



## Recommendation for Action

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**File #:** 20-1024, **Agenda Item #:** 63.

1/23/2020

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### **Posting Language**

Set a public hearing to consider an ordinance amending various sections of City Code Title 25 (Land Development) to remove residential uses as allowed uses in the Airport Overlay Zone Three (AO3). (Suggested date, February 20, 2020 at Austin City Hall, 301 W. Second Street, Austin, TX)

### **Lead Department**

Planning and Zoning Department

### **Fiscal Note**

This item has no fiscal impact.

### **For More Information:**

Mark Walters, Planning Principal, Planning and Zoning Department, 512-974-7695.

### **Council Committee, Boards and Commission Action:**

November 20, 2019 - Recommended by the Codes and Ordinances Joint Committee of the Planning Commission and Zoning and Platting Commission.

### **Additional Backup Information:**

The proposed amendments are intended to remove residential uses as allowable uses from the Airport Overlay Zone Three (AO3).

The City Council adopted the Airport Overlay regulations (Chapter 25-13. Airport Hazard and Compatible Land Use Regulations) in August 2001 to govern land use and development surrounding the Austin Bergstrom International Airport (ABIA). These regulations establish three conditions under which residential uses are allowed in the AO3 zone. These conditions are for: those properties with a final plat dated on August 20, 2001; those located in a municipal utility district on August 20, 2001; and those located in a neighborhood plan combining district (NP) on December 31, 2001. On September 27, 2001, Council adopted the Montopolis Neighborhood and associated NP. The Montopolis Neighborhood Planning Area is located immediately north-northwest of the airport. One of the plan's land use objectives, as illustrated on the future land use map (FLUM), and through the associated rezonings, was to establish an airport-compatible land use pattern in those areas covered by the AO3 zone. This pattern would allow future office, commercial, and industrial uses, but not residential.

Over the past two decades, applicants have sought zoning changes that would allow residential uses in the AO3 zone, the most recent being filed in January 2019. Zoning case management staff have consistently not recommended these applications on the basis of the plan and sound planning principles. Additionally, ABIA staff opposes these attempted zoning changes. Their primary concerns are that the allowance of residential uses in the AO3 zone could hinder the airport's operation and affect their ability to receive federal grant monies for its operation.