



TRANSPORTATION MITIGATION PRACTICES & POLICIES

CITY COUNCIL WORK SESSION BRIEFING

February 14, 2017

Austin Transportation Department
& Development Services Department



Agenda

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- Background & Purpose
- Transportation Code Amendment
- Rough Proportionality & Pro Rata
- Mitigation Examples
- Stakeholder Concerns
- Discussion/Questions

Background & Purpose

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□ Why Are We Here?

- ▣ City's existing Land Development Code is out of date
- ▣ Smaller-scale developments do not require transportation mitigation
- ▣ Rough proportionality is practiced but not codified

□ What Are We Proposing?

- ▣ Formalize, clarify, and define code changes
- ▣ Improve consistency and predictability
- ▣ Changes that will bridge to long-term improvements

Process History

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- Initiated by Planning Commission (10/13/15)
- Planning Commission/Zoning and Platting Commission (3/29/16)
- Mobility Committee (4/6/16)
- Austin Contractors and Engineers Symposium (4/14/16)
- Planning Commission Codes & Ordinances (4/19/16)
- Stakeholders' meeting (5/9/16)
- Consultants' meeting (5/31/16)
- Planning Commission/Zoning and Platting Commission (11/29/16)
- Public Forum (12/9/16)
- Urban Transportation Commission (1/10/17)

Transportation Code Amendments

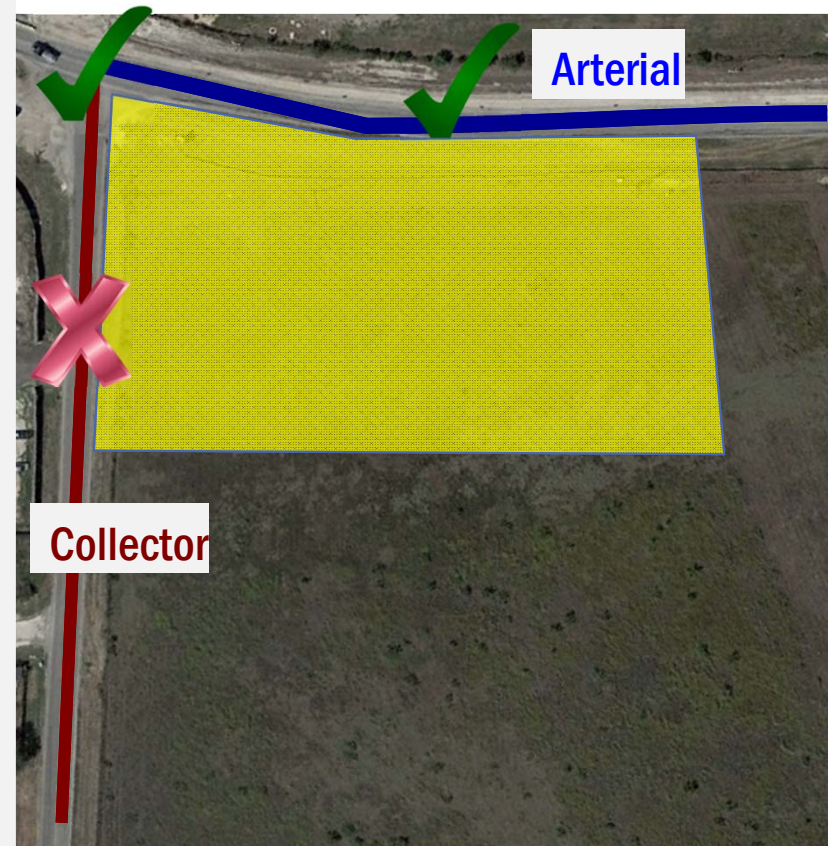
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- Address transportation improvements required as a condition to development approval
 - ▣ **Formalize the City's process** for making “proportionality determinations” whenever an applicant is required to construct, fund, or dedicate offsite transportation improvements
 - ▣ **Clarify the process** for reserving right-of-way
 - ▣ **Better define the type of improvements** that may be required, including the “border street” policy

Transportation Impacts: Current Standard Practice

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- **Border Street Policy**
 - ▣ Require right-of-way (ROW)
 - ▣ Require partial street construction per Austin Metropolitan Area Transportation Plan (AMATP)
- **Traffic Impact Mitigation**
 - ▣ Traffic Impact Analysis (TIA) or Neighborhood Traffic Analysis (NTA)
 - ▣ Intersection improvements, turn lanes, signals, etc.
 - ▣ Pro-rata share for development-generated traffic



Use of Rough Proportionality

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- What Is It?
 - ▣ State mandate that transportation improvements are fair and appropriate (“fair share”)
 - ▣ Calculation spreadsheet tool to provide legal maximum
- What Applies?
 - ▣ Requirements, not design standards
 - ▣ Condition of approval
- How Is It Determined?
 - ▣ Compare the peak hour **demand created** by development to the **supply required** by City
 - ▣ Same approach to HB 1835 as ~30 other TX cities

