



FINAL FINANCING PLAN  
AND PROJECT PLAN FOR  
TAX INCREMENT  
REINVESTMENT ZONE  
NUMBER 2, CITY OF  
JERSEY VILLAGE, TX

APPROVED February 19, 2018  
Ordinance 2018-05

## Contents

Introduction .....	3
Map 1: Location of Proposed Tax Increment Reinvestment Zone .....	4
Benefits of the District .....	4
Project Plan .....	5
Existing Uses and Conditions .....	6
Figure 1: Current Land Uses .....	6
Map 2: Existing Uses and conditions of land within and around the TIRZ. ....	7
Map 3: The existing land use zoning within the TIRZ.....	7
Map 4: The existing land use zoning with the characteristic zones overlaid.....	8
Figure 2: Jersey Village Crossing Character Zones .....	9
Ordinance Changes .....	10
Non-Project Costs .....	10
Method of Relocation .....	10
Financing Plan .....	10
Financial Plan Narrative .....	10
Estimated Project Costs .....	10
Kind, Number and Location of Proposed Public Improvements.....	11
Economic Feasibility.....	12
Estimate of Bonded Indebtedness To Be Incurred .....	13
Estimated Time When Monetary Obligations Are To Be Incurred .....	13
Methods and Sources of Financing.....	13
Duration of Zone .....	14
Current Appraised Value of Taxable Real Property .....	14
Estimated Captured Appraised Value By Year .....	14
Exhibit A: Wastewater Project Location Map .....	17
Exhibit B: Water Project Location Map.....	19

## Introduction

The City of Jersey Village (the “City”) incorporated in 1956, and is located in northwest Harris County. The current population of the city is 7,935. The City is approximately 90% built out. The relatively undeveloped land within the City limits and its ETJ are located mainly within this proposed Reinvestment Zone.

The City of Jersey Village teamed with consultants to gather input from community stakeholders (from agencies like Harris County, the Houston-Galveston Area Council, METRO, and private land owners) and develop a conceptual plan for the area south of U.S. 290, known as Jersey Village Crossing. Jersey Village Crossing is a proposed 274 acre mixed-use development that includes a major Transit-Oriented Development component that incorporates preliminary designs for a light rail stop. Recent economic trends indicate that workers want to live in places with destinations, public and civic spaces, vibrant social life, recreational opportunities, and a reasonable commute—all of which are usually included in a mixed-use development. Jersey Village can expect reasonable growth over the next 30 years, with ongoing demand for both residential and non-residential real estate. The TOD site would capture a fair share of that growth so long as it includes a mix of mutually reinforcing land uses for both day and night.

The area designated for Transit Oriented Development (TOD) along U.S. 290 is intended to enhance the relationship between land use and transportation by focusing on design, layout and intensity of use. This area is situated on the south side of the highway. The present plan for this area includes co-location of a new central transit station with the METRO light rail and supportive reuse surrounding the site. When combined with effective transit service, the neighborhood presents more walkable opportunities nearby and safe, comfortable options for routes to walk as well as destinations to walk to. In turn, the transit provides residents and workers in the area reliable transportation choices, extending their options, and supports the more intense use of land. In addition to transit access, characteristics of this land use type often include lower speed roads and narrower cross sections to encourage safe walking, a mix of residential uses within a quarter mile of the transit service, multistory residential, sidewalks buffered from roads, reduced parking and parking behind buildings, and a mix of uses to encourage options nearby to live, work, and play. They may also include adaptive reuse of existing buildings, design elements like awnings on buildings to protect residents from weather, pedestrian scaled lighting, benches, street trees and landscaping. Safe biking facilities like bike lanes and lower road speeds can extend the range of the TOD effective area and can further provide good alternatives to walking and driving short distances.

The City believes that this development can and likely will occur before the transit piece of the development occurs. This development is envisioned to accommodate transit, but is not predicated on the transit before development happens.

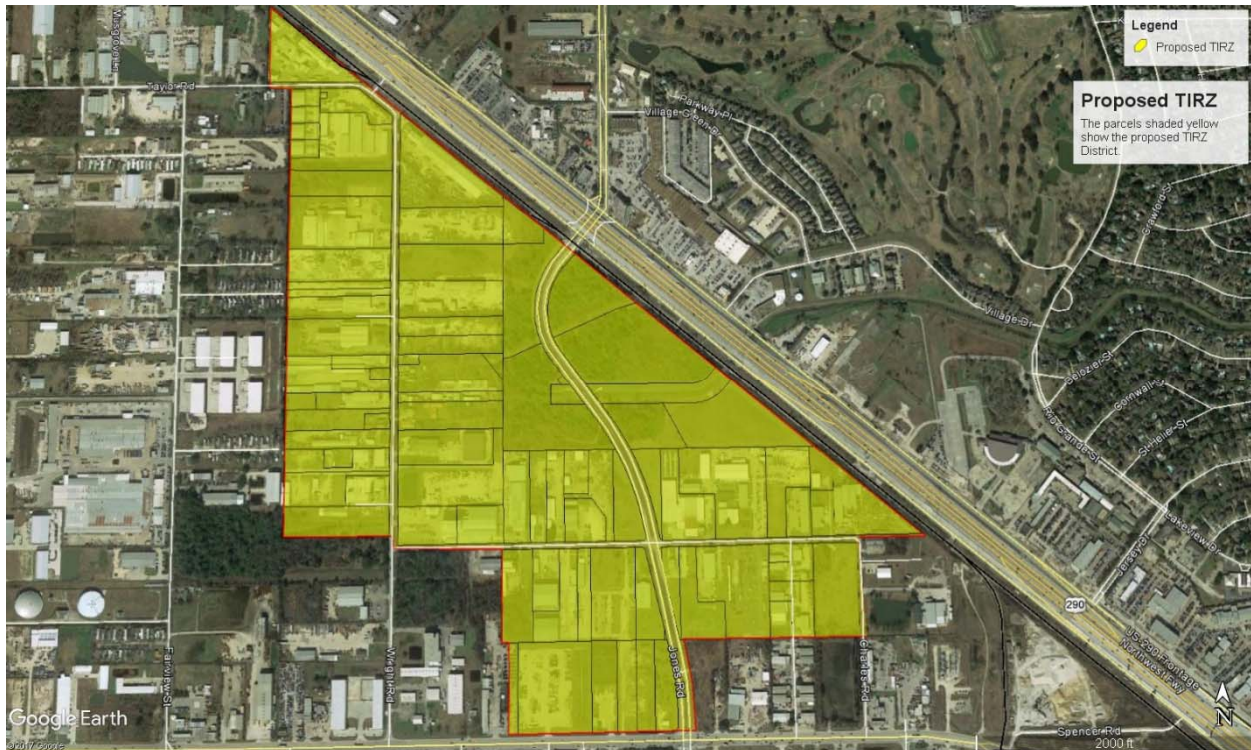
In order to facilitate this development the City is proposing the creation of Tax Increment Revitalization Zone (TIRZ) Number 2, City of Jersey Village, TX. The TIRZ as proposed will allow the City and other taxing entities to partner with each other for public improvements each may have planned for the area. The City believes that a TIRZ is the best mechanism by which to partner with private sector developers to plan, fund, and construct the needed improvements over the long-range time horizon such an ambitious undertaking might require.

