



Tax Increment Reinvestment Zone (“TIRZ”) Number Twenty-One

March 3, 2022

Margaret Wallace Brown
Director Planning and Development Department
City of Houston
611 Walker Street
Houston, Texas 77002

Ms. Brown, we write this letter to you as accompaniment to our 2022 MTFP Application requesting the removal of the dotted red line connecting Fulton Street to San Jacinto Street. We word it this way as the alignment mentioned above does not exist today and is depicted as a dotted red line in the MTFP indicating a proposed elevated structure over the Union Pacific rail tracks immediately south of the southern terminus of Chapman Street and shown connecting the northern terminus of San Jacinto to the southern terminus of Fulton Street.

We will address each of the required justifications referenced in the MTFP Application in this letter, but first wanted to provide context and background information related to how and why a proposed elevated structure at that location was first included in the MTFP in 2010, and why conditions today no longer warrant the facility.

In 2008, the City facilitated a reimbursement with CR V Hardy Yards L.P. (“Cypress”) to remediate a 50 acre brownfield site formerly used by Union Pacific (“UP”) as a rail yard. The City created the Near Northside Authority (“Authority”) in 2009, and pledged TIRZ 21 tax increments as the funding source to reimburse the developer for their costs. At that time, Cypress proposed to construct a mixed-use development on the site and desired a direct vehicular connection to the Central Business District. Both the City and Cypress identified an overpass over the rail tracks connecting Fulton Street to San Jacinto and memorialized reimbursement for the infrastructure costs into a Development Agreement between the Authority and Cypress (see Exhibit 1 and 1A). Also note Exhibit 1A, Offsite Public Improvements, included costs for San Jacinto Bridge Improvements and cost for right-of-way acquisition but did not contemplate the purchase of an aerial easement from UP. When the City and the developer attempted to purchase the aerial easement from UP the cost for same was valued by UP in the millions of dollars and neither the City nor Cypress could fund the purchase of the easement, and the initiative was abandoned.

In 2013, the City and Cypress subsequently Amended the Development Agreement, removed the San Jacinto Bridge from the Agreement, and replaced it with the Hernandez Tunnel Project (see Exhibit 2 and 2A). Note the project cost included on Exhibit 2A contemplate the removal of the northern portion of the Hernandez Tunnel, removal of the grade separation at Burnett Street and Main Street; and replaced it with an at-grade intersection at Burnett Street and Main Street and the reconstruction of Burnett Street to Hardy Street. If one drives out there today, they will see that is what got built. Additionally, as of the most recent Audit of the Authority (FY21) dated June 30, 2021, the remaining balance owed to Cypress for the reimbursement at Hardy Yards is \$6,004,992.00 (See Exhibit 3 and 3A). However, when the Zone terminates on December 31, 2040, the total remaining increment paid to Cypress will be \$4,687,085.00 (see Exhibit 4). Thus, the Zone will terminate, and Cypress will never be fully reimbursed for their cost to remediate the site, reconstruct Burnett Street and the Hernandez Tunnel. We point this out as the San Jacinto Bridge, as originally included in the MTFP Plan in 2010 was intended to be a TIRZ funded project. Additionally, as previously mentioned, there will be no second opportunity for the Zone to fund a second major infrastructure project at that location prior to termination.

In the decade plus since the San Jacinto Bridge project was abandoned multiple significant mobility projects have been constructed, are under construction, or completing the design process in this immediate vicinity, including the METRO Fulton/North Central NB Rail Alignment, the Elysian Viaduct Project, the North Highway Improvement Project (“NHHIP”), and the Hardy Toll Road Connector Project. Collectively all these projects are located within a narrow 3.5-mile-wide band of each other and will provide sufficient capacity utilizing multiple modes of transportation well into the next century (see Exhibit 5). Additionally, these projects did not contemplate a Bridge at this location. For example, if you compare the proposed alignment of the San Jacinto Bridge as represented in the MTRP and the future elevated TxDOT I-10 lanes at that same location you will see two proposed elevated structures are being proposed to be constructed in the same place, one north to south and one east to west (see Exhibits 6 and 6A). Additionally, as a Tax Increment Reinvestment Zone, we get notifications when properties are taken off the tax rolls, and we know the proposed San Jacinto Bridge right-of-way needed for the bridge abutments has now been purchased by TxDOT for their use on the NHHIP.

Finally, an Overpass connecting Fulton Street to San Jacinto infers connection to points northward via the construction of a Major Thoroughfare on Fulton Street within the limits of the Near Northside. METRO’s Fulton/North Central NB Rail Alignment, constructed in 2013 now occupies Fulton Street. Extending a Major Thoroughfare on Fulton Street could only be accomplished by razing dozens of homes and displacing hundreds of residents (see Exhibits 7, 7A, 7B,7C), as the METRO facility now occupies the former vehicular lanes of Fulton Street. As much of the existing single-family homes is oriented north to south on 100’ x 50’ parcels, this could only be accomplished by use of condemnation as

the taking would need to be approximately four homes per block face on an alignment that stretched from Burnett Street to the 610 Loop.

