



**EQUITABLE.
PREDICTABLE.
TRANSPARENT.**



Street Impact Fees



Impact Fee Advisory Committee: 4-14-2020
Austin Transportation Department

Overview

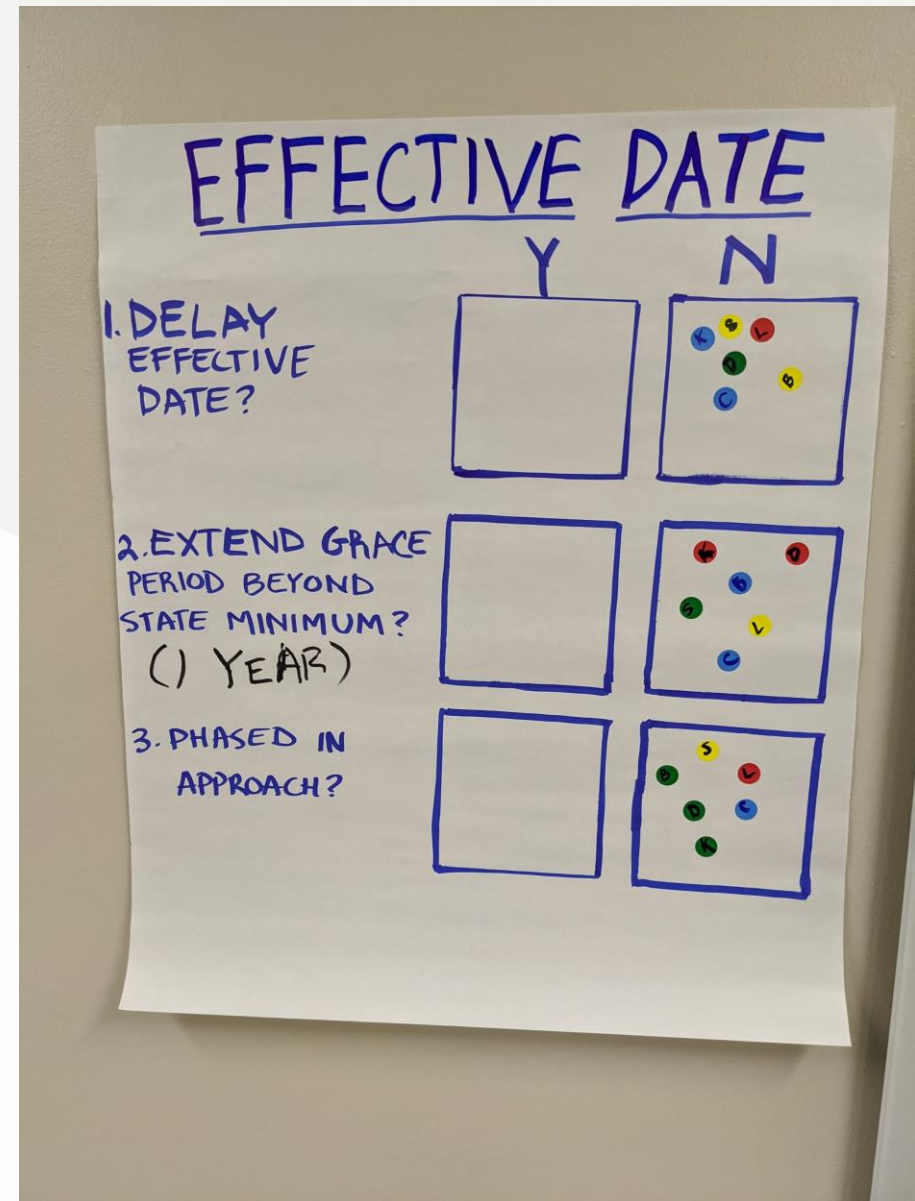
- Item 2a – Presentation of Policy Options
 - Recap of March 4, 2020 Meeting
- Item 2b – IFAC discussion and approval of comments on recommended policy (or policy options)
 - Activities
 - Effective Date (revisit)
 - Effective Rate (finish)
 - Reductions
 - Approval of comments
- Item 2c – Future meeting schedule

Item 2a – Presentation of Policy Options

Recap March 4, 2020 IFAC Meeting

Effective Date

- Effective Date should be date ordinance is adopted (unless staff or Council deems otherwise for administrative reasons)
- Grace period should remain 1 year
 - *Clarification from 3/4/2020 meeting – grace period is *only for properties platted prior to effective date of ordinance pulling building permit in grace period*
- Not in favor of phased-in approach



Effective Rate – Options discussed at March 4 meeting

- Different rates inside and outside “the loop”?
- Should there be a flat rate?*
- Should there be a flat percentage?
 - If yes, should there be a cap on effective rate (\$ amount)?
- Different rates for residential and non-residential?
 - If yes, what how should they compare (as %)?

Effective Rate (Results from 3/4/2020)

	Y	N
1. SHOULD THERE BE DIFFERENT RATES INSIDE AND OUTSIDE THE LOOP?	S B K L	D C
2. SHOULD THERE BE A FLAT RATE?		S B K C D
3. SHOULD THERE BE A FLAT PERCENTAGE?	K B S C D L	
4. SHOULD THERE BE A CAP ON THE EFFECTIVE RATE?	D B S C E	K G
5. SHOULD THERE BE DIFFERENT RATES FOR RESIDENTIAL AND NON-RESIDENTIAL LAND USES?	B K S C C D	

6. IF YES, HOW SHOULD NON-RESIDENTIAL COMPARE TO RESIDENTIAL?

← LESS THAN RESIDENTIAL EQUAL TO RESIDENTIAL GREATER THAN RESIDENTIAL →

20% 50% 60% 100%

7. PLACE LOW/HIGH ENDS ON THE RANGE FOR SINGLE-FAMILY HOUSING.

\$0 \$5K \$10K \$15K \$20K

8. PLACE LOW/HIGH ENDS ON THE RANGE FOR DUPLEX/TOWNHOUSE/APARTMENT.

\$0 \$3K \$6K \$9K

Collected Fees Options

Option #	Collection Option	Description
1	Flat Percentage, with Cap on Rate, with Residential at lower %	This option reflects a flat percentage (50% of maximum). Residential is decreased to be 30% lower than non-residential. Cap on rate per vehicle-mile is based on average residential \$ per veh-mi inside the loop, including residential reduction (\$947 per vehicle-mile).
2	Flat \$ per veh-mi (trip length varies inside / outside), no cap and Residential at lower %	This option reflects a flat fee per vehicle-mile of \$1,215 (50% of average \$ per veh-mi citywide). Residential is decreased to be 30% lower than non-residential (\$850.50 / veh-mi).

Effective Date Notes (3/4 IFAC):

- Set effective date as ordinance adoption date
- One rate – no phasing
- No grace period extension for platted properties

Reductions Notes:

- (Discuss Today)

Comparison of Options

Maximum Fee Scenario			
Land Use	Average	Median	Unit
Single Fam	\$ 10,633	\$ 9,449	DU
Duplex	\$ 6,013	\$ 5,345	DU
Restaurant	\$ 41	\$ 36	s.f.
Office	\$ 11	\$ 9	s.f.
Retail	\$ 21	\$ 18	s.f.

Option 1 - 50% Maximum, capped				
Land Use	Average	Median	Highest	Unit
Single Fam	\$ 2,991	\$ 3,045	\$ 4,034	DU
Duplex	\$ 1,691	\$ 1,723	\$ 2,282	DU
Restaurant	\$ 14	\$ 14	\$ 18.95	s.f.
Office	\$ 4	\$ 4	\$ 5.38	s.f.
Retail	\$ 7	\$ 8	\$ 9.64	s.f.

Option 2- Flat \$ per Vehicle Mile				
Land Use	Average	Median	Highest	Unit
Single Fam	\$ 3,275	\$ 3,623	\$ 3,623	DU
Duplex	\$ 1,852	\$ 2,050	\$ 2,050	DU
Restaurant	\$ 18	\$ 18	\$ 18.33	s.f.
Office	\$ 5	\$ 5	\$ 5.19	s.f.
Retail	\$ 9	\$ 10	\$ 9.70	s.f.

