

**0.76-Ac Jack in the Box Development
KHR Properties LLC
FEASIBILITY STUDY
(Dev. No. 2414)**

FOR

THE CITY OF MONTGOMERY



WGA PROJECT NO. 00574-148-00

February 2025

PREPARED BY

WGA

OVERVIEW

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- B: Zoning Map
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1 EXECUTIVE SUMMARY

KHR Properties, LLC (the “Developer”) has requested the City of Montgomery (the “City”) to perform a feasibility study for the City to serve a commercial development on a 0.76-acre tract located on the southwest corner of SH-105 (Eva Street) and FM 149 (Liberty Street), also referred to as the Jack in the Box tract. The tract is located within City limits and would not need to be annexed prior to receiving utility service.

Based on the preliminary land plan provided by the Developer, this development would consist of a Commercial Development. The final land plan may affect the estimated costs of, and revenues associated with, the development.

The analysis shows that after the completion of the City’s Water Plant No. 2 Improvements project currently in construction and Water Plant No. 3 Booster Pump addition project, currently in design, the City will have the water capacity to serve the development and existing developments for the next few years but will need additional water plant capacity to serve all existing and proposed developments at full build out.

The analysis also shows that the City will have the sanitary sewer capacity to serve the proposed development, existing developments, and committed developments at full build out when the Town Creek WWTP plant project is completed. However, to serve all committed developed as well as those in feasibility, the City will need to begin planning for additional wastewater treatment plant upsizing in the next few years.

The estimated total costs that will be associated with the development are:

Escrow Account	\$7,500
Water Impact Fee	\$23,039
Wastewater Impact Fee	\$22,104
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Total Estimated Costs	\$52,643

Based on information provided by the Developer the estimated total assessed valuation for the development would be approximately \$ 750,000 at full build out. Based on the City’s current tax rate (\$0.0970 debt service and \$0.3030 for operations and maintenance) and an assumed 100% collection rate, the development will bring in approximate tax revenues as shown below:

Debt Service	\$ 727
Operations and Maintenance	\$ 2,273
<hr/>	
Total Estimated Annual Tax Revenue	\$ 3,000

2 INTRODUCTION

This undeveloped tract is located on the southwest corner of SH-105 (Eva Street) and FM 149 (Liberty Street) and falls entirely within the City limits.

The Tract's boundary in relation to the City's surrounding facilities is enclosed as **Exhibit A**. A preliminary site plan is enclosed as **Exhibit D** and indicates the Developer's intentions to develop this 0.76-acre tract.

The property is not platted and will be required to plat prior to development of the tract.

As shown in **Exhibit B**, the tract is currently zoned B – Commercial and would not require rezoning approvals prior to service. Based on the preliminary land plan, the proposed development consists of commercial development. All the referenced approvals would be required prior to receiving service from the City. The City's Director of Planning and Development will provide additional information on the use of the property within the existing zone.

3 ANALYSIS

Water Production and Distribution

System Capacity

The City has begun the construction of a water plant improvements project at the existing Water Plant No. 2 to restore the capacity of the City's water system. Upon completion, the City will have three (3) active water wells and two existing water plants with a capacity of 2,500 connections or 568,000 gallons per day average daily flow per Texas Commission on Environmental Quality ("TCEQ") requirements.

The City is also currently in design of the Water Plant No. 3 Booster Pump addition project which once complete will increase the water system capacity to 2,500 connections or 730,000 gallons per day average daily flow. This project is expected to complete construction in late 2025.

Finally, the City is currently soliciting for engineer firms to complete the design of their Water Plant No. 4 project. The scope of the project includes the construction of a 500,000-gallon elevated storage tank and 1,000gpm water well in the Jasper aquifer. The completion of this project will increase the City's water system capacity to approximately 5,000 connections or 1,216,000 gallons per day average daily flow. As a reminder the City has already obtained the permit for this well from the Lone Star Groundwater Conservation District. The project is expected to be constructed in 2026.

Water Demand

The current average daily flow ("ADF") in the City is approximately 474,876 gpd. At full build out of all existing developments and those in construction or design (with a development agreement) the City has committed approximately 950,000 gpd and 2,895 connections. A graph of the updated water usage projections is included as **Exhibit E1**. Once the Water Plant No. 2 Improvements Project and Water Plant No. 3 Booster Pump Addition project is complete, the City will have committed approximately 130% of the total ADF capacity and 116% of the connection capacity. After the completion of Water Plant No. 4, the City will have sufficient capacity to service all developments that are existing or in construction/design (with development agreements) at full build out.

Based on the preliminary site layout, and information provided from the Developer, the Tract's estimated water capacity requirement is approximately 1,285 gpd. This usage assumes the full build out of the proposed commercial tract. This development alone does not significantly impact the water system. However, inclusive of existing connections, platted developments, developments currently underway, other developments in feasibility, and this development, the City will have committed approximately 1,090,310 gpd and 3,308 connections. In order to serve all of these developments at full build out Water Plant No. 4 must be completed.

Exhibit E1 shows a graphical representation of historical water usage, projected water demand, and water plant capacity. As you will see there is a substantial increase in projected water demand in the scenarios shown. Those scenarios are as follows:

1. **A – Ready to Connect:** These are developments that are platted, infrastructure accepted, etc. that are ready to connect to the system at any time.

2. **B – A Plus in Design/Construction with Agreement:** This shows all of the developments in A plus those that the City has development agreements that are actively in the design or construction process.
3. **C – B Plus in Feasibility without Agreement:** This shows all of the developments in B plus the developments that are actively going through the due diligence process but have not yet entered into a development agreement with the City. This includes developments such as this development, BCS Capital, HEB, and Superior Properties.
4. **D – C Plus Anticipated Additional Development within the City Limits:** This includes everything in C plus tracts that are in the City limits but not actively working through the development process.

