

CITY OF SUGAR LAND

LAND USE

PLAN



ORDINANCE NO. 2119

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUGAR LAND, TEXAS, AMENDING CHAPTER 6 OF THE COMPREHENSIVE PLAN OF THE CITY OF SUGAR LAND BY ADOPTING AN UPDATE TO CITY'S LAND USE PLAN.

WHEREAS, chapter 213 of the Local Government Code authorizes the City to adopt a comprehensive plan for the long-range development of the City; and

WHEREAS, the plan may:

- (1) include provisions on land use, transportation, and public facilities;
- (2) consist of a single plan or a coordinated set of plans organized by subject matter and geographic area; and
- (3) be used to coordinate and guide the establishment of development regulations; and

WHEREAS, the Land Use Plan outlines policy direction and provides guidance for land-use decisions; and

WHEREAS, the Land Use Plan establishes a vision for land use and identifies a work plan of projects to accomplish such land-use goals; and

WHEREAS, the Land Use Plan is the work product of a four-year process conducted by the Land Use Advisory Committee that included substantial community input through public meetings, Online Town Halls, and an educational forum series; and

WHEREAS, the proposed revisions have been reviewed by the City's Planning and Zoning Commission, as required by law and the Planning and Zoning Commission held a public hearing on the Land Use Plan on October 26, 2017; and

WHEREAS, the City Council held a public hearing on the Land Use Plan on June 26, 2018 at which the public was given an opportunity to give testimony and present written evidence as required by law; NOW, THEREFORE;

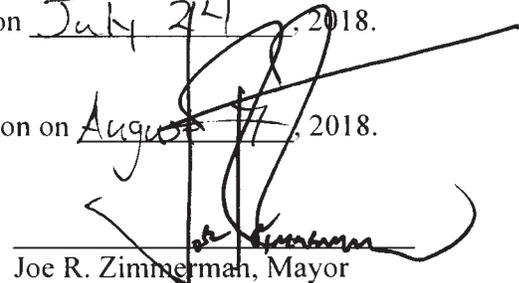
**BE IT ORDAINED BY THE CITY COUNCIL
OF THE CITY OF SUGAR LAND, TEXAS:**

Section 1. That the City Council adopts the recitals and findings set forth in the preamble to this Ordinance, which are found to be true and correct.

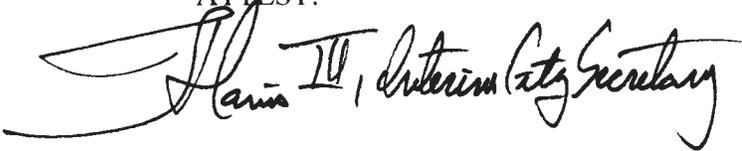
Section 2. That the City of Sugar Land Comprehensive Plan is amended by adoption of an updated Land Use Plan, shown on Exhibit A, attached to and made a part of this ordinance.

APPROVED on first consideration on July 24, 2018.

ADOPTED upon second consideration on August 7, 2018.


Joe R. Zimmermah, Mayor

ATTEST:


Harin II, Interim City Secretary

APPROVED AS TO FORM: ,


Meredith Riede

Exhibit A: Updated Chapter 6 of the City's Comprehensive Plan - The Land Use Plan

Acknowledgements

The Land Use Plan update process began in 2013 and was completed in 2018. During the four years of the Plan's development, approximately 300 people including Sugar Land residents, City elected and appointed officials, City staff, and interested community members were involved in one way or another. However, without the extensive efforts of the following people, this Plan update would not have been possible.



Current Land Use Advisory Committee

Debby Coffman (co-chair 2016-2018)
Bob Ring (co-chair 2016-2018)
Ravi Arora
Kelley Austin (joined 2016)
Heather Davis (P&Z Representative)
Nish Gurnani
Erum Jivani (joined 2016)
Taylor Landin
Julia Mickum
Chelsea Nguyen
Glenn Smith (joined 2016)
Jordan Schlafer
Karolena Serratos

Former Land Use Advisory Committee Members

Lars Hagen
Tim Hart
Silky Malik
Carol McCutcheon
Russell Jones (former co-chair)
Mary Joyce (former co-chair)
Andreas Peeples
Josh Pratt
Beth Schoemann

City Council Land Use Plan Task Force

Himesh Gandhi (2016-2017)

Harish Jajoo (2013-2015)

Mary Joyce (2016-2017)

Amy Mitchell (2015-2016)

Steve Porter (2015-2016)

Bridget Yeung (2013-2016)

Joe Zimmerman (2013-2015 and 2016-2017)

Current City Council

Joe Zimmerman, Mayor

Himesh Gandhi, At Large 1

Jennifer Lane, At Large 2

Steve Porter, District 1

Bridget Yeung, District 2

Amy Mitchell, District 3

Carol McCutcheon, District 4

Former City Council

James A. Thompson, Former Mayor

Harish Jajoo, Former District 4

Mary Joyce, Former At Large 2

Planning & Zoning Commission

Kathy Huebner, Chair

Carl Stephens, Vice Chair

Matthew Caligur

Jay Canine

Heather Davis

Taylor Landin

Zeenat Mitha

Sue Sanchez

Dan Simeone

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1

EXECUTIVE SUMMARY



Executive Summary

Late in 2013, Sugar Land began the process of updating the Land Use Plan, which is Chapter 6 of the Comprehensive Plan. Chapters 1-5 and the Future Land Use Map were updated and approved by the City Council in 2012; however, the remainder of the Land Use Plan was last updated in 2004. The purpose of updating the Plan is to ensure that Sugar Land continues to thrive and to ensure future development and redevelopment is aligned with the vision and goals laid out by the Comprehensive Plan and provide further guidance on land use specific goals and policies.

The City is at a transitional moment in its history. Sugar Land evolved from a small company town, to a rapidly growing suburb of Houston in the latter half of the twentieth century. Since 2000, the city has developed into a mature well-rounded city with high quality neighborhoods, significant employment, and attractive destination venues. However, the City also has aging buildings and infrastructure, increasing commercial vacancies, and limited vacant property. The population is increasingly diverse and aging, leading to shifts in housing market preferences. In order to address these changes in the city, this Plan establishes guidance for development and redevelopment which aims to improve residents' quality of life and support the City's economic growth.

The process of updating this Plan has involved citizens, stakeholders, and the City Council. City Council approved Resolution 13-34 August 2013 appointing the Land Use Advisory Committee (LUAC), a group of volunteer citizens, who developed the recommendations laid out in the Plan. During the summer of 2013, stakeholders such as Mayor's Youth Advisory Council (MYAC), Planning and Zoning Commission, Fort Bend ISD, and others participated in a series of interviews with city staff and consultants. Individual interviews were also conducted with the mayor and council members. During these interviews stakeholders identified aspects of the city's land use they desired to see stay the same and those they preferred to be different. Over a 3-month period in 2014, a six-part public forum was held in Sugar Land for citizens to learn about various growth trends in Texas and across the United States. Each land use forum began with a presentation by an expert in their field, followed by a discussion among citizens. Key takeaways from these were used to inform and help formulate this Plan. Lastly, two public meetings and three Online Town Halls allowed additional opportunities for citizens to provide feedback on components and drafts of the Plan.

Based on the extensive discussions, this Plan establishes a vision and proposes 10 overarching goals for Sugar Land which are described in detail in the Land Use Vision, Goals and Policies in Section 5, pages 32-63:

Sugar Land will develop and redevelop to remain a desirable place to live and do business. The city will change in response to long-term shifts in market demands and demographic trends, managing that change to preserve the city's appeal. It will balance different land uses, preserve the character of its neighborhoods, and create new walkable mixed use Regional and Neighborhood Activity Centers with a variety of offices, housing, retail, entertainment, and civic institutions.

-  Preserving Single-Family Neighborhoods
-  Amenities for All
-  Fostering Redevelopment
-  Creating Mixed-Use Activity Centers
-  Inviting Outdoor Spaces
-  Celebrate Sugar Land
-  Encouraging Residential Options
-  Connected Land Uses
-  A Great Place for Business
-  Balanced Growth



Young families have traditionally moved into Sugar Land for the remarkable schools, inviting single-family neighborhoods, and high standard of living. **This Plan prioritizes the preservation and protection of single-family neighborhoods in Sugar Land and encourages increased coordination with the school districts.** Additionally, during discussions residents expressed a desire for more housing options such as live-work units, townhomes, compact single-family houses, and multifamily apartments for young professionals as well as empty-nesters. Policies in this Plan encourage new housing options but limit them to designated areas and provide guidance on the number of multi-family units envisioned. **The Land Use Plan provides guidance for establishing stronger restrictions on multi-family development, including a definitive statement that no new stand-alone, single-use, multi-family residential development within the City should be approved.**

Two types of Activity Centers are introduced in the land use categories to guide denser development in preferred areas such that they do not negatively impact single-family neighborhoods. **The success of Sugar Land Town Square is a model for future new walkable mixed use Regional and Neighborhood Activity Centers.** These centers address the growing demand for living closer to services and entertainment. Regional Activity Centers are proposed to attract visitors from around Sugar Land and the entire region. These are intended to have a civic anchor such as City Hall and a central outdoor gathering space. Neighborhood Activity Centers are proposed to be created through redevelopment of aging retail centers that are adjacent to existing single-family neighborhoods and would provide everyday services such as grocery stores, dentist offices, and dry cleaners, and would promote walkability for daily trips. **Redevelopment is critical to maintaining the long-term fiscal health of the City but must always be balanced and considerate of the impact on any adjacent single-family neighborhoods.** All new, denser housing options should be located in these activity centers, in order to minimize impacts to single-family neighborhoods.

Large employers in the region are looking for amenities such as restaurants, gyms, retail, and hotels in close proximity to their offices. Regional Activity Centers will provide Class-A office spaces in walkable distances from these amenities. **Maintaining amenities such as retail, restaurants, hotels, cultural institutions, parks, entertainment and recreational destinations are important in attracting residents, tourists and visitors. The Plan encourages these amenities to be located in appropriate locations respectful of adjacent single-family neighborhoods.**



This Plan also preserves areas for limited industrial uses for target industries and protects the airport. **Continued commercial development is vitally important to the City from both an economic perspective as well as the civic services and amenities it provides to residents and visitors.**

Open spaces are crucial for a City for the health of citizens, recreation, and gathering. Sugar Land will preserve its parks and open spaces and encourage connectivity among the parks and along the Brazos River. Plazas in activity centers may be used for community events and holiday celebrations to cultivate a sense of community. Connectivity is encouraged in all new land use development and redevelopment to allow citizens the option to walk or bike in addition to driving from point A to point B. **The Plan recognizes the benefit of utilizing Land Use strategies to increase overall mobility and reduce traffic congestion.**

The policies in this Plan strive to sustain the long-term fiscal health of the City by encouraging a balanced mix of land uses, denser development in activity centers, high quality infrastructure and building construction, and the consideration of the availability of natural resources in proposed developments. These enable the City to continue to provide high quality services and ensure infrastructure is well maintained, all while maintaining a low tax rate. Overall, the Plan seeks to ensure that the changing needs and demands of current and future residents are met, to attract the younger population to the City, and to encourage economic growth and strengthen the City's tax base. **The Future Land Use Plan is the single most important document that will guide how the City positively and proactively responds to long-term market shifts and demographic trends – all with the goal of preserving our single family residential neighborhoods and ensuring Sugar Land continues to be a premier place to live, work, shop and play in the region.**

In addition to policies aimed at accomplishing each of these goals, this Plan offers a Future Land Use Map that identifies Regional Activity Centers and Neighborhood Activity Centers along highways and major vehicular corridors, Suburban Neighborhood areas to preserve existing single-family neighborhoods, and other land use categories. The land use categories are redefined to allow for flexibility in design while guiding developers and city staff to specific mixes of uses. The Plan also includes an Areas of Change Map which identifies areas that are not anticipated to change significantly in the coming years. The map also identifies limited areas of the City and ETJ that are expected to change and are recommended for redevelopment based on changing demands for those areas. Lastly, the Plan outlines a list of prioritized actions that the City should pursue to implement the Plan.

An aerial photograph of a residential area, overlaid with a semi-transparent orange filter. The image shows a mix of houses, trees, and a large open field. A river or stream flows through the lower portion of the scene. In the center, there is a white rounded square containing a red number '2'. Below this, the text 'WHAT IS THE LAND USE PLAN?' is written in large, white, bold, sans-serif capital letters.

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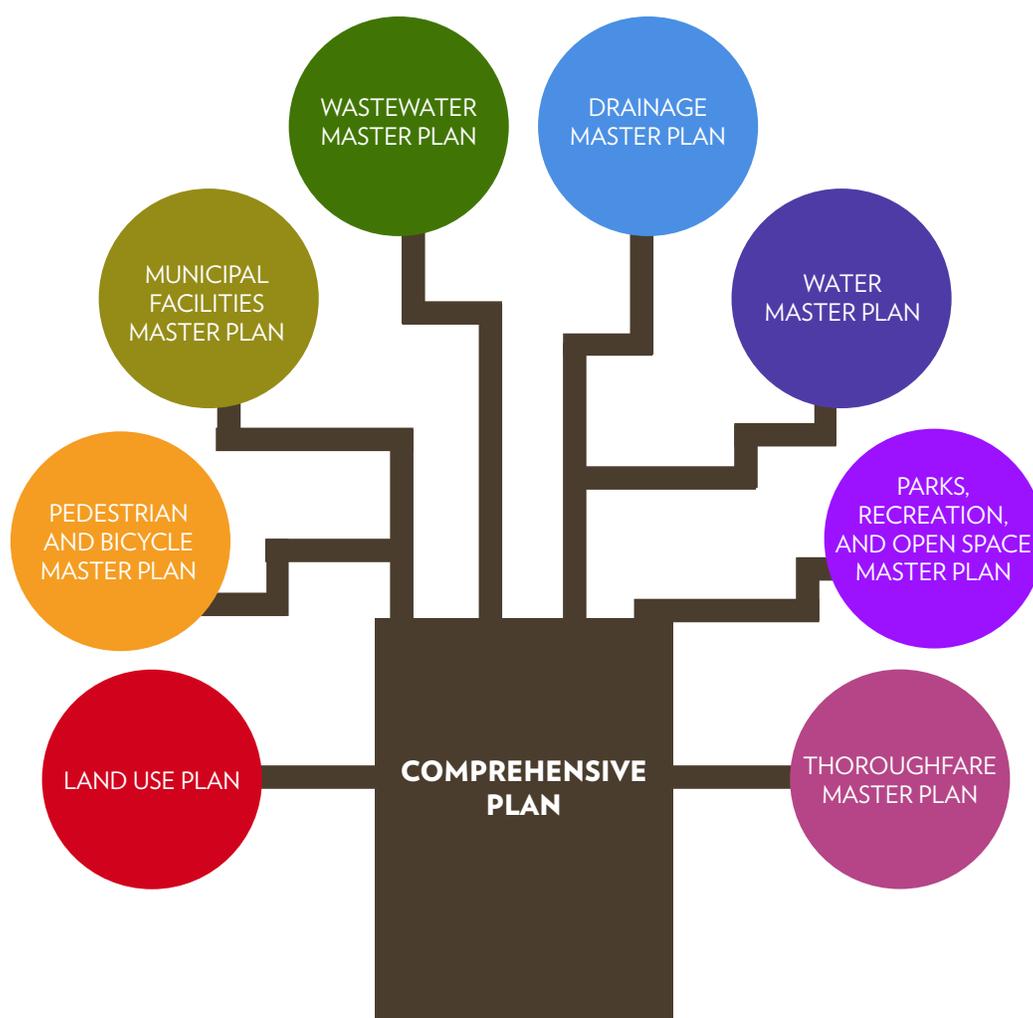
WHAT IS THE LAND USE PLAN?



What is the Land Use Plan?

The Land Use Plan is one of the City's eight official master plans and a component of the City's Comprehensive Plan. The City of Sugar Land updates all of its Master Plans regularly, evaluating them annually and typically completing updates within a five to ten-year period. Though the Future Land Use Map was last updated in 2012, the remainder of the Land Use Plan was last updated in 2004. The Plan is intended to guide the development and redevelopment of Sugar Land into the future. The Land Use Plan outlines policy direction and guidance for making land use decisions and reaching the City's long-term vision. The Land Use Plan furthers the overall Vision 2025 and Goals, A-K, as adopted in the Comprehensive Plan in 2012. The Land Use Plan is a high level document that lays out the city's preferences for development. It sets out a vision and goals for the city and outlines actions that will achieve those goals. It does not adopt development ordinances, revise zoning maps, or approve specific developments. However, state law requires that the City adopt a Comprehensive Plan in order to have zoning. Changes to development ordinances will require additional public input and separate processes that will include review and approval by the Planning and Zoning Commission and City Council. Instead, this document provides guidance that the City Council, Planning and Zoning Commission, and city staff will use to ensure that the city's land use decisions work together to achieve the overall vision for the city.

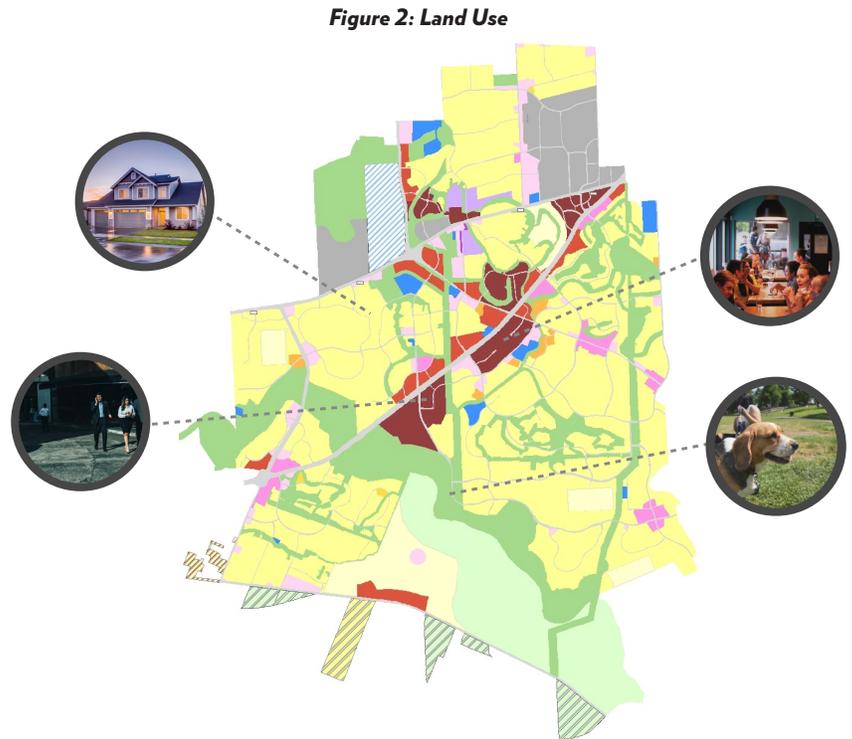
Figure 1: Relationship of Master Plans to Comprehensive Plan



What is Land Use?

Land use makes up the basic structure of the city: what kinds of homes, businesses, institutions, and amenities the city has, the form they take, and where they are located relative to each other.

Land use shapes the everyday lives of the residents of Sugar Land. It determines the kinds of places in which they can live, the kinds of jobs they will find in the city, and where they can shop and eat. Land use creates a sense of place and gives our community a unique character. It also determines how far people must travel to accomplish their daily activities, and what choices are available in how to get there.



How to Use the Land Use Plan

The Land Use Plan is not a series of regulations; this guiding document should be understood holistically. The overall intent of the Plan is as important as the individual words. The different goals and action items are complementary and supportive of the overall vision. In many cases, different recommendations intertwine to create a livable city. For example, the land uses proposed here only make sense if the public spaces and transportation measures also proposed are implemented with them. Thus, no individual recommendation can be isolated from the rest of the Plan recommendations without understanding the broader context. In the event an exceptional development proposal is submitted that meets the overall spirit and intent of the Plan, but deviates from the specific detailed guidance established in the Plan, the Land Use Plan should be reviewed and any changes should include public input and review by Planning and Zoning Commission and City Council.

Purpose of the Land Use Plan

The purpose of the Land Use Plan is to document the vision and policies that are shaped by community preferences and values, which guide the land use-related decisions made by private property owners and the City.

Free Market Influences Land Use

The majority of land uses in the city – residences, retail, and employment – are privately owned. Individual property owners make decisions on when and how to develop property, who to sell or rent to, and how to maintain buildings. All of these decisions are made in the context of a free market shaped by the residents of Sugar Land and the surrounding area. These residents decide where to live and how much to pay, where to spend money, and where to work. Their collective decisions drive the market which determines if new development is economically viable. Regardless of what this Plan may envision, no development will happen in the city unless the property owner concludes it makes economic sense.

Land Use Affects City Revenues and Expenditures

Land use planning influences the quality of life for the City’s residents because it shapes the economics of city government. A municipal budget is set by two things: the revenues the city collects and the cost of providing services. Both are shaped by land use. Providing high quality services and ensuring well maintained infrastructure at a low tax rate depends on balanced land uses and a vibrant local economy.

Nearly half of the City’s general fund revenue comes from sales tax which is generated by commercial properties. Therefore having places to eat, shop and do business within the City provides opportunities for residents and visitors to spend their money in the City, which in turn generates city revenue. Another quarter of the City’s general fund revenue comes from property taxes. Different land uses vary dramatically in taxable value and therefore generate varying levels of revenue for the City. The revenue generated by the taxes on a single-family house is generally less than that by office or commercial properties. Similarly, a multi-story office building would likely produce a higher taxable value than a single-story office. For example, Sugar Land Town Square has the highest value per acre in the City: over ten times the City average taxable value per acre.

Providing high quality services and ensuring well maintained infrastructure at a low tax rate depends on a vibrant local economy.

Land use decisions impact the cost of providing city services. Public safety – police, fire and EMS – accounts for approximately half of the City’s general fund budget, which is mainly supported by tax dollars. Different land uses have different needs for public safety services. Moreover, the arrangement of uses across the city can impact public safety costs. Public Works makes up approximately 10% of the budget; while many of the city roadways were originally built by developers, the City is responsible for creating additional capacity, maintaining, rehabilitating, and even

Figure 3: City of Sugar Land FY17 General Fund Revenues and Expenditures

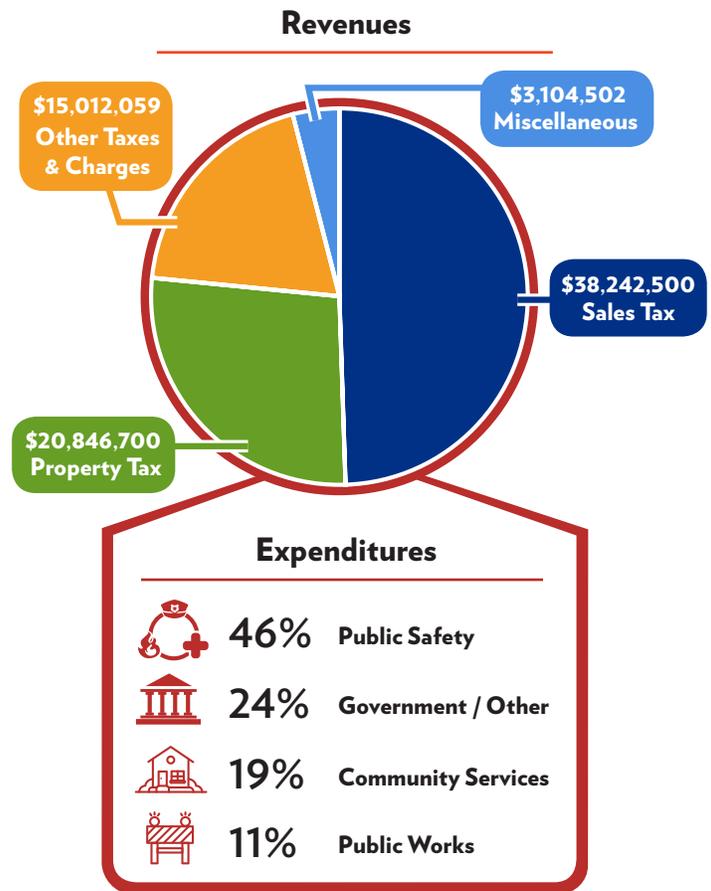
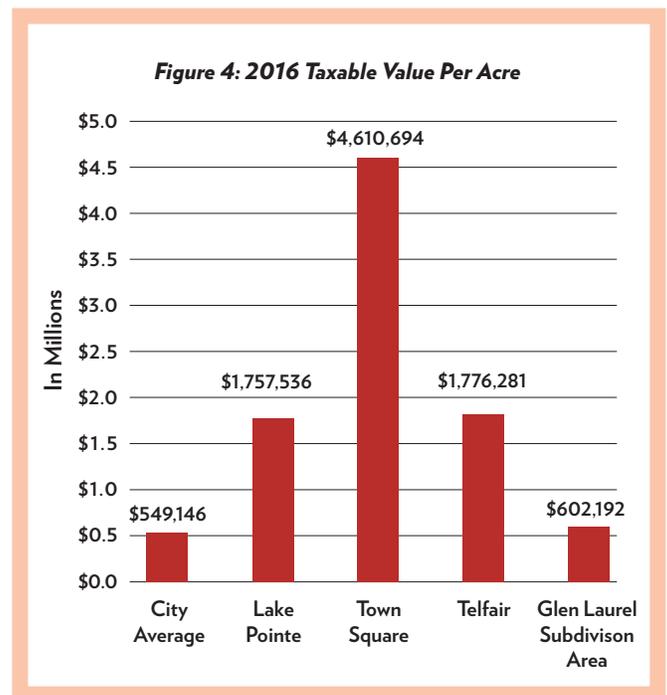


Figure 4: 2016 Taxable Value Per Acre



Source: Fort Bend Central Appraisal District

Sugar Land Town Square has the highest value per acre in the City: over ten times the City average taxable value per acre.

eventually reconstructing existing roadways. The more roads the city has, the higher the City's maintenance costs. Land uses that generate many trips, and thus require wider roads, increase the demands on the City's budget. But for many local roads, access is more important than capacity – a neighborhood street must be maintained even if only a few dozen cars use it each day. Typically, lower density land uses require more roadway per resident. Community Services, including parks maintenance, facility maintenance, animal services and code enforcement, makes up another 19% of the budget. These expenses, too, are driven by land use decisions. Building more city parks, for example, increases both construction and maintenance; so new parks add value, but also increase costs. Development regulations can drive enforcement costs; lower quality buildings, or land uses that decline over time, will require more enforcement effort later.

Land Use Has Long-Term Impacts

It is important to realize that land use decisions have long term impacts. Decisions made on the size, form, type, and quality of development all drive later costs. Thus, every new development creates long-term commitments for the City. A development which seems like an asset at first – with immediate tax revenue – can be a long term liability as those costs come due. Land use requires thinking about long-term finances, not just short-term ones. The right land use mix will create a sustainable tax base long-term and help maintain or reduce costs, allowing the city to provide a high quality of services at a low tax rate.

