

# PETITION IN FAVOR OF A BUSINESS IMPROVEMENT DISTRICT Improvement and Special Services District No. 6

THE COST OF THE PROPOSED IMPROVEMENTS SHALL BE ASSESSED AGAINST  
THE PROPERTIES BENEFITED BY THE IMPROVEMENTS

THIS PETITION REQUESTS THE SIGNATURES OF PROPERTY OWNERS TO ESTABLISH DISTRICT NO. 6 BY  
RENEWING THE CURRENT DOWNTOWN BUSINESS IMPROVEMENT DISTRICT WITH SOME MODIFICATIONS.

TO: THE MAYOR AND CITY COUNCIL  
THE CITY OF OKLAHOMA CITY, OKLAHOMA

The undersigned respectfully petitions The City of Oklahoma City (hereafter referred to as "The City") to create/renew an Improvement and Special Services Assessment District known as the Downtown Business Improvement District (BID) as follows:

- 1) The general nature of the improvements and/or services to be made and/or provided:  
Improvements and special services generally described in Section 39-103.1 of the Oklahoma state statutes, including but not limited to maintenance, cleaning, landscaping, security, trash collection, maintenance of the Underground tunnels and portions of the Bricktown Canal, programming and event production, marketing and communications, business support and promotion, hospitality, district management, economic development, public art, advocacy, installation and maintenance of street furniture, along with other downtown improvements and services.
- 2) Estimated or probable annual cost of the improvements and/or services: \$3,359,000.00
- 3) Area of the proposed district to be assessed is depicted and described on the attached Exhibits A and B, all within the City of Oklahoma City, Oklahoma and including all real property fronting on and abutting streets, canals, and other public ways located therein.
- 4) Proposed method of assessment is described by the attached and incorporated Exhibit C.
- 5) Proposed apportionment of cost, if any, between the BID and The City at large: The City, as a property owner in the district, will be assessed and contribute approximately 15% of the total budget per year.

THE UNDERSIGNED CERTIFIES, at the time of the signing of this petition, that the undersigned is the owner of the property described below, and hereby petitions the City of Oklahoma City to create an Improvement and Special Services Assessment District known as the Downtown Business Improvement District (Improvement and Services District No. 6) as set forth above.

County Assessor Parcel Number:

Property Address:

Property Legal Description:

Name of Property Owner:

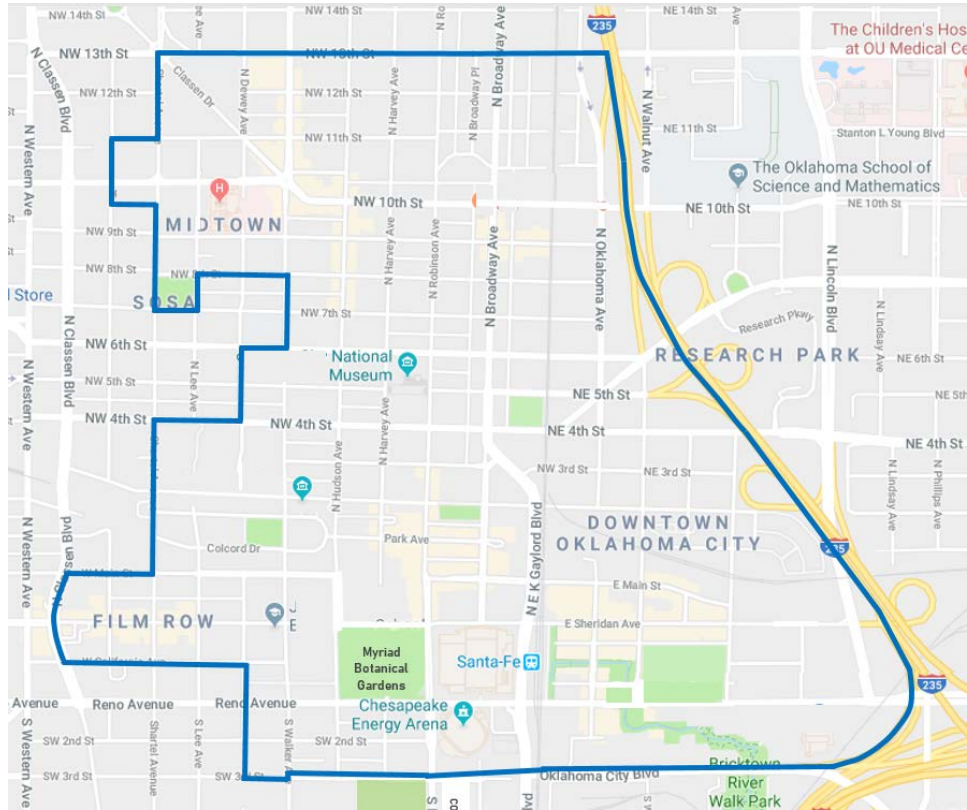
Mailing Address:

Authorized Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name of Signer: \_\_\_\_\_ Title: \_\_\_\_\_

Each Property Owner in the District will be requested to sign a Petition, and when the sufficient number of Petitions have been signed and returned, the collected Petitions will be filed with the City Clerk as a Petition.

