

ORDINANCE NO. 3488

**AN ORDINANCE APPROVING AND ADOPTING THAT CERTAIN “PROJECT PLAN RELATING TO INCREMENT DISTRICT NUMBER THREE, CITY OF MIDWEST CITY, OKLAHOMA (NORTH SIDE IMPROVEMENT DISTRICT)”;** **RATIFYING AND CONFIRMING ACTIONS, RECOMMENDATIONS AND FINDINGS OF THE MIDWEST CITY LOCAL DEVELOPMENT ACT REVIEW COMMITTEE;** **ESTABLISHING “INCREMENT DISTRICT NUMBER THREE, CITY OF MIDWEST CITY, OKLAHOMA”;** **DESIGNATING AND ADOPTING PROJECT AREA AND INCREMENT DISTRICT BOUNDARIES;** **ADOPTING CERTAIN FINDINGS;** **APPORTIONING INCREMENTAL AD VALOREM TAX REVENUES;** **CREATING THE NORTH SIDE IMPROVEMENT DISTRICT APPORTIONMENT FUND;** **DESIGNATING THE MIDWEST CITY ECONOMIC DEVELOPMENT AUTHORITY (THE “AUTHORITY”) AS THE PUBLIC ENTITY TO CARRY OUT AND ADMINISTER THE PROJECT PLAN AND AUTHORIZING THE AUTHORITY TO MAKE MINOR PLAN AMENDMENTS;** **AUTHORIZING THE AUTHORITY TO ISSUE TAX APPORTIONMENT BONDS OR NOTES;** **DESIGNATING THE CITY MANAGER/GENERAL ADMINISTRATOR OF THE AUTHORITY AS THE PERSON IN CHARGE OF THE ADMINISTRATION OF THE PROJECT PLAN;** **PROVIDING FOR SEVERABILITY;** **AND CONTAINING OTHER PROVISIONS RELATING THERETO.**

**WHEREAS,** proposals have been developed over the years which called for public improvements along Northeast 23rd Street from North Air Depot Road to North Post Road, which have pointed to the need for utility extensions, better transportation and pedestrian access, and enhanced streetscaping along the Northeast 23rd Street corridor; and

**WHEREAS,** several industrial concerns have also expressed interest in locating new commercial facilities along and north of this corridor, and would require an agreement by the City’s economic development authorities to provide some level of development assistance before these location decisions can be finalized; and

**WHEREAS,** the City of Midwest City, Oklahoma (hereinafter, the “City”) and the Midwest City Economic Development Authority (hereinafter, the “Authority”) have proposed the use of a “tax increment district” to provide a portion of the needed development assistance in connection with the Project; and

**WHEREAS,** under the City and the Authority’s proposal, development financing assistance generated through this tax increment district would be used to defray part of the extensive infrastructure, site development and development financing costs required by these improvements; and

**WHEREAS,** Article X, Section 6C of the Oklahoma Constitution, along with the provisions of the Oklahoma Local Development Act, Title 62, Section 850 et seq. of the Oklahoma Statutes, as amended (hereinafter, the “Local Development Act”), authorizes cities,



towns and counties to adopt incentives for the development or redevelopment of areas determined by the governing body of such city, town or county to be unproductive, undeveloped, underdeveloped or blighted and empowers the governing body of such cities, towns or counties to create special districts to apportion tax increments within such areas to help finance the public costs of such development or redevelopment; and

**WHEREAS**, on December 14, 2021, the City Council of the City adopted Resolution No. 2021-48, authorizing and directing the Midwest City Local Development Act Review Committee to analyze the City's proposal and to determine whether the area described in the proposal would qualify as an "increment district" pursuant to the provisions of the Oklahoma Local Development Act, Title 62, Sections 850 et seq. of the Oklahoma Statutes (hereinafter, the "Local Development Act"), and to make other recommendations and findings as required by the Local Development Act; and

**WHEREAS**, the Authority's proposal has been incorporated into the terms of that certain "Project Plan Relating to Increment District Number Three, City of Midwest City, Oklahoma (North Side Improvement District)" dated June 1, 2022 (hereinafter, the "Project Plan"); and

**WHEREAS**, the Project Plan provides for the terms and conditions under which a tax increment district may assist in providing development financing assistance to the City and the industrial prospects that are interested in locating within this area; and

**WHEREAS**, the Local Development Act Review Committee, representing each of the taxing jurisdictions in which the proposed district is located, as well as the public at large, has reviewed the Project Plan and the proposed tax increment district in accordance with the criteria specified in the Local Development Act; and

**WHEREAS**, the Local Development Act Review Committee has also considered the financial impact of the Project Plan on each taxing jurisdiction, and has made its findings as to the financial impact which will result from the adoption of the Project Plan; and

**WHEREAS**, the City of Midwest City Planning Commission (hereinafter, the "Planning Commission") has adopted a resolution declaring the Project Plan to be in compliance with the Comprehensive Plan of the City of Midwest City and recommending approval of the Project Plan; and

**WHEREAS**, all reasonable efforts have been made to allow full public knowledge and participation in the application of the Local Development Act in the review and approval of the proposed Project Plan and related tax increment district; and

**WHEREAS**, all required notices have been given and all required hearings have been held in connection with the proposed Project Plan, in accordance with the provisions of the Local Development Act, the Oklahoma Open Meetings Act, Title 25, Sections 301 et seq. of the Oklahoma Statutes, and other applicable laws; and



**WHEREAS**, implementation of the Project Plan will be facilitated by the designation of the Authority as the public entity authorized to carry out and administer the Project Plan and to exercise certain powers necessary thereto; and

**WHEREAS**, it is in the best interests of the City of Midwest City and its citizens to approve the Project Plan, to establish the proposed tax increment district and to authorize the Authority to undertake those programs and projects described therein.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MIDWEST CITY, OKLAHOMA, TO-WIT:**

**SECTION 1. Approving and Adopting the Project Plan Relating to Increment District Number Three, City of Midwest City, Oklahoma.** That certain “Project Plan Relating to Increment District Number Three, City of Midwest City, Oklahoma (North Side Improvement District”, dated June 1, 2022, as recommended by the Local Development Act Review Committee and the Planning Commission, is hereby adopted and approved in the form attached hereto as Exhibit “A”.

**SECTION 2. Ratifying and Confirming Actions, Recommendations and Findings.** All actions taken, recommendations, findings and conclusions made in connection with the Project Plan by the Local Development Act Review Committee and the Planning Commission are hereby ratified and confirmed.

**SECTION 3. Establishing “Increment District Number Three, City of Midwest City, Oklahoma”.** There is hereby established “Increment District Number Three, City of Midwest City, Oklahoma”, in accordance with the provisions of Section 861 and other applicable provisions of the Local Development Act, which district shall be effective as of September 1, 2022, or the effective date of this Ordinance, whichever is later. For identification purposes, the name of the tax increment district being established by this Ordinance may also be referred to herein as the “North Side Improvement District”.

**SECTION 4. Designating and Adopting Project Area and Increment District Boundaries.** The boundaries of the North Side Improvement District and the related Project Area are hereby adopted as set forth in Exhibit “B” and Exhibit “C”, respectively, both attached hereto and made a part hereof.

**SECTION 5. Adopting Certain Findings.** In accordance with the Local Development Act, the City Council hereby finds:

A. That boundaries of the proposed district are within an area requiring public improvements to reverse economic stagnation or decline, to serve as a catalyst for retaining or expanding employment, to attract major investment in the area or to preserve or enhance the tax base. Therefore, the proposed district qualifies as a “reinvestment area” pursuant to Section 853 of the Local Development Act, and is eligible for designation as a tax increment district.



B. That contemplated private and public projects within the North Side Improvement District are likely to enhance the value of other real property, increase ad valorem tax revenues to taxing jurisdictions, increase sales taxes for the City of Midwest City and Rogers County, Oklahoma, and effectuate an increase in employment opportunities within the North Side Improvement District, as well as promote the general public interest.

C. That the guidelines specified in Section 852 of the Local Development Act have been and shall be followed in relation to the North Side Improvement District and the Project Plan relating thereto.

D. That the aggregate net assessed value of all taxable property in all districts within the City of Midwest City, as determined pursuant to Section 862 of the Local Development Act, does not exceed twenty-five (25%) of the total net assessed value of taxable property within the City of Midwest City, Oklahoma.

E. That the aggregate net assessed value of the taxable property in all districts, as determined pursuant to Section 862 of the Local Development Act, within the City of Midwest City, Oklahoma, does not exceed twenty-five percent (25%) of the total net assessed value of any school district located within the City of Midwest City.

F. That the land area contained within all districts, as determined pursuant to Section 862 of the Local Development Act, within the City of Midwest City does not and shall not exceed twenty-five percent (25%) of the total land area of the City of Midwest City, Oklahoma.

G. That the Project Plan is feasible and conforms to the Comprehensive Plan of the City of Midwest City, Oklahoma.

**SECTION 6. Apportioning Incremental Ad Valorem Tax Revenues.** In accordance with the provisions of the Local Development Act, incremental ad valorem taxes generated within the North Side Improvement District, as such incremental revenues are determined and defined by the Local Development Act (hereinafter, the “Ad Valorem Increment Revenues”), are hereby apportioned and set aside from all other ad valorem taxes levied within the North Side Improvement District, to be used for:

(i) the payment of “project costs” incurred in connection with the development or construction of those projects listed in this Project Plan;

(ii) the reimbursement of the City, or any agency thereof (including the Authority), which has paid “project costs” from funds which were not increments derived from the North Side Improvement District, but only to the extent that such sums were actually paid; and

(iii) the payment of principal, interest and premium, if any, on the Series 20xx Note, issued pursuant to Section 863 of the Local Development Act.



The apportionment of Ad Valorem Increment Revenues pursuant to this section shall terminate upon the final payment of, or reimbursement for, all "project costs" incurred in connection with the projects listed in the Project Plan, and the payment of all outstanding principal, accrued interest, and premium due on any "tax apportionment bonds or notes" issued hereunder; provided, however, that in no case shall the apportionment of revenues pursuant hereto extend beyond twelve (12) years from the original effective date of this Ordinance, unless extended by action of the governing body of the City.

In the event that a portion of the principal of or interest on any "tax apportionment bonds or notes" issued in connection herewith remains unpaid as of the twelfth (12th) anniversary of the original effective date of this Ordinance, then, the North Side Improvement District shall not terminate until the increment apportioned during the twelfth (12th) year is actually received by the Apportionment Fund, even if the receipt of such revenues occurs subsequent to the twelfth (12th) anniversary of the original effective date of this Ordinance, unless such period is modified by subsequent action of the City Council.

**SECTION 7. Creating the North Side Improvement District Apportionment Fund.**

During the period of apportionment, and subject to the City's right to subsequently repeal, modify or amend this Ordinance, the increments apportioned hereunder shall be transferred by the respective taxing authorities to the "North Side Improvement District Apportionment Fund" (herein, the "Apportionment Fund"), which fund shall be held by and be the property of, the Midwest City Economic Development Authority (except that such fund may also be held by a trustee bank acting on behalf of the Authority). No portion of such increments and no portion of the Apportionment Fund shall constitute a part of the general fund of the City of Midwest City. Pursuant to the Local Development Act, the Ad Valorem Increment Revenues apportioned hereunder shall be transferred by the respective taxing authorities to the Apportionment Fund.

**SECTION 8. Designating the Midwest City Economic Development Authority As the Public Entity to Carry Out and Administer the Project Plan and Authorizing the Authority to Make Minor Amendments to the Project Plan.**

The Midwest City Economic Development Authority shall be and is hereby designated and authorized as the public entity to carry out and administer the provisions of the Project Plan, in accordance with its respective responsibilities, and to exercise all powers deemed necessary and appropriate for public trusts as set forth in the Local Development Act or the Public Trust Act, Title 60, Section 176 et seq. of the Oklahoma Statutes, including the right to make minor amendments to the Project Plan. For these purposes, an amendment shall be considered to be "minor" if: (i) such amendment does not change the character or purpose of the Project Plan; (ii) does not affect more than five percent (5%) of the district's area; or (iii) does not affect more than five percent (5%) of the public costs of the plan to be financed by apportioned tax increments, all as determined on a cumulative basis.