City Decisions Shape Land Use

The City plays a significant role in shaping land use in a number of ways. City ordinances determine what uses are permitted where, and how much can be developed on each parcel. City services like water, sewer, storm water, and solid waste collection are essential to development. The City plans and maintains a transportation network that determines the feasibility and attractiveness of development. Other City services, like parks and community centers, make the city more attractive to live in and thus support residential development. In some cases, the City may give tax incentives or subsidies for a particular development that, for example, brings primary jobs into the community. This Land Use Plan is intended to guide all of these City decisions.

Pure Cane
IMPERIAL SUGAR

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SETTING THE STAGE FOR THE LAND USE PLAN UPDATE



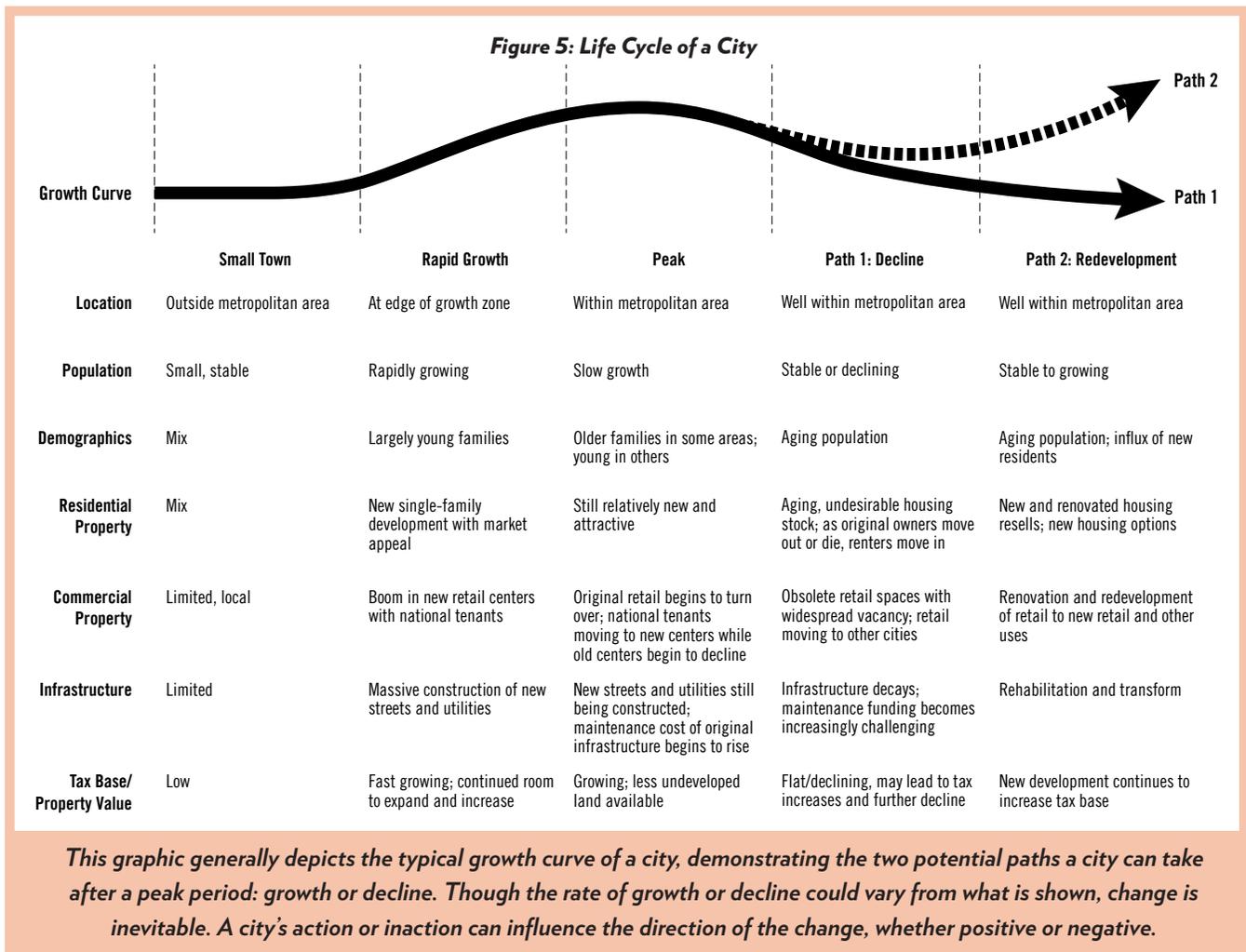


Why Update the Land Use Plan: A City in Transition

The City of Sugar Land is at a transitional moment in its history. Before incorporation, Imperial Sugar developed a company town that became a city in 1959. Since then, it has been a fast-growing suburban city, increasing in population from 3,000 to 79,000 between 1960 and 2010. By 2020, the population of Sugar Land is expected to be approximately 121,000 and is ultimately expected to be approximately 134,300 after all ETJ areas have been annexed into the city limits.

For the first time in the City’s history, over 10% of the City’s population is over 65 (2010 US Census) and the median age of the City has consistently increased for at least the last three decades.

Today, 93% of the land within the city limits is developed. Meanwhile, housing and commercial development from the 1970s and 1980s is aging and market preferences are shifting. Ultimately, Sugar Land is competing with other places around the Houston region and the United States for residents and businesses. The Houston area has many examples of places that were once premier residential and commercial areas but have declined. Sugar Land should not take for granted that the city will continue to be a prominent destination without responding to the shifts and adapting to remain competitive. To date, land use planning in Sugar Land has focused on new greenfield development. As the last remaining vacant properties within the City develop, the focus is shifting to guiding infill and redevelopment in order to preserve the value of existing neighborhoods and commercial districts.



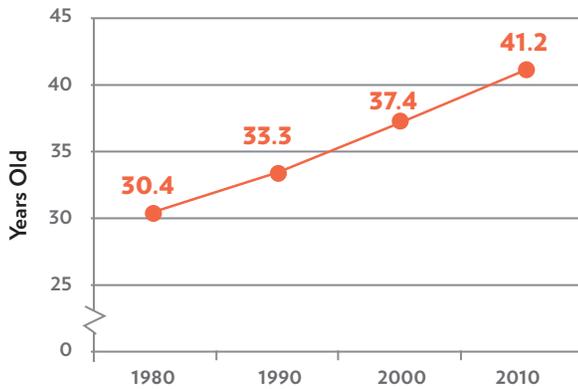
The following pages further illustrate Sugar Land’s demographics and trends which demonstrate this transitional moment.

Population is aging.

Sugar Land Census data trends indicate an aging population. Since the 1980s, the median age has continually increased, from 30.4 (1980) to 41.2 (2010). There has also been a change in the age distribution of the population that further shows this aging trend. For example, since the 1960s there has been a steady decrease in number of residents in the 0-14 age group. At the same time, both the 45-64 and over 65 age groups have continued to increase.

Figure 6: Sugar Land Median Age

Source: U.S. Census 2010



Since the 1980s the median age has continually increased, from 30.4 (1980) to 41.2 (2010).

Figure 7: Sugar Land Age Distribution

Source: U.S. Census 2010

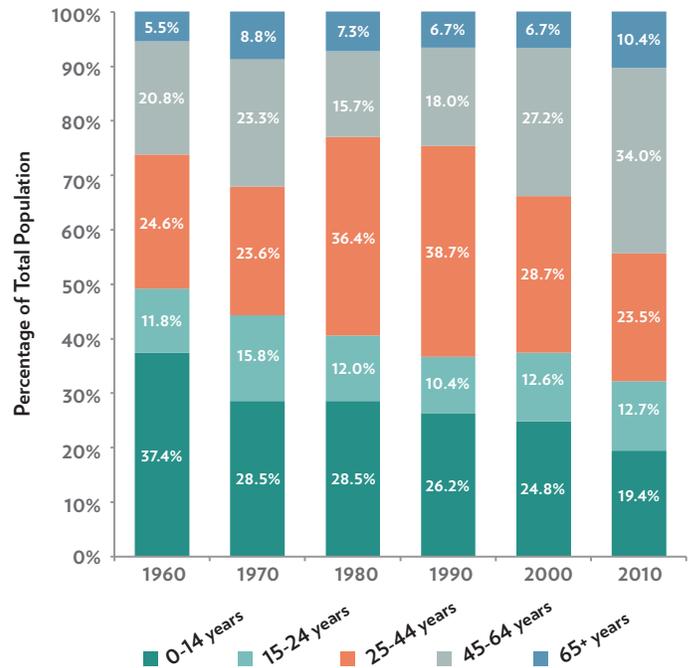
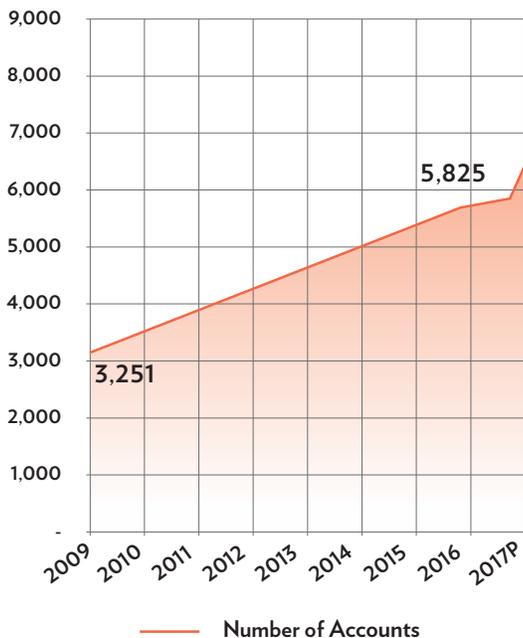


Figure 8: Number of Accounts with 65+ Exemption



↑ 72% increase since 2009 or 2,350 accounts

\$545,125 in additional exemptions from 2009-2016

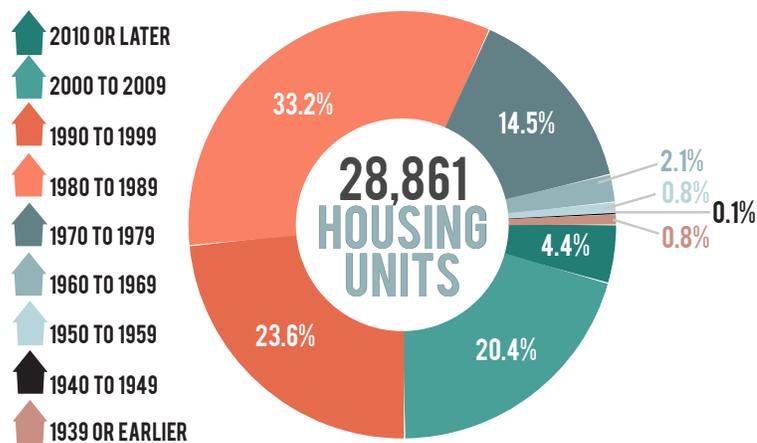
Equivalent to:
3 Police Officers or
\$2 Million in Debt Service for street reconstruction

Housing stock is aging.

The majority of residential units in the City were built during the 1980s and 1990s, and less than 5% of the housing stock has been built since 2010. Therefore, the majority of the housing units in the City are over 30 years old. In response to market demands that these aging homes cannot fulfill, homebuyers have purchased older homes, demolished them and rebuilt a newer (often larger) home on the same lot. For example, 81 complete house demolitions occurred between 2000 and 2015 and only 7 have been due to fire damage. The majority have been for the purpose of rebuilding on the same lot. 85% of these demolitions have been concentrated in the older neighborhoods north of U.S. Highway 59.

Figure 9: Sugar Land Housing Stock

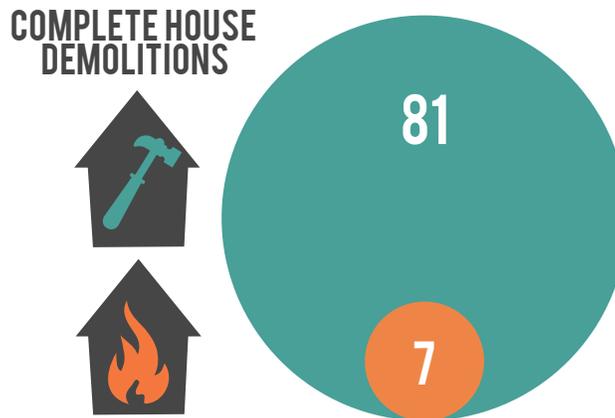
Source: 2011-2015 American Community Survey 5-Years Estimates



The majority of residential units in the City were built during the 1980s and 1990s and less than 5% of the housing stock has been built since 2010.

Figure 10: Sugar Land Housing Demolitions

Source: City of Sugar Land Permits and Inspections



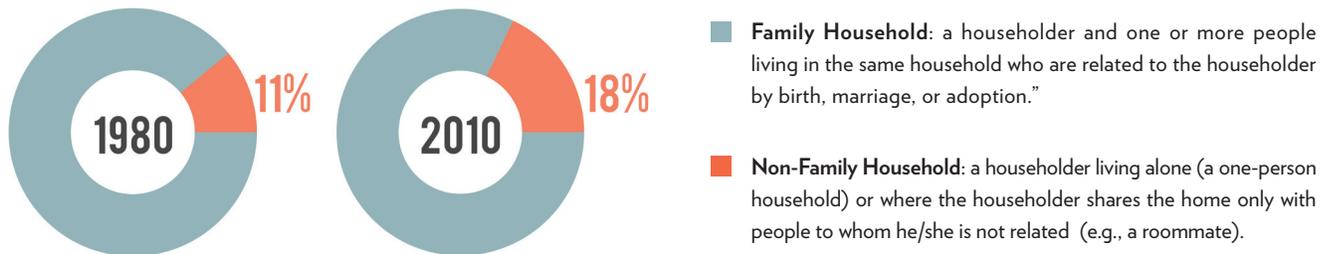
81 complete house demolitions occurred between 2000 and 2015 and only 7 have been due to fire damage.

Household sizes are decreasing, demand for rental is increasing.

Sugar Land Census trends show average household sizes decreasing and the makeup of households changing. The average household size decreased from 3.73 to 2.9 between 1960 and 2010. The percentage of family households decreased, while non-family households increased between 1980 and 2010. In the same 30 years, renter occupied units have increased from 9% to 18%, while owner occupied units have decreased from 91% to 82%.

Figure 11: Sugar Land Family vs Non-Family Households

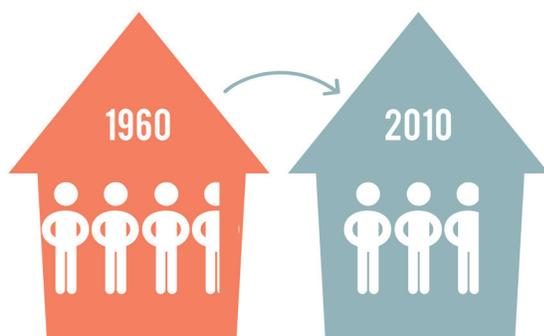
Source: U.S. Census Bureau



The percentage of family households decreased, while non-family households increased between 1980 and 2010.

Figure 12: Sugar Land Average Household Size

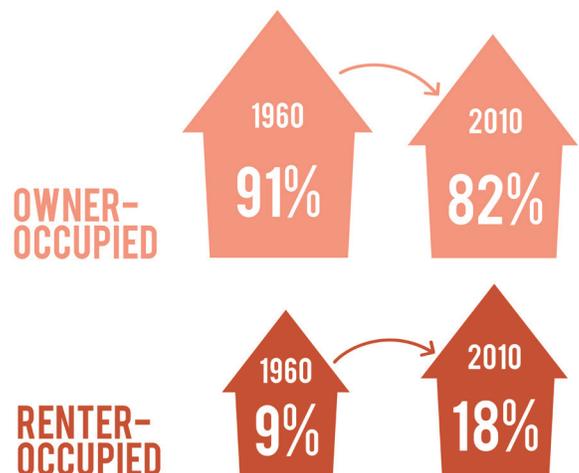
Source: U.S. Census 2010



The average household size decreased from 3.73 to 2.9 between 1960 and 2010.

Figure 13: Owner vs Renter Occupancy Rates

Source: U.S. Census Bureau

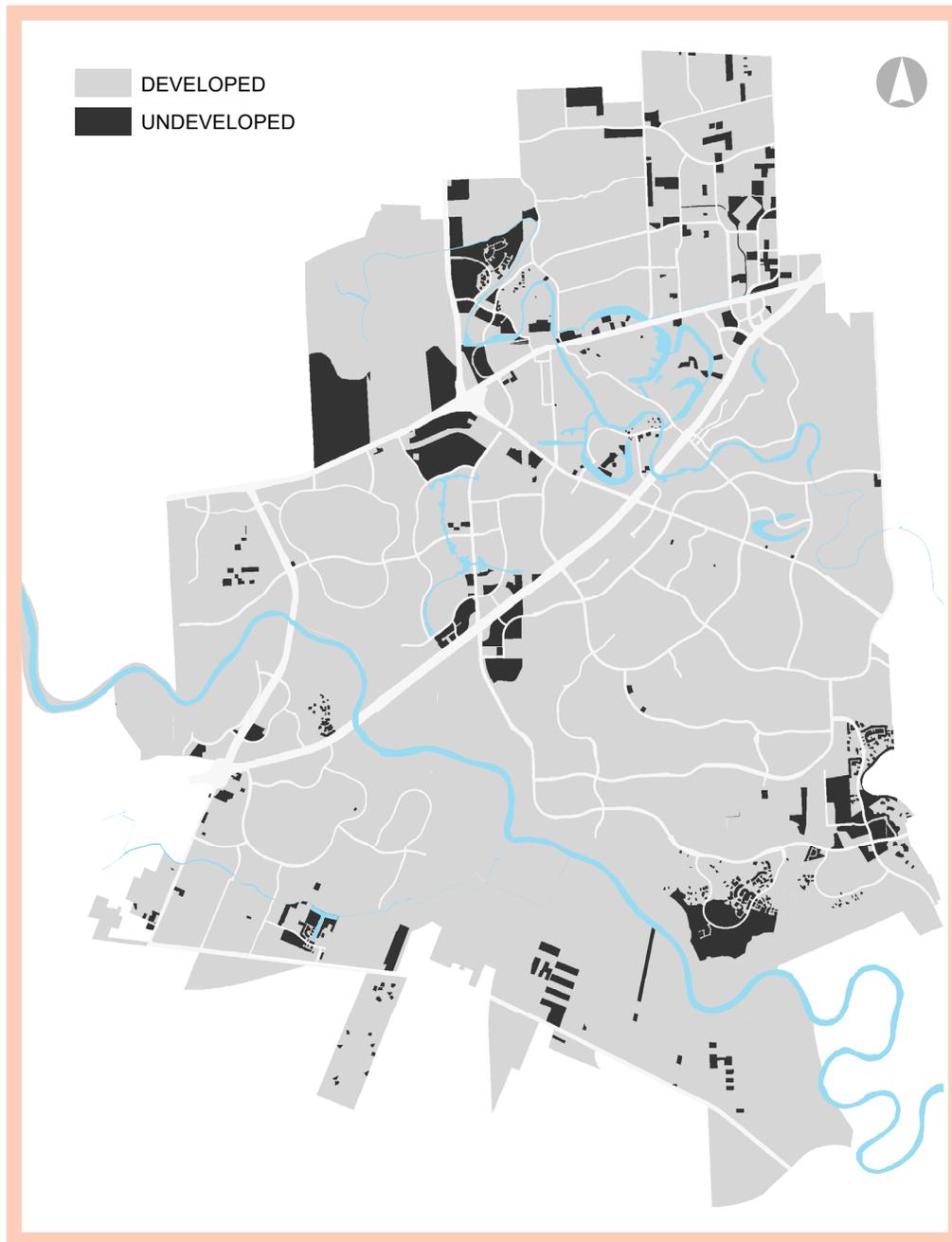


Renter occupied units have increased from 9% to 18%, while owner occupied units have decreased from 91% to 82%.

Vacant property to develop is diminishing.

Within Sugar Land and its ETJ, only 7% of the land is currently undeveloped. With such little land left for new development, the decisions made for this remaining acreage become critical for the long-term strength of the City. Having the right land uses and development styles help achieve the goals and vision of the City. This Plan should be used to help guide those decisions to ensure desired outcomes.

Figure 14: Developed vs. Undeveloped Property in Sugar Land



Majority of those employed in Sugar Land live outside the City.

In 2014, Sugar Land had approximately 61,000 jobs; of these, 91% were filled by people living outside the City of Sugar Land, and only 9% were filled by people living in Sugar Land. Of the 38,344 employed residents of the City, 32,885 worked outside of the City. While the number of jobs in Sugar Land increased from 36,500 to 61,000 between 2002 and 2014, the number of both living and working in Sugar Land remained at around 5,500. The top locations where Sugar Land residents work are Downtown Houston, Sugar Land Town Center, and the Texas Medical Center. The top locations where people who work in Sugar Land live are Aliana, Pecan Grove and Commonwealth/ Riverstone.

Figure 15: Sugar Land Job Count

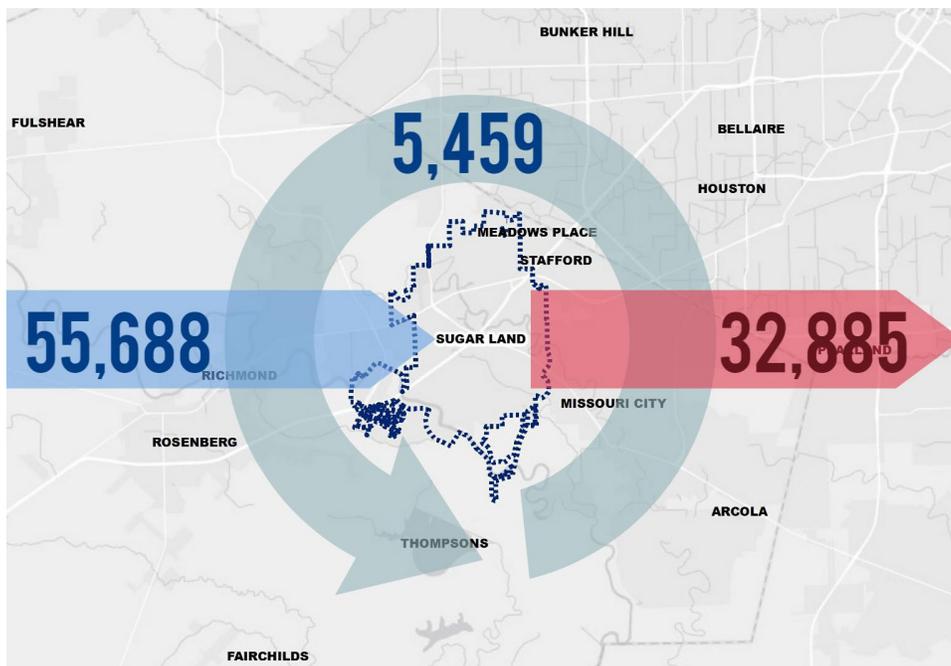
Source: U.S. Census Bureau, Longitudinal Employer Household Dynamic Program, 2014



The number of jobs in Sugar Land increased from 36,500 to 61,000 between 2002 and 2014.

Figure 16: Sugar Land Job Inflow/Outflow

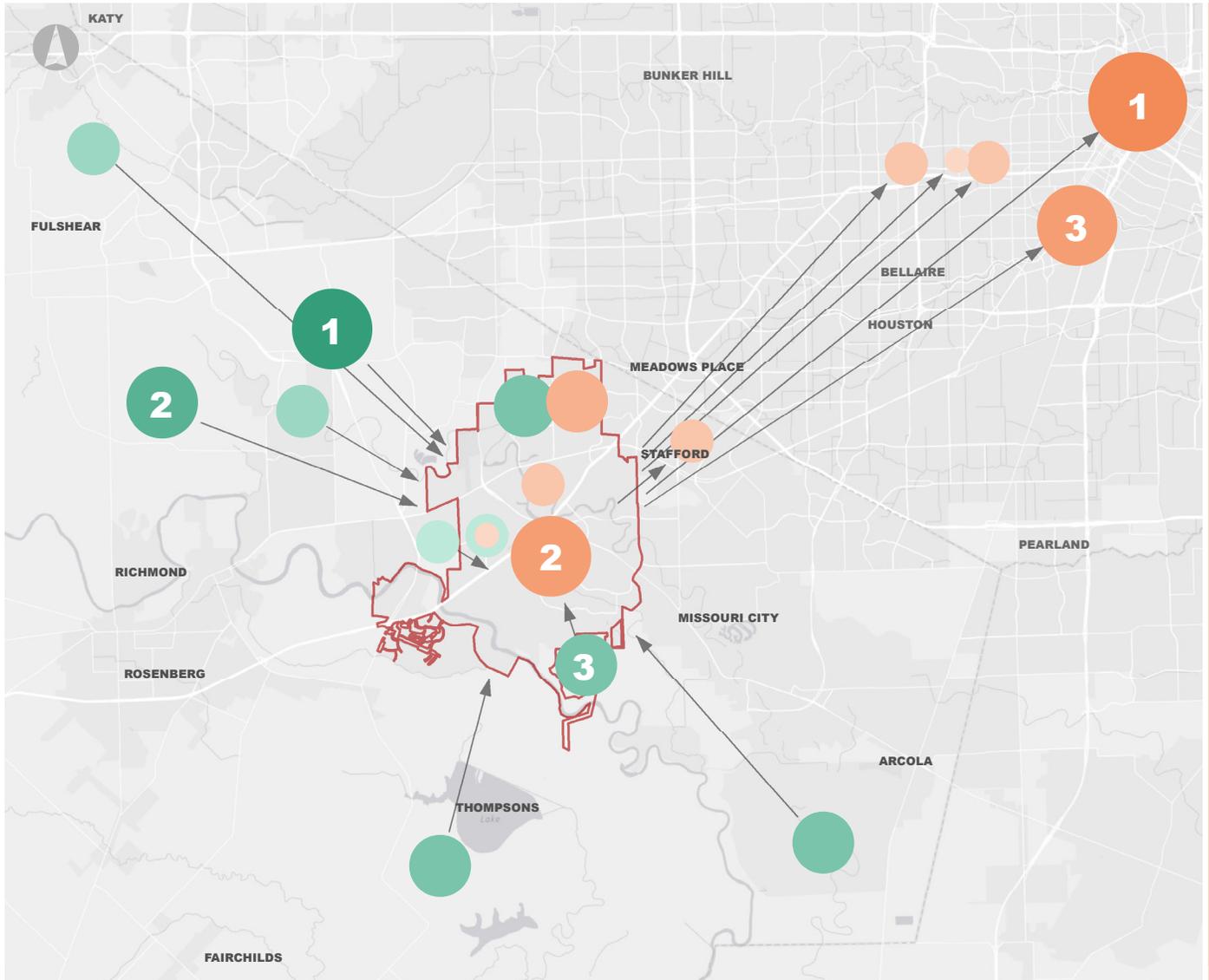
Source: U.S. Census Bureau, Longitudinal Employer Household Dynamic Program, 2014



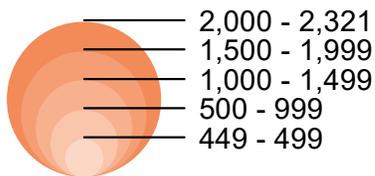
Of the 38,344 employed residents of the City, 32,885 worked outside of the City, leaving only about 5,500 both living and working in Sugar Land.

