



# Downtown Edmond Project Plan

A Project Plan under the Oklahoma Local Development Act, 62 O.S. §§ 850–869

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# Downtown Edmond Project Plan

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EXHIBIT A: TIF DISTRICT AND PROJECT AREA BOUNDARIES

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## Downtown Edmond Project Plan

### I. Description of Project

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This Project Plan, adopted under the Local Development Act, 62 O.S. § 850, *et seq.* (“Act”), is designed to provide the economic and funding structure to construct needed public improvements and stimulate private investment within downtown Edmond and its immediately surrounding environs (“Project”). Using the tools of the Act—specifically, the creation of an ad valorem increment district covering a significant amount of the downtown area—the City of Edmond (“City”) and its public trusts aim to foster public-private partnerships to create a continuing stimulus for economic revitalization of the City’s Central Edmond Urban District area in line with goals for the area espoused in Edmond Plan, 2018, the City’s comprehensive plan, and in the City’s Downtown Master Plan. Stimulating new private investment by providing needed infrastructure and public improvement upgrades will provide a revenue stream to pay those infrastructure and improvement costs, while the private development will stimulate additional investment in existing structures. The Project is aspirational in nature, as there remain many unknowns as to how the Project Area will develop or when various public improvements will occur. However, the City believes that, through a committed adherence to this Project Plan and related efforts, and a deliberate application of resources, continued and sustainable progress toward creating a truly vibrant downtown is achievable.

### II. Project Area and Increment District Boundaries

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- A. The Project Area is the area where increment revenue is authorized to be expended, and it can be generally described as the area having the following borders: Beginning at the intersection of North Broadway and Thatcher Street, then east along East Thatcher Street to North University Drive, then south along North University Drive to East 2<sup>nd</sup> Street, then west along East 2<sup>nd</sup> Street to South Boulevard, then south along South Boulevard to East 9<sup>th</sup> Street, then west along East 9<sup>th</sup> Street to South Broadway, then north along South Broadway to West 9<sup>th</sup> Street, then west along West 9<sup>th</sup> Street to the BNSF railway, then north along the BNSF railway to West 5<sup>th</sup> Street, then west along West 5<sup>th</sup> Street to South Santa Fe Drive, then north along South Santa Fe Drive to West 5<sup>th</sup> Street, then west along West 5<sup>th</sup> Street to Fretz Avenue, then north along Fretz Avenue to a spot approximately 300 feet north of the intersection of Fretz Avenue and Promise Road, then due east to the BNSF right of way, then north along the BNSF railway to West Edwards Street, then east along West Edwards Street to the alleyway running parallel to North Broadway in between Victory Road and North Broadway, then north along that alleyway to West Thatcher Street, then east along West Thatcher Street to the intersection of North Broadway and Thatcher Street.
- B. The Increment District is the area where increment revenue will be collected, and it can be generally described as having the same boundaries as the Project Area, less and except specific parcels identified by the absence of highlighting on the map attached as Exhibit A.
- C. An illustration of both the Project Area and Increment District is included in Exhibit A to this Project Plan. A more detailed description of the boundaries of the Project Area and Increment District is included in Exhibit B to this Project Plan.