Through the TIRZ, the City can both maximize the value of the ETJ to the benefit of voters and citizens, as well as contribute to the community cohesion that comes with planned development. Annexation of the ETJ will be required as part of the project. Annexation may happen through any of the means outlined in Texas State Statutes.

The TIRZ is one layer of funding to help leverage additional funding sources for city improvements. Creating a TIRZ with identified projects is an effective method to communicate the city's key areas for investment and targeted growth.

### Map 1: Location of Proposed Tax Increment Reinvestment Zone

The proposed boundaries of the TIRZ are depicted below.



### Benefits of the District

The creation of this proposed TIRZ District allows the City of Jersey Village to benefit from new business tax revenue, sales tax revenue, and job creation on property that is currently vacant. In addition, this will also likely spur the development of other underutilized lands to a more productive land use.

It will allow companies to make significant investments within the proposed TIRZ area that has the potential to add over \$520 million to the tax base over the proposed 30 year life of the district.

The City will capture 100% of the taxable real property incremental revenues being created within the TIRZ.

## Project Plan

This Project Plan and Reinvestment Zone Financing Plan (“The Plan”) has been prepared in accordance with the requirements of Chapter 311.011 of the Texas Tax Code and outlines the improvements to be funded and implemented by the proposed Tax Increment Reinvestment Zone Number 2, City of Jersey Village, Texas.

There are also several benefits to the city, other local taxing jurisdictions, and tax payers in general that will be accomplished with this TIRZ. One of those benefits is achieving some of the Comprehensive Plan Goals, which include:

- Invest in infrastructure, activities, and opportunities that will revitalize the highway 290 corridor to maximize its visual appeal, sense of place, and economic value.
- Promote infill and redevelopment of vacant or underutilized parcels.
- Promote the appropriate mix of land uses within the city limits and extraterritorial jurisdiction.
- Ensure that transportation, public services, and utilities are maintained and enhanced to meet the community’s present and future needs.
- Provide public facilities to maintain community safety, and serve existing and new development in an efficient and cost effective manner.
- Highlight the city’s image as a special community by enhancing the visual character of the city’s commercial areas and community entrances.
- Encourage quality family-oriented retail, restaurant, and entertainment opportunities to provide the goods and services valued by jersey village’s residents.

Other benefits for the City include:

- Provides ability to influence quality, timing, and type of development in ETJ.
- Enhances the City’s tax base.
- Provides tool to partner with private developers to construct improvements.

## Existing Uses and Conditions

The table below, based on information from the Comp Plan, details the existing land uses and the percentages of their respective areas within the City.

Figure 1: Current Land Uses

Land Use	City Limits		ETJ	
	Acres	Percent	Acres	Percent
Single Family	683	30.2%	15	2.1%
Multi-Family	88	3.9%	0	0.0%
Townhome	21	0.9%	0	0.0%
Manufactured	-	0.0%	25	3.6%
<b>Total Residential</b>	<b>792</b>	<b>35.0%</b>	<b>40</b>	<b>5.7%</b>
Parks and Open Space	83	3.7%	0	0.0%
Public/Semi-Public	180	8.0%	11	1.6%
Private Recreation	134	5.9%	0	0.0%
Retail	44	1.9%	2	0.3%
Office	28	1.2%	0	0.0%
Commercial	182	8.1%	198	28.1%
Industrial	74	3.3%	302	42.9%
Detention Pond/Lake	98	4.3%	5	0.7%
Right-of-Way	446	19.8%	28	4.0%
Railroad Right-of-Way	27	1.2%	0	0.0%
<b>Nonresidential</b>	<b>1,296</b>	<b>57.4%</b>	<b>546</b>	<b>77.6%</b>
<b>Vacant</b>	<b>170.00</b>	<b>7.5%</b>	<b>118</b>	<b>16.8%</b>
<b>Total Acres</b>	<b>2,258</b>		<b>704</b>	

On the following pages are maps that show the existing uses and land conditions of the proposed TIRZ area, along with the current zoning of the area.

