



# City of Harrah

Heart of the Heartland

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## CERI PLANNING DEMONSTRATION SITE APPLICATION 2021

### Downtown Sweeney's Switch

Clayton Lucas – City Manager – 405-454-2951

Tracy Qualls – Economic Development Director – 405-454-2951

Debby Keith – Grant Administrator – 405-454-2951

## CERI PLANNING DEMONSTRATION SITE APPLICATION CHECKLIST

The planning demonstration site application submittal should be comprised of the sections below, clearly marked, and in the following order:

- **Complete CERI Planning Demonstration Site Application Form** (1 page maximum)
- **Planning Demonstration Site Area** maps and a narrative description of the proposed area. Ensure that all maps include a scale and north arrow. (11"x17" maximum size). Please verify that the planning demo site area (25% minimum) is located within the boundaries of a designated Encompass 2040 Plan Activity Center. The Plan map showing the location of Activity Centers can be [viewed here](#). (3 pages maximum: 2 maps and 1 narrative page)
- **Issue Statement** that includes the following sections (2 pages maximum):
  - Why should your Activity Center be selected as a planning demonstration (demo) site?
  - Is your proposed project a game-changer for your community? If so, please explain how the implementation of this initiative will transform the economic prosperity and quality life for your citizens.
  - Does your proposal, if fully implemented, have any regional significance?
  - If your Activity Center is an historic (50% of building inventory is 50 years or older) commercial business district (CBD) or town center, please address the following:
    - Explanation of major assets and problems.
    - What does your community expect to achieve by participating in the Main Street Program and why do you think your community would be a successful Main Street community?
    - Describe past or present efforts by the public and private sector aimed at revitalizing the historic CBD (if the community was a previous Main Street organization designated by ODOC and subsequently ceased being such, please explain why and what is different today).
    - If your community is currently an active participant in the Main Street Program, please describe the level of involvement and activities of the city leadership, local volunteer steering group, and the role of the Main Street program coordinator.
    - If your community is planning to pursue a Main Street Program membership as part of your CERI Application, please refer to the attached Oklahoma Main Street Community Forms that are required to be submitted with this Application packet.
    - What aspects of ACOG's Updated CEDS Goals (Refer to Call for Applications Preamble) are not being considered in your community's planning efforts and why?
    - Does your community have any planning efforts or projects that incorporate aspects of the Updated CEDS Goals?
- Detailed explanation of **Local Resources** dedicated to the process (1 page maximum). Including identification of the primary point of contact and support staff dedicated to a potential 12-month process.
- Discussion of **Local Commitment** or political will to implement recommended initiatives and strategies in support of the proposed planning demo site that reflects **ACOG's Updated CEDS Goals** (2 pages maximum). Required local commitment activities include the following:
  - Provide an adopted and signed resolution from the local government acknowledging long-term commitment to this endeavor. ([Refer to attached CERI Draft Resolution.](#))



- Provide a list of specific stakeholders (realtors, bankers, small or large business owners, large landowners, minority and faith-based community representatives, etc.) that are dedicated to be involved throughout the entire process, and will actively serve as members of a community steering/blue ribbon committee.
- Provide letters of support from local organizations, civic clubs, and businesses (place letters in the Appendices as described below).
- Provide a detailed description of anticipated methods to ensure comprehensive and inclusive (reflective) public involvement, especially to the underserved groups within the community.
- If pursuing a Main Street Program membership, provide a description of how you might use an existing or proposed 501(c)(3) private, nonprofit partner to develop policy and on-going implementation of the project components.



Provide the following substantive indicators that show **Local Capacity** to undertake the proposed planning demo site process and the ability to support and implement the desired outcomes (2 pages maximum).

- Describe a project or elements of a plan that your community has implemented including staffing, funding, development of regulations, community support, and formal actions by the governing body.
- Describe the community's financial investment history, including recent capital improvement projects, current bonding capacity, and other financial tools that have been utilized.
- Is the community willing and capable of providing a financial and/or in-kind match to enhance the project scope, if agreeable by all participating parties, in order to effectuate a more comprehensive outcome? (This is not a required component in order to qualify for consideration, but rather to provide a community the opportunity to leverage this service to address a larger project scope.)



**Appendices** may include relevant supporting documentation as necessary; e.g. photographs, letters of support, related study summaries, supporting comprehensive plan policies. (3 pages maximum)



**Provide the following items to Matthew Weaver, CED Manager, ACOG, 4205 N Lincoln Blvd., Oklahoma City, OK 73105:**

- One (1) signed unbound original and two (2) copies of the complete Application form with Checklist and Attachments
- One (1) all-inclusive PDF stored on a flash drive

## CERI PLANNING DEMONSTRATION SITE APPLICATION FORM

### COMMUNITY CATEGORY (PLEASE CHECK ONE)

☐ **Small Town:**  
Population less than 5,000

☒ **Mid-Size City:**  
Population 5,000 - 50,000

☐ **Large City/Urban:**  
Population over 50,000

City of Harrah	02-11-2021
City/Town	Date
Clayton Lucas	405-454-2951
City Mgr./Adm.	Phone
Tracy Qualls	405-454-2951
Contact Person	Phone
Economic Development Director	
Title	
PO Box 636, Harrah, OK 73045	ed@cityofharrah.com
Address	Email

### NAME AND LOCATION OF PROPOSED PLANNING DEMONSTRATION SITE

Downtown Sweeney's Switch

Main Street from Tim Holt Drive to Church Avenue and Church Avenue from Dobbs Road and 10th Street

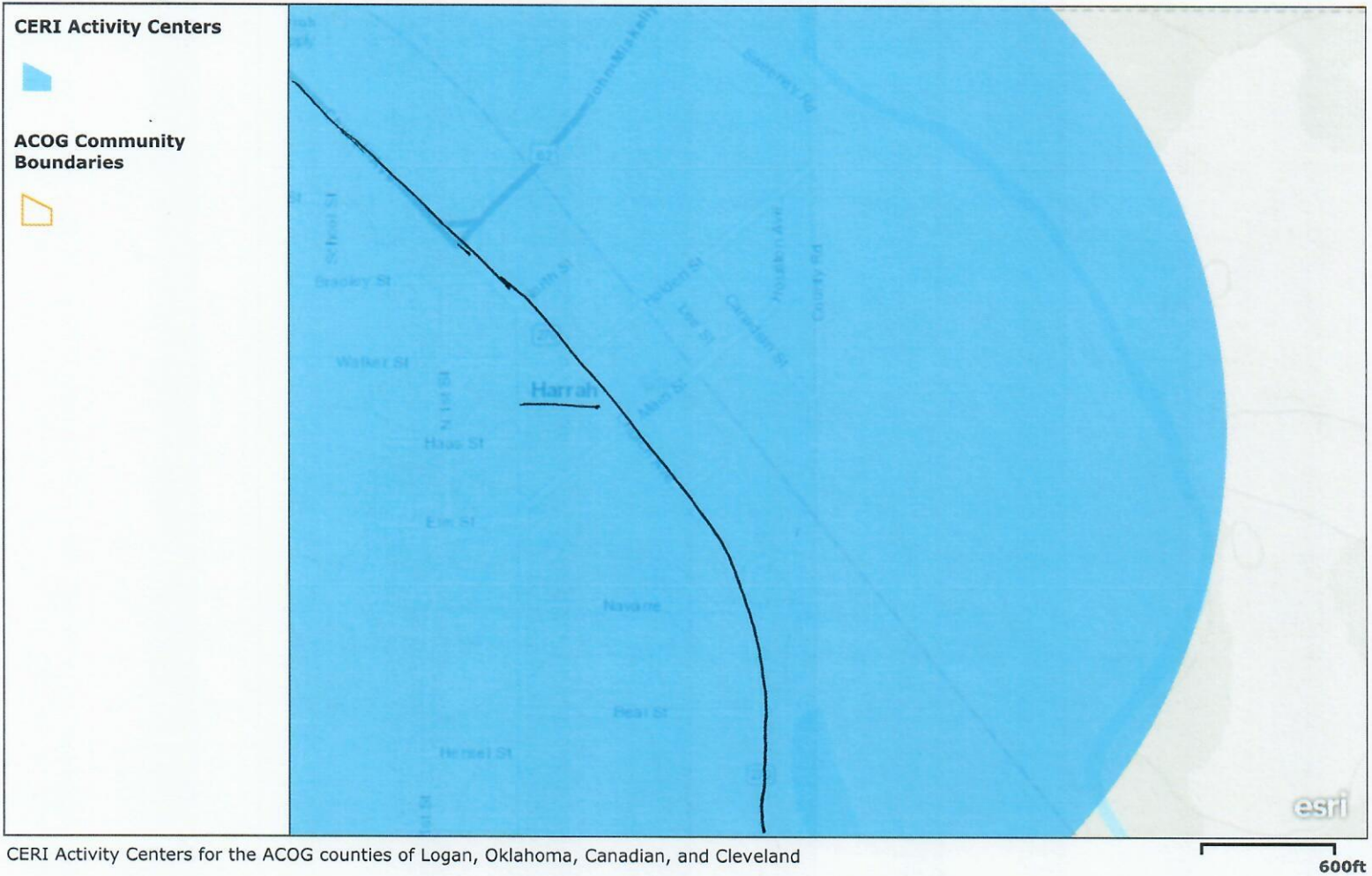
Please read the Call for Applications Preamble and follow the instructions on the attached Application Checklist in order to submit a complete CERI Planning Demonstration Site Application.





