



THE CITY OF SAN DIEGO

M E M O R A N D U M

OFFICE OF THE INDEPENDENT BUDGET ANALYST

DATE: August 16, 2022

TO: Elizabeth Maland, City Clerk

FROM: Charles Modica, Independent Budget Analyst 

SUBJECT: November 2022 Fiscal Impact Analyses

As part of the preparation of the fiscal impact analysis procedure outlined in Municipal Code section 27.0506, the decision of any two of the three designated parties (the Mayor, or his designee; the Independent Budget Analyst; and the City Auditor) will result in the final fiscal impact analyses.

All four of the fiscal impact analyses were approved by all three designated parties, see Attachment 1. Attachment 2 contains the fiscal impact analyses for the four propositions:

- Measure B – Amends San Diego Municipal Code Section 66.0127 related to solid waste management services
- Measure C – Removing 30-foot height limit in Midway-Pacific Highway Community Plan Area
- Measure D – Contracting Updates. Project Labor Agreements for State Funding Eligibility
- Measure H – Charter Amendment regarding Article V, Section 55

Please let me know if you have any questions or need any further information.

Attachments: 1. Fiscal Impact Language Authorization Form
2. Fiscal Impact Language for November 2022 Ballot Measures

cc: Honorable Mayor Todd Gloria
Honorable Council President Sean Elo-Rivera
Honorable Councilmembers
Mara Elliott, City Attorney
Andy Hanau, City Auditor
Jay Goldstone, Chief Operating Officer
Matt Vespi, Chief Financial Officer



THE CITY OF SAN DIEGO

FISCAL IMPACT LANGUAGE AUTHORIZATION FOR
NOVEMBER 2022 BALLOT MEASURES

As part of the preparation of the fiscal impact analysis procedure outlined in Municipal Code section 27.0506, the decision of any two of the three designated parties (the Mayor, or his designee; the Independent Budget Analyst; and the City Auditor) will result in the final fiscal impact analysis. The undersigned state their agreement or disagreement with the final fiscal impact analyses for the November 2022 election.

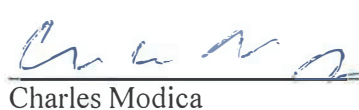
AMENDING SAN DIEGO MUNICIPAL CODE SECTION 66.0127 RELATED TO
SOLID WASTE MANAGEMENT SERVICES

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐


Matt Vespi
Chief Financial Officer
Mayoral Designee


Charles Modica
Independent Budget Analyst

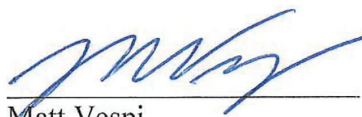
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City Auditor
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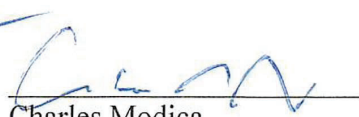
CONTRACTING UPDATES. PROJECT LABOR AGREEMENTS FOR STATE
FUNDING ELIGIBILITY

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐


Matt Vespi
Chief Financial Officer
Mayoral Designee


Charles Modica
Independent Budget Analyst

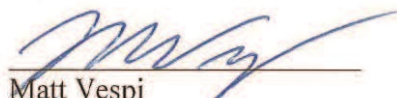
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**REMOVING 30-FOOT HEIGHT LIMIT IN MIDWAY-PACIFIC HIGHWAY
COMMUNITY PLAN AREA**

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐


Matt Vespi
Chief Financial Officer
Mayoral Designee


Charles Modica
Independent Budget Analyst

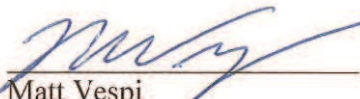
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City Auditor
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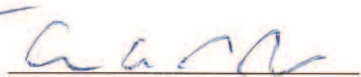
CHARTER AMENDMENT REGARDING ARTICLE V, SECTION 55

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐

Agree ☒
Disagree ☐


Matt Vespi
Chief Financial Officer
Mayoral Designee


Charles Modica
Independent Budget Analyst

Andy Hanau
City Auditor
Digitally signed by Andy Hanau
Date: 2022.08.15
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FISCAL IMPACT STATEMENT FOR CITY MEASURE ON NOVEMBER 8, 2022 BALLOT

MEASURE C – REMOVING 30-FOOT HEIGHT LIMIT IN MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN AREA

This measure would amend the Height Limit Ordinance codified in San Diego Municipal Code section 132.0505 to exclude the Midway-Pacific Highway Community Plan area from the 30-foot height limit for development in the Coastal Zone. The Midway-Pacific Highway Community Plan area encompasses approximately 1,324 acres, of which 88 acres is owned by the City of San Diego, including the current Pechanga Sports Arena site.

Removing the 30-foot coastal height limit from the Midway-Pacific Highway Community Plan area does not increase the maximum allowed residential and non-residential density in the Community Plan area, but may hasten the achievement of maximum allowed development density by making it more feasible. Thus, removing the 30-foot coastal height limit from the area may result in increased economic growth in the area over time including, but not limited to, residential, hotel, office, retail, defense industries, and businesses that cater to the U.S. Navy's Space and Naval Warfare Systems Command facility and the Marine Corps Recruit Depot.

This type of economic growth typically results in a greater demand for public services in the area which requires increased expenditures from the City's General Fund. The Midway-Pacific Highway Community Plan details many of these expected service needs based on the underlying zoning in the community. Partially or fully offsetting these increased public expenditures will be an increase in City tax revenues (most significantly increased sales tax and property tax tied to private development).

Although an increase in allowable building height may spur additional development and economic activity, the potential impact to the City's General Fund cannot be determined at this time. The net fiscal impact to the General Fund will be dependent on the type and mix of land uses as well as long-term market demand for these uses. Typically, residential uses require higher municipal service expenditures than revenue-generating non-residential uses such as retail and hotel.