

Ordinance

Version 3.4 released on 6/29/23

Use for all Ordinances including: TRO, Budget, Zoning, Declarations, Trust Indentures, etc.



| | | |
|---|--|---|
| CITY COUNCIL USE ONLY Date Received: _____ Committee Date: _____ 1 st Agenda Date: _____ | Tracking #: _____ Committee: _____ Hearing Date: _____ 2 nd Agenda Date: _____ | CITY CLERK USE ONLY <input type="checkbox"/> Scanned Date: <u>02.05.2025</u> <input type="checkbox"/> Posted Item #: <u>2502.00334</u> |
|---|--|---|

All department items requiring Council approval must be submitted through the Mayor's Office.

Primary Details

| | | | |
|---|--|--|---|
| Dept. Tracking No. | Board Approval | Other Board Name | City Council Approval <input checked="" type="radio"/> Yes <input type="radio"/> No |
| _____ | _____ | _____ | _____ |
| Department Mayors Office | Contact Name Erran Persley | Email epersley@cityoftulsa.org | Phone 918-596-7700 |
| _____ | _____ | _____ | _____ |
| Subject (Description) Adopting Amended & Restated Tulsa Airport Economic Development Project Plan | Ordinance Type Amending Previous Ordinance | | _____ |
| _____ | _____ | | _____ |
| Section | Township | Range | Lot |
| _____ | _____ | _____ | _____ |
| Block | Address | BA / CT Number | |
| _____ | _____ | _____ | |
| Amending Ord. No. 23475 | TRO Title No. <small>e.g. 43</small> | TRO Subtitle <small>e.g. G</small> | Property/Non-Property |
| _____ | _____ | _____ | _____ |
| Council District | Zoning No. | PUD No. | Planning District |
| _____ | _____ | _____ | _____ |

Budget

Funding Source(s)

TOTAL:

Enter the funding source(s) using the appropriate Munis funding format: Org (Allocation Code)-Object-Amount (1001211-531401-\$10.00) or Project String-Amount (144104.AbstrTitle5413102.6001-4043122-541102-\$30,000.01)

Approvals

Department: _____
Legal: _____
Board: _____
Mayor: _____
Other: _____

Date: 1/31/2025
Date: 1-31-2025
Date: _____
Date: FEB 05 2025
Date: _____

Policy Statement

Background Information

In March 2016, the City approved Ordinance No. 23475 adopting the Tulsa International Airport Economic Development Project Plan ("Airport Project Plan") pursuant to the Local Development Act 62 O.S. Section 850 et seq. to provide a framework and funding mechanism for a portion of the public investment required to support the area's aerospace industry and to generate additional, related private investment in the area. Ordinance No. 23475 established five new tax increment districts, created Tax Increment District No. 9 and deferred the naming of each of the four remaining tax increment districts. The Airport Project Plan is the subject of a Memorandum of Understanding between the City and the Board of County Commissioners of Tulsa County. In October 2021, the City adopted Ordinance No. 24693 creating Tax Increment District No. 19 and Ordinance No. 24694 creating Tax Increment District No. 20. It is now appropriate and desirable and in the best interests of the citizens of the City and the County for the Airport Project Plan be amended to revise the boundaries of some of the increment districts increasing the size of each, amending the nature of some of the increment districts, and to increase the budget of authorized project costs.

Provide background information on the requested action.

Summation of the Requested Action

Approve the Ordinance Adopting the Amended and Restated Tulsa International Airport Economic Plan

Summarize the pertinent details of the requested action.

Emergency Clause?

Yes

No

Reason for Emergency Clause

There are two economic development projects in the City's pipeline that are impacted by this ordinance. It is in our best interest to move this process forward expeditiously to support future economic development.

Explain why you are requesting that the City Council approve this action with an emergency clause.

Processing Information for City Clerk's Office

Post Execution Processing

- Mail vendor copy (add'l signature copies attached)
- Must be filed with other governmental entity
- Add'l governmental entity approval(s) required

Additional Routing and Processing Details

Return a copy of the published ordinance to ablank@cityoftulsa.org

(Published in the
Tulsa World

_____, 2025)

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE NO. 23475, AS PREVIOUSLY AMENDED AND SUPPLEMENTED BY ORDINANCE NO. 24693, AND ORDINANCE NO. 24694; APPROVING AND ADOPTING THE AMENDED AND RESTATED TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN; DESIGNATING AND ADOPTING REVISED INCREMENT DISTRICT BOUNDARIES FOR INCREMENT DISTRICT NO. 9, CITY OF TULSA, BY ADDING AN EXPANSION AREA TO THE EXISTING BOUNDARIES; DESIGNATING AND ADOPTING REVISED INCREMENT DISTRICT BOUNDARIES FOR THE INCREMENT DISTRICT TENTATIVELY LABELED "INCREMENT DISTRICT A" BY ADDING AN EXPANSION AREA TO THE EXISTING BOUNDARIES; DESIGNATING AND ADOPTING REVISED INCREMENT DISTRICT BOUNDARIES FOR INCREMENT DISTRICT TENTATIVELY LABELED "INCREMENT DISTRICT E" BY ADDING AN EXPANSION AREA TO THE EXISTING BOUNDARIES; REVISING THE NATURES OF INCREMENT DISTRICT NO. 19, CITY OF TULSA, AND THE INCREMENT DISTRICTS TENTATIVELY LABELED "INCREMENT DISTRICT A" AND "INCREMENT DISTRICT E" TO BE AD VALOREM, SALES, AND HOTEL TAX INCREMENT DISTRICTS AND DETERMINING SALES TAX INCREMENT FORMULAS; AMENDING THE BUDGET OF ESTIMATED PROJECT COSTS TO BE FINANCED BY APPORTIONED TAX INCREMENTS BASED ON UPDATED EXPECTED INVESTMENT IN THE PROJECT; MAKING OTHER MINOR AMENDMENTS REGARDING PERSONNEL RESPONSIBLE FOR IMPLEMENTING THE PROJECT PLAN AND INCORPORATING NEW FINANCIAL AND ECONOMIC IMPACT ANALYSES; MAINTAINING AND RETAINING ALL OTHER ASPECTS OF ORDINANCE NO. 23475, AS PREVIOUSLY AMENDED AND SUPPLEMENTED BY ORDINANCE NO. 24693 AND ORDINANCE NO. 24694; ADOPTING AND CONFIRMING THE ACTIONS, RECOMMENDATIONS AND FINDINGS OF THE TAX INCREMENT DISTRICT REVIEW COMMITTEE AND THE TULSA METROPOLITAN AREA PLANNING COMMISSION; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

WHEREAS, the City of Tulsa, Oklahoma ("City") and Tulsa County, Oklahoma ("County") have previously, pursuant to a joint process agreed upon in an MOU adopted by the City and County, adopted the Tulsa International Airport Economic Development Project Plan ("Project Plan") in accordance with the Oklahoma Local Development Act, 62 O.S. § 850, *et seq.* ("Act"), by adoption by the Tulsa City Council of Ordinance No. 23475 on May 6, 2016, and

adoption by the Board of County Commissioners of a Resolution dated June 27, 2016 (“Resolution”); and

WHEREAS, the Project Plan includes provisions for five tax increment districts as well as a framework and funding mechanism for a substantial portion of the local public investment required to support the area’s aerospace industry and to generate additional, related private investment in the area surrounding the Tulsa International Airport (“Airport”) and support the more than thirteen thousand employees already located at the Airport and its surrounding industry complex (“Project”); and

WHEREAS, in addition to adopting the Project Plan, Ordinance No. 23475 and the Resolution created and named the increment district tentatively labeled “Increment District D” in the Project Plan as “Increment District No. 9, City of Tulsa,” as of the effective date of the adoption of the Project Plan, and deferred the naming and date of creation for the four remaining tax increment districts until such time as may be determined by the Tulsa City Council, provided that such date is made within ten years of the adoption of the Resolution; and

