Site Occupancy and TIA Determination

Austin Transportation & Public Works | November 17th, 2026

Current TIA Determination Process

Use net typical trips to determine TIA requirement

Austin

1	2	3	4	5	6
Existing Use	**Existing Trips**	**Proposed Use**	**Proposed Trips**	**Net Trips**	**TIA Determination**
Identify existing land use and development intensity.	Calculate existing daily trips using ITE trip generation rates based on TYPICAL occupancy.	Identify proposed land use and development intensity.	Calculate proposed daily trips using ITE trip generation rates based on TYPICAL occupancy.	Subtract existing trips from proposed trips to determine net new daily trips.	Compare net new trips to TIA threshold to determine if a TIA is required.
e.g. Restaurant	1000 trips	Office	3000 trips	3000 – 1000 = 2000 net trips	TIA required



This process is used for over **500** applications per year and ensures a development's traffic impact is studied in accordance with the requirements of the Land Development Code.

Key Question

Should **TYPICAL** or **ACTUAL** site occupancy be used for Traffic Impact Analysis (TIA) Determination?

Austin

Typical Occupancy

- Land-use specific
- Industry standard assumption
- Used in ITE[1] trip generation studies
- Consistent across developments
- Site's entitlement

Actual Occupancy

- Site specific
- Changes over time
- Not considered in TIA Determination process

RECOMMENDATION

Continue to use TYPICAL site occupancy for TIA Determinations

Typical occupancy aligns with industry practice, is consistent across developments, and measures proportional impact.

[1] Institute of Transportation Engineers (ITE)

Challenges of Using Actual Occupancy

Why actual occupancy is not recommended for TIA Determinations.

Difficult to verify

- Occupancy data not part of application
- Hard for staff to validate existing or proposed occupancy

Increased Review Time

- Additional staff review required
- TIA determinations could become a bottleneck in the review process

Constantly Changing

- Changes with market conditions
- Difficult to determine at what point in time occupancy should be measured
- Infrastructure need is based on typical occupancy

Inconsistent with City Policy

- Not used in SIF and Rough Proportionality
- Does not measure traffic impact consistent with legal framework for mitigations
- Site trip entitlement is based on typical occupancy

ACTUAL occupancy introduces increased review effort, is inconsistent with existing policies, and adds uncertainty to TIA Determination requirements. Whereas **TYPICAL** occupancy aligns with industry practice, is consistent across developments, and measures proportional impact. Therefore, TPW recommends using **TYPICAL** occupancy.

Thank You

Traffic Impact Analysis (TIA) Determination Worksheet

Staff Use | Extra Existing | Extra Proposed

Applicant must complete this worksheet except where noted for TPW Staff. Please submit completed worksheet to the TIA Determination Worksheet portal (https://atd.knack.com/development-services#services/traffic-impact-analysis-determination/) for review and signature.

Please contact Lead Development Review Engineer if you have any questions. Contact information is available at TPW-TDS Website

Project: Sample

Location: Sample

Location Jurisdiction: Full Purpose

☐ Approved TIA? | TIA name: | ☐ Approved PUD? | Approved PUD name:

Applicant/Consultant: XYZ | Email: XYZ | Phone: XYZ

Application Type (Please select only one):

☑ Zoning | ☐ Site Plan | ☐ Site Plan Extension | ☐ Dev. Assessment | ☐ Concept Site Plan | ☐ PUD

By checking the box below, the applicant acknowledges that City Council has adopted a Street Impact Fee (SIF) program effective December 21, 2020, and that street impact fees will be assessed for any building permit pulled on or after June 21, 2022. For more information on the Street Impact Fee program, please visit www.austintexas.gov/department/street-impact-fee

☑ **I, the applicant, acknowledge this development is subject to the Street Impact Fee program.**

Brief description of existing & proposed uses: Existing restaurant redevelopment into office

Existing Land Use: — **TPW STAFF USE ONLY**

Tract	Acres	Zoning	Land Use Type	Land Use (Select Type First)	Units	Value	ITE	Rate/FCE	Trips/Day
X	X	X	Services_900s	932 - High-Turnover (Sit-Down) Restaurant	1,000 SF GFA	9.64	932	103.75x	1000

Proposed Land Use: — **TPW STAFF USE ONLY**

Tract	Acres	Zoning	Land Use Type	Land Use (Select Type First)	Units	Value	ITE	Rate/FCE	Trips/Day
X	X	Y	Office_700s	710 - General Office Building	1,000 SF GFA	452.00	710	FCE	3001

Net Trips: 2001

For TPW Staff Use Only

	A neighborhood traffic analysis (NTA) is required per LDC 25-6-114. The applicant may have to collect current traffic counts. Please contact the Lead Development Review Engineer.
X	A traffic impact study with TDM is required. TIA scoping is required prior to beginning the study. Please see below for the type of study; for more information on each study, please refer to Section 10 of the TCM.

	Full TIA		TA	✓	ZTA		TIA Update

A TIA compliance memo is required. The memo must demonstrate compliance of this case with the following TIA. For more