

# AGENDA



## Recommendation for Council Action

### AUSTIN CITY COUNCIL

Regular Meeting: October 19, 2017

Item Number: **050**

### Public Hearing and Possible Action

Conduct a public hearing and approve a resolution designating service areas and land use assumptions for street impact fees as required by Chapter 395 of Texas Local Government Code.

<b>Fiscal Note</b>	There is no financial impact to this item. A fiscal note is not required
<b>For More Information</b>	Robert Spillar, 512-974-2488; Annick Beaudet, 512-974-7959; Liane Miller, 512-974-7922; Gilda Powers, 512-974-7092.
<b>Council Committee, Boards and Commission Action</b>	April 25, 2017, reviewed by the Impact Fee Advisory Committee. July 25, 2017, approved by the Impact Fee Advisory Committee on a 6/0/1 vote with Committee Member Dailey absent. October 10, 2017, will be reviewed by the Urban Transportation Commission.
<b>Client Department(s)</b>	Transportation

### Additional Backup Information:

In the FY 2015-16 Operating Budget, Council approved funding for the Austin Transportation Department to secure a consultant to conduct the technical analysis required to develop a Street Impact Fee. On June 9, 2016, Council authorized negotiation and execution of a professional services agreement with Kimley-Horn and Associates, Inc. The agreement was executed on August 17, 2016 for

\$1,172,949.68.

Impact fees are authorized under Chapter 395 of the Texas Local Government Code. Impact fees are one-time charges imposed by a city to a new development for a portion of the costs related to specific capital improvement projects or facility expansions necessitated by an attributable to that new development. In Texas, impact fees are limited to water, sewer, streets, and drainage.

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 (Service Area). 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.

For roadway facilities, a Service Area is a sector within the city limits and cannot exceed six miles. Street Impact Fees collected in a Service Area can only be used to pay for capital improvements specified in the Roadway Capacity Plan. The Roadway Capacity Plan will be brought before Council in 2018 for approval before calculation of the maximum assessable impact fee in each Service Area.