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TAX INCREMENT REINVESTMENT ZONE #1 AGENDA

SPECIAL MEETING | JUNE 29, 2021 AT 5:30 PM

CITY HALL COUNCIL CHAMBERS | 405 MUNICIPAL DRIVE, KENNEDALE, TX 76060

MEMBERS OF THE PUBLIC MAY JOIN IN PERSON OR VIRTUALLY BY VISITING

WWW.CITYOFKENNEDALE.COM/JOINMEETING AND/OR BY DIALING

1-877-853-5257 (TOLL-FREE) AND USING ACCESS CODE 76060-76060

I. CALL TO ORDER

*The public may join this meeting via the information provided above. Those attending in-person, are encouraged to wear a mask (but it is not required). If joining virtually, please leave yourself on mute unless you are called upon by the Chair and are actively speaking. Toggle between mute and unmute by pressing *6 on your keypad. **Anyone wishing to address the Board regarding any item on this agenda may do so as the item is considered.** If you would like to speak, please indicate as much by pressing *9 on your telephone keypad or the "Raise Hand" button under the "Participants" tab on your computer or smart device. If you have joined via telephone only, the Chair may call upon you using the last four digits of your phone number. If you have joined by browser or app, ensure that you enter your name as you would like to be recognized. If attending in person, please submit a "Request to Speak" form before the meeting begins. Speakers should begin by stating their name and address, will be allotted three (3) minutes, should limit their comments to the current item, and should address the Board as a whole, rather than individual Board members or staff.*

II. ROLL CALL

III. WORK SESSION

- A. Brief presentation of the budget, financing, and financial status of the District
- B. Brief presentation of possible and/or proposed development projects and project plans within the District

IV. MINUTES APPROVAL

- A. Approval of the minutes from the November 2, 2018 regular meeting

V. ADJOURNMENT

In compliance with the Americans with Disabilities Act (ADA), the City of Kennedale will provide for reasonable accommodations for persons attending meetings. This facility is wheelchair accessible and accessible parking spaces are available. Requests for sign interpreter services must be made forty-eight (48) hours prior to the meeting by calling 817-985-2104 or (TTY) 1-800-735-2989.

CERTIFICATION

I DO HEREBY CERTIFY THAT THE JUNE 29, 2021 TAX INCREMENT REINVESTMENT ZONE #1 AGENDA WAS POSTED INSIDE THE MAIN ENTRANCE OF CITY HALL (405 MUNICIPAL DRIVE), IN A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE GENERAL PUBLIC AT ALL TIMES; AND THAT SAID AGENDA WAS POSTED AT LEAST SEVENTY-TWO (72) HOURS PRECEDING THE SCHEDULED TIME OF SAID MEETING, IN ACCORDANCE WITH CHAPTER 551 OF THE TEXAS GOVERNMENT CODE.



LESLIE E. GALLOWAY, CITY SECRETARY



MEETING DATE: JUNE 29, 2021

AGENDA ITEM NUMBER: WORK SESSION ITEM III.A.

SUBJECT

Brief presentation of the budget, financing, and financial status of the District

ORIGINATED BY

Lakeita Sutton, Director of Finance and Information Technology

SUMMARY

This meeting is expected to be very brief. The main purpose is to offer a broad overview of the current finances and potential projects and development within the TIRZ. As the board has not met been active in recent years, staff sees this as an opportunity to gather input and questions from current Board members so that those inquiries can be properly addressed either in a follow-up email and/or in a presentation during a future meeting. Below are some financial notes from recent years:

September 2016

Adjusting Journal entries made showing expenses of the TIRZ and their respective reimbursement to the Streets, Water / Sewer, and Roadway Impact Fee Funds:

- \$50,856 – TIRZ reimbursed the Water Sewer fund for expenses related to the Bloxom Park Project
- \$176,235 – TIRZ reimbursed the Streets Fund for expenses related to the Bloxom Park Project
- \$371,457 – TIRZ fund balance was decreased, and the Water Sewer Fund balance was increased for prior year expenses related to New Hope Road
- \$297,060 – TIRZ reimbursed the Roadway Impact Fee Fund for expenses related to New Hope Road by crediting the Roadway Impact Fund Expenditure

June 18, 2018

Council approves Amendment 2 to Freese and Nichols engineering contract for TxDOT New Hope Road Off System Bridge Replacement Project in the amount of \$310,000 (This expense was not reimbursed to the City as it was not an expense the TIRZ was asked to pay back at the time Council approved Amendment 2. The staff Report states this amount would need to be paid through the operating budget or through issuance of debt and it has been paid through the issuance of debt.)

November 2, 2018 (Last Meeting)

TIRZ Board authorized payment to the City of \$15,000. (This journal entry has not occurred since the TIRZ Fund currently has a negative fund balance.)

RECOMMENDATION

ATTACHMENTS

1.	TIRZ #1 New Hope Road Project Plan	TIRZ #1 New Hope Road Project Plan.pdf
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The City of Kennedale, Texas



Tax Increment Reinvestment Zone Number One - Noncontiguous Geographic Area

New Hope Road

PROJECT PLAN

The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan

**Tax Increment Reinvestment Zone
Number One – Noncontiguous Geographic Area
City of Kennedale, Texas
New Hope Road**

TABLE OF CONTENTS

OVERVIEW.....	2-3
THE PROJECT PLAN.....	4-8
HISTORY	4-5
DESCRIPTION OF THE PROPOSED CHANGES.....	5-8
TAX INCREMENT ANALYSIS	9-14
CRITERIA AND REQUIREMENTS.....	12-14
DESCRIPTION OF NEW HOPE TIRZ DISTRICT	15-26
EXHIBIT A- CURRENT ZONING	15-16
EXHIBIT B- PROPOSED ZONING.....	17-18
EXHIBIT C- LEGAL DESCRIPTION OF BOUNDARY OF ZONE.....	19-20
EXHIBIT D- ORDINANCE ADOPTED BY THE CITY COUNCIL.....	21-26
FINANCE PLAN	27-28
TAX INCREMENT ANALYSIS.....	27
ECONOMIC PROFORMA.....	28

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Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan*

OVERVIEW

The City of Kennedale adopted a strategic plan- *Imagine Kennedale-2015* in 2009. This plan has guided recent development such as:

- The adoption of a *Comprehensive Land Use Plan* in February 2012.
- Closure of four sexually oriented businesses located at IH-20 and Kennedale Parkway.
- Construction of Bowman Springs Road and bridge at Little School Road and Sublett Road. These roads were completed as a part of the Tarrant County Transportation Board Program.
- Development of Kennedale TownCenter. The retail center is a long-term project funded in part by the Kennedale Economic Development Corporation and a legislatively created Municipal Management District-Kennedale Development District. The TownCenter serves as the community gathering point.
- Constructed a replica of the Kennedale Section House within the TownCenter to serve as the Chamber of Commerce offices. The construction was funded by the KEDI, donations, and the Union Pacific Railroad Foundation.
- Development of TownCenter Park, Rodgers Farm Park, and expansion and redevelopment of Sonora Park. All three parks have enabled the community to host community-wide family events.
- Secured a street beam from the World Trade Center to construct a 9-11 memorial. The memorial is located in the TownCenter Park and was dedicated in October 2011. The memorial will be featured in the forthcoming book by the Port Authority of New York on 9-11 memorials nationwide.
- Opening of Red's Roadhouse, an entertainment based restaurant, with assistance from Kennedale Economic Development Corporation.
- Recently awarded \$900,000 TxDOT Green Ribbon grant to landscape a portion of Kennedale Parkway. Bids have been awarded with construction scheduled for the fall.