Use of Pro Rata

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- What Is It?
 - ▣ Portion of development traffic added to network
 - ▣ Historical practice produced lower dollar figures for improvements
- What Is New?
 - ▣ Percentage of development traffic to critical movement applied to improvement costs (“fair cost”)
 - ▣ Pro rata for separate movements combined to construct most needed improvements
 - ▣ Pro rata contribution may be exceeded for clear safety risks, substantial congestion, or right-of-way dedication

Transportation Code Amendments

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- Address transportation improvements required as a condition to development approval
 - ▣ **Authorize the City** to obtain certain offsite improvements for smaller scale developments
 - ▣ Authorize the Austin Transportation Department to **adopt administrative guidelines** regarding the method for determining a development's overall impacts on the transportation system

Mitigation Options: No TIA or NTA

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- Director may currently require mitigation for development without a Traffic Impact Analysis (TIA) or Neighborhood Traffic Analysis (NTA)
 - ▣ Existing code is unclear
 - ▣ Proposed code clarifies where and what can be required
- Required system improvements may not be further than from the proposed development than:
 - ▣ One-quarter mile; or
 - ▣ Three-fourths of a mile, for an improvement required to provide access between the proposed development and a school, bus stop, public space, or major street

Uncaptured Mitigation: Without TIA or NTA

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200 Single-Family Houses: \$669K



300 Multi-Family Units: \$623K



170K Sq Ft Office: \$936K



15K Sq Ft Shopping Center: \$378K



4K Sq Ft Fast Food: \$222K



12-Pump Gas & Market: \$243K

Mitigation Options: Without TIA or NTA

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Mitigation Options: Without TIA or NTA

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- Right-of-way dedication
- Other measures previously identified by staff through administrative programs

Mitigation Options: Without TIA or NTA

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□ Review Process

- Development determined to generate $< 2,000$ daily trips
- Staff Review Team determines improvements based on
 - Transportation plans and engineering studies
 - Expert knowledge of network operations
 - Professional engineering judgment
 - Checked for rough proportionality and nexus

□ Location and Type of Improvements

- List of publicly available references
- Focused adjacent to site

Traffic Impact Review Processes

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□ Current Process for Projects Requiring TIA



□ Proposed Process for Projects Not Requiring TIA



Mitigation Example: Without TIA or NTA

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□ General Office Building

- ▣ 170,000 square feet (expected to generate 1,965 daily trips)
- ▣ No TIA is required due to size ($< 2,000$ daily trips)
- ▣ Site will generate pedestrian crossings on boundary streets

□ Assessment by Staff Review Team

- ▣ Pedestrian Hybrid Beacon on Major Boundary Street
 - Will provide safer crossing to bus stop
 - Adjacent to development; applicant is expected to fund and construct
- ▣ Pedestrian Refuge Island on Minor Boundary Street
 - Will provide safer crossing to shopping center
 - Adjacent to development; applicant is expected to fund and construct

Mitigation Example: Without TIA or NTA

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Mitigation Example: Without TIA or NTA

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- Improvements Checked for Rough Proportionality
 - ▣ Roughly proportionate demand to network calculated as \$936K (legal maximum)
 - ▣ Improvements for development estimated as \$100K
 - ▣ Required improvements do not exceed legal maximum
- Improvements Checked for Nexus
 - ▣ Pedestrian demand exists prior to development
 - ▣ Development expected to increase demand
 - ▣ Improvements have nexus to development

Mitigation Example: With TIA or NTA

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- Project Overview

- ▣ 650,000 square feet of office building
- ▣ 18,000 daily trips
- ▣ 9 study intersections up to 1.5 miles from site
- ▣ Includes City and TxDOT streets

