

City of Houston, Texas, Ordinance No. 97-539

**AN ORDINANCE APPROVING THE PROJECT PLAN AND REINVESTMENT ZONE FINANCING PLAN FOR REINVESTMENT ZONE NUMBER SEVEN, CITY OF HOUSTON, TEXAS (OLD SPANISH TRAIL/ALMEDA CORRIDORS); AUTHORIZING THE CITY SECRETARY TO DISTRIBUTE SUCH PLANS; CONTAINING VARIOUS PROVISIONS RELATED TO THE FOREGOING SUBJECT; AND DECLARING AN EMERGENCY.**

\* \* \* \* \*

**WHEREAS**, by City of Houston Ordinance No. 97-478, adopted May 7, 1997, the City created Reinvestment Zone Number Seven, City of Houston, Texas (the "Old Spanish Trail/Almeda Corridors Zone") for the purposes of development and redevelopment within the area of the City generally adjacent to and bordering Old Spanish Trail from Almeda Road on the west to Calhoun Street on the east and adjacent to and bordering Almeda Road from U.S. Highway 59 on the north to Old Spanish Trail on the south (the "Old Spanish Trail/Almeda Corridors area"); and

**WHEREAS**, the Board of Directors of the Zone has approved the Project Plan and Reinvestment Zone Financing Plan attached hereto for the development and redevelopment of the Old Spanish Trail/ Almeda Corridors Zone; and

**WHEREAS**, the City Council must approve the Project Plan and Reinvestment Zone Financing Plan; **NOW, THEREFORE**,

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOUSTON, TEXAS:**

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**REINVESTMENT ZONE NUMBER SEVEN,  
CITY OF HOUSTON, TEXAS  
OLD SPANISH TRAIL/ALMEDA CORRIDORS  
TAX INCREMENT REINVESTMENT ZONE**

**PROJECT PLAN AND REINVESTMENT ZONE  
FINANCING PLAN**

**MAY 13, 1997**

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**REINVESTMENT ZONE NUMBER SEVEN, CITY OF HOUSTON,  
TEXAS (OLD SPANISH TRAIL/ALMEDA CORRIDORS)  
PROJECT PLAN AND  
REINVESTMENT ZONE FINANCING PLAN**

**Part I: Executive Summary**

Reinvestment Zone Number Seven, City of Houston, Texas, also known as the Old Spanish Trail/Almeda Corridors Tax Increment Reinvestment Zone (TIRZ) is a proposed public finance tool to encourage investment and stimulate commercial and residential development along the Old Spanish Trail (OST) and Almeda Road corridors. The project and reinvestment zone financing plan will create an investment venue for new construction and the redevelopment of selected sites. The proposed TIRZ will help finance approximately \$13 million of the following kinds of improvements and services needed to support the revitalization of both corridors (Refer to attached Map 1-TIRZ Current Land Use, Tables 1-2, Tax Increment Scenarios 1-2).

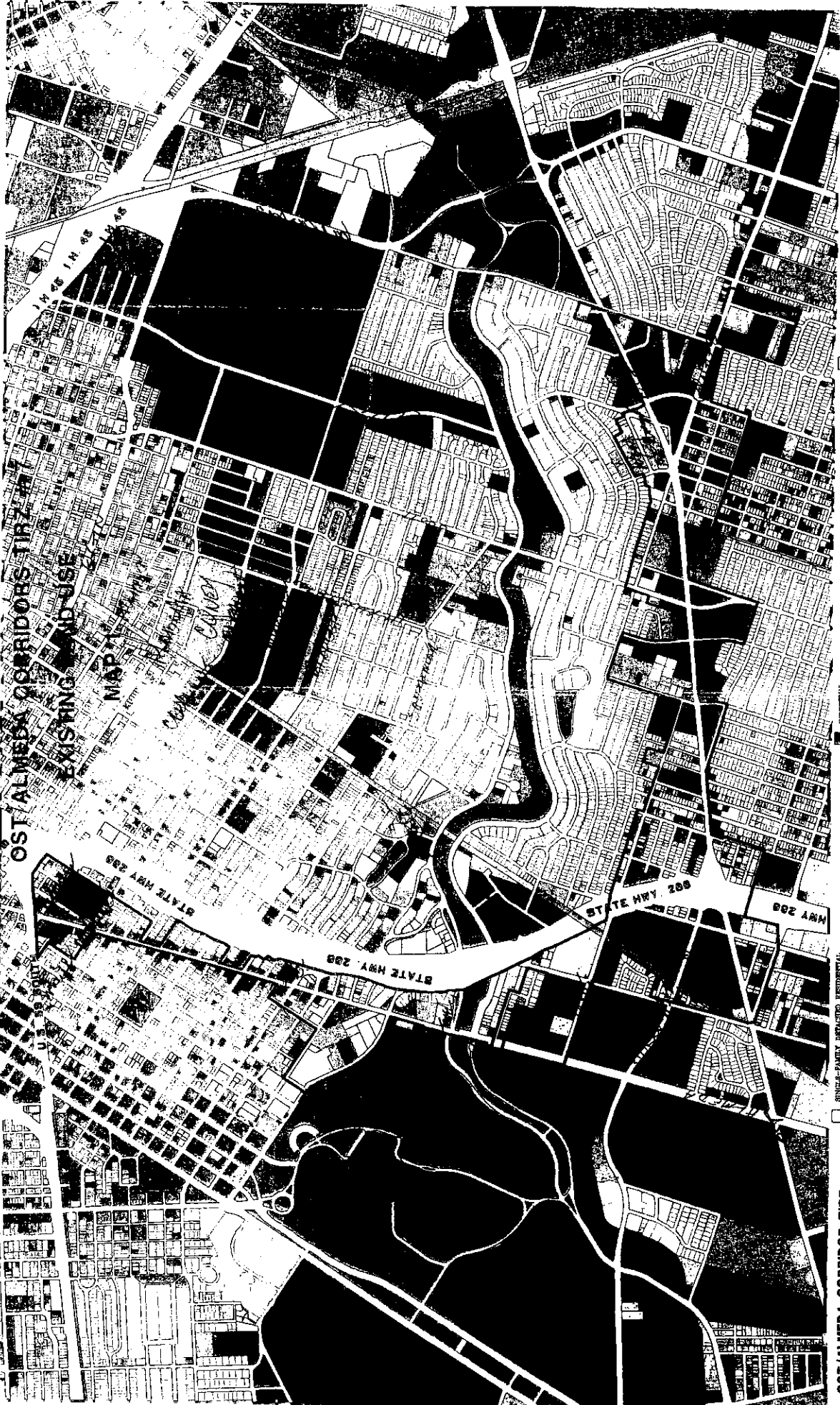
- Water and wastewater utility improvements and reimbursements
- Major and minor street improvements/enhancements (street upgrades, sidewalks, lighting)
- Landscaping, design, signage, security enhancements, and
- Land acquisition, demolition, clearance and remediation.

During its 30-year life, the TIRZ expenditures will be funded by tax increment funds, assuming a City tax rate of (\$0.665 per \$100 valuation), Harris County (\$0.42768 per \$100 valuation) and HISD (\$0.96 per \$100 valuation), generated from new projected development or redevelopment activity within the zone. Harris County and HISD have indicated a commitment to participate in the TIRZ. However, to the extent the county and school district do not participate, funds other than tax increments (e.g., Capital Improvements Program, or other City budget sources) will be necessary to provide for the projected expenditures. If the City later determines to issue bonds for the TIRZ, additional City Council approval will be necessary.