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Project Plan*

- Recently award RTR grant through NCTCOG to construct a sidewalk along one side of Kennedale Parkway. Construction will occur in 2012-2013 fiscal year.

Beyond these projects the strategic plan also calls for the restoration of Village Creek, development of a commuter rail stop, closure of the salvage yards, and development of residential housing. Consistent with the strategic plan, the City of Kennedale desires to open the South West portion of the town to residential development. The primary impediment to the development of this area is the presence of three race tracks. Establishment of the Tax Increment Reinvestment Zone will permit the orderly transfer of the land use to residential use. To do so, the City will need to develop New Hope Road, expand a sewer trunk line, install a commuter rail stop, and extend hike and bike trails. The critical component to this effort is the establishment and utilization of a Tax Increment Reinvestment Zone for New Hope Road. The City of Kennedale extended a 16” water line to the New Hope Road area in 2011.

A second component of the TIRZ is for the extension of water and sewer service to Bloxom Industrial Park and street construction within the Park. The City of Kennedale has received offers for industrial development and plans on developing Bloxom Industrial Park for this purpose. This component is important because it will open property to industrial expansion prior to the village creek improvements.

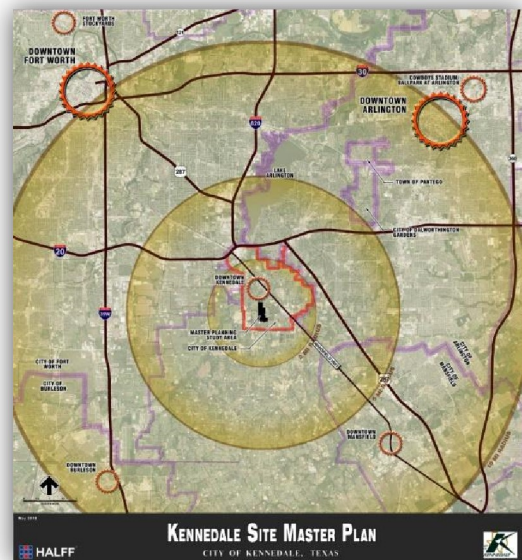
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THE PROJECT PLAN

History

Kennedale is a city of approximately 6,763 people located immediately southeast of Fort Worth in the south-central portion of the Dallas-Fort Worth Metroplex. Though it was not incorporated until 1947, Kennedale was founded in 1882. Kennedale was known in the late 19th and early 20th century for its agricultural areas, brickyards, and mineral wells. This, along with the city’s location along the Fort Worth and New Orleans Railway (today the Union Pacific Railroad) and the Mansfield Cardinal Road, led to the city’s early prosperity. The city’s downtown was destroyed by a fire in 1908, which resulted in few historic structures remaining in Kennedale.

One of the largest selling points for the City of Kennedale is its location. Kennedale’s location between the vibrant area of Fort Worth’s Downtown and the booming development of Arlington make it attractive to businesses and residents alike. It gives both the ability to be somewhat removed from the hustle and bustle of the larger cities, while remaining within a “stone’s throw” of many major regional attractions.



In the past, one of Kennedale’s greatest challenges has been the presence of sexually oriented businesses (primarily video stores, but also so-called “gentleman’s clubs”) within the city. These businesses were primarily located near the intersection of Kennedale Parkway and IH-20 – the city’s front door. Over the last year, these businesses have closed or relocated outside of Kennedale. In light of the relocation of these businesses, the City of Kennedale has positioned itself for rebranding and redevelopment.

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Project Plan*

Kennedale has also been historically known for its three race tracks (two oval tracks and one quarter-mile drag strip). All three of these facilities are located along Kennedale New Hope Road between downtown and Hudson Village Creek Road. These race tracks have long been a barrier for development within the City of Kennedale. Many developers shy away from this area due to the noise associated with the racetracks. In addition, they are a “nuisance” to many of the residents (including residents of Arlington and



Mansfield), who have long complained about the elevated noise levels. With the establishment of the New Hope Road TIRZ, it would aid in the removal of the race tracks.

Several planning studies have been completed for the City of Kennedale over the last several years. Of particular interest for this report, are the recently adopted *2012 Comprehensive Plan* and the *Imagine Kennedale-2015* strategic plan. The *Imagine Kennedale-2015* strategic plan served as a framework that ultimately shaped the Comprehensive Plan. It outlines many of the goals and public projects within the New Hope Road TIRZ. Having clear, distinct and precise development goals are key to the success of any TIRZ. The City of Kennedale’s Comprehensive Plan provides that framework and guide.

Description of the Proposed Changes

The purpose of the New Hope Road TIRZ is to encourage residential development in the targeted area. In order to attract development, certain elements of infrastructure must be in place. Residential development requires three major components. Those components are water, sewer, and roadways. The City of Kennedale spent \$2.1 million between 2009 and 2011 to establish an adequate water supply for New Hope Road. The New Hope TIRZ will help continue that

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Project Plan*

commitment to development by funding the other needed public projects. These projects include road construction, the extension of the sewer trunk tributary from Village Creek, hike and bike trails, and land banking for a commuter rail stop. All of the aforementioned are necessary for encouraging the desired development.

In the city's *2012 Comprehensive Plan*, New Hope Road will be constructed as a boulevard. A boulevard is described as being most closely associated with the traditional minor arterial roadway. Based on this role, boulevards are expected to carry a fairly high capacity of both local and regional traffic, but in a more urban or local setting than the Parkway. Bicycle and pedestrian use is also expected to be higher on these boulevards.

In addition, boulevards should be designed for medium-speed travel of vehicles (35 to 40 mph) in a walkable, urban environment. Boulevards may be long corridors and typically consist of 2 or 4 lanes. Because they carry a significant mix of local and through traffic, access management is important along boulevards, such as synchronized signal timing, shared access for businesses, or even restricting access to side streets.



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Project Plan*

New Hope Road will be designed to meet the following:

Number of Through Lanes	2 lanes with 4 lane right of way
Lane Width	14'
Desired Operating Speed (mph)	35 - 40
Median	12' - 18'
Driveway Access	Limited
Curb Parking	No
Pedestrian Facilities	5' - 10'
Bicycle Facilities	Bike lane or buffered bike lane
Street Side Width	18' - 22'
Required ROW Width	100' - 130'



Once the newly renovated boulevard is constructed, all necessary conditions would be in place for new development. A further examination of the city's *2012 Comprehensive Plan* reveals the intent for biking trails, housing, and a retail node.

One of the major developments anticipated in the *2012 Comprehensive Plan* is a Neighborhood Village at the intersection of the planned extension of Little Sublett Road and New Hope Road. The plan details what can be expected from the "neighborhood village". These villages serve the surrounding neighborhood and community. They are smaller and less intense than Urban Villages. Uses should include a dense mix of residences and businesses. Neighborhood Villages should be very easily accessible by foot from the surrounding neighborhoods.



