



**EQUITABLE.  
PREDICTABLE.  
TRANSPARENT.**



# **Street Impact Fee** ***Public Hearing & Ordinance Consideration***



City Council Meeting  
December 3, 2020  
Austin Transportation Department

# SIF Ordinances

## Item 52 - Code Ordinance

- Adds Article 9 to City Code Chp. 25-6 (Transportation)
- Enabling language for SIF fee and program

## Item 51 - Fee Ordinance

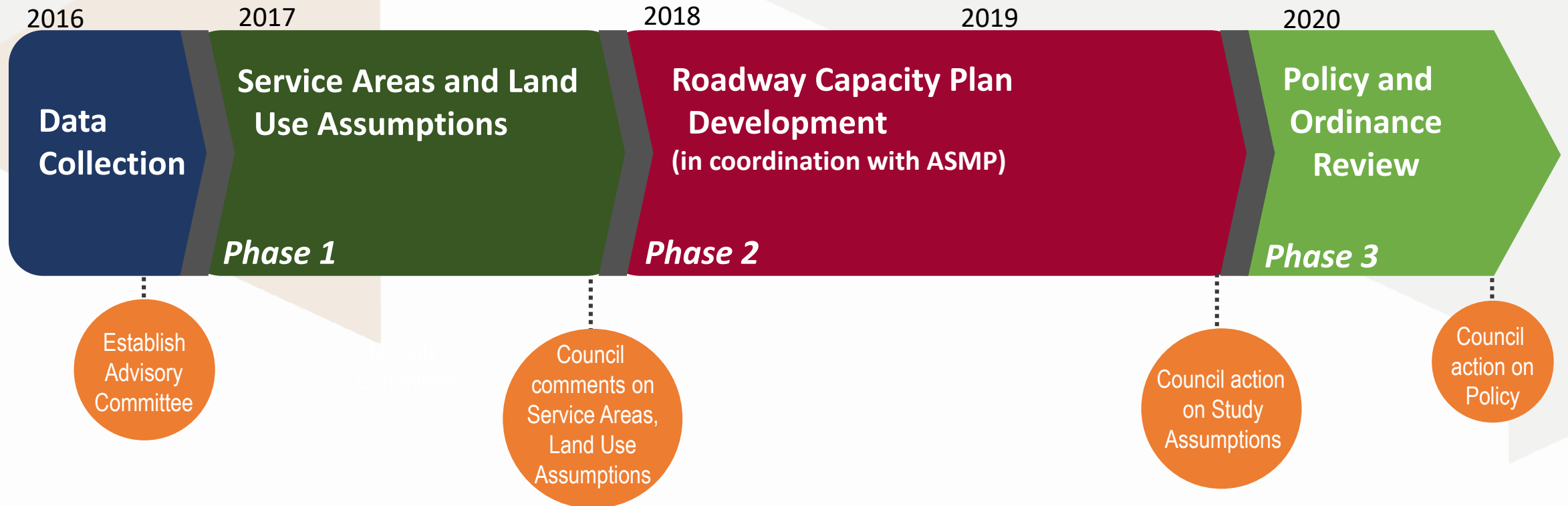
- Adopts SIF Study (Exhibit A)
  - Service Areas, Land Use Assumptions, Roadway Capacity Plan
- Maximum fee table
- Collection fee schedule
- Land Use Vehicle-Mile Equivalency Table (LUVMET)

# Staff Amendments

1. Item #52, Draft Ordinance § 25-6-663 (C) lines 276-278 → Move to Item #51, Draft Ordinance Part 2. (D) (1) after line 116 to read: “(1) A street impact fee shall not be collected from a new development for any building permit validly issued within one year of the effective date of this ordinance.”
2. Item #52, Draft Ordinance § 25-6-663 (D) Lines 280-282 → Move to Item #51, Draft Ordinance Part 2. (D) (2) after newly inserted (D) (1) to read: “(2) For new developments with an approved transportation impact analysis on the effective date of this ordinance, a street impact fee shall not be collected for any building permit validly issued within three years of such effective date.”
3. Item #52, Draft Ordinance § 25-6-667 (C) Lines 358-360 → Move to Item #51, Draft Ordinance Part 2. (D) (3) after newly inserted (D) (2) to read: “(3) For any new development that does not increase net new trips comparative to the existing land use by more than 10 PM peak hour trips, the collection rate will be \$0 per vehicle-mile. The collection rate then in effect shall apply to a subsequent addition of service units.”
4. Item #52, Draft Ordinance § 25-6-668 (B) (1) add “or” at the end of Line 372 to read: “(1) approved for local, state, or federal funding for affordable housing as verified by the director of the Housing and Planning Department; or”

# Reference Slides from November 12, 2020 Council Meeting

# Street Impact Fee Study



# Prior Meetings & Actions 2016-2019

- **June 9, 2016:** City Council authorized ATD to procure consultant to develop Street Impact Fees (SIF)
- **July 25, 2017:** Impact Fee Advisory Committee recommended approval of Land Use Assumptions for 10-year growth & Service Areas
- **Oct. 19, 2017:** City Council held Public Hearing on Land Use Assumptions
- **April 11, 2019:** Council adopted the Austin Strategic Mobility Plan, calling for implementation of SIF program to fund roadway capacity improvements necessitated by growth
- **June 13, 2019:** Impact Fee Advisory Committee recommended approval of Roadway Capacity Plan
- **Aug. 8, 2019:** City Council held Public Hearing on SIF study assumptions (Land Use Assumptions & Roadway Capacity Plan)
- **Aug. 22, 2019:** City Council approval of SIF study assumptions

# Prior Meetings & Actions 2020

- **March 4, 2020:** Impact Fee Advisory Committee recommended approval of Street Impact Fee Study Report
- **April 14, 2020:** Impact Fee Advisory Committee recommended fee collection rates and policy
- **April 30, 2020:** Council Mobility Committee
- **June 9, 2020:** Council work session, SIF briefing on IFAC recommendation ← *Last Council briefing*
- **June 16, 2020:** Bicycle Advisory Council
- **June 17, 2020:** Codes & Ordinances Joint Committee
- **July 6, 2020:** Pedestrian Advisory Council
- **July 8, 2020:** Codes & Ordinances Joint Committee - Policy recommendations
- **July 10, 2020:** Urban Transportation Commission - Policy recommendations
- **July 21, 2020:** Public webinar on draft staff recommendation
- **July 28, 2020:** Planning Commission - Policy recommendations
- **July 30, 2020:** City Council held Public Hearing on SIF ordinances (items subsequently withdrawn)
- **Sep. 17, 2020:** City Council set Public Hearing on SIF ordinances for November 12
- **October 8, 2020:** Council Mobility Committee

# SIF Ordinances

## Item 74 - Code Ordinance

- Adds Article 9 to City Code Chp. 25-6 (Transportation)
- Enabling language for SIF fee and program

## Item 73 - Fee Ordinance

- Adopts SIF Study (Exhibit A)
  - Service Areas, Land Use Assumptions, Roadway Capacity Plan
- Maximum fee table
- Collection fee schedule
- Land Use Vehicle-Mile Equivalency Table (LUVMET)



# Staff Recommendation

## Collection Rate

- 50% of the *citywide* maximum for non-residential land uses (\$1,215 per vehicle-mile) and at 35% of the *citywide* maximum for residential land uses (\$850 per vehicle-mile) as determined in the study
  - Small business exemption: specific non-residential land uses under 1,000 square feet (\$0 collection rate), under 5,000 square feet (\$608/vehicle-mile collection rate)
  - Financial institutions: \$0 collection rate in Service Areas D, G, O and P
  - Grocery stores: \$0 collection rate in Service Areas D, G, O and P

## Effective Date

- Effective date is ordinance adoption date
- All developments that obtain a building permit within one year of the effective date shall pay no impact fee (1-year grace period)
- Development applications with transportation impact analyses that were approved prior to the adoption date would receive a 3-year grace period

# Staff Recommendation

## Fee Offsets

- Reduction of an impact fee to reflect the value of any construction of or contributions to a system facility identified on or eligible for inclusion in the roadway capacity plan
- Property owner shall enter into an agreement with the City to determine allocation of offsets
- Master planned projects, including subdivisions containing multiple phases, may apply for offsets against impact fees for the entire project based upon improvements or funds toward construction of system facilities

## Fee Reductions

- Mobility Reductions:
  - Internal Capture: up to 20% reduction, per ITE
  - TDM measures: up to 20 % for transit proximity, up to 20% for reduced parking (details in table in ordinance and TCM)
  - One-time 100% reduction for development that does not increase net new trips by >10 PM peak hour trips
- Affordability Reductions:
  - In alignment with Local Government Code § 395.016
  - Applicants who meet affordable housing requirements may request a 100% reduction for all service units that meet the requirements

# Feedback

- Groups we've met with:

- Austin Chamber of Commerce
- Urban Land Institute
- Austin Infill Coalition
- Austin Neighborhoods Council
- Austin Contractors & Engineers Association
- American Institute of Architects Austin Chapter
- Real Estate Council of Austin
- Home Builders Association of Greater Austin
- Evolve Austin
- AURA
- Bicycle Advisory Council
- Texas Society of Professional Engineers, Travis Chapter
- Austin Housing Coalition
- Pedestrian Advisory Council

- What we've heard:

- Smaller and infill development concerns
- Encouraging ADUs
- Not wanting to disincentivize house-scale multifamily and missing middle
- Considering equity (historic underinvestment) & affordability
- Reductions for deeply affordable housing
- Encouraging sustainable transportation and meeting ASMP goals
- Current economic environment
- Wanting growth to pay for growth

# Why Street Impact Fees?

- Determining a method for growth to pay for necessary infrastructure in a way that is:
  - **Equitable** – the same type and intensity development pays equal fee within a Service Area
  - **Predictable** – can determine the fee without doing an intensive study
  - **Transparent** – a worksheet to calculate the fee would be publicly available
  - **Flexible** – fees collected can be spent within a Service Area on any projects identified in the study within 10 years of being collected
- Ultimate purpose is to develop a fair and reasonable fee development should pay for vehicle capacity improvements