New projected development or redevelopment activities (Refer to Map 2, Development Opportunities/Future Land Use) will include the following:

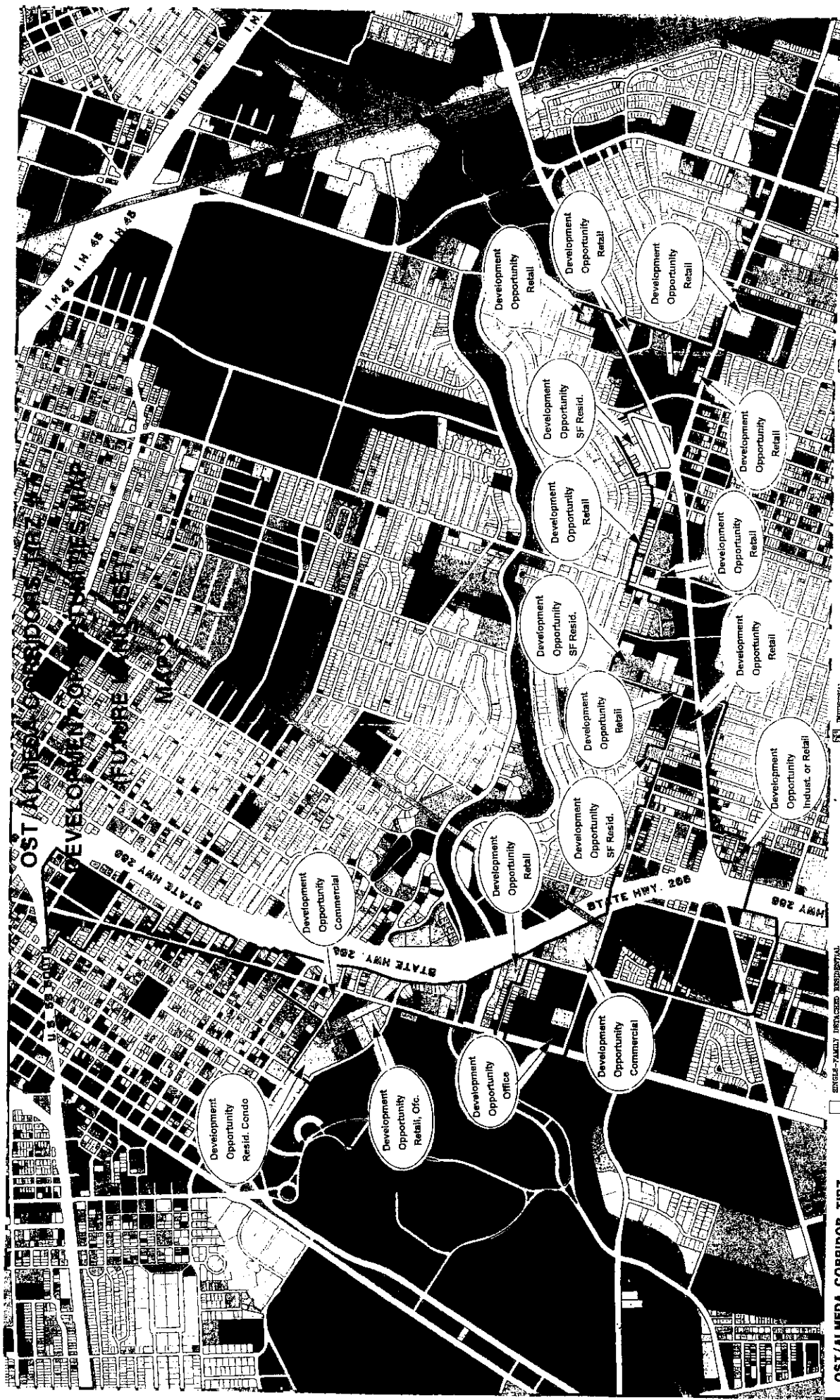
- 50 SF units, (\$150,000 per unit)
- 100 SF Townhome units (\$80,000 per unit)
- 100 Condominium units (\$100,000 per unit)
- 500,000 sq. feet of Retail Space
- 25,000 sq. feet of Office Space(renovation of existing St. Anthony's hospital building), and,
- 200,000 square feet of Industrial/Warehouse Space.

The Development Opportunities/Future Land Use Map is not intended to be an exact representation of uses to be located on each and every block. Instead, the map should be regarded as a general guideline of the potential uses appropriate to an area.



OST/ALAMEDA CORRIDOR TIRZ  
EXISTING LAND USE  
MAP

- OST/ALAMEDA CORRIDOR TIRZ**  
LAND USE (AS OF 1987)  
SCALE: 1"=100'  
LAND USE AND DEVELOPMENT REGULATIONS  
DATE: OCTOBER 1988
- SINGLE-FAMILY DETACHED RESIDENTIAL
  - ▨ MULTI-FAMILY RESIDENTIAL
  - ▩ COMMERCIAL
  - OFFICE
  - INDUSTRIAL
  - PUBLIC AND INSTITUTIONAL
  - ▨ TRANSFORMATION AND UTILITIES
  - PARKS AND OPEN SPACE
  - UNDEVELOPED
  - ▨ AGRICULTURAL PRODUCTION
  - ▨ OPEN WATER
  - OTHER UNMATCHED USES (009)



**OST/ALAMEDA CORRIDOR TIRZ**

LAND USE (AS OF 82)  
 SCALE: 1"=100'  
 PLANNED AND DEVELOPMENT INITIATIVES  
 DATE: 8/2008

- SINGLE-FAMILY UNIMPLED RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- COMMERCIAL
- OFFICE
- INDUSTRIAL
- PUBLIC AND INSTITUTIONAL
- TRANSPORTATION AND UTILITIES
- PARKS AND OPEN SPACE
- UNDEVELOPED
- AGRICULTURAL PRODUCTION
- OPEN WATER
- OTHERS (UNDEVELOPED UNUSABLE)

**Part 2: Project Plan**

The OST/Alameda Corridors TIRZ will provide the financing and management tool necessary for alleviating blight, deteriorated site conditions and obsolete platting existing within the area, and, to encourage the sound growth of residential, commercial, and industrial development within the project area and the city of Houston. The project plan calls for the development of 250 residential units, 525,000 sq. ft. of commercial-retail space, and 200,000 sq. ft. of industrial space to be carried out over a 30-year period (Refer to Tables 1-2, Tax Increment Scenarios 1-2).

**Proposed Zone Boundaries and Current Site Conditions:** The zone consists of approximately 455 acres extending east-west from the eastern R.O.W. of Hwy. 288 along the OST corridor and terminating at Calhoun Road. The zone also extends in a general north-south direction, starting at the intersection of the Alameda Road and Yellowstone Blvd. and proceeding along Alameda Road to the southern R.O.W. line of the SW Frwy. (U.S. Hwy. 59).

The project area contains approximately 29 acres of vacant land platted as lots and 133 acres of commercial vacant land. The zone also contains various unsound residential and commercial structures, and vacant industrial buildings.

**Current Economic Activity:** Between 1992 and 1996, eighty-eight (88) single-family units (\$6.7 million) and 210 multi-family units (\$8.4 million) have been constructed in the Third Ward/OST/Alameda Road zip code areas (77004 & 77021). During the same five-year period, 739 single-family units, and 391 multi-family units have been demolished in both zip codes (Refer to Maps 3 & 4 for generalized locations of activity).

<b>OST/ALAMEDA/THIRD WARD AREA RESIDENTIAL BUILDING PERMIT ACTIVITY: 1992-1996</b>						
<b>77004 &amp; 77021</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>TOTAL</b>
SF Units	11	13	14	33	17	88
MF Units	0	0	0	0	210	210
SF-Value (\$Mil.)	\$0.924	\$0.575	\$0.760	\$2.591	\$1.821	\$ 6.671
MF Value (\$Mil.)	\$0	\$0	\$0	\$0	\$8.400	\$ 8.400
SF-Units Demol.	117	225	125	149	123	739
MF-Units Demol.	30	20	15	223	103	391

Much of the commercial and industrial building stock located along the OST and Alameda corridors are vacant or in deteriorated condition. Of the remaining active commercial storefronts located on OST, many are in need of rehabilitation. New retail construction is found near the intersection of Scott St. and OST. Approximately one-year ago, the Renaissance Cooperative -- a joint venture between the MacGregor CDC and the Recovery CDC, in partnership with Texas Commerce Bank and H.E.B. Food Stores -- redeveloped an existing retail site at the southwest corner of Scott Street and OST. Limited retail improvements are taking place along Alameda Road, particularly near the N. MacGregor, S. MacGregor, Holcombe and OST intersections.

An analysis of 1990-1996 retail sales for zip codes 77004 & 77021 (OST/Alameda/Third Ward area) shows that total retail sales for both zip codes, when adjusted for inflation, have declined by 17% within the past 6-years (\$260 million vs. \$216 million). Furthermore, when total retail trade is compared to aggregate household income for both zip codes, \$345 million in potential retail sales is leaving the trade area (Refer to Map 5, and Tables 3-4).