WHEREAS, the Tulsa City Council has subsequently named and created the increment district tentatively labeled as “Increment District B” as “Increment District No. 19, City of Tulsa,” and adopted a minor amendment to its boundaries, by adoption of Ordinance No. 24693 on October 17, 2021; and

WHEREAS, the Tulsa City Council also has subsequently named and created the increment district tentatively labeled as “Increment District C” as “Increment District No. 20, City of Tulsa,” by adoption of Ordinance No. 24694 on October 17, 2021; and

WHEREAS, development prospects at the Airport and the tools and authorizations necessary to further the Project have changed significantly since the original adoption of the Project Plan, including significant release of development restrictions on Airport land and a dramatic increase in the size of projects expressing interest in locating at the Airport; and

WHEREAS, to accommodate the changing development prospects and better serve the City’s and County’s interests in furthering the Project, it has been proposed that the Project Plan be amended (“Amended and Restated Project Plan”): (a) to revise the boundaries of Increment District No. 9, City of Tulsa, and the increment districts tentatively labeled “Increment District A” and “Increment District E” by expanding the property within their respective boundaries; (b) to revise the nature of Increment District No. 19, City of Tulsa, and the increment district tentatively labeled “Increment District A” to become ad valorem, sales, and hotel tax increment districts; (c) to revise and increase the budget of estimated project costs to reflect the increased investment expectations and needs for the Project; and (d) to make other, more minor amendments to update parties responsible for implementation of the Project and to provide for an updated financial and economic impact analysis (“Financial and Economic Impact Analysis”) to be included in the Project Plan; and

WHEREAS, the purpose of the Amended and Restated Project Plan remains the provision of a planning framework and funding mechanism for public investments required to support the Tulsa area’s aerospace and related economies, and to continue to support the City’s and County’s

efforts to achieve their development objectives, improve quality of life for their residents, stimulate private investment, enhance the tax base, and otherwise make possible investment that would otherwise be difficult without the provisions of the Amended and Restated Project Plan and apportionment of incremental tax revenues; and

WHEREAS, the City Council finds that the proposed Project Area (the boundaries for which will remain unchanged in the Amended and Restated Project Plan) consists of property that remains located within a state-designated enterprise zone and thereby remains qualified to be included in the Amended and Restated Project Plan under the provisions of Oklahoma’s Local Development Act, 62 O.S. § 850, *et seq.*; and

WHEREAS, the Tax Increment District Review Committee—Tulsa International Airport (“Review Committee”), comprised of representatives of each of the taxing jurisdictions in which the existing and proposed increment districts are located, as well as representatives of the public at large, and jointly chaired by representatives of the City Council and Board of County Commissioners, met in an open meeting on November 14, 2024, to review, discuss, and consider the Amended and Restated Project Plan; and

WHEREAS, the Review Committee was provided advance copies of the Amended and Restated Project Plan in final draft form, which included the Financial and Economic Impact Analysis, in a timely manner so as to allow the Review Committee opportunity to read, review, and analyze the document; and

WHEREAS, the Review Committee considered and reviewed the possible financial impacts on any taxing jurisdictions and business activities, the eligibility of the Project (as amended) under the provisions of the Local Development Act, and the nature of the proposed amendments to the Project Plan, and ultimately adopted a resolution by unanimous vote finding that any adverse economic impacts will be offset by the economic impacts of the Project and that the Project remains eligible under the Local Development Act, and recommending that the City Council and Board of County Commissioners approve the Amended and Restated Project Plan; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission was provided advance copies of the Amended and Restated Project Plan in final draft form, the Financial Impacts Analysis, and received a presentation regarding the proposed Amended and Restated Project Plan; and

WHEREAS, on December 18, 2024, the Tulsa Metropolitan Area Planning Commission at a regular scheduled public meeting determined that the Amended and Restated Project Plan is in conformance with the Comprehensive (Master) Plan of the City and recommended that the City Council and Board of County Commissioners approve and adopt the Amended and Restated Project Plan; and

WHEREAS, the City Council was provided advance copies of this Ordinance, the Amended and Restated Project Plan in final form, the Financial Impacts Analysis, the resolution adopted by the Review Committee on November 14, 2024, and has received informal briefings

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regarding the proposed amendments to the Project Plan contained in the Amended and Restated Project Plan; and

WHEREAS, the revisions and amendments to the Project Plan contained in the Amended and Restated Project Plan will be used in conjunction with existing redevelopment programs and other locally implemented efforts in order to encourage and stimulate private investment in the Project Area; and

WHEREAS, the ad valorem, sales, and hotel tax increment revenues derived from the increment districts established pursuant to the Amended and Restated Project Plan shall be used to finance eligible project costs as allowed by the Local Development Act and as described in Section VIII of the Amended and Restated Project Plan; and

WHEREAS, in conformance with the Local Development Act, a formula will be developed, approved, and adopted by the City Council to determine the calculation of sales tax increment revenues to be derived from Increment Districts “A” and “E” when those districts are created and made effective, which date shall remain within ten years of the adoption of the Resolution; and

WHEREAS, adoption and enactment of the proposed Amended and Restated Project Plan is anticipated to lead to the economic and financial impacts described in Section X of the Amended and Restated Project Plan; and

WHEREAS, the proposed Amended and Restated Project Plan provides tools which will supplement and not supplant or replace normal public functions and services; and

WHEREAS, the revisions and amendments to the Project Plan contained in the Amended and Restated Project Plan do not cause any increment district to dissect any similar area nor by their inclusion or exclusion from any increment district create an unfair competitive advantage; and

WHEREAS, maximum effort has been made to allow full public knowledge and participation in the application of the Local Development Act and in the review and approval of the Amended and Restated Project Plan; and

WHEREAS, all required notices have been given and all required hearings have been held in connection with the proposed Amended and Restated Project Plan, as prescribed by the Local Development Act, the Oklahoma Open Meetings Act, and other applicable law; and

WHEREAS, the City deems it appropriate and desirable and in the best interest of the City and its citizens to adopt and approve the amendments to Ordinance No. 23475, as previously amended and supplemented by Ordinance No. 24693 and Ordinance No. 24694, and adopt and implement the Amended and Restated Project Plan, including revisions to the boundaries and nature of the increment districts, and the budget of authorized project costs, contained therein.

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NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF TULSA:

SECTION 1. Section 2 of Ordinance No. 23475, Section 2 of Ordinance No. 24693, and Section 2 of Ordinance 24694 are all amended to read as follows:

SECTION 2. The Amended and Restated Tulsa International Airport Economic Development Project Plan (“Amended and Restated Project Plan”) is hereby approved and adopted, as recommended by the Tax Increment District Review Committee—Tulsa International Airport (“Review Committee”). As used herein, “Amended and Restated Project Plan” shall mean the document dated November 14, 2024, comprised of nine (9) pages of text not including the cover page, and five (5) exhibits labeled “A,” “B,” “C,” “D,” and “E,” and entitled “Amended and Restated Tulsa International Airport Economic Development Project Plan.”