# Ordinances Recap

## Council determines:

- **Collection rate:** \$/vehicle-mile per development unit
- **Effective Date** of ordinance, grace period
- **Offsets:** fees offset by system improvements that are built by development
- **Reductions:** for development types that reduce impacts to roadway capacity; affordable housing per state law

# Next Steps

- Council Public hearings – **Today**
- Ordinance approvals (3 readings)
- Development of administrative procedures
  - In coordination with Transportation Criteria Manual rules adoption
- First fees collected Dec. 2021/Jan. 2022

# Questions

# Engagement

Presentations made to housing, business, and development groups:

- Austin Chamber of Commerce – 3/4/20, 8/7/19
- Austin Infill Coalition – 4/14/20
- Real Estate Council of Austin – 5/6/20, 5/3/17
- Home Builders Association of Greater Austin – 5/12/20
- Austin Housing Coalition – 7/8/20
- Austin Bar Association – 10/20/17
- Downtown Austin Alliance – 8/14/18, 10/18/17
- Presidium – 8/13/18
- StoryBuilt – 3/25/20

Presentations made to development-related professional associations:

- Urban Land Institute – 6/11/20, 4/7/20, 4/26/17
- Austin Contractors & Engineers Association – 4/23/20
- American Institute of Architects Austin Chapter – 4/27/20
- Texas Society of Professional Engineers, Travis Chapter – 7/1/20

Presentations made to neighborhood groups:

- Austin Neighborhoods Council – 4/22/20, 5/24/17, 2/22/17
- Oak Hill Neighborhood Planning Contact Team – 7/29/20
- Friends of Austin Neighborhoods – 6/24/20

Presentations made to mobility groups:

- Bicycle Advisory Council – 6/16/20
- Pedestrian Advisory Council – 7/6/20

Presentations made to urbanist organizations:

- Evolve Austin – 5/21/20
- AURA – 5/28/20

Presentations made to Boards & Commissions

- Impact Fee Advisory Committee – 15 mtgs from Dec. 2016 - Apr. 2020
- Urban Transportation Commission – 7/10/20, 10/10/17
- Planning Commission – 7/14/20 (recommendation made 7/28/20)
- Design Commission – 9/23/19



# Communication – Listserv Email Log

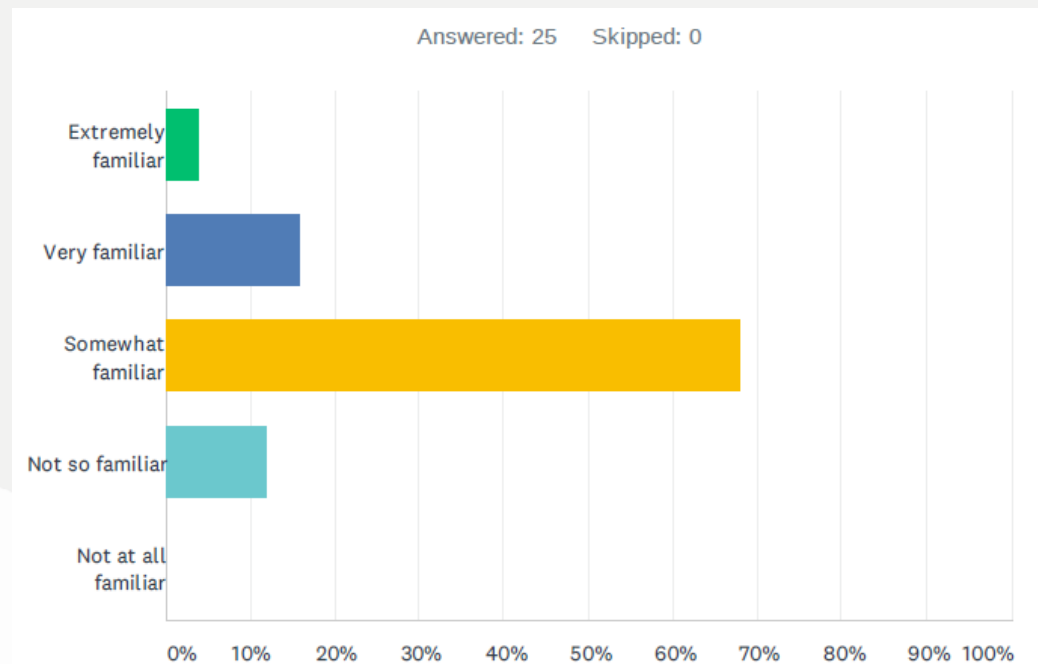
Date	Email Header	List	Opened
4/14/2017	City of Austin Street Impact Fee Study - Get Involved	1,450	37.1%
6/16/2017	Our Street Impact Fee Study is well under way	1,321	29.1%
9/8/2017	City Council Slated to Review Street Impact Fee Recommendations	1,305	27.7%
10/10/2017	Reminder: City Council Public Hearing on Oct. 19	1,287	35.1%
1/26/2018	Moving Forward, Your Update on the Street Impact Fee Study	1,278	36.1%
7/18/2018	Austin Street Impact Fee - Roadway Capacity Plan Presentation	1,212	31.5%
7/11/2019	Update on the City of Austin's Street Impact Fee Study	1,158	43.0%
7/16/2019	Public Hearing Set for City of Austin Street Impact Fee Study Assumptions	1,095	40.5%
1/24/2020	Street Impact Fee Study Update: Drafting and Ordinance	1,094	35.5%
2/26/2020	Street Impact Fee Study Report Released	1,084	34.2%
4/9/2020	Invitation - Street Impact Fee Program Public Meeting/Webinar	1,071	30.3%
4/29/2020	Mobility Committee to Discuss Street Impact Fee Thursday, April 30	1,248	34.5%
6/19/2020	Street Impact Fee Study Public Hearing Scheduled for July 30	1,252	34.3%
7/6/2020	Invitation - Street Impact Fee Program Public Meeting/Webinar	1,245	35.5%
7/10/2020	Invitation - Street Impact Fee Program Public Meeting/Webinar	44	48.8%
7/20/2020	Reminder - Invitation to the Street Impact Fee Program Public Meeting/Webinar	1,257	30.5%
7/28/2020	City of Austin Street Impact Fee Study Public Hearing	1,328	29.8%
8/20/2020	Street Impact Fee Study Public Hearing Re-Scheduled Request	1,219	29.2%
9/23/2020	Council Sets Public Hearing Date for Street Impact Fee Program	1,302	34.0%

# SIF Webinar Survey

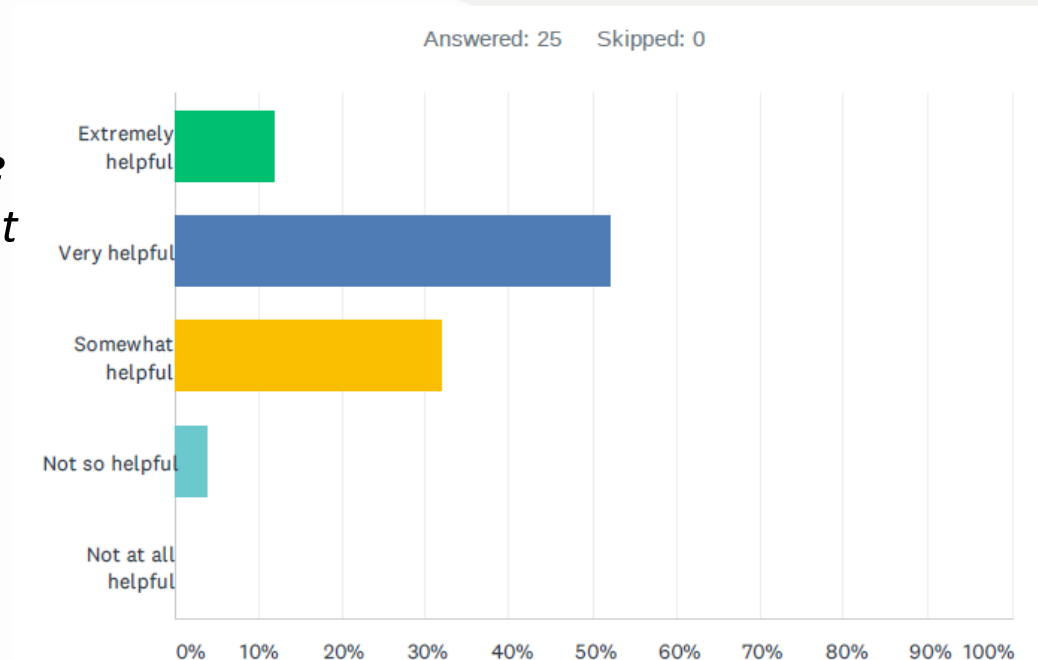
What **type of organization** are you associated with?