As you will see, there is a significant difference in the scenarios, also it is important to note:

1. The timing of developments is a huge factor and this graph is only based on end of year demands and then spread out linearly. Therefore, projects expected to come online late in the year will artificially inflate the projected demand earlier in the year.
2. It is also important to note that there is built in contingency to the projected numbers as our projected flows today show approximately 525,000 gpd but actual flows are 474,000 gpd.
3. Water demand is projected based on information provided by the developer and typically based on industry standards which are intended to be conservative. It is typical to see actual demand come in under this amount, however we plan for the higher.
4. Finally, it is important to note that the water plant capacity is based on Average Daily Flow capacity not peak capacity. For example, the capacity of the water system after the booster pump addition at Water Plant No. 3 is 730,000 gpd average daily flow but can produce in a max day scenario approximately 3,150,000 gpd. That number shown for capacity is limited by a 2.4 peaking factor and we have to assume that the largest booster pump is out of service in the calculation.

In summary, the City is getting tight on water system capacity and must continue to aggressively push to proceed with the required expansion projects to meet all of the expected demand.

Linear Utilities

There is an existing waterline located on the southeastern side of the property, that can serve the development. No public utility extensions are required.

The Developer is responsible for providing engineered plans and specifications for the on-site improvements to serve the proposed development to the City Engineer for review and approval prior to commencing construction, and to obtain all required City Council and development approvals and permits.

Sanitary Sewer Collection and Treatment

Sewer System Capacity

The City's existing wastewater facilities include 19 public lift stations and two (2) wastewater treatment plants (one of which is currently decommissioned). The Stewart Creek Wastewater Treatment Plant (TPDES Permit No. WQ0011521001) has a permitted capacity of 400,000 gpd.

The TCEQ requires the City to initiate design of a wastewater treatment capacity expansion when the ADF exceeds 75% of the City's 400,000 gpd permitted capacity (300,000) for 3 consecutive months. Based on our conservative estimates this is expected to occur in Q3 of 2025. Anticipating this requirement to be triggered, the City has selected Halff Associates to complete the design of a 0.3 MGD WWTP to replace the existing Town Creek WWTP that is currently decommissioned. Additionally, the TCEQ requires the commencement of the construction phase of the expansion after 3 consecutive months of ADF exceeding 90% of the permitted capacity (360,000 gpd). This is expected to occur in Q4 of 2026. Halff Associates plans to be complete with design of the 0.3 MGD Town Creek WWTP in late 2025 with construction being completed in late 2026.

The City will need to continue to proceed with design of additional plant expansions in order to keep up with demand. After completion of the Town Creek Wastewater Treatment Plant, the City will be treating sanitary sewer at 2 different locations and each location has a permit in place to expand. The location of the next expansion will depend on the location of development in order to make sure each plant is being optimally used. The City can either complete a 0.3 MGD expansion to the Town Creek Wastewater Treatment Plant or a 0.4 MGD expansion to the Stewart Creek Wastewater Treatment Plant.

Sanitary Sewer Demand

The current ADF at the Stewart Creek Wastewater Treatment Plant is 230,167 gpd or 58%. At full build out of all existing developments and those in construction or design (with a development agreement), the City has committed approximately 568,000 gpd or 142% of existing permitted capacity. Upon completion of the Town Creek Wastewater Treatment Plant the City will have committed approximately 81% of permitted capacity at full build out.

Based on the City's historical usage for similar types of development and information from the Developer, the Tract's estimated sanitary sewer capacity requirement is 1,285 gpd (38,550 gallons per month) at full build out. Inclusive of existing connections, platted developments, developments currently underway, other developments in feasibility, and this development, the City will have committed 684,000 gpd or 171% of existing permitted capacity and 98% of the expanded capacity at full build out.

Exhibit E2 shows a graphical representation of historical sanitary sewer flow, projected demand, and wastewater treatment plant capacity. As you will see there is a substantial increase in projected sanitary sewer demand in the scenarios shown. Those scenarios are as follows:

1. **A – Ready to Connect:** These are developments that are platted, infrastructure accepted, etc. that are ready to connect to the system at any time.
2. **B – A Plus in Design/Construction with Agreement:** This shows all of the developments in A plus those that the City has development agreements that are actively in the design or construction process.

3. **C – B Plus in Feasibility without Agreement:** This shows all of the developments in B plus the developments that are actively going through the due diligence process but have not yet entered into a development agreement with the City. This includes developments such as this development, BCS Capital, HEB, and Superior Properties.
4. **D – C Plus Anticipated Additional Development within the City Limits:** This includes everything in C plus tracts that are in the City limits but not actively working through the development process.

As you will see, there is a significant difference in the scenarios, also it is important to note:

1. The timing of developments is a huge factor, and this graph is only based on end of year demands and then spread out linearly. Therefore, projects expected to come online late in the year will artificially inflate the projected demand earlier in the year.
2. It is also important to note that there is built in contingency to the projected numbers as our projected flows today show approximately 297,000 gpd but actual flows are 230,000 gpd.
3. Sewer demand is projected based on information provided by the developer and typically based on industry standards which are intended to be conservative. It is typical to see actual demand come in under this amount, however we plan for the higher.

In summary, the City is getting tight on sanitary sewer system capacity and must continue to aggressively push to proceed with the required expansion projects to meet all of the expected demand.

Linear Utilities

The Developer will be responsible for the connection of proposed private gravity sanitary sewer line to existing sanitary line located on the eastern boundary of the tract. The Developer is responsible for providing engineered plans and specifications for the on-site improvements to serve the proposed development to the City Engineer for review and approval prior to commencing construction, and to obtain all required City Council and development approvals and permits.

The Developer will also need to coordinate the installation of sanitary sewer tap(s) into the public system with the City's Department of Public Works and will be responsible for all costs associated with said work.