SECTION 2. Section 9 of Ordinance No. 23475, establishing the boundaries of Increment District No. 9, City of Tulsa, is hereby amended to read as follows:

SECTION 9. The boundaries of Increment District No. 9 are described on Exhibit B of the Amended and Restated Project Plan under the heading “District – D” and shown on Exhibit C of the Amended and Restated Project Plan labeled as “9-D” plus the area labeled “D Expansion,” and are hereby designated and adopted as follows:

Increment District No. 9 Legal Description

A TRACT OF LAND BEING A PART OF SECTIONS 23, 24, 25 AND 26, TOWNSHIP 20 N, RANGE 13 E, TULSA COUNTY, OKLAHOMA, MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26:

THENCE EAST A DISTANCE OF 1,317.095 FEET;

TO THE "POINT OF BEGINNING"

THENCE N. 88°50'32" E. A DISTANCE OF 3,478.59 FEET;
THENCE S. 02°03'10" E. A DISTANCE OF 52.17 FEET;
THENCE S. 00°41'59" E. A DISTANCE OF 79.47 FEET;
THENCE S. 01°15'40" E. A DISTANCE OF 64.62 FEET;
THENCE S. 01°15'53" E. A DISTANCE OF 64.34 FEET;
THENCE S. 01°16'10" E. A DISTANCE OF 68.04 FEET;
THENCE S.01°16'29" E. A DISTANCE OF 78.83 FEET;
THENCE S. 01°16'47" E. A DISTANCE OF 95.80 FEET;
THENCE S. 01°32'12" E. A DISTANCE OF 86.92 FEET;
THENCE N. 88°49'52" E. A DISTANCE OF 70.09 FEET;
THENCE N. 88°49'44" E. A DISTANCE OF 91.82 FEET

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THENCE N. 88°49'30" E. A DISTANCE OF 56.73 FEET;
THENCE N. 88°49'07" E. A DISTANCE OF 63.12 FEET;
THENCE N. 88°48'36" E. A DISTANCE OF 61.84 FEET;
THENCE N. 88°47'34" E. A DISTANCE OF 20.28 FEET;
THENCE N. 88°48'22" E. A DISTANCE OF 50.94 FEET;
THENCE N. 88°46'53" E. A DISTANCE OF 59.32 FEET;
THENCE S. 89°38'43" E. A DISTANCE OF 1,916.61 FEET;
THENCE N. 88°51'34" E. A DISTANCE OF 695.73 FEET;
THENCE N. 00°09'57" W. A DISTANCE OF 597.79 FEET;
THENCE N. 21°31'10" E. A DISTANCE OF 45.80 FEET;
THENCE N. 01°14'27" W. A DISTANCE OF 39.25 FEET;
THENCE N. 88°50'02" E. A DISTANCE OF 529.44 FEET;
THENCE N. 88°52'54" E. A DISTANCE OF 731.58 FEET;
THENCE N. 88°50'33" E. A DISTANCE OF 719.65 FEET;
THENCE N. 02°09'16" W. A DISTANCE OF 9.87 FEET;
THENCE N. 88°58'51" E. A DISTANCE OF 610.09 FEET;
THENCE N. 01°11'31" W. A DISTANCE OF 1,268.14 FEET;
THENCE S. 88°52'19" W. A DISTANCE OF 10.48 FEET;
THENCE N. 01°13'20" W. A DISTANCE OF 377.78 FEET;
THENCE N. 01°16'28.15" W. A DISTANCE OF 761.2294 FEET;
THENCE S. 82°22'17.26" W. A DISTANCE OF 1,267.8712 FEET;
THENCE S. 82°22'18.62" W. A DISTANCE OF 1,327.2960 FEET;
THENCE S. 01°11'13.05" E. A DISTANCE OF 1,323.2039 FEET;
THENCE S. 01°11'21" E. A DISTANCE OF 178.28 FEET;
THENCE S. 89°01'11" W. A DISTANCE OF 656.66 FEET;
THENCE S. 01°03'13" E. A DISTANCE OF 229.11 FEET;
THENCE N. 89°50'26" W. A DISTANCE OF 1,186.46 FEET;
THENCE S. 00°05'45" E. A DISTANCE OF 460.20 FEET;
THENCE S. 88°51'44" W. A DISTANCE OF 471.03 FEET;
THENCE S. 88°51'44" W. A DISTANCE OF 318.21 FEET;
THENCE N. 01°10'17" W. A DISTANCE OF 331.31 FEET;
THENCE N. 01°10'16" W. A DISTANCE OF 316.22 FEET;
THENCE N. 01°09'35" W. A DISTANCE OF 506.55 FEET;
THENCE N. 01°10'10" W. A DISTANCE OF 165.21 FEET;
THENCE N. 01°09'49" W. A DISTANCE OF 591.79 FEET;
THENCE N. 01°10'14" W. A DISTANCE OF 197.74 FEET;
THENCE N. 01°10'07" W. A DISTANCE OF 532.46 FEET;
THENCE N. 01°10'18" W. A DISTANCE OF 1,769.02 FEET;
THENCE N. 40°00'44" E. A DISTANCE OF 448.75 FEET;
THENCE N. 37°02'39" E. A DISTANCE OF 407.09 FEET;
THENCE N. 52°53'24" W. A DISTANCE OF 981.98 FEET;
THENCE N. 52°55'49" W. A DISTANCE OF 612.76 FEET;
THENCE S. 88°13'33" W. A DISTANCE OF 546.86 FEET;
THENCE S. 88°43'22" W. A DISTANCE OF 973.28 FEET;
THENCE S. 88°35'11" W. A DISTANCE OF 1,195.86 FEET;
THENCE S. 02°24'38" W. A DISTANCE OF 763.83 FEET;
THENCE S. 03°23'42" W. A DISTANCE OF 961.47 FEET;

THENCE S. 19°10'45" W. A DISTANCE OF 198.06 FEET;
THENCE S. 60°45'04" W. A DISTANCE OF 233.05 FEET;
THENCE N. 86°34'28" W. A DISTANCE OF 227.00 FEET;
THENCE N. 66°45'48" W. A DISTANCE OF 88.19 FEET;
THENCE N. 46°41'30" W. A DISTANCE OF 143.09 FEET;
THENCE N. 35°30'40" W. A DISTANCE OF 54.65 FEET;
THENCE N. 26°26'29" W. A DISTANCE OF 74.69 FEET;
THENCE N. 14°19'03" W. A DISTANCE OF 73.06 FEET;
THENCE N. 06°05'06" W. A DISTANCE OF 86.66 FEET;
THENCE N. 01°26'37" W. A DISTANCE OF 598.05 FEET;
THENCE N. 23°22'18" W. A DISTANCE OF 91.11 FEET;
THENCE N. 32°20'30" W. A DISTANCE OF 133.18 FEET;
THENCE S. 87°50'53" W. A DISTANCE OF 117.41 FEET;
THENCE S. 00°30'31" W. A DISTANCE OF 16.85 FEET;
THENCE S. 88°57'35" W. A DISTANCE OF 683.75 FEET;
THENCE N. 85°23'50" W. A DISTANCE OF 111.05 FEET;
THENCE S. 88°37'34" W. A DISTANCE OF 128.759 FEET;
THENCE S. 00°24'58" W. A DISTANCE OF 9.66 FEET;
THENCE S. 87°56'07" W. A DISTANCE OF 64.64 FEET;
THENCE S. 01°56'22" E. A DISTANCE OF 115.84 FEET;
THENCE S. 01°54'13" E. A DISTANCE OF 118.43 FEET;
THENCE S. 01°57'14" E. A DISTANCE OF 52.83 FEET;
THENCE S. 02°17'29" E. A DISTANCE OF 117.70 FEET;
THENCE S. 02°16'51" E. A DISTANCE OF 122.47 FEET;
THENCE S. 03°16'13" E. A DISTANCE OF 59.81 FEET;
THENCE S. 01°40'49" E. A DISTANCE OF 363.09 FEET;
THENCE S. 00°15'19" E. A DISTANCE OF 275.88 FEET;
THENCE S. 00°37'03" E. A DISTANCE OF 46.21 FEET;
THENCE S. 00°37'03" E. A DISTANCE OF 6.125 FEET;
THENCE N. 89°20'23" E. A DISTANCE OF 18.93 FEET;
THENCE S. 01°15'45" E. A DISTANCE OF 323.65 FEET;
THENCE S. 89°12'44" W. A DISTANCE OF 114.27 FEET;
THENCE S. 00°58'32" E. A DISTANCE OF 113.819 FEET;
THENCE S. 00°58'31" E. A DISTANCE OF 112.80 FEET;
THENCE S. 88°56'45" W. A DISTANCE OF 141.12 FEET;
THENCE S. 01°03'22" E. A DISTANCE OF 439.48 FEET;
THENCE N. 89°14'25" E. A DISTANCE OF 144.49 FEET;
THENCE S. 01°26'20" E. A DISTANCE OF 322.13 FEET;
THENCE N. 88°50'36" E. A DISTANCE OF 67.21 FEET;
THENCE S. 01°17'16" E. A DISTANCE OF 149.22 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 58.30 FEET;
THENCE S. 01°00'19" E. A DISTANCE OF 61.01 FEET;
THENCE S. 01°42'24" E. A DISTANCE OF 59.99 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 59.43 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 49.21 FEET;
THENCE S. 01°21'12" E. A DISTANCE OF 69.44 FEET;
THENCE S. 01°21'13" E. A DISTANCE OF 61.48 FEET;