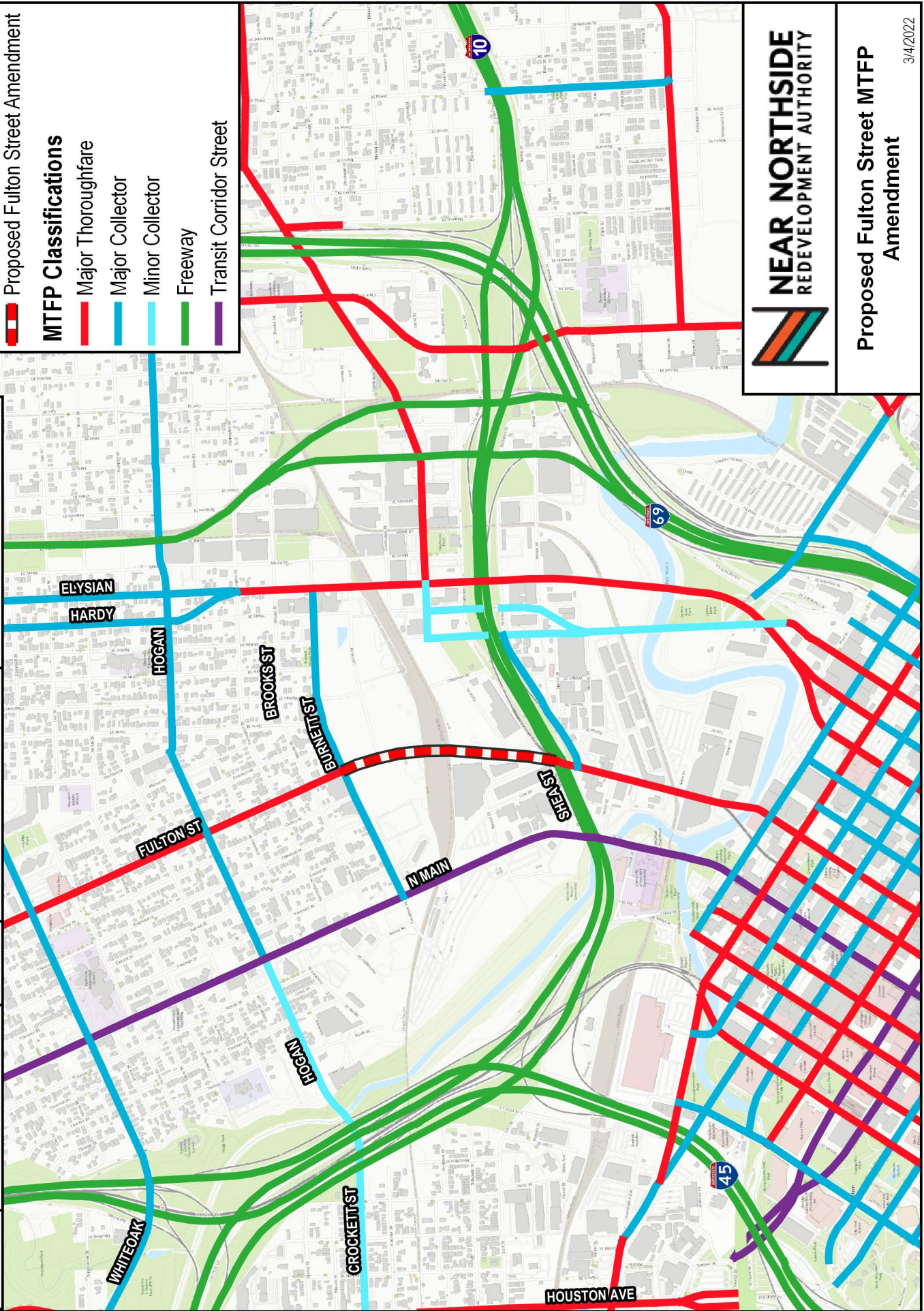
The Near Northside community has endured each of the previously described mobility projects over the past decade and yet continues to preserve its integrity as a walkable, bicycle accessible community immediately adjacent to Downtown Houston. The City confirmed this upon adoption of The City of Houston User's Guide for Walkable Places and Transit Oriented Development and by designating, by Ordinance, the Hogan-Lorraine Corridor as such. Today, the Hogan-Lorraine Corridor is a tight compact vibrant pedestrian experience undergoing a renaissance of activity as new residents move to the Near Northside. Bisecting it with a Major Thoroughfare would destroy its further transition into a neighborhood oriented walkable place.

Please note submittal of this Application was included on the January 24, 2022, Near Northside Redevelopment Authority Agenda and is wholly supported by the Board of Directors.

Regards,
Ralph De Leon

Administrator of the Zone

Street	Street Segment	Request	Current MTFP Classification	Proposed MTFP Classification
Fulton Street	Burnett Street to Shea Street	Delete	T-4-80	N/A



LEGEND

-  Proposed Fulton Street Amendment
- MTFP Classifications**
-  Major Thoroughfare
-  Major Collector
-  Minor Collector
-  Freeway
-  Transit Corridor Street



NEAR NORTHSIDE
REDEVELOPMENT AUTHORITY

Proposed Fulton Street MTFP
Amendment



Tax Increment Reinvestment Zone (“TIRZ”) Number Twenty-One

Justification for Removal of San Jacinto/Fulton Overpass over Union Pacific Rail Road in the Near Northside.

- In 2008, the City facilitated a reimbursement with CR V Hardy Yards L.P. (“Cypress”) to remediate a 50 acre brownfield site formerly used by Union Pacific (“UP”) as a rail yard. The City created the Near Northside Authority (“Authority”) in 2009, and pledged TIRZ 21 tax increments as the funding source to reimburse the developer for their costs. At that time, Cypress proposed to construct a mixed-use development on the site and desired a direct vehicular connection to the Central Business District. Both the City and Cypress identified an overpass over the rail tracks connecting Fulton Street to San Jacinto and memorialized reimbursement for the infrastructure costs into a Development Agreement between the Authority and Cypress (see Exhibit 1 and 1A). Also note Exhibit 1A, Offsite Public Improvements, included costs for San Jacinto Bridge Improvements and cost for right-of-way acquisition but did not contemplate the purchase of an aerial easement from UP. When the City and the developer attempted to purchase the aerial easement from UP the cost for same was valued by UP in the millions of dollars and neither the City nor Cypress could fund the purchase of the easement, and the initiative was abandoned.
- In 2013, the City and Cypress subsequently Amended the Development Agreement, removed the San Jacinto Bridge from the Agreement, and replaced it with the Hernandez Tunnel Project (see Exhibit 2 and 2A). Note the project cost included on Exhibit 2A contemplate the removal of the northern portion of the Hernandez Tunnel, removal of the grade separation at Burnett Street and Main Street; and replaced it with an at-grade intersection at Burnett Street and Main Street and the reconstruction of Burnett Street to Hardy Street. If one drives out there today, they will see that is what got built. Additionally, as of the most recent Audit of the Authority (FY21) dated June 30, 2021, the remaining balance owed to Cypress for the reimbursement at Hardy Yards is \$6,004,992.00 (See Exhibit 3 and 3A). However, when the Zone terminates on December 31, 2040, the total remaining increment paid to Cypress will be \$4,687,085.00 (see Exhibit 4). Thus, the Zone will terminate, and Cypress will never be fully reimbursed for their cost to remediate the site, reconstruct Burnett Street and the Hernandez Tunnel. We point this out as the San Jacinto Bridge, as originally included in the MTFP Plan in 2010 was intended to be a TIRZ funded project. Additionally, as previously mentioned, there will be no second opportunity for the Zone to fund a second major infrastructure project at that location prior to termination.
- In the decade plus since the San Jacinto Bridge project was abandoned multiple significant mobility projects have been constructed, are under construction, or completing the design process in this immediate vicinity, including the METRO Fulton/North Central NB Rail Alignment, the Elysian Viaduct Project, the North Highway Improvement Project (“NHHIP”), and the Hardy Toll Road Connector Project. Collectively all these projects are

located within a narrow 3.5-mile-wide band of each other and will provide sufficient capacity utilizing multiple modes of transportation well into the next century (see Exhibit 5). Additionally, these projects did not contemplate a Bridge at this location. For example, if you compare the proposed alignment of the San Jacinto Bridge as represented in the MTRP and the future elevated TxDOT I-10 lanes at that same location you will see two proposed elevated structures are being proposed to be constructed in the same place, one north to south and one east to west (see Exhibits 6 and 6A). Additionally, as a Tax Increment Reinvestment Zone, we get notifications when properties are taken off the tax rolls, and we know the proposed San Jacinto Bridge right-of-way needed for the bridge abutments has now been purchased by TxDOT for their use on the NHHIP.

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- The Near Northside community has endured each of the previously described mobility projects over the past decade and yet continues to preserve its integrity as a walkable, bicycle accessible community immediately adjacent to Downtown Houston. The City confirmed this upon adoption of The City of Houston User's Guide for Walkable Places and Transit Oriented Development and by designating, by Ordinance, the Hogan-Lorraine Corridor as such. Today, the Hogan-Lorraine Corridor is a tight compact vibrant pedestrian experience undergoing a renaissance of activity as new residents move to the Near Northside. Bisecting it with a Major Thoroughfare would destroy its further transition into a neighborhood oriented walkable place.

