APPENDIX D: FISCAL IMPACTS SUMMARY

ECONorthwest
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DATE: March 26, 2018
TO: Muckleshoot Indian Tribe
FROM: Morgan Shook and Erik Rundell
SUBJECT: Salish Lodge and Spa Expansion Fiscal Impacts Summary

1 Introduction

The Muckleshoot Tribe is proposing an expansion of the Salish Lodge and Spa and a residential development on a site the Tribe owns across SR 202 from the existing Salish Lodge. This memorandum summarizes ECONorthwest's analysis of the fiscal impacts to the City of Snoqualmie of the proposed development.

1.1 Development Program

The proposed development includes two components: the hotel and spa expansion and a residential development. The 181-room hotel and spa expansion would total an estimated 196,640 square feet and additionally include 30 hotel-managed condos. The residential development would have approximately 150 single-family and townhomes. Exhibit 1 show the assumed square feet and phasing of the development.

Exhibit 1. Proposed Development Phasing, 2018-2024

Use	2020	2021	2022	2023	2024	2025	Total
Hotel (SF)	**106,270**	**16,800**	**73,570**	**0**	**0**	**0**	**196,640**
Hotel	75,570		73,570				149,140
Spa		16,800					16,800
Restaurant	5,000						5,000
Event Center	25,700						25,700
Residential (Units)	**26**	**26**	**55**	**25**	**24**	**24**	**180**
Single-Family	17	17	17	17	16	16	100
Townhomes	9	9	8	8	8	8	50
Condos			30				30

Source: ECONorthwest, Nathanson Associates

1.2 Summary of Fiscal Impacts

The expansion of the Salish Lodge will generate positive fiscal impacts for the City of Snoqualmie. Over the 20-year study period, development will generate an estimated $11.0 million in new general fund revenue, $260,000 in hotel-motel tax revenue, and $800,000 in capital restricted revenues.

Additional public service costs would total an estimated $2.2 million over the 20-year period. Infrastructure improvements on the site will be made as part of the development and would not be the responsibility of the City. The City will have a small amount of new on-going maintenance costs. In all, the development is forecasted to have a net positive fiscal impact of over $9.9 million.

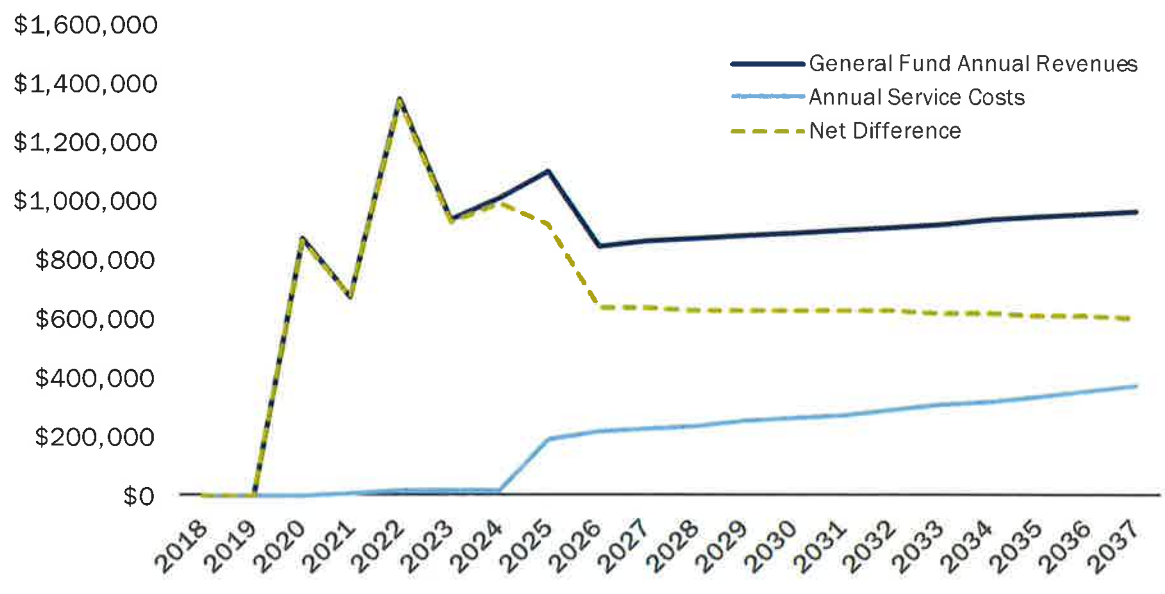
Exhibit 2. Cumulative 20-Year Net Fiscal Impacts, 2018-2037 (2018$)

