

Summary of Proposed Changes

	Description	Type of Change	Current Status/Concern	Proposed Improvement	Advantage
1	25-1-112 Fiscal Security, add a new Subsection (F)	Clarify	Fiscal security is primarily intended for private development. The City has other existing mechanisms in place to accomplish the intent of this section for public projects.	Clarify that a public project is not required to post fiscal security under this title.	Provides clarity for project sponsors, design teams, and Code reviewers.
2	Section 1.2.4. (Exemptions) of City Code Chapter 25-2, amend Subchapter E	Clarify	Public right-of-way is not zoned land.	Clarify that roadway rights-of-way are not subject to zoning and land use rules.	Provides clarity for project sponsors, design teams, and Code reviewers.
3	25-8-211 (Water Quality Control Requirement)	Policy	Current requirements for calculating impervious cover do not allow a credit for removal of existing impervious. Calculations are done on a "site" basis, translation of site to linear projects in the right-of-way needed. A single mobility project may cross multiple watersheds.	Revise procedure for water quality calculations to be determined on a watershed basis rather than for the total mobility project area and to allow for a credit for the removal of existing impervious cover.	Removes barriers to the delivery of critical safety and mobility improvements. Reduces reliance on waivers and variances. Translates code written for commercial development to mobility projects in the right-of-way.
4	25-8-214 (Optional Payment Instead of Structural Controls in Urban Watersheds)	Policy	Roadway projects have limited land area available to provide space for water quality controls within the right-of-way and vacant land is not always available for purchase.	Creates a Public Mobility Projects Structural Control Fund for payment-in-lieu of built improvements in all watersheds of the City except the Barton Springs Zone. The payment shall be based on a formula established by the Council. As funds accumulate, they City can best direct the use of funds for the design and construction of water quality control facilities.	Reduces reliance on waivers and variances by creating an additional tool to deliver projects successfully where otherwise not feasible due to limited available area in the right-of-way. Allows for a more flexible use of funds to address water quality needs in the City.
5	25-8-262 (Critical Water Quality Zone Street Crossings)	Clarify	Current requirements are not clear that rail lines, like roadways, are able to cross critical water quality zones.	Clarify definitions of types of roadways and that railways have the same ability to cross critical water quality zones as roadways.	Provides clarity for project sponsors, design teams, and Code reviewers. Provides consistency of Code application across roadway network and public mobility projects. Supports the ASMP and the Climate Equity Plan, both of which call for significant reductions in single-occupancy vehicle trips, and an increase in active transportation and mass transit use.
6	25-8-341 (Cut Requirements)	Clarify	Current requirements are not clear that rail lines, like roadways, are able to cross critical water quality zones.	Clarify that railways have the same exceptions to cut requirements as roadways. Aligns with clarifications to definitions in 25-8-262 (Critical Water Quality Zone Street Crossings).	Provides clarity for project sponsors, design teams, and Code reviewers. Provides consistency of Code application across roadway network and public mobility projects. Supports the ASMP and the Climate Equity Plan, both of which call for significant reductions in single-occupancy vehicle trips, and an increase in active transportation and mass transit use.
7	25-8-342 (Fill Requirements)	Clarify	Current requirements are not clear that rail lines, like roadways, are able to cross critical water quality zones.	Clarify that railways have the same exceptions to fill requirements as roadways. Aligns with clarifications to definitions in 25-8-262 (Critical Water Quality Zone Street Crossings).	Provides clarity for project sponsors, design teams, and Code reviewers. Provides consistency of Code application across roadway network and public mobility projects. Supports the ASMP and the Climate Equity Plan, both of which call for significant reductions in single-occupancy vehicle trips, and an increase in active transportation and mass transit use.

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8	25-8-372 (Uplands Zone), amend Article 8 (Urban Watershed Requirements)	Clarify	Current language allows for roadways to have 100% maximum impervious cover in Urban Watersheds, but does not explicitly state this.	Clarify that public mobility projects in the right-of-way are allowed 100% maximum impervious cover in the Uplands Zone Urban Watersheds of the City.	Provides clarity for project sponsors, design teams, and Code reviewers. Provides consistency of Code application across roadway network and public mobility projects.
9	25-8-392 (Uplands Zone), amend in Article 9 (Suburban Watershed Requirements)	Policy	Mobility infrastructure by its nature must be impervious and should be allowed sufficient maximum impervious cover in Suburban Watersheds to perform its intended purpose.	Allow 90% maximum impervious cover in the Uplands Zone Suburban Watersheds of the city for public mobility projects in the right-of-way.	Removes barriers to the delivery of critical safety and mobility improvements. Reduces reliance on waivers and variances.
10	25-8-422 (Water Quality Transition Zone), amend Article 10 (Water Supply Suburban Watershed Requirements)	Clarify	Current requirements are not clear that rail lines, like roadways, are able develop in water quality transition zones.	Clarify that streets, rail lines, and public mobility projects have the same exceptions to develop in all water quality transition zones.	Provides clarity for project sponsors, design teams, and Code reviewers. Provides consistency of Code application across roadway network and public mobility projects. Supports the ASMP and the Climate Equity Plan, both of which call for significant reductions in single-occupancy vehicle trips, and an increase in active transportation and mass transit use.
11	25-8-423 (Uplands Zone), amend Article 10 (Water Supply Suburban Watershed Requirements)	Policy	Mobility infrastructure by its nature must be impervious and should be allowed sufficient maximum impervious cover in Water Supply Suburban Watersheds to perform its intended purpose.	Allow 65% maximum impervious cover in the Uplands Zone Water Supply Suburban Watersheds of the City for public mobility projects in the right-of-way, and align with clarifications to definitions in 25-8-262 (Critical Water Quality Zone Street Crossings).	Removes barriers to the delivery of critical safety and mobility improvements. Reduces reliance on waivers and variances.
12	25-8-452 (Water Quality Transition Zone), amend Article 11 (Water Supply Rural Watershed Requirements)	Clarify	Current requirements are not clear that rail lines, like roadways, are able develop in water quality transition zones.	Clarify that streets, rail lines, and public mobility projects have the same exceptions to develop in all water quality transition zones.	Provides clarity for project sponsors, design teams, and Code reviewers. Provides consistency of Code application across roadway network and public mobility projects. Supports the ASMP and the Climate Equity Plan, both of which call for significant reductions in single-occupancy vehicle trips, and an increase in active transportation and mass transit use.
13	25-8-453 (Uplands Zone), amend Article 11 (Water Supply Rural Watershed Requirements)	Policy	Mobility infrastructure by its nature must be impervious and should be allowed sufficient maximum impervious cover in Water Supply Rural Watersheds to perform its intended purpose.	Allow 55% maximum impervious cover in the Uplands Zone Water Supply Rural Watersheds of the City for public mobility projects in the right-of-way, and align with clarifications to definitions in 25-8-262 (Critical Water Quality Zone Street Crossings).	Removes barriers to the delivery of critical safety and mobility improvements. Reduces reliance on waivers and variances.