VG-22-2026-2026000110104

Collin County
Honorable Stacey Kemp
Collin County Clerk

Instrument Number: 2026000110104

Real Property

CERTIFICATE

Recorded On: August 14, 2026 09:47 AM

Number of Pages: 75

" Examined and Charged as Follows: "

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Any provision herein which restricts the Sale, Rental or use of the described REAL PROPERTY because of color or race is invalid and unenforceable under federal law.

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STATE OF TEXAS
Collin County
I hereby certify that this Instrument was filed in the File Number sequence on the date/time printed hereon, and was duly recorded in the Official Public Records of Collin County, Texas

Honorable Stacey Kemp
Collin County Clerk
Collin County, TX

Stacey Kemp

CERTIFICATE FOR ORDINANCE

THE STATE OF TEXAS
COLLIN COUNTY
CITY OF PRINCETON, TEXAS

We, the undersigned officers of the City Council of the City of Princeton, Texas (the "*City Council*" or "*Council*"), hereby certify as follows:

1. The City Council convened in a regular meeting on the 10th day of August 2026, at the designated meeting place (the "*Meeting*"), and the roll was called of the duly constituted officers and members of said City Council, to wit:

Eugene Escobar, Jr., Mayor	Terrance Johnson, Place 1
Cristina Todd, Place 2	Bryan Washington, Place 3 Mayor Pro-Tempore
Jaisen Rutledge, Place 4	Steve Deffibaugh, Place 5
Ben Long, Place 6	Carolyn David-Graves, Place 7

and all of said persons were present except NA, thus constituting a quorum. Whereupon, among other business, the following was transacted at the Meeting (the "*Ordinance*"):

AN ORDINANCE OF THE CITY OF PRINCETON APPROVING THE 2026-2027 ANNUAL UPDATE TO THE SERVICE AND ASSESSMENT PLAN AND ASSESSMENT ROLL FOR WHITEWING TRAILS PUBLIC IMPROVEMENT DISTRICT NUMBER TWO (PHASE #2 PROJECT) INCLUDING THE COLLECTION OF THE 2026-2027 ANNUAL INSTALLMENTS

The Ordinance was duly introduced for the consideration of said City Council. It was then duly moved and seconded that the Ordinance be passed; and, after due discussion, said motion, carrying with it the passage of the Ordinance, prevailed and carried, with all members of said City Council shown present above voting "Aye," except as noted below:

NAYS: ∅ ABSTENTIONS: ∅

2. That a true, full and correct copy of the aforesaid Ordinance adopted at the Meeting described in the above and foregoing paragraph is attached to and follows this Certificate; that said Ordinance has been duly recorded in said City Council's minutes of said Meeting; that the above

and foregoing paragraph is a true, full and correct excerpt from said City Council's minutes of said Meeting pertaining to the adoption of said Ordinance; that the persons named in the above and foregoing paragraph are the duly chosen, qualified and acting officers and members of said City Council as indicated therein; that each of the officers and members of said City Council was duly and sufficiently notified officially and personally, in advance, of the time, place and purpose of the aforesaid Meeting, and that said Ordinance would be introduced and considered for adoption at said Meeting, and each of said officers and members consented, in advance, to the holding of said Meeting for such purpose, and that said Meeting was open to the public and public notice of the time, place and purpose of said meeting was given, all as required by Chapter 551, Texas Government

3. The Mayor of said City has approved and hereby approves the aforesaid Ordinance; that the Mayor and the City Secretary of said City have duly signed said Ordinance; and that the Mayor and the City Secretary of said City hereby declare that their signing of this Certificate shall constitute the signing of the attached and following copy of said Ordinance for all purposes.

ADOPTED AND APPROVED on this the 10th day of August 2026.

CITY OF PRINCETON, TEXAS

Eugene Escobar Jr.

Eugene Escobar, Jr., Mayor
City of Princeton, Texas

ATTEST

Amber Anderson, City Secretary
City of Princeton, Texas

CITY OF PRINCETON
THE STATE OF TEXAS

ORDINANCE NO. 2026-08-10-12

AN ORDINANCE OF THE CITY OF PRINCETON APPROVING THE 2026-2027 ANNUAL UPDATE TO THE SERVICE AND ASSESSMENT PLAN AND ASSESSMENT ROLL FOR WHITEWING TRAILS PUBLIC IMPROVEMENT DISTRICT NUMBER TWO (PHASE #2 PROJECT) INCLUDING THE COLLECTION OF THE 2026-2027 ANNUAL INSTALLMENTS

WHEREAS, the City of Princeton (the "City") has created the Whitewing Trails Number Two Public Improvement District (the "PID") in accordance with the requirements of Section 372.005 of the Public Improvement District Assessment Act (the "Act"); and

WHEREAS, the City Council has approved and accepted the Service and Assessment Plan for Whitewing Trails Public Improvement District Number Two (Phase #2 Project) in conformity with the requirements of the Act and adopted the assessment ordinance, which assessment ordinance approved the assessment roll and levied the assessments on property within the PID; and

WHEREAS, pursuant to Section 372.013 of the Act, the Service and Assessment Plan must cover a period of at least five years and must also define the annual indebtedness and projected costs for improvements and such Service and Assessment Plan must be reviewed and updated annually for the purpose of determining the annual budget for improvements; and

WHEREAS, the City requires that an update to the Service and Assessment Plan and the Assessment Roll for Whitewing Trails Public Improvement District Number Two (Phase #2 Project) for 2026-2027 (the "Annual Service Plan Update") be prepared, setting forth the annual budget for improvements and the annual installment for assessed properties in Phase #2 Project of the PID, and the City now desires to approve such Annual Service and Assessment Plan Update.

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

Section 1. Findings. The findings and determinations set forth in the preambles hereto are hereby incorporated by reference for all purposes.

Section 2. Terms. Terms not otherwise defined herein are defined in the City of Princeton, Whitewing Trails Public Improvement District Number Two (Phase #2 Project) Annual Service and Assessment Plan Update attached hereto as ***Exhibit A***.

Section 3. Approval of Update. The 2026-2027 Annual Service and Assessment Plan Update for the Whitewing Trails Public Improvement District Number Two (Phase #2 Project) is hereby approved and accepted by the City Council.

Section 4. Severability. If any provision, section, subsection, sentence, clause or phrase of this ordinance, or the application of same to any person or set of circumstances is for any reason held to be unconstitutional, void or invalid, the validity of the remaining portions of this ordinance or the application to other persons or sets of circumstances shall not be affect thereby, it being the intent of the City Council that no portion hereof, or provision or regulation contained herein shall become inoperative or fail by reason of any unconstitutionality, voidness or invalidity of any other portion here, and all provisions of this ordinance are declared to be severable for that purpose.

Section 5. Effective Date. This ordinance shall take effect from and after its final date of passage, and it is accordingly so ordered.

PASSED, APPROVED AND EFFECTIVE this August 10, 2026.

Eugene Escobar Jr.

Mayor

ATTEST:

[signature], DEPUTY

City Secretary

EXHIBIT A

2026-2027 Annual Service and Assessment Plan Update

WHITEWING TRAILS
PUBLIC IMPROVEMENT DISTRICT NO. 2

CITY OF PRINCETON, TEXAS

PRINCETON
TEXAS

ANNUAL SERVICE PLAN UPDATE
PHASE #2 PROJECT
2026-27

AS APPROVED BY CITY COUNCIL ON:
AUGUST 10, 2026

PREPARED BY:

MUNICAP, INC.

PUBLIC FINANCE

600 E. JOHN CARPENTER FREEWAY, SUITE 150
IRVING, TX 75062
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WHITEWING TRAILS
PUBLIC IMPROVEMENT DISTRICT NO. 2

ANNUAL SERVICE PLAN UPDATE – 2026-27

TABLE OF CONTENTS

I. INTRODUCTION

The Whitewing Trails Public Improvement District No. 2 (the "PID") was created by Resolution No. 2019-06-10-R-04 adopted by the City Council of the City of Princeton (the "City Council") on June 10, 2019 in accordance with Chapter 372 of the Texas Local Government Code (the "PID Act") to finance and/or reimburse the Authorized Improvements Cost for the benefit of the property in the PID.

On February 13, 2023, the City approved issuance of the City of Princeton, Texas Special Assessment Revenue Bonds, Series 2023 (Whitewing Trails Public Improvement District No. 2 Phase #2 Project) (the "Series 2023 PID Bonds") in the aggregate principal amount of $13,650,000, to finance, refinance, provide or otherwise assist in the acquisition, construction and maintenance of the public improvements provided for the benefit of the property in the PID. The Series 2023 PID Bonds are secured by the Phase #2 Assessments (the "Phase #2 Assessments").