Source	Present Value (2018$)
General Fund Revenues	$11,030,000
Hotel-Motel Tax Revenues	$260,000
Capital Restricted Revenues	$800,000
Total Incremental Revenues	$12,090,000
Service Costs	-$2,170,000
Net Total	**$9,920,000**

Source: ECONorthwest

On an annual basis, incremental tax revenues would exceed estimated annual service costs related to the expansion of the Salish Lodge and Spa through the 20-year study period. By 2037 incremental revenue would reach $966,000 compared to $367,000 in additional service costs in 2037 dollars. Exhibit 3 shows the growth in annual revenues and costs.

Exhibit 3. Annual 20-Year Fiscal Impacts Comparison (Year of Expenditure Dollars)



Source: ECONorthwest

2 Fiscal Impact Analysis

This section summarizes the growth in tax revenues and service costs for the City as a result of the expansion of the Salish Lodge and Spa and residential development. The analysis considered the marginal fiscal impacts of the hotel expansion and residential development. Our approach is to estimate and compare the present value of the total costs of providing service increases with the present value of total revenue sources that are available to the City.

Comparing revenues and costs from development is a complicated task. When new development occurs, it generates both one-time and ongoing revenues (such as property tax, sales tax, real estate excise tax, other taxes as well as impact fees), which all flow to different funds, some of which are available for use citywide in an annual budgeting process, and some of which are restricted in use in different ways (like certain portions of the sales tax or the real estate excise tax, which may only be used to fund specific programs or services).

The new development may also result in new costs in the form of increased demands for City services. However, revenues may not be available at the time that an infrastructure investment (a cost) is incurred. When new development is located within an existing urban area, there are significant opportunities to leverage existing service and infrastructure capacity. These economies of scale present a significant opportunity for growing cities to have a greater ability to bend the revenue curve in their favor.

The implication for elected officials and residents is that either a greater amount of public services can be supported—since revenues are growing faster than costs—or constituent tax burdens can be lowered or maintained without compromising services. In addition, lower effective tax burdens allow residents to bear greater amounts of voted tax burdens for specific public benefits and infrastructure.

2.1 Fiscal Impacts Considerations

An impact analysis is simple in concept, but challenging to execute in practice. There are numerous fundamental questions that must be answered to conduct the analysis, and the analysis will inevitably be constrained by the availability of resources (time, data, and budget). Here are some issues to keep in mind:

What costs and revenues to include. While an impact analysis deals with *direct* impacts, it does not necessarily deal with all public-sector impacts. This analysis focuses on major revenue sources and service costs for the City of Snoqualmie. However, additional levels of governments (local, county, state, and federal) could be impacted by the development. While including all impacts to all governments would be informative, the constraints of time and budget argue for a more focused approach. While this impact analysis may not include some incremental government costs, it fairly evaluates the major direct impacts important to local government.

Economies of Scale. It is likely that the City will enjoy certain economies of scale in delivering services to address future growth. These savings mean that the average cost-per-resident of providing many city services will tend to decrease as the City becomes larger. In practical terms, the analysis framework reflects economies of scale by identifying positions that will not be affected by growth (e.g. growth will not trigger the need to hire another City Manager, Finance Director, Council, etc.).

Marginal versus average costs. Two broad categories of approaches are used to estimate expenditures or costs in fiscal impact analyses: marginal-cost approaches and average-cost approaches. Average-cost approaches generally assume that the average cost of services remains constant so that future costs can be estimated by multiplying current average cost times the quantity of new services required. Marginal-cost approaches do not assume that cost remains constant, because some forms of public infrastructure are fixed in the short run, and diminishing returns set in as variable inputs are combined with fixed inputs. For this analysis, given the lack of detailed information on future service requirements, we used the more conservative average-cost approach to determine the marginal change in service costs.