# Harrah Downtown Sweeney's Switch

## CERI Activity Centers



City of Oklahoma City, Texas Parks & Wildlife, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA

100% of the downtown plan is located within the Activity Center



# Issue Statement

Our Activity Center should be selected because Harrah is one of Oklahoma's fastest growing cities. This partially due to the Kickapoo Turnpike along the western edge of our community with three exits within the city limits. It is located just 20 minutes east of downtown Oklahoma City. Founded in 1898, Harrah offers a wonderful blend of urban and rural living, including new residential communities, small acreages and farms/ranches. The downtown plan is located 100% within the Activity Center for Harrah.

In 1891, E. W. Sweeney purchased property which adjoins the current site of Harrah on the east. He started a business operating a ferry across the North Canadian River, and later built a wooden pontoon toll bridge. A 1930 map shows Sweeney Bridge as being located about ¼ mile east of Harrah's current bridge crossing on Highway 62. Mr. Sweeney helped to improve communication and commerce by providing a means, other than by horseback, for crossing the North Canadian. He brought those on the two sides of the river together. Due to this fact the community has elected to call our downtown project Sweeney's Switch.

In 2017 the City of Harrah developed a Comprehensive Plan to guide the local leaders and City Staff in the direction the residents want the City to develop. The plan represents the community's needs, desires, and vision for the future as were identified through public input and by soliciting input for each project at every step of the planning process. The Advisory Committee Visioning Exercise results are as follows: Infill, increase density in the core, tight-knit community, community events, walkable, lack of commercial business space to rent, not friendly to startups. The plan has made the City aware of the opinions of regular citizens and how they want the community to move forward.

Main Street (Project Location) is closed on Saturdays and there is live music, food trucks and vendors. The City and community partners are working towards developing a pleasant, safe, and usable outdoor space that is ADA compliant. We want people of all ages and abilities to enjoy our downtown area. We are really focused on the downtown center of our community as a priority. We will be partnering with several other groups and businesses to enhance the downtown area. The project has overwhelming support from local civic and service organization, and city staff as well as citizens of Harrah. Please see the letters of support contained in the Appendices.

We strongly believe with the development of a downtown plan we can retain our core values as we gain prosperity for the region. This means we want to identify, recognize and utilize the physical characteristics and natural features of the planning area to determine suitability of areas for development and to protect the public health, safety and welfare of our community. We want to encourage the preservation and enhancement of the natural resources and amenities of the planning area.



The CERI Program will help with the development of a livable community for people of all ages. The local support systems already working to bring growth to our area would benefit greatly from this program.

Yes, our proposed project is a game-changer for our community. As we are implementing changes to transform our downtown area. In order to attract the right kind of development, the right framework needs to be in place.

The City of Harrah is in the process of adopting policies and strategies that promote health and quality of life in Harrah. It has recently passed new policies including a Complete Streets Ordinance. Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Streets are safe streets, and walkable and bikeable neighborhoods are good for local economies. Phase I of our downtown plan is to improve the sidewalks, widening streets. Our new infrastructure will allow safe and convenient travel along and across streets for all users. This is basic transportation infrastructure allows community and business to reach each other safely. Safe streets will aide in economic development of the downtown area.

The City has also established a Wellness Committee and a Citizen Advisory Committee. We also have the Friends of the Park Foundation.

Having a well-designed downtown plan will help us embrace the growth and pay tribute to the history of Harrah. Harrah citizens have benefited from recent growth with new commercial and residential activity. Reinvestment into our downtown however will signal that our focus continues to be and will always be the core values that shaped Harrah's history.

Our downtown project would have a regional significance. For example: Our Farmers Market which is located in the downtown project brings farmers and citizens from other communities to our area. But is also provides an outlet for the farmers to sale their produce and citizens in the surrounding area the opportunity to purchase local grown fresh and healthy produce. Harrah at one time was a crossroads for trade on the Canadian River. The Kickapoo land north of the river, and the Potawatomi land south of the river was connected by Sweeney's Ferry. This allowed trade between the two tribes. As the community developed the Choctaw, Oklahoma and Gulf Railroad came to the community. The community had excellent farm lands, a river crossing, established mail routes, enterprising business men, and the most up-to-date transportation. The City of Harrah was born. We want to restore that feeling of an open market area again in the downtown area where everyone can come together.

In partnership with Friends of the Park the city has already built a community garden, installed decorative lights across and along Main Street, built an open air space with tables and chairs where beverages and food can be served in Downtown Sweeney's Switch.



Harrah is a lot like other communities in that we are looking for ways to attract people into our community to increase our sales tax base. We know our retail base is limited, so instead of trying to divide those dollars up more we want to increase those dollars across the board. Building upon what we have started with our "Saturdays on Main Events" which brings in two to four thousand people per event. We know Harrah is a prime location to attract families as a go to location for not only entertainment, but to also live. We also hope to be an example to other communities for smart growth, and sustainable investment.

#### CEDS Goals:

Infrastructure – The downtown plan includes a mixture of office, retail, and other amenities integrated into a walkable neighborhood. The plan includes widening the streets and improving and adding sidewalks. The City has installed WIFI in Heritage Park and this will be brought to the downtown area. The City adopted a Complete Streets Resolution in 2019.

Resiliency – the downtown area is and will be diversified and we will help the local businesses obtain the tools they need to thrive. In the past two years we have had twelve new businesses locate in Harrah. Four of which located in the downtown area.

Innovation – the city will open lines of communication among business leaders to affect policy responsiveness.

Healthy Community – the city is working towards designing and actively support region-wide program aiming to develop and maintain healthy, active lifestyles with the community. The downtown area has a community garden that opened in 2018. Plus we are working with T-Set to become a Healthy Community. The City passed a Healthy Retail Resolution in 2020.

