



ABOUT LAND USE ASSUMPTIONS & SERVICE AREAS

PURPOSE

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for residential and employment growth projections within a geographic boundary. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and development in the service area. The land use assumptions are then used in determining the need and timing of transportation improvements to serve future development.

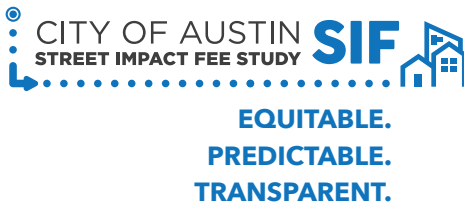
Street impact fees are required to be calculated based on reasonable expectations of residential and employment growth within a ten year period. Once completed, Land Use Assumptions include three main components:

- Land Use Assumptions Methodology - An overview of the general methodology used to generate the land use assumptions.
- Street Impact Fee Service Areas - Explanation of the division of Austin into service areas for street and infrastructure facilities.
- Residential and Employment Growth - Data on residential and employment growth within the service area over the next ten years (2017 - 2027).

HOW IT'S DEVELOPED

The City of Austin and its team of consultants will review and analyze existing data sources and currently adopted plans to inform and develop the Land Use Assumptions, these include:

- Imagine Austin (Comprehensive Plan, Growth Concept Map Centers and Corridors)
- City of Austin Future Land Use Map (FLUM)
- Travis and Williamson County Appraisal Districts
- City of Austin 2014 Land Use Inventory; Multi-Family Inventory; and Affordable Housing Inventory
- 2009 - 2016 City of Austin Building Permit Data
- City of Austin staff including City Demographer
- City of Austin Water and Wastewater Impact Fee 2015-2025 Land Use Assumptions



The City of Austin is proposing to develop and implement a Street Impact Fee Program. A Street Impact Fee would be a charge assessed on new development to pay for the construction or expansion of roadway facilities that are necessitated by and benefit that new development.

In August 2016, the City hired a consultant to assist with the technical analysis required by Chapter 395 of the Texas Local Government Code to determine the maximum assessable Street Impact Fee. The process to conduct the required studies will take several months. Ultimately, City Council would consider adoption of an ordinance establishing the Street Impact Fee and the policies related to administering the program. The City anticipates presenting a proposed policy to Council in early 2018. Staff will provide briefings and updates to Council, hold public hearings and engage in stakeholder outreach throughout the process.



The methodology used to evaluate Land Use Assumptions is based on residential and non-residential growth projections that follow reasonable and generally accepted planning principles, and consider a variety of factors including:

- Character, Type, Density, and Quantity of Existing Development;
- Emerging Projects;
- Future Land Use Map and Imagine Austin Growth Centers and Corridors;
- Growth Trends;
- Location of Vacant Land;
- Physical Restrictions (i.e. flood plains, railroads); and
- Carrying Capacity (Growth Potential) of the City of Austin.

The process and determination of ten-year growth within the SIF study area will follow three general steps:

- 1 Determine a Base Year (2017)**
Property data obtained from Travis and Williamson County Appraisal Districts will be used to determine the 2015 residential units and employment square footage. This data will be scaled to 2017 using Building Permit data.
- 2 Determine Carrying Capacity**
For the remaining undeveloped areas, assumptions based upon the City's Future Land Use Map, Emerging Projects or Imagine Austin Centers and Corridors will be used to estimate the carrying capacity of land within the SIF study area for both residential and employment land uses.
- 3 Determine 10-Year Growth Projections**
The calculations will incorporate 10-year growth projections for City of Austin's employment (jobs) and dwelling units that were generated in concurrence with the City demographer's growth polygons and the Water/Wastewater Impact Fee land use study.

Land Use Assumptions Example: Service Area C

Service Area	Dwelling Units			Employment (SqFt)				
	Single Family	Multi-Family	Total	Basic	Service	Retail	Total	
C	2017	10,743	24,174	34,917	14,170,000	8,210,000	11,670,000	34,050,000
	2027	11,403	29,739	41,142	14,740,000	10,740,000	13,390,000	38,870,000
	10 Year Growth	660	5,565	6,225	570,000	2,530,000	1,720,000	4,820,000

TO LEARN MORE, VISIT www.austintexas.gov/streetimpactfee



Contact:

Marissa Monroy | Public Information & Marketing Manager
Austin Transportation Department
Office: (512) 974-6584 | Cell: (915) 355-5854
marissa.monroy@austintexas.gov

STREET IMPACT FEE SERVICE AREAS

The City of Austin will be divided into nineteen (19) service areas, each based upon the six (6) mile limit, as required in Chapter 395.

For transportation facilities, the service areas as required by state law are limited to areas within the current corporate City limits. In defining the Service Area boundaries, the project team will consider the corporate boundary, required size limit, adjacent land uses, and topography. The strategy for defining Service Areas includes creating a Downtown area, and creating distinctive inner and outer loop service areas using highway boundaries. Service Areas are not determined by political boundaries, but rather are based on existing and projected traffic use and patterns. Since each Service Area will have a unique maximum impact fee, the per-unit maximum fee for an identical land use will vary from one Service Area to the next. For this reason, areas of uniform land use are kept within the same Service Area where possible.

Map Example: Service Area C