Exhibit 1

DEVELOPMENT AGREEMENT

Among

REINVESTMENT ZONE NUMBER TWENTY-ONE, CITY OF HOUSTON, TEXAS

and

HARDY/NEAR NORTHSIDE REDEVELOPMENT AUTHORITY

and

CR V HARDY YARDS, L.P.

March 4, 2010

Cover Sheet: Reimbursement Agreement with CR V Hardy Yards, L.P.

Exhibit 1A

II. OFFSITE PUBLIC IMPROVEMENTS

San Jacinto Improvements							
Street & Bridge Improvements	\$ 10,072,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,072,000
Sidewalks, Streetscape & Lighting	\$ 1,341,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,341,000
Public Drainage Improvements	\$ 697,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 697,000
Public Water & Sewer Infrastructure	\$ 79,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 79,000
<hr/>							
Subtotal	\$ 12,189,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,189,000
Burnett Improvements							
Street Improvements	\$ -	\$ 2,787,000	\$ -	\$ -	\$ -	\$ -	\$ 2,787,000
Sidewalks, Streetscape & Lighting	\$ -	\$ 899,000	\$ -	\$ -	\$ -	\$ -	\$ 899,000
Public Drainage Improvements	\$ -	\$ 2,486,000	\$ -	\$ -	\$ -	\$ -	\$ 2,486,000
Public Water & Sewer Infrastructure	\$ -	\$ 1,495,000	\$ -	\$ -	\$ -	\$ -	\$ 1,495,000
<hr/>							
Subtotal	\$ -	\$ 7,667,000	\$ -	\$ -	\$ -	\$ -	\$ 7,667,000
Hardy Yards Utility Up-Sizing							
Oversized Public Drainage Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Oversized Public Water & Sewer Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<hr/>							
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Project Costs							
San Jacinto Right-of-Way Acquisition	\$ 2,700,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,700,000
Burnett Right-of-Way Acquisition	\$ -	\$ 468,000	\$ -	\$ -	\$ -	\$ -	\$ 468,000
<hr/>							
Subtotal	\$ 2,700,000	\$ 468,000	\$ -	\$ -	\$ -	\$ -	\$ 3,168,000
TOTAL OFFSITE PUBLIC IMPROVEMENTS	\$ 14,889,000	\$ 8,135,000	\$ -	\$ -	\$ -	\$ -	\$ 23,024,000

Exhibit 2

AMENDED AND RESTATED FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

This Amended and Restated First Amendment to Development Agreement (this "Agreement"), dated effective as of 10/11, 2013 (the "Effective Date"), is entered into by and between REINVESTMENT ZONE NUMBER TWENTY-ONE, CITY OF HOUSTON, TEXAS (the "Zone"), a tax increment reinvestment zone created by the City of Houston, Texas (the "City") pursuant to Chapter 311 of the Texas Tax Code, as amended, acting by and through its governing body, the Board of Directors (the "Zone Board"), HARDY/NEAR NORTHSIDE REDEVELOPMENT AUTHORITY, a public non-profit local government corporation created pursuant to Chapter 431, Texas Transportation Code ("Authority") acting by and through its governing body, the Board of Directors (the "Authority Board"), and CR V HARDY YARDS, L.P., a Delaware limited partnership (hereinafter the "Owner") (collectively, the "Parties").

RECITALS

All capitalized terms used in these recitals shall have the meaning ascribed to them in Article I herein.

The Zone, the Authority, and the Owner executed a Development Agreement dated as of March 4, 2010 (the "Original Development Agreement") and a First Amendment to Development Agreement dated as of May 14, 2012 (the "First Amendment").

The Authority, the Zone, and the Owner now wish to enter into this Agreement for the purposes of amending and restating the First Amendment.

In consideration of the mutual benefits described herein and in the Original Development Agreement, and other good and valuable consideration, the Parties agree as follows:

ARTICLE 1 DEFINITIONS

1.1 Definitions.

(A) Capitalized terms not otherwise defined in this Agreement shall have the meanings ascribed to them in the Original Development Agreement. The following terms, including terms defined in the Original Development Agreement and redefined below, have the following meanings:

"Completion" means, with respect to each Phase, or portion thereof, of the Improvements, completion of such Phase, or portion thereof, substantially in accordance with the applicable Plans and Specifications so that such Improvements can be used and maintained for their intended purposes, as evidenced by a Final Completion Certificate in the form attached hereto as Exhibit C.

"Development Agreement" means the Original Development Agreement as amended by this Agreement.

Amended and Restated Reimbursement Agreement with CR V Hardy Yards, L.P.

Exhibit 2A

	BURNETT-MAIN INTERSECTION	BURNETT-FREEMAN TO HARDY	OFFSITE UTILITY IMPROVEMENTS	HARDY YARD IMPROVEMENTS	STREETSCAPES/ PARKS	CAPACITY IMPACT FEES	OFFSITE, MISC.	
OFFSITE PUBLIC IMPROVEMENTS								
Burnett-Main Intersection								
Street & Tunnel Improvements	\$ 4,053,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,053,500.00
Sidewalks, Streetscape & Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Drainage Improvements	\$ 197,400	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 197,400.00
Public Water & Sewer Infrastructure	\$ 197,150	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 197,150.00
Subtotal	\$ 4,448,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,448,050.00
Burnett Improvements								
Street Improvements	\$ -	\$ 4,153,121	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,153,121.00
Sidewalks, Streetscape & Lighting	\$ -	\$ -	\$ -	\$ -	\$ 1,059,350	\$ -	\$ -	\$ 1,059,350.00
Public Drainage Improvements	\$ -	\$ 908,123	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 908,122.80
Public Water & Sewer Infrastructure	\$ -	\$ 344,372	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 344,371.70
Subtotal	\$ -	\$ 5,405,616	\$ -	\$ -	\$ 1,059,350	\$ -	\$ -	\$ 6,464,965.50
Maury Improvements								
Street Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,176,000	\$ 1,176,000.00
Sidewalks, Streetscape & Lighting	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Drainage Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Public Water & Sewer Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,176,000	\$ 1,176,000.00
Utility Improvements								
Over-sized Public Drainage Improvements	\$ -	\$ -	\$ 3,722,000	\$ -	\$ -	\$ -	\$ -	\$ 3,722,000.00
Over-sized Public Water & Sewer Infrastructure	\$ -	\$ -	\$ 701,000	\$ -	\$ -	\$ -	\$ -	\$ 701,000.00
Subtotal	\$ -	\$ -	\$ 4,423,000	\$ -	\$ -	\$ -	\$ -	\$ 4,423,000.00
Other Project Costs								
Railroad Quiet Zones	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000.00
Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000.00
TOTAL OFFSITE PUBLIC IMPROVEMENTS	\$ 4,448,050	\$ 5,405,616	\$ 4,423,000	\$ -	\$ 1,059,350	\$ -	\$ 2,176,000	\$ 17,512,015.50
TOTAL PUBLIC IMPROVEMENTS	\$ 4,448,050	\$ 5,405,616	\$ 4,423,000	\$ 3,824,375	\$ 6,487,930	\$ 1,775,822	\$ 2,176,000	\$ 28,540,792.35

HARDY/NEAR NORTHSIDE REDEVELOPMENT AUTHORITY

CITY OF HOUSTON, TEXAS

ANNUAL FINANCIAL REPORT

JUNE 30, 2021

HARDY/NEAR NORTHSIDE REDEVELOPMENT AUTHORITY
NOTES TO THE FINANCIAL STATEMENTS
JUNE 30, 2021

NOTE 8. DEVELOPMENT AGREEMENT

The Authority has entered into a Development Agreement dated March 4, 2010, and as amended on May 14, 2012, with CR V Hardy Yards, L.P. (“Hardy Yards LP”), the owner of property located within the Hardy/Near Northside Zone. Hardy Yards LP is responsible for the inspection, supervision and management of the construction and installation of the improvements to the Hardy/Near Northside Zone. The improvements are to be made in accordance with the terms of the Development Agreement and amendment thereto and relevant City ordinances or procedures.