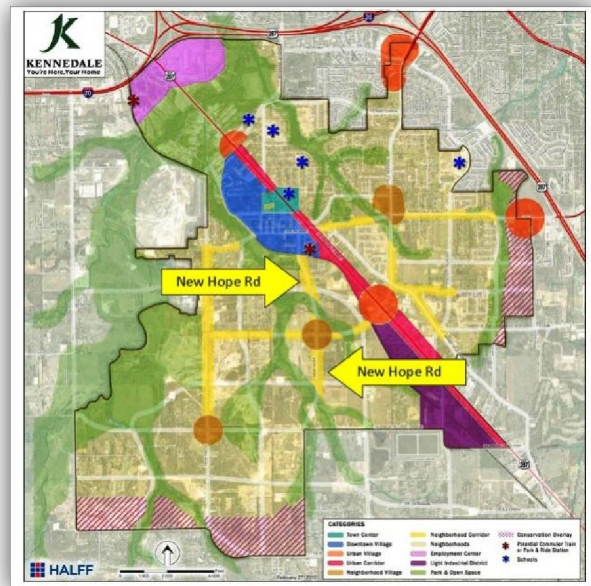
The plan indicates a vast expansion in the number of single family housing units over the life of the TIRZ. This increase translates into a significant increase to the tax base. However, it is important to note that with this increase in residents, there will also be a need for

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Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan*

improved emergency response. The city has identified the most cost effective way to address this concern is to extend Little School Road from Kennedale Parkway to Dick Price Road. It is important to note that this extension will include an elevated railroad crossing, which will eliminate any delays in response from emergency personnel due to train crossings. The city anticipates submitting the Little School Road extension and bridge in a future county transportation bond program.

The *2012 Comprehensive Plan* outlines the framework for the direction of the City of Kennedale. The New Hope Road TIRZ is the catalyst for economic development that will support the Kennedale TownCenter and other anticipated business development along Kennedale Parkway.

The map from the *2012 Comprehensive Plan* shows how essential New Hope Road is to the future development of the city; it provides direct access to the Kennedale TownCenter, is adjacent to planned commuter rail station, and connects neighborhood villages.



New Hope Road must be built for any of these developments, including the neighborhood village, to be possible.

The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan

TAX INCREMENT ANALYSIS

- A. Development within the New Hope Road TIRZ will consist of public improvements and private investment projects over time. These improvements will create a “boulevard” and “residential village” that will be welcoming and inviting to not only individuals, but businesses as well.
- B. The initial improvements contemplated in the New Hope Road TIRZ include public infrastructure (curb, drainage, sidewalks, etc.) all associated with the boulevard style development envisioned. The improvements planned for the New Hope Road TIRZ will include, but are not limited to the following:

- ❖ Construction of New Hope Road*
- ❖ Extension of 12 inch sewer trunk line (3,800 ft.)*
- ❖ Acquisition of 3.5 acres of land for commuter rail station
- ❖ Beautification landscaping in the medians
- ❖ Water line along New Hope Road
- ❖ Landscaping along sidewalks to create shade and beautification to further enhance a pedestrian friendly atmosphere
- ❖ Hiking trails



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Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan*

New Hope Component

New Hope Road	
Construction Costs	\$7,000,000
Surveying, Engineering and Right of Way Acquisition	\$3,000,000
Sewer Extension	
Construction Costs	\$600,000
Easement	\$120,000
Engineering and Surveying Costs	\$80,000
Parks and Trails	
Construction Costs	\$670,000
Engineering and Design	\$80,000
Commuter Rail Stop	
Land Acquisition	\$500,000

Bloxom Park Component

Bloxom Park Road	\$150,000
Sewer Extension	\$400,000
Water Extension	\$175,000

C. Bonded indebtedness is contemplated to be incurred during various phases of the project. Debt will be based on size, scope, and timing of the projects.

D. The expected sources of revenue to finance or pay project costs, including the percentage of tax increment participation is reflected as follows:

<u>Taxing Unit</u>	<u>Contributing Percent</u>	<u>2011 Tax Rate</u>
City of Kennedale	100%	0.7225
Tarrant County	75%	0.264
Tarrant County Health District	50%	0.227897
Tarrant County College	50%	0.14897

*The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan*

- E. The current appraised value of the taxable real property in the New Hope Road TIRZ is estimated to be \$18,906,681 based upon 2011 values. This is approximately 3.5% of the total appraised value of all taxable property in the City of Kennedale, or well within the 50% limit (Based upon a 2011 total appraised value of \$541,688,203 for the City of Kennedale).
- F. The total acreage amount of the privately owned property used for residential purposes within the New Hope Road TIRZ is 123.73 acres or approximately 23% of the 544.67 acres of the TIRZ. This is well within the 30% maximum allowed.
- G. The taxable real property in the Zone is projected to increase to \$112 million by 2035 and to generate a total increment of \$9 million over the life of the TIRZ.
- H. The projected total contribution by each Taxing Unit over the life of the TIRZ are:

The City of Kennedale	\$9.06 million
Tarrant County	\$2.48 million
Tarrant County Health District	\$1.43 million
Tarrant County College	\$ 938 thousand

*Property tax rates are conservatively assumed to remain unchanged from 2011 rates.

- I. The duration of the Zone will be lesser of the 25 years or when the project costs are paid. Assuming the Zone exists for its full term, the expiration date of the Zone will be December 31, 2038. The Zone will begin with the increment generated by the 2013 tax appraisal and end with the increment generated by the 2038 tax appraisal.

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Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan*

CRITERIA AND REQUIREMENTS FOR THE REINVESTMENT ZONE

The City of Kennedale is proposing to create this Zone to transform New Hope Road from its currently zoned commercial use to a largely residential area. The land use change is consistent with the newly adopted *2012 Comprehensive Plan*, and is important to the long-term success of Kennedale TownCenter and future commuter rail stop because of the increased population. New Hope Road is envisioned as a neighborhood corridor with a neighborhood village at the intersection of New Hope Road and the future Little School Road extension.

The project plan and financing plan meets the following criteria for a reinvestment zone as stated in Texas Tax Code Section 311.005:

(1) substantially arrest or impair the sound growth of the municipality or county designating the zone, retard the provision of housing accommodations, or constitute an economic or social liability and be a menace to the public health, safety, morals or welfare in its present condition and use because of the presence of faulty layout in relation to usefulness, and the predominance of defective or inadequate sidewalks and street layout, and unsafe noise and drainage erosion control issues.

The Zone, located along New Hope Road includes land from commercial race tracks. As Kennedale and the general area have grown, the noise generated from racing is increasingly a nuisance. The tracks have inadequate erosion control resulting in silt/sediment run off into bar ditches thereby reducing drainage capacity. The noise impedes the sale of homes, and the orderly development of property. Prior efforts to abate noise levels have been marginal. In order to induce residential development, New Hope Road must be rebuilt as a boulevard and wastewater service extended along the Village Creek tributary.

“(a-1) Notwithstanding subsection (a), if the proposed project plan for a potential zone includes the use of land in the zone in connection with the

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Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan***

operation of an existing or proposed regional commuter or mass transit rail system, or for a structure for facility that is necessary, useful or beneficial to such a regional rail system, the governing body of a municipality may designate an area as a reinvestment zone.”

The area of the Zone located along the railroad tracks at New Hope Road, includes the use of land in connection with the operation of a proposed regional commuter rail stop.