A service and assessment plan originally dated August 26, 2019, and most recently on February 23, 2023 (the "Current Service and Assessment Plan" or "Current SAP") was prepared at the direction of the City identifying the public improvements (the "Authorized Improvements") to be provided by the PID, the costs of the Authorized Improvements, the indebtedness to be incurred for the Authorized Improvements, and the manner of assessing the property in the PID for the costs of the Authorized Improvements. Pursuant to the PID Act, the Service and Assessment Plan must be reviewed and updated annually. This document is the annual update Current SAP for 2025-26 (the "Annual Service Plan Update") pursuant to Sections 372.013, 372.014, and 372.016 of the PID Act.

The City also adopted Assessment Rolls identifying the assessments on each Parcel within the PID, based on the method of assessment identified in the Service and Assessment Plan. This Annual Service Plan Update also updates the Assessment Roll for 2026-27.

The PID Act, as amended, requires, among other things, (i) all Service and Assessment Plans and Annual Service Plan Updates be approved through ordinance or order to be filed with the county clerk of each county in which all or part of the PID is located within seven days and (ii) include a copy of the notice form required by Section 5.014 of the Texas Property Code (the "PID Assessment Notice") as disclosure of the obligation to pay PID Assessments. This Annual Service Plan Update includes a copy of the PID Assessment Notice as Appendix D and copy of this Annual Service Plan Update will be filed with the county clerk in each county in which all or a part of the PID is located not later than seven (7) days after the date the governing body of the City approves this Annual Service Plan Update.

Capitalized terms shall have the meanings set forth in the Current Service and Assessment Plan unless otherwise defined herein.

II. Update of the Service Plan

Pursuant to Section 372.013 of the PID Act, the Service Plan must:

(i) define the annual indebtedness and the projected costs for the improvements,
(ii) cover a period of at least five (5) years, and
(iii) include a copy of the notice form required by Section 5.014 of the Texas Property Code.

The governing body of the municipality or county shall review and update the service plan annually for the purpose of determining the annual budget for improvements.

A. Phase 2 Budgeted Costs and Indebtedness

According to the Developer quarterly disclosure for the quarter ending March 31, 2024, the Phase #2 Improvements were completed and accepted by the City in July 2023.

The sources and uses of funds for the Series 2023 PID Bonds (for improvements funded through the Assessments) are presented below in Table II-A-1 as shown in the Current SAP.

Table II-A-1
Phase #2 Sources and Uses

Sources of Funds	**Total**
Principal Amount of Bonds	$13,650,000
Original Issue Discount	($22,072)
Total Sources	**$13,627,928**
Uses of Funds	
Project Fund	
Phase #2 Improvement Account	$11,210,000
Capitalized Interest	$339,524
Debt Service Reserve	$928,354
Cost of Issuance	$695,549
Underwriter's Discount	$409,500
Administrative Fund	$45,000
Total Uses	**$13,627,928**

Description of the Phase #2 Authorized Improvement Costs

Pursuant to the Current SAP, the Phase #2 Authorized Improvement Costs consist of the on-site Public Infrastructure necessary for the development of Phase #2. The Phase #2 Authorized Improvement Costs include, but are not limited to, the following:

- Road improvements, including but not limited to, subgrade, paving, ramps, sidewalks, curbs, hardscape, streetlights and poles, signs, testing, and bonds;

- Water facilities, including but not limited to, lines, valves, fittings, fire hydrants, testing and chlorination, trench safety, bonds, and all other works, equipment, and services for the transmission of water;
- Sanitary sewer facilities, including but not limited to, lines, manholes, system testing and inspection, trench safety, bonds, and all other works, equipment, and services for the collection and transportation of wastewater.
- Storm drainage improvements, including but not limited to, storm drain lines and pipes, inlets, manholes, headwalls, rip rap, testing, trench safety, bonds, and all other works, equipment, and services for the collection, detention, and transportation of storm water;
- Earthwork; and

  Soft costs, including but not limited to, engineering, surveying, construction staking, construction administration, testing, plan check and inspection fees, PID creation service including legal, financial and other consulting services costs incurred in connection with the creation of the PID and the levy of assessments.

The breakdown of Phase #2 Authorized Improvements is shown on Table II-A-2 on the following page.

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Table II-A-2
Phase #2 Authorized Improvement Costs - Authorized Improvement Costs

Description	Authorized Improvement Costs	Additional Public Improvements	Private Improvements	Total
Public and Private Improvements				
Engineering/ Soft Costs	$1,243,446	$0	$188,002	$1,431,449
Excavation	$348,520	$0	$2,887,724	$3,236,244
Water	$2,368,707	$0	$0	$2,368,707
Sewer	$1,888,513	$0	$0	$1,888,513
Off-Site Sewer	$244,551	$0	$0	$244,551
Stormwater	$2,363,407	$0	$0	$2,363,407
Paving	$5,739,562	$0	$0	$5,739,562
Miscellaneous	$0	$0	$4,039	$4,039
PID Creation, Legal, and Consulting	$535,000	$0	$0	$535,000
Total Public and Private Improvements	*$14,731,707*	*$0*	*$3,069,765*	*$17,801,472*
Additional Public Improvements				
Road Impact Fees	$0	$1,691,570	$0	$1,691,570
Water Impact Fees	$0	$1,650,792	$0	$1,650,792
Sewer Impact Fees	$0	$986,700	$0	$986,700
City PID Fees	$0	$1,495,780	$0	$1,495,780
Total City and PID Fees	*$0*	*$5,824,842*	*$0*	*$5,824,842*
Total Assessed Costs	**$11,210,000**	**$0**	**$0**	**$11,210,000**

B. Annual Budget

Pursuant to Sections 372.017 and 372.018 of the PID Act, the City may provide that the Assessments be paid in periodic installments and may bear interest at the rate specified by and beginning at the time or times or on the occurrence of one or more events specified by the City Council in an Assessment Ordinance. Such installments must (i) be in amounts necessary to retire the indebtedness on the improvements and (ii) continue for the period approved by the City Council for the payment of the installments. The City Council has determined that the Assessments shall be collected in installments corresponding in number to the annual installments of principal, including mandatory sinking fund payments, on the PID Bonds and bear interest at the actual interest rate on the PID Bonds plus the Additional Interest Rate.

Each Parcel's Annual Installment, as defined in the Current SAP, shall include an annual installment of interest and principal in proportionate amount to the corresponding annual installment of interest and principal on the applicable PID Bonds, the Additional Interest, and a proportionate share, based on such Parcel's outstanding Assessment, of the Administrative Expenses. Such Annual Installments may be reduced by available funds held in trust under and in accordance with the Indenture.

Pursuant to Section VI.6 of the Current Service and Assessment Plan, the TIRZ Annual Credit shall apply to each Parcel of Assessed Property within the PID. The TIRZ Annual Credit for each Improvement Area of the PID shall be calculated in arrears, and the amount of the TIRZ Annual Credit for each such Parcel constituting Assessed Property shall be determined by multiplying each Improvement Area TIRZ Fund balance as of June 30 by the ratio of such Parcel's incremental taxable value to the incremental taxable value for all Parcels within each Improvement Area for which a TIRZ Annual Credit applies. According to the City, there have been $37,813 in TIRZ incremental revenues collected from Tax Year 2025 as of June 30, 2026, that are available to be used as a TIRZ Annual Credit in 2026-27 for the respective Parcels within each Improvement Area as shown in Appendix B-2 of this report.

The City or County Tax Assessor/Collector will invoice each owner of a benefited Parcel within the Property at the same time as the City's annual property tax bill, and the Annual Installment shall be due and payable, and incur penalty and interest for unpaid Annual Installments in the same manner as provided for the City's property taxes. Thereafter, subsequent Annual Installments shall be due in the same manner in each succeeding calendar year until the Assessment together with interest, including the Additional Interest, and Administrative Expenses as provided herein has been paid in full.

Failure of an owner to receive an Annual Installment on the property tax bill shall not relieve the owner of the responsibility for payment of the Assessment or the Annual Installment. Assessments and/or Annual Installments that are delinquent shall incur Delinquent Collection Costs. The City Council may provide for other means of collecting the Annual Installments to the extent permitted under the PID Act. In the event of default or foreclosure of any element of the Development, the City has no financial obligations under the Development Agreement and is only obligated to enforce the collection of the Assessments.

