

**DEVELOPMENT PLAN
FOR THE
GEORGETOWN MUNICIPAL AIRPORT
PLANNED UNIT DEVELOPMENT (PUD)**

1. DEFINITIONS

All definitions listed in Chapter 16 of the Unified Development Code of the City of Georgetown (the "Code") shall govern interpretation of this Development Plan. Any terms not defined shall be interpreted using *Random House Webster's Unabridged Dictionary*, subject to the approval of interpretation by the Director of Planning and Development Services.

The following terms are defined by this Plan:

- **Taxiways** - A defined path, from one part of an airport to another, selected and prepared for the movement of aircraft.
- **Structures** - Anything constructed or erected on the ground. Flatwork will be considered a structure.
- **Setbacks** - Front Setbacks along internal streets will be measured from the edge of a roadway pavement. Setbacks along external streets will be measured from property lines. Setbacks not included above will also be measured from property lines.

2. PROPERTY

This Development Plan (hereinafter referred to as the "Plan") covers approximately 518.997 acres of land located between Airport Drive and Northwest Boulevard, north of Lakeway Drive, within the City Limits of Georgetown, Texas. The site is the location of the Georgetown Municipal Airport.

3. PURPOSE

The primary purpose of this Plan is the implementation of the Georgetown Municipal Airport – Airport Master Plan Update (July 19, 2005), adopted as an Element of the City's Comprehensive (Century) Plan. As an implementation document it is the intent that this Plan support the purpose, goals and objectives outlined in the Master Plan Update.

4. APPLICABILITY OF CITY ORDINANCES

4.1 Zoning

The Property shall be regulated for purposes of zoning by this Plan. All aspects not specifically covered by this Plan shall be regulated by applicable sections of the Code. All uses and development within the Property shall generally conform to the Development Plan as set forth herein. The PUD is designed to be used in conjunction with the Industrial District (IN), which is the zoning designation most similar to and compatible with the uses proposed for the PUD. All standards and requirements of Industrial District (IN) shall apply unless specifically superceded by the standards and requirements of this Development Plan.

4.2 Other Ordinances

All other Ordinances within the Code of Ordinances of the City of Georgetown shall apply to the Property, except as clearly modified by this Plan and by the Georgetown Municipal Airport Master Plan Update (dated July 19, 2005).

5. PERMITTED USES AND LIMITATIONS

The PUD is designed to be used in conjunction with the Industrial District (IN) which is the zoning designation most similar to and compatible with the uses proposed for the PUD. All standards and requirements of the Industrial District (IN) shall apply unless specifically superceded by the standards and requirements of this Development Plan. The allowed land uses on the airport property shall be limited to those uses specifically identified by the "Ultimate Airport Land Use Plan" (Exhibit C). The location of such uses shall be consistent with the locations identified on Exhibits B ("Long Term Development Plan") and C ("Ultimate Airport Land Use Plan").

The allowed land uses are:

- Airfield
- Public / Semi-Public Use
- T-Hangar
- Commercial / Business
- Office / Avigation – Related Public Use
- Corporate / Fixed Based Operator
- Drainage / Water Detention

Sections 4.1, 4.2, 4.3, 4.4 and 4.5 of the Master Plan update, which identify the proposed future development plans are attached for reference.

6. DEVELOPMENT STANDARDS

As stated above, the PUD is designed to be used in conjunction with the Industrial District (IN). All standards and requirements of the Industrial District (IN) shall apply unless specifically superceded by the standards and requirements of this Development Plan.

6.1 Height Restrictions

All height restrictions established for the Industrial District (IN) shall apply to all buildings within the PUD. The Industrial District (IN) restricts height of buildings to sixty-five (65') feet. The determination of building height, as well as allowed exceptions, shall be as prescribed by the Code.

6.1.1 Air Traffic Control Tower

The proposed Air Traffic Control Tower, the location of which is shown on Exhibit B and detailed in Exhibit E, is exempt from the height provisions of the base IN, Industrial zoning district. The Air Traffic Control Tower shall be allowed a maximum height of eight-five (85') feet.

6.2 Stormwater Detention

The airport has provided for detention on a regional scale with one portion of the airport property set aside specifically for detention purposes. Future detention will comply with this overall regional design. Should additional area be needed, the Airport Master Plan has provided for potential up-grading of the detention pond. Each application will provide drainage information adequate to ensure that the regional drainage plan is maintained, and to ensure that the quantity of storm water run-off can be handled by this regional detention pond. Also, this data shall ensure that appropriate drainage patterns are occurring on the individual lease spaces and along drainage routes to the regional detention pond.

6.3 Impervious Cover Limits

Impervious coverage limits will be a maximum of 95 percent for individual lease spaces. The overall maximum impervious cover for the total airport area is 60 percent. The "Long Term Development Plan" (Exhibit A) will increase the overall impervious cover at the airport to 22 percent, well below the allowed 60 percent.

6.4 Setbacks

Application	Location	Measured From	Setback Required
All Structures	Internal Streets	Edge of Pavement	35 feet
All Structures	External Street	Property Line	25 Feet
All Buildings	Side and Rear	Lease Lines	10 feet
All Structures	Adjacent to Taxi-Ways	NA	None

6.5 Parking Standards

Use	Parking Requirement
Office / Business Park	1 space for every 400 square feet of Office space
Commercial / Retail	1 space for every 200 square feet of Commercial / Retail space
Hangars / Indoor Repair Areas	Exempt
Food Service Facilities	1 space for every 100 square feet

6.6 Landscaping / Tree Preservation

Landscape and tree preservation requirements will be fulfilled within the front yard setbacks along internal and external streets. This requirement will be calculated as follows:

- Determine the total square footage within the front setback areas along the internal and external right-of-way.
- Divide this total square footage by 600.
- Multiply the sum by 2.
- The sum provided in item 3 above equals the total number of shrubs to be planted within the front setback areas and along any building facade facing the right-of-way.
- In addition to the shrubs to be planted, all trees 3 caliper inches or greater shall be preserved in all front setback areas and no removal shall occur in these areas without prior approval from the Development Services Division.

The crown area of existing trees to be preserved in the front setback may be deducted from the total square footage within the front yard setback for the purposes of

calculating the number of shrubs required in the front yard setback. Existing trees not in the front setback may be preserved if there is no conflict with safe flight operations. A crown area credit to reduce the shrub requirement in the front yard will be given for these as well.

6.6.1 Parking Lot Screening

Parking lot screening, as required pursuant to Section 8.05.010 of the Code, shall be required within front yard setbacks when parking is situated between buildings and the right-of-way.

These plantings required will be calculated separately from those required under the landscape requirement.

6.7 Drive Access

Driveway access points will be permitted along Airport Road, a minor arterial, with a separation of 300 feet between driveways. Internal streets on the Airport Master Plan are considered to be local streets and will not require driveway separation. However, on corner lots, drives shall be spaced 60 feet from any street intersection.

LIST OF EXHIBITS

- Exhibit "A": Location Map
- Exhibit "B": Long Term Development Plan
- Exhibit "C": Ultimate Airport Land Use Plan
- Exhibit "D": Summary of Future Development Plans
- Exhibit "E": Air Traffic Control Tower