Consistent with this underrepresentation of neighborhood retail uses, a preliminary retail market analysis for the OST and Alameda Road trade areas indicates that the estimated 23,800 households located in the OST and Alameda Road trade areas could support an additional 500,000 sq. feet of new retail space, assuming a 50% capture rate of supportable square footage for both areas (Refer to Tables 5-6).

**Reinvestment Zone Duration:** The TIRZ analysis reflects a 30-year duration.

**Project Plan Objective and Non-Project Costs:** The intent of the Reinvestment Zone Seven, also known as the Old Spanish Trail/Alameda Corridors TIRZ, is to encourage investment and stimulate commercial and residential development along the OST and Alameda Road corridors. The TIRZ will help finance public and private improvements and services needed to support the revitalization of both corridors.

The Project Plan is designed to integrate with a number of recent public improvement efforts and private initiatives, within the TIRZ boundaries, which are already underway.

Estimated non-project costs for implementation of the project plan include:

- City of Houston - New Lift Station (\$6.154 million),
- City of Houston - Sanitary Sewer Rehabilitation (\$4.037million),
- City of Houston - Lift Station Rehabilitation (\$0.250 million), and
- \$53 million of private investment reflected in the proposed 250 residential units, 525,000 sq. ft. of retail and commercial space, and 200,000 sq. ft. of industrial/warehouse space.

**Project Plan Impacts:** No displacement or relocation of residents is anticipated.

**Land Use:** The development scenarios identified on the Development Opportunities/Future Land Use Map are intended to depict potential locations for future land uses, and not as a specific indication of use or restriction. Any land use controls contemplated by the TIRZ will be prepared and adopted by the Board of Directors after approval of this Plan.

**Municipal Ordinances:** No changes to city codes or ordinances are contemplated.

**Tax Rates:** The project does not (and cannot) call for increases in tax rates by any governmental unit above those levied on all properties within the jurisdiction of each governmental unit.



**Part 3: Reinvestment Zone Financing Plan**

**Project Plan Description:** The base valuation of the zone is estimated at \$91,881,900. The project plan includes \$13 million in public improvements to encourage the commercial and residential revitalization of the zone. Over the 30-year development period, the OST/Alameda Corridors TIRZ is projected to attract \$53,062,000 in new taxable ad valorem valuation, generating a cumulative tax increment of \$25,873,758 (Refer to Tables 1-2, Scenarios 1-2).

**Timing of Related Costs & Methods of Financing Estimated Project Costs:** During its 30-year life, the TIRZ expenditures will be funded by tax increment funds generated from new projected development or redevelopment activity within the zone (Refer to participation table below). If the City later determines in the future to issue bonds payable from the tax increment fund, additional approval by City Council will be required. The timing when disbursements from the tax increment will occur will be based on the availability of funds in the tax increment account and specific project costs. Private funding, subject to reimbursement from the tax increment fund as revenues are generated, are an additional source of money for plan implementation.

**Participation by Other Taxing Units:** The project plan and reinvestment zone financing plan contemplates that both Harris County and the Houston Independent School District (HISD) will participate with the City in the OST/Alameda Corridors TIRZ, as follows:

	<u>Tax Rate/ \$100</u>	<u>% of Total Tax Rate</u>	<u>% of Tax Increment Fund</u>
City	\$0.665	100%	33%
Harris County	\$0.42768	66%	21%
HISD	\$0.96	69%	46%

Harris County and HISD have indicated a commitment to participate in the TIRZ. In the event that they do not participate, or participate at a lesser rate than shown above, funds other than tax increment (e.g., Capital Improvements Program or other City budget sources) would have to be found to fund the projected expenditures.

**Proposed Public Works/Public Improvements:**

The proposed \$13 million of improvements for the OST/Alameda Corridors TIRZ (Refer to Table 7 for a detailed cost analysis, and Maps 6-8 for the generalized location of proposed improvements) will include the following:

PROPOSED PUBLIC WORKS IMPROVEMENTS, TIRZ NO. 7	
ITEM	TOTAL COST
Water Lines	\$307,200
Wastewater Lines	\$498,000
Major Street Repairs	\$7,056,000
Minor Street Repairs	\$2,277,000
Installation of Sidewalks	\$358,500
Installation of Street Lights	\$196,500
Streetscape Improvements	\$905,250
Miscellaneous Costs (including Land Acquisition, Demolition, Clearance, and Remediation)	\$1,500,000
<b>GRAND TOTAL</b>	<b>\$13,098,450</b>

Economic Feasibility: The TIRZ Financing Analysis supports the economic feasibility of this project. The development scenarios are based on an assessment of construction trends and market potential for the Old Spanish Trail and Alameda Road corridors. The plan's retail space development scenario is supported by the assumptions and findings of the preliminary market analysis performed for the OST/Alameda Road market areas (Refer to Tables 5-6, for specific information). The projected \$25.9 million increment, which assumes County and HISD participation, is deemed to be a conservative figure, partly because an increase in the value of *existing structures* and *land* was not factored in, but could nonetheless be reasonably expected during the project's 30-year time frame.

## APPENDICES

**TABLE 1: OLD SPANISH TRAIL/ALMEDA CORRIDORS TRZ NO. 7 FINANCING ANALYSIS**  
**SCENARIO 1: 100% City Participation, 0% County and HISD Participation.**

RESIDENTIAL										NONRESIDENTIAL										RESID. + NONRESID.		
#150,000 SF	#80,000 SF-TH	#100,000 Condo	Annual Value	Annual City-Co Value (w/SF Homestead)	Annual HISD Value (w/SF Homestead)	Cumul. City-Co Value (w/SF Homestead)	Cumul. HISD Value (w/SF Homestead)	Captured Appr. Resid. Value	City-Co. HISD Retail Sq. Ft.	Ann. City-Co. HISD Retail Value	City-Co. HISD Indust. Sq. Ft.	nn. City-Co. HISD Indust. Value	nn. City-Co. HISD Ofc. Value	nn. City-Co. HISD Ofc. Value	Captured Appr. Nonres. Value	Captured Appraised Value	Annual City Increment (No apps.)	Annual Co. Increment (No apps.)	Annual HISD Increment (No apps.)	Total Increment (No apps.)		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	1,500,000	1,200,000	1,150,000	1,200,000	1,150,000	1,500,000	106,000	5,250,000	0	0	0	0	5,250,000	8,760,000	41,600	0	0	41,600		
15	10	25	5,550,000	4,440,000	4,180,000	5,840,000	5,340,000	7,050,000	0	0	0	0	0	8,250,000	15,300,000	89,597	0	0	89,597			
15	10	25	5,550,000	4,440,000	4,180,000	10,080,000	8,830,000	12,000,000	0	0	100,000	3,000,000	0	0	8,250,000	20,880,000	118,238	0	0	118,238		
10	15	25	5,200,000	4,180,000	3,810,000	14,240,000	13,440,000	17,000,000	0	0	0	0	0	0	32,812,000	32,812,000	187,400	0	0	187,400		
0	15	0	3,700,000	2,880,000	2,780,000	17,200,000	16,200,000	21,500,000	110,000	5,500,000	0	0	23,800	1,052,000	14,812,000	27,812,000	206,493	0	0	206,493		
0	15	0	1,200,000	860,000	885,000	18,160,000	17,085,000	22,700,000	0	0	0	0	0	0	14,812,000	36,312,000	187,400	0	0	187,400		
0	10	0	1,200,000	860,000	885,000	19,120,000	17,870,000	23,800,000	115,000	5,750,000	0	0	0	0	14,812,000	37,812,000	206,493	0	0	206,493		
0	10	0	800,000	640,000	590,000	19,780,000	18,560,000	24,700,000	0	0	0	0	0	0	20,562,000	44,812,000	212,888	0	0	212,888		
0	0	0	800,000	640,000	590,000	20,400,000	19,150,000	25,500,000	0	0	120,000	3,800,000	0	0	24,182,000	48,882,000	256,888	0	0	256,888		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	120,000	8,000,000	0	0	0	0	24,182,000	48,882,000	287,447	0	0	287,447		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	30,182,000	55,882,000	326,150	0	0	326,150		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	30,182,000	55,882,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	50,000	2,500,000	0	0	0	0	30,182,000	55,882,000	326,150	0	0	326,150		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
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0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
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0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
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0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0	0	342,276		
0	0	0	0	0	0	20,400,000	19,150,000	25,500,000	0	0	0	0	0	0	32,882,000	58,182,000	342,276	0				

2: OLD SPANISH TRAIL/ALMEDA CORRIDORS TIRZ NO. 7 FINANCING ANALYSIS  
 NO 2: 100% Participation by City, Harris County, and HISD.