	Responses	
COA Board or Commission	4%	1
Transportation Organization	16%	4
Real Estate Development/ Business Association	32%	8
Neighborhood Organization	28%	7
Other	20%	5

*Before participating in this presentation, how would you have ranked your familiarity with or understanding of street impact fees?*



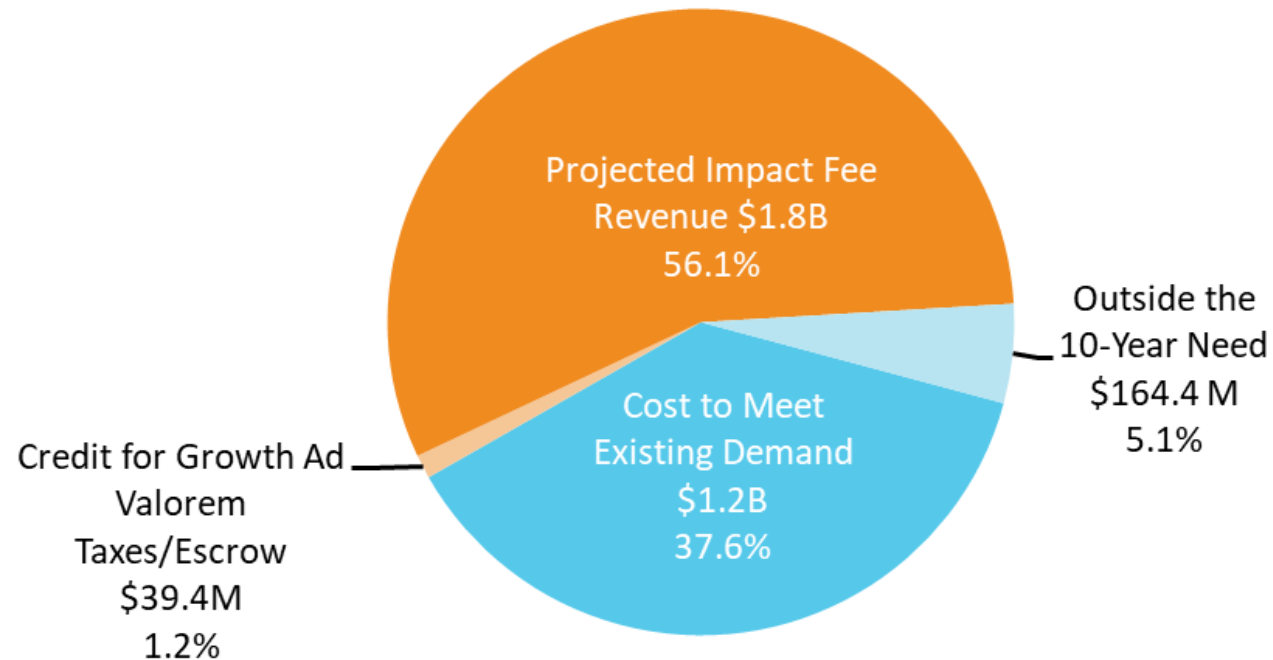
*Has this presentation helped you feel more informed about street impact fees and this study?*



# Roadway Capacity Plan Costs and Revenue Projections

# RCP Cost Breakdown

Roadway Impact Fees in Austin  
\$3.215B - Citywide  
Adopted 100% of Max Fee

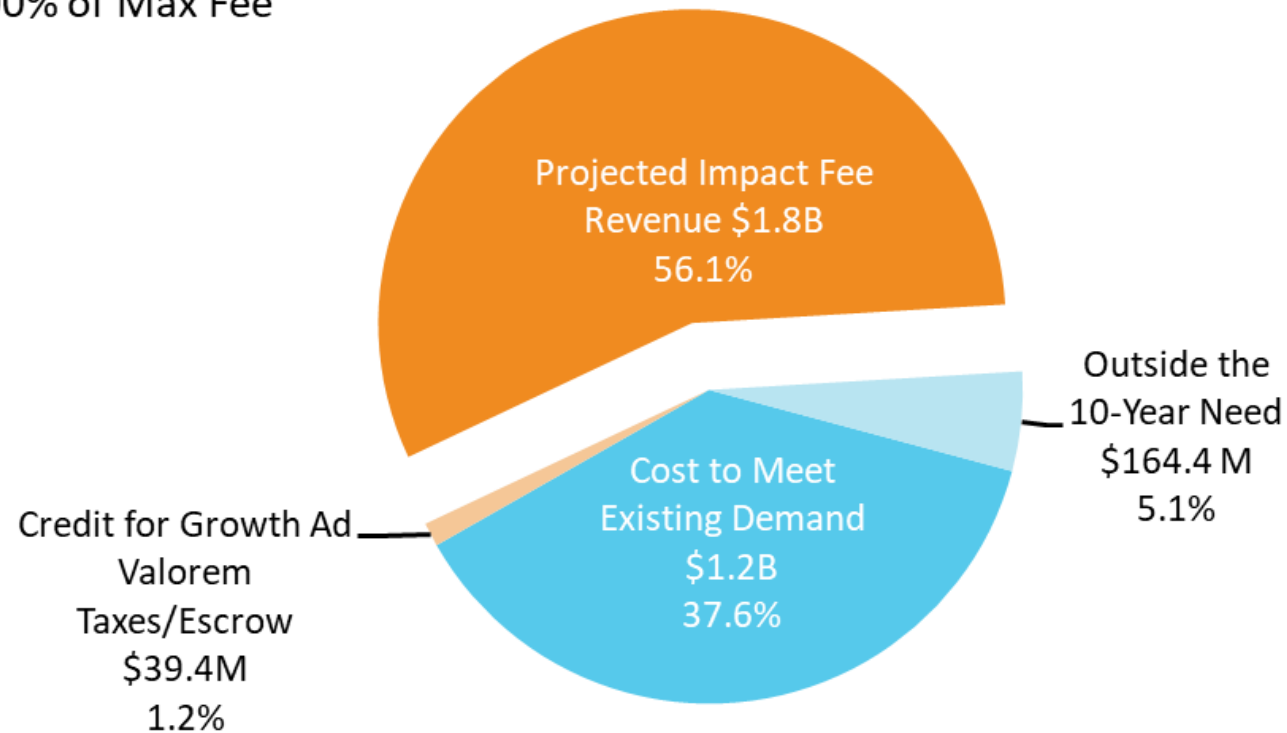


# RCP Cost Breakdown

Roadway Impact Fees in Austin

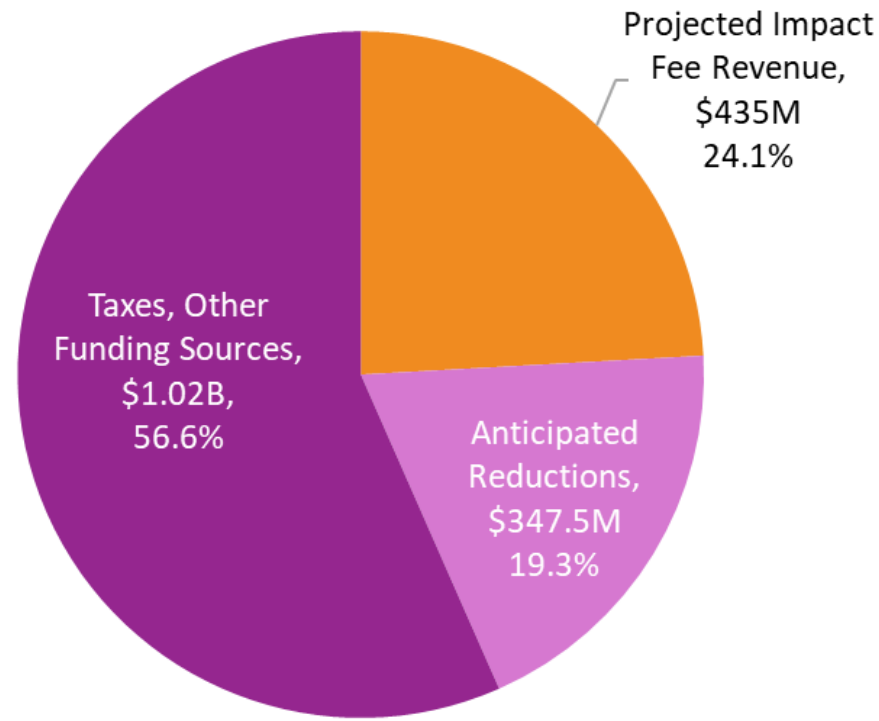
\$3.215B - Citywide

Adopted 100% of Max Fee



# RCP Cost Breakdown – Recoverable Portion

Recoverable Portion of the  
Roadway Capacity Plan  
\$1.8B



# Revenue Projections

- Based on \$1,215/vehicle-mile Non-Residential and \$850/vehicle-mile Residential Collection Rates:
  - **\$782 Million over 10 years (or \$78.2 Million per year) with no reductions**
- Cumulatively, anticipate less than half (~44%) of this total in reductions:
  - Anticipate approximately 7% for Transit Proximity reduction, 6% for Parking reduction
  - Anticipate 8.5% Internal Capture reduction
  - Anticipate 13% reduction for redevelopment & affordable housing
  - Accounts for 1-year grace period (10%)
- **Projected revenue with reductions: \$435 Million over 10 years (or \$43.5 Million per year)**

# Affordability Impact Statement



# Affordability Impacts - AIS

- AIS determines proposed Street Impact Fee will increase the cost of housing within Austin.
- Housing + Transportation are typically the two single largest expenditures for a household, affecting overall affordability.
- While AIS identifies an increase in housing costs for some development types, it is unable to highlight long-term mobility benefits & potential reduced transportation costs that SIF should generate.
- AIS suggests new cost could price out lower income households within Austin and drive those home buyers to suburban cities, thus causing sprawl.
- Combined housing and transportation costs including the new SIF would likely be more affordable than moving to suburban cities where transportation costs are greater.
- SIF would benefit Austinites by building transportation infrastructure in the immediate area concurrent with the development versus waiting for a future bond election.
- SIF revenue can offset some needs for future mobility bond programs that could be used for other capital programming priorities, including affordable housing.