**SECTION 9. Authorizing the Midwest City Economic Development Authority to Issue Tax Apportionment Bonds or Notes.**

The Midwest City Economic Development



Authority shall have the authority to issue tax apportionment bonds or notes and to pay costs of issuance and to fund appropriate reserves, in connection therewith, all in accordance with the provisions of the Project Plan. The Midwest City Economic Development Authority is also authorized to irrevocably pledge all or part of the apportioned increments and other revenue for the payment of the tax apportionment bonds or notes. The part of the apportioned increments pledged in payment may be used only for the payment of the bonds or notes or interest on the bonds or notes until the bonds or notes have been fully paid. In authorizing the irrevocable pledging of such increments, it is the express intention of the City Council that the North Side Improvement District will remain in place until all of the outstanding principal, accrued interest and premium, if any, on any such tax apportionment bonds or notes have been paid in full. Notwithstanding such intention, the City, by these provisions, does not waive any right which it has now or may have in the future, to repeal, modify or amend this Ordinance, by subsequent action of the City Council, as provided in Section 856(C) of the Local Development Act. In adopting this Ordinance, the City does not purport to create any contractual obligation extending beyond the City's current or any subsequent fiscal year with regard to the establishment or maintenance of the North Side Improvement District, or the apportionment of ad valorem tax increments; provided, however, that the City may, on a year-to-year basis, agree to transfer to the Apportionment Fund, any apportioned increments which it receives. All tax apportionment bonds or notes issued pursuant to this section shall state that such bond or note is not a debt, general or special, liability or obligation of the City of Midwest City or the State of Oklahoma or any other agency or authority of such entities, other than the Midwest City Economic Development Authority. The bond or note shall further state:

- (i) that the issuance of such bond or note does not give rise to a charge against the general credit or taxing powers of the City of Midwest City, or a claim on the revenues or resources of the State of Oklahoma, and
- (ii) that such bond or note is a special, limited obligation of the Midwest City Economic Development Authority, payable solely from the income, revenues and receipts derived or to be derived from the proceeds of certain tax increments paid over to the Authority and the funds and accounts held pursuant to the terms of any indenture or agreement authorizing the issuance of such bonds or notes.

**SECTION 10. Designating the City Manager/General Manager as the Person In Charge of the Administration of the Plan.** The City Manager of the City/General Administrator of the Midwest City Economic Development Authority, or in his or her absence or during a vacancy in such office, the Assistant City Manager of the City shall be the person in charge of implementing the Project Plan.

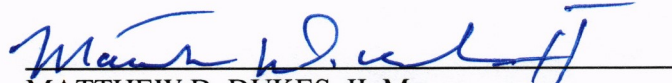
**SECTION 11. Providing for Severability.** If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional, such portion shall not affect the validity of the remaining portions of this Ordinance.



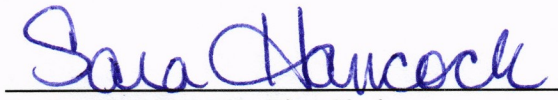
23 PASSED AND approved by the City Council of the City of Midwest City, Oklahoma this day of August, 2022.



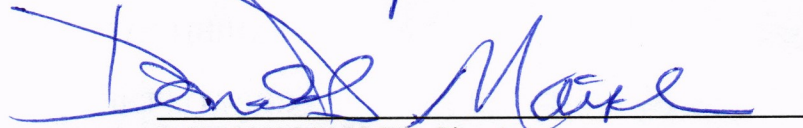
THE CITY OF MIDWEST CITY, OKLAHOMA

  
MATTHEW D. DUKES, II, Mayor

ATTEST:

  
SARA HANCOCK, City Clerk

APPROVED as to form and legality this 13<sup>th</sup> day of September, 2022:

  
DONALD MAISCH, City Attorney



APPROVED BY THE CITY OF MIDWEST CITY, OKLAHOMA  
DATE: 10/12/2011

CITY OF MIDWEST CITY, OKLAHOMA

*[Signature]*  
CITY CLERK



*[Signature]*  
CITY CLERK

*[Faint signature]*

EXHIBIT "A"

COPY OF THE  
PROJECT PLAN RELATING TO  
INCREMENT DISTRICT NUMBER THREE, CITY OF MIDWEST CITY, OKLAHOMA



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**PROJECT PLAN RELATING TO  
INCREMENT DISTRICT NUMBER THREE,  
CITY OF MIDWEST CITY, OKLAHOMA  
(NORTH SIDE IMPROVEMENT DISTRICT)**

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Submitted By The

**CITY OF MIDWEST CITY, OKLAHOMA**

And The

**MIDWEST CITY ECONOMIC DEVELOPMENT AUTHORITY**

**DATED: June 1, 2022**



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## **INTRODUCTION**

Over the years, proposals have been developed which called for public improvements along Northeast 23rd Street from North Air Depot Road to North Post Road. These proposals have pointed to the need for utility extensions, better transportation and pedestrian access, and enhanced streetscaping along the Northeast 23rd Street corridor. In addition, several industrial concerns have expressed interest in locating new commercial facilities along and north of this corridor; however, these firms would require an agreement by the City's economic development authorities to provide some level of development assistance before these location decisions can be finalized. (The financing of these improvements, along with the provision for development financing assistance, are hereinafter referred to as the "Project").

Due to the magnitude of the Project, and the significant public benefits which will accrue from it, the City of Midwest City, Oklahoma (hereinafter, the "City") and the Midwest City Economic Development Authority (hereinafter, the "Authority") have proposed the use of a "tax increment district" to provide a portion of the needed development assistance in connection with the Project. Under the City and the Authority's proposal, financing assistance generated through this tax increment district would be used to defray part of the extensive infrastructure, site development and development financing costs required by the Project.

On December 14, 2021, the City Council of the City adopted Resolution No. 2021-48, authorizing and directing the Midwest City Local Development Act Review Committee to analyze the City's proposal and to determine whether the area described in the proposal would qualify as an "increment district" pursuant to the provisions of the Oklahoma Local Development Act, Title 62, Sections 850 et seq. of the Oklahoma Statutes (hereinafter, the "Local Development Act"), and to make other recommendations and findings as required by the Local Development Act.

Before an "increment district" may be established, the Local Development Act requires that the City prepare a project plan which must include the following:

1. A description of the proposed boundaries of the district and the proposed boundaries of the project area by legal description and by street or other recognizable physical feature accompanied by a sketch clearly delineating the area in detail;
2. A statement listing the kind, number and location of the proposed public works or improvements, the anticipated private investments and the estimated public revenues which should accrue;
3. A list of estimated project costs including administrative expenses;
4. A general description of the methods of financing the estimated project costs, the expected sources of revenue to finance or pay project costs, and the general time when the costs or monetary obligations related thereto are to be incurred;
5. A map showing existing uses and conditions of real property in the district and a map showing proposed improvements to and proposed uses of that property;
6. Proposed changes in zoning;



7. Proposed changes in the master plan and city ordinances if required to implement the project plan;
8. The name of the person who shall be in charge of the implementation of all of the project plans of the district with such name being forwarded to the Oklahoma Department of Commerce; and
9. A designation of any public entity to be authorized to carry out all or part of the project plan.

This Project Plan was prepared by the staff of the City, with the assistance of the Authority, to present the information required by the Local Development Act in relation to the establishment of "Increment District Number Three, City of Midwest City, Oklahoma" (hereinafter, the "North Side Improvement District"). Any statements contained herein or in the appendices and exhibits hereto, involving matters of opinion, estimates or projections, whether expressly so stated, are intended as such and not as representations of fact. Summaries of documents referred to herein do not purport to be complete or definitive, and all references made to such documents are qualified in their entirety by reference to the complete document. The information contained herein has been compiled from sources believed to be reliable, as of the date hereof. Such information is subject to change and/or correction, at any time prior to the adoption of this Project Plan by the City.

## **I. DESCRIPTION OF THE BOUNDARIES OF THE DISTRICT AND THE PROJECT AREA**

### **A. Boundaries of the District By Legal Description and Street**

The legal description of the North Side Improvement District and a map of the same are attached hereto as Appendix "A"

### **B. Boundaries of the Project Area By Legal Description and Street.**

The legal description of the North Side Improvement District Project Area (hereinafter, the "Project Area") and a map of the same are attached hereto as Appendix "B".

## **II. PROPOSED PUBLIC WORKS OR IMPROVEMENTS, ANTICIPATED PRIVATE IMPROVEMENTS, AND ESTIMATED PUBLIC REVENUES**

### **A. Listing of Type and Location of Public Works or Improvements**

The public work or improvements being proposed are, as follows:

*(1) Development Financing Assistance* - The public works or improvements authorized under this Project Plan will include the payment or reimbursement of costs incurred by Global Turbine Services, Inc. (or its affiliate) (hereinafter, "GTS") for improvements



related to the noise attenuation, landscaping, site development and building costs associated with the testing and manufacturing facilities being constructed by GTS (hereinafter, the “GTS Project Facilities”). Development financing assistance for these improvements will be provided to GTS pursuant to the terms of a “Development Financing Assistance Agreement” (hereinafter, the “GTS Financing Assistance Agreement”), between the Authority and GTS, which agreement will provide for the payment or reimbursement of a portion of the costs associated with these improvements in an amount not to exceed \$1,500,000.

**(2) Off-Site Public Improvements Relating to the GTS Project Facilities** - The public works or improvements authorized under this Project Plan will include the payment for the costs of improving traffic signalization and transportation improvements in the area of the GTS Project Facilities. These improvements will include acquisition and construction of enhanced traffic signalization and roadway striping on N.E. 23rd Street in the areas adjacent to the GTS Project Facilities. In addition, a new EMBARK bus stop may be constructed to serve employees working within the GTS Project Facilities. Project costs under this category include the actual costs of the acquisition, demolition, alteration, remodeling, repair, construction and/or reconstruction of new or existing roadways, traffic signals, bus stop structures and fixtures, and similar public improvements, related common utility or service facilities, related landscaping, clearing and grading of the project site and any environmental remediation related thereto; and professional service costs, including those incurred for architectural, planning, engineering and legal. Project costs under this category are estimated to be \$800,000, with such improvements to be constructed by the City or one of its related public trust authorities.

**(3) Utility Improvements** - Certain of the public works or improvements authorized under this Project Plan will consist of utility improvements and will be necessitated by the construction of the food processing and warehousing facilities to serve Project Oscar (hereinafter, the “Project Oscar Facilities”). Such utility improvements will include the following:

**(i) Sanitary Sewer Extensions** – The infrastructure improvements will include the construction of a sanitary sewer main and branch extensions to serve the Project Oscar Facilities. Project costs under this category include the actual costs of the acquisition, demolition, alteration, remodeling, repair, construction and/or reconstruction of new or existing structures and fixtures, including sewers, similar public improvements, related common utility or service facilities, related landscaping, clearing and grading of the project site and any environmental remediation related thereto; utility relocation costs; and professional service costs, including those incurred for architectural, planning, engineering and legal. Project costs under this category are estimated to be \$1,600,000, with such improvements to be constructed by the City or one of its related public trust authorities.

**(ii) Water Distribution System Improvements** –The infrastructure improvements will include the construction of improvements to the water distribution system within the area of the Project Oscar Facility main line within the Project Area. Project costs under this category include the actual costs of the acquisition,



demolition, alteration, remodeling, repair, construction and/or reconstruction of new or existing structures and fixtures, including water distribution and supply systems, similar public improvements, related common utility or service facilities, related landscaping, clearing and grading of the project site and any environmental remediation related thereto; utility relocation costs; professional service costs, including those incurred for architectural, planning, engineering and legal. Project costs under this category are estimated to be \$1,400,000, with such improvements to be constructed by the City or one of its related public trust authorities.