Phase #2 Annual Budget

Collection of the Annual Installments for the Phase #2 Assessed Property commenced with the 2022 tax year. The calculation of the Annual Installments for the Phase #2 Assessed Property is shown in Table II-A-3 on the following page.

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Table II-A-4
Annual Installment Calculations – Phase #2

Descriptions	Series 2023 PID Bonds
Interest payment on March 1, 2027	$337,336
Interest payment on September 1, 2027	$337,336
Principal payment on September 1, 2027	$237,000
Subtotal debt service on bonds	*$911,671*
Administrative expenses	$55,300
Additional Interest for Reserves	$64,980
Subtotal Expenses	**$1,031,951**
Available TIRZ Credit	($37,813)
Available reserve fund income	($2,000)
Available Administrative Expense account	$0
Subtotal funds available	($39,813)
Annual Installments	**$992,139**

Debt Service Payments

Annual Installments to be collected for principal and interest include interest due on March 1, 2027, in the amount of $337,336 and on September 1, 2027, in the amount of $337,336, which equal interest on the outstanding Series 2023 PID Bonds portion of Assessments balance of $12,996,000 for six months each and an effective interest rate of 5.19 percent. Annual Installments to be collected include a principal payment of $237,000 due on September 1, 2027, for the Series 2023 PID Bonds. As a result, total principal and interest due in 2026-27 for the Series 2023 PID Bonds is estimated to be $911,671.

Administrative Expenses

Administrative expenses include the City, PID Administrator, Trustee, Dissemination Agent, auditor, and contingency fees. As shown in Table II-A-5 on the following page, Phase #2 administrative expenses to be collected for 2026-27 are estimated to be $55,300.

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Table II-A-5
Administrative Budget Breakdown

Description	2026-27 Estimated Budget	2025-26 Budget	% Change
City	$14,300	$26,380	(46%)
Administrator	$34,500	$42,000	(18%)
Trustee	$5,500	$4,500	22%
Dissemination Agent	$0	$2,500	(100%)
Contingency	$1,000	$1,000	0%
Total	**$55,300**	**$76,380**	**(28%)**

1 – Represents the total estimated Administrative Expenses ($55,300).
2 – Represents the Administrative Expenses approved for 2025-26.
3 – Represents the percentage change between 2025-26 and 2026-27.

Additional Interest

Annual Installments to be collected as additional interest for prepayment and delinquency reserves in the amount of $64,980, which equals 0.5 percent interest on the outstanding Assessments of $12,996,000.

Available Reserve Fund Income

As of June 30, 2026, there is $5,588 in excess reserve fund income earned above the reserve fund requirement and excess principal and interest account balance. As a result, the $2,000 is available to be applied as a credit to reduce the 2026-27 Annual Installments.

Annual Installments Per Unit

According to the Service and Assessment Plan, the Annual Installments shall be collected in an amount sufficient to pay (i) principal and interest on the Series 2023 PID Bonds, (ii) to fund the Additional Interest, and (iii) to cover Administrative Expenses of the PID.

According to the Service and Assessment Plan and subsequent plats, 572 units were built within Phase #2 of the PID. The Annual Installments due to be collected per Unit within the PID for 2026-27 are shown in Table II-A-6 and II-A-7 on the following page.

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Table II-A-6
Phase #2 Annual Installment - 60 FT Lot

Budget Item	Net Budget Amount[1]	% of Outstanding Assessment per Unit[2]	Annual Installment per Unit[3]
Principal	$237,000	0.19%	$452
Interest	$672,671	0.19%	$1,283
Administrative Expenses	$55,300	0.19%	$105
Additional Interest	$64,980	0.19%	$124
Total	**$1,029,951**		**$1,964**

1 – Refer to Table II-A-4 of this report for additional budget details.
2 – See Table III-B-1 for percentage of Total outstanding Assessment per unit calculations.
3 – Annual Installment per unit is calculated by multiplying the net budget amount and the % of outstanding Assessment per Lot and does not include any TIRZ credits.

Table II-A-7
Phase #2 Annual Installment - 50 FT Lot

Budget Item	Net Budget Amount[1]	% of Outstanding Assessment per Unit[2]	Annual Installment per Unit[3]
Principal	$237,000	0.17%	$404
Interest	$672,671	0.17%	$1,148
Administrative Expenses	$55,300	0.17%	$94
Additional Interest	$64,980	0.17%	$111
Total	**$1,029,951**		**$1,757**

1 – Refer to Table II-A-4 of this report for additional budget details.
2 – See Table III-B-1 for percentage of Total outstanding Assessment per unit calculations.
3 – Annual Installment per unit is calculated by multiplying the net budget amount and the % of outstanding Assessment per Lot and does not include any TIRZ credits.

The list of Parcels within Phase #2 of the PID, the number of units developed of the current residential Parcels, the percent of Outstanding Assessment per unit, the total outstanding Initial Authorized Improvements Assessment, the annual principal and interest, the Administrative Expenses, and the Annual Installment to be collected for 2026-27 are shown in the Assessment Roll Summary attached hereto as Appendix B-1.

C. Five-Year Projection of Annual Installments

A service plan must cover a period of five years. All the Authorized Improvements are expected to be built within a period of five years. The anticipated budget for the Phase #2 Authorized Improvements over a period of five years and the indebtedness expected to be incurred for these costs is shown by Table II-D-1 on the following page.

Table II-D-1
Phase #2 Authorized Improvement Costs - Annual Projected Indebtedness

Bond Year	Principal and Interest	Additional Interest	Administrative Expenses	Credits	Total
2023-2026	$3,073,894	$201,570	$177,718	($21,020)	$3,392,162
2027	$909,671	$64,980	$55,300	($37,813)	$992,139
2028	$911,599	$63,795	$48,709	$0	$1,024,103
2029	$911,101	$62,560	$49,684	$0	$1,023,345
2030	$911,179	$61,275	$50,677	$0	$1,023,131
2031	$910,789	$59,935	$51,691	$0	$1,022,415
2032	$911,490	$58,540	$52,725	$0	$1,022,755
Total	**$8,539,723**	**$572,655**	**$446,504**	**($58,833)**	**$9,500,049**

E. PID Assessment Notice

The PID Act requires that the Current Service and Assessment Plan and each Annual Service Plan Update include a copy of the notice form required by Section 5.014 of the Texas Property Code. The PID Assessment Notice is attached hereto as Appendix G.

Section 372.013 of the PID Act, as amended, stipulates that a person who proposes to sell or otherwise convey real property that is located in the PID, except in certain situation described in the PID Act, shall first give to the purchaser of the property a copy of the completed PID Assessment Notice. The PID Assessment Notice shall be given to a prospective purchaser before the execution of a binding contract of purchase and sale, either separately or as an addendum or paragraph of a purchase contract. In the event a contract of purchase and sale is entered into without the seller provided the required notice, the purchaser, subject to certain exceptions described in the PID act, is entitled to terminate the contract.

The PID Assessment Notice shall be executed by the seller and must be filed in the real property records of the County in which the property is located at the closing of the purchase and sale of the property.

Please refer to Appendix B-3 for the projected Assessment by Lot Type for each Improvement Area of the PID.

F. Bond Redemption Related Updates

Series 2023 PID Bonds

The Series 2023 PID Bonds were issued in 2023. Pursuant to Section 4.3 of the Series 2023 PID Bonds Indenture , the City reserves the right and option to redeem the Series 2023 PID Bonds before their scheduled maturity dates, in whole or in part, on date on or after **September 1, 2033,** such redemption date or dates to be fixed by the City, at the redemption prices and dates shown in the Series 2023 PID Bonds Indenture.

The Administrator has conducted a preliminary evaluation of the current refunding market conditions, recent PID bond refunding transactions, and other relevant factors. Based on this preliminary evaluation, the Administrator believes a refunding of the Series 2023 PID Bonds does not appear viable at this time. The Administrator will continue to monitor the refunding market conditions, applicable PID bond refunding transactions, and other relevant factors to determine if refunding becomes viable in the future and will inform the City accordingly.