- Mitigation Identified in TIA

- ▣ Additional turn lanes
- ▣ Traffic signal retiming
- ▣ New traffic signals

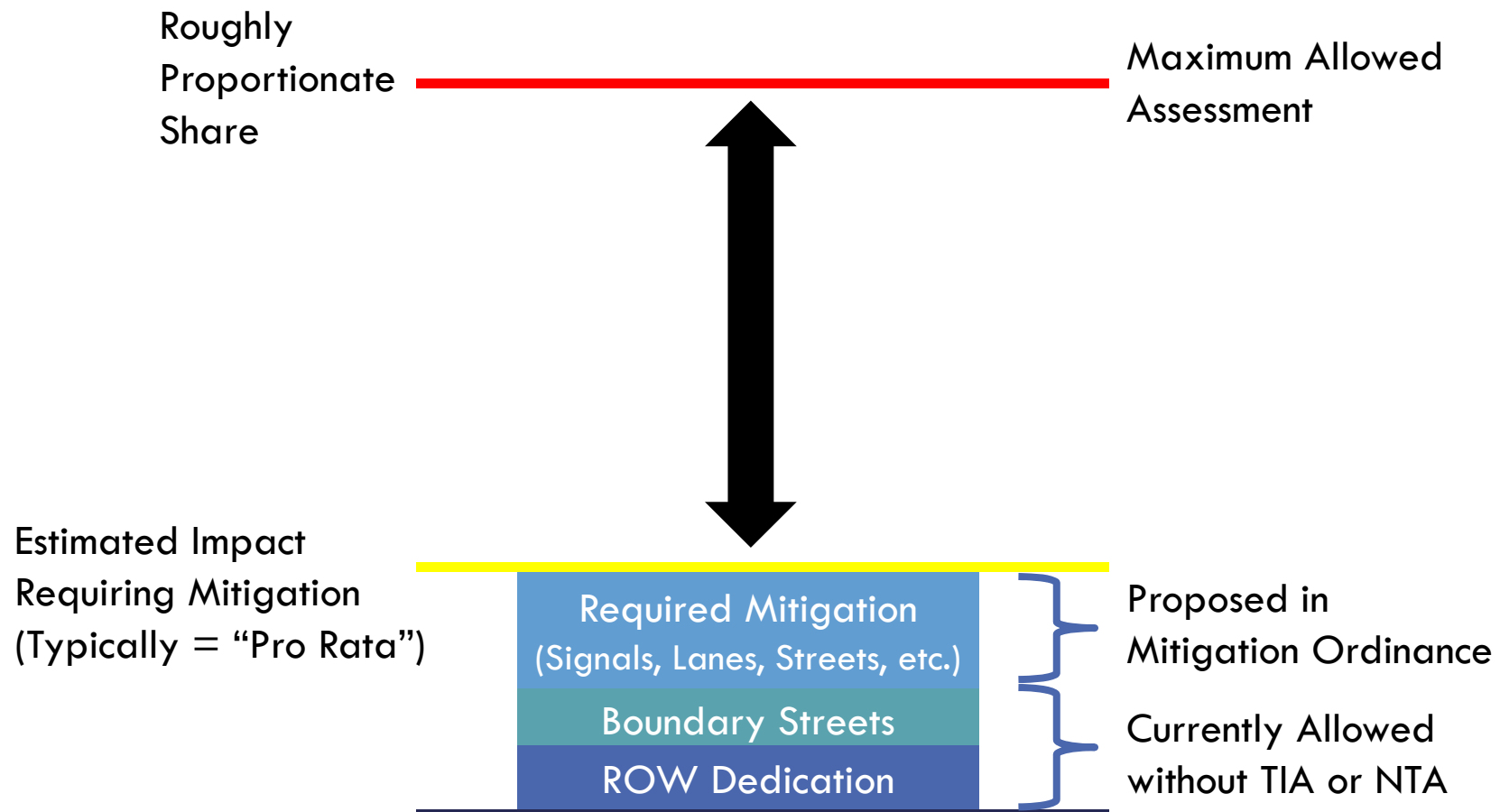
Mitigation Example: With TIA or NTA

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- Determination of Adequate Mitigation
 - ▣ Combine pro rata costs to install critical improvements
 - ▣ Design, fund, and construct site improvements
 - New traffic signal at main project driveway
 - ▣ Fund system improvements
 - New lanes and signal improvements at MoPac Frontage Roads
 - New lanes and signal improvements at Braker Lane/Burnet Road
 - ▣ Transportation Demand Management Plan
- Financial Impacts and Contribution
 - ▣ Cumulative Pro Rata = \$470K
 - ▣ Rough Proportionality = \$1.5M

Rough Proportionality vs. Pro Rata

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Stakeholder Concerns: Issues & Responses

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- Impact to Affordability and Development
 - ▣ Better reflective of cost of infrastructure
- Predictability of Development Costs
 - ▣ Rough proportionality provides legal maximum
 - ▣ Pro rata guides expected amount of contribution
 - ▣ Site versus system improvements guide construction
 - ▣ Improvements in-lieu of TIA focused near site
 - ▣ Plans, programs, and worksheet publically available
- Predictability of Review Process
 - ▣ TIA guidelines issued
 - ▣ Staff Review Team holds regular meetings
- LDC 25-6-141

Next Steps

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□ CodeNext

- ▣ Further code revisions based on national best practice
- ▣ Informed by outside review of code

□ Impact Fee Ordinance

- ▣ Determine the proportional share for all future development
- ▣ Reference capital improvement plan
- ▣ TIAs can still be required
- ▣ Must credit a developer's impact fee for construction of off-site improvements
- ▣ Stakeholder meetings and technical analysis in 2017
- ▣ Adoption of plan and fees in 2018

Anticipated Council Ask for March 2, 2017

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- Adopt Transportation Mitigation Ordinance
 - ▣ Updates and clarifies City's existing Land Development Code
 - ▣ Requires transportation mitigation for smaller-scale developments
 - ▣ Codifies Rough Proportionality
- Desired Outcomes
 - ▣ Clarify code for developers and staff
 - ▣ Improve consistency with implementing review process
 - ▣ Improve predictability with review process timeline and developer costs

Questions

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