Service Area	SA A			SA B			SA C		
Council Districts	6			6, 7			4, 7		
In/Out Loop?	Outside			Outside			Outside		
Maximum per Service Unit	\$1,472.37			\$4,478.77			\$3,642.10		
Collection Rate Option	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2
Single Family (ITE 210)	\$ 6,272	\$ 2,195	\$ 3,623	\$ 19,080	\$ 4,034	\$ 3,623	\$ 15,515	\$ 4,034	\$ 3,623
Townhomes / Duplexes / ADU's (ITE 220)	\$ 3,548	\$ 1,242	\$ 2,050	\$ 10,794	\$ 2,282	\$ 2,050	\$ 8,777	\$ 2,282	\$ 2,050
3,000 s.f. Restaurant	\$ 66,654	\$ 33,327	\$ 55,003	\$ 202,754	\$ 42,866	\$ 55,003	\$ 164,878	\$ 42,866	\$ 55,003
10,000 s.f. Office	\$ 57,275	\$ 28,638	\$ 47,264	\$ 174,224	\$ 36,834	\$ 47,264	\$ 141,678	\$ 36,834	\$ 47,264
50,000 s.f. Retail	\$ 587,476	\$ 293,740	\$ 484,785	\$ 1,787,029	\$ 377,808	\$ 484,785	\$ 1,453,198	\$ 377,808	\$ 484,785

Service Area	SA D			SA E			SA F		
Council Districts	1, 4, 7			6, 10			4, 7, 10		
In/Out Loop?	Outside			Outside			Inside		
Maximum per Service Unit	\$2,217.98			\$2,042.53			\$1,604.20		
Collection Rate Option	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2
Single Family (ITE 210)	\$ 9,449	\$ 3,307	\$ 3,623	\$ 8,701	\$ 3,045	\$ 3,623	\$ 4,604	\$ 1,611	\$ 2,441
Townhomes / Duplexes / ADU's (ITE 220)	\$ 5,345	\$ 1,871	\$ 2,050	\$ 4,922	\$ 1,723	\$ 2,050	\$ 2,599	\$ 910	\$ 1,378
3,000 s.f. Restaurant	\$ 100,408	\$ 50,204	\$ 55,003	\$ 92,465	\$ 46,233	\$ 55,003	\$ 72,382	\$ 36,191	\$ 54,821
10,000 s.f. Office	\$ 86,279	\$ 43,140	\$ 47,264	\$ 79,454	\$ 39,727	\$ 47,264	\$ 68,499	\$ 34,250	\$ 51,881
50,000 s.f. Retail	\$ 884,974	\$ 442,487	\$ 484,785	\$ 814,969	\$ 407,487	\$ 484,785	\$ 585,533	\$ 292,767	\$ 443,475

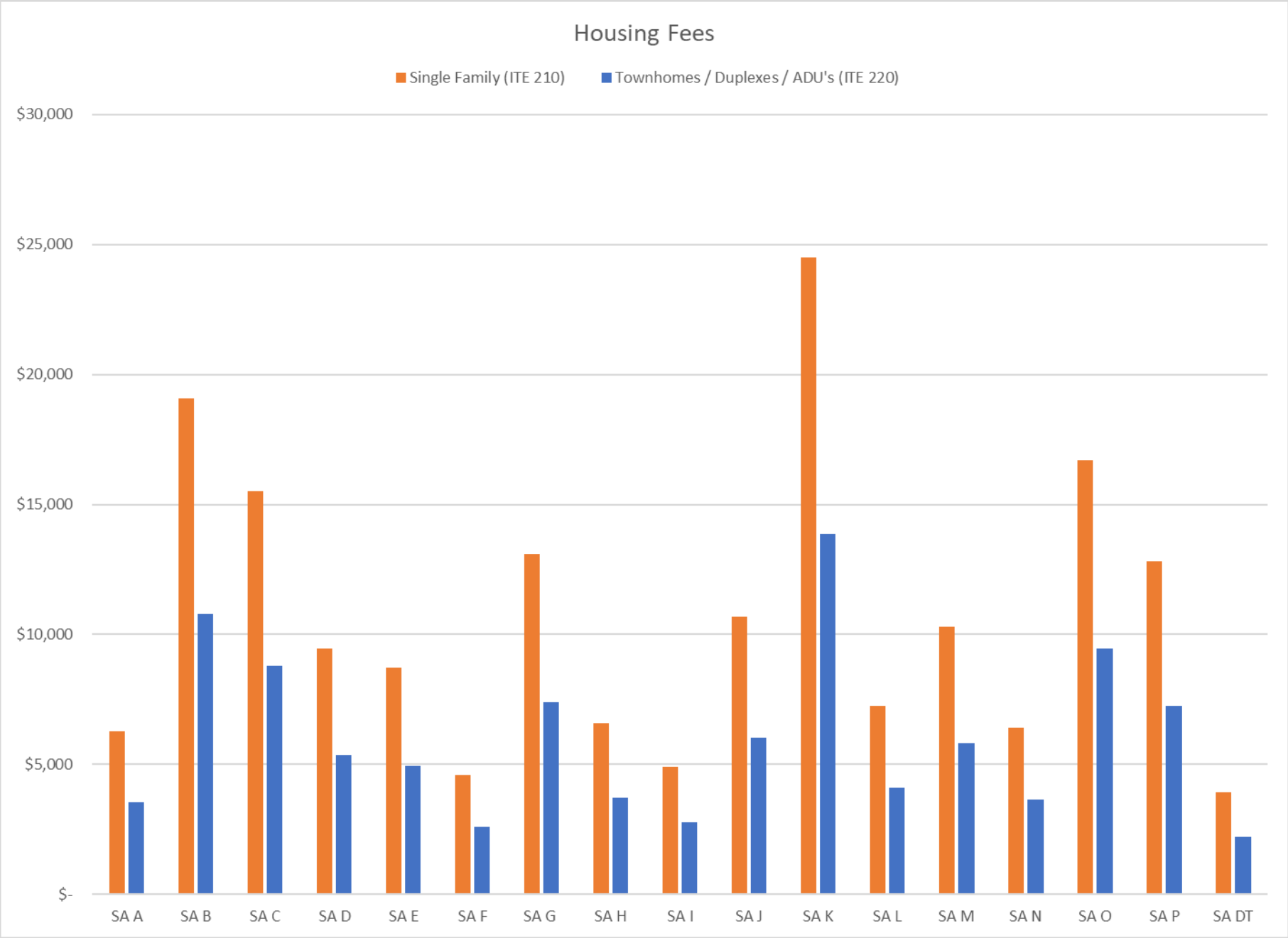
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Council Districts	1, 2, 3			6, 10			1, 4, 7, 9, 10		
In/Out Loop?	Outside			Outside			Inside		
Maximum per Service Unit	\$3,071.29			\$1,543.10			\$1,711.59		
Collection Rate Option	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2
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Townhomes / Duplexes / ADU's (ITE 220)	\$ 7,402	\$ 2,282	\$ 2,050	\$ 3,719	\$ 1,302	\$ 2,050	\$ 2,773	\$ 970	\$ 1,378
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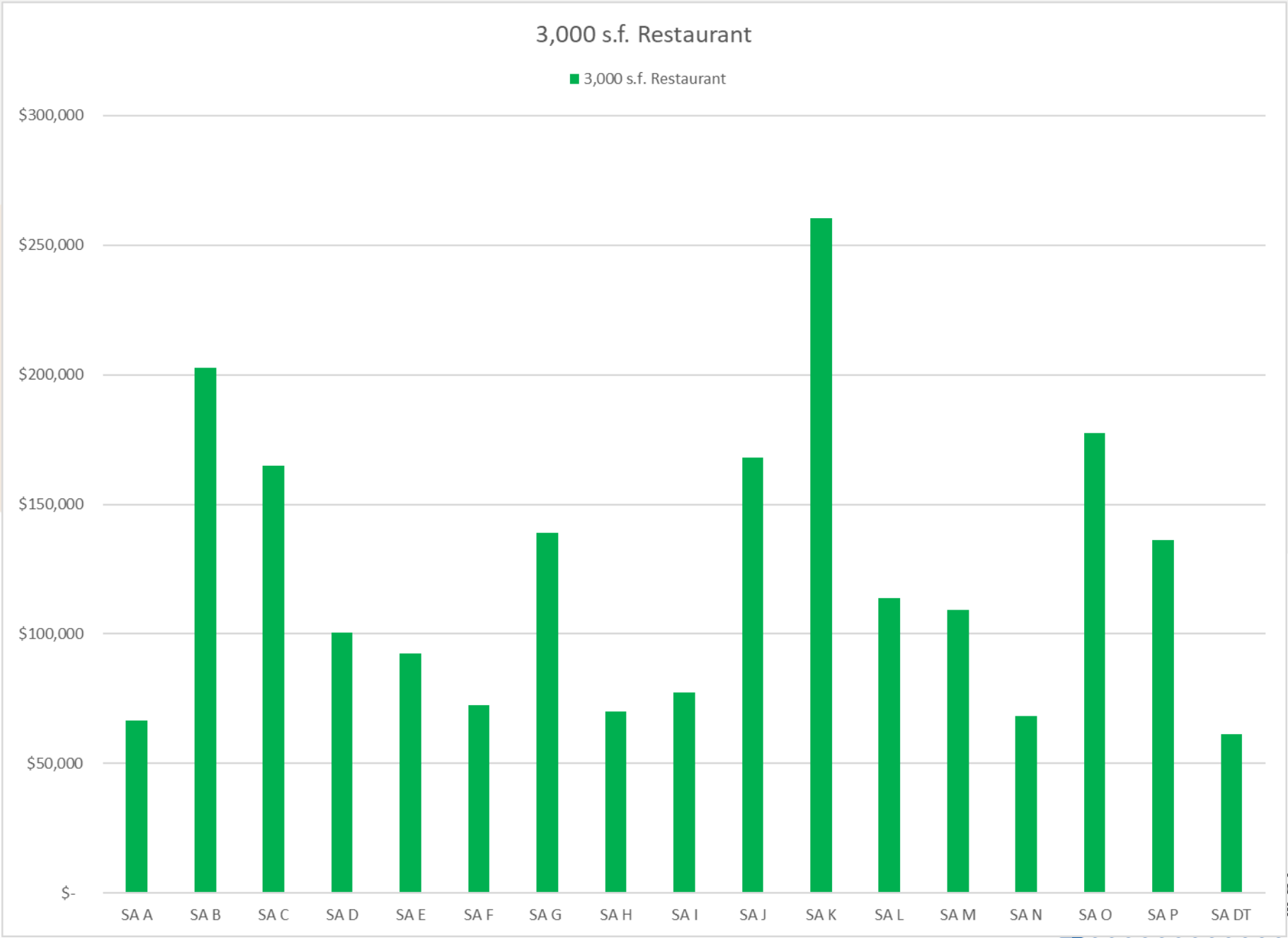
Service Area	SA J			SA K			SA L		
Council Districts	1, 3, 4, 9			8, 10			3, 5, 8, 9		
In/Out Loop?	Inside			Outside			Inside		
Maximum per Service Unit	\$3,723.84			\$5,751.76			\$2,519.60		
Collection Rate Option	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2
Single Family (ITE 210)	\$ 10,687	\$ 2,718	\$ 2,441	\$ 24,502	\$ 4,034	\$ 3,623	\$ 7,231	\$ 2,531	\$ 2,441
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3,000 s.f. Restaurant	\$ 168,020	\$ 42,725	\$ 54,821	\$ 260,382	\$ 42,866	\$ 55,003	\$ 113,684	\$ 56,842	\$ 54,821
10,000 s.f. Office	\$ 159,008	\$ 40,433	\$ 51,881	\$ 223,743	\$ 36,834	\$ 47,264	\$ 107,587	\$ 53,793	\$ 51,881
50,000 s.f. Retail	\$ 1,359,202	\$ 345,623	\$ 443,475	\$ 2,294,952	\$ 377,808	\$ 484,785	\$ 919,654	\$ 459,827	\$ 443,475

