

November 9, 2023

# Owner-Initiated Annexation Request

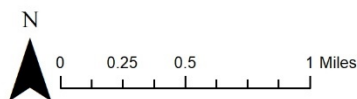
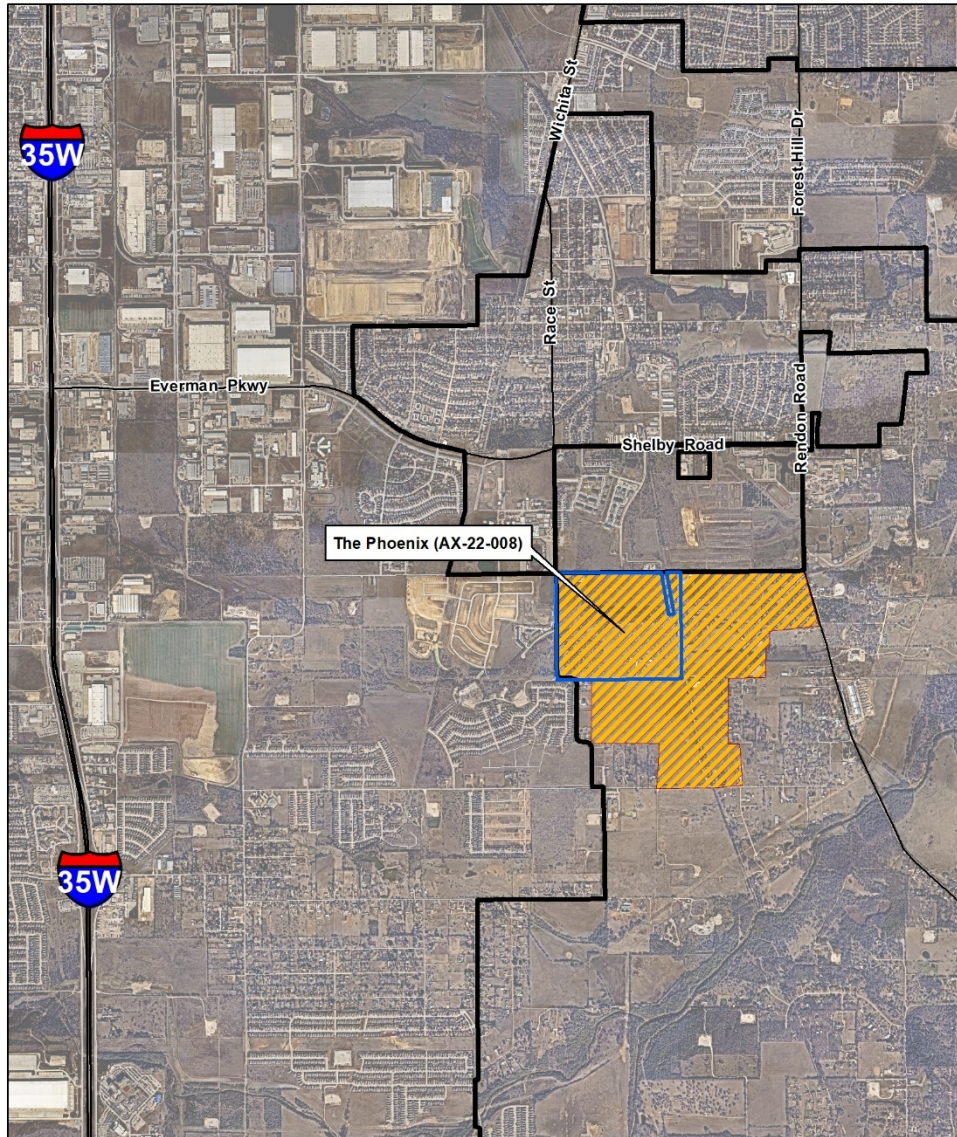
## Case # AX-22-008

### The Phoenix

### Approximately 134.12 Acres

## Staff Report on Fiscal Sustainability Impact

Prepared for City Council by The FWLab



**AX-22-008**  
**The Phoenix**



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**EXISTING CONDITIONS**

<b>Description</b>	Approximately 134.12 acres of land located at the southeast corner of the intersection of Race Street and Oak Grove Shelby (MTP). Property is located in Tarrant County and is approximately 2 miles to the east of I-35 W.
<b>Request type</b>	Annexation – Full Purpose.
<b>Council District</b>	8
<b>Comprehensive Plan Future Land Use</b>	The 2023 Comprehensive Plan’s Future Land Use designation is Single-Family Residential; Infrastructure; and Vacant, Undeveloped, Agricultural on vacant floodplain property.
<b>Floodplain</b>	Portion of property.
<b>Existing Land Use</b>	Vacant.
<b>Included in Planned Service Area</b>	Yes – Everman/SE Area.
<b>Enclave</b>	No.
<b>Planning Sector</b>	Far South.
<b>ROW</b>	No.
<b>Concept Plan</b>	No.
<b>Preliminary Plat</b>	No.
<b>Final Plat</b>	No.
<b>Independent School District</b>	Everman ISD.

