CIVIL ENGINEERING FEASIBILITY STUDY
FOR
PROPOSED THE COTTAGES AT CEDAR RIDGE
SEQ COUNTY LINE ROAD & FM 1100
ELGIN, TEXAS
CARNEY PROJECT NO. 1054-04

PREPARED FOR
COTTAGES CEDAR RIDGE, LTD
TICO DEVELOPMENT, LLC
125 HOMETOWN PARKWAY,
KYLE, TEXAS

PREPARED BY
CARNEY ENGINEERING, PLLC
5700 GRANITE PARKWAY
SUITE 200
PLANO, TEXAS 75024

February 22, 2020

Any person signing this Report acknowledges that the Department may publish
the full report on the Department’s website, release the report in response to a
request for public information and make other use of the report as authorized by
law.”
February 22, 2020

Ms. Tiffany Cornelius
TICO Development, LLC
125 Hometown Parkway,
Kyle, Texas

RE: Site Design and Development Feasibility Report
   Proposed Cottages at Cedar Ridge
   SEQ County Line Road & FM 1000
   Elgin, Texas
   CARNEY PROJECT NO. 1007-11

Dear Tiffany:

Submitted herewith is our Civil Engineering Feasibility Study for the subject site in Elgin, Texas. The site is approximately 8.262-acres located at the southeast quadrant of County Line Road and FM 1100.

There will be 8 separate single-story buildings creating at total of 64 units. A clubhouse and other outdoor amenities will also be provided.

This information has been compiled after conversations and with the City of Elgin staff and the client (Developer).

EXECUTIVE SUMMARY

The site which is approximately 8.262 acres and in city limits of Elgin, Texas. The property is zoned “A” – Multi-Family. The plat will be filed as a Minor Plat provided that no public improvements are required. None are anticipated.

Water and sanitary sewer service will be provided by the City of Elgin. A 12-inch water line extends along the south side of County Line Road. Sanitary sewer is located at the northeast corner of the tract along Raymond Johnson Road (FM 1100)
Detention for storm water is not required by the City unless downstream runoff from the subject development adversely impacts the downstream property owners. Above ground detention is planned, if needed.

Following is information from the local Tax Appraisal District concerning the property:

- **Property ID:** - 557512

  **Tax Rates:**

  - CITY OF ELGIN $ 0.656916
  - TRAVIS COUNTY $ 0.369293
  - BASTROP-TRAVIS COUNTIES ESD NO 1 $ 0.100000
  - ELGIN ISD $ 1.518300
  - TRAVIS COUNTY HEALTHCARE DISTRICT $ 0.105573
  - AUSTIN COMM COLL DIST $ 0.104900

There are no inhibiting site development issues that will prevent construction of the proposed apartments at this site.

**EXISTING SITE CONDITIONS & SURVEY**

The site located at the southeast quadrant of County Line Road and FM 1100 and is 8.262 acres in the City Limits of Elgin. A legal description, boundary and topographic survey are attached.

The site is vacant, open with scattered trees on the south side with somewhat heavily wooded in the middle of the site. The ground surface slopes downward to the south and southeast from the high point of approximately elevation 541-ft to 532-ft.

The land use of the surrounding property:

North: FM 1100 and north side Vacant R-2 Single Family Duplex
South: “R-1” Existing Single Family
East: “A” – Existing Multi-Family
West: Vacant – ETJ
ENTITLEMENT PERMITTING

ZONING

The property is zoned “A” and no rezoning will be required.

The zoning requirements and procedures can be found in Chapter 46, Article 4, Division 5 of the Code of Ordinances:

https://library.municode.com/tx/elgin/codes/code_of_ordinances?nodeId=PTIICOOR_CH46ZO_ARTIINGE_S46-4ZODIBO

PLATTING

The property will require re-platting to create one lot for the multi-family project in accordance with Chapter 36 of the Code of Ordinances.

https://library.municode.com/tx/elgin/codes/code_of_ordinances?nodeId=PTIICOOR_CH36SU

The plat will be submitted as a Minor Plat provided no public improvements are required. Along with the Minor Plat a Concept Site Development Plan will also be submitted concurrently. Approval of a Minor Plat is done administratively without P&Z and Council approval.

