

**ORDINANCE NO.**

**AN ORDINANCE AMENDING PART 2 OF ORDINANCE NO. 20201210-061 REMOVING DAY CARE CENTERS FROM COLLECTION RATE REDUCTIONS AND LOWERING THE COLLECTION RATE TO ZERO DOLLARS PER VEHICLE-MILE FOR DAY CARE CENTER LAND USES.**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

**PART 1. FINDINGS.**

- (A) Childcare costs have become a significant burden for families, with the average annual cost of daycare exceeding housing costs in many states.
- (B) High operational costs, particularly for wages and insurance, have led many day care providers to close or reduce services. The expiration of federal childcare stabilization funding has further strained the industry.
- (C) Despite the challenges, day care centers provide critical public benefits. They offer early education that can significantly improve a child's future opportunities while enabling parents to work, which, in turn, benefits society at large.
- (D) Reducing the street impact fee for day care centers to zero would incentivize the building of more centers throughout the City thereby increasing opportunities for more families to obtain childcare and ultimately provide improved quality of life, greater economic opportunities and increased stability.
- (E) Reducing the street impact fee collection rate to zero would help achieve a substantial public good benefiting the City by promoting equity and supporting the needs of its residents.

**PART 2.** Part 2, Subsection (D), of Ordinance No. is amended to delete, "day care centers," to add a Subdivision (7) reducing the day care center collection rate to \$0, and to read as follows:

- (D) The "Collected Street Impact Fee Per Service Unit" as described by the

following schedule:

<b>Collection Rate Per Service Unit Residential Land Uses (per Vehicle-Mile)</b>	<b>Collection Rate Per Service Unit Non-Residential Land Uses (per Vehicle-Mile)</b>
\$850	\$1,215

~~[(1) A street impact fee shall not be collected from a new development for any building permit validly issued within 18 months of the effective day of this ordinance.]~~

~~(2) For new development with an approved transportation impact analysis on the effective date of this ordinance, a street impact fee shall not be collected for any building permit validly issued within three years of such effective date.]~~

(1[3]) For any new development that adds net service units to an existing land use located on a lot or tract and does not result in an increase of more than 10 PM peak hour trips, the collection rate will be \$0 per vehicle mile. For such lot or tract, this collection rate shall apply to the further addition of net service units provided that the cumulative additional trips for the new development does not exceed 10 PM peak hour trips. For any addition of service units that exceeds the cumulative total of 10 PM peak hour trips for the lot or tract, the collection rate shall be the general collection rate then in effect.

(2[4]) For new development of the following land uses as shown in the LUVMET ("Dining, Animal Hospital/Veterinary Clinic," ["Day Care Center,"] "Hair Salon," "Other Retail," "Automobile Care Center") with no drive-thru facility, the collection rate is as follows:

- a. Under 1,000 square feet, the collection rate is \$0 per vehicle-mile.
- b. Under 5,000 square feet, the collection rate is \$608 per vehicle-mile.