THENCE S. 00°49'16" E. A DISTANCE OF 60.13 FEET;
THENCE S. 01°53'56" E. A DISTANCE OF 58.71 FEET;
THENCE S. 01°37'48" E. A DISTANCE OF 16.39 FEET;
THENCE S. 01°18'58" E. A DISTANCE OF 95.99 FEET;
THENCE S. 00°09'59" W. A DISTANCE OF 61.03 FEET;
THENCE S. 88°31'34" W. A DISTANCE OF 136.69 FEET;
THENCE S. 01°50'52" E. A DISTANCE OF 101.04 FEET;
THENCE S. 01°50'53" E. A DISTANCE OF 99.179 FEET;
THENCE S. 00°51'22" E. A DISTANCE OF 200.34 FEET;
THENCE N. 83°36'14" E. A DISTANCE OF 70.53 FEET;
THENCE N. 83°35'37" E. A DISTANCE OF 61.95 FEET;
THENCE N. 83°36'15" E. A DISTANCE OF 238.34 FEET;
THENCE N. 83°39'09" E. A DISTANCE OF 33.39 FEET;
THENCE N. 83°13'43" E. A DISTANCE OF 46.689 FEET;
THENCE S. 01°30'38" E. A DISTANCE OF 244.12 FEET;
THENCE N. 88°39'39" E. A DISTANCE OF 228.21 FEET;
THENCE N. 88°39'36" E. A DISTANCE OF 85.19 FEET;
THENCE N. 88°39'23" E. A DISTANCE OF 56.15 FEET;
THENCE N. 88°39'09" E. A DISTANCE OF 59.35 FEET;
THENCE N. 88°38'58" E. A DISTANCE OF 55.779 FEET;
THENCE N. 88°38'44" E. A DISTANCE OF 58.13 FEET;
THENCE N. 88°29'17" E. A DISTANCE OF 48.93 FEET;
THENCE N. 89°30'25" E. A DISTANCE OF 8.74 FEET;
THENCE N. 88°38'21" E. A DISTANCE OF 57.21 FEET;
THENCE N. 88°38'11" E. A DISTANCE OF 56.869 FEET;
THENCE N. 88°38'01" E. A DISTANCE OF 54.78 FEET;
THENCE N. 88°37'53" E. A DISTANCE OF 55.19 FEET;
THENCE N. 88°37'44" E. A DISTANCE OF 57.97 FEET;
THENCE N. 88°37'38" E. A DISTANCE OF 56.28 FEET;
THENCE N. 88°37'31" E. A DISTANCE OF 59.24 FEET;
THENCE N. 88°37'26" E. A DISTANCE OF 60.15 FEET;
THENCE N. 88°37'21" E. A DISTANCE OF 59.67 FEET;
THENCE N. 88°37'17" E. A DISTANCE OF 60.85 FEET;
THENCE N. 87°43'40" E. A DISTANCE OF 63.05 FEET;
THENCE S. 88°58'54" E. A DISTANCE OF 23.47 FEET;
THENCE S. 01°37'01" E. A DISTANCE OF 37.73 FEET;
THENCE S. 01°36'53" E. A DISTANCE OF 244.42 FEET;
THENCE S. 01°36'31" E. A DISTANCE OF 238.01 FEET;
THENCE S. 01°35'01" E. A DISTANCE OF 617.92 FEET;
THENCE S. 01°26'43.7077" E. A DISTANCE OF 41.4964097 FEET;
BACK TO THE "POINT OF BEGINNING"
SAID AREA CONTAINING 37,953,814 ± SQ. FT. OR 871.2996 ± AC. MORE
OR LESS.

PLUS THE FOLLOWING EXPANSION AREA:
A TRACT OF LAND BEING A PART OF SECTION 25, T 20 N, R 13 E, OF THE
INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF

OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

“BEGINNING AT A POINT”, SAID POINT BEING THE SOUTHWEST CORNER OF SAID SECTION 25; THENCE N 00°03'36" W ALONG THE WESTERLY LINE OF SAID SECTION 25 FOR 2642.74' TO THE NORTHWEST CORNER OF THE SOUTHWEST QUARTER (SW/4) OF SECTION 25; THENCE CONTINUING N 00°03'36" W ALONG SAID WESTERLY LINE FOR 1757.37'; THENCE N 39°52'03" E FOR 869.10; THENCE S 03°06'51" W FOR 2904.55'; THENCE N 84°40'30" E FOR 4473.95'; THENCE N 05°19'30" W FOR 50.00'; THENCE N 84°40'30" E FOR 445.13' TO A POINT ON THE EASTERLY LINE OF SAID SECTION 25; THENCE S 00°00'51" E ALONG SAID EASTERLY LINE FOR 41.46' TO THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER (NE/4) OF SECTION 25; THENCE CONTINUING S 00°00'51" E ALONG SAID EASTERLY LINE FOR 947.37'; THENCE N 89°52'13" W FOR 1314.22'; THENCE S 00°02'04" W FOR 131.32'; THENCE S 89°35'18" W FOR 10.21'; THENCE S 00°05'05" W FOR 246.47'; THENCE N 89°53'33" W FOR 1319.87' TO A POINT ON THE EASTERLY LINE OF THE SOUTHWEST QUARTER (SW/4) OF SAID SECTION 25; THENCE S 00°02'14" E ALONG SAID EASTERLY LINE FOR 656.36'; THENCE N 89°44'07" W FOR 660.09'; THENCE S 00°11'29" W FOR 229.11'; THENCE N 88°35'44" W FOR 1186.46'; THENCE S 01°08'57" W FOR 459.97' TO A POINT ON THE SOUTHERLY LINE OF SAID SECTION 25; THENCE N 89°54'34" W ALONG SAID SOUTHERLY LINE FOR 787.70' TO THE “POINT OF BEGINNING” OF SAID TRACT OF LAND,

AND

A TRACT OF LAND BEING PART OF THE WEST HALF (W/2) OF SECTION 36, T 20 N, R 13 E, OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 36; THENCE S 00°14'05" E ALONG THE WESTERLY LINE OF SECTION 36 FOR 589.96' TO THE “POINT OF BEGINNING” OF SAID TRACT OF LAND; THENCE CONTINUING S 00°14'05" E ALONG SAID WESTERLY LINE FOR 2053.55' TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER (NW/4) OF SAID SECTION 36; THENCE S 00°14'29" W CONTINUING ALONG SAID WESTERLY LINE FOR 2641.78' TO THE SOUTHWEST CORNER OF SECTION 36; THENCE S 89°56'35" E ALONG THE SOUTHERLY LINE OF SECTION 36 FOR 2644.85' TO THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER (SW/4) OF SECTION 36; THENCE N 00°00'10" W ALONG THE EASTERLY LINE OF SAID WEST

ADB

HALF (W/2) FOR 2641.42' TO THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER (SW/4); THENCE CONTINUING N 00°00'10" W ALONG SAID EASTERLY LINE FOR 2001.66'; THENCE N 89°53'44" W FOR 729.13'; THENCE N 88°23'52" W FOR 1913.53' TO THE "POINT OF BEGINNING" OF SAID TRACT OF LAND.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 21,175,427 SQUARE FEET OR 486.1209 ACRES, MORE OR LESS.

THE BEARINGS USED IN THE ABOVE LEGAL DESCRIPTION ARE BASED ON THE WESTERLY LINE OF SECTION 13, T 20 N, R 13 E HAVING AN ASSUMED, NON ASTRONOMICAL BEARING OF N 00°00'24" W.