Drainage

The onsite storm sewer system and detention system will be designated private and remain the responsibility of the Developer to maintain. All drainage and detention improvements must be designed per the City's current Code of Ordinances, requiring compliance with the City's floodplain regulations and all applicable TxDOT and Montgomery County Drainage Criteria Manual Standards. The Developer will also be required to perform and submit a drainage study showing the development's impact on the drainage downstream of the Tract and on adjacent properties. The drainage study must be submitted to TxDOT for review and approval prior to submitting plans to the City for review.

The Developer is responsible for providing engineering plans and specifications for the drainage and detention system interior to the development to the City Engineer for review and approval prior to commencing construction, and to obtain all required Planning and Zoning Commission, City Council, and development approvals and permits.

Paving and Traffic Planning

Per the current preliminary land plan, the Developer is proposing one (1) connection to State Highway 105 (Eva Street) and one (1) connection to FM 149 (Liberty Street). The Developer will be required to submit a Traffic Impact Analysis to TxDOT to show how the proposed connections will impact traffic on these streets to ensure there will be no backup of traffic in the drive through that would impact the adjacent roads.

Per the current preliminary land plan, the Developer is also proposing one cross access between the proposed development and the adjacent development. The Developer will be responsible for obtaining all the necessary easements or agreements with the neighboring property owner for the proposed driveway.

The Developer will also be responsible for obtaining all required TxDOT permits for the driveway connections.

Development Costs

The Developer will need to engineer and construct the onsite water, sanitary sewer, paving, and drainage facilities to serve the proposed Tract.

The Developer will also need to pay water and wastewater impact fees to the City. The impact fees will be assessed at the time of recordation of the final plat and collected prior to receiving water and sanitary sewer taps. Enclosed as **Exhibit F** are the 2023 Revisions to the Montgomery Impact Fee Analysis Report. The estimated ADF provided by the developer requires the equivalent use of (1) 2- inch water tap for the commercial reserve, per **Exhibit F**. These sizes are based on our best judgment and are subject to change based on the Developer's final land plan.

An escrow agreement has been Executed by the Developer and the City, and funds have been deposited to cover the cost of this feasibility study. An estimated additional \$7,500 will be required to cover the City's remaining expenses for the development, which includes administrative costs, legal fees, plan reviews, developer and construction coordination, and construction inspection. This is with the assumption that the development will require 3 plan reviews. The fees calculation can be seen in **Exhibit G**. These additional funds must be deposited into the escrow prior to any work being completed by the City, and do not include the engineering costs associated with the design of the offsite improvements.

Below is a summary of the estimated costs associated with the development:

Escrow Account	\$7,500
Water Impact Fee	\$23,039
Wastewater Impact Fee	\$22,104
<hr/>	
Total Estimated Costs	\$52,643

These estimates are based on the projected water and wastewater usage provided by the developer. The actual costs will depend on the final land plan, final design, and actual construction costs.

Financial Feasibility

The Developer estimates the total assessed value (A.V.) at full development to be approximately \$750,000. Based on the estimated total A.V. and assuming 100% collection, the in-city development would generate approximately \$727 per year in debt service revenue, and approximately \$2,273 per year in operations and maintenance revenue. These estimates are based on the City's \$0.0970/\$100 valuation debt service tax rate and the \$0.3030/\$100 valuation Operations & Maintenance (O&M) tax rate.

Next Steps

If the Developer decides to move forward with the proposed development, the Developer will need to first provide the additional escrow deposit. Next the developer will need to obtain any necessary special use permits or variances. The Developer will then be required to enter into a Development Agreement that outlines the development including impact fees and any other specific terms that need to be defined. Once completed, the Developer would be responsible for submitting and getting approval for their plat and private site civil drawings.

This report is our engineering evaluation of the funds required to complete the anticipated future capital improvement for this Tract and of the potential increase in tax revenue to the City. This report is not intended to be used for the issuance of municipal financial products or the issuance of municipal securities. The City's Financial Advisor(s) can address potential recommendations related to the issuance of municipal financial products and securities.

Thank you for the opportunity to complete this feasibility study and offer our recommendations. Please contact me or Katherine Vu, P.E., should you have any questions.

Sincerely,



Chris Roznovsky, PE
City Engineer



- Legend**
- City Limits
 - City ETJ
 - Tax Parcel
 - Tract Boundary
- Ongoing Developments**
- In Design/Construction
 - Planning/Feasibility
- Flood Hazard Zones**
- Regulatory Floodway
 - 1% Annual Chance Flood Hazard
 - 0.2% Annual Chance Flood Hazard