## **COMPREHENSIVE PLAN CONSISTENCY**

The adopted 2023 Comprehensive Plan designates the proposed annexation area as Single-Family Residential; Vacant, Undeveloped, Agricultural (within floodplain); and Infrastructure on the City's Future Land Use Map. The annexation application, land plan, and associated preliminary plat for the property propose Single-Family Residential (90.5 acres, A-5 zoning); Low Density Residential (4.6 acres, CR zoning); Neighborhood Commercial (10.2 acres, F zoning); and Vacant, Undeveloped, Agricultural within the floodplain (approximately 25 acres).

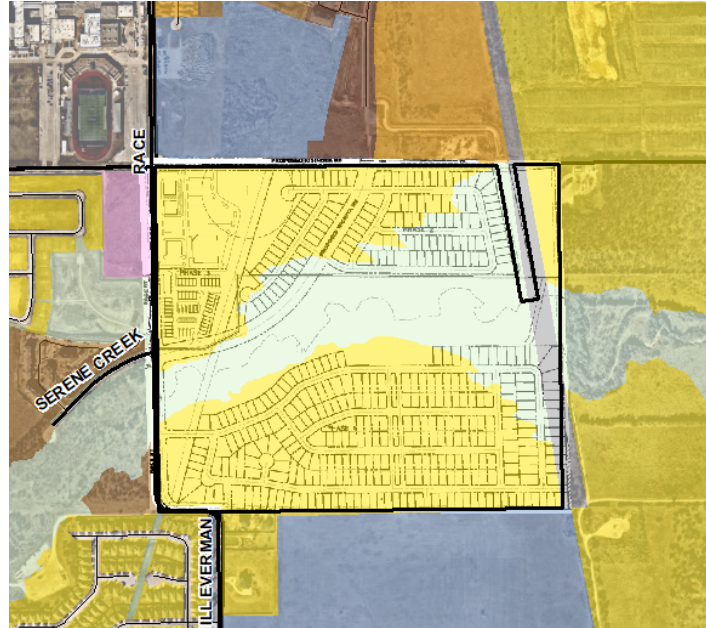
The proposed uses within the annexation area are currently inconsistent with the adopted Future Land Use Map. While the annexation proposal retains the single-family residential and vacant, undeveloped, agricultural (within floodplain) land use types identified in the Comprehensive Plan, the proposal seeks a modest increase in the intensity of these planned uses within the area. Given the developing Single-Family Residential neighborhoods to the south and west, and developed school to the north-west, the proposed land uses and designations are compatible with the surrounding uses, both existing and currently planned.

Staff recommends amending the Future Land Use Map in the Comprehensive Plan to designate the property Single-Family Residential and Low Density Residential where the corresponding residential development is proposed; Neighborhood Commercial; and Vacant, Undeveloped, Agricultural where floodplain is present. The Future Land Use Maps below show the currently adopted designations for the area, as well as staff's proposed changes to the Future Land Use Map to bring the map into alignment with the proposed land uses.

The proposed Future Land Use Map amendments change the Single-Family designation to Low Density Residential and Neighborhood Commercial, with the boundaries between the two designations adjusted based on the proposed preliminary plat. In addition, the proposed Future Land Use Map amendments adds the applicable Future Land Use designation for Vacant, Undeveloped, Agricultural (within floodplain) where shown on the applicant's submitted preliminary plat.

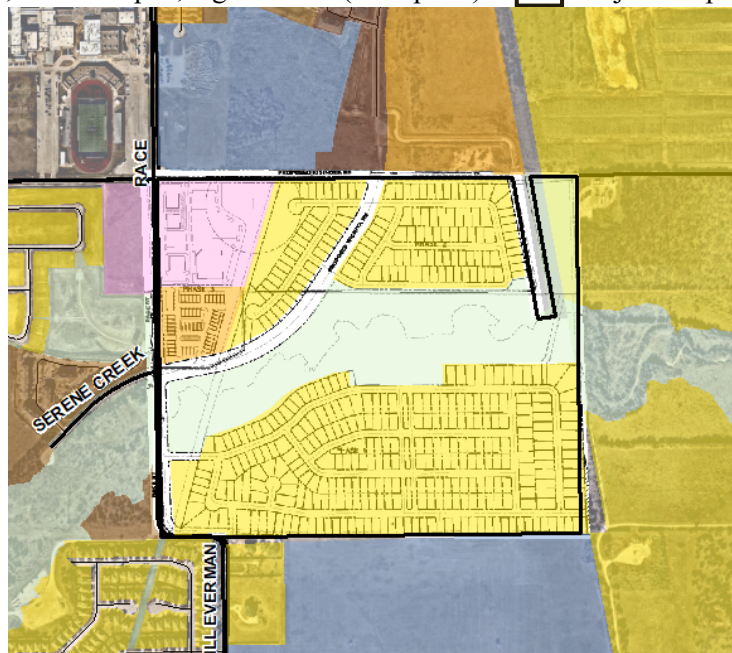
**Adopted Future Land Use:**

- Single Family Residential
- Vacant, Undeveloped, Agricultural (floodplain)
- Infrastructure
- Subject Property



**Proposed Future Land Use:**

- Single-Family Residential
- Low Density Residential
- Neighborhood Commercial
- Vacant, Undeveloped, Agricultural (floodplain)
- Subject Property



## Estimated Expenditures and Revenues — Water

Reviewer(s): Wade Goodman

FYI Comments: Development has active water and sewer study submittals. Sewer infrastructure is already sized and in place. Any alignment changes proposed by the developer will be at their costs.