CONCEPT PLAN SUBMITTAL

A Concept Plan per the current concept plan checklist shall be submitted to the planning department for presentation to the planning and zoning commission on the designated plat submission date preceding the meeting at which approval is requested. An electronic version shall be sent to the planning department and the city's engineer.

Listing of adjacent property owners required. The submittal shall contain a listing of all adjacent property owners and other property owners within 200 feet of the property proposed to be subdivided, with addresses as recorded by Bastrop County tax appraisal district or the Travis County tax appraisal district.

Planning and zoning commission to review within 30 days. The planning and zoning commission shall review the concept plan and within 30 days, act upon said plan as submitted or as modified and, if approved, shall express its approval as conditional
approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and the reasons therefor. At the meeting during which the concept plan comes up for review, the party submitting such plan shall appear in person or by agent or by attorney.

Authority to proceed. Approval of the concept plan does not constitute acceptance of the subdivision, but it’s authority to proceed with the preparation of the preliminary plat. Any work done on the subdivision before the final plat is accepted and recorded is done at the risk of the sub-divider. Approval of the concept plan expires at the end of two years. The planning and zoning commission may, if a written request from the sub-divider is received prior to the end of the two-year period, grant an extension for up to two additional years. If any major changes are required by the planning and zoning commission, the commission may require submission of another concept plan.

SITE DEVELOPMENT PERMITTING

A Pre-Development meeting is recommended prior to starting the design process. The purpose of the Pre-Development meeting is for the City to explain the site development requirements and any site-specific issues. A preliminary Site Plan will be submitted prior to the meeting so staff will have an opportunity to make comments and suggestions. A Pre-Development meeting can normally be scheduled 3 to 5 days in advance.

ENGINEERING PLAN SUBMITTAL PROCESS & REVIEW

1. Pre-Design Meeting
   Although not required, a pre-design meeting between the development team and the Public Works and Fire Department staff allows the development team to ask specific engineering-related questions and allows Public Works and Fire Department staff to share its institutional knowledge before significant design effort is extended. The Predevelopment Meeting should be completed prior to beginning the Engineering Process.

2. Application
   Submit engineering plans for review with the appropriate application and the required number of copies to the City Hall.

3. Staff Review
   The first review normally takes about 2 weeks. Each submittal is reviewed by in house City staff.
4. **Revised Submittal**
Based on the review, changes or corrections shall be made and plans shall be resubmitted. Review of subsequent submittals normally takes 10 business days per submittal.

5. **Engineering Plan Approval**
Once all comments have been adequately addressed and plans have been revised to reflect changes and all project specific permits and documents have been obtained, the Development Services Department will notify the applicant that the Engineering Plans are ready for release.

**Site Plan Design Criteria**

1. *Front yard.* There shall be a front yard having a minimum depth of not less than 25 feet. Where lots have double frontage running through from one street to another, the required front yard shall be provided on both streets.

2. *Side yard.* For multiple-family dwellings the side yard shall be ten feet where no windows or other openings for light face the side yard. In all other cases the minimum depth shall be not less than 12 feet, plus one foot for each 15 feet in length (L).

   \[ D = 12 + \frac{L}{15} \]

   In all cases, where the side yard is adjacent to a side street, the side yard shall not be less than ten feet. Where the corner lot is a key lot, the required front yard shall be provided in both streets.

3. *Rear yard.* For multiple-family dwellings, same as side yard except where property backs up to residentially zoned property the rear yard must have a depth of 50 feet including parking areas. In addition, a brick, stone or acceptable masonry or other cementitious material wall not less than six feet high must be provided along rear property line.

4. *Distances.* The distance between buildings within an apartment development shall in no case be less than the sum of the required minimum depth of the yard requirements set forth in this section. One windowless wall, where window wall faces a windowless wall, the required distance between the two buildings shall be computed as if both walls contained windows.

5. *Lot coverage.* A lot on which there is erected or converted a multiple-family dwelling shall contain a total lot area according to the following schedule:
<table>
<thead>
<tr>
<th>Each efficiency unit</th>
<th>525 square feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Each one-bedroom unit</td>
<td>675 square feet</td>
</tr>
<tr>
<td>Each two-bedroom unit</td>
<td>1,000 square feet</td>
</tr>
<tr>
<td>More than two-bedroom unit</td>
<td>1,000 square feet, plus 200 square feet for each bedroom over two</td>
</tr>
</tbody>
</table>

(6) **Livability open space.** No less than 30 percent of the total gross land area used for people, planting and visual appeal.