The Authority shall reimburse Hardy Yards LP for the amount of actual project costs incurred plus accrued interest. Hardy Yards LP is responsible for determining that project costs are eligible in accordance with terms defined in the Developer Reimbursement Agreement and amendment thereto. The costs to be reimbursed are not to exceed \$33,312,000 as noted in the original agreement. Included in the original reimbursable amount were costs related to the purchase or condemnation of right-of-way for the San Jacinto Street Extension Project in the amount of \$2,700,000. During fiscal year 2012, an ordinance was passed that authorized the appropriation of \$2,033,223 out of the Woodlands Regional Participation Fund to fund these costs.

The Authority will utilize available tax increments in order to reimburse Hardy Yards LP for the costs incurred until all project costs have been fully reimbursed. Hardy Yards LP has no right to claim any reimbursement other than from available tax increment or bond proceeds.

As of June 30, 2021, Hardy Yards LP has incurred a total of \$7,849,582 in development costs on behalf of the Authority. The Authority has reimbursed the Developer \$1,844,590, of which \$442,894 was reimbursed during the fiscal year ended June 30, 2021, leaving a balance of \$6,004,992 due to the Developer at June 30, 2021. The total is comprised of \$4,316,310 for onsite public improvements and \$1,688,682 for offsite public improvements.

NOTE 9. CAPITAL ASSETS – DEVELOPMENT COSTS

During the fiscal year ended June 30, 2021, the Authority did not incur development costs with Central Houston Civic Improvement for planning and design work in connection with a project for a hike and bike trail within the Zone. Cumulative costs for this project as of June 30, 2021, totaled \$123,022.

During the fiscal year ended June 30, 2021, Hardy Yards LP did not incur development costs related to onsite and offsite public improvements within the boundaries of the Authority. The project has been completed and assets were conveyed to the City of Houston for maintenance and operation. The Authority will reimburse the Developer for project costs in the amount of the actual costs of the public improvements to the extent that the Developer’s project generates tax increment revenues.

Exhibit 4

Tax Year	Base Value Cypress	Base Value Non-Cypress	Projected Taxable Value Cypress	Projected Taxable Value Non-Cypress	Projected Taxable Non- Cypress Value	Captured Appraised Value Cypress	Captured Appraised Value Non-Cypress	Collection Rate	Tax Rate	Increment Revenue Cypress	Increment Revenue Non-Cypress	City Admin (5%) Cypress	City Admin (5%) Non-Cypress	Affordable Housing Cypress	Affordable Housing Non-Cypress	Cypress Payment	Net Revenue (Less Transfers)
2021	\$ 4,568,250	\$ 35,744,830	\$ 26,363,128	\$ 148,831,368	\$ 21,794,878	\$ 113,086,538	95.00%	0.56184	\$ 116,330	\$ 603,597	\$ 5,816	\$ 30,180	\$ 38,777	\$ 201,199	\$ 443,955	\$ -	
2022	\$ 4,568,250	\$ 35,744,830	\$ 27,681,284	\$ 156,272,936	\$ 23,113,034	\$ 120,528,106	95.00%	0.56184	\$ 123,365	\$ 643,316	\$ 6,168	\$ 32,166	\$ 41,122	\$ 214,439	\$ 472,787	\$ -	
2023	\$ 4,568,250	\$ 35,744,830	\$ 29,065,349	\$ 164,086,583	\$ 24,497,089	\$ 128,341,753	95.00%	0.56184	\$ 130,753	\$ 685,022	\$ 6,538	\$ 34,251	\$ 43,584	\$ 228,341	\$ 503,061	\$ -	
2024	\$ 4,568,250	\$ 35,744,830	\$ 30,518,616	\$ 172,290,912	\$ 25,950,366	\$ 136,546,082	95.00%	0.56184	\$ 138,510	\$ 728,812	\$ 6,925	\$ 36,441	\$ 46,170	\$ 242,937	\$ 534,848	\$ -	
2025	\$ 4,568,250	\$ 35,744,830	\$ 32,044,547	\$ 180,905,458	\$ 27,476,297	\$ 145,160,628	95.00%	0.56184	\$ 146,654	\$ 774,792	\$ 7,333	\$ 38,740	\$ 48,885	\$ 258,264	\$ 568,225	\$ -	
2026	\$ 4,568,250	\$ 35,744,830	\$ 33,646,774	\$ 189,950,731	\$ 29,078,524	\$ 154,205,901	95.00%	0.56184	\$ 155,206	\$ 823,071	\$ 7,760	\$ 41,154	\$ 51,735	\$ 274,357	\$ 95,710	\$ 507,560	
2027	\$ 4,568,250	\$ 35,744,830	\$ 35,329,113	\$ 199,448,267	\$ 30,760,863	\$ 163,703,437	95.00%	0.56184	\$ 164,185	\$ 873,764	\$ 8,209	\$ 43,688	\$ 54,728	\$ 291,255	\$ 101,248	\$ 538,821	
2028	\$ 4,568,250	\$ 35,744,830	\$ 37,095,569	\$ 209,420,681	\$ 32,527,319	\$ 173,675,851	95.00%	0.56184	\$ 173,614	\$ 926,991	\$ 8,681	\$ 46,350	\$ 57,871	\$ 308,997	\$ 107,062	\$ 571,645	
2029	\$ 4,568,250	\$ 35,744,830	\$ 38,950,347	\$ 219,891,715	\$ 34,382,097	\$ 184,146,885	95.00%	0.56184	\$ 183,514	\$ 982,880	\$ 9,176	\$ 49,144	\$ 61,171	\$ 327,627	\$ 113,167	\$ 606,110	
2030	\$ 4,568,250	\$ 35,744,830	\$ 40,897,864	\$ 230,886,301	\$ 36,329,614	\$ 195,141,471	95.00%	0.56184	\$ 193,909	\$ 1,041,564	\$ 9,695	\$ 52,078	\$ 64,636	\$ 347,188	\$ 119,577	\$ 642,298	
2031	\$ 4,568,250	\$ 35,744,830	\$ 42,942,758	\$ 242,430,616	\$ 38,374,508	\$ 206,685,786	95.00%	0.56184	\$ 204,823	\$ 1,103,181	\$ 10,241	\$ 55,159	\$ 68,274	\$ 367,727	\$ 126,308	\$ 680,295	
2032	\$ 4,568,250	\$ 35,744,830	\$ 45,089,895	\$ 254,552,146	\$ 40,521,645	\$ 218,807,316	95.00%	0.56184	\$ 216,283	\$ 1,167,880	\$ 10,814	\$ 58,394	\$ 72,094	\$ 389,293	\$ 133,375	\$ 720,192	
2033	\$ 4,568,250	\$ 35,744,830	\$ 47,344,390	\$ 267,279,754	\$ 42,776,140	\$ 231,534,924	95.00%	0.56184	\$ 228,317	\$ 1,235,813	\$ 11,416	\$ 61,791	\$ 76,106	\$ 411,938	\$ 140,795	\$ 762,085	
2034	\$ 4,568,250	\$ 35,744,830	\$ 49,711,610	\$ 280,643,741	\$ 45,143,360	\$ 244,898,911	95.00%	0.56184	\$ 240,952	\$ 1,307,143	\$ 12,048	\$ 65,357	\$ 80,317	\$ 435,714	\$ 148,587	\$ 806,072	
2035	\$ 4,568,250	\$ 35,744,830	\$ 52,197,190	\$ 294,675,928	\$ 47,628,940	\$ 258,931,098	95.00%	0.56184	\$ 254,219	\$ 1,382,040	\$ 12,711	\$ 69,102	\$ 84,740	\$ 460,680	\$ 156,768	\$ 852,258	
2036	\$ 4,568,250	\$ 35,744,830	\$ 54,807,050	\$ 309,409,725	\$ 50,238,800	\$ 273,664,895	95.00%	0.56184	\$ 268,149	\$ 1,460,681	\$ 13,407	\$ 73,034	\$ 89,383	\$ 486,894	\$ 165,358	\$ 900,753	
2037	\$ 4,568,250	\$ 35,744,830	\$ 57,547,402	\$ 324,880,211	\$ 52,979,152	\$ 289,135,381	95.00%	0.56184	\$ 282,775	\$ 1,543,254	\$ 14,139	\$ 77,163	\$ 94,258	\$ 514,418	\$ 174,378	\$ 951,673	
2038	\$ 4,568,250	\$ 35,744,830	\$ 60,424,772	\$ 341,124,222	\$ 55,856,522	\$ 305,379,392	95.00%	0.56184	\$ 298,133	\$ 1,629,956	\$ 14,907	\$ 81,498	\$ 99,378	\$ 543,319	\$ 183,849	\$ 1,005,140	
2039	\$ 4,568,250	\$ 35,744,830	\$ 63,446,011	\$ 358,180,433	\$ 58,877,761	\$ 322,435,603	95.00%	0.56184	\$ 314,259	\$ 1,720,994	\$ 15,713	\$ 86,050	\$ 104,753	\$ 573,665	\$ 193,793	\$ 1,061,279	
2040	\$ 4,568,250	\$ 35,744,830	\$ 66,618,311	\$ 376,089,454	\$ 62,050,061	\$ 340,344,624	95.00%	0.56184	\$ 331,191	\$ 1,816,583	\$ 16,560	\$ 90,829	\$ 110,397	\$ 605,528	\$ 204,234	\$ 1,120,226	
Total									\$ 4,165,140	\$ 22,451,333	\$ 208,257	\$ 1,122,567	\$ 1,388,380	\$ 7,483,778	\$ 4,687,085	\$ 11,726,407	