Project costs under this category include the actual costs of the acquisition, demolition, alteration, remodeling, repair, construction and/or reconstruction of new or existing structures and fixtures; new or existing roadways, including curbing, sidewalks and any similar public improvements, common utility or service facilities; traffic signals, utility structures and fixtures; sanitary sewers and similar public improvements, related common utility or service facilities; water distribution and supply systems, landscaping; parking; water detention/retention systems; retaining walls, clearing and grading of the project site and any environmental remediation related thereto; utility relocation costs; new or existing structures and fixtures; and professional service costs, including those incurred for architectural, planning, engineering and legal.

**(4) Rail System Improvements** - The public works or improvements authorized under this Project Plan will include the payment for the costs of installing a railroad switch or spur to serve the Project Oscar Facilities. "Project costs" under this category include the actual costs of the acquisition, demolition, alteration, remodeling, repair, construction and/or reconstruction of new or existing tracks, railways, roadbeds or overpasses and/or transportation structures, fixtures, and ancillary public improvements, including bridges, sidewalks and any similar public improvements, common utility or service facilities, landscaping, clearing and grading of the project site and any environmental remediation related thereto; utility relocation costs; and professional service costs, including those incurred for architectural, planning, engineering and legal. Project costs under this category are estimated to be \$1,650,000, with such improvements to be constructed by the City or one of its related public trust authorities.

**(5) N.E. 23rd Street Improvements** - The public works or improvements authorized under this Project Plan will include the payment of costs associated with the implementation of the Vision23 Project, which calls for the enhancement and revitalization of N.E. 23rd Street from its intersection with N. Air Depot to its intersection with N. Post Road. This project aims to achieve systemic improvements for the benefit of revitalization of economic development, traffic & pedestrian safety, and to promote better accessibility to commercial businesses. Infrastructure improvements will seek to provide a "pedestrian-friendly environment" though upgraded street lighting and dedicated "safe" crossings at major intersections. Project costs under this category include the actual costs of the acquisition, demolition, alteration, remodeling, repair, construction and/or reconstruction of new or existing structures and fixtures, including streets, bridges and any similar public improvements, common utility or service facilities, related landscaping, parking and water detention/retention systems; the actual cost of the clearing and grading of the project site and any environmental remediation related thereto; utility relocation costs; professional



service costs, including those incurred for architectural, planning, engineering and legal. It is estimated that the Project Costs for the Vision23 project will be approximately \$750,000.00, and would be undertaken by the City and the Authority.

**(6) Financing Costs.** Most of the project costs included in this Project Plan are intended by the Authority to be paid directly from increment revenues generated from the North Side Improvement District or from other funds of the Authority or the City. However, the City and the Authority may decide to finance certain of the costs described above in order to facilitate the completion of one or more projects. “Financing costs” will include all or a portion of the interest paid to holders of bonds, notes or other forms of indebtedness issued to pay for project costs (exclusive of capitalized interest), premiums paid over and above the principal amount for redemption prior to maturity; and fees for bond guarantees, letters of credit and bond insurance, if any. While many of these costs cannot be accurately predicted at this stage, it is estimated that the financing costs relating to such indebtedness will not exceed \$800,000.

**(7) Costs Of Issuance.** - Costs of issuance includes fees and expenses for bond counsel, financial advisor, printing, trustee bank, underwriters counsel and other similar expenses. It is estimated that costs of issuance will not exceed \$100,000.

**(8) Organizational And Direct Administrative Costs** – “Organizational costs” include the direct costs of organizing and implementing this Project Plan, including the costs of conducting any environmental studies, the cost of publicizing the consideration of the project plan, and costs incidental in the creation of the North Side Improvement District for professional services or otherwise. “Direct administrative costs” include reasonable charges for the time spent by employees of the City and the Authority in connection with the supervision and administration of the above-mentioned projects or employees of private entities under contract with a public entity for project planning or implementation; professional service costs, including those incurred for architectural, planning, engineering, legal and financial advice and services. It is estimated that organizational costs will be approximately \$60,000 and direct administrative costs will be approximately \$20,000 per year, totaling \$240,000, over the life of the North Side Improvement District. The total of both Organizational and Direct Administrative Costs is estimated to be \$300,000.

## **B. Anticipated Private Investments**

### Global Turbine Services, Inc.

Global Turbine Services, Inc. (“GTS”) has proposed the construction of testing and manufacturing facility consisting of multiple buildings, which aggregate approximately 325,000 square feet to be constructed in three phases (the “GTS Project Facilities”). In the first phase, GTS would construct a 25,000 square foot jet engine test cell facility capable of testing military and civilian engines prior to installation. This facility would employ approximately 30 people from around central Oklahoma, including the City. The Company estimates that it will begin construction of this phase in November, 2022, with completion estimated by August, 2024.



The second phase of the GTS Project Facilities will consist of a 150,000 square foot maintenance, repair and overhaul building, with approximately 10% of such being devoted to administrative office space. Such facilities would allow GTS to hire an additional 120 persons. Construction of this phase is estimated to begin in July, 2023 and be completed no later than July, 2025.

The third phase of the GTS Project Facilities is expected to consist of another 150,000 square foot maintenance, repair and overhaul building which will require the company to hire an additional 140 employees. Construction of this third phase is estimated to begin in July, 2024 and be completed no later than July, 2026.

The total potential investment from all three phases is estimated to be between \$25,000,000 and \$60,000,000. The estimated total annual payroll for all three phases is \$13,000,000 based upon 200 full-time equivalent employees earning an average of \$65,000.00 per year.

#### Project Oscar

The City is currently in negotiations with a company that is seeking a location for a 55,000 square foot food processing facility. Such a facility would employ at least 90 employees and grow over time to employ a total of 150 people. If the company locates in Midwest City, construction would be expected to begin not later than December of this year, with completion estimated for December, 2023. Average wages for employees are expected to total \$52,000 per year.

#### Vision23

The City anticipates that the improvements it will make to N.E. 23rd Street in connection with the Vision23 project will attract new private investment from both current and future business owners along the N.E. 23rd Street corridor. While no estimate can be made as to the amount of private investment that will be made in the next five-to-ten-year period, the City believes that this new private investment will range between \$1 to \$10.5 million dollars within the boundaries of the North Side Improvement District in the coming years.

### **C. Estimated Public Revenues**

The City estimates that the public works or improvements described herein will result in increases in not only municipal sales taxes collected within the North Side Improvement District, but in other types of tax revenues as well, such as ad valorem taxes. These public revenues are estimated to accrue, as follows:

**(1) Ad Valorem Taxes** - The estimates regarding increases in ad valorem taxes are based upon the following assumptions:

Real Property Taxes. Based upon an assessment ratio of eleven percent (11%) for real property, and an average tax rate of \$120 dollars per thousand (120 mills), it is estimated that real property ad valorem revenues generated by the new investment within the North Side Improvement District will increase by between \$8,491 to \$1,314,705 per year. These increases in new real property ad valorem revenues are



expected to total approximately \$11,528,143 over the twelve (12) year expected term of the North Side Improvement District.

Personal Property Taxes. Based upon an assessment ratio of thirteen and three-quarters percent (13.75%) for business personal property, and an average tax rate of \$120.00 dollars per thousand (120 mills), it is estimated that ad valorem revenues generated from the installation of personal property within the North Side Improvement District will increase by between \$1,000 to \$15,000 per year. These increases in new business personal ad valorem revenues are expected to total approximately \$120,000 over the twelve (12) year expected term of the North Side Improvement District.

**(2) City Sales and Use Taxes** - The City currently levies sales and use taxes in the amount of four and 60/100 cents (\$0.046) per dollar of taxable sales. The City estimates that, based upon the current City sales and use tax rates, economic activity within the North Side Improvement District will generate an annual increase in City sales and use tax revenue of between \$1,000 to \$5,000 per year, and is expected to generate approximately \$30,000 in new sales and use tax revenues for the City over the twelve (12) year term of the North Side Improvement District. **(Note: This Project Plan does not authorize or contemplate the apportionment of City sales and use taxes revenues generated within the North Side Improvement District for the payment of any project costs described herein.)**

### III. LISTING OF ESTIMATED PROJECT COSTS AND ADMINISTRATIVE EXPENSES

1. Development Financing Assistance -	\$ 1,500,000
2. Off-Site Public Improvements	800,000
3. Utility Improvements:	
Sanitary Sewer Improvements	1,600,000
Water Distribution System Improvements	1,400,000
4. Rail System Improvements	1,650,000
5. N.E. 23rd Street Improvements	750,000
6. Financing Costs	800,000
7. Costs of Issuance	100,000
8. Organizational and Direct Administrative Costs	<u>300,000</u>
Total	\$ 8,900,000

### IV. METHODS OF FINANCING PROJECT COSTS, EXPECTED SOURCES OF REVENUES, AND TIME WHEN COSTS OR MONETARY OBLIGATIONS ARE TO BE INCURRED

#### A. Methods of Financing

It is expected that all project costs described above (except for principal, uncapitalized interest payments and redemption premiums, if any, paid on any tax apportionment bonds or notes) will be paid from one of the following sources:

- (i) from increment revenues generated within the North Side Improvement District;
- (ii) from such other funds of the City or the Authority as may be lawfully used for the purposes hereinabove stated; and/or
- (ii) from proceeds from the “Midwest City Economic Development Authority Tax Apportionment Note, Series 20xx (North Side Improvement District Project)” (hereinafter, the “Series 20xx Note”).

#### **B. Expected Sources of Revenues**

The payment or reimbursement of project costs will be made from following source(s) of revenues:

**(1) Ad Valorem Taxes** - In accordance with the provisions of the Local Development Act, increments of ad valorem taxes generated within the North Side Improvement District, as such increments are determined and defined by the Local Development Act, are to be apportioned and set aside from all other ad valorem taxes levied within the North Side Improvement District, to be used exclusively for:

- (i) the payment of “project costs” incurred in connection with the development or construction of those projects listed in this Project Plan;
- (ii) the reimbursement of the City, or any agency thereof (including the Authority), which has paid “project costs” from funds which were not increments derived from the North Side Improvement District, but only to the extent that such sums were actually paid; and
- (iii) the payment of principal, interest and premium, if any, on the Series 20xx Note, issued pursuant to Section 863 of the Local Development Act.

(Such revenues being hereinafter referred to as the “Ad Valorem Increment Revenues”).

The apportionment of Ad Valorem Increment Revenues pursuant to this section shall terminate upon the final payment of, or reimbursement for, all “project costs” incurred in connection with the projects listed in this Project Plan, and the payment of all outstanding principal and accrued interest due on any “tax apportionment bonds or notes” issued hereunder; provided, however, that in no case shall the apportionment of revenues pursuant hereto extend beyond twelve (12) years from the Effective Date (hereinafter defined) of the North Side Improvement District.

In the event that a portion of the principal of or interest on any “tax apportionment bonds or notes” issued in connection herewith, remains unpaid as of the twelfth (12th) anniversary



of the Effective Date of this Project Plan, then, the North Side Improvement District shall not terminate until the Ad Valorem Increment Revenues apportioned during the twelfth (12th) year are actually received by the Apportionment Fund, even if the receipt of such revenues occurs subsequent to the twelfth (12th) anniversary of the Effective Date of this district.

Pursuant to the Local Development Act, the Ad Valorem Increment Revenues apportioned hereunder shall be transferred by the respective taxing authorities to a special fund to be known as the “North Side Improvement District Apportionment Fund” (hereinafter, the “Apportionment Fund”), which fund will be held by and be the property of, the Midwest City Economic Development Authority (the “Authority”) (except that such fund may also be held by a trustee acting on behalf of the Authority). No portion of such revenues and no portion of the Apportionment Fund shall constitute a part of the general fund of the City. All Ad Valorem Increment Revenues so collected shall be placed into a separate account created within the Apportionment Fund and used to pay “project costs” described herein. Such account may also be pledged as security for the payment of the Series 20xx Note, if issued. (Such account being hereinafter referred to as the “Ad Valorem Increment Revenue Account”).