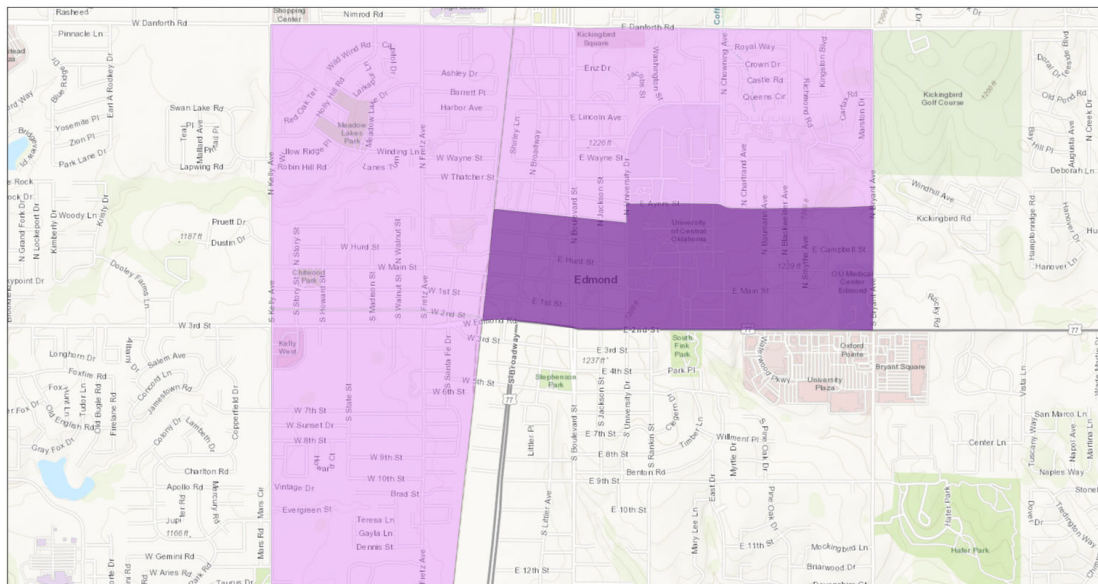
### III. Eligibility

- A. The Project Area and the increment district qualify as a “reinvestment area,” as defined by 62 O.S. § 853(17), due to the public improvements required to serve as a catalyst for retaining or expanding employment, and to attract major investment. A “reinvestment area” is any 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, to preserve or enhance the tax base, or where fifty percent (50%) or more of the structures in the area are aged 35 years or more. Such areas are detrimental to the public health, safety, morals, and welfare, and are at risk of becoming a blighted area if they are not already a blighted area.

Downtown Edmond and its surrounding neighborhoods constituting the Project Area fit this definition. Average taxable valuation within the Project Area has increased a meager 1 – 1.5% annually over the last several years, compared to overall valuation growth of 3 – 6% within the City as a whole. The few new investment projects in downtown have been far outnumbered by projects impeded or precluded by the lack of adequate infrastructure to support additional growth. City of Edmond staff has conducted an analysis of needed infrastructure improvements in the Project Area, and the results have shown over \$69 million in needed infrastructure improvements, most notably highlighting a need for utilities, stormwater, sidewalk, streetscape, and parking improvements to bring the area into a state where new growth is on par with the rest of the City limits.

- B. In addition to qualification as a “reinvestment area,” all parts of the Project Area located north of East 2<sup>nd</sup> Street and north of West Edmond Road qualify as an “enterprise area,” as defined by 62 O.S. § 853(6), due its location within an enterprise zone designated by the Oklahoma Department of Commerce. The map below highlights state-designated enterprise zone boundaries in central Edmond.

Central Edmond Enterprise Zones



6/23/2020, 3:14:44 PM  
Priority Enterprise Zones  
EZ Tracts

1:18,056  
0 0.17 0.35 0.7 mi  
0 0.28 0.55 1.1 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeBCO, IGN, Swire, S. F. Swire, Survey, Esri, Japan, METI, Esri China (Hong Kong), Swire, OpenStreetMap contributors, and the GIS User Community

City of Oklahoma City, Texas Parks & Wildlife, Esri, HERE, Garmin, INCREMENT P, USGS, METN/ASA, EPA, USAID

## IV. Objectives

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The principal objectives of this Project Plan are:

- A. To support the continued revitalization of Downtown Edmond.
- B. To enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult or impossible.
- C. To provide funding through apportioned tax increments and other sources toward public improvements in the Project Area.
- D. To focus revitalization and development efforts on a combination of office, retail, and residential opportunities in the Project Area.

## V. Statement of Principal Actions

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Implementation actions for the Project, including all necessary, appropriate and supportive steps will consist principally of the following:

- A. Project planning, design, and approval.
- B. Public infrastructure improvements.
- C. Development and rehabilitation of retail, office, residential, and mixed-use projects.
- D. Enhancement of existing businesses and encouragement of new businesses.