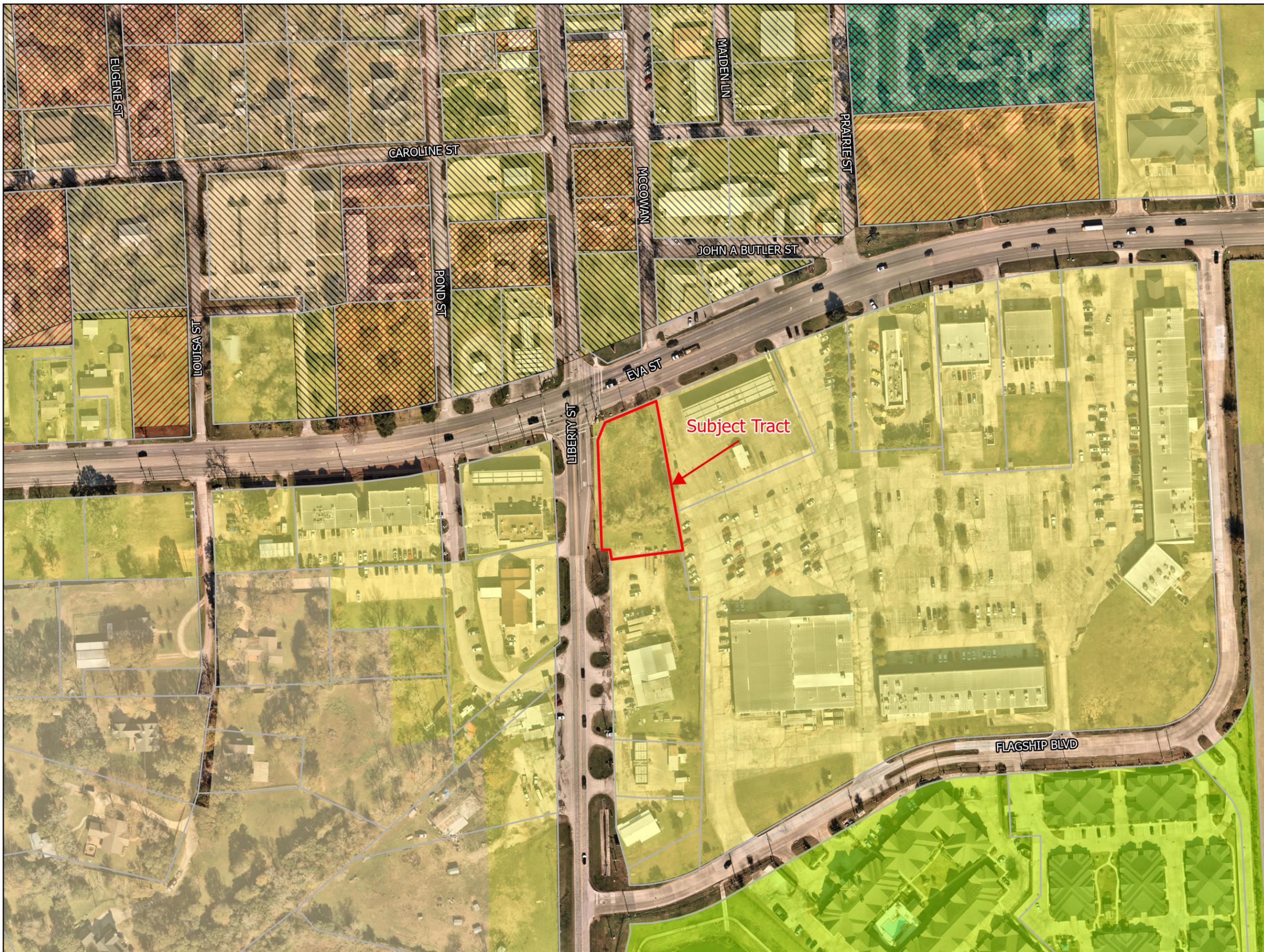
Exhibit A Tract Location

Jack In The Box Feasibility Study



Disclaimer: This product is offered for graphical purposes only and may not be suitable for legal, engineering, or surveying purposes. The information shown on this exhibit represents the approximate location of property, municipal boundaries or facilities.





- Legend**
- City Limits
 - Tax Parcel
 - Tract Boundary
- Zoning**
- B - Commercial
 - ID - Industrial
 - I - Institutional
 - R2 - Multi-Family
 - PD - Planned Development
 - R1 - Residential
 - Historical Preservation
 - Historical Landmark