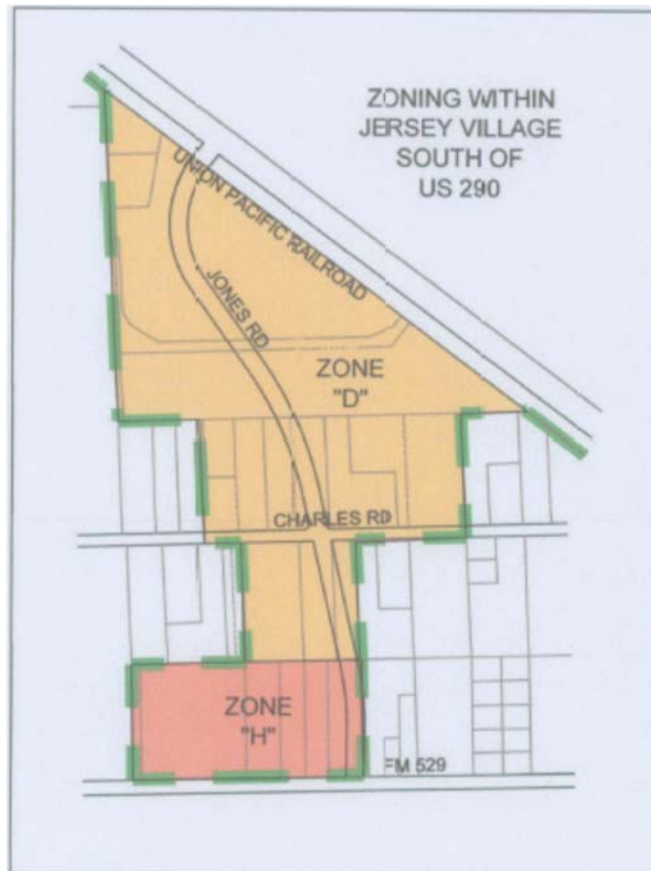
Map 2: Existing Uses and conditions of land within and around the TIRZ.



**Existing Land Use  
Jersey Village**

- |               |                      |
|---------------|----------------------|
| Single Family | Retail               |
| Townhome      | Parks and Open Space |
| Multi-Family  | Private Recreation   |
| Office        | Public/Semi-Public   |
| Commercial    | Detention Pond/Lake  |
| Industrial    | Vacant               |
- 
- |         |
|---------|
| City    |
| ETJ     |
| Streams |

Map 3: The existing land use zoning within the TIRZ.



Map 4: The existing land use zoning with the characteristic zones overlaid.

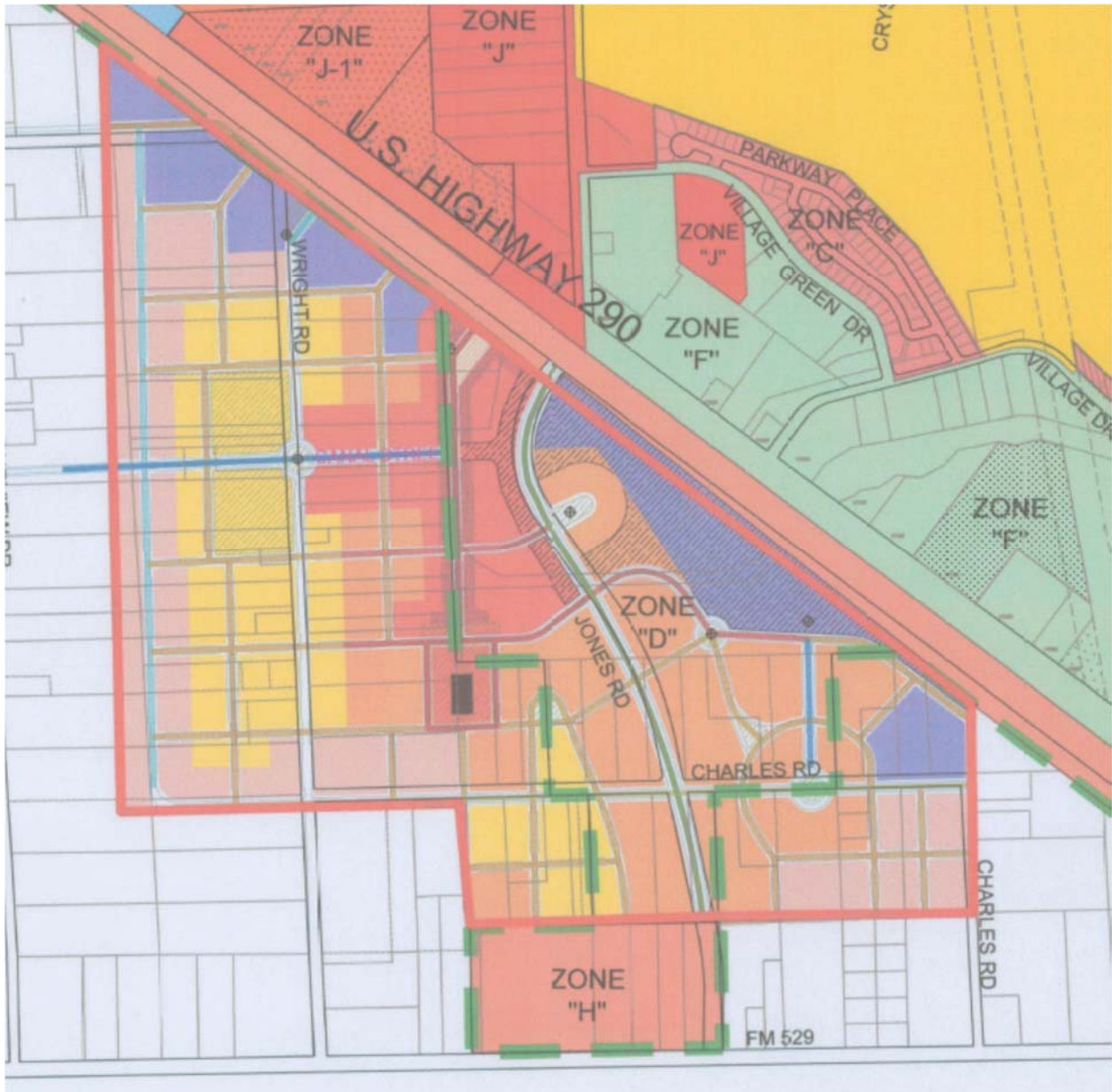
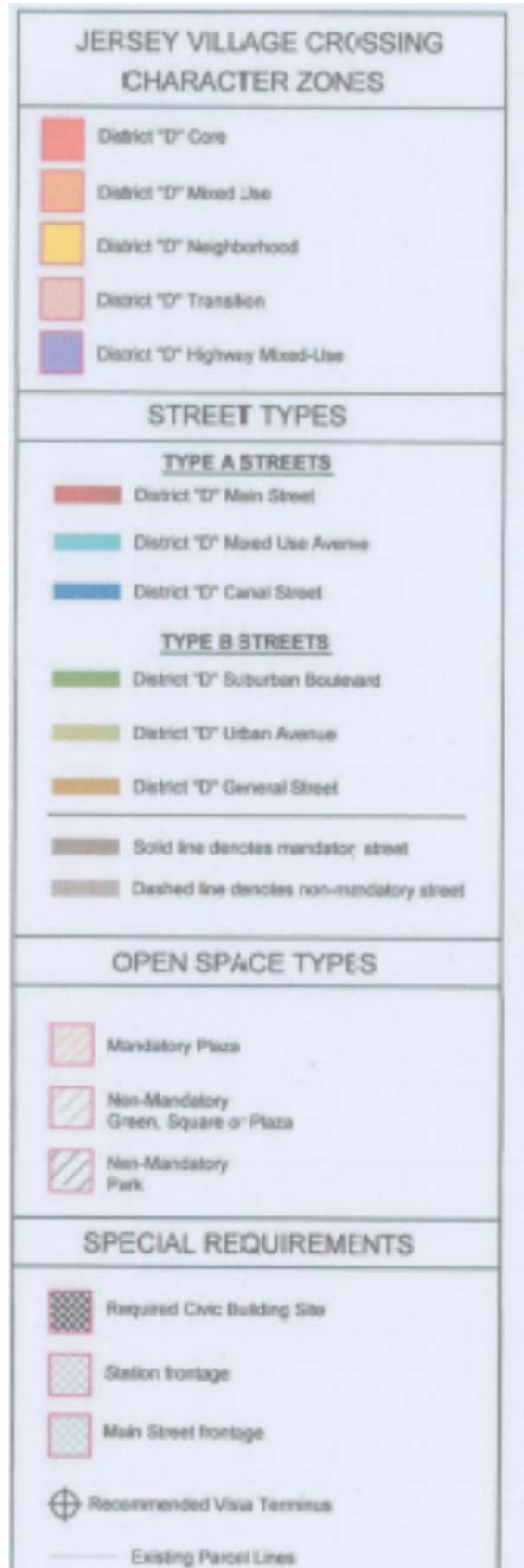