## EXHIBIT A: PROPOSED THIRD GENERATION DOWNTOWN BID BOUNDARY



## EXHIBIT B: LEGAL DESCRIPTION OF AREA TO BE ASSESSED

A tract of land being a part of Sections Twenty-seven (27), Twenty-eight (28), Thirty-three (33) and Thirty-four (34), Township Twelve (12) North, Range Three (3) West of the Indian Meridian and a part of Sections Three (3) and Four (4), Township Eleven (11) North, Range Three (3) West of the Indian Meridian, being more particularly described as follows:

Beginning at the intersection of the centerline of California Avenue and the centerline of Dewey Avenue, said point being the POINT OF BEGINNING; THENCE West, along and with the centerline of California Avenue to the centerline of Classen Boulevard; THENCE Northerly, along and with the centerline of Classen Boulevard to the centerline of Main Street; THENCE East, along and with the Centerline of Main Street to the centerline of Shartel Avenue; THENCE North, along and with the centerline of Shartel Avenue to the centerline of N.W. 4<sup>th</sup> Street; THENCE East, along and with the centerline of N.W. 4<sup>th</sup> Street to the centerline of Dewey Avenue; THENCE North, along and with the centerline of Dewey Avenue to the centerline of N.W. 6<sup>th</sup> Street; THENCE East, along and with the centerline of N.W. 6<sup>th</sup> Street to the centerline of Walker Avenue; THENCE North, along and with the centerline of Walker Avenue to the centerline of N.W. 8<sup>th</sup> Street; THENCE West, along and with the centerline of N.W. 8<sup>th</sup> Street to the centerline of Lee Avenue; THENCE South, along and with the centerline of Lee Avenue to the centerline of N.W. 7<sup>th</sup> Street; THENCE West, along and with the centerline of N.W. 7<sup>th</sup> Street to the centerline of Shartel Avenue; THENCE North, along and with the centerline of Shartel Avenue to the extended centerline of the North East/West Alley in Block One (1) NORTHWEST ADDITION; THENCE West, along and with the centerline of the North East/West Alley in Block One (1) NORTHWEST ADDITION to the centerline of Francis Avenue; THENCE North, along and with the centerline of Francis Avenue to the centerline of N.W. 11<sup>th</sup> Street; THENCE East, along and with the centerline of N.W. 11<sup>th</sup> Street to the centerline of Shartel Avenue; THENCE North, along and with the centerline of Shartel Avenue to the centerline of N.W. 13<sup>th</sup> Street; THENCE East, along and with the centerline of N.W. 13<sup>th</sup> Street to the centerline of the south bound lanes of Interstate 235; THENCE Southerly, along and with the centerline of the south bound lanes of Interstate 235 to the centerline of the Exit 1C ramp to Oklahoma City Boulevard; THENCE Southwesterly, along and with the centerline of the Exit 1C ramp to Oklahoma City Boulevard to the centerline of the west bound lanes of Oklahoma City Boulevard; THENCE Westerly, along and with the centerline of the west bound lanes of Oklahoma City Boulevard to the centerline of Walker Avenue; THENCE South, along and with the centerline of Walker Avenue to the centerline of S.W. 3<sup>rd</sup> Street; THENCE West, along and with the centerline of S.W. 3<sup>rd</sup> Street to the extended centerline of Dewey Avenue; THENCE North, along and with the centerline of Dewey Avenue extended to the POINT OF BEGINNING.

## EXHIBIT C: METHOD OF ASSESSMENT

The proposed method of assessment for the Downtown Oklahoma City BID is outlined below and relies on net assessed value, street frontage, and amenity frontage (determined to be direct or indirect benefit allocation,) as the variables for calculating assessments.

Assessment Allocation	Zone	Description/Rationale
75% Assessed Value; 25% Parcel Frontage	Districtwide Services	Services are intended to upgrade the overall image, economic vitality and appearance of downtown. Image and economic vitality benefits property occupancy and appreciation (value), appearance improvements are concentrated on sidewalks (frontage). The assessed value of any one parcel is to be capped at \$11,000,000 of net assessed value for the purposes of calculating BID assessments.
100% Parcel Frontage	Street Level Services	A uniform standard of cleanliness in public areas will provide a direct benefit to the sidewalk and frontage of all properties.
Amenity Frontage: 75% Direct Benefit; 25% Indirect Benefit	Underground	Properties within the Underground amenity zone pay for benefits such as marketing, maps, wayfinding signage; maintenance; security; beautification and art; wireless internet, music and television services in the Underground. The linear frontage of any one direct access parcel within the Underground amenity zone is to be capped at 1 foot for every 250 square feet of building area for the purposes of calculating assessments associated with this zone.
Amenity Frontage: 50% Direct Benefit; 50% Indirect Benefit	Bricktown Canal	Properties within the Bricktown Canal amenity zone pay for benefits such as supplemental canal security; landscaping installation, watering, trimming, pruning, and maintenance; seasonal color changes; tree planting and removal; general maintenance; cleaning, power washing, trash collection, and sweeping; minor hardscape, irrigation and electrical repairs, and canal signage.
50% Assessed Value; 50% Parcel Frontage	Bricktown Sub-District	All properties in benefit zone pay for benefits in that specific area. Weighted to provide equitable benefit to improved and unimproved properties.
50% Assessed Value; 50% Parcel Frontage	Automobile Alley Sub-District	All properties in benefit zone pay for benefits in that specific area. Weighted to provide equitable benefit to improved and unimproved properties.
50% Assessed Value; 50% Parcel Frontage	Midtown Sub-District	All properties in benefit zone pay for benefits in that specific area. Weighted to provide equitable benefit to improved and unimproved properties.
50% Assessed Value; 50% Parcel Frontage	Deep Deuce Sub-District	All properties in benefit zone pay for benefits in that specific area. Weighted to provide equitable benefit to improved and unimproved properties.