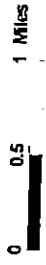
RESIDENTIAL										NONRESIDENTIAL										RESID. + NONRESID.	
10	\$80,000 SF-TH	\$100,000 Corridor	Annual Value	Annual City-Co Value (w/SF Homestead)	Annual HISD Value (w/SF Homestead)	Cumul. City-Co Value (w/SF Homestead)	Cumul. HISD Value (w/SF Homestead)	Captured Appor. Resid. Value	City-Co. HISD Retail Sq. Ft.	Ann. City-Co. HISD Retail Value	City-Co. HISD Indus. Sq. Ft.	Ann. City-Co. HISD Indus. Value	Ann. City-Co. HISD Ofc. Sq. Ft.	Ann. City-Co. HISD Ofc. Value	Captured Appor. Nonres. Value	Captured Appraised Value	Annual City Increment (No appor.)	Annual Co. Increment (No appor.)	Annual HISD Increment (No appor.)	Total Increment (No appor.)	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	1,500,000	1,200,000	1,150,000	1,200,000	1,150,000	1,500,000	106,000	6,250,000	0	0	0	0	5,250,000	6,750,000	41,800	26,768	56,567	127,880	
15	10	25	5,550,000	4,440,000	4,190,000	6,840,000	5,340,000	7,050,000	0	0	100,000	3,000,000	0	0	8,250,000	15,300,000	89,547	57,829	126,550	273,770	
15	10	25	5,550,000	4,440,000	4,190,000	10,090,000	8,530,000	12,800,000	0	0	0	0	0	0	8,250,000	20,850,000	110,238	78,042	186,567	359,847	
10	15	25	5,200,000	4,180,000	3,810,000	14,240,000	13,440,000	17,800,000	110,000	5,800,000	0	0	23,800	1,082,000	14,812,000	32,812,000	187,400	120,622	263,083	571,005	
0	15	25	3,700,000	2,850,000	2,780,000	17,200,000	16,200,000	21,500,000	0	0	0	0	0	0	14,812,000	36,312,000	206,483	132,802	288,784	828,078	
0	15	0	1,200,000	980,000	885,000	18,180,000	17,085,000	22,700,000	0	0	0	0	0	0	14,812,000	37,612,000	212,888	138,784	287,026	846,485	
0	15	0	1,200,000	980,000	885,000	19,120,000	17,870,000	23,900,000	116,000	5,750,000	0	0	0	0	20,682,000	44,482,000	256,860	164,821	358,810	779,389	
0	10	0	800,000	640,000	580,000	19,780,000	18,580,000	24,700,000	0	0	120,000	3,900,000	0	0	24,182,000	48,882,000	283,818	182,210	387,827	883,358	
0	10	0	800,000	640,000	580,000	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	24,182,000	48,882,000	287,447	184,865	403,321	875,834	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	120,000	8,000,000	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	50,000	2,500,000	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400,000	19,150,000	25,600,000	0	0	0	0	0	0	20,182,000	45,882,000	328,150	209,758	459,183	895,100	
0	0	0	0	0	0	20,400															

**MAP 3**  
**OSTALMEDA/THIRD WAR**  
**AREA SELECTED**  
**BUILDING PERMIT**  
**ACTIVITY: 1992 -96**

- ↑ Single Family Units
- ◆ New Multi-Family
- Office/Commercial
- Public

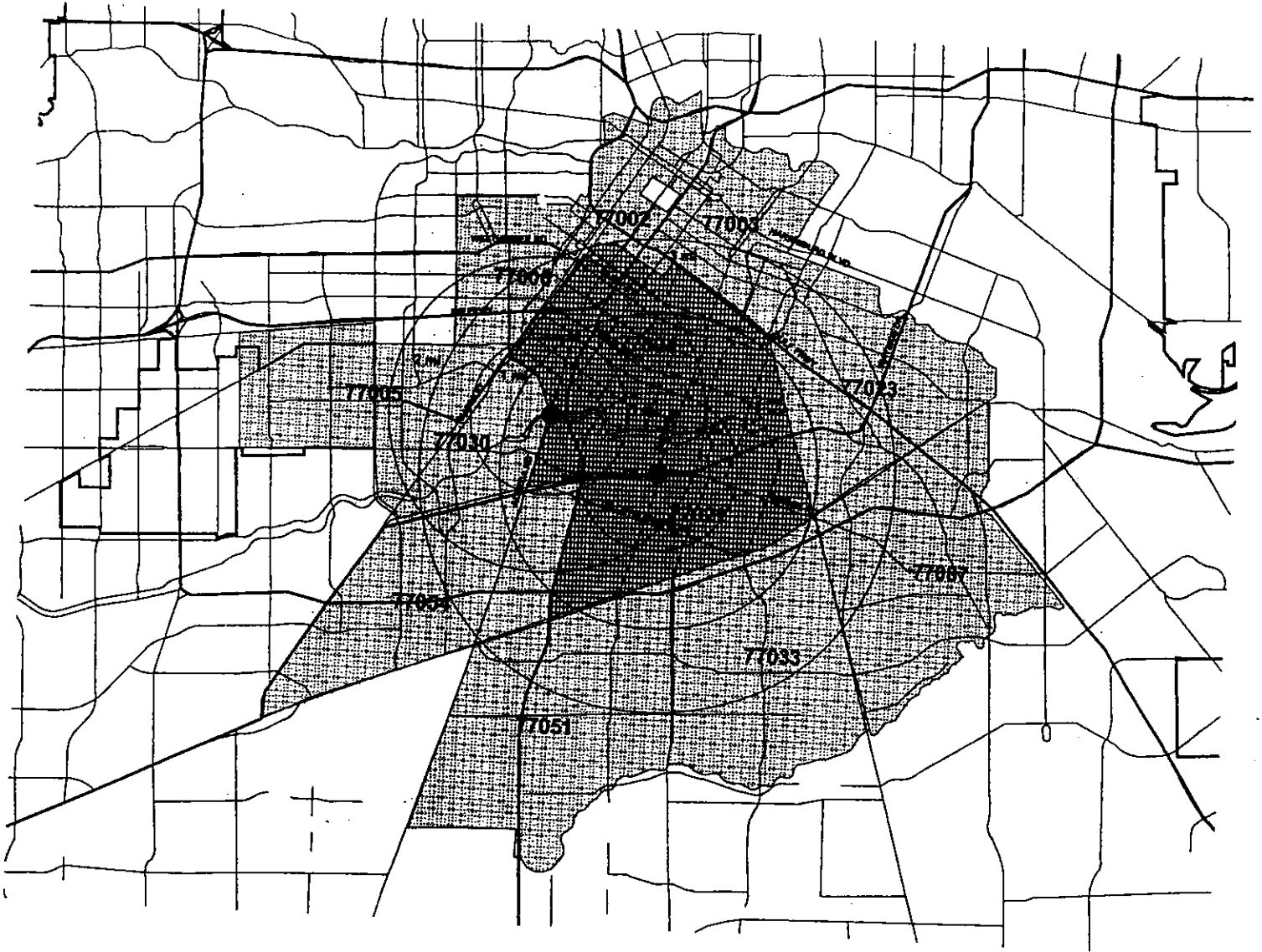


NOTE: Locations are approximate





**MAP 5**  
**OLD SPANISH TRAIL/ALMEDA CORRIDORS TIRZ MARKET AREA**  
**BOUNDARY MAP**



0 0.4 0.8 1.2 1.6 2 Miles

NOTE: Locations are approximate



**TABLE 3**  
**OST/ALMEDA/THIRD WARD AREA RETAIL TRADE SALES ACTIVITY**  
**Zip Codes 77004 & 77021**

	(1996 REAL DOLLARS)			NO. OF RETAIL OUTLETS		
	1990	1996 (*Est.)	%Change	1990	1996 (*Est.)	%Change
77004	\$118,792,943	\$128,236,240	7.9%	352	322	-8.5%
77021	\$141,644,544	\$87,302,485	-38.4%	284	269	-5.3%
3rd Ward Area	\$260,437,487	\$215,538,725	-17.2%	636	591	-7.1%
City of Houston	\$21,883,010,170	\$25,368,268,644	15.9%	24,251	24,386	0.6%
3rd Ward % Of City Total	1.2%	0.8%	-28.6%	2.6%	2.4%	-7.6%
<b>1996 Preliminary Retail Gap Analysis</b> (Sales vs. Aggregate Income)		(\$344,636,524)				