Figure 2: Jersey Village Crossing Character Zones



## Ordinance Changes

Other than ordinance changes that may be required by the annexation and zoning of properties currently in the ETJ, there are no other contemplated changes to the City's Code of Ordinances or Master Plan.

## Non-Project Costs

Non-Project Costs will consist of unreimbursed costs of public rights-of way, utility upgrades, street relocation cost, technology investment, public open space improvements and other private investment. The projects which are expected to result from the TIRZ major infrastructure improvements consist of private investment in various development projects which will include internal infrastructure such as internal roads, water, sewer, and drainage facilities, along with the private development. The total value of such projects can reasonably be projected to total more than \$70 million at TIRZ end.

## Method of Relocation

There are only four parcels in the Zone that are currently used for residential purposes. If relocation is necessary it will be done in accordance with all applicable city, state, and federal requirements.

Certain TIRZ eligible projects such as road improvements may result in the relocation of existing uses depending upon its final alignment. If relocation becomes necessary and in instances where appropriate, costs associated with such relocation may, on a case-by-case basis, be considered as eligible project costs, as determined by the Board of Directors of the TIRZ. In addition, the TIRZ Board and City will consider and utilize such other methods as are available, cost effective, and efficient to aid in the relocation with due weight being given to the availability of tax increments to pay related costs.

## Financing Plan

### Financial Plan Narrative

The City views its participation in the development of the Jersey Crossing area as vital to the success of the development of this area, and the long-term growth of Jersey Crossing as a community asset. The cost of the development within the proposed Zone will be a public private partnership model that has been successful in numerous other communities. The TIRZ is intended to provide a funding and/or reimbursement mechanism for major public infrastructure to provide improved roadways and public utilities to un-served properties within the zone, along with the various landscape, beautification, and urban design components that are already part of the Form Based Codes in place in this area. The comprehensive and long-term nature of the project will promote stability, sustainable commercial, retail, and light industrial opportunities in an area that is currently underutilized and undervalued. The TIRZ may fund all or a portion of the eligible projects.

### Estimated Project Costs

The City of Jersey Village is proposing the following Financial Plan, which is presented below. The dollar amounts are approximate estimates based upon assumptions that can be made of how the land will be developed. The estimates used for Capital Costs were gathered from various studies done by the city over the years, include the Impact Fee Study in 2015 and the TOD Study done in 2010. The base costs

were given an inflation factor of 4% annually from the original date of their estimate, to help arrive at the estimated costs.