(7) **Front exterior walls.** There shall be a minimum of 75 percent brick, stone or stucco construction on all front exterior walls.

(8) **Height restrictions:** The following are height regulations for the A-Multiple-Family Residential District: no buildings shall exceed 50 feet in height.

(9) **Parking Requirements:** A minimum of two parking spaces per unit on an improved impervious driveway. With a minimum of 25 percent of said parking spaces being covered in a manner approved by the city prior to construction of said cover.

The project is for a senior population. The parking criteria is recognized as excessive by most municipalities. A parking variance will be requested. It’s anticipated that a variance to a parking ration of 1.5 parks per unit will be approved.

**DRAINAGE**

The site has been located on the Flood Insurance Rate Map (FIRM) No. 48453C0510H effective date September 26, 2008 and is not within the 100-year flood zone. Detention for storm water is not required by the City unless it adversely impacts the downstream property. However, drainage will be taken to the ROW of TxDot and above ground detention is expected.

The drainage will conform to Chapter 36 and Division 9 of the Code of Ordinances and can be accessed with the following link:
The City does not have a “Drainage Design Criteria Manual”. However, after visiting with City staff the following is how the drainage requirements will be handled:

a. Detention storage is used principally to reduce the increased runoff caused by urbanization.

b. Detention storage areas shall have the capacity and outlet system to reduce flows for the 2, 10, 25 and 100-year frequency storms to a level not exceeding pre-development rates. Design criteria shall be in accordance with Section 7.

c. Maintenance of detention areas shall normally be the responsibility of the landowner.

d. Discharge from detention storage areas shall not cause downstream erosion.

e. An emergency spillway shall be provided and sized to convey the excess 100-year flow which is not stored or conveyed by the principle spillway.

f. Hydrologic routing through the detention pond of discharges from the 2, 10, 25 and 100-year storms shall be performed to ensure that post development runoff is equal to or less than pre-development runoff under a range of storm frequencies. The Public Works Director may request validation and/or verification of design software computations.

TxDot will require plan review for drainage discharge to FM 1100.

**UTILITIES**

The City of Elgin provides both water and sanitary sewer services. A 12-inch Water line is present along the south side of County Line Road and FM 1100. A 6-inch is present at the northeast corner of the site in the FM 1100 ROW. Capacity of both water and sewer services is adequate and no lift station is anticipated.
Overhead electrical (both single and 3-phase) is available at the property.

FIRE DEPARTMENT REQUIREMENTS

The fire requirements can be found in the Code of Ordinances in Chapter 36, Article VII, Section 36-515.

https://library.municode.com/tx/elgin/codes/code_of_ordinances?nodeId=PTIICOOR_CH36SU_ARTVIIACRE_S36-515ACFIAP

Fire protection is provided by the City of Elgin Fire Department and must comply with Fire Marshal’s Office regulations, and in no case be less than currently adopted International Fire Code requirements.

Access roadways for fire apparatus shall be designed and adhere to the following regulations:

(1) Means of access for fire department apparatus shall consist of fire lanes, private or public streets, commercial driveways, alleys, parking lot lanes, or a combination thereof.

(2) Means of access for fire department apparatus shall be constructed of a hard, all-weather surface, concrete or asphalt, adequately designed to support the heaviest piece of fire apparatus likely to be operated on the roadway.

(3) Every cul-de-sac more than 150 feet in length shall be provided at the closed end with a turnaround, having a curb radius of not less than 50 feet.

(4) Turns or bends in streets shall maintain the minimum surface width for the designated category of street.

(5) Turns in publicly owned arterial or collector streets shall be constructed with a minimum turn radius of 100 feet to the centerline. Turns in other public or privately-owned minor streets shall be constructed with a minimum radius of 25 feet at the inside curb line and a radius of 50 feet at the outside curb line.
(6) Street surfaces shall not be less than 18 feet wide, provided no parking is allowed; not less than 26 feet wide if parallel parking is allowed on one side; and not less than 30 feet wide if parallel parking is allowed on both sides.