# Affordability Impacts - AIS

Considerations of housing affordability in staff recommendation:

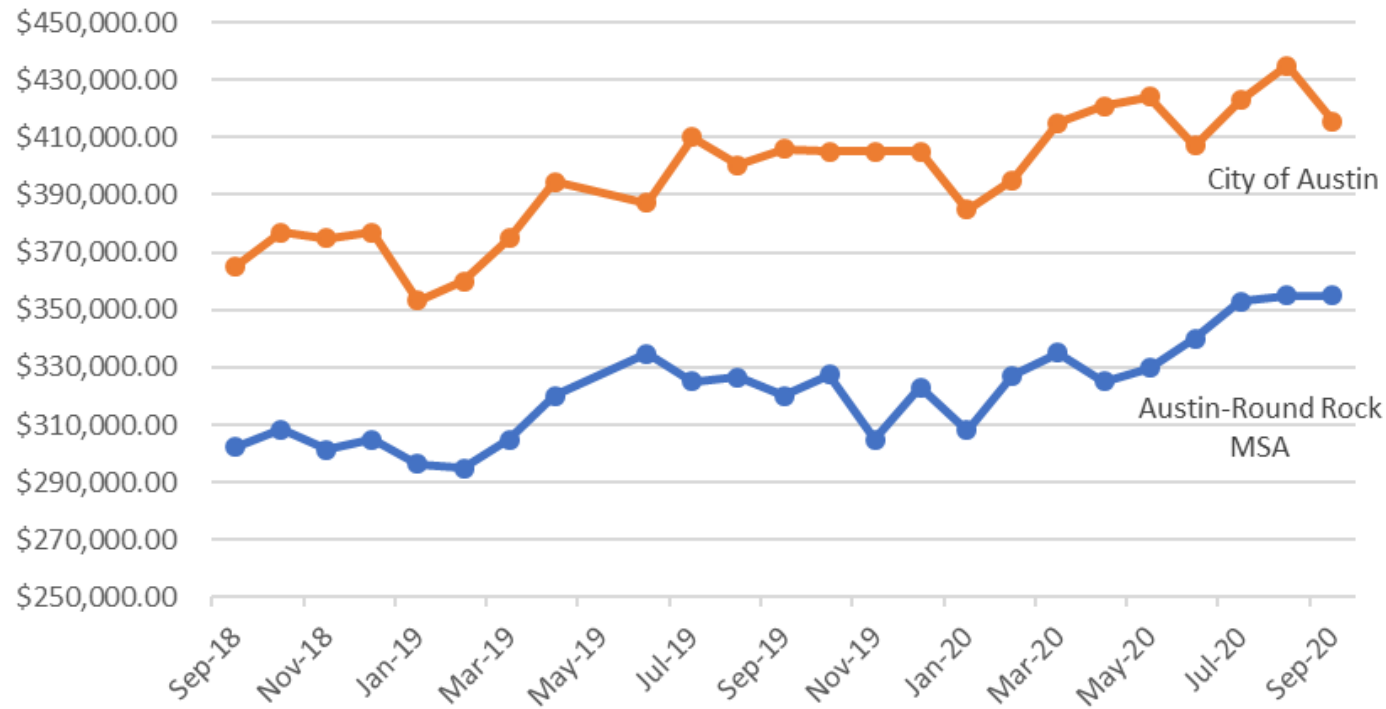
- IFAC and staff's recommendations calls for a fee that is lower than the maximum allowable rate per the SIF Study, and for a rate that is lower for residential land uses than for non-residential uses
- Exempts fees for existing homes that are resold, accessory dwelling units, and qualifying affordable housing developments
- Fee reductions for housing and other uses within one quarter mile of high-frequency and high-capacity transit
- Only the differential impact of new trip generation is used to calculate the SIF in redevelopment

New structure will provide a more predictable, transparent, and equitable approach to transportation mitigation for developers while improving upon the prior system that did not often capture the true cost of transportation impacts from all new developments.

# Housing Prices

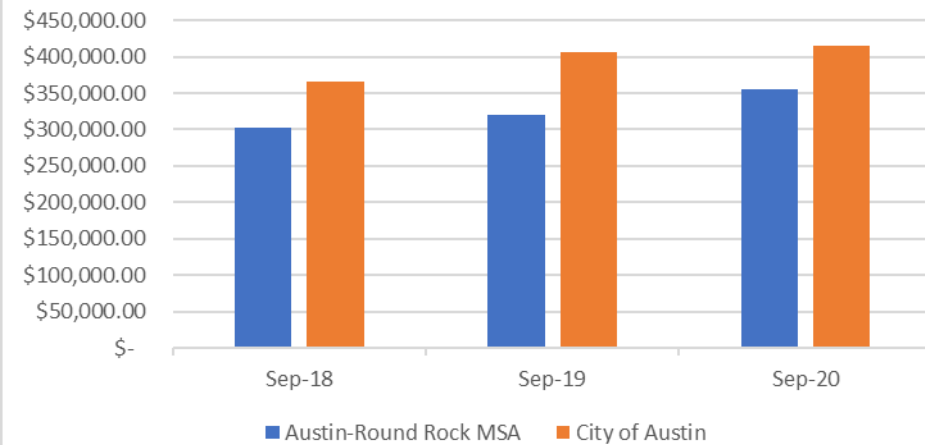
Median Sales Price

Source: ABOR



Median Sales Price

Source: ABOR



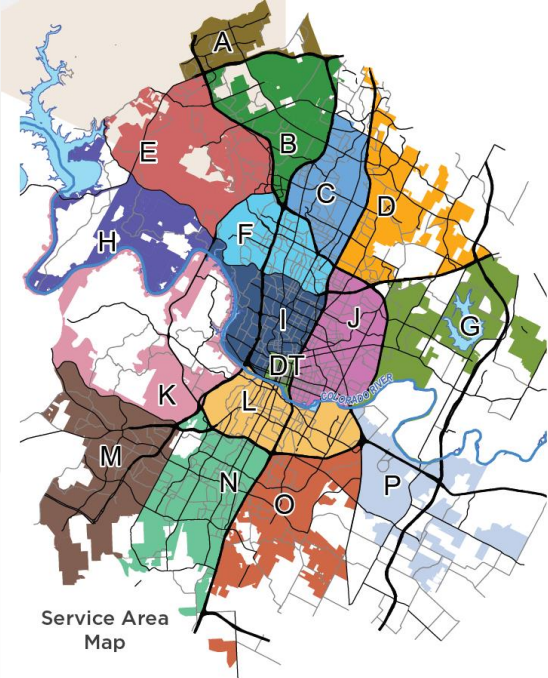
# High Demand, Low Supply

- “Market demand for new homes in the Austin area continues to be robust ...Factors such as inclement weather have slowed development, and a lack of available lots has pushed the housing market farther out from Austin proper. However, **the fundamentals in Austin have not changed. The demand for housing is so great that if the product is priced correctly and in a desirable location, it’s going to sell.**” – ABOR October 2018
- **"High demand across the MSA and limited inventory** pushed the median home price..." - ABOR Sept 2018
- **"High demand across the city and limited inventory** pushed the median price for residential homes to \$395,000, a 14% increase from February 2019.” – ABOR February 2020
- “In the **city of Austin, critically low levels of inventory** drove the median home price up 14.9% year over year to \$435,000—an all-time high for any month on record.” – ABOR August 2020

# Comparisons

# Collection Rate Comparisons

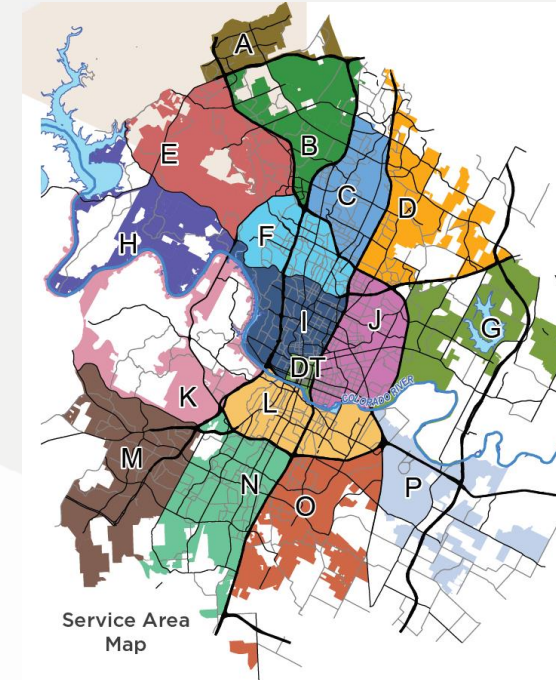
Austin Development	Austin Mitigation / TIA
298 Apartments	\$86,288
55,000 ft <sup>2</sup> Office	\$317,388
397,000 ft <sup>2</sup> Office 46,700 ft <sup>2</sup> Restaurant 250 Apartment 100 Room Hotel	\$561,325
Single Family: 153 D.U. Office: 7,700 ft <sup>2</sup> Retail: 7,700 ft <sup>2</sup>	\$260,000



Service Area G is outside the loop.

# Collection Rate Comparisons – SA G

Austin Development	Austin Mitigation / TIA	Study Maximum	Draft Recommended	Revised Staff Recommended
298 Apartments	\$86,288	\$1,729,648	\$605,778	\$478,737
55,000 ft <sup>2</sup> Office	\$317,388	\$657,040	\$328,520	\$259,949
397,000 ft <sup>2</sup> Office 46,700 ft <sup>2</sup> Restaurant 250 Apartment 100 Room Hotel	\$561,325	\$8,858,400 (\$8,415,480)	\$4,211,546 (\$4,000,968)	\$3,147,838 (\$2,990.447)
Single Family: 153 D.U. Office: 7,700 ft <sup>2</sup> Retail: 7,700 ft <sup>2</sup>	\$260,000	\$2,282,302	\$840,908	\$655,063
() 5% Internal Capture Reduction – NO OTHER REDUCTIONS APPLIED				



Service Area G is outside the loop.