Proposed Budget	Amount	Category	Authorized by Tax Code
Water/Sewer	\$ 11,000,000	Capital Costs	311.002(1)(A)
Roads/sidewalks	\$ 12,000,000	Capital Costs	311.002(1)(A)
Drainage	\$ 12,000,000	Capital Costs	311.002(1)(A)
Traffic/Parking	\$ 19,000,000	Capital Costs	311.002(1)(A)
Civic Facilities	\$ 9,300,000	Capital Costs	311.002(1)(A)
Acquisition of land/easements	\$ 10,000,000	Capital Costs	311.002(1)(A)
Interest/financing	\$ 17,000,000	Interest/Financing	311.002(1)(B)
Professional Services	\$ 5,000,000	Professional Services	311.002(1)(D)
Administrative Costs	\$ 9,000,000	Administrative Costs	311.002(1)(E)
Relocation	\$ 2,000,000	Relocation	311.002(1)(F)
Organizational costs	\$ 600,000	Organizational costs	311.002(1)(G)
Operating Costs	\$ 10,000,000	Operating Costs	311.002(1)(I)
Grants	\$ 20,000,000	Discretionary	311.002(1)(L)
<b>Total Expenses</b>	<b>\$ 136,900,000</b>		

The project costs should be adjusted to actual development plans and actual bid costs when the projects occur. The intent of the plan is to show what projects can be completed and funded with tax increment revenues. It is likely that tax increments could exceed the estimates listed above and that costs could be moved between line items.

In addition to the projects described above projects that are eligible pursuant to the Texas Tax Code shall also be considered eligible project costs. The TIRZ will fund project costs at the discretion and approval of the Board of Directors of the TIRZ and the City Council.

### Kind, Number and Location of Proposed Public Improvements

Some of the public improvements being proposed include streets and utilities, including water, sewer, and drainage.

For wastewater projects the following are anticipated to be needed, along with the potential costs:

1	Charles Road 8" Wastewater Line	\$565,800
2	Jones Road Area 8" Wastewater Line	\$162,900
3	Charles Road Area 8" Wastewater Line	\$317,400
4	Proposed Lift Station #1 & 12" Force Main	\$791,700
5	Wright Road 10" Wastewater Line	\$775,600

\*Source: Water & Wastewater Impact Fee Report, November 2015, City of Jersey Village.

The more precise locations are depicted in Exhibit A attached to this document.

For water projects the following are anticipated to be needed along with the potential costs:

1	Hwy 290 8" & 12" Water Line	\$605,900
2	FM 529 8" & 12" Water Line	\$847,400
3	Charles Road 8" & 12" Water Line Loop	\$903,900
4	Wright Road 12" Water Line	\$884,600

\*Source: Water & Wastewater Impact Fee Report, November 2015, City of Jersey Village.

This is depicted in Exhibit B attached to this document.

Drainage for storm water will also have to be implemented. It is anticipated the drainage would be located along Jones Road, Charles Road, Wright Road, and the "Main Street" in the Jersey Crossing area.

The majority of these improvements will be required in the ETJ area of the City, as that area is currently without these services. The water and sewer plans have already been outlined in the "Water & Wastewater Impact Fee Report" dated November 2015 by the City of Jersey Village.

Street layouts have been preliminary laid out, and are depicted in Map 4.

It must be stated that while the tentative location for these public improvements have been identified, final alignments will be determined at the time of design. Public infrastructure improvements and civic facilities will be considered eligible projects anywhere within the zone.

### Economic Feasibility

Currently the estimated project costs for the TIRZ are \$136,900,000. The City will use 100% of the incremental increase of the Tax Rate for the entire 30-year life of the TIRZ. That

In 2010 the City had a Market Feasibility Analysis & Fiscal Impact Assessment done for the Transit Oriented Development, which is the TIRZ area. This report was completed by TXP, INC. That report shows the project the City is hoping to accomplish with the TIRZ is economically feasible.

That report looked at the amount of square footage that could reasonably be anticipated to be added in three separate categories. They are: Residential Use, Retail/Restaurants/Entertainment, and Office space. The report also provides the projected amount of property value that each of those three development areas would add.

#### Square Footage/Units By Phase

	Residential Units	Retail/Rest./Ent.	Office
Phase One	378	344,622	187,497
Phase Two	125	51,949	28,264
Phase Three	421	185,003	100,654
TOTATL	924	581,574	316,415

### Property Values By Phase

	Residential Units	Retail/Rest./Ent.	Office	Totals
Phase One	\$59,841,800	\$39,631,560	\$21,562,172	\$121,035,532
Phase Two	\$79,552,414	\$45,605,745	\$24,812,521	\$149,970,680
Phase Three	\$146,107,500	\$66,881,125	\$36,387,725	\$249,376,350

We have used these property values by phase for our calculations for what the valuation will increase by and when. Those charts are on the following pages, under the section titled Estimated Captured Appraised Value by Year.

Based upon those numbers, the current tax rate of the City, and an estimated 1% annual appreciation rate of property values, the city will capture \$137,817,090 in incremental taxes over the 30-year life of the Zone. Current project costs are estimated to be \$136,900,000 over the 30-year life of the zone. The revenues projected exceed the expenses projected.

It should be noted as well that these revenues do not take into consideration any additional sales tax revenues the city would collect from the retail, restaurant, or entertainment establishments or any other miscellaneous licenses, fines, or fees the city may collect. The Fiscal Impact Assessment previously mentioned estimates that revenue to be over \$2.6 million annually. This economic analysis does not include any contribution Harris County would make if they choose to participate.

### Estimate of Bonded Indebtedness To Be Incurred

Bonds, notes or other obligations may be issued to yield net proceeds sufficient to pay all or a portion of the eligible project costs and related professional fees that are currently estimated at, but are not limited to, \$136,900,000. The City, at its sole discretion, may issue or cause to be issued bonds, notes, or other obligations secured by tax increment revenues, the proceeds of which could be used to pay for or reimburse Project Costs, including public improvements, capitalized interest, professional fees, developer interest and costs of issuance of the bonds.