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III. UPDATE OF THE ASSESSMENT PLAN

Pursuant to Section 372.015 of the PID Act, the cost of an improvement to be assessed against property in an improvement district shall be apportioned based on the special benefits accruing to the property because of the improvement. The costs of an improvement may be assessed (i) equally per front foot or square foot, (ii) according to the value of the property as determined by the City Council, with or without regard to improvements on the property, or (iii) in any other manner that results in imposing equal shares of the cost on properties similarly benefited. Furthermore, Section 372.015 of the PID Act provides that the City Council may establish by ordinance or order (i) reasonable classifications and formulas for the apportionment of the cost between the municipality or county and the area to be assessed and (ii) the methods of assessing the special benefits for various classes of improvements. The Assessment Plan describes the special benefit received by each classification of property from the Authorized Improvements, provides the basis and justification for the determination that the special benefit is equal to or greater than the amount of the Assessments, and establishes the methodology by which the City Council apportions costs in a manner that results in equal shares allocated to Parcels similarly benefited.

The determination by the City Council of the assessment methodology set forth herein is the result of the discretionary exercise by the City Council of its legislative authority and governmental powers and is conclusive and binding on the Developer and all future Parcel owners. Notwithstanding any applicable impact fee, the City shall not be liable for payment of any costs of the Authorized Improvements or the Private Improvements from general funds or other revenues or resources of the City. The City assumes no financial obligation whatsoever in the event of default or foreclosure of any Parcel, portion or phase of the Property.

Assessment Methodology

This method of assessing property has not been changed and the assessed property will continue to be assessed as provided for in the Current Service and Assessment Plan.

A. Allocation of Budgeted Costs

1. Phase 2 Authorized Improvements

The City Council has determined to allocate the Phase #2 Budgeted Costs to each lot within Phase #2 in proportion to estimated average buildout value (i.e., estimated completed single-family home values). The City Council has further determined that creating assessment classifications based on the anticipated Lot Types within Phase #2 will result in imposing equal shares of cost on properties similarly benefited. Therefore, the Parcels on which Phase #2 Assessments are levied receive a direct and special benefit from the Phase #2 Improvements, and this benefit is equal to or greater than the amount assessed.

B. Calculation of Assessments

1. Phase #2 Assessments

Average buildout values and the anticipated number of Lots for each Lot Type are restated for Phase #2 and the resulting assessments and estimated Annual Installments for each Lot Type are shown in Table III-B-1 on the following page.

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Table III-B-1
Assessment Allocation – Phase #2[1]

Lot Type	Estimated Count	Estimated Home Value	Total Buildout Value	Percentage Subject to Assessments	Total Buildout Value Subject to Assessments	% of Buildout Value	% per Lot	Total Assessment Per Lot Type	Original Assessment Per Unit	Outstanding Assessment Per Unit
60	120	$475,000	$57,000,000	100.00%	$57,000,000	22.88%	0.19%	$2,973,794	$26,029	$24,782
50	452	$425,000	$192,100,000	100.00%	$192,100,000	77.12%	0.17%	$10,022,206	$23,289	$22,173
Total	**572**		**$249,100,000**		**$249,100,000**	**100.00%**		**$12,996,000**		

1 - No Assessments related to these parcels were partially or fully prepaid.

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IV. UPDATE OF THE ASSESSMENT ROLL

A. PARCEL UPDATES

According to the Current Service and Assessment Plan, Upon the duly approved subdivision of Assessed Property, including a replat of a previously recorded subdivision plat, the Assessment for the subdivided Parcel shall be reallocated to the new Parcels created by the subdivision as described below.

$$A = S \times (L \div T)$$

Where the terms have the following meanings:

"A" means the allocated Assessment for a new Parcel.

"S" means the Assessment for the subdivided Parcel.

"L" means the Assessment for the Lot Type or sum of the Assessments for the Lot Types, as applicable, for the new Parcel created by the subdivision.

"T" means the total or sum of the Assessments for all new Parcels created by the subdivision based on the Lot Type or number of prospective Lots and Lot Types applicable to such new Parcels.

The determination of the (i) Lot Type or Lot Types applicable to each new Parcel created by the subdivision and (ii) the number of single-family lots applicable to each new Parcel created by the subdivision shall be determined by reference to the recorded final plat(s) for the applicable Phase, the replat of such recorded final plats, if applicable, and prior to the recordation of each such final plat the Final Plats included in Appendix E attached hereto. The Assessment applicable to each Lot Type shall be determined by reference to Table III-B-1.

Any reallocation of Assessments pursuant to this section shall be calculated by the Administrator

and reflected in an Annual Service Plan Update approved by the City Council. The reallocation of any Assessments as described herein shall be considered an administrative action and will not require any notice or public hearing, as defined in the PID Act, by the City Council. The City shall not approve a final subdivision plat or other document subdividing a Parcel without a letter from the Administrator either (i) confirming that the Assessment for any new Parcel created by the subdivision plat will not exceed the Assessment for the Lot Type or Lot Types applicable to such Parcels or (ii) confirming the payment of the applicable Mandatory Assessment Prepayment as provided for herein.

B. Prepayment of Assessments

Phase #2

Per the Current SAP, there have not been any Assessment prepayments as of July 31, 2026, for Phase #2.

The complete Assessment Rolls are available for review at the City Hall, located at 2000 E Princeton Drive, Princeton, Texas 75407.

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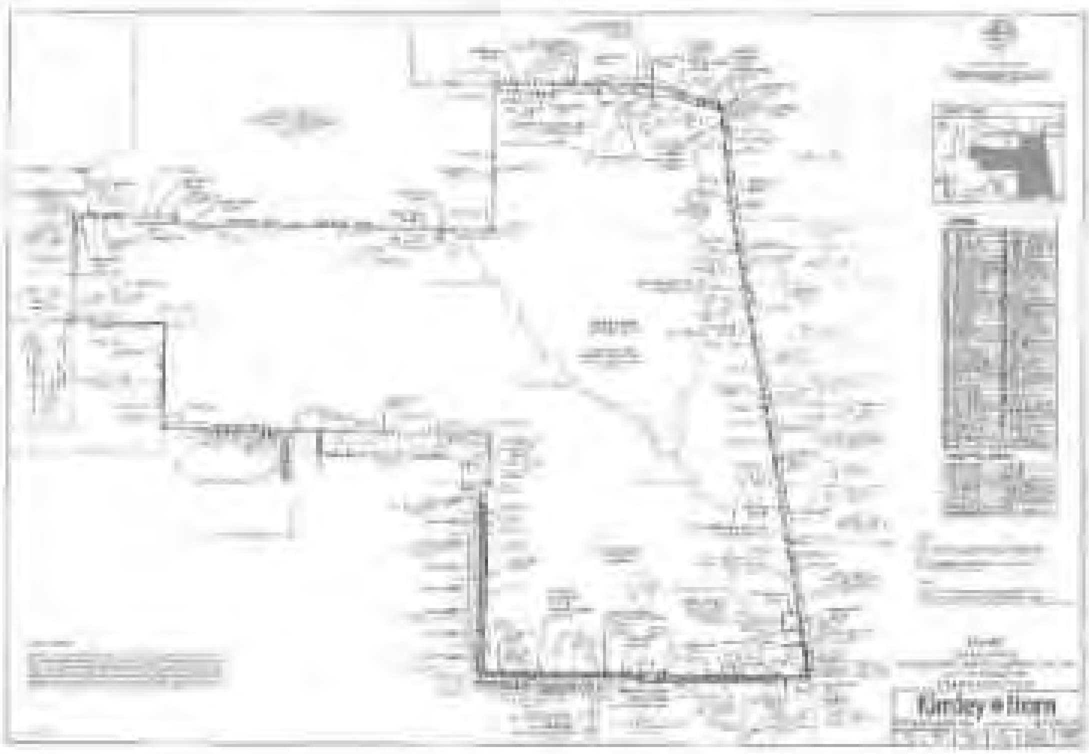
APPENDIX A
PID MAP, LEGAL DESCRIPTIONS AND CONCEPT PLANS


Kimley»Horn

FINAL PLAT WHITEWING TRAILS PHASE 2A

Being a 51.660 acre tract or parcel of land situated in the David Cherry Survey, Abstract No. 166, in the City of Princeton, Collin County, Texas and being a part of an 853.61 acre tract of land described in Trustee's Deed Without Warranty to MM Princeton 854, LLC, as recorded in County Clerk's File No. 20190227000202460 in the Deed Records of Collin County, Texas and being more particularly described as follows:

COMMENCING at 1/2" capped "R.P.L.S. 5686" iron rod found at the southwesterly end of a corner clip at the northwesterly intersection of FM 75 (Longneck Road a 90' Right-of-way) and the North line of Monte Carlo Boulevard (County Road No. 407) (a variable width Right-of-way) as described in deed to the City of Princeton, Texas as recorded in County Clerk's File No. 20190305000230730, said point being the most Southeasterly corner of said MM Princeton 854, LLC, tract;

THENCE North 89 degrees 36 minutes 41 seconds West along said Northerly Right-of-way of said Monte Carlo Boulevard and the Southerly line of said MM Princeton LLC, tract a distance of 878.56 feet to the POINT OF BEGINNING;

THENCE North 89 degrees 36 minutes 41 seconds West continuing along said common line a distance of 243.06 feet to a 1/2" capped "R.P.L.S. 5686" iron rod found for corner;

THENCE North 68 degrees 19 minutes 13 seconds West continuing along said common line a distance of 50.54 feet to a 1/2" capped "R.P.L.S. 5686" iron rod found for corner;

THENCE South 89 degrees 59 minutes 57 seconds West continuing along said common line a distance of 207.97 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

THENCE Crossing said MM Princeton LLC, tract the following courses and distances:

> North 25 degrees 41 minutes 06 seconds West a distance of 358.84 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> North 15 degrees 51 minutes 01 seconds West a distance of 754.56 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> South 89 degrees 59 minutes 52 seconds West a distance of 746.51 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;
>
> North 00 degree 00 minutes 08 seconds West a distance of 62.83 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;
>
> South 87 degrees 08 minutes 01 seconds West a distance of 60.48 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;
>
> South 89 degrees 59 minutes 52 seconds West a distance of 90.01 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;
>
> North 00 degree 03 minutes 27 seconds West a distance of 60.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being a corner clip of proposed Easterly right-of-way line North Beauchamp Boulevard (100' right-of-way);
>
> North 44 degrees 17 minutes 22 seconds West along said corner clip a distance of 27.93 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being at the

beginning of a curve to the right whose chord bears North 23 degrees 20 minutes 26 seconds East, a chord distance of 1,116.14 feet;

In a Northeasterly direction along said curve to the right having a central angle of 43 degrees 04 minutes 48 seconds, a radius of 1520.00 feet, an arc length of 1,142.87 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

North 45 degrees 07 minutes 10 seconds West a distance of 100.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being the Westerly right-of-way line for the North Beauchamp Boulevard, said point also being at the beginning of a non-tangent curve to the right whose chord bears North 48 degrees 25 minutes 20 seconds East, a chord distance of 200.14 feet;

In a Northeasterly direction along said curve to the right having a central angle of 07 degrees 04 minutes 59 seconds, a radius of 1620.00 feet, an arc length of 200.27 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 51 degrees 57 minutes 49 seconds East a long said proposed Westerly right-of-way line a distance of 321.49 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 31 degrees 35 minutes 34 seconds East a distance of 93.17 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a curve to the right whose chord bears South 37 degrees 04 minutes 41 seconds East a chord distance of 208.08 feet;

In a Southeasterly direction along said curve to the right having a central of 02 degrees 43 minutes 15 seconds, a radius of 4382.14 feet, an arc length 208.10 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 37 degrees 54 minutes 01 seconds East a distance of 297.69 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 43 minutes 24 seconds East a distance of 198.34 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 59 minutes 02 seconds East a distance of 140.89 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a curve to the right whose chord bears South 28 degrees 17 minutes 34 seconds East a chord distance of 200.22 feet;

In a Southeasterly direction along said curve to the right having a central angle of 20 degrees 10 minutes 39 seconds, a radius of 571.48 feet, an arc length of 201.25 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a compound curve to the right whose chord bears South 10 degrees 11 minutes 59 seconds East, a chord distance of 84.01 feet;

In a Southeasterly direction along said curve to the right having a central angle of 13 degrees 13 minutes 48 seconds, a radius of 364.64 feet, an arc length of 84.20 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 00 degree 10 minutes 33 seconds East a distance of 177.71 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 00 degree 28 minutes 00 second West a distance of 227.26 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a curve to the left whose chord bears South 11 degrees 17 minutes 24 seconds East a chord distance of 139.62 feet;

In a Southeasterly direction along said curve to the left having a central angle of 27 degrees 52 minutes 11 seconds, a radius of 289.89 feet, an arc length 141.01 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a curve to the right whose chord bears South 20 degrees 52 minutes 59 seconds East a chord distance of 102.18 feet;

In a Southeasterly direction along said curve to the right having a central angle of 03 degrees 38 minutes 20 seconds, a radius of 1609.18 feet, an arc length of 102.20 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 18 degrees 33 minutes 53 seconds East a distance of 36.17 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 15 degrees 55 minutes 26 seconds East a distance of 170.30 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 16 degrees 25 minutes 10 seconds East a distance of 266.80 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 25 degrees 11 minutes 15 seconds East a distance of 324.37 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 25 degrees 35 minutes 03 seconds East a distance of 80.03 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a curve to the right whose chord bears South 32 degrees 53 minutes 26 seconds West a chord distance of 180.75 feet;

In a Southwesterly direction along said curve to the right having a central angle of 48 degrees 32 minutes 45 seconds, a radius of 219.85 feet, an arc length of 186.27 feet to the POINT OF BEGINNING, and containing 225,032.68 square feet or 51.660 acres of land more or less.

FINAL PLAT WHITEWING TRAILS PHASE 2B

Being a 54.291 acre tract or parcel of land situated in the David Cherry Survey, Abstract No. 166, in the City of Princeton, Collin County, Texas and being a part of an 853.61 acre tract of land described in Trustee's Deed Without Warrant to MM Princeton 854, LLC, as recorded in County Clerk's File No. 20190227000202460 in the Deed Records of Collin County, Texas and being more particularly describe as follows:

BEGINNING at 1/2" cap iron rod with red cap stamped found for corner at the most Northwesterly corner of Whitewing Trails Phase 1, an addition to the City of Princeton, Collin County, Texas as recorded in County Clerk's File No. 20202002010003780 in the Plat Records of Collin County, Texas, said point also being in the Westerly line of the Villas of Monte Carlo Phase Two B, an addition to the City of Princeton, Collin County, Texas as recorded in Volume 2014, Page 468 of the Map Records of Collin County, Texas;

THENCE North 0 degrees 54 minutes 34 seconds East departing the most Northwesterly corner of said Whitewing Trails Phase 1 tract and along the Easterly line of said Villas of Monte Carlo Phase Two B tract a distance of 316.31 feet to a 1/2" iron rod found for corner, said point being the most Northeasterly corner of said Villas of Monte Carlo Phase Two B and the most Southeasterly corner of Ragon Estates an addition to the City of Princeton, Collin county, Texas as recorded in Volume J, Page 532 of the Map Records, Collin County, Texas;

THENCE North 1 degree 01 minutes 14 seconds East along said common line a distance of 589.42 feet to a 1/2" iron rod found for corner, said point being the most Northeasterly corner of said Ragon Estates tract;

THENCE North 89 degrees 04 minutes 12 seconds West along the Northerly line of said Ragon Estates a distance of 1218.33 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

THENCE departing the Northerly line of said Ragon Estates and crossing said MM Princeton 854, LLC tract the following courses and distances;

> North 0 degree 56 minutes 46 seconds East a distance of 1077.73 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> North 5 degrees 37 minutes 41 seconds East a distance of 90.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> South 84 degrees 22 minutes 19 seconds East a distance of 60.32 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the right whose chord bears South 78 degrees 21 minutes 04 seconds East a chord distance of 426.90 feet;
>
> In a Southeasterly direction along said curve to the right having a central angle of 12 degrees 02 minutes 29 seconds, a radius of 2035.00 feet, an arc length of 427.68 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> North 63 degrees 30 minutes 51 seconds East a distance of 28.56 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> South 70 degrees 55 minutes 21 seconds East a distance of 60.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 25 degrees 21 minutes 34 seconds East a distance of 28.56 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at a non-tangent curve to the right whose chord bears South 66 degrees 15 minutes 41 seconds East a chord distance of 230.98 feet;

In a Southeasterly direction along said curve to the right having a central angle of 6 degrees 30 minutes 25 seconds, a radius of 2035.00 feet, an arc length of 231.11 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 63 degrees 00 minutes 29 seconds East a distance of 221.67 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the right whose chord bears South 59 degrees 13 minutes 43 seconds East a chord distance of 466.02 feet;