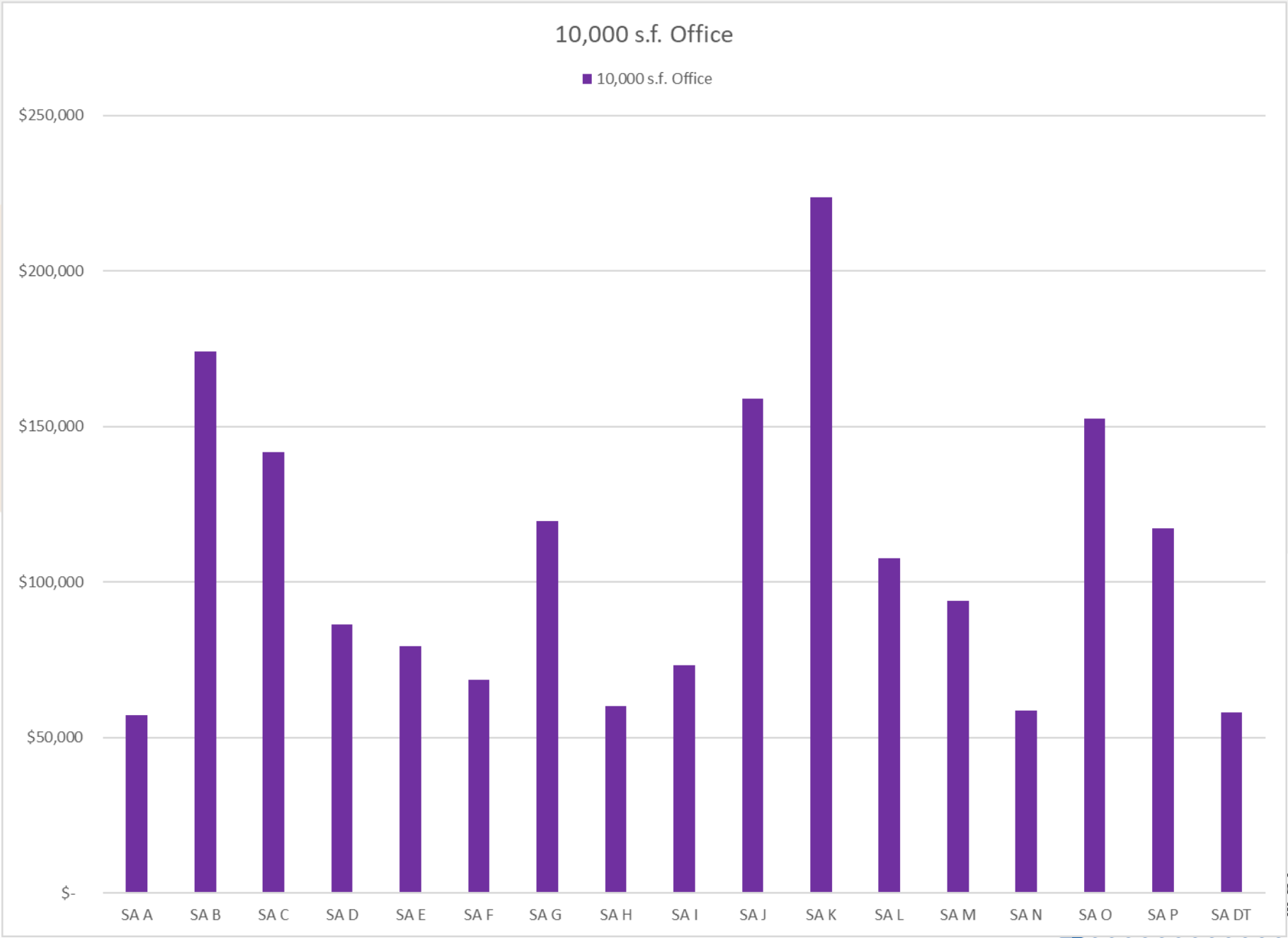
Service Area	SA M			SA N			SA O		
Council Districts	8			2, 3, 5, 8			2, 5		
In/Out Loop?	Outside			Outside			Outside		
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Collection Rate Option	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2	Maximum	Option 1	Option 2
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Townhomes / Duplexes / ADU's (ITE 220)	\$ 5,820	\$ 2,037	\$ 2,050	\$ 3,632	\$ 1,271	\$ 2,050	\$ 9,449	\$ 2,282	\$ 2,050
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10,000 s.f. Office	\$ 93,938	\$ 46,969	\$ 47,264	\$ 58,620	\$ 29,310	\$ 47,264	\$ 152,516	\$ 36,834	\$ 47,264
50,000 s.f. Retail	\$ 963,529	\$ 481,765	\$ 484,785	\$ 601,269	\$ 300,635	\$ 484,785	\$ 1,564,363	\$ 377,808	\$ 484,785