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	-	-	-	-	-
Capital	\$2,000,000	-	-	-	-
Personnel	-	-	-	-	-
Maintenance	-	-	-	-	-
<b>Departmental Review Comments — Expenditures:</b> Estimated Water Department cost participation expenditure to extend and oversize to 16-inch water line in Race Street (from Serene Creek Dr to Mc Pherson Rd).					

Estimated Cumulative Revenues (2023 Dollars, assuming 1% annual inflation starting in 2025)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$2,238,459	\$4,586,498	\$7,054,311	\$9,648,008	21,415,067
<b>Departmental Review Comments — Revenues:</b> Assumes 1% rate increase starting in 2025.					

- 1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Planned development is adjacent to planned regional water transmission main. Water Department cost participation to extend offsite and oversize water line infrastructure will increase water capacity as well as redundancy to the region.
- 2. How will this proposal affect your key performance indicators?** Not provided.
- 3. Department Recommendation:** Recommend annexation.

## Estimated Expenditures and Revenues — Transportation and Public Works - Stormwater

Reviewer(s): Cannon Henry, Stephen Edwini-Bonsu

### Review Comments:

- According to the engineer’s study, the development will not create any adverse impacts with the increase in flow.
- According to the engineer’s study, it will take ten 8’ x 7’ box culverts under Race Street to contain the flow at an estimated cost of \$80,000 per box.
- The City will look into City participation for the design and installation of the box culverts.

Estimated Cumulative Expenditures (assuming 3% annual inflation)					
Infrastructure Operation & Maintenance	5 Years	10 Years	15 Years	20 Years	40 Years
90 Inlets, 14,650 Linear Feet of storm drain pipe	\$16,295.50	\$18,421.00	\$20,546.50	\$22,672.00	\$29,732.98

**Departmental Review Comments — Expenditures:** Stormwater has projected an increase in maintenance costs from the best information currently available. Future expenses are highly dependent on the actual development of the area as permitted by the City’s Development Services Department. Based on conceptual layout plan, there will be an increase in the number of storm drain infrastructure assets generated from the proposed residential development.

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$373,940.57	\$747,881.15	\$1,121,821.72	\$1,495,762.30	\$2,991,524.60
<b>Departmental Review Comments — Revenues:</b> Not provided.					

**How does this proposal align with your department’s plans and policies?** Annexation will increase future maintenance costs for storm drain infrastructure assets associated with this development. A majority of the proposed annexation area is currently vacant. The new development will be required to comply with the City’s drainage standards.

**How will this proposal affect your key performance indicators?** Following development, this individual annexation is not expected to significantly impact KPIs for the estimated increase in storm drain assets. The cumulative impacts of all annexations on maintenance-related KPIs may be more significant. Stormwater management does not anticipate a need for stormwater capital improvements in this annexation area for the foreseeable future. Therefore, no impact to our capital delivery key performance indicators is expected at this time.

**Recommendation:** Stormwater recommends annexation since the revenue is expected to be higher than the anticipated combined capital expenses and maintenance expenses, assuming that the new development will be built per the City’s and FEMA’s drainage regulations.

## Estimated Expenditures and Revenues — Roads and Streets

**Reviewer(s):** Armond Bryant, Transportation Development Review

**Review Comments:** The development will require significant transportation system upgrades to account for the increased traffic along Risinger Road and Race Street. The developer has agreed to partner with the City to provide their share of improvements to serve their development, with the understanding that the city would participate as well.

In order for this site to have access, Race Street has to be raised to mitigate the overtopping of the road, however, the developer has agreed to design and install box culverts of sufficient size to mitigate the overtopping situation (including permits to FEMA). The remainder of the improvements to Race Street including raising up the remainder, paving, storm drains, curb and gutter and lighting will be the responsibility of the City. The Transportation and Public Works department provided the initial cost estimate of \$10,000,000 to bring Race Street to city standards. Race street is not on the Master Thoroughfare Plan (MTP) or the Transportation Improvement Program (TIP) and therefore not eligible for impact fee funds.

Additionally, the developer has agreed to provide two lanes of Risinger Road along the frontage and four lanes of Serene Creek/Wichita within the plat boundary to provide the second point of access to the subdivision. The city will be responsible, at some point, for completing the MTP cross section and connecting Risinger Road to Rendon Road at an estimated cost of \$6,243,000 (per impact fee study TIP Sheet # Z-2).

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Operations</b>	TBD	TBD	TBD	TBD	TBD
<b>Capital</b>	TBD	TBD	TBD	TBD	TBD
<b>Personnel</b>	TBD	TBD	TBD	TBD	TBD
<b>Maintenance</b>	TBD	TBD	TBD	TBD	TBD
<b>Departmental Review Comments — Expenditures:</b> Will be determined when the City of Fort Worth decides to move forward with constructing the road projects needed.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Revenue</b>	TBD	TBD	TBD	TBD	TBD
<b>Departmental Review Comments — Revenues:</b> Will be determined when the City of Fort Worth decides to move forward with constructing the road projects needed.					