Dealing with time. An impact analysis that spans years or even decades presents challenges:

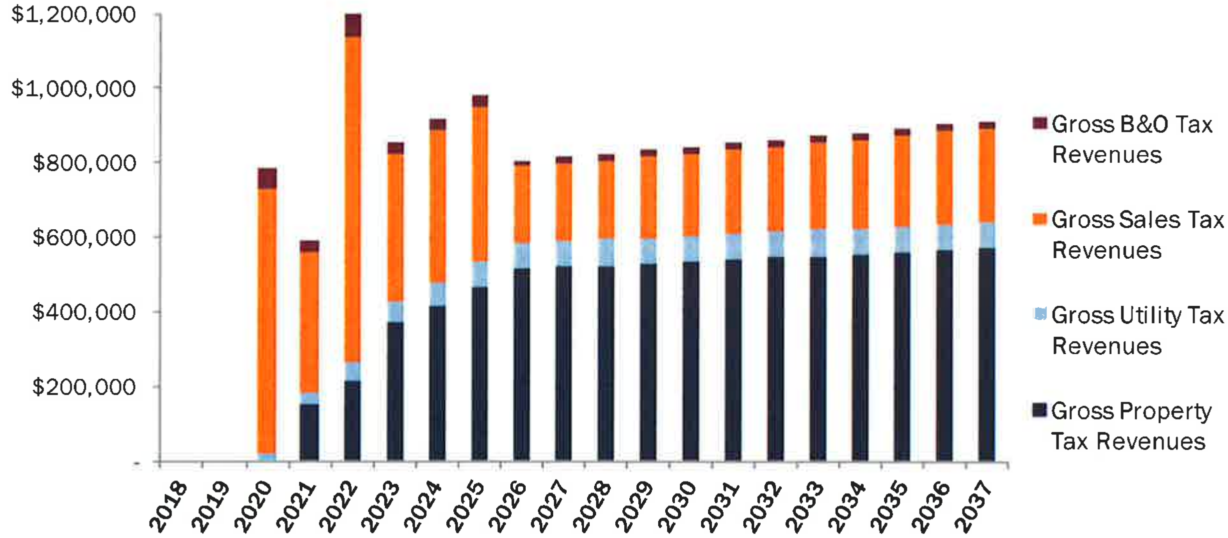
- **Timing of new growth**. The timing of development affects fiscal impacts. When development occurs it generates new revenue and creates a need for new services and infrastructure improvements. The services increase or infrastructure improvements needed depend on the capacity of existing service levels and infrastructure to accommodate the incremental growth.
- **Future changes in rates for taxes and fees**. It may be the case today that sales tax is the primary source of funding for parks service in a jurisdiction, and the jurisdiction's sales tax rate is 8.6 percent. But, future changes in public policy could change how a jurisdiction funds its parks (or any other service type). One cannot hope to anticipate future changes in rates for taxes and fees, or how future governments choose to allocate their more fungible resources. The analysis usually assumes that the basic funding framework remains the same for the duration of the forecast period.
- **Dealing with inflation**. Conducting an impact analysis is difficult enough when examining only the short-run impacts. When the analysis is extended to cover a long period of time, inflation adds another degree of uncertainty and difficulty that affects revenues and costs.

2.2 Tax Revenue Impacts

Development of the hotel and spa and residential homes will generate new revenue for the City. On an annual basis, general fund revenues received will vary from year to year. Sales taxes would generate the largest share of revenue. Sales tax revenues include both one-time sales tax on construction activity and on-going sales tax revenue generated spending at the site. By 2037 projected annual general fund revenues from the new development would reach $966,000 in

2037 dollars. Exhibit 4 shows the annual incremental tax revenues over the 20-year study period.

Exhibit 4. Projected Annual General Fund Revenue (Year of Expenditure Dollars)



Source: ECONorthwest, Nathanson Associates

Exhibit 5 summarizes the total present value of the cumulative general fund revenues that would accrue to the City over the 20-year study period. In total, the City would receive an additional $11.0 million in taxes in 2018 dollars by 2037. Recurring sources of revenue account for 80 percent of general fund revenues. Property tax revenue generates the largest share (50 percent of total revenue) of revenue with $5.4 million. On-going sales tax from the hotel, restaurant, and spa account for 22 percent of this total with $2.4 million in revenue. Sales tax from construction account for $2.0 million.

Exhibit 5. Present Value of Incremental General Fund Revenues, 2018-2037 (2018$)

Revenue Source	20-Year Present Value
Property Taxes	$5,430,000
Ongoing Sales Tax	$2,420,000
Ongoing B&O Tax	$190,000
Utility Taxes	$760,000
State Shared Revenue	$60,000
Sales Tax on Construction	$2,010,000
B&O on Construction	$160,000
General Fund Revenues	**$11,030,000**

Source: ECONorthwest, Nathanson Associates

In addition to general fund revenues, the hotel-motel tax revenues would total $260,000 over the 20-year study period. These funds are restricted to tourism-related uses.

