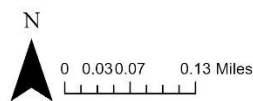
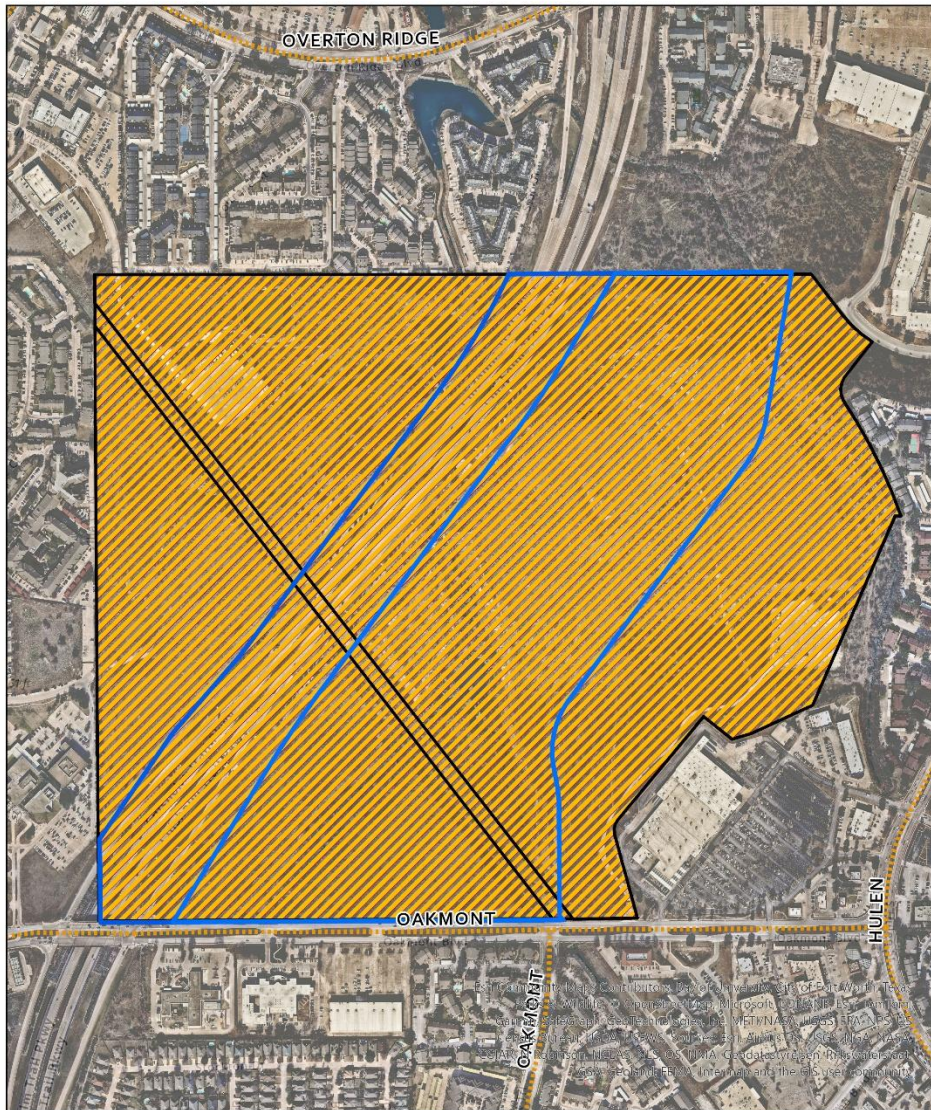


Owner-Initiated Annexation Request
Case # AX-24-013
Overland
Approximately 152.978 Acres

Staff Report on Fiscal Sustainability Impact
Prepared for City Council by The FWLab



FX-24-013 Overland

- City Limit
- Master Thoroughfare Plan
- Subject Property

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RECOMMENDATION HIGHLIGHTS

Financial Overview:

The current financial analysis includes total revenue, expenditures, balance, and cumulative total as presented in the table below.