Government – The City is constantly modernizing zoning and developing regulations with emphasis on best practices.

The City of Harrah doesn't have a traditional historic downtown due to a fire that destroyed the downtown area. The remaining building inventor does not meet the 50% at 50 years or older. For this reason we are not looking to participate in the Main Street Organization.

# Local Resources

Point of Contact – Larry Fryar – Mayor

Staff Member

- Tracy Qualls – Economic Development Director
- Sue Musch – Administrative Assistant
- Patty Wheeler – Parks Board
- Debby Keith – Grant Administrator

The City of Harrah will engage residents, business owners, and other stakeholders to develop a vision for our downtown's future. Stakeholder engagement helps ensure that plans reflect the community's desires, needs, and goals and generates public support that can maintain momentum for implementing changes through election cycles and city staff turnover. The changes will not be implemented overnight; a long-range strategy is necessary to guide work over many years. A local plan can help identify incremental steps that will move the community forward.



# Local Commitment

See attached **Resolution** passed on January 25<sup>th</sup>, 2021 in Appendices

**Stakeholders:** The Mayor has established a Downtown Advisory Board. The board members include business owners, Harrah Public School Superintendent, Harrah Chamber of Commerce, Community Bankers, Friends of the Park Members, Local Tech Center, and Community Volunteers.

Organizations:

- Harrah Chamber of Commerce
- Harrah Public Schools
- Harrah Park Board
- Friends of the Park
- DHP Center for Christian Counseling
- FNB Community Bank
- Harrah Disposal, Inc.
- Heffley's Bookkeeping & Income Tax
- Devin's Dapper Dogs
- Ashley's Doggie Styles
- Harrah Pharmacy
- Megan Flowers
- The Lumber Shack
- Church Avenue Spirits
- For the Love of Dogs
- Omega Insurance Agency

The above list of organizations, business owners and citizens are seeking a way to create an environment that is inclusive and responsive to the interest and concerns of residents and businesses. The Sweeney Switch Project will transform downtown into a social, economic, and cultural heart of Harrah.

**Letters of support are in the appendices**

## **Public Involvement**

In order for a downtown plan to be effective, it must be representative of the community. Ensuring that a plan represents the community's needs, desires, and vision for the future, we will solicit input from the citizens of Harrah for the Sweeney's Switch project at every step of the planning process. We will hold town hall meetings and meet with community organizations to keep them informed and also to receive input.

**Main Street Program** – not pursuing membership at this time.



# Local Capacity

## **City of Harrah Comprehensive Plan – Adopted June 14, 2018**

The City has used the Comprehensive Plan to guide each individual development decision. The City, in its daily decisions pertaining to whether to surface a street, to approve a residential plat, to amend a zoning ordinance provision, to enforce the building codes, or to construct a new utility line, always refer to the Comprehensive Plan.

The City of Harrah has added the positions of a Grant Writer/Administrator and an Economic Development Director. Because of the addition of a Grant Writer the city has received over \$800,000 worth of additional funding for the police department, fire department, public works department, and parks department in the past two years. Economic Development has brought many new businesses to the community.

The City Council in the past year has approved several rezoning applications, but has also denied several due to not meet the city's long range plans or goals. It has also recently passed new policies including a Complete Streets Ordinance. (Appendices)

The City's commitment by resolution to commit sales tax dollars into downtown. The past development history includes the development of Heritage Park in an underserved area of the city. Some of the projects are the amphitheater and splash pad.

In the past two years we have had twelve new businesses locate in Harrah. They are: Dollar Tree, Auto Zone, Black Raven, Lumber Shack, Chequers Pub, SSM Medical Clinic, Casey's, A& M Aerospace, OK Medical Waste, Comfort Inn, Byerely Services, and Simple Simons. As you can see it is varied.

## **Financial Investment**

The City Council approved over ten million dollars to water, sewer, and infrastructure expansion and improvements. The obtained a loan from OWRB and the project started February 2021.

The proposed participation from council members to commit ¼ of a percent of sales tax dollars in development of the downtown redevelopment project. In this year's budget \$300,000 was dedicated to the development of the downtown area.

The latest Capital Improvements are: Industrial Park water/sewer and gas upgrades; 23<sup>rd</sup> Street water/sewer project; paved North Luther Street and Calvin Street.

The will City will provide a match for developing the plan for the Sweeney's Switch Downtown Plan.



In August of 2020 the citizens passed a continuance of the city's 1% cent sales tax for public works and capital improvements. This shows the citizens of Harrah are committed and supportive of the city in its continued development of the community.

OKLAHOMA MAIN STREET COMMUNITY  
**APPLICATION FORMS**

acog



## Funding/Public Awareness

1. What is the source, amount, and intended purpose of any **public sector** funds?  
Are the commitments for 1 & 2 years? (mark \* for cash or \*\* for in-kind support)

### Revenue from *Public Sources*

N/A

Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose
Source	Year 1 (\$)	Year 2 (\$)	Intended Purpose

**Subtotal Cash**                      \$ \_\_\_\_\_ \$ \_\_\_\_\_

**Total**                                      \$ \_\_\_\_\_ \$ \_\_\_\_\_

2. What is the source, amount and intended purpose of any **private sector** funds?  
Are the commitments for 1 and 2 years? (mark \* for cash or \*\* for in-kind support)

**Revenue from *Private Sources***

N/A

Source

Year 1 (\$)

Year 2 (\$)

Intended Purpose

Source

Year 1 (\$)

Year 2 (\$)

Intended Purpose

Source

Year 1 (\$)

Year 2 (\$)

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Year 2 (\$)

Intended Purpose

**Subtotal Cash**

\$ \_\_\_\_\_ \$ \_\_\_\_\_

**Total**

\$ \_\_\_\_\_ \$ \_\_\_\_\_

**(Attach additional sheets in same format if necessary.)**



3. Provide a **proposed budget\*** for the first two years of the program based on the following suggestions. Remember to include a dollar amount for any in-kind donations.

		Year 1		Year 2	
		Cash(\$)	\$ Value In-Kind	Cash(\$)	\$ Value In-Kind
<b>Personnel:</b>	Base Salary	_____	N/A	_____	N/A
	Taxes	_____	N/A	_____	N/A
	Insurance (Medical/Life)	_____	N/A	_____	N/A
<b>Office Expenses:</b>	Rent	_____	_____	_____	_____
	Utilities	_____	_____	_____	_____
	Equipment	_____	_____	_____	_____
	Office Supplies Telephone/Internet	_____	_____	_____	_____
	Insurance	_____	_____	_____	_____
	Car Allowance	_____	_____	_____	_____
	Contingency Secretarial Services	_____	_____	_____	_____
<b>Professional Development:</b>	Travel	_____	_____	_____	_____
	Printing & Publications	_____	_____	_____	_____
<b>Other Expenses:</b>	Promotion & Advertising	_____	_____	_____	_____
	Postage	_____	_____	_____	_____
	Accounting	_____	_____	_____	_____
<b>Committee Expenses:</b>	Executive Committee	_____	_____	_____	_____
	Fundraising/Membership	_____	_____	_____	_____
	Promotion	_____	_____	_____	_____
	Design	_____	_____	_____	_____
	Economic Restructuring	_____	_____	_____	_____
<b>Total Expenses:</b>		_____	_____	_____	_____

\*The average local operating cash budget for mid-size and urban Associated Main Street programs is \$35,000/year and \$20,000 for small towns. The program budget shall address at least the following: salary and benefits for the part-time (at least 20 hours per week) Main Street Director and allowance for office rent, telephone, utilities, office supplies, secretarial services, promotions, car allowance and travel.