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Risinger road is planned to connect to I-35, but until it does the traffic will take Race Street North to Everman Parkway. The connection is outside of their plat boundary and not within their control.

**2. How will this proposal affect your key performance indicators?** Not Provided.

**3. Department Recommendation:** Support Annexation with understanding that Race Street improvements will require bond funding.



## Estimated Expenditures and Revenues — Police Department

**Reviewer(s):** Mirian Spencer

**FYI Comments:** The Police Department has projected demand for service based on the best information currently available. Future expenses are highly dependent on the expected uses, density level, transportation infrastructure, and timing of development. Operational, Capital, and Personnel expenses are unknown at this time and are dependent on if a new patrol division, additional personnel (patrol officers, neighborhood police officers, communications staff, etc.) or a new facility is necessary. Once the property is fully developed, call load is estimated to be approximately 28 calls for the residential, 5 calls for the multi-family, and 15 calls for the non-residential, a year. The average cost per call is \$710 per officer. Based on an assumption that at least two officers will respond to the call, \$1,420 per call is used to calculate the cost of service. The average annual cost of service for this development is estimated to be \$39,760 for the single-family, \$7,100 for the multifamily, and \$21,300 for the non-residential. Estimated expenditures assume that there are 48 calls per year and two officers responding to each call. An inflation rate of 3% was used to calculate the expenditures. Expenditures are rounded to the nearest whole dollar.

Estimated Expenditures of Service (2023 Dollars)					
Costs per call	5 Years	10 Years	15 Years	20 Years	40 Years
Single-Family	\$46,093	\$53,434	\$61,945	\$71,811	\$129,699
Multifamily	\$8,231	\$9,542	\$11,062	\$12,823	\$12,823
Non-Residential	\$24,693	\$28,625	\$33,185	\$38,470	\$69,481
<b>Total</b>	<b>\$79,016</b>	<b>\$91,601</b>	<b>\$106,191</b>	<b>\$123,105</b>	<b>\$222,340</b>
<b>Departmental Review Comments — Expenditures:</b> Not provided.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	-	-	-	-	-
<b>Departmental Review Comments — Revenues:</b> Not provided.					

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Additional calls for service will increase operational needs for the Police Department. As the land is developed, the Police Department will continue to evaluate call loads to determine whether a new patrol division, additional personnel (patrol officers, neighborhood police officers, communications staff, etc.), or a new facility is necessary.

**2. How will this proposal affect your key performance indicators?** Once the property is fully developed, Priority 1, 2, and 3 response times could increase for South Division, Police Beat I17, Police Reporting Area F260 depending on the expected uses, density level, transportation infrastructure, and timing of development.

**3. Department Recommendation:** Support Annexation.

## Estimated Expenditures and Revenues — Fire Department

### Fire Data Analysis:

- Fire and EMS first responder services will be dispatched from existing Fire Station 28, located at 1300 Everman Pkwy, to the proposed annexation. Current Fire Department response time goal is to arrive on the scene of emergencies within five minutes from the time of dispatch at 75% of the time. Based on the existing fire stations located close to this proposed annexation area, the Fire Department will be able to meet this response time goal.
- 2022 produced 291 incidents for the area within one half mile of the proposed annexation (not including the area of the proposed annexation itself). Based on a comparison of the area of the buffer to the area of the annexation, the estimated annual count of incidents in the annexation is 36.
- The estimated cost of an additional incident is \$968. Multiplied by 36 incidents, the total additional annual cost of responding to the annexation is estimated to be \$34,848. However, once the area becomes more fully developed or if zoning for the area changes, this number will need to be adjusted.
- Basic Life Support (BLS) emergency medical services by existing personnel and equipment of the Fort Worth Fire Department will be provided to the annexation area commencing on the effective date of the annexation. The Fort Worth Fire Department serves as the first responder on life threatening medical emergencies as a part of the MedStar system. All Fort Worth Fire Department personnel are certified as Emergency Medical Technician basic level or higher. All engines, trucks, and rescue units carry Automated External Defibrillators for use with victims who are in cardiac arrest.
- Current Estimated Response Criteria to the Proposed Annexation Area:

These estimated response times were calculated using GIS software; **traffic congestion, road conditions, time of day, and weather conditions have not been factored in.**

	FIRE STATION	ESTIMATED RESPONSE TIME
1 <sup>st</sup> Due Company	Fire Station 28 1300 Everman Pkwy	4.8 minutes
2 <sup>nd</sup> Due Company	Fire Station 42 450 E Rendon Crowley Rd	8.5 minutes
3 <sup>rd</sup> Due Company	Fire Station 17 5151 Hemphill St	10.9 minutes
4 <sup>th</sup> Due Company	Fire Station 29 6400 Westcreek Dr	13.0 minutes
1 <sup>st</sup> Aerial	Fire Station 42 450 E Rendon Crowley Rd	8.5 minutes

**Fire Department Continued:**

**Fire Platting:** Road conditions and weather are not factored into the response times. The poor condition of South Race St., in addition to the frequent over-topping between Oak Grove Shelby Road and Serene Creek Lane will add additional time to the estimated response times. Flooding along this road segment will result in the 2nd due unit becoming the 1st due as their response is from the south. At 8.5 minutes, this is well outside of the 5-minute goal for 1st due. Additionally, the response goal for a full one-alarm response (includes all units listed in the chart) is under 8 minutes. Without consideration for flooding, traffic, or road conditions, this response time is estimated at 13 minutes. Additionally, South Race Street provides the sole access to Stallion Point Apartments (9053 South Race St.) and Four Seasons at Clear Fork Apartments (1500 Four Seasons Lane) and traffic will pose additional delays. Everman High School is also located along South Race Street, adding to traffic concerns.