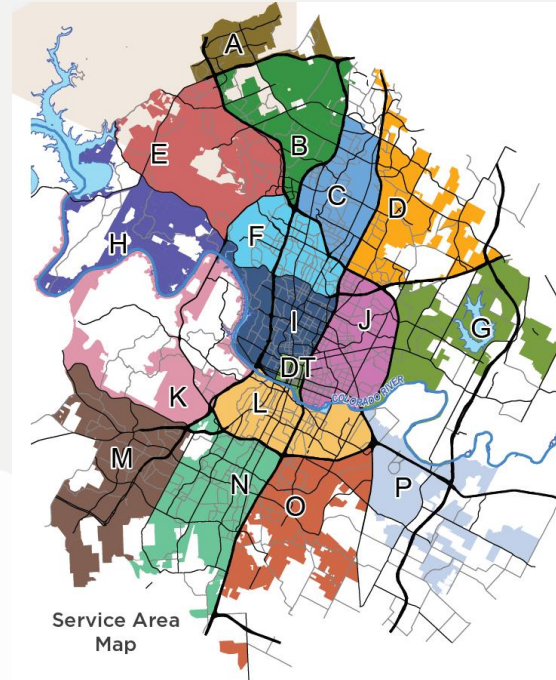


# Collection Rate Comparisons – SA G/Outside

Austin Development	Austin Mitigation / TIA	Study Maximum	Draft Recommended	Revised Staff Recommended	Round Rock <sup>+</sup>	Frisco <sup>+</sup>	Fort Worth <sup>+</sup>	Prosper <sup>+</sup>
298 Apartments	\$86,288	<b>\$1,729,648</b>	<b>\$605,778</b>	<b>\$478,737</b>	\$424,104	\$365,3488 - \$803,408	\$631,164	\$1,059,688 - \$1,397,620
55,000 ft <sup>2</sup> Office	\$317,388	<b>\$657,040</b>	<b>\$328,520</b>	<b>\$259,949</b>	\$107,402	\$216,315 - \$475,915	\$177,870	\$214,005 - \$282,260
397,000 ft <sup>2</sup> Office 46,700 ft <sup>2</sup> Restaurant 250 Apartment 100 Room Hotel	\$561,325	<b>\$8,858,400</b> <b>(\$8,415,480)</b>	<b>\$4,211,546</b> <b>(\$4,000,968)</b>	<b>\$3,147,838</b> <b>(\$2,990.447)</b>	\$1,566,632	\$2,395,819 - \$5,270,671	\$2,274,362	\$2,785,632 - \$3,674,050
Single Family: 153 D.U. Office: 7,700 ft <sup>2</sup> Retail: 7,700 ft <sup>2</sup>	\$260,000	<b>\$2,282,302</b>	<b>\$840,908</b>	<b>\$655,063</b>	\$1,051,057	\$375,130 - \$785,925	\$624,023	\$761,045 - \$1,003,832

+ Note: Comparison cities are collection rate.

() 5% Internal Capture Reduction – NO OTHER REDUCTIONS APPLIED



Service Area G is outside the loop.

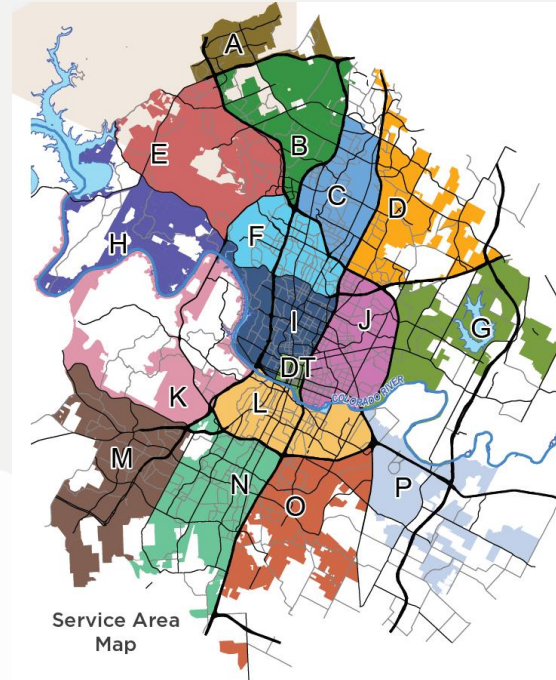


# Collection Rate Comparisons – SA I

Austin Development	Austin Mitigation / TIA	Study Maximum	Draft Recommended	Revised Staff Recommended	Round Rock <sup>+</sup>	Frisco <sup>+</sup>	Fort Worth <sup>+</sup>	Prosper <sup>+</sup>
298 Apartments	\$86,288	<b>\$653,025</b>	<b>\$228,560</b>	<b>\$324,224</b>	\$424,104	\$365,3488 - \$803,408	\$631,164	\$1,059,688 - \$1,397,620
55,000 ft <sup>2</sup> Office	\$317,388	<b>\$402,063</b>	<b>\$201,031</b>	<b>\$285,343</b>	\$107,402	\$216,315 - \$475,915	\$177,870	\$214,005 - \$282,260
397,000 ft <sup>2</sup> Office 46,700 ft <sup>2</sup> Restaurant 250 Apartment 100 Room Hotel	\$561,325	<b>\$4,929,803</b> <b>(\$4,683,312)</b>	<b>\$2,382,726</b> <b>(\$2,263,590)</b>	<b>\$3,249,160</b> <b>(\$3,086,702)</b>	\$1,566,632	\$2,395,819 - \$5,270,671	\$2,274,362	\$2,785,632 - \$3,674,050
Single Family: 153 D.U. Office: 7,700 ft <sup>2</sup> Retail: 7,700 ft <sup>2</sup>	\$260,000	<b>\$904,276</b>	<b>\$339,374</b>	<b>\$481,487</b>	\$1,051,057	\$375,130 - \$785,925	\$624,023	\$761,045 - \$1,003,832

+ Note: Comparison cities are collection rate.

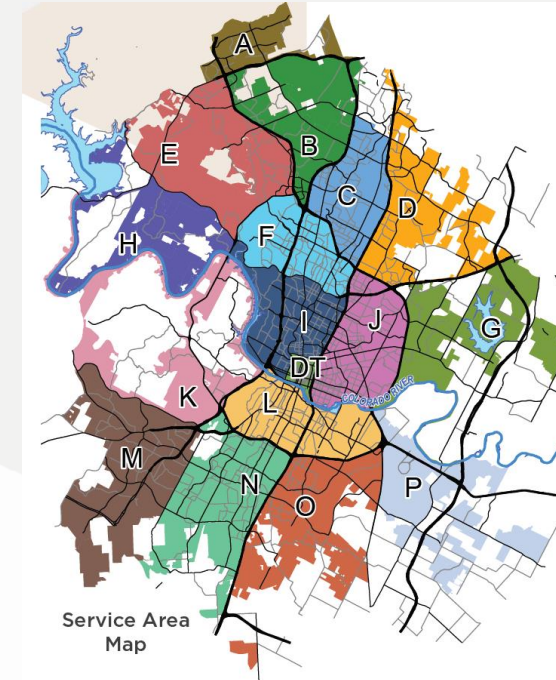
( ) 5% Internal Capture Reduction – NO OTHER REDUCTIONS APPLIED. Inside the Loop is anticipated to be higher.



Service Area I is inside the loop.

# Collection Rate Comparisons – SA I

Austin Development	Austin Mitigation/TIA	Study Maximum	Revised Staff Recommended
298 Apartments	\$86,288	\$653,025	\$324,224
55,000 ft <sup>2</sup> Office	\$317,388	\$402,063	\$285,343
397,000 ft <sup>2</sup> Office 46,700 ft <sup>2</sup> Restaurant 250 Apartment 100 Room Hotel	\$561,325	\$4,929,803 (\$4,683,312)	\$3,249,160 (\$3,086,702)
Single Family: 153 D.U. Office: 7,700 ft <sup>2</sup> Retail: 7,700 ft <sup>2</sup>	\$260,000	\$904,276	\$481,487
() 5% Internal Capture Reduction – NO OTHER REDUCTIONS APPLIED. Inside the Loop is anticipated to be higher.			



# SIF Ordinance Elements & Policy Recommendations

# Ordinance Elements

Council can consider the following factors in establishing policy:

- **Collection rate:** Use a different collection option by Service Area or Land Use type
- **Effective Date (grace period and phasing):** Start with one option in year 1 and transition to another option in the future
- **Offsets:** In all options, fees would be offset by system improvements that are built by development
- **Reductions:** For different development types that reduce impacts to roadway capacity, like transit-oriented development, or that further other City objectives, such as affordable housing

# Draft Code Amendment Ordinance

- Amends Chapter 25-6. - Transportation
  - Creates Article 9. Street Impact Fees
- Division 1. - General Provisions.
  - § 25-6-657 - APPLICABILITY.
  - § 25-6-658 - DEFINITIONS.
  - § 25-6-659 - ADOPTIONS BY SEPARATE ORDINANCE. ← Fee schedule & SIF Study adopted by separate ordinance
  - § 25-6-660 - ACCOUNTS.
- Division 2. - Fee Established.
  - § 25-6-661 - ASSESSMENT AND COLLECTION OF IMPACT FEES AUTHORIZED.
  - § 25-6-662 - ASSESSMENT OF STREET IMPACT FEES.
  - § 25-6-663 - AMOUNT OF FEE: COLLECTION RATE.
  - § 25-6-664 - COMPUTATION OF IMPACT FEES TO BE COLLECTED.
- Division 3. - Determination of Service Units.
  - § 25-6-665 – ALTERNATIVE CALCULATION OF SERVICE UNITS.
- Division 4. - Reductions and Offsets.
  - § 25-6-666 - REDUCTION ON COLLECTION OF STREET IMPACT FEES.
  - § 25-6-667 – MOBILITY RELATED REDUCTIONS.
  - § 25-6-668 – AFFORDABILITY RELATED REDUCTIONS.
  - § 25-6-669 - OFFSETS AGAINST STREET IMPACT FEES.

