



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Southwest Region  
Airports Division  
Louisiana/New Mexico Airports  
Development Office

2601 Meacham Blvd.  
Fort Worth, Texas 76137-4298

December 5, 2013

Kevin A. Shunk  
Watershed Protection Department  
One Texas Center  
505 Barton Springs Rd. 12th Floor  
Austin, TX 78704

**RE: Austin-Bergstrom International Airport - Environmental Assessment  
Floodplain Determination/Finding  
Austin, Texas**

Dear Mr. Shunk:

The City of Austin, Texas, Department of Aviation (DoA) intends to construct two Fixed Based Operator (FBO) facilities in the southeastern portion of the Austin-Bergstrom International Airport (AUS). The proposed development would consist of a number of aircraft hangars as well as construction of parking aprons, taxi-lanes/taxiways, and other associated infrastructure. A connected action to the FBO Development is the relocation of an FAA electrical ductbank outside of the FBO development. In compliance with the National Environmental Policy Act (NEPA), an Environmental Assessment (EA) is being prepared to analyze the physical, social, community, and natural effects of the Sponsor's Proposed Action and its alternatives. One of the impacts of the Sponsor's Proposed Action is an encroachment on the FEMA 100-year floodplain.

It is understood that the details of this encroachment were submitted to the City of Austin (City) as part of the construction plan development/permitting process on November 16, 2012 (SP-2012-1000C.04 – JetStar FBO and Private Hangars) and comments were received by the City of Austin Permit Review Team (Review Team). As part of the review, the Review Team determined that the development would have no adverse effect on the floodplain. The only condition included in the approval of the development was that the City will maintain control of the floodplain area via a memorandum of understanding (MOU) prior to issuance of the certificate of compliance.

However, in compliance with Executive Order 11988 and the FAA's implementation guidelines to NEPA, the FAA seek yours concurrence with the finding and analysis summarized below. This analysis concludes that there is no practicable alternative to the Sponsor's Proposed Action (defined below) and that, although it would result in a floodplain encroachment, the encroachment would not be significant. The FAA requests that you respond in writing to this request to the undersigned.

**Purpose and Need**

The purposes of the Sponsor's Proposed Action are to:

- develop general aviation facilities to support future growth at AUS;
- improve the products and services available to the general aviation customers at AUS;

- increase revenue generation through the rental of unused compatible land; and
- relocate an FAA ductbank, which runs southeast across the 21-acre leased property from Emma Browning Avenue to the FAA localizer shelter.

The Sponsor's Proposed Action is needed to accommodate future demand for general aviation (GA) development to serve the growing City/GA community. The continual influx of both new residents and visitors has created an opportunity for developers to capitalize on the increased need for general aviation facilities. The current lessees intend to create additional FBO facilities capable of serving the existing and projected demands within the general aviation community.

An FAA ductbank was installed in the past to serve surveillance, communications, and navigational aid equipment critical to AUS operations. However, a portion of the ductbank installation is not consistent with the original design drawing location, and was discovered upon survey for the proposed 21-acre parcel development. The presence of the ductbank on the parcel adversely affects the current lessee's ability to implement proposed development plans. The ductbank needs to be relocated to a location that would not affect development options on the leased area. Additionally, relocation of the ductbank would provide the possibility of an easement agreement between the City and the FAA to allow unrestricted access to the facility. If left in its current configuration, future work and maintenance related to the ductbank would likely require tenant approval, tenant escort, and possible suspension of operations on the developed parcel, depending on the nature of maintenance activities.

### **Alternatives**

The analysis below details alternatives for the proposed GA development. The EA also evaluates eight alternatives for the ductbank realignment. However, as none of the ductbank realignment alternatives would impact the 100-year floodplain they are not discussed further in this determination.

### **GA Development Alternatives**

#### **No Action Alternative**

The No Action Alternative would involve no construction or disturbance of 41 acres of land located just southeast of Emma Browning Avenue within the existing property boundary of AUS.

#### **Build Alternative**

The Build Alternative would involve constructing two FBO facilities, corporate/conventional hangars, office space, two aprons, access roads, vehicle parking areas, four double-walled above ground fuel system tanks (two-12,000-gallon Jet-A and two-12,000-gallon Avgas), modification of a stormwater structural control unit, and a taxiway connector/bridge connector on the 41 acres of land located just southeast of Emma Browning Avenue within the existing property boundary of AUS. The Build Alternative, without the taxiway bridge or connector, is presented in **Attachment A**.

## **Build Alternative – Connecting Taxiway Alternatives**

The Build Alternative includes two options for constructing a connector taxiway to Taxiway B to provide airfield access to the GA development.

### *Connecting Taxiway Alternative 1: Connecting to Existing GA Development*

Alternative 1 would include constructing a connecting taxiway to the existing GA Apron to the North of the Proposed Action (see **Attachment B**). Details associated with this Alternative are discussed below.

### Taxi Distance

Alternative 1 would force tenants of both proposed GA facilities to taxi long distances to access the Runway 35R departure end. The 20-acre parcel tenants would have to taxi approximately three-quarters of a mile, and the 21-acre parcel tenants would have to taxi approximately one mile. Aside from this inconvenience and potential conflicts for taxing pilots, the long taxi distance would create more aircraft emissions, fuel usage, and burden on Air Traffic Control Tower (ATCT) than typical to coordinate the access along Taxiway B. The long taxi distance would likely cause confusion for GA pilots and subject them to performing a mid-field takeoff, increasing the potential for airfield incursions.

### Existing Facility Interaction

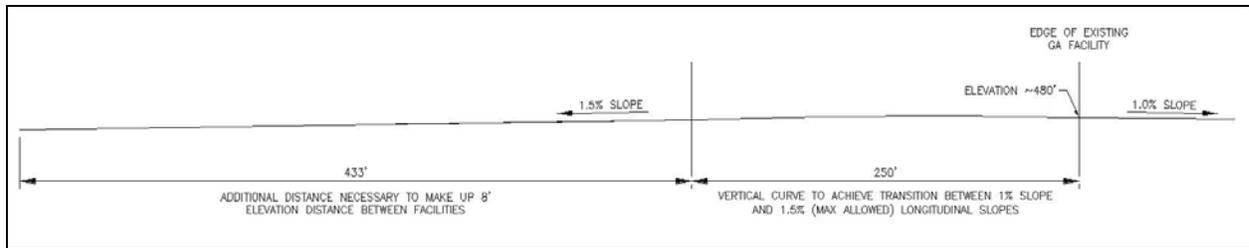
The Sponsor's Proposed Action is currently intended to serve larger aircraft than existing T-hangars located directly to the north. Therefore, the required 186 feet Taxiway Object Free Area (TOFA) needed to accommodate aircraft for the proposed facilities would reduce the number of tie-down spaces available on the existing apron and limit future storage capacity. Alternative 1 would also create a situation where tenants of the proposed facilities would have to taxi across the middle of the apron that is currently leased to other tenants.