TIRZ Revenue Projection based on Certified 2021 Tax Rolls from 2021 until Zone Termination on December 31, 2040

Exhibit 5

Legend

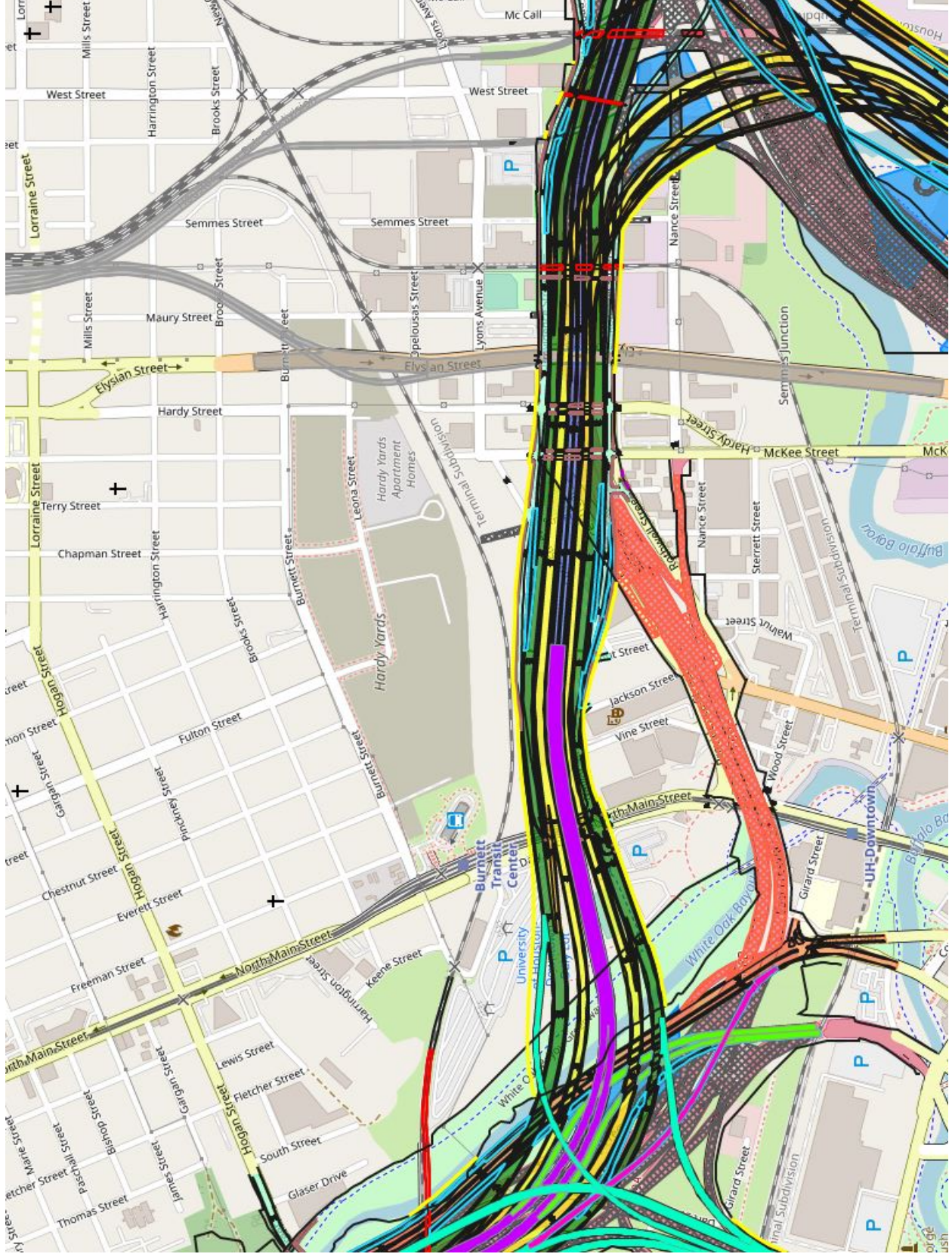
- Project by Other Agency
- Major Thoroughfare Existing
- Major Thoroughfare To Be Widened
- Hardy/Elysian Corridors
- TIRZ 21 Boundary



