

ORDINANCE NO.

AN ORDINANCE APPROVING A MASTER DEVELOPMENT PLAN FOR AUSTIN-BERGSTROM INTERNATIONAL AIRPORT; GRANTING VARIANCES TO SPECIFIC CODE PROVISIONS; ESTABLISHING A REVIEW AND AMENDMENT PROCESS; AND REPEALING ORDINANCE 94-1117-L.

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

PART 1. City Council hereby approves the Master Development Plan (“MDP”), which includes the near term and ultimate build out of the Austin-Bergstrom International Airport. The MDP includes improvements associated with the original site plan for the airport approved under site plan SP-94-0438C, and U.S. Air Force improvements which existed at the time of approval of SP-94-0438C. The MDP is attached to this Ordinance as Attachment A and on file at the Planning and Development Review Department as file number SP-2012-1000C.

PART 2. As part of the MDP approved by this Ordinance, the City Council hereby approves the following attachments:

Attachment A-1: Original Site Plan for the airport, with all subsequent revisions.

Attachment A-2: Water Quality Plan

Attachment A-3: Overall Impervious Cover and Onion Creek Regional Stormwater Management Program Tracking Tables

Attachment A-4: Demolition Plan

PART 3. The MDP shall apply to all facilities to be constructed at the Austin-Bergstrom International Airport, whether by or on behalf of the City of Austin, or by third parties providing facilities and infrastructure to support the operation of the airport.

PART 4. Development within an area covered by the MDP will require submittal of a site plan for the area to be developed, and will be processed under the terms of this Ordinance. In addition, ongoing and future development of the Austin-Bergstrom International Airport under the MDP shall require administrative review and approval at least every 10 years.

PART 5. Revision or amendment of the MDP, or any of the attachments to this Ordinance shall be considered and approved administratively upon concurrence by the Department of Watershed Protection, the Planning and Development Review

Department, and the Department of Aviation or other departments designated by the City Manager. The Department of Aviation shall advise City Council of any revision or amendment of the MDP.

PART 6. Approval of the MDP by this Ordinance constitutes the granting of variances to the following provisions of the City Code:

- (A) Section 25-5-81 (*Site Plan Expiration*) and Chapter 25-1, Article 12 (*Project Duration*) to allow the MDP to have no expiration date, provided it receives periodic review and approval under Part 4 of this Ordinance.
- (B) Section 25-7-61 (A) (5) (*Criteria for Approval of Plats, Construction Plans, and Site Plans*), to allow construction of the following facilities without preserving the natural and traditional character of the land and waterways:
 - (1) New terminal facilities south of mid-field crossing taxiways;
 - (2) Additional runway and taxiway infrastructure;
 - (3) South campus facilities, including but not limited to: terminal, parking, and general aviation facilities;
 - (4) West side air cargo terminal and aprons; and
 - (5) East side general aviation and related aeronautical development.
- (C) Subsection (B) (2) of Section 25-8-213 (*Water Quality Control Standards*), to limit capture volume to the first half inch of runoff for the Constrained Development Area, identified on Attachment A-2 (*Water Quality Plan*).
- (D) Section 25-8-392 (*Critical Water Quality Zone*), to allow in the critical water quality zone: (1) water quality controls, (2) construction of facilities, and (3) construction of improvements necessary to serve the facilities such as roads, sidewalks, and utilities; provided the total impervious cover in the critical water quality zone may not exceed 40 acres, and the facilities are limited to the following:
 - (1) West side air cargo terminal and aprons; and
 - (2) On-site drainage channel improvements.
- (F) Section 25-8-393 (*Water Quality Transition Zone*), to allow impervious cover of up to 30% based on gross site area.

- (G) Section 25-8-341 (*Cut Requirements*), to allow cuts to exceed four feet but not to exceed 25 feet of depth for all development under the MDP including, but not limited to: runways, taxiways, aprons, terminals, cargo areas, general aviation, airplane storage and maintenance, air national guard, air operations, navigational aids, Federal Aviation Administration required facilities, on-site drainage channel erosion control improvements, parking lots, fire lanes, and any other airside facility with fixed site elevation that is dependent on the final grade elevation of the air field runways or taxiways.
- (H) Section 25-8-342 (*Fill Requirements*), to allow fill to exceed four feet but not to exceed 15 feet of depth for all air field development under the MDP including, but not limited to: runways, taxiways, aprons, terminals, cargo areas, general aviation, airplane storage and maintenance, air national guard, air operations, navigational aids, Federal Aviation Administration required facilities, on-site drainage channel erosion control improvements, parking lots, fire lanes, and any other airside facility with fixed site elevation that is dependent on the final grade elevation of the air field runways or taxiways.

PART 7. The requirements imposed by Section 25-8-41 (*Land Use Commission Variances*) regarding the processing and granting of variances are hereby waived for the variances granted in this Ordinance.

PART 8. Ordinance Number 94-1117-L is hereby repealed.

PART 9. This ordinance takes effect on _____.

PASSED AND APPROVED

_____, 2012

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Lee Leffingwell
Mayor

APPROVED: _____
Karen M. Kennard
City Attorney

ATTEST: _____
Shirley A. Gentry
City Clerk

Attachment A

Master Development Plan

Austin-Bergstrom International Airport

Attachment A-1:

Original Site Plan for Austin-Bergstrom International Airport

Including all subsequent revisions

3/29/12 DRAFT

Attachment A-2

Water Quality Plan

Draft

Attachment A-3

Tracking Tables for
Overall Impervious Cover and
Onion Creek Regional Stormwater Management Program

Attachment A-4

Demolition Plan