2.3 Public Service Impacts

Total estimated service costs over the 20-year study period are $2.2 million in 2018 dollars. The primary additional service costs generated by the development would be expanded police services, which includes an assumed 0.5 FTE police officer when the development is complete in 2025. This is a conservative assumption. It is unlikely this project would demand a 0.5 FTE police officer by itself, but it is difficult to parse the impact from the expansion of the Salish Lodge from future growth in other areas of the City. Police service is the large majority of total costs with approximately $1.1 million in additional service costs over 20 years in 2018 dollars.

The Community Development and Finance and Administration Departments would both require approximately an additional 0.25 FTE staff position when the development is complete. The additional staffing for these departments is partly due to the cumulative effect of the expansion of the Salish Lodge and the development at the former Snoqualmie Mill Site. As a result, these estimates are conservative, and may overestimate the relative impact of just the expansion of the Salish Lodge.

In addition, the analysis assumed the additional development, including new roads, and a possible small public park would lead to additional maintenance costs for the City and specifically for the Fire Department and Public Works Department. These service costs account for just $150,000 and $70,000 respectively, in 2018 dollars.

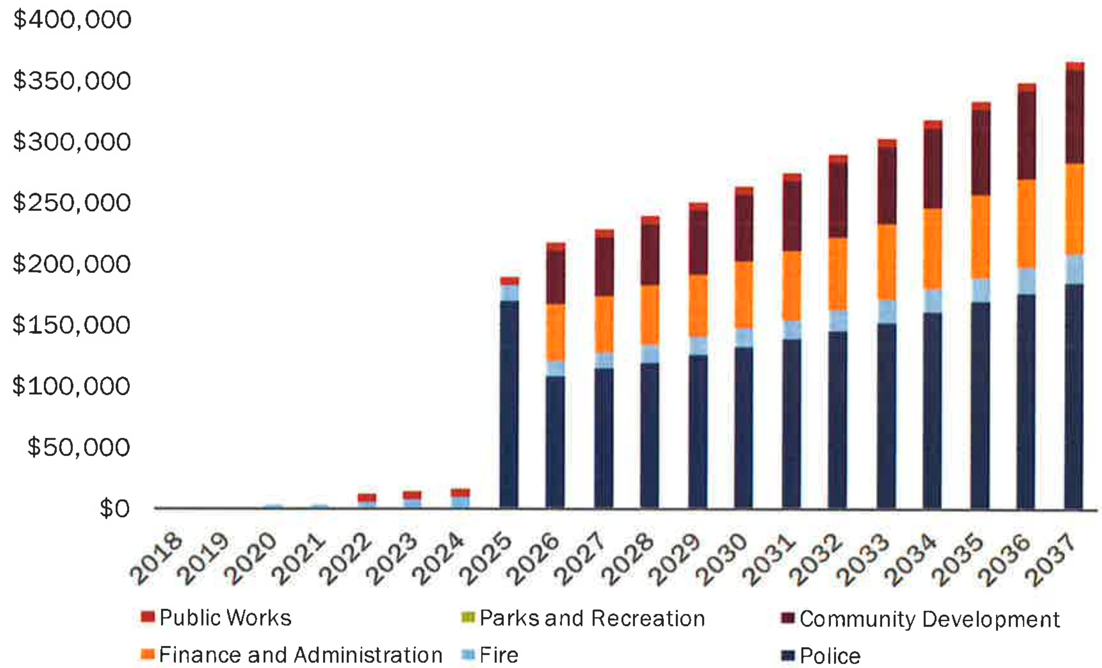
Exhibit 6. Present Value of Public Service Costs by Department, 2018-2037 (2018$)

Service	20-Year Present Value
Community Development	$410,000
Finance and Administration	$410,000
Fire	$150,000
Parks and Recreation	$0
Police	$1,130,000
Public Works	$70,000
Total	**$2,170,000**

Source: ECONorthwest

Exhibit 7 shows the estimated annual service cost growth for the city. It is assumed that as development occurs, the City would add additional staff accommodate that additional growth when the development is complete. By 2037, additional service costs would grow to $370,000 annually.