THE ABOVE LEGAL DESCRIPTION WAS PREPARED BY ERIC G. SACK, OKLAHOMA LICENSED PROFESSIONAL LAND SURVEYOR NO. 1545, ON NOVEMBER 5, 2024. (CA NO. 1783)

SECTION 3. Section 10 of Ordinance No. 23475, establishing the boundaries of the four Increment Districts not originally created and named in Ordinance No. 23475, is hereby amended so that the boundary description under the heading "District – A" reads as follows:

DISTRICT – A

A TRACT OF LAND BEING A PART OF SECTIONS 13, 14, 23 and 24, TOWNSHIP 20 N., RANGE 13 E. TULSA COUNTY, OKLAHOMA, MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 14:

THENCE NORTH A DISTANCE OF 619.80 FEET;
THENCE EAST A DISTANCE OF 2,296.85 FEET TO THE "POINT OF BEGINNING";
THENCE S. 00°47'48" E. A DISTANCE OF 623.92 FEET;
THENCE S. 00°47'48" E. A DISTANCE OF 755.50 FEET;
THENCE N. 85°09'00" W. A DISTANCE OF 79.57 FEET;
THENCE S. 01°35'06" W. A DISTANCE OF 574.42 FEET;
THENCE S. 02°12'47" W. A DISTANCE OF 742.52 FEET;
THENCE S. 51°47'29" E. A DISTANCE OF 599.52 FEET;
THENCE S. 53°19'18" E. A DISTANCE OF 381.00 FEET;
THENCE S. 57°44'01" E. A DISTANCE OF 729.47 FEET;
THENCE N. 87°57'49" E. A DISTANCE OF 1,784.37 FEET;
THENCE N. 60°56'43" E. A DISTANCE OF 81.59 FEET;
THENCE N. 20°59'34" E. A DISTANCE OF 730.05 FEET;
THENCE N. 13°11'26" E. A DISTANCE OF 1,041.95 FEET
THENCE N. 77°35'16" E. A DISTANCE OF 28.50 FEET;
THENCE N. 02°28'51" E. A DISTANCE OF 355.90 FEET;
THENCE N. 10°51'06" W. A DISTANCE OF 65.63 FEET;

THENCE N. 01°29'43" W. A DISTANCE OF 902.00 FEET;
THENCE N. 01°07'57" W. A DISTANCE OF 2,635.63 FEET;
THENCE N. 01°24'15" W. A DISTANCE OF 960.62 FEET;
THENCE N. 00°08'14" E. A DISTANCE OF 475.71 FEET;
THENCE S. 44°04'29" W. A DISTANCE OF 947.82 FEET;
THENCE S. 44°56'27" W. A DISTANCE OF 1,108.43 FEET;
THENCE S. 88°50'24" W. A DISTANCE OF 28.91 FEET;
THENCE S. 44°26'39" W. A DISTANCE OF 685.89 FEET;
THENCE S. 44°30'57" W. A DISTANCE OF 569.99 FEET;
THENCE S. 43°56'08" W. A DISTANCE OF 373.68 FEET;
THENCE S. 49°04'30" W. A DISTANCE OF 225.25 FEET;
THENCE S. 56°26'50" W. A DISTANCE OF 237.85 FEET;
THENCE S. 63°02'49" W. A DISTANCE OF 175.05 FEET;
THENCE S. 67°37'10" W. A DISTANCE OF 130.35 FEET;
THENCE S. 01°43'24" E. A DISTANCE OF 416.08 FEET;
THENCE S. 76°33'45" W. A DISTANCE OF 135.61 FEET;
THENCE S. 80°10'54.394" W. A DISTANCE OF 205.06334 FEET;
BACK TO THE "POINT OF BEGINNING"
SAID AREA CONTAINING 18,753,811± SQ. FT. OR 430.5283± AC. MORE OR
LESS.

PLUS THE FOLLOWING EXPANSION AREA:

A TRACT OF LAND BEING PART OF THE SOUTHWEST QUARTER (SW/4) OF SECTION 14, PART OF THE SOUTHEAST QUARTER (SE/4) OF SECTION 15, PART OF THE EAST HALF (E/2) OF SECTION 22, PART OF SECTION 23, PART OF THE WEST HALF (W/2) OF SECTION 24, PART OF THE NORTHWEST QUARTER (NW/4) OF SECTION 25, PART OF THE NORTHWEST QUARTER (NW/4) OF SECTION 26, AND PART OF THE NORTHEAST QUARTER (NE/4) OF SECTION 27, ALL IN T 20 N, R 13 E, OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 26;
THENCE S 00°03'40" E ALONG THE WESTERLY LINE OF SECTION 26 FOR 43.61' TO THE "POINT OF BEGINNING" OF SAID TRACT OF LAND;
THENCE S 84°09'08" E FOR 59.59'; THENCE S 89°47'43" E FOR 683.75';
THENCE N 01°45'13" E FOR 16.85'; THENCE N 89°05'35" E FOR 117.41';
THENCE S 31°05'48" E FOR 133.18'; THENCE S 22°07'36" E FOR 91.11';
THENCE S 00°11'55" E FOR 598.05'; THENCE S 04°50'24" E FOR 86.66';
THENCE S 13°04'21" E FOR 73.06'; THENCE S 25°11'47" E FOR 74.69';
THENCE S 34°15'58" E FOR 54.65'; THENCE S 45°26'48" E FOR 143.09';
THENCE S 65°31'06" E FOR 88.19'; THENCE S 85°19'46" E FOR 227.00';
THENCE N 61°59'46" E FOR 233.05'; THENCE N 20°25'27" E FOR 198.06';
THENCE N 04°38'24" E FOR 961.47'; THENCE N 03°39'20" E FOR 763.83';

ADB

THENCE N 89°49'53" E FOR 1195.86'; THENCE N 89°58'04" E FOR 973.28';
THENCE N 89°28'15" E FOR 546.86'; THENCE S 51°41'07" E FOR 612.76';
THENCE S 51°38'42" E FOR 981.98'; THENCE N 01°34'55" E FOR 4181.46';
THENCE S 78°37'10" W FOR 28.50'; THENCE S 14°13'20" W FOR 1041.95';
THENCE S 22°01'28" W FOR 730.05'; THENCE S 61°58'37" W FOR 81.59';
THENCE S 88°59'43" W FOR 1784.37'; THENCE N 56°42'07" W FOR 729.47';
THENCE N 52°17'24" W FOR 381.00'; THENCE N 50°45'35" W FOR 599.52';
THENCE N 03°14'41" E FOR 742.52'; THENCE N 02°37'00" E FOR 574.42';
THENCE S 84°07'06" E FOR 79.57'; THENCE N 00°14'06" E FOR 755.50';
THENCE N 00°14'06" E FOR 623.92'; THENCE N 81°12'01" E FOR 203.81';
THENCE N 77°35'39" E FOR 135.61'; THENCE N 00°41'30" W FOR 425.40';
THENCE S 68°59'04" W FOR 12.75'; THENCE S 71°34'49" W FOR 19.52';
THENCE S 71°34'49" W FOR 29.49'; THENCE S 72°56'55" W FOR 23.39';
THENCE S 72°56'55" W FOR 53.23'; THENCE S 79°02'33" W FOR 26.05';
THENCE S 76°57'00" W FOR 26.39'; THENCE S 77°57'06" W FOR 23.86';
THENCE S 78°51'40" W FOR 28.93'; THENCE S 79°58'02" W FOR 26.82';
THENCE S 80°56'55" W FOR 25.97'; THENCE S 81°57'00" W FOR 26.39';
THENCE S 81°46'06" W FOR 97.14'; THENCE S 81°45'56" W FOR 120.26';
THENCE S 81°45'54" W FOR 124.48'; THENCE S 81°45'56" W FOR 102.05';
THENCE S 81°42'56" W FOR 212.59'; THENCE S 81°50'30" W FOR 137.79';
THENCE S 81°50'30" W FOR 176.73'; THENCE S 81°50'30" W FOR 214.09';
THENCE S 81°36'41" W FOR 194.39'; THENCE S 81°45'54" W FOR 166.71';
THENCE S 81°45'54" W FOR 177.30'; THENCE S 81°45'56" W FOR 178.32';
THENCE S 81°45'54" W FOR 198.67'; THENCE S 81°45'54" W FOR 255.32';
THENCE S 80°00'20" W FOR 337.51'; THENCE N 13°05'37" W FOR 20.99';
THENCE S 81°16'10" W FOR 609.29'; THENCE S 10°59'54" E FOR 22.89';
THENCE S 80°58'03" W FOR 82.71'; THENCE S 56°58'59" W FOR 366.23';
THENCE S 00°17'42" E FOR 260.01'; THENCE S 00°17'42" E FOR 58.51';
THENCE N 89°57'30" W FOR 23.28'; THENCE S 00°05'21" W FOR 65.08';
THENCE N 89°52'45" E FOR 11.90'; THENCE S 00°12'34" E FOR 1254.09';
THENCE N 89°56'29" W FOR 465.30'; THENCE S 00°05'26" E FOR 661.79';
THENCE S 89°53'31" E FOR 468.89'; THENCE S 00°15'50" E FOR 659.21';
THENCE N 89°56'47" W FOR 64.78'; THENCE S 00°01'00" E FOR 316.38';
THENCE S 89°58'45" E FOR 75.77'; THENCE S 00°03'33" E FOR 1003.38';
THENCE S 89°59'20" E FOR 657.14'; THENCE S 00°13'50" E FOR 1370.00';
THENCE S 89°41'51" E FOR 473.66'; THENCE N 01°39'40" E FOR 9.66';
THENCE N 89°52'16" E FOR 128.76'; THENCE S 84°09'08" E FOR 51.46' TO
THE "POINT OF BEGINNING" OF SAID TRACT OF LAND.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 28,753,794
SQUARE FEET OR 660.0963 ACRES, MORE OR LESS.