North Houston Hwy Improvement Project (NHHIP)

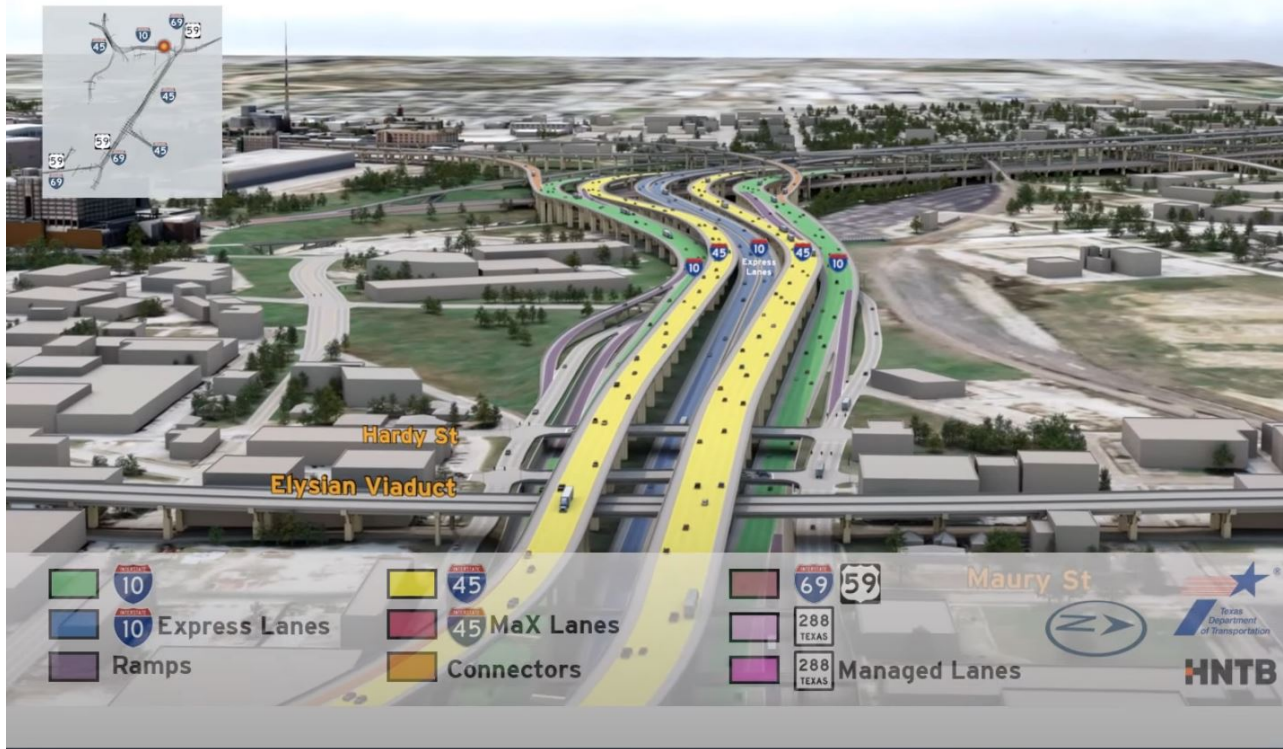
Hardy Tollway Extension

Exhibit 6



Plan View: TxDOT North Houston Highway Improvement Project Main Lanes I-10 Realignment at San Jacinto Street connection to Fulton Street

Exhibit 6A



Cross Section: TxDOT North Houston Highway Improvement Project: Main Lanes I-10 Realignment at San Jacinto Street connection to Fulton Street (Hardy Yards Site and Burnett at Main Street shown on right)

Exhibit 7C



METRO Fulton/North Central NB Rail Alignment Street View: Fulton Street at Interstate 610

Exhibit 7A



**METRO Fulton/North Central NB Rail Alignment Street View: Fulton Street at Sue Street
3 foot sidewalk - 9 foot vehicular lane**

Exhibit 7b



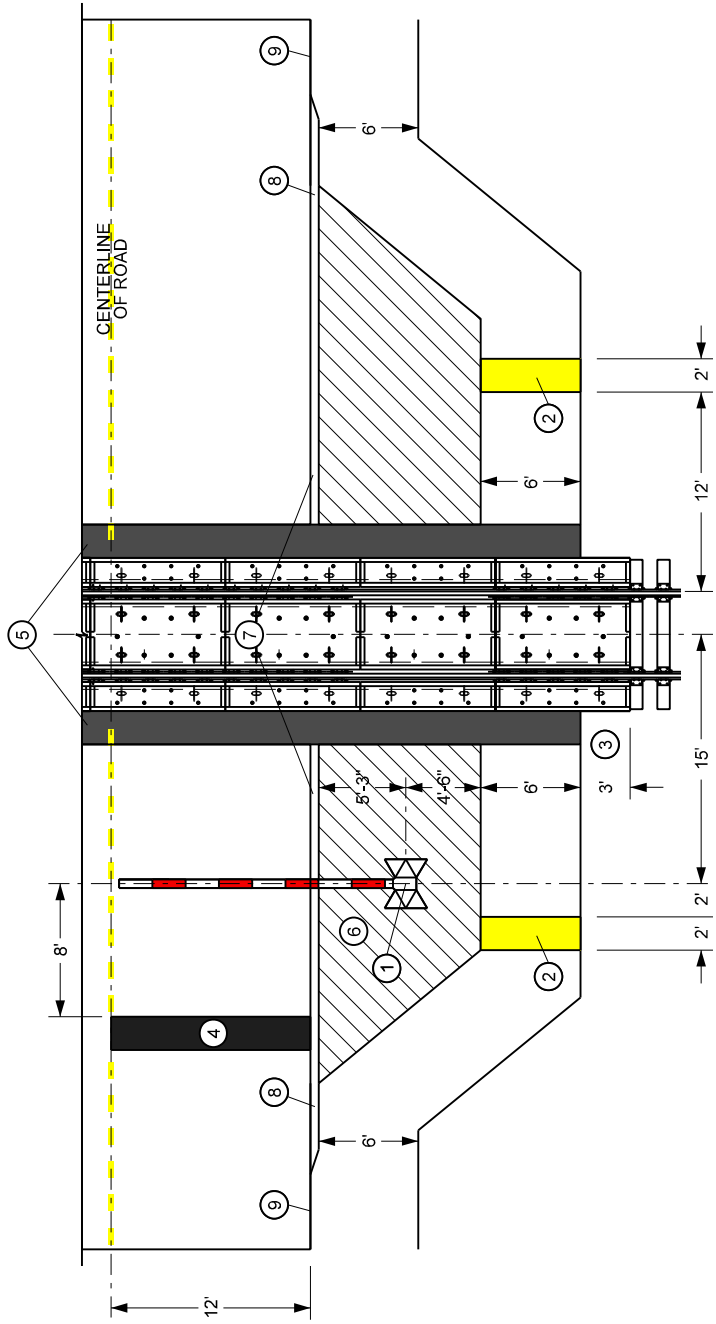
**METRO Fulton/North Central NB Rail Alignment Street View: Fulton Street at Billingsly Street
4 foot sidewalk - 9 foot vehicular lane**