Exhibit 7. Projected Public Service Costs by Department (Year of Expenditure Dollars)



Source: ECONorthwest

2.4 Capital Impacts

Capital Restricted Revenues

In addition to general fund revenues, development would generate revenues that can only be used for capital improvements, including real estate excise taxes (REET).

The proposal would generate $800,000 in capital restricted funds over the 20-year study period. REET revenues would account for the large share of capital restricted revenues with $720,000. The City's distribution of the State motor vehicle fuel tax is estimated to be $80,000.

Exhibit 8. Present Value of Incremental Capital Restricted Revenues, 2018-2037 (2018$)

Revenue Source	20-Year Present Value
REET	$720,000
Mortor Vehicle Fuel Tax Dist.	$80,000
Capital Restricted Revenues	**$800,000**

Source: ECONorthwest, Nathanson Associates

Capital Needs

This analysis assumes the developer is paying for almost all new infrastructure costs. The City would have responsibility for maintaining any public roads after they are built, which would be limited to the residential area as the hotel road will remain in private ownership. The public service cost analysis above assumes some level of maintenance costs for assuming ownership for these facilities (primarily in the impacted Public Works department). Ultimately, any capital restricted revenues above the cost for road maintenance could be used for other capital facility projects throughout the city.

2.5 Summary of Fiscal Impacts

Overall, the expansion of the hotel and spa and additional residential development would be a net fiscal positive for the City of Snoqualmie. The City's revenue base would grow over time, and most of the revenue would likely come from spending of patrons living outside of the city. On the public service cost side of the equation, the City is well poised to take advantage of economies of scale in the provision of its current service delivery activities. The only sizable new costs would be additional police service.

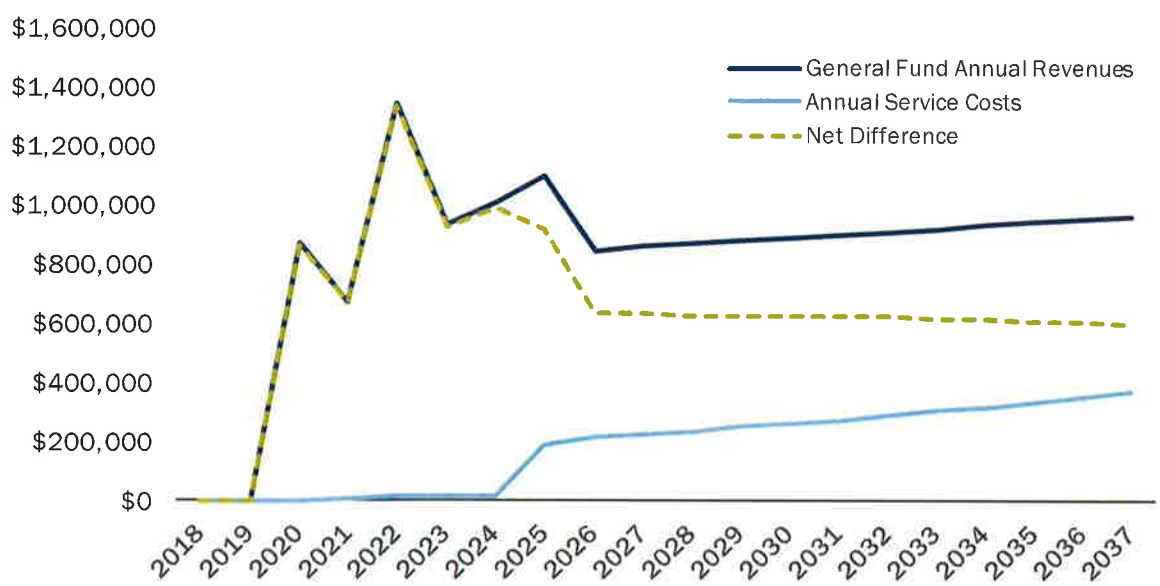
Exhibit 9. Net Fiscal Impacts, 2018-2037 (2018$)

Source	Present Value (2018$)
General Fund Revenues	$11,030,000
Hotel-Motel Tax Revenues	$260,000
Capital Restricted Revenues	$800,000
Total Incremental Revenues	$12,090,000
Service Costs	-$2,170,000
Net Total	**$9,920,000**

Source: ECONorthwest

Over the entire study period, projected revenues exceed estimated service costs each year.