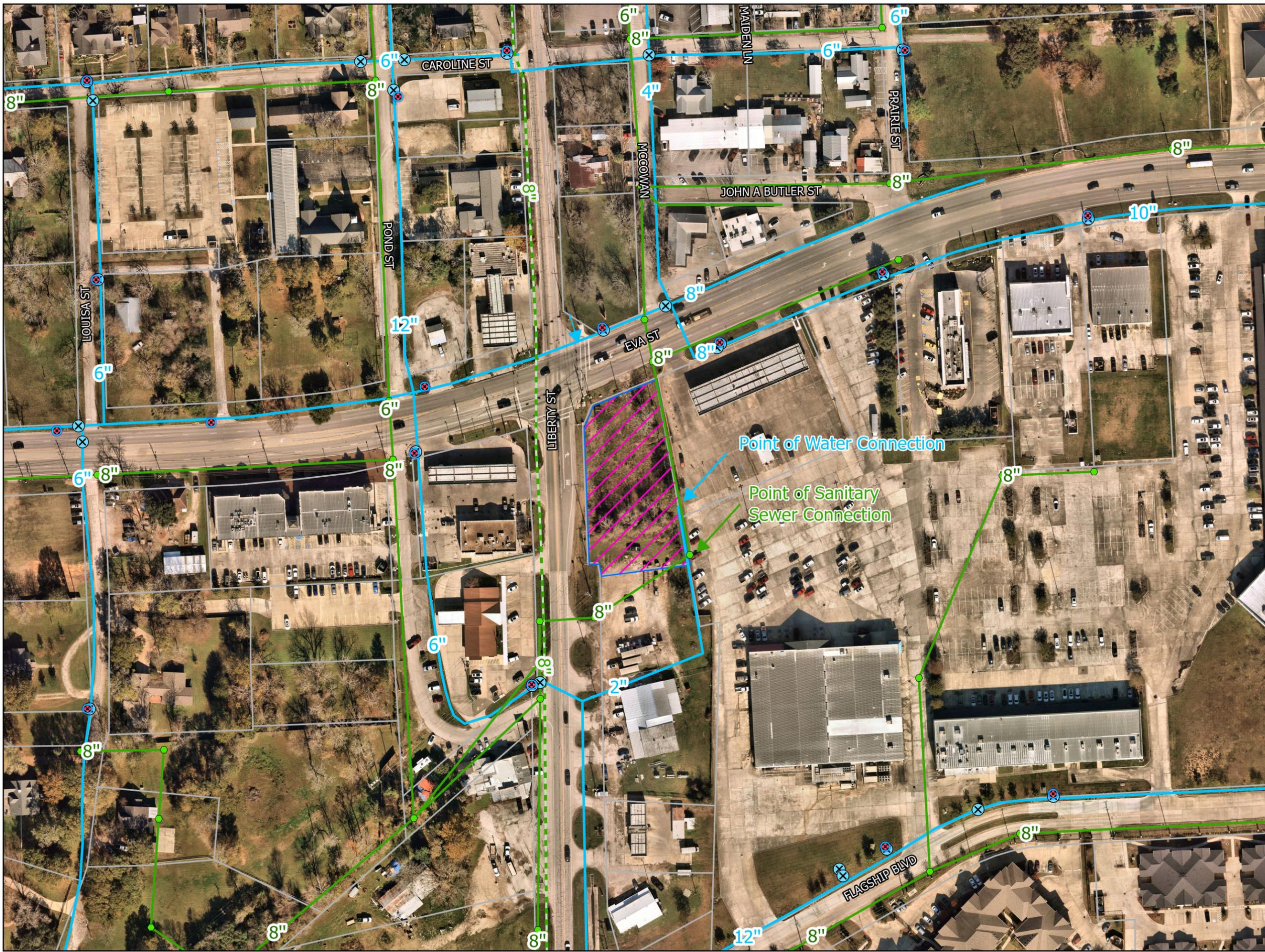
Exhibit B Zoning Map

Jack In The Box Feasibility Study



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Legend

- Tax Parcel
- City ETJ
- City Limits
- Tract Boundary

Water

- Hydrant
- Water Main Valve
- Water Main

Sanitary Sewer

- Sanitary Sewer Manhole
- Sanitary Sewer Gravity Main

Exhibit C Utilities Layout

Jack In The Box
Feasibility Study





In the box

9357 SPECTRUM CENTER BLVD.
SAN DIEGO, CA 92123

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These designs, drawings and specifications are the property of Jack in the Box Inc. and shall not be copied or reproduced without its previous written consent.

DATES

RELEASE: JANUARY 2024

P.M. UPDATES: _____

SUBMITTAL DATE: _____

1: _____

2: _____

3: _____

BID: _____

CONSTRUCTION: _____

REVISIONS

- △ _____
- △ _____
- △ _____
- △ _____
- △ _____
- △ _____



NOVEMBER 4, 2024

SITE INFORMATION

MK TYPE: MK12B_MD

JIB #: 4947

ADDRESS:
21049 EVA STREET
MONTGOMERY, TX 77356

DRAWN BY: AK

PROJECT #: 1181.39

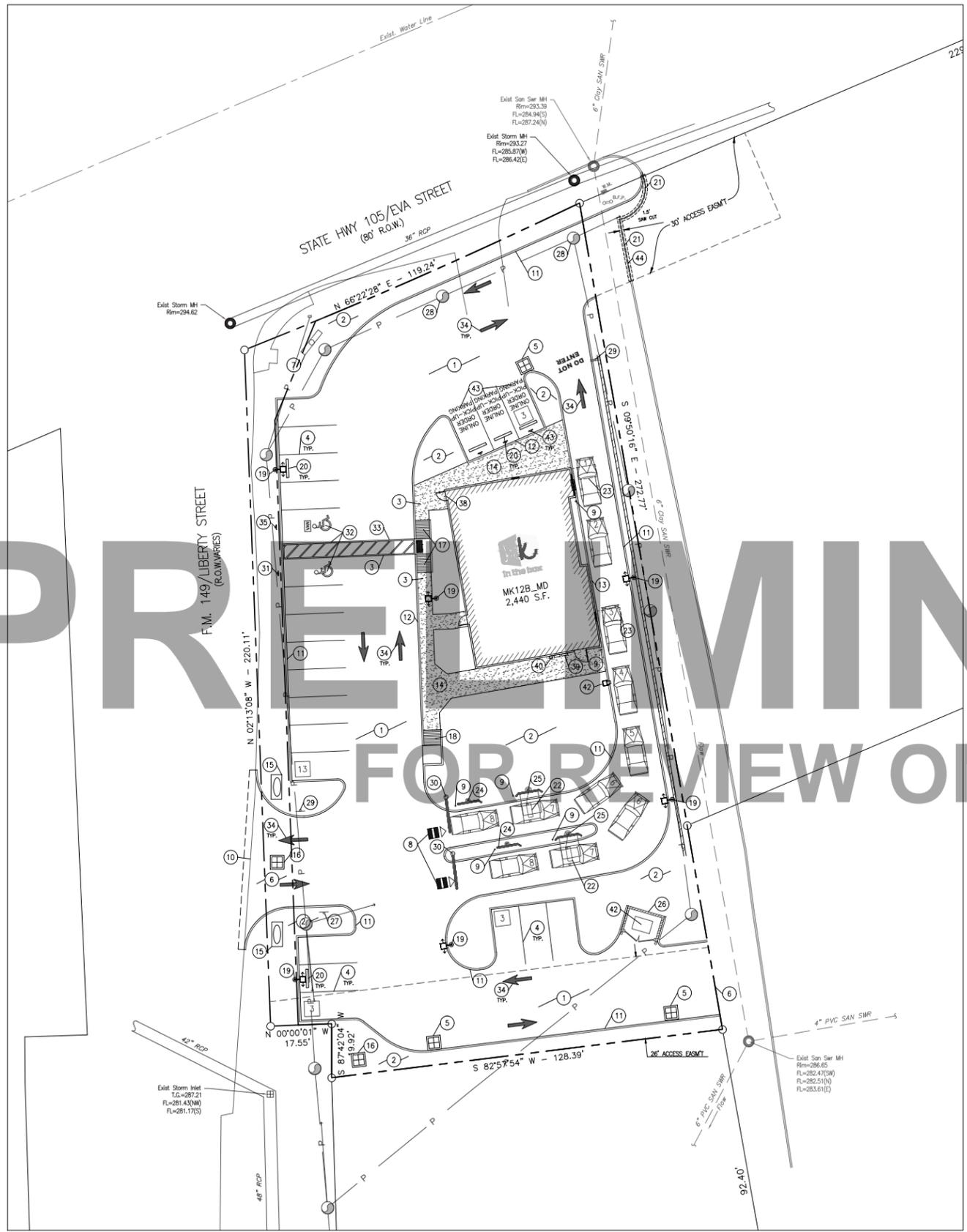
SCALE: 1"=20'