Exhibit 7



Fulton Street at Burnett Street Existing Conditions: No curb or gutter +/- 25 foot Roadway Cross Section

ITEM	DESCRIPTION
1	VEHICULAR DEVICE WITH GATE ARM. STANDARD: MUTCD 8C.02 & 8C.04
2	MIN. 2" DETACHABLE WARNING STRIP. STANDARD: MUTCD 8D.04
3	MIN. 3" FROM EDGE OF TRAVELED WAY INCLUDING SHOULDERS OR SIDEWALKS. STANDARD: UP STD DWG 0304
4	24" STOP LINE - 8" IN ADVANCE OF NEAREST RAILROAD TRAFFIC CONTROL DEVICE. STANDARD: MUTCD 3B-16
5	MIN. 24" STRIP OF ASPHALT BETWEEN CROSSING SURFACE AND ROADWAY. STANDARD: UP STD DWG 0304
6	UNPAVED AREA - E.G. AGGREGATE MATERIAL AROUND DEVICES FOR MAINTENANCE ACCESS. GUIDANCE: UP MAINTENANCE
7	MIN. 10" FROM CENTER OF TRACK, TAPERED CURB. GUIDANCE: STANDARD PRACTICE
8	6" NON-MOUNTABLE RAISED CURB. STANDARD: MUTCD 8C-01
9	MOUNTABLE CURB FOR MAINTENANCE ACCESS. GUIDANCE: UP MAINTENANCE

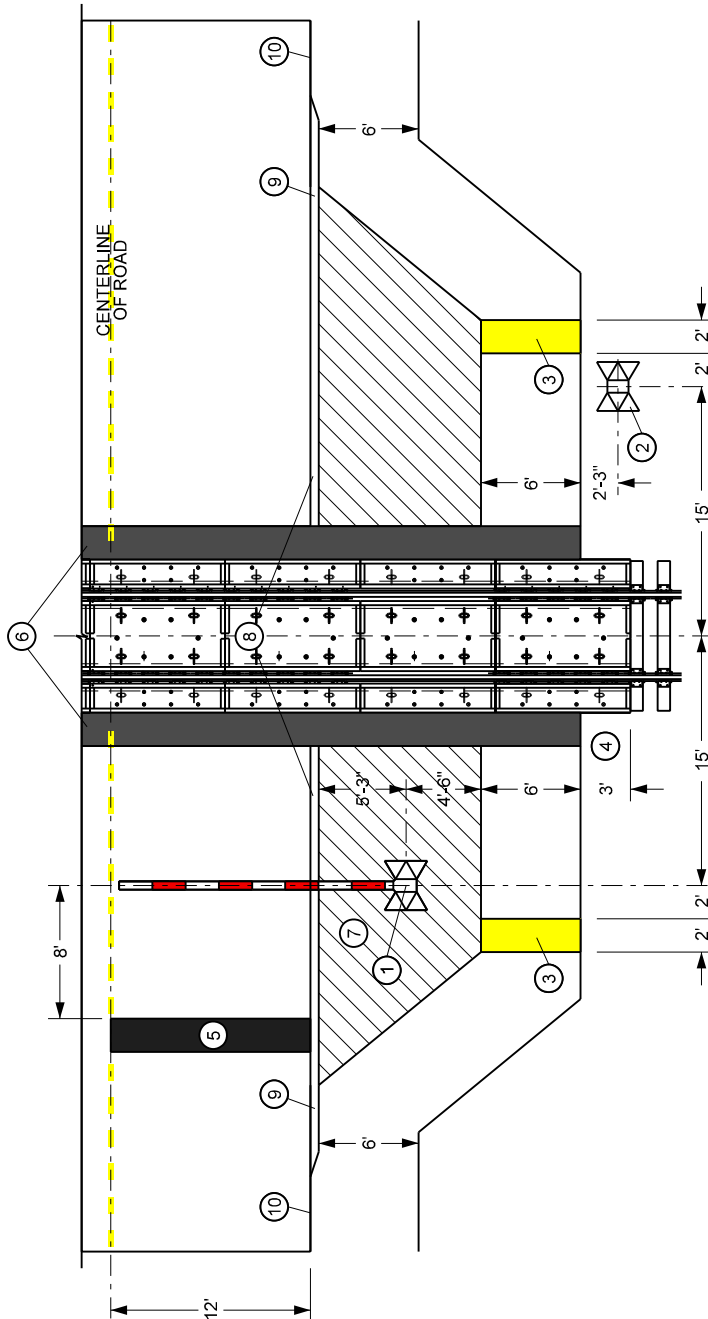


GUIDANCE FOR SIDEWALK IMPROVEMENTS

NOTES:
 1. THE PURPOSE OF THIS DOCUMENT IS TO PROVIDE THE DESIGN ENGINEER WITH THE GUIDELINES FOR SIDEWALK IMPROVEMENTS.
 2. THIS DOCUMENT DOES NOT SUBSTITUTE THE DESIGN ENGINEER'S SPECIFICATIONS FOR A SPECIFIC PROJECT, BUT PROVIDES THE BASIS OF THE STANDARDS, WHICH THE DESIGN ENGINEER SHALL FOLLOW.

	UNION PACIFIC RAILROAD ENGINEERING STANDARDS	STD DWG XXXX
	GUIDANCE FOR SIDEWALK IMPROVEMENTS	APPROVED: _____ VP ENGINEERING ADOPTED: JUNE 3, 2020 REVISED: _____ FILE NO.: XXXX
	PAGE 1 OF 3	


ITEM	DESCRIPTION
1	VEHICULAR DEVICE WITH GATE ARM. STANDARD: MUTCD 8C.02 & 8C.04
2	PEDESTRIAN DEVICE. STANDARD: MUTCD 8D.06
3	MIN. 2' DETACHABLE WARNING STRIP. STANDARD: MUTCD 8D.04
4	MIN. 3' FROM EDGE OF TRAVELED WAY INCLUDING SHOULDERS OR SIDEWALKS. STANDARD: UP STD DWG 0304
5	24" STOP LINE - 8' IN ADVANCE OF NEAREST RAILROAD TRAFFIC CONTROL DEVICE. STANDARD: MUTCD 3B-16
6	MIN. 24" STRIP OF ASPHALT BETWEEN CROSSING SURFACE AND ROADWAY. STANDARD: UP STD DWG 0304
7	UNPAVED AREA - E.G. AGGREGATE MATERIAL AROUND DEVICES FOR MAINTENANCE ACCESS. GUIDANCE: UP MAINTENANCE
8	MIN. 10' FROM CENTER OF TRACK, TAPERED CURB. GUIDANCE: STANDARD PRACTICE
9	6" NON-MOUNTABLE RAISED CURB. STANDARD: MUTCD 8C-01
10	MOUNTABLE CURB FOR MAINTENANCE ACCESS. GUIDANCE: UP MAINTENANCE