In a Southeasterly direction along said curve to the right having a central angle of 7 degrees 33 minutes 32 seconds, a radius of 3534.97 feet, an arc length of 466.36 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 82 degrees 17 minutes 22 seconds East a distance of 22.16 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 54 degrees 43 minutes 05 seconds East a distance of 60.20 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 7 degrees 06 minutes 04 seconds East a distance of 20.46 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a non-tangent curve to the right whose chord bears South 50 degrees 07 minutes 33 seconds East a chord distance of 476.12 feet;

In a Southeasterly direction along said curve to the right having a central angle of 7 degrees 43 minutes 23 seconds, a radius of 3535.00 feet, an arc length of 476.48 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 454.72 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 88 degrees 44 minutes 09 seconds East a distance of 28.28 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 60.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 43 degrees 44 minutes 09 seconds East a distance of 11.21 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 15.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being in the most Northerly line of said Whitewing Trails Phase 1;

THENCE along the Northerly line of said Whitewing Trails Phase 1 the following courses and distances;

South 1 degree 15 minutes 51 seconds East a distance of 15.86 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 118.79 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

South 88 degrees 44 minutes 10 seconds West a distance of 28.28 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

South 43 degrees 44 minutes 09 seconds West a distance of 90.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

North 46 degrees 15 minutes 51 seconds West a distance of 8.28 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

South 43 degrees 44 minutes 09 seconds West a distance of 170.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 12.05 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being at the beginning of a tangent curve to the left whose chord bears South 47 degrees 57 minutes 38 seconds East a chord distance of 31.08 feet;

In a Southeasterly direction along said curve to the left having a central angle of 3 degrees 23 minutes 33 seconds, a radius of 525.00 feet, an arc length of 31.09 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

South 43 degrees 44 minutes 09 seconds West a distance of 542.66 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being at the beginning of a tangent curve to the right whose chord bears South 67 degrees 19 minutes 14 seconds West a chord distance of 260.07 feet;

In a Southwesterly direction along said curve to the right having a central angle of 47 degrees 10 minutes 12 seconds, a radius of 325.00 feet, an arch length of 267.56 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

North 89 degrees 05 minutes 43 seconds West a distance of 178.13 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner, said point being at the beginning of a non-tangent curve to thee left whose chord bears South 7 degrees 57 minutes 35 seconds West a distance of 29.81 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

North 82 degrees 54 minutes 58 seconds West a distance of 50.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

North 89 degrees 05 minutes 43 seconds West a distance of 120.79 feet to the POINT OF BEGINNING, and containing 2,364,918 square feet or 54.291 acres of land more or less.

Final Plat Whitewing Trails Phase 2C

Being a 33.710 acre tract or parcel of land situated in the David Cherry Survey, Abstract No. 166, in the City of Princeton, Collin County, Texas and being a part of an 853.61 acre tract of land described in Trustee's Deed Without Warrant to MM Princeton 854, LLC, as recorded in County Clerk's File No. 20190227000202460 in the Deed Records of Collin County, Texas and being more particularly describe as follows:

COMMENCING at 1/2" cap iron rod with red cap stamped found for corner at the most Northerly corner of Whitewing Trails Phase 1, an addition to the City of Princeton, Collin County, Texas as recorded in County Clerk's File No. 20202002010003780 in the Plat Records of Collin County, Texas;

THENCE South 43 degrees 44 minutes 09 seconds West along the Northerly line of said Whitewing Trails Phase 1 tract a distance of 59.14 feet to the POINT OF BEGINNING;

THENCE along the Northerly line of said Whitewing Trails Phase 1 tract the following courses and distances;

> South 43 degrees 44 minutes 09 seconds West a distance of 29.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;
>
> South 46 degrees 15 minutes 51 seconds East a distance of 15.00 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;
>
> South 43 degrees 44 minutes 09 seconds West a distance of 414.79 feet to a 1/2" iron rod with red cap stamped "USA INC" found for corner;

THENCE departing the Northerly line of said Whitewing Trails Phase 1 tract a crossing said MM Princeton 854 LLC tract the following courses and distances;

> North 46 degrees 15 minutes 51 seconds West a distance of 15.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> South 43 degrees 44 minutes 09 seconds West a distance of 11.21 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> North 46 degrees 15 minutes 51 seconds West a distance of 60.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> South 88 degrees 44 minutes 09 seconds West a distance of 28.28 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> North 46 degrees 15 minutes 51 seconds West a distance of 454.72 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the left whose chord bears North 50 degrees 07 minutes 33 seconds West a chord distance of 476.12 feet;
>
> In a Northwesterly direction along said curve to the left having a central angle of 7 degrees 43 minutes 23 seconds, a radius of 3535.00 feet, an arc length of 476.48 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;
>
> North 7 degrees 06 minutes 04 seconds West a distance of 20.16 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 54 degrees 43 minutes 05 seconds West a distance of 60.20 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 82 degrees 17 minutes 22 seconds West a distance of 22.36 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a non-tangent curve to the left whose chord bears North 59 degrees 13 minutes 42 seconds West a chord distance of 466.07 feet;

In a Northwesterly direction along said curve to the left having a central angle of 7 degrees 33 minutes 34 seconds, a radius of 3535.00 feet, an arc length of 466.40 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 63 degrees 00 minutes 29 seconds West a distance of 221.67 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the left whose chord bears North 66 degrees 15 minutes 41 seconds West a chord distance of 230.98 feet;

In a Northwesterly direction along said curve to the left having a central angle of 6 degrees 30 minutes 25 seconds, a radius of 2035.00 feet, an arc length of 231.11 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 25 degrees 21 minutes 34 seconds West a distance 28.56 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 70 degrees 55 minutes 21 seconds West a distance of 60.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 19 degrees 04 minutes 39 seconds East a distance of 24.44 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the left whose chord bears North 12 degrees 21 minutes 10 seconds East a chord distance of 227.17 feet;

In a Northeasterly direction along said curve to the left having a central angle of 13 degrees 26 minutes 58 seconds, a radius of 970.00 feet, an arc length of 227.69 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 5 degrees 37 minutes 41 seconds East a distance of 213.95 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the right whose chord bears North 17 degrees 48 minutes 45 seconds East a chord distance of 270.16 feet;

In a Northeasterly direction along said curve to the right having a central angle of 24 degrees 22 minutes 08 seconds, a radius of 640.00 feet, an arc length of 272.20 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 12 degrees 45 minutes 21 seconds West a distance of 28.94 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 34 degrees 28 minutes 24 seconds East a distance of 60.07 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 80 degrees 55 minutes 13 seconds East a distance of 29.32 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a non-tangent curve to the right whose chord bears North 44 degrees 12 minutes 25 seconds East a chord distance of 117.24 feet;

In a Northeasterly direction along said curve to the right having a central angle of 10 degrees 30 minutes 39 seconds, a radius of 640.00 feet, an arc length of 117.41 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 40 degrees 32 minutes 15 seconds East a distance of 60.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a non-tangent curve to the left whose chord bears North 50 degrees 32 minutes 05 seconds East a chord distance 21.71 feet;

In a Northeasterly direction along said curve to the left having a central angle of 2 degrees 08 minutes 40 seconds, a radius of 580.00 feet, an arc length of 21.71 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 62 degrees 20 minutes 25 seconds East a distance of 421.74 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 36 degrees 41 minutes 43 seconds East a distance of 177.98 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 5 degrees 23 minutes 25 seconds East a distance of 226.48 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 56 degrees 01 minutes 52 seconds East a distance of 445.23 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 33 degrees 12 minutes 13 seconds East a distance of 475.22 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a tangent curve to the right whose chord bears South 27 degrees 57 minutes 21 seconds East a chord distance of 10.98 feet;

In a Southeasterly direction along said curve to the right having a central angle of 10 degrees 29 minutes 47 seconds, a radius of 60.00 feet, an arc length of 10.99 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner, said point being at the beginning of a reverse curve to the left whose chord bears South 34 degrees 29 minutes 10 seconds East a chord distance of 24.49 feet;

In a Southeasterly direction along said reverse curve to the left having a central angle of 23 degrees 33 minutes 23 seconds, a radius of 60.00 feet, an arc length of 24.67 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 472.04 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 51 degrees 58 minutes 29 seconds East a distance of 50.25 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 105.00 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

North 88 degrees 44 minutes 09 seconds East a distance of 28.28 feet to a 1/2" iron rod with red cap stamped "USA INC" set for corner;

South 46 degrees 15 minutes 51 seconds East a distance of 60.00 feet to the POINT OF BEGINNING, and containing 1,468,393 square feet or 33.710 acres of land more or less.