### Proposed Facility Interaction

Alternative 1 would create a situation where tenants of the 21-acre parcel facility would have to taxi across the property leased to the 20-acre facility to access the airfield. Since each leaseholder is responsible for maintenance of their respective pavements within their lease limits, this arrangement has potential to create significant operational issues among lessees. The proposed facility owners each plan to implement access control infrastructure, which would not be conducive to this arrangement.

### Existing Terrain Restrictions

Based on survey data, there is an approximate eight foot elevation difference between the existing facility and the proposed facility topography. In accordance with taxiway longitudinal grading criteria set forth in FAA Advisory Circular 150/5300-13A, *Airport Design*, Chapter 4 Section 418, the maximum longitudinal grade is 1.5% for Aircraft Design Group (ADG) C. ADG C is the expected aircraft group that would serve the proposed facilities. Based on FAA guidance, Alternative 1 would require an approximate distance of 683 feet to "bridge" the difference in topography. This topographical profile is illustrated below.



Also, due to transverse grading criteria for taxiway cross-sections of 1.5% maximum grade, Alternative 1 would require a large amount of fill material to make the adjacent apron area usable for taxiing aircraft. Thus, the majority of the site would have to be raised significantly to accommodate this Alternative.

#### Alternative 2: Connect to Existing Taxiway B (Sponsor's Proposed Action)

Alternative 2 includes constructing a connecting taxiway east of the Proposed Action to the existing Parallel Taxiway B (see **Attachment B**).

#### Taxi Distance

Alternative 2 would result in a limited taxi distance, approximately 0.14 miles, for both proposed facilities. This limited taxi distance would produce low aircraft emissions, not result in pilot confusion, and would have a limited potential for airfield incursions.

#### Existing Facility Interaction

Alternative 2 would cause no interaction between aircraft taxiing to and using the existing and proposed facilities. Thus, there would be no adverse impacts on the operational use of the apron space.

#### Proposed Facility Interaction

The two proposed GA facilities would share one common access point, but neither of the tenants would have to cross the other's property for airfield access.

#### Existing Terrain Restrictions

Since the proposed taxiway bridge connector would not be connected to an existing facility, the elevation difference to a neighboring facility is not a concern. However, this Alternative would cross a 100-year floodplain.

#### Regulatory Context and Methodology

The EA evaluates floodplain impacts based upon Executive Order 11988 – *Floodplain Management*, which provides policy guidance for Federally-approved or funded airport projects that encroach floodplains. The U.S. Department of Transportation (USDOT) Order 5650.2, *Floodplain Management and Protection*, requires the FAA, as a USDOT agency, to meet the Executive Order's requirements. Information in Federal Emergency Management Agency's Floodplain Management Guidelines provides information on how to meet those requirements.

The EA uses information in FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, Appendix A.9 and the FAA Desk Reference, Chapter 12, Floodplains. That information is consistent with the requirements of the laws and regulations noted above and:

- identifies alternatives;

- discloses floodplain effects and evaluates alternatives;
- develops conceptual measures to mitigate unavoidable floodplain effects;
- determines if an airport action would cause a significant floodplain encroachment; and
- if applicable, after balancing related social, environmental, and engineering considerations, explains why placing the proposed facility in the 100-year floodplain is the only practical alternative.

### **Floodplain Impacts of Each Alternative**

The existing floodplain (see **Attachment C**) is characterized in terms of the potential risk for loss of life associated with flooding, effect of flooding on AUS, effect of flooding on other transportation facilities, and natural and beneficial values of the floodplain.

The No Action and Connecting Taxiway Alternative 1 would not affect the 100-year floodplain and, are therefore, not described further.

Alternative 2, Connect to Existing Taxiway B (Sponsor's Proposed Action), includes encroachment on a small portion of the FEMA designated 100- year floodplain Zone AE as shown in **Attachment D**.

The flow-line of the existing man-made ditch is approximately 458 feet. The base flood elevation (BFE), as dictated by the Federal Emergency Management Agency (FEMA), reaches an elevation of 464 feet. The banks of the existing man-made ditch containing the floodplain extend to an elevation of 470 feet, which is six feet higher than the BFE and 12 feet higher than the flow-line.

### **Risk or Loss of Life**

As shown in **Attachment C** under the existing conditions, the 100-year floodplain extends around the southern and eastern boundaries of the project area. However, no residences exist on Airport property or adjacent to the proposed development. The Sponsor's Proposed Action would not increase the risk of loss of life.

### **Risk of Airport Disruption, Costs and Damage**

The Airport currently operates without frequent disruption, costs, or damage and implementation of the Sponsor's Proposed Action would not increase the risk of disruption, costs, or damages based upon the proposed mitigation and best management practices as described below.

### **Risk of Other Transportation Disruption, Costs and Damage**

As shown in **Attachment C**, under the existing conditions, it is possible that the 100-year flood would affect the nearby roadways as they are within the floodplain. However, the Sponsor's Proposed Action would not increase the possibility of disruption, costs, or damage to other transportation based upon the proposed mitigation and best management practices as described below.

### **Natural and Beneficial Floodplain Values**

AUS is located within the Onion Creek, Carson Creek, and Colorado watershed. However, no streams, creeks, or wetlands are within the footprint of the Sponsor's Proposed Action. The floodplain serves as a drainage ditch and does not have riparian vegetation or woodland communities. The affects to the floodplain are considered minimal as no changes to the

elevation would occur and mitigation and best management practices as described below would minimize impacts.

Periodic flooding on the floodplain does not benefit any recreational use.

#### **Mitigation and Best Management Practices**

Placing fill in a base floodplain adversely affects the floodplain's storage natural values and functions. This results in loss of water storage during the one percent chance annual flood, raising the base flood elevation, and causing flooding to areas outside the floodplain. Additionally, the floodplain provides the function of flood control, by slowing flood flows and retaining water, thereby lessening the probability of upstream or downstream flooding. Placing obstructions in the floodplain could adversely affect the floodplain's flood control.

Although the Sponsor's Proposed Action encroaches on the two-dimensional limits of the floodplain there is no practicable alternative as described above. The developer intends to construct two – 8-foot by 7-foot box culverts to maintain capacity of the existing floodway/ditch, and to mitigate any adverse impact to the 100-year floodplain elevation. The flow-line of the proposed culverts would be at approximately 458 feet above mean sea level (MSL), with an inside-top elevation of 465 feet above MSL (i.e., one foot higher than the BFE). The developer used the HY-8 Culvert Modeler software to size the box culverts in an effort to maintain the existing floodplain capacity. Additionally, the ditch has capacity to hold significantly more volume than necessary for the 100-year-storm. Therefore, the Sponsor's Proposed Action would have little to no adverse effect on the existing BFE, and would not cause negative impacts upstream of the crossing.

#### **Conclusions/Recommended Floodplain Finding**

The conclusion of this analysis is that there is no practicable alternative to the Sponsor's Proposed Action and that, although it would result in a floodplain encroachment, the encroachment would not be significant.

Sincerely,

Tim Tandy  
Environmental Protection Specialist  
Airports Division, Southwest Region

Copy: Kane Carpenter, DoA  
Colleen M. Cummins, RS&H

Attachments:

- A. General Aviation Development Alternative
- B. Connecting Taxiway Alternatives
- C. 100-year FEMA Floodplain
- D. Floodplain Impacts

### Attachment A GENERAL AVIATION DEVELOPMENT ALTERNATIVE



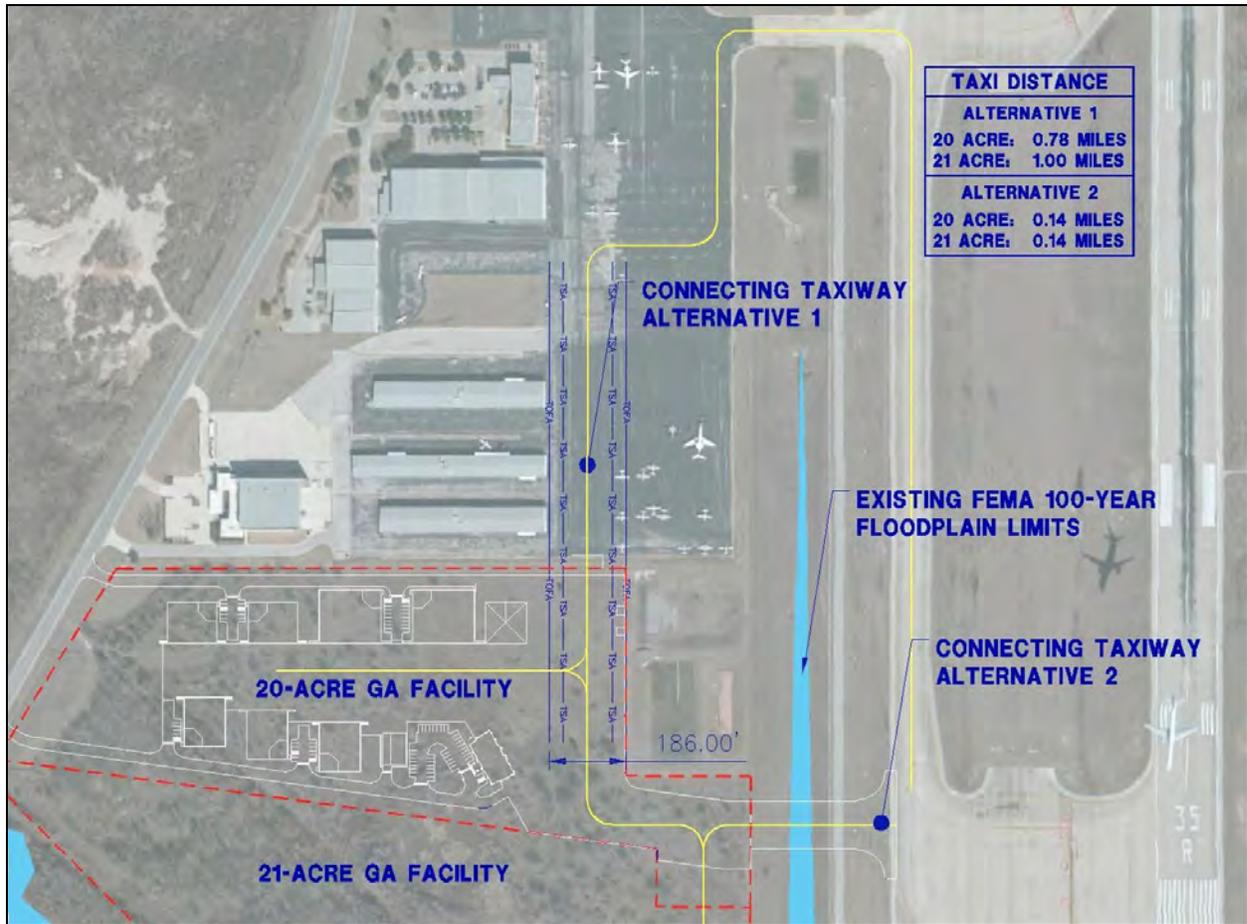
0 250 500 1,000 Feet

#### Legend

-  20-Acre Parcel
-  21-Acre Parcel
-  Hangars
-  Apron
-  Office
-  Fuel System (12,000 gallon JetA and 12,000 gallon Avgas tanks)
-  Access Pavement

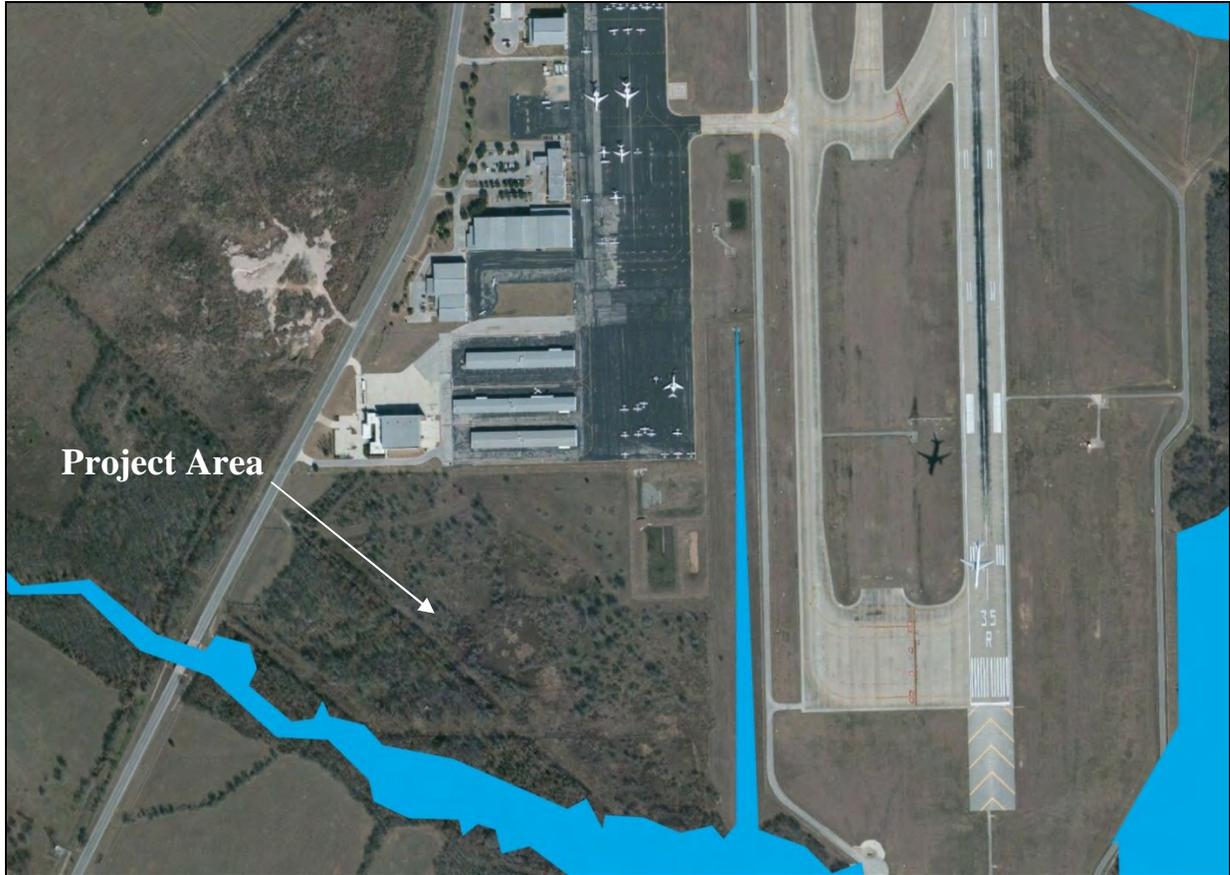
Source: RS&H, 2013

### Attachment B CONNECTING TAXIWAY ALTERNATIVES



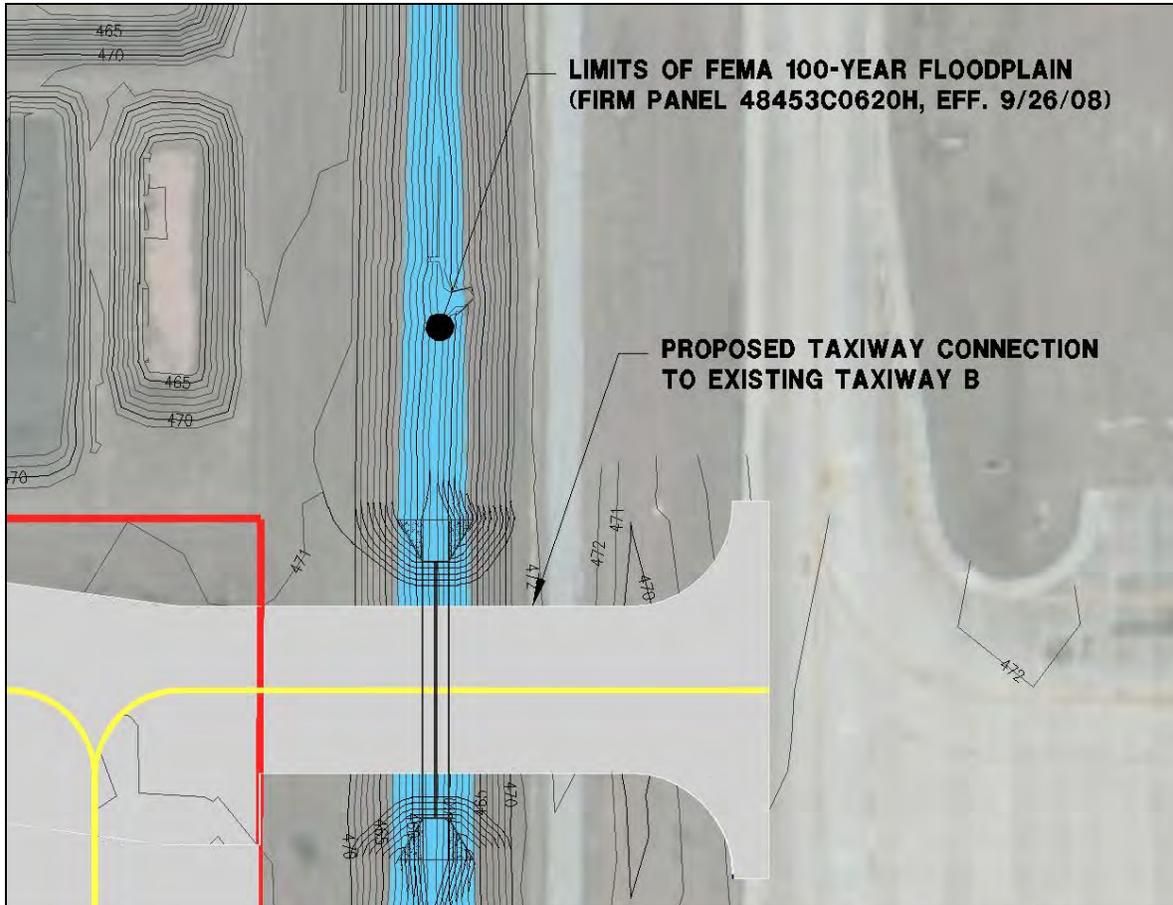
Source: RS&H, 2013

**Attachment C**  
**100-YEAR FEMA FLOODPLAIN**



Source: FEMA FIRM Panel 48453C06205, 2008 and RS&H, 2013

**Attachment D  
SPONSOR'S PROPOSED ACTION ENCROACHMENT ON 100-YEAR  
FLOODPLAIN**



Source: FEMA and RS&H, 2013

PROJECT

PLANNING

**JETSTAR  
ENGINEERING**

ACT MAI

November 16, 2012

City of Austin Planning and  
Development Review Department  
505 Barton Springs Road  
One Texas Center, Fourth Floor  
Austin, Texas 78704

RE: JetStar FBO and Private Hangars  
Emma Browning Avenue  
Austin, Texas 78719

**ATTENTION: This proposed project is covered under  
ABIA Development Ordinance #2012-0628-014.**

**Introduction**

The proposed JetStar Fixed Base Operator (FBO) and Private Hangars improvements will be located within the Austin-Bergstrom International Airport (ABIA) campus south of the General Aviation and T-Hangars at 4331 Emma Browning Avenue. The proposed improvements will consist of; aircraft hangars, aircraft wash rack, aircraft apron, aircraft channel crossing, administrative office building, canopy structure, parking lots, above ground jet fuel tanks and dispenser, grading, storm drainage, driveways, utilities and other related improvements required for this development. This engineering summary letter and the attached construction plans have been prepared to meet the approval of the City of Austin and the Department of Aviation.

**Site Description**

The JetStar FBO and Private Hangars project is located within the southeast quadrant of the ABIA campus and is zoned AV (Aviation). The 20.10 acre site is a portion of the City owned 4,167.95 acre ABIA campus and is bound to the north by the General Aviation facility which consists primarily of aircraft hangars, an office building, a T-hangar building and aircraft apron. To the East, the site is bound by water quality and detention ponds serving the upland aviation facilities, and ABIA Drainage Channel B, a tributary of Onion Creek classified as a Suburban Watershed. Emma Browning Avenue is adjacent to the West of the site and the area to the South is undeveloped.

**Project Description**

The proposed JetStar FBO and Private Hangars improvements will consist of one two-level 10,000 SF FBO administration office building and a 10,000 SF canopy. The Private Hangars will include; two hangars sized 20,000 SF each and five hangars sized 12,000 SF each. All hangars will have door clearance heights of 28 FT and a small office space inside each hangar. The proposed development includes five parking areas containing a total of 82 parking spaces that are comprised of; 73 regular spaces, and 9 handicap spaces. To provide aircraft commercial refueling services two 12,000 gallon UL-2085 above ground jet fuel storage tanks with dispensers, fuel transfer basin, and containment trench are included. A 100 FT by 100 FT uncovered wash rack is proposed to wash aircraft. Improvements also include; aircraft parking and taxi lane pavement, storm drain system, water quality pond improvements, driveways, utilities, security fencing, signage and landscaping and a taxiway crossing over Channel B to provide aircraft a connection to ABIA Taxiway B.

Access to the JetStar FBO facility site will be via two proposed access drives connected to Emma Browning Avenue. A north and a south access drive. All proposed utility connections are located within the ABIA Utility Corridor UC30 parallel to Emma Browning Avenue. Existing overhead Austin Energy electric transmission line are along the West right-of-way of Emma Browning Avenue. Service poles, underground electric service lines, and Austin Energy Night Watchman street lighting will be provided in coordination with Austin Energy.

### Drainage and Environmental Considerations

The existing site is gently sloping from the northwest to the southeast corners of the lot with typical grades less than 0.5%. The existing undeveloped site drains mostly to the south and southeast onto the adjacent undeveloped south lot, and ultimately to Channel B before reaching Onion Creek classified as a Suburban Watershed. Surface runoff from the proposed JetStar FBO and Private Hangars facility will be captured and directed to a water quality pond greatly reducing the existing sheet flow to the adjacent undeveloped south lot. This project will cross the 100-year floodplain in Channel B to provide access to the taxiway and runway. The current FEMA Panel 48453CO620H dated September 26, 2008 shows the site to be at the upper limit of a known floodplain within ABIA Channel B, a tributary serving Onion Creek. The proposed taxiway crossing includes the construction of a two barrel 8' x 7' box culvert to convey the existing drainage flows within ABIA Channel B. The box culvert has been sized and modeled with sufficient capacity to not affect the existing 100-year floodplain elevation. Additionally, this site is not located within the Edwards Aquifer Recharge Zone.

The site existing sedimentation, filtration and detention ponds were constructed as part of the T-hangar/apron and General Aviation site improvements, abutting the site on the north. These ponds were analyzed and it was determined that the sedimentation and filtration pond capacity can be increased to accommodate the water quality requirements for the proposed project. Detention for these improvements will be addressed by participation in the Regional Stormwater Management Program (RSMP).

In general the apron is sloped to provide surface drainage towards the sedimentation pond. Sheet flow from the north and south driveways, hangar and FBO parking lots, will mostly drain along the driveways, onto the apron near the east ends and towards the sedimentation pond. An apron containment trench will intercept apron sheet flow and includes a sluice gate that can be closed in the event of a fuel spill on the FBO apron. The intent of the apron containment trench is to capture fuel spills on the apron before they enter the sedimentation pond. The apron containment trench sluice gate will remain in an open position.

The only storm drains proposed for the site are for the wash rack and the fuel farm. The wash rack will discharge runoff captured during a rain event to the sedimentation pond. When the wash rack is in use, by way of an automated valve, the discharge will pass through a sand-oil separator and discharge into the wastewater line. Similarly, the fuel containment trench at the fuel farm will discharge rain events through a sand-oil separator then into the sedimentation pond via underground storm drain piping.

The project will comply with a Storm Water Pollution Prevention Plan (SWPPP), routine inspections, and all other applicable State, City and Airport requirements.

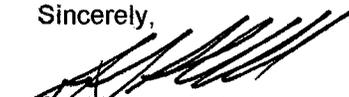
Permanent erosion control will consist of revegetation of the site as required in the construction plans. Standard erosion control notes and details will be included in the plans.

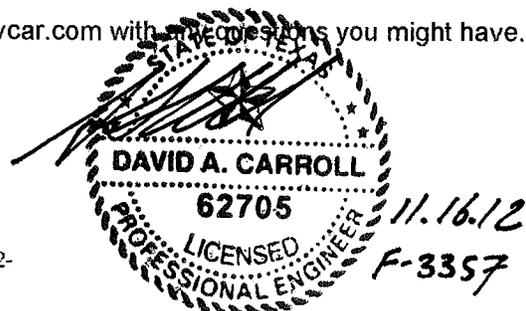
### Conclusion

The package accompanying this report along with the information contained in this report meet the City Austin requirements for Administrative Site Plan approval. This project connects to an existing sedimentation and filtration facility which will be modified by this project to have sufficient capacity for this project to meet the City of Austin development criteria. With construction of the proposed facility, there will be no identifiable adverse impacts to downstream property due to the development of this site.

Please contact me directly at 512-328-4428 or adamw@davcar.com with any questions you might have.

Sincerely,

  
David Carroll, P.E.  
DAVCAR Engineering Services



CITY OF AUSTIN – PLANNING AND DEVELOPMENT REVIEW DEPARTMENT  
SITE PLAN APPLICATION – MASTER COMMENT REPORT



CASE NUMBER: **SP-2012-1000C.04**  
REVISION #: **00** UPDATE: **U0**  
CASE MANAGER: **Lynda Courtney** PHONE #: **512-974-2810**

PROJECT NAME: **JetStar FBO and Private Hangars (ABIA Project No. F5006.01)**  
LOCATION: **4801 & 4805 EMMA BROWNING AVE**

SUBMITTAL DATE: **December 27, 2012**  
REPORT DUE DATE: **January 24, 2013**  
FINAL REPORT DATE: **February 11, 2013**  
**18 DAYS HAVE BEEN ADDED TO THE UPDATE DEADLINE**

**STAFF REPORT:**

This report includes all staff comments received to date concerning your most recent site plan submittal. The comments may include requirements, recommendations, or information. The requirements in this report must be addressed by an updated site plan submittal.

The site plan will be approved when all requirements from each review discipline have been addressed. However, until this happens, your site plan is considered disapproved. Additional comments may be generated as a result of information or design changes provided in your update.

If you have any questions, problems, concerns, or if you require additional information about this report, please do not hesitate to contact your case manager at the phone number listed above or by writing to the City of Austin, Planning and Development Review Department, P.O. Box 1088, Austin, Texas 78704.

**UPDATE DEADLINE (LDC 25-5-113):**

It is the responsibility of the applicant or his/her agent to update this site plan application. **The final update to clear all comments must be submitted by the update deadline, which is June 2, 2013.** Otherwise, the application will automatically be denied. If this date falls on a weekend or City of Austin holiday, the next City of Austin workday will be the deadline.

**EXTENSION OF UPDATE DEADLINE (LDC 25-1-88):**

You may request an extension to the update deadline by submitting a written justification to your case manager on or before the update deadline. Extensions may be granted for good cause at the Director's discretion.

**UPDATE SUBMITTALS:**

**A formal update submittal is required. You must make an appointment with the Intake Staff (974-2689) to submit the update. Please bring a copy of this report with you upon submittal to Intake.**

**Please submit 9 copies of the plans and 10 copies of a letter** that address each comment for distribution to the following reviewers. Clearly label information or packets with the reviewer's name that are intended for specific reviewers. **No distribution is required for the Planner 1 and only the letter is required for Austin Water Utility.**

**REVIEWERS:**

Planner 1 : Elsa Garza  
Electric : David Lambert  
Drainage Construction : Danielle Guevara  
Environmental : Mike Mcdougal  
Fire For Site Plan : Yvonne Espinoza  
**Flood Plain : David Marquez**  
Industrial Waste : Anne Zulka  
PARD / Planning & Design : Ana Gonzalez  
Parklands : Ana Gonzalez  
Water Quality : Danielle Guevara  
Site Plan : Lynda Courtney  
Transportation : Ivan Naranjo  
Austin Water Utility : Neil Kepple

## Fire For Site Plan Review - Yvonne Espinoza - 974-0185

1. No information was provided for the FBO building in the fire demand data on the cover sheet.
2. The required fire flow for the 12,000 sq. ft building with automatic sprinklers is 1500 gpm after the 50% reduction for automatic sprinkler coverage.
3. A standard set of Fire Department notes is required to be included with this submittal.
4. AFD apparatus cannot travel more than 150 ft. without an approved fire department access road turnaround. Verify that there will be dedicated fire department turnaround area where the fire lane extends out past the drive through gate
5. Verify that the drive through gate for the fire lane opens for the full length of the fire lane.
6. What is the size of the propane tank shown on site? Contact AFD to obtain a copy of the LP gas form required for this installation.
7. Provide AFD with fire flow calculations showing that the most remote hydrant can deliver the required fire flow at 20 psi when the fire flow demand is being met.
8. Fuel storage over 12,000 gallons outside the limits of Major Industrial zoning requires notification of adjacent property owners when the nearest off site exposure is less than 500 ft. from the tank. Contact AFD about this requirement.
9. A detailed review of the tanks and fuel delivery system will be done when at the building permit stage.

2/08/2013, Update "0" – NOT APPROVED

## Flood Plain Review - David Marquez - (512) 974-3389

- FP1. Please update the floodplain note to indicate that a portion of the site is in the floodplain.
- FP2. Please delineate the fully developed floodplain.
- FP3. The dedication of easement aspect is in the process of being handled with Richard Chaney.

## Mapping Review - Richard Sigmon - (512) 974-2288

Cleared

CITY OF AUSTIN – PLANNING AND DEVELOPMENT REVIEW DEPARTMENT  
SITE PLAN APPLICATION – MASTER COMMENT REPORT



CASE NUMBER: **SP-2012-1000C.04**  
REVISION #: **00** UPDATE: **U1**  
CASE MANAGER: **Lynda Courtney** PHONE #: **512-974-2810**

PROJECT NAME: **JetStar FBO and Private Hangars (ABIA Project No. F5006.01)**  
LOCATION: **4801 & 4805 EMMA BROWNING AVE**

SUBMITTAL DATE: **August 15, 2013**  
REPORT DUE DATE: **August 29, 2013**  
FINAL REPORT DATE: **September 3, 2013**  
**5 DAYS HAVE BEEN ADDED TO THE UPDATE DEADLINE**

**STAFF REPORT:**

This report includes all staff comments received to date concerning your most recent site plan submittal. The comments may include requirements, recommendations, or information. The requirements in this report must be addressed by an updated site plan submittal.

The site plan will be approved when all requirements from each review discipline have been addressed. However, until this happens, your site plan is considered disapproved. Additional comments may be generated as a result of information or design changes provided in your update.

If you have any questions, problems, concerns, or if you require additional information about this report, please do not hesitate to contact your case manager at the phone number listed above or by writing to the City of Austin, Planning and Development Review Department, P.O. Box 1088, Austin, Texas 78704.

**UPDATE DEADLINE (LDC 25-5-113):**

It is the responsibility of the applicant or his/her agent to update this site plan application. **The final update to clear all comments must be submitted by the update deadline, which is December 4, 2013.** Otherwise, the application will automatically be denied. If this date falls on a weekend or City of Austin holiday, the next City of Austin workday will be the deadline.

**EXTENSION OF UPDATE DEADLINE (LDC 25-1-88):**

You may request an extension to the update deadline by submitting a written justification to your case manager on or before the update deadline. Extensions may be granted for good cause at the Director's discretion.

**UPDATE SUBMITTALS:**

**A formal update submittal is required. You must make an appointment with the Intake Staff (974-2689) to submit the update. Please bring a copy of this report with you upon submittal to Intake.**

**Please submit 5 copies of the plans and 6 copies of a letter** that address each comment for distribution to the following reviewers. Clearly label information or packets with the reviewer's name that are intended for specific reviewers. **No distribution is required for the Planner 1 and only the letter is required for Austin Water Utility.**

**REVIEWERS:**

Planner 1 : Rosemary Ramos  
Electric : David Lambert  
Environmental : Mike Mcdougal  
Fire For Site Plan : Yvonne Espinoza  
Water Quality : Danielle Guevara  
Flood Plain : David Marquez  
Austin Water Utility : Neil Kepple

11. Add the following gate note to the site plan sheet:  
*IFC 503.6* "Motor-operated gates or barricades installed across fire access roadways shall be equipped with gate operators complying with UL 325. Gates or barricades shall comply with ASTM F2200. An approved means of opening the motor-operated gate in the event utility power is lost or disconnected is required. An approved Fire Department key switch, installed at an approved location, shall be provided to override any access control feature."

12. Add the following notes to the utility sheet:

Underground mains feeding NFPA 13 sprinkler systems must be installed and tested in accordance with NFPA 13, and the Fire Code, by a licensed sprinkler contractor with a plumbing permit. The entire main must be hydrostatically tested at one time, unless isolation valves are provided between tested sections.

Underground mains feeding private hydrants must be installed and tested in accordance with NFPA 24, and the Fire Code, by a licensed contractor with a plumbing permit. The entire main must be hydrostatically tested at one time, unless isolation valves are provided between tested sections.

13. The fire flow calculation needs to be updated to reflect the most demanding required fire flow of 3500 gpm.

8/28/13, Update "1" – NOT APPROVED

## Flood Plain Review - David Marquez - 512-974-3389

FP1. Comment cleared

FP2. Comment Cleared

FP3. The dedication of easement aspect is in the process of being handled with Richard Chaney. **Comment Pending**

## Industrial Waste Review - Anthony Mueske - 512-972-1060

August 21, 2013

Update #1

Approved

IW1. [Noted Done] Insert signature line for Industrial Waste sign-off on the cover sheet.

IW2. [Noted Done] Insert signature line for Watershed Protection sign-off on the cover sheet.  
Call (512) 974-2550 for appointment.

IW3. [Noted Done] An actuating valve on a horizontal plane is preferred for the sanitary bypass for the wash pad. Leak by if the butterfly valve below the storm pipe becomes eroded, or debris keeps the valve from closing completely, will allow storm water to be discharged to the sanitary sewer.

## Granger, Nathaniel

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**From:** Carpenter, Kane <Kane.Carpenter@austintexas.gov>  
**Sent:** Wednesday, October 16, 2013 10:43 AM  
**To:** Granger, Nathaniel  
**Subject:** FW: ABIA Development - Jet Star - Permitting Comment

Fyi.

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**From:** Marquez, David [<mailto:David.Marquez@austintexas.gov>]  
**Sent:** Friday, October 04, 2013 2:08 PM  
**To:** Adam Wighaman; Shunk, Kevin  
**Cc:** Thompson, Dale; 'David Carroll - Davcar'; Carpenter, Kane  
**Subject:** RE: ABIA Development - Jet Star - Permitting Comment

This will clear my comment. Thanks

David Marquez  
City of Austin  
Watershed Protection  
505 Barton Springs Rd 12th Flr  
Phone: 512-974-3389 Fax: 512-974-3390

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**From:** Adam Wighaman [<mailto:adamw@davcar.com>]  
**Sent:** Friday, October 04, 2013 2:03 PM  
**To:** Marquez, David; Shunk, Kevin  
**Cc:** Thompson, Dale; 'David Carroll - Davcar'; Carpenter, Kane  
**Subject:** RE: ABIA Development - Jet Star - Permitting Comment

David,

Please find attached the revised note per Kane Carpenters email below.

Please let me know if this will clear your comments for this project.

Thanks,  
Adam Wighaman, P.E.  
DAVCAR Engineering  
Ph: 512-328-4428  
Fax: 512-306-8330  
[adamw@davcar.com](mailto:adamw@davcar.com)

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**From:** Carpenter, Kane [<mailto:Kane.Carpenter@austintexas.gov>]  
**Sent:** Friday, October 04, 2013 1:49 PM  
**To:** Adam Wighaman  
**Cc:** Marquez, David; Shunk, Kevin; Thompson, Dale; David Carroll - Davcar  
**Subject:** Re: ABIA Development - Jet Star - Permitting Comment

David,

Please amend the statement to "an affidavit of easement / MOU must be completed". The legal folks are still hatching out if this will be an MOU versus an affidavit, either way we will deed record.

Please contact me with questions.

Thanks,

Kane

Sent from my iPad

On Oct 4, 2013, at 1:17 PM, "Adam Wighaman" <[adamw@davcar.com](mailto:adamw@davcar.com)> wrote:

David,

Please find attached the revised JetStar FBO and Private Hangers Cover Sheet with the note added per your email below.

Please confirm that the addition of the note placed near the DAVCAR logo will clear you last remaining comment FP3.

Thank you for your assistance with this project.

Sincerely,  
Adam Wighaman, P.E.  
DAVCAR Engineering  
Ph: 512-328-4428  
Fax: 512-306-8330  
[adamw@davcar.com](mailto:adamw@davcar.com)

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**From:** Thompson, Dale [<mailto:Dale.Thompson@austintexas.gov>]  
**Sent:** Friday, October 04, 2013 11:50 AM  
**To:** Carpenter, Kane; David Carroll - Davcar; [AdamW@davcar.com](mailto:AdamW@davcar.com)  
**Subject:** FW: ABIA Development - Jet Star - Permitting Comment

FYI

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**From:** Marquez, David [<mailto:David.Marquez@austintexas.gov>]  
**Sent:** Friday, October 04, 2013 11:34 AM  
**To:** Thompson, Dale  
**Cc:** Shunk, Kevin  
**Subject:** RE: ABIA Development - Jet Star - Permitting Comment

A note can be placed on the coversheet to address the affidavit of easement. Place a note with the title addressing the inspector. Note may be stated as follows:

Prior to certificate of compliance, an affidavit of easement must be completed. To verify that this process has been completed, contact David Marquez 512-974-3389 or Kevin Shunk 974-9176.

David Marquez  
City of Austin  
Watershed Protection  
505 Barton Springs Rd 12th Flr  
Phone: 512-974-3389 Fax: 512-974-3390

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**From:** Thompson, Dale [<mailto:Dale.Thompson@austintexas.gov>]  
**Sent:** Friday, September 20, 2013 10:09 AM

**To:** Marquez, David

**Subject:** ABIA Development - Jet Star - Permitting Comment

Hi David,

I am working on a project that had formerly been handled by Richard Chaney of the Planning & Engineering office at ABIA.

Trying to finalize a site development permit application and there appears to be an issue with a floodplain that is not yet resolved.

Please see attached email.

Can you tell me what the concern is and what I need to do to address the issue?

Thank you very much  
dale

Dale Thompson  
Austin-Bergstrom International Airport  
2716 Spirit of Texas Drive  
Austin, Texas 78719  
Phone: 512-530-5544  
Email: [dale.thompson@austintexas.gov](mailto:dale.thompson@austintexas.gov)

<JetStar Cover Sheet (SP-2012-1000C.04).pdf>

## Granger, Nathaniel

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**From:** David Carroll <david@davcar.com>  
**Sent:** Monday, October 21, 2013 9:28 AM  
**To:** Granger, Nathaniel  
**Cc:** 'Thompson, Dale'; Carpenter, Kane; AdamW@davcar.com; David Carroll  
**Subject:** RE: ABIA Development - Jet Star - Permitting Comment  
**Attachments:** 2013-09-26 Floodplain Exhibit.pdf

Nate,

The following comments were issued by David Marquez, the City Floodplain reviewer, on February 11, 2013. Our response is shown in bold.

### Flood Plain Review – David Marquez – (512) 974-3389

FP1. Please update the floodplain note to indicate that a portion of the site is in the floodplain.

**The flood plain note on the cover sheet has been revised to indicate that a portion of the limits of construction is in the 100-YR flood plain of Onion Creek. The lease boundary limits do not fall within the 100-YR flood plain.**

FP2. Please delineate the fully developed floodplain.

**The 100-YR flood plain has been added to the plans as requested. Please see sheet C-SP-07.**

FP3. The dedication of easement aspect is in the process of being handled with Richard Chaney.

**The response provided by the ABIA legal team is: "Due to federal requirements, easements may not be granted on airport property." Richard Chaney has informed us in an email dated 07/31/2013 that the issue has been resolved with City staff.**

On September 3, 2013 the following comments were issued by the City showing comment FP3 as pending.

### Flood Plain Review - David Marquez - 512-974-3389

FP1. Comment cleared

FP2. Comment Cleared

FP3. The dedication of easement aspect is in the process of being handled with Richard Chaney.  
**Comment Pending**

The comments was pending because ABIA staff and David Marquez were addressing this original comment requiring a dedication of easement for the floodplain, per the FEMA panel.

We responded with the following comment provided by Richard Chaney at ABIA.

The response provided by the ABIA legal team is: "Due to federal requirements, easements may not be granted on airport property." Richard Chaney has informed us in an email dated 07/31/2013 that the issue has been resolved with City staff.

There was further internal discussion between David Marquez, Dale Thompson and I believe Kane Carpenter.

David requested the attached exhibit, showing the existing floodplain within the project limits and the vicinity and that the following note be added on the covers sheet.

NOTE: CITY INSPECTOR  
PRIOR TO CERTIFICATE OF COMPLINACE AN AFFIDAVIT OF EASEMENT/MOU MUST BE COMPLETED, TO  
VERIFY  
THAT THIS PROCESS HAS BEEN COMPLETED. CONTACT DAVID MARQUEZ (512-974-3389) OR KEVIN  
SHUNK  
(512-974-9176).

A copy of the cover sheet with this note was provided to David and he cleared comment FP3 in an email dated 10/4/12.

Hope this is what you were looking for.

Best regards,

David A. Carroll, PE, PMP  
**DAVCAR Engineering**

P: (512) 328-4428



# City of Austin

## Aviation Department

### Austin-Bergstrom International Airport

3600 Presidential Blvd., Ste. 411, Austin, Texas 78719

512/530-ABLA(2242) Fax: 512/530-7686

www.abia.org

August 27, 2013

US Fish and Wildlife Services  
Field Supervisor  
Austin Ecological Services Field Office  
U. S. Fish and Wildlife Service  
10711 Burnet Road, Suite 200  
Austin, Texas 78758



PS	
AFS	
ALL	
TS	
OASI	
FILE	
NOI	
FEI	

Dear Field Supervisor:

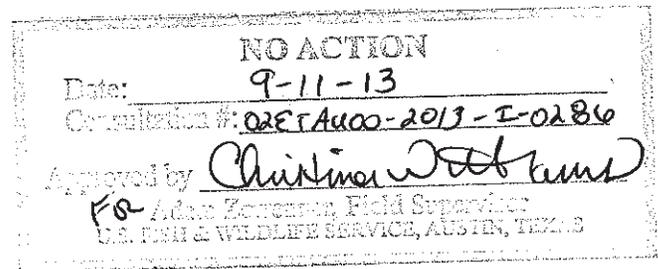
In accordance with the requirements of Section 7 of the Endangered Species Act (ESA), I am seeking your concurrence that the Austin Bergstrom International Airport (ABIA) Department of Aviation (DOA)'s implementation of the General Aviation Development and Ductbank Relocation Project is not likely to adversely affect any Federal or State listed species or designated critical habitat.

An Environmental Assessment was conducted by Zephyr Environmental Corporation to evaluate the subject area of the General Aviation Development and Ductbank Relocation Project for the occurrence of critical environmental features as defined in the City of Austin's Land Development Code (LDC) and for potential endangered species habitat (see **Attachment 1**). According to site investigations conducted by Zephyr Environmental Corporation, none of the protected species or species of concern with the potential to occur in Travis County were observed on the subject area or are anticipated to occur on the subject area.

Based upon attached information, the DOA requests your concurrence with this determination. Should additional information be necessary or should you have any questions please do not hesitate to contact me at 512-530-6621 or Kane.Carpenter@austintexas.gov. Thank you in advance for your review and consideration.

Sincerely,

Sincerely,  
Kane Carpenter  
Austin Bergstrom International Airport (ABIA)  
Department of Aviation (DOA)



Copy: Nate Granger, RS&H  
Paul Blackford, FAA Texas ADO

Attachment: A-1 - Environmental Assessment in Accordance with the City of Austin Land Development Code for General Aviation Avenue Tract, Travis County, Texas