Exhibit 10. Annual 20-Year Fiscal Impacts Comparison (Year of Expenditure Dollars)



Source: ECONorthwest

Appendix - Methods and Assumptions

This section provides an overview of the approach and methods used to analyze the fiscal impacts to the City of Snoqualmie. The section first discusses challenges related to fiscal impact analysis, and the specific methods and assumptions used to evaluate the impacts to the City.

2.5.1 Time Period and Phasing

The analysis period is from 2018 to 2037 (20 years) to capture the revenue generated by development completed in the last phase of development. It is important to note that costs and revenues to these jurisdictions will extend far into the future, beyond this time frame. Development for both scenarios is assumed to be phased over six years starting in 2020. Exhibit 1 shows the assumed phasing of the project from 2020 through 2025.

2.5.2 Tax Revenue Analysis

The tax revenue analysis estimates future tax revenues based on changes in the components of the City's tax base resulting from development at the site. Components of growth that influence revenues include the timing, scale, and quality of the project's development, as well as the population and employment impacts of the development as it is completed (described in section below).

The analysis differentiates tax revenues into three categories:

- **One-time Revenues.** These General Fund revenues are tied to the construction of new development and infrastructure. Specifically, they include the retail sales tax on construction (material and services) and the business and occupation tax on construction.
- **Recurring Revenues**. These General Fund revenues are derived from the occupation of commercial, industrial and mixed-use buildings by residents. Specific revenues include the property tax, retail sales tax (resulting from new sales tax sourcing rules), and utility taxes.
- **Non-General Fund Capital Restricted Revenues.** These revenues are statutorily restricted to fund capital expenses. Specific revenues relevant to the City include the real estate excise tax and the state distribution of the motor vehicle fuel tax.

Taxes used to fund general operating expenses for the City include:

- **Property Tax Current Expense Levy.** Development of the site would be taxed at the City's levy rate. Initiative 747, which limited the legal levy to 101 percent, results in an erosion of the property tax's purchasing power over time since the revenues do not keep pace with cost inflation of government services. The 2017 current expense levy rate in Snoqualmie is $2.780 per $1,000 in assessed value.
- **Sales and Use Taxes.**

- **Local Option:** Of the 8.6 percent sales tax currently collected in the City of Snoqualmie, a 1 percent "local" share of the tax accrues to the local jurisdictions. In incorporated areas, the city receives 85 percent of the 1 percent local tax and King County receives 15 percent (less administrative costs collected by the Department of Revenue). This tax is levied on businesses in the area, and also on construction activity and some transactions related to housing and business, such as certain online purchases and the delivery of personal and business goods.
- **Criminal Justice Sales Tax:** A 0.1 percent sales tax is levied by the County for criminal justice programs. Ten percent of revenue goes directly to the County and the remaining 90 percent is distributed to the County and cities within the county on a per capita basis.

- **Utility taxes.** The analysis uses current utility taxes rates for water, sewer, electricity, natural gas, cable, and telephone utility purchases (shown in the exhibit below). These taxes are only collected by cities in Washington. The analysis creates effective purchasing estimates of these utilities based on land use types and applies the appropriate tax policy to estimate tax revenues.

Exhibit 11: City of Snoqualmie Utility Tax Rates

Utility	Fee
Water	9.0%
Electric	6.0%
Natural Gas	6.0%
Wastewater	9.0%
Surface Water	9.0%
Solid Waste	9.0%
Cable	6.0%
Telephone	6.0%

Source: City of Snoqualmie

- **State Shared Revenues.** The combination of Liquor Excise Tax and Liquor Board Profits are dispersed based on a per capita distribution of revenues.
- **Business and Occupation Taxes.** The City levies a business and occupation tax of 0.15 percent on gross revenues.

Note, the City of Snoqualmie also has hotel-motel tax, which levies a 1.0% charge on total sales for lodging uses. These revenues are not a part of the City's general fund and can only be used for tourism-related uses.

Taxes restricted to fund capital purposes:

- **Real Estate Excise Tax (REET).** Real estate transactions are subject to a 0.5 percent tax on the value of the transaction. REET revenues are placed in the capital restricted funds to finance capital projects. REET revenues are uncertain given volatility in the real estate market. Since REET is based on the total value of real estate transactions in a given year, the amount of REET revenues the City receives can vary substantially from year to year based on the normal fluctuations in the real estate market. During years when the real estate market is active, revenues are higher, and during softer real estate markets, revenues are lower. For the purposes of this analysis, it is assumed that all new completed projects would be sold and then five percent of all property value would turn over in any given year—this rate is based on four to six percent figure cited in the City's 2017-2018 budget and is in line with long-term trends in the region.