(7) Fire lanes in commercial or governmental development shall not be less than 20 feet wide, with 18 feet surface minimum.

(8) Commercial and governmental driveways and alleys shall not be less than 15 feet in surface width. Residential driveways shall not be less than 12 feet in surface width, except in areas of 25 percent grade where ten feet surface width may be used.

(9) Finished grades of all driveways shall not be greater than 35 percent. The city council approval is required to exceed finished grades of five percent for commercial and 20 percent for residential driveways.

(10) Fire lanes, driveways and alleys connecting to public or private streets shall be provided with flare curb cuts extending at least two feet beyond each edge of street surface.

(11) At least 13 feet six inches of nominal height clearance must be provided over the full width of public streets, private streets, fire lanes, commercial and governmental driveways.

PROPOSED OFFSITE IMPROVEMENTS

No offsite improvements are expected.

INGRESS & EGRESS

The site has frontage on both County Line Road and FM 1101. TxDot and the City plan on re-aligning County Line Road (i.e. straightening out) per the schematic in the “Attachment” section of this report. The timing for this improvement is not certain. The exact location of the driveway entrance is shown on the Site Plan to be approximately 250 north of the existing Crescent Village I Apartment driveway entrance which is on County Line Road.

In designing and locating entrance and exit driveways, the following regulations shall be observed (Section 36-514):

(1) Entrance and exit driveways to all state highway routes within the city limits shall be not less than 30 feet in width, i.e., one entrance and exit lane at 15 feet
each nor in excess of 45 feet (one entrance and two exit lanes at 12 feet each and a maximum nine-foot-wide landscaped median or island) in width for lots used for nonresidential purposes. For residential driveway widths shall not be less than 12 feet nor more than 24 feet. Shared driveways are permitted for nonresidential development, i.e., one common driveway serving two contiguous lots to all state highway routes within the city limits and located at/about the common property corner, not exceeding 45 feet in width, including any proposed median up to nine feet wide. For all driveways other than to all state highway routes within the city limits, entrance and exit driveways shall not exceed 24 feet and maximum 30 feet (for emergency vehicles). All access driveways to nonresidential lots shall be at 90 degrees, or within a limit of plus or minus ten degrees off 90 degrees, to the intersecting public street. Landscaped islands or medians beyond the property line are prohibited in the right-of-way without prior written approval of the state department of transportation.

(2) Access to all other public streets shall be by no more than two points of access for each 400 feet of lot frontage, or fraction thereof. Lots less than 100 feet in width shall have no more than one point of access to any one public street. In all cases, owners and developer shall provide adequate access to each proposed lot for subdivisions, so that internal traffic management is provided.

(3) The minimum separation between driveways along all state highway routes within the city limits is 100 feet. To the greatest extent possible, proposed access to all state highway routes within the city limits should align with existing driveways or public streets on the opposite side of the road. If this is not possible, then there shall be a minimum 120-foot offset, as measured from driveway edge to edge between such driveways. For all other roads or streets, the minimum distance between any two driveway entrances, whether on the same or different lots, shall be 35 feet, measured along the curb line, except for driveways on a cul-de-sac.

(4) Driveway entrances shall be set back at least 35 feet from the point of tangency of the curb at any intersecting street.

(5) Adequate culverts shall be provided under driveway entrances to prevent obstruction of drainage ways. The minimum size shall be 18 inches or equivalent approved by the city engineer.

(6) All driveways shall be designed so as to provide safe vehicular entrance and exit without the necessity of backing out into a public street.

(7) Every driveway entrance and exit shall be at roadway grade level where the driveway intersects the city's right-of-way. For access driveways to all state highway routes within the city limits, a negative slope of two percent shall be required where there is no curb and gutter for a minimum of eight feet or to the
top of the culvert, and areas with curb and gutter, a positive grade will be allowed.

(8) All direct ingress and egress shall be designed so as to minimize increases in traffic flow on other streets within the city. Mutual access agreements on parking lots, driveways and adjoining properties shall be encouraged. The specific number, width and location of ingress and egress points shall be established by a professional traffic engineer, subject to city council approval.

(9) All state highway routes within the city as described by the municipal maintenance agreement between the state department of transportation and the city include FM 1100: From 9th Street to the west city limits.