SITE PLAN SD1.0

SITE PLAN KEY NOTES

1. PROPOSED REINFORCED CONCRETE PAVEMENT. SEE GENERAL NOTE 10.1 SHEET SD1.1.
2. PROPOSED LANDSCAPE AREA. SEE LANDSCAPE PLANS.
3. PROPOSED ADA TRAVEL WAY. MAX CROSS SLOPE 2%; SLOPE ALONG THE TRAVEL WAY 5%.
4. PROPOSED 4" WIDE PARKING STRIPING. STRIPING SHALL BE WHITE.
5. PROPOSED INLET, SEE DETAIL SHEET SD2.3.
6. PROPOSED CONCRETE DRIVEWAY WITH CULVERT PER TxDOT STANDARDS AND DETAILS. SEE DETAIL SHEET XX.
7. PROPOSED PYLON SIGN; GENERAL CONTRACTOR TO PROVIDE CONDUIT AND WIRING PER SHEET ES1.0. INSTALLATION BY SIGN CONTRACTOR.
8. DRIVE-THRU ARROW, PAINTED IMPULSIVE PURPLE, SEE DETAIL 20/SD2.2.
9. STALL BARRIER POSTS AT PREVIEW BOARD, MENU BOARD, AND PERIPHERAL TO BUILDING CORNERS; SEE DETAIL 4/SD2.1. CONTRACTOR TO PROVIDE SLEEVES THROUGH CURB AND GUTTER WHERE APPROPRIATE. SEE A1.0 FOR DIMENSIONING CONTROL & BARRIERS ADJACENT TO BUILDING.
10. PROPOSED THICKENED CONCRETE EDGE SEE DETAIL 8/SD2.0.
11. CONSTRUCT CONCRETE CURB AND GUTTER; SEE DETAIL 1/SD2.0.
12. CONSTRUCT CONCRETE CURB AND SIDEWALK; SEE DETAIL 4/SD2.0.
13. CONSTRUCT CONCRETE CURB AT BUILDING SIDE OF DRIVE-THRU LANE; SEE DETAIL 6/SD2.0.
14. INSTALL 4" THICK CONCRETE SIDEWALK WITH LIGHT BROOM FINISH; SEE DETAIL 13/SD2.0.
15. PROPOSED STANDARD END TREATMENT; SEE DETAIL SHEET XX.
16. PROPOSED JUNCTION BOX INLET. SEE DETAIL SHEET SD2.3
17. PROVIDE RAMP AND LANDINGS AT HANDICAP ACCESSIBLE PARKING SPACES; SEE DETAIL 15/SD2.0.
18. CONSTRUCT DELIVERY RAMP; SEE DETAILS 17/SD2.0.
19. INSTALL LIGHT POLE BASE' SEE DETAIL 16/SD2.1. REFER TO SHEET ES1.1 FOR POLE AND FIXTURE REQUIREMENTS.
20. INSTALL CONCRETE WHEEL STOP TYPICAL AT HANDICAP SPACES AND STANDARD SPACES FRONTING 6' OR LESSER WIDTH SIDEWALKS; SEE DETAIL 9/SD2.0.
21. DEMOUSH EXISTING CONCRETE CURB.
22. INSTALL DETECTOR LOOP FOR ORDER BOARD; SEE DETAIL 18/SD2.1.
23. INSTALL DETECTOR LOOP AT PICK UP WINDOW; SEE DETAIL 10/SD2.1.
24. INSTALL PREVIEW BOARD; SEE DETAIL 20/SD2.0.
25. INSTALL ORDER BOARD AND WEATHER PROTECTION CANOPY; SEE DETAIL 18/SD2.1.
26. CONSTRUCT MASONRY BLOCK TRASH ENCLOSURE; SEE DETAIL 6/SD2.2.
27. SITE 'ENTRY' SIGN UNDER SEPARATE COVER. GENERAL CONTRACTOR REFER TO SHEET ES1.0 FOR CONDUIT AND WIRING REQUIREMENTS.
28. RELOCATE POWER POLE; CONTRACTOR SHALL COORDINATE WITH CENTERPOINT.
29. SITE 'THANK/DO NOT ENTER' SIGN UNDER SEPARATE COVER. GENERAL CONTRACTOR REFER TO SHEET ES1.0 FOR CONDUIT AND WIRING REQUIREMENTS.
30. INSTALL SINGLE BAR HEIGHT CLEARANCE (9'-0") AND WARNING POLE SIGN; SEE DETAIL 20/SD2.1. INCLUDE SITE 'DRIVE-THRU' SIGN; SEE NOTE 28.
31. INSTALL ACCESSIBLE PARKING SIGN; SEE DETAIL 8/SD2.1.
32. PAINT ACCESSIBLE PARKING SYMBOLS, TEXT, AND DIAGONALS; SEE DETAIL 13/SD2.2.
33. PROPOSED 4" WHITE STRIPES AT 36" O.C. AND 45 DEGREES TO TRAFFIC DIRECTION. BORDER WITH 4" SOLID WHITE STRIPE.
34. PAINT TRAFFIC DIRECTIONAL ARROWS; SOLID WHITE, TYPICAL AS SHOWN.
35. INSTALL ACCESSIBLE PARKING SIGN WITH 'VAN' PLACARD. SEE DETAIL 8/SD2.1.
36. PROPOSED TRANSFORMER LOCATION CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITY PROVIDER. BOLLARDS INSTALLED PER PROVIDER STANDARDS. REFER TO SHEETS PS1.0 AND ES1.0.
37. PROPOSED GREASE TRAP; SEE PLUMBING PLAN DETAIL SHEET P5.1.
38. PROVIDE INTERNATIONAL SYMBOL OF ACCESSIBILITY DECAL ON DOOR.
39. PROPOSED ELECTRIC METER AND C/T CABINET MOUNTING, CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITY PROVIDER. REFER TO SHEET PS1.0.
40. PROPOSED GAS METER LOCATION CONTRACTOR TO COORDINATE WITH THE APPROPRIATE UTILITY PROVIDER. BOLLARDS INSTALLED PER PROVIDER STANDARDS. REFER TO SHEETS PS1.0 AND P3.0.
41. PROPOSED SANITARY SEWER MANHOLE, SEE DETAIL SHEET SD2.3 & SHEET SD1.2 FOR BACKFILL REQUIREMENTS.
42. PROVIDE TRASH RECEPTACLE. LOCATE AS REQUIRED FOR SITE CONDITIONS.
43. DEDICATED WAITING STALL PARKING SIGN, SEE DETAIL 8/SD2.1. PAINT PARKING STALL STRIPING IMPULSIVE PURPLE FOR ONLINE ORDERING/DELIVERY PARKING SPOTS. PAINT WHEEL STOPS AT THE DEDICATED WAITING SPACES IMPULSIVE PURPLE.
44. PROPOSED EXPANSION CONSTRUCTION JOINT. SEE DETAIL 6/SD2.1.

