as *major collectors* and *minor arterials* on the *Functional Classification Plan for the City of Oklahoma City Street System*. These are Santa Fe Boulevard, Lincoln Boulevard, Kelly Avenue, Lottie Avenue and Martin Luther King Avenue.

The Traffic Management Division of Oklahoma City Public Works Department has provided Annual Average Daily Trip (AADT) counts for NE 23rd Street and several north south roadways within the boundaries of this corridor plan. AADT is the total volume of vehicle traffic in both directions of a road for a year divided by 365 days. This includes traffic generated by the concentration of pass-by trips.

Level of Service (LOS) is a measure of the ability of a roadway to accommodate traffic. The measures range from LOS A, which describes an uncongested roadway, to LOS F, which describes a roadway at gridlock. LOS is regarded as a measure of traffic density, or measure of congestion on roadways (including intersections), rather than overall speed.

Another important component of transportation planning to consider is 'travel demand forecasting', which involves predicting the impacts that various policies and programs will have on travel in the urban area. The forecasting process also provides detailed information, such as traffic volumes, bus patronage, and turning movements, to be used by engineers and planners in their designs. A travel demand forecast might include the number of cars on a future freeway or the number of passengers on a new express bus service. It might also predict the amount of reduction in auto use that would occur in response to a new policy imposing taxes on central-area parking.

For travel demand forecasting, when identifying uses on a roadway and determining the number of anticipated trips generated by those uses, it is practice to identify anything that would be considered a 'special trip generator'. In other words, in addition to the uses that have more standard trip generation rates, such as office and retail, there are also occasionally uses that are considered special trip generators. These are unique land uses or environments that produce an extra large number of trips. For regular travel demand modeling, stadiums, airports, train stations, large parks, and 'mega-malls' generate more

trips than would be predicted by the amount of employment at those locations.

The North Lincoln Boulevard and NE 23rd Street intersection serves as a main connecting point for the State Capitol Complex, as well as the University of Oklahoma Health Sciences Center. There are three special trip generators in this area. The first is the Oklahoma History Center, one of several tourist attractions on NE 23rd Street. The second special trip generator is the Oklahoma City-County Health Department, whose services range from an immunization clinic to a public information entity. The State Capitol Complex also serves as a special trip generator.

South of the State Capitol Complex is the University of Oklahoma Health Sciences Center. Although not considered a special trip generator, the University of Oklahoma Health Sciences Center is a significant generator of vehicular trips to the area. Commuters traveling south on either Interstate-35 or Interstate-235 with a final trip destination at the University of Oklahoma Health Sciences Center can use the NE 23rd Street exit, and then head south on Lincoln Boulevard to reach the University of Oklahoma Health Sciences Center. In addition, other state government agencies contribute significantly to the amount of trips in the area, such as Oklahoma Department of Transportation (ODOT).

The following tables list various roadway segments within the NE 23rd Street Corridor, their length, number of lanes, posted speed limits, average annual daily trips (AADT)

where trip counts are available and corresponding levels of service (LOS) based on current activity.

Table 5 Level of Service, NE 23rd Street

N.E 23rd Street Segment	Length	Lanes	Posted Speed	AADT	LOS
Broadway Ave. to Walnut Ave.	1,777 ft	4	35mph	31,947	E
Walnut Ave. to West Lincoln Blvd.	1,033 ft	4	35mph	23,274	E
West Lincoln Ave. to East Lincoln Blvd.	2,112ft	6	40mph	17,156	C
East Lincoln Blvd. to Kelly Ave.	1,909 ft	4	40mph	19,219	C
Kelly Ave. to Lottie Ave.	1,536 ft	4	30mph	17,783	D
Lottie Ave to Prospect Ave.	1,176 ft	4	30mph	17,053	E
Prospect to Jordan Ave.	660 ft	4	30mph	23,581	F
Jordan Ave. to MLK Ave.	1,993 ft	4	30mph	15,284	D
MLK Ave. to Creston Ave.	2,185 ft	4	35mph	17,472	D
Miramar Blvd. to I-35	1,645 ft	4	30mph	18,490	D

Table 6 Level of Service, North of NE 23rd St

N.E. 30th St. to N.E. 23rd St.	Length	Lanes	Posted Speed	AADT	LOS
Santa Fe Blvd. from N.E. 30 th St. to N.E. 23 rd St.	2,883 ft	2	35mph	4,714	C
Lincoln Blvd. from N.E. 30 th St. to N.E. 23 rd St.	3,100 ft	4	25mph	10,404	D
Kelly Ave. from N.E. 30 th St. to N.E. 23 rd St.	2,641 ft	4	35mph	10,207	C
MLK Ave. from N.E. 30 th St. to N.E. 23 rd St.	2,641 ft	4	35mph	15,214	C

Table 7 Level of Service, South of NE 23rd St

N.E. 16th St. to N.E. 23rd St.	Length	Lanes	Posted Speed	AADT	LOS
Kelly Ave. from N.E. 16 th St. to N.E. 23 rd St.	2,726 ft	2	30mph	6,320	C
Lottie Ave. from N.E. 16 th St. to N.E. 23 rd St.	2,627 ft	4	25mph	10,200	D
MLK Ave. from N.E. 16 th St. to N.E. 23 rd St.	2,644 ft	4	35mph	16,454	D

Traffic data used in this analysis was based on the traffic count map in the City of OKC maintained GIS layer – numbers here indicate only a preliminary analysis.

As indicated in the tables, seven roadway segments currently operate at LOS C, six at D, three at E, and one at LOS F. The Prospect Avenue to Jordan Avenue segment of NE 23rd Street currently has the lowest level of service because of the small length of the segment (660ft) and the amount of commercial development around this part of the segment. This segment is at the center of the corridor study area and captures a fair amount of vehicular traffic that is not associated with NE 23rd Street, such as pass-by trips to the University of Oklahoma Health Sciences Center on Lincoln Boulevard.

Generally, the tables indicate that the roadway segments within this corridor are heavily traveled and many are currently operating at low levels of service (LOS D or lower). Since the roadway network in this Corridor experiences a significant amount of vehicular traffic daily, issues such as curb cuts, pavement conditions and other modes of transportation become increasingly important.

Curb Cuts

Curb cuts are ramps or access points interrupting an otherwise continuous curb in order to provide vehicular or pedestrian access. In this report the use of the term curb cut specifically refers to vehicular access, or driveways. The numerous commercial businesses fronting NE 23rd Street have created an excess of curb cuts. Map 11 illustrates the curb cuts along NE 23rd Street as red lines. As evidenced in the map there are several and sometimes-lengthy curb cuts along NE 23rd Street, particularly in the area from Kelley Avenue to Martin Luther King Avenue. These excessive curb cuts can lead to unsafe driving

conditions as drivers attempt to access the many storefronts in the area.

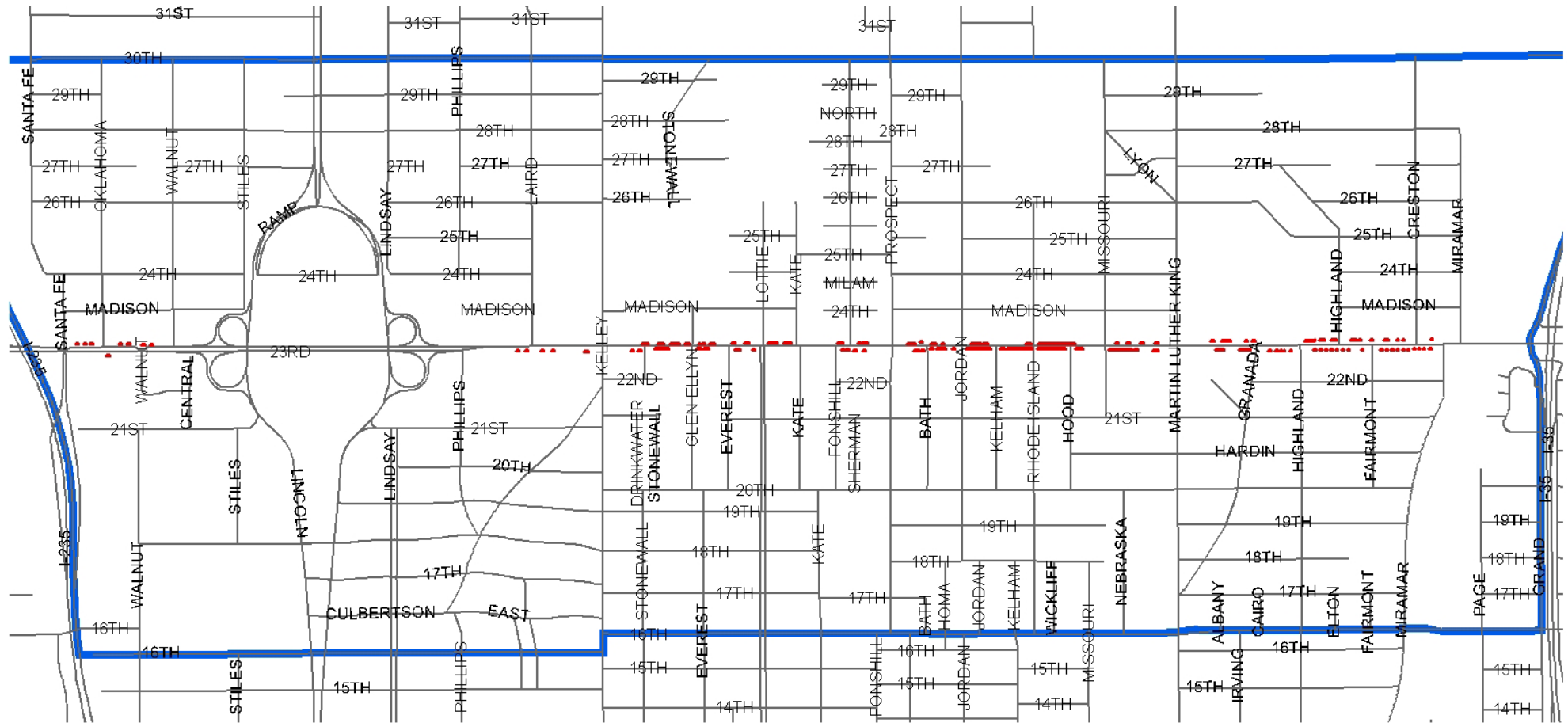
Table 8 summarizes findings of three studies regarding automobile travel speeds and spacing of curb cuts. These studies contain recommendations regarding a maximum number of curb cuts, based on speed and distance that typify a relatively safe situation. From Santa Fe Avenue to just west of the State Capitol and Martin Luther King Avenue to Interstate-35 the speed limit is 35mph. From west of the State Capitol to Kelley Avenue the speed limit is 40, and from Kelly Avenue to Martin Luther King Avenue it is 30mph. Several of the curb cuts along NE 23rd Street exceed minimum spacing requirements, leading to an unsafe driving and pedestrian experience. The area from Kelley Avenue to Martin Luther King Avenue has approximately 55 curb cuts, resulting in an average of 5.2 driveways per 500-foot city block. This is well above the number of driveways recommended for a 30 mph street.

It should be noted very few blocks within the study area are actually 500 feet long; they vary from larger to just over 300 feet in length. Generally speaking, a doubling of access points (driveways or curb cuts per mile) leads to a 20-40% increase in the accident rate (Dart, Mann, 1970). These abundant curb cuts that lead to separate parking areas (without either vehicular or pedestrian connections to adjacent properties) create the necessity to drive to shopping destinations, instead of parking in a central location and walking to various shopping opportunities.

Table 8 Curb cuts & spacing recommendations

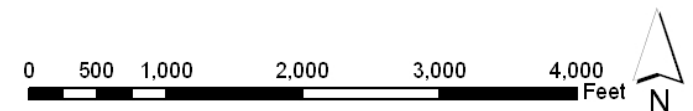
	Posted Speed (mph)	Minimum Driveway Spacing (feet)	Approx. # of Driveways per 500-foot Block Face
Champaign-Urbana Urbanized Area Transportation Study (CUUATS)	35+	315 to 350	1.6 to 1.4
	30-35	210 to 240	2.4 to 2.1
City of Tallahassee, FL & OKI Regional Government, Cincinnati, OH	40	185	2.7
	35	150	3.3
	30	125	4
Ohio Department of Transportation	40	325	1.5
	35	250	2
	30	200	2.5
Sources: <i>Access Management Guidelines</i> , Champaign-Urbana Urbanized Area Transportation Study (CUUATS), October 2001; <i>Access Management Toolkit</i> , Center for Transportation Research and Education, Iowa State University, 2006; <i>Transportation Access to Development: A Guide for Officials and Developers</i> , Akron Metropolitan Area Study, 2001			

Map 11 Curb Cut Inventory



Legend

- NE 23rd St Corridor Study Area
- Curb Cuts



Pavement Condition

The City of Oklahoma City has recently completed a Pavement Condition Rating (PCR) survey on streets within the City limits of Oklahoma City. In the NE 23rd Street Corridor Planning area, the data for the PCR from Broadway Avenue to Kelley Avenue is maintained by the State; while the PCR data from Kelly Avenue to Interstate 35 is maintained by the City. This data has been transferred into the City's Geographic Information System and is shown on Map 12.

The PCR, is a numerical rating between 0 and 100 and is used to indicate the condition of a roadway with 100 representing an excellent pavement. The roadways within the 23rd Street Corridor, as defined by this Corridor Plan, is composed of 56.75 road miles, of which each improved roadway has a PCR rating.

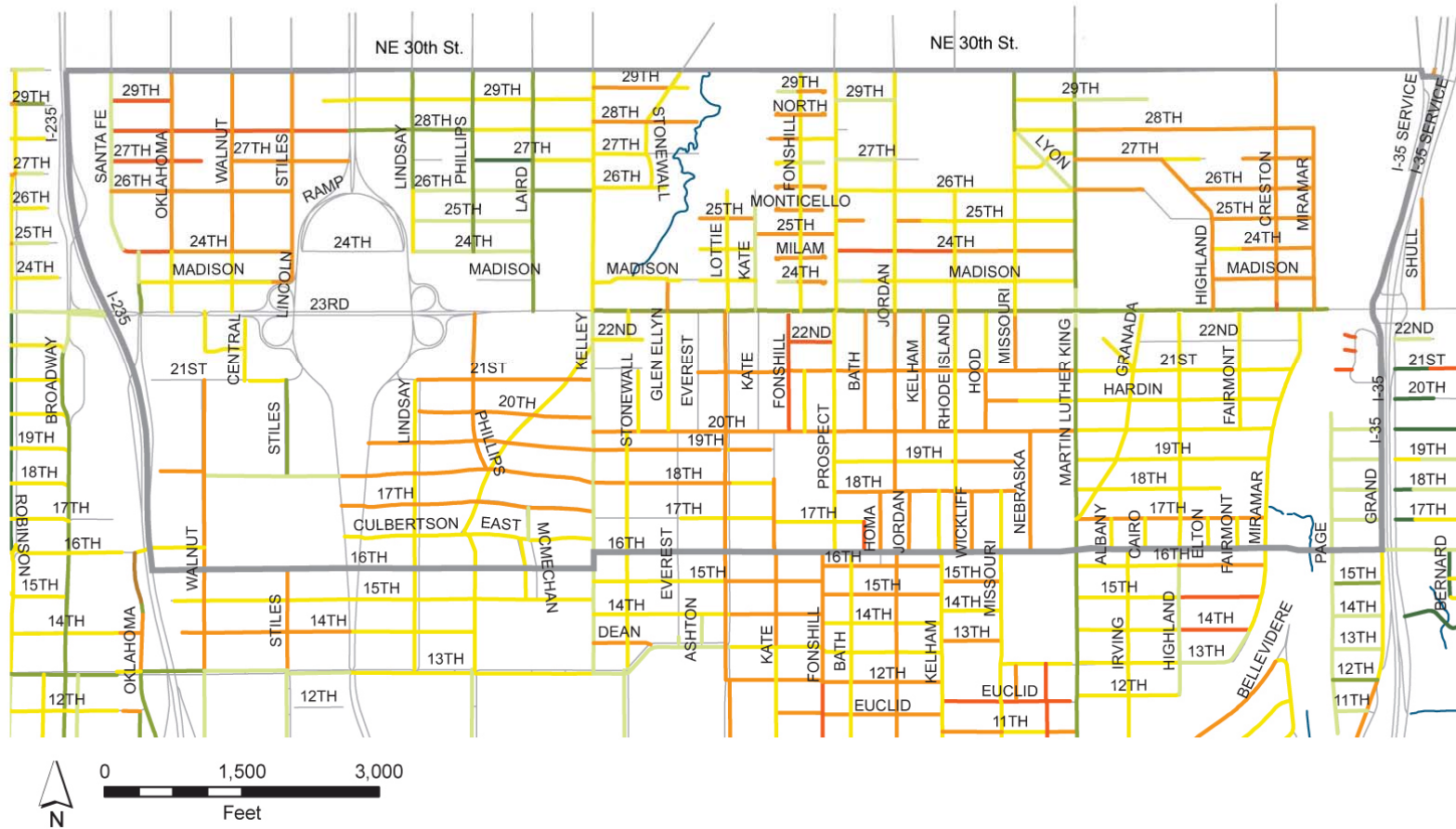
Using Geographical Information Systems (GIS) tools the following PCR analysis was found.

Table 9 PCR Ratings of NE 23rd Street Corridor Study Area

PCR	Description	Percentage	Miles
None	Gravel or Dirt	0.22%	0.10
0-25	Very Poor	7.01%	3.25
26-40	Poor	24.16%	11.20
41-55	Fair	49.46%	22.93
56-70	Good	12.94%	6.00
71-85	Very Good	4.40%	2.04
86-100	Excellent	1.81%	0.84

As shown in Table 9 above, the PCR within the Corridor ranges from very poor to excellent. The majority of the roadways within the Corridor have either fair or poor PCR ratings. Over 40% of the roadways in the Corridor have a PCR which indicates fair conditions; while almost 35% of have a PCR which indicates poor conditions. These statistics will be used to develop the future Capital Improvement Plan for Oklahoma City, which determines what streets will be programmed for repair.

Map 12 Pavement Condition Index



Pavement Condition Index (PCR)

- Gravel or Dirt (no PCI)
- PCI 0 - 25 (Very Poor)
- PCI 26 - 40 (Poor)
- PCI 41 - 55 (Fair)
- PCI 56 - 70 (Good)
- PCI 71 - 85 (Very good)
- PCI 86 - 100 (Excellent)

Transit

METRO Transit provides transit services in the form of fixed bus route service, for Oklahoma City. METRO Transit operates an active fleet composed of about 75 buses and trolleybuses providing public transportation to the metro area residents and businesses. Each is equipped with bicycle racks and thus enables intermodal connections to jobs, education, and trails. As shown on Map 13, there are several bus routes that traverse the Corridor, specifically: Routes 1, 2, 3, 18, 19, 22, 23, 37 and express route 24.