<b>Estimated Cumulative Expenditures (2023 Dollars)</b>					
	<b>5 Years</b>	<b>10 Years</b>	<b>15 Years</b>	<b>20 Years</b>	<b>40 Years</b>
<b>Operations</b>	-	-	-	-	-
<b>Capital</b>	-	-	-	-	-
<b>Personnel</b>	-	-	-	-	-
<b>Maintenance</b>	-	-	-	-	-
<b>Departmental Review Comments — Expenditures: Not Provided.</b>					

<b>Estimated Cumulative Revenues (2023 Dollars)</b>					
	<b>5 Years</b>	<b>10 Years</b>	<b>15 Years</b>	<b>20 Years</b>	<b>40 Years</b>
<b>Revenue</b>	-	-	-	-	-
<b>Departmental Review Comments — Revenues: Not Provided.</b>					

- 1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Not Provided.
- 2. How will this proposal affect your key performance indicators?** Not Provided.
- 3. Department Recommendation:** Fire Department will be able to meet this response time goal.

## Estimated Expenditures and Revenues — Emergency Medical Services

Reviewer(s):

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Operations</b>	\$4,010	\$8,421	\$17,684	\$37,136	\$77,986
<b>Capital</b>	Included in above.	Included in above.	Included in above.	Included in above.	Included in above.
<b>Personnel</b>	Included in above.	Included in above.	Included in above.	Included in above.	Included in above.
<b>Maintenance</b>	Included in above.	Included in above.	Included in above.	Included in above.	Included in above.
<b>Departmental Review Comments — Expenditures:</b> Not provided.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Revenue</b>	\$3,950	\$8,295	\$17,420	\$36,581	\$73,162
<b>Departmental Review Comments — Revenues:</b> Not provided.					

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** MedStar dynamically deploys resources to geography based on a combination of temporal demands and geospatial needs. Vacant land generates few EMS responses, but as the area is developed, response volume will likely increase. Projections take this into account. Costs and revenue per response were used to make these determinations. Ambulance posting plans are routinely adjusted to provide effective services, this will be the case as the annexed area is developed.

**2. How will this proposal affect your key performance indicators?** Responses for this area will be included in our monthly published aggregate KPIs. Low response volumes initially will have little impact. Higher population/responses will likely result in an addition of resources, but also revenue, to help partially offset the costs for providing services.

**3. Department Recommendation:** Support Annexation.

## Estimated Expenditures and Revenues — Public Safety Radio Communications

Reviewer(s):

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	-	-	-	-	-
Capital	-	-	-	-	-
Personnel	-	-	-	-	-
Maintenance	-	-	-	-	-
Departmental Review Comments — Expenditures: Not provided.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	-	-	-	-	-
Departmental Review Comments — Revenues: Not provided.					

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** The public safety radio system currently provides 100% coverage of the proposed location. This does align with the department’s exiting plans and policies.

**2. How will this proposal affect your key performance indicators?** The proposal will have no impact on the department’s key performance indicators.

**3. Department Recommendation:** No action regarding public safety radio communication will be required to accommodate the proposed annexation.

## Estimated Expenditures and Revenues — Code Compliance — Code Enforcement

Reviewer(s):

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	-	-	-	-	-
Capital	-	-	-	-	-
Personnel	-	-	-	-	-
Maintenance	-	-	-	-	-
Departmental Review Comments — Expenditures: Not provided.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	-	-	-	-	-
Departmental Review Comments — Revenues: Not provided.					

1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.): Not provided.
2. How will this proposal affect your key performance indicators? Not provided.
3. Department Recommendation: Not provided.

## Estimated Expenditures and Revenues — Code Compliance — Animal Control (ACC)

Reviewer(s): Chris McAllister

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Operations</b>	-	-	-	-	-
<b>Capital</b>	\$70,000	\$140,000	\$210,000	\$280,000	\$560,000
<b>Personnel</b>	\$325,115	\$704,230	\$1,056,345	\$1,408,460	\$2,816,920
<b>Maintenance</b>	\$30,000	\$60,000	\$90,000	\$120,000	\$240,000
<b>Departmental Review Comments — Expenditures:</b> No individual operational costs factored in.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Revenue</b>	-	-	-	-	-
<b>Departmental Review Comments — Revenues:</b> Field ACC – No Revenue.					

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Additional calls for service will increase with the addition of 448 homes and commercial development (apartments?). Animal Control will assess and adjust as call volume increases after development completion. Animal Control responds to calls based on a priority system, with the most urgent need being the highest priority. The specific priorities in this area will need to be evaluated and staff/resource requests adjusted with operational data. Animal Control projects an increase in service-based calls. Forecasted costs are based on housing stock age, housing density, and projected development timelines. Operational, Capital, and Personnel expenses are based on the number of additional staff needed to service this area and rounded to the nearest whole. Projections are based on one (1) additional animal control officer and all associated costs. Information provided are estimates.