NOTE
OVERHEAD AND UNDERGROUND UTILITIES MAY EXIST IN THE VICINITY OF THIS PROJECT. LOCATIONS SHOWN FOR EXISTING UTILITIES ARE APPROXIMATE AND OTHER UTILITIES MAY EXIST IN THE VICINITY OF THE PROJECT WHICH ARE NOT SHOWN ON THE PLANS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE EXACT ALL EXISTING UTILITIES IN THE VICINITY OF THE PROJECT, PRIOR TO BEGINNING CONSTRUCTION. IF ANY DISCREPANCY EXISTS, NOTIFY ENGINEER.

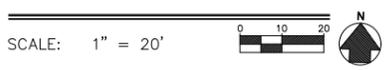


LEGEND

	PARKING COUNT
	CAR STACKING

PARKING REQUIREMENTS

1 SPACE PER 6 CUSTOMER SEATS	
1 SPACE PER 2 EMPLOYEES	
50 SEATS + 7 EMPLOYEES = 13 MIN.	
PARKING PROVIDED	20 SPACES
ADA PARKING PROVIDED	2 SPACES
TOTAL PARKING PROVIDED	22 SPACES



PRELIMINARY FOR REVIEW ONLY



Exhibit E.1:
Water Demand Projections
February 17, 2025

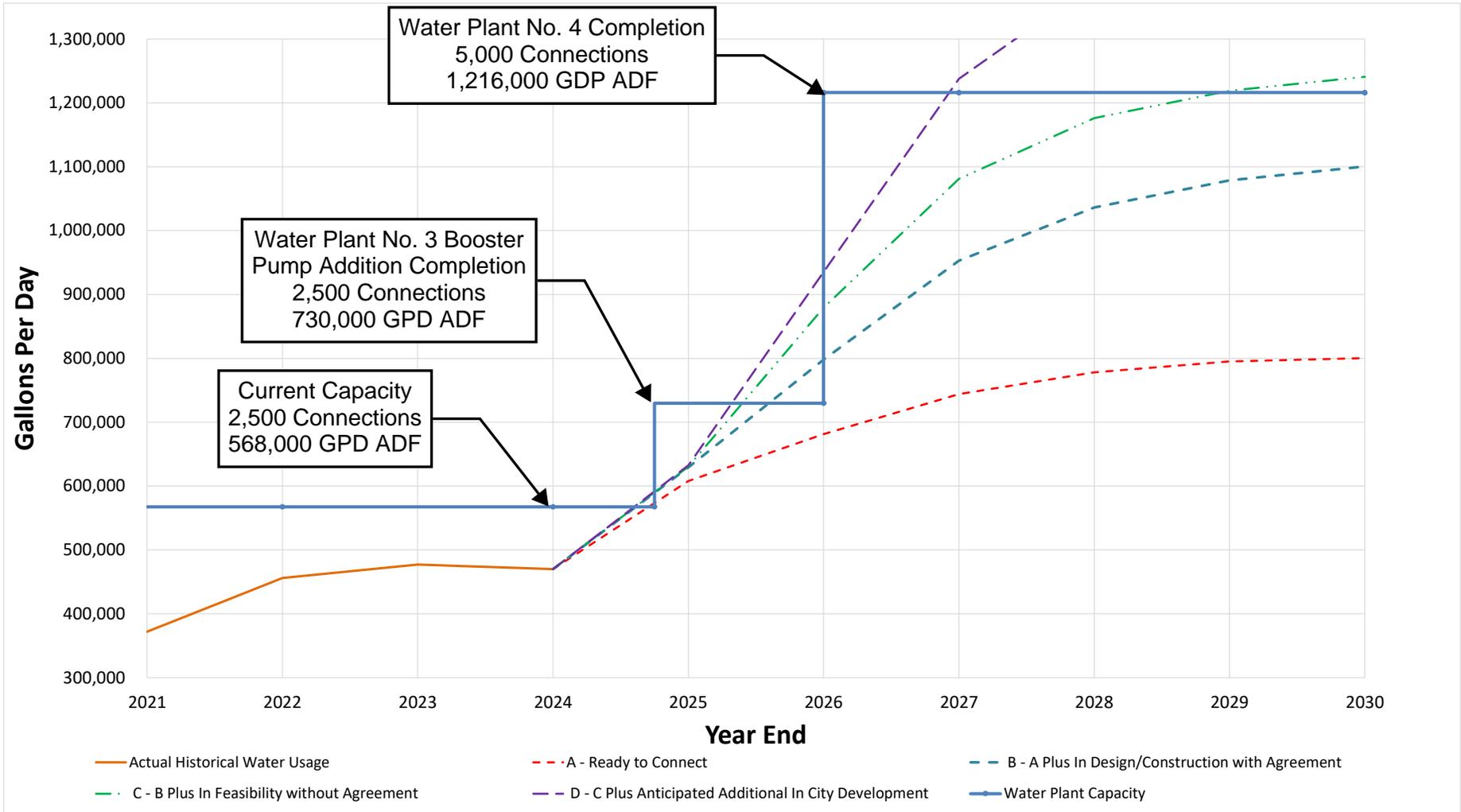
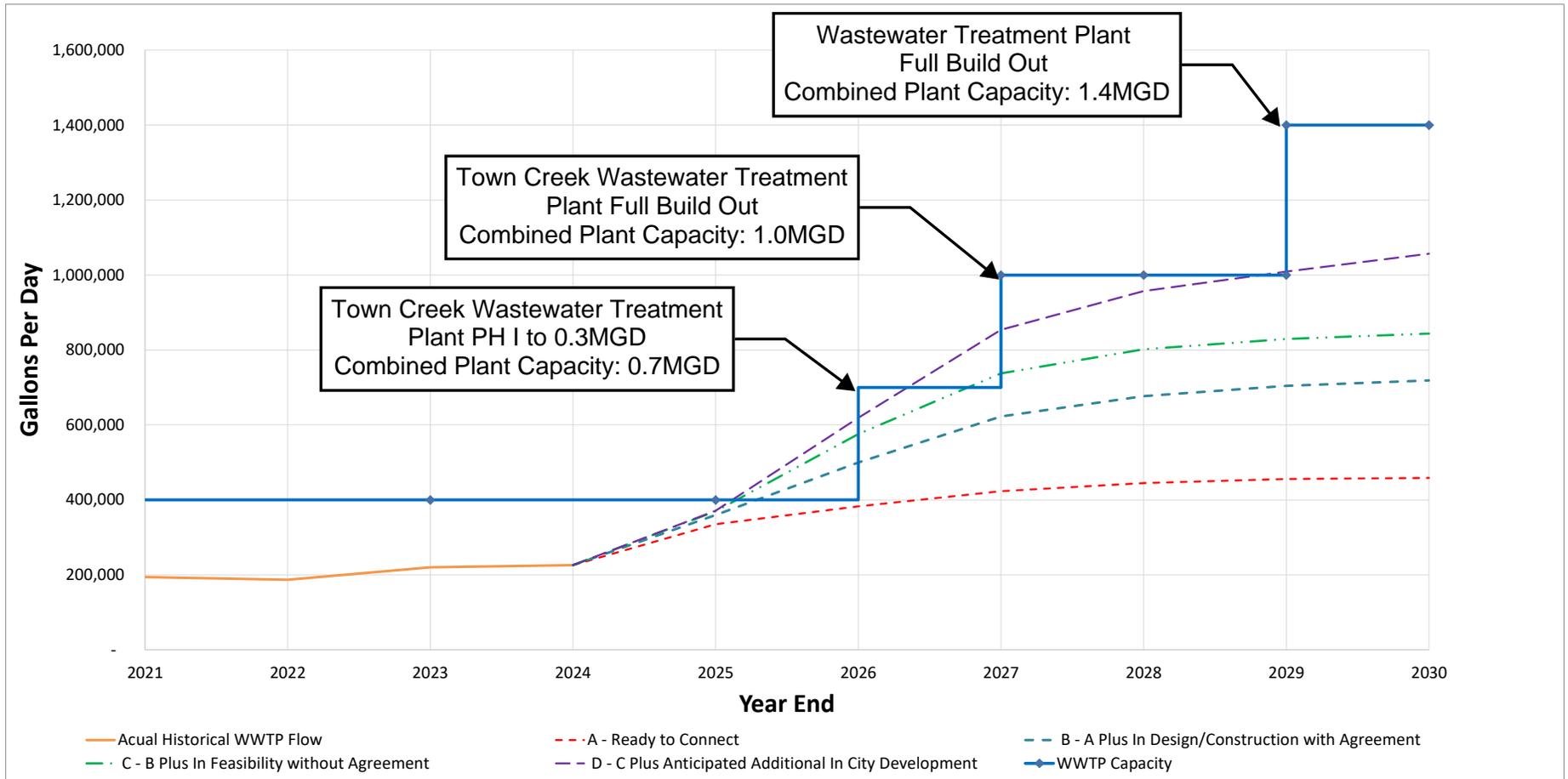




Exhibit E.2:
Wastewater Demand Projections
February 17, 2025



EXIHIBIT F: IMPACT FEE SUMMARY
September 2024

Meter Size ⁽¹⁾	Maximum Capacity (GPM)	Maximum Assessable Water Fee (\$/ESFC)	Maximum Assessable Wastewater Fee (\$/ESFC)	Maximum Assessable Fee (\$/ESFC)
5/8"	15	2,033	1,951	3,984