- **Motor Vehicle Fuel Tax.** Local governments receive a gas tax distribution that is unrestricted for street purposes from the State. The distribution is determined using a formula that is heavily weighted towards population. ECONorthwest used a proxy of this formula to derive these revenues to the city.

Tax Base Productivity Assumptions. It is assumed that each housing unit will house 3.0 persons and that the development will be 90 percent occupied (to account for times when homes sit vacant). When fully built, the residential portion of the development will result in an incremental population increase of 473 people and 240 jobs.

- Construction costs represent the average per square foot cost for the development overall. The estimated project cost is from CBRE's feasibility study. These costs are subject to retail sales and business and occupation taxes:
- Taxable assessed value assumptions are based on an assumed ratio of construction costs to assessed value.
- Taxable retail sales are from CBRE's hotel feasibility study.
- Gross business income assumptions from CBRE's hotel feasibility study.
- Taxable business income assumes that all taxable construction activities would be taxed at the city's B&O rate of 0.15% of gross revenue.

Revenue Modeling. New development and the spending associated with construction and new residents are key drivers of revenues. To model tax revenues, a 20-year cash flow model was created to reflect development over time and applied the appropriate tax base productivity and tax rates to estimate the stream of future tax revenues. Revenue results in this study should be interpreted as order-of-magnitude estimates of the revenue impacts at full build-out, rather than a specific year-by-year cash flow analysis. Those future revenues are discounted at a rate of four percent to account for the time value of money for local governments plus some risk premium.

2.5.3 Public Service Cost Analysis

The public service costs analysis identifies the additional administrative, fire, park, police, and public work costs related to the increased level of service required to meet the needs of the additional residents and jobs over the 20-year study period.

While the project is still in the planning phase, enough information on the scale, timing, and nature of the development to identify how the City may need to respond to increases in demand for public services. Having already scaled its public services to accommodate growth at Snoqualmie Ridge, the City is likely to be able to exploit economies of scale in its services delivery. As described above, the marginal cost to serve future residents citywide is likely to be less than in the past.

Staffing projections used in this analysis are based on current levels of service and information from ECONorthwest's previous fiscal studies for developments in Snoqualmie and discussions with city staff. There are several other developments, such as the redevelopment of the former Snoqualmie Mill site, that have a similar timeline as the expansion of the Salish Lodge. The cumulative impact of this development will generate need for additional city services. The precise share that each development is responsible is difficult to assess at this stage.

As growth occurs, the City will determine exact staffing levels for each department based on the actual timing of development as well as overall growth in the City. As a result, the number of personnel needed and the timing of hiring by position will be planned to a greater level of detail than was possible for this planning-level analysis.

From a fiscal perspective, operating costs for public services fall into two categories based on how they are funded.

- **General Fund Services.** General fund services include general government functions such as police, fire, and city administration. The general fund is primarily supported by city taxes, including property, sales, business and occupation, and utility taxes. These services may also be supported by other funds that are restricted for certain purposes, but some portions rely on general fund support.
- **Enterprise Fund Services.** Enterprise fund services are self-supporting and are funded by ratepayers. Enterprise fund services in Snoqualmie include stormwater, sewer, and water utilities. Because enterprise funds are self-supported by ratepayers, costs related to new growth are paid for by existing and new ratepayers. As a result, this analysis excludes these services from evaluation of impacts.

Within the general fund services there are two types of functions: direct service provision and indirect overhead.

- **Direct service provision** includes performing the specific tasks needed, such as police officers patrolling the city or park staff maintaining parks.
- **Indirect support/overhead** includes the administrative function needed within an individual department and the broader city government, such as clerical, human resources, and management related work.

Our approach is to estimate the incremental cost of increasing both direct local services and indirect overhead due to the development. Specifically, the assessment focuses on the additional administration, fire, park, police, and public works services needed.

ECONorthwest relied primarily on the 2017-2018 adopted city budget and previous work for assumptions about service needs and costs. All service costs assume an annual escalation rate of five percent per year to account for recent trends in the cost of delivering public services. The analysis then converted the cumulative costs to present value terms using a four percent discount rate for the 20-year period. The approach for each type of service is discussed in more detail below.