Several key routes that move people within the Corridor planning area and connect important uses include:

- ▶ Routes 2 & 3 Miramar / NE 23rd Street and Lottie Avenue - serves OU Medical Center, VA Hospital, McGuire Plaza Ralph Ellison Library and Diggs Community Center (frequency: every half hour);
- ▶ Route 18 State Capitol / NE 13th Street and Lincoln/Musgrave (frequency: every hour);
- ▶ Route 19 Green Pastures / NE Oklahoma County/NE 39th Street and Hiwassee – serves City-County Health Department, Career Connection Center, Oklahoma County Pharmacy, Willow View Hospital, Star Spencer High School, Spencer City Hall, Mary Mahoney Center, Dunjee Properties (frequency: every hour);
- ▶ Route 22 Martin Luther King Boulevard / Zoo / Remington Park – serves Douglas High School, Moon Middle School, Metro-Tech Springlake Campus, Omniplex, Zoo, Remington Park, National Cowboy Hall of Fame and Western Heritage Museum (frequency: every half hour);

- ▶ Route 23 NE 23rd Street Cross-town / NW 10th Street and Council– serves OU Medical Center, Oklahoma City University, Shepherd Mall, Windsor Hills Shopping Center, State Capitol Complex, Wal-Mart (frequency: every half hour);
- ▶ Route 24 Sooner Express / Norman and the Route 37 Express / Edmond – serves University of Oklahoma South Oval (Norman), OU Medical Center, State Capitol Complex and Downtown Oklahoma City.

Service along NE 23rd Street east of Kelley Avenue is every hour via only Route 19. This fixed route buses operates until only about 7:00 pm. Two key transfer points for three or more routes are at both Ralph Ellison Library and the City County Health. The various routes make METRO Lift ADA paratransit service available throughout the study area.

In addition to the fixed bus route service, there are other METRO transit services in the area. METRO-Link provides limited curb-to-curb transportation after fixed bus route hours and to some areas not served by fixed bus routes. Essentially, METRO Link is typically available when and where fixed bus route service is not. In August 2006, METRO Link changed from curb-to-curb transportation to fixed route deviated transportation service. Hours of operation are 7pm-12pm Monday – Friday, and 7am-7pm on Sunday.

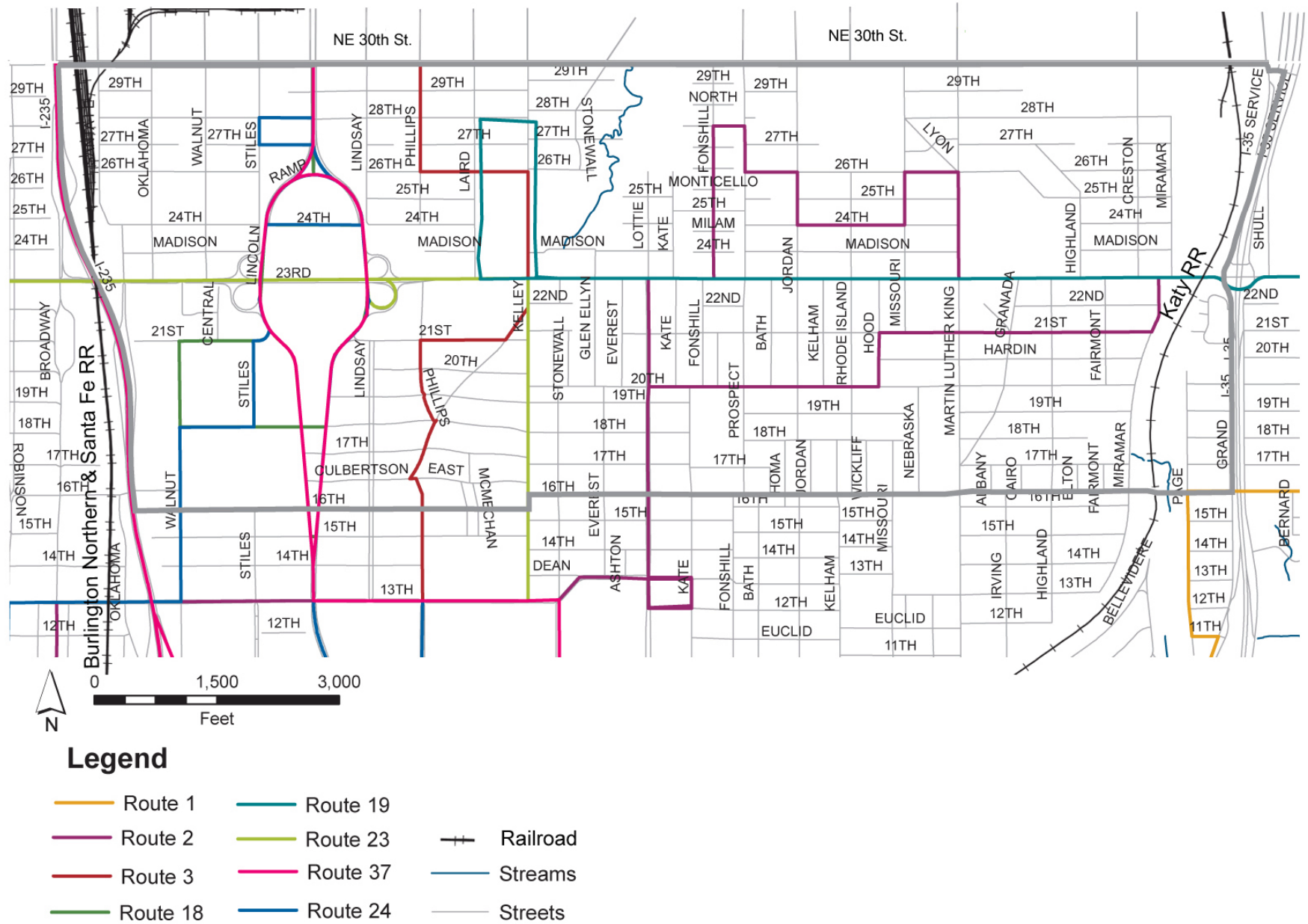
The *Fixed Guideway Transit Study*, dated July 2006, contains findings, conclusions and recommendations for the Fixed Guideway System Plan for the Oklahoma City Metropolitan Area. The study recommends much more

frequent fixed bus routes, especially service every 15-30 minutes along NE 23rd Street and possibly even a trolley bus for the NE 23rd Street corridor. The study recommends a commuter rail stop near the State Capitol. Finally, the study recommends night and Sunday fixed route service as well.

Railroad Corridors

Two railroad corridors exist within the study area, the Katy Railroad located near Interstate-35, and the Burlington Northern & Santa Fe Railroad located next to Centennial Expressway. The Burlington Northern & Santa Fe Railroad rail line is an active rail line that carries freight and passenger trains. The Katy rail line was once abandoned but is presently owned by Central Oklahoma Transit and Parking Authority (COTPA) and used as an excursion line by the Oklahoma Railway Museum. The excursion train travels from NE 50th Street, down to NE 4th Street, with plans to eventually connect to downtown Oklahoma City. The Oklahoma Railway Museum is located at 3400 NE Grand Boulevard. The *Fixed Guideway Transit Study* recommends a commuter rail station near the State Capitol, with convenient transfer connections to trolley or bus service along the NE 23rd Street Corridor.

Map 13 Fixed Bus Routes & Railroad Corridors



Trails and Bike Routes

Trails and Bike routes allow local residents to travel to employment and shopping districts without the use of an automobile. The 1997 Oklahoma City Trails Master Plan provides for an off-street trail system or pathway system to link activity centers together and provide an alternative mode of transportation for the citizens of Oklahoma City. The Plan recommends the implementation of a 208 mile network of off-street multi-purpose trails throughout Oklahoma City. The trail system provides many benefits to the community including: transportation, health, recreation, economic, air quality, education and quality of life.

The 1997 OKC Trails Master Plan identifies four multi-use trails planned within the NE 23rd Street corridor. A multi-use trail is a pathway for bicyclists, runners and walkers separated from the roadway. The four trails include: the Katy Trail, which is adjacent to Interstate-35 on the east side of the corridor; the Broadway Extension Service Road Trail located adjacent to Interstate-235; the 16th Street Trail connecting neighborhoods to the OU Health Science Center, and the Lincoln/Robinson Trail Link that follows the Lincoln Boulevard and Robinson Avenue right-of-ways. Map 14 shows the locations of these trails.

Of these four multi-use trails, only the Katy Trail is funded and expected completion by the end of 2008. The remaining three trail projects will not be funded for at least 5-7 years.

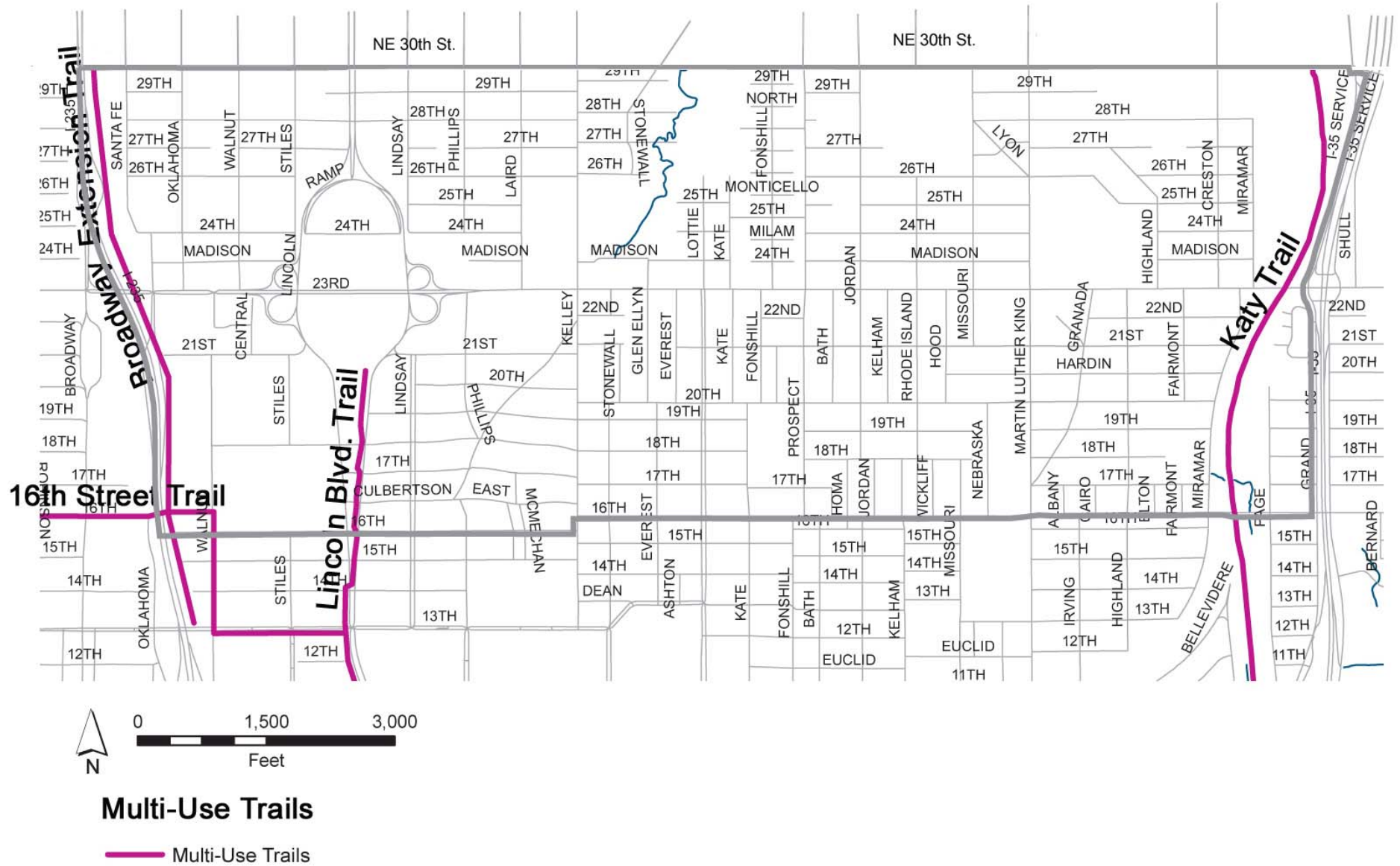
Even though bicycles are a legal mode of transportation on all roadways, excluding the interstate system, in Oklahoma

City, there are only few designated bike routes within the City (none within the NE 23rd Street Corridor Plan area). Historically, roadways in Oklahoma City were constructed without bicycle facilities or consideration for bicycle transportation. This results in conflicts between motorists and bicyclists and is a deterrent to bicycle travel. Retrofitting bike routes to existing streets can be difficult due to limited pavement widths, pavement conditions and traffic volume.

Oklahoma City Planning Department recently completed a Bicycle Transportation Plan that identifies streets and corridors suitable for the installation of on-street bike routes. The bike routes may consist of stripped bike lanes with signs, and shared lanes with signs and pavement markings. The plans intention is to create a more bicycle friendly environment and to encourage residents to ride more often.

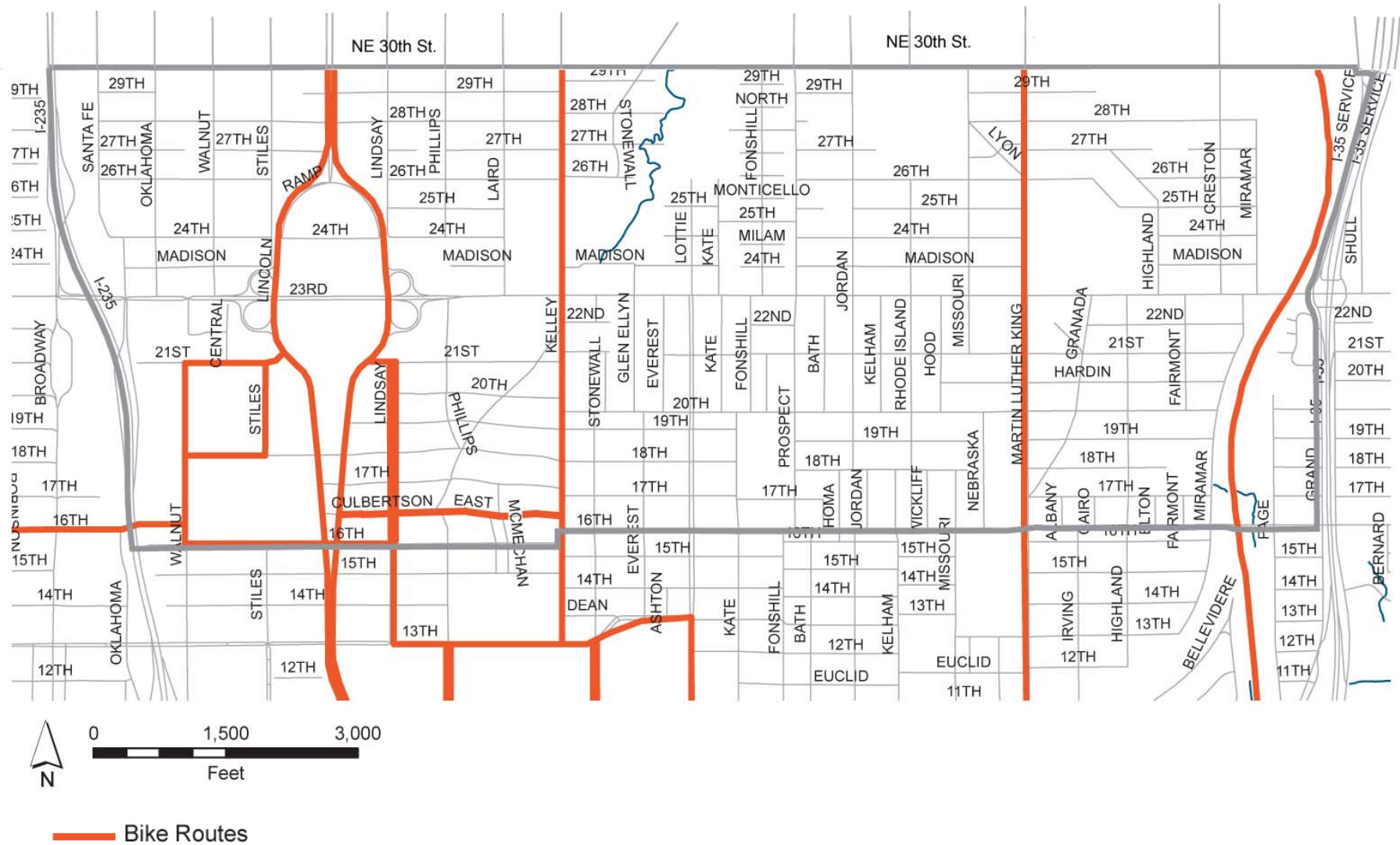
The Bicycle Transportation Plan calls for over 500 miles of bike routes within Oklahoma City, with over 200 miles being listed within the first phase. These were identified based upon bike route selection criteria, which included factors such as: existing traffic volume on the roadway, street width, street condition, number of driveways and intersections. The selected bike route locations provide an alternative mode of transportation for citizens in a safe and efficient manner. These routes are intended to connect neighborhoods with workplaces and shopping districts, while providing an efficient alternative to the automobile. Map 15 shows the proposed bike routes within the Corridor Plan area contained in the Bicycle Transportation Plan.

Map 14 OKC Trails Master Plan



Map 15 Bike Routes

As shown The Oklahoma City Bicycle Transportation Plan



NE 23rd Streetscape

A strength of the NE 23rd Street Corridor is the streetscape project from N Broadway Avenue to N Miramar Boulevard. The streetscape plans were a result of the public process of the *NE 23rd Street Revitalization Plan*. Two public meetings were held in June of 2000 to gather input, goals and visions for the corridor. An additional public meeting was held in November of the same year to present conceptual drawings based on the previous public input.

The streetscape improvements will beautify the area and serve as a catalyst for redevelopment and investment. Federal grants and Oklahoma City General Obligation Bond monies funded the streetscape, which includes intersection treatments, planted medians, lighting, signals and sidewalks. Intersection treatments include brick pavers in herringbone and running bond patterns at cross walks and in circles in the middle of particular intersections. At all intersections handicapped accessible crosswalk ramps with textured paving will be installed. The brick paver areas define pedestrian zones and lend significance to the intersections, letting visitors know NE 23rd Street is an important area. The planted medians define the automobile lanes, give visual interest, and improve the environment with vegetation. Proposed plantings include, Tuscarora Crepe Myrtle, Harbor Dwarf Nandina, Stella d' Oro Daylily and Chinese Pistache (pictured below).

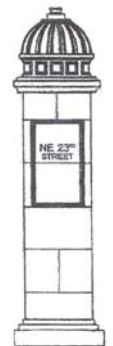


Planted medians and intersection treatments will have a calming effect on automobile drivers and create a safer pedestrian environment, a major issue of previous planning studies. New signals and streetlights that match the Central 23rd Street Corridor Streetscape will be installed. New streetlights will be added at intersections of Laird and Prospect Avenues. New sidewalks will replace old and will be installed where sidewalks did not exist along NE 23rd Street.