Note: Sales Figures represent Retail Trade SIC category only.  
Source: State of Texas Comptroller's Office

	1989	1989
Third Ward Area (1996 Real Dollars)	No. of	Third Ward Area Total Income
1989 Aggregate Household Income	Households	(Purchasing Power)
77004	\$330,867,376	10,810
77021	\$229,307,873	8,195
TOTAL	\$560,175,250	19,005
		\$560,175,250

Source: U.S. Census Bureau

**TABLE 4: RETAIL SALES BY CATEGORY - OSTIALMEDATHIRD WARD AREA**

CATEGORIES 1996 CPI = 100	1990		1996		EST. 1996		AREA		77004		77021		77004		77021		AREA	
	77004	%	77021	%	77004	%	77021	%	TOTAL	%	TOTAL	%	1990-96	%	1990-96	%	1990-96	%
	(\$ MILLIONS: 1996 REAL DOLLARS)																	
Bldg. Materials			\$10,805	7.6%	\$10,805	4.1%			\$9,348	10.6%	\$9,348	4.3%			(\$1,457)		(\$1,457)	
General Merchan.			\$0,644	0.5%	\$0,644	0.2%			\$1,996	2.3%	\$1,996	0.9%			\$1,352		\$1,352	
Food Stores	\$42,327	35.6%	\$39,615	28.0%	\$81,942	31.5%	\$33,442	25.9%	\$20,487	23.3%	\$53,929	24.8%	(\$8,885)					
Automotive	\$12,435	10.5%	\$43,719	30.9%	\$56,153	21.6%	\$6,258	4.8%	\$11,691	13.3%	\$17,949	8.3%	(\$6,177)					
Clothing	\$1,836	1.5%	\$1,973	1.4%	\$3,809	1.5%	\$2,365	1.8%	\$5,059	5.7%	\$7,424	3.4%	\$0,529					
Home Furnishings	\$2,576	2.2%	\$1,213	0.9%	\$3,789	1.5%	\$5,030	3.9%	\$7,952	9.0%	\$12,982	6.0%	\$2,454					
Restaurants	\$24,844	20.9%	\$13,721	9.7%	\$38,565	14.8%	\$24,336	18.8%	\$10,440	11.9%	\$34,776	16.0%	(\$0,508)					
Drug Stores			\$6,334	4.5%	\$6,334	2.4%			\$9,562	10.9%	\$9,562	4.4%						
Liquor Stores	\$7,424	6.2%	\$2,203	1.6%	\$9,627	3.7%	\$6,756	5.2%	\$1,186	1.3%	\$7,942	3.7%	(\$0,668)					
Miscellaneous	\$24,913	21.0%	\$19,423	13.7%	\$44,336	17.0%	\$43,769	33.9%	\$10,307	11.7%	\$54,076	24.9%	\$18,856					
<b>TOTAL</b>	<b>\$118,793</b>	<b>97.9%</b>	<b>\$141,645</b>	<b>100.0%</b>	<b>\$260,438</b>	<b>100.0%</b>	<b>\$129,150</b>	<b>94.4%</b>	<b>\$88,017</b>	<b>100.0%</b>	<b>\$217,167</b>	<b>100.0%</b>	<b>\$10,357</b>		<b>(\$53,628)</b>		<b>(\$43,271)</b>	

**TABLE 5**

**OST CORRIDOR NEIGHBORHOOD RETAIL SERVICES ANALYSIS**

**ALAMEDA CORRIDOR NEIGHBORHOOD RETAIL SERVICES ANALYSIS**

NEW RETAIL PROJECTS			NEW RETAIL PROJECTS			
Address	Name	Type	Sq Ft	Name	Type	Sq Ft
6102 Scott	H.E.B. Parity Store	Supermarket	26,000	2400 S MacGregor Way	Cafeteria	19,800
6118 Scott	Renaissance Center	Retail Multi-Tenant(Rmdl)	26,000	7500 Alameda	Convenience Store	4,000
4303 OST	Nassif Chevron	Gas Station/Conven Mkt	3,200	6019 Alameda	Convenience Store	3,600
		<b>TOTAL</b>	<b>55,200</b>	2222 S MacGregor Way	Retail Center	2,699
				6910 Alameda	Retail Center	19,600
				<b>TOTAL</b>	<b>TOTAL</b>	<b>49,699</b>
<b>EXISTING RETAIL SQUARE FOOTAGE</b>			<b>EXISTING RETAIL SQUARE FOOTAGE</b>			
6045 Scott	Eckerd's Drugs	Drug Store	8,830	1990 OST	Supermarket	51,000
4616 OST	Whataburger	Fast Food	2,546	5202 Alameda	Drug Store	13,000
3820 OST	McDonald's	Fast Food	3,531	4320 Alameda	Fast Food	1,300
3619 OST	Kentucky Fried Chicken	Fast Food	2,274	3211 Holcombe Blvd	Fast Food	2,500
4575 Griggs	Church's Fried Chicken	Fast Food	1,176	2335 Alameda	Restaurant	2,335
3102 OST	Bob's Steak House	Restaurant	5,400		(Tenants- Mrs. Bakers Donuts, Charles Car Donuts)	
3822 OST	Exxon	Gas Station	2,400	5404 Alameda	Restaurant & Multi-tenant	8,135
4310 OST	Diamond Shamock	Gas Station	900		(Tenants-Green's Barbeque, Black Art Gallery, Black Heritage Gallery)	
4529 OST	Shell Oil	Gas Station	1,412	2100 Binz	Gas Station	2,360
3161 OST	Stop N Go	Convenience Store	2,500	2111 Southmore	Gas Station	1,825
4702 Griggs	Good Land II Corp	Strip Shopping Centers	9,420	5424 Alameda	Tran Hoan & Helen Vui	2,080
	(Tenants-Goodland N 2 Washateria, Roselyn's Nails)			4310 Alameda	Riverside Animal Hospital	6,875
4433 Griggs	Weingarten Realty	Strip Shopping Center	13,944	4100 Alameda	Weingarten Realty	31,300
	(Tenants-Dollar Emporium, Triple Fashions)				(Tenants-Family Dollar Store, Zakoil International)	
4427 Griggs	Weingarten Realty	Strip Shopping Center	35,545	3200 Holcombe Blvd	Sun Development	12,750
	(Tenants-Wyatts Cafeteria, Western Auto, Bert Wheelers Liquors, Jean City USA)				<b>TOTAL</b>	<b>135,460</b>
4405 Griggs	Weingarten Realty	Retail Single Occupancy	3,053		<b>NEW &amp; EXISTING SQUARE FOOTAGE</b>	<b>185,159</b>
	(Tenant-Payless Shoes)					
Cullen & Griggs	Weingarten Realty	Retail Single Occupancy	30,688	* Table does not include all existing retail square footage located in the Alameda Corridor.		
	(Tenant-Weiner's Outfitter Store)					
Scott & OST	OST #2 Jt Venture	Retail Single Occupancy	6,875			
	(Tenant-Blockbuster's Video)					
6402 Tierwester	Tierwester Center	Retail Multi-Occupancy	2,880			
4502 Griggs	Chief Auto Parts	Auto Parts Stores	3,676			
3596 OST	Hi-Lo Auto Supply	Auto Parts Stores	9,282			
4545 Griggs	Autozone	Auto Parts Stores	6,306			
	<b>TOTAL</b>	<b>TOTAL</b>	<b>152,638</b>			
	<b>NEW &amp; EXISTING SQUARE FOOTAGE</b>	<b>NEW &amp; EXISTING SQUARE FOOTAGE</b>	<b>207,838</b>			

\* Table does not include all existing retail square footage located in the OST Corridor.