**(2) State of Oklahoma Reimbursement Fund Revenues.** To the extent that: (a) one or more private entities located within the North Side Improvement District applies for and receives an exemption from the payment of ad valorem taxes pursuant to Article X, Section 6B of the Oklahoma Constitution relating to exemptions for “qualified manufacturing concerns”; (b) an application is made for reimbursement of ad valorem tax revenues lost by virtue of such exemption from the State of Oklahoma's Ad Valorem Reimbursement Fund, pursuant to Title 62, Section 193 of the Oklahoma Statutes; and (c) such application is approved by the Oklahoma Tax Commission, then, in that event, revenues received from the Ad Valorem Reimbursement Fund (hereinafter, the “Reimbursement Revenues”), are also to be apportioned and set aside from other revenues, and, pursuant to the provisions of Title 62, Section 193 of the Oklahoma Statutes, used to the same extent and in the same manner as other ad valorem taxes which are collected within the North Side Improvement District for:

(i) the payment of “project costs” incurred in connection with the development or construction of those projects listed in this Project Plan; and

(ii) the reimbursement of the City, or any agency thereof (including the Authority), which has paid “project costs” from funds which were not increments derived from the North Side Improvement District, but only to the extent that such sums were actually paid.

(iii) the payment of principal, interest and premium, if any, on the Series 20xx Note, issued pursuant to Section 863 of the Local Development Act.

The apportionment of Reimbursement Revenues pursuant to this section shall terminate upon the final payment of, or reimbursement for, all “project costs” incurred in connection with the projects listed in this Project Plan, and the payment of all outstanding principal



and accrued interest due on any “tax apportionment bonds or notes” issued hereunder; provided, however, that in no case shall the apportionment of revenues pursuant hereto extend beyond twelve (12) years from the Effective Date (hereinafter defined) of the North Side Improvement District.

In the event that a portion of the principal of or interest on any “tax apportionment bonds or notes” issued in connection herewith, remains unpaid as of the twelfth (12th) anniversary of the Effective Date of this Project Plan, then, the North Side Improvement District shall not terminate until the Reimbursement Revenues apportioned during the twelfth (12th) year are actually received by the Apportionment Fund, even if the receipt of such revenues occurs subsequent to the twelfth (12th) anniversary of the Effective Date of this district.

Pursuant to the Local Development Act, the Reimbursement Revenues apportioned hereunder shall be transferred by the respective taxing authorities to the Apportionment Fund. No portion of such revenues and no portion of the Apportionment Fund shall constitute a part of the general fund of the City. All Ad Valorem Increment Revenues so collected shall be placed into a separate account created within the Apportionment Fund and used to pay “project costs” described herein. Such account may also be pledged as security for the payment of the Series 20xx Note, if issued. (Such account being hereinafter referred to as the “Reimbursement Revenue Account”).

**C. Time When Costs Or Monetary Obligations Are To Be Incurred.**

Except as otherwise provided, all costs associated with the projects described herein (with the exception of financing costs) will be incurred within thirty-six (36) months of the Effective Date of the North Side Improvement District. Financing costs, if any will be incurred during the remaining term of the North Side Improvement District.

**D. Distribution of Revenues.**

During the term of the North Side Improvement District, all Ad Valorem Increment Revenues and Reimbursement Revenues (hereinafter, collectively, the “Apportioned Revenues”) will be used, as follows:

FIRST, to pay principal and interest next due on the Series 20xx Note, if issued;

SECOND, to pay “project costs” as described herein;

THIRD, to pay any unreimbursed “project costs” which were not otherwise financed through the Series 20xx Note, and which had been previously incurred by the Authority or the City; and

FOURTH, the balance shall be used to prepay the principal outstanding under the Series 2017A Note prior to its scheduled maturity.



**V. MAP OF EXISTING USES AND CONDITIONS;  
MAP OF PROPOSED IMPROVEMENTS AND USES**

See Appendix No. "C" for a map showing the existing uses and conditions of the property within the North Side Improvement District. See Appendix No. "D" for a map showing the proposed improvements and uses.

**VI. PROPOSED CHANGES IN ZONING**

It is anticipated that the site of Project Oscar will need to be amended from "Agricultural" to "PUD District". No other changes in zoning are anticipated at this time.

**VII. PROPOSED CHANGES IN THE MASTER PLAN AND CITY  
ORDINANCES IF REQUIRED TO IMPLEMENT THE PROJECT PLAN**

Section 854.13 of the Local Development Act confers the power to the City to, "[a]dopt ordinances or resolutions or repeal or modify such ordinances or resolutions or establish exceptions to existing ordinances and resolutions regulating the design, construction, and use of buildings." As noted above, the City Council of the City may find it necessary or convenient to modify current zoning ordinances to bring them into alignment with the City's development plans for the North Side Improvement District.

**VIII. NAME OF PERSON IN CHARGE OF IMPLEMENTATION  
OF THE PROJECT PLAN OF THE DISTRICT**

The General Manager/Administrator of the Authority shall be the person in charge of the implementation of the plan in accordance with the provisions, authorization, and respective delegations of responsibilities contained herein.

**IX. DESIGNATION OF PUBLIC ENTITY AUTHORIZED  
TO CARRY OUT ALL OR A PART OF THE PROJECT PLAN**

The Midwest City Economic Development Authority (the "Authority") is designated and authorized as the public entity to carry out and administer the provisions of this Project Plan and to exercise all powers deemed necessary and appropriate for public trusts as set forth in the Local Development Act, including the right to make minor amendments to the Project Plan. For these purposes, an amendment shall be considered to be "minor" if: (i) such amendment does not change the character or purpose of the Project Plan; (ii) does not affect more than five percent (5%) of the North Side Improvement District's area; or (iii) does not affect more than five percent (5%) of the public costs of the plan to be financed by apportioned tax increments, all as determined on a cumulative basis. The Authority is further authorized and designated to carry out those provisions of this Project Plan related to issuance of "tax apportionment bonds or notes" as provided in Section 863 of the Local Development Act, subject to approval of the governing body of the City of any specific notes or bonds.



**X. EFFECTIVE DATE**

The North Side Improvement District shall commence on September 1, 2022, or the effective date of the Ordinance approving this Project Plan and establishing North Side Improvement District, whichever is later (herein, the “Effective Date”).



**APPENDIX "A"**

**LEGAL DESCRIPTION AND SKETCH OF  
INCREMENT DISTRICT NUMBER THREE,  
CITY OF MIDWEST CITY, OKLAHOMA  
(NORTH SIDE IMPROVEMENT DISTRICT)**

The North Side Improvement District is a tract located in Sections 15, 22, 24, 25, 26 and 27, Township 12 North Range 2 West, more particularly described as follows:

BEGINNING at the Southeast Corner of the Southwest Quarter of Section 15, Township 12 North, Range 2 West of the Indian Meridian; THENCE, north along the East line of the Southwest Quarter to the Northeast Corner of said Southwest Quarter of Section 15; THENCE, west along the North line of said Southwest Quarter a distance of approximately 700 feet; THENCE, Southwesterly to a point on the West line of the East half of said Southwest Quarter that is 1,900 feet north of the Southwest Corner of said Southwest Quarter; THENCE, south along the West line of the East half of the Southwest Quarter to the Southwest Corner of the Southeast Quarter of the Southwest Quarter; THENCE, west along the North line of Section 22 a distance of approximately 290 feet to a point of intersection with the North line of the Railroad Right-of-Way; THENCE, southwesterly along the West line of the Railroad Right-of-Way to a point where the West line of the Railroad Right-of-Way intersects with the East Right-of-Way line of Air Depot Boulevard; THENCE, south along the East Right-of-Way line of Air Depot Boulevard to a point where the East Right-of-Way line intersects with the North line of Section 27; THENCE, south along the East Right-of-Way line of Air Depot Boulevard a distance of 330 feet; THENCE, east and parallel with the North line of said Section 27 a distance of 315 feet to the intersection of such line with the centerline of Crutch Creek; THENCE, south and southeasterly along the centerline of Crutch Creek to a point where the centerline of Crutch Creek intersects with the East line of the East half of Section 27, said intersection being approximately 895 feet south of the North line of Section 27; THENCE, south along the East line of the East half of Section 27 to the Southwest Corner of the Northwest Quarter of Section 27; THENCE, east along the South line of the North half of Section 27 to a point where such line intersects the North line of the Railroad Right-of-Way; THENCE, northeasterly along said North line of the Railroad Right-of-Way to the Southeast Corner of Lot 11, Block 3 in the KANALY'S NORTHEAST 23RD STREET ADDITION; THENCE, north along the West line of said Lot 11, Block 3 to the Northwest Corner of Lot 11, Block 2 of KANALY'S NORTHEAST 23RD STREET ADDITION; THENCE, east along the North line of KANALY'S NORTHEAST 23RD STREET ADDITION to a point which is 427 feet west of the East line of the Northeast Quarter of Section 27; THENCE, north 306 feet along the East line of said Northeast Quarter; THENCE, west and parallel to the South line of said Northeast Quarter a distance of 219 feet; THENCE, north and parallel to the East line of said Northeast Quarter approximately 200 feet to the centerline of Soldier Creek; THENCE, northeasterly along said centerline approximately 678 feet to the East line of Section 27; THENCE, north along the East line of Section 27 to a point which is approximately 413 feet south of the Northeast Corner of Section 27; THENCE, easterly and parallel to the North line of Section 26 to a point which is 420.1 feet east of the West line of Section 26 and 413 feet south of the North line of



Section 26; THENCE, south and parallel to the West line of Section 26 a distance of 213 feet; THENCE, east and parallel to the North line of Section 26 where such line intersects with the West line of Block 4 of the DICKSON HEIGHTS ADDITION; THENCE, south along the West line of the DICKSON HEIGHTS ADDITION to the Southwest Corner of Block 4 of the DICKSON HEIGHTS ADDITION; THENCE, east along the South line of Blocks 4 and 5 of the DICKSON HEIGHTS ADDITION to the Southeast Corner of said Block 5; THENCE, north along the East line of Block 5 of the DICKSON HEIGHTS ADDITION to a point that is 100 feet north of the Southeast corner of Block 2 of the DICKSON HEIGHTS ADDITION; THENCE, east and parallel to the South line of Block 1 of the DICKSON HEIGHTS ADDITION to a point where such line intersects with the East Right-of-Way line of Spencer Rd.; THENCE, south along the East Right-of-Way line of Spencer Rd. a distance of 100 feet; THENCE, east and parallel to the North line of Section 26 to a point which is 515 feet west of the East line of Section 26; THENCE, south and parallel to the East line of Section 26 a distance of 259.75 feet; THENCE, east and parallel to the North line of Section 26 a distance of 465 feet; THENCE, north and parallel to the East line of Section 26 a distance of 85 feet; THENCE, east and parallel to the North line of Section 26 to a point on the East Right-of-Way line of Section 26; THENCE, north along the East line of Section 26 to a point which is 225 feet south of the North line of Douglas Blvd.; THENCE, east and parallel to the North line of Section 26 and Section 25 a distance of 367 feet; THENCE, south and parallel to the West line of Section 25 a distance of 40 feet; THENCE, east and parallel to the North line of Section 25 a distance of 170 feet; THENCE, south and parallel to the West line of Section 25 a distance of 230 feet; THENCE, east and parallel to the North line of Section 25 a distance of 122.36 feet; THENCE, south and parallel to the West line of Section 25 a distance of 165 feet; THENCE, east and parallel to the North line of Section 25 to a point on the West Right-of-Way line of Randolph Ave.; THENCE, north and parallel to the West line of Section 25 a distance of 70 feet; THENCE, east and parallel to the North line of Section 25 to the Southwest Corner of Block 3, Lot 13 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of said Lot 13 to the Southeast Corner of said Lot 13; THENCE, north along the East line of Lots 13, 12, 11 & 10 of Block 3 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION to a point on the South line of Lot 5 of Block 3 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of Lots 5, 4, 3, 2 and 1 to the Southeast Corner of Lot 1 of Block 3 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east from the Southeast corner of Block 3, Lot 1 KANALY'S SECOND NORTHEAST 23RD STREET ADDITION a distance of approximately 50 feet to the Southwest Corner of Block 2, Lot 4 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of Lots 4, 3, 2, and 1 of Block 2 KANALY'S SECOND NORTHEAST 23RD STREET ADDITION to the Southeast Corner of Block 2, Lot 1 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east a distance of approximately 50 feet to the Southwest Corner of Block 1, Lot 4 KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, south a distance of 75 feet to the Southwest Corner of Lot 5 of Block 1 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of Lot 5 of Block 1 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION to the Southeast corner of said Lot 5; THENCE, east and parallel to the North line of Section 25 to a point on the West line