These implementation actions and supportive steps will be taken directly by EPWA or the City, and indirectly through EPWA or the City entering into appropriate development agreements under which public support will be provided to generate private development.

## VI. Establishment of Increment District

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- A. This Project Plan creates Increment District No. 1, City of Edmond, an ad valorem increment district ("Increment District No. 1"). Increment District No. 1 will be effective immediately as of the adoption of this Project Plan.
- B. The increment of ad valorem taxes from Increment District No. 1 in excess of the base assessed value of Increment District No. 1 shall be apportioned to pay Project Costs (as defined in Section VIII of this Project Plan) for a period not to exceed twenty (20) fiscal years, or the period required for the payment of such authorized Project Costs, whichever is less.
- C. During the period of apportionment, the apportionment fund:
  - 1. Shall be available to pay Project Costs under Section VIII;
  - 2. Shall constitute special funds of the Edmond Public Works Authority, a public trust having the City as its beneficiary; and
  - 3. Shall not be subject to annual appropriation as a part of the general fund of the City.

## VII. Project and Increment District Authorizations

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- A. The Edmond Public Works Authority (“EPWA”), is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and exercise all powers necessary or appropriate thereto pursuant to 62 O.S. § 854, except for those powers indicated in 62 O.S. § 854, paragraphs 1, 4, and 7, which are reserved by the City. The EPWA is authorized and directed to enter into appropriate development agreements under which public support will be provided to generate private development. EPWA is authorized to: (1) incur Project Costs pursuant to Section VIII of this Project Plan; (2) provide funds to or reimburse the City for the payment of Project Costs and other costs incurred in support of the implementation of the project; (3) issue tax apportionment bonds or notes, or both; (4) incur the cost of issuance of bonds for payment of such costs and to accumulate appropriate reserves, if any, in connection with them; (5) make multiyear contractual commitments of increment revenue toward payment of Project Costs; and (6) to pledge revenues from current and future fiscal years to repayment of tax apportionment bonds or notes, or both. Project Costs shall mean (a) the public costs authorized to be paid pursuant to Section VIII of this Project Plan, and (b) costs necessary or appropriate to implement this Project Plan other than costs authorized by Section VIII, which may be authorized without amendment to this Project Plan.
- B. Additionally, the City is authorized to carry out the provisions and objectives of this Project Plan and to exercise any powers necessary or appropriate thereto, including those powers reserved by the City as indicated in Section VII.A., as provided in the Local Development Act, 62 O.S. § 854.
- C. The City may designate and authorize additional public entities to assist with carrying out and administering the provisions of this Project Plan and to exercise any powers it believes necessary or appropriate thereto, including any powers described in 62 O.S. § 854 except for those powers indicated in 62 O.S. § 854, paragraphs 1, 4, and 7, which are to be reserved by the City.
- D. The City Manager, Larry Stevens, his successor in office, or his designee shall be the person in charge of implementation of the Project Plan in accordance with the provisions, authorizations, and respective delegations of responsibilities contained in this Project Plan. The City Manager, his successor in office, or his designee is authorized to empower one or more designees to exercise responsibilities in connection with Project implementation.

## VIII. Budget of Estimated Project Costs

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- A. Project Costs shall mean the public costs authorized to be paid by apportioned tax increments pursuant to this Section VIII. Any and all Project Costs will be financed by the apportionment of tax increments from Increment District No. 1. The Project Cost categories are:

PROJECT COSTS:

Public Improvements	\$ 45,000,000.00
<i>Includes:</i>	
• <i>Utilities</i>	
• <i>Streets, Sidewalks, Connectivity</i>	
• <i>Parking</i>	
• <i>Amenities &amp; Livability</i>	
Assistance in Development Financing	\$ 5,000,000.00
Implementation and Administration	\$ 500,000.00
Contingency	<u>\$ 4,500,000.00</u>
<b>Total Project Costs:</b>	<b>\$ 55,000,000.00</b>

Plus any financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs. Project Costs do not include the specific revenue source for Edmond Public Schools described in Section VIII.B. below.