Figure 17: Sugar Land Job Inflow/Outflow Locations

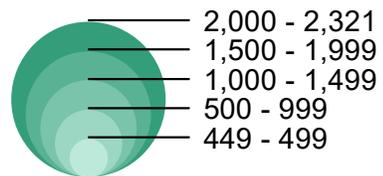
Top Three Places Where Sugar Land Residents Work	Top Three Places Where People who Work in Sugar Land Live
1. Downtown Houston	1. Aliana/ East of Grand Parkway Area
2. Sugar Land Town Center	2. North Richmond ETJ Area
3. Texas Medical Center	3. Commonwealth / Riverstone



Where Sugar Land Residents Work



Where Employees in Sugar Land Live



Sugar Land City Limits

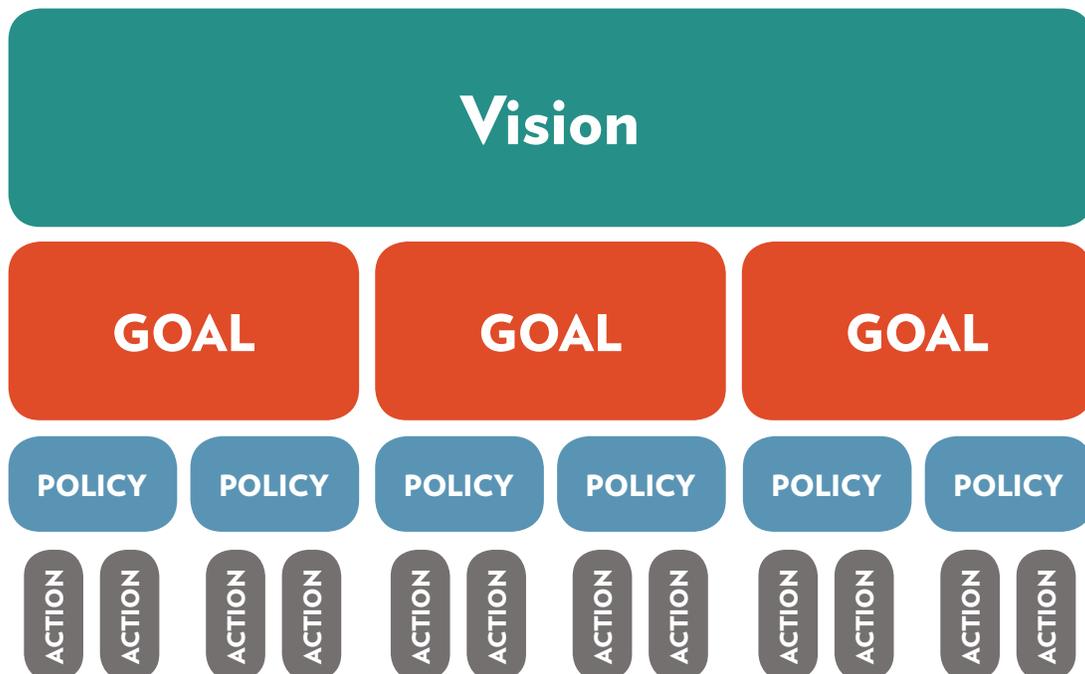
Topics Addressed in the Land Use Plan Update

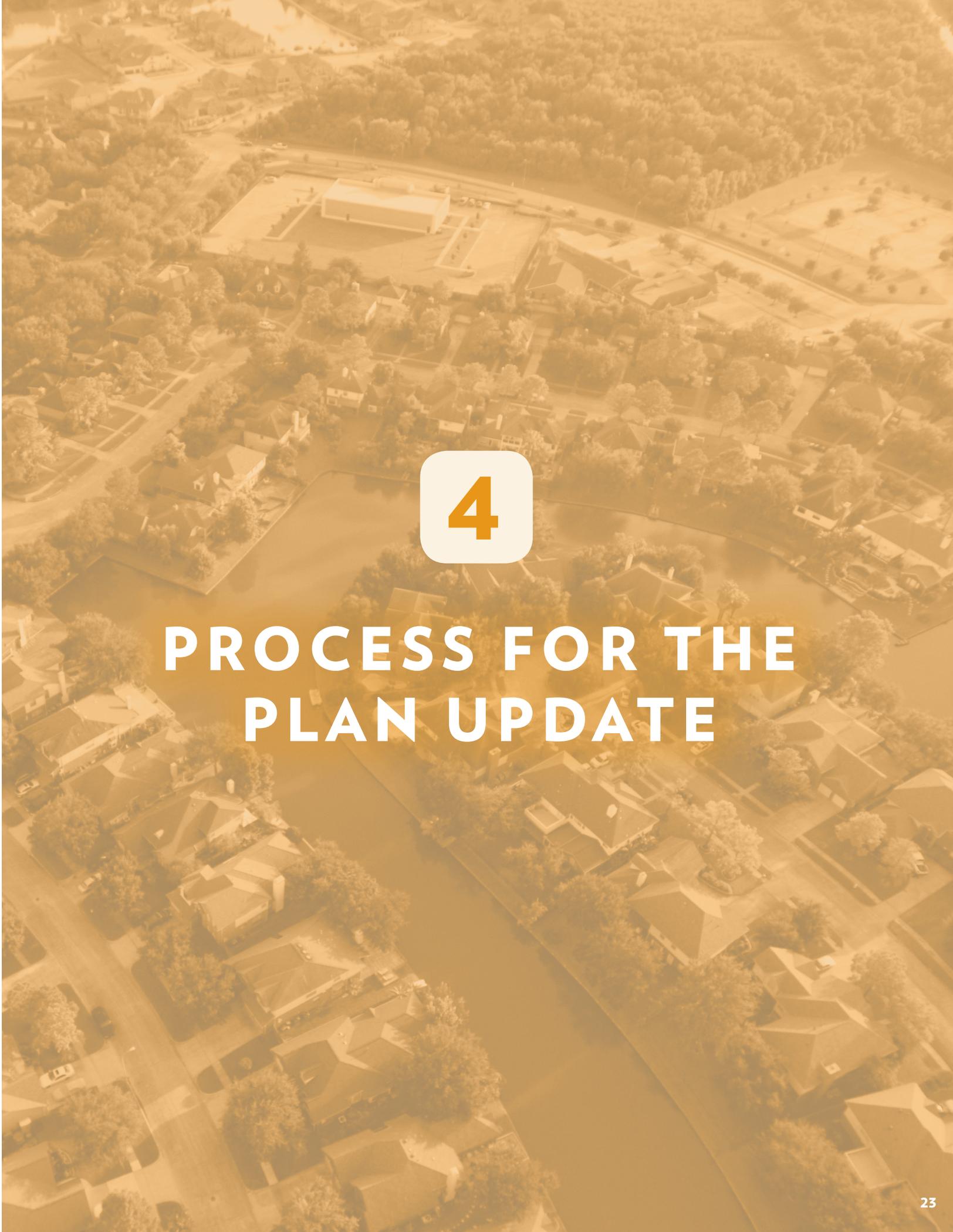
In light of these trends and changes that Sugar Land is experiencing, this Plan must address six important questions:

1. How should the limited undeveloped land within city limits be developed to maximize its value to the city and its residents?
2. What should be done to retain the value of existing neighborhoods as housing stock ages?
3. What should be done with the existing multi-family sites, as they age and market preferences change? Should new multi-family be allowed in the City, and if so, under what circumstances?
4. Where is redevelopment desirable, what form should it take, and what role should the City play?
5. How can Sugar Land remain a desirable place and continue to be a regional destination to live, work, play and shop in light of shifting trends and changing demographics?
6. How can we improve mobility and connectivity with our land use/ development decisions?

As part of the Comprehensive Plan, this updated plan will provide a road map to the City of Sugar Land in how and where to develop or redevelop. The Vision articulates the overarching direction for the city in the long term. The Goals are specific targets set by the city. The Policies within each Goal are a set of guidance to achieve the Goal. This Plan also recommends a list of actions that the City should explore or pursue to support the vision and goals of the Plan.

Figure 18: Relationship of Vision, Goals and Policies



An aerial photograph of a residential neighborhood, showing houses, trees, and streets. A large, white, rounded square containing the number '4' is centered on the page. The entire image has a warm, orange-gold color overlay.

4

PROCESS FOR THE PLAN UPDATE

One of the major focuses of the update is the utilization of a robust public input process to ensure policy guidance is informed by community preferences. The process of developing and writing this Plan has been collaborative and inclusive of a wide range of stakeholders. The process began with the city listening to the opinions and comments of its residents. Next, the city organized a series of public forums to provide its residents an opportunity to consider the future of the City in light of local, regional and national trends. Finally, using the feedback provided by residents after the forums, the LUAC created the vision and goals outlined in this Plan.

Throughout the Plan update, City staff also worked with the City Council Land Use Plan Task Force – a rotating subcommittee made up of three members of City Council. The Task Force advised staff with a focus on the process, and also reviewed applications and provided recommendations to the Land Use Advisory Committee membership and co-chairs.

Stakeholder Interviews

The City began the Land Use Plan update with stakeholder interviews to help understand the issues that the Plan update would need to address. Between May and August of 2013, city staff and consultants facilitated group meetings with a range of stakeholders, residents and non-residents, with significant interest in the future of the City. Participants included the Mayor’s Youth Advisory Council (MYAC), Planning and Zoning Commission, Homeowner Association representatives, stakeholders from the development community, representatives from the local schools (Fort Bend ISD, Lamar CISD, University of Houston – Sugar Land), a group of young professionals working for the City’s largest employers, and representatives from local companies.



During the meetings, stakeholders were asked to identify five aspects of the city they wanted to see remain the same, and five aspects that they wanted to see change. Facilitators also asked a series of land use related questions of stakeholders, for example: Imagine yourself five to ten years from now; what would you be looking for in a place to live? Are there activities or experiences that are unavailable in the City that you do elsewhere, but that you wish were available here?

Staff and consultants also met one-on-one with the members of city council to seek input on the same series of questions asked of the stakeholder groups.

The responses received during these stakeholder meetings helped define significant land use related topics that required further investigation and would be the focus of the Land Use Forum speaker series. Input received during the meetings also informed the vision and goals drafted for the Plan.

Land Use Advisory Committee

The City Council created a citizen advisory group, the Land Use Advisory Committee (LUAC), to guide the Plan creation. Members of the Committee included citizens from a variety of viewpoints, including residents living in neighborhoods across the City, ages ranging from young single adults to empty nesters, and a diversity of ethnicities. City Council adopted Resolution 13-34 which appointed the Committee after receiving a recommendation from the City Council Task Force. The LUAC met throughout the Plan development to provide recommendations for goals, policies and other Plan components, and provide ongoing community input into the Plan.



City Council formally created the Land Use Advisory Committee with the passage of Resolution 13-34 on August 6, 2013 and charged the Committee with the following five items:

- To investigate and consider the variety of issues, including demographic trends, economic development, and mobility, that influence successful land use outcomes;
- To participate in a community dialogue and education process regarding land use issues by attending the proposed “Land Use Forum” public roundtable discussion series;
- To participate in the development of Project recommendations by considering how community values should influence land use policy;
- To complete participation in the Project by making recommendations to forward to City Council for consideration;
- To continue to serve as advocates for the Project within the community while it is ongoing.

From the summer of 2013 through the summer of 2015 the original Land Use Advisory Committee met a total of ten times to provide direction on the Plan’s development. After two years of work on the Plan, several vacancies were created on the LUAC. As a result, City Council appointed six new members to the Land Use Advisory Committee in early 2016. The LUAC spent the rest of 2016 and all of 2017 revising the draft goals and policies, and developing the action items, Future Land Use Map, as well as other components of the Plan. In total, the LUAC met more than 30 times throughout the four year process.

Land Use Forum

One of the most unique components of the Land Use Plan update was the City-hosted Land Use Forum in 2014. The Forum was a six-part speaker series and community roundtable which featured leading experts from both regional and national perspectives and focused on important land use topics and issues to consider for the long-term success of Sugar Land. Through this series, the goal was for all participants to gain an understanding of the long-term implications of land use decisions and successful planning practices, and have the opportunity to share what's important for Sugar Land's future.

The Land Use Forum was open to the public and heavily publicized to gain as much participation as possible. Each Land Use Forum session began with presentations by the invited speakers followed by an activity and community dialogue designed to solicit feedback from the public. Over the 3-month series, nearly 200 people attended and participated in the Land Use Forum. Social media outlets including Facebook, Twitter, Instagram, YouTube and Pinterest were used extensively as tools to communicate and gain feedback from citizens during live broadcasts and after each forum by posing thought-provoking questions to elicit responses and productive feedback and concerns. The feedback provided guidance to the Land Use Plan update.



CITY OF SUGAR LAND

LAND USE FORUM

**PARTICIPATE IN A PUBLIC FORUM
TO SHAPE SUGAR LAND'S FUTURE**

RECREATION
RESIDENTIAL
MIXED USE
OFFICE
INDUSTRIAL

**6 EVENINGS
6 TOPICS
6 OPPORTUNITIES TO PARTICIPATE**

DEMOGRAPHICS | MIXED USE | HOUSING | MOBILITY | REDEVELOPMENT

JOIN US FOR A SPEAKER SERIES ON IMPORTANT LAND USE TOPICS AND
PROVIDE YOUR INPUT ON THE CITY'S UPDATE TO THE LAND USE PLAN.

Jan. 15 - A Changing City: Demographics and the Marketplace
Jan. 29 - Attracting Employers to Sugar Land
Feb. 12 - Town Square and Beyond: Creating Places for the Community
Feb. 26 - Housing Choices for a Successful City
Mar. 20 - Mobility and Land Use
Apr. 3 - Sustaining Vibrant Communities Through Redevelopment

 For more information, please visit www.sugarlandtx.gov/landuseplan, or contact us at longrangeplanning@sugarlandtx.gov or 281-275-2218.

Forum Topics, Speakers and Key Takeaways

The topics and speakers identified to be a part of the forum series were a result of the significant discussion points during the stakeholder meetings. The forums topics and speakers were as follows:

<p><i>Forum 1 – A Changing City: Demographics and the Marketplace</i></p>	<p>Dr. Stephen Klineberg, Professor of Sociology, Rice University and Director of Kinder Institute for Urban Research Mitchell Silver, Director of Planning, City of Raleigh, NC and Immediate Past President of the American Planning Association</p>
<p><i>Forum 2 – Attracting Employers to Sugar land</i></p>	<p>Don Janssen, Executive Vice President, Planned Community Developers, Ltd. Regina Morales, Director of Economic Development, City of Sugar Land Les Newton, President, Planned Community Developers, Ltd. Christof Spieler, Vice President and Director of Planning, Morris Architects</p>
<p><i>Forum 3 – Town Square and Beyond: Creating Places for the Community</i></p>	<p>Robert Tullis, Vice President and Director of Design, GID Development Robert Gibbs, President, Gibbs Planning Group – Urban Economic and Planning Consultants Director, Urban Retail Institute</p>
<p><i>Forum 4 – Housing Choices for a Successful City</i></p>	<p>Julie Campoli, Urban Designer and Author, Terra Firma Urban Design Keith D. Simon, Executive Vice President and Director of Development, CDC Houston, Inc. Steven R. Spillette, President, CDS Market Research</p>
<p><i>Forum 5 – Mobility and Land Use</i></p>	<p>Geoff Carleton, AICP – Principal, Traffic Engineers, Inc (TEI) Jeremy Nelson, Senior Planner and Development Advisor</p>
<p><i>Forum 6 – Sustaining Vibrant Communities through Redevelopment</i></p>	<p>Ellen Dunham-Jones, Professor of Architecture and Urban Design and Master of Science in Urban Design Coordinator, Georgia Institute of Technology</p>

Titles and companies listed for each speaker is at time of the presentations

Forum Participant Feedback

After hearing the speakers, the residents in attendance divided up into smaller groups, facilitated by city staff and consultant team members, to discuss their takeaways from the forum presentations. Each session also had a group activity related to the topic so that participants could reflect on what they learned from the speakers and consider how it could apply to Sugar Land. The feedback from the participants in the land use forum, combined with input from the LUAC members, shaped the Vision and Goals of this Plan. The following is a summary of the feedback and discussion by the participants in the group activities that followed the forum speakers.

Discussions revealed that residents love Sugar Land and don't desire to see a great amount of change in the City but also recognize there is a need to address long-term challenges. However, participants also understood the changing demographics and

preferences of the community, and the benefits of looking ahead to prepare for the Sugar Land of the future. They appreciate the parks and open space, the residential character of the City, high quality services, and the local amenities. Residents gained an understanding of how land use influences mobility, housing choices, City finances, and the mix of uses in the City. In order to address these changes, residents suggested that the City should allow for additional mixed use activity centers to be developed in specific locations, increase housing diversity in the City, and expand transportation choices, all while maintaining a vibrant local economy. Participants also expressed an understanding of the trade-offs in making land use decisions because change is inevitable – a City cannot stay the same, but rather it either grows and improves, or fades and declines. The choice is not whether or not to change, but rather how to change for the better.

Below are some of the key takeaways identified by the participants during the group activities throughout the six-part forum series.

Mixed Use Activity Centers

Though there was some hesitation with regards to denser activity centers, it was apparent to most residents that creating areas with mixed land uses would address several issues facing the city.

- Mixed use centers benefit the City by attracting employers because they offer amenities such as restaurants, entertainment, and hotels nearby.
- There could be a range of different activity centers with different mixes of uses, including smaller neighborhood centers as well as larger regional centers, which could be created through redevelopment of existing retail and office areas.
- Some important design elements that were identified included adding green space and parks, taking advantage of existing lakes and drainage easements, taller buildings than are typical today, and inserting new streets. They also included locating buildings up close to the street to create a “main street” feel, rather than being placed behind large parking lots. Parking would be located on-street, behind buildings, or even in underground parking garages.
- Mixed uses within these activity centers could include residential, retail, business incubators, educational space, child care, senior centers, community centers, and a farmers’ market.

Expanded Housing Options

Participants identified a need to expand housing choices within the City to respond to changing demographics and market preferences. Though the desire is to remain predominantly single-family, residents recognized the benefit to having a variety of housing options.

- Smaller single-family housing options, such as townhomes or urban homes, offer opportunities for people to downsize and stay in the community. This style could be appropriate as infill within existing neighborhoods.
- Though multistory multi-family buildings were not seen as appropriate within single-family neighborhoods, it could be appropriate in mixed use areas at the edge of existing neighborhoods.
- One way to provide additional housing options would be to introduce compact forms of single-family in aging neighborhoods through redevelopment.

Mobility

Residents identified mobility as an important issue facing the City and acknowledged that land use and style of development impacts mobility. Though residents recognized that the primary means of transportation in the City is and will continue be the car, they also recognized the benefits to introducing additional transportation options in the City and how development form can be an impediment to doing so.

- The traditional way of measuring success in transportation is no longer appropriate because congestion is an indicator of success not failure, and continuing to expand vehicular capacity does not solve mobility issues in the long-term.
- People are increasingly looking for alternative ways to get around the City and the region other than by car. As generations age, they lose their ability to drive. Additionally, young professionals have a lower tolerance for commutes than previous generations and are therefore seeking shorter commutes and alternative modes of transportation. Some alternative mode options include improved pedestrian connectivity, expanded bicycle infrastructure, and even the introduction of limited transit.
- Residents expressed a desire to see improved walkability to daily activities such as cafes, coffee shops, and schools, as well as employment and activity centers.
- Additional transit opportunities, such as connecting activity centers to one another, should be investigated.
- Land uses should be developed in order to be able to take advantage of alternative modes of transportation, such as orienting buildings towards the street, creating wide pedestrian corridors, and enhancing connections between land uses.

Fiscal Impact of Land Use

- Residents recognized the impact that land use has on the viability of the City's fiscal health. Denser development within mixed use areas provides a stronger tax base than does a sprawling retail strip center. Office uses bring a wide range of benefits as do light industrial uses.
- Residents recognized how the City's commercial tax base funds services, and without it, residents would have to pay for the full burden of those services that is currently subsidized by non-residential uses.
- Residents commented that the limitations on employment in Sugar Land may be based on the limited availability of land, rather than market demand. Thus, it is critical to reserve land for light industrial usage, as well as continue to encourage other commercial and office development in the City.

Public Meetings and Online Town Halls

Another way the public was able to provide feedback on the Land Use Plan was through public meetings and online town halls. In all, there were two open house-style meetings and three online town halls to receive input from the general public.

Online Town Hall #1: The City started the public process with an online town hall, which was open from mid-May 2013 through end of June 2013. The town hall asked citizens “Imagine Sugar Land 25 years from now. What aspects of the City’s land use would you like to remain the same, and what aspects would you like to see change?” Citizen responses ranged from suggesting additional cultural attractions to proposing pedestrian connectivity across U.S. Highway 59 at the State Highway 6 and U.S. Highway 59 intersection. These responses helped formulate the draft vision statement presented for public feedback at subsequent public meetings.

Public Meeting #1 & Online Town Hall #2: The first public meeting was held on December 3, 2014, and the primary focus of the meeting was to receive feedback on a draft vision statement and set of goals and to help identify ideas for strategies to achieve the proposed vision and goals.

The citizens that attended the meeting generally supported the draft vision and goals. One resident commented that the vision appeared to take a balanced approach, while another mentioned that it sets the stage for a livable, growth oriented, family friendly Sugar Land. Residents were asked to identify their top five goals, and the following were identified as the most important:



Activity Centers



Single Family Neighborhoods



Residential Options



Celebrate Sugar Land



Great Place for Business

Participants also provided ideas for strategies that could be utilized to implement the goals. Some of the common themes that arose from these ideas included:

- Providing housing options attracts diversity and allows a variety of people to live in Sugar Land, from singles to retirees and from families with young children to empty nesters.
- No large garden style apartment complexes should be allowed. Any new apartments should only be allowed within walkable areas that also include commercial uses.
- Older Sugar Land neighborhoods, such as The Hill and Brooks Street, should be preserved, and new development around these areas should utilize a variety of features and elements to complement the older areas.
- Additional small lot single-family homes should be established in the community to attract young families and those that wish to downsize. These should be located close to amenities and services and be connected with greenbelts.
- A transit circulator, connecting activity centers throughout the City, would be beneficial.
- Single-family neighborhoods are at the heart of Sugar Land, and preserving them through active code enforcement and infrastructure maintenance is important.
- The Sugar Land Regional Airport is an important asset to the City that should be protected and enhanced.
- Sugar Land can celebrate its character, history and diversity through additional community events, public art, and community engagement in the city government.

After the public meeting, the City hosted an online town hall which provided additional opportunities for residents to provide feedback on the Plan. During the subsequent online town hall, residents expressed a desire for continued emphasis on parks and green spaces throughout the City. Some also expressed concern for future development of new apartments in the City.

The LUAC revised the goals based on the feedback from the meeting and online town hall. They used the feedback on strategies to draft a set of land use policies and action items for future implementation of the Plan by the City.

Public Meeting #2 & Online Town Hall #3: A second public meeting was held on September 2, 2015, and the primary purpose of the meeting and subsequent Online Town Hall was to give participants the opportunity to review and provide feedback on the draft policies and action items, and to identify additional items that may have been missed.

The public meeting occurred after the presentation of a proposal for a mixed use development in the Tract 5 area that included new multi-family units. As a result, nearly 100 citizens attended the public meeting, most of whom live near the Tract 5 site. These residents provided feedback on the Plan, though most of it was focused on the desire to limit multi-family within the area. In addition to the significant focus on multi-family by some attendees, participants provided a range of feedback on the policies and action items. A number of common themes emerged from the various forms of feedback:

- The community agrees that Sugar Land is a great place for business that provides good service and has great amenities. The City should remain economically viable with job opportunities and strong tax base. In order to remain financially sound, the city should ensure all new infrastructure is built to last long term and consider availability and use of natural (local) resources, such as water supplies, in approving new development.
- The community is protective of single family neighborhoods and supports the creation of proactive programs to prevent decline of single family areas and to ensure new non-residential and residential developments are compatible with adjacent single-family homes. The community also agrees that retaining the “green feel” of residential areas and preserving the character of older neighborhoods are high priorities.
- The City needs to maintain its sense of community and community pride with good multi-use development (including offices in activity centers) that has walkability and sustainable use. Density should be encouraged near major retail, cultural arts and other attractions and entertainment but away from established residential areas in order to maintain their high home values and residential quality of life.
- The community has become very concerned with the impacts of additional multifamily residential on home values, schools, mobility and potential increase in crime. Of the 188 responses received from the Online Town Hall, 81% stated opposition to multifamily, high density apartments. Said responses did not answer the Online Town Hall question regarding the draft land use plan policies; instead they addressed concerns with a development application the City received proposing to build 900 apartment units. Nevertheless, there is clear concern about impacts of future multi-family residential development in the city.
- The community places a high value on education and has great pride in its schools. Due to the perceived correlation between multifamily residential and school population, there was overwhelming support for the need to explore opportunities to increase coordination between the City, Fort Bend Independent School District (FBISD) and the development community on future residential development. The Action Item board activity results showed that coordination between the City, FBISD and development community was the participants most important action item to achieve the land use vision and goals.
- Finally, participants agree that Sugar Land is a unique community of single family homes and desire to maintain that feel. Land along the Brazos River should be preserved for a regional greenbelt, and land should also be preserved specifically for light industrial use. The community is open to the right mix of uses in both Regional and Neighborhood Activity Centers including strategic ways to incorporate housing to attract recent graduates, younger families and the aging community. Sugar Land is a place that should be celebrated while protecting its single family neighborhoods.



5

**THE 20 TO 25 YEAR LAND USE
VISION FOR SUGAR LAND**



Land Use Vision, Goals and Policies

LAND USE VISION

Sugar Land will develop and redevelop to remain a desirable place to live and do business. The city will change in response to long-term shifts in market demands and demographic trends, managing that change to preserve the city's appeal. It will balance different land uses, preserve the character of its neighborhoods, and create new walkable mixed use Regional and Neighborhood Activity Centers with a variety of offices, housing, retail, entertainment, and civic institutions.