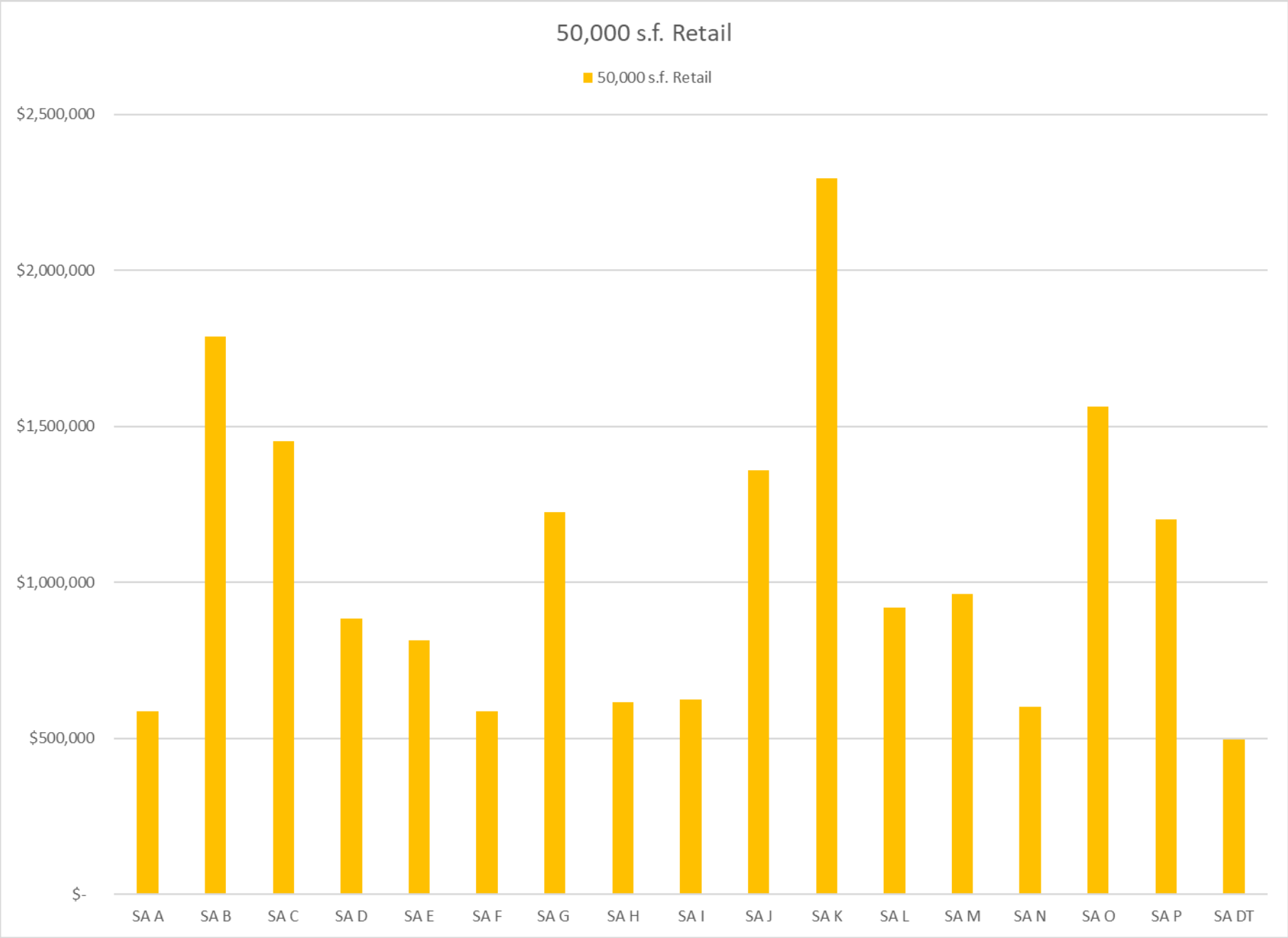
Service Area	SA P			SA DT		
Council Districts	2, 3			1, 9		
In/Out Loop?	Outside			Inside		
Maximum per Service Unit	\$3,011.48			\$1,361.36		
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10,000 s.f. Office	\$ 117,147	\$ 36,834	\$ 47,264	\$ 58,130	\$ 29,065	\$ 51,881
50,000 s.f. Retail	\$ 1,201,581	\$ 377,808	\$ 484,785	\$ 496,896	\$ 248,448	\$ 443,475