Public Improvements costs are anticipated to be expended both directly by EPWA or the City through public construction contracts and indirectly through contractual payments to private entities making improvements. Assistance in Development Financing costs are anticipated to be expended through contractual payments to private entities to secure new investment that does not qualify as a cost for public improvements.

- B. Ten percent (10%) of the increment from Increment District No. 1 shall be apportioned to Independent School District No. 12 of Oklahoma County (“Edmond Public Schools”) on an ongoing basis as a specific revenue source for a public entity in the area in accordance with Article X, § 6C of the Oklahoma Constitution and 62 O.S. § 853(9) of the Act, to be utilized to enhance its programs, mission, and services. As a specific revenue source for a public entity in the area under Article X, Section 6C of the Constitution, the expenditure of such funds is not limited to Increment District No. 1 or the Project Area.
- C. Additional costs necessary or appropriate to implement this Project Plan that are to be financed by other than apportioned tax increments may be approved by the City or EPWA at any time. The provisions of this Section VIII are not a limitation on Project Costs to be financed by other than apportioned tax increments.
- D. Assistance in Development Financing payments and contractual payments to private entities for infrastructure and public improvements will be provided only for projects that are determined, in the City’s and/or EPWA’s discretion: (1) to meet the City’s approved development goals and objectives for the Project Area, as expressed from time to time in the City’s plans and policies, and (2) to provide adequate consideration and public benefit in return for the public investment.

## IX. Financing Plan and Revenue Sources

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### A. Financing Plan.

The authorized public costs of the Project will be funded by the increment generated from private development within Increment District No. 1.

### B. Financing Authorizations.

The implementation of the Project Plan shall be financed in accordance with financial authorizations, including both fund and asset transfers, authorized from time to time by the City and/or EPWA.

### C. Financing Revenue Sources.

The revenue sources expected to finance Project Costs authorized by Section VIII are the portion of the increments attributable to investment and development within Increment District No. 1. Project Costs will be paid by EPWA, the City, or another public entity designated by the City pursuant to Section VII.C. above.

### D. Financial Reports and Audits.

The development activities undertaken by EPWA, the City, or another public entity designated pursuant to this Project Plan shall be accounted for and reported by the appropriate and necessary annual fiscal year audits and reports.

### E. Other Necessary and Supporting Costs.

EPWA, the City, or another public entity designated by the City pursuant to Section VII.C., is authorized to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the project and the construction of improvements in addition to Project Costs to be financed pursuant to Section VIII.

## X. Private and Public Investments Expected for the Project, and Associated Financial Impacts

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### A. Projected Public and Private Investment

The total estimated private investment is expected to be approximately \$530 million over the course of Increment District No. 1's effective life, not including the estimated \$55 million in public investment. Private investment in the area is expected to consist of commercial, residential, and mixed-use development, redevelopment, and rehabilitation. Public investment will include the public improvements described in Section VIII(A) above.

### B. Projected Public Revenues

The estimated incremental increase in tax revenue, which will serve as the revenue source for financing the Project Costs authorized by Section VIII, is the public revenue directly attributable to the project described herein. Both the City and the State will experience increases in tax revenues that are not a part of Increment District No. 1. Ad valorem taxing entities will experience additional revenues from increasing values in the area surrounding but outside of Increment District No. 1.



Incremental ad valorem revenues from Increment District No. 1 are estimated to range between \$150,000 annually in the early years of the Project and up to \$6 million annually toward the later end of the Project. Total incremental revenues estimated to generated over the twenty year lifespan of Increment District No. 1 are just over \$61 million, with approximately \$55 million being allocated toward Project Costs and approximately \$6 million being allocated to Edmond Public Schools under the revenue sharing provisions outlined in Section VIII(B).