Estimate Year	Cumulative Revenue	Cumulative Expenditures	Balance (Revenue minus Expenditures)
Year 5	\$18,263,930	\$5,781,669.35	\$12,482,260.54
Year 10	\$36,919,802	\$12,476,109.06	\$24,443,693.37
Year 15	\$56,008,411	\$20,315,210.42	\$35,693,200.92
Year 20	\$99,755,497	\$29,304,302.08	\$70,451,194.60
Year 40	\$159,693,574	\$55,660,068.86	\$104,033,504.79

Expenditures:

Projected City expenditures, primarily for services like public safety, parks, and infrastructure maintenance, are estimated to increase with development and growth. The calculated annual expenditure growth per year is about \$1.39 million over the 40-year projection, with cumulative expenditures reaching \$55.66 million by Year 40. Expenditures for future road maintenance have not been considered in the Expenditure total. Street maintenance costs will be assessed by their rough proportionality share of roadway improvement as a condition of plat approval.

Revenues:

Revenue forecasts indicate an annual increase averaging around \$3.99 million per year over the 40-year projection. These revenues, mainly from sales and property taxes, are projected to outpace expenditures significantly, with a cumulative balance of over \$104 million by Year 40, suggesting a strong fiscal benefit from the Overland development. The cumulative balance stated does not include future street maintenance costs. When projected street maintenance costs are available and considered, the cumulative balance may be significantly less than shown in this report.

Comprehensive Plan Alignment:

The annexation proposes a mix of commercial uses for future development. The proposal aligns with Future Land Use recommendations and the Comprehensive Plan, supporting a balanced approach to growth that maximizes revenue potential and return on public investment. The proposed development is also consistent with the following Wedgwood Sector Land Use Policies:

1. Promote commercial, mixed-use, and urban residential development within the Hulen/Cityview Mixed-Use Growth Center.
2. Encourage major employers, retail, and urban residential to locate at or near proposed transit stops and entryways to the Chisholm Trail Parkway toll road.

Overall Recommendation:

Given the positive projected impact on the General Fund post-construction, staff recommends proceeding with the annexation of Overland, although it is acknowledged that some future cost estimates are unavailable for a complete analysis. Comprehensive Plan amendments may be identified to support this initiative, depending on the ultimate development plan for the annexation area.

In conclusion, the proposed annexation aligns with Fort Worth's strategic growth objectives, supporting a balanced approach to development with an emphasis on fiscal sustainability and optimized infrastructure. Staff therefore recommends proceeding with the Overland annexation. If needed, staff will recommend adopting Future Land Use Plan amendments to support a comprehensive, forward-looking approach to integrating Overland within the City of Fort Worth.

EXISTING CONDITIONS

Description	Approximately 152.978 acres of land located north of Oakmont Blvd. and east of Chisholm Trail Pkwy
Request Type	Annexation – Full Purpose.
Council District	6
Comprehensive Plan Future Land Use	The adopted 2023 Comprehensive Plan’s Future Land Use designation for the annexation area is Mixed-Use
Floodplain	No.
Proposed Zoning	Proposed Zoning – G (Intensive Commercial)
Existing Land Use	Vacant.
Included in Planned Service Area	Oakmont/CPT
Enclave	Yes.
Planning Sector	Wedgwood
ROW	No.
Concept Plan	No.
Preliminary Plat	No
Final Plat	No.
Independent School District	Crowley ISD