**TABLE 7: Estimates for OST/Alameda Corridors TIRZ Infrastructure Improvements**

ITEM	AMOUNT	TOTAL COST
Major St. Repairs	22400 LF	\$ 7,056,000
Minor St. Repairs	20700 LF	\$ 2,277,000
Sidewalks	23900 LF	\$ 358,500
Street Lights w/ c	11	\$ 38,500
Street Lights w/o c	79	\$ 158,000
Street Scape	N/A	\$ 905,250
Water	12800 LF	\$ 307,200
Wastewater	8300 LF	\$ 498,000
Miscellaneous	N/A	\$ 1,500,000
Land Acquisition		
Demolition		
Clearance		
Remediation		
Underground Utilities	N/A	\$ -
Impact Fees	N/A	\$ -
School Improvements	N/A	\$ -
<b>GRAND TOTAL</b>		<b>\$ 13,098,450</b>

**MAJOR STREET CONSTRUCTION/RECONSTRUCTION (Resurfacing, drainage, sidewalks, minor utility realignment, street light conduits)**

Street Name	Linear Ft	Cost per LF	Total Cost	Description
Allegheny	2400	\$	\$ 756,000	Daphne to Tampa
Alameda	2800	\$	\$ 882,000	Dixie to S. MacGregor
Conley	1000	\$	\$ 315,000	Porter to OST
Dixie	2400	\$	\$ 756,000	Alameda to 288
Eastwood	800	\$	\$ 252,000	Dixie to Griggs
England	1200	\$	\$ 378,000	Porter to OST
Foster	800	\$	\$ 252,000	Dixie to Griggs
Glen Cove	1000	\$	\$ 315,000	England to Cullen
Goforth	800	\$	\$ 252,000	Dixie to Griggs
Grand Boulevard	3900	\$	\$ 1,228,500	OST to 288
Illinois	600	\$	\$ 189,000	OST to Dixie
New Street 1	1100	\$	\$ 346,500	Tierwester to Tierwester
New Street 2	900	\$	\$ 283,500	England to Cullen
Peerless	900	\$	\$ 283,500	OST to Dixie
St. Augustine	900	\$	\$ 283,500	Porter to OST

900 \$ 315 \$ 283,500 Porter to Dixie, DuPont to Griggs  
 22400 \$ 315 \$ 7,056,000

**MINOR STREET REPAIRS (Resurfacing)**

Street Name	Linear Ft	Cost per LF	Total Cost	Description
Alameda	12000	\$ 110	\$ 1,320,000	MacGregor to US 59
Chenevert	700	\$ 110	\$ 77,000	Wheeler to Cleburne
Dixie	1800	\$ 110	\$ 198,000	SH 288 to Del Rio
Ewing	1500	\$ 110	\$ 165,000	Jackson to Alameda
Hermann	1800	\$ 110	\$ 198,000	Jackson to SH288
Jackson	300	\$ 110	\$ 33,000	Hermann to Ewing
Oakdale	300	\$ 110	\$ 33,000	Alameda to SH288
Rosedale	300	\$ 110	\$ 33,000	Alameda to SH288
Tienwester	1500	\$ 110	\$ 165,000	OST to Griggs
Wheeler	500	\$ 110	\$ 55,000	Alameda to SH288
	20700	\$ 110	\$ 2,277,000	

**SIDEWALKS**

Street Name	Linear Ft	Cost per LF	Total Cost	Description
Conley	2000	\$ 15	\$ 30,000	Both sides from Porter to OST
Cullen	800	\$ 15	\$ 12,000	One side from Dixie to Griggs
Dixie	800	\$ 15	\$ 12,000	Both sides from St. Augustine to Cullen
DuPont	2700	\$ 15	\$ 40,500	Both sides from OST to Cullen
Eastwood	1600	\$ 15	\$ 24,000	Both sides from Dixie to Griggs
England	2400	\$ 15	\$ 36,000	Both sides from Porter to OST
Ewing	1500	\$ 15	\$ 22,500	Both sides from Jackson to Alameda
Foster	1600	\$ 15	\$ 24,000	Both sides from Dixie to Griggs
Goforth	1600	\$ 15	\$ 24,000	Both sides from Dixie to Griggs
Griggs	3000	\$ 15	\$ 45,000	Both sides Tienwester to Scott
Kelton	700	\$ 15	\$ 10,500	Both sides from Bowling Green to Allegheny
Kilgore	700	\$ 15	\$ 10,500	Both sides from Bowling Green to Allegheny
Natchez	700	\$ 15	\$ 10,500	Both sides from Bowling Green to Allegheny
Sidney	2000	\$ 15	\$ 30,000	Both sides from Dixie to Griggs, one side from Porter to Dixie
St. Augustine	1800	\$ 15	\$ 27,000	Both sides from Porter to OST
	23900	\$ 15	\$ 358,500	

**STREET LIGHTS (with conduits)**

Street Name	Quantity	Cost per Item	Total Cost	Description
Charleston	3	\$ 3,500	\$ 10,500	England to Cullen
England	2	\$ 3,500	\$ 7,000	Charleston to OST
Kelton	2	\$ 3,500	\$ 7,000	Bowling Green to Allegheny
Kilgore	2	\$ 3,500	\$ 7,000	Bowling Green to Allegheny
Natchez	2	\$ 3,500	\$ 7,000	Bowling Green to Allegheny
	11	\$ 3,500	\$ 38,500	

**STREET LIGHTS (without conduits)**

Street Name	Quantity	Cost per Item	Total Cost	Description
Allegheny	8	\$ 2,000	\$ 16,000	Daphne to Tampa
Alameda	9	\$ 2,000	\$ 18,000	Dixie to S. MacGregor

Item	Quantity	Cost per Item	Total Cost	Description
Calhoun	3	\$ 2,000	\$ 6,000	Dixie to Griggs
Conley	4	\$ 2,000	\$ 8,000	Porter to OST
Dixie	8	\$ 2,000	\$ 16,000	Almeda to 288
Eastwood	3	\$ 2,000	\$ 6,000	Dixie to Griggs
England	4	\$ 2,000	\$ 8,000	Porter to OST
Foster	3	\$ 2,000	\$ 6,000	Dixie to Griggs
Glen Cove	3	\$ 2,000	\$ 6,000	England to Cullen
Goforth	3	\$ 2,000	\$ 6,000	Dixie to Griggs
Grand Boulevard	13	\$ 2,000	\$ 26,000	OST to 288
Illinois	2	\$ 2,000	\$ 4,000	OST to Dixie
New Street 1	4	\$ 2,000	\$ 8,000	Tierwester to Tierwester
New Street 2	3	\$ 2,000	\$ 6,000	England to Cullen
Peerless	3	\$ 2,000	\$ 6,000	OST to Dixie
St. Augustine	3	\$ 2,000	\$ 6,000	Porter to OST
Sidney	3	\$ 2,000	\$ 6,000	Porter to Dixie, DuPont to Griggs
	79	\$ 2,000	\$ 158,000	

**STREET SCAPE**

Item	Quantity	Cost per Item	Total Cost	Description
Benches	67	\$ 1,000	\$ 67,000	2 per 500 lf along OST and Griggs
Benches	48	\$ 1,000	\$ 48,000	2 per 500 lf along Almeda
Gateway	5	\$ 25,000	\$ 125,000	Located at OST/288, OST/Calhoun, Griggs/Milart, Almeda/Herman Dr, Almeda/US 59
Irrigation	1	\$ 256,000	\$ 256,000	50,000 Lineal feet along OST, Griggs and their esplanades
Irrigation	1	\$ 64,000	\$ 64,000	12,000 LF along Almeda
Plantings	34	\$ 1,000	\$ 34,000	At both sides of each curb cut in an esplanade and at major intersections along OST, Griggs, and Almeda
Trash Containers	67	\$ 750	\$ 50,250	2 per 500 lf along OST and Griggs
Trash Containers	48	\$ 750	\$ 36,000	2 per 500 lf along Almeda
Trees	750	\$ 300	\$ 225,000	50,000 Lineal feet @ 70 ft spacing between trees along OST, Griggs and their esplanades
Trees	70	\$ 300	\$ 21,000	12,000 LF @ 150 ft spacing between trees along Almeda
			\$ 905,250	