LAND USE GOALS



Preserving Single-family Neighborhoods



Creating Mixed Use Activity Centers



Encouraging Residential Options



A Great Place for Business



Amenities for All



Inviting Outdoor Spaces



Connected Land Uses



Balanced Growth



Fostering Redevelopment



Celebrate Sugar Land

What is a Vision?

Based on the City's broader Vision and Goals documented in the Comprehensive Plan and community input through the Land Use Plan process, a specific Land Use vision and set of goals were developed to guide land use decisions.

The vision expresses an aspiration of what Sugar Land can be. A city is built by residents, business owners, and developers. Thus, Sugar Land's continued success will be a reflection of their work. This plan is intended to guide the City in enabling and supporting that work.

What are the Goals and Policies?

There are ten goals that elaborate on the vision, expressing desired outcomes. For each goal, policies provide additional guidance that the City can utilize when making land use decisions to ensure these outcomes.

Preserving Single-family Neighborhoods

Sugar Land will preserve its existing and future single-family residential neighborhoods and ensure their long-term value.

Single-family housing is and will continue to be the predominant type of residential housing in Sugar Land. Quality single-family neighborhoods have been one of Sugar Land's major attractions and a primary reason why its residents enjoy living here. As such, they must be maintained and their quality preserved in order to continue to attract new residents. There are many examples around the region demonstrating that desirable neighborhoods do not automatically remain that way. The turnover of residents, deterioration of infrastructure, decline of adjacent commercial properties, lack of maintenance of homes, and development of newer subdivisions with better amenities and more up-to-date houses can cause a first choice neighborhood to become a second or third choice neighborhood. As Sugar Land ages, preserving the attractiveness of existing single-family neighborhoods must be a major focus.

a. **Ensure non-residential and new residential development and redevelopment is compatible with adjacent single-family homes.**

Non-residential development provides essential services to single-family neighborhoods, but it can also come with objectionable attributes such as noise, glare, signs, parking areas, and loading docks. City regulations should require screening, reduction, and redirection of such objectionable characteristics adjacent to residential areas. Non-residential service and parking areas should be placed to have the least negative impact on adjacent residential uses.

Infill of residential areas should be consistent with the character of the surrounding neighborhood. There are areas of the City where the housing stock is aging. Original houses are being demolished and rebuilt with new houses that are changing the character of these neighborhoods. For example, one-story ranch-style houses are being replaced with larger two-story houses.

Where residents are concerned about preserving the character of their neighborhoods, the City could adopt specific development regulations that would require new development or redevelopment of existing structures to be in character with the surrounding neighborhood. The City should evaluate the community's interest in pursuing further restrictions on these areas through neighborhood-level planning efforts that involve the community.



b. Prevent decline of single-family residential areas through proactive programs.

The attractiveness and aesthetic of an entire neighborhood, the quality of life of its residents, and the value of homes in the neighborhood can be negatively impacted by signs of deterioration and lack of maintenance in part of a neighborhood. The City should be proactive to minimize these issues through the use of code enforcement and other tools. The City should focus on areas where HOAs do not exist or are not active because these areas lack the extra layer of property maintenance oversight.

c. Maintain the enhanced landscaped character of the City.

Landscaping is a hallmark characteristic of Sugar Land. The City’s major thoroughfares are lined with trees and many have developed extensive canopies over the course of the last 20 to 30 years. These have become signature routes that distinguish City streets from other streets in the region. Landscaping on private property, such as shrubs that screen parking lots, seasonal flowers in neighborhood entryways, or trees on a single-family lot improves the visual appeal of an area and also lends to the overall aesthetic quality of the City.

Where non-residential areas are near residential neighborhoods, landscaping not only can impact the experience within that commercial center, but also the impression of the adjacent residential neighborhood. The transition from single-family to non-residential uses should be softened with landscaped buffers that include trees, shrubs and other plantings.



The City should continue to require trees to be planted as part of all development and along roadways to soften the look and feel of buildings and provide shade to pedestrians along sidewalks and in parking lots. However, trees should be planted in such a way so as to provide room for growth so they remain viable as they mature. The existing “diamond” planting areas in some older parking lots does not allow room for proper growth and thus undermines the purpose of the trees. Any redevelopment within the city should respect the maturity of and seek to preserve the trees that have taken 20-30 years to grow.

d. Recognize the importance of schools and religious institutions to the community fabric and locate them in appropriate places so that quality of life for adjacent residents is maintained.

Schools and religious institutions are located within Sugar Land residential neighborhoods and contribute to a feeling of community. They help define the neighborhoods within which they are located because they are a part of residents’ everyday lives, serve as a central point for gathering, and often attract residents to those neighborhoods. However, they can also have the same negative impacts as commercial uses, such as traffic, noise and lights. It is important for these institutions to remain close to neighborhoods but they should be located and developed to have the least negative impact on the surrounding residential neighborhood. The City should evaluate development regulations to ensure proper safeguards are in place to protect single-family residential areas from negative impacts of these institutions.

Creating Mixed Use Activity Centers

Sugar Land will have Regional Activity Centers and Neighborhood Activity Centers that will be mixed use, compact, walkable and bicycle-friendly areas with active public spaces. These Centers will draw people throughout the day, encourage interaction, grow and support business and build community.

The design of the Regional and Neighborhood Activity Centers focuses on the pedestrian rather than the automobile and contains a mix of uses rather than a single use, which is different than the conventional development style that is prevalent in Sugar Land. These Activity Centers will utilize buildings with common wall construction that are located adjacent to the pedestrian area, creating a compact pedestrian-friendly setting. This compact style of development visually unites both sides of the street through restaurants and office buildings that engage and create an active pedestrian area.

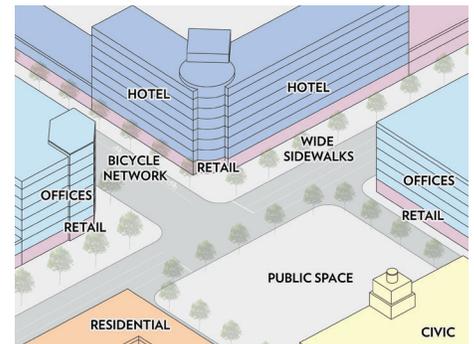
Other pedestrian features – including wide pedestrian walkways, pedestrian-scale lighting, benches, awnings on adjacent buildings, attractive storefronts and building facades, and such – also enhance the pedestrian experience in these Centers. These design guidelines for Activity Centers will make them feel more welcoming to visitors and front doors on pedestrian-friendly streets will encourage the pedestrian traffic flow through them.

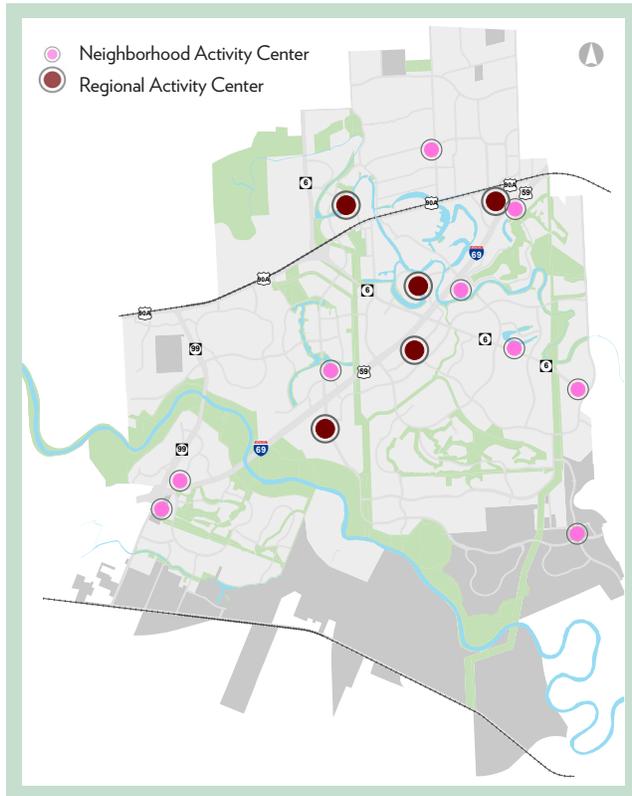
Public spaces will provide areas for people to gather and provide a focal point for the Centers. Seeing people in a space invites more people, thus increasing opportunities for interaction, improving safety and building a sense of community. These Activity Centers will respond to a market demand for reduced commutes and proximity to daily destinations, demand for business spaces in mixed use areas, provision of a variety of residential options, and meet the aspirations of several other goals in this Plan.

a. Support the creation of distinctive Regional Activity Centers through new development and redevelopment. These Centers should contain a variety of uses, serve as destinations for both the City and the region, and have unique identities that distinguish each from one another.

Regional Activity Centers (RACs) will be new or redeveloped commercial areas that will serve as destinations for both the city and the region. These areas will be developed to vertically integrate various land uses such as commercial and retail buildings, educational and health care facilities, civic buildings, and a residential component.

The majority of parking should be located in shared structured facilities that are integrated into buildings, rather than spread out across large individual parking lots. In addition, Regional Activity Centers will be pedestrian and bicycle friendly and offer a central public space that can be used at various times of the day for various purposes. These will provide increased opportunities for residents to spend time outdoors and help build a sense of community.

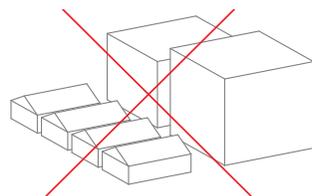




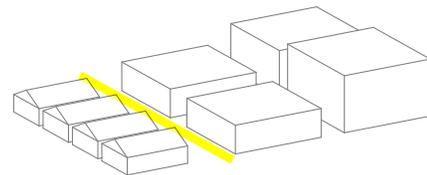
The Future Land Use Map designates five locations as Regional Activity Centers which are further described in the Areas of Change Section of this Chapter. The proposed Regional Activity Centers in this plan already exist in some form, but they can be enhanced through redevelopment and infill development.

These RACs are strategically located along regional highways to ensure intense commercial, retail and other high traffic activities are contained within designated areas and separated from single-family residential areas. These locations also attract visitors from the region and enable reverse commutes to jobs within them.

They should prioritize pedestrian and bicycle connections within and are good candidates for accommodating park and ride and other transit facilities. Lastly, Regional Activity Centers with boundary edges that interact with single-family developments should provide buffers and smooth transitions in order to minimize impact on the neighboring development.



Mid- and high-rises should not be adjacent to existing single-family developments

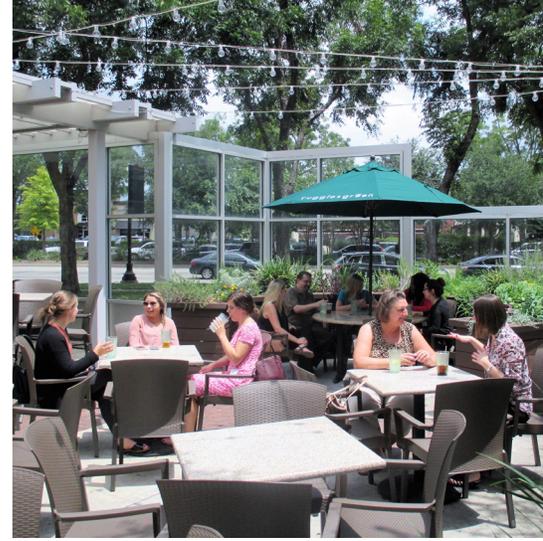


A buffered edge should exist between existing single-family developments and new activity center developments

b. Encourage the creation of new and transformation of existing retail centers into vibrant pedestrian-oriented Neighborhood Activity Centers.

Neighborhood Activity Centers (NACs) are smaller scale mixed use developments that will provide amenities to nearby residential neighborhoods. Neighborhood Activity Centers will be new establishments or redeveloped existing retail centers. They will incorporate public spaces, retail, restaurants, small offices, and residential. The majority of these eight areas designated as NACs are existing linear strip centers. In order to encourage redevelopment of these centers into more walkable areas, NACs may include compact residential such as townhomes, senior living, or multi-family (condo ownership or rental). In order to support community stability and further the goals of the Comprehensive Plan, individual ownership of residential units is preferred to rental units. Therefore, residential components should be constructed to have the ability to be individually owned through features such as individual utility meters and enhanced sound insulation between units. Additionally, the mix of uses and location of multi-family within NACs should be determined during the zoning process.





Approximately one third of daily car trips are made to frequented destinations within two miles of home, such as grocery stores, parks and medical offices¹. Strip centers serve this function currently; however, due to their linear form and parking requirements, they are built at such a low density that residents are required to drive to each destination. Redevelopment into NACs will transform existing strip center retail into denser areas with shared parking to encourage walking and biking from the adjacent existing neighborhoods, and therefore reduce vehicular traffic. Neighborhood Activity Centers should be located on Arterials or above (as defined by the Master Thoroughfare Plan) and be linked with safe pedestrian and bike infrastructure to neighborhoods within a quarter mile. However, NACs should provide buffers and smooth transitions in order to minimize impacts on the neighboring single-family residential neighborhood.

¹2009 National Household Travel Survey - Short Trips Analysis survey sponsored by American League of Bicyclists and America Bikes

c. Activity Centers should be evaluated utilizing a multi-modal transportation analysis and school impact analysis.

A multi-modal transportation analysis will provide a standardized method of gauging the non-vehicular circulation within mixed use centers and connectivity to the area around them. Typical Traffic Impact Analyses (TIAs) only evaluate the vehicular impact of development on the roadway system, and often require the addition of lanes to adjacent roadways. However, multi-lane roadways serve as barriers for pedestrians and bicyclists. A multi-modal transportation analysis would evaluate connectivity and circulation for pedestrians and bicyclists in addition to the more traditional examination of vehicular traffic. The analysis should be based on minimum levels of service for all modes of transportation.

The City should develop a level of service for roads within and adjacent to Activity Centers. The level of service should recognize the city-wide benefits of concentrating activity and improving pedestrian and bicycle access, by allowing a certain level of roadway congestion in order to limit barriers to accessing these centers. The analysis should be based on full build-out and take into account the reduced trips and vehicle miles traveled resulting from adjacent mixed uses, walkability, and transit.

A school impact analysis should be conducted when new residential units are proposed in an Activity Center. The analysis will project the anticipated number of new students generated as a result of the new residential development, and be provided to the school district to help in planning for those students. The school impact analysis should compare the proposed development to similar developments or areas in the region to calculate the projected number of students.

d. Encourage the use of urban design, common architecture, public art, and signage to give each Regional Activity Center or Neighborhood Activity Center a distinct identity.

Features that help define Activity Centers may include seating, pedestrian scale lighting, paved gathering areas, stages, water features, lawns, trees, unique signage, kiosks, and artwork and historic artifacts. Each Regional Activity Center having a unique character will encourage regional and local residents to visit each center for its own appeal and can help minimize centers cannibalizing each other. Distinct identities for Neighborhood Activity Centers create a feeling of community among the nearby residents. Public spaces also help define the places they are in through the use of distinct elements.

For example, the character of Sugar Land Town Square is largely defined by City Hall and the adjacent plaza. The traditional architecture of City Hall sets the tone for the adjacent plaza and surrounding development to be formal and structured as exhibited in the landscaping, hardscape, water feature, street furniture, lighting, and such.





- e. **Activity Centers should include multiple public spaces that allow people to gather and share experiences and should be flexible to accommodate various activities throughout the day.**

Public spaces allow people to be outside, interact informally, help businesses and residents by providing amenities, give each Activity Center a unique identity, and build a sense of community. Public spaces should be designed to enable informal gatherings and various organized activities such as events, movies, communal exercise classes, farmer's markets and concerts.

Each Regional Activity Center (RAC) should include at least one major public space and additional secondary public spaces; each Neighborhood Activity Center (NAC) should include at least one secondary public space. Major public spaces act as a focal point for each RAC and should be at the scale of the Town Square plaza or larger (three-quarters of an acre) in order to accommodate large events and be placed approximately at the geographical center of the RAC. Secondary public spaces should be at least 3,000 square feet in size, be designed for informal gathering, and should be dispersed throughout Activity Centers such that all uses are no more than 1,000 feet (walking distance) from a public space.

It is important to create strong connections between public spaces and their surrounding land uses so people are encouraged to use the spaces spontaneously. Buildings should be placed so that they enclose public spaces, provide architectural interest, and add activity. Front doors of the buildings adjacent to public spaces should be oriented toward the public space.

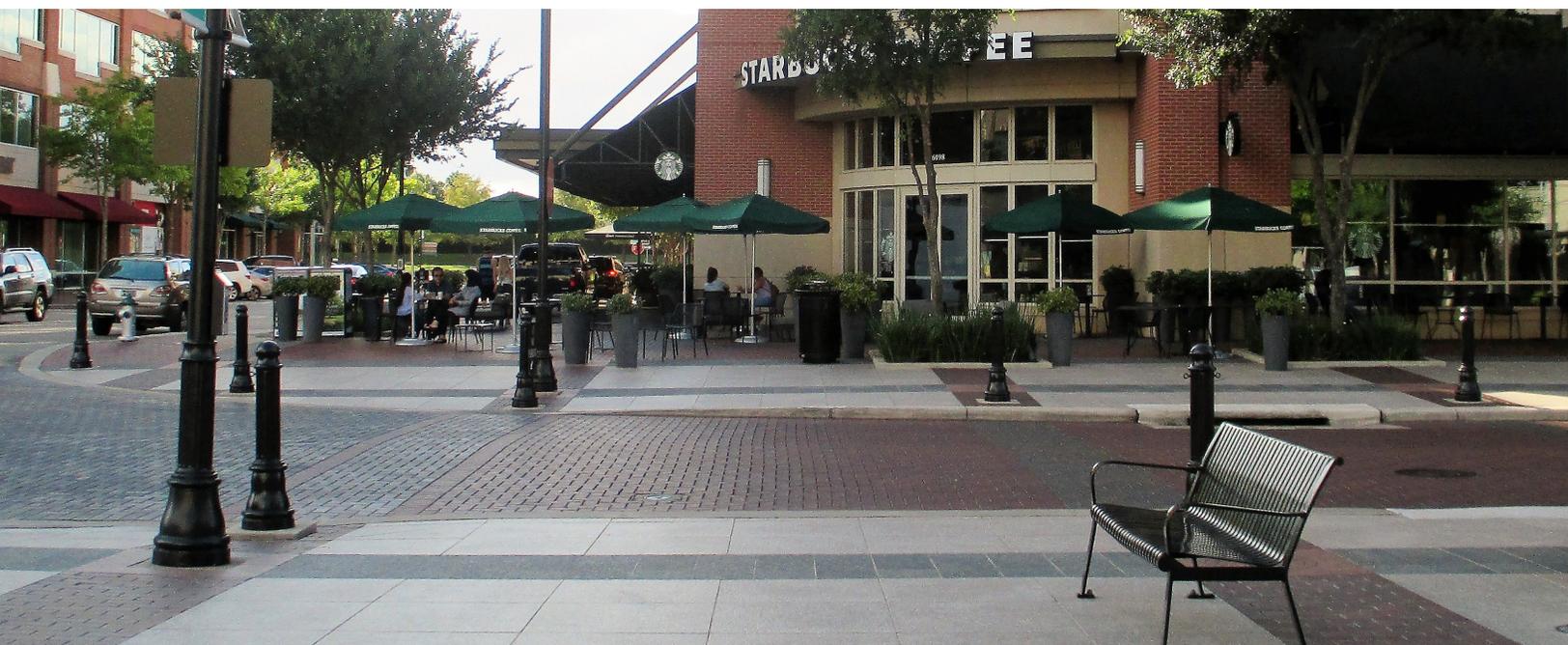
Public spaces can also be provided in unconventional ways, such as through rooftop gardens and terraces. These provide additional gathering spaces for residents of Activity Centers.



Publicly accessible spaces may be privately or publicly owned.

f. Design streets and access ways within Activity Centers so they emphasize pedestrians over vehicles.

Streets within Activity Centers should be welcoming and provide convenient access to pedestrians. Wide streets with fast speed limits act as barriers to pedestrians. Streets that are comfortable for pedestrians are designed with narrow lanes and on-street parking in order to minimize the length of pedestrian crossings and slow traffic. They also use contrasting pavement, pavers or different textures, and frequent intersections to create as many pedestrian crossings as possible. Streets adjacent to public spaces should have well-defined pedestrian crossings and be designed to slow vehicular traffic with narrow lanes and other traffic calming features.



Encouraging Residential Options

Sugar Land will offer a mixture of residential options in a variety of settings to appeal to a wide range of people.

Sugar Land's predominant residential type is traditional suburban single-family, but changing regional demographics and shifting trends have created a need for alternative housing types in a variety of settings. While some townhomes, urban homes and condos exist in the City, the quantities of these alternative housing types are limited. Single-family homes will continue to be the primary type of housing option available and should be approximately 88% of the housing mix in Sugar Land and the ETJ. However in response to these broader trends, it is important for the City to encourage a variety of housing options to remain competitive in the Houston region.

Sugar Land should provide housing opportunities to meet the needs for people of all ages and in all stages of life.

Sugar Land should provide housing opportunities to meet the needs for people of all ages and in all stages of life. For example, young professionals seek out residential options that are smaller and better connected to work places, retail and entertainment than typical suburban single-family neighborhoods. Employers that want to attract these young professionals look for locations that offer these options.

Seniors desire to remain in their community while downsizing to a home that provides convenient access to shopping, dining, and other entertainment. New options that may fulfill these demands may include small-lot homes in quiet neighborhoods, townhomes within or adjacent to Neighborhood Activity Centers, and multi-family (condo ownership and rental) in vibrant mixed use Regional Activity Centers.

Additionally, multi-generational families are looking for homes better suited to their needs, such as single-family homes with a secondary dwelling unit. Other people desire to work close to home and not spend time commuting every day, and may seek out live-work townhomes to fulfill their needs. Sugar Land should provide housing opportunities to meet these needs for people of all ages and in all stages of life.

In Resolution 10-21, the City acknowledged these alternative housing types should be integrated into their surrounding environments and provided general guidelines for their development. Building on community input, this Plan further refines and replaces the guidelines established by Resolution 10-21.



Townhomes



Cottage/Court style single-family



Urban Homes

a. Promote walkable neighborhoods through development of more compact forms of single-family residential.

There is a demand for smaller single-family homes in walkable neighborhoods, such as townhomes, small-lot detached, or cottage/court style single-family homes. New compact single-family residential development could take place through redevelopment of commercial or residential properties. These new smaller scale single-family options should be located adjacent to or part of Regional or Neighborhood Activity Centers and serve as a transition between the activity in these Centers and existing single-family homes. In some cases, existing single-family homes that are located within a quarter mile of a Regional or Neighborhood Activity Center could be redeveloped into a more compact form of single-family residential, which would require a change in land use category from Suburban Neighborhood to Medium Density Single-Family Residential. New compact single-family residential areas that abut Activity Centers should provide for pedestrian connectivity between the uses.

b. Allow single-family homes to accommodate the needs of a variety of family types and customs, such as extended family households and styles of living, such as live-work preferences.

The majority of single-family homes in Sugar Land were designed with a traditional nuclear family in mind. The design of these homes may not effectively accommodate changing family dynamics. With varying customs, decrease in household size, and the aging population, there is a need for flexibility in the design of standard single-family homes. For example, a family with aging parents or a recent college graduate returning home could benefit from having an accessory dwelling unit on the property. The Development Code permits accessory dwelling units under certain parameters that could offer an option for extended family households to live in close proximity while maintaining some independence.

Additionally, there is an increasing demand for two kitchens in single-family homes. Two kitchens can accommodate certain cultural practices or preferences of having a kitchen for cooking and a kitchen for entertaining. In addition, some professionals prefer to conduct their business within their home but have a separate dedicated space and entrance; a live-work townhome unit accommodates this lifestyle preference.



Multi-family Background

Multi-family residential has been a contentious topic for community discussion in Sugar Land. Though most of the existing multi-family complexes were brought into the City through annexation, the multi-family that has been developed in the City sparked significant public debate and discussion on the topic.

The 2004 Land Use Plan recognized the need for a variety of housing types including multi-family, townhomes, and condos. Its policy direction limited the density and concentration of stand-alone multi-family complexes in order to limit their number and disperse them throughout the community. The Plan also provided for Planned Residential and Mixed Use categories, which have been implemented through the Planned Development zoning process and has allowed for significant Planning and Zoning Commission and City Council review of plans for these areas. In 2010 City Council approved Resolution 10-21 which provided direction for the design of multi-family development.

Many of the components of Resolution 10-21 are incorporated and further expanded upon in this Plan's policies.

- c. Locate new multi-family units in vertically mixed use settings that are appropriately scaled to their surroundings and are designed to retain their value over the long-term.**

In the future, the City should not approve new stand-alone single-use multi-family residential complexes. Any new multi-family units (condo ownership or rental) should be located in a mixed use area designated as a Regional or Neighborhood Activity Center, or a Medium Density Mixed Use. Vertically mixed-use buildings¹ are the preferred architectural style for multi-family in order to maximize pedestrian activation and use integration. However, these can be achieved in other ways. For example, pedestrian interest can be created by placing a multi-family's fitness center and leasing office on the first floor, or including front porches and stoops for those units along the pedestrian area. Additionally, integration within a mixed use development could be achieved if the multi-family component was part of an integrated, pedestrian-friendly, mixed use development application. In this example, phasing protections should be included to ensure the remainder of the project is built at the same time or prior to the multi-family. When additional multi-family is proposed in a mixed use development, a school impact analysis should be completed to evaluate the expected impact on schools.

Design and quality of space influence the experience of a place regardless of the number of units per acre.

Design and quality of space influence the experience of a place regardless of the number of units per acre. Multi-family residential should be integrated within mixed use developments that provide easy pedestrian access to goods and services, employment, and public spaces. In order to ensure cohesion with adjacent uses, multi-family buildings should not have perimeter fences. Parking for multi-family should not be in surface level parking lots, but rather in integrated structured parking garages. Parking should be connected to the residential portion of the building and wrapped to minimize visibility from adjacent streets and access ways. Architectural features and building finishes on multi-family buildings should add to the pedestrian-friendly quality and cohesiveness of the mixed use development. In order to ensure their long-term durability, buildings should utilize high quality building finishes.

¹A vertically mixed use building contains multiple uses, such as retail or restaurant on the ground floor and residential or office on the upper floors.



Individual units should only be accessible through interior enclosed climate-controlled corridors. Buildings should also incorporate green building practices and components supporting owner occupancy. High quality residential construction adds long-term economic and aesthetic value to the neighborhood and is environmentally sustainable. All of these elements improve the long-term value of multi-family residential.