### Estimated Time When Monetary Obligations Are To Be Incurred

Bond issuances, if necessary, will occur at appropriate times as determined by the City and the City's Financial Advisor. Project Costs, administrative costs, and costs related to the creation and organization of the TIRZ may be paid from the issuance of bonds or directly from tax increment revenue.

### Methods and Sources of Financing

The primary source of revenue for the TIRZ will be ad valorem property taxes generated on the annual incremental value above the base year value. The City of Jersey Village will participate at 100% of the increment for the duration of the TIRZ. The City is hopeful that Harris County will also participate in the TIRZ, however at this time the County has not yet committed to participating.

To ensure timely construction of public improvements, both pay-as-you-go and various methods of financing may be utilized. These include:

- Tax Increment Bonds or Notes. As allowed by annual incremental increases in Zone assessed value, tax-exempt tax increment bonds or notes may be issued to fund improvements.
- Direct Reimbursements. Projects that are closely related to particular private development projects or public infrastructure programs of public agencies, municipalities, and authorities may be financed through reimbursement agreements with a developer, public agency, municipality, or authority using a direct payment annually from the TIRZ increment fund.
- Other private financing. Some projects may be financed on a short-term basis through private financial institutions.
- Grants/Other Public Funds. To the extent permitted by law, efforts will be made to leverage TIRZ funds with other public funds and economic development tools.

### Duration of Zone

It is being proposed that the Zone be established for a period of 30 years. As such, the final year of tax increment revenues being captured would be in 2047. Therefore, the zone would terminate on December 31, 2047.

### Current Appraised Value of Taxable Real Property

Based on the 2017 Harris County Appraisal District tax roll, the estimated base year value of the proposed TIRZ will be \$18,861,575. These are the parcels already within the City of Jersey Village. Parcels that are currently in the ETJ of the City are valued at \$56,012,592. Since they are not currently taxed by the City they are not counted as part of the base year valuation.

### Estimated Captured Appraised Value By Year

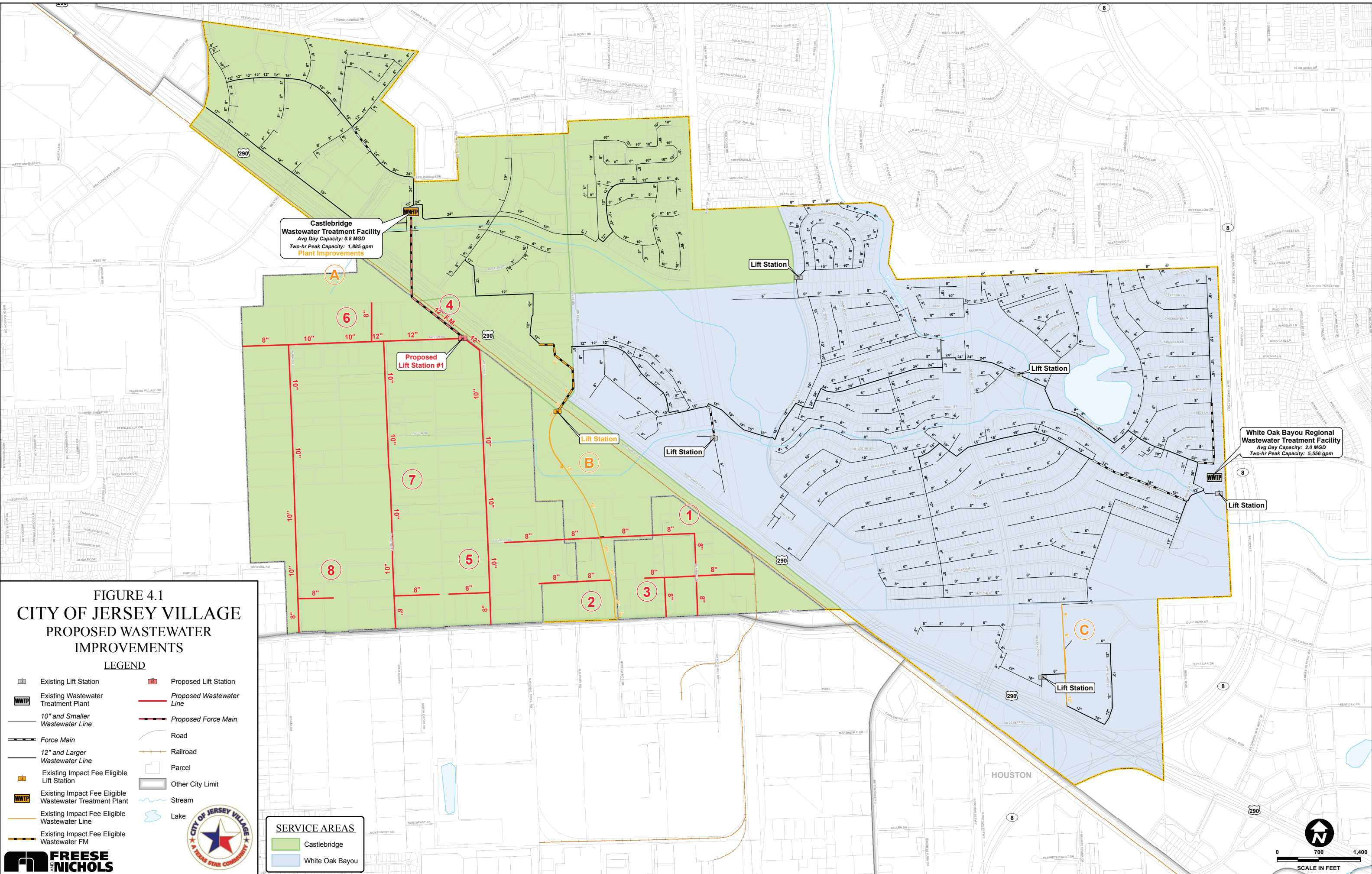
The tables on the following page shows the Captured Appraised Value and the resulting revenue from the City and County. Harris County has chosen not to participate at this time.