New signals and streetlights

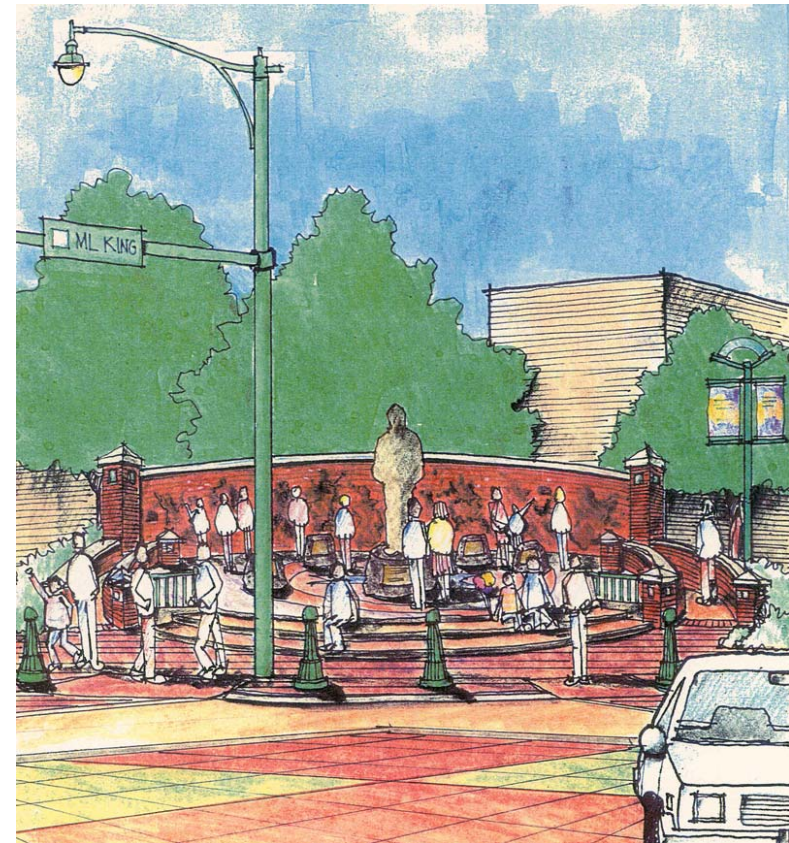
The streetscape implementation and construction was broken into two phases. Phase one of the Streetscape's scope is from N Broadway Avenue to N Bath Avenue. Intersection treatments are planned at Broadway, Santa Fe, Kelly and Lottie Avenues. Also included in phase one is an entry monument at the southwest corner of NW 23rd Street and N Santa Fe Avenue, just east of Interstate-235. The entry monument is nearly



12 foot tall, consists of a dome honoring The State Capitol anchored atop cast stone panels and marking the Clara Luper Corridor (drawing shown at right on previous page). The entry monument is surrounded on the ground plane by a radial stamped concrete pattern. Phase one of the streetscape also included replacing the existing 12-inch water main running from Phillips Avenue to Martin Luther King Avenue with a 16-inch line.

Phase two encompasses the remainder of the corridor, from N Bath Avenue to Miramar Boulevard, and will be complete in summer of 2008. Phase two includes the same general improvements as phase one along with a plaza at the southeast corner of Martin Luther King Avenue and an entry monument at Miramar Boulevard and NE 23rd Street. The plaza provides a raised platform for sculpture display in the center ringed by a ramp, landscaped area, and seat wall. The plaza design allows for the future installation of a wall along the south perimeter to accommodate the display of sculpted African American historical figures. The center sculpture and the sculpted African American historical figures to be placed on the wall, and the wall itself, are not within the scope of the streetscape plans and will have to result from community initiatives.

Streetscape inconsistencies and the unfriendly pedestrian environment of NE 23rd Street was a considerable public concern in previous planning studies. These streetscape improvements will not only improve the pedestrian experience and the appearance of the corridor but are intended to spur reinvestment and the development of NE 23rd Street as a 'Destination Corridor'.



Conceptual rendering of the plaza, as shown in the *NE 23rd Street Revitalization Plan*

Pedestrian Environment

The close proximity of the residential areas to the non-residential areas provides an ideal situation for a pedestrian environment. However, there are several physical impediments to the establishment of a safe pedestrian environment.

Within the Study Area there are very few sidewalks throughout the residential neighborhoods. Along N Kelley Avenue from NE 23rd Street south to NE 16th Street, a sidewalk will be installed as a part of the Capitol Medical Plan. The sidewalk is expected to be under construction in early 2008.

As was discussed earlier, Map 11 shows existing curb cuts in red. Excessively wide curb cuts for driveways are a major stumbling block in creating a consistent pedestrian environment along NE 23rd Street. Quantities of curb cuts are also a problem where residential properties front and access the south side of NE 23rd Street, from Granada to Miramar Boulevard. Some of these properties have transitioned to commercial uses, but retain the original residential driveways for parking and access. The presence of these curb cuts and disconnected parking areas further encourages people to travel NE 23rd Street by vehicle.

The NE 23rd Streetscape project has enhanced the pedestrian environment along the corridor. The existing sidewalks, which were often in poor condition, have been replaced as a part of the Streetscape project, in addition to sidewalks installed where there were none previously along NE 23rd Street. Handicap accessible crosswalk ramps have

been installed at all intersections. The sidewalks and ramps expand pedestrian mobility in the NE 23rd Street Corridor and the intersection treatments, streetlights, and landscaping signify the importance of the NE 23rd Street Corridor. These enhancements elevate the safety of the pedestrian environment by drawing attention to the area and slowing automobile traffic.

Transportation Issues

As shown in this chapter, the NE 23rd Street Corridor Plan area provides opportunities for various modes of transportation. However, due to several physical constraints created over time, the area has become dependent on vehicular travel. Generally, the roadway system in the Corridor Plan area operates at acceptable levels of service. However, in time, as more trips are added to the roadway, it will become increasingly important to ensure that other modes of transportation are both available and feasible.

Efforts to improve the feasibility of alternative modes of transportation are currently underway, by virtue of the implementation of the OKC Trails Master Plan (most recently Katy Trail), the Bicycle Transportation Plan and the recent streetscape improvements. Although the streetscape improvements have dramatically improved the area, route side amenities for transit customers remain minimal. There are only a few bus shelters, a few benches, and hardly any trash receptacles near bus stops. More sidewalks are needed leading up to NE 23rd Street. A good example is along Martin Luther King Avenue north and south of NE 23rd Street as this is a very active pedestrian and passenger area. The policy of the Mayor's

Committee on Disability Concerns (MCDC) adopted in 2006 and received by the City Council recommends such universal design streetscape features in all areas, but especially along and leading up to bus routes.

The *Fixed Guideway Transit Study*, dated July 2006, recommends a commuter rail stop near the State Capitol and much more frequent fixed bus routes, including night and Sunday fixed route service. To do all of this and make transit here compare to similar U.S. cities, the study says that public transit “operating” budgets will need to be at least triple what it is today. The increased investment can come in phases, with a NE 23rd Street bus being a noteworthy short term example but community support is the first step.

Various concerns were raised at the public meetings, regarding transportation related issues, generally that an inconsistent streetscape with inadequate parking, lack of handicapped access, variable sidewalks and lighting has led to a lack of identity and created an unfriendly pedestrian and business environment.

Fortunately, the NE 23rd Streetscape project addressed several of these issues. For example the installation of sidewalks and intersection ramps along NE 23rd Street were built consistent with American Disabilities Act (ADA) requirements and will greatly enhance pedestrian conditions. Although the pedestrian environment has improved as a result of the NE 23rd Streetscape project, the extensive curb cuts, often extending the length of a property still make a challenging environment for pedestrians. To facilitate a more pedestrian friendly

environment, new development should be required to provide both vehicular and pedestrian connections to adjacent properties.

Implementation of the OKC Trails Master Plan will allow for off-street transportation alternatives. Retrofitting off-street multi-purpose trails adjacent to existing roadways is expensive and time consuming, mainly because of limited right-of-way and the cost to relocate utilities. As stated earlier, Katy Trail has been funded, but no funds have been secured for the remaining 3 trails within the Corridor Plan area.

The implementation of the Bicycle Transportation Plan should address some of the deficiencies of the bicycle route system in the NE 23rd Street Corridor. Additional funding for trail and bicycle routes were included in the 2007 GO Bond issue. Other funding sources should be sought to supplement those funds, such as transportation grants (SAFETEA LU) from Oklahoma Department of Transportation.

OTHER INFRASTRUCTURE & PUBLIC SERVICES

This section includes the public infrastructure and services related to the provision of water and sanitary sewer, stormwater drainage, parks and public safety services to the citizens of Oklahoma City.

Water Line Service

Water lines exist throughout the study area and are considered to be in good condition with certain areas in need of replacement due to age. Water lines are replaced based upon Oklahoma City's Capital Improvement Program and as failure within the system occurs. Water pressure is adequate for the existing uses along NE 23rd Street and within the surrounding neighborhoods. Most of the water lines along NE 23rd Street have been replaced during the recent streetscape project in 2006-07. A new 16 inch water line was installed from Phillips Avenue to Martin Luther King Avenue, and a 12 inch line from Martin Luther King Avenue to Interstate-35. Map 16 indicates all of the existing water lines located within the study area.

Sanitary Sewer Line Service

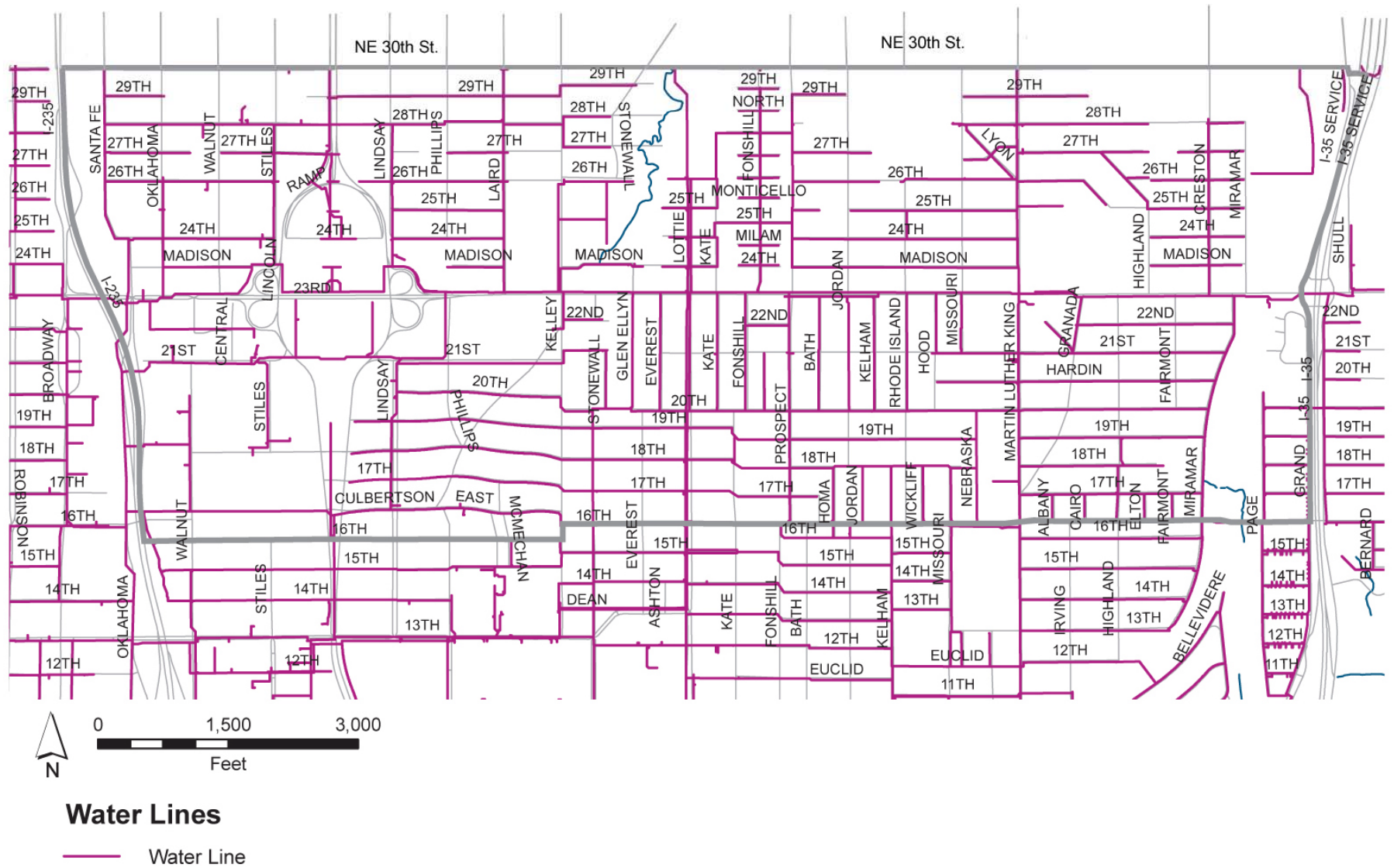
Sanitary sewer lines are located throughout the entire study area. The sewer lines along NE 23rd Street were replaced in 1980. Sewer lines throughout the study area have been replaced in 2001, 2002, 2005, and 2006. The existing lines are adequate for the existing land uses along NE 23rd Street and throughout the study area. Sewer lines will be replaced through Oklahoma City's Capital Improvement Program or as the system fails. Map 17

shows the existing sanitary sewer lines located within the study area.

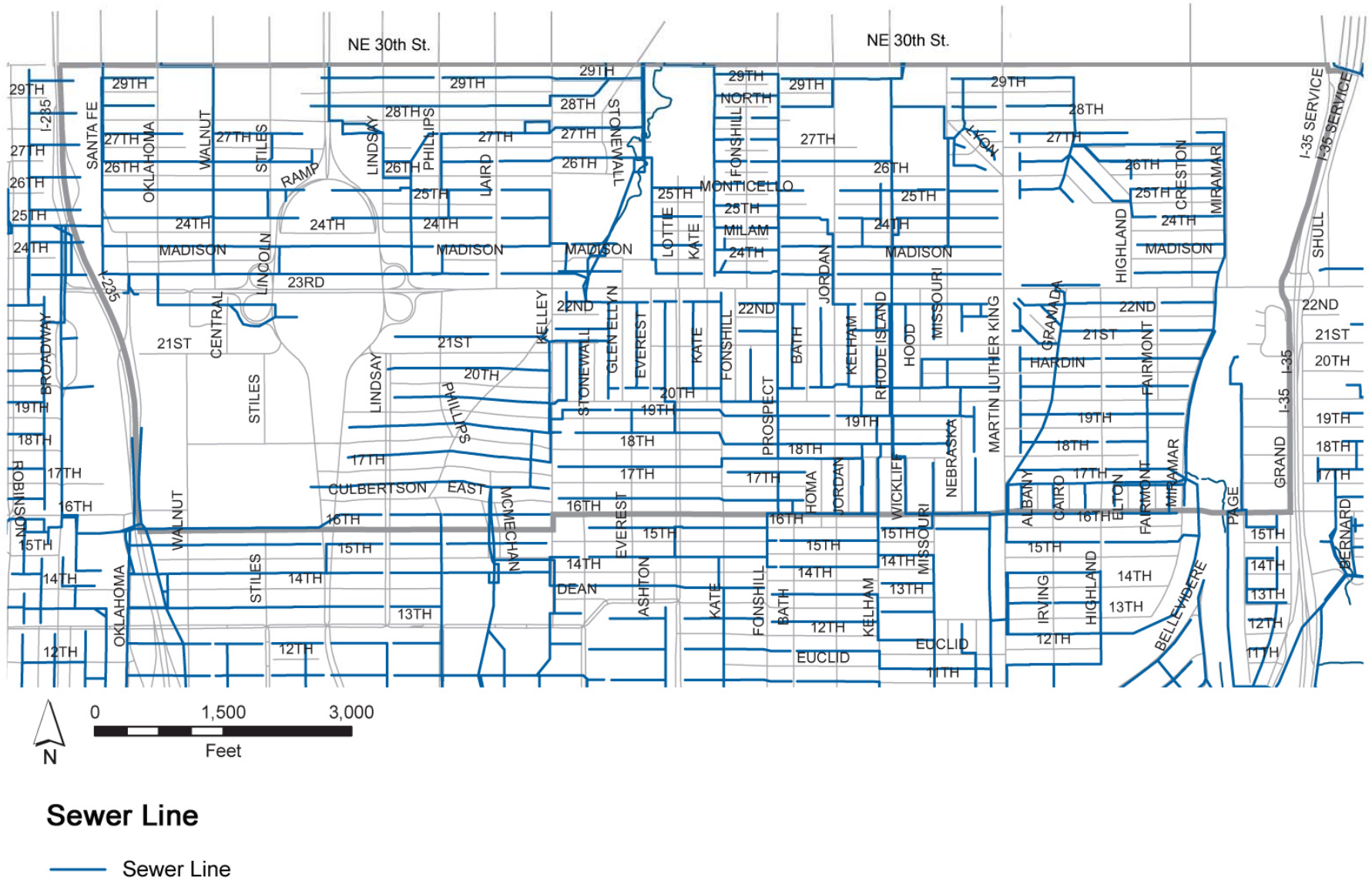
Water and Sanitary Sewer Line Service Issues

Analysis of the water and sanitary sewer lines within the study area is primarily based upon an aging infrastructure. The area experiences the same problems that other areas of the same age in Oklahoma City experience. Broken water lines in the winter months and during hot dry weather. Sewer backups as a result of tree root infiltration damage, and movement of the soil can cause cracked and broken sewer lines. These issues are addressed through a complaint system by Oklahoma City's Water and Wastewater Department. The Capital Improvement Program has scheduled the aging water and sewer lines to be replaced before larger problems develop.

Map 16 Water Lines

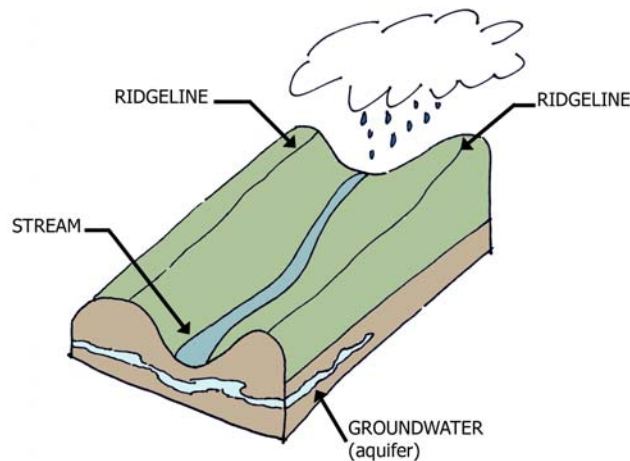


Map 17 Sanitary Sewer Lines



Drainage

The United States Environmental Protection Agency defines watershed as “the area that drains to a common waterway, such as a stream, lake, estuary, wetland, aquifer, or even the ocean.” Watersheds can vary in size, from large to very small. As illustrated by the figure below, a watershed boundary is typically a ridgeline or



constructed feature from which water drains to either side. As rain falls, it may seep into the soil and reach groundwater supplies. Rainfall may also be taken

up and used by plants for their system processes. Rainfall that is not absorbed into the soil or by vegetation will hit the land's surface and runoff. In areas where the land is undeveloped this runoff will collect in streams and low-lying areas. Knowledge of watersheds is imperative because seemingly simple actions can have drastic effects on water quality, habitat and quality of life. A common way that waterbodies become polluted is through non-point source pollution. Non-point source pollution is pollution that does not originate from a single identifiable source. Some examples of non-point source pollution are the effects of people over-fertilizing their lawns or

improperly disposing of automotive oil or other harmful chemicals.

