



MEMORANDUM

TO: Mayor and Austin City Council Members

FROM: Jacqueline Yaft, Executive Director
Aviation Department

DATE: April 30, 2020

SUBJECT: Council Agenda Item No. 29 Airport Overlay Zones

The May 7th City Council agenda contains three council action items that are affected by Airport Overlay Zones.

29) Conduct a public hearing and consider an ordinance amending City Code Section 25-13-45 relating to compatible residential uses in Airport Overlay Zone Three (AO3)

36) NPA-2018-0005.01 - 1501 Airport Commerce Drive-Conduct a public hearing and approve an ordinance amending Ordinance No. 20010927-05, the Montopolis Neighborhood Plan, an element of the Imagine Austin Comprehensive Plan, to change the land use designation on the future land use map (FLUM) on property locally known as 1501 Airport Commerce Drive, (Carson Creek Watershed) from Commercial to Mixed Use land use. Staff Recommendation and Planning Commission recommendation: To deny Mixed Use land use. Owner/Applicant: W2 Hill ACP II LP; W2 Real Estate Partners. Agent: Amanda Swor; Drenner Group City Staff: Jesse Gutierrez, (512) 974-1606.

37) C14-2019-0029 - 1501 Airport Commerce Dr - Conduct a public hearing and approve an ordinance amending City Code Title 25 by rezoning property locally known as 1501 Airport Commerce Drive (Carson Creek Watershed). Applicant Request: To rezone from general commercial services-conditional overlay-neighborhood plan (CS-CO-NP) combining district zoning to general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district zoning. Staff Recommendation and Planning Commission Recommendation: To deny general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district zoning. Owner/Applicant: W2 Hill ACP II, LP. Agent: Drenner Group, PC (Amanda Swor). City Staff: Sherri Sirwaitis, 512-974-3057.

The Department of Aviation does not support the creation of additional residential uses in Airport Overlay Zone 3 (AO-3), or Buffer Zone, established under the Airport Compatible Land Use Zoning Ordinance (Chapter 25-13-45). The Montopolis Neighborhood Plan, as adopted on September 27, 2001, and effective as of December 31, 2001, did not allow residential uses in AO-3. See the Montopolis Neighborhood Planning

Area Future Land Use Map. 1501 Commerce Drive, the subject of Agenda Items 36 and 37, is located within AO-3 in the Montopolis Neighborhood Plan, an area limited to commercial uses.

One of the primary drivers of noise controversy around airports is the lack of buffer zones between the areas near airports where noise-sensitive land uses are not compatible and areas that are regarded under federal guidelines as fully compatible for noise sensitive development.

Therefore, pursuant to City Council's adoption of Ordinance No. 010809-78 "Airport Hazard and Land Use Regulations" in August 2001, the City created the Buffer Zone to prevent the introduction of new non-compatible residential and school uses in and around high noise areas near the Airport. This Buffer Zone is necessary to protect the future development of the Airport and safeguard the positive economic impacts that the Central Texas Region derives from airport operations.

Not only does the Buffer Zone protect the Airport from future non-compatible development, it likewise protects neighborhoods, residents, and pets from airport noise. One does not do anyone a favor by building a residential development in an area close to the Airport subject to relatively high levels of aircraft noise – certainly not the future residents of the development for whom aircraft noise will be a constant source of annoyance, aggravation, and complaint.

Robert Mueller Municipal Airport (RMMA) is a prime example of land use constraints being so significant that construction of a new airport was the only prudent option to maintain air service capacity in the Austin area. Due to the extensive amount of residential development that surrounded RMMA, the Airport faced safety concerns, flight delays, expansion constraints, noise impacts, and lack of ability to keep up with growing projected demand for air service.

With regards to sound insulation, though considered a prevention and mitigation measure by federal guidelines, sound attenuation is a partial solution to noise issues. Sound isolation construction techniques are derived from testing of assemblies in laboratory conditions. They perform as described as long as they are empty and un-used. Once you begin using them, opening windows and doors, and spending time outside, the calculated noise reduction measures disappear.

In summary, in the 1990s, the City and Citizens made a major investment to convert Bergstrom Air Force Base to a Commercial Airport with the potential to be a Large Hub Airport. In doing so, City Council took measures to protect that investment by establishing the airport overlay zones, including the Buffer Zone, to ensure the gains achieved by relocating the Airport were not offset or undermined by the constraints and limitations imposed by residential development in the Airport's vicinity.

Should you have any questions or require additional information, please do not hesitate to contact me at (512) 530-5070.



Jacqueline Yaft, Executive Director
Executive Director
Xc:

Spencer Cronk, City Manager
Gina Fiandaca, Assistant City Manager
Rodney Gonzales, Assistant City Manager

Montopolis Neighborhood Plan Adopted Future Land Use Map

Adopted 09/21/2001
Updated: 3/21/2018

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

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