A TIA will not be required since an impact fee is being paid to improve County Line Road. However, a 20’ to 25-foot ROW dedication for the proposed road improvements will be required.

The City and TxDot Permit have a interlocal agreement whereby the driveways in this area will be permitted by the City.

LANDSCAPING

The City of Elgin has a Landscape Ordinance and shall meet the requirements of Chapter 44 Sections 44-1 through 44-18. The requirements can be found at:

https://library.municode.com/tx/elgin/codes/code_of_ordinances?nodeId=PTIICO OR_CH44VE

SIGNAGE

Signage for the project is anticipated to include ground supported Monument Signs. No obstacles are anticipated to obtain a Sign Permit.

A fully completed Sign permit application is required. Signage will be provided in accordance with Chapter 42 of the Code of Ordinances.

BUILDING PERMIT & PLAN REVIEW

No permit for the erection, alteration, or enlargement of any building shall be issued by the building inspector unless there first be filed in his office by the
applicant therefor, a plat, drawn to scale, and in such form as may be prescribed by the building inspector, correctly showing the location and actual dimensions of the lot to be occupied, the dimensions and location on the lot of the building to be erected, altered and enlarged, together with a true statement in writing, signed by the applicant, showing the use for which such building is arranged, intended or designed, and furnishing such other information as the building inspector may require in the enforcement of the provisions of this chapter, and any failure to comply with the provisions of this article shall be good cause for the revocation of any such building permit by the building inspector. A record of such applications and plats shall be kept in the office of the building inspector.

All required information must be submitted, and all contractors must be licensed and currently registered with the City of Elgin.

Review time will be approximately 10 to 15 days assuming the submittal is complete. The City will notify when the plan has been approved or disapproved.

The following codes are effective for City of La Grange:

- 2012 International Building Code
- 2012 International Residential Code for One-Two Family Dwellings
- 2012 International Plumbing Code
- 2012 International Mechanical Code
- 2012 International Energy Conservation Code
- 2012 International Existing Building Code
- 2012 International Property Maintenance Code
- 2012 International Fuel Gas Code
- 2014 National Electrical Code
- 2012 Life Safety Code, 101

**CITY FEES**

The City of Elgin fee schedule is estimated according to the attached Fee Schedule:

- Building Permit – Est. $ 50,800
- Impact Fees
  - Water & Sewer $ 168,000
  - County Road $ 100,000
  - Park $ 32,000
- Review Fees – Est. $ 5,000
- Water & Sewer Tap Fee $ 4,000
- Application Fees (est.) $ 2,000
PHASE I ENVIRONMENTAL ASSESSMENT

A Phase I ESA was performed by another Consultant. The results indicated there were no Recognized Environmental Conditions (REC). A copy of that report will be presented in the Developer’s Application.

ONSITE & OFFSITE COST ESTIMATES

The estimated onsite construction costs including earthwork, storm drainage, landscaping, utilities, and paving is $1,439,906. No offsite improvements are anticipated.

SUMMARY

The developer and development team have completed a specified amount of due diligence as identified in the Texas Department of Housing and Community Affairs (TDCHA) Additional Evidence of Preparation to Proceed Chapter 10, Subchapter C, Section 5, “Site Design and Development Feasibility Report.” We have concluded that this site will accommodate the proposed project. This conclusion is based on the following:

• Conversations and meetings with the City staff along with the Developer
• Review of information made available by others
• Review of the ordinances, design requirements, and utility availability
• Preliminary Site Plan and contours of the site

This summary letter may be relied upon only by the Developer/Client; it is not intended for use by any other party. The Client may use this letter as part of its due diligence, but this report should not be used as the sole basis for the Client’s decision making. We endeavored to research site development issues and constraints to the extent practical given the scope, budget, and schedule agreed to with the Client. New issues may arise during development because of changes in governmental rules and policy, changed circumstances, or unforeseen conditions.
We trust this provides you with the information needed at this time. If you have any questions or comments, please call.