**2. How will this proposal affect your key performance indicators?** The proposed development size is not large enough to affect KPIs that measure volume, such as captures, but could affect response times to other calls.

**3. Department Recommendation:** Support Annexation.

## Estimated Expenditures and Revenues — Code Compliance - Solid Waste Services

Reviewer(s): Christian Harper

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Operations</b>	\$423,987.20	\$749,414.40	\$1,124,121.60	\$1,498,828.80	\$2,997,657.60
<b>Capital</b>	-	-	-	-	-
<b>Personnel</b>	-	-	-	-	-
<b>Maintenance</b>	-	-	-	-	-

**Departmental Review Comments — Expenditures:** 448 total households (394 single family and 54 Townhouses) would be serviced under the existing residential collections contract with Waste Management. This covers Garbage, Recycling, Yard Waste, and Bulk Waste. The current collection expense per household per month is \$13.94. This rate will increase per the annual contractual cost adjustment but the rates are determined by annual index change so the total rate changes are not available at this time.

$\$13.94 \text{ monthly} \times 12 = \$167.28 \text{ annually per household. } 448 \times \$167.28 = \$74,941.44 \text{ annually.}$  The numbers above are straight line and do not include any cost increases. There will be cost increases of up to 5% each year of the contract that will affect the final numbers.

Each household will have two carts, one garbage cart and one recycling cart. At an average cost of \$55 per cart, it is  $\$55 \times 448 \times 2 \text{ carts each house} = \$49,280 \text{ first year only.}$

This community would be served by the Old Hemphill and Southeast Drop-Off Stations, approx. 5 miles to the North. No material incremental cost would be incurred by the City to service this community.

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Revenue</b>	\$493,785.60	\$987,571.20	\$1,481,356.80	\$1,975,142.40	\$3,950,284.80

**Departmental Review Comments — Revenues:** 448 single family households would be serviced under existing residential collections contract with Waste Management. The current average cart revenue per household per month is \$18.37. This covers Garbage, Recycling, Yard Waste, and Bulk Waste.

$\$18.37 \times 12 = \$220.44 \text{ annually per household, total of } 448 \times \$220.24 = \$98,757.12.$  The numbers above are straight line and do not include any cost increases. This revenue could increase if the City decided to raise residential rates.

This community would be served by the Old Hemphill and Southeast Drop-Off Stations, approx. 5 miles to the North. The drop-off stations do not generate revenue from residents.

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** This is in-line with Solid Waste planning for the southern part of the City. Surrounding streets and neighborhoods are already serviced as part of existing Friday Solid Waste routes.

**2. How will this proposal affect your key performance indicators?** This proposal will not affect SW KPIs, this is only 448 incremental households out of over 251,915 households.

**3. Department Recommendation:** Proceed as planned.



## Estimated Expenditures and Revenues — Code Compliance - Environmental Quality

Reviewer(s): Jefferson Prado (Environmental Planner), Zack Hutcheson (Sr. Management Analyst)

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Operations</b>	\$724.22	\$1,539.56	\$ 2,536.64	\$ 3,720.86	\$ 11,138.13
<b>Capital</b>	\$ 51.73	\$ 109.97	\$ 181.19	\$ 265.78	\$ 795.58
<b>Personnel</b>	\$ 2,129.80	\$ 3,488.33	\$ 5,256.45	\$ 7,356.43	\$ 20,509.48
<b>Maintenance</b>	\$ 258.65	\$ 549.84	\$ 905.94	\$ 1,328.88	\$ 3,977.90
<b>Departmental Review Comments — Expenditures:</b> Expenditures at the subject site are expected to be minimal due to the residential use of the land. This land use has a low service need as inspections are limited to the development period; after development, service needs are limited to ad-hoc complaint response and litter abatement. Expenditures may increase should the development plan be altered to include additional commercial, industrial, or undeveloped land use. In particular, industrial land uses require additional site inspections, and undeveloped land experiences a higher rate of illegal dumping.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
<b>Revenue</b>	\$ 27,264.00	\$ 78,834.00	\$ 129,504.00	\$ 180,624.00	\$ 315,729.60
<b>Departmental Review Comments — Revenues:</b> Residential revenues are estimated based on the developer's proposed number of housing units. Commercial revenues are estimated by the average number of commercial accounts per acreage.					

**1. How does this proposal align with your department's plans and policies? List policies from department's plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** The proposed land use is expected to have a low service need from our division. The largest impact on the division will be during development. Grading and land disturbance will be subject to the grading permitting process and subsequent inspections. Current staffing is sufficient to complete these duties. Following development, proposed land use is expected to have minimal impact on operations of Environmental Quality Division. Due to the low expected service needs and increased revenue to the Environmental Protection Fund, this annexation is expected to benefit Environmental Quality Division's ability to fulfill the Environment Master Plan.