While multi-family is an appropriate use in Regional Activity Centers and Neighborhoods Activity Centers, it should not be the dominant use in these areas. Therefore, the Areas of Change section of this Plan enumerates a recommended mix of land uses for each Regional Activity Center and a general guide on the number of multi-family units in Regional and Neighborhood Activity Centers to ensure they are dispersed throughout the city. In contrast, Medium Density Mixed Use areas will contain residential as the predominant land use. Redevelopment of these areas could include the redevelopment of multi-family (condo ownership or rental) or the introduction of Medium Density Single-Family units.

In order to preserve the nature of Sugar Land's single-family neighborhoods and at the same time ensure an appropriate mix of housing options is available, this Plan envisions an 88% single-family housing / 12% multi-family housing ratio for the foreseeable future. This ratio can be reevaluated during the next Land Use Plan update if the community and the market determines it is appropriate.

It is important that buildings in mixed use developments, including those containing multi-family, be compatible with any nearby single-family residential. Buildings should be similar in height to adjacent single-family homes, and building heights should transition from lower to higher as they extend away from the single-family residential.





A Great Place for Business

Sugar Land will be a regional employment center that is a great place to do business, a premier address for corporate offices, and a community that fosters small businesses.

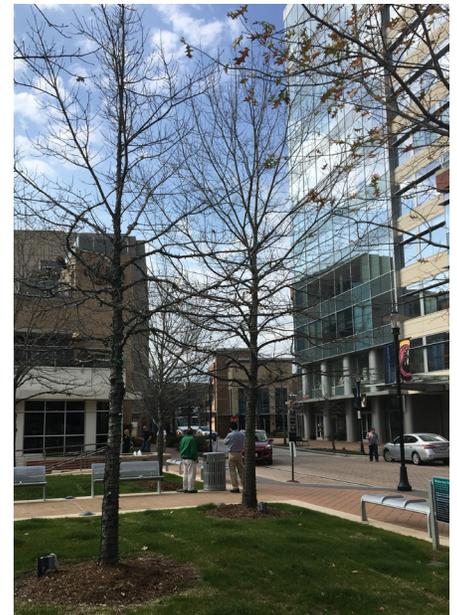
Providing a variety of employment opportunities not only makes living in Sugar Land more desirable for people who want to live closer to work, but also invites commuters from the region and increases activity and sales tax revenue in the city.

- a. Locate new corporate offices within Regional Activity Centers where support services are within walking distance. Where offices exist outside of Regional Activity Centers, encourage support services to be located within walking distance.**

Support services such as hotels, meeting spaces, business-to-business services, restaurants, and retail make the city a more attractive place for business by making it easier for businesses to operate and by helping them attract and retain employees. Locating these within walking distance (quarter mile) of offices provide employers and employees easier access to these support services. The added convenience provides the opportunity for employers and employees to spend their money locally, rather than outside the City.

Regional Activity Centers provide amenities to corporate offices that cannot be found in other parts of the City, such as walkable streets, easy access to restaurants and shopping, and public spaces. These amenities will attract employers and employees to an area and increase the City's employment base. Although some corporate offices may be appropriate in the business parks, most new corporate offices should be targeted in Regional Activity Centers.

For those areas that have existing offices, the City should encourage the location of support services nearby. For example, the City should consider expanding the permitted uses in the Business Office zoning district. Though this is a departure from previous policy to preserve office zoning primarily for office uses, the end goal of attracting top tier businesses remains the same. Providing a variety of uses mixed with offices responds to the trend for corporate offices to locate in mixed use areas.



b. Preserve areas for limited industrial uses in order to attract and retain target industries and to grow the local employment base over the long-term.

The City's Comprehensive Plan Goal I is to be a Regional Business Center of Excellence. The City recognizes that light industrial uses are an important component of the City's overall land use mix and contribute to meeting this goal. As such, the City maintains a list of targeted industries to attract to the City, such as scientific and advanced technology research and development. However, as the city is built out, the availability of appropriately zoned sites becomes a challenge to attracting these target industries. Therefore, sites designated for these limited industrial uses should be preserved and not developed for other uses that may render a quicker return on investment, such as single-family residential.

c. Continue to support the Sugar Land Regional Airport as a first rate executive and general aviation destination by ensuring compatible uses are developed around the airport.

The airport is an amenity for Sugar Land as it is an advantage for employers looking to travel in and out of the city for business. Supporting it means avoiding encroachment into flight paths and avoiding placement of uses in close proximity that could present conflicts with airport noise. For example, residential uses should not be placed directly adjacent to the airport. The City's efforts to support the airport will ensure it maintains its ability to provide excellent services to the businesses in and around the City.

d. In new development and redevelopment, encourage the inclusion of storefronts, offices, and live/work spaces for small businesses and entrepreneurial start-ups.

The presence of small businesses helps build civic identity and authenticity. Small entrepreneurial businesses can grow into larger corporations that add many jobs to the local economy. However, small businesses have different space needs than large corporations. Small businesses may seek out storefronts or small offices in Neighborhood Activity Centers. Entrepreneurial start-ups may look for a business incubator or co-working space in a Regional Activity Center where they can grow their business and stay in the same general location while also having access to supporting amenities. Live/work spaces in townhomes can also provide an efficient use of space for small business owners that wish to live and work in close proximity.





Sugar Land will have amenities in appropriate locations that make it a prominent place to live and work and is attractive to visitors and tourists.

Sugar Land is a city that strives to have amenities that provide convenient access for residents and destinations that draw people from around the region. The City should have amenities such as retail, restaurants, hotels, cultural institutions, parks, entertainment venues and recreational destinations. Locating these amenities within the City allows residents to enjoy them without leaving the City and also attracts visitors and tourists, including leisure travelers, meeting attendees, and sports groups. However, these destinations can negatively affect the surrounding area and therefore should be located and designed in such a way to minimize these impacts.

a. Locate destination retail, entertainment, sports, and cultural arts in appropriate places to maintain quality of life for residents.

Having destinations such as these improves the quality of life for city residents and increases the tax base for the city. Potential negative impacts of such facilities include increased traffic and noise. For this reason, appropriate locations are restricted to Regional Activity Centers, with appropriate buffers from residential neighborhoods, and on highways for easy vehicular access. The City should establish a public engagement process that would occur during the planning phases for new destination venues. The process would allow the City to receive stakeholder input on proposed locations, site design, and compatibility with adjacent uses.



6



Inviting Outdoor Spaces

Sugar Land will preserve and develop connected high quality parks, trails, waterways, public spaces and open spaces.

Excellent parks and open spaces enhance the quality of life and draw people to Sugar Land. Parks provide space for recreation, venues for gatherings, and opportunities to relax and appreciate nature. Land uses such as parks, plazas for group exercises and farmer’s markets, and pedestrian and bicycle infrastructure provide the opportunities for citizens to lead a healthy lifestyle. Additionally, community gardens and rooftop gardens can provide nearby access for residents to grow their own food. This Plan encourages the inclusion of these elements in order to offer convenient, readily accessible options to citizens to access the outdoors. These policies should be implemented in coordination with those established in the Parks, Recreation, and Open Space Master Plan and the Pedestrian and Bicycle Master Plan.

a. Ensure connectivity between neighborhoods and Neighborhood Activity Centers through and to parks, trails, and open spaces.

Utilize parks, trails, and open spaces to connect neighborhoods to adjacent Neighborhood Activity Centers. This connectivity enables residents to have direct access without driving and provides employees in NACs access to parks, trails, and open spaces on foot. These connections can add value to the neighborhoods and create a network of greenways that link adjacent neighborhoods and Neighborhood Activity Centers to the major parks and open spaces along the Brazos River and Oyster Creek greenbelts.





b. Preserve land along the Brazos River to create a regional greenbelt and protect the floodway from inappropriate development.

The Brazos River is the 11th longest river in the United States and the third longest in Texas. It is also the heart of the first American settlements in Texas and its natural beauty is a unique asset to Sugar Land.

The Parks, Recreation and Open Space Master Plan and the Brazos River Park Master Plan provide guidance for improvements to and investments in the land along the river. This includes providing outdoor recreational spaces, nature trails and other outdoor learning opportunities. In order to accomplish these goals, land along the river must be preserved. The City should retrofit connections from the city-wide pedestrian and bicycle network to provide non-vehicular access to the Brazos River greenbelt.

The extensive floodway and associated federal regulations severely limit the ability to develop the remaining land along the Brazos River in a similar manner to other areas in Sugar Land. The floodway should be protected from intense development and preserved for low impact uses such as agriculture, low-density rural residential and passive open space. The City should explore the use of conservation easements through the Development Agreement process in order to protect the Brazos River floodway from inappropriate development.



c. Preserve natural spaces, such as wetlands and other environmentally sensitive areas for passive use and encourage development to incorporate natural areas and other man-made features within, rather than “turning its back” on these areas.

Natural spaces and man-made features can provide multiple benefits for the community. They provide habitat for native plants and wildlife, preserve nature, benefit the quality of life, and serve to enhance the identity of the neighborhood. During the Development Agreement process, the City should consider requiring developers to identify existing wildlife habitat and provide adequate buffers adjacent to natural areas. In order to achieve this, these spaces, designed as amenities, should be able to be enjoyed by the general public. These features should be publicly accessible rather than being incorporated into individual lots.

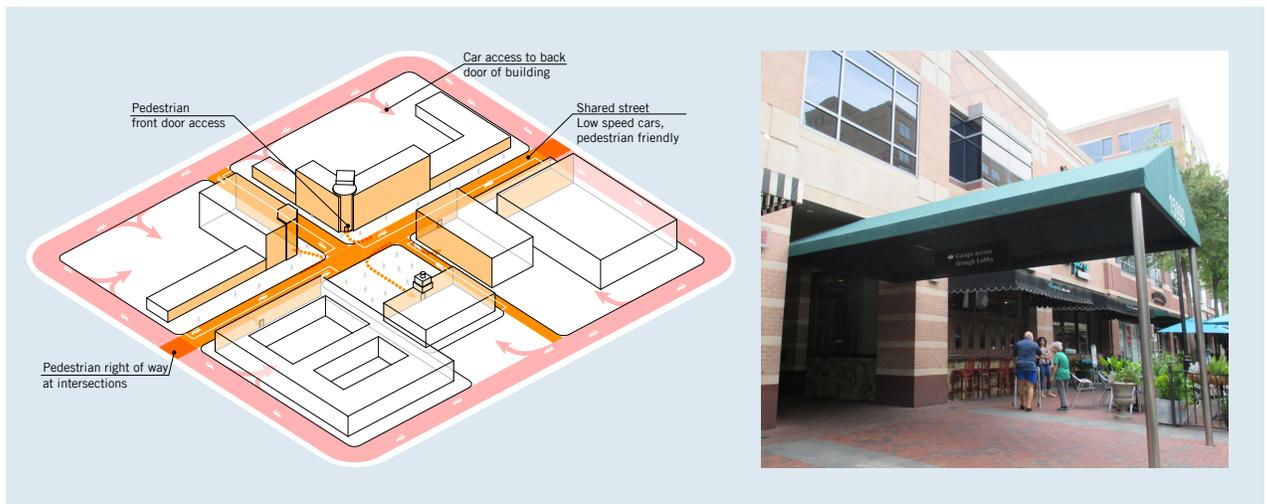
Man-made features should be amenitized with trails, natural landscaping and have the appearance of a natural area rather than a man-made detention facility. Ideally, natural or man-made features should be a focal point for the development, but at a minimum, building facades facing a feature should be visually appealing and not be the unpleasant back of a building.



Sugar Land will have inviting connections between land uses so that people can not only drive, but could also choose to walk or bicycle to their destinations.

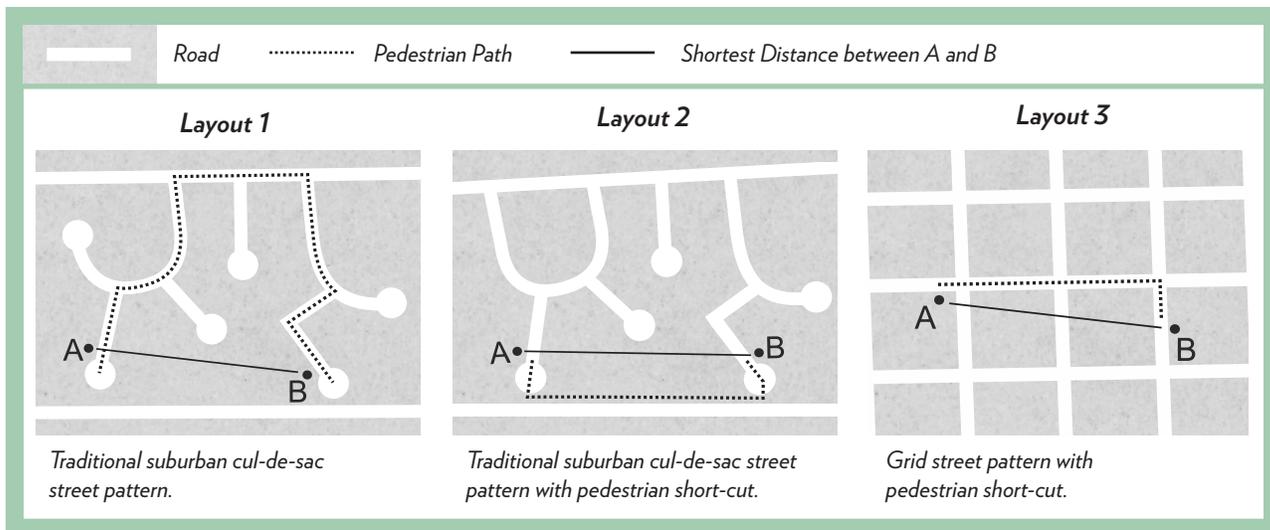
Many Sugar Land residents want to have the choice of walking or biking for short trips, and all residents would benefit from the reduction in car trips that would result in less congested streets. However, walking and biking will not be an attractive option for Sugar Land residents unless the design of the built environment supports it. A safe, connected, appealing pedestrian and bicycle network is critical. Any obstacles or additional time required decreases the likelihood that someone will walk or bike rather than drive to their destination. Pedestrian routes should be clear and direct and take into consideration that every quarter mile adds 5 minutes to a pedestrian's trip. The pedestrian's experience is equally important. The connections should feel safe and comfortable, being well-lit, buffered from vehicular traffic, inclusive of rest areas (benches) and visually pleasing.

- a. **Buildings should be planned so that the pedestrian connection from the public right-of-way to the “front door” is primary over the vehicular connection. Buildings should be near the street and large parking areas should be located behind buildings.**



People take for granted that, when driving to a Sugar Land shopping center, they will have a continuous vehicular access route from the surrounding roadways, a place to park, and a direct path from the parking lot to the front door. Though not currently provided at many sites, pedestrians and bicyclists would benefit from similar accommodations. With continuous access routes and direct paths, walking or bicycling to a destination becomes more attractive, convenient and safe. For example, the buildings within Sugar Land Town Square are near the street and adjacent to a robust pedestrian area while the majority of the parking is located in garages behind and wrapped by buildings. This provides an easy walk to the front doors of these buildings while limiting vehicular and pedestrian interaction. Contrastingly, conventional big box developments provide large parking lots in front of the main entrance of the building, making it less appealing to bike or walk. Although people may be more likely to drive than walk to certain uses, such as a large format home improvement store, these sites should still be designed to provide direct and safe pedestrian and bicycle paths from the right-of-way, through the parking lot, to the front door of the building.

Figure 19: Options for Pedestrian Connectivity



- b. New development should be designed to provide multiple direct connection points to the citywide pedestrian and bicycle network to minimize circuitous trips. Where possible, additional pedestrian and bicycle connections should be retrofitted into existing development.**

Development patterns shape the pedestrian and bicycle network and its usefulness for trips. Sugar Land has developed in a traditional suburban pattern with homes lining cul-de-sacs that often limit pedestrian and bicycle connectivity to other uses. However, the City has focused on enhancing the network through the Pedestrian and Bicycle Master Plan.

New developments should be required to provide direct, convenient and safe connections to the overall network (see Figure 19). For example, some areas have direct pedestrian connections from the end of cul-de-sacs to an adjacent trail. Another way to accomplish effective pedestrian and bicycle connectivity is through the use of a grid street pattern rather than cul-de-sacs and collector roads. Since the majority of the City is developed, connecting these areas to the pedestrian and bicycle network will likely rely on City initiative. The City should continue to implement the Pedestrian and Bicycle Master Plan in order to improve pedestrian and bicycle connectivity in developed areas.



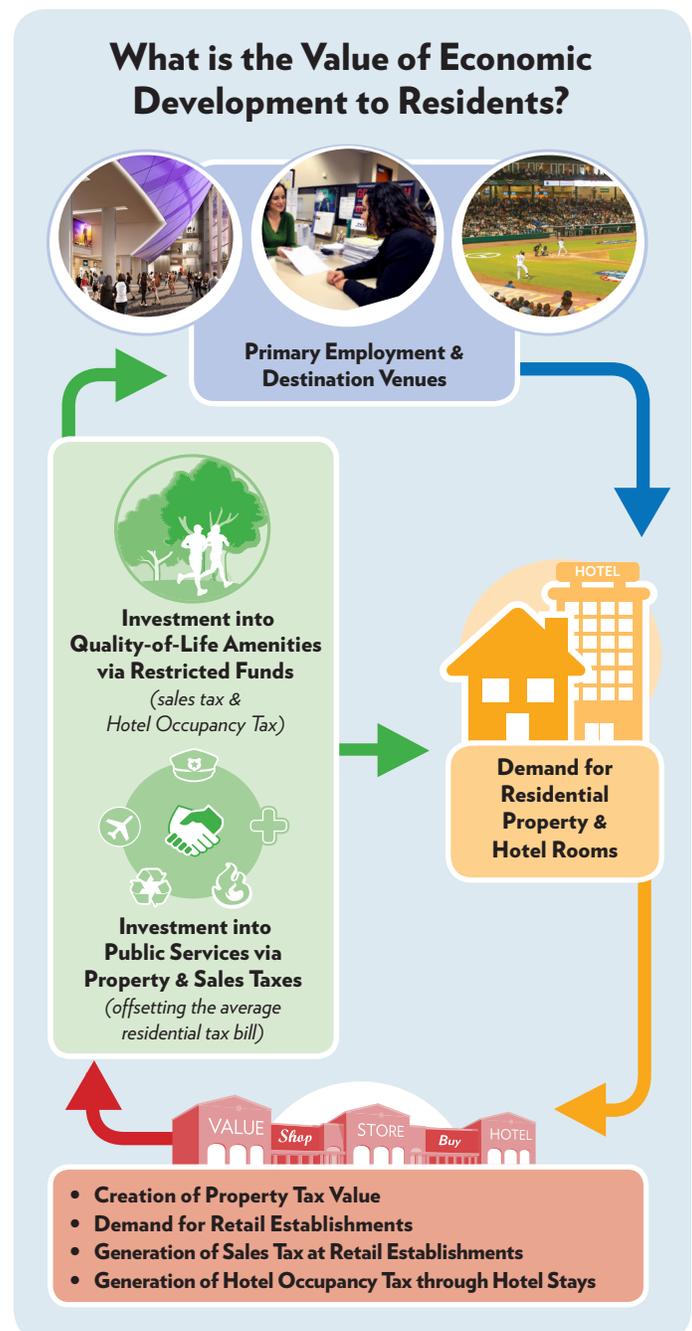


Sugar Land will develop and redevelop in a way that maintains the long-term fiscal health of the City.

The City provides a high quality of life and excellent services to its residents and businesses. The City's strong fiscal health enables the City to continue to invest in its parks, infrastructure, and other public amenities. This is due in part to the sound financial decisions made over the years, including ensuring the development of a balance of land uses, installing long-lasting infrastructure, holding development to high standards, and strategically utilizing tools to manage growth such as annexation, development agreements, strategic partnership agreements, and ETJ boundary adjustments.

- a. **Continue to promote a balanced mix of residential, commercial, and employment land uses to ensure a sustainable tax base and continue to strengthen the fiscal health of the City.**

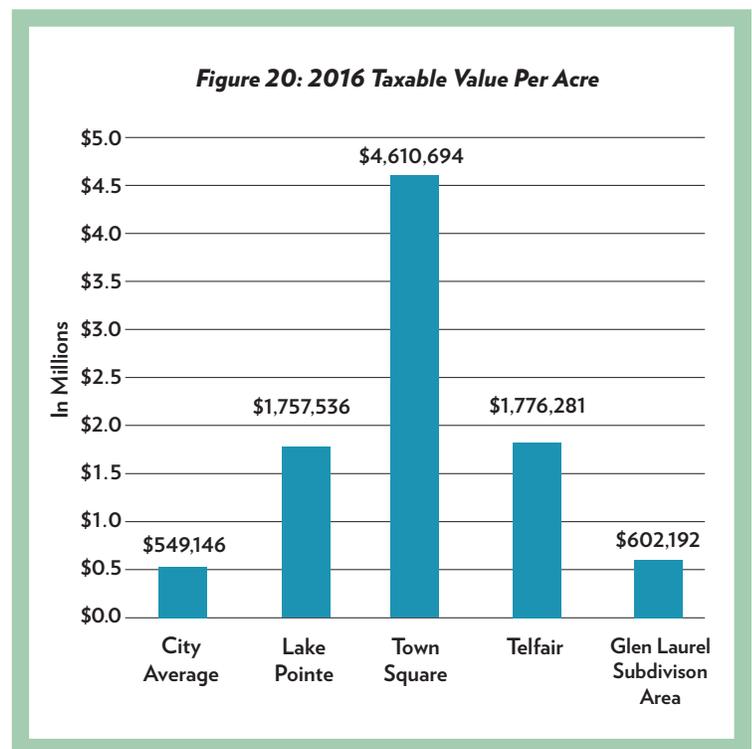
The City's overall objective for land use balance is documented in Chapter 5 of the Comprehensive Plan in Goal J – “Balanced land use (70% residential/ no less than 30% commercial, retail, office) and tax base (60% residential/ 40% commercial, retail, office) within city.” The Future Land Use Map shows areas for industrial & employment opportunities in order to achieve this goal. Since there is limited vacant land left in the City and ETJ, it is important that these areas be preserved for non-residential uses as indicated on the Map. Commercial property provides both sales and property tax revenues that form the core of the City's budget. Without these revenues, residents would have to pay higher property taxes to maintain high quality services. Having an appropriate amount of non-residential property has enabled the City to lower the property tax rate over time, and maintain one of the lowest property tax rates (for cities our size) in the state.



The current land use mix is a result of decades of intentional city planning for development; previous Comprehensive Plans and associated Future Land Use Maps have identified areas for non-residential uses. Developers in the region often prefer residential uses because they typically have a shorter development timeframe and lower risk for return on investment. As a result, the City must be proactive to preserve areas for non-residential uses to ensure the significant residential component of the City is balanced with non-residential uses.

- b. Consider the impact of all new development on the city’s long-term revenue and expenses evaluating the “opportunity cost” of that development by comparing the impact to alternate development scenarios. Encourage new development and redevelopment of existing commercial centers into compact high quality mixed use centers that result in a higher value per acre than linear strip centers.**

Since there is a limited amount of land in the City, it is prudent to ensure that development and redevelopment yield the maximum long-term financial benefit to the City and its residents. Developers are responsible for the initial costs associated with new development such as installing roads, utilities, and parks and are interested in the short-term profit of a development. However, the City must consider the long-term costs of providing services such as police and fire, as well as ongoing maintenance of the public facilities installed by developers. When evaluating proposed development, it is important to ensure what is built on vacant and redeveloping property is high in value and creates economic resiliency so that the value created covers the costs of serving the development.



Being smart about growth produces high value development and having an appropriate amount of non-residential property allows the City to have a diverse tax base. However not all non-residential properties produce the same financial impact. High quality, compact, mixed use centers are unique destinations that draw people in and produce a higher value per acre than linear strip development which is low density and contains fewer businesses on the same amount of land. For example, Sugar Land Town Square has the highest value per acre in the City, over ten times the City average taxable value per acre. Additionally, maintenance of infrastructure around compact mixed use centers is less costly because they utilize infrastructure more efficiently.



c. Build all new infrastructure to standards that ensure it will be long lasting and minimize maintenance.

When installing infrastructure, it is attractive for developers and the City to save on upfront capital costs by utilizing products with a shorter lifespan but sometimes that leads to increased maintenance costs in the long term. In order to avoid those long term costs, new and reconstructed infrastructure should be made of durable materials, adequately sized, and include design features that minimize maintenance. For example, the City should encourage the use of low impact design for storm water management.

d. Consider the availability of natural resources, including raw water supplies, in approving new development and redevelopment.

Constrained water resources and water infrastructure capacity will impact development and redevelopment. For example, redevelopment of land into denser mixed use centers may require increased water volumes and stress infrastructure capacity.

When a development is proposed, especially a high water use development, such as a golf course, water park or industrial user, the City should ensure the land use meets broader City goals and brings an overall benefit to the City. In addition, the City should consider proposed water demands and use (domestic, amenity, irrigation, etc.), as well as water supply availability and the capacity of existing infrastructure when evaluating proposals for new development and redevelopment. Developers should consider low impact design and improved water efficiencies to reduce a proposed development's impact on the City's water supplies and infrastructure. Untreated surface water or reclaimed water (if suitable and accessible) may be a potential alternative to supply landscape irrigation and amenity use and reduce a development's demand on the potable water system.

e. Prioritize capital investment in areas near Regional Activity Centers and Neighborhood Activity Centers (where redevelopment is desired).

Mixed use centers yield higher values per acre than typical low density development. The City can invest the same amount of money on infrastructure around low-density development as it does around a mixed use center but the return on investment is higher in a mixed use center because of the higher value per acre. The City should review the criteria utilized for prioritizing CIP projects and consider adding a factor that weights proximity to Regional and Neighborhood Activity Centers as part of the evaluation.

f. Manage growth in a prudent manner by considering the short- and long-term impacts of corporate city limits expansion and the use of ETJ agreements.

The strongest way for the City to manage growth is by annexing property into the corporate city limits. However, there are various reasons a City may not do so, including limitations by State Law and costs associated with serving newly annexed areas. The City has and should continue to utilize development agreements to ensure that development in the ETJ is consistent with the character of the City by applying land use control and requiring regional utilities. Strategic Partnership Agreements (SPAs) provide a tool for annexing developed Municipal Utility Districts (MUDs) and the City should consider entering into SPAs with all ETJ MUDs to ensure that the timing of annexation is mutually beneficial. The City should also continue to utilize non-annexation agreements for agriculturally exempt land to protect it from future undesirable development.

When considering annexing an area, the City should evaluate the short- and long-term costs associated with serving the area. Historically the City has focused primarily on the financial impact of annexation. For example, ensuring current residents do not pay for any outstanding debt associated with the annexed areas, ensuring current residents do not pay for costs associated with annexation, and ensuring there is no impact to services or increased taxes for current residents.