The project plan also meets the requirements to create a TIRZ as required by Section 311.011 of the Texas Tax Code.

1. A map showing existing uses and conditions of real property in the zone and a map showing proposed improvements to and proposed uses of that property.

- The TIRZ will cover two noncontiguous geographic areas in the City of Kennedale as shown in the map below. The existing uses are described in Exhibit “A,” and Exhibit “B” map shows proposed improvements and proposed uses of that same property with the TIRZ in place.
- The boundary of the proposed zone is also shown in the map Exhibit “B” and more fully described in Exhibit “C” - Description of the Zone

2. Proposed changes of zoning ordinances, the master plan of the municipality, building codes, other municipal ordinances, and subdivision rules and regulations if any.

- Current zoning is for the proposed project is primarily commercial; however, a recent adoption of the comprehensive land use plan changes the zoning to residential, creates a neighborhood village, boulevard with sidewalks and trails for creation of multi transportation use.

These changes in zoning, master plan, codes and ordinances have been made through the established policies and procedures of the city.

3. A list of estimated non-project costs.

The City of Kennedale

Reinvestment Zone Number One – Noncontiguous Geographic Area

Project Plan

- Non-project costs are development costs not paid for by the zone. These costs include the residential development contemplated in the residential area along New Hope Road and commercial development on New Hope Road.

4. A statement of a method of relocating persons to be displaced as a result of the implementation of this plan.

- No persons are currently contemplated to be displaced as a result of implementing this project plan.

In the event that any relocation arises as a result of implementing the project plan, they will be made through the established policies and procedures of the city.