**WATER LINES (6-8")**

Street Name	Linear Ft	Cost per LF	Total Cost	Description
Allegheny	1100	\$ 24	\$ 26,400	OST to Dixie
Arbor	300	\$ 24	\$ 7,200	Almeda to Chenevert
Binz	400	\$ 24	\$ 9,600	Almeda to Chartres
Calumet	300	\$ 24	\$ 7,200	Almeda to Chartres
Chartres	2200	\$ 24	\$ 52,800	Cleburne to Blodgett
Chenevert	200	\$ 24	\$ 4,800	US59 to Cleburne
Culberson	500	\$ 24	\$ 12,000	OST to Tampa
Ewing	300	\$ 24	\$ 7,200	Almeda to SH 288
Glen Cove	1000	\$ 24	\$ 24,000	England to Cullen
Hermann	300	\$ 24	\$ 7,200	Almeda to SH 288
Kellton	700	\$ 24	\$ 16,800	Bowling Green to Allegheny
Kilgore	700	\$ 24	\$ 16,800	Bowling Green to Allegheny
Natchez	700	\$ 24	\$ 16,800	Bowling Green to Allegheny

new Street 1	1100 \$	24	\$	26,400	Tierwester to Tierwester
New Street 2	900 \$	24	\$	21,600	England to Cullen
OST	300 \$	24	\$	7,200	Del Rio to Burkett
S. MacGregor Way	1100 \$	24	\$	26,400	Almeda to SH 288
Tierwester	700 \$	24	\$	16,800	Dixie to Ozark
	12800 \$	24	\$	307,200	

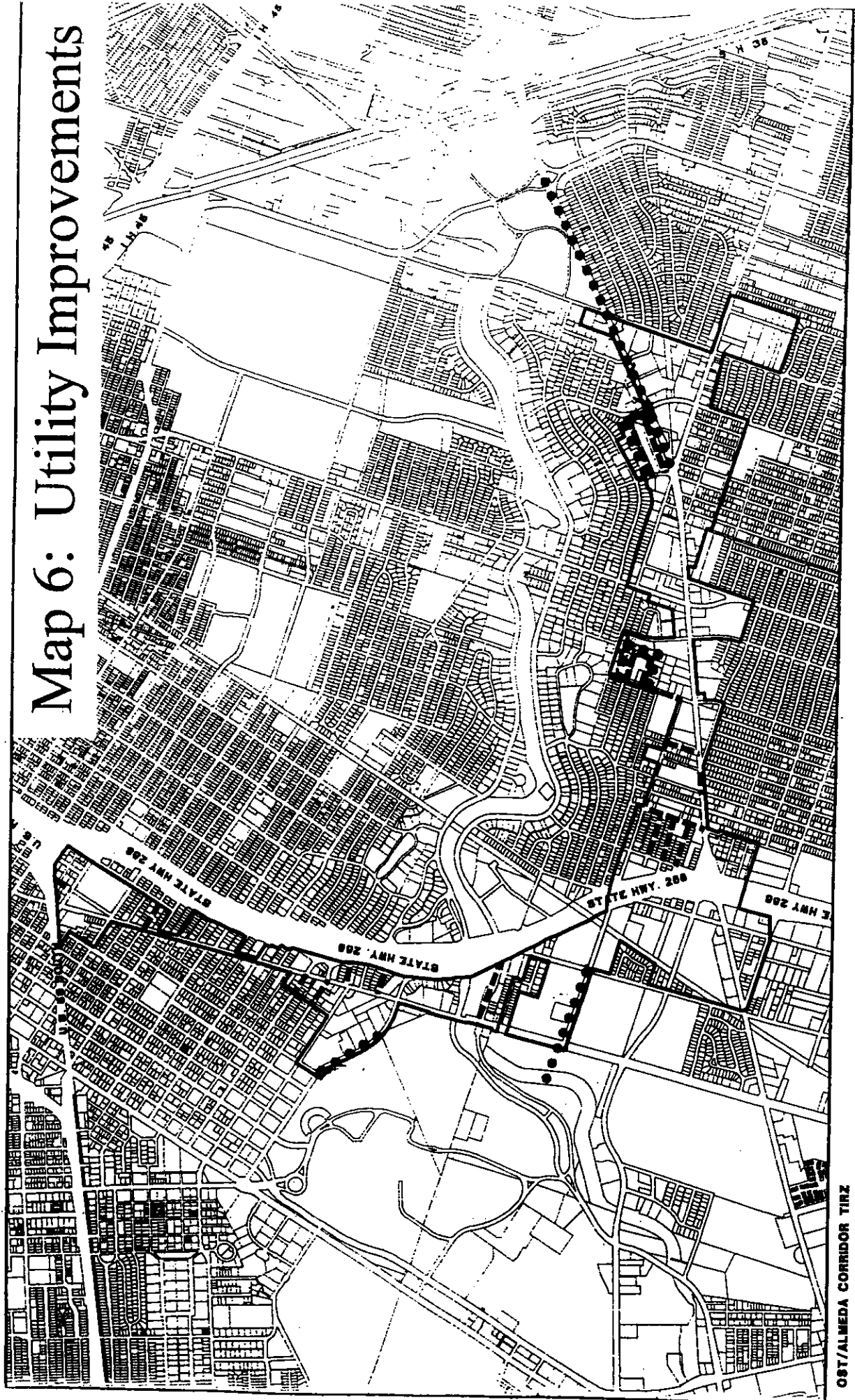
**WASTEWATER LINES (including manholes)**

Street Name	Linear Ft	Cost per LF	Total Cost	Description
Glen Cove	1000 \$	60	\$ 60,000	England to Cullen
New Street 1	1100 \$	60	\$ 66,000	Tierwester to Tierwester
Off-site Wastewater Ext. (x .5)	5300 \$	30	\$ 159,000	England to MLK
New Street 2	900 \$	60	\$ 54,000	England to Cullen
	8300 \$	60	\$ 498,000	

Note: Cost Estimate Source-City of Houston Public Works Dept.  
 These estimates are intended for general use only, and roughly indicate the infrastructure needs of the area.



# Map 6: Utility Improvements



Water lines

Wastewater lines

O87/ALAMEDA CORRIDOR TIRZ

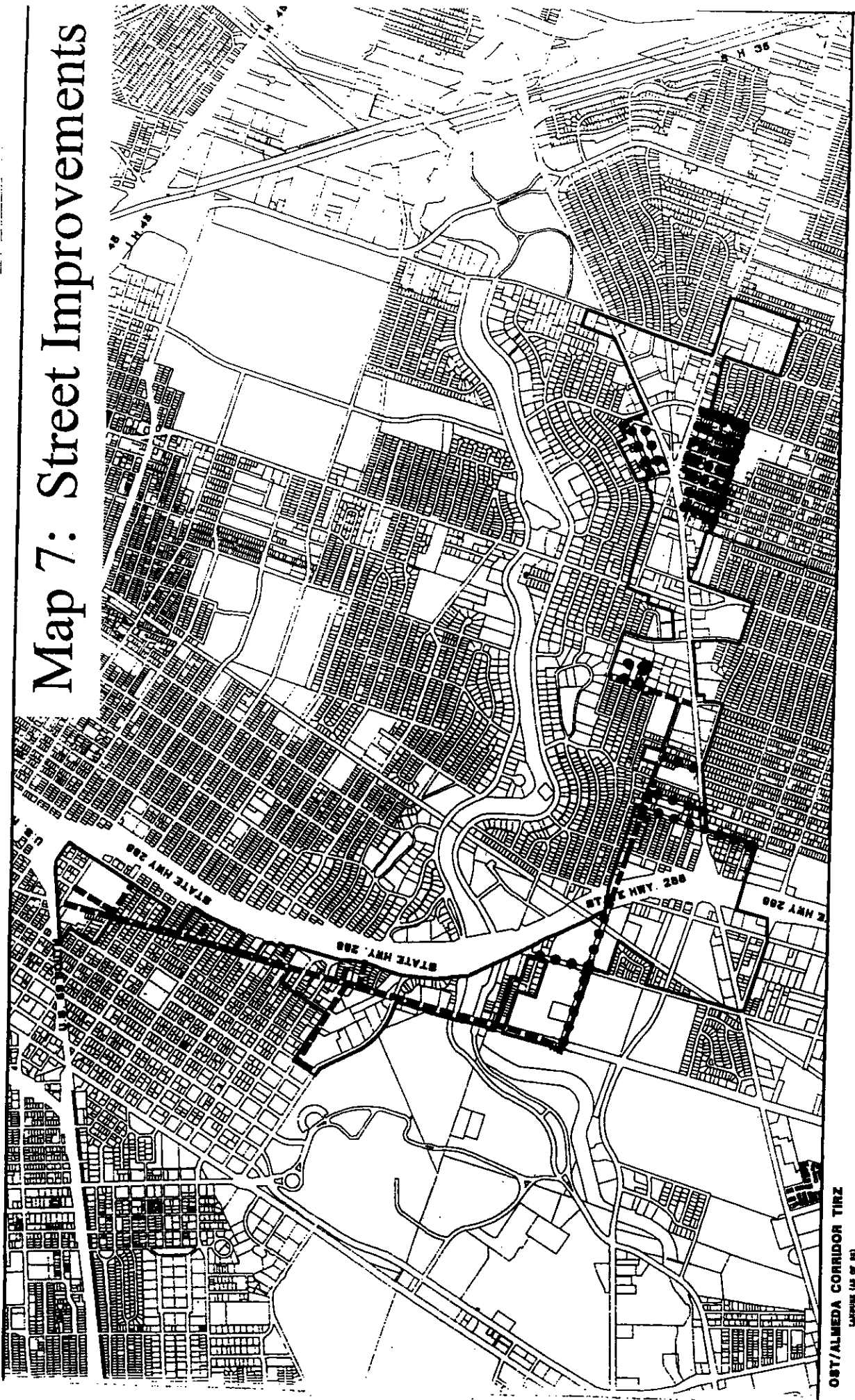
LAYERS (of 2)