There are two watersheds within the NE 23rd Corridor Plan area, Deep Fork Creek and the Lower North Canadian, as shown in Map 18. The majority of the project area is within the Deep Fork Creek watershed. Northern portions of the study area contain tributaries of Deep Fork Creek, along with smaller, unnamed streams. The southeast corner of the study area also contains smaller, unnamed streams. There are no areas in the study area containing 100 or 500-year floodplains as defined by the Flood Insurance Rate Maps. Portions of waterways in both of these watersheds are listed as 303(d) impaired waterways, meaning they are not meeting the state's water quality standards. Streams within the Lower North Canadian watershed that are listed as impaired are not in the study area. The most probable sources contributing to impairment are non-point source pollution and petroleum/natural gas activities. A portion of the Deep Fork Creek to the north of the study area is listed as impaired due to nutrients, pathogens, pesticides and sediment.

The study area is almost entirely serviced by curb and gutter systems. These systems serve to convey water as quickly as possible off of a site or area by capturing and directing it in pipes. Stormwater is collected in storm sewer systems and then discharges directly into streams usually without any treatment. Generally speaking stormwater runoff from the north side of NE 23rd Street drains to Deep Fork Creek, while runoff from the south side drains into the North Canadian watershed. According

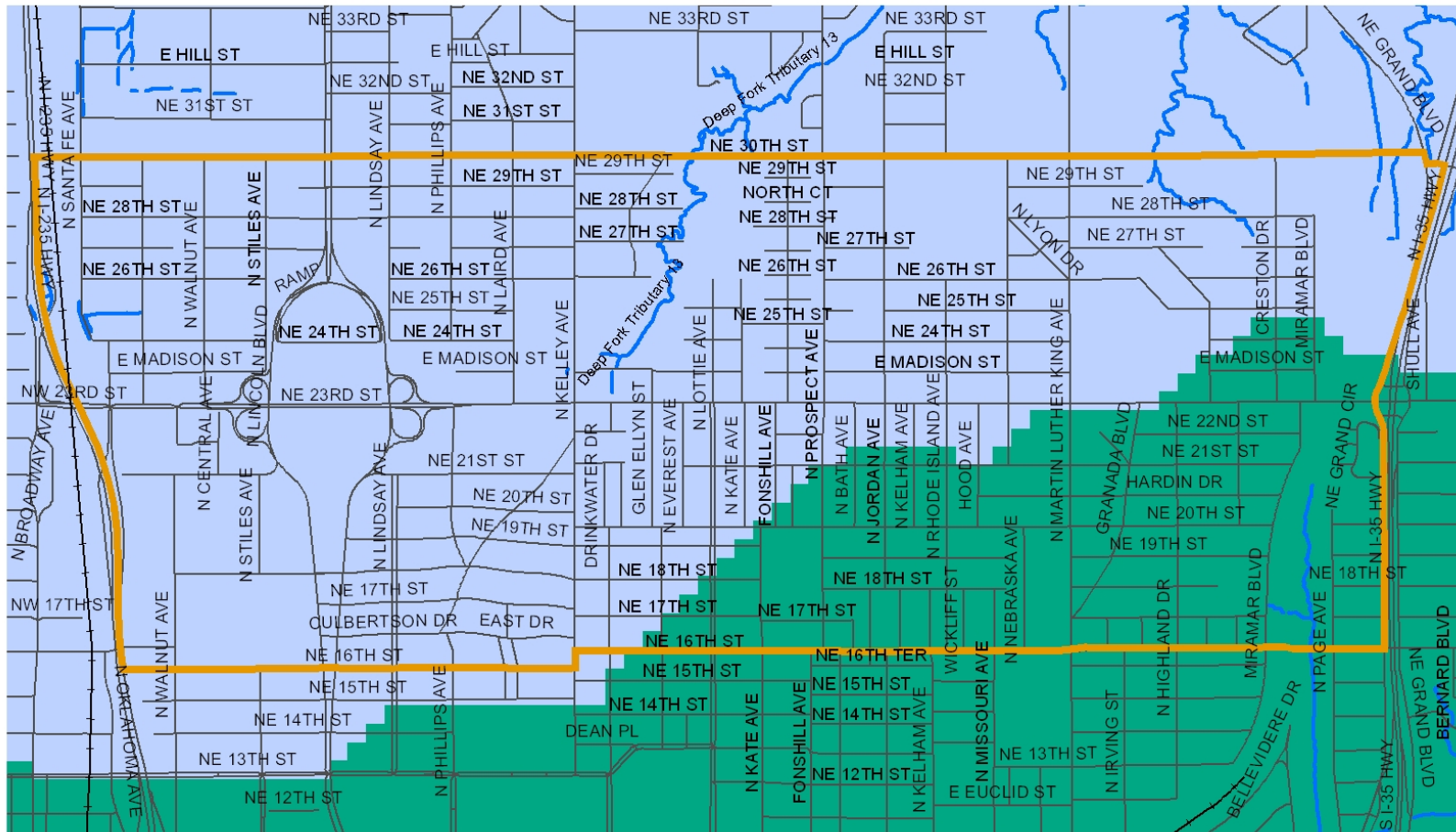
to the *NE 23rd Street Revitalization Plan* there are only two drains underneath the street that convey stormwater from off-site drainage basins south of NE 23rd Street to the north. Large portions of what is 'connected' to the storm sewer system are impervious surfaces. Impervious surfaces are constructed surfaces or structures such as sidewalks, rooftops, roads, and parking lots that are covered by asphalt, concrete, brick, or stone. These materials repel water and inhibit rainfall from infiltrating soils. Runoff from impervious surfaces has higher velocities, and can have high levels of herbicide, pesticide and other harmful pollutants. A significant portion of the NE 23rd Street Corridor Plan area is made up of impervious surfaces, as shown in Map 19.

Chapter 16 of Oklahoma City Municipal Code dictates where stormwater detention is required. Detention is the act of capturing stormwater runoff on site for short-term storage; the excess storm water is then released at controlled intervals to avoid overburdening stream channels. Detention facilities are required in drainage areas with known downstream flooding, or if the development "will cause or contribute to flooding or sedimentation of existing structures downstream". Developers are currently given the option to pay a fee in lieu of providing detention facilities. The fee is calculated based on the square feet of impervious surface and is generally quite small, resulting in many developers choosing the fee in lieu of detention. Map 20 shows where detention is required within the Study Area, mainly in the Deep Fork watershed.

Drainage Issues

The *NE 23rd Street Revitalization Plan* identified areas of local flooding. The intersection of N Kelley Avenue and NE 23rd Street has no drainage inlets, leading to temporary localized flooding in the intersection and crosswalks. NE 23rd Street at Stonewall Avenue is another low area where temporary localized flooding occurs. Curbs and gutters are part of the drainage system, flooding occurs when a streets designed system exceeds capacity. Deteriorated curbs were found to be an issue in *Economic Development Strategies & Implementation Techniques* leading to localized stormwater flooding problems. Another issue is the directly connected runoff from impervious surfaces flowing into streams, disrupting the natural hydrology of the watershed and resulting in detrimental effects on water quality and habitat.

Map 18 Watersheds and Streams



Legend

NE 23rd Plan Area

Streams

Watersheds

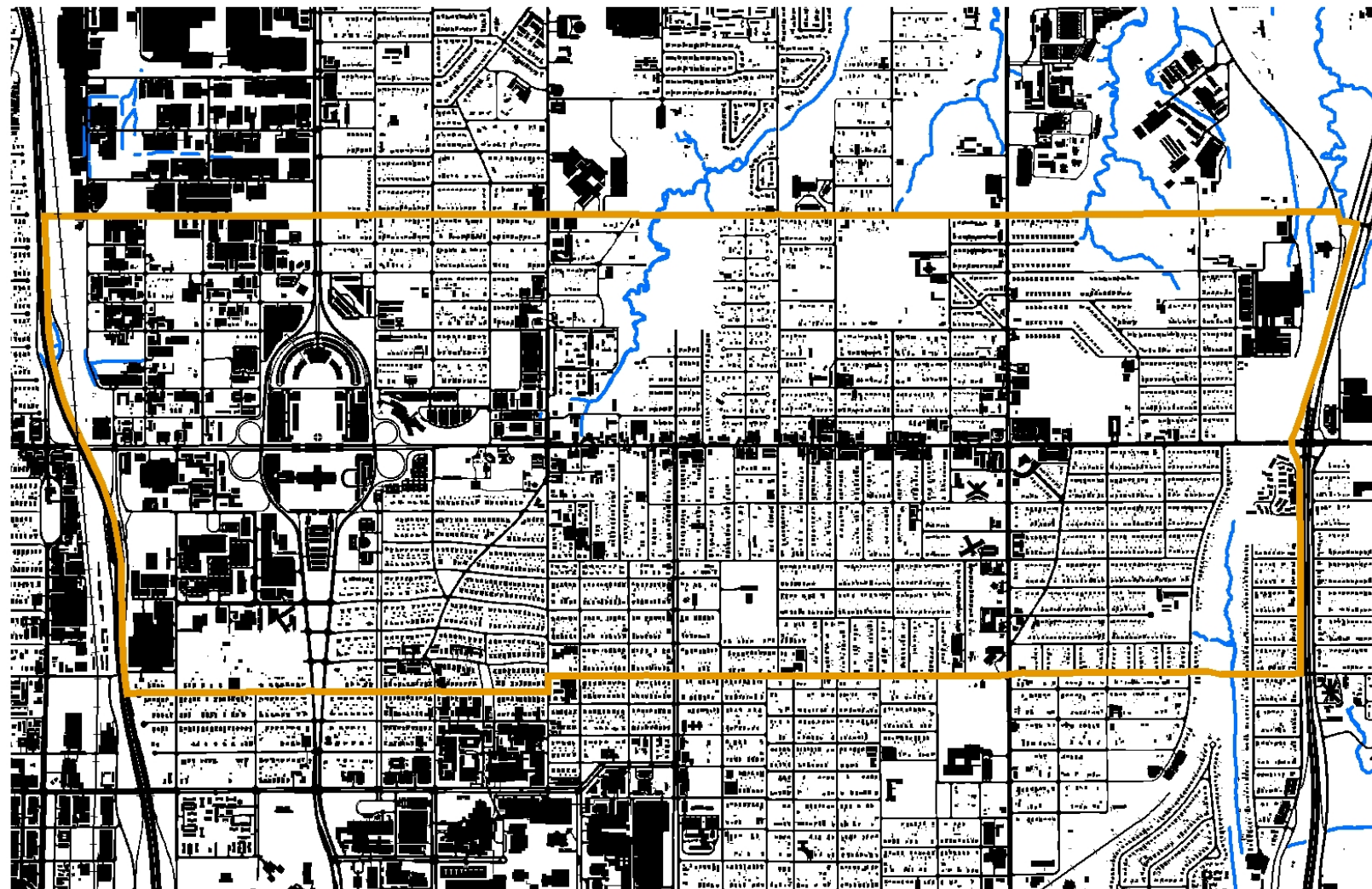
Lower North Canadian

Deep Fork




0 375 750 1,500 2,250 3,000 Feet



Map 19 Impervious Surfaces

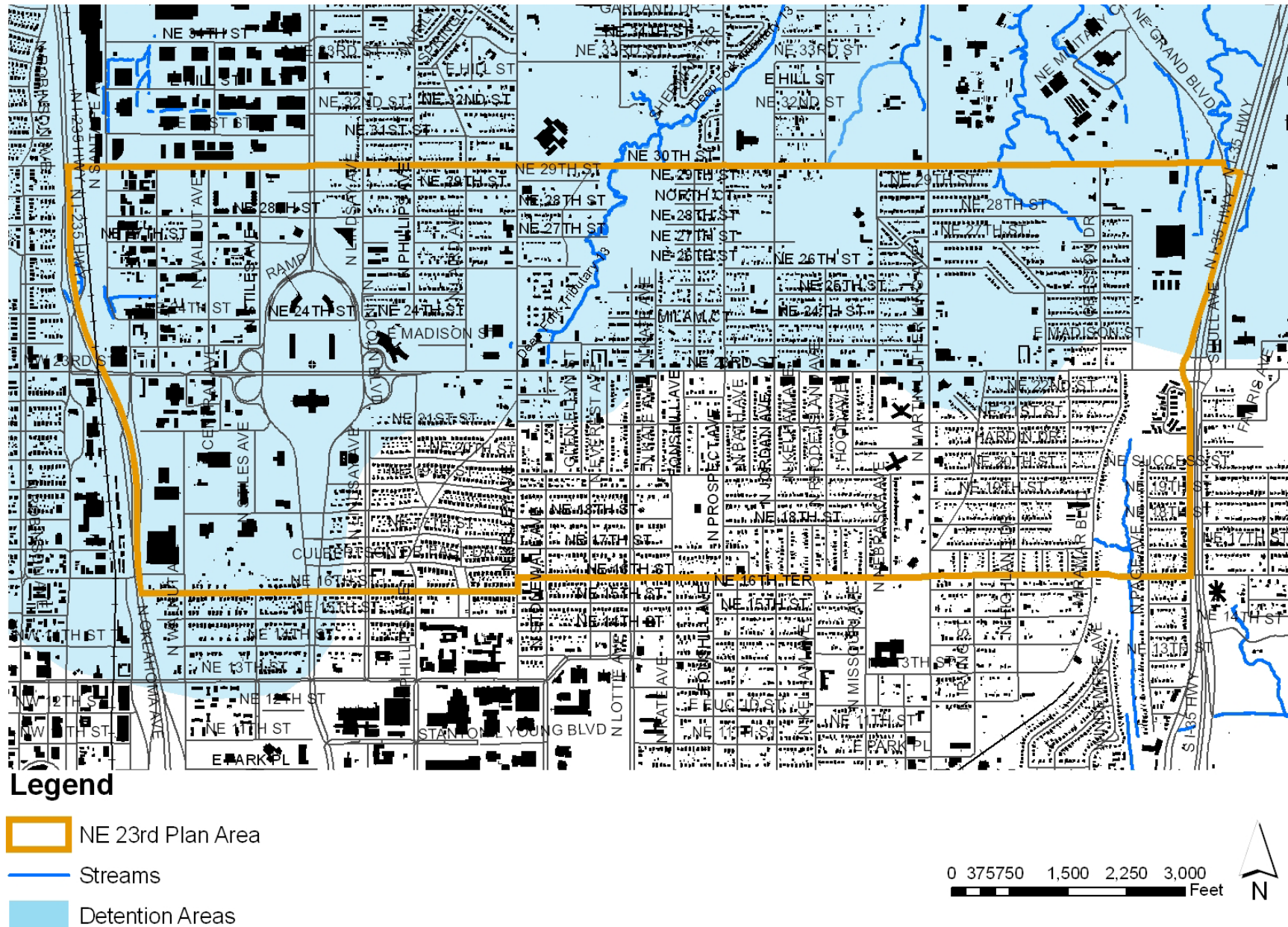


Legend

-  NE 23rd Plan Area
-  Impervious Surfaces
-  Streams



Map 20 Detention Areas



Parks

The NE 23rd Street Corridor Plan area contains eight parks that are owned and maintained by the City of Oklahoma City, shown on Map 21. The Parks and Recreation Department plans and implements facility improvements at these City parks. The eight park sites vary in size from small neighborhood parks to larger community parks and are listed below.

Nichols Court Park - is a greenspace located within a street median, at 1901 Culbertson Dr.

McMechan Park - is a neighborhood park and has a shelter, a playground and sidewalks on the outer perimeter of the park. New swings will be installed in the near future. The park is located at 1601 McMechan Parkway.

Glen Ellyn Park - is a neighborhood park, with a playground located at 2300 Glen Ellyn Street.

Pitts Park - Community Park located at 1920 N. Kate Avenue. This park has a playground, a recreation center, a full basketball court, 2 youth baseball fields, and lighted tennis courts. The recreation center is scheduled to have an upgraded heating and air conditioning system installed in the near future.

John F. Kennedy Park - is a neighborhood park located just outside of the Plan area at 1824 NE 16th Street with a playground and a shallow depth pool that is closed.

Phillips Park - is a neighborhood park with a park shelter, a playground, and has an area built for portable restroom. A

new full size basketball court and additional playground equipment is proposed in an upcoming GO Bond issue project. This park is located at 2808 N Prospect Avenue.

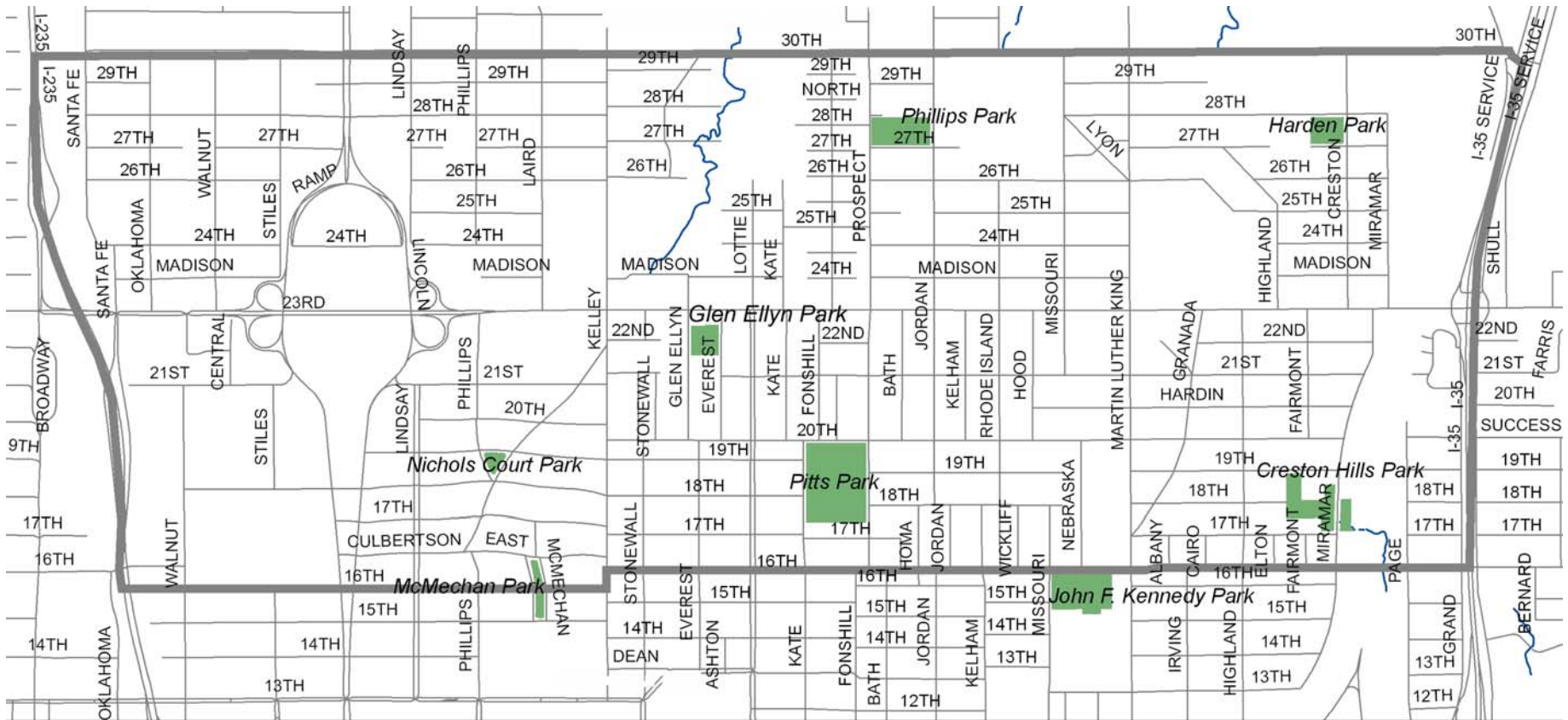
Harden Park - is a neighborhood park located at 2801 Creston Drive. A new full size basketball court is proposed in an upcoming GO Bond issue project.