**2. How will this proposal affect your key performance indicators?** During development, the subject area would increase number of routine investigations included in KPI CC.5.2. However, current staffing is sufficient to complete these during authorized timelines. Following development, the proposed annexation is expected to provide a minimal increase to the number of inspections included in two KPIs. 1. KPI CC.5.1 - To protect human health and safety by reducing exposures in the outdoor air we breathe. Programs monitor pollutant levels in the air and encourage air pollutant emissions control and compliance for a cleaner environment, sustained economic value and community aesthetics and 2. CC.5.2 - To protect human health, safety and the environment by reducing pollution in our local lakes, streams and the Trinity River. Program monitors pollutants in local watersheds and encourages compliance to reduce contaminated stormwater runoff or illicit discharges for a cleaner environment, sustained economic value and improved community aesthetics. Current staffing is sufficient to complete these during authorized timelines, and therefore this impact is expected to be negligible. The undeveloped portion of the subject area may experience an elevated rate of illegal dumping in comparison to the developed portion of the

project, which may increase the number of litter abatement requests. However, due to recent staffing and contract increases, the litter abatement program’s current capacity is expected to be sufficient to meet the established goals.

**3. Department Recommendation:** Recommend annexation.

## Estimated Expenditures and Revenues — Park and Recreation

Reviewer(s): Craig Fox, Lori Gordon, Michelle Villafranca

Estimated Cumulative Expenditures (assuming 3.5% annual inflation)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	-	-	-	-	-
Capital	-	-	-	-	-
Personnel	-	-	-	-	-
Maintenance	\$3,325.52	\$3,949.68	\$4,690.98	\$5,571.41	\$11,085.93
<b>Departmental Review Comments — Expenditures:</b>					
<b>PARD Forestry:</b> No expenditures anticipated for Forestry. Both sides of Race St are already within CFW limits and no other ROW currently exists. An extension of Oak Grove helby (proposed McPherson) would be developed before dedication to city.					
<b>PARD ROW:</b> Current conditions would result in an annual maintenance cost of \$2,800.00 annually. *Maintenance row					
<b>PARD PRM Parks:</b> The development will be subject to Neighborhood and Community Park dedication fees and or land.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	-	-	-	-	-
<b>Departmental Review Comments — Revenues:</b> Not Provided.					

**1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Not Provided.

**2. How will this proposal affect your key performance indicators?** Not Provided.

**3. Department Recommendation:** Not Provided.

## Estimated Expenditures and Revenues — Library

Reviewer(s): Marilyn Marvin

There is no fiscal impact for the Library with this annexation.

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	-	-	-	-	-
Capital	-	-	-	-	-
Personnel	-	-	-	-	-
Maintenance	-	-	-	-	-
Departmental Review Comments — Expenditures: Not Provided.					

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	-	-	-	-	-
Departmental Review Comments — Revenues: Not Provided.					

1. How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.): Not Provided.
2. How will this proposal affect your key performance indicators? Not Provided.
3. Department Recommendation: Not Provided.

## Estimated Expenditures and Revenues — Development Services — Gas Wells

### Review Comments:

- The City has no funding for participating in moving the gas line.
- Paving over franchise utilities requires a written agreement.
- City is reviewing the Orchard Village to determine how the gas lines were paved over.

Estimated Cumulative Expenditures (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	-	-	-	-	-
Capital	-	-	-	-	-
Personnel	-	-	-	-	-
Maintenance	-	-	-	-	-
Departmental Review Comments — Expenditures: Not Provided.					

### FOR AREAS WITH GAS WELLS:

Estimated Cumulative Revenues (2023 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$3,000.00	\$6,000.00	\$9,000.00	\$12,000.00	\$24,000.00
<b>Departmental Review Comments — Revenues:</b> If a gas well pad site is annexed into the City, the operator of the site has 45 days from the date of annexation to apply for a Multiple Gas Well Pad Site Permit. Per the Texas Railroad Commission website, there is one gas well pad site with one active well within the proposed annexation belonging to BKV. The annexation of the gas well pad site will generate a \$600 per well annual fee.					

1. **How does this proposal align with your department’s plans and policies? List policies from department’s plan that this annexation proposal supports (Strategic Plan, Master Plan, Neighborhood Plan, etc.):** Not Provided.
2. **How will this proposal affect your key performance indicators?** Not Provided.
3. **Department Recommendation:** Not Provided.

## **SUMMARY AND OVERALL RECOMMENDATION (COMPLETED BY THE FWLAB)**

### **Expenditures, Revenues, and Cumulative Total Summary**

Significant future City expenditures and revenues are not included in the below calculations, such as street maintenance and future reconstruction costs. The FW Lab is working with other departments to improve estimates of future costs and phasing schedules, which is expected to provide additional clarity in the Balance and Cumulative Total figures in future project analyses.