Maximums







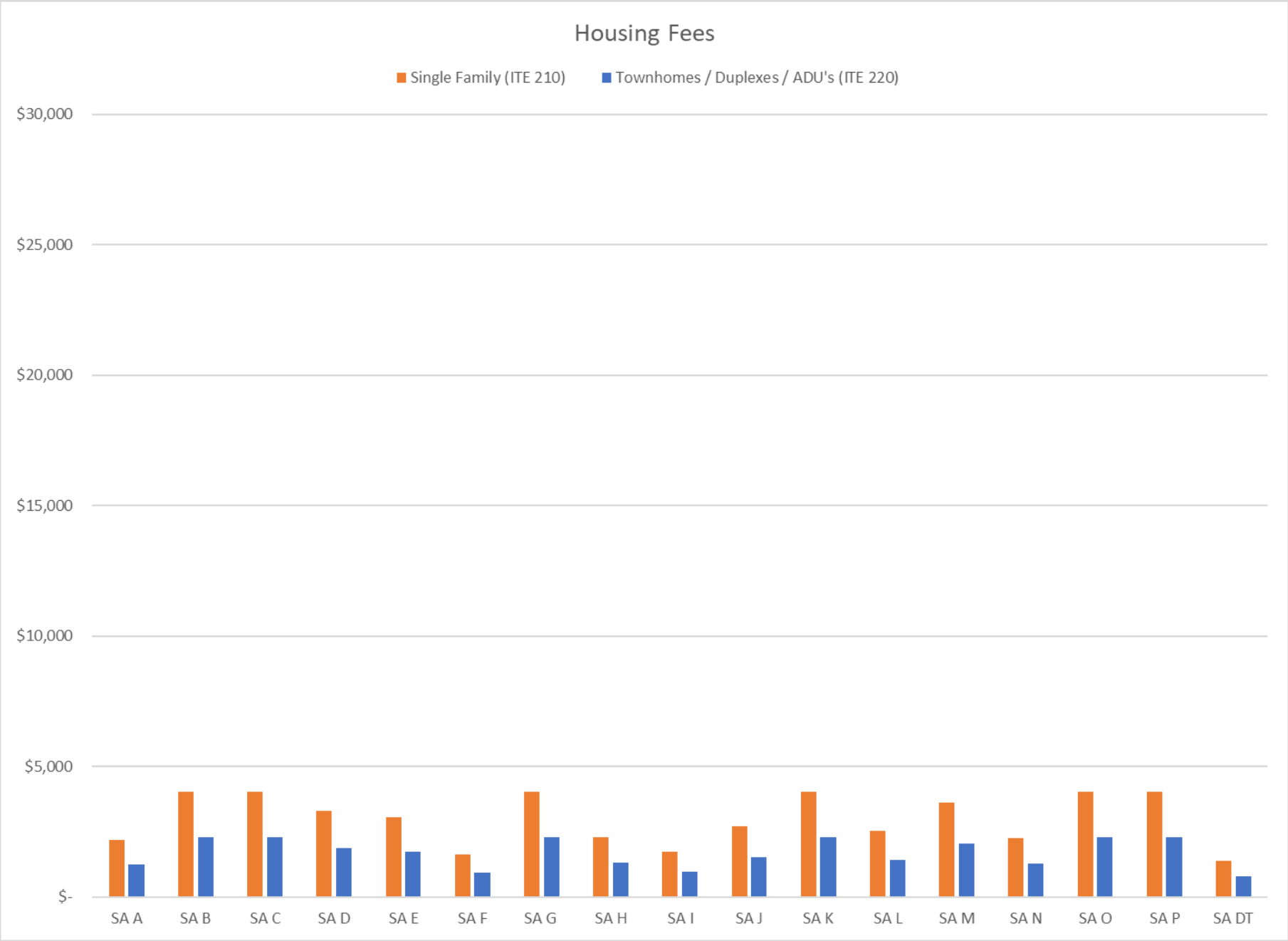


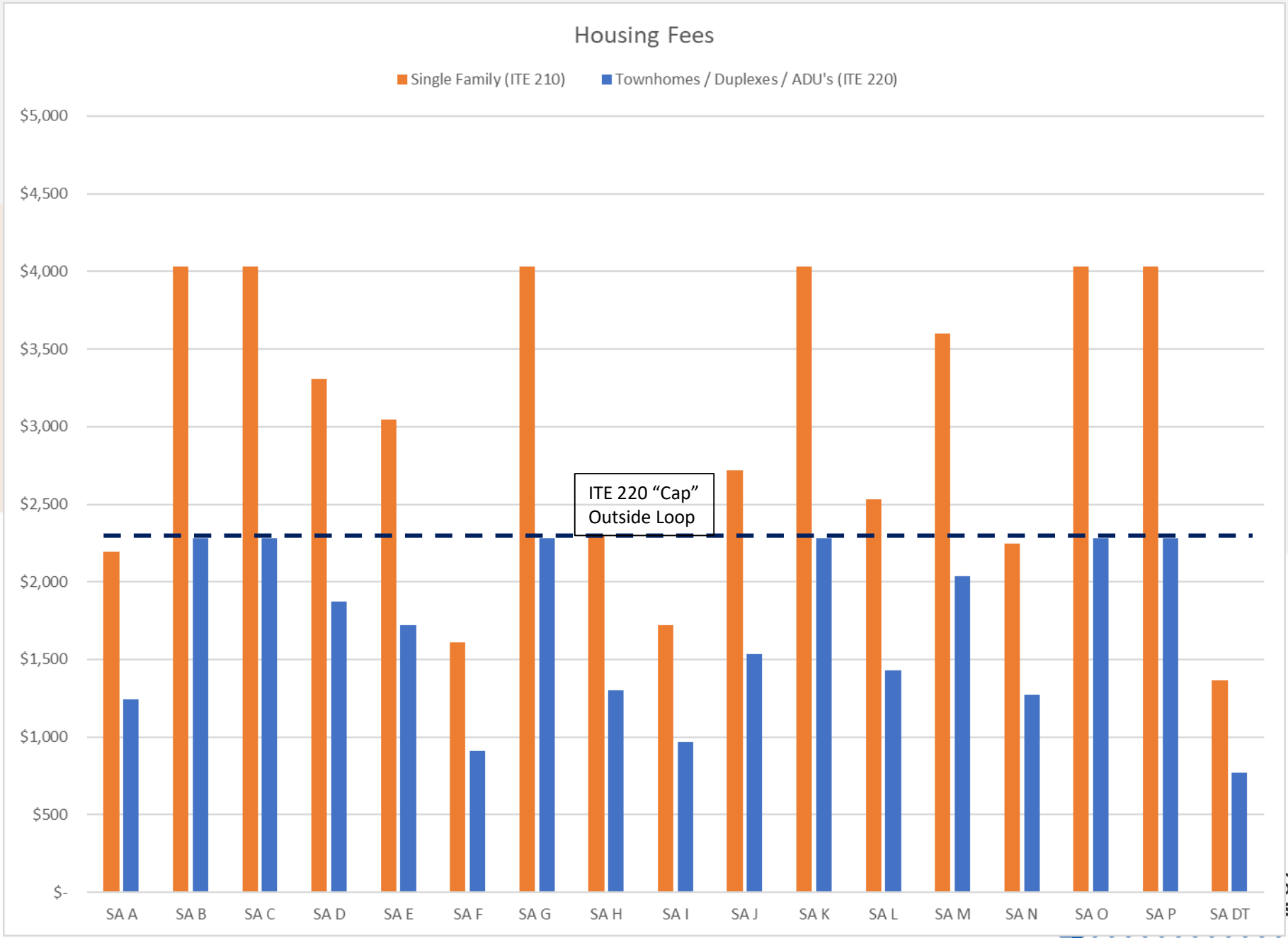
Option 1

50% of Maximum

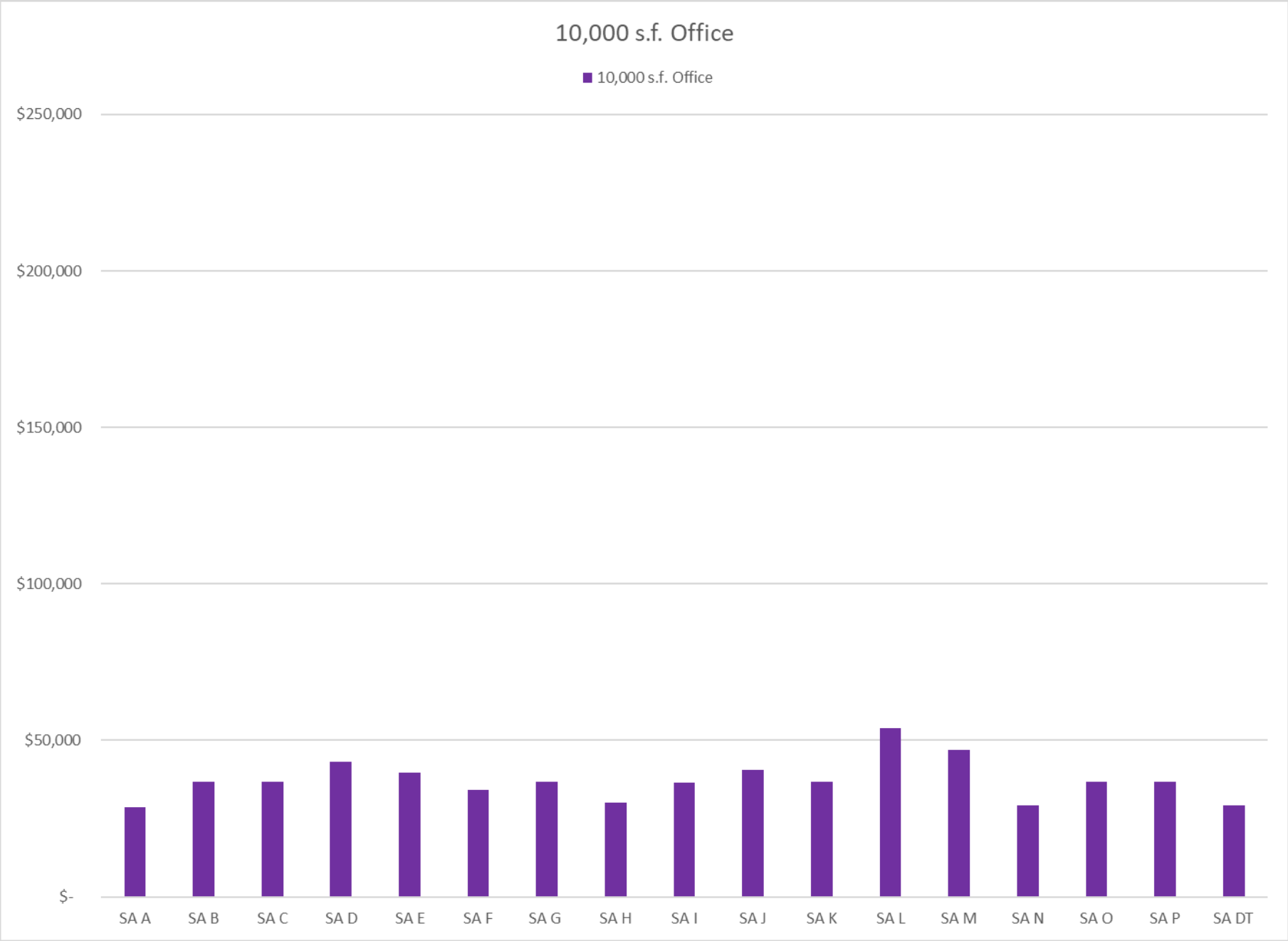