### C. Financial Impacts on Taxing Jurisdictions

#### 1. Edmond Public Schools

Edmond Public Schools will experience little to no measurable negative financial impacts as a result of the Project. This is due in part to the anticipated development being the result of the City's investment under this Project Plan, but it is also due in part to the 10% revenue sharing provisions described in Section VIII(B) above. Accounting for offsets in the State School Aid formula, the revenue sharing from Increment District No. 1 will result in a significantly greater financial benefit to Edmond Public Schools than its non-sinking fund ad valorem taxes would generate even if, assuming for sake of argument, precisely the same development were to occur during the same period without public assistance. Over the proposed 20-year life of Increment District No. 1, the increased benefit is estimated to exceed \$1.8 million. Upon completion of the Project and expiration of Increment District No. 1, ad valorem procedures will return to their normal functioning, resulting in a slight decrease in annual funding for Edmond Public Schools compared to its Increment District No. 1 revenue sharing arrangement, but will still represent approximately \$440,000 in net new non-sinking fund revenue annually, after accounting for State School Aid revenue offsets.

#### 2. Oklahoma County

No specific measurable demand for increased services from Oklahoma County is anticipated to result from the Project, and therefore no anticipated negative financial impacts are anticipated to result from the Project. Projections currently show new revenue to the County upon completion of the Project of approximately \$600,000 annually, not including amounts earmarked for the Oklahoma City-County Health Department or the Countywide School Fund.

#### 3. Oklahoma City-County Health Department

Demand for increased services from the Oklahoma City-County Health Department anticipated to result from the Project will be minimal. The specific nature of new development and the number of new residents that may move into the Project Area as a result of the Project are unknown. The nature of the public improvements envisioned will help promote the health and well-being of Project Area residents. Once Increment District No. 1 terminates, the Health Department should anticipate receiving approximately \$150,000 in new operational revenue per year from Project investments.

#### 4. Francis Tuttle Technology Centers

Francis Tuttle Technology Center should experience minimal impacts from the Project. Demand for services may increase slightly, but additional opportunities for complimentary job training programs (including, but not limited to construction and engineering-related trades) may be utilized through the public improvements process. Francis Tuttle should anticipate receiving additional operational ad valorem revenue annually approximating \$915,000 per year upon the Project's completion.

5. Metropolitan Library System  
The Metropolitan Library System should experience minimal impacts from the Project, and should anticipate new annual operational revenues of approximately \$300,000 annually when Increment District No. 1 terminates and the Project is completed.
6. City of Edmond  
The Project likely has the largest impacts on the City of Edmond, which will become responsible for maintenance of all new public infrastructure and improvements anticipated to be constructed, in addition to providing general municipal services to serve the Project. To offset those increased service demands, the Project’s potential for additional employment and limited retail opportunities may generate new sales tax revenues for the City, but the amount of sales tax generation potential will be limited given the nature of the downtown environment.

#### D. Impacts on Business Activities

Measuring the specific impacts of the Project on business activities within the Project Area and the greater community is difficult. No major employers are anticipated to locate within the Project Area as a result of the Project, but a projection of temporary employment may be made based on anticipated public and private construction. Based on an anticipated private investment of \$530 million over a period of twenty (20) years, the following temporary construction employment may be supported (in aggregate, over the life of the Project):

<i>Projected Development</i>	<i>Temporary Jobs Supported<sup>1</sup></i>	<i>Temporary Payroll Supported<sup>2</sup></i>
\$530,000,000	7,950	\$278,300,880

The increased presence of individuals living, working, and recreating in the Project Area will further stimulate demand for development and expand patronage of existing establishments.

## XI. Miscellaneous Provisions

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Current land uses and conditions of real property in the Project Area are shown on the map attached as Exhibit C, “Current Conditions.” The proposed improvements to and the proposed uses of the real property in the Project Area are shown on Exhibit D, “Proposed Improvements.” No changes in zoning are required to accommodate this Project.

<sup>1</sup> 10 FTEs / \$1 million new investment; 1.5 impact multiplier.

<sup>2</sup> Average wage of supported job = \$16.83/hour, 40 hours/week, 52 weeks/year.