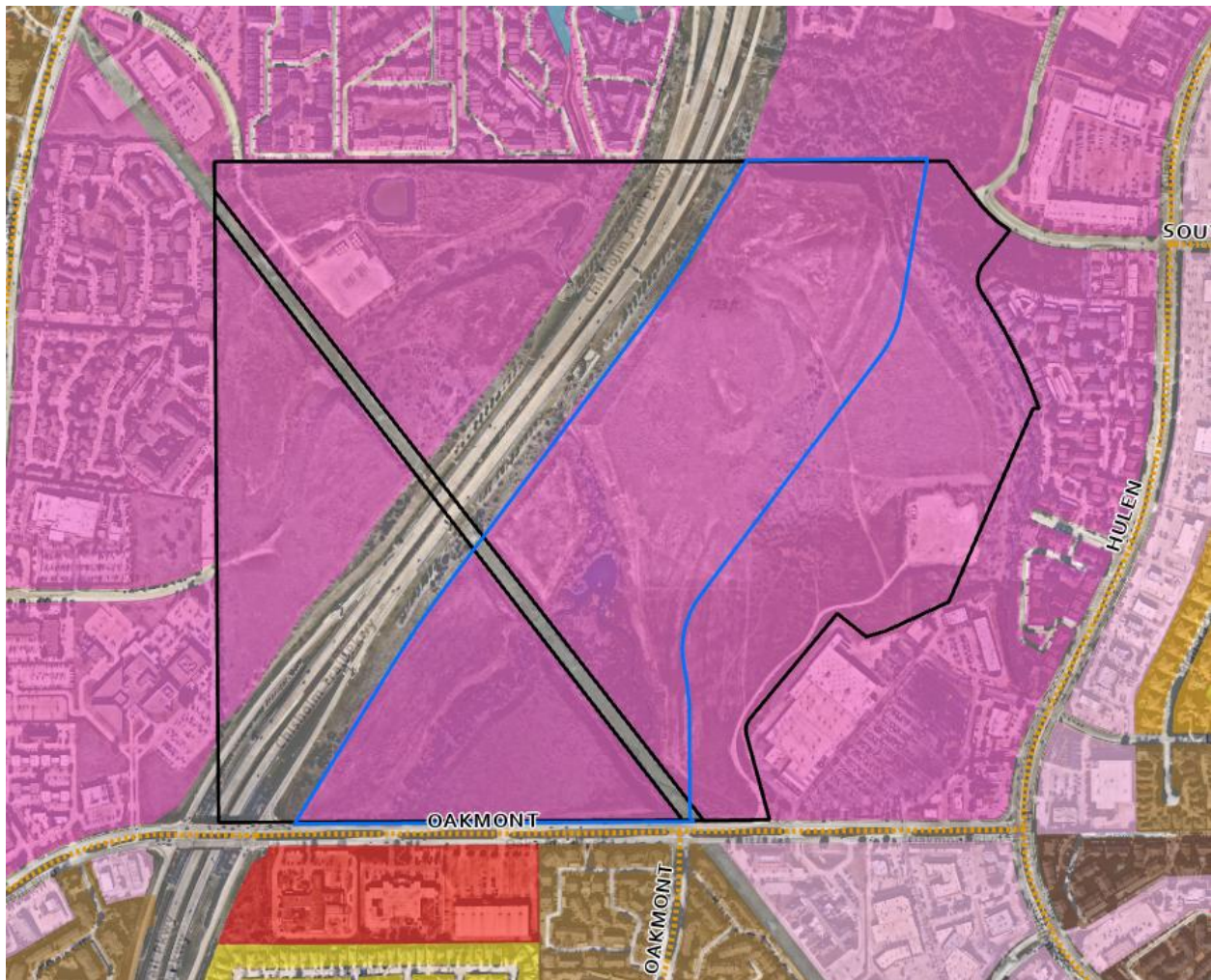
COMPREHENSIVE PLAN CONSISTENCY

The proposed Overland annexation area is located within the Hulen/Cityview Mixed-Use Growth Center and it is designated Mixed-Use on the adopted 2023 Comprehensive Plan Future Land Use Map. The annexation application, land plan, and associated development agreement propose G - Intensive Commercial uses across 152.978 acres. This proposed commercial use aligns with both the Comprehensive Plan and the adopted Future Land Use Map, as commercial uses are allowable within Mixed-Use Growth Centers and the Mixed-Use Future Land Use designation.

Should any deviations from the current concept plan or changes in proposed land uses within this annexation area occur in the future, a review and possible revision of the Future Land Use Map may be necessary.

Adopted Future Land Use:

- Mixed-Use
- Subject Property



WATER DEPARTMENT

Studies have been submitted for areas East of Chisholm Trail Parkway. Studies will also need to be submitted for development areas West of Chisholm Trail Parkway. It is anticipated that approximately 3,000 linear feet (LF) of 8-inch and 7,000 LF of 12-inch diameter public water lines will be needed to serve the development areas East of Chisholm Trail Parkway. It is also anticipated that approximately 1,500 LF of 8-inch, 1,500 LF of 10-inch, and 4,000 LF of 12-inch diameter public sewer mains will be needed to serve the development areas East of Chisholm Trail Parkway.

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.): Proposal is consistent with the City Comprehensive Plan. The proposed annexation aligns with the Water Department Water and Sewer Master Plans regarding land use.

2. How will this proposal affect your key performance indicators? This annexation is not expected to significantly impact KPIs for the maintenance of water and sewer assets. The cumulative impacts of all annexations on maintenance-related KPIs over time will be more significant. Utility management does not anticipate a need for additional water/sewer capital improvements in this annexation area for the foreseeable future.