30% Residential Reduction

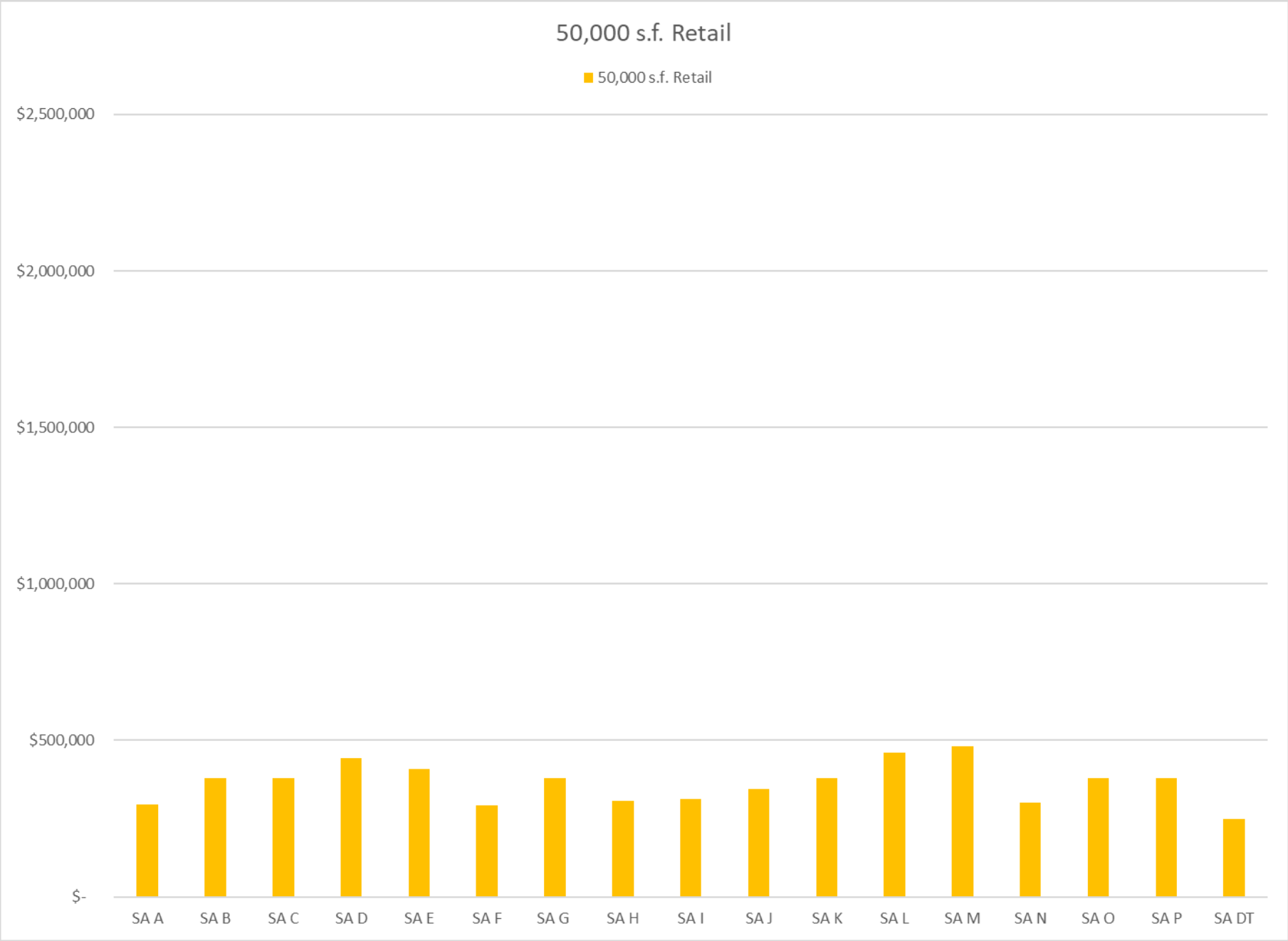
Capped at \$947 / veh-mi (city average residential \$/veh-mi)