of Block 4 of MINTON'S ORCHARD PARK ADDITION; THENCE, south along the West line of Block 4 of MINTON'S ORCHARD PARK ADDITION to a point which is 475 feet south of the Northwest Corner of said Block 4; THENCE, east and parallel to the North line of Block 4 of MINTON'S ORCHARD PARK ADDITION a distance of 165 feet; THENCE, south and parallel to the West line of Block 4 of MINTON'S ORCHARD PARK ADDITION a distance of 160 feet; THENCE, east and parallel to the North line of Block 4 of MINTON'S ORCHARD PARK ADDITION a distance of 99 feet; THENCE, south to a point on the centerline of N.E. 19th Street; THENCE, east along the centerline of N.E. 19th Street to the Southeast Corner of Block 6 of MINTON'S ORCHARD PARK ADDITION; THENCE, north along the East line of Block 1 of MINTON'S ORCHARD PARK ADDITION a distance of 633.5 feet; THENCE, east and parallel to the North line of Block 2 of MINTON'S ORCHARD PARK ADDITION a distance of 497 feet; THENCE, north and parallel to the East line of Block 2 of MINTON'S ORCHARD PARK ADDITION a distance of 266.5 feet; THENCE, east and parallel to the North line of Blocks 1 and 2 of MINTON'S ORCHARD PARK ADDITION to a point on the East line of said Block 1; THENCE, north along the East line of Block 1 of MINTON'S ORCHARD PARK ADDITION to the Northeast Corner of said Block 1; THENCE, north and parallel to the East line of Section 25 to a point where such line intersects the North line of Section 25; THENCE, west along the North line of Sections 25, 26 and 27 to the Southeast Corner of the Southwest Quarter of the Southwest Quarter of Section 22; THENCE, north along the East line of the Southwest Quarter of the Southwest Quarter of Section 22 to the Northeast Corner of the Southwest Quarter of the Southwest Quarter of Section 22; THENCE, east along the South line of the North Half of the Southwest Quarter of Section 22 to the Southeast Corner of the North Half of the Southwest Quarter of Section 22; THENCE, north along the East line of the West Half of Section 22 to the POINT OF BEGINNING.

A map of the boundaries of the North Side Improvement District is attached below:







**APPENDIX "B"**

**LEGAL DESCRIPTION AND SKETCH OF  
PROJECT AREA RELATING TO  
INCREMENT DISTRICT NUMBER THREE,  
CITY OF MIDWEST CITY, OKLAHOMA  
(NORTH SIDE IMPROVEMENT DISTRICT)**

The Project Area relating to the North Side Improvement District is a tract located in Sections 15, 22, 24, 25, 26 and 27, Township 12 North Range 2 West, more particularly described as follows:

BEGINNING at the Southeast Corner of the Southwest Quarter of Section 15, Township 12 North, Range 2 West of the Indian Meridian; THENCE, north along the East line of the Southwest Quarter to the Northeast Corner of said Southwest Quarter; THENCE, west along the North line of said Southwest Quarter a distance of approximately 700 feet; THENCE Southwesterly to a point on the West line of the East half of said Southwest Quarter that is 1900 feet north of the Southwest Corner of said Southwest Quarter; THENCE south along the West line of said East half of the Southwest Quarter to the Southwest Corner of the Southeast Quarter of the Southwest Quarter; THENCE, west along the North line of Section 22 a distance of approximately 290 feet to a point of intersection with the North line of the Railroad Right-of-Way; THENCE, southwesterly along the North line of the Railroad Right-of-Way to a point which is 33 feet east of the West line of Section 22; THENCE, south and parallel to the West line of Section 22 to a point which is 33 feet north and 33 feet east of the Southwest Corner of Section 22; THENCE, west a distance of 33 feet to the West line of Section 22; THENCE, south a distance of 33 feet to the Southwest Corner of Section 22; THENCE, south along the West line of Section 27 to the Southwest Corner of the North half of Section 27; THENCE, east along the South line of the North half of Section 27 to the Southeast Corner of the North half of Section 27; THENCE, east along the South line of the North half of Section 26 to the Southeast Corner of the North half of Section 26; THENCE, east along the South line of the North half of Section 25 to the Southeast Corner of the North half of Section 25; THENCE, north along the East line of Section 25 to a point which is 33 feet south of the Northeast Corner of Section 25; THENCE, west and parallel to the North line of Section 25 to a point which is 33 feet south of the Northwest Corner of the East half of the East half of Section 25; THENCE, north along the East line of the East half of the East half of Section 25 a distance of 33 feet to the North line of Section 25; THENCE, north along the East line of the West half of the East half of Section 24 (also being the centerline of Outpost Drive) to the Northeast Corner of the West half of the Southeast Quarter of Section 24; THENCE, west along the North line of the South half of Section 24 to the Northwest Corner of the Southwest Quarter of Section 24; THENCE, south along the West line of Section 24 (also being the centerline of North Douglas Boulevard) to the Southwest Corner of Section 24; THENCE, west along the North line of Section 26 (also being the centerline of N.E. 23rd Street) to the Northwest Corner of Section 26; THENCE, west along the North line of Section 27 (also being the centerline of N.E. 23rd Street) to the Northwest Corner of the Northeast Quarter of Section 27; THENCE, north along the East line of the West half of Section 22, to the Point of Beginning.







**APPENDIX "C"**

**MAPS SHOWING EXISTING USES AND CONDITIONS**

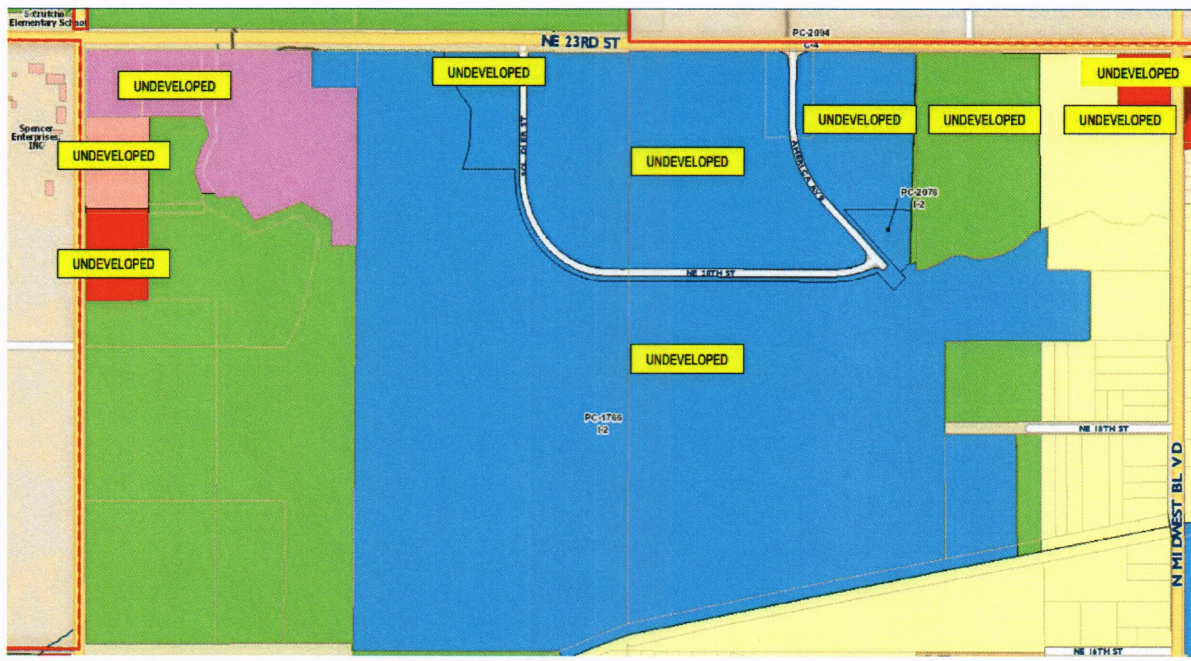


APPENDIX "C"

MAPS SHOWING EXISTING USES AND CONDITIONS

**City of Midwest City North Side Improvement District**  
Existing Uses as of May 12, 2022: North Half of Section 27, Township 12 North, Range 2 West

N  
1" = ± 575'



ZONING KEY:

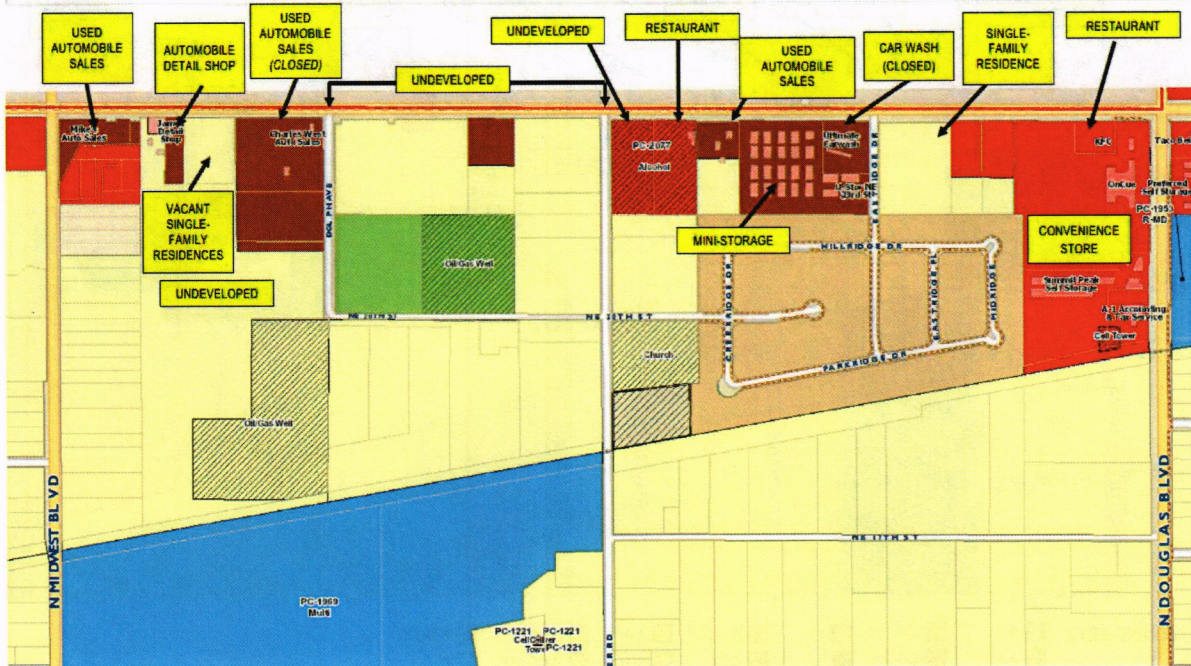
A-1	C-3	I-1	O-1 SUP	R-8	R-MD	R-MH-2
A-1 SUP	C-3 SUP	I-2	O-2	R-10	R-MD SUP	PUD
C-1	C-4	I-2 SUP	O-2 SUP	R-22	R-HD	SPUD
C-1 SUP	C-4 SUP	I-3	R-6	R-35	R-HD SUP	HOS
C-2	I-1	O-1	R-6 SUP	R-2F	R-MH-1	HOS SUP