The salary range for part-time Main Street Directors in Oklahoma is \$15,000 to \$30,000. The travel budget should allow the Director to travel to Director Training and Meetings, plus travel to at least the two in-state trainings annually.

## State Government Profile:

### 1. List your Oklahoma State Legislators:

<u>Shane Jett</u> Senator	<u>Home Address</u>	<u>Room 528.1, 2300 N. L</u> Capitol Address	<u>405-521-5539</u> Capitol Telephone	<u>17</u> District	<u>R</u> D or R
<u>Senator</u>	<u>Home Address</u>	<u>Capitol Address</u>	<u>Capitol Telephone</u>	<u>District</u>	<u>D or R</u>
<u>Preston Stinson</u> Representative	<u>Home Address</u>	<u>Room 336, 2300 Lincol</u> Capitol Address	<u>405-557-7400</u> Capitol Telephone	<u>96</u> District	<u>R</u> D or R
<u>Representative</u>	<u>Home Address</u>	<u>Capitol Address</u>	<u>Capitol Telephone</u>	<u>District</u>	<u>D or R</u>

### 2. List your U.S. Senators and Congresspersons:

<u>James Inhofe</u> Senator	<u>302 N. Independence,</u> Home Address	<u>205 Russel Senate Offi</u> Capitol Address	<u>202-224-4721</u> Capitol Telephone	<u>N/A</u> District	<u>R</u> D or R
<u>James Lankford</u> Senator	<u>1015 N. Broadway Av</u> Home Address	<u>316 Hart Senate Office</u> Capitol Address	<u>202-224-5754</u> Capitol Telephone	<u>N/A</u> District	<u>R</u> D or R
<u>Stephanie Bice</u> Congressperson	<u>500 N. Broadway, Sui</u> Home Address	<u>1223 Longworth House</u> Capitol Address	<u>202-225-2132</u> Capitol Telephone	<u>5</u> District	<u>R</u> D or R
<u>Congressperson</u>	<u>Home Address</u>	<u>Capitol Address</u>	<u>Capitol Telephone</u>	<u>District</u>	<u>D or R</u>



## City Government Profile:

### 1. Does your community have a:

- |                                                       |                                         |                                        |
|-------------------------------------------------------|-----------------------------------------|----------------------------------------|
| a. Planning and zoning commission?                    | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| Full-time city planner?                               | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| b. Community development or redevelopment commission? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| c. Public housing agency?                             | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| d. Building inspector?                                | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| e. Building code?                                     | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| f. Housing code?                                      | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| g. Comprehensive plan?                                | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| h. Zoning ordinance?                                  | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No            |
| i. Sign control ordinance?                            | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |
| j. Historic district ordinance?                       | <input type="checkbox"/> Yes            | <input checked="" type="checkbox"/> No |

### 2. Does the city have a Historic Business District plan?

☐ Yes ☒ No Date approved: \_\_\_\_\_

Has the city made any efforts to implement the plan?

☐ Yes ☒ No

Describe these efforts:

The above items are used to further our comprehensive plan established by the citizens of Harrah. The above positions, plans and ordinances play a part in daily decisions on the development of the City of Harrah.

### 3. Has the city received grants or transfers of funds relating to downtown revitalization from other governmental units in the past three years?

No

4. If so, what? How have they been used?

N/A

5. Does the city have any bonds or other available funds that could be used for Main Street program redevelopment?

No

6. Provide a complete list of all city council persons/commissioners:

Larry Fryar	1245 S. Harrah Rd, Harrah, OK 73045
Name	Address
405-694-9922	Retired
Day Telephone	Evening Telephone
	Occupation

Kim Bishop	1148 Tim Holt, Harrah, OK 73045
Name	Address
405-568-8116	
Day Telephone	Evening Telephone
	Occupation

Tom Barron	1043 Sandpiper, Harrah, OK 73045
Name	Address
405-761-5524	
Day Telephone	Evening Telephone
	Occupation

Duane Patterson	287 Kusek Circle, Harrah, OK 73045
Name	Address
405-309-9117	
Day Telephone	Evening Telephone
	Occupation

Cass Smith	19787 Linda Lane, Harrah, OK 73045
Name	Address
405-454-2201	
Day Telephone	Evening Telephone
	Occupation



## Built Environment:

1. What is the approximate age of the building stock in the historic central business district area?

Pre-1900	_____ %	1920-1940	10 _____ %
1900-1920	_____ %	1940-1969	20 _____ %
		Post 1969	70 _____ %

a. Predominant architectural style of buildings in the historic central business district:  
(Please call the Oklahoma Main Street Office or State Historic Preservation Office for guidance, if needed.)

There is a mixture of brick, wood, and metal buildings. Most were built in the 70's.

b. Discuss the characteristics that make the Associate Main Street program area a cohesive and recognizable district having clearly defined boundaries and architectural character.

N/A

c. For the buildings in your downtown area, what percentage would you consider to be:

☐ Excellent      ☒ Good      ☐ Fair      ☐ Poor

## Existing Community Organizations:

Do you currently have any of the following active organizations in your community?

Community Redevelopment Agency	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Downtown Development Authority	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Chamber of Commerce	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Merchants and/or Professional Associations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other Downtown Associations	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Local Historic Preservation Society	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Local Business Incubator Program	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

(Attach additional sheets if necessary.)

If so, briefly describe activities and accomplishments of each.

The Chamber has been helpful in bringing new business into the area and the Harrah History Center is staffed by volunteers.

# Appendices

Sweeney's Switch Preliminary

Resolution to apply for CERI Program

Comprehensive Plan

Complete Streets Resolution

Letters of Support





Overlay Design District



Concept Streetscape



Lighting the Street



Urban Garden - Catalyst for Activity



Concept Scale, Form and Vernacular

**HORNBECK-BLATT**  
architects

Successful Citizen Investment

**SWEENEY'S**



**SWITCH**



October 19, 2020



THE ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS  
COMMUNITY ECONOMIC RESILIENCY INITIATIVE PROGRAM

**A RESOLUTION OF THE COUNCIL OF THE CITY OF HARRAH, OKLAHOMA,  
REQUESTING THAT THE ASSOCIATION OF CENTRAL OKLAHOMA GOVERNMENTS  
(ACOG) CONSIDER THE SELECTION OF THE HARRAH DOWNTOWN RENOVATION, AS A  
PROJECT CANDIDATE FOR THE CERI PLANNING DEMONSTRATION SITE PROGRAM**

Be it remembered that on the 25 day of January, 2021 at a regular meeting of the City Council of the City of Harrah, the following resolution was presented, read and adopted:

**WHEREAS**, the CARES Act Recovery Assistance grant funds have been made available to ACOG, through the EDA, to provide consultant planning services for municipalities in the ACOG region in partnership with the Oklahoma Main Street Center (Oklahoma Department of Commerce) and the University of Oklahoma Institute for Quality Communities (IQC); and

**WHEREAS**, The City of Harrah has selected a project planning proposal described as follows: Downtown Sweeny's Switch; and

**WHEREAS**, the preliminary estimate of the planning project is \$300,000; and

**WHEREAS**, the City/Town agrees to provide extensive community engagement to make the project planning process a success (6 to 12 - month process) and provide ongoing community support to ensure future project implementation and maintenance funding; and

**WHEREAS**, the City/Town assures that no qualified person with a disability shall, solely by reasons of their disability, be excluded from participation in, be denied the benefits of or otherwise be subjected to discrimination under any program or activity administered by the City/Town; and

**WHEREAS**, the City/Town further understands that acceptance of this resolution by the Association of Central Oklahoma Governments (ACOG) is not a commitment of being selected as a CERI Planning Demonstration Site, but only registers the City's/Town's interest and commitment in participating in the program application process.