Creston Hills Park - is a neighborhood park with a full basketball court and a new playground. A new shelter will be installed soon. This park is located at 2240 NE 19th Street.

Parks Issues

While there are parks within the study area, the *NE 23rd Street Revitalization Plan* found that there was limited open space immediately adjacent to the NE 23rd Street corridor. An increase in open space could improve the quality of life in this urban environment. The Plan also identified a need for improved pedestrian linkages between existing facilities and residential areas. Within existing parks several deficiencies and needed upgrades were identified. Participants in the *Economic Development Strategies & Implementation Techniques* process identified a lack of recreational and leisure opportunities in the area, specifically, a community center and facilities geared towards children.

Map 21 Parks



City Park Locations

City Parks

Public Safety

Public safety is a particularly important element of neighborhood vitality. Area residents, business owners, and potential investors desire safe neighborhoods where crime rates are low and where there is a quick and effective response to fires and other emergencies.

CRIME

Map 22 shows the location of crime incidents during 2007 based on Police incidence reports. Area 1, west of the State Capitol, shows a low concentration of crime incidents. This is most likely due to the predominantly non-residential development in this area. Area 2 is a residential neighborhood south and west of the State Capitol with a lower concentration of crime incidents. Area 3, a one-block wide area east of Martin Luther King Avenues along NE 26th and NE 27th Streets, shows a higher concentration of crime incidents. Also showing a higher concentration of crime incidents is Area 4, apartments west of I-35 and south of NE 23rd Street.

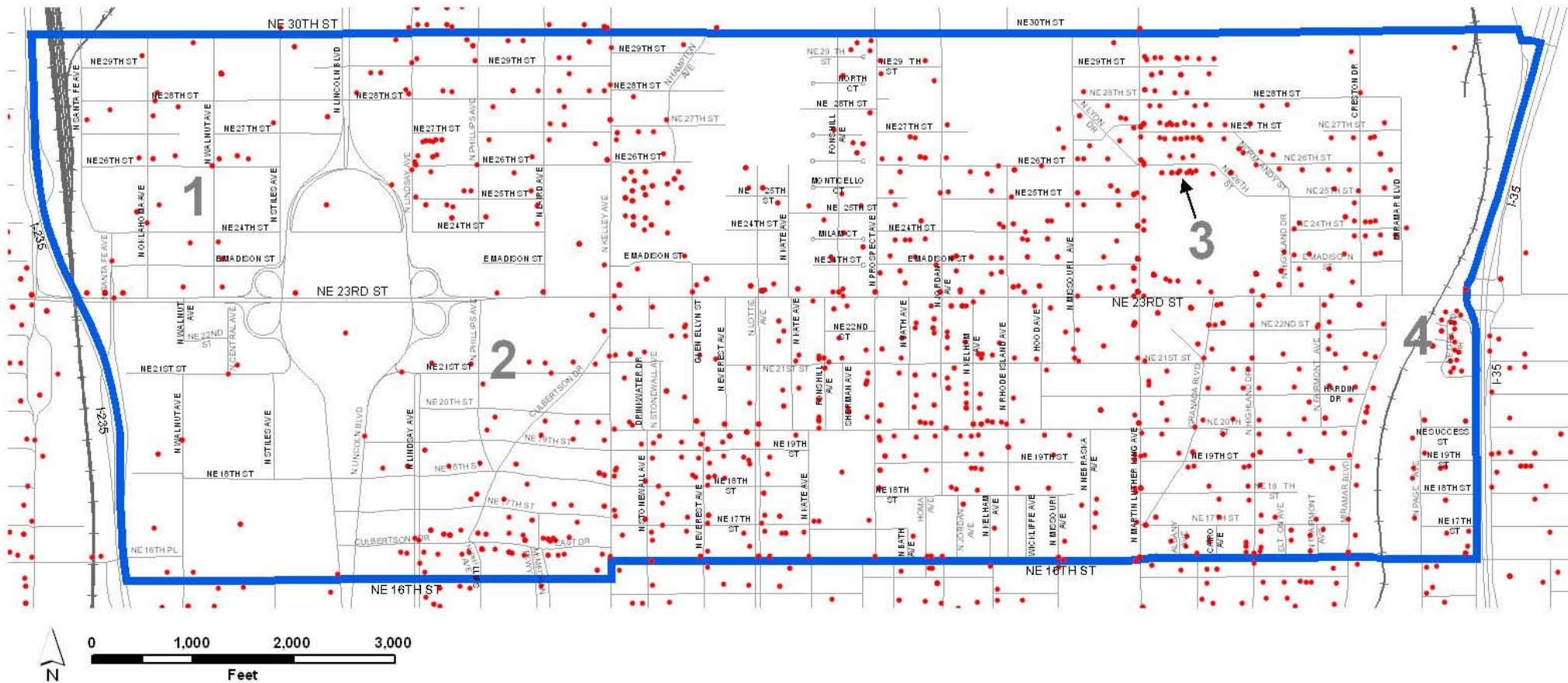
Table 10 shows 2007 crime rates for twelve crime categories for the NE 23rd Corridor Plan area and for the City of Oklahoma City.

Table 10 Crime, 2007

NE 23RD CORRIDOR PLAN AREA CRIME INCIDENCE DATA FOR MAJOR CRIMES

2007	Study Area			City of Oklahoma City	
	July 1, 2007 Population	7,585		July 1, 2007 Population	542,400
	Number of Incidents	Yearly Rate per 100,000 Persons	INDEX Area Rate/ City Rate	Number of Incidents	Yearly Rate per 100,000 Persons
TRACT					
Total, all types	1,561	19,969.3	2.07	51,985	9,667.4
Homicide	5	64.0	5.06	68	12.6
Rape	8	102.3	1.75	315	58.6
Robbery	70	895.5	3.45	1,395	259.4
Assault	292	3,735.4	2.75	7,313	1,360.0
Burglary	265	3,390.0	2.27	8,039	1,495.0
Larceny	326	4,170.4	1.18	19,004	3,534.1
Auto Theft	117	1,496.7	1.51	5,329	991.0
Vandalism	147	1,880.5	1.79	5,635	1,047.9
Weapons Offenses	57	729.2	6.73	583	108.4
Prostitution	11	140.7	3.18	238	44.3
Sex Offenses	14	179.1	1.61	600	111.6
Narcotics	249	3,185.4	4.94	3,466	644.6

Map 22 Crime Incidence, 2007



Fire Protection

Map 23 shows the location of Oklahoma City fire stations serving the NE 23rd Corridor Plan area.

The Fire Station Location Study completed in 2007 recommends shifting Station 6 from its current location south to the vicinity of Lincoln and Sheridan. This would lead to minor adjustments to the first response areas in the Plan Area. Proposed fire station relocations and response area adjustments will have minimal impact on service to area residents and businesses.

Map 24 shows the location of fire incidents within the NE 23rd Corridor Plan Area. There is a greater concentration of fire incidents in the eastern portion of the Plan Area. In 2007 there were 94 fire incidents compared to 78 fire incidents in 2006.

Public Safety Issues

Overall crime rates for the Plan Area average twice the City wide rates. Crime rates for homicide, robbery, vandalism, prostitution, and narcotics are especially high in the Plan area with NE 23rd Street Corridor index values (area rate divided by City-wide rate) more than three times higher than the City-wide rates.

The data indicates that the crime rates in the NE 23rd Street Corridor have increased over time. A comparison of 2007 crime rates and index values with those for 2005 and 2006 indicates that Index values decreased over the three year period for only three of the twelve crime categories—assault, auto theft, and vandalism (2007 compared to

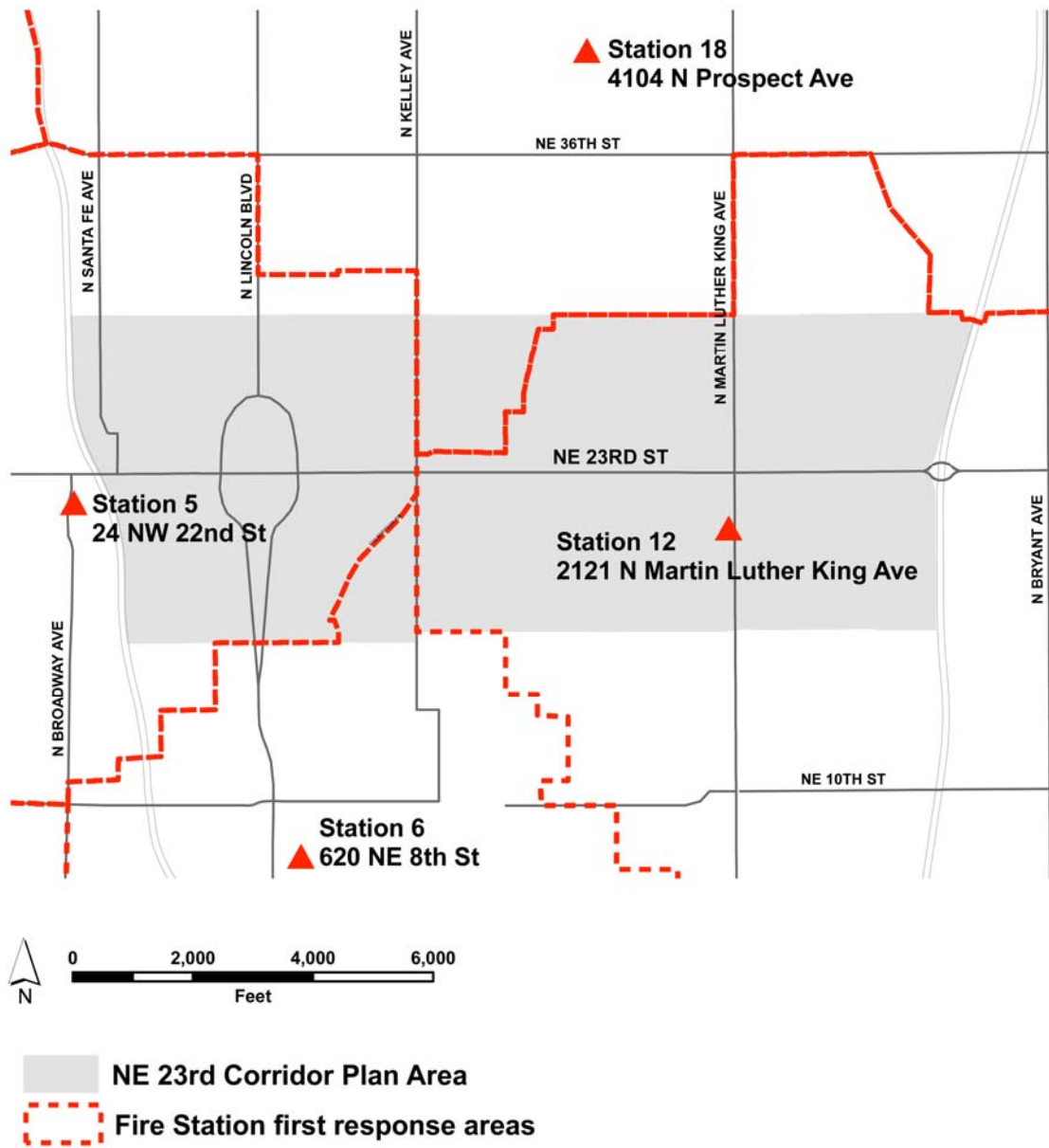
2005). Three of the nine remaining categories—larceny, weapons offenses, and prostitution showed increasing index values throughout the three years (2006 greater than 2005 and 2007 greater than 2006).

In prior meetings with the community, concerns were expressed regarding the perception of crime in the NE 23 Street Corridor, including the media portrayal of the area. They stated that new businesses are apprehensive to locate in the NE 23rd Street Corridor because of security issues.

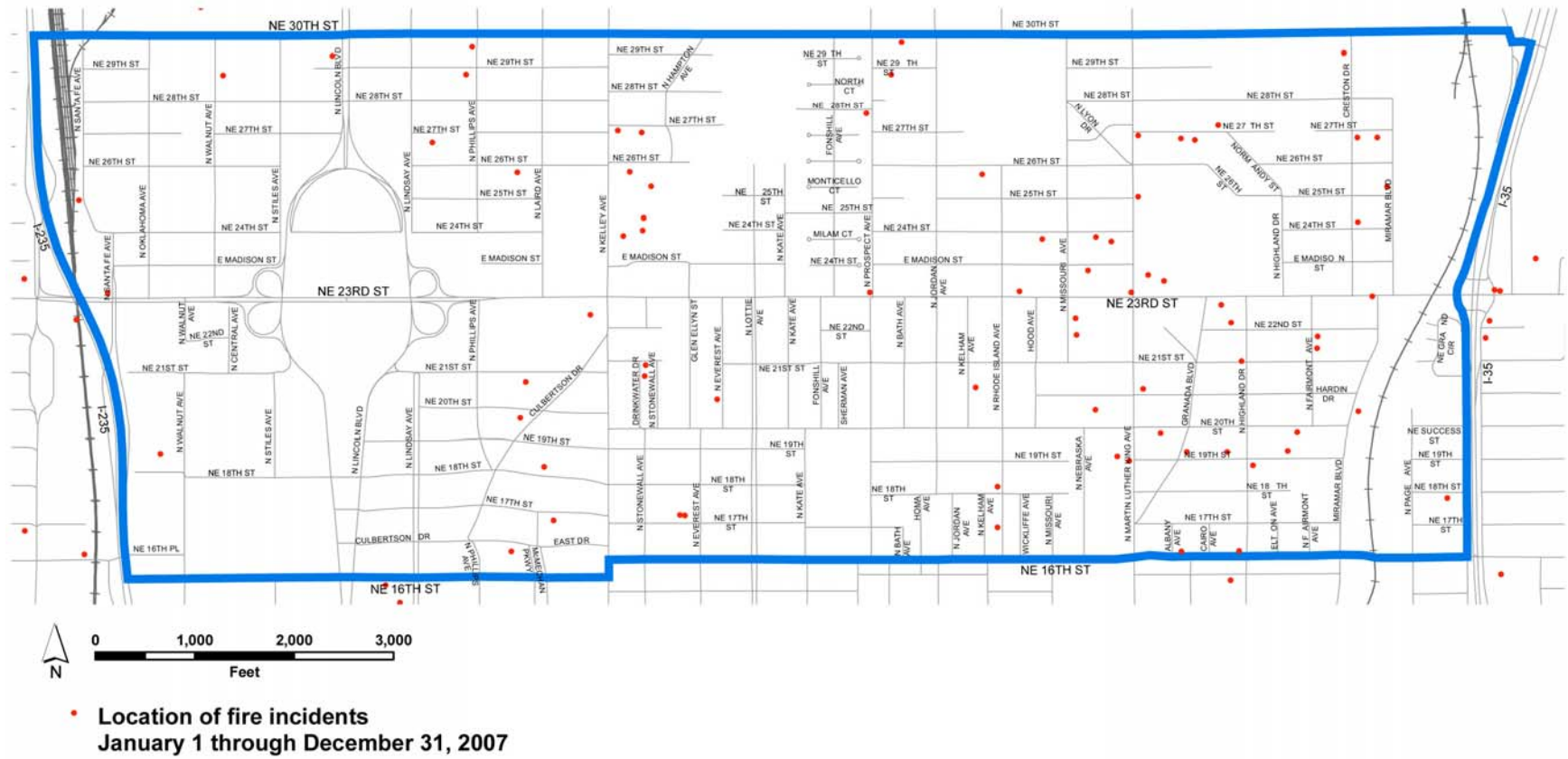
The City of Oklahoma City has applied for a Weed and Seed designation for a portion of NE Oklahoma City including parts of the NE 23rd Street Corridor, with a decision expected in May 2008. Weed and Seed programs leverage federal funds in coordinated efforts to reduce crime and violence in designated areas and to improve the quality of life for residents. (See Chapter Four, Economic Opportunities/Neighborhood Enhancements for a further discussion of this program.)

In addition, effective November 1, 2007, the City has adopted a Public Nuisance Abatement Ordinance. The purpose of the Nuisance Abatement Ordinance Unit is to eliminate or hinder the use of real properties in the commission of drug-related criminal activities and prostitution-related criminal activities and to hinder the use of vehicles by involved owners or lessees or involved licensees in the commission of drive-by shootings or eluding a police officer violations, and to thereby abate the public nuisances created by such activities.

Map 23 Fire Station Locations



Map 24 Fire Incidents, 2007



CHAPTER 3: ECONOMIC DEVELOPMENT STUDIES



GROCERY STORE STUDY

A study to determine the type, size and best location for a grocery store in northeast Oklahoma City was completed in October of 2005. The Kilduff Company conducted the study, entitled *NE Oklahoma City Grocery Store Location Analysis*, for the Greater Oklahoma City Chamber and the City of Oklahoma City. The study area for the grocery store location is bounded by Interstate-44 to the north, Interstate-235 to the west and Interstate-35 to the south and east. Within the study area The Kilduff Company identified the following three potential sites using field evaluations.

- ▶ NE 23rd Street and Kelley Avenue
- ▶ NE 23rd Street and Martin Luther King Avenue
- ▶ NE 36th Street and N Lincoln Boulevard

Statistical analysis and market feasibility studies were then conducted to identify the best intersection for a grocery store in the northeast Oklahoma City area. The study found that the one-mile radius around the intersection of NE 23rd Street and Martin Luther King Avenue had the most unmet retail demands, a strong population, high traffic counts, and would be capable of supporting a Neighborhood shopping center. There is currently a small, local grocery store at the northeast corner of Martin Luther King Avenue and NE 23rd Street.

Neighborhood shopping centers, as defined by the Urban Land Institute (ULI), have a site area of 3 to 10 acres and store square footage of 30,000 to 100,000 square feet. According to ULI a Neighborhood Shopping Center would need a minimum population of 3,000 to 40,000 persons in

order to support the center. The population at NE 23rd Street and Martin Luther King Avenue is 9,476 in a one-mile radius. Traffic counts are 31,819 vehicles per day on NE 23rd Street and 11,765 vehicles per day on Martin Luther King Avenue. Within three miles of the *NE Oklahoma City Grocery Store Location Analysis* recommended site of NE 23rd Street and Martin Luther King Avenue there is a population of 38,909 (2005). The existing Hometown Market on the northeast corner of NE 23rd Street and Martin Luther King Avenue has an approximate square footage of 33,664 and a lot size of 1.8 acres. A significant portion of the area bounded by NE 26th Street, Highland Avenue, NE 23rd Street, and Martin Luther King Avenue is undeveloped.

The retail marketplace profile for Martin Luther King Avenue and NE 23rd Street shows an excessive unmet retail trade and food/drink demand within a one-mile radius. In addition to supporting a grocery store the one-mile retail market radius of NE 23rd Street and Martin Luther King Avenue was found to have the following unmet retail needs:

- ▶ Electronics and Appliance Stores
- ▶ Building Materials, Garden Equipment and Supply Stores
- ▶ General Merchandise
- ▶ Furniture & Home Furnishing Stores
- ▶ Books, Periodical and Music Stores
- ▶ Food Services and Drinking Places

The NE Oklahoma City Grocery Store Location Analysis recommends that the City implement an aggressive

recruitment plan for a grocery store at the location of NE 23rd Street and Martin Luther King Avenue.

ECONOMIC DEVELOPMENT STRATEGIES AND IMPLEMENTATION TECHNIQUES STUDY

The City of Oklahoma City contracted with the Oklahoma City Minority Business Development Center to conduct a comprehensive socioeconomic and market research study for the NE 23rd Street Corridor, entitled *Economic Development Strategies & Implementation Techniques*. The study was intended to establish an overall vision for the area and to provide a development framework to guide public and private investment in the physical revitalization of the area. The goal of the study was to create a document to distribute to potential developers interested in the NE 23rd Street Corridor to develop an improved, vibrant, walkable NE 23rd Street where people can live, work and play.

The intent of the study is to promote the revitalization of the traditional neighborhood commercial district by attracting housing, consumers, private sector investment and spending to this targeted area. In order to facilitate a stronger market for this revitalization, there is a significant focus on the need for additional population in the area. To achieve this, the study recommends increasing the number of housing units and facilitating a broader range of housing unit sizes and types.

The study includes an identification and evaluation of existing conditions and a socioeconomic market analysis and an assessment of existing structures along NE 23rd Street (the structural assessment can be found in Chapter

Two, Corridor Description and Analysis of this Plan). The study also included the findings from surveys of consumers, NW Oklahoma City residents, and Business/Property Owners. A Focus Group and Steering Committee provided insight into area issues, goals and visions. These analyses and findings were then considered when crafting the economic development strategies for the NE 23rd Street Corridor.

The economic development strategies and recommendations make up a significant portion of the *Economic Development Strategies & Implementation Techniques* document. Economic development strategies may consist of government-run or subsidized programs that provide assistance to individual businesses in order to increase local jobs, lower local unemployment, provide goods and services, and enhance the local tax base. Examples of ways Oklahoma City has developed and implemented economic development strategies and techniques include: redeveloping downtown Oklahoma City and Bricktown to attract additional business investment; and marketing the Oklahoma River as a site for the new Dell Computer call center.

Other economic development strategies include government loans or grants to businesses to encourage them to start-up, expand, or locate in some particular area of Oklahoma City; property tax abatements for area businesses; and customized worker training programs to encourage the expansion of businesses. Enterprise Zones can be used to provide state and local tax incentives and programs to help new or expanding businesses with the study area. Empowerment Zones utilize tax deduction,

employer wage credits, tax-exempt bond financing and federal tax credits to promote and encourage business growth and activity.

In order to achieve the goals for the NE 23rd Street Corridor, economic development strategies contained in the study have been incorporated into Chapter 5, Goals, Policies and Objectives, of this Corridor Plan.

CHAPTER 4: ECONOMIC OPPORTUNITIES / NEIGHBORHOOD ENHANCEMENTS



BROWNFIELDS

The Environmental Protection Agency (EPA) defines brownfields as "...real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant." More simply, brownfields are properties where redevelopment is hindered due to actual or perceived contamination. brownfields can be abandoned gas stations, dry cleaners, salvage yards, rail yards, former industrial sites, buildings with indoor hazards such as asbestos or lead based paint, mine scarred lands, or sites contaminated with controlled substances. Brownfields are often overlooked or avoided during redevelopment because of (1) a stigma associated with the property, (2) fear of liability associated with the contamination, or (3) a preconceived notion that redevelopment will be overly complicated. Sites meeting the definition of a Brownfield can be eligible for local, state, or federal assistance, which can catalyze the redevelopment process.

Oklahoma City's Brownfields Redevelopment Program

The City of Oklahoma City has implemented the Brownfields Redevelopment Program to provide technical and financial assistance to property owners and/or developers that acquire or redevelop brownfields. The foundation of this program is built upon EPA brownfields grants; however, funding from other federal and state agencies may also be available to create a 'layered' funding package. Laws governing contaminated sites and redevelopment funding resources can work in concert to

incentivize the redevelopment of brownfields. In addition to this benefit, brownfields redevelopment protects open space within the city by encouraging infill and combating sprawl.

Brownfields with petroleum contamination may be eligible for City-funded Phase I/II/III Environmental Site Assessments. Funding for these studies is somewhat limited, so priority is given to viable redevelopment projects with a high degree of community benefit. Examples of petroleum-contaminated sites that may be eligible include former service stations, or industrial facilities with above- or underground storage tanks. The City's Brownfields Coordinator will assist prospective purchasers and property owners in determining site eligibility.

For sites that are contaminated with substances other than petroleum products, the City's Brownfields Cleanup Revolving Loan Fund (BCRLF) can be accessed to provide property owners with low interest loans for cleanup and disposal costs. The EPA and the BCRLF Coalition determine site and borrower eligibility. Projects funded by the BCRLF must coordinate with the appropriate state regulatory agency during the cleanup process. The City's Brownfields Coordinator will assist borrowers with regulatory compliance issues related to cleanup until the project is complete.

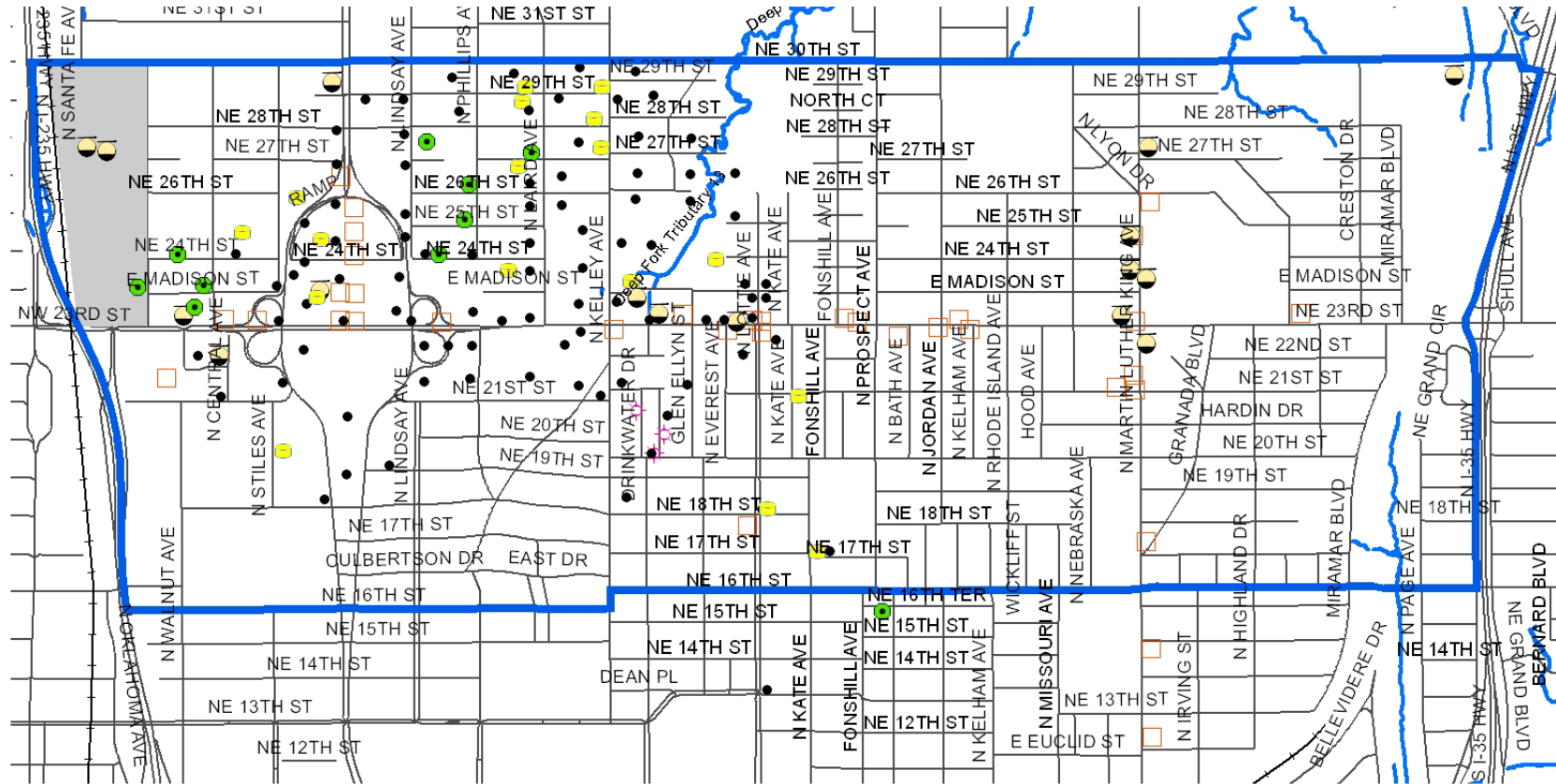
Brownfield Opportunities in NE 23rd Street Corridor Plan area

As shown in Map 24 the project area contains dozens of sites that could potentially qualify as brownfields based

upon documented historical uses that might have resulted in a release of environmental contaminants. The most prevalent types of potential brownfields in the NE 23rd Street Corridor include former service stations, sites with underground storage tanks, oil and gas wells, oil storage facilities and industrial sites near North Santa Fe Avenue. Although historical use is not necessarily indicative of environmental contamination, it should be a consideration early in the planning stages for property acquisition or redevelopment. Technical resources, funding sources, and liability protections are most easily accessible prior to initiating a project. A site or owner may be ineligible for funding assistance if appropriate steps are not followed early on in redevelopment. The City's Brownfields Coordinator should be contacted prior to acquisition to ensure sites, project proponents, and proposed activities meet eligibility criteria

For more information about the Oklahoma City Brownfield Program contact the Planning Department at 420 W. Main, 9th Floor, Oklahoma City, OK 73102, 405-297-1639

Map 25 Brownfields



Legend

NE 23rd Plan Area

Streams



Leaking underground storage tanks



Former service stations

Industrial Area (historical)

Oil and gas sites

type



Gas Well



Oil Tank Storage



Oil Well



Oil Well & Oil Tank Storage

0 375 750 1,500 2,250 3,000 Feet



URBAN RENEWAL AUTHORITY

As shown in Map 25, the Oklahoma City Urban Renewal Authority (OCURA) owns extensive property throughout the area bounded by NE 23rd Street, Martin Luther King Avenue, NE 4th Street, and Lincoln Boulevard. The large tract of land shown in OCURA's ownership between NE 20th, N Prospect, NE 17th and Kate is developed as Pitts Park and would not be available for redevelopment.

OCURA is focused on residential infill developments in the NE 23rd Street area and currently has an open Request for Proposals for residential developments. The property sells for about \$0.08-\$0.10 per square foot, and in order to build on the properties, buildings must meet the standards set by the Urban Renewal Authority. There are a few parcels owned by OCURA that front NE 23rd Street. OCURA does not see these as viable residential properties, but would rather see them developed as retail and commercial some time in the future.

In the past few years there has been significant development on OCURA land south of NE 16th Street. The market-rate houses in the lower JFK neighborhood were built on land previously owned by Urban Renewal and are an example of successful residential redevelopment. Redevelopment of a mix of housing options has the potential to invigorate commercial investment in the area by bringing more middle-income households back to the area.

For more information contact the Oklahoma City Urban Renewal Authority at 204 N. Robinson, Suite 2400, Oklahoma City, OK 73102, 405-235-3771.

Map 26 Properties Owned by Oklahoma City Urban Renewal Authority

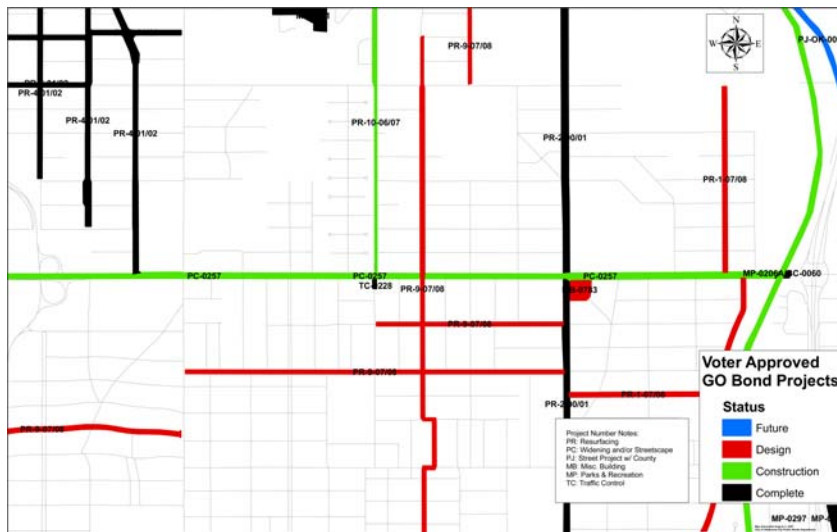


CAPITAL IMPROVEMENT PLAN

The Capital Improvement Program (CIP) provides a yearly appropriation for improvements within Oklahoma City, due to a dedicated source of funding, adopted by City Council and administered by the various City Departments.

The CIP is used in Oklahoma City to provide adequate public facilities for its citizens, repair basic infrastructure, strategically invest in revitalization efforts, and bring more coordination between City departments and elected officials.

Map 27 Projects from the 2000 General Obligation Bond & CIP



The CIP consists of a list of project descriptions and tables that indicate the sources of revenue and expenditures year by year. The CIP lists major capital improvement projects such as police and fire stations, parks, street construction

or reconstruction, water and sanitary sewer systems, water and sewage treatment plants, and playgrounds. Costs associated with capital improvement projects include engineering and architectural fees, land appraisals and acquisition, and construction costs.

The CIP has a programmed time frame of 5-6 years and is intended to aid in the implementation of Oklahoma City's comprehensive plan. The CIP can help coordinate activities of various city departments and ultimately influence the quality and pace of development.

TAX INCREMENT FINANCING (TIF)

TIF is an economic development tool that uses future gains in taxes to finance the current improvements that will create those gains. When a public project results in an increase in the value of surrounding real estate, this increased site value and investment creates more taxable property, which increases tax revenues. The increased tax revenues are the "tax increment". Tax Increment Financing dedicates that increased revenue to finance debt issued to pay for the project. TIF is designed to channel funding toward improvements in specific areas where improvements would not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to local municipalities.

BUSINESS IMPROVEMENT DISTRICTS (BIDS)

Under State law Business Improvement Districts (BID) or Special Improvement and Assessment Districts may be created by the governing body of any city, either by its own initiative or, upon the receipt of a petition signed by a majority of resident owners within the boundaries of the

proposed district. BIDs allow property owners to assess themselves to fund services above and beyond basic city services or provide facilities or services for which the district has a particular need. All property owners within the district, regardless of their tax-exempt status, are required to pay the assessment. A board consisting of private property and business owners usually makes decisions affecting BID revenues. To deliver day-to-day services, a BID usually has its own staff or contracts with an independent company to provide services.

An area that chooses to create a BID might, for example, commit extra revenue to cleaning sidewalks or hiring private security patrols. BIDs can also create special marketing programs for their areas and host special events. An example of this is the Downtown Business Improvement District that provides services such as cleaning sidewalks and streets, and helps to fund the 'Downtown in December' activities featuring the Civic Center skating rink. Oklahoma City presently has three Business Improvement Districts: Downtown, Stockyards City, and Western Avenue.

For more information about Business Improvement Districts contact the Planning Department at 420 W. Main, 9th Floor, Oklahoma City, OK 73102, 405-297-2320.

MAIN STREET PROGRAM

The Main Street Program is intended to be a community-driven comprehensive approach used to revitalize traditional business districts. The underlying premise is to encourage economic development with consideration for historic preservation. The Main Street Four-Point Approach is a comprehensive strategy customized for local needs

and opportunities. It encompasses work in these four areas: organization, promotion, design and economic restructuring. Each local Main Street organization has an independent board of community volunteers and property and business owners, working with the City of Oklahoma City Planning Department. The Oklahoma Department of Commerce administers the State program, with guidance from the National Trust for Historic Preservation.

In 2000, the Eastside Capitol Gateway Main Street Program was formed to address the preservation and economic revitalization of the NE 23rd Street corridor, from Interstate-235 to Interstate-35. The goals stated for the program include: stabilization of an economically distressed area of the city; creation of economic vitality in the area; the revival of urban development in northeast Oklahoma City and along NE 23rd Street; the creation of amenities to attract developers and new investment; increased foot traffic; and revitalization of buildings that possess various architectural styles which reflect the history of the area. The stated objectives are to: improve the physical appearance of the area; promote and market the Eastside Capitol Gateway; and improve the business climate and diversify the business mix in the area.

For more information about the Eastside Capitol Gateway Main Street Program contact Wayne Reid at 23mainstreet@sbcglobal.net.

LOCAL PRIVATE SECTOR FUNDING

Private businesses and local industries may agree to provide support for improvements along NE 23rd Street. The private support along the Oklahoma River is an example of how this could work. Chesapeake Energy has

provided funding to build the Boat House along the river and has spurred interest in the area. Ways to provide private sector funding include: donations of cash to a specific project and donations of services by corporation to reduce the cost of a project.

NON-PROFIT HOUSING PROGRAMS

The non-profit organizations that are involved in housing in the NE 23rd Street Corridor area are the Urban League and Central Urban Development, Inc. (CUDI).

The Urban League has been working in the area for several years and has built approximately 15 houses on both sides of 23rd Street. The houses are upper low-to-moderate income houses; most have been newly constructed but some have been rehabilitations. The units are owner-occupied. The Urban League is currently working on a tax credit project called Capital Square Villas that is intended as an incubator for future homeowners in the area. The project will provide job placement assistance, homebuyer education classes and mortgage assistance. Capital Square Villas consists of 36 town homes located on the west side of N Kelley Ave, between NE24th and NE 26th Streets. The town homes are two and three bedrooms, ranging from 1170 to 1350 square feet. The town homes are set to begin leasing in 2008. Urban League also has a senior living project at 4000 N Kelley Avenue, just north of the study area. The Mt. Olive Senior Cottages consist of one and two bedrooms, at 750 to 950 square feet and will provide affordable, independent housing for seniors in the area.

Central Urban Development, Inc. (CUDI) has constructed houses in the lower JFK neighborhood, all market-rate housing.

For more information contact the Urban League of Greater Oklahoma City, Inc., 3900 N. Martin Luther King, Oklahoma City, OK 73111, 405-424-5243, www.urbanleagueok.org, and Central Urban Development, Inc., (CUDI), at 4817 Martin Luther King, Oklahoma City, OK 73111, 404-424-4678, www.cudi.org.

GO BOND

Communities around the United States have used local bonds such as General Obligation (GO) Bonds to fund improvements on public property. This is an excellent way to fund capital improvement projects such as road repaving, infrastructure improvements and construction of new park facilities. The citizens of Oklahoma City would need to approve these bonds through an election process.

Part of the 2000 General Obligation Bond Issue is funding the renovation and expansion of The Ralph Ellison Library, located at the intersection of NE 23rd Street and Martin Luther King. The library was dedicated in 1975, and has not undergone any significant upgrades since then. GO Bond monies are funding part of the project with other funding coming from the Metropolitan Library System. The renovation includes upgrades for compliance with Codes, such as a fire sprinkler system and new ADA compliant restrooms. The renovations also include a large addition located on the southwest of the existing building. It will house a large meeting room, new lobby, storage, and new public restrooms. The meeting room layout is such that it would accommodate 150 people in chairs, or 90 people in tables and chairs. The configuration of the meeting room could allow access after normal library hours, according to

Metropolitan Library System policies, while securing the library collections. The renovations also include striking new signage, making the library more visible from the intersection. The project will likely be advertised in the summer of 2008 and construction will begin in the fall. The renovations will tie into the Martin Luther King Jr. plaza located at the southeast corner of NE 23rd Street and Martin Luther King Jr. through new sidewalks.

Map 27 shows projects in the 2007 General Obligation Bond Issue based on a final list approved by City Council on October 11, 2007. A vote by City residents passed the bond issue on December 11, 2007. The area bounded by NE 23rd to the north, N Martin Luther King on the east, NE 10th on the south and N Kelley on the west is scheduled to be resurfaced for an estimated total of \$8,830,000. NE Kelly Avenue from NE 23rd to NE 50th is scheduled for reconstruction for an estimated total of \$4,500,000. The bike routes in the NE 23rd Street Study Area are "on-street" and the improvements consist of signage and pavement markings, traffic control devices, and replacing drainage inlets with bicycle friendly designs. Parks improvements for the area are divided into the following categories.

- ▶ **Playground, Sprayground Improvements-** Improve parks by acquiring, installing, repairing and/or replacing playground equipment and/or facilities, including related design and/or landscaping.
- ▶ **Shelter Improvements-** Provide picnic and multi-purpose park shelter improvements, which may include related design of walkways, shelter pads, access improvements, landscaping, equipment, furniture and/or fencing.
- ▶ **Walks and Paths Improvements**

- ▶ **Facility/Community Center Improvements-** Improve existing community centers, gymnasiums, party houses, picnic shelters or pavilions, and/or recreational facilities by designing and improving heating and air conditioning systems, roofs, parking lots, windows, restrooms, locker rooms, structural, acoustical, landscaping, accessibility, and/or by making other repairs, renovations, additions, demolition, and/or aesthetic improvements.

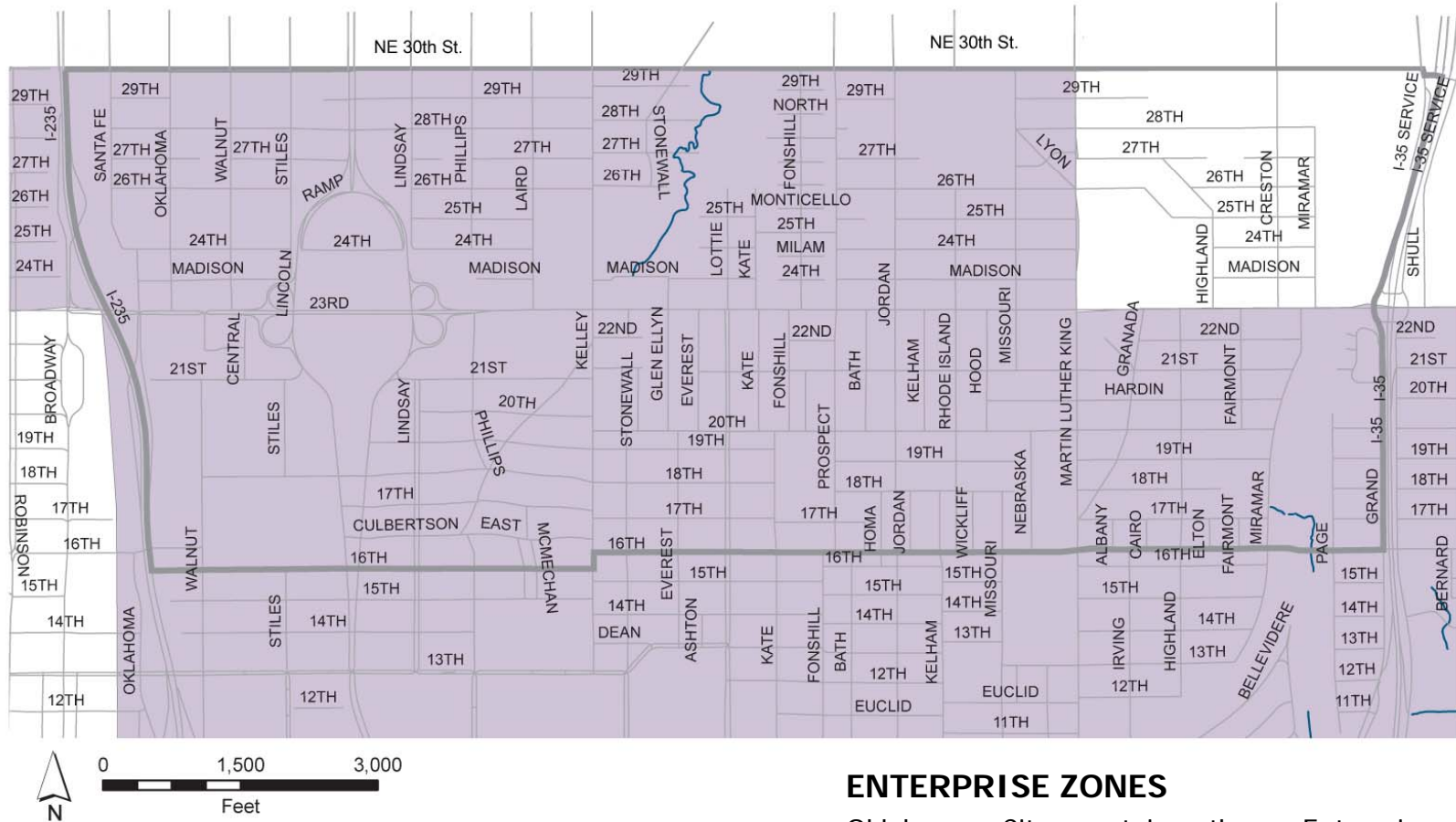
Table 11 2007 GO Bond Parks Improvements, NE 23rd Study Area

Park Name	Improvement
Creston Hills	Walks and Paths
Glen Ellyn	Shelter
Harden	Playground, Sprayground & Walks and Paths
John F Kennedy	Shelter
Phillips	Playground, Sprayground
Pitts	Facility/Community Center

Map 28 Projects for 2007 General Obligation Bond Issue



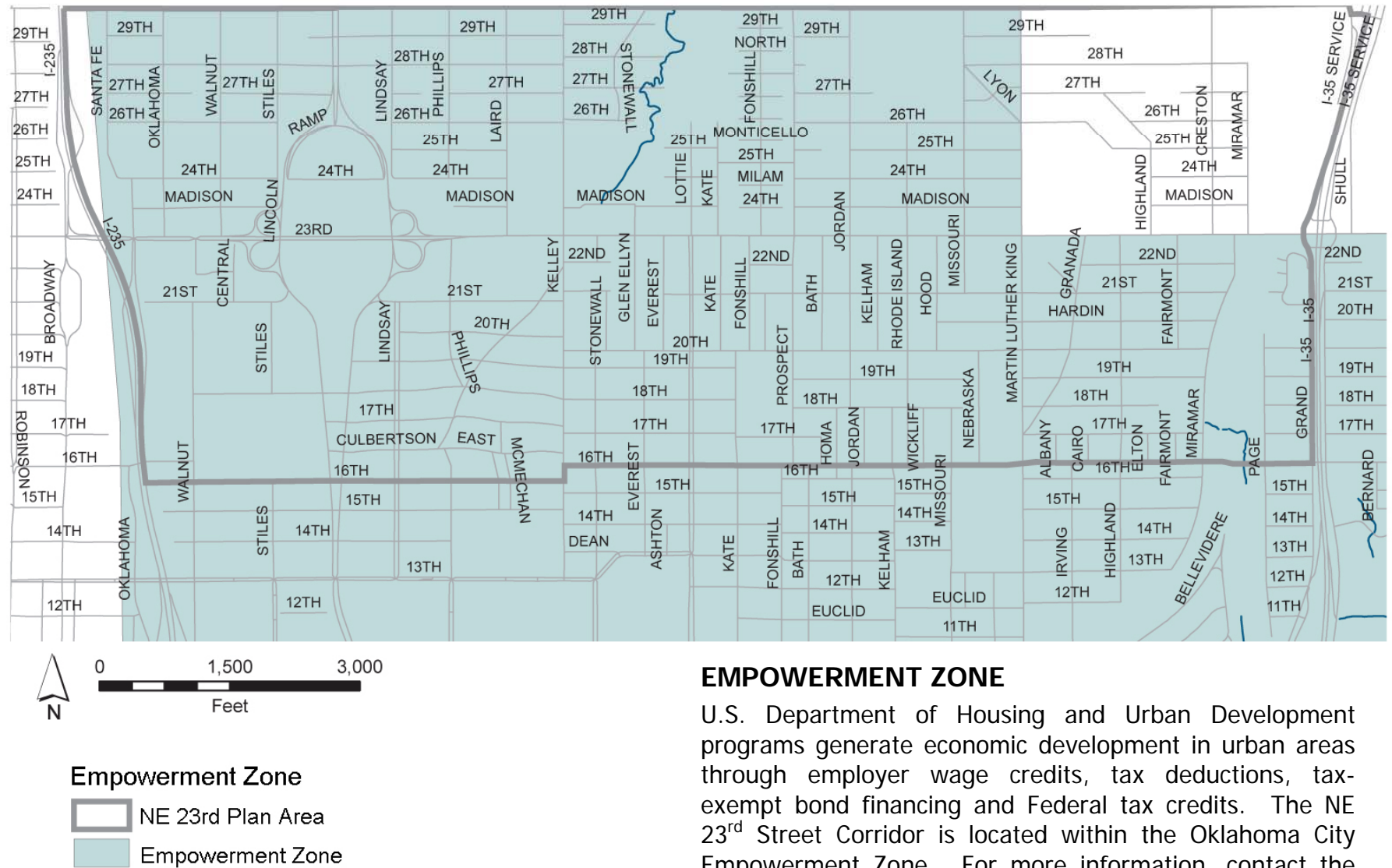
Map 29 Enterprise Zones



ENTERPRISE ZONES

Oklahoma City contains three Enterprise Zones that encourage job creation and capital investment in areas of economic distress. Administered by the Oklahoma Department of Commerce, the program provides communities with an economic development tool to offer state and local incentives and program priority to new or expanding business in these designated areas. The study area is located within Enterprise Zone 1 and 3.

Map 30 Empowerment Zone



Oklahoma City, OK 73102, 405-297-2232,
www.okc.gov/planning/empowerment/index.html.

WEED AND SEED/ANTI-GANG GRANT

In September 2007, The City of Oklahoma City applied for a Weed and Seed designation for a portion of NE Oklahoma City. Approximately half of the NE 23rd Corridor Plan area is included within the proposed Weed and Seed designation.

The Weed and Seed program leverages federal funds in coordinated efforts to reduce the crime and violence and improve the quality of life for residents in targeted areas. This program has had success in reducing crime in other areas of the City. Existing areas with the Weed and Seed designation have partnered with the United States Attorney for the Western District of Oklahoma, the Oklahoma City Offices of the Federal Bureau of Investigation, Bureau of Alcohol, Tobacco and Firearms and Explosives, The Drug Enforcement Administration, The Oklahoma State Department of Corrections, Oklahoma County District Attorney's Office, Oklahoma County Sheriff's Office, The Oklahoma City Police Department, The Oklahoma City-County Health Department, Oklahoma County Community Action Agency and the Oklahoma City Housing Authority.

A decision on the City's Weed and Seed application for a portion of NE 23rd is expected by May 2008. If approved, the area will receive federal funding beginning August 1, 2008.

In late 2007, the City received notification of the award of a \$2.5 million grant to fund a three-year anti-gang

program in the area included in the Weed and Seed application. Although this program is primarily for police enforcement, some of the crime prevention and neighborhood improvement efforts of the Weed and Seed program can be carried out under the anti-gang program. The City will open a Community Center at NE 36th and Lottie at a former grocery location to coordinate activities of the anti-gang program. If the City receives Weed and Seed funding, that program will also be coordinated from this location.

For more information, contact the City of Oklahoma City at 420 W. Main Street, Suite 900, 405-297-2232, www.okc.gov/neighborhood/weed_seed/index.html.

CHAPTER 5: GOALS, OBJECTIVES AND POLICIES



The following section deals with Goals, Objectives and Policies and is grouped into the same categories as the Issues in Chapter One.

Goals were taken from the public processes of the *NE 23rd Street Revitalization Plan* and *Economic Development Strategies & Implementation* documents. In some cases these Goals were expanded upon in order to achieve the community's Vision for the NE 23rd Street Corridor.

Goals are broader outcome statements, defining what the NE 23rd Street Corridor Plan is trying to accomplish. Objectives are more specific and measurable statements. Policies are particular actions meant to carry out the objectives and achieve the goals of the community. Policies have corresponding timelines and responsible parties outlined in Chapter Seven, Implementation. Some Policies were extracted directly from the previous planning studies; others were developed in order to achieve the community's goals.

5.1. HOUSING AND STRUCTURES

The physical appearances of structures in the corridor were a major concern of those who participated in the community meetings. These concerns were validated in the structural assessment survey carried out by University of Oklahoma's Regional and City Planning Division included in *Economic Development Strategies & Implementation*. There are some pockets of structures in good condition and maintenance.

There is a diverse mix of housing types and qualities throughout the NE 23rd Street Corridor. Many of the neighborhoods have attractive historic architectural features from which to draw inspiration and energy for corridor initiatives.

Goal 5.1.1. Property owners and renters enabled to improve and invest in structures

OBJECTIVE A An increase in property maintenance, owner investment, and compliance with City Code.

Policies

- (1) Require code compliance and encourage building maintenance
- (2) Enable small businesses to invest in improvements and property maintenance through low interest loans
- (3) Identify unsecured or unsafe structures and pursue property improvements by the property owner through City Council directive

Goal 5.1.2. Improved visual appearance of the corridor

OBJECTIVE B Removal of "dilapidated" structures

Policies

- (1) Determine which structures qualify as "dilapidated" and pursue removal through City Council directive
- (2) Adopt the Twenty-third Corridor-East Overlay District Ordinance

- (3) Remediate and redevelop Brownfields along NE 23rd Street

Goal 5.1.3. Increased housing opportunities to facilitate a more desirable base for retail and service markets

OBJECTIVE C Increase residential density, quality and appearance

Policies

- (1) Capitalize on the permitted uses of zoning to construct quality, higher density, mixed-use developments by constructing residence above commercial properties.
- (2) Target the NE 23rd Street Corridor Plan area for low-income home loans and down payment assistance
- (3) Advertise the availability of rehabilitation assistance loans through the 'Owner-Occupied Rehabilitation Loan' program
- (4) Assist in bringing homes up to Code through 'Exterior Maintenance Grants'
- (5) Install small neighborhood entrance treatments to create a sense of pride and identity for residential neighborhoods that access NE 23rd Street
- (6) Evaluate under vegetated neighborhoods for possibility of Neighborwoods program.

- (7) Evaluate specific subareas within the corridor in regard to housing needs and availability of public and private resources (financial and organizational) to develop housing improvement programs targeted to specific neighborhoods

- (8) Explore and develop potential incentives to attract new housing development for middle income and above households to the NE 23rd Street Corridor Plan area.

5.2. LAND USE AND DEVELOPMENT

The NE 23rd Street Corridor area residents and visitors have many service, retail and entertainment needs that are currently unmet or are inadequately addressed. Those involved in previous planning studies feel that the lack of reinvestment, redevelopment and dispersed community involvement in the NE 23rd Street area is due to notification, empowerment and organizational problems. Though previous planning efforts have been undertaken, NE 23rd Street still lacks a cohesive and comprehensive guide to future development.

Goal 5.2.1. Meet the retail and service needs of area residents

OBJECTIVE A Implement economic development and strategies for business recruitment and a strengthened commercial base

Policies

(1) Pursue a grocery store retailer as outlined in *NE Oklahoma City Grocery Store Location Analysis*

(2) Provide training, consulting and networking support to businesses on the NE 23rd Street Corridor

(3) Develop strategies to encourage the continued development of a commercial node at the intersection of NE 23rd Street and Martin Luther King Avenue

Goal 5.2.2. To attract regional tourists by honoring the area's rich culture and heritage

OBJECTIVE B Encourage the development of African American heritage-based industries

Policies

(1) Rename select streets to reflect cultural heritage of the area, i.e. Ellison, Chisholm, Buffalo Soldier, etc

(2) Install cultural or historical markers in front of participating structures

(3) Identify and support specific projects such as Traveler's Information Center, Oklahoma Black Cultural Center/Memorial or a higher education campus on NE 23rd Street

Goal 5.2.3. Land use and zoning is conducive to development and redevelopment of the area

OBJECTIVE C Facilitate the successful development and redevelopment of the corridor

Policies

(1) Incorporate land use and design controls into a Zoning Overlay to improve the appearance and assist in quality redevelopment of the Corridor

(2) Require pedestrian and vehicular interconnectivity between developments within the Corridor Plan area

(3) Develop safe and viable parking solutions to facilitate development and redevelopment along the NE 23rd Street Corridor

(4) Provide development incentives for large vacant tracts within the corridor by allowing for mixed use and higher density residential options

(5) Ensure compatibility between non-residential and residential uses

Goal 5.2.4. Increased awareness of the NE 23rd Street Corridor area development activities

OBJECTIVE D Coordinated notification of property and business owners, entrepreneurs, and investors of area changes and opportunities

Policy

(1) Partner with non-profit organizations to establish voluntary notification systems for Planning Commission and City Council items pertaining to the area

5.3. TRANSPORTATION

Appearances of the street and traffic infrastructure were of great concern to property owners, stakeholders and community members. Automobile and pedestrian safety issues were expressed as deterrents to redevelopment and investment in the area.

Goal 5.3.1. A cohesive street appearance from which other redevelopment initiatives can draw energy

OBJECTIVE A Install consistent streetscape elements such as, lighting, parking, sidewalks, signage, handicapped and mass transit access

Policies

(1) Implementation of NE 23rd Street Streetscape Master Plan

(2) Create a mini-transit hub at Martin Luther King Avenue and NE 23rd Street

(3) Install transit stops/bus pull-offs at Laird and Rhode Island Avenues

Goal 5.3.2. A positive and genuine identity for the NE 23rd Street Corridor

OBJECTIVE B Creation of a NE 23rd Street identity through gateways, iconic elements and plazas capitalizing on the area's heritage and culture.

Policies

(1) Install dynamic gateway entries to NE 23rd Street at Interstate-35 and Interstate-235 per the *NE 23rd Street Revitalization Plan*

(2) Install a secondary gateway at Kelley Avenue per the *NE 23rd Street Revitalization Plan*

(3) Install public plaza at Martin Luther King Avenue per the *NE 23rd Street Revitalization Plan*

Goal 5.3.3. Enhanced transportation options for the residents and visitors of the NE 23rd Street Corridor

OBJECTIVE C Creation of a pedestrian, vehicular and multi-modal environment that provides connections and safe transportation options for travel throughout the Corridor Plan area.

Policies

(1) Prioritize the Capital Improvements Plan for sidewalk installations to link NE 23rd Street with the adjacent residential neighborhoods

- (2) Implement the recommendations in the Fixed Guideway Transit Study, dated 2006, in order to facilitate a more active transit system in the corridor

5.4. OTHER INFRASTRUCTURE & PUBLIC SERVICES

As is common in older areas of the City, the NE 23rd Street Corridor has some issues related to aging infrastructure.

Community members and business owners feel the NE 23rd Street Corridor is perceived to have more crime than other areas of the city and that this impacts redevelopment of the area.

Goal 5.4.1. Infrastructure that keeps up with the local needs and demands.

OBJECTIVE A Address infrastructure inadequacies and resolve related issues through directed actions.

Policies

- (1) Evaluate the Capital Improvements Plan and prioritize for aging infrastructure in need of replacement
- (2) Evaluate areas identified to have localized flooding problems for appropriate solutions
- (3) Educate residents regarding common non point source pollutants and water quality issues

Goal 5.4.2. Improved perceptions of the area to one of lower crime and a desirable place to locate

OBJECTIVE B Reduce crime in the NE 23rd Street corridor through specific initiatives

Policies

- (1) Implement a Community Watch program
- (2) Implement police and community partnerships to provide prevention and intervention programs to at risk families in the target area
- (3) Install additional lighting at strategic places
- (4) Implement the adopted Public Nuisance Abatement Ordinance as a deterrent to crime

Goal 5.4.3. Meet the recreation needs of area residents, youth, and visitors

OBJECTIVE C Create enhanced park and recreation facilities with pedestrian connections between facilities within the study area

Policies

- (1) Improve and enlarge existing parks to meet minimum standards
- (2) Add improvements and upgrades to existing parks as identified by *NE 23rd Street Revitalization Plan* and Capital Improvements Plan

(3) Strengthen existing pedestrian connections to Phillips Park along Jordan Avenue, through street trees, signage, and consistent sidewalks

(4) Develop an Indoor Recreation Facility within or near the study area

CHAPTER 6: CONCEPTUAL LAND USE PLAN



The purpose of this Chapter is to present a Conceptual Land Use Plan Map to reflect the intended result of implementation of the Goals, Policies and Objectives contained in the previous chapter. Currently, the land uses that exist in the NE 23rd Street Corridor offer opportunities for development and redevelopment; however, the purpose of this Plan is to enhance these opportunities through land use recommendations and subsequent Zoning Code provisions.

The Conceptual Land Use Plan Map, as shown on the following page, illustrates several of the objectives contained in this Plan. It is an important goal of this Plan to preserve the traditional single-family residential neighborhoods in the Corridor. The areas on the map shown in yellow represent a mixture of single and multi-family residential areas in the Corridor. The preservation of these residential areas neighborhoods will spur infill development on vacant lots that are scattered throughout the area. While it is an important goal to encourage additional housing units in the area in order to increase the population base, thereby strengthening the market for additional commercial uses, this needs to be done in a manner to ensure compatibility and the long term viability of these residential areas.

Mixed-use development (a combination of residential and commercial uses) is encouraged in the predominately commercial zoned properties fronting NE 23rd Street between Kelley Avenue to Martin Luther King Avenue. To allow for additional residential opportunities, the recently adopted Zoning Code allows dwelling units to locate above the ground floor in all commercial districts. This area is

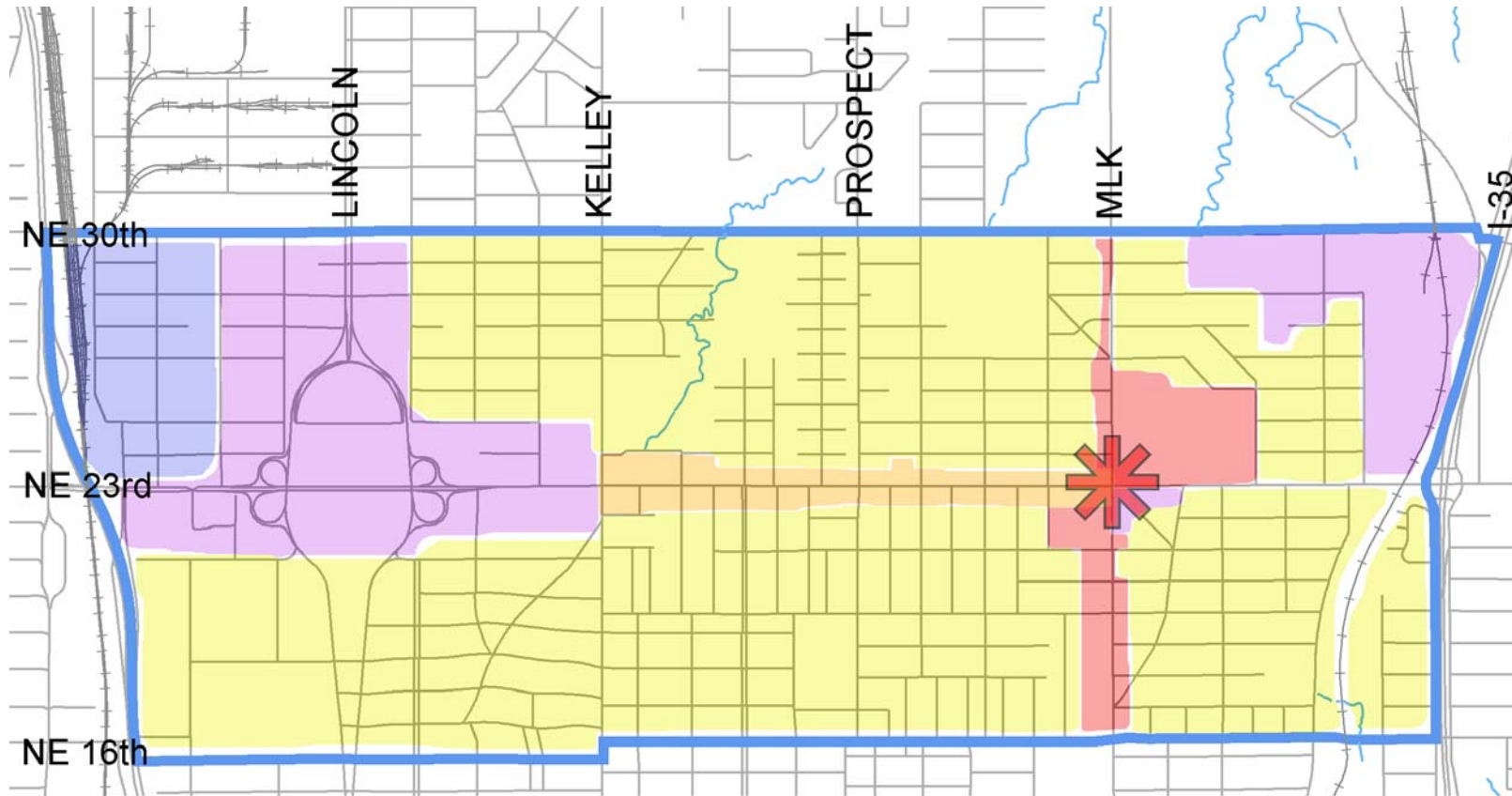
shown in orange on the Conceptual Land Use Plan Map. Not only is a mixture of uses essential to the viability of the Corridor, but also the means by which these the uses connect and relate to each other is important.

The intersection of NE 23rd Street and Martin Luther King Avenue is shown on the Conceptual Land Use Map as a Commercial Node. This location is currently home to several national retailers and is becoming a significant commercial intersection. The *NE Oklahoma City Grocery Store Location Analysis* recommended the northeast corner of NE 23rd Street and Martin Luther King as an ideal location for a new grocery store to serve the needs of the area. The sizeable commercial acreage at this intersection can also accommodate other retail uses to address the unmet demand as identified in the *NE Oklahoma City Grocery Store Location Analysis*. These retail uses would also service those who commute to places of employment in the area.

The other areas shown on the Conceptual Land Use Map are the industrial areas in blue and the public and quasi-public areas in purple. These are important employment generating uses in the Corridor and should be preserved.







As indicated by the Conceptual Land Use Map, there are actually few land use modifications necessary to achieve the vision as set forth in this Corridor Plan. Rather, the key implementation tools will be the programs, policies and regulations created and/or utilized to facilitate successful development and redevelopment of the Corridor.

Map 31 Conceptual Land Use Plan Map




LEGEND

Land Use Categories

	Industrial		Residential
	Public / Quasi-public		Mixed-use
	Commercial Node		Commercial

 NE 23rd Plan Area

 Railroads

 Streams

CHAPTER 7: IMPLEMENTATION



HOUSING AND STRUCTURES

POLICY #	ACTION	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.1.1.A(1)	Require code compliance and encourage building maintenance	Oklahoma City Neighborhood Services Department Code Enforcement Division, Concerned citizens and businesses			✓
5.1.1.A(2)	Enable small businesses to invest in improvements and property maintenance through low interest loans	Local banks, Community Action Agency of Oklahoma City and Oklahoma/Canadian Counties, Inc.			✓
5.1.1.A(3)	Identify unsecured or unsafe structures and pursue property improvements by the property owner through City Council directive	Oklahoma City Neighborhood Services Department	✓		
5.1.2.B(1)	Determine which structures qualify as “dilapidated” and pursue removal through City Council directive	Oklahoma City Neighborhood Services Department	✓		
5.1.2.B(2)	Adopt the Twenty-third Corridor-East Overlay District Ordinance	Oklahoma City Planning Department, Planning Commission and City Council	✓		

POLICY #	ACTION	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.1.2.B(3)	Remediate and redevelop Brownfields along NE 23rd Street	Area investors and property owners, Oklahoma City Planning Department, Oklahoma Corporation Commission, Oklahoma Department of Agriculture, Food and Forestry, Oklahoma Department of Environmental Quality, Oklahoma Energy Resources Board and United States Environmental Protection Agency, Region 6			✓
5.1.3.C(1)	Capitalize on the permitted uses of zoning to construct quality, higher density, mixed-use developments by constructing residence above commercial properties	Area developers and property owners			✓

POLICY #	ACTION	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.1.3.C(2)	Target the NE 23rd Street area for low-income home loans and down payment assistance	Oklahoma City Housing Services Division, Oklahoma Housing Finance Agency (OHFA), Community Action Agency of Oklahoma City and Oklahoma/Canadian Counties, Inc. and Local banks			✓
5.1.3.C(3)	Advertise the availability of rehabilitation assistance loans through the 'Owner-Occupied Rehabilitation Loan' program	Oklahoma City Neighborhood Services Department Housing Programs Division			✓
5.1.3.C(4)	Assist in bringing homes up to Code through 'Exterior Maintenance Grants'	Oklahoma City Neighborhood Services Department Housing Programs Division			✓
5.1.3.C(5)	Install small neighborhood entrance treatments to create a sense of pride and identity for residential neighborhoods that access NE 23rd Street	Area Neighborhood Associations	✓		
5.1.3.C(6)	Evaluate under vegetated neighborhoods for possibility of NeighborWoods program	Oklahoma City Planning Department	✓		

POLICY #	ACTION	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.1.3.C(7)	Evaluate specific subareas within the corridor in regard to housing needs and availability of public and private resources (financial and organizational) to develop housing improvement programs targeted to specific neighborhoods	Oklahoma City Planning Department and Oklahoma City Neighborhood Services Department			✓
5.1.3.C(8)	Explore and develop potential incentives to attract new housing development for middle income and above households to the NE 23 rd Street Corridor Plan area	Oklahoma City Planning Department and Capitol Chamber of Commerce Eastside Capitol Gateway Main Street Program			✓

LAND USE AND DEVELOPMENT

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.2.1.A(1)	Pursue a grocery store retailer as outlined in <i>NE Oklahoma City Grocery Store Location Analysis</i>	Oklahoma City Planning Department and Capitol Chamber of Commerce	✓		
5.2.1.A(2)	Provide training, consulting and networking support to businesses on the NE 23 rd Street Corridor	Oklahoma City Minority Business Development Center, Oklahoma City Service Corps of Retired Executives (SCORE), Oklahoma Department of Commerce, Minority Business Assistance, Oklahoma Minority Supplier Development Council, University of Central Oklahoma, Small Business Development Center and Urban League of Greater Oklahoma City, Eastside Capitol Gateway Main Street Program			✓

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.2.1.A(3)	Develop strategies to encourage the continued development of a commercial node at the intersection of NE 23 rd Street and Martin Luther King Avenue	Oklahoma City Planning Department, Capitol Chamber of Commerce, Eastside Capitol Gateway Main Street Program	✓		
5.2.2.B(1)	Rename select streets to reflect cultural heritage of the area, i.e. Ellison, Chisholm, Buffalo Soldier, etc	Capitol Chamber of Commerce, Eastside Capitol Gateway Main Street Program, Urban League of Greater Oklahoma City and 23 rd Street Merchants Association	✓		
5.2.2.B(2)	Install cultural or historical markers in front of participating structures	property owners			✓
5.2.2.B(3)	Identify and support specific projects such as Traveler's Information Center, Oklahoma Black Cultural Center/Memorial or a higher education campus on NE 23 rd Street	Capitol Chamber of Commerce, Eastside Capitol Gateway Main Street Program, Urban League of Greater Oklahoma City and 23 rd Street Merchants Association			✓

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.2.3.C(1)	Incorporate land use and design controls into a Zoning Overlay to improve the appearance and assist in quality redevelopment of the Corridor	Oklahoma City Planning Department, Planning Commission and City Council	✓		
5.2.3.C(2)	Require pedestrian and vehicular interconnectivity between developments within the Corridor Plan area	Oklahoma City Planning Department, Planning Commission and City Council	✓		
5.2.3.C(3)	Develop safe and viable parking solutions to facilitate development and redevelopment along the NE 23 rd Street Corridor	Oklahoma City Planning Department, Planning Commission and City Council, Eastside Capitol Gateway Main Street Program			✓
5.2.3.C(4)	Provide development incentives for large vacant tracts within the corridor by allowing for mixed use and higher density residential options	Oklahoma City Planning Department, Planning Commission and City Council	✓		
5.2.3.C(5)	Ensure compatibility between non-residential and residential uses	Oklahoma City Planning Department, Planning Commission and City Council			✓

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.2.4.D(1)	Partner with non-profit organizations to establish voluntary notification systems for Planning Commission and City Council items pertaining to the area	Oklahoma City Planning Department, Neighborhood Alliance and Area property owners and Neighborhood Associations, Eastside Capitol Gateway Main Street Program, Capitol Chamber of Commerce			✓

TRANSPORTATION

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.3.1.A(1)	Implementation of NE 23 rd Street Streetscape Master Plan	Oklahoma City Public Works Department	✓		
5.3.1.A(2)	Create a mini-transit hub at Martin Luther King Avenue and NE 23 rd Street	Central Oklahoma Transit and Parking Authority (COTPA) and Oklahoma City Public Works Department		✓	
5.3.1.A(3)	Install transit stops/bus pull-offs at Laird and Rhode Island Avenues	Central Oklahoma Transit and Parking Authority (COTPA) and Oklahoma City Public Works Department		✓	
5.3.2.B(1)	Install dynamic gateway entries to NE 23 rd Street at Interstate-35 and Interstate-235 per the <i>NE 23rd Street Revitalization Plan</i>	Oklahoma City Public Works Department		✓	
5.3.2.B(2)	Install a secondary gateway at Kelley Avenue per the <i>NE 23rd Street Revitalization Plan</i>	Oklahoma City Public Works Department		✓	
5.3.2.B(3)	Install public plaza at Martin Luther King Avenue per the <i>NE 23rd Street Revitalization Plan</i>	Oklahoma City Public Works Department	✓		

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.3.3.C(1)	Prioritize the Capital Improvements Plan for sidewalk installations to link NE 23 rd Street with the adjacent residential neighborhoods	Oklahoma City Public Works Department			✓
5.3.3.C(2)	Implement the recommendations in the Fixed Guideway Study, dated 2006, in order to facilitate a more active transit system in the corridor	Central Oklahoma Parking and Transit Authority (COPTA), Capitol Chamber of Commerce and Urban League of Greater Oklahoma City	✓	✓	

OTHER INFRASTRUCTURE & PUBLIC SERVICES

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.4.1.A(1)	Evaluate the Capital Improvements Plan and prioritize for aging infrastructure in need of replacement	Oklahoma City Public Works Department			✓
5.4.1.A(2)	Evaluate areas identified to have localized flooding problems for appropriate solutions	Oklahoma City Public Works Department			✓
5.4.1.A(3)	Educate residents regarding common non point source pollutants and water quality issues	Oklahoma City Public Works Department			✓
5.4.2.B(1)	Implement a Community Watch program	Concerned citizens and Neighborhood Associations			✓
5.4.2.B(2)	Implement Police and community partnerships to provide prevention and intervention programs to at risk families in the target area	Oklahoma City Police Department			✓
5.4.2.B(3)	Install additional lighting at strategic places	Oklahoma City Public Works Department and Property owners		✓	

POLICY #	ACTIONS	INVOLVED PARTIES	TIMEFRAME		
			Short-term 0-5 years	Long-term >5-20 years	Ongoing
5.4.2.B(4)	Implement the adopted Public Nuisance Abatement Ordinance as a deterrent to crime	Oklahoma City Police Department			✓
5.4.3.C(1)	Improve and enlarge existing parks to meet minimum standards	Oklahoma City Parks and Recreation Department		✓	
5.4.3.C(2)	Add improvements and upgrades to existing parks as identified by <i>NE 23rd Street Revitalization Plan</i> and Capital Improvements Plan	Oklahoma City Parks and Recreation Department	✓		
5.4.3.C(3)	Strengthen existing pedestrian connections to Phillips Park along Jordan Avenue, through street trees, signage, and consistent sidewalks	Oklahoma City Public Works Department		✓	
5.4.3.C(4)	Develop an Indoor Recreation Facility within or near the study area	Oklahoma City Parks and Recreation Department		✓	

(Note: Funding may not be currently available for recommended actions identified with a long-term timeframe.)