# Draft Fee Schedule Ordinance

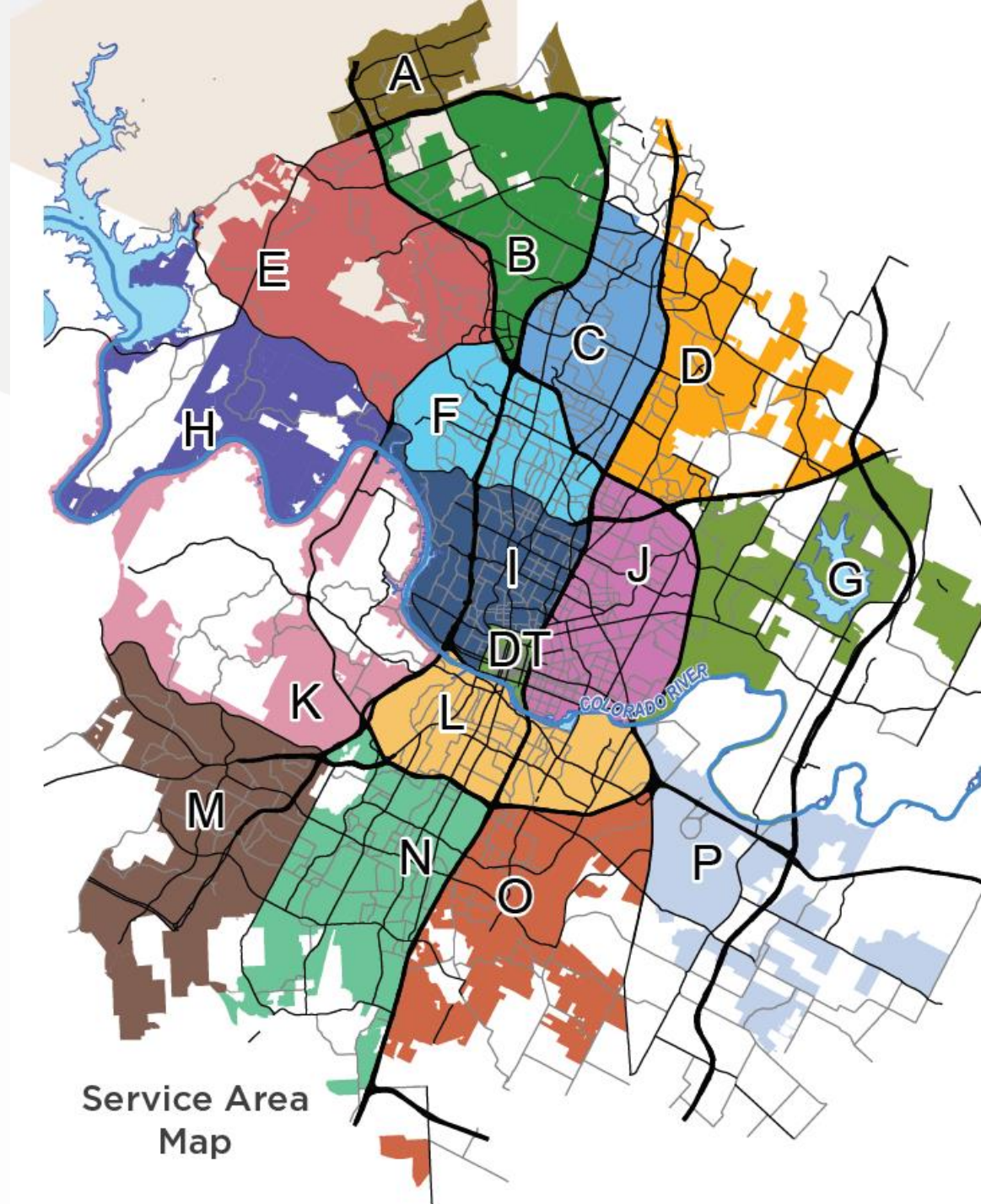
- Part 1. – Adoptions Under Street Impact Fee Program.
  - (A) Land Use Assumptions and Roadway Capacity Plan
  - (B) Service Areas
  - (C) Maximum Assessable Impact Fee Per Service Unit
  - **(D) Collected Street Impact Fee**
  - (E) Service Units shall be determined by land use type and development units per Land Use Vehicle-Mile Equivalency Table (LUVMET)
    - Defines “Inside Loop” and “Outside Loop” Service Areas
- **Effective date**



# Service Area Definitions

- Street Impact Fee Service Areas “F,” “I,” “J,” “DT,” and “L” are located entirely within the highway boundaries of SH 71, US 183, and SL 360. These are “**Inside Loop**” Service Areas.
- Street Impact Fee Service Areas “A,” “B,” “C,” “D,” “E,” “G,” “H,” parts of “K,” “M,” “N,” “O,” and “P” are located outside the boundaries of SH 71, US 183, and SL 360. These are “**Outside Loop**” Service Areas.

→ Informs trip length → informs vehicle-miles generated per dev. unit



Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
<b>PORT AND TERMINAL</b>				
Truck Terminal	030	1,000 SF GFA	10.00	10.00
<b>INDUSTRIAL</b>				
General Light Industrial	110	1,000 SF GFA	1.93	3.78
Industrial Park	130	1,000 SF GFA	1.23	2.40
Manufacturing	140	1,000 SF GFA	2.06	4.02
Warehousing	150	1,000 SF GFA	0.58	1.14
Mini-Warehouse	151	1,000 SF GFA	0.52	1.02
<b>RESIDENTIAL</b>				
Single-Family Detached Housing	210	Dwelling Unit	2.87	4.26
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs	220	Dwelling Unit	1.62	2.41
Mid-Rise Apartments or Condominiums	221	Dwelling Unit	1.28	1.89
High-Rise Apartments or Condominiums	222	Dwelling Unit	1.04	1.55
Mobile Home Park	240	Dwelling Unit	1.33	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.87	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.75	1.12
Assisted Living	254	Beds	0.75	1.12
<b>LODGING</b>				
Hotel	310	Room	1.62	1.63
Motel / Other Lodging Facilities	320	Room	1.03	1.03
<b>RECREATIONAL</b>				
Golf Driving Range	432	Tee	3.64	3.98
Golf Course	430	Acre	0.81	0.89
Recreational Community Center	495	1,000 SF GFA	6.72	7.35
Ice Skating Rink	465	1,000 SF GFA	3.87	4.23
Miniature Golf Course	431	Hole	0.96	1.05
Multiplex Movie Theater	445	Screens	39.95	43.66
Racquet/ Tennis Club	491	Court	11.12	12.15
<b>INSTITUTIONAL</b>				
Religious Place of Worship	560	1,000 SF GFA	1.54	1.54
Day-Care Center	565	1,000 SF GFA	10.53	10.59
Elementary School	520	Students	0.29	0.29
Middle School / Junior High School	522	Students	0.29	0.29
High School	530	Students	0.24	0.24
Junior / Community College	540	Students	0.19	0.19
University/ College	550	Students	0.25	0.26
<b>MEDICAL</b>				
Clinic	630	1,000 SF GFA	12.17	11.09
Hospital	610	1,000 SF GFA	3.60	3.28
Nursing Home	620	Beds	0.82	0.74
Animal Hospital/ Veterinary Clinic	640	1,000 SF GFA	9.16	8.35

Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
<b>OFFICE</b>				
Corporate Headquarters Building	714	1,000 SF GFA	2.23	2.03
General Office Building	710	1,000 SF GFA	4.27	3.89
Medical-Dental Office Building	720	1,000 SF GFA	12.84	11.69
Single Tenant Office Building	715	1,000 SF GFA	6.34	5.78
Office Park	750	1,000 SF GFA	3.97	3.62
<b>COMMERCIAL</b>				
<b>Automobile Related</b>				
Automobile Care Center	942	1,000 SF GFA	5.05	5.07
Automobile Parts Sales	843	1,000 SF GFA	7.56	7.59
Gasoline/Service Station	944	Vehicle Fueling Position	4.88	4.88
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	3.70	3.70
New Car Sales	841	1,000 SF GFA	5.24	5.26
Quick Lubrication Vehicle Shop	941	Servicing Positions	7.86	7.89
Self-Service Car Wash	947	Stall	1.99	1.99
Tire Store	848	1,000 SF GFA	7.75	7.78
<b>Dining</b>				
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	27.61	27.78
Fast Food Restaurant without Drive-Thru Window	933	1,000 SF GFA	23.95	24.09
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	15.04	15.09
Quality Restaurant	931	1,000 SF GFA	11.80	11.84
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	7.81	7.81
<b>Other Retail</b>				
Free-Standing Discount Store	815	1,000 SF GFA	9.84	10.75
Nursery (Garden Center)	817	1,000 SF GFA	14.14	15.45
Home Improvement Superstore	862	1,000 SF GFA	3.52	3.85
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	11.64	12.72
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	15.28	16.70
Shopping Center	820	1,000 SF GLA	7.30	7.98
Supermarket	850	1,000 SF GFA	17.20	18.79
Toy/Children's Superstore	864	1,000 SF GFA	10.19	11.13
Department Store	875	1,000 SF GFA	3.99	4.36
<b>SERVICES</b>				
Walk-In Bank	911	1,000 SF GFA	12.30	12.38
Drive-In Bank	912	Drive-in Lanes	29.83	30.01
Hair Salon	918	1,000 SF GLA	1.72	1.73



# Fee Calculation Examples

*No. of Development Units \* Vehicle-miles per development unit \* Collection Rate (\$ per vehicle-mile) = Collection Fee*

## (1) 258 Units Mid-Rise Apartments | Residential | Outside the loop

258 units \* 1.89 vehicle-miles per dwelling unit  
\* \$850 per vehicle-mile = \$414,477.00

## (2) 10,000 SF Office | Nonresidential | Inside the loop

10 \* 4.27 vehicle-miles per 1,000 SF \* \$1,215  
per vehicle-mile = \$51,880.50

Land Use Category	ITE Land Use Code	Development Unit	Veh-Mi Per Dev-Unit Inside Loop (Service Unit)	Veh-Mi Per Dev-Unit Outside Loop (Service Unit)
<b>RESIDENTIAL</b>				
Single-Family Detached Housing	210	Dwelling Unit	2.87	4.26
Townhomes / Duplexes / Triplexes / 4-Plexes / ADUs	220	Dwelling Unit	1.62	2.41
Mid-Rise Apartments or Condominiums	221	Dwelling Unit	1.28	1.89
High-Rise Apartments or Condominiums	222	Dwelling Unit	1.04	1.55
Mobile Home Park	240	Dwelling Unit	1.33	1.98
Senior Adult Housing-Detached	251	Dwelling Unit	0.87	1.29
Senior Adult Housing-Attached	252	Dwelling Unit	0.75	1.12
Assisted Living	254	Beds	0.75	1.12

