

TO: William Gray, Planning and Community Development

FROM: Chris Fiandaca, Budget Manager, Budget Office

DATE: December 14, 2022

SUBJECT: Falcon Trucking at BLR Major Master Plan Amendment - Fiscal Impact Analysis

A copy of the Fiscal Impact Analysis for the Falcon Trucking – BLR Major Master Plan Amendment (MPA) is attached. At the request of the Planning Department, in accordance with City Code, the Budget Office prepared a Fiscal Impact Analysis estimating the City expenditure and revenues attributable to the Falcon Trucking – BLR MPA for a ten-year horizon. The Fiscal Impact model incorporates the land uses proposed by the amendment and calculates the average City expenditures and revenue generated by the project.

Falcon Truck BLR MPA amends a 35.73-acre property in the City. Based on the planned zoning uses, this analysis evaluates the fiscal impact to the City of adding 19.65 acres of residential high density and 16.08 acres of residential medium-high density. The assumption is that development will begin in 2023 and take one year to complete.

The result of the Fiscal Impact Analysis is a negative cumulative cashflow for the City during the 10-year timeframe. The reason for this outcome is that the increased demand for service generated by adding higher density residential acreage exceeds the expected revenue generated by the development.

A Combined Funds Summary of the cumulative fiscal impact is attached. In addition, the Fiscal Impact Model Notes at the end of this memo provide an overview of the Fiscal Impact model.

**Falcon Trucking BLR Major MPA
COMBINED FUNDS SUMMARY**

	1 2023	2 2024	3 2025	4 2026	5 2027	6 2028	7 2029	8 2030	9 2031	10 2032
Revenue										
General Fund	\$1,193,965	\$218,536	\$218,536	\$218,536	\$218,536	\$218,536	\$218,536	\$218,536	\$218,536	\$218,536
Special Revenue Funds	\$1,322,627	\$41,918	\$41,918	\$41,918	\$41,918	\$41,918	\$41,918	\$41,918	\$41,918	\$41,918
TOTAL REVENUE	\$2,516,592	\$260,454	\$260,454	\$260,454	\$260,454	\$260,454	\$260,454	\$260,454	\$260,454	\$260,454
Expenditures										
Operating	\$318,099	\$318,099	\$318,099	\$318,099	\$318,099	\$318,099	\$318,099	\$318,099	\$318,099	\$318,099
Special Revenue Fund Expenditu	\$144,701	\$144,701	\$144,701	\$144,701	\$144,701	\$144,701	\$144,701	\$144,701	\$144,701	\$144,701
Capital Expenditures	\$1,401,020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$1,863,820	\$462,800	\$462,800	\$462,800	\$462,800	\$462,800	\$462,800	\$462,800	\$462,800	\$462,800
GRAND TOTAL NET RESULT	\$652,772	(\$202,346)	(\$202,346)	(\$202,346)	(\$202,346)	(\$202,346)	(\$202,346)	(\$202,346)	(\$202,346)	(\$202,346)
CUMULATIVE NET RESULT	\$652,772	\$450,426	\$248,080	\$45,734	(\$156,612)	(\$358,958)	(\$561,304)	(\$763,650)	(\$965,996)	(\$1,168,342)

FISCAL IMPACT MODEL NOTES

The Fiscal Impact Model used by the Budget Office was created and customized specifically for the City's needs by TischlerBise, one of the nation's leading consulting firms for fiscal impact work. The model is updated regularly to reflect current City budget data, tax rates, market values for built spaces, and assumptions for business tax revenue by category of commercial use.

The model measures the impact of a proposed development on the City's operating budget. It utilizes current demographic data, budget information for the City, and the City's current infrastructure capacity to determine service levels. These service levels are used to project annual operating costs and revenues across all City departments based on proposed land use.

What the Fiscal Impact Model Tells Us?

The Fiscal Impact Model is a mechanism for City stakeholders to gauge the impact created by new or amended development on City expenditures and revenues.

The Fiscal Impact Model estimates the difference between costs of providing services and the property tax, user fees and other revenues that could be generated from the new development.

The revenue and cost estimates are displayed as net annual and cumulative values for the ten-year horizon on the second page of this memo. The Fiscal Impact Model shows direct revenues and costs from new development only, and does not make comparisons to existing planned zoning and development.

The revenue projections and cost to serve are based on a "snapshot approach" in which it is assumed the current levels of service will continue through the ten-year horizon. This approach does not attempt to speculate about how levels of service, revenues, policies, and other factors will change over time.

The model assumes that future Park and Public Safety infrastructure will be City-owned and maintained. If, for instance, a special district will build and maintain a park located in the analysis area, it will be noted on page 1 of this memo.