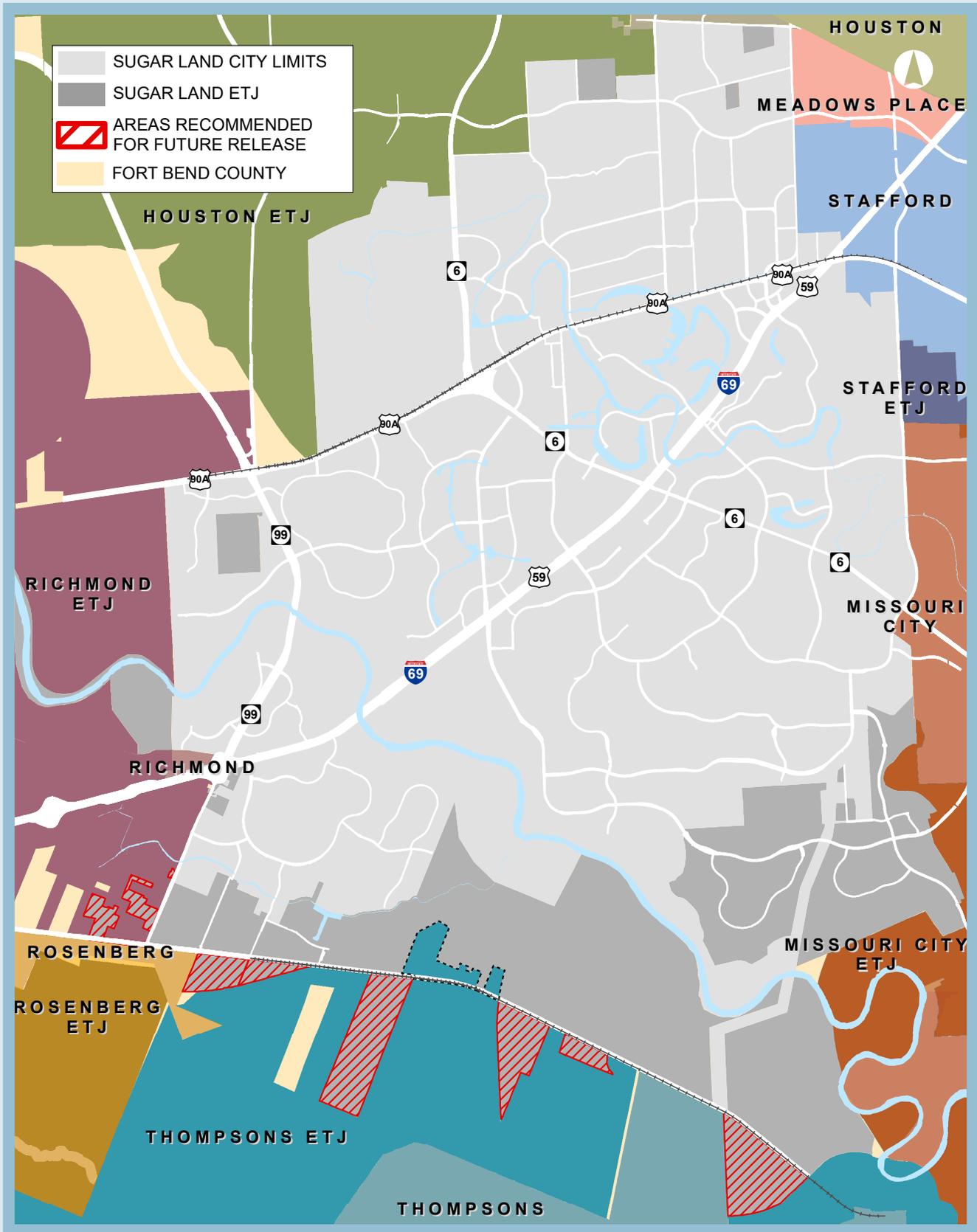
While these financial factors are important, the City should also consider the intangible costs of inaction. Areas that are not developed to Sugar Land standards typically will not improve over time, but will continue to decline. Therefore, in the long-run it may be better to annex a distressed or blighted area in order to establish land use controls, code enforcement, and ultimately to move them into more productive use.

g. Establish and adjust the ETJ limits to ensure the ultimate City limits provide logical and feasible service delivery boundaries.

Under Texas State law, the only area the City may annex into its corporate limits is its ETJ and ultimately, the City of Sugar Land will annex all areas in its ETJ. Therefore, it is important that the ETJ boundaries reflect logical future boundaries utilizing major roadways, physical features or landmarks that provide clarity for future residents, service providers and service recipients. The boundaries should also reflect the City's financial and physical ability to provide full municipal services to the area.

Other jurisdictional city limit or ETJ boundaries surround the City on all sides (See Figure 21). Therefore, any changes to the City's ETJ boundary will require coordination with adjacent cities. The 2012 Future Land Use Map designated areas as "Recommend for Future Release from ETJ to Another Jurisdiction" and "Recommend for Future Inclusion in ETJ" to accomplish this goal. The Future Land Use Map in this Plan reflects the same areas. The City should only consider relinquishing the areas designated for future release to a jurisdiction with the capability to provide similar municipal services as would be available through the City of Sugar Land. However, the City should be open to considering other boundary modifications should an adjacent city wish to pursue a boundary adjustment.

Figure 21: Sugar Land City Limits & ETJ



This map represents Sugar Land city limits and ETJ as of December 12, 2017 including the annexation of the Greatwood and New Territory communities. Surrounding cities' boundaries are shown for informational purposes and represent the approximate location of these boundaries. Contact the appropriate jurisdiction to verify boundary locations.

Fostering Redevelopment

Sugar Land will promote redevelopment that supports the goals of the City and is respectful of the surrounding community.

Over the last five decades, Sugar Land has been in a phase of growth, and development has largely occurred on vacant land. With few large tracts of vacant land remaining in the City and with development of tracts in the ETJ presenting unique challenges such as extensive floodplain and fragmentation, any new development will likely occur on declining or underutilized property.

The City should prioritize redevelopment of declining or infill of underutilized areas in the City over property in the ETJ to prevent decline of the surrounding area, to sustain and improve the tax base, and to promote the efficient use of land and existing infrastructure systems. All of these influence community perception by current residents, visitors, and potential residents and businesses that are considering moving to the City.

Redevelopment has the potential to reverse or prevent decline while enhancing quality of life and ensuring the community remains economically competitive by responding to shifts in consumer tastes. For example, redevelopment, over time, can enhance a community's quality of life by offering improved connections to local destinations and providing a walkable option.

There is a broad range of potential City involvement in redevelopment (see Figure 22). In the past, the City utilized tools at all levels, but most are classified under the limited to moderate end of the range. For example, in most redevelopment efforts, the City is not the developer. These should continue to be predominantly private efforts; however, in the future, the City should be more pro-active and explore utilizing additional tools on the extensive end of the range. For example, the City should evaluate enacting new zoning regulations to encourage redevelopment. Additionally, the City may facilitate discussions, promote redevelopment areas to developers, and seek out development partners in order to encourage redevelopment. Priority should be given to those areas identified as Redevelopment Areas on the Areas of Change Map in this Plan.

Figure 22: Range of a City's Role in Redevelopment

EXTENSIVE



- City may initiate a “Catalyst” capital project to entice private investment in a target area
- Modify existing or create new zoning regulations to facilitate redevelopment
- Establish clear vision and character for each site
- Actively purchase or facilitate land acquisition for future redevelopment
- Establish and initiate a specific redevelopment plan
- Form partnerships with private sector to implement projects

MODERATE



- Target specific areas, establish a more detailed vision for redevelopment of each area
- City outlines potential policy tools to encourage redevelopment
- Conducts site specific studies
- Provide financial incentives (grants, TIF/TIRZ, PID, tax relief)
- Small grants or incentives to facilitate aesthetic improvements to aging retail centers
- May actively seek out patient capital and initiate conversation with private sector
- Fee reduction/waivers for redevelopment
- Create and maintain a retail inventory and database

LIMITED



- Comprehensive plan encourages redevelopment
- General idea of potential redevelopment sites
- City monitors condition of retail centers
- Little to no formal effort by City to initiate redevelopment process
- General vision for redevelopment
- City may commission a retail study to better understand the market



Before



After



Before



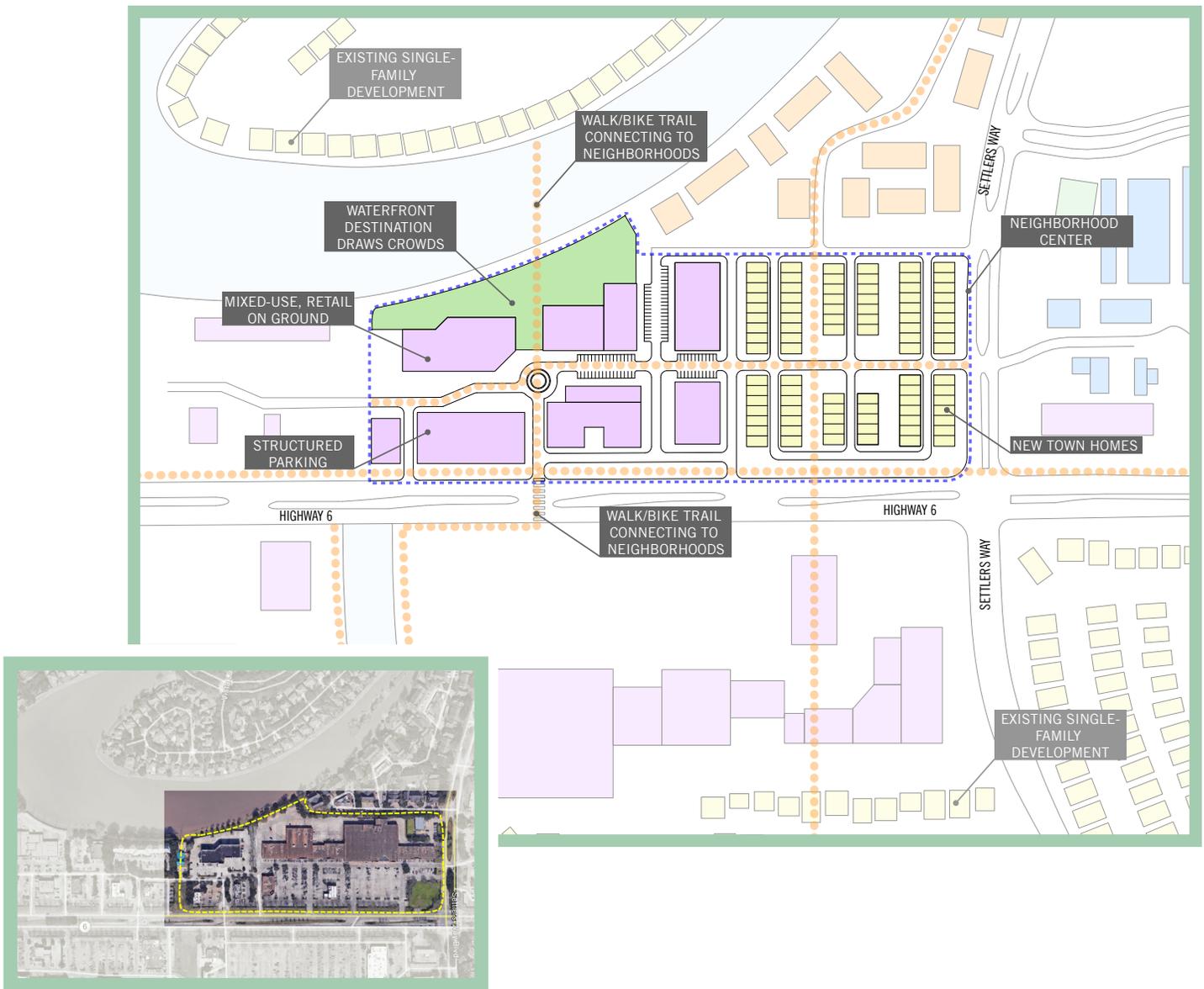
After

Depending on the level of private sector interest, incentivizing redevelopment may be required since declining, but occupied, retail can be seen as profitable for its owners without redevelopment. In addition to traditional incentives, such as tax rebates or grants, the City could also incentivize redevelopment through the zoning process by including additional land uses or reducing required parking. Since redevelopment occurs on land within existing neighborhoods, any redevelopment of property should be sensitive to the surrounding single-family neighborhoods by considering appropriate uses and scale of buildings. Redevelopment of commercial areas should focus on creating an enhanced quality of life, better sense of place, less blight, and strong economic growth. The City should prioritize redevelopment opportunities and evaluate the use of incentives in order to achieve desired outcomes.

a. Support rehabilitation and redevelopment to prevent retail centers from declining.

The decline of retail centers in other parts of the region has shown that it can have significant civic impacts, including a loss of tax revenue, potential for increased risk of crime, community deterioration, reduced investor confidence, and foster negative perceptions about the community. These impacts can also extend to the surrounding area and neighborhoods and lead to reduced property and home values in adjacent residential areas. The City should monitor property values, identify trends that indicate potential decline and focus on rehabilitation and redevelopment of commercial properties within these retail areas. However, the City's involvement in rehabilitation efforts should be carefully scrutinized to ensure that it would not be postponing redevelopment, which would have a more lasting impact. As a general rule, the City should prioritize redevelopment over rehabilitation in order to effect the most significant change.

Figure 23: Example of Potential Redevelopment of a Neighborhood Activity Center as shown in Sugar Land Comprehensive Mobility Plan



b. Support infill development of underutilized properties in Redevelopment Areas.

There are commercial areas of the City that were developed in the 1960s through the 1980s with single-use buildings, large surface parking lots, and minimal landscaping. The single-use development on these properties no longer meets current market demands for mixed use walkable centers. Though these areas may not be in decline, the City should utilize the redevelopment tools (see tools listed in Spectrum) to influence more creative use of the land within these targeted areas. In some cases, a single property could be further developed by adding structured parking and new buildings. In other areas, vacant property still exists that could be developed to enhance the walkability and mix of uses in an area.



Celebrate Sugar Land

Sugar Land will celebrate its unique character, its history, and its diversity

Preserving historic areas and buildings, providing space for public art and historic education, and providing spaces for community gatherings celebrates Sugar Land as it was in the past and what it has become.

a. Preserve or creatively reuse buildings of historic significance. Ensure reuse respects the historic significance of the building.

Preservation of historic structures builds identity and character of a city, making it a place people relate to and remember. Examples of historically significant buildings include the Imperial Sugar Char House, Imperial Three-Bay Warehouse, the Sugar Land Auditorium, the Central State Farm Unit and the Central Unit prison. Though enacting an historic preservation ordinance is a common means of preserving historic buildings, it is not the only tool available. Other tools, which the City has already used, are financial incentives, development agreements, acquisition, and voluntary deed restrictions that preserve buildings.

b. Develop public spaces and venues to host civic celebrations and cultural events.

Public spaces and venues provide an opportunity to bring Sugar Land's diverse community together to celebrate its past and present. Examples of public spaces include existing Sugar Land Town Square plaza, Constellation Field, the Smart Financial Centre at Sugar Land and adjacent plaza, and the City's Festival Site.

Sugar Land Town Square plaza is an example of a successful public space that has created a focal gathering place for the local community, and helped Sugar Land become a destination city through hosting events such as the New Year's Eve Celebration, Christmas Tree Lighting, iFest, and Halloweentown. Cultural events, including the cultural kite festival, the dragon boat race, and others, are held at a variety of venues throughout the City.





c. Educate the public about the story of Sugar Land.

Learning about the history of the city gives residents a sense of pride and belonging that builds community and commemorates the people who built Sugar Land and laid the foundation for becoming the city it is today. Sharing Sugar Land's authentic history with visitors distinguishes it from other Houston suburbs that began as bedroom communities.

d. Preserve the character of Company Town neighborhoods.

Preserving the character of the older Sugar Land neighborhoods allows residents and visitors to see a glimpse into the past. Neighborhood character is defined by similar architectural styles, home sizes, setbacks, landscaping and use of common building materials, among others. They vary by neighborhood and preservation of character should stem from a planning process with public input. Neighborhood character can be preserved through the use of new overlay zoning or new standard zoning districts.





Areas of Change

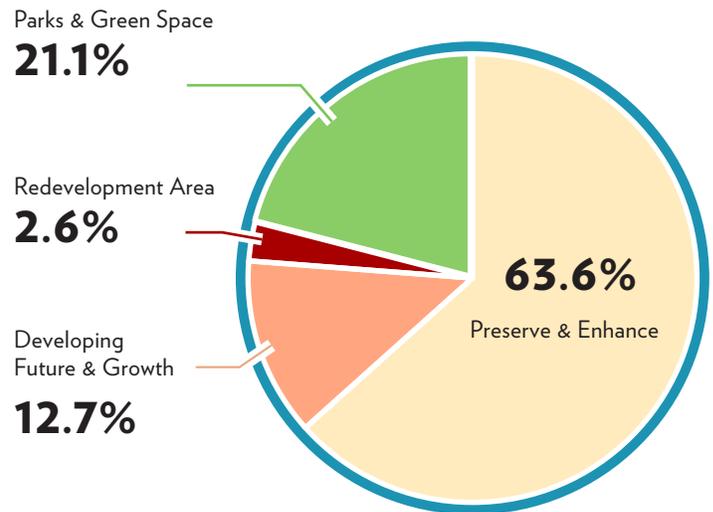
The Areas of Change map highlights the areas of the city that are expected to experience significant change through development and redevelopment. It also identifies the areas that are anticipated to remain the same in character and style for the next 20 to 25 years. As shown on the chart, the Preserve & Enhance category makes up the largest area of the city at 63.6%. Parks & Green Space follows at 21.1%. These two areas will not experience significant change in development that is out of character with the current style or form of development. In all, these two categories represent a total of 85% of the city that will not experience significant change. These areas will remain the same or any new development will be like what exists today.

Developing & Future Growth areas make up 12.7% of the city, which include areas currently under development. For example, some areas of Riverstone have been completed, but for the purposes of the map, the overall area is still under development. Areas south of the Brazos River have future development potential; however, coordinated development of these areas would require consolidation of property that may inhibit large scale development.

The last category is Redevelopment Area which represents only 2.6% of the City and ETJ. This category designates areas that are envisioned to have the most significant change over time. Redevelopment Areas are expected to redevelop into walkable compact developments. Each designated area has a general vision for redevelopment providing guidance on elements such as appropriate mix of uses, height and scale of buildings, thoughts on access, or unique features that should be enhanced or considered when these areas redevelop.

The following Areas of Change map highlights which areas of the city will likely experience change through new development or redevelopment.

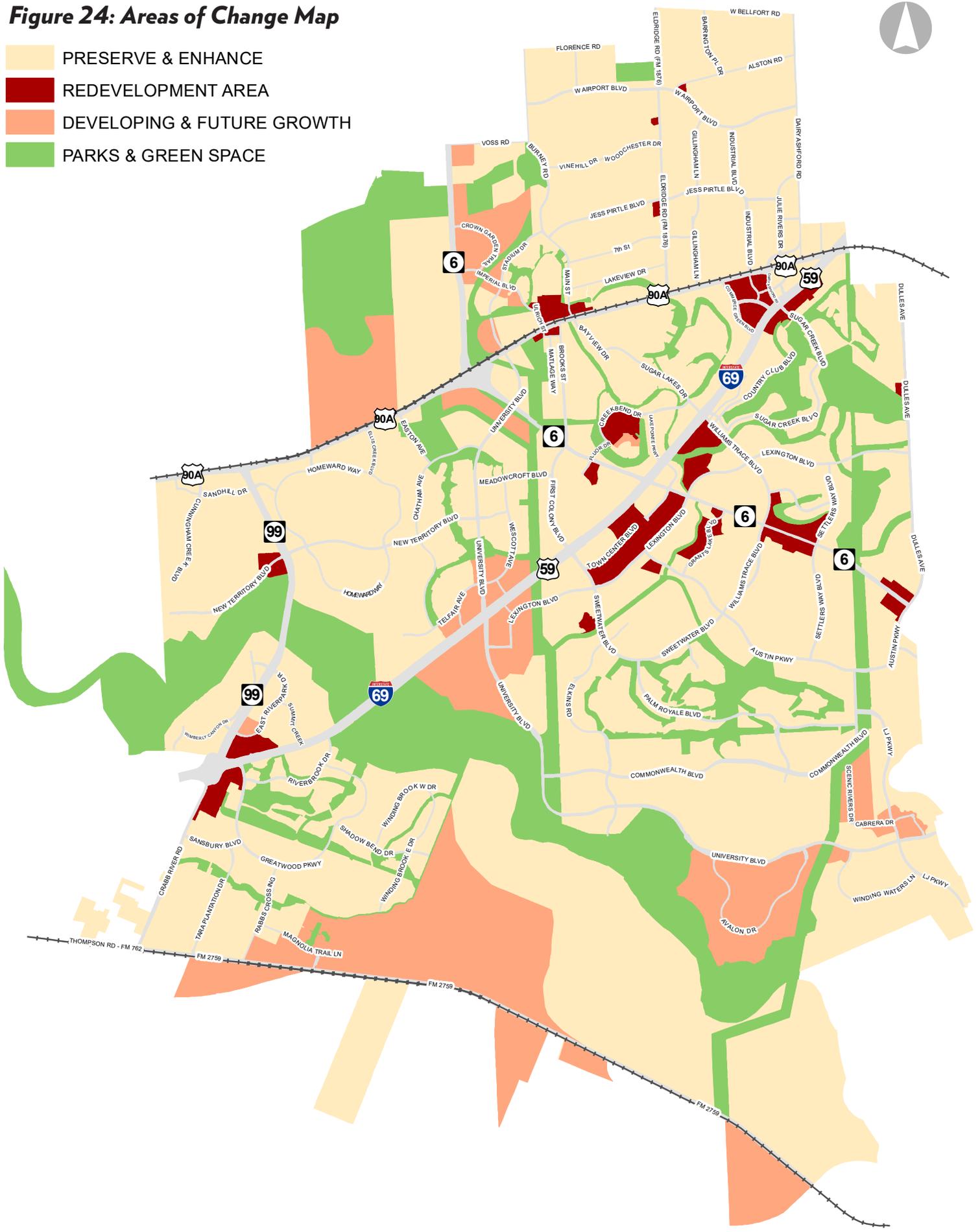
Areas of Change



A total of approximately 85% of the city will not experience significant change.

Figure 24: Areas of Change Map

- PRESERVE & ENHANCE
- REDEVELOPMENT AREA
- DEVELOPING & FUTURE GROWTH
- PARKS & GREEN SPACE



Areas of Change Category Descriptions

Each of the following categories provide a different level of change spanning from keeping the current form of development with Preserve and Enhance to redevelopment in Redevelopment Areas. For each area identified as Redevelopment Area, a general vision has been established to guide redevelopment.



Preserve and Enhance (63.6%)

These areas will be preserved in the current form of development and will continue to be enhanced through infill, reuse, and rehabilitation consistent with its current form and character.



Developing and Future Growth (12.7%)

These areas include properties currently developing, green fields, or are underdeveloped which have the potential to be further developed in the future. Underdeveloped generally includes larger pieces of property with minimal development that can be redeveloped on a larger scale, which City development regulations could influence through the development process.



Redevelopment Area (2.6%)

This designation applies to aging retail centers, office buildings, and specified multi-family and townhome residential areas that are expected to undergo significant change into walkable compact developments.



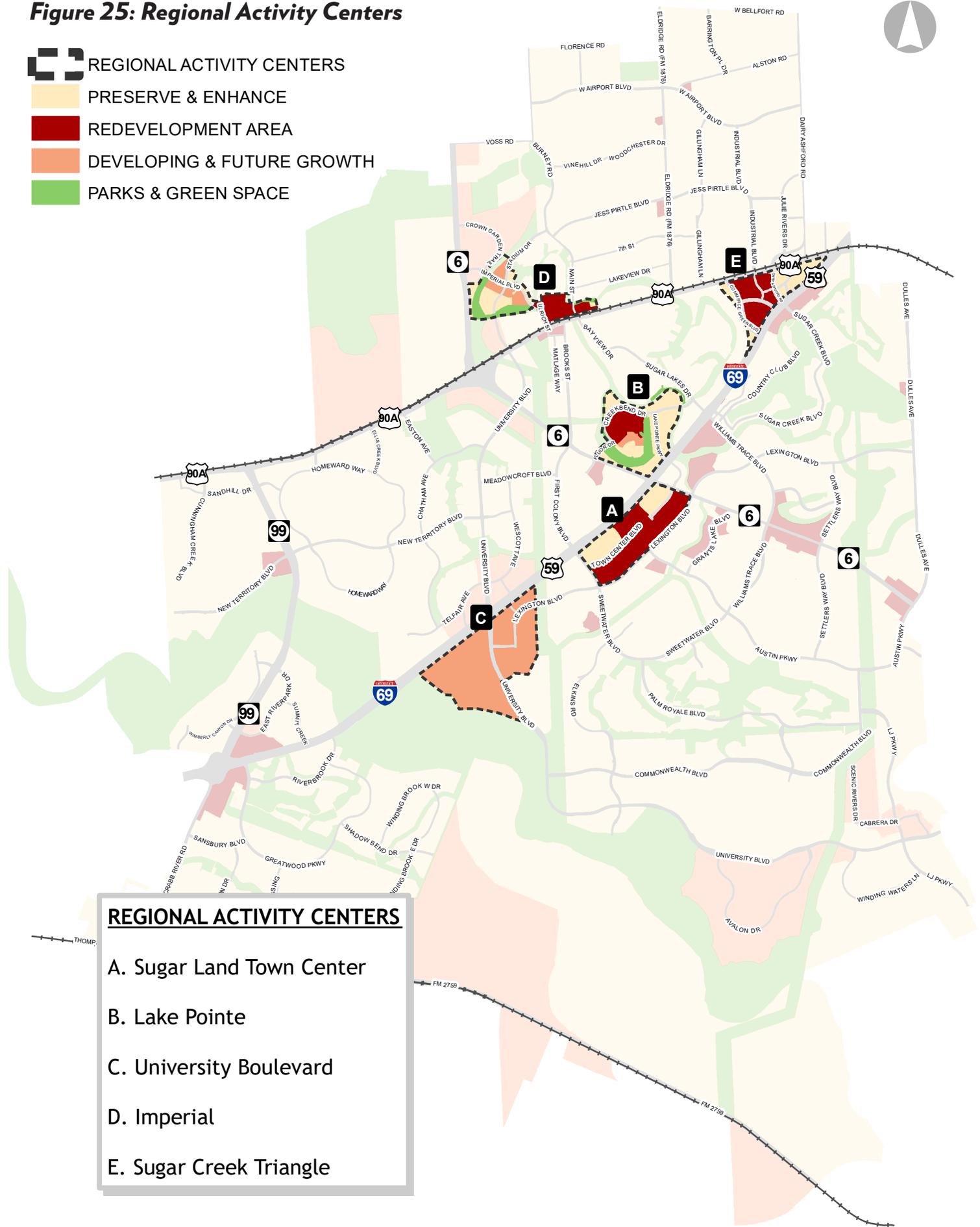
Parks and Green Space (21.1%)

These areas, consisting of major water ways, recreational facilities, and nature preserves, will be maintained and continue to meet the needs of the community in their current form.