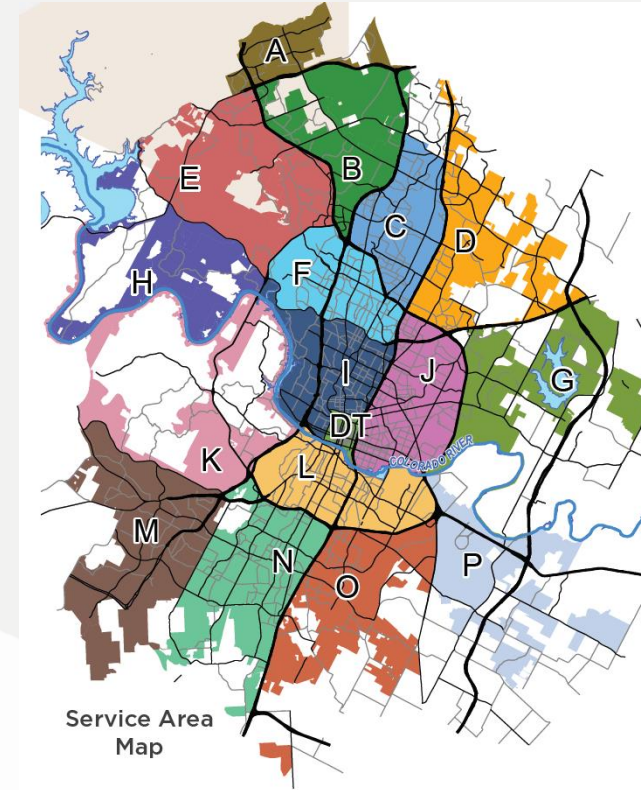
<b>OFFICE</b>				
Corporate Headquarters Building	714	1,000 SF GFA	2.23	2.03
General Office Building	710	1,000 SF GFA	4.27	3.89
Medical-Dental Office Building	720	1,000 SF GFA	12.84	11.69
Single Tenant Office Building	715	1,000 SF GFA	6.34	5.78
Office Park	750	1,000 SF GFA	3.97	3.62

# Ordinance Elements: Collection Rate

- **Impact Fee Advisory Committee** – 50% of the maximum for each Service Area for non-residential land uses and at 35% of the maximum for each Service Area for residential land uses as determined in the study
- **Codes & Ordinances** – phase-in over 5 years
- **Planning Commission** – no recommendation on collection rate; separate fee schedule for downtown and UNO/West Campus area
- **Staff recommendation (FINAL DRAFT)** – 50% of the *citywide* maximum for non-residential land uses (\$1,215 per vehicle-mile) and at 35% of the *citywide* maximum for residential land uses (\$850 per vehicle-mile) as determined in the study
  - Small business exemption: specific non-residential land uses under 1,000 square feet (\$0 collection rate), under 5,000 square feet (\$608/vehicle-mile collection rate)
  - Financial institutions: \$0 collection rate in Service Areas D, G, O and P
  - Grocery stores: \$0 collection rate in Service Areas D, G, O and P

# Maximum Impact Fees & Staff Recommended Collection Rates

- Staff utilized IFAC's percentage but used Citywide values
- 50% of maximum for non-residential uses
  - \$1,215 / vehicle-mile
- 35% of maximum for residential uses
  - \$850 / vehicle-mile
- Simplifies calculation and improves equity



Maximum Fee Scenario					
Land Use	Average	Median	Highest*	Lowest**	Unit
Single Fam	\$ 10,633	\$ 9,449	\$ 24,504	\$ 3,906	DU
Duplex/ADU	\$ 6,013	\$ 5,345	\$ 13,862	\$ 2,205	DU
Restaurant	\$ 41	\$ 36	\$ 86.80	\$ 20.47	s.f.
Office	\$ 11	\$ 9	\$ 22.38	\$ 5.73	s.f.
Retail	\$ 21	\$ 18	\$ 45.90	\$ 9.94	s.f.

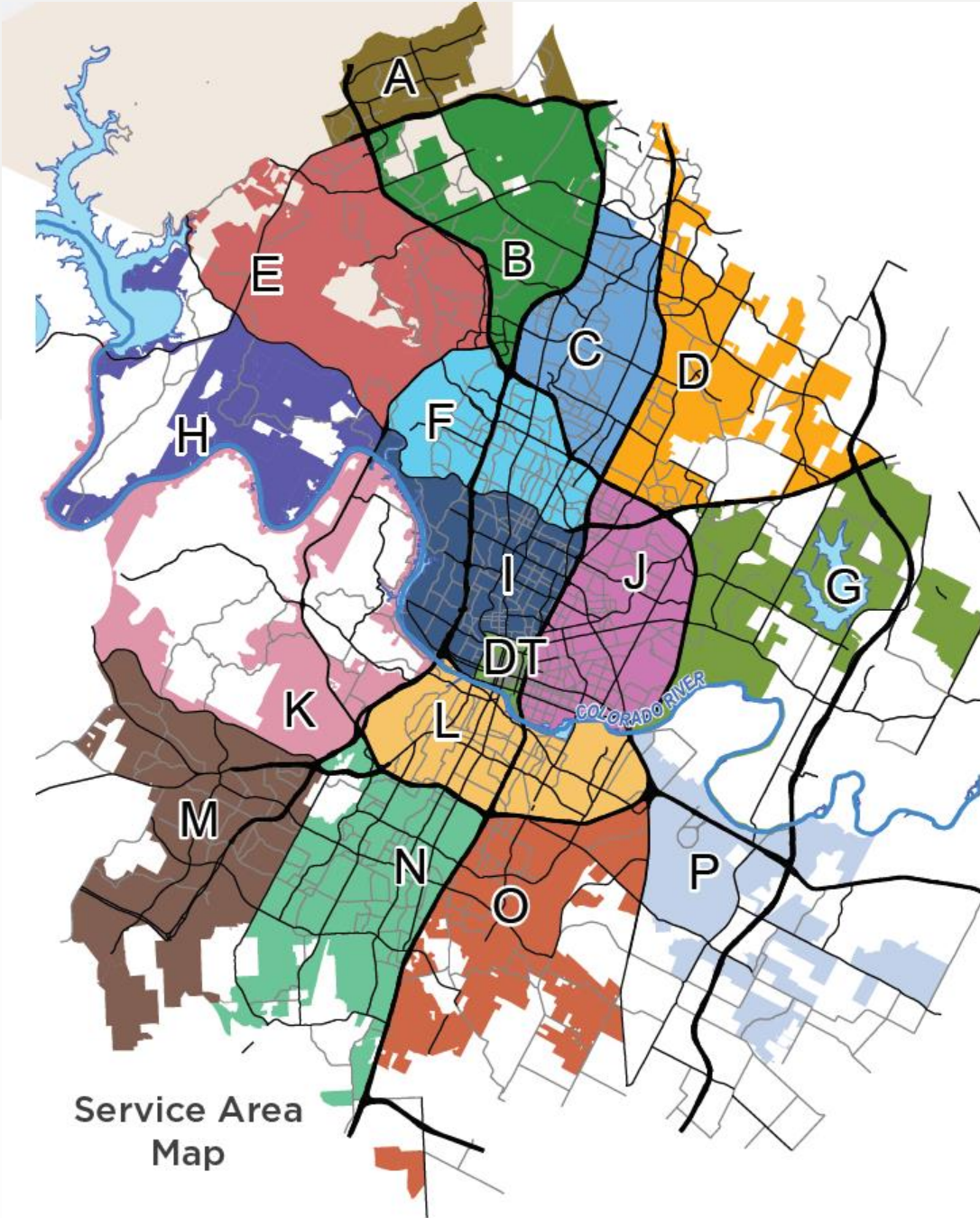
Staff Recommended Rate			
Land Use	Outside Loop	Inside Loop	Unit
Single Fam	\$ 3,621	\$ 2,440	DU
Duplex/ADU	\$ 2,049	\$ 1,377	DU
Restaurant	\$ 14	\$ 14	s.f.
Office	\$ 8	\$ 7	s.f.
Retail	\$ 9	\$ 10	s.f.



# Staff Recommended Collection Rates

Service Area	Single Family (ITE 210)	Townhome / Duplex, ADUs or 1-2 Story Multi-Family (ITE 220)	Mid-Rise Apts & Condos 3-10 Stories (ITE 221)	High-Rise Apts & Condos 11+ Stories (ITE 222)	3,000 s.f. Restaurant (ITE 931)	10,000 sf. Office (ITE 710)	50,000 s.f. Retail (ITE 820)
Outside Loop	\$3,621.00	\$2,048.50	\$1,606.50	\$1,317.50	\$55,003.05	\$47,263.50	\$484,785.00
Inside Loop	\$2,439.50	\$1,377.00	\$1,088.00	\$884.00	\$54,820.80	\$51,880.50	\$443,475.00

Inside Loop means Service Areas entirely contained within the highway boundaries of SH 71, US 183, and SL 360. (F, I,J,L,DT)



# Ordinance Elements: Effective Date

- **Impact Fee Advisory Committee** – recommends effective date is ordinance adoption date; all developments that obtain a building permit within one year of the effective date shall pay no impact fee (1-year grace period)
- **Staff recommendation (FINAL DRAFT)** – IFAC recommendation + an exception for development applications with transportation impact analyses that were approved prior to the adoption date would receive a 3-year grace period

# Ordinance Elements: Offsets

- **Planning Commission** – On-site bicycle facilities or multimodal parking costs are deducted from total fee
- **Staff recommendation (FINAL DRAFT)** – Standalone bicycle and pedestrian improvements are not authorized as offsets per Local Government Code Chp. 395, unless the bicycle or pedestrian facilities are part of a Roadway Capacity Plan project.