THE BEARINGS USED IN THE ABOVE LEGAL DESCRIPTION ARE BASED
ON THE WESTERLY LINE OF SECTION 13, T 20 N, R 13 E HAVING AN
ASSUMED, NON ASTRONOMICAL BEARING OF N 00°00'24" W.

ADB

THE ABOVE LEGAL DESCRIPTION WAS PREPARED BY ERIC G. SACK,
OKLAHOMA LICENSED PROFESSIONAL LAND SURVEYOR NO. 1545, ON
NOVEMBER 5, 2024. (CA NO. 1783)

SECTION 4. Section 10 of Ordinance No. 23475, establishing the boundaries of the four Increment Districts not originally created and named in Ordinance No. 23475, is hereby amended so that the boundary description under the heading "District – E" reads as follows:

DISTRICT – E

A TRACT OF LAND BEING A PART OF SECTION 18, TOWNSHIP 20 N,
RANGE 14 E, TULSA COUNTY, OKLAHOMA, MORE PARTICULARLY
DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE SOUTHEAST
QUARTER OF SECTION 18:

THENCE EAST A DISTANCE OF 493.46 FEET;
THENCE NORTH A DISTANCE OF 16.67 FEET; TO THE "POINT OF
BEGINNING"
THENCE N. 01°49'57" E. A DISTANCE OF 3,982.76 FEET;
THENCE S. 88°40'01" W. A DISTANCE OF 142.52 FEET;
THENCE N. 01°31'51" E. A DISTANCE OF 1,158.17 FEET;
THENCE S. 88°28'16" E. A DISTANCE OF 493.28 FEET;
THENCE N. 86°15'48" E. A DISTANCE OF 249.91 FEET;
THENCE N. 00°21'12" W. A DISTANCE OF 13.19 FEET;
THENCE N. 89°14'49" E. A DISTANCE OF 49.84 FEET;
THENCE S. 68°00'40" E. A DISTANCE OF 326.64 FEET;
THENCE S. 45°59'02" E. A DISTANCE OF 579.23 FEET;
THENCE S. 28°21'26" E. A DISTANCE OF 393.84 FEET;
THENCE S. 04°50'05" E. A DISTANCE OF 803.20 FEET;
THENCE S. 01°16'38" E. A DISTANCE OF 715.82 FEET;
THENCE S. 25°54'42" W. A DISTANCE OF 73.20 FEET;
THENCE S. 88°38'57" W. A DISTANCE OF 1,296.76 FEET;
THENCE S. 02°21'10" W. A DISTANCE OF 723.71 FEET;
THENCE S. 88°46'24" W. A DISTANCE OF 187.89 FEET;
THENCE S. 00°55'05" E. A DISTANCE OF 320.00 FEET;
THENCE N. 88°49'52" E. A DISTANCE OF 174.08 FEET;
THENCE S. 01°55'40" W. A DISTANCE OF 280.20 FEET;
THENCE N. 88°42'37" E. A DISTANCE OF 1,063.37 FEET;
THENCE S. 00°53'22" E. A DISTANCE OF 191.19 FEET;
THENCE S. 42°59'53" W. A DISTANCE OF 246.87 FEET;
THENCE ON A CURVE HAVING A CENTRAL ANGLE OF
43°06'58" A RADIUS OF 531.00 FEET AND AN ARC DISTANCE
OF 400.49 FEET, SAID CURVE HAVING A CHORD BEARING
OF S.18°16'32" W. AND A CHORD DISTANCE OF 390.22 FEET;
THENCE S. 00°44'27" E. A DISTANCE OF 229.38 FEET;
THENCE S. 01°50'14" W. A DISTANCE OF 391.05 FEET;

ADB

THENCE S. 89°42'25" W. A DISTANCE OF 1,187.78 FEET; BACK TO THE "POINT OF BEGINNING"

SAID AREA CONTAINING 5,993,748.± SQ. FT. OR 137.60.± AC. MORE OR LESS.

AND

A TRACT OF LAND BEING A PART OF SECTIONS 19 AND 30, TOWNSHIP 20 N, RANGE 14 E, TULSA COUNTY, OKLAHOMA, MORE PARTICULARLY DESCRIBED TO WIT:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 30:

THENCE N. 88°40'14" E. A DISTANCE OF 136.485 FEET;

THENCE N. 01°19'57" W A DISTANCE OF 17.526 FEET TO THE "POINT OF BEGINNING";

THENCE N. 83°05'55" E. A DISTANCE OF 1,168.11 FEET;

THENCE N. 84°42'30" E. A DISTANCE OF 1,692.7614 FEET;

THENCE N. 84°36'50" E. A DISTANCE OF 1,674.1302 FEET;

THENCE N. 08°22'48" E. A DISTANCE OF 305.736 FEET;

THENCE S. 81°29'56" E. A DISTANCE OF 25.00 FEET;

THENCE STARTING ANGLE OF N 82°39'26" W AND AN ENDING ANGLE OF S 88°51'24" W A CURVE HAVING A CENTRAL ANGLE OF 8°29'11" A RADIUS OF 8,469.37 FEET AND AN ARC DISTANCE OF 1,254.426 FEET, SAID CURVE HAVING A CHORD BEARING OF N 03°05'59" E AND A CHORD DISTANCE OF 1,253.298 FEET;

THENCE S. 89°59'07" E. A DISTANCE OF 25.00 FEET;

THENCE N. 00°00'53" W. A DISTANCE OF 659.245 FEET;

THENCE S. 89°56'35" W. A DISTANCE OF 50.00 FEET;

THENCE N. 00°00'53" W. A DISTANCE OF 687.496 FEET;

THENCE N. 11°15'36" W. A DISTANCE OF 51.147 FEET;

THENCE N. 00°00'53" E. A DISTANCE OF 1,647.88 FEET;

THENCE N. 02°48'49" W. A DISTANCE OF 1,451.11 FEET;

THENCE STARTING ANGLE OF S 36°19'14" W AND AN ENDING ANGLE OF S 87°42'22" W A CURVE HAVING A CENTRAL ANGLE OF 51°23'08" A RADIUS OF 325 FEET AND AN ARC DISTANCE OF 291.479 FEET; SAID CURVE HAVING A CHORD BEARING OF N 27°59'12" W AND A CHORD DISTANCE OF 281.805 FEET;