Figure 25: Regional Activity Centers

-  REGIONAL ACTIVITY CENTERS
-  PRESERVE & ENHANCE
-  REDEVELOPMENT AREA
-  DEVELOPING & FUTURE GROWTH
-  PARKS & GREEN SPACE



REGIONAL ACTIVITY CENTERS

- A. Sugar Land Town Center
- B. Lake Point
- C. University Boulevard
- D. Imperial
- E. Sugar Creek Triangle

Regional Activity Centers Descriptions

The five proposed Regional Activity Centers as shown in Figure 25: Regional Activity Centers will be walkable areas that will attract employers and visitors from around the region. Each will have a mix of several land uses in varying ratios to allow each Center to have a unique character. Success of RACs depends on much more than the percentages of land uses; critical to the success of each Center is the design. Among many design considerations, RACs should be easy to access, comfortable to move within on foot, bicycle or car. Buildings should be a variety of heights, from low-rise to high-rise depending on the location. Outdoor spaces should be shaded during the day and well-lit in the evenings; and street level stores should front onto streets to provide interest for pedestrians.

Today, Sugar Land Town Square, within the Town Center Regional Activity Center, comes closest to the intended design of a Regional Activity Center: it has a central focal point with the City Hall plaza, street level offices and retail stores, pedestrian friendly streets, a hotel, residential and civic uses.

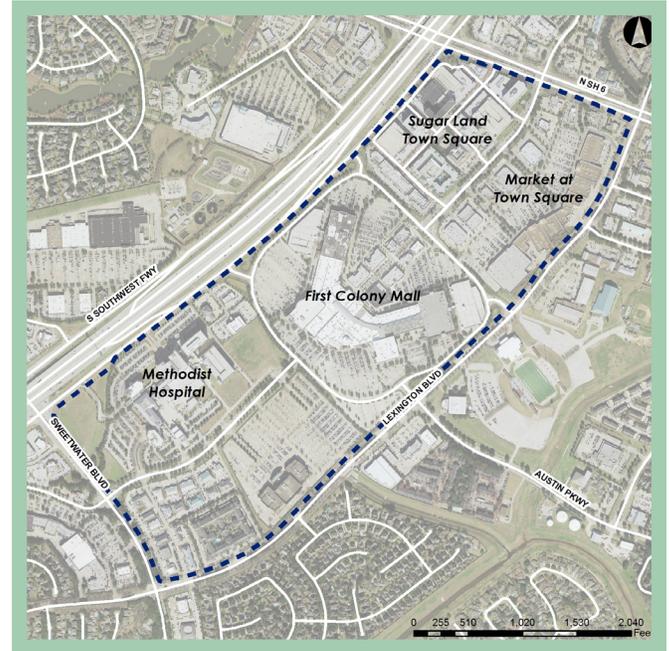
The mix of uses in Regional Activity Centers is important because the uses complement each other and ensure higher property values and tax revenues for the city. The City's interest is in achieving an ideal mix of uses in the long-term; therefore, this Plan presents a range of percentages for the ultimate desired mix of uses in each Center. Currently, each of the proposed RACs is developed to a different degree so very little of the Centers will be green-field development. The proposed percentages include current development as well as redevelopment and infill, and recommendations indicate the ratio of built square footage, not land area. Each phase of development should contribute to the ultimate intended mix. For example, the first phase of development in a Center with primarily office should include other uses such as retail or residential to help balance the existing office uses. The recommendations for each land use are given in a range to allow market guided development. The land uses are defined as follows:

Office	Used for businesses, includes Class A office spaces, individual offices for start-ups, and medical if noted in the descriptions
Entertainment	Includes restaurant, bars, movie theaters, bowling, and City-owned entertainment venues such as Sugar Land Town Center, Lake Pointe, University Boulevard, Imperial, Sugar Creek, Constellation Field, Smart Financial Center, and museums
Retail	Includes all shopping and other commercial activity
Residential	Includes single-family housing, townhomes, senior living, compact single-family homes, and multifamily (condo ownership and rental)
Civic	Includes all government and institutional facilities
Hotels	Includes hotels and associated conference centers

For each of the RACs, a description of the existing conditions on the property is provided, including a general summary of the land uses and the form they take. Additionally, an overall vision for the property is established, indicating whether the Center will be office or retail-focused, for example, and what unique features or land uses exist in the area. There is a desired land use mix for each RAC that is described based on a range of percentages for each land use. A suggested number of multi-family residential units is recommended in each RAC based on the focus of the center, the location, the impact to surrounding areas, and the total developable acreage of the RAC. In general, the preferred number of multi-family units is based on a ratio of 3 dwelling units per developable acre for each RAC. Finally, design preferences for each Center provide guidance for future development and redevelopment of the Centers.



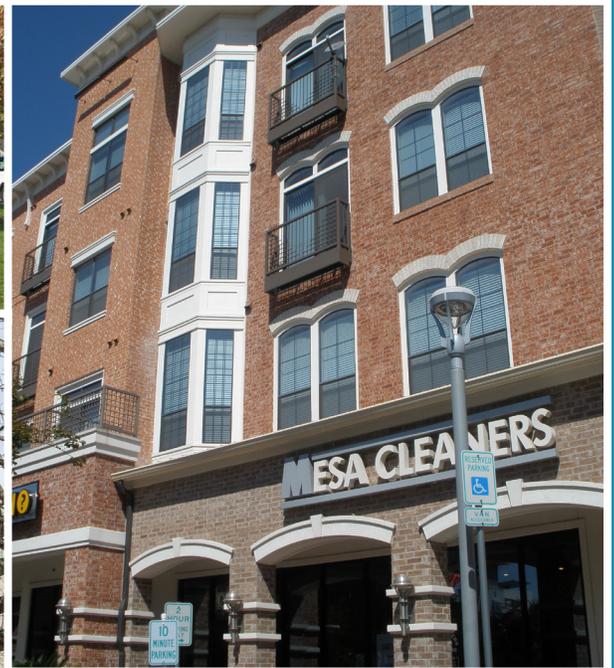
Existing



A. Sugar Land Town Center Regional Activity Center (office/residential/retail focused)

This Regional Activity Center includes the Sugar Land Town Square development, First Colony Mall, Methodist Hospital, and adjacent commercial properties between U.S. Highway 59 and Lexington Blvd. Currently, only Sugar Land Town Square and a small portion of the mall property are developed in a walkable, pedestrian-friendly form and the center is primarily accessed by people traveling to the Center in their vehicles.

The Sugar Land Town Center Regional Activity Center is envisioned to be a retail and office destination for the city and the region. Other supporting uses such as entertainment and residential, beyond what exists today, are also seen as appropriate in this Center. Since the Center is developed with a variety of restaurants and larger format stores in strip centers, medical offices near the hospital and a movie theater, the inclusion of additional uses such as more office and residential will need to occur through redevelopment of and infill on existing developed sites.



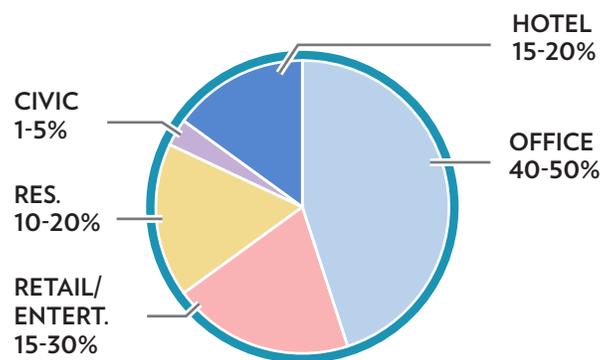
Inspiration

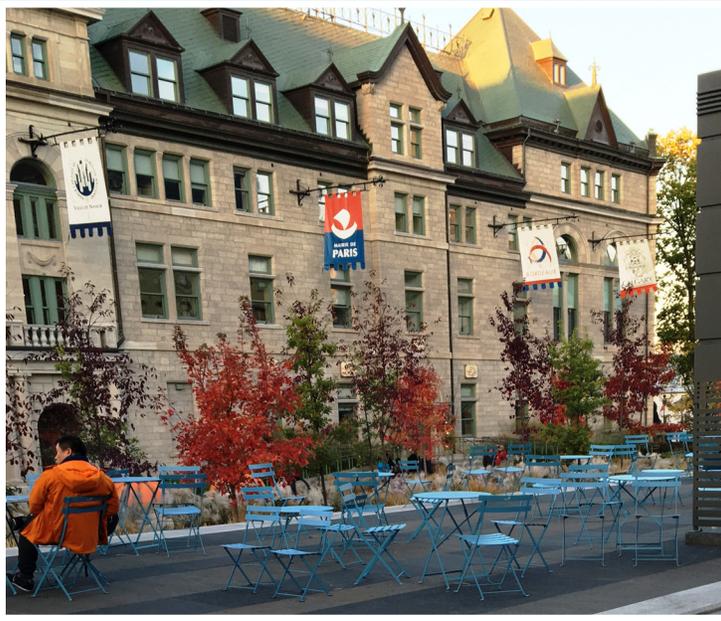
A hotel close to the hospital may be justified to serve families of patients at the hospital. Townhomes and multi-family (condo-ownership or rental) are appropriate additional residential options in this RAC. Townhomes could serve as a transitional buffer from the Activity Center to adjacent single-family residential across Lexington Boulevard. Any multi-family residential (either condo-ownership or rental) should be in a vertically mixed-use building or activate the adjacent pedestrian realm in another way (See Goal 3, Policy c). Based on the 205 developable acres in this Activity Center, the calculated number of multi-family units is 614 (inclusive of the existing units).

Sugar Land Town Square is currently nearly 50% office, 20% retail, less than 20% residential (multifamily - condos), about 10% hotel, and less than 10% civic. As the surrounding area

within the activity center redevelops, the proportions of Sugar Land Town Square provide an appropriate guide for the mix of uses for the rest of the activity center. The redeveloped center should have:

SUGAR LAND TOWN CENTER





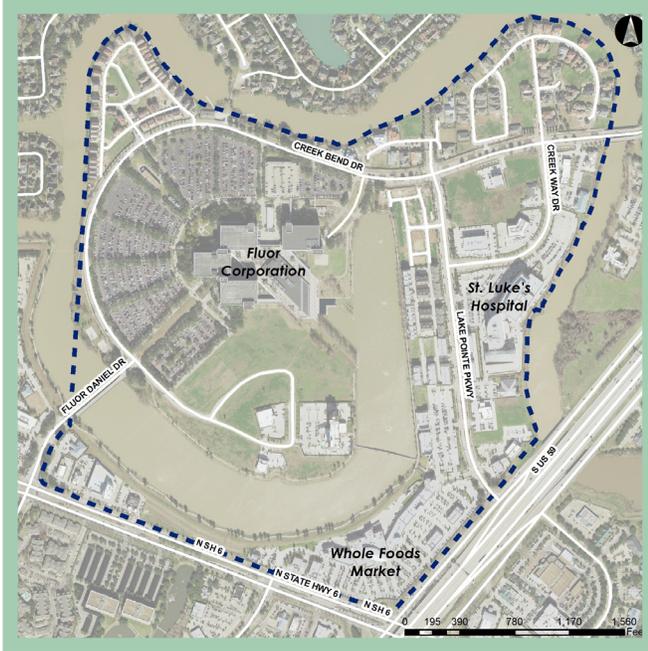
Inspiration

Development similar to Town Square could expand south through redevelopment of the existing strip retail between Town Center Boulevard and Lexington and west through infill development on the northeast parking lots of First Colony Mall, around the mall and the existing single-story retail buildings. These recommended percentages are based on this scale of redevelopment.

Thinking longer term, it is possible that the mall could be replaced entirely, and the mall parcel and even the movie theater could be used for a large-scale redevelopment. That is unlikely in the scope of this Plan, and these recommended percentages do not reflect a complete redevelopment of the mall and movie theater properties. Before such a redevelopment happens, an extensive public master planning process, led by the City, should be conducted to determine appropriate mix of uses and densities.

The area should be well connected to Town Square with improved pedestrian and vehicular access to and through the development from all sides, but enhancing walkability should be a primary focus of redevelopment to unify the area. The development already includes a major public space adjacent to City Hall, however additional public spaces should be created. As pedestrian connectivity is improved, additional opportunities for open public space such as courtyards with fountains and greenspaces with trees and benches should be incorporated through redevelopment of existing sites.

Buildings in this Activity Center should generally range from low- to mid-rise in height (up to 6 stories tall); however, since most of the Center is not adjacent or in close proximity to single-family residential neighborhoods, taller buildings (up to 10 stories) near U.S. Highway 59 are appropriate.



B. Lake Pointe (office and residential focused)

This Activity Center includes the existing Fluor campus property, the medium density single-family residential areas along Creekbend and Lake Pointe Parkway, St. Luke's Hospital, and surrounding commercial property along State Highway 6 and U.S. Highway 59.

The existing Fluor property was developed under a Planned Development zoning district in the 1980s. The development on the remainder of the property within the Activity Center occurred after 2004 when City Council approved a General Land Plan for the area. There is an existing trail along Brooks Lake and a bridge providing pedestrian access from the center of the Activity Center to the retail area along State Highway 6 and U.S. Highway 59.

The creation of Lake Pointe as a cohesive Activity Center depends on the redevelopment of the Fluor campus. There are also vacant properties adjacent to the Fluor campus where development is anticipated to occur. These two areas are where most of the new development will take place and where the opportunity for additional mix of uses to be developed in this activity center is possible.



Existing



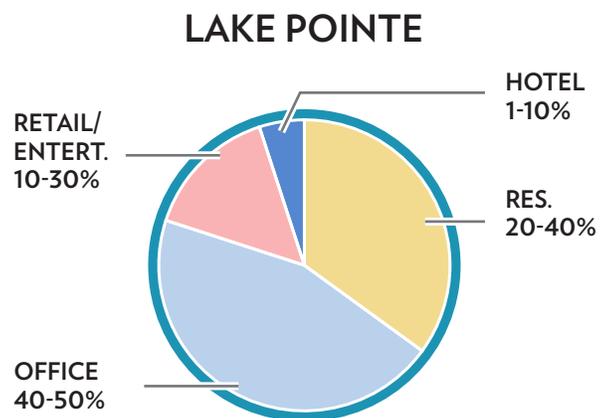
Inspiration

The Fluor campus is likely to redevelop in some fashion over the life of this Plan. The percentage of uses shown here are based on a redevelopment of the site, which could either keep the existing office buildings and develop additional buildings and parking garages around them on current surface parking lots or demolish the existing buildings and create an entirely new development. Redevelopment should work with the existing development within the Activity Center, including the hospital, hotels, townhomes, and other single family residential, to create a cohesive walkable Activity Center. The percentages shown to the right include those existing uses. The remainder of the Activity Center, in particular the retail parcels along U.S. Highway 59 and State Highway 6, is unlikely to redevelop during the life of this Plan, and is not included in the percentages.

Residential uses developed on the Fluor property could include townhomes, senior living, and multi-family (condo-ownership or rental). Any multi-family residential (either condo-ownership or rental) should be in a vertically mixed-use building or activate the

adjacent pedestrian realm in another way (See Goal 3, Policy c). Based on the 148 developable acres in this Activity Center, the calculated number of multi-family units is 444.

Overall, this Activity Center should be composed of:





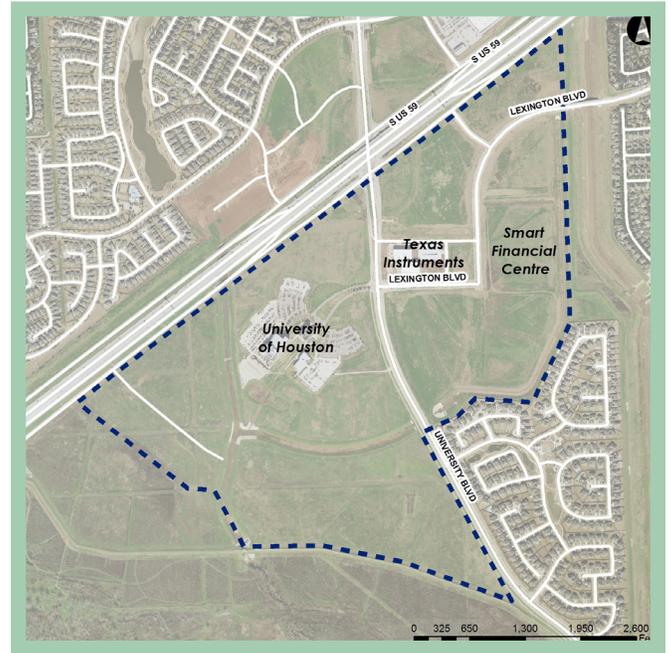
Inspiration

Buildings should generally range from low- to mid-rise in height (up to 6 stories tall); however, high rise buildings, as limited by airport height restrictions, are appropriate for the redevelopment of the Fluor property. The possibility of developing unique and iconic architectural buildings that can be seen from U.S. Highway 59 is envisioned on the Fluor property.

Redevelopment of the Fluor property should include a new open public space and should retain the mature trees on the site as much as possible. The redevelopment should have a cohesive, walkable feel around vertically mixed-use buildings with structured parking to support the mix of uses. Vehicle access should remain as is, but pedestrian access from across the water should be increased. This area should be redeveloped utilizing Brooks Lake frontage as an amenity, facing buildings toward the Lake and enhancing pedestrian access along the water. Redevelopment of the Fluor property should provide buffers with landscaping for the single-family residential north of Creekbend Drive.



Existing



C. University Boulevard Regional Activity Center (office/entertainment focused)

This Regional Activity Center is located south of U.S. Highway 59 and includes the area known as Tract 5 and the University of Houston at Sugar Land (UHSL) campus.

The majority of the property within Tract 5 is undeveloped except for the Texas Instruments (TI) site and Smart Financial Centre and adjacent plaza. The UHSL campus contains academic buildings as well as a County library and the City Festival Site, however there is vacant acreage remaining for additional future development. This site is served by surface parking, some of which is used as a park and ride lot.

This RAC is envisioned to be an office and entertainment centric walkable development with supporting retail. Hotels, a conference center, and community cultural arts facilities are also appropriate on the site, as is residential. Senior living, townhomes and multi-family (condo-ownership or rental) are appropriate residential options in this RAC.



Inspiration



Inspiration

Townhomes could serve as a transitional buffer from the Center to nearby single-family residential. Any multi-family residential (either condo-ownership or rental) should be in a vertically mixed-use building or activate the adjacent pedestrian realm in another way (See Goal 3, Policy c). Based on the 73 developable acres¹ in this Activity Center, the calculated number of multi-family units is 218.

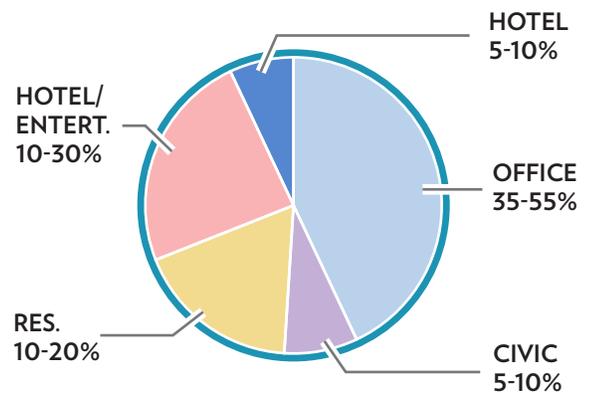
The focal point of the RAC is the Smart Financial Centre live entertainment venue and the adjacent plaza, which sets the modern entertainment centered tone for the rest of the Activity Center. The plaza will be the focal public space, with additional public spaces on Tract 5 and on the UH campus.

The University of Houston – Sugar Land campus makes up approximately half of the overall acreage of the RAC, and is therefore a major component. However, the City has limited control over development on the property. To the extent possible, the City should work with UH to coordinate connectivity between the campus and the remainder of the RAC. Since the City has little ability to control development on the UH property, it is not included in the land use mix to the right.

¹ The developable acres include the Smart Financial Centre, undeveloped City property, Newland property and roads.

Aside from buildings on the UH campus, this activity center should consist of:

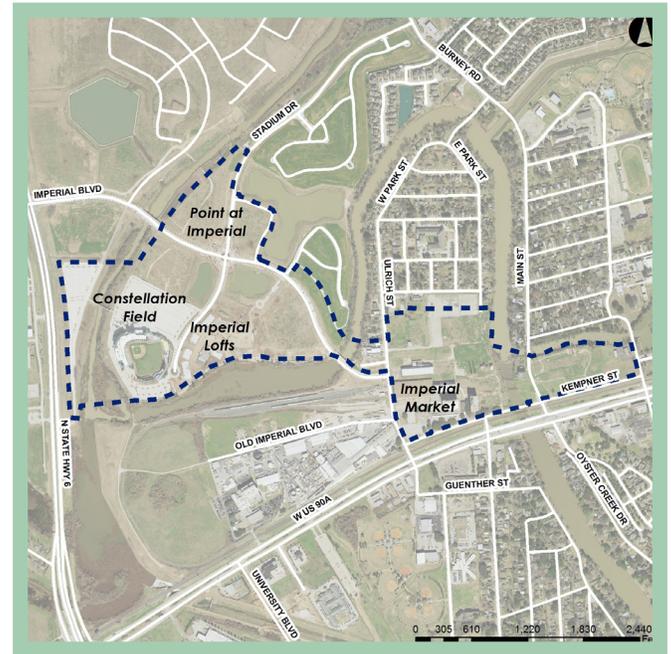
UNIVERSITY BOULEVARD



Buildings should generally range from low- to mid-rise in height (up to 6 stories tall); however, in some locations taller buildings (up to 8 stories or as limited by airport height restrictions) may be appropriate. The height of buildings should taper to low-rise buildings when the edge of the RAC is facing single-family residential.



Existing



D. Imperial Regional Activity Center (residential/ retail/ entertainment focused)

This Regional Activity Center is located within the Imperial Development north of U.S. Highway 90A. It is already under development, has a large residential base, and the remainder is focused on retail, restaurants, and civic uses.

A general vision for this RAC has been established through a General Land Plan approved by the City for the Imperial Development and is being implemented through site-by-site Planned Development zoning applications. This RAC includes Constellation Field, home of the Sugar Land Skeeters, and Imperial Market, the redevelopment of the former Imperial Sugar Company refinery site. The RAC contains a variety of residential options including small lot single family homes, townhomes, senior living and multi-family (rental).

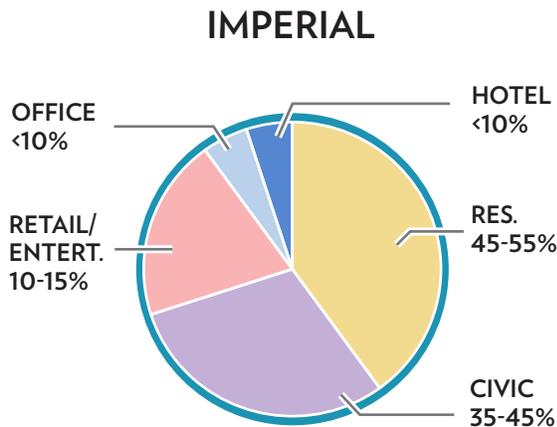
The maximum number of multi-family units in this Regional Activity Center was originally established through the Planned Development Final Development Plans for the two multi-family sites. The total number of units should not exceed that established by the zoning, which is 526.



Proposed

The Imperial Market is a redevelopment of the former Imperial Sugar Company factory site into a mixed-use center that will contain primarily retail/restaurant space, and will also include office space, a hotel with conference space, the Fort Bend Children’s Discovery Center, the Sugar Land Heritage Museum, the City of Sugar Land Visitor Center, and multi-family (rental).

The 9.5 acres east of Main Street should be a mix of retail and office uses that tie into the Imperial Market redevelopment. Percentages in this RAC will be approximately:

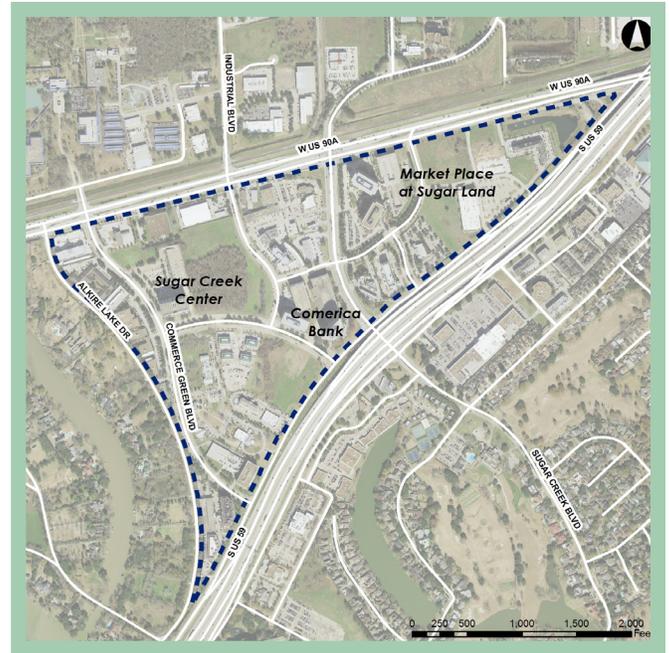


Maximum height of new buildings should be no more 6 stories. New development and redevelopment in the RAC should be in character with the historic buildings located on the former Imperial Sugar Company property. Being a former refinery site, these historic buildings are industrial in character and utilize brick and metal finishes. Preservation and reuse of buildings on the Imperial Sugar Company site include the Char House, 3-Bay Warehouse, Container Warehouse, Engineering Building and silos.

Enhanced pedestrian and bicycle connectivity from the RAC to the surrounding Imperial Development is planned, and additional opportunities for connection to the surrounding residential areas should be explored.



Existing

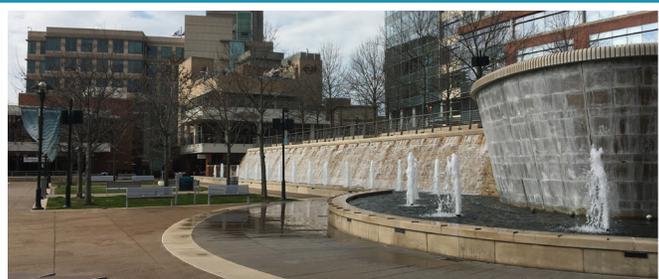


E. Sugar Creek Triangle Regional Activity Center (office focused)

This Regional Activity Center is centered on the triangle between U.S. Highway 59, U.S. Highway 90A, and Dairy Ashford. This area includes a number of high-rise buildings.