**NOW, THEREFORE, BE IT RESOLVED:**

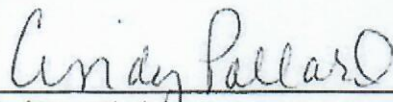
That ACOG is hereby requested to consider the selection of this project as a candidate for CERI Planning Demonstration Site Program, and to submit the completed project application to the CERI

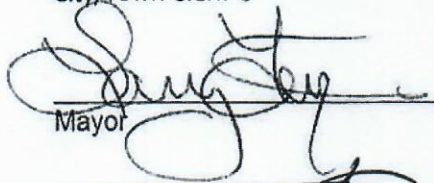
Review Committee for assessment and to the ACOG Board for final consideration;


**ADOPTED** by the City of Harrah and **SIGNED** by the Mayor  
This 25<sup>th</sup> day of January, 2021.



ATTEST:

  
\_\_\_\_\_  
City/Town Clerk

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
City/Town Attorney

### #3 | Facilitate Downtown Enhancements

Focus Area(s):   

The downtown area is typically the heart of a city – a unique and iconic part of its identity. Preserving and enhancing Harrah's downtown is of the utmost importance.

Historically, from large cities to smaller towns, downtown was the heart and core of the community. It was where business was conducted and where residents went to shop, see a movie, and enjoy dinner.

During the second half of the 20th century, downtowns experienced a state of decline due to a variety of social and economic factors that caused cities to sprawl outward. Homes were built to accommodate the surge of family households in America. The automobile dominated American culture and shopping malls, and strip centers were built for automobile convenience. Commercial, office, and entertainment activity followed the outward growth of cities. Today, many downtowns are experiencing a remarkable resurgence because people identify these areas as a unique sense of place, which is often lost with typical suburban development.

Harrah is unique from many communities in Oklahoma because it already has an identifiable Downtown that provides access to entertainment, commercial, and civic activities. This puts Harrah in a position to capitalize on the resurgent demand for downtown destinations and amenities, which can be done by:

- Embracing and enhancing the sense of being downtown through land use density, streetscaping, pedestrian amenities, and building façade enhancements;
- Attracting more energy to Downtown by linking it to other community amenities, such as parks, schools, and civic uses;
- Facilitating the development of "stay and play" amenities, such as boutique hotels, restaurants, and entertainment venues; and
- Spreading local and regional awareness of Downtown through wayfinding, community events, and marketing campaigns.



Fiscally Responsible



Economic Development



Rural Character



Sense of Community  
and Identity



Quality of Life



## #10 | Concentrate Development in the Core Areas

Focus Area(s):



Nodes refer to areas of economic and social activity. In Harrah, nodes include Downtown, Heritage Park, and the future turnpike interchanges. As discussed in **#3 | Facilitate Downtown Enhancements** and **#5 | Capitalize on Turnpike Nodes**, concentrating higher density or nonresidential uses around these nodes helps stimulate much-needed economic development, generate sales tax revenue, prevents sprawl, and promotes a rural feel by preserving low density or rural areas elsewhere in the City. Moreover, concentrating development allows the City to provide infrastructure more efficiently. For these reasons, it is recommended that the City focus on creating nodes of development around all or some of the areas discussed above.

### Downtown

A key element of enhancing Downtown will be ensuring that the businessowners have enough business to stay open. One way to do this is to facilitate nearby residential development. Higher density development, whether geared towards young professionals, empty nesters, or seniors, introduces demographics that are likely to patronize Downtown businesses.

Depending on economic demand and land availability, Downtown could potentially span from Harrison Avenue to Navarre Street. With existing Downtown development and adjacent residential and civic uses, building on the success of Downtown will rely on infill development. It is likely that future development would need to be horizontal as opposed to vertical to create a more continuous streetscape. Downtown infill should also incorporate high quality appearance and design enhancements because it is intended to be the focal point of the City. Downtown will need land uses that give visitors places to eat, gather, and shop. One- to two-story buildings should be encouraged in this area with the first floors for retail and commercial uses, second floors for business or residential uses.

### Turnpike Interchanges

Local and Regional Services uses along NE 23<sup>rd</sup> Street and Reno Avenue are intended to concentrate both regional, highway-oriented developments and local, neighborhood-oriented nonresidential developments along key roadways and intersections. This serves multiple purposes as it will:

- Help preserve the downtown core for more boutique or pedestrian-oriented purposes,
- Concentrate areas of infrastructure demand,
- Serve as a transition and buffer between the turnpike and outlying neighborhoods, and
- Provides neighborhood services without residents having to travel into Downtown or leave the City.

### Rural Character

The inward concentration of activity nodes frees up most of Harrah to preserve its rural character in the outer areas of the City. Floodplains are generally left for Rural Estate development. This, along with land use and design standards for the Turnpike nodes, will ensure that the City maintains a rural charm even as it grows in the future.



**CITY OF HARRAH  
SPECIAL MEETING  
MARCH 14, 2019**

Complete Streets

The City Council for the City of Harrah met at 7:00 p.m. on Thursday, March 14, 2019 at City Hall, at 19625 NE 23<sup>rd</sup> Street, Harrah, Oklahoma for a Special Meeting.

Roll Call, Flag Salute & Invocation.

**At roll call the following members were present: Mayor Larry Fryar, Vice-Mayor Kim Bishop, Councilor Tom Barron, Councilor Duane Patterson, and Councilor Cass Smith. Absent: None. Others present: City Manager Clayton Lucas, City Attorney Robert Thompson, and Grant Writer Debby Keith. Mayor Larry Fryar led the flag salute and Pastor Cato gave the invocation.**

Approval of Consent agenda:

- a. Minutes from the [2019.02.21](#) Regular Meeting.
- b. Harrah Senior Monthly [Report](#) February 2019.
- c. Treasurer's Report for February: Sales Tax, Use Tax, etc. and Franchise Tax.
- d. Re-new concession [contract](#) with Terry Sanchez.

**Motion by Vice-Mayor Bishop to accept and approve the consent agenda. Second by Councilor Barron. Motion carried.**

**Aye: Bishop, Barron, Patterson, Smith, and Fryar.**

**Nay: None.**

Discussion and possible action regarding items removed from the consent agenda. **None.**

Review, consideration and possible action regarding:

- a. Brian Dougherty with Oklahoma City Community Foundation. (Special Presentation).

**Oklahoma City Community Foundation representative Brian Dougherty presented the mayor and council with a check for \$20,000 to go towards improvements and equipment at Lion's Park.**

- b. Discussion and possible action to amend Section 405 Illness and Injury regarding [sick leave](#) in the employee handbook.

**Motion by Councilor Patterson to approve amendment to Section 405 Illness and Injury regarding sick leave in the employee handbook. Second by Councilor Smith. Motion carried.**

**Aye: Patterson, Smith, Bishop, Barron, and Fryar.**

**Nay: None.**

- c. Discussion and possible action to approve [Interlocal Agreement](#) between the City of Harrah and Oklahoma Bureau of Narcotics.

**Motion by Councilor Barron to approve Interlocal Agreement between the City of**



**Harrah and Oklahoma Bureau of Narcotics. Second by Vice-Mayor Bishop. Motion carried.**

**Aye: Barron, Bishop, Patterson, Smith, and Fryar.  
Nay: None.**

d. Discussion and possible action regarding lease/purchase of police vehicles.