3/4"	25	3,396	3,258	6,654
1"	40	5,429	5,209	10,638
1 1/2"	120	16,268	15,607	31,875
2"	170	23,039	22,104	45,143
3"	350	47,441	45,515	92,956
4"	600	81,339	78,037	159,376
6"	1,200	162,679	156,074	318,753
8"	1,800	244,018	234,111	478,129

1. 5/8" Meter size is used for all connections equal to 1 ESFC (Equivalent Single Family Connection), and reflects the installation of a 5/8" x 3/4" meter.

ESCROW AGREEMENT, SECTION 2.03 ATTACHMENT

BY AND BETWEEN

THE CITY OF MONTGOMERY, TEXAS,

AND

Jack in the Box

Dev. No. 2414

THE STATE OF TEXAS ⊃

COUNTY OF MONTGOMERY ⊃

As per section 2.03, the Feasibility Study completed an estimate of the additional escrow amount, which was determined for administration costs, legal fees, plan reviews, developer coordination, construction coordination, construction inspection, and warranty of services. The required additional amount is below:

Administration	\$ 1,500
City Attorney	\$ 1,500
City Engineer	\$ 4,500
<hr/>	
TOTAL	\$ 7,500

Note: Any changes to the site plan or phasing of the project may result in changes to the cost to the City. In that event, additional deposits would be required by the Developer.