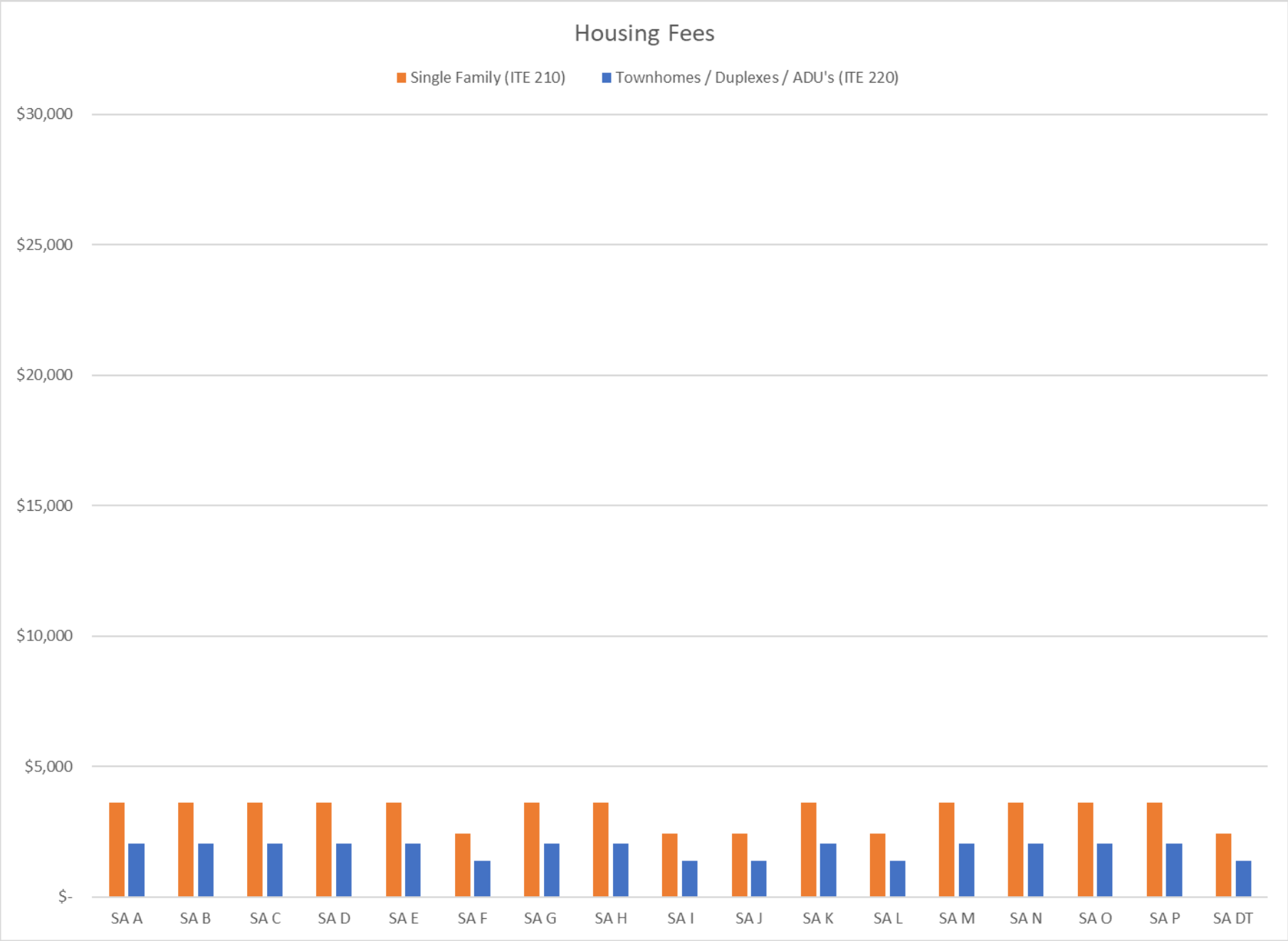


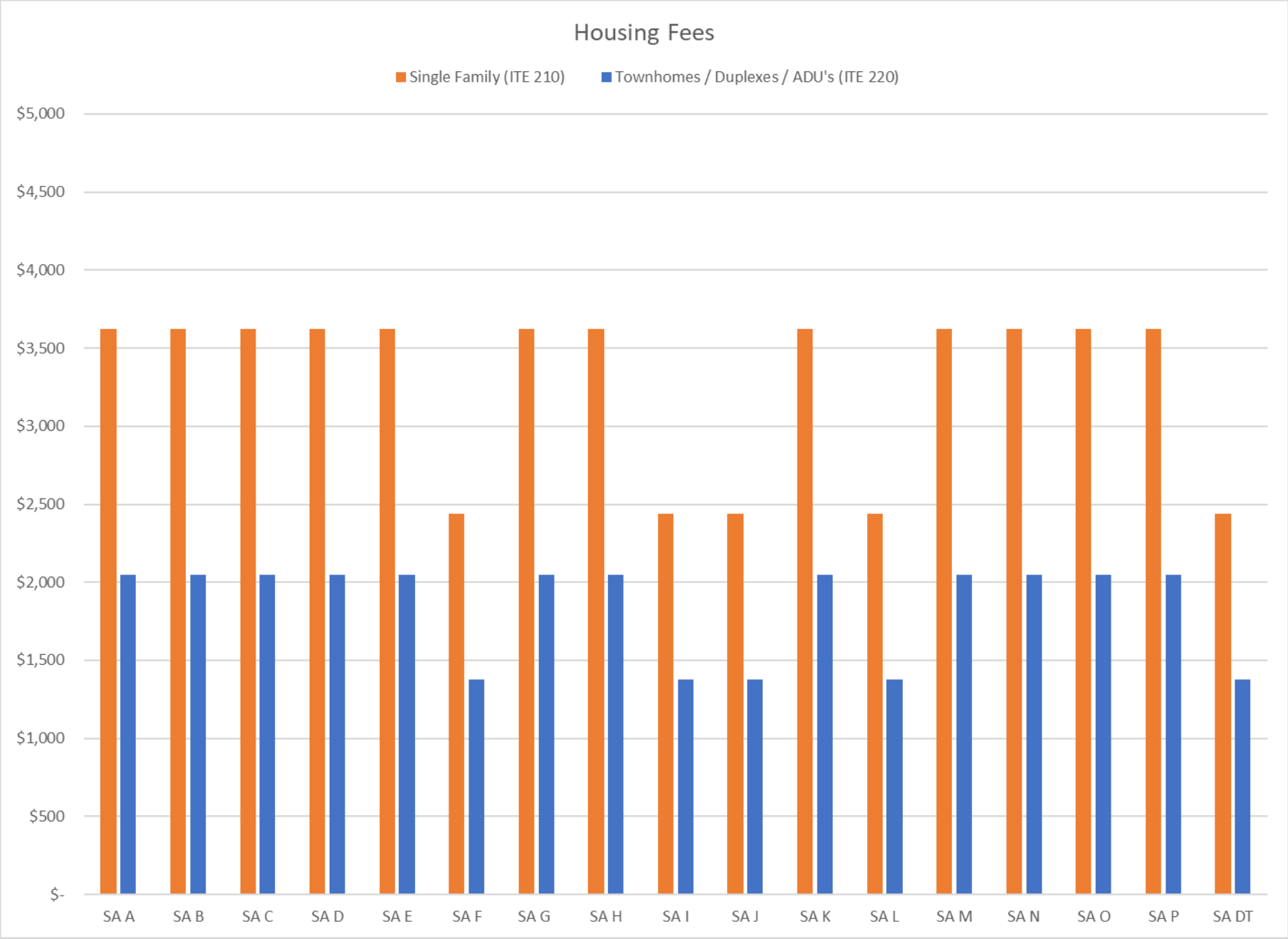
Option 2

Fixed \$1,215 per veh-mi

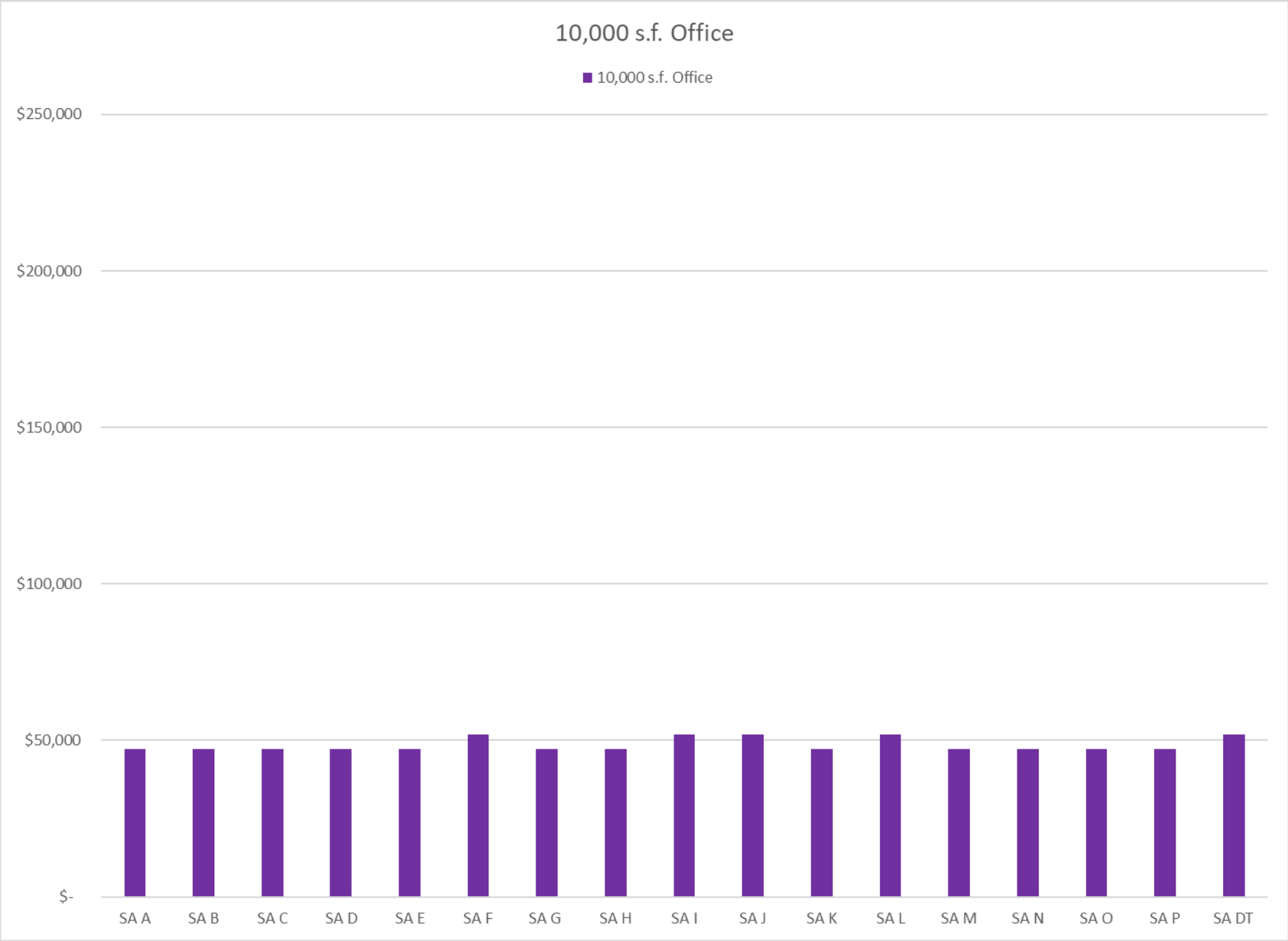
30% Residential Reduction

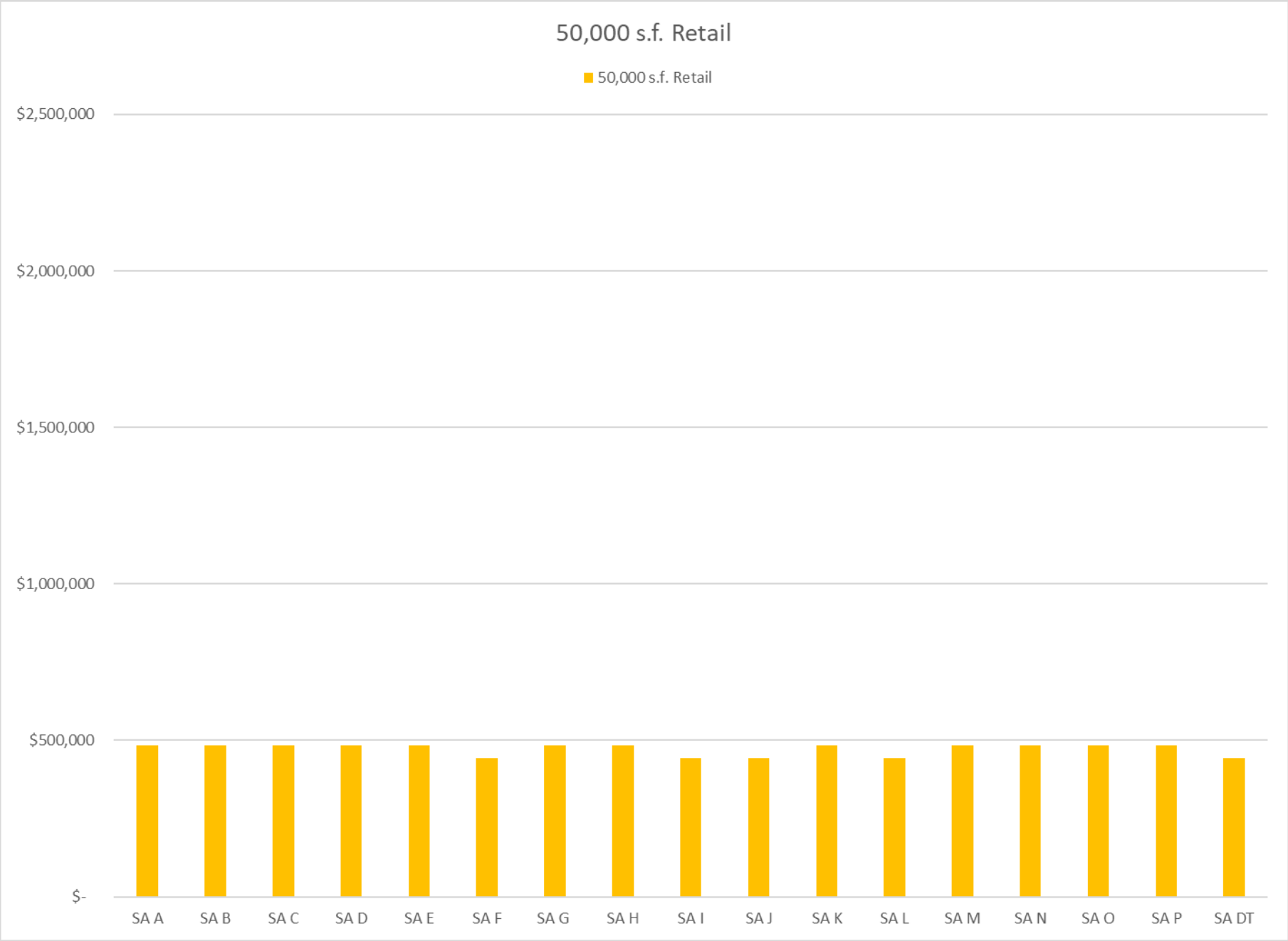
Collection rate varies because of trip lengths inside and outside the loop











Item 2b – IFAC discussion and approval of comments on recommended policy (or policy options)

Activities

Effective Date (revisit)

Effective Rate (finish)

Reductions

Approval of Comments

Effective Date

- Any changes to what was agreed at the March 4 meeting?
- Policy option to have nobody pay in the first year (even if platted after effective date of ordinance) – thoughts?

Effective Date Examples

- Example 1:
 - Plat June 2050, Ordinance Effective August 2050, Building Permit Pulled in November 2050
 - Building Permit was pulled during 1 year grace period – no fee due
- Example 2:
 - Plat June 2050, Ordinance Effective August 2050, Building Permit Pulled in October 2051
 - Impact Fee assessed at effective date, fee due at building permit
- Example 3:
 - Ordinance Effective August 2050, Plat November 2050, Building Permit Pulled in March 2051
 - Impact Fee assessed at plat, fee due at building permit

Effective Rate

- Any changes to what was agreed at the March 4 meeting?
- Thoughts on Option 1 vs Option 2?
- Thoughts on residential reduction percentage?
- Thoughts on using a “cap” on effective rate per vehicle mile?

Effective Rate Options

Option #	Collection Option	Description
1	Flat Percentage, with Cap on Rate, with Residential at lower %	This option reflects a flat percentage (50% of maximum). Residential is decreased to be 30% lower than non-residential. Cap on rate per vehicle-mile is based on average residential \$ per veh-mi inside the loop, including residential reduction (\$947 per vehicle-mile).
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Effective Date Notes:

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Reductions Notes:

- (To be filled in)

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Reductions

- Technical reductions (applies to whole site)
 - Cap on internal capture (% of effective rate)
 - Cap on Transportation Demand Management (% of effective rate)
- Policy reductions (applies to specific land uses / units)
 - Affordable housing