**EXHIBIT B: PROJECT AREA AND TIF DISTRICT LEGAL DESCRIPTIONS**

Project Area Legal Description:

A track of land being a part of Sections 25, 26, 35 and 36 and Township 14 North, Range 3 West of the Indian Meridian, Edmond, Oklahoma County, Oklahoma being more particularly described as follows:

Beginning at a point on the Southwest Corner of Lot 17, Block 24 of the Capitol View Fourth Addition, said point being the POINT OF BEGINNING;

THENCE north along the eastern right of way boundary of South Boulevard to the Northwest Corner of Lot 16, Block 1 of the Capital View Addition;

THENCE east along the southern right of way boundary of East 2nd Street to the Northeast Corner of Lot 1, Block 2 of the Capital View Addition;

THENCE south along the western right of way boundary of University (Normal) Street for a distance of Thirty (30) feet;

THENCE east a distance of Fifty-five (55) feet parallel to the southern right of way of East 2nd Street to a point Thirty (30) feet south of the Northwest Corner of Lot 15, Block 3 of the Capital View Addition;

THENCE north along the eastern right of way boundary of University (Normal) Street to the Northwest Corner of Lot 15, Block 3 of the Capital View Addition;

THENCE east along the southern right of way boundary for East 2nd Street a distance of Thirty (30) feet;

THENCE north approximately Two-thousand-twenty-one (2,221) feet to the Northwest corner of Lot 21, Block 3 of Anton H. Classen's Fourth Addition to Edmond;

THENCE north to a point ten (10) feet east of the Southwest Corner of Lot 19, Block 12 of the Normal Heights Addition;

THENCE west along the north right of way boundary of Thatcher Street to the Southwest Corner of Lot 1, Block 10 of the Normal Heights Addition;

THENCE west to the Southeast Corner of Lot 1, Block 12 of the Rossmore Addition;

THENCE west along the north right of way boundary of Thatcher Street to the Southeast Corner of Lot 7, Block 2 of the Mason Acres Addition;

THENCE south to the Northeast Corner Lot 5, Block 1 of the Edmond City Original Townsite Subdivision;

THENCE generally south along the western right of way boundary for the public alley to the Southeast Corner of Lot 32, Block 3 of the Edmond City Original Townsite Subdivision;

THENCE generally west along the north right of way boundary for West Edwards Street to the Southwest Corner of Lot 1, Block 1 of the Legacy Station Addition;

THENCE generally southwest to the Southeast Corner of Lot 1 of the Ebert's Addition;

THENCE west to the Southwest Corner of Lot 8 of the Ebert's Addition;

THENCE generally southwest to the Southeast Corner of Lot 1, Block 3 of the Heritage Village Addition;

THENCE generally south along the west right of way boundary of North Fretz Avenue to a point Forty (40) feet south of the West 5th Street centerline;

THENCE east to the Northwest Corner of Lot 15, Block 6 of the Buel-Hollis Addition;

THENCE east along the south right of way boundary for West 5th Street to the Northeast Corner of Lot 1, Block 6 of the Buel-Hollis Addition;

THENCE south along the west right of way boundary of South Santa Fe Drive to the Northeast Corner of Lot 30, Block 6 of the Buel-Hollis Addition;

THENCE east along the south right of way boundary for West 5th Street to the Northeast Corner of Lot 23, Block 5 of the Buel-Hollis Addition;

THENCE generally south along the western boundary of the railroad right of way to the Northeast Corner of Lot 13, Block 4 of the Apple Village 1st Addition;

THENCE generally east to the Northwest Corner of Block 4 of Patten's Addition;

THENCE generally east along the south right of way boundary for West 9th Street to the Northeast Corner of Block 4 of Patten's Addition;

THENCE generally south along the west right of way boundary for South Broadway for a distance of One-Hundred Eighteen (118) feet;

THENCE generally east to the point where the east right of way boundary of South Broadway and the south right of way boundary for East 9th Street intersect;

THENCE east along the south right of way boundary of East 9th Street to the Northwest Corner of Lot 1 of the Boulevard Heights Addition;

THENCE generally north to the Southwest Corner of Lot 17, Block 24 of the Capitol View Fourth Addition, said point being the POINT OF BEGINNING;

Increment District No. 1 Legal Description:

A track of land being a part of Sections 25, 26, 35 and 36 and Township 14 North, Range 3 West of the Indian Meridian, Edmond, Oklahoma County, Oklahoma being more particularly described as follows:

Beginning at a point on the Southwest Corner of Lot 17, Block 24 of the Capitol View Fourth Addition, said point being the POINT OF BEGINNING;

THENCE north along the eastern right of way boundary of South Boulevard to the Northwest Corner of Lot 16, Block 1 of the Capital View Addition;

THENCE east along the southern right of way boundary of East 2nd Street to the Northeast Corner of Lot 1, Block 2 of the Capital View Addition;

THENCE south along the western right of way boundary of University (Normal) Street for a distance of Thirty (30) feet;

THENCE east a distance of Fifty-five (55) feet parallel to the southern right of way of East 2nd Street to a point Thirty (30) feet south of the Northwest Corner of Lot 15, Block 3 of the Capital View Addition;

THENCE north along the eastern right of way boundary of University (Normal) Street to the Northwest Corner of Lot 15, Block 3 of the Capital View Addition;

THENCE east along the southern right of way boundary for East 2nd Street a distance of Thirty (30) feet;

THENCE north approximately Two-thousand-twenty-one (2,221) feet to the Northwest corner of Lot 21, Block 3 of Anton H. Classen's Fourth Addition to Edmond;

THENCE north to a point ten (10) feet east of the Southwest Corner of Lot 19, Block 12 of the Normal Heights Addition;

THENCE west along the north right of way boundary of Thatcher Street to the Southwest Corner of Lot 1, Block 10 of the Normal Heights Addition;

THENCE west to the Southeast Corner of Lot 1, Block 12 of the Rossmore Addition;

THENCE west along the north right of way boundary of Thatcher Street to the Southeast Corner of Lot 7, Block 2 of the Mason Acres Addition;

THENCE south to the Northeast Corner Lot 5, Block 1 of the Edmond City Original Townsite Subdivision;

THENCE generally south along the western right of way boundary for the public alley to the Southeast Corner of Lot 32, Block 3 of the Edmond City Original Townsite Subdivision;

THENCE generally west along the north right of way boundary for West Edwards Street to the Southwest Corner of Lot 1, Block 1 of the Legacy Station Addition;

THENCE generally southwest to the Southeast Corner of Lot 1 of the Ebert's Addition;

THENCE west to the Southwest Corner of Lot 8 of the Ebert's Addition;

THENCE generally southwest to the Southeast Corner of Lot 1, Block 3 of the Heritage Village Addition;

THENCE generally south along the west right of way boundary of North Fretz Avenue to a point Forty (40) feet south of the West 5th Street centerline;

THENCE east to the Northwest Corner of Lot 15, Block 6 of the Buel-Hollis Addition;

THENCE east along the south right of way boundary for West 5th Street to the Northeast Corner of Lot 1, Block 6 of the Buel-Hollis Addition;

THENCE south along the west right of way boundary of South Santa Fe Drive to the Northeast Corner of Lot 30, Block 6 of the Buel-Hollis Addition;

THENCE east along the south right of way boundary for West 5th Street to the Northeast Corner of Lot 23, Block 5 of the Buel-Hollis Addition;

THENCE generally south along the western boundary of the railroad right of way to the Northeast Corner of Lot 13, Block 4 of the Apple Village 1st Addition;

THENCE generally east to the Northwest Corner of Block 4 of Patten's Addition;

THENCE generally east along the south right of way boundary for West 9th Street to the Northeast Corner of Block 4 of Patten's Addition;

THENCE generally south along the west right of way boundary for South Broadway for a distance of One-Hundred Eighteen (118) feet;

THENCE generally east to the point where the east right of way boundary of South Broadway and the south right of way boundary for East 9th Street intersect;

THENCE east along the south right of way boundary of East 9th Street to the Northwest Corner of Lot 1 of the Boulevard Heights Addition;

THENCE generally north to the Southwest Corner of Lot 17, Block 24 of the Capitol View Fourth Addition, said point being the POINT OF BEGINNING;

Less and Except the following areas:

An area beginning at a point on the Southeast Corner of Lot 24 of the Shaefer's Subdivision;