Scale 1"=100'

For more information contact:

City of San Jose

# Map 7: Street Improvements

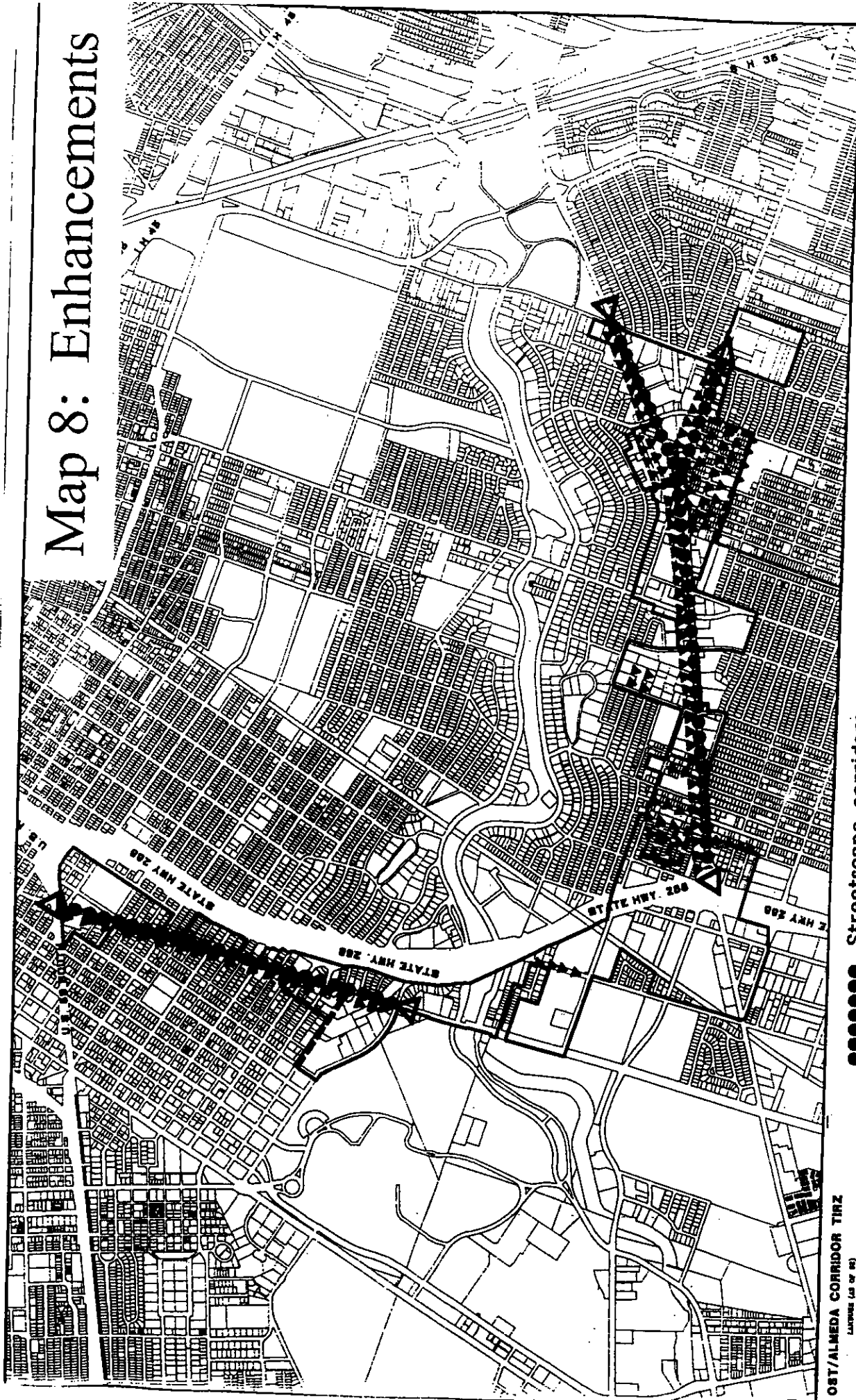


OBT/ALAMEDA CORRIDOR TIRZ  
LANSING (14 OF 14)  
SCALE 1"=100'  
PROJECT AND DISTRICT BOUNDARIES  
DATE 08/08/00

●●●●● Street const./reconst.

----- Street overlays

# Map 8: Enhancements



OBT/ALAMEDA CORRIDOR TIRZ  
LAYOUTS (AS OF 01)  
SCALE 1"=100'  
DATE 08/20/01

- Streetscape corridors
- ▲ Landscaped gateways
- ▼ Street lights
- - - Sidewalks

**Section 1.** That the findings contained in the preamble of this Ordinance are declared to be true and correct and are hereby adopted as part of this Ordinance.

**Section 2.** That the Project Plan and Reinvestment Zone Financing Plan attached hereto for Reinvestment Zone Number Seven, City of Houston, Texas, are hereby determined to be feasible and are approved.

**Section 3.** That the City Secretary is directed to provide copies of the Project Plan and Reinvestment Zone Financing Plan to each taxing unit levying ad valorem taxes in the Zone.

**Section 4.** That City Council officially finds, determines, recites and declares a sufficient written notice of the date, hour, place and subject of this meeting of the City Council was posted at a place convenient to the public at the City Hall of the City for the time required by law preceding this meeting, as required by the Open Meetings Law, Chapter 551, Texas Government Code and that this meeting has been open to the public as required by law at all times during which this ordinance and the subject matter thereof has been discussed, considered and formally acted upon. That City Council further ratifies, approves and confirms such written notice and the contents and posting thereof.

**Section 5.** There exists a public emergency requiring that this Ordinance be passed finally on the date of its introduction as requested in writing by the Mayor; therefore, this Ordinance shall be passed finally on such date and shall take effect immediately upon its passage and approval by the Mayor; however, in the event that the Mayor fails to sign this Ordinance within five days after

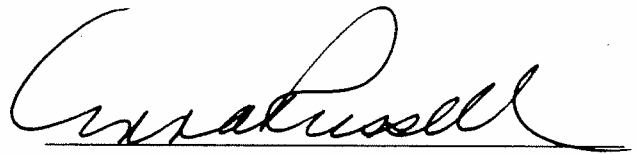
its passage and adoption, it shall take effect in accordance with Article VI, Section 6, Houston City Charter.

PASSED AND ADOPTED this 14<sup>th</sup> day of May, 1997.

APPROVED this \_\_\_\_\_ day of May, 1997.

\_\_\_\_\_  
Mayor of the City of Houston

Pursuant to Article VI, Section 6, Houston City Charter, the effective date of the foregoing Ordinance is MAY 20 1997.



City Secretary

*BDM*  
(Prepared by Legal Dept. ~~1~~ *Deborah F. / k / Doss*)  
(DFM/dfm May 13, 1997) Senior Assistant City Attorney  
(Requested by Robert M. Litke, Director, Planning and Development)  
(L.D. File No. 34-97130-03)

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