GUIDANCE FOR SIDEWALK IMPROVEMENTS W/ OFF-QUADRANT PEDESTRIAN DEVICE

NOTES:
 1. THE PURPOSE OF THIS DOCUMENT IS TO PROVIDE THE DESIGN ENGINEER WITH THE GUIDELINES FOR SIDEWALK IMPROVEMENTS W/ OFF-QUADRANT PEDESTRIAN DEVICE.
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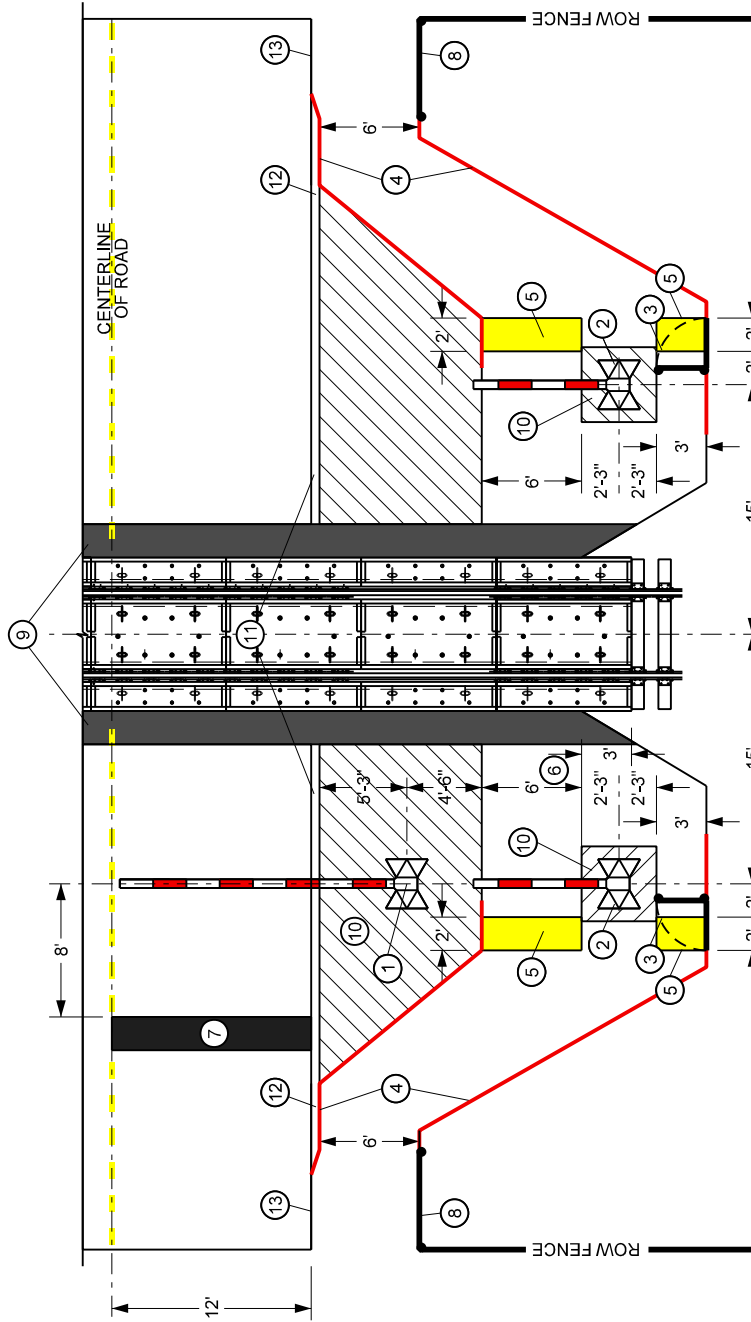
**UNION PACIFIC RAILROAD
 ENGINEERING STANDARDS
 GUIDANCE FOR
 SIDEWALK
 IMPROVEMENTS**

APPROVED:  VP ENGINEERING
 ADOPTED: JUNE 3, 2020
 REVISED:
 FILE NO.: XXXX

STD DWG
 XXXX
 PAGE 2 OF 3

STD DWG
 XXXX
 PAGE 2 OF 3

ITEM	DESCRIPTION
1	VEHICULAR DEVICE WITH GATE ARM. STANDARD: MUTCD 8C.02 & 8C.04
2	PEDESTRIAN DEVICE WITH GATE ARM. STANDARD: MUTCD 8D.06
3	PEDESTRIAN EMERGENCY EXIT GATE. GUIDANCE: STANDARD PRACTICE
4	PEDESTRIAN CHANNELIZING DEVICE - E.G. STEEL TUBE RAIL. INSTALLED NO CLOSER THAN 12" TO CL. GUIDANCE: UP OPERATION AND MAINTENANCE
5	MIN. 2' DETECTABLE WARNING STRIP. STANDARD: MUTCD 8D.04
6	MIN. 3' FROM EDGE OF TRAVELED WAY INCLUDING SHOULDERS OR SIDEWALKS. STANDARD: UP STD DWG 0304
7	24" STOP LINE - 8' IN ADVANCE OF NEAREST RAILROAD TRAFFIC CONTROL DEVICE. STANDARD: MUTCD 3B-16
8	GATE TO PROVIDE UPRR VEHICLE ACCESS FOR MAINTENANCE. STANDARD: UP STD DWG 0076
9	24" MIN. STRIP OF ASPHALT BETWEEN CROSSING SURFACE AND ROADWAY. STANDARD: UP STD DWG 0304
10	UNPAVED AREA - E.G. AGGREGATE MATERIAL AROUND DEVICES FOR MAINTENANCE ACCESS. GUIDANCE: UP MAINTENANCE
11	MIN. 10' FROM CENTER OF TRACK, TAPERED CURB. GUIDANCE: STANDARD PRACTICE
12	6" NON-MOUNTABLE RAISED CURB. STANDARD: MUTCD 8C-01
13	MOUNTABLE CURB FOR MAINTENANCE ACCESS. GUIDANCE: UP MAINTENANCE



GUIDANCE FOR SIDEWALK IMPROVEMENTS W/ PEDESTRIAN GATES

NOTES:
 1. THE PURPOSE OF THIS DOCUMENT IS TO PROVIDE THE DESIGN ENGINEER WITH THE GUIDELINES FOR SIDEWALK IMPROVEMENTS W/ GATE ARMS AND EMERGENCY EXIT ROUTES.
 2. THIS DOCUMENT DOES NOT SUBSTITUTE THE DESIGN ENGINEER'S SPECIFICATIONS FOR A SPECIFIC PROJECT, BUT PROVIDES THE BASIS OF THE STANDARDS, WHICH THE DESIGN ENGINEER SHALL FOLLOW.

**UNION PACIFIC RAILROAD
 ENGINEERING STANDARDS
 GUIDANCE FOR
 SIDEWALK
 IMPROVEMENTS**

APPROVED: VP ENGINEERING
 ADOPTED: JUNE 3, 2020
 REVISED:
 FILE NO.: XXXX

STD DWG
 XXXX
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