Oklahoma City: Born Grown 1889

Land Run: April 22, 1889

6.5 miles of streetcar by 1903: Early Day TOD was Key
TOD Opportunity is Still Here in OKC

Modern streetcar is under construction. Revenue Service: December 2018.

Note: Mayor Mick Cornett is the President of the U.S. Conference of Mayors
The System Plan includes:

- **Commuter Rail** from Edmond to Downtown OKC to Norman, and Downtown OKC to Midwest City/Tinker Air Force Base

- **Bus Rapid Transit (BRT)** along Reno Avenue, Northwest Expressway, 59th Street and Meridian Avenue; Plus Enhanced Bus

- **Modern Streetcar** serving as a circulator in downtown OKC.
Santa Fe Station Intermodal Hub
(Oklahoma City TIGER Project)
Mainline Service/Bricktown Loop

Mainline Service
4.86 Miles of Service Line
12-14 Minute headways
Passes Santa Fe Station TIGER Project

Bricktown Loop
2.04 Miles of Service Line
15 Minute headways

100% Locally Funded
$131 million
Six cars: Brookville Liberty
Maint. Facility
Much Off-wire
Three Key LOCUS Questions:

How do real-life projects intersect with LOCUS P3: partnerships, policy and placemaking?

Where can the LOCUS audience provide input or posit solutions?

What makes the transit project and TOD particularly reflective of regional community?
E.D. Hovee TOD/Econ. Projections from 2013: Development & Land Use

**Midtown/Downtown/Bricktown Route Projections**

**Potential “Bump” with Streetcar**

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2027</th>
<th>Growth</th>
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</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>4,362</td>
<td>9,712</td>
<td>5,350</td>
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<tr>
<td>Commercial (SF)</td>
<td>15,910,000</td>
<td>19,750,000</td>
<td>3,840,000</td>
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<tr>
<td>Commercial (Jobs)</td>
<td>34,881</td>
<td>43,326</td>
<td>8,445</td>
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Growth is never guaranteed, but can be achieved with public-private partnerships.

Projection Source: 2013 OKC TIGER II Planning Report by E.D. Hovee and Associates

Commercial SF excludes tax-exempt space
E.D. Hovee: More Projections from 2013 (Core-to-Shore)

Core-to-Shore Area Projections
Potential “Bump” with Streetcar

<table>
<thead>
<tr>
<th></th>
<th>Start</th>
<th>10 Years</th>
<th>Growth</th>
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</thead>
<tbody>
<tr>
<td>Housing Units</td>
<td>709</td>
<td>2,154</td>
<td>1,445</td>
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<tr>
<td>Commercial (SF)</td>
<td>790,000</td>
<td>1,390,000</td>
<td>600,000</td>
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<tr>
<td>Commercial (Jobs)</td>
<td>2,137</td>
<td>3,267</td>
<td>1,130</td>
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</tbody>
</table>

Growth is never guaranteed, but can be achieved with public-private partnerships.
Projection Source: 2013 OKC TIGER II Planning Report by E.D. Hovee and Associates
Current Improvement to Land Value Means Opportunity.
Floor Area Ratios: RECENT in DOWNTOWN OKC

The Edge

3.60

Devon Tower

9.39
Metropolitan Area Projects (MAPS 3)

MAPS 3 is a capital improvements program in OKC that uses a one-cent, limited-term sales tax to pay for debt-free projects that improve our quality of life.

- Voter approved: 2009
- Tax duration: April 2010 to December 2017
- Total budget: $777 million
Metropolitan Area Projects (MAPS 3)

**DOWNTOWN CONVENTION CENTER**

**QUICK FACTS**
- **Project budget**: $288 million
- **Size**: 200,000-SF exhibit hall, 45,000-SF meeting space, 30,000-SF ballroom

**DOWNTOWN PUBLIC PARK**

**QUICK FACTS**
- **Project budget**: $132 million
- **Size**: 40-acre north section, 30-acre south section
Streetcar Dual Track Stop
(At Downtown Park/New Convention Center)
Mainline Service/Bricktown Loop

Mainline Service
4.86 Miles of Service Line
12-14 Minute headways

Bricktown Loop
2.04 Miles of Service Line
15 Minute headways
TOD Partners in OKC

Many Partners:

**EMBARK** is Streetcar, many downtown parking garages, the Spokies bikeshare, Citywide bus system, ferry boats, and more

**Oklahoma City Alliance for Economic Development**
Public-private redevelopment opportunities, TIF, Urban Renewal, etc.

**Downtown OKC Inc.**
Downtown BID District, Downtown programs, sub-districts, other services

**Others** Greater OKC Chamber, OKC Planning, Convention and Visitors. Bureau, others.
Revisited: Three Key LOCUS Questions:

How do real-life projects intersect with LOCUS P3: partnerships, policy and placemaking?

Where can the LOCUS audience provide input or posit solutions?

What makes the transit project and TOD particularly reflective of regional community?