### City of Midwest City North Side Improvement District

Existing Uses as of May 12, 2022: North Half of Section 26, Township 12 North, Range 2 West

N  
1" = ± 575'



**ZONING KEY:**

A-1	C-3	I-1	O-1 SUP	R-8	R-MD	R-MH-2
A-1 SUP	C-3 SUP	I-2	O-2	R-10	R-MD SUP	PUD
C-1	C-4	I-2 SUP	O-2 SUP	R-22	R-HD	SPUD
C-1 SUP	C-4 SUP	I-3	R-6	R-35	R-HD SUP	HOS
C-2	I-1	O-1	R-6 SUP	R-2F	R-MH-1	HOS SUP

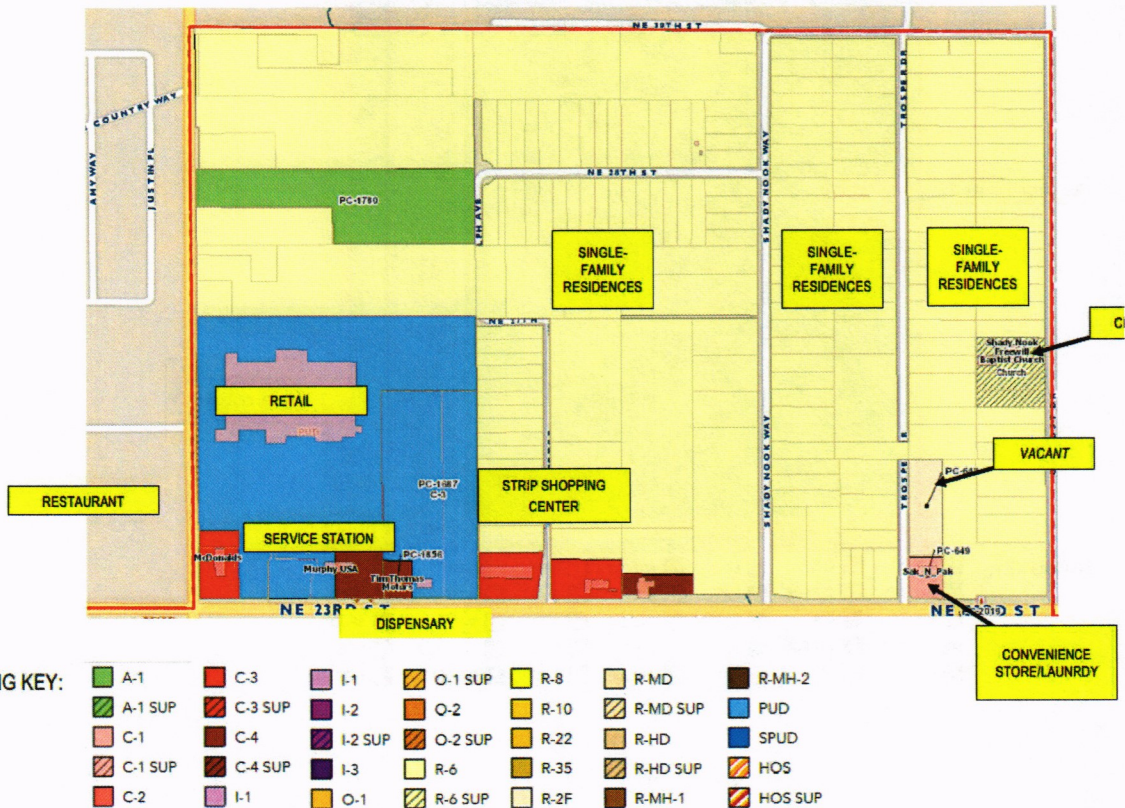






## City of Midwest City North Side Improvement District

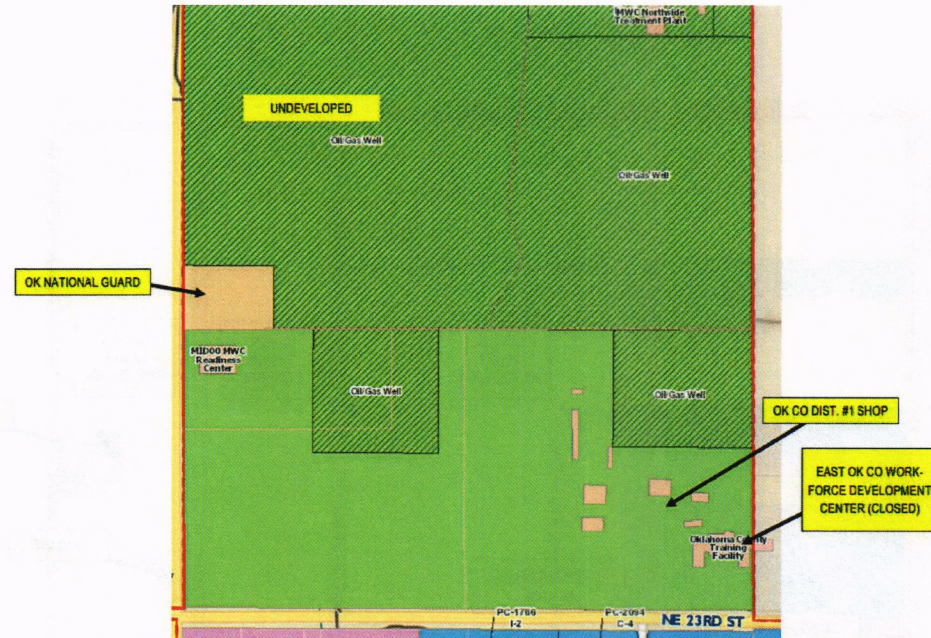
Existing Uses as of May 12, 2022: Part of the South Half of Section 24, Township 12 North, Range 2 West





# City of Midwest City North Side Improvement District

Existing Uses as of May 12, 2022: Part of the South Half of Section 22, Township 12 North, Range 2 West



**ZONING KEY:**

A-1	C-3	I-1	O-1 SUP	R-8	R-MD	R-MH-2
A-1 SUP	C-3 SUP	I-2	O-2	R-10	R-MD SUP	PUD
C-1	C-4	I-2 SUP	O-2 SUP	R-22	R-HD	SPUD
C-1 SUP	C-4 SUP	I-3	R-6	R-35	R-HD SUP	HOS
C-2	I-1	O-1	R-6 SUP	R-2F	R-MH-1	HOS SUP

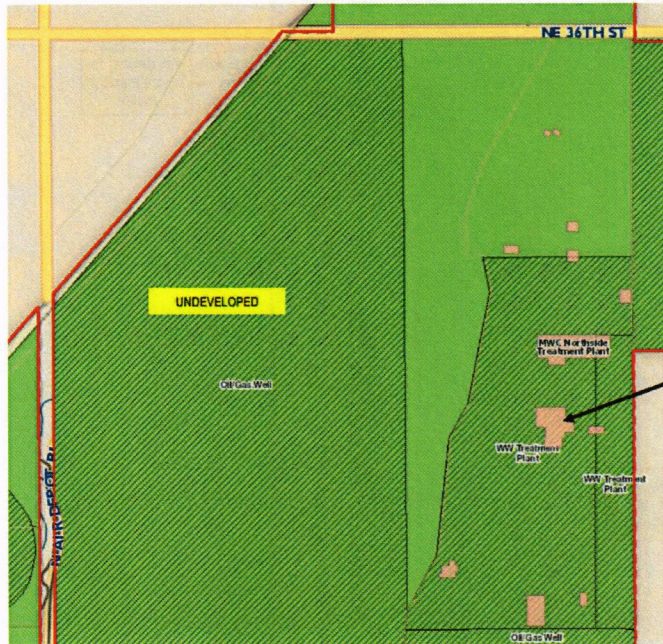


# City of Midwest City North Side Improvement District

Existing Uses as of May 12, 2022: Part of the North Half of Section 22, Township 12 North, Range 2 West



1" = ± 545'



**ZONING KEY:**

A-1	C-3	I-1	O-1 SUP	R-8	R-MD	R-MH-2
A-1 SUP	C-3 SUP	I-2	O-2	R-10	R-MD SUP	PUD
C-1	C-4	I-2 SUP	O-2 SUP	R-22	R-HD	SPUD
C-1 SUP	C-4 SUP	I-3	R-6	R-35	R-HD SUP	HOS
C-2	I-1	O-1	R-6 SUP	R-2F	R-MH-1	HOS SUP

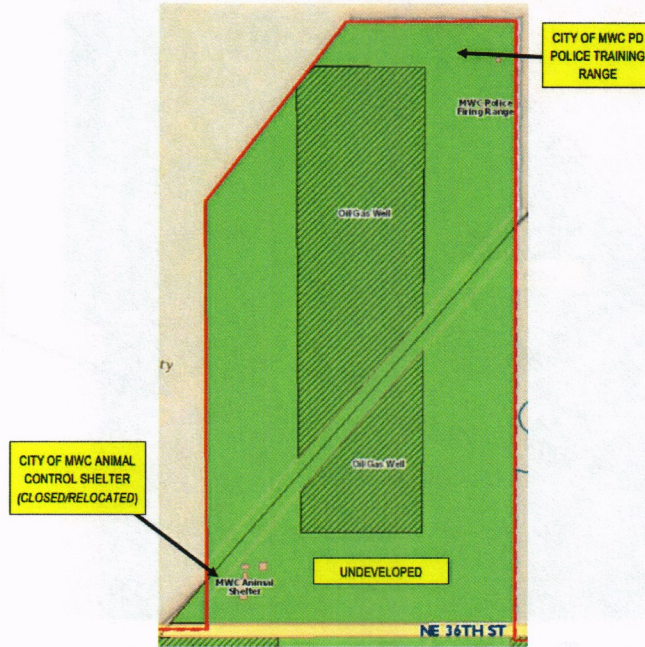


# City of Midwest City North Side Improvement District

Existing Uses as of May 12, 2022: Part of the West Half of Section 15, Township 12 North, Range 2 West



1" = ± 515'



ZONING KEY:

A-1	C-3	I-1	O-1 SUP	R-8	R-MD	R-MH-2
A-1 SUP	C-3 SUP	I-2	O-2	R-10	R-MD SUP	PUD
C-1	C-4	I-2 SUP	O-2 SUP	R-22	R-HD	SPUD
C-1 SUP	C-4 SUP	I-3	R-6	R-35	R-HD SUP	HOS
C-2	I-1	O-1	R-6 SUP	R-2F	R-MH-1	HOS SUP



**APPENDIX "D"**


**MAPS SHOWING PROPOSED IMPROVEMENTS AND USES**

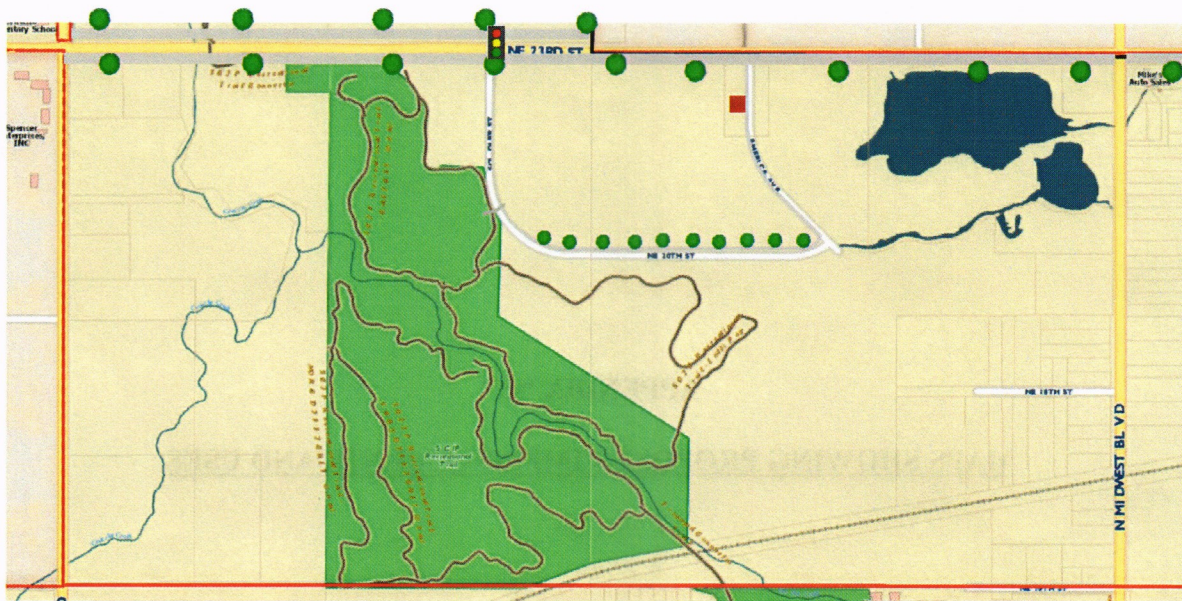


**APPENDIX "D"**

**MAPS SHOWING PROPOSED IMPROVEMENTS AND USES**

**City of Midwest City North Side Improvement District**  
 Proposed Improvements in Section 27, Township 12 North, Range 2 West - All locations are approximate.