- Maximum reduction (% of effective rate)

Draft Ordinance Elements - Reductions

- Internal Capture / Mixed Use Reductions. The amount of street impacts fees shall be reduced under **Schedule 25-6-664 (A)** up to **20%** for any new development where an accepted transportation impact analysis demonstrates that the internal capture of a development will reduce vehicle trips from those contained in the adopted land use equivalency table (LUVMET).
- Transportation Demand Management Reductions. The amount of street impacts fees shall be reduced under **Schedule 25-6-664 (A)** up to **40%** for any new development where an accepted traffic impact analysis utilizes approved transportation demand management techniques. The percent reduction for the transportation demand management techniques are include in the City's Transportation Criteria Manual.

Draft Ordinance Elements - Reductions

- Affordable Housing. An applicant who sets aside 5% of the total units in a development as income-restricted affordable units, as verified by the Housing Director, may request an impact fee reduction resulting in the impact fee collected rate being reduced by 75 percent

Draft Ordinance Elements - Reductions

- Reductions cumulative. Reductions identified are cumulative so that a development that qualifies for the maximum reduction under each provision may reduce impact fees otherwise due **up to 60%**, with the exception of developments where the **affordable housing reduction** applies, where the maximum reduction may reduce impact fees otherwise due up to 100%.
- Burden of proof. The applicant for a reduction provided for in this Section has the burden of proof to show that the development qualifies for the reduction.

Approval of Comments

Policy Topic	Recommendation
Effective Rate	
Reduction – Internal Capture	
Reduction – Transportation Demand Management	
Reduction – Affordable Housing	
Reductions cumulative	
Effective Date	

Item 2c – Future IFAC meeting schedule

SIF Schedule

- Next Steps for Public Engagement & Approval
 - Public meetings and information on draft ordinance and policy considerations
 - Council briefings
 - Public hearing
 - Ordinance approval
- Additional IFAC meeting?

Questions?

- For more information, please visit the project website at: austintexas.gov/streetimpactfee