THENCE east along the north right of way boundary of East 9th Street to a point where the north right of way boundary of East 9th Street and the west right of way boundary of South Littler Avenue intersect;

THENCE north along the west right of way boundary for South Littler Avenue to the Southeast Corner of Lot 23, Block 3 of the South Park Addition;

THENCE east along the north right of way boundary for East 8th Street to the Southwest Corner of Lot 38, Block 2 of the South Park Addition;

THENCE north along the eastern right of way boundary for South Littler Avenue to the Northwest Corner of Lot 37, Block 2 of the South Park Addition;

THENCE east One Hundred Forty (140) feet on a line parallel to the right of way boundary for East 8th Street;

THENCE north Fifty (50) feet on a line parallel to the right of way boundary for South Littler Avenue;

THENCE east to the Southeast Corner of Lot 34, Block 2 of the South Park Addition;

THENCE generally north approximately Seven Hundred Ninety (790) feet to the Northeast Corner of Lot 3, Block 2 of the South Park Addition;

THENCE west to the Northwest Corner of Lot 1, Block 1 of the South Park Addition;

THENCE west along the south right of way boundary of East 6th Street to the Northwest Corner of Lot 10 of the Henry Herbet's Addition;

THENCE generally south approximately Nine Hundred Eighty-Eight (988) feet along the east right of way boundary for the public alley to the Northwest Corner of Lot 7 of the Shaefer's Subdivision Addition;

THENCE west approximately Two Hundred Forty-Seven (247) feet along the south right of way boundary for East 8th Street to the east right of way boundary for South Broadway;

THENCE generally south along the east right of way boundary for South Broadway to the north right of way boundary of East 9th Street;

THENCE east along the north right of way boundary for East 9th Street to the Southeast Corner of Lot 24 of the Shaefer's Subdivision, said point being the POINT OF BEGINNING;

And;

An area bound by the east right of way boundary of South Littler Avenue, the south right of way boundary of East 4th Street, the west boundary of South Boulevard, and the north right of way boundary of East 5th Street, generally known as Stephenson Park;

And;

An area described as Lots 1 through 12 of Block 37 of the Edmond City Original Townsite Subdivision;

And;

An area described as Block 3, and Lots 10 through 23 of Block 4 of the Anton H. Classen's Sixth Addition;

And;

An area described as Block 2 of the Anton H. Classen's Sixth Addition, and Lots 9 through 16, of Block 3 of the Anton H. Classen's Fifth Addition;

And;

An area described as Lots 1 through 13, Block 2, and Lots 10 through 16, Block 1, of Anton H. Classen's Fifth Addition;

And;

An area described as Lots 1 through 5, Block 2 of Anton H. Classen's Second Addition, and Lots 17 through 32, Block 1 of Anton H. Classen's Third Addition;

And;

An area bound by the east right of way boundary of North Broadway, the south right of way boundary of East Edwards Street, the west right of way boundary of North Boulevard, and the north right of way boundary of East Campbell Street;

And;

An area bound by the east right of way boundary of North Littler Avenue, the south right of boundary of East Hurd Street, the west right of way boundary of North Boulevard, and the north right of way boundary of East Main Street.

## EXHIBIT D: PROPOSED IMPROVEMENTS

The Edmond Public Works Authority and/or the City of Edmond plan on constructing or reconstructing / upgrading a significant amount of the public infrastructure in the Project Area, including, but not limited to:

- Utility (water, sanitary sewer, storm sewer, data/communication, electrical distribution) improvements to increase capacity;
- Street, sidewalk, and connectivity improvements along rights of way (and across the railroad tracks), including ADA-compliant accessibility in designs; and
- Public amenities and livability improvements (park improvements, trees/landscaping); and
- Ensuring more public parking is available to service the downtown community.

The overwhelming majority of these improvements will be constructed within the City's existing right-of-way, though some of the parking may be on private property. As noted in the Project Plan, some of these improvements may be funded with increment revenue and constructed directly by the City or the Edmond Public Works Authority, while others may be funded with increment revenue and other sources, and constructed by private parties through public assistance contracts.

[see following page for map of City infrastructure and rights-of-way]