### **Expenditures**

- The development will require significant transportation system upgrades to account for the increased traffic along Risinger Road and Race Street. The developer has agreed to design and install necessary box culverts at developer's cost to prevent stormwater overtopping of Race Street, as well as to partner with the City to provide their share of improvements to serve their development, with the understanding that the city would participate as well.
  - Transportation – Roads & Streets
    - Initial cost estimate to bring Race Street up to City standards is \$10,000,000. These Race Street improvements are not funded or scheduled. Timing of Race Street improvements to be determined by City based on need and funding availability.
    - Race Street is not on the MTP or TIP and therefore not eligible for impact fee funds.
    - It is anticipated that improving Race Street to City standards will require an additional funding source, such as future bond funding, when the improvements become necessary.
    - Developer has agreed to provide two lanes of Risinger Road along the property frontage and four lanes of Serene Creek/Wichita within the plat boundary. City will be responsible for completing the MTP cross section and connecting Risinger Road to Rendon Road at an estimated cost of \$6,243,000, per impact fee study (TIP Sheet #Z-2). Timing of the City portion of Risinger Road improvements to be determined by City based on need and funding availability.
  - Additional expenditures include:
    - Stormwater operation and maintenance
    - Police, Fire, EMS services
    - Environmental quality operational costs and code compliance operations
- Service and infrastructure costs will increase over time as additional development occurs and as infrastructure ages and needs maintenance and eventual replacement. Depending on the development's tax generation over time, the annual revenue needed to maintain infrastructure and services to the development may be strained to cover costs associated with the development.

### **Revenues**

- Following completion of the proposed development project, total City property tax revenue is estimated to be \$996,317 per year with a cumulative total of \$8,966,849 by FY 2033/2034 (assuming no change in value or tax rate).
- Additional revenues to the City will include retail service fees for water/waste water, stormwater fees, environmental impact fees, and fees from solid waste services.

### **Applicable Comprehensive Plan Land Use Policies**

The following Comprehensive Plan policies are relevant to the proposed annexation:

1. Promote fiscally sustainable growth on the periphery of the city by encouraging development adjacent to existing adequate infrastructure and discouraging leapfrog development.
2. Promote street system patterns that provide greater connectivity between streets and between developments to reduce traffic demands on arterial streets, improve emergency access, and make bicycling and walking more attractive transportation options.
3. Evaluate development proposals and transportation investments based on the impacts of land use and platting decisions on the overall transportation system, and the impacts of transportation decisions on land use.
4. Support diverse housing options, including duplexes, fourplexes, townhomes, and small courtyard apartments to promote walkable communities, access to neighborhood services, and multimodal transportation options, while ensuring compatibility with the form, sale, and design of existing neighborhoods.
5. Encourage clustering of development sites within new subdivisions to avoid steep slopes (greater than 15%) and to conserve 100-year floodplains, existing tree cover, wildlife habitat, storm water detention areas, riparian buffers along natural waterways, and archeologically significant sites.
6. Protect land needed for Green Infrastructure projects such as natural stormwater conveyance and detention, riparian buffer protection, and linear greenways with hike & bike trail alignments.
7. Encourage the provision of open space within new developments, with the goal of linking open spaces within adjoining subdivisions.
8. Encourage the preservation and enhancement of the natural landscape by retaining trees, natural drainage ways, and unique vistas.

### **Land Use Recommendation**

The proposed residential and commercial land uses are somewhat inconsistent with the adopted Single-Family Residential; Vacant, Undeveloped, Agricultural (within floodplain); and Infrastructure Future Land Use designations. If the City Council approves this proposed annexation, FWLab staff recommends amending the Future Land Use Map to designate the property Single-Family Residential and Low Density Residential where the corresponding residential development is proposed; Neighborhood Commercial where commercial uses are proposed; and Vacant, Undeveloped, Agricultural where floodplain is present. If the property is annexed, FWLab will propose these map amendments during the next Comprehensive Plan update.

### **Overall Recommendation**

The impacts on the General Fund brought about, in part, by approval of the proposed annexation are expected to be significant, as the City will likely be responsible for future improvements to Race Street

and Risinger Road adjacent to the proposed development. The City's portion of necessary Risinger Road improvements is estimated at \$6,243,000. The City's portion of necessary Race Street improvements is estimated at \$10,000,000. The estimated cumulative tax revenue generated by the proposed development over the next ten years will not cover the initial cost estimates of the likely City portions of these street improvements. Staff anticipates that additional funding sources, such as bond funding, will be required to complete at least the Race Street improvements.

The Traffic Impact Analysis provided by the developer indicates that traffic generation from The Phoenix development will not cause Race Street to fail, which would indicate that Race Street improvements to City standards will not be required based solely on the proposed development's impact. Further, timing of the City's portion of Race Street improvements will be determined by the City as dictated by need and future funding availability.

The developer has agreed to provide two lanes of Risinger Road along the property frontage and four lanes of Serene Creek/Wichita within the plat boundary. The City will likely be responsible for completing the MTP cross section and connecting Risinger Road to Rendon Road. Timing of the City portion of Risinger Road improvements will be determined by City based on need and future funding availability.

Due to the street improvements being provided by the developer to serve the proposed development, and the limited ability of the City to require more improvements from the developer based on the Traffic Impact Analysis, a case can be made to approve the proposed annexation. In addition, the inclusion of commercial and multifamily uses within the development, along with the development's protection of floodplain open space, will contribute to a desirable diversity of housing choices and new commercial tax base in the area. Staff therefore recommends that the Phoenix (AX-23-008) be considered for annexation approval. Further, staff recommends that the above Future Land Use amendments be adopted as part of the Comprehensive Plan Future Land Use Map.