Respectfully submitted,

CARNEY ENGINEERING, PLLC
TBPE FIRM NO. F-5033

T. Craig Carney, P.E.

2/27/20
PLAT OF SURVEY
REALTEX DEVELOPMENT CORPORATION
CRESCENT VILLAGE, SECTION ONE
8.262 ACRES
TRAVIS COUNTY, TEXAS
Property Search > 557512 REALTEX DEVELOPMENT for Year 2020

**Property**

<table>
<thead>
<tr>
<th>Account</th>
<th>Legal Description: LOT 1 CRESCENT VILLAGE SEC 1 (8.274AC IN TRAVIS CO)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property ID: 557512</td>
<td></td>
</tr>
<tr>
<td>Geographic ID: 0643080309</td>
<td></td>
</tr>
<tr>
<td>Type: Real</td>
<td></td>
</tr>
<tr>
<td>Property Use Code:</td>
<td></td>
</tr>
<tr>
<td>Property Use Description:</td>
<td></td>
</tr>
</tbody>
</table>

**Protest**

| Protest Status: | |
| Informal Date: | |
| Formal Date: | |

**Location**

| Address: COUNTY LINE RD TX 78621 | Mapsco: |
| Neighborhood: Land Region 320 | Map ID: 064209 |
| Neighborhood CD: _RGN320 | |

**Owner**

| Name: REALTEX DEVELOPMENT CORPORATION | Owner ID: 532870 |
| Mailing Address: PO BOX 441607 HOUSTON, TX 77244-1607 | % Ownership: 100.0000000000%

**Exemptions:**

**Values**

| (+) Improvement Homesite Value: | N/A |
| (+) Improvement Non-Homesite Value: | N/A |
| (+) Land Homesite Value: | N/A |
| (+) Land Non-Homesite Value: | N/A |
| (+) Agricultural Market Valuation: | N/A |
| (+) Timber Market Valuation: | N/A |
| (=) Market Value: | N/A |
| (=) Appraised Value: | N/A |
| (-) HS Cap: | N/A |
| (=) Assessed Value: | N/A |

**Taxing Jurisdiction**

<p>| Owner: REALTEX DEVELOPMENT | |
| % Ownership: 100.0000000000% | |
| Total Value: N/A | |</p>
<table>
<thead>
<tr>
<th>Entity</th>
<th>Description</th>
<th>Tax Rate</th>
<th>Appraised Value</th>
<th>Taxable Value</th>
<th>Estimated Tax</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>TRAVIS COUNTY</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>0A</td>
<td>TRAVIS CENTRAL APP DIST</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>1L</td>
<td>BASTROP-TRAVIS COUNTIES ESD NO 1</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>2A</td>
<td>ELGIN ISD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>2I</td>
<td>TRAVIS COUNTY HEALTHCARE DISTRICT</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>68</td>
<td>AUSTIN COMM COLL DIST</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>Total Tax Rate:</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Taxes w/Current Exemptions:</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Taxes w/o Exemptions:</td>
<td>N/A</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Improvement / Building
No improvements exist for this property.

Land

<table>
<thead>
<tr>
<th>#</th>
<th>Type</th>
<th>Description</th>
<th>Acres</th>
<th>Sft</th>
<th>Eff Front</th>
<th>Eff Depth</th>
<th>Market Value</th>
<th>Prod. Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LAND</td>
<td>Land</td>
<td>25.002</td>
<td>1089087.12</td>
<td>0.00</td>
<td>0.00</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Roll Value History

<table>
<thead>
<tr>
<th>Year</th>
<th>Improvements</th>
<th>Land Market</th>
<th>Ag Valuation</th>
<th>Appraised Value</th>
<th>HS Cap</th>
<th>Assessed</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>2019</td>
<td>$0</td>
<td>$173,227</td>
<td>0</td>
<td>173,227</td>
<td>$0</td>
<td>$173,227</td>
</tr>
<tr>
<td>2018</td>
<td>$0</td>
<td>$173,227</td>
<td>0</td>
<td>173,227</td>
<td>$0</td>
<td>$173,227</td>
</tr>
<tr>
<td>2017</td>
<td>$0</td>
<td>$173,227</td>
<td>0</td>
<td>173,227</td>
<td>$0</td>
<td>$173,227</td>
</tr>
<tr>
<td>2016</td>
<td>$0</td>
<td>$173,227</td>
<td>0</td>
<td>173,227</td>
<td>$0</td>
<td>$173,227</td>
</tr>
<tr>
<td>2015</td>
<td>$0</td>
<td>$173,224</td>
<td>0</td>
<td>173,224</td>
<td>$0</td>
<td>$173,224</td>
</tr>
</tbody>
</table>