The City of Kennedale

Reinvestment Zone Number One – Noncontiguous Geographic Area

Project Plan

Exhibit A – Current Zoning

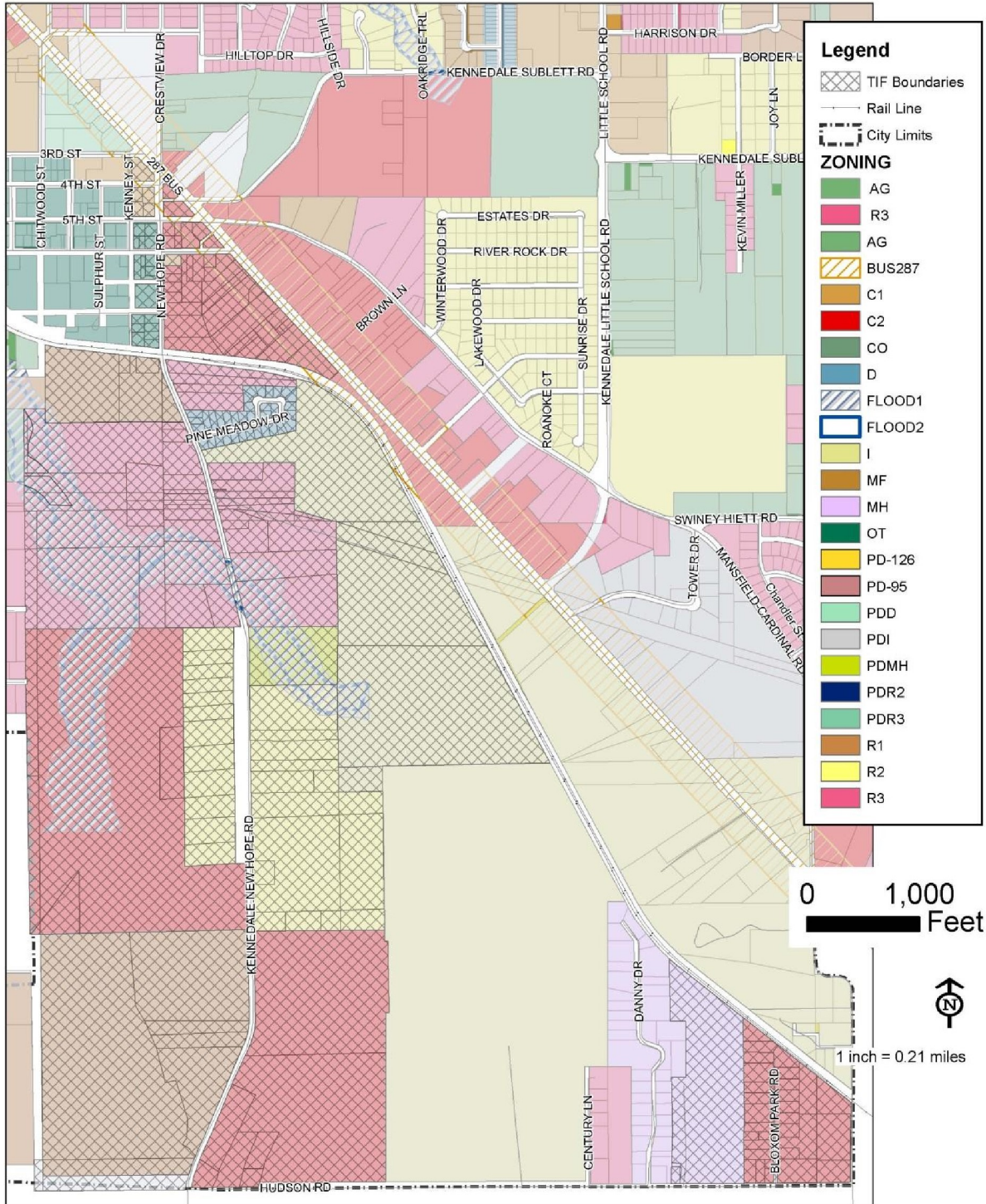
New Hope TIRZ District

The City of Kennedale

Reinvestment Zone Number One – Noncontiguous Geographic Area

Project Plan

Current Zoning, New Hope TIRZ District



The City of Kennedale

Reinvestment Zone Number One – Noncontiguous Geographic Area

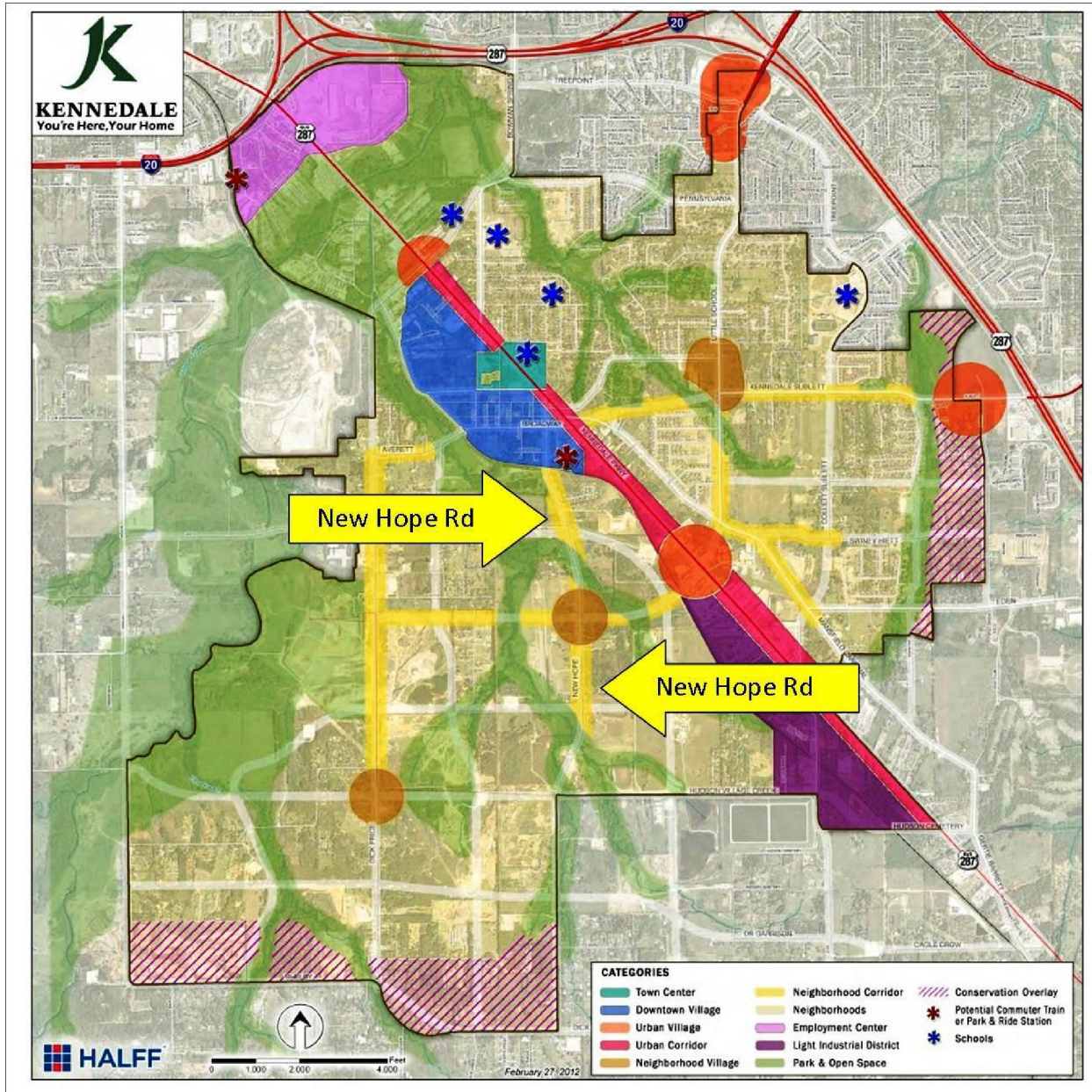
Project Plan

Exhibit B – Proposed Zoning

New Hope TIRZ District

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 Reinvestment Zone Number One – Noncontiguous Geographic Area
 Project Plan*

Proposed Zoning, New Hope TIRZ District



The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
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Exhibit C – Legal Description of Boundary of Zone

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Reinvestment Zone Number One – Noncontiguous Geographic Area
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CA Boaz Subd Of J B Renfro Survey Blk Lots 29, 30, 31, 32B, 32C, 32D2A, 32Dr, 32E, 32R, 33, 34A, 34B, 35A, 35B, 36A, 36A1, 36A2 & NE Pt 37, 36A3, 36A4 & 36D, 36A5 & 36E, 36B, 36C, 37A, 37B, 37B1, 38, 39.

E C Cannon Survey A378 Trs 1J01 & 1Ee.

Wade H Hudson Survey A716 Tr 2, 2C, 2C01, 2C02, 2C03, 2C04, 2C04A, 2C05, 2C06, 2C07, 2C08, 2C09, 2C10, 2C10A, 2C11, 2C12; 2C13; 2C14, 2C15, 2C16, & 2C17 (AKA Bloxom Business Park Lts 26, 27, 28, 29); 2C18, 2C18, 2C19, 2C20, 2C21, 2C22, 2C23, 2C24, 2C25, 2C25A, 2C25B, 2D, 2E.

Kennedale Speedway Park Addn Blk 1 Lot 1.

Kennedale Sub-Station Addn Blk 1 Lot 1 and Blk 2 Lot 1.

City of Kennedale Addn Blk 23 Lot 1A; Blk 44 N100'7 & 8; Blk 44 Lts 1 2 S20'7 & 8; Blk 44 Lots 3 & 4; Blk 44 Lts 5, 6 & Vacated Alley; Blk 45 Lots 5-8 & Pt Closed Alley, Lots 1R & 3R; Blk 45 Lts 9-12 & Pt Closed Alley; Blk 45 Lts 13- 16 & Pt Closed Alley; Blk 66 Lts 1, 2, 15, 16 & Pt Of Closed Alley; Blk 66 Lts 3, 4B, 5B, 6B, 7B, 8B & Pt Of Closed Alley; Blk 66 Lts 4A, 5A, 6A, 7A, 8A & Pt Of Closed Alley; Blk 66 Lts 9, 10, 11, 12, 13A & Pt Of Closed Alley; Blk 66 Lts 13B, 14 & & Pt Of Closed Alley; Blk 67 Lts 1-12 & Closed Alley; Blk 88 Lts 1R, 2R, 3R, 4R, 5R, 6R, 7R; Blk 89 Lts 1, 2; Blk 90.

Kim Addn Blk 1 Lot 1.

Living Water Baptist Church Blk 1 Lot 1.

Pine Meadow Addn Blk 1, Lots 1-11, 12R, 13R, 14-32; Blk 2 Lots 1-3.

Raceway Estates Addn Blk Lots 1A1, 1A2, 1B, 2, 3, 4, 5A, 5B, 6A, 6B1, 6B2, 6B3, 7A, 7B.

Jesse B Renfro Survey A1260 Trs 1A, 1A01, 1A01A, 1A02, A03B, 1B, 1B01, 1B01A, 1C01, 1C01A, 1C02, 1D, 1E, 1F, 1F01, 1F01A, 1F01A1, 1G, 1G01, 1G01A, 1G02, 1G02A, 1H, 3E, 5E, 5E01, 5E02, 5E03, 5E04, 5E05, 5H, 1A3A & 1A3E, 1A3C & 1A3D, 5F, 5F1, & 5J.

R C Richey Survey A1358, Trs 1, 1A, 1B, 1C, 2, 2A, 2A01, 2A02, 2B1, 2B2, 2B4, 2B5.

R C Richey Survey A1359 Trs 1, 1A, 1B, 1C, 1D, 1E.

Robert C Richey Survey A1327 Trs 1A01, 1B, 1B01, 1C, 2, 2B, 2B01, 2B2, 2B3, 2B04, 2C, 2D, 2E, 2F, 2G, 2H, 2J, 2K, 2L, 2M.

Peter Rouche Survey A1338 Trs 1, 1B, 1C, 2, 2B, 2C.

Joel Snider Survey A1448 Trs 1A, 1B, 1C, 1D, 1D01, 2, 2A, 2B, 2C, 3, 3A, 3A01, 3B, 3B01.

C B Teague Survey A1506, Trs 2, 3, 4, 4A, 4A01, 4A01A, 4A01A1, 4A01B, 4A01C, 4A02, 4B, 4B01, 4B02, 4E, 4F, 5, 5A, 5A01, 5B.