<b>Jersey Village</b>					
TIRZ Year	Year	Assessed Value	Taxes Collected		
Base	2017	\$18,861,575	\$ 140,047		
TIRZ Year	Year	Projected Annual Assessed Value	Gross New Incremental Taxes Collected	Estimated New Construction Value Added	Estimated New Annexation Value Added
1	2018	\$ 19,050,191	\$ 1,400		
2	2019	\$ 197,414,638	\$ 1,325,756	\$ 121,035,500	\$ 57,138,445
3	2020	\$ 349,359,484	\$ 2,453,947	\$ 149,970,700	
4	2021	\$ 602,229,479	\$ 4,331,507	\$ 249,376,400	
5	2022	\$ 608,251,774	\$ 4,376,222		
6	2023	\$ 614,334,292	\$ 4,421,385		
7	2024	\$ 620,477,634	\$ 4,466,999		
8	2025	\$ 626,682,411	\$ 4,513,070		
9	2026	\$ 632,949,235	\$ 4,559,601		
10	2027	\$ 639,278,727	\$ 4,606,597		
11	2028	\$ 645,671,514	\$ 4,654,064		
12	2029	\$ 652,128,230	\$ 4,702,005		
13	2030	\$ 658,649,512	\$ 4,750,425		
14	2031	\$ 665,236,007	\$ 4,799,330		
15	2032	\$ 671,888,367	\$ 4,848,724		
16	2033	\$ 678,607,251	\$ 4,898,612		
17	2034	\$ 685,393,323	\$ 4,948,998		
18	2035	\$ 692,247,257	\$ 4,999,889		
19	2036	\$ 699,169,729	\$ 5,051,288		
20	2037	\$ 706,161,426	\$ 5,103,201		
21	2038	\$ 713,223,041	\$ 5,155,634		
22	2039	\$ 720,355,271	\$ 5,208,591		
23	2040	\$ 727,558,824	\$ 5,262,077		
24	2041	\$ 734,834,412	\$ 5,316,098		
25	2042	\$ 742,182,756	\$ 5,370,660		
26	2043	\$ 749,604,584	\$ 5,425,767		
27	2044	\$ 757,100,630	\$ 5,481,425		
28	2045	\$ 764,671,636	\$ 5,537,640		
29	2046	\$ 772,318,352	\$ 5,594,417		
30	2047	\$ 780,041,536	\$ 5,651,761		
Avg. Annual		\$ 637,569,051	\$ 4,593,903		
Cummulative			\$ 137,817,090	\$ 520,382,600	\$ 57,138,445
Assumptions:					
Years in Projection			30		
Tax Rate (Per hundred)			\$ 0.7425		
Annual Appreciation of District			1%		

<b>Harris County</b>				
TIRZ Year	Year	Assessed Value	Taxes Collected	
Base	2017	\$74,874,167	\$ 140,047	
TIRZ Year	Year	Projected Annual Assessed Value	Gross New Incremental Taxes Collected	Estimated New Value Added
1	2018	\$ 75,622,909	\$ 236,445	\$ -
2	2019	\$ 197,414,638	\$ 743,781	\$ 121,035,500.0
3	2020	\$ 349,359,484	\$ 1,376,722	\$ 149,970,700.0
4	2021	\$ 602,229,479	\$ 2,430,077	\$ 249,376,400.0
5	2022	\$ 608,251,774	\$ 2,455,164	\$ -
6	2023	\$ 614,334,292	\$ 2,480,501	\$ -
7	2024	\$ 620,477,634	\$ 2,506,092	\$ -
8	2025	\$ 626,682,411	\$ 2,531,938	\$ -
9	2026	\$ 632,949,235	\$ 2,558,044	\$ -
10	2027	\$ 639,278,727	\$ 2,584,410	\$ -
11	2028	\$ 645,671,514	\$ 2,611,039	\$ -
12	2029	\$ 652,128,230	\$ 2,637,936	\$ -
13	2030	\$ 658,649,512	\$ 2,665,101	\$ -
14	2031	\$ 665,236,007	\$ 2,692,537	\$ -
15	2032	\$ 671,888,367	\$ 2,720,248	\$ -
16	2033	\$ 678,607,251	\$ 2,748,237	\$ -
17	2034	\$ 685,393,323	\$ 2,776,505	\$ -
18	2035	\$ 692,247,257	\$ 2,805,055	\$ -
19	2036	\$ 699,169,729	\$ 2,833,892	\$ -
20	2037	\$ 706,161,426	\$ 2,863,016	\$ -
21	2038	\$ 713,223,041	\$ 2,892,432	\$ -
22	2039	\$ 720,355,271	\$ 2,922,142	\$ -
23	2040	\$ 727,558,824	\$ 2,952,149	\$ -
24	2041	\$ 734,834,412	\$ 2,982,456	\$ -
25	2042	\$ 742,182,756	\$ 3,013,067	\$ -
26	2043	\$ 749,604,584	\$ 3,043,983	\$ -
27	2044	\$ 757,100,630	\$ 3,075,209	\$ -
28	2045	\$ 764,671,636	\$ 3,106,746	\$ -
29	2046	\$ 772,318,352	\$ 3,138,600	\$ -
30	2047	\$ 780,041,536	\$ 3,170,771	\$ -
Avg. Annual		\$ 639,454,808	\$ 2,585,143	
Cummulative			\$ 77,554,295	\$ 520,382,600
Assumptions:				
Years in Projection				30
Tax Rate (Per hundred)			\$	0.4166
Annual Appreciation of District				1%