*The City may offset the improvements or funding for construction of any system facility included on the roadway capacity plan that is required or agreed to by the City under this section...*

# Ordinance Elements: Reductions

- **Impact Fee Advisory Committee**
  - Up to 20% fee reduction for internal capture
  - Up to 40% reduction based on an approved transportation demand management plan
  - City goals related to affordable housing should be considered when determining if reductions would be granted for qualifying projects
- **Codes & Ordinances** – provide a substantial discount for properties within a ¼ mile of the Transit Priority Network (TPN)
- **EDD staff request** – 100% fee reduction for creative spaces under 20,000 square feet

# Ordinance Elements: Reductions

- **Planning Commission**

- Mobility Reductions: up to 40% reduction for sites within ½ mi of TPN based on reduced parking; up to 60% reduction for sites within ¼ mi of TPN or ½ mi of light rail stations based on reduced parking; 10% reduction if within ½ mi of Bicycle Priority Network
  - Exception: New single family or residential w/ >2 parking spaces per unit are not eligible
  - Alternative calculation: applicant may submit a TIA and be eligible for up to 70% max mobility reduction based on trip reductions
  - Treat downtown and UNO/West Campus as entirely served by bike/transit. Up to 70% reduction based on parking reduction.
- Anti-Displacement Policy: Any site containing existing residential units in active or potential displacement areas (per map to be published by NHCD) are not eligible for mobility reductions
- Affordable Housing: Scale reduction with income levels; scale reduction with affordability periods, reductions only available with on-site and off-site units, remove TDM requirement (i.e. developments with >50% affordable units can receive 100% reduction)
- Fee Exemptions/100% reduction
  - grocery stores in low-income areas not served by grocery stores
  - up to one (1) parking space can be added w/ an ADU if existing structure is preserved



# Ordinance Elements: Reductions

- **Staff Recommendation (DRAFT)**

- Mobility Reductions:

- Internal Capture: up to 20% reduction
    - TDM measures (e.g., transit proximity, reduced parking)
    - Building reuse: 100% reduction for development of an existing occupied building that proposes adding 1,000 square feet or less
    - Infill Units: 100% reduction for existing land uses that add up to three additional dwelling units with no added parking

- Affordable Housing:

- In alignment with Local Government Code § 395.016
    - Applicants who meet requirements may request a 100% reduction for all service units that meet the requirements

# Ordinance Elements: Reductions - REVISED

- Staff Recommendation (FINAL DRAFT)
  - Mobility Reductions:
    - Internal Capture: up to 20% reduction
    - TDM measures (e.g., transit proximity, reduced parking) (see details in table and TCM)
    - ~~Building reuse: 100% reduction for development of an existing occupied building that proposes adding 1,000 square feet or less~~
    - ~~Infill Units: 100% reduction for existing land uses that add up to three additional dwelling units with no added parking~~
    - 100% reduction for development that does not increase net new trips by >10 PM peak hour trips
  - Affordable Housing:
    - In alignment with Local Government Code § 395.016
    - Applicants who meet requirements may request a 100% reduction for all service units that meet the requirements

§ 25-6-667 – MOBILITY RELATED REDUCTIONS.

(A) For new developments with an accepted transportation analysis demonstrating that the internal capture will reduce the number of trips from the trip counts calculated from the adopted LUVMET, the amount of fees will be reduced according to the following table:

Trip Capture	Street Impact Fee Reduction
5% - 9%	5%
10% - 14%	10%
15% - 19%	15%
20% or greater	20%

(B) The amount of street impacts fees may be reduced by up to the maximums shown in the **table below** for any new development that utilizes an accepted transportation demand management plan per the Transportation Criteria Manual as may be amended from time to time.

TDM Category	Service Area DT OR UNO District	Service Areas F, I, J, L, parts of K	All other Service Areas
Transit Proximity	20%	10%	5%
Parking	20%	10%	5%

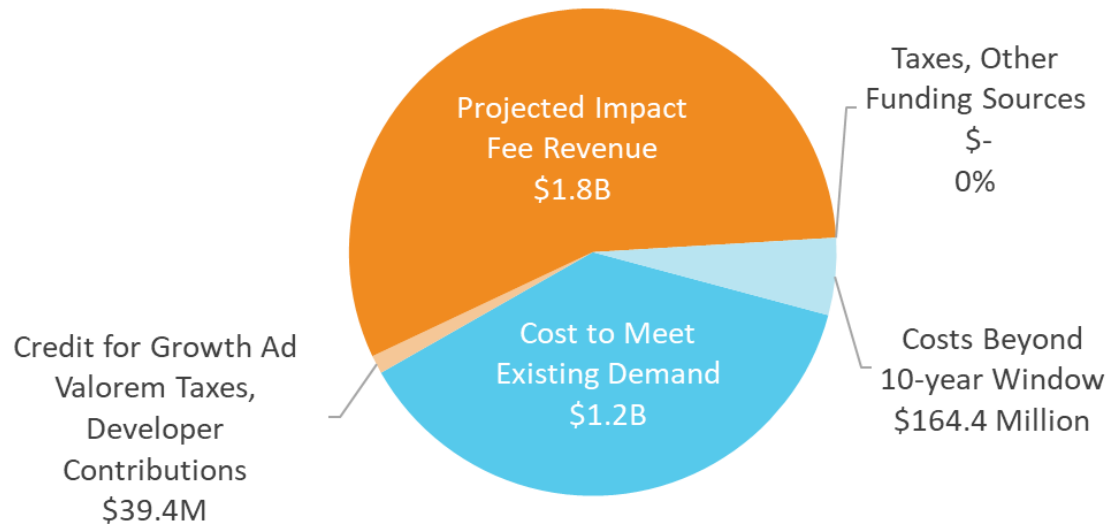
(C) New development that includes an existing land use and does not increase net new trips comparative to the existing land use by more than 10 PM peak hour trips will receive a one-time 100 percent reduction.

# Revenue Projections – IFAC Rec

# RCP Cost Breakdown – Dollars

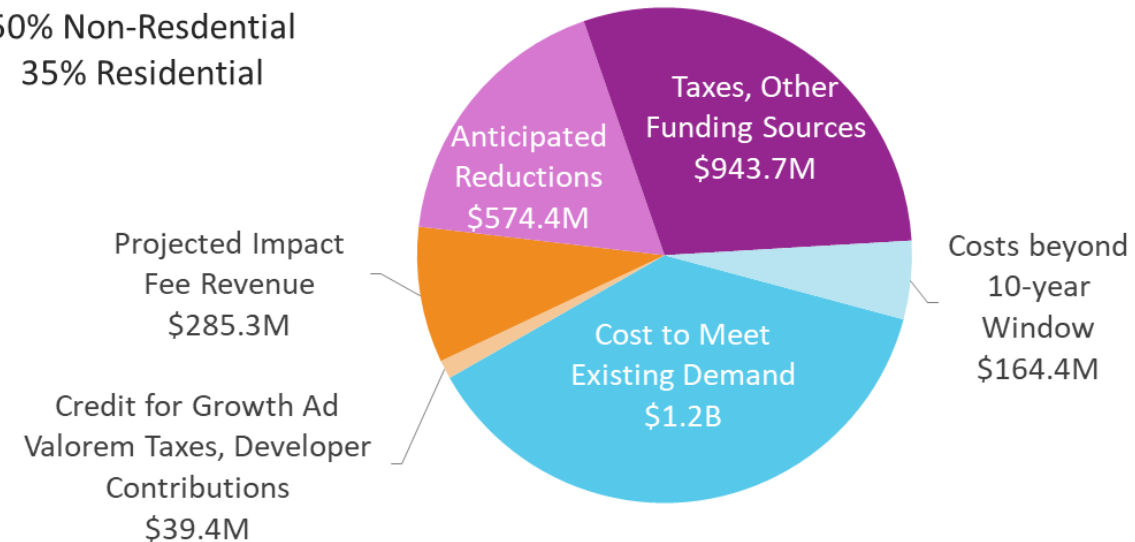
## Maximum Fee

Street Impact Fees in Austin  
\$3.2B - Citywide  
Adopted 100% of Max Fee



## IFAC Collection Rate w/ Estimated Reductions

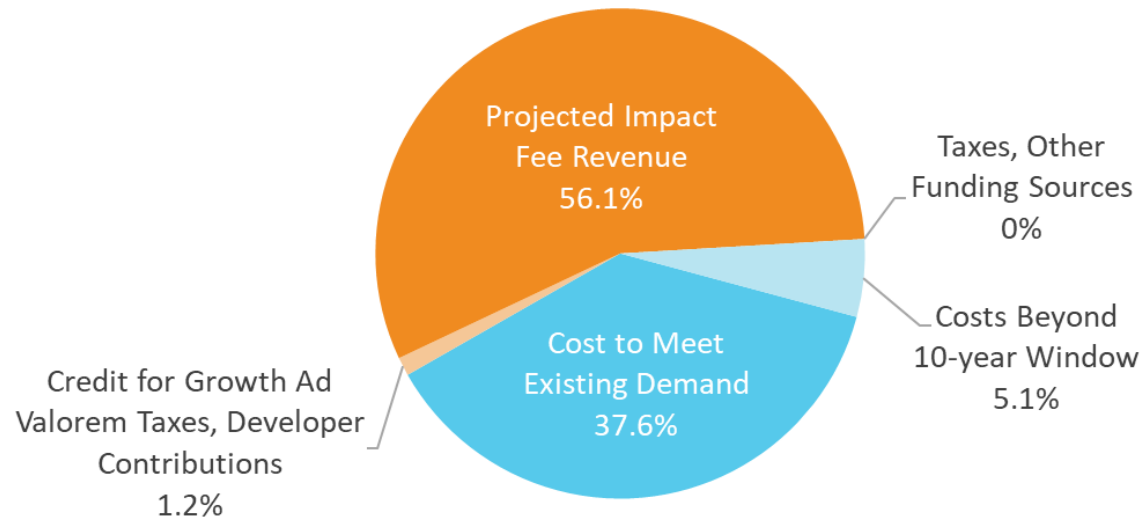
Street Impact Fees in Austin  
\$3.2B - Citywide  
Draft Recommended Rates:  
50% Non-Residential  
35% Residential



# RCP Cost Breakdown – Percent (%)

## Maximum Fee

Street Impact Fees in Austin  
\$3.2B - Citywide  
Adopted 100% of Max Fee



## IFAC Collection Rate w/ Estimated Reductions

Street Impact Fees in Austin  
\$3.2B - Citywide  
Draft Recommended Rates:  
50% Non-Residential  
35% Residential