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Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan

Exhibit D – Ordinance Adopted by the City Council
of the City of Kennedale creating the TIRZ

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Reinvestment Zone Number One – Noncontiguous Geographic Area
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ORDINANCE NO. 506

AN ORDINANCE DESIGNATING CERTAIN NONCONTIGUOUS GEOGRAPHIC AREAS IN THE CITY OF KENNEDALE AS "TAX INCREMENT REINVESTMENT ZONE NUMBER ONE – NONCONTIGUOUS GEOGRAPHIC AREAS, NEW HOPE ROAD AND BLOXOM ROAD, CITY OF KENNEDALE;" CREATING A BOARD OF DIRECTORS FOR THE ZONE; PROVIDING THE EFFECTIVE AND TERMINATION DATES FOR THE ZONE; ESTABLISHING A TAX INCREMENT FUND FOR THE ZONE; AND CONTAINING OTHER MATTERS RELATED TO THE ZONE.

WHEREAS, the City Council desires to promote the development of certain noncontiguous geographic areas in the City of Kennedale, which are more specifically described in Exhibit "A" of this Ordinance (the "Zone"), through the creation of a new reinvestment zone as authorized by and in accordance with the Tax Increment Financing Act, codified at Chapter 311 of the Texas Tax Code; and

WHEREAS, the City has prepared a preliminary financing plan for the Zone and provided a copy of that plan to the governing body of each taxing unit that levies taxes on real property in the Zone, in accordance with Section 311.003(b) of the Texas Tax Code; and

WHEREAS, on July 12, 2012, the City Council held a public hearing regarding the creation of the Zone and its benefits to the City and to property in the Zone and afforded a reasonable opportunity for (i) all interested persons to speak for or against the creation of the Zone, its boundaries or the concept of tax increment financing and (ii) owners of real property in the Zone to protest inclusion of their property in the Zone, as required by Sections 311.003(c) and (d) of the Texas Tax Code; and

WHEREAS, notice of the public hearing was published in a newspaper of general circulation in the City on July 1, 2012, which satisfies the requirement of Section 311.003(c) of the Texas Tax Code that publication of the notice occur not later than the seventh day before the date of the public hearing; and

WHEREAS, no owner of real property in the proposed Zone protested the inclusion of their property in the proposed Zone; and

WHEREAS, the City has provided all information and made all presentations, given all notices and done all other actions required by Chapter 311, Texas Tax Code, or other law as a condition to the creation of the proposed Zone.

The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE, TEXAS:

Section 1. Findings

(a) That the facts and recitations contained in the preamble of this Ordinance are hereby found and declared to be true and correct and are adopted as part of this Ordinance for all purposes;

(b) That the City Council further finds and declares that the proposed improvements in the Zone will significantly enhance the value of all the taxable real property in the proposed Zone and will be of general benefit to the City;

(c) That the City Council further finds and declares that the proposed Zone meets the criteria and requirements of Section 311.005 of the Texas Tax Code because the proposed Zone is predominantly open or undeveloped and, because of obsolete platting, deterioration of structures or site improvements, or other factors, substantially impairs or arrests the sound growth of the City and surrounding areas;

(d) That the City Council, pursuant to the requirements of Chapter 311, Texas Tax Code, further finds and declares:

- (1) That the proposed Zone is a noncontiguous geographic area located wholly within the corporate limits of the City of Kennedale in accordance with Section 311.003(a), Texas Tax Code;
- (2) That the total appraised value of taxable real property in the proposed Zone does not exceed fifty percent of the total appraised value of taxable real property in the City and the industrial districts created by the City;
- (3) That thirty percent or less of the property in the Zone, excluding property that is publicly owned, is used for residential purposes (defined as any property occupied by a house having fewer than five living units); and
- (4) That the development or redevelopment of the property in the proposed Zone will not occur solely through private investment in the reasonably foreseeable future.

The City of Kennedale

Reinvestment Zone Number One – Noncontiguous Geographic Area Project Plan

Section 2. Designation of Zone

The City Council hereby designates the Zone described in the boundary description and depicted in the map, both attached hereto as Exhibit "A" and made a part of this Ordinance for all purposes, as a reinvestment zone pursuant to and in accordance with Chapter 311 of the Texas Tax Code. This reinvestment zone shall be known as "Reinvestment Zone Number One, Noncontiguous Geographic Area, New Hope Road and Bloxom Road, City of Kennedale."

Section 3. Zone Board of Directors

A board of directors for the Zone ("Board") is hereby created. The Board shall consist of seven (7) members who shall serve for terms of two (2) years each. Of these seven (7) members, each taxing unit other than the City that levies taxes on real property in the Zone may, but is not required to, appoint one (1) member to the Board. After each taxing unit other than the City designates to the City either the name of the member that the taxing unit wishes to appoint or the fact that the taxing unit wishes to waive its right to appoint a member, the City Council shall appoint whatever number of members are necessary to fill the remaining positions on the Board. Each year the City Council shall appoint a member to serve as chair for a term of one year beginning January 1 of the following year per Section 311.009(f) of the Texas Tax Code. The City Council authorizes the Board of Directors to elect from its members a vice chair and such other officers as the Board of Directors sees fit.

The Board shall make recommendations to the City Council concerning the administration, management and operation of the Zone. The Board shall prepare and adopt a project plan and a reinvestment zone financing plan for the Zone and submit such plans to the City Council for its approval. The Board shall perform all duties imposed upon it by Chapter 311 of the Texas Tax Code and all other applicable laws. Notwithstanding anything to the contrary herein, the Board shall not be authorized to (i) issue bonds; (ii) impose taxes or fees; (iii) exercise the power of eminent domain, or (iv) give final approval to the Zone's project plan and financing plan.

Section 4. Term of Zone

That the Zone shall take effect upon the adoption of this Ordinance and terminate on the earlier of (i) December 31, 2037 or an earlier termination date designated by an Ordinance adopted after the effective date of this Ordinance or (ii) the date on which all project costs, tax increment bonds and interest on those bonds and other obligations have been paid in full.

Section 5. Determination of Tax Increment Base

The tax increment base for the Zone, as defined by Section 311.012(c) of the Texas Tax Code, shall be the total appraised value of all real property in the Zone

The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan

taxable by a taxing unit for the year 2012, which is the year in which the Zone was designated as a reinvestment Zone.

Section 6. Tax Increment Fund

A tax increment fund for the Zone (the "TIF Fund") is hereby established. The TIF Fund may be divided into additional accounts and sub-accounts authorized by resolution or Ordinance of the City Council. The TIF Fund shall consist of (1) the percentage of the tax increment, as defined by Section 311.012(a) of the Texas Tax Code, that each taxing unit which levies real property taxes in the Zone, other than the City, has elected to dedicate to the TIF Fund under an agreement with the City authorized by Section 311.013(f) of the Texas Tax Code, plus (ii) one hundred percent (100%) of the City's tax increment, as defined by section 311.012(a) of the Texas Tax Code, subject to any binding agreement executed at any time by the City that pledges a portion of such tax increment or an amount of other legally available funds whose calculation is based on receipt of any portion of such tax increment. The TIF Fund shall be maintained in an account at a depository bank of the City and shall be secured in the manner prescribed by law for Texas cities. In addition, all revenues from (i) the sale of any obligations hereafter issued by the City and secured in whole or in part from the tax increments; (ii) revenues from the sale of any property acquired as part of an adopted tax increment financing plan; and (iii) other revenues dedicated to and used in the Zone shall be deposited into the TIF Fund. Prior to the termination of the Zone, money shall be disbursed from the Tax Increment Fund only to pay project costs, as defined by the Texas Tax Code, for the Zone, to satisfy the claims of holders of tax increment bonds or notes issued for the Zone, or to pay obligations incurred pursuant to agreements entered into to implement the project plan and reinvestment zone financing plan and achieve their purpose pursuant to Section 311.010(b) of the Texas Tax Code.