Deed History - (Last 3 Deed Transactions)

<table>
<thead>
<tr>
<th>#</th>
<th>Deed Date</th>
<th>Type</th>
<th>Description</th>
<th>Grantor</th>
<th>Grantee</th>
<th>Volume</th>
<th>Page</th>
<th>Deed Number</th>
</tr>
</thead>
</table>

Questions Please Call (512) 834-9317

This year is not certified and ALL values will be represented with "N/A".

Website version: 1.2.2.30  
Database last updated on: 2/22/2020 12:03 AM  
© N. Harris Computer Corporation
This map complies with FEMA’s standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA’s basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/26/2020 at 12:33:31 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.
# Site Work Cost Breakdown

This form must be submitted with the Development Cost Schedule as justification of Site Work costs.

**Column A:** The Site Work activity reflected here must match the Site Work activity reflected in the Development Cost Schedule.

**Columns B and C:** In determining actual construction cost, two different methods may be used:

- The construction costs may be broken into labor (Column B) and materials (Column C) for the activity; OR
- The use of unit price (Column B) and the number of units (Column C) data for the activity.

**Column D:** To arrive at total construction costs in Column D:

- If based on labor and materials, add Column B and Column C together to arrive at total construction costs.
- If based on unit price measures, Column B is multiplied by Column C to arrive at total construction costs.

**Column E:** Any proposed activity involving the acquisition of real property, easements, rights-of-way, etc., must have the projected costs of this acquisition for the activity.

**Column F:** Engineering/architectural costs must be broken out by the Site Work activity.

**Column G:** Figures for Column G, Total Activity Cost, are obtained by adding together Columns D, E, and F to get the total costs.

**This form must be completed by a Third-Party engineer licensed to practice in the State of Texas. His or her signature and registration seal must be on the form.**

For Site Work costs that exceed $15,000 per Unit and are included in Eligible Basis, a CPA letter allocating which portions of those site costs should be included in Eligible Basis and which ones may be ineligible must be submitted behind this tab.

<table>
<thead>
<tr>
<th>Activity</th>
<th>Labor or Unit Price</th>
<th>Materials or # of Units</th>
<th>Total Construction Costs</th>
<th>Acquisition Costs</th>
<th>Engineering / Architectural Costs</th>
<th>Total Activity Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demolition</td>
<td>$</td>
<td>1</td>
<td>$ 79,195.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Asbestos Abatement (Demolition Only)</td>
<td>$</td>
<td>1</td>
<td>$ 79,195.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Detention</td>
<td>$ 79,195.00</td>
<td>1</td>
<td>$ 79,195.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Rough Grading</td>
<td>$ 158,390.00</td>
<td>1</td>
<td>$ 158,390.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Fine Grading</td>
<td>$ 106,193.00</td>
<td>1</td>
<td>$ 106,193.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>On-site concrete</td>
<td>$ 74,695.00</td>
<td>1</td>
<td>$ 74,695.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>On-site Electrical</td>
<td>$ 238,484.00</td>
<td>1</td>
<td>$ 238,484.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>On-site paving</td>
<td>$ 367,176.00</td>
<td>1</td>
<td>$ 367,176.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>On-site Utilities</td>
<td>$ 293,381.00</td>
<td>1</td>
<td>$ 293,381.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Decorative Masonry</td>
<td>$ 43,197.00</td>
<td>1</td>
<td>$ 43,197.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Bumper stops, striping &amp; signs</td>
<td>$ 14,399.00</td>
<td>1</td>
<td>$ 14,399.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td>Entry Gates</td>
<td>$ 64,796.00</td>
<td>1</td>
<td>$ 64,796.00</td>
<td>in A/E Design Fee</td>
<td>$</td>
<td>$</td>
</tr>
</tbody>
</table>

**Total** $1,439,906

Signature of Registered Engineer:

Date: 2-27-20

T. Craig Carney, P.E.

Printed Name:

If a revised form is submitted, date of submission:

2/25/2020