## Exhibit A: Wastewater Project Location Map



**Castlebridge Wastewater Treatment Facility**  
 Avg Day Capacity: 0.8 MGD  
 Two-hr Peak Capacity: 1,885 gpm  
 Plant Improvements

**White Oak Bayou Regional Wastewater Treatment Facility**  
 Avg Day Capacity: 2.0 MGD  
 Two-hr Peak Capacity: 5,556 gpm

**FIGURE 4.1**  
**CITY OF JERSEY VILLAGE**  
**PROPOSED WASTEWATER**  
**IMPROVEMENTS**

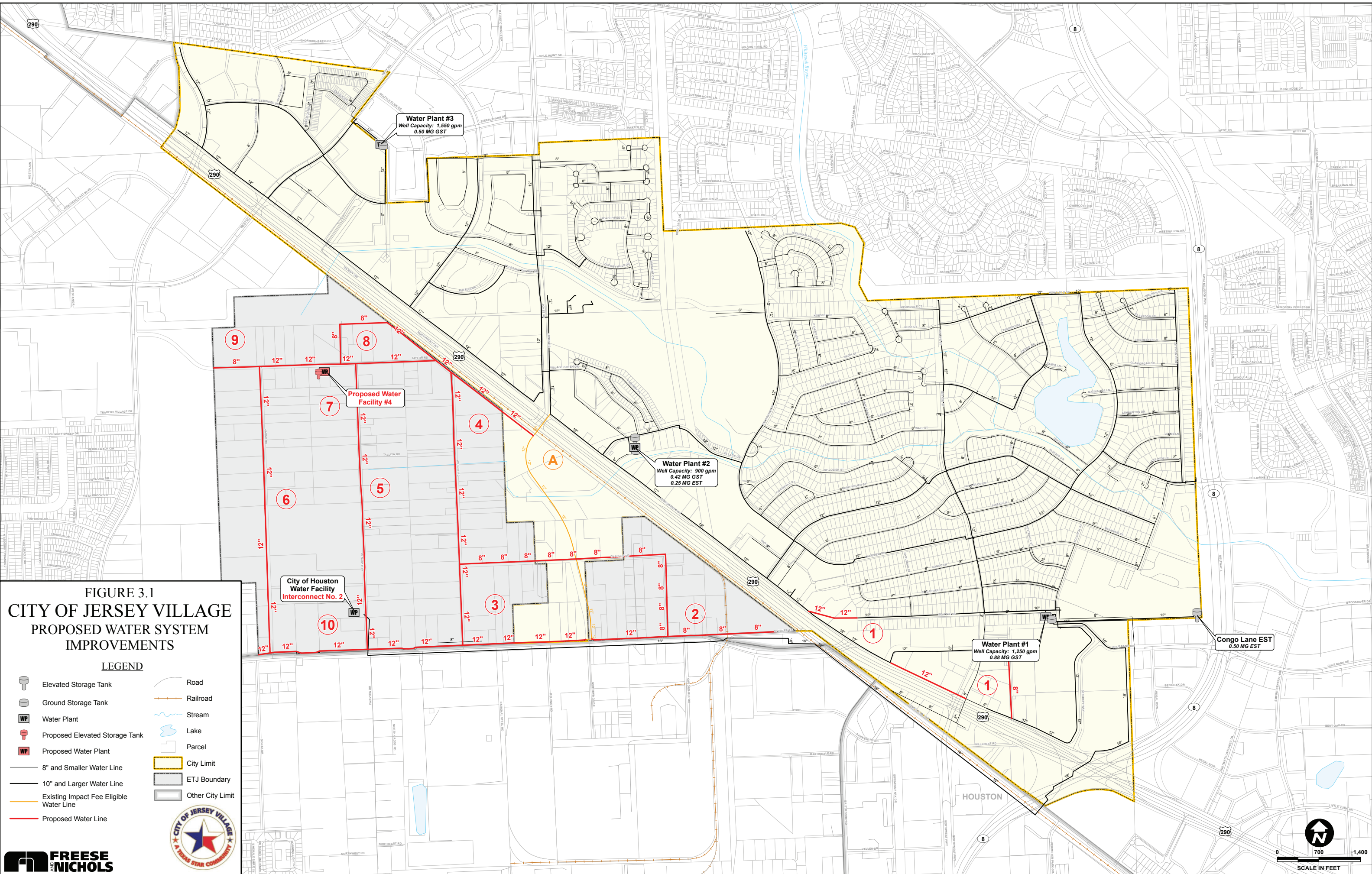
**LEGEND**

- Existing Lift Station
- Proposed Lift Station
- Existing Wastewater Treatment Plant
- Proposed Wastewater Line
- 10" and Smaller Wastewater Line
- Proposed Force Main
- Force Main
- 12" and Larger Wastewater Line
- Existing Impact Fee Eligible Lift Station
- Existing Impact Fee Eligible Wastewater Treatment Plant
- Existing Impact Fee Eligible Wastewater Line
- Existing Impact Fee Eligible Wastewater FM
- Road
- Railroad
- Parcel
- Other City Limit
- Stream
- Lake

**SERVICE AREAS**

- Castlebridge
- White Oak Bayou

## Exhibit B: Water Project Location Map



**FIGURE 3.1  
CITY OF JERSEY VILLAGE  
PROPOSED WATER SYSTEM  
IMPROVEMENTS**

**LEGEND**

- Elevated Storage Tank
- Ground Storage Tank
- Water Plant
- Proposed Elevated Storage Tank
- Proposed Water Plant
- 8" and Smaller Water Line
- 10" and Larger Water Line
- Existing Impact Fee Eligible Water Line
- Proposed Water Line
- Road
- Railroad
- Stream
- Lake
- Parcel
- City Limit
- ETJ Boundary
- Other City Limit



Created by Freese and Nichols, Inc.  
Project: 2015-001  
Location: Jersey Village, TX  
Date: 11/15/15