3. Department Recommendation: Water Department supports annexation request.

Estimated Cumulative Expenditures and Revenues

Estimated Cumulative Expenditures (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Infrastructure					
Operations & Maintenance	\$324,264	\$700,715	\$1,195,256	\$1,700,448	\$4,664,549
Capital					

Estimated Cumulative Revenues (2024 Dollars, assuming 1% annual inflation starting in 2025)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$1,336,006	\$2,740,163	\$4,215,945	\$5,767,007	\$12,803,852

TRANSPORTATION AND PUBLIC WORKS - ROADS AND STREETS

The following table provides an overview of estimated costs per lane mile categorized by street type, providing financial considerations associated with the proposed development. This data aims to highlight the distinct financial implications of developing and maintaining each proposed street type. **Arterials include John Day Road, Sendera Ranch Road, and Diamond Back. Developer will be assessed by their rough proportionality share of roadway improvement as a condition of plat approval. Currently, it is unclear who will make the required improvements that are outside of the developers influence and when they will be made. The arterials that are constructed do not make a regional connection adequate for the existing and proposed vehicular capacity but are outside of the control of this proposed development (see maps below).**

Street Type	Average Cost per Lane Mile	Lane Miles in Development	Estimated Costs for Development
Arterials			
Collectors & Locals	N/A	N/A	N/A
Scope: Cost includes roadway pavement, drainage, street lights, traffic signals, 5 to 10-foot side paths (sidewalks) and traffic signs. Figures represent hard construction cost only. Engineering, ROW, permitting, project management, etc. not included.			

TRANSPORTATION AND PUBLIC WORKS - STORMWATER

How does this proposal align with your department’s plans and policies?

The annexation will increase future maintenance costs and staff time required for the estimated storm system infrastructure associated with this development. Additional staff may be required to maintain existing service levels when the cumulative impacts of all annexations are considered.

How will this proposal affect your key performance indicators?

The storm system infrastructure from this particular annexation is not expected to significantly impact KPIs. However, 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 supports the 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 standards.

Estimated Cumulative Expenditures and Revenues

Estimated Cumulative Expenditures (assuming 3% annual inflation)					
Infrastructure Operation & Maintenance	5 Years	10 Years	15 Years	20 Years	40 Years
88 Inlets and 22,522 Linear Feet of Pipe	\$ 19,393.89	\$ 41,317.41	\$ 65,770.58	\$ 92,753.38	\$ 128,459.91

Note: Maintenance expenditures are not anticipated to begin until the public infrastructure is completed and accepted by the city

Departmental Review Comments - Estimated Expenditures:

Based on the high-level information provided, Stormwater estimates that about 22,522 linear feet of storm sewer pipes and 88 new storm inlets will be installed as part of this proposed commercial development. Due to the limited development and design information available, a need for other infrastructure, such as detention/retention facilities, drainage channels, is not included in this analysis. The table above provides the estimated cumulative maintenance expenditures for the proposed drainage infrastructure from the best information currently available. Future expenses will be highly dependent on the actual development of the area as permitted by the City’s Development Services Department.

Estimated Cumulative Revenues (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$498,343.15	\$996,686.31	\$1,495,029.46	\$1,993,372.62	\$3,986,745.23

Department Review Comments – Estimated Revenue:

Estimated revenue is calculated using estimated total impervious cover of the completely developed area. The City cannot start collecting revenue until development is completed and Certificates of Occupancy have been issued or Final Inspections are completed.

POLICE DEPARTMENT

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.

How does this proposal align with your department’s plans and policies? 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.

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 West Division, Police Beat K18, Police Reporting Area C200 depending on the expected uses, density level, transportation infrastructure, and timing of development.