Community Development Department

- **Current:** In 2016 there were 7.0 full-time equivalent (FTE) employees evenly divided between the Planning and Building Divisions. The department is primarily funded through fees and charges for service. However, the department still receives 30 percent of its funding from the general fund to support activities not funded through fees and charges for service.
- **Assumed Future Needs:** It is assumed that all permit related work generated by the development would be paid for through the fees and charges for service needed. As a result, the costs for increased development review and inspections are not included. The growth in population and employment would likely create some additional need for long-range planning and administrative work efforts. Based on discussions with departmental staff, this analysis assumed that an additional 0.25 FTE for planning and administrative work would be sufficient.

Finance and Administration Department

- **Current:** In 2016 the Administration Department has 3.0 FTEs and the Finance Department has 7.66 FTEs. A 1.0 FTE budget analyst and a 0.75 FTE human resource analyst position are proposed to be added starting in 2017.
- **Assumed Future Need:** The Finance Department would likely have some additional work due to the increase in population and employment from the development as well as from the increase in police staff. The additions of a budget and human resource analysts are likely capable of handling increases in the current workload. Based on discussions with departmental staff, this analysis assumed that an additional 0.25 FTE for administrative and human resource work would be sufficient.

Fire Department

- **Current:** In 2016 there were 19.5 FTEs including one chief, three lieutenants, and eight firefighters. One additional firefighter is being added in 2017 at the cost of about $130,000 per year due to the passage of the Public Safety levy. The fire department currently has at minimum three firefighters on duty 24 hours a day. The existing service configuration has the capacity to respond to additional calls for service. Currently, the City has about 1,200 incidents a year with the capacity to respond to 1,600 to 1,700 incidents a year.
- **Assumed Future Needs:** As development occurs, additional firefighters will likely be needed to respond to a likely increase in calls for service. Based on conversations with department staff, the City has the capacity to respond to the additional calls for service

anticipated to be generated by the development. As a result, the analysis assumed no new firefighters would be needed to meet the increase in demand.

Additional calls for service would also result in added wear and tear on vehicles and equipment, particularly for emergency medical services, resulting in higher vehicle and equipment maintenance. To estimate the additional maintenance costs, the analysis calculated the Fire Department's 2016 per person (i.e., population and jobs) spending on vehicle and equipment maintenance, which was applied to the development's future population growth. Cost assumptions include:

- Vehicle and Equipment Maintenance per person: $17.50 in 2018 dollars.

Police Department

- **Current:** In 2016 there were 17.8 FTEs including one chief, one captain, two sergeants, and eight officers (of which two positions were vacant). The department is adding two additional officer positions in 2017 at a cost of about $140,000 per officer per year due to the passage of the Public Safety levy.
- **Assumed Future Needs:** Service costs assume that as development occurs, additional police officers would be needed to respond to the increase in calls for service and monitor the additional traffic generated by the development. Based on discussions with departmental staff the development would generate the need for an additional 0.5 FTE. The officer would be added in 2025 when the development is fully built.
  - Costs assumptions include: Salary and benefits: $140,000 per year in 2018 dollars.
  - New equipment: $45,000 for each new staff (including their vehicle) at their start date in 2018 dollars.

Parks and Recreation Department

- **Current:** In 2016 the department had 11.58 FTEs, including six dedicated to maintenance. The department also contracts for maintenance services. Full-size parks and trail maintenance are primarily the responsibility of the City. Mini-parks are sometimes the responsibility of the City or a private homeowner association.
- **Assumed Future Needs:** The development may add a new public park or open space. If so, it is assumed the City would have responsibility or incur costs for maintaining park land.

Public Works Department

- **Current:** The public works department is responsible for street maintenance in the City. In 2016 there were 2.37 FTEs for street maintenance. In addition, the City also contracts out for street maintenance services. Annual roadway maintenance expenditure in 2016 totaled $768,957.
- **Assumed Future Needs:** Internal streets constructed as part of the residential development are assumed to dedicated to the City. As a result, the City would have ongoing maintenance costs would be the responsibility of the City.

Costs assumptions include:

- Maintenance cost per year: $190 per acre.

2.5.4 Capital Needs

Buildout of the proposed development will require additional infrastructure improvements including internal streets, water and sewer connections and conveyance systems, and stormwater treatment facilities. It is assumed the developer would construct these improvements.