  
 1" = ± 590'



IMPROVEMENTS			
	Public Transit Stop		Water Distribution
	Sidewalk or Trail		Sanitary Sewer
	Railroad Switch/Spur		Traffic Signal/Intersection Improvements
	Landscaping Improvements		

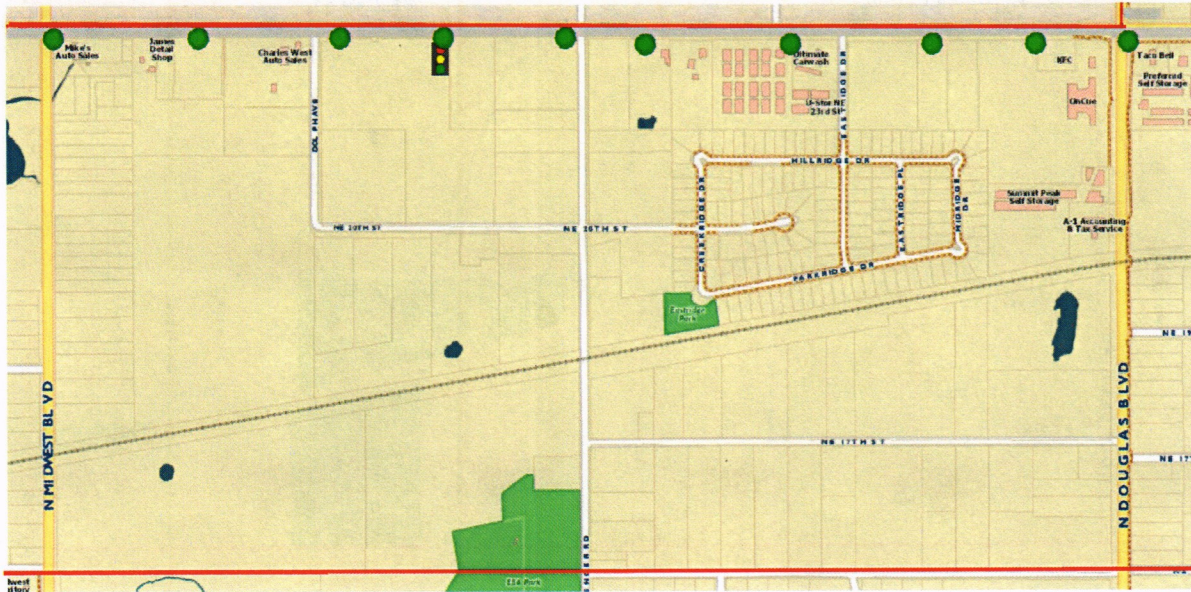
 = Project Area Boundary



## City of Midwest City North Side Improvement District

Proposed Improvements in Section 26, Township 12 North, Range 2 West - All locations are approximate.

N  
 1" = ± 590'



IMPROVEMENTS			
	Public Transit Stop		Water Distribution
	Sidewalk or Trail		Sanitary Sewer
	Railroad Switch/Spur		Traffic Signal/Intersection Improvements
	Landscaping Improvements		

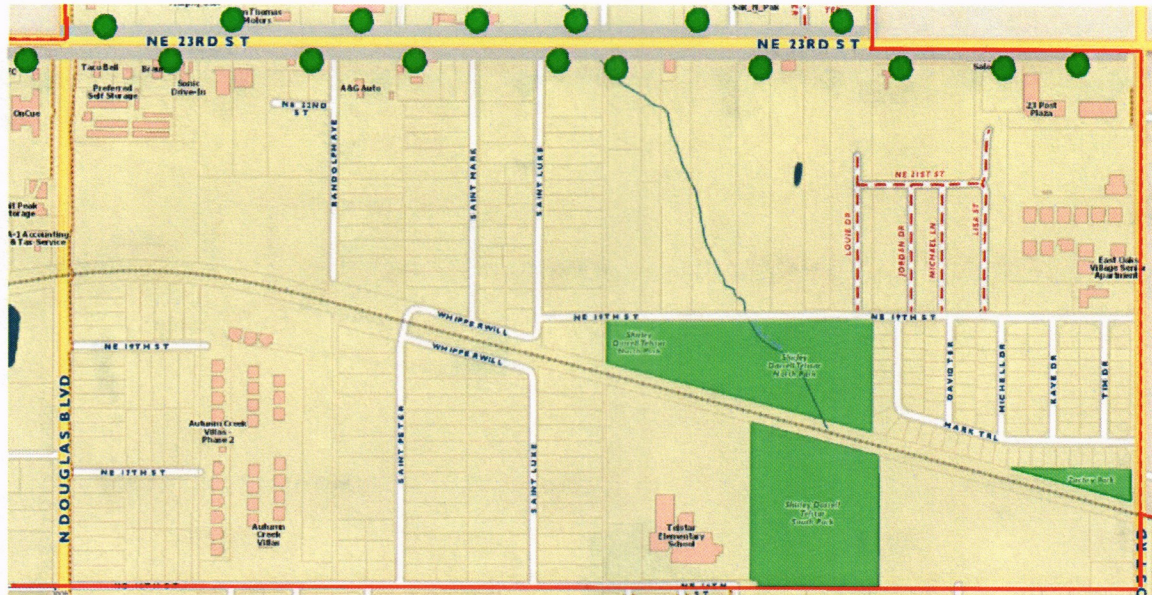
= Project Area Boundary



# City of Midwest City North Side Improvement District

Proposed Improvements in Section 25, Township 12 North, Range 2 West - All locations are approximate.

N  
1" = ± 580'



IMPROVEMENTS			
	Public Transit Stop		Water Distribution
	Sidewalk or Trail		Sanitary Sewer
	Railroad Switch/Spur		Traffic Signal/Intersection Improvements
	Landscaping Improvements		

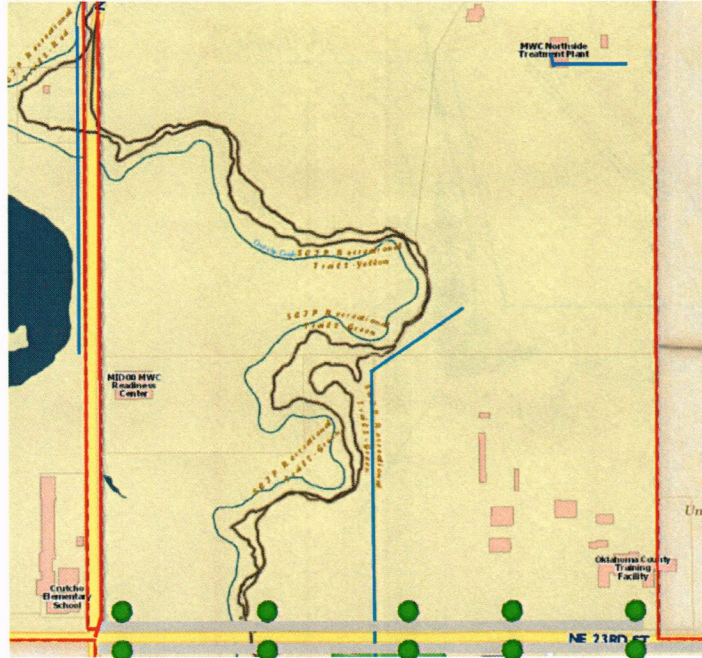
Project Area Boundary



# City of Midwest City North Side Improvement District

Proposed Improvements in the South Half of Section 22, Township 12 North, Range 2 West - All locations are approximate.

**N**  
 1" = ± 555'



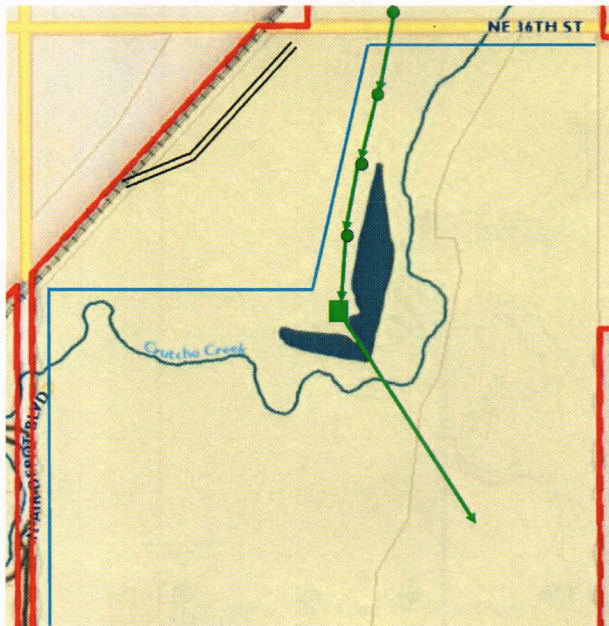
IMPROVEMENTS	
	Public Transit Stop
	Sidewalk or Trail
	Railroad Switch/Spur
	Landscaping Improvements
	Water Distribution
	Sanitary Sewer
	Traffic Signal/Intersection Improvements

= Project Area Boundary

# City of Midwest City North Side Improvement District

Proposed Improvements in the North Half of Section 22, Township 12 North, Range 2 West - All locations are approximate.

N  
 1" = ± 545'



IMPROVEMENTS			
<span style="color: red;">■</span>	Public Transit Stop	<span style="color: blue;">—</span>	Water Distribution
<span style="color: grey;">—</span>	Sidewalk or Trail	<span style="color: green;">—</span>	Sanitary Sewer
<span style="border-bottom: 3px double black;"> </span>	Railroad Switch/Spur	<span style="color: red;">■</span> <span style="color: yellow;">●</span>	Traffic Signal/Intersection Improvements
<span style="color: green;">●</span>	Landscaping Improvements		

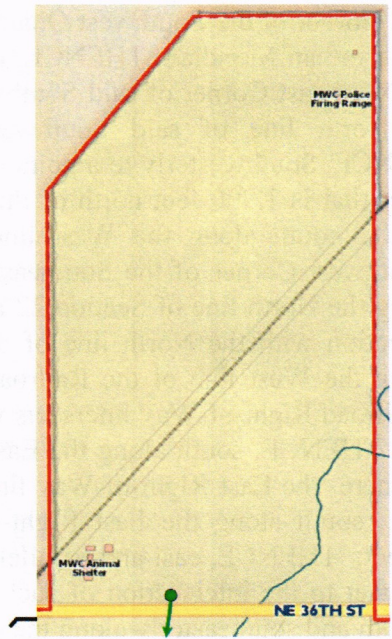
— = Project Area Boundary



## City of Midwest City North Side Improvement District

Proposed Improvements in Section 15, Township 12 North, Range 2 West - All locations are approximate.

