

City Council: Residential Uses in Airport Overlay Zone Three (AO3)

Shane Harbinson, Department of Aviation

Mark Walters, Planning and Zoning Department

Mark Walters, Planning and Zoning Department

August 27, 2020

**THE AIRPORT OF CHOICE
FOR CENTRAL TEXAS**



Austin-Bergstrom
International Airport





Presentation Overview

Proposed Amendments

Airport Overlay Background and Context

Air Service Area & Economic Impact

Airport Facilities

Airport Growth

AUS Airspace and Departure Headings



Proposed Amendments

Prohibit new residential uses in the AO3 Zone of the Airport Overlay:

25-13-45 (B)(1) — Remove the code provision that allows residential uses in areas with a recorded final dated on or before August 20, 2001

25-13-45 (B)(3) — Remove the code provision that allows residential uses in areas with an existing neighborhood plan combining district (NP) on or before December 31, 2001 (applies sections to Montopolis NPA)

Airport Hazards and Compatible Land Use Regulations (25-13) *adopted 2001*

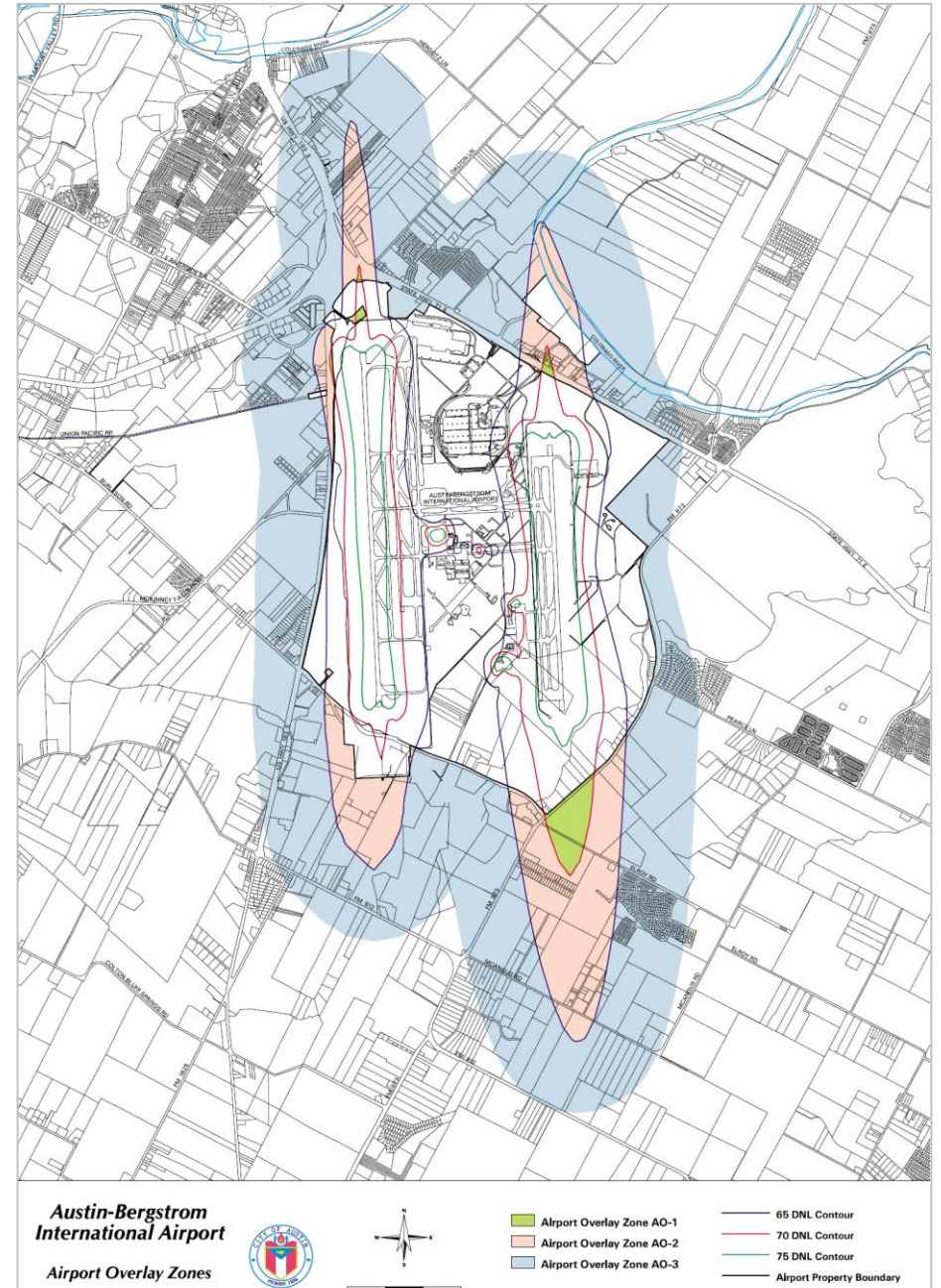
- Established when municipal airport moved from Mueller to ABIA
- Sets standards for ABIA and surrounding areas in alignment with the Code of Federal Regulations for safe operation of a municipal airport:
 - Defines airport hazards
 - Compatible and incompatible land uses
 - dB levels and sound mitigation requirements
 - Visual hazards (glare, lighting, etc.)
 - Establishes regulations for conformance and nonconformance of natural objects as well as structures

LDC 25-13-45

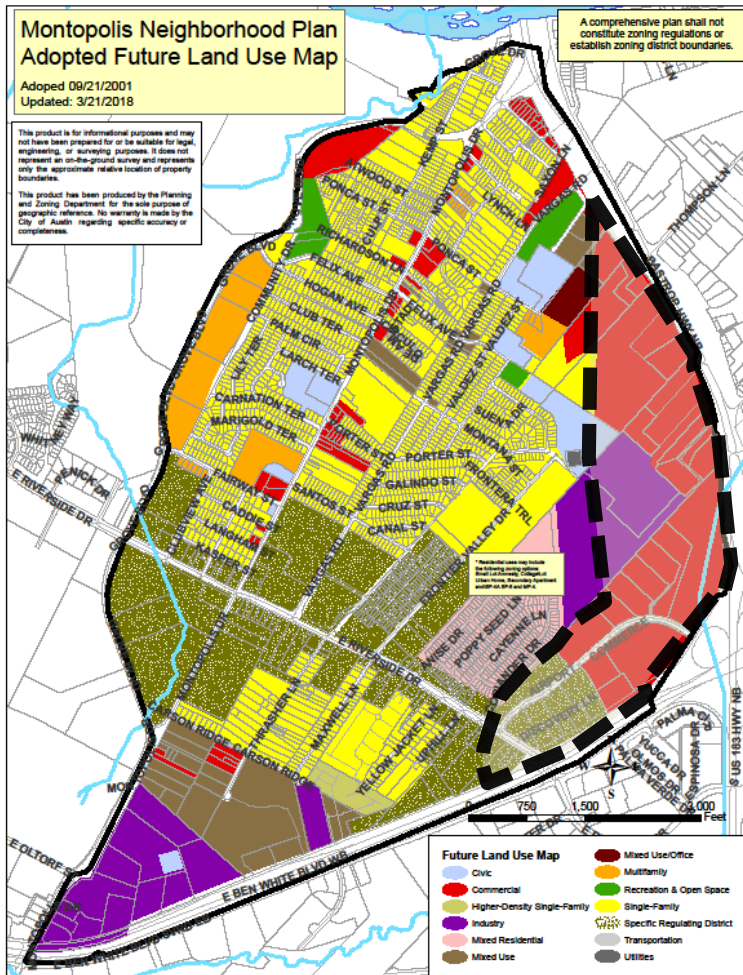
A Residential Use is allowed in AO3 zone if it:

- Is included in a final plat on August 20, 2001
- Is located in a municipal utility district on August 20, 2001
- Is located in a neighborhood plan combining district on December 31, 2001.

There are noise reduction measures into the design and construction to achieve a outdoor to indoor Noise Reduction Level of 25db for hotels/motels



Montopolis Neighborhood Plan *adopted 9/27/01*



(P. 4) *The proximity of the airport and freeways makes these areas appropriate for some non-residential development.*

(P.14) **Objective 3:** Focus the highest intense commercial and industrial activities along Ben White Drive and U.S. Hwy 183. Airport-related businesses and services should be located at Austin-Bergstrom International Airport or along Ben White or U.S. 183.

Action 11: Zone the properties along 183 and Ben White to allow commercial or limited industrial uses along these major corridors.

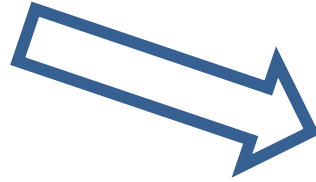
Background

- 1997 to 2014: COA Department of Aviation, COA Office of Real Estate Services, and the Federal Aviation Administration (FAA) cooperatively completed the Airport Noise Mitigation Program:
 - Cost \$99M (FAA contributed 75%)
 - Relocated 429 households/1,088 people, 14 businesses, and 4 schools out of high-noise impact area surrounding ABIA
- Due east of ABIA, new residential uses in the AO3 Zone in the *Southeast Combined Neighborhood Plan* NP are not allowed (adopted 2002)

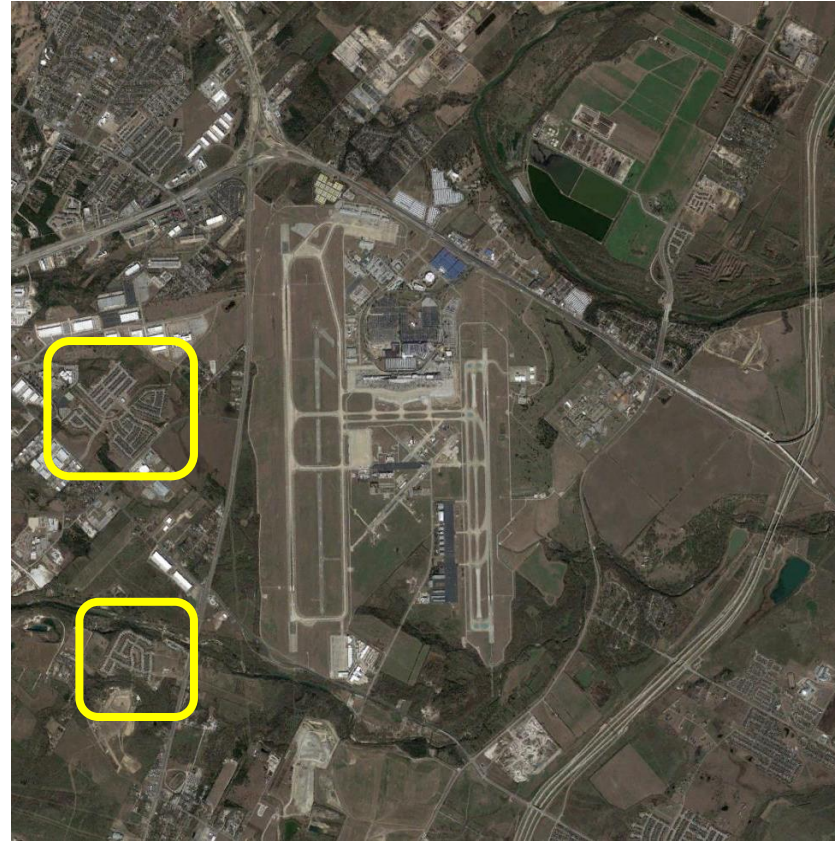
Southeast Combined NPA New Neighborhoods

Located directly west of the airport and outside the AO-3 zone

Colorado Crossing
Neighborhood



Addison
Neighborhood



Background

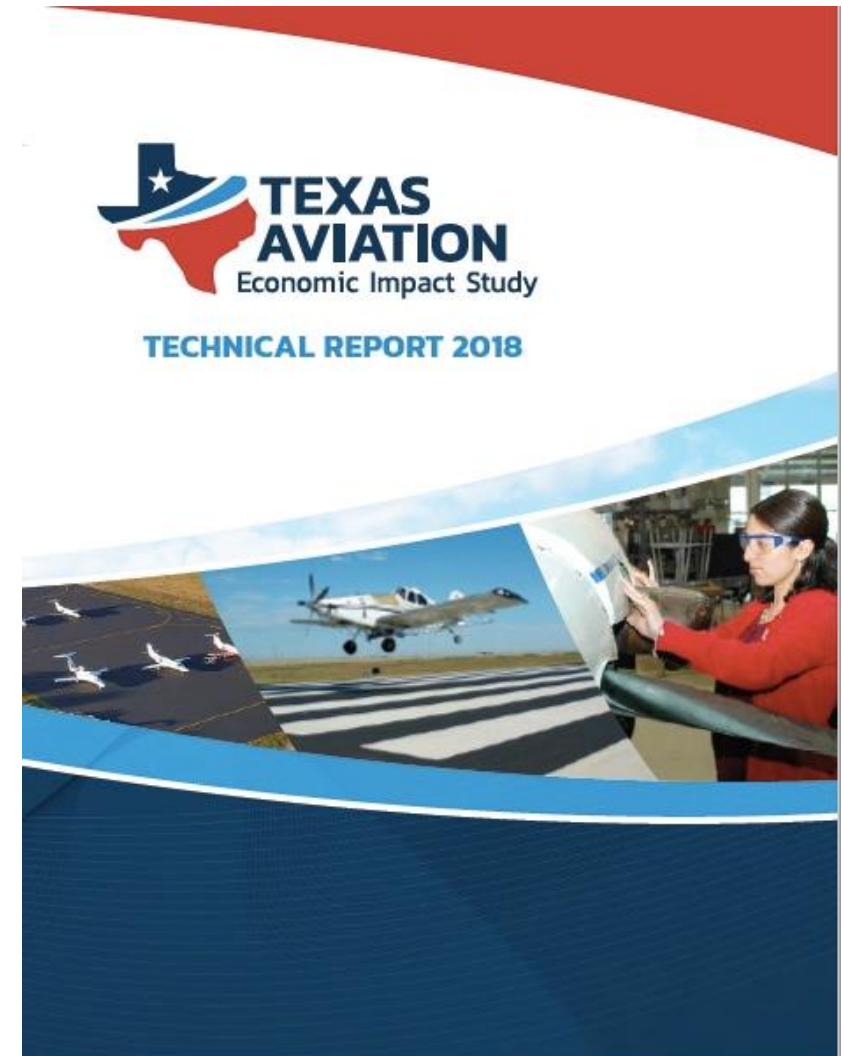
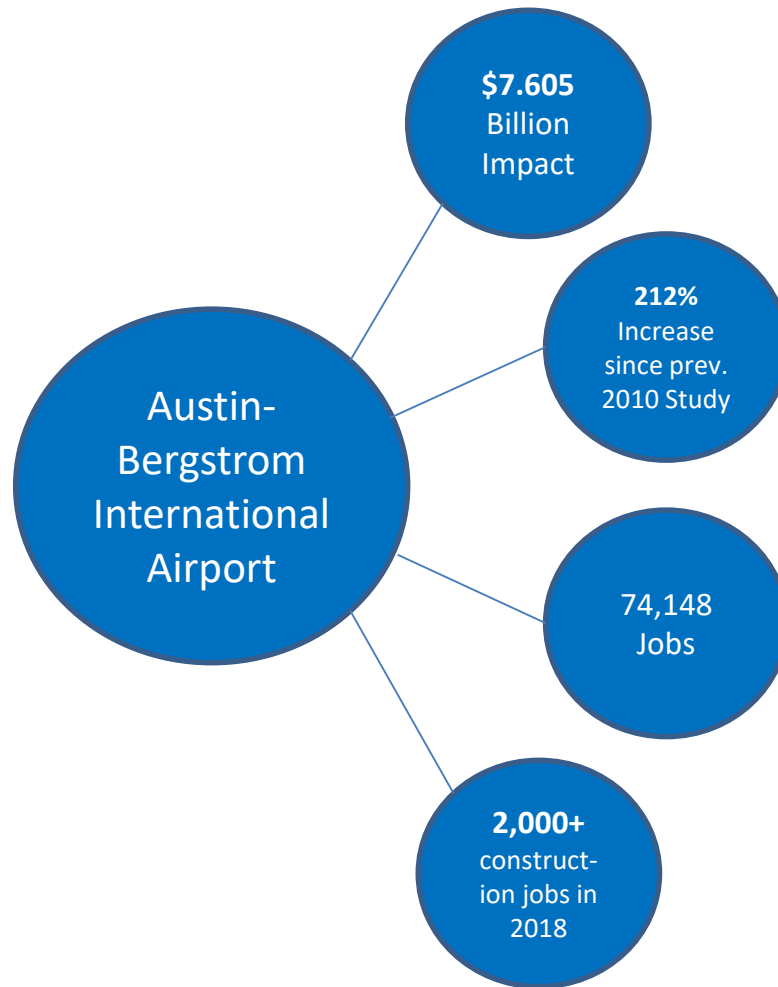
- Since 2001 there have been 3 zoning cases brought forward under 25-13-45 (B)(1) and (3) as well as multiple inquiries regarding residential zoning in the AO3 Zone — Planning and Aviation staff have opposed these requests
- Airport Overlay has zones based on the “yearly day-night average” sound levels
 - AO3 zone requires yearly day-night average sound levels of less than 65dB

How Loud Is That?

Each 10 dB increase results in a 10-fold increase in sound intensity which we perceive as a 2-fold increase in sound volume

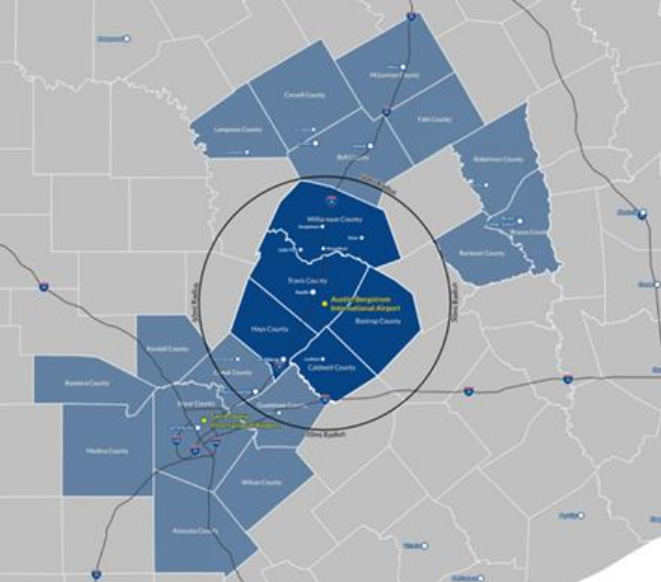
- +100 dB: Jet taking off at ~300 meters/~1,000 feet
- 80-85 dB: Hearing loss with extended or repeated exposure (CDC)
- 75 dB: Vacuum cleaner
- 70 dB: Noisy restaurant
- 65 dB: Piano practice
- 20 dB: Quiet rural area
- 10 dB: Whisper

AUS ECONOMIC IMPACT

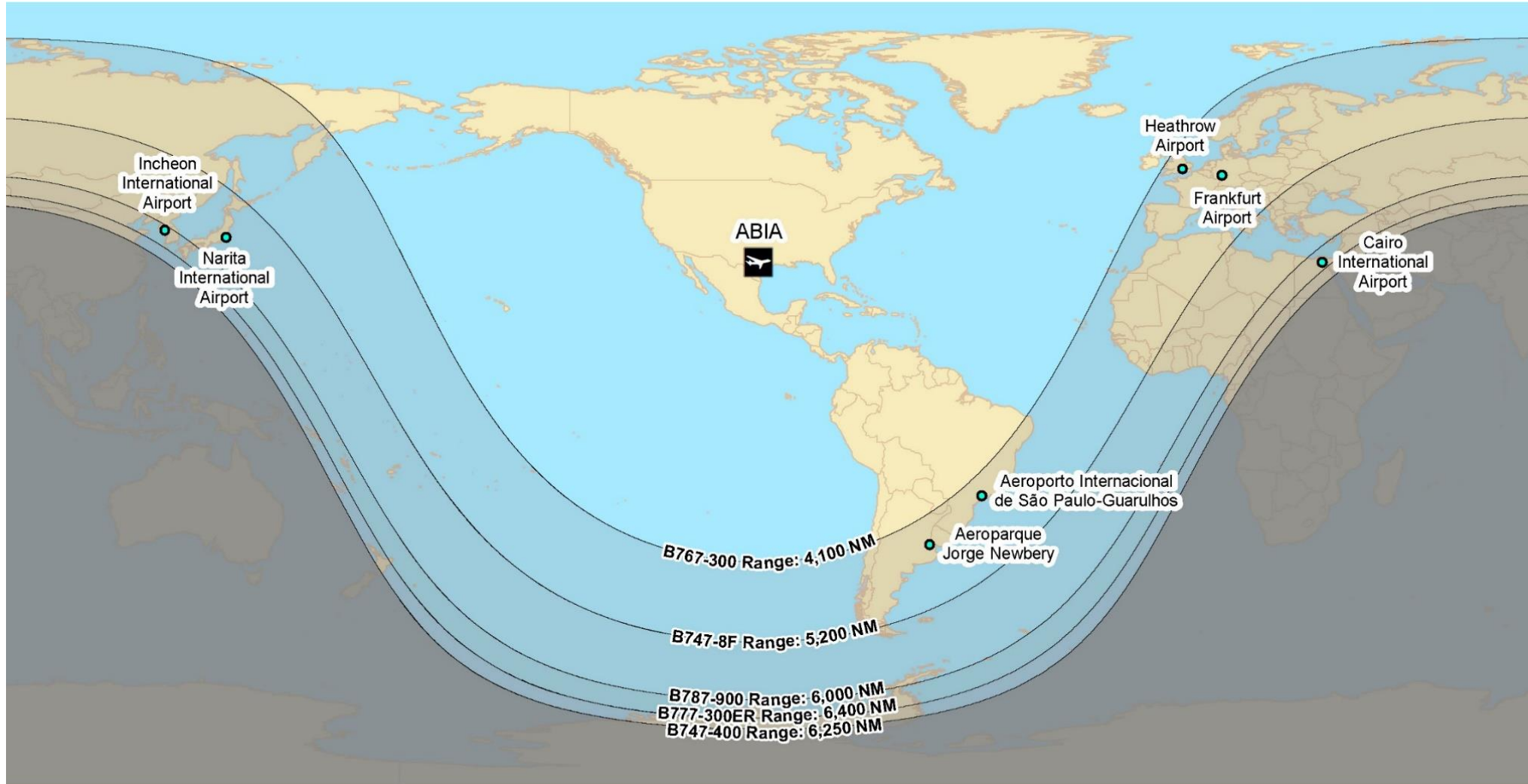


Texas Aviation Economic Impact Study Technical Report 2018
(TxDOT)

100%



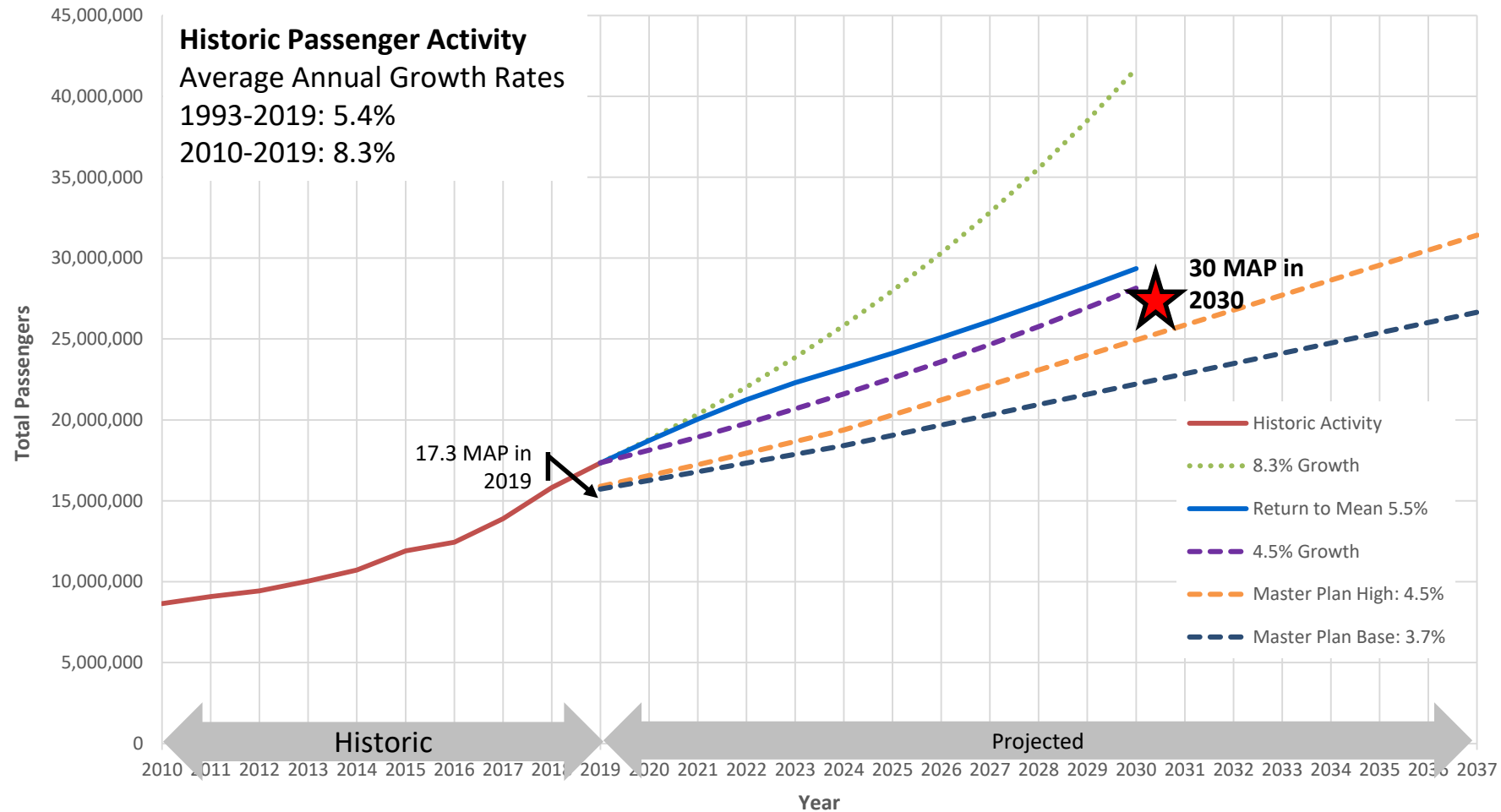
Aircraft Range Map (12,250' Runway)



AUS 2030: 30 Million Annual Passengers



AUS Projected Activity Growth

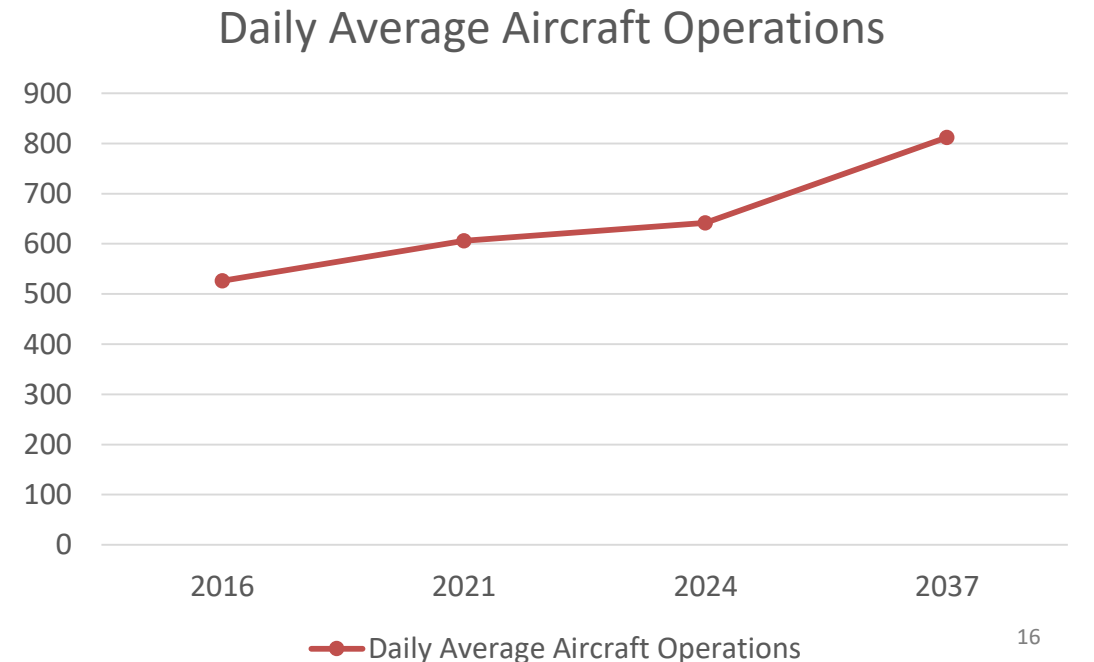
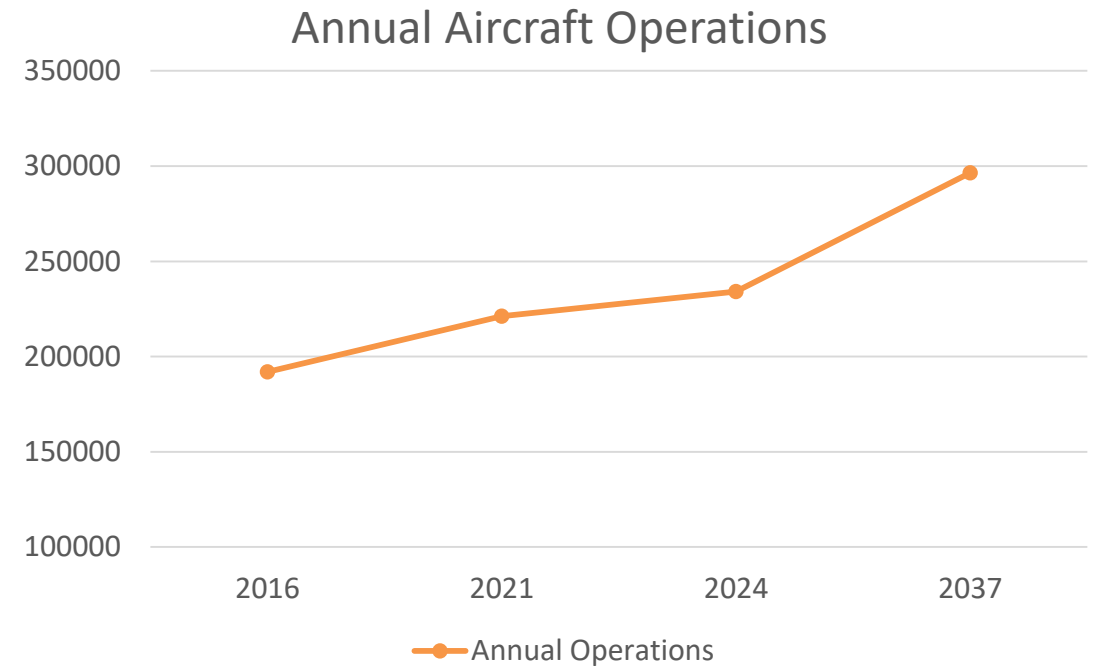


Sources: City of Austin Department of Aviation, Landrum & Brown, Paslay Management Group

AUS Aircraft Operations

2018 — 210,000 Annual Aircraft Operations

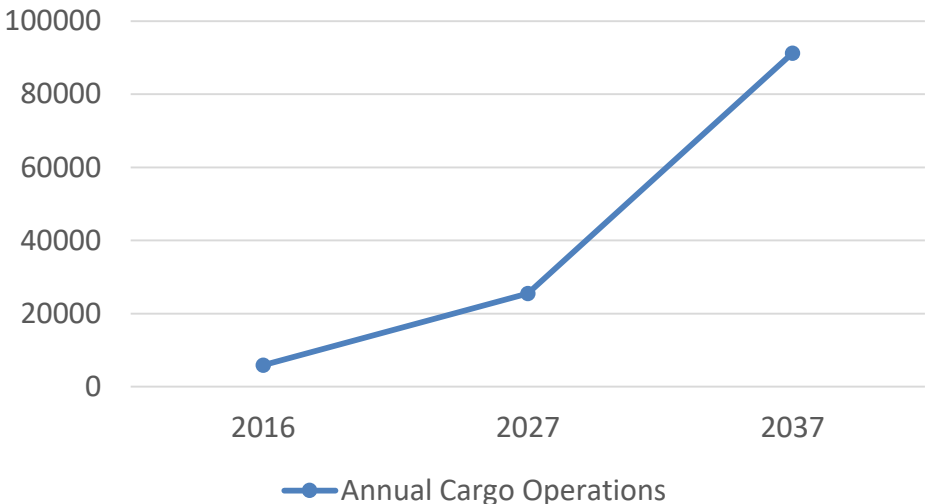
2037 — 296,428 Forecasted Annual Aircraft Operation



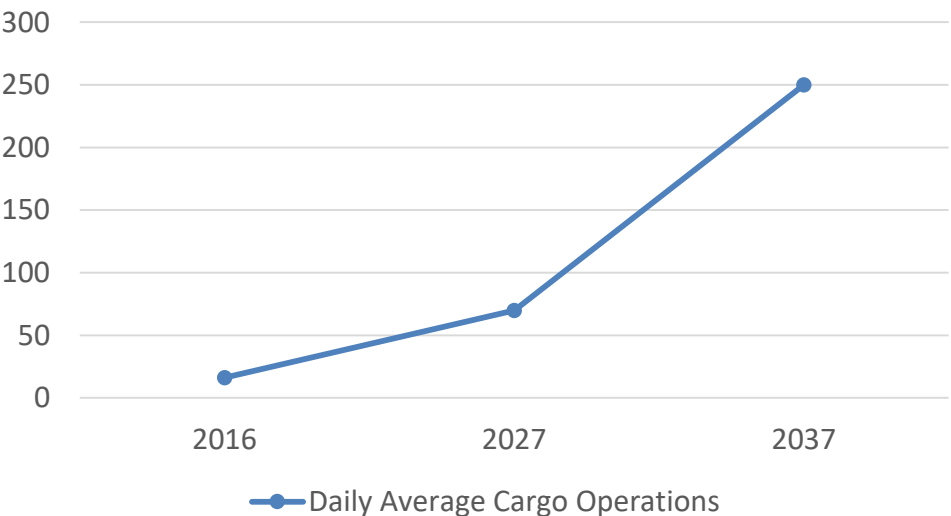
Economic Impact Cargo Activity



Annual Cargo Operations

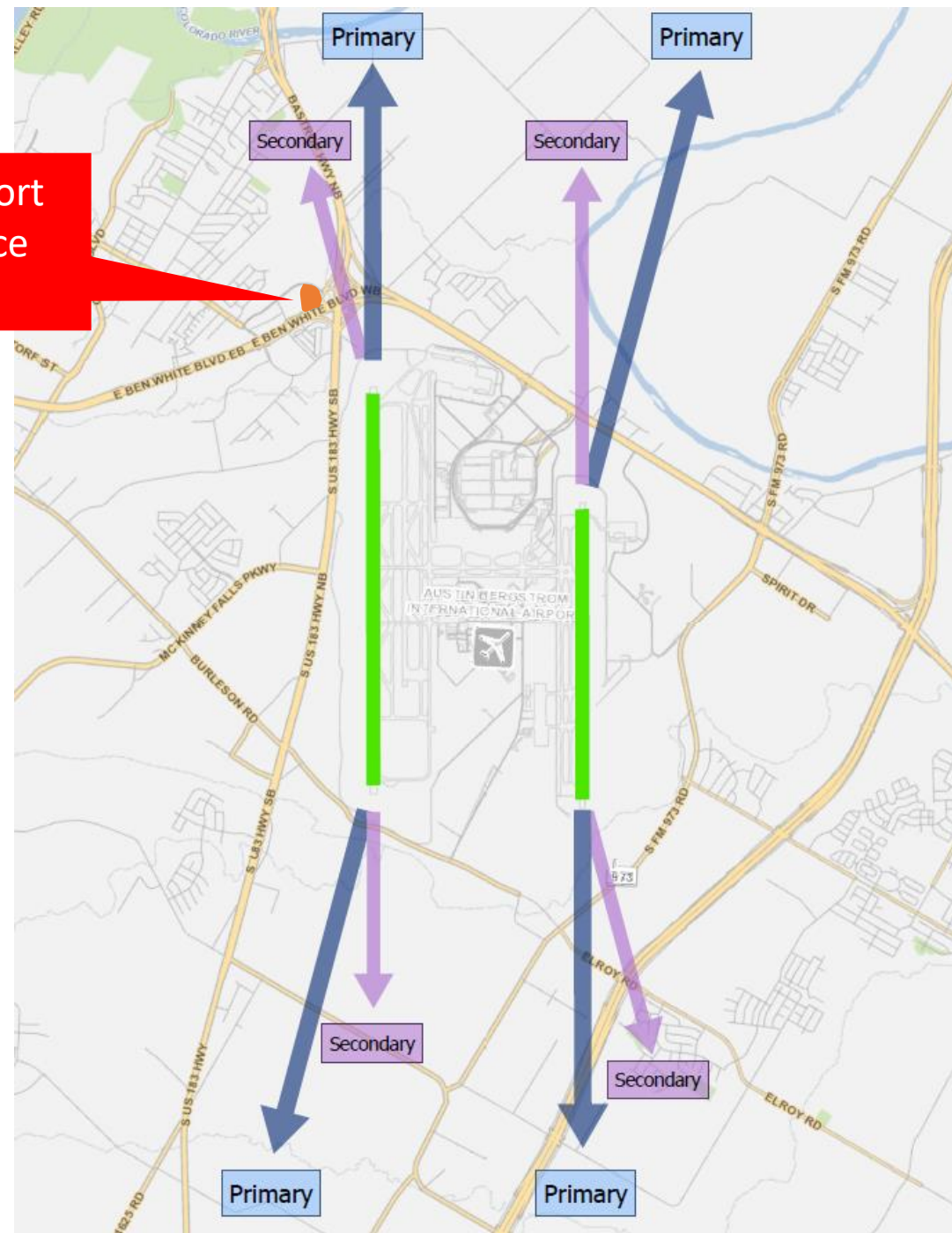


Daily Average Cargo Operations

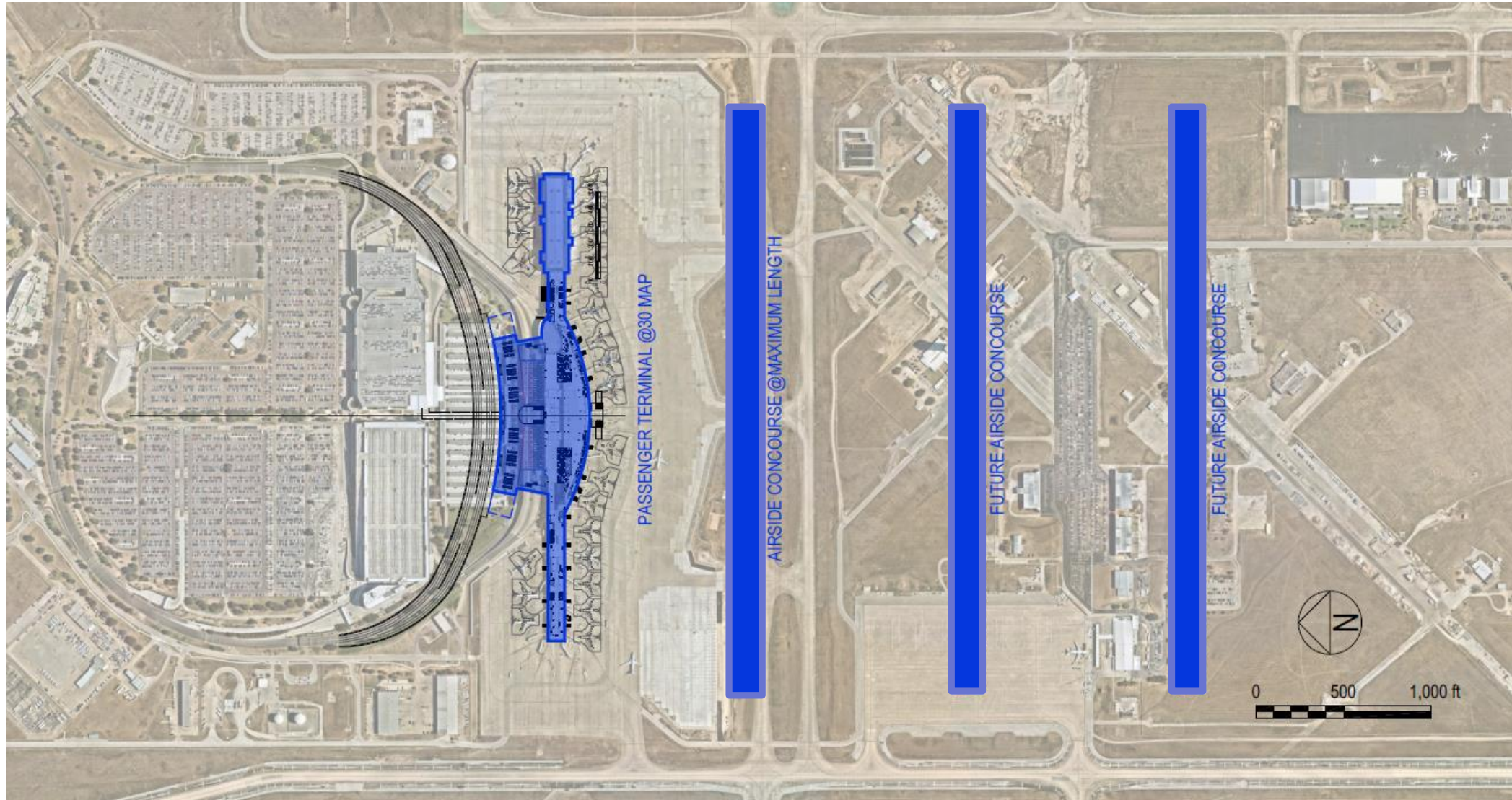


Departure Headings for Today's Runway Configuration

1501 Airport
Commerce
Drive



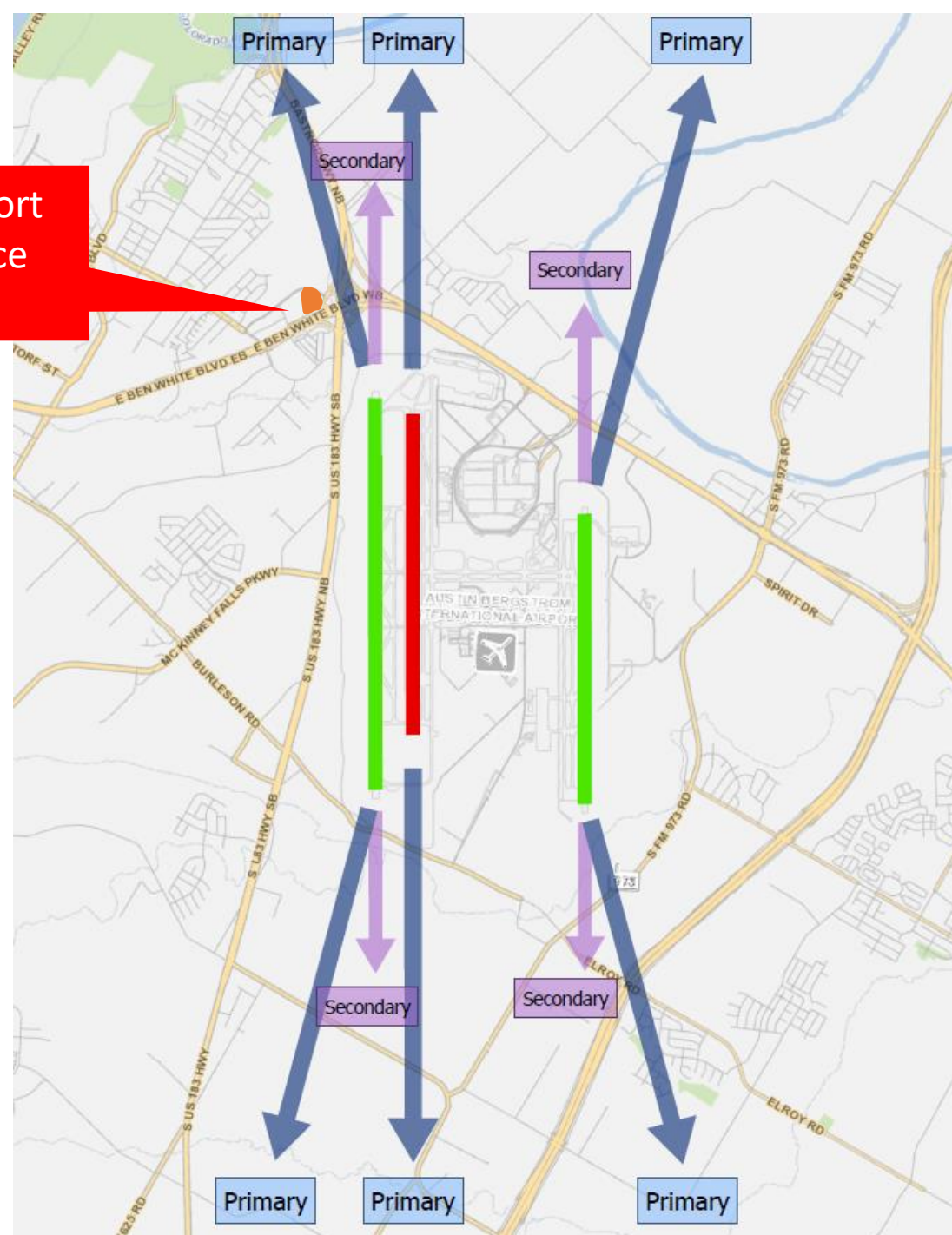
AUS Planning for Additional Concourses with Approximately 80 MAP Capacity



Departure Headings with future Center Runway configuration

 New Runway forecasted in 2040

1501 Airport
Commerce
Drive



| Questions?