THENCE N. 52°31'18" W. A DISTANCE OF 481.66 FEET;

THENCE N. 26°24'46" W. A DISTANCE OF 319.092 FEET;

THENCE N. 00°00'37" W. A DISTANCE OF 210.00 FEET;

THENCE N. 50°21'56" W. A DISTANCE OF 392.011 FEET;

THENCE S. 89°59'21" W. A DISTANCE OF 855.6399 FEET;

THENCE S. 00°41'25" W. A DISTANCE OF 5,267.632 FEET;

THENCE S. 06°45'40" E. A DISTANCE OF 177.2613 FEET;

THENCE N. 89°57'46" W. A DISTANCE OF 1,200.8185 FEET;

THENCE N. 89°33'18" W. A DISTANCE OF 117.97 FEET;
THENCE N.00°00'00" E. A DISTANCE OF 911.01 FEET;
THENCE N. 83°56'22" W. A DISTANCE OF 1,485.89 FEET;
THENCE S. 01°11'11" E. A DISTANCE OF 824.727 FEET;
THENCE S. 89°56'35" E. A DISTANCE OF 10.00 FEET;
THENCE S. 01°10'21" E. A DISTANCE OF 1,149.485 FEET;
THENCE S. 88°49'39" W. A DISTANCE OF 5.00 FEET;
THENCE S. 01°14'53" E. A DISTANCE OF 1,350.504 FEET;
THENCE S. 21°47'51" E. A DISTANCE OF 94.532 FEET;BACK TO THE
"POINT OF BEGINNING"

SAID AREA CONTAINING 20,993,898.± SQ. FT. OR 481.9536.± AC. MORE
OR LESS.

PLUS THE FOLLOWING EXPANSION AREA:

A TRACT OF LAND BEING PART OF THE SOUTH HALF (S/2) OF SECTION
12 AND PART OF SECTION 24, BOTH IN T 20 N, R 13 E, AND PART OF
SECTION 7, PART OF THE NORTHWEST QUARTER (NW/4) OF SECTION
8, PART OF SECTIONS 18 AND 19, AND PART OF THE NORTH HALF (N/2)
OF SECTION 30, ALL IN T 20 N, R 14 E OF THE INDIAN BASE AND
MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO
THE UNITED STATES GOVERNMENT SURVEY THEREOF, SAID TRACT
OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO
WIT:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 24;
THENCE N 00°01'42" W ALONG THE EASTERLY LINE OF SECTION 24 FOR
795.72' TO THE "POINT OF BEGINNING" OF SAID TRACT OF LAND;
THENCE N 89°51'09" W FOR 402.64'; THENCE N 52°46'08" W FOR 155.96';
THENCE N 89°50'51" W FOR 47.63'; THENCE S 50°47'55" W FOR 53.84';
THENCE N 89°51'09" W FOR 2689.25'; THENCE N 06°44'37" E FOR 3799.78';
THENCE S 20°05'09" E FOR 752.76'; THENCE S 15°07'55" E FOR 1348.04';
THENCE S 13°37'09" E FOR 111.50'; THENCE S 13°37'09" E FOR 86.51';
THENCE N 89°17'40" E FOR 779.06'; THENCE S 00°14'39" E FOR 506.20';
THENCE N 89°16'58" E FOR 1420.55'; THENCE N 89°16'57" E FOR 1862.32';
THENCE N 01°23'38" E FOR 568.50'; THENCE N 01°23'38" E FOR 2641.89';
THENCE N 01°23'38" E FOR 265.56'; THENCE N 02°00'16" E FOR 2377.10';
THENCE N 02°00'16" E FOR 482.36'; THENCE N 01°44'33" E FOR 2250.18';
THENCE S 89°46'48" W FOR 2119.17'; THENCE N 89°50'28" W FOR 2640.86';
THENCE N 89°59'30" W FOR 743.73'; THENCE N 47°51'34" E FOR 1004.12';
THENCE N 44°51'58" E FOR 274.90'; THENCE N 44°51'58" E FOR 216.32';
THENCE N 44°51'58" E FOR 209.54'; THENCE N 44°51'57" E FOR 227.35';
THENCE N 44°51'55" E FOR 132.41'; THENCE N 44°51'55" E FOR 289.49';
THENCE S 44°10'04" E FOR 25.08'; THENCE N 43°06'29" E FOR 41.01';
THENCE N 43°06'28" E FOR 164.67'; THENCE N 43°06'28" E FOR 295.82';
THENCE S 89°54'17" E FOR 15.62'; THENCE N 43°06'28" E FOR 502.73';

THENCE N 77°44'56" E FOR 989.54'; THENCE N 77°44'26" E FOR 381.98'; THENCE N 78°27'34" E FOR 477.01' TO A POINT OF CURVE; THENCE ON A TANGENT CURVE TO THE RIGHT WITH A CENTRAL ANGLE OF 11°25'25" AND A RADIUS OF 5629.58' FOR 1122.42' WITH A CHORD BEARING OF N 84°10'17" E AND CHORD DISTANCE OF 1120.56' TO A POINT OF TANGENCY; THENCE N 89°52'59" E ALONG SAID TANGENCY FOR 624.58'; THENCE S 00°15'30" E FOR 25.00'; THENCE N 89°52'59" E FOR 2639.63'; THENCE N 89°53'58" E FOR 61.98' TO A POINT OF NON-TANGENT CURVE; THENCE ON A NON-TANGENT CURVE TO THE LEFT WITH A CENTRAL ANGLE OF 1°14'15" AND A RADIUS OF 8694.40' FOR 187.80' WITH A CHORD BEARING OF S 15°20'57" W AND CHORD DISTANCE OF 187.80'; THENCE S 89°57'15" W FOR 11.60'; THENCE S 89°52'59" W FOR 43.50' TO A POINT OF NON-TANGENT CURVE; THENCE ON A NON-TANGENT CURVE TO THE LEFT WITH A CENTRAL ANGLE OF 0°33'48" AND A RADIUS OF 8744.40' FOR 85.98' WITH A CHORD BEARING OF S 16°12'18" W AND CHORD DISTANCE OF 85.97'; THENCE ON A NON-TANGENT CURVE TO THE LEFT WITH A CENTRAL ANGLE OF 0°11'51" AND A RADIUS OF 8744.40' FOR 30.14' WITH A CHORD BEARING OF S 05°29'47" W AND CHORD DISTANCE OF 30.14'; THENCE ON A NON-TANGENT CURVE TO THE LEFT WITH A CENTRAL ANGLE OF 5°52'28" AND A RADIUS OF 8744.40' FOR 896.55' WITH A CHORD BEARING OF S 11°00'24" W AND CHORD DISTANCE OF 896.16'; THENCE S 09°33'27" W AND NON-TANGENT TO THE PREVIOUS CURVE FOR 454.50'; THENCE S 27°17'27" W FOR 593.20'; THENCE S 46°14'15" W FOR 443.29'; THENCE S 67°50'25" W FOR 482.93'; THENCE S 00°13'12" E FOR 182.82'; THENCE S 89°46'48" W FOR 15.60'; THENCE S 00°13'12" E FOR 137.51'; THENCE S 86°34'02" W FOR 249.91'; THENCE N 88°10'02" W FOR 493.28'; THENCE S 01°50'05" W FOR 1158.17'; THENCE N 88°58'15" E FOR 142.52'; THENCE S 02°08'11" W FOR 3999.44'; THENCE N 89°59'21" W FOR 26.93'; THENCE S 01°51'45" W FOR 5443.32'; THENCE S 05°35'20" E FOR 177.26'; THENCE N 88°47'26" W FOR 1200.82'; THENCE N 88°22'58" W FOR 117.97'; THENCE N 01°10'20" E FOR 911.01'; THENCE N 82°46'02" W FOR 1520.95'; THENCE N 89°51'09" W FOR 62.41' TO THE "POINT OF BEGINNING" OF SAID TRACT OF LAND,