Nearly all parcels in this area are developed, but redevelopment and, more significantly, new development around existing buildings can create a greater mix of uses and a more walkable area.

Uses should be mixed vertically and horizontally and include Class A offices, retail, entertainment, high-rise condos or rental apartments, and a hotel with a modern and urban look. Any multi-family residential (either condo-ownership or rental) should be in a vertically mixed-use building or activate the adjacent pedestrian realm in another way (See Goal 3, Policy c). Based on the 145 developable acres in this Activity Center, the calculated number of multi-family units is 435.



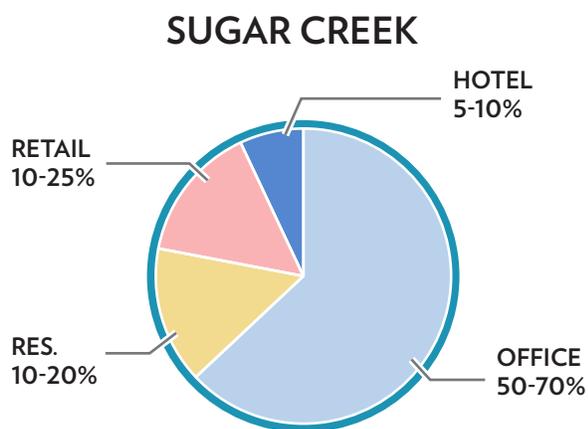
Inspiration



Inspiration

The area should include support services for the daytime office population as well as the night-time resident population. An appropriate type of residential would include on-site services for the residents, such as concierge, fitness center, porter, security, etc.

Percentages in this RAC will be about:



Sugar Creek has a small number of undeveloped parcels which will likely develop over the life of this Plan. The percentages shown here are based on infill development on these properties.

To create a mixed-use activity center however, redevelopment is required. The best opportunities for this are on surface

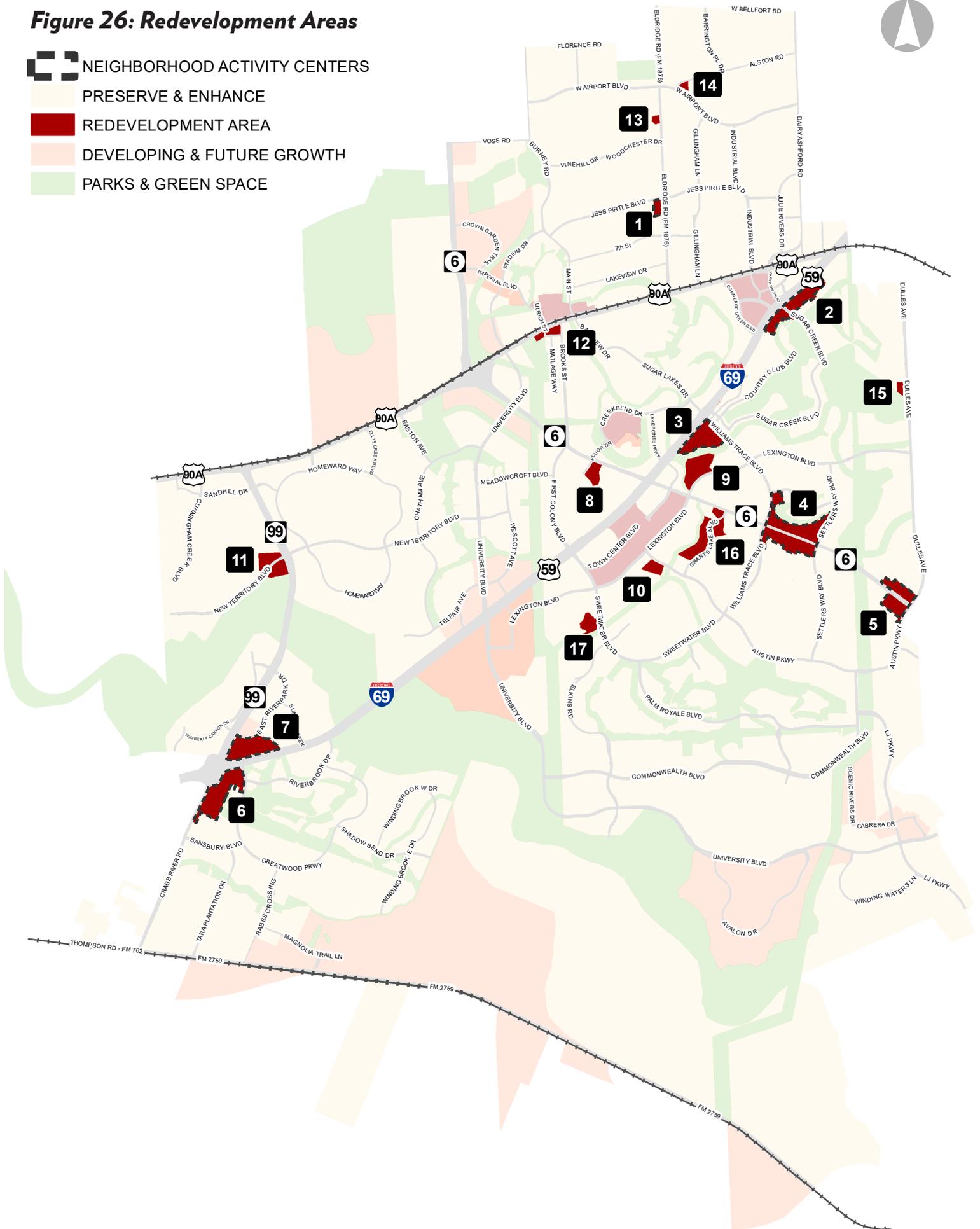
parking lots and landscaped areas on already developed parcels, particularly mid-rise office buildings. “Wrapper” buildings, together with structured parking, can retain the existing buildings while adding more uses and activity around them. In addition, small buildings, like drive-through banks, can be replaced and their uses accommodated within new development.

Comprehensive redevelopment of this area might warrant a different mix of uses, which would require detailed study and public input. While the RAC should continue to be easily accessible from the adjacent major highways – U.S. Highway 90A and U.S. Highway 59, new development should be walkable and increase pedestrian and bicycle accessibility within the RAC. There should be a central gathering space creating a focal point for the area, as well as smaller open spaces scattered throughout the regional activity center. Existing mature trees should be preserved and incorporated into any redevelopment.

The Center can accommodate mid- to high-rise buildings that are in scale with existing high-rise buildings. New buildings constructed in this area should be respectful of the nearby residential to the west, thus building heights should be low to mid-rise on the western edge.

Figure 26: Redevelopment Areas

-  NEIGHBORHOOD ACTIVITY CENTERS
-  PRESERVE & ENHANCE
-  REDEVELOPMENT AREA
-  DEVELOPING & FUTURE GROWTH
-  PARKS & GREEN SPACE



Redevelopment Areas

The Areas of Change Map (page 66) identifies Redevelopment Areas by number, where redevelopment is desired and should be prioritized. The Land Use Advisory Committee established a vision for each Redevelopment Area in order to provide guidance for the future of the property.

The Neighborhood Activity Centers in this section are generally aging retail centers that are envisioned to be redeveloped into walkable mixed use centers that serve the surrounding neighborhoods. These areas were originally primarily retail centers that were developed with or around the time the adjacent residential areas developed. Many included a grocery store and a pharmacy that served the nearby residents.

These areas typically developed as strip retail centers with a large parking lot and minimal landscaping. In many cases, the primary tenants have closed and over time have been replaced with other tenants such as discount stores or churches. Most Centers also contain a mix of restaurants (both sit-down and quick service) and other office uses that still provide services for the surrounding neighborhoods.

Any redevelopment of the Neighborhood Activity Center areas is encouraged to contain a variety of uses, which are further defined on the following pages. If redeveloped, multi-family can be incorporated into the development; residential options that provide ownership opportunities are encouraged. For Centers that do not currently have multi-family, as a general rule, the number of multi-family units (condo ownership or rental) should not be more than 3 units per developable acre. In the case of NACs, developable acreage is the same as overall site acreage because the majority of Centers are already served by existing roadways and will not require the addition of significant roadway networks. In contrast, if the Market at First Colony Center were to redevelop, the same number of units as already exist could be developed within the site. However, the total number of multi-family units in the City and ETJ should be consistent with the 12% multi-family to 88% single-family housing balance envisioned in this Plan.

Existing stand-alone multi-family residential sites are designated as Medium Density Mixed Use on the Future Land Use Map. These sites are envisioned to be redeveloped into walkable mixed use centers that are predominantly residential - multi-family (condo ownership or rental) or residential types identified in the Medium Density Single-Family Land Use category – but should also include some limited retail, service, and office components. When redeveloped, these areas should not include more multi-family units than currently exist.

The remaining Redevelopment Areas are those that have been identified through the public input process as desirable for redevelopment. The vision for each area is described below.

- 1. Sugar Mill Retail** (*Neighborhood Activity Center*)
- 2. Sugar Creek Retail** (*Neighborhood Activity Center*)
- 3. First Colony Commons** (*Neighborhood Activity Center*)
- 4. Market at First Colony** (*Neighborhood Activity Center*)
- 5. Dulles/ Austin Pkwy and State Highway 6** (*Neighborhood Activity Center*)
- 6. U.S. Highway 59 South Gateway** (*Neighborhood Activity Center*)
- 7. RiverPark Commercial Center** (*Neighborhood Activity Center*)
- 8. Regency at First Colony** (*Existing Multi-Family Site*)
- 9. Multi-family at Rivercrest** (*Existing Multi-Family Site*)
- 10. Foundations at Austin Colony** (*Existing Multi-Family Site*)
- 11. Broadstone at New Territory** (*Existing Multi-Family Site*)
- 12. Former Imperial Sugar Company Headquarters Site** (*Redevelopment Area*)
- 13. Greenway Drive Commercial** (*Redevelopment Area*)
- 14. - 17. Other Redevelopment Areas**



Existing



1. Sugar Mill Retail (Neighborhood Activity Center)

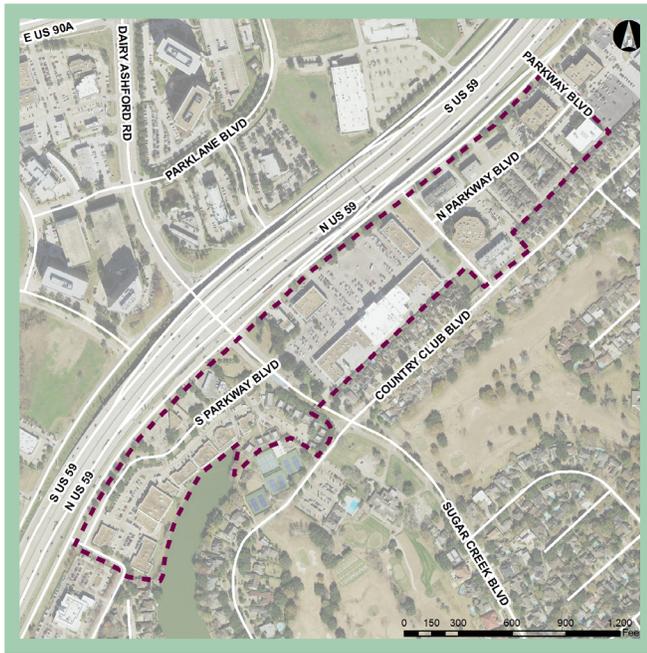
This Center is approximately 8.65 acres and the majority was originally developed in 1984. This Center is and should continue to be a small, neighborhood-scale center with local retail and restaurants, small scale offices and other family friendly establishments that serve the surrounding neighborhoods. However, the introduction of some limited residential in the form of townhomes and multi-family is appropriate.

Due to proximity to single-family residential and size of the property, the center should include small-scale low-rise buildings, with parking in the rear. Primary vehicular access to the development will continue to be from Eldridge Rd. and Jess Pirtle Blvd. However, pedestrian and bicycle access to nearby single-family neighborhoods should be enhanced by taking advantage of connections from the existing trail along the ditch.

Redevelopment of the area should increase green space by breaking up the field of parking and including enhanced public spaces and landscaping within the Center.



Inspiration



2. Sugar Creek Retail (Neighborhood Activity Center)

This Center is approximately 44 acres and the majority was originally developed in the 1970s through the early 1980s. This Center is and should continue to be a neighborhood-scale center with local retail and restaurants, small scale offices and other family friendly establishments that serve the surrounding neighborhoods. For many years, a grocery store anchored this center and there is a desire to see a grocery store return to the Center.

Residential already exists in the form of townhomes; however, they are disconnected from the remainder of the NAC. An additional residential option in the form of multi-family could be introduced. Building heights can be up to mid-rise, but should be low-rise adjacent to the single-family residential areas. Parking should be a mix of surface and building with integrated structured parking and should include additional landscaping. The area should be oriented toward the water on the south side of the Center. Improved pedestrian access should be provided to the water and the residential at the north end of the Center. The primary vehicular access should continue to be from U.S. Highway 59 and Parkway Blvd.



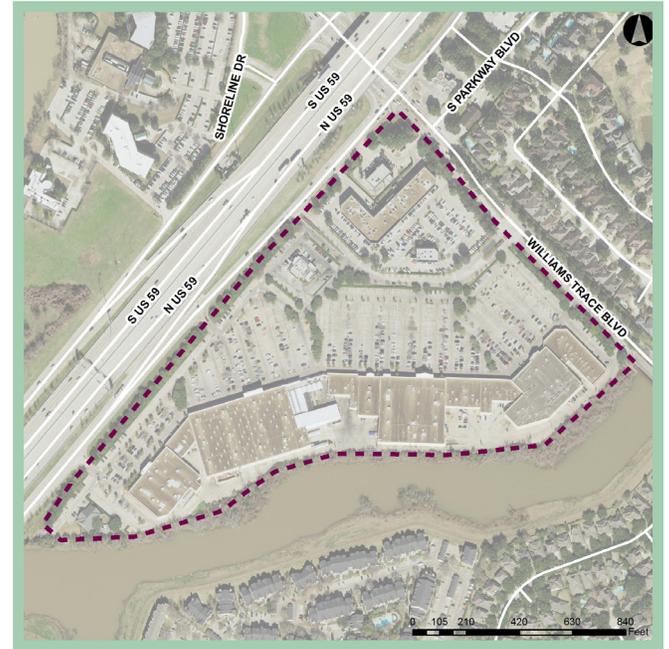
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Inspiration



Existing



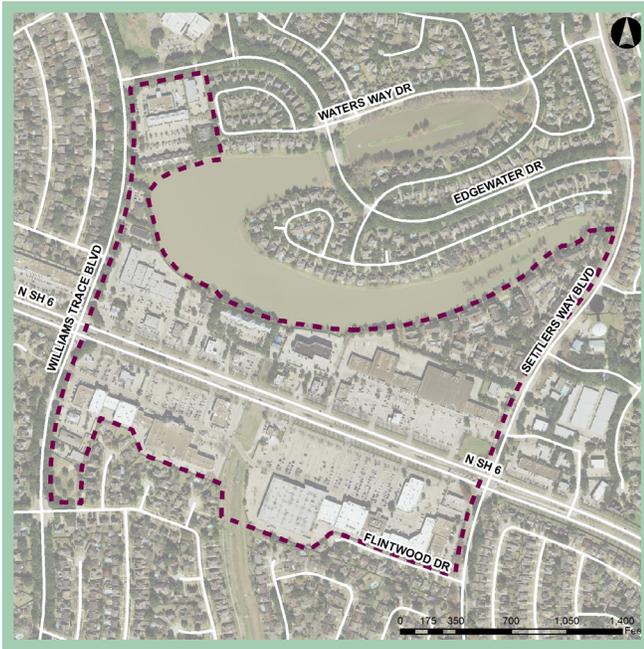
3. First Colony Commons (Neighborhood Activity Center)

This Center is approximately 40 acres and was originally developed in the early 1990s. This area is primarily a mix of retail and restaurant uses. To become an effective Neighborhood Activity Center, other uses should be introduced, such as office and residential including townhomes or multi-family (condo ownership or rental). Building heights should vary with the majority being low and mid-rise, and a few high-rise buildings may be appropriate along U.S. Highway 59. Surface parking lots should be minimized through the introduction of buildings with integrated structured parking. Redevelopment of the site should avoid large surface parking lots and utilize structured parking and small surface lots instead.

Redevelopment of this site should take advantage of the proximity to Oyster Creek by orienting buildings toward the water rather than having service areas along the water. This should also include comfortable pedestrian access to and along the water and extend to the existing multi-family across the creek through a new pedestrian bridge. Opportunities to enhance pedestrian connectivity from the Center across Williams Trace Boulevard to Sugar Creek should be explored.



Inspiration



4. Market at First Colony (Neighborhood Activity Center)

This Center is approximately 90 acres and was originally developed in the 1980s and early 1990s. Both the north and south sides of State Highway 6 are designated as the Neighborhood Activity Center. However, each side can redevelop independently of one another as State Highway 6 is seen as a barrier that separates the two areas.

The appropriate uses for these areas include a mix of retail, restaurants, offices, medical, and residential such as townhomes and multi-family (condo ownership or rental). Redevelopment of the area should incorporate space for potential parks and public spaces for nearby residents.

Buildings should not be taller than mid-rise and should taper to low-rise adjacent to single family residential areas. On the north side of the State Highway 6, buildings should take advantage of being adjacent to Crescent Lake by orienting doors and windows toward the water rather than having the service areas along the water. Additionally, pedestrian connectivity to adjacent neighborhoods and along the water should be enhanced. Vehicular access should be improved through the sites, providing parallel access to State Highway 6.



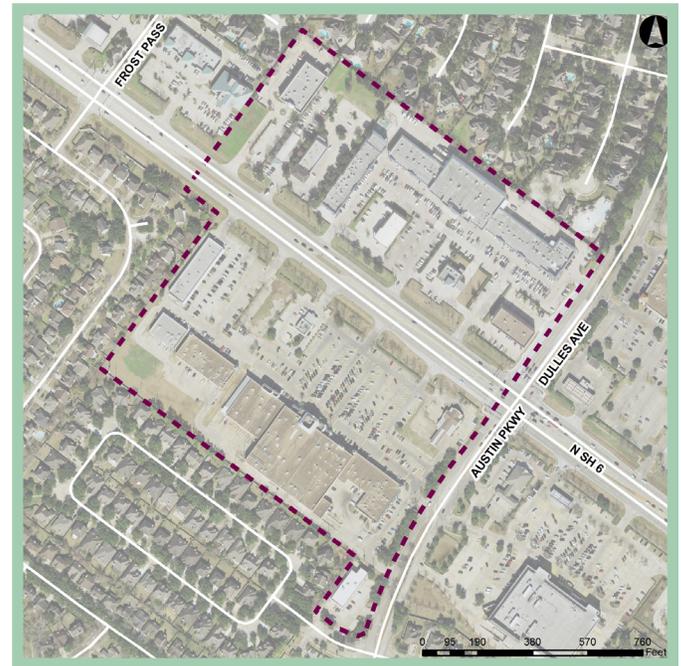
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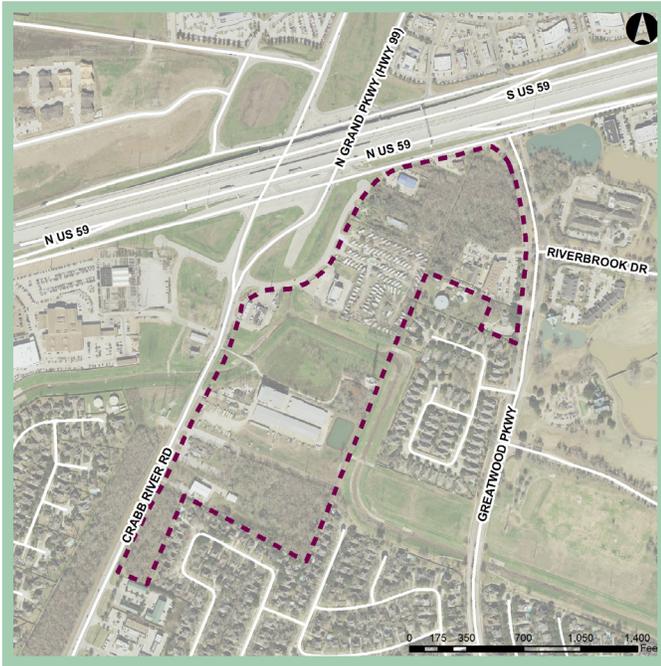
5. Dulles/ Austin Pkwy and State Highway 6 (Neighborhood Activity Center)

This Center is approximately 36 acres and was originally developed in the 1990s. Both the north and south sides of State Highway 6 are designated as the Neighborhood Activity Center. However, each side can redevelop independently of one another as State Highway 6 is seen as a barrier that separates the two areas. This area should include neighborhood-serving commercial and office uses. The addition of a residential component such as townhomes or multi-family is also appropriate in this Center. Building heights should be low-rise.

The area should be redeveloped with some structured parking and overall less surface parking than currently exists. Pedestrian connectivity should be increased for better accessibility for residents in the adjacent neighborhoods.



Inspiration



6. U.S. Highway 59 South Gateway (Neighborhood Activity Center)

This Center is approximately 57 acres and is the gateway to the southern part of the City via U.S. Highway 59. This area is envisioned to be a Neighborhood Activity Center that serves the Greatwood residential neighborhood with development quality that is consistent with the rest of Sugar Land. However, redevelopment may encounter challenges due to the existing patchwork of uses, location along the future Grand Parkway extension, and relatively shallow lots.

Redevelopment of this area should focus on incorporating more neighborhood-serving retail, office and restaurants while ensuring adequate buffers between adjacent single family residential. Residential options such as townhomes and multi-family (condo ownership or rental) could also be included in the redevelopment of this area. Vehicular access to the area will be from the Grand Parkway and U.S. Highway 59 frontage roads; however, opportunities to include pedestrian connections to the adjacent neighborhood should be considered.



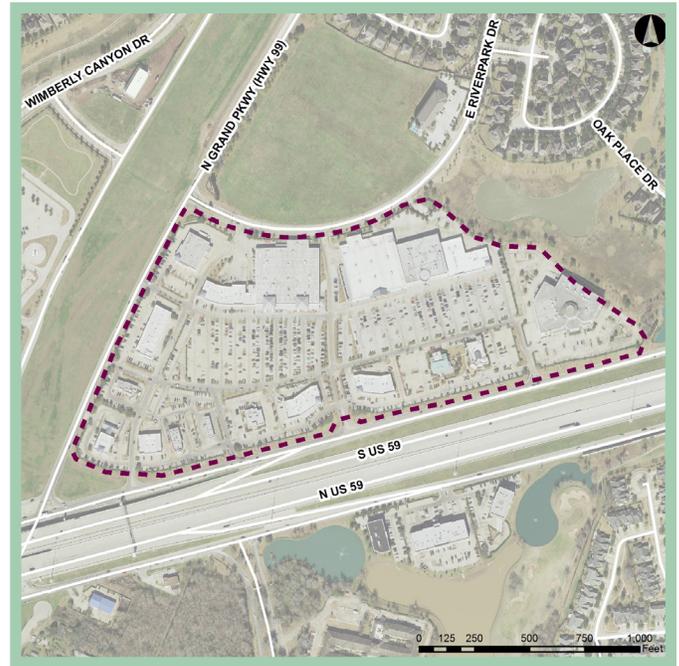
Existing



Inspiration



Existing



7. RiverPark Commercial Center (Neighborhood Activity Center)

This Center is approximately 44 acres and was originally developed in the early 2000s. This Center primarily contains a mix of restaurants and big box retailers. Since the Center is newer than some of the other Neighborhood Activity Centers, large scale redevelopment is not likely in the near future. Infill or redevelopment of individual sites may occur and provide an opportunity to add other appropriate uses such as office space to the Center. For example, existing surface parking lots could be replaced with buildings with integrated structured parking, which would enable additional uses to be developed within the Center.

Residential options such as townhomes and multi-family (condo ownership or rental) could also be included in the redevelopment of this area. Building heights can be up to mid-rise, but should be low-rise adjacent to the single-family residential areas. Buildings should take advantage of being adjacent to the water feature by orienting doors and windows toward the water rather than facing service areas to the water. Additionally, pedestrian connectivity to the adjacent neighborhood and along the water should be enhanced. Vehicular access to the area will be from the Grand Parkway and U.S. Highway 59 frontage roads and East Riverpark Drive.



Inspiration



8. Regency at First Colony (Existing Multi-Family Site)

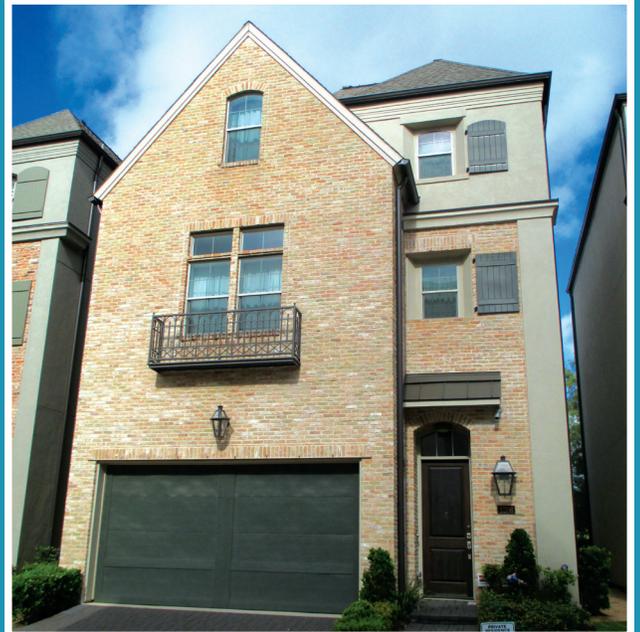
This multi-family (rental) complex located along State Highway 6 consists of approximately 13 acres and was built in 1995.

Redevelopment of the site with buildings that contain a vertical mix of uses would be appropriate to allow for the integration of retail and restaurants. The redevelopment of the site could also be expanded to include the office development to the east. Replacing the current surface parking lot on the office parcel with buildings and integrated structured parking could allow for additional development alongside the existing office building, and the two parcels could be combined into a single cohesive development.

Redevelopment of the existing multi-family site should include residential units, with townhomes or multi-family. This site could be redeveloped with buildings up to four or five stories along State Highway 6 and the adjacent water feature, but should transition to one and two-story buildings approaching the adjacent single-family residential area. Parking areas should not be located along the periphery of the development but be located internally within the site and wrapped by buildings. The development should take advantage of the adjacent waterway, including connecting to the trails along the water and orienting building faces toward the water.