CR 408
PHASE 4C
22 AC
CREEK FORK LOOP
PHASE 4A
169 AC
PHASE 4B
41 AC
DICKY CREEK
FM 75
PHASE 3F
18 AC
PHASE
3D-1
15 AC
PHASE 3D-2
26 AC
PHASE 3E
38 AC
SCHOOL
13 AC
EXISTING FLOODPLAIN
WATER TOWER
3AC
PHASE 3C
22 AC
PHASE 3B
34 AC
PHASE 3A
25 AC
PHASE 2C
34 AC
DOWLIN PKWY
MIX USE
3 AC
PHASE 5
115AC
PHASE 2B
54 AC
AMENITY
CENTER
6 AC
BEAUCHAMP BLVD
PHASE ONE
97 AC
PHASE 2A
52 AC
EXISTING
FLOODPLAIN
MULTI-FAMILY
20 AC
CIVIC
6 AC
FIRE/EMS
3 AC
TNMP UTILITY
3 AC
MONTE CARLO BLVD
BARRAZA
WHITEWING TRAILS DEVELOPMENT

APPENDIX B-1
PHASE #2 ASSESSMENT ROLL SUMMARY – 2026-27

Appendix B-4

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-1

[illegible] Assessment Roll Summary - [illegible]

Parcel	PID	Block #	Lot	Lot Type	Estimated Build Out Value (Original)	Estimated Build Out Value ([illegible])	Allocation Percentage of Assessment	[illegible] Assessment	Outstanding Assessment	Principal	Interest	Administrative Expenses	Additional Interest	TIRZ Annual Credit	Total Annual Installment
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]
[illegible]

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

[illegible]

[illegible]	[illegible]	[illegible]	Lot	Lot Type	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-1

[illegible]

Parcel	Plat	Block	Lot	Lot Type	Estimated Build-Out Value (Original)	Estimated Build-Out Value (Restructuring)	Allocation Percentage of Assessment	Original Assessment	Outstanding Assessment	Principal	Interest	Administrative Expenses	Additional Interest	TIRZ Annual Credit	Total Annual Installment
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix [illegible]

[illegible]

Parcel	[illegible]	[illegible]	Lot	Lot Type	Estimated Build Out Value (Assigned)	Estimated Build Out Value (Remaining)	[illegible]	Original Assessment	Outstanding Assessment	Principal	Interest	Administrative Expenses	[illegible]	[illegible]	Total Annual Installment
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

APPENDIX B-2

TIRZ ANNUAL CREDIT CALCULATION - PHASE #2 – 2026-27

Appendix B-2

Phase [illegible] Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-benefited	[illegible]	$0	[illegible]	0.00%	[illegible]
[illegible]	Non-benefited	[illegible]	$0	[illegible]	0.00%	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	$0	[illegible]	$0	0.00%	$0.00
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	$0	[illegible]	$0	0.00%	$0.00
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-benefited	[illegible]	$0	[illegible]	0.00%	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-benefited	[illegible]	$0	[illegible]	0.00%	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-1

Phase III Single Family TIRZ Credit Calculation 2025/26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-2

Phase #5 Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-benefitted	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-benefitted	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-2

Phase #[illegible] Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-identified	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-identified	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-identified	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B.2

Phase 02 Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-Benefited	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-Benefited	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 60 Foot	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-3

Phase #3 Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2023 Taxable Value	Base Value	2023 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
2876035	Lot Type 60 Feet	$410,297	$368	$434,489	0.23%	$95.16
2876036	Lot Type 60 Feet	$410,856	$368	$410,478	0.22%	$87.92
2876037	Lot Type 60 Feet	$441,551	$368	$441,543	0.23%	$96.17
2876038	Lot Type 60 Feet	$490,219	$368	$492,591	0.28%	$100.44
2876039	Lot Type 60 Feet	$345,513	$368	$344,837	0.19%	$74.12
2876040	Lot Type 60 Feet	$442,833	$368	$442,865	0.23%	$94.86
2876041	Lot Type 60 Feet	$497,875	$368	$460,462	0.27%	$104.27
2876042	Lot Type 60 Feet	$380,542	$368	$380,134	0.20%	$83.21
2876043	Lot Type 60 Feet	$442,813	$368	$443,022	0.23%	$96.77
2876044	Lot Type 60 Feet	$450,879	$368	$444,691	0.23%	$95.26
2876045	Lot Type 60 Feet	$431,553	$368	$432,713	0.24%	$93.13
2876046	Lot Type 60 Feet	$432,728	$368	$448,848	0.24%	$93.83
2876047	Lot Type 60 Feet	$378,542	$368	$377,614	0.21%	$80.03
2876048	Lot Type 60 Feet	$452,846	$368	$453,658	0.26%	$97.67
2876049	Lot Type 60 Feet	$376,500	$368	$376,113	0.21%	$75.08
2876050	Lot Type 60 Feet	$381,259	$368	$385,127	0.20%	$83.69
2876051	Lot Type 60 Feet	$443,819	$368	$446,097	0.22%	$95.26
2876052	Lot Type 60 Feet	$220,819	$368	$220,439	0.12%	$47.22
2876053	Lot Type 60 Feet	$219,195	$368	$218,888	0.12%	$53.44
2876054	Lot Type 60 Feet	$286,795	$368	$286,217	0.16%	$62.86
2876055	Lot Type 60 Feet	$443,879	$368	$449,697	0.23%	$95.26
2876056	Lot Type 60 Feet	$61,800	$368	$61,512	0.03%	$13.08
2876057	Lot Type 60 Feet	$299,333	$368	$298,993	0.17%	$64.03
2876058	Non-buildable	$1,000	$0	$1,000	0.00%	$0.00
2876059	Lot Type 60 Feet	$449,418	$368	$449,052	0.25%	$96.79
2876060	Lot Type 60 Feet	$987,875	$368	$986,682	0.52%	$206.33
2876061	Lot Type 60 Feet	$336,578	$368	$335,482	0.19%	$71.97
2876062	Lot Type 60 Feet	$399,833	$368	$399,484	0.22%	$85.26
2876063	Lot Type 60 Feet	$369,833	$368	$329,427	0.20%	$73.41
2876064	Lot Type 60 Feet	$441,737	$368	$441,169	0.25%	$94.24
2876065	Lot Type 60 Feet	$418,194	$368	$417,488	0.23%	$90.86
2876066	Lot Type 60 Feet	$379,937	$368	$379,568	0.20%	$80.31
2876067	Lot Type 60 Feet	$277,313	$368	$276,929	0.16%	$58.47
2876068	Lot Type 60 Feet	$299,030	$368	$298,447	0.17%	$65.07
2876069	Lot Type 60 Feet	$216,949	$368	$216,457	0.12%	$46.29
2876070	Lot Type 60 Feet	$181,660	$368	$181,188	0.17%	$40.76
2876071	Lot Type 60 Feet	$186,737	$368	$186,246	0.09%	$39.63
2876072	Lot Type 60 Feet	$178,290	$368	$173,822	0.10%	$37.23
2876073	Lot Type 60 Feet	$181,558	$368	$181,587	0.10%	$39.48
2876074	Lot Type 60 Feet	$485,590	$368	$502,942	0.28%	$109.17
2876075	Lot Type 60 Feet	$416,827	$368	$415,948	0.23%	$88.18
2876076	Lot Type 60 Feet	$444,341	$368	$443,955	0.27%	$95.18
2876077	Non-buildable	$1,000	$0	$1,000	0.00%	$0.00
2893007	Non-buildable	$1,000	$0	$1,000	0.00%	$0.00
2892321	Lot Type 50 Feet	$81,500	$368	$81,212	0.05%	$17.49
2892324	Lot Type 50 Feet	$78,000	$368	$77,613	0.04%	$16.61
2892323	Lot Type 50 Feet	$78,000	$368	$77,612	0.04%	$16.65
2892320	Lot Type 50 Feet	$360,474	$368	$360,086	0.20%	$77.56
2892322	Lot Type 50 Feet	$182,392	$368	$181,980	0.10%	$38.98
2892329	Lot Type 50 Feet	$387,851	$368	$387,551	0.22%	$83.50
2892330	Lot Type 50 Feet	$360,423	$368	$360,735	0.21%	$78.86
2892331	Lot Type 50 Feet	$78,000	$368	$77,612	0.04%	$16.63
2892333	Lot Type 50 Feet	$342,617	$368	$342,279	0.20%	$77.58
2892332	Lot Type 50 Feet	$344,859	$368	$344,238	0.19%	$73.71
2892334	Lot Type 50 Feet	$318,613	$368	$318,325	0.18%	$68.17
2892336	Lot Type 50 Feet	$78,000	$368	$77,612	0.04%	$16.63
2892335	Lot Type 50 Feet	$78,000	$368	$77,612	0.04%	$16.63
2892338	Lot Type 50 Feet	$78,000	$368	$77,612	0.04%	$16.62
2892337	Lot Type 50 Feet	$190,175	$368	$189,787	0.11%	$40.24
2892339	Lot Type 50 Feet	$298,558	$368	$297,066	0.17%	$64.03
2892338	Lot Type 50 Feet	$150,556	$368	$150,240	0.15%	$32.34
2892340	Lot Type 50 Feet	$78,000	$368	$77,612	0.04%	$16.63
2892341	Lot Type 50 Feet	$39,000	$368	$38,617	0.02%	$8.71