N  
 1" = ± 515'



IMPROVEMENTS	
	Public Transit Stop
	Sidewalk or Trail
	Railroad Switch/Spur
	Landscaping Improvements
	Water Distribution
	Sanitary Sewer
	Traffic Signal/Intersection Improvements

= Project Area Boundary

## EXHIBIT "B"

### BOUNDARIES OF THE NORTH SIDE IMPROVEMENT DISTRICT

The North Side Improvement District is a tract located in Sections 15, 22, 24, 25, 26 and 27, Township 12 North Range 2 West, more particularly described as follows:

BEGINNING at the Southeast Corner of the Southwest Quarter of Section 15, Township 12 North, Range 2 West of the Indian Meridian; THENCE, north along the East line of the Southwest Quarter to the Northeast Corner of said Southwest Quarter of Section 15; THENCE, west along the North line of said Southwest Quarter a distance of approximately 700 feet; THENCE, Southwesterly to a point on the West line of the East half of said Southwest Quarter that is 1,900 feet north of the Southwest Corner of said Southwest Quarter; THENCE, south along the West line of the East half of the Southwest Quarter to the Southwest Corner of the Southeast Quarter of the Southwest Quarter; THENCE, west along the North line of Section 22 a distance of approximately 290 feet to a point of intersection with the North line of the Railroad Right-of-Way; THENCE, southwesterly along the West line of the Railroad Right-of-Way to a point where the West line of the Railroad Right-of-Way intersects with the East Right-of-Way line of Air Depot Boulevard; THENCE, south along the East Right-of-Way line of Air Depot Boulevard to a point where the East Right-of-Way line intersects with the North line of Section 27; THENCE, south along the East Right-of-Way line of Air Depot Boulevard a distance of 330 feet; THENCE, east and parallel with the North line of said Section 27 a distance of 315 feet to the intersection of such line with the centerline of Crutcho Creek; THENCE, south and southeasterly along the centerline of Crutcho Creek to a point where the centerline of Crutcho Creek intersects with the East line of the East half of Section 27, said intersection being approximately 895 feet south of the North line of Section 27; THENCE, south along the East line of the East half of Section 27 to the Southwest Corner of the Northwest Quarter of Section 27; THENCE, east along the South line of the North half of Section 27 to a point where such line intersects the North line of the Railroad Right-of-Way; THENCE, northeasterly along said North line of the Railroad Right-of-Way to the Southeast Corner of Lot 11, Block 3 in the KANALY'S NORTHEAST 23RD STREET ADDITION; THENCE, north along the West line of said Lot 11, Block 3 to the Northwest Corner of Lot 11, Block 2 of KANALY'S NORTHEAST 23RD STREET ADDITION; THENCE, east along the North line of KANALY'S NORTHEAST 23RD STREET ADDITION to a point which is 427 feet west of the East line of the Northeast Quarter of Section 27; THENCE, north 306 feet along the East line of said Northeast Quarter; THENCE, west and parallel to the South line of said Northeast Quarter a distance of 219 feet; THENCE, north and parallel to the East line of said Northeast Quarter approximately 200 feet to the centerline of Soldier Creek; THENCE, northeasterly along said centerline approximately 678 feet to the East line of Section 27; THENCE, north along the East line of Section 27 to a point which is approximately 413 feet south of the Northeast Corner of Section 27; THENCE, easterly and parallel to the North line of Section 26 to a point which is 420.1 feet east of the West line of Section 26 and 413 feet south of the North line of Section 26; THENCE, south



and parallel to the West line of Section 26 a distance of 213 feet; THENCE, east and parallel to the North line of Section 26 where such line intersects with the West line of Block 4 of the DICKSON HEIGHTS ADDITION; THENCE, south along the West line of the DICKSON HEIGHTS ADDITION to the Southwest Corner of Block 4 of the DICKSON HEIGHTS ADDITION; THENCE, east along the South line of Blocks 4 and 5 of the DICKSON HEIGHTS ADDITION to the Southeast Corner of said Block 5; THENCE, north along the East line of Block 5 of the DICKSON HEIGHTS ADDITION to a point that is 100 feet north of the Southeast corner of Block 2 of the DICKSON HEIGHTS ADDITION; THENCE, east and parallel to the South line of Block 1 of the DICKSON HEIGHTS ADDITION to a point where such line intersects with the East Right-of-Way line of Spencer Rd.; THENCE, south along the East Right-of-Way line of Spencer Rd. a distance of 100 feet; THENCE, east and parallel to the North line of Section 26 to a point which is 515 feet west of the East line of Section 26; THENCE, south and parallel to the East line of Section 26 a distance of 259.75 feet; THENCE, east and parallel to the North line of Section 26 a distance of 465 feet; THENCE, north and parallel to the East line of Section 26 a distance of 85 feet; THENCE, east and parallel to the North line of Section 26 to a point on the East Right-of-Way line of Section 26; THENCE, north along the East line of Section 26 to a point which is 225 feet south of the North line of Douglas Blvd.; THENCE, east and parallel to the North line of Section 26 and Section 25 a distance of 367 feet; THENCE, south and parallel to the West line of Section 25 a distance of 40 feet; THENCE, east and parallel to the North line of Section 25 a distance of 170 feet; THENCE, south and parallel to the West line of Section 25 a distance of 230 feet; THENCE, east and parallel to the North line of Section 25 a distance of 122.36 feet; THENCE, south and parallel to the West line of Section 25 a distance of 165 feet; THENCE, east and parallel to the North line of Section 25 to a point on the West Right-of-Way line of Randolph Ave.; THENCE, north and parallel to the West line of Section 25 a distance of 70 feet; THENCE, east and parallel to the North line of Section 25 to the Southwest Corner of Block 3, Lot 13 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of said Lot 13 to the Southeast Corner of said Lot 13; THENCE, north along the East line of Lots 13, 12, 11 & 10 of Block 3 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION to a point on the South line of Lot 5 of Block 3 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of Lots 5, 4, 3, 2 and 1 to the Southeast Corner of Lot 1 of Block 3 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east from the Southeast corner of Block 3, Lot 1 KANALY'S SECOND NORTHEAST 23RD STREET ADDITION a distance of approximately 50 feet to the Southwest Corner of Block 2, Lot 4 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of Lots 4, 3, 2, and 1 of Block 2 KANALY'S SECOND NORTHEAST 23RD STREET ADDITION to the Southeast Corner of Block 2, Lot 1 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east a distance of approximately 50 feet to the Southwest Corner of Block 1, Lot 4 KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, south a distance of 75 feet to the Southwest Corner of Lot 5 of Block 1 of KANALY'S SECOND NORTHEAST 23RD STREET ADDITION; THENCE, east along the South line of Lot 5 of Block 1 of KANALY'S SECOND NORTHEAST 23RD



STREET ADDITION to the Southeast corner of said Lot 5; THENCE, east and parallel to the North line of Section 25 to a point on the West line of Block 4 of MINTON'S ORCHARD PARK ADDITION; THENCE, south along the West line of Block 4 of MINTON'S ORCHARD PARK ADDITION to a point which is 475 feet south of the Northwest Corner of said Block 4; THENCE, east and parallel to the North line of Block 4 of MINTON'S ORCHARD PARK ADDITION a distance of 165 feet; THENCE, south and parallel to the West line of Block 4 of MINTON'S ORCHARD PARK ADDITION a distance of 160 feet; THENCE, east and parallel to the North line of Block 4 of MINTON'S ORCHARD PARK ADDITION a distance of 99 feet; THENCE, south to a point on the centerline of N.E. 19th Street; THENCE, east along the centerline of N.E. 19th Street to the Southeast Corner of Block 6 of MINTON'S ORCHARD PARK ADDITION; THENCE, north along the East line of Block 1 of MINTON'S ORCHARD PARK ADDITION a distance of 633.5 feet; THENCE, east and parallel to the North line of Block 2 of MINTON'S ORCHARD PARK ADDITION a distance of 497 feet; THENCE, north and parallel to the East line of Block 2 of MINTON'S ORCHARD PARK ADDITION a distance of 266.5 feet; THENCE, east and parallel to the North line of Blocks 1 and 2 of MINTON'S ORCHARD PARK ADDITION to a point on the East line of said Block 1; THENCE, north along the East line of Block 1 of MINTON'S ORCHARD PARK ADDITION to the Northeast Corner of said Block 1; THENCE, north and parallel to the East line of Section 25 to a point where such line intersects the North line of Section 25; THENCE, west along the North line of Sections 25, 26 and 27 to the Southeast Corner of the Southwest Quarter of the Southwest Quarter of Section 22; THENCE, north along the East line of the Southwest Quarter of the Southwest Quarter of Section 22 to the Northeast Corner of the Southwest Quarter of the Southwest Quarter of Section 22; THENCE, east along the South line of the North Half of the Southwest Quarter of Section 22 to the Southeast Corner of the North Half of the Southwest Quarter of Section 22; THENCE, north along the East line of the West Half of Section 22 to the POINT OF BEGINNING.



## EXHIBIT "C"

### BOUNDARIES OF THE SOONER ROSE PROJECT AREA

The Project Area relating to the North Side Improvement District is a tract located in Sections 15, 22, 24, 25, 26 and 27, Township 12 North Range 2 West, more particularly described as follows:

BEGINNING at the Southeast Corner of the Southwest Quarter of Section 15, Township 12 North, Range 2 West of the Indian Meridian; THENCE, north along the East line of the Southwest Quarter to the Northeast Corner of said Southwest Quarter; THENCE, west along the North line of said Southwest Quarter a distance of approximately 700 feet; THENCE Southwesterly to a point on the West line of the East half of said Southwest Quarter that is 1900 feet north of the Southwest Corner of said Southwest Quarter; THENCE south along the West line of said East half of the Southwest Quarter to the Southwest Corner of the Southeast Quarter of the Southwest Quarter; THENCE, west along the North line of Section 22 a distance of approximately 290 feet to a point of intersection with the North line of the Railroad Right-of-Way; THENCE, southwesterly along the North line of the Railroad Right-of-Way to a point which is 33 feet east of the West line of Section 22; THENCE, south and parallel to the West line of Section 22 to a point which is 33 feet north and 33 feet east of the Southwest Corner of Section 22; THENCE, west a distance of 33 feet to the West line of Section 22; THENCE, south a distance of 33 feet to the Southwest Corner of Section 22; THENCE, south along the West line of Section 27 to the Southwest Corner of the North half of Section 27; THENCE, east along the South line of the North half of Section 27 to the Southeast Corner of the North half of Section 27; THENCE, east along the South line of the North half of Section 26 to the Southeast Corner of the North half of Section 26; THENCE, east along the South line of the North half of Section 25 to the Southeast Corner of the North half of Section 25; THENCE, north along the East line of Section 25 to a point which is 33 feet south of the Northeast Corner of Section 25; THENCE, west and parallel to the North line of Section 25 to a point which is 33 feet south of the Northwest Corner of the East half of the East half of Section 25; THENCE, north along the East line of the East half of the East half of Section 25 a distance of 33 feet to the North line of Section 25; THENCE, north along the East line of the West half of the East half of Section 24 (also being the centerline of Outpost Drive) to the Northeast Corner of the West half of the Southeast Quarter of Section 24; THENCE, west along the North line of the South half of Section 24 to the Northwest Corner of the Southwest Quarter of Section 24; THENCE, south along the West line of Section 24 (also being the centerline of North Douglas Boulevard) to the Southwest Corner of Section 24; THENCE, west along the North line of Section 26 (also being the centerline of N.E. 23rd Street) to the Northwest Corner of Section 26; THENCE, west along the North line of Section 27 (also being the centerline of N.E. 23rd Street) to the Northwest Corner of the Northeast Quarter of Section 27; THENCE, north along the East line of the West half of Section 22, to the Point of Beginning.