**No Action was taken on Item 4D. The council asked for the city manager to bring back interest rates and costs with different lengths of the lease/purchase.**

e. Discussion and possible action to approve [Resolution No. 20190314](#) adopting Complete Streets.

**Motion by Councilor Smith to approve Resolution No. 20190314 adopting Complete Streets as part of healthy living in Harrah. Second by Councilor Patterson. Motion carried.**

**Aye: Smith, Patterson, Bishop, Barron, and Fryar.  
Nay: None.**

f. Approve [Engagement Letter](#) with Dillion & Associates.

**Motion by Councilor Patterson to approve Engagement Letter with Dillion & Associates for 2019-2020. Second by Councilor Barron. Motion carried.**

**Aye: Patterson, Barron, Bishop, Smith, and Fryar.  
Nay: None.**

g. Discussion and possible action to approve Interlocal [Cooperation Agreement](#) with Luther.

**Motion by Councilor Patterson to approve Interlocal Cooperation Agreement with Luther. Second by Vice-Mayor Bishop. Motion carried.**

**Aye: Patterson, Bishop, Barron, Smith, and Fryar.  
Nay: None.**

h. Amend Section 12-509 regarding [Rural Subdivisions](#).

**Motion by Councilor Patterson to amend section 12-509 regarding Rural Subdivisions of the city code. Second by Councilor Smith. Motion carried.**

**Aye: Patterson, Smith, Bishop, Barron, and Fryar.  
Nay: None.**

i. Amend Section 12-221(6) [Area Regulations](#) adding special setback requirements.

**Motion by Councilor Barron to amend section 12-221 (6) Area Regulations adding special setback requirements. Second by Councilor Smith. Motion carried.**



## **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HARRAH ADOPTING A COMPLETE STREETS POLICY**

**WHEREAS**, safe, convenient, and accessible transportation for all users is a priority of the City of Harrah;

**WHEREAS**, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allow safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

**WHEREAS**, the lack of Complete Streets is dangerous for pedestrians, bicyclists, and public transportation riders,<sup>1-3</sup> particularly children,<sup>4-6</sup> older adults,<sup>7</sup> and persons with disabilities<sup>8,9</sup>; on average, a pedestrian was killed every two hours and injured every seven minutes in traffic crashes in 2012<sup>10</sup>;

**WHEREAS**, in 2013, 678 Oklahomans died in traffic collisions – 13 were people biking, 58 were people walking, 34 were children, and 114 were older adults<sup>11</sup>;

**WHEREAS**, 35 percent of Oklahomans live in rural areas<sup>12</sup>, where 66 percent of traffic fatalities occur<sup>13</sup>;

**WHEREAS**, low-income and moderate-income areas, whether they are located in rural, urban, or suburban communities, are typically the least safe for pedestrians and bicyclists,<sup>14</sup> especially for children walking and biking to school,<sup>15</sup> due to long-standing infrastructure disparities<sup>16-18</sup> and a higher concentration of streets with faster-moving and/or higher-volume traffic<sup>19,20</sup>;

**WHEREAS**, Complete Streets improve public health and safety by reducing the risk of injuries and fatalities from traffic collisions for users of all modes of transportation<sup>1,2,21-27</sup>;

**WHEREAS**, streets that are designed with the safety and convenience of pedestrians and bicyclists in mind increase the number of people walking and bicycling<sup>28-30</sup>;

**WHEREAS**, a balanced transportation system where people can easily and safely walk and bicycle to everyday destinations – such as schools, shops, restaurants, businesses, parks, transit, and jobs – enhances neighborhood economic vitality<sup>23,25,31-35</sup>;

**WHEREAS**, a balanced transportation system where streets are lively with people walking and bicycling to everyday destinations – such as schools, shops, restaurants, businesses, parks, transit, and jobs – enhances livability<sup>36-38</sup>;

**WHEREAS**, encouraging people to walk, bicycle, and use public transit saves energy resources, reduces air pollution, and reduces emissions of global warming gases<sup>39-41</sup>;

**WHEREAS**, 32 percent of adults in Oklahoma are obese<sup>42</sup>;



**WHEREAS**, Complete Streets encourage an active lifestyle by creating opportunities to integrate exercise into daily activities,<sup>43,44</sup> thereby helping to reduce the risk of obesity and its associated health problems, which include diabetes, heart disease, high blood pressure, high cholesterol, as well as certain cancers, stroke, asthma, and depression<sup>45-49</sup>; and

**WHEREAS**, in light of the foregoing benefits and considerations, The City of Harrah wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of The City of Harrah, State of Oklahoma, as follows:

1. That the City adopts the Complete Streets Policy ("Policy") attached hereto as Exhibit A, and made part of this Resolution.
2. That the next substantive revision of the City's Comprehensive Plan shall incorporate Complete Streets policies and principles consistent with the Policy.

**PASSED AND ADOPTED** by the City Council of the City of Harrah, State of Oklahoma, on March 14, 2019, by the following vote: \_\_\_\_\_

**Attachment: Exhibit A**

# EXHIBIT A

This Complete Streets Policy was adopted by Resolution No. \_\_\_\_\_ by the City Council of the City of Harrah on March 14, 2019

## COMPLETE STREETS POLICY OF THE CITY OF HARRAH

### A. Definitions

1. "Complete Street" means a street or roadway that allows safe and convenient travel by all users of the following categories: pedestrians; bicyclists; people with disabilities; motorists; movers of commercial goods; users and operators of public transportation; and users of all ages, including seniors, children, youth, families drivers of agricultural vehicles, and emergency vehicles.
2. "High-Need Area" means (1) any census tract in which the median household income is less than 80% of the statewide average median based on the most current census tract-level data from the U.S. Census Bureau American Community Survey, (2) any area within two miles of a school in which at least 50% of the children are eligible to receive free and reduced-price meals under the National School Lunch Program, or (3) any area that has a high number of pedestrian and/or bicycle collisions.
3. "Transportation Project" means any development, project, program, or practice that affects the transportation network or occurs in the public right of way, including any construction, reconstruction, retrofit, signalization operations, resurfacing, restriping, rehabilitation, maintenance (excluding routine maintenance that does not change the roadway geometry or operations, such as mowing, sweeping, and spot repair), operations, alteration, and repair of any public street or roadway within Harrah (including alleys, bridges, frontage roads, and other elements of the transportation system).

### B. Complete Streets Requirements

Harrah shall work toward developing an integrated and connected multimodal transportation system of Complete Streets that serves all neighborhoods. Toward this end:

1. Every Transportation Project, and every phase of each project (including planning, scoping, funding, design, approval, implementation, and maintenance), by the City of Harrah shall provide for Complete Streets for all categories of users identified in Section A(1) of this Policy.
2. The City of Harrah and Public Works shall routinely work in coordination with each other, any bicycle or pedestrian coordinator, and any relevant advisory committees to create Complete Streets and to ensure consistency with any existing pedestrian/bicycle/multimodal plans.
3. Wherever possible, Transportation Projects shall strive to create a network of continuous bicycle- and pedestrian-friendly routes, including routes that connect with



transit and allow for convenient access to work, home, commercial areas, and schools.

4. The City of Harrah and Public Works shall coordinate with adjacent jurisdiction(s) and any other relevant public agencies, including [*insert relevant regional/state agencies*], to ensure that, wherever possible, the network of continuous bicycle- and pedestrian-friendly routes identified in Section B(3) extends beyond City of Harrah's boundaries into adjacent jurisdictions.
5. City of Harrah shall rely upon the current editions of street design standards and guidelines that promote and support Complete Streets.
  - Urban Street Design Guide and Urban Bikeway Design Guide  
(National Association of City Transportation Officials)
  - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach  
(Institute of Transportation Engineers and the Congress for the New Urbanism)
  - Pedestrian Safety Guide and Countermeasure Selection System  
(U.S. Department of Transportation, Federal Highway Administration)
  - Bicycle Safety Guide and Countermeasure Selection System  
(U.S. Department of Transportation, Federal Highway Administration)
  - Separated Bike Lane Planning and Design Guide  
(U.S. Department of Transportation, Federal Highway Administration)
6. This Policy shall be implemented in all neighborhoods, with particular attention to High-Need Areas.
7. All Complete Streets shall reflect the context and character of the surrounding built and natural environments, and enhance the appearance of such. At the planning stage, City of Harrah shall work with local residents, business operators, neighboring jurisdictions, school districts, students, property owners, and other stakeholders who will be directly affected by a Complete Streets project to address any concerns regarding context and character.

## C. Lead Department

City of Harrah and Public Works shall lead the implementation of this Policy.

## D. Implementation

The following steps shall be taken two years the effective date of this Policy:

1. All street design standards used in the planning, designing, and implementing phases of Transportation Projects shall be reviewed to ensure they reflect the best available design guidelines for effectively implementing Complete Streets.
4. City of Harrah and Public Works shall incorporate this Policy into relevant internal



manuals, checklists, rules, and procedures.

5. City of Harrah and Public Works shall assess whether any municipal and zoning codes, land use plans, or other relevant documents, including the Capital Improvement Program, conflict with this Policy, and shall submit a report, along with a proposal for addressing any conflicts, to the City Manager.
6. City of Harrah and Public Works shall provide training on Complete Streets and the implementation of this Policy to all relevant staff, and develop a plan for providing such training for new hires.
7. City of Harrah and Public Works shall identify all High-Need Areas.
8. City of Harrah and Public Works shall identify an existing process or develop a new process that allows for public participation (including participation by bicycle, pedestrian, and Complete Streets advisory committees) in decision-making concerning the design, planning, and use of streets and roadways covered by this Policy.
9. City of Harrah shall actively seek sources of public and private funding to assist in the implementation of this Policy.

## E. Exceptions to Policy

1. A specific category of user may be excluded from the requirements of Section B(1) of this Policy only if one or more of the following exceptions apply:
  - a. Use of the roadway is prohibited by law for the category of user (e.g., pedestrians on an interstate freeway, vehicles on a pedestrian mall). In this case, efforts shall be made to accommodate the excluded category of user on a parallel route.
  - b. There is no current or perceived future need to accommodate the category of user (absence of future need may be shown via demographic, school, employment, and public transportation–route data that demonstrate, for example, a low likelihood of bicycle, pedestrian, or transit activity in an area over the next 20 years).
  - c. The cost of accommodating those users would be excessively disproportionate to the current need or future need over the next 20 years.
10. An exception shall be granted only if
  - a. a request for an exception is submitted in writing, with supporting documentation, and made publicly available with a minimum of 30 days allowed for public input; and
  - b. the exception is approved in writing by the City Council and the written approval is made publicly available.

## F. Performance Measures

In order to evaluate whether the streets and transportation network are adequately serving



each category of users, City of Harrah and Public Works shall collect and report baseline and annual data, including in High-Need Areas, on matters relevant to this Policy, including, without limitation, the following information:

1. Mileage by high-need areas of new and existing bicycle infrastructure (e.g., bicycle lanes, paths, and boulevards)
11. Linear feet or mileage by high-need areas of new and existing pedestrian infrastructure (e.g., sidewalks, trails)
12. Number by high-need areas of new and existing ADA-compliant curb ramps installed
13. Number by high-need areas of new street trees planted
14. Type and number by high-need areas of pedestrian- and bicycle-friendly signage and landscaping improvements, including street furniture and lighting
15. Bicycle and pedestrian counts, including in High-Need Areas
16. Commute mode percentages by high-need areas as provided by the American Community Survey conducted by the U.S. Census Bureau (e.g., drive alone, carpool, transit, bicycle, walk)
17. The percentage by high-need areas of transit stops accessible via sidewalks and curb ramps
18. The number, locations, and causes of collisions, injuries, and fatalities by each mode of transportation
19. The total number or rate by high-need areas of children walking or bicycling to school

## G. Reporting Requirements

One year from the effective date of this Policy, and annually thereafter, the lead agency shall submit a report to the city council on the progress made in implementing this Policy that includes, at a minimum, the following:

1. baseline and updated performance measures as described in Section F;
20. a summary of
  - a. all Transportation Projects planned or undertaken and their status, including a full list and map, with clear identification of which projects are located in High-Need Areas;
  - d. all exceptions granted pursuant to Section E of this Policy, including identification of exceptions granted in High-Need Areas;
  - e. the progress made in achieving the benchmarks for High-Need Areas developed pursuant to Section D(5);
  - f. updates to street design standards, internal department and agency manuals and

procedures, zoning and municipal codes, and land use plans, pursuant to Sections D(1)–D(3);

- g. all funding acquired for projects that enhance the Complete Streets network; and
- h. all staff trainings and professional development provided pursuant to Section D(4);  
and

21. Any recommendations for improving implementation of this Policy.



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14. Maciag M. Pedestrians dying at disproportionate rates in America's poorer neighborhoods. *Gov States Localities*. 2014. [www.governing.com/topics/public-justice-safety/gov-pedestrian-deaths-analysis.html](http://www.governing.com/topics/public-justice-safety/gov-pedestrian-deaths-analysis.html). Accessed May 6, 2015.
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# Harrah Public Schools

"DISTRICT OF CHAMPIONS"  
BOARD OF EDUCATION OFFICE  
20670 WALKER  
HARRAH, OKLAHOMA 73045  
(405) 347-2820

**Date: 1/22/2021**  
**Mr. Matthew Weaver**  
**CED Manager**  
**ACOG**  
**4205 N Lincoln Blvd**  
**OKC, OK 73105**

Dear Mr. Weaver

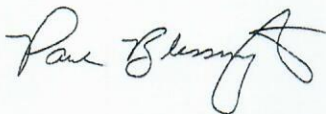
It is my pleasure to write a letter in support of the Harrah Downtown Renovation/Sweeney's Switch Project.

I have been a part of this community for more than 10 years and I can honestly say that my excitement has never been greater for the future of Harrah. The plans the City of Harrah has invested in are a true commitment to continued growth and enrichment to the citizens of the Town of Harrah and surrounding communities. This has led to the many successes our school district has been afforded throughout the years.

In conclusion, I fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our students and residents of our Harrah Family.

Proud to be a Panther!

Sincerely,



**Paul Blessington**  
**Superintendent**  
**Harrah Public Schools**

The Harrah Board of Education does not discriminate on the basis of disability, race, color, religion, national origin, sex, age, or veteran status.

Virginia Smith Elem.  
20227 NE 10th  
Harrah, OK 73045

Clara Reynolds Elem.  
755 Harrison St.  
Harrah, OK 73045

Russell Babb Elem.  
20901 NE 10th  
Harrah, OK 73045

Harrah Middle School  
1480 N. Dobbs  
Harrah, OK 73045

Harrah High School  
20370 Elm Street  
Harrah, OK 73045

January 24, 2021

Cathey Byerley  
2391 Church Avenue  
Harrah, OK. 73045

Mr. Matthew Weaver  
CED Manager  
ACOG  
4205 North Lincoln  
Oklahoma City, OK. 73105

Dear Mr. Weaver,

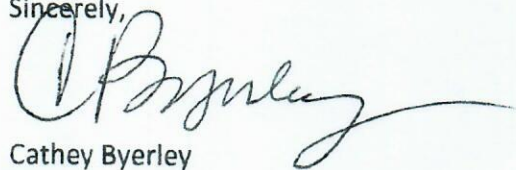
This letter is to show support for and endorse wholeheartedly, the renovation of the downtown area of Harrah, currently referred to as the Sweeney Switch project.

Harrah is distinctly a small rural area, with a population typically teetering at 5,000 that is preparing itself for expected rapid growth in the coming 5 years. With the recent development and opening of the Kickapoo Turnpike running just along the edge of town, expectation is high for new citizens and businesses. Preparation has been ongoing for the last couple of years and preserving our small-town feel, while providing adequate community space is high on the agenda going forward.

Since moving to Harrah twelve years ago, I have seen two children graduate from Harrah's school system, have been an ongoing board member of the local non-profit, Harrah Friends of the Park, to bring annual events to the community, and have served as the Harrah Park Board President since 2019. In addition, I petitioned the city to build a community garden and greenhouse, which I volunteer manage. And in 2020 my husband and I built a permanent biergarten on Main Street, to benefit our city block parties. Not only has Harrah endeared itself to me, but I have embraced this community as the best place I've ever lived. I am anxious to see it grow and thrive, without losing its charm and personality.

I fully support The City of Harrah's effort to retain the ACOG grant for this renovation and hope you will consider Harrah a good choice.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Byerley', with a long, sweeping horizontal line extending to the right.

Cathey Byerley





**Main Branch**

2911 S. Air Depot  
P.O. Box 10600  
Midwest City, OK 73140

405.732.4571 FAX: 405.737.6914  
fnbmwc.com

**Douglas Branch**

405.739.6551  
1213 S. Douglas Blvd.

**Del City Branch**

405.671.8025  
4330 SE 29th St.

**Tinker AFB Branches:**

**Building 685 BX Mall**

405.741.2053

**Building 3001**

405.733.5682

**Choctaw Branch**

405.390.3990  
15801 NE 23rd St.

**Harrah Branch**

Country Boy Grocery Store  
405.391.5855  
SE 29th & Harrah Rd.

**Moore Branch**

405.912.1110  
604 S. Classen

January 27, 2021

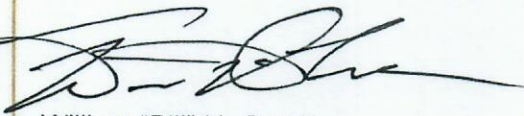
Mr. Matthew Weaver  
CED Manager  
ACOG  
4205 N Lincoln Blvd  
OKC, OK 73105

Dear Mr. Weaver

It is our pleasure to write a letter in support of the "Harrah Downtown Renovation/Sweeney's Switch Project."

FNB Community bank has served the Harrah Community since 1998. FNB Community Bank has served Eastern Oklahoma County for over 75 Years. We continue to support the Economic Growth of Eastern Oklahoma County and Harrah.

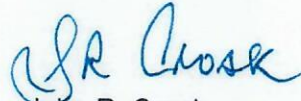
In conclusion, we fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our residents.

  
William "Bill" H. Croak

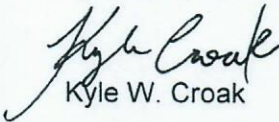
President

  
Robert H. Croak

Chairman of the Board

  
John R. Croak

Executive Vice President

  
Kyle W. Croak

Vice President



Member FDIC

# HARRAH

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## CHAMBER OF COMMERCE

January 21, 2021

Mr. Matthew Weaver  
CED Manager  
ACOG  
4205 N Lincoln Blvd  
OKC, OK 73105

Dear Mr. Weaver

It is my pleasure to write a letter in support of the Harrah Downtown Renovation/Sweeney's Switch Project.

I am the Executive Director for The Harrah Chamber of Commerce this downtown project will be amazing for our business owners as well as for our citizens. With growth coming as quickly as we are seeing it in our community, a Master Plan is a must have moving forward.

In conclusion, I fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our residents.

Sincerely,  
Brandy McKay  
Executive Director  
Harrah Chamber of Commerce



January 26<sup>th</sup>, 2021

Mr. Matthew Weaver  
CED Manager  
ACOG  
4205 N Lincoln Blvd  
OKC, OK 73105

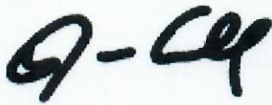
Dear Mr. Weaver,

It is my pleasure to write a letter in support of the Harrah Downtown Renovation/Sweeney's Switch Project.

I am a new business owner here in Harrah and can see the value in taking care of such a historical town with great people. I am a therapist and own a Christian Counseling Center. My husband and I attend church in Harrah and think the project would be more than worth it.

I fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our residents.

Sincerely,

A handwritten signature in black ink, appearing to read "J-Colls".

Jessica Colls  
DHP Center for Christian Counseling-Harrah



Karen Heffley  
President  
Cell: 570-3755

"Our Business is Picking Up"  
**Harrah Disposal, Inc.**

1941 Church Avenue • P.O. Box 97  
Harrah, Oklahoma 73045  
Office: 454-3875  
Home: 454-6165

January 28, 2021

CED Manager  
ACOG  
4205 N. Lincoln  
OKC, OK 73105

Dear Mr. Weaver

It is my pleasure to write a letter in support of the Harrah Downtown Renovation/Sweeney's Switch Project.

We have been in business for over 33 years, and we have had a contract with the City of Harrah since 2004. We have also been a member of the Harrah Chamber of Commerce since its inception.

In conclusion, I fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our residents.

Sincerely,

Karen Heffley  
President/CEO  
Harrah Disposal Inc.



H

B

S

*Heffley's Bookkeeping & Income Tax, Inc.*

P.O. Box 97  
1941 Church Ave.  
Harrah, Okla 73045

Phone: 454-3453  
Fax: 454-3875

*Karen D. Heffley*

January 28, 2021

CED Manager  
ACOG  
4205 N. Lincoln  
OKC, OK 73105

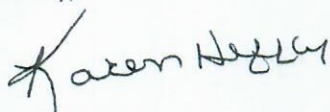
Dear Mr. Weaver

It is my pleasure to write a letter in support of the Harrah Downtown Renovation/Sweeney's Switch Project.

We have been in business, in downtown Harrah, for over 42 years. We have also been a member of the Harrah Chamber of Commerce since their inception.

In conclusion, I fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our residents.

Sincerely,



Karen Heffley  
President/CEO  
Heffley's Bookkeeping & Income Tax



P.O. Box 1159 • 13421 N.E. 23rd Street • Choctaw, Oklahoma, 73020

January 26, 2021

Mr. Matthew Weaver  
CED Manager  
ACOG  
4205 N Lincoln Blvd  
OKC, OK 73105

Dear Mr. Weaver

It is my pleasure to write a letter in support of the Harrah Downtown Renovation/Sweeney's Switch Project.

I am a second generation and lifelong resident of Harrah. 2 of my 3 children and their families are also residents of Harrah. The city has always been good to me. In return, I do what I can for the city by being not only a good steward, but also being involved in the community in different capacities. Any help that I can assist in to make Harrah a better place to live, I'm all for. This grant would mean a lot to me and the good citizens of my great community.

In conclusion, I fully support the efforts of the City of Harrah as they seek the ACOG grant for the renovation of downtown Harrah. The renovation will spur economic development in our region and improve the quality of life for our residents.

Sincerely,

A handwritten signature in dark ink, appearing to read "Scott Dull", written over a horizontal line.

Scott Dull

Omega Insurance Agency, Inc.