AND

A TRACT OF LAND BEING PART OF LOT 1 IN BLOCK 1 OF "OKLAHOMA HIGHWAY DEPARTMENT ADDITION", AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO RECORDED PLAT 3071 THEREOF, SITUATED IN THE SOUTHEAST QUARTER (SE/4) OF SECTION 18, T 20 N, R 14 E, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

"BEGINNING AT A POINT", SAID POINT BEING THE NORTHEAST CORNER OF SAID LOT 1 AND BEING ON THE NORTHERLY LINE OF SAID SOUTHEAST QUARTER (SE/4); THENCE S 89°53'24" W ALONG THE

NORTHERLY LINE OF LOT 1 AND SAID NORTHERLY LINE OF THE SOUTHEAST QUARTER (SE/4) FOR 1316.68'; THENCE S 03°35'25" W FOR 723.47'; THENCE N 89°59'21" W FOR 187.89'; THENCE S 00°19'10" W FOR 320.00'; THENCE S 89°55'53" E FOR 174.08'; THENCE S 03°09'55" W TO A POINT ON A SOUTHERLY LINE OF SAID LOT 1 FOR 279.96'; THENCE N 89°56'52" E ALONG SAID SOUTHERLY LINE FOR 1063.37' TO A SOUTHEASTERLY CORNER OF SAID LOT 1; THENCE S 00°12'46" W ALONG A WESTERLY LINE OF LOT 1 FOR 190.72'; THENCE N 44°14'08" E FOR 473.43' TO A POINT ON THE EASTERLY LINE OF SAID LOT 1; THENCE N 00°00'19" E ALONG SAID EASTERLY LINE FOR 1174.84' TO THE "POINT OF BEGINNING" OF SAID TRACT OF LAND.

THE ABOVE-DESCRIBED TRACT OF LAND CONTAINS 40,297,587 SQUARE FEET OR 925.1053 ACRES, MORE OR LESS.

THE BEARINGS USED IN THE ABOVE LEGAL DESCRIPTION ARE BASED ON THE WESTERLY LINE OF SECTION 13, T 20 N, R 13 E HAVING AN ASSUMED, NON ASTRONOMICAL BEARING OF N 00°00'24" W.

THE ABOVE LEGAL DESCRIPTION WAS PREPARED BY ERIC G. SACK, OKLAHOMA LICENSED PROFESSIONAL LAND SURVEYOR NO. 1545, ON NOVEMBER 5, 2024. (CA NO. 1783)

SECTION 5. Section 13 of Ordinance No. 23475, setting the sales tax increment and ad valorem increment, is hereby amended to read as follows:

SECTION 13. The sales tax increment is a portion of the City's sales and hotel taxes attributable to investment and development within Increment District No. 9, Increment District No. 19, and the Increment Districts temporarily identified in the Amended and Restated Project Plan as "Increment District A" and "Increment District E." The sales tax increment shall be the City's sales and hotel taxes collected each fiscal year within Increment District No. 9, Increment District No. 19, and the Increment Districts temporarily identified in the Amended and Restated Project Plan as "Increment District A" and "Increment District E" that are in excess of the respective base sales tax amounts, as determined by the City's Finance Director as the amount of sales and hotel taxes collected within each respective Increment District over the twelve-month period ending, for Increment District No. 9 and the Increment Districts temporarily identified in the Amended and Restated Project Plan as "Increment District A" and "Increment District E," on the last day of the month immediately preceding that respective Increment District's date of creation, and for Increment District No. 19, on February 28, 2024. The ad valorem increment shall be those ad valorem taxes generated by assessed value in excess of the respective base assessed values of each of the Increment Districts, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act, within 90 days of each Increment District's respective creation.

SECTION 6. Section 13 of Ordinance No. 24693, setting the increment for Increment District 19, is hereby amended to read as follows:

SECTION 13. The sales tax increment shall be the City's sales and hotel taxes collected each fiscal year within Increment District No. 19 that are in excess of the base sales tax amount, as determined by the City's Finance Director as the amount of sales and hotel taxes collected within Increment District 19 over the twelve-month period ending December 31, 2024. The ad valorem increment shall be those ad valorem taxes generated by assessed value in excess of the respective base assessed values of each of the Increment Districts, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act, within 90 days of each Increment District's respective creation.

SECTION 7. The Amended and Restated Tulsa International Airport Economic Development Project Plan (attached hereto) is hereby approved and adopted in its entirety as presented and as recommended by the Tax Increment District Review Committee – Tulsa International Airport (“Review Committee”) and the Tulsa Metropolitan Area Planning Commission (“TMAPC”). As used herein, “Amended and Restated Project Plan” shall mean the document dated November 14, 2024, comprised of nine (9) pages of text not including the cover page, and five (5) exhibits labeled “A,” “B,” “C,” “D,” and “E,” and entitled “Amended and Restated Tulsa International Airport Economic Development Project Plan.”

SECTION 8. All actions taken and all recommendations and findings made in connection with the Amended and Restated Project Plan by the Review Committee and TMAPC are hereby adopted, ratified, and confirmed including the amendments to Ordinance No. 23475, Ordinance No. 24693, and Ordinance No. 24694 as set forth in this Ordinance.

SECTION 9. For identification purposes, Increment District No. 9, City of Tulsa, Increment District No. 19, City of Tulsa, and Increment District No. 20, City of Tulsa, shall remain the name of the previously-created and named Increment Districts, as revised or amended by this Ordinance. The official creation, designation, and naming of the two remaining Increment Districts in the Amended and Restated Project Plan, temporarily identified as “Increment District A” and “Increment District E” hereby remain deferred until such time as determined by the City, provided that such determination still shall be made within 10 years of the effective date the Resolution adopted by the Board of County Commissioners of Tulsa County on June 27, 2016, originally approving and adopting the Project Plan.

SECTION 10. The City hereby finds and determines:

(a) that the Project Area, including the Increment Districts, as amended in the Amended and Restated Project Plan and this Ordinance, remains an enterprise area as defined by the Act;

(b) that the financial impacts of the proposed Amended and Restated Project Plan and Project on the affected taxing jurisdictions and business activities within the Increment Districts are positive and that the economic benefits for the community as a whole offset any adverse impacts;

(c) that the improvement of the Project Area is likely to enhance the value of other real property in the area and to promote the general public interest;

(d) that the Amended and Restated Project Plan complies with the guidelines of Section 852 of the Act, including specifically paragraphs 1 and 2;

(e) that the aggregate net assessed value of the taxable property in all increment districts within the City, as amended in the Amended and Restated Project Plan and this Ordinance, and as determined pursuant to the Act, does not exceed 25% of the total net assessed value of the taxable property within the City;

(f) that the aggregate net assessed value of the taxable property in all increment districts within the City, as determined pursuant to the Act, does not exceed 25% of the total net assessed value of any affected school districts located within the City;

(g) that the land within all increment districts within the City does not exceed 25% of the total land area of the City; and

(h) that the Amended and Restated Project Plan is feasible and conforms to the Tulsa Comprehensive Plan.

SECTION 13. All references to the “Project Plan” in Ordinance No. 23475, Ordinances No. 24693, and Ordinance No. 24694, shall be interpreted to refer to the Amended and Restated Project Plan and the incorporate the amendments described therein and in this Ordinance.

SECTION 14. Except as amended in this Ordinance, all other provisions of Ordinance No. 23475, Ordinance No. 24693, and Ordinance No. 24694 shall remain in full force and effect.

SECTION 15. 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.*

SECTION 16. EMERGENCY. *That an emergency is hereby declared for the preservation of the public peace, health, and safety, by reason whereof this Ordinance shall take effect immediately upon its adoption and approval.*

ADOPTED by the Council: _____
Date

Chair of the Council

ADOPTED as an emergency measure: _____
Date

Chair of the Council

ADB

OFFICE OF THE MAYOR

Received by the Mayor: _____, at _____.
Date Time

Mayor

By _____
Secretary

APPROVED by the Mayor of the City of Tulsa Oklahoma: _____,
at _____ Date
Time

Monroe Nichols IV, Mayor

(Seal)

ATTEST:

APPROVED:

City Clerk

City Attorney

ADB

ADB