



Responses to questions from the April 10, 2007 Public Meeting

The Core to Shore planning team wanted an opportunity to respond in more detail to questions that were asked at the April public meeting. Please note, that in some cases, the questions raised touched on issues already addressed in the [December Public Meeting Question and Answer document](#).

Also check our [Frequently Asked Questions \(FAQs\)](#) for more general information on the project's intent and scope.

What will happen to current property owners in the Core to Shore project area?

Please also see the [December Q&A document](#). The realignment of Interstate 40, the revitalization of the Oklahoma River, and the overall recent success of Downtown and Bricktown have made this area much more attractive for redevelopment. The Core to Shore plan was initiated to ensure that this redevelopment is high quality and supportive of current downtown revitalization efforts.

We hope that current property owners see the revitalization of this area as something in which they would like to play an active role. However, we understand that some property owners may prefer to sell their property to private investors for redevelopment.

In those areas impacted by civic projects, such as a park, the city will attempt to purchase the land through a negotiated sale. The City will only use eminent domain only as an absolute last resort and only in support of a public purpose.

What design elements will the Oklahoma Department of Transportation include in the construction of the new I-40?

As part of the Record of Decision (ROD) that the Federal Highway Administration released in 2002, the Oklahoma Department of Transportation pledged to build retaining walls along the depressed portion of the interstate that showed an "architectural similarity to Little Flower Church." The bridges have been designed in accordance with this requirement. ODOT has also made a conscientious effort to plan for the use of decorative form-liners in the construction of the retaining walls. A committee of private and public representatives led by OKC Beautiful, has been working with ODOT on the recommendation of an appropriate design theme for the form-liners.

Currently, ODOT is working with the Mayor's office to identify a timeless, classic style for the aesthetic treatments along the new I-40 corridor through Oklahoma City.

Could Bricktown expand as part of the Core to Shore project?

That is ultimately up to market forces, but some of the redevelopment scenarios created through the Core to Shore planning process have suggested that the area immediately south of Bricktown could be developed in a way that complements Bricktown. The City believes that further diversification through additional retail, residential, and other regional attractions are essential steps in supporting the long-term success of Bricktown and Downtown in general.

Will the plan include considerations for affordable housing?

Please also see the [December Q&A document](#). The City Planning Department is currently researching how other cities have successfully integrated affordable housing units within newer center city development projects. This is a priority for the Core to Shore process.

Why are no residents serving as members of the Core to Shore Steering Committee?

There are several commercial property owners serving on the Core to Shore Steering Committee, as well as organizations like the Latino Community Development Agency, who we felt could represent neighborhood interests.

The Steering Committee was created in an attempt to include both present and potential future users. In the interest of keeping the Steering Committee at a manageable size, we understand that we may not have included everyone who would like to be represented. Nevertheless, we have endeavored to make this as open a process as possible, so comment from anyone is welcomed at any time.

Please contact us at coretoshore@okc.gov. We are also happy to present the project to any group with an interest in its implications. We are endeavoring to garner input on the Core to Shore plan through the public meeting process and our website, and ultimately we want to reach as many Oklahoma City residents as possible.

How do some of the ideas presented in the Core to Shore redevelopment scenarios tie into the 2007 General Obligation Bond proposal and MAPs 3?

The City is currently refining a General Obligation Bond package that will go to public vote on December 11, 2007 (http://www.okc.gov/news/go_bond_2007/index.html). Infrastructure improvements, including within the Core to Shore area, constitute the biggest part of the bond proposal. Boulevard enhancements will also be addressed in this bond proposal.

As Mayor Cornett has said on his www.maps3.org website, MAPs 3 is neither mandatory nor inevitable. The sales tax used to fund MAPs for Kids will terminate at the end of 2008 and it is up to the residents of Oklahoma City to determine 1) whether they would like to continue the one-cent sales tax and 2) the types of projects they might support in a MAPs 3. The Mayor recently closed the portion of the website that allowed the public to submit ideas for a potential MAPs 3. A summary of that feedback (<http://maps3.org/factsheet.html>) shows support for several components of the Core to Shore plan, but a formal presentation of a potential MAPs 3 package is still several months away.

When will the public meeting for the Scenic River Overlay Design Districts be held?

Public meetings inviting comments on the adoption and expansion of the Scenic River Overlay Design Districts were held in August 2006. The districts have already been introduced to the Planning Commission and are scheduled to receive their approval on June 14, 2007. Assuming the Planning Commission approves the plan on that date, it will then be forwarded to the City Council for introduction on July 17, 2007 to receive final adoption on August 14, 2007. If Council approves the districts on that date, the new overlay districts will go into effect sixty days after date of adoption on October 15, 2007. Please keep in mind that these dates are tentative however.

To what degree will the Core to Shore plan include opportunities for green-belts, parks, sidewalks, and bike trails?

Conversations with the public regarding Core to Shore have shown strong support for the addition of new parks and green-spaces throughout the project area. More specifically, citizens and Steering Committee members have expressed strong support for the creation of 1) a large central park capable of hosting large civic events and 2) a strong non-vehicular link to enable pedestrian and bike traffic to safely travel from the Myriad Gardens all the way to the Oklahoma River. Open space, pedestrian mobility and sustainability considerations will be integral components of the final plan.

Updates to questions asked at the December public meeting

Are there any plans to encourage environmental sustainability in the planning area?

A sustainability task force was created in response to feedback we received at the December meeting. The task force has met twice and will be creating a list of recommendations to guide the direction of the final planning document. Please contact us if you would like to participate in this task force. Because of the long timeframe for implementation, we expect that sustainability considerations will continue to evolve. The City would like the Core to Shore development to be cutting edge, which necessitates that it be strongly underpinned by sustainability considerations.

How do we address the homeless population?

Mayor Mick Cornett's Homeless Action Task Force began meeting in January 2007. The Task Force is comprised of representatives from social service providers, the business community, and government agencies. The Task Force is charged with presenting a clear picture of homelessness in the City and making recommendations that address long-term solutions. The Task Force is planning to report their findings to the Mayor and City Council in August 2007. The Task Force is aware of the impact the Core to Shore plan will have on the homeless population and that simply moving the problem elsewhere is not an acceptable policy approach.