

The City of Austin departments of Aviation (AUS), Watershed Protection (WPD), and Development Services (DSD) have collaborated to develop the following variances to City Code as part of the updated Master Development Plan (MDP) Ordinance for the airport. Approval of the updated MDP by the new ordinance will grant the following variances to provisions of City of Austin Code:

<b>Variance</b>	<b>Impacted Section(s) of Code</b>	<b>Why This Variance Is Needed</b>	<b>Mitigation and Oversight</b>
A	Section 25-2-2 ( <i>Site Plan Exemptions</i> )	Allows AUS to use the airport's Master Site Plan as the site plan to obtain a building demolition permit for Air Force structures over 10,000 sf.	A site development permit will still be obtained by AUS from DSD. All building demolition requirements will be followed and any development will still adhere to the LDC.
B	Section 25-2, Zoning, Subchapter E ( <i>Design Standards and Mixed Use</i> ), 25-2, Subchapter E.	Allows AUS to exempt land within its boundaries from specific requirements; consistent with existing exemptions for land zoned for aviation (AV).	AUS will continue to implement sustainable construction practices and grow its campus wide pedestrian path system that includes internal and external commute solutions.
C	Section 25-5-44 ( <i>Previously Approved Site Plan</i> )	Allows for overlapping site plans under review, or for there to be new site plans established.	Site plan applications will be submitted to DSD, and AUS will work with DSD on an organized approach for tracking site plan reviews and a consistent nomenclature for site plan permit numbers so all airport site plans can be easily associated with the Master Site Plan.
D	Section 25-5-81 ( <i>Site Plan Expiration</i> )	Allows AUS' Master Site Plan to be a living document, with a 10-year Master Development Plan review and individual project site plans submitted, in lieu of the Code requirement that site plans expire after three years.	The Master Site Plan will have periodic review, at least every ten years, among DSD, WPD, and AUS. The Master Site Plan will continue to be updated development/redevelopment occurs.
E	Section 25-7-152 ( <i>Dedication of Easements and Right-of-Way</i> )	Allows AUS to avoid having to grant itself (as a city entity) an easement, given that the airport is city-owned land.	AUS will comply with all floodplain requirements and other setbacks required by City Code and will provide full access to the floodplain administrator (WPD).

F	Subsections (B)(3) and (C) of Section 25-8-211 ( <i>Water Quality Control Requirement</i> )	Allows new or redeveloped taxilanes to be exempt from water quality control requirements given that these areas are not high-pollutant areas.	AUS will remove existing impervious cover (IC) in a 1:1 ratio, as there is much legacy IC across the 4200-acres in which the runoff drains to the same overall drainage system. AUS will continue to actively implement the airport wide storm water pollution prevention plan that significantly reduces impacts to the watershed. AUS currently has four full-time positions dedicated to this program.
G	Subsection (A) of Section 25-8-213 ( <i>Water Quality Control Standards</i> )	Allows AUS to leverage its large existing green spaces (via vegetative filter strips) to satisfy certain water quality pond requirements (this is consistent with FAA safety requirements).	AUS performs “rubber removal” cleaning of the runways twice per year. The pavement is cleaned with high-pressure water, which is recovered and discharged to the wastewater treatment plant (WWTP). Watershed Protection Engineering will be part of the initial phases of civil projects to identify project opportunities for increased water quality treatment.
H	Subsection (B)(2) of Section 25-8-213 ( <i>Water Quality Control Standards</i> ), to limit capture volume to the first half inch of runoff for the Constrained Development Area, identified on Exhibit B (Water Quality Plan).	Allows AUS to limit capture volume amount for runoff in the Constrained Development Area (CDA) only, avoiding cost-prohibitive requirements and a significant interruption to airport operations.	All areas developed outside the CDA adhere to newer code. Infrastructure will be upsized with redevelopment to account for changes in rainfall criteria. AUS has a comprehensive water quality compliance program, which includes State of Texas and Watershed Protection permits, regular storm water infrastructure maintenance, inspections, monitoring, and spill response. AUS has committed 1% of its CIP, up to \$10M during the lifecycle of the Ordinance to water quality improvement projects.
I	Section 25-8-261 ( <i>Critical Water Quality Zone Development</i> )	Allows AUS development in segments of the Critical Water Quality Zone (CWQZ), based on certain conditions.	All natural channels and riparian zones will be protected. Only specific channels in conflict with the airfield, that are currently maintained, mowed channels or channels with concrete trickle channels or flumes, are designated as potential development, with the focus on protecting and

			enhancing natural channels by establishing extended buffers along natural channels and providing riparian restoration.
J	Section 25-8-341 ( <i>Cut Requirements</i> )	Allows AUS to develop the airfield and surrounding support infrastructure in compliance with FAA height and site requirements (where City code is in conflict)	AUS will work with WPD to ensure grading and drainage infrastructure is modeled such that there are no adverse downstream impacts, peak flows are managed and erosive conditions are not created.
K	Section 25-8-341 ( <i>Cut Requirements</i> )	Allows AUS to develop the airfield and surrounding support infrastructure in compliance with FAA height and site requirements (where City code is in conflict)	AUS does not anticipate projects associated with this variance will include any critical environmental features.
L	(L) Section 25-8-342 ( <i>Fill Requirements</i> )	Allows AUS to develop the airfield and surrounding support infrastructure in compliance with FAA height and site requirements (where City code is in conflict)	AUS does not anticipate projects associated with this variance will include any critical environmental features.
M	Section 25-8-342 ( <i>Fill Requirements</i> )	Allows AUS to develop the airfield and surrounding support infrastructure in compliance with FAA height and site requirements (where City code is in conflict)	AUS does not anticipate projects associated with this variance will include any critical environmental features.
N	(N) Section 25-8-624 ( <i>Approval Criteria</i> ), Section 25-8-642 ( <i>Administrative Variance</i> ); Section 25-8-643 ( <i>Land Use Commission Variance</i> )	Allows AUS to comply with FAA protected airspace requirements, and to clarify that trees encroaching within protected air space that may create an aircraft safety hazard meet hazard requirements.	This only applies to areas where trees encroach on protective air space. AUS will ensure tree trimming or removals will be conducted with the least disturbance to the riparian zone, and will commit to regular tree plantings in areas on campus well outside protective air space areas.
O	Article 5 ( <i>Additional Water Conservation Requirements</i> ) of Chapter 25-9 ( <i>Water and Wastewater</i> ), Article 5, Chapter 25-9 of the City Code.	Allows AUS to avoid cost-prohibitive requirements for water reuse while improving existing 750,000 square ft. Barbara Jordan Terminal.	Other water re-use measures are implemented within the BJT (e.g. low flow fixtures). The new concourse, CUP and other facilities that trigger the requirements will comply with Water Forward conservation requirements, and will use either

			rain-water harvesting or reclaimed water for toilet flushing. The airport has consistently grown its reclaimed water system since 2012 which has saved 100's of millions of gallons of potable water for the community.
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**Public Input Opportunities:**

Public comment opportunities will be available at the following boards and commission and City Council tentative dates. Dates are tentative at this time.

- Environmental Commission July 5
- Airport Advisory Commission August 9
- Planning Commission August 22
- City Council September 14