Appendix B-1

Phase #1 Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-2

Phase #2 Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Award Credit
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	$0	[illegible]	$0	0.00%	$0.00
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-Benefited	[illegible]	$0	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Non-Benefited	[illegible]	$0	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type 50 Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-2

Phase #2 Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Appendix B-1

Phase #[illegible] Single Family TIRZ Credit Calculation 2025-26

Parcel	Lot Size	2025 Taxable Value	Base Value	2025 Incremental Taxable Value	Percentage of Incremental Taxable Value	TIRZ Annual Credit
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Lot Type [illegible] Feet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Undivided Interest [illegible]%	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Undivided Interest [illegible]%	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Undivided Interest [illegible]%	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Undivided Interest [illegible]%	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	Undivided Interest [illegible]%	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
		[illegible]	[illegible]	[illegible]	100.00%	[illegible]

APPENDIX B-3

PHASE #2 PROJECTED ASSESSMENT SCHEDULES

Whitewing Trails Public Improvement District No. 2
Summary of Projected Annual Installments
Phase #1

Lot Size: 60 Ft Lots
Assessment: $24,782
% Per Lot: 0.19%

Year	Cumulative Outstanding Principal	Bond Principal	Bond Interest	Administrative Expense	Total Annual Installments
2026	$24,782	$452	$1,407	$105	$1,964
2027	$24,330	$471	$1,389	$93	$1,953
2028	$23,859	$490	$1,367	$95	$1,951
2029	$23,369	$511	$1,345	$97	$1,951
2030	$22,858	$533	$1,319	$99	$1,950
2031	$22,326	$561	$1,289	$101	$1,950
2032	$21,762	$589	$1,258	$103	$1,949
2033	$21,176	$620	$1,224	$105	$1,949
2034	$20,556	$650	$1,190	$107	$1,946
2035	$19,906	$683	$1,155	$109	$1,946
2036	$19,223	$721	$1,114	$111	$1,946
2037	$18,500	$759	$1,074	$113	$1,946
2038	$17,741	$797	$1,031	$115	$1,944
2039	$16,944	$838	$986	$118	$1,943
2040	$16,105	$883	$939	$120	$1,942
2041	$15,222	$931	$890	$123	$1,943
2042	$14,292	$978	$837	$125	$1,940
2043	$13,314	$1,030	$782	$128	$1,939
2044	$12,284	$1,087	$722	$130	$1,939
2045	$11,197	$1,148	$658	$133	$1,938
2046	$10,049	$1,213	$590	$135	$1,938
2047	$8,836	$1,280	$519	$138	$1,937
2048	$7,557	$1,352	$444	$141	$1,937
2049	$6,205	$1,426	$365	$144	$1,936
2050	$4,779	$1,506	$281	$146	$1,934
2051	$3,272	$1,592	$192	$149	$1,934
2052	$1,680	$1,680	$99	$152	$1,931
Total		$24,782	$24,462	$3,233	$52,476

Whitewing Trails Public Improvement District No. 2
Summary of Projected Annual Installments
Phase #2

Lot Size	50 Ft Lots
Assessment	$22,173
% Per Lot	0.17%

Year	Cumulative Outstanding Principal	Bond Principal	Bond Interest	Administrative Expense	Total Annual Installments
2026	$22,173	$404	$1,239	$84	$1,727
2027	$21,769	$421	$1,243	$83	$1,747
2028	$21,347	$438	$1,223	$85	$1,746
2029	$20,909	$457	$1,202	$86	$1,746
2030	$20,452	$476	$1,180	$88	$1,744
2031	$19,976	$502	$1,153	$90	$1,745
2032	$19,474	$527	$1,125	$92	$1,744
2033	$18,947	$556	$1,096	$94	$1,746
2034	$18,392	$582	$1,064	$95	$1,742
2035	$17,810	$613	$1,032	$97	$1,741
2036	$17,198	$645	$997	$99	$1,741
2037	$16,553	$679	$961	$101	$1,741
2038	$15,874	$713	$923	$103	$1,739
2039	$15,161	$751	$883	$105	$1,739
2040	$14,410	$790	$840	$108	$1,738
2041	$13,620	$835	$796	$110	$1,738
2042	$12,785	$873	$749	$112	$1,736
2043	$11,912	$921	$700	$114	$1,735
2044	$10,991	$975	$646	$116	$1,735
2045	$10,016	$1,027	$589	$119	$1,734
2046	$8,991	$1,085	$528	$121	$1,734
2047	$7,906	$1,145	$464	$123	$1,733
2048	$6,761	$1,210	$397	$126	$1,733
2049	$5,552	$1,276	$326	$128	$1,731
2050	$4,276	$1,348	$251	$131	$1,730
2051	$2,928	$1,425	$172	$134	$1,730
2052	$1,503	$1,503	$89	$136	$1,728
Total		$22,173	$21,887	$2,893	$46,952

APPENDIX C
FINAL PLATS

APPENDIX D
PID ASSESSMENT NOTICE

PID Assessment Notice

NOTICE OF OBLIGATION TO PAY PUBLIC IMPROVEMENT DISTRICT ASSESSMENT TO CITY OF PRINCETON, TEXAS
CONCERNING THE FOLLOWING PROPERTY

[insert property address]

As the purchaser of the real property described above, you are obligated to pay assessments to the City of Princeton, Texas (the "City"), for the costs of a portion of a public improvement or services project (the "Authorized Improvements") undertaken for the benefit of the property within the Whitewing Trails Public Improvement District No. 2 (the "District") created under Subchapter A, Chapter 372, Local Government Code.

AN ASSESSMENT HAS BEEN LEVIED AGAINST YOUR PROPERTY FOR THE AUTHORIZED IMPROVEMENTS, WHICH MAY BE PAID IN FULL AT ANY TIME. IF THE ASSESSMENT IS NOT PAID IN FULL, IT WILL BE DUE AND PAYABLE IN ANNUAL INSTALLMENTS THAT WILL VARY FROM YEAR TO YEAR DEPENDING ON THE AMOUNT OF INTEREST PAID, COLLECTION COSTS, ADMINISTRATIVE COSTS, AND DELINQUENCY COSTS.

The exact amount of the assessment may be obtained from the City. The exact amount of each annual installment will be approved each year by the City Council in the Annual Service Plan Update for the District. More information about the assessments, including the amounts and due dates, may be obtained from the City or MuniCap, Inc., the District Administrator for the City, located at 600 E. John Carpenter Fwy, Suite 150, Irving, Texas 75062 and available by telephone at (469) 490-2800 or (866) 648-8482 (toll free) and email at txpid@municap.com.

Your failure to pay any assessment or any annual installment may result in penalties and interest being added to what you owe or in a lien on and the foreclosure of your property.

Date: ________________

________________________________ ________________________________
Signature of Seller Signature of Seller

The undersigned purchaser acknowledges receipt of this notice before the effective date of a binding contract for the purchase of the real property at the address described above.

Date: ________________

________________________________ ________________________________
Signature of Purchaser Signature of Purchaser

STATE OF TEXAS §
§
COUNTY OF __________ §

The foregoing instrument was acknowledged before me by ______________________ and ________________, known to me to be the person(s) whose name(s) is/are subscribed to the foregoing instrument, and acknowledged to me that he or she executed the same for the purposes therein expressed, in the capacity stated and as the act and deed of the above-referenced entities as an authorized signatory of said entities.

Given under my hand and seal of office on this________________, 20__.

____
Notary Public, State of Texas