Section 7. Tax Increment Agreements

Pursuant to Sections 311.008 and 311.013 of the Texas Tax Code, the City Manager and City Attorney are hereby authorized to execute and deliver, for and on behalf of the City, tax increment agreements with taxing units that levy real property taxes in the Zone.

Section 8. Severability

If any portion, section or part of a section of this Ordinance is subsequently declared invalid, inoperative or void for any reason by a court of competent jurisdiction, the remaining portions, sections or parts of sections of this Ordinance shall be and remain in full force and effect and shall not in any way be impaired or affected by such decision, opinion or judgment.

*The City of Kennedale
Reinvestment Zone Number One – Noncontiguous Geographic Area
Project Plan*

Section 9. Notices

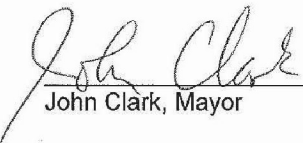
The contents of the notice of the public hearing, which hearing was held before the City Council on July 12, 2012, and the publication of said notice, are hereby ratified, approved and confirmed.

Section 11. Effective Date

This ordinance shall be in full force and effect from and after its passage, and it is so ordained.

PASSED AND APPROVED ON THIS 12th DAY OF JULY, 2012.





John Clark, Mayor

ATTEST:


Amethyst Cirrno, City Secretary

APPROVED AS TO FORM AND LEGALITY:


Wayne K. Olson, City Attorney

2014-2025 Budget and Financial Report

Year 1 - 2014

Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	
Revenue	10,000,000	10,500,000	11,000,000	11,500,000	12,000,000	12,500,000	13,000,000	13,500,000	14,000,000	14,500,000	15,000,000	15,500,000	16,000,000	16,500,000	17,000,000	17,500,000	18,000,000	18,500,000	19,000,000	19,500,000	20,000,000	20,500,000	21,000,000	21,500,000	22,000,000	22,500,000	23,000,000	23,500,000	24,000,000	24,500,000	25,000,000	25,500,000	26,000,000	26,500,000	27,000,000	27,500,000	28,000,000	
Expenses	10,000,000	10,500,000	11,000,000	11,500,000	12,000,000	12,500,000	13,000,000	13,500,000	14,000,000	14,500,000	15,000,000	15,500,000	16,000,000	16,500,000	17,000,000	17,500,000	18,000,000	18,500,000	19,000,000	19,500,000	20,000,000	20,500,000	21,000,000	21,500,000	22,000,000	22,500,000	23,000,000	23,500,000	24,000,000	24,500,000	25,000,000	25,500,000	26,000,000	26,500,000	27,000,000	27,500,000	28,000,000	
Surplus/Deficit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Additional Information

Notes

Assumptions

Methodology

Prepared by

Date

Version

Contact

Comments

Approval

Signature

Title

Organization

Address

City

State

Zip

Phone

Fax

Email



MEETING DATE: JUNE 29, 2021

AGENDA ITEM NUMBER: WORK SESSION ITEM III.B.

SUBJECT

Brief presentation of possible and/or proposed development projects and project plans within the District

ORIGINATED BY

Larry Hoover, Public Works Director

SUMMARY

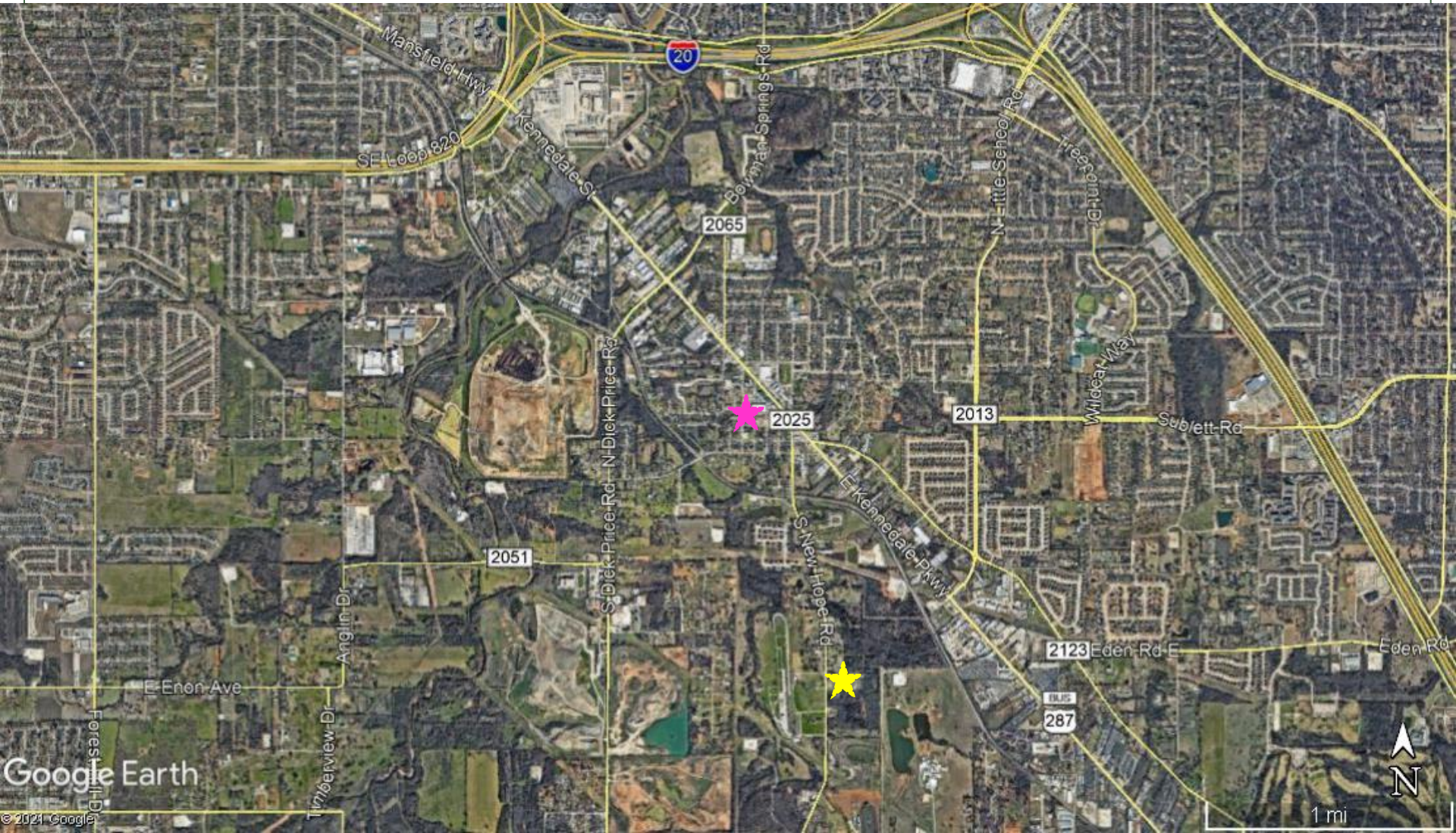
At this time, staff will offer a brief overview of in-progress and potential development within the District.

RECOMMENDATION

ATTACHMENTS

1.	Moderno	Moderno.pdf
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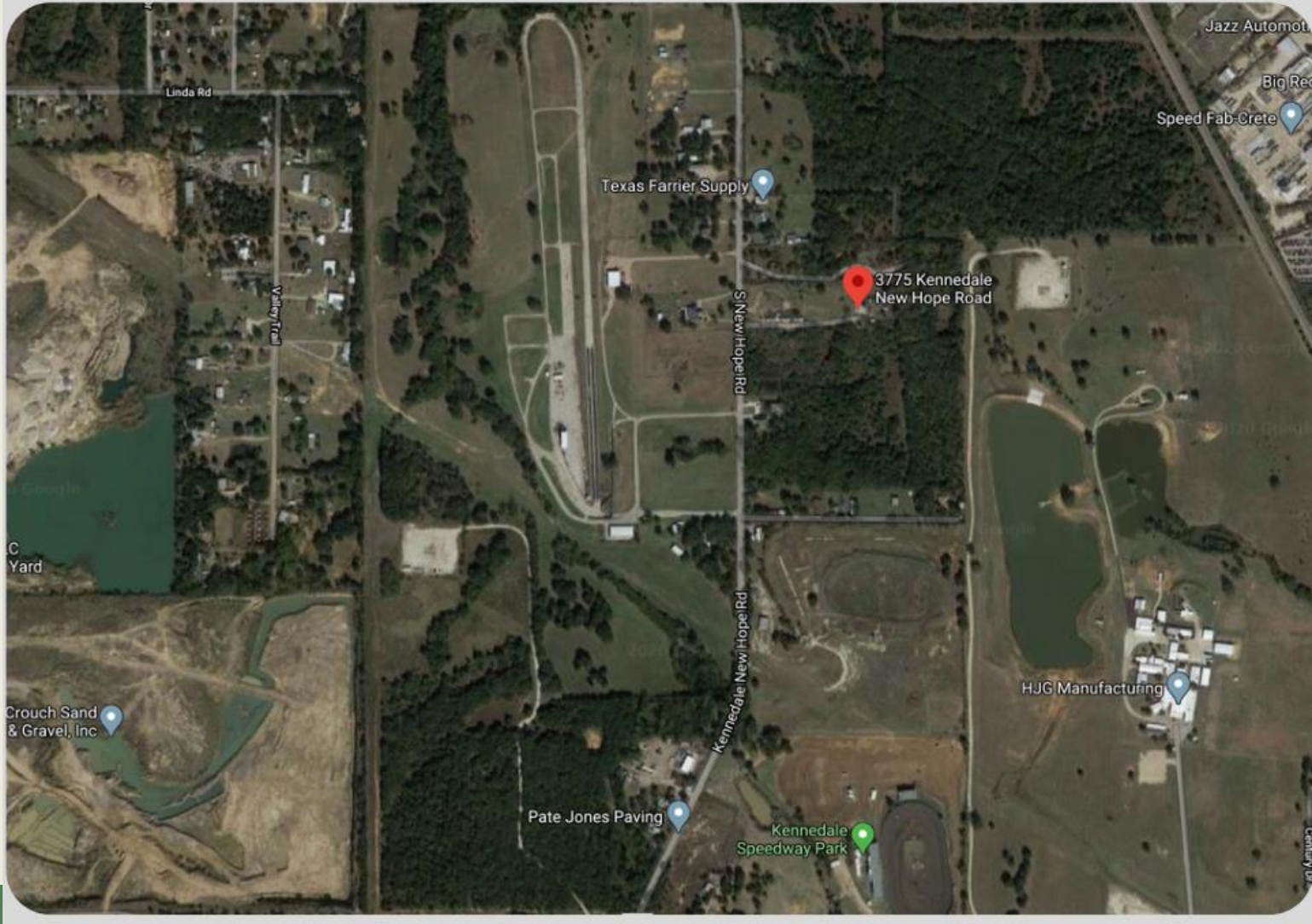
Moderno





MODERNO

Live Simply





- 52 modern, farmhouse style homes
- 750-1100 sf
- Common space in center with fire pits, grills areas, dog park and nature trail
- Price approx \$200,000





MODERNO

Live Simply



Moderno



- 52 single family homes
- Approx value \$12 million
- Property tax
 - City - \$82,890
 - KISD - \$160,368



MEETING DATE: JUNE 29, 2021

AGENDA ITEM NUMBER: REGULAR SESSION ITEM IV.A.

SUBJECT

Approval of the minutes from the November 2, 2018 regular meeting

ORIGINATED BY

Rosie Ericson, Board Secretary

SUMMARY

Please see the attached minutes for your consideration.

RECOMMENDATION

ATTACHMENTS

1.	Minutes - Unapproved	20210625180742833.pdf
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KENNEDALE
You're Here, Your Home
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TAX INCREMENT REINVESTMENT ZONE ONE
NONCONTIGUOUS GEOGRAPHIC AREA, NEW HOPE ROAD & BLOXOM PARK ROAD
MINUTES
BOARD OF DIRECTORS - REGULAR MEETING
November 2, 2018

I. CALL TO ORDER

Chairman Robert Mundy called the meeting to order at 9:59 a.m.

II. ROLL CALL

Present: Robert Mundy, Lary Adkins, Rockie Gilley, Scott Rule

Absent: Mark McClendon, and Jeni McGarry

Staff Present: *Brady Olsen, Kathryn Roberson*

III. REPORTS/ANNOUNCEMENTS

IV. MINUTES APPROVAL

A. Consider approval of minutes from the April 18, 2016 regular meeting

This item was taken out of order. It was discussed after item V.A.

Motion To approve the April 18, 2016 regular meeting minutes as presented. **Action** Approve, **Moved By** Rockie Gilley, **Seconded By** Scott Rule.

Motion Passed Unanimously

V. REGULAR ITEMS

A. Receive a report, hold a discussion and provide staff direction regarding reimbursements by the TIRZ to the City of Kennedale

Chairman Robert Mundy presented background information relative to the TIRZ. Finance Director Brady Olsen stated that the TIRZ currently has approximately \$15,000 cash on hand, with an expected \$125,000 to be received in fiscal year 2018-2019. There was some discussion regarding approximately \$500,000 outstanding debt to the City, with \$320,000 due to the water fund and \$180,000 due to the street fund. Mr. Olsen recommended reviewing upcoming project plans before spending any additional funds.

There was some discussion of the New Hope Road expansion. And Mr. Olsen advised the Board of an outstanding obligation, in the amount of \$10,000, due to engineering companies to keep plans and studies up-to-date. Mr. Mundy made a recommendation that staff be authorized to pay back \$15,000 to the City this year, and that the TIRZ Board reconvene in May or June, 2019 to discuss further pay back of the outstanding debt to the City.

VI. ADJOURNMENT

Board members agreed to meet again in in May or June 2019. The exact meeting date is yet to be determined.

Motion To adjourn. **Action** Adjourn, **Moved By** Scott Rule, **Seconded By** Robert Mundy.
Motion Passed Unanimously

The meeting was adjourned at 10:31 a.m.

APPROVED:

ATTEST:

Robert Mundy, Chair

Rosie Ericson, Administrative Assistant