Recommendation: Support Annexation

Estimated Cumulative Expenditures and Revenues

Estimated Expenditures of Service (2024 Dollars)					
Costs per call	5 Years	10 Years	15 Years	20 Years	40 Years
Commercial	\$3,096,660	\$6,686,537	\$10,848,180	\$15,672,683	\$17,519,915
Total	\$3,096,660	\$6,686,537	\$10,848,180	\$15,672,683	\$17,519,915

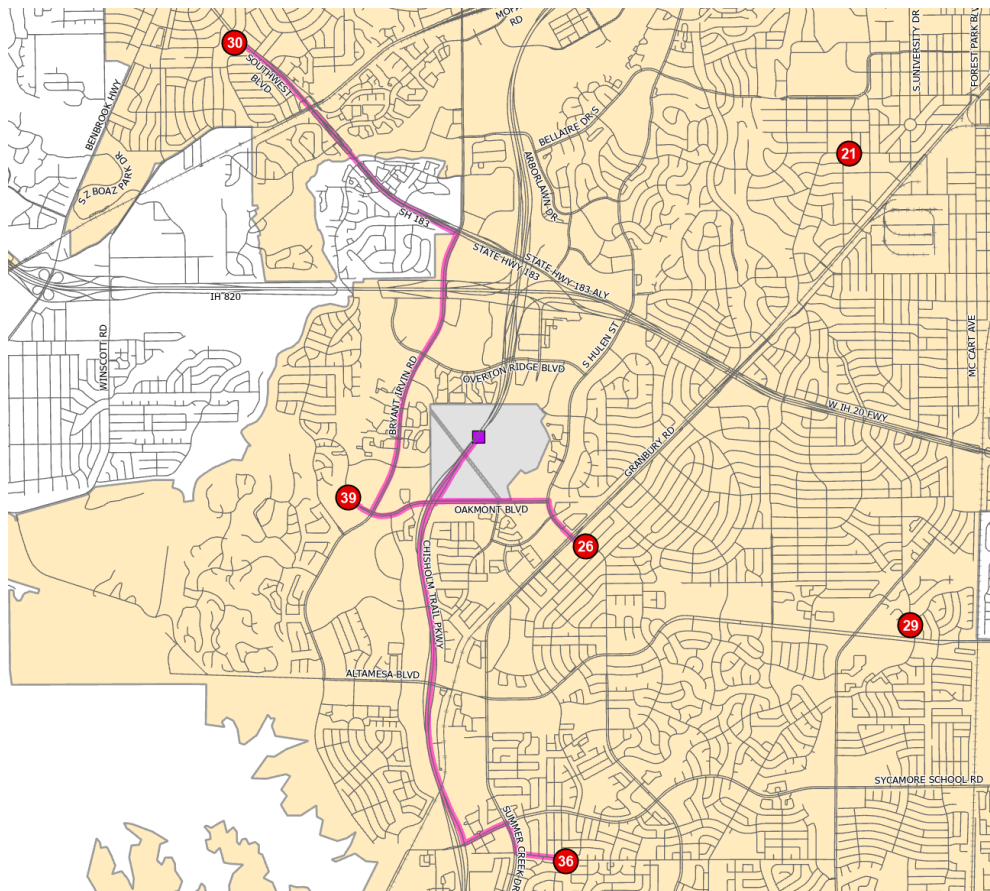
Departmental Review Comments; Expenditures: Once the property is fully developed, call load is estimated to be approximately 365 calls for the intensive commercial a year. The average cost per call is \$799 per officer. Based on the assumption that at least two officers will respond to a call, \$1,598 per call is used to calculate the cost of service. The average annual cost of service for this development is estimated to be \$583,270 for the intensive commercial. Estimated expenditures assume that there are 365 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.

FIRE DEPARTMENT

The following table outlines the estimated response times for fire stations based on their designated locations. Prompt and efficient responses are crucial in emergency situations, and the times listed below represent the estimated durations it takes for each fire station to reach the boundary of the proposed annexation area. These response times are essential factors in ensuring the timely deployment of resources for effective emergency management.

	FIRE STATION	ESTIMATED RESPONSE TIME
1st Due Company	Fire Station 39 7655 Oakmont Blvd	3.0 minutes
2nd Due Company	Fire Station 26 6124 S Hulen St	3.8 minutes
3rd Due Company	Fire Station 36 5045 Columbus Trl	5.8 minutes
4th Due Company	Fire Station 30 6400 Westcreek Dr	8.5 minutes
1st Aerial	Fire Station 26 6124 S Hulen St	3.8 minutes

The responding fire stations proximity to the Terra Vella boundary are shown in the [below map](#).



Fire Department Response Time Comments:

Fire and EMS first responder services will be dispatched from existing temporary Fire Station 39, located at 7655 Oakmont Blvd, 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.

Fire Department Incidents Comments:

2023 produced 2,269 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 458.

The estimated cost of an additional incident is \$968. Multiplied by 458 incidents, the total additional annual cost of responding to the annexation is estimated to be \$443,344. However, once the area becomes more fully developed or if zoning for the area changes, this number will need to be adjusted.

Estimated Expenditures of Service (2024 Dollars)					
Costs per call	5 Years	10 Years	15 Years	20 Years	40 Years
Commercial	\$ 2,353,773.51	\$ 5,082,442.11	\$8,245,716.88	\$11,912,819.31	\$ 33,428,696.10

CODE COMPLIANCE — CODE ENFORCEMENT

How does this proposal align with your department’s plans and policies? The proposed annexation aligns with the Code Compliance plans regarding land use.

How will this proposal affect your key performance indicators? This proposal will not affect Code Enforcements KPIs. Commercial Complaints will increase as the facility ages.

Recommendation: Proceed as planned.

Estimated Cumulative Expenditures and Revenues

Estimated Cumulative Expenditures (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	\$100	\$200	\$400	\$500	\$4000
Capital	0	0	0	0	0
Personnel			1	1	1
Maintenance					

Estimated Cumulative Revenues (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	0	0	0	0	0

ENVIRONMENTAL SERVICES DEPARTMENT - SOLID WASTE SERVICES

How does this proposal align with your department’s plans and policies? N/A – Solid Waste does not provide solid waste collection services to commercial establishments.

How will this proposal affect your key performance indicators?
N/A – Solid Waste does not provide waste collection services to commercial establishments.

Recommendation: Neutral

Estimated Cumulative Expenditures and Revenues

Estimated Cumulative Expenditures (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Capital	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Personnel	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Maintenance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Estimated Cumulative Revenues (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

ENVIRONMENTAL SERVICES DEPARTMENT - ENVIRONMENTAL QUALITY

How does this proposal align with your department’s plans and policies?

The proposed land use is expected to have a low service need from our division. Grading and land disturbance will be subject to the grading permitting process and subsequent inspections. Current staffing is sufficient to complete these duties. Both inspection types are documented in Chapter 4 of the Environmental Master Plan.

Any portion of the site that will remain undeveloped may be impacted by illegal dumping and other nuisances. If these impacts fall on public right-of-ways, they will be abated by Solid Waste staff, funded through the Environmental Protection Fund. Current staffing is sufficient to complete these duties.

How will this proposal affect your key performance indicators?

Once development starts, the subject site would increase the number of routine investigations for the Water Quality team. However, current staffing is sufficient to complete. Therefore, this proposal is not expected to negatively impact this key performance indicator.

Recommendation: Approve annexation

Estimated Cumulative Expenditures and Revenues

Estimated Cumulative Expenditures (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations	\$1,668.67	\$3,782.23	\$6,462.78	\$9,646.44	\$29,587.00
Capital	\$107.04	\$243.58	\$417.91	\$624.95	\$1,921.78
Personnel	\$2,476.38	\$5,660.86	\$9,757.67	\$14,623.39	\$45,099.44
Maintenance	\$535.20	\$1,217.89	\$2,089.53	\$3,124.77	\$9,608.90
Expenditures at the subject site are expected to remain lower than revenues for the entirety of the 40 year projection.					

Estimated Cumulative Revenues (2024 Dollars)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Revenue	\$45,990.00	\$159,390.00	\$272,790.00	\$386,190.00	\$440,228.25
The revenues for the site include the new Environmental Protection Fund rates which went into effect on January 1, 2023.					

PARK AND RECREATION

How does this proposal align with your department’s plans and policies? N/A

How will this proposal affect your key performance indicators? N/A

Recommendation: N/A

Estimated Cumulative Expenditures and Revenues

Estimated Cumulative Expenditures (assuming 3.5% annual inflation)					
	5 Years	10 Years	15 Years	20 Years	40 Years
Operations					
Capital					
Personnel					
Maintenance (Contract Mow)	\$5,196.13	\$6,171.37	\$7,329.65	\$8,705.33	\$17,321.76
Maintenance (Forestry)					

Departmental Review Comments — Expenditures:
PARD Forestry: No impacts.
PARD ROW: Current conditions result in \$4,375 annually for mow/litter maintenance on north parkway ROW on Oakmont Boulevard until future build-out.
PARD PRM-Planning: