



Master Development Plan Ordinance Update

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Airport Development and Expansion History

- Bergstrom Air Force Base decommissioned in 1993 and converted to Austin-Bergstrom International Airport as part of the Base Realignment and Closure Program.
- Original terminal constructed in 1999
 - \$585 million budget (\$1.04 billion in 2022 dollars)
 - 25 gates, 126 daily flights
 - Designed to serve 11 million annual passengers
- 2019 expansion
 - \$350 million budget
 - Added 175,000 square feet, 9 new gates – Total 34 gates
 - Designed to serve 15 million annual passengers
- 2022 Growth
 - 21.1 million annual passengers served
 - Designed to serve 15 million annual passengers



MDP Ordinance Background

- Proposed update developed in concert among the departments of Aviation, Watershed Protection and Development Services.
- AUS Master Development Plan Ordinance serves as a regulatory framework to guide development within the defined airport boundary.
 - Enables the 4,200-acre airport to be governed under one site plan.
- Serves as an omnibus compilation of preapproved variances to city code.
- Establishes the airport campus as a singular site plan, providing clarity for city code reviewers.
- MDP Ordinance is subject to administrative review every 10 years. Current review was initiated in 2022.



Storm water sample 6/5/2023

MDP Ordinance History

- 1994: Original Master Plan Ordinance is passed to serve as a blueprint for redevelopment of Bergstrom Air Force Base into Austin-Bergstrom International Airport.
 - Included pre-approved variances to Land Development Code necessary to construct an international airport and a Water Quality Compliance plan that governed drainage infrastructure development.
- 2012: Updated MDP Ordinance aligned master planning with future development needs and addressed changes in drainage planning requirements.
- 2023: Proposed update will guide the airport's future expansion efforts while abiding by the City's environmental and sustainability principles.

Why is the update necessary?

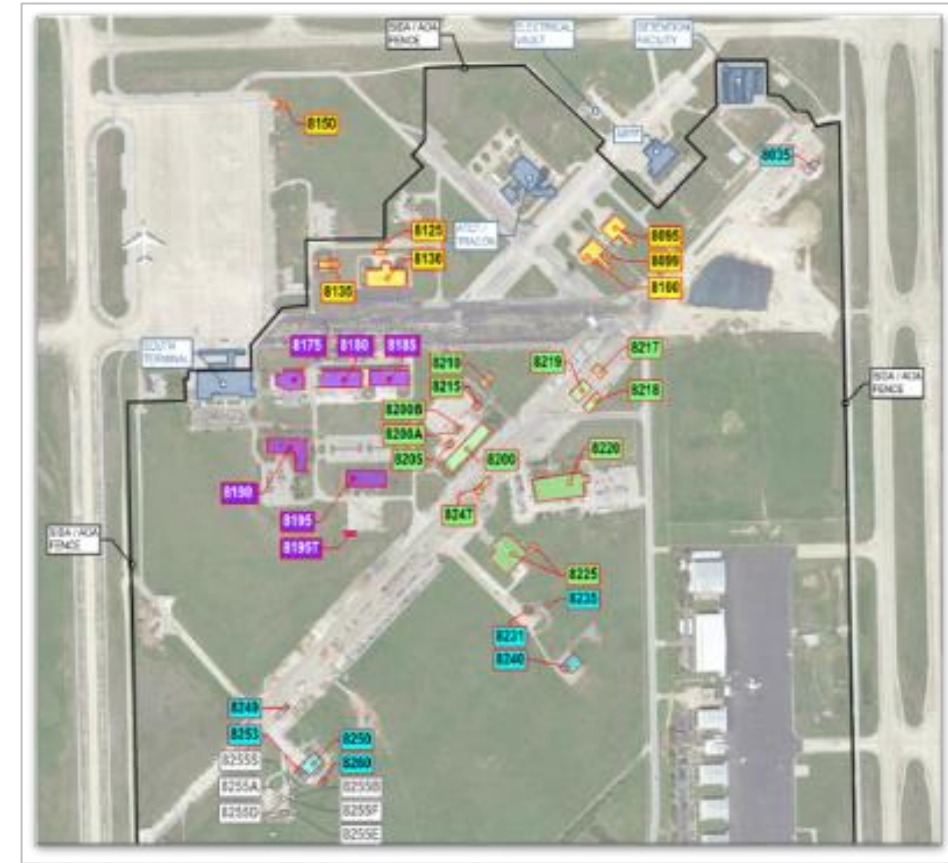
- Establishes consistent permitting requirements for the airport's long-term development.
- Provides pre-approved variances needed for the strategic progression of enabling projects as part of the comprehensive expansion and development program.
- Ensures the program advances in a timely order that meets airline and community commitments.
- Aligns future development with current city code.



Cargo Apron Water Quality Pond

Proposed Variances to City Code Sections

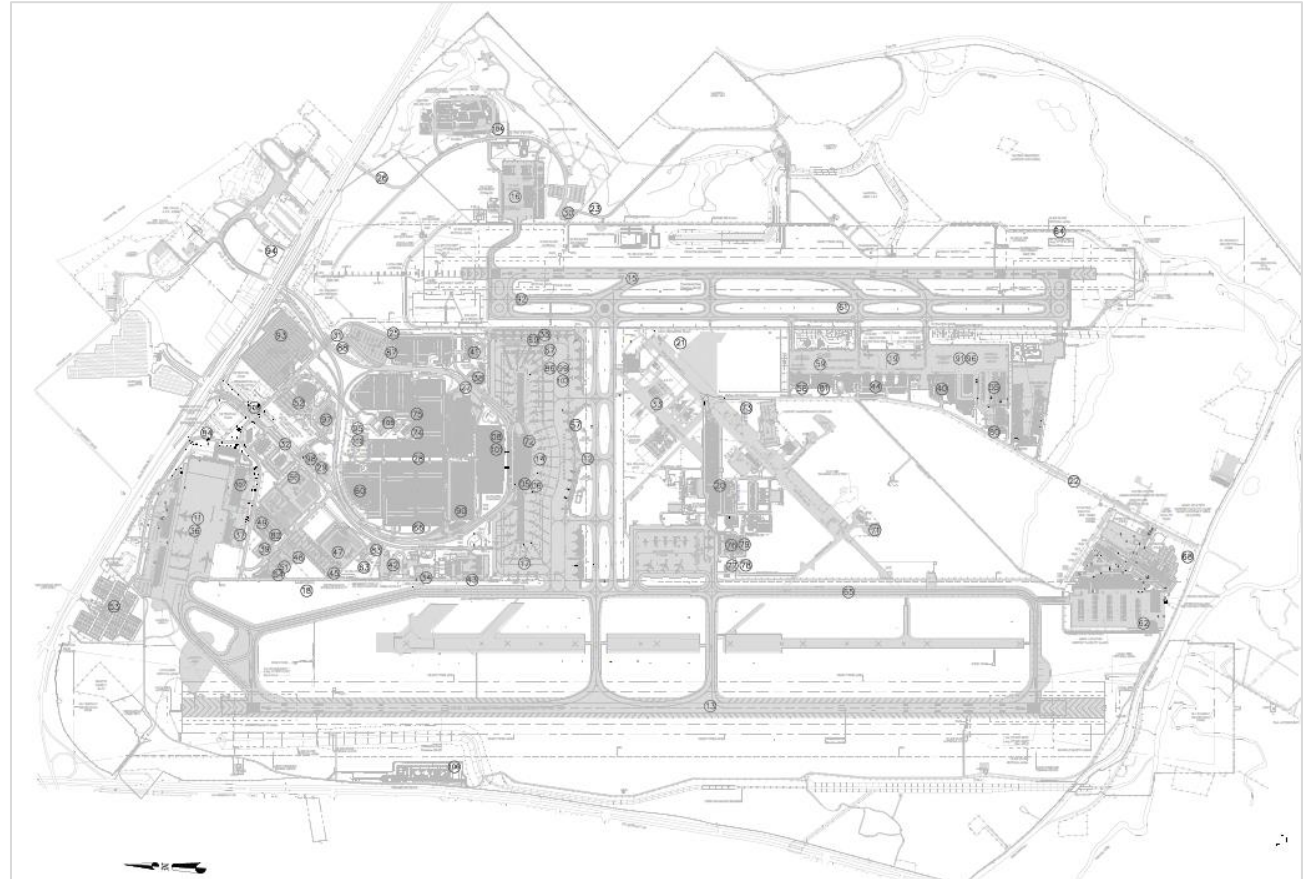
- Section 25-2-2 (*Site Plan Exemptions*): Allows AUS to use the airport's Master Site Plan as the site plan to obtain a building demolition permit for Air Force structures over 10,000 square feet.
- Section 25-2 (*Design Standards and Mixed Use*): Allows AUS to exempt land within its boundaries from specific requirements; consistent with existing exemptions for land zoned for aviation.
- Section 25-5-44 (*Previously Approved Site Plan*): Allows for overlapping site plans under review, or for there to be new site plans established.



AEDP Building Demolition Projects

Proposed Variances to City Code Sections

- Section 25-5-81 (*Site Plan Expiration*): 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.
- Section 25-7-152 (*Dedication of Easements and Right-of-Way*): Allows AUS to avoid having to grant itself (as a city entity) an easement, given that the airport is city-owned land.



Master Site Plan with more than 100 Individual
Project Site Plans Incorporated

Proposed Variances to City Code Sections

- Subsections (B)(3) and (C) of Section 25-8-211 (*Water Quality Control Requirement*): Allows new or redeveloped taxilanes to be exempt from water quality control requirements given that these areas are not high-pollutant areas.
- Subsection (A) of Section 25-8-213 (*Water Quality Control Standards*): 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).



Vegetative Filter Strip

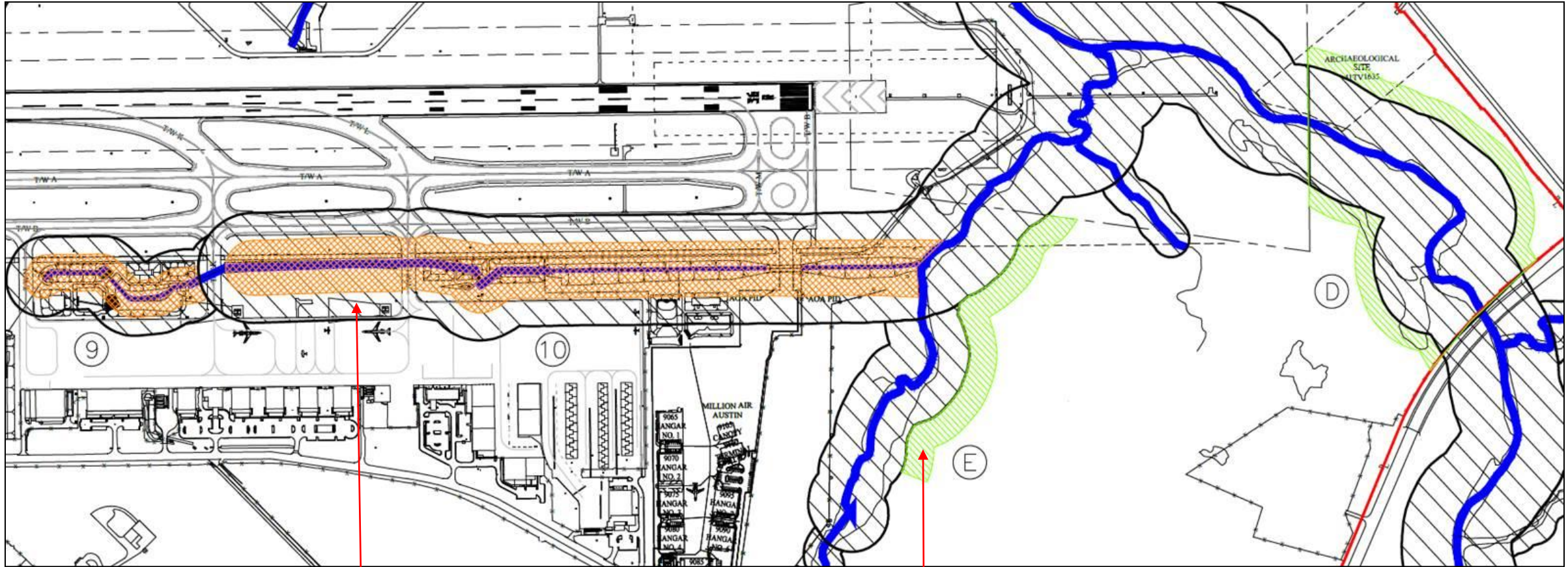
Proposed Variances to City Code Sections

- Subsection (B)(2) of Section 25-8-213 (*Water Quality Control Standards*): Allows AUS to limit capture volume amount for runoff in the Constrained Development Area only, avoiding cost-prohibitive requirements and a significant interruption to airport operations.
- Section 25-8-261 (*Critical Water Quality Zone Development*): Allows AUS development in segments of the Critical Water Quality Zone, based on certain conditions.



Outfall Inspection

Critical Water Quality Zone Setback



CWQZ conflict with existing
airfield pavement

Increased buffer and riparian
restoration mitigation area

Proposed Variances to City Code Sections

- Section 25-8-341 (*Cut Requirements*) and 25-8-342 (*Fill Requirements*): Allows AUS to develop the airfield and surrounding support infrastructure in compliance with FAA height and site requirements (where City code is in conflict)
- Section 25-8-624 (*Approval Criteria*), Section 25-8-642 (*Administrative Variance*); Section 25-8-643 (*Land Use Commission Variance*): 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.
- Article 5 (*Additional Water Conservation Requirements*) of Chapter 25-9 (*Water and Wastewater*), Article 5, Chapter 25-9 of the City Code: Allows AUS to avoid cost-prohibitive retrofit of the existing Barbara Jordan Terminal for water reuse requirements.

AUS Commitments

- Water conservation measurements for the new concourse and other new developments will comply with Water Forward conservation requirements.
- Commitment of 1% of Capital Improvement Program, up to \$10 million during the lifecycle of the Ordinance (10 years), to water quality improvement projects.
- Continued commitment to storm water pollution reduction strategies



CIP Drainage Improvement Project (2018): Outfall 13 Erosion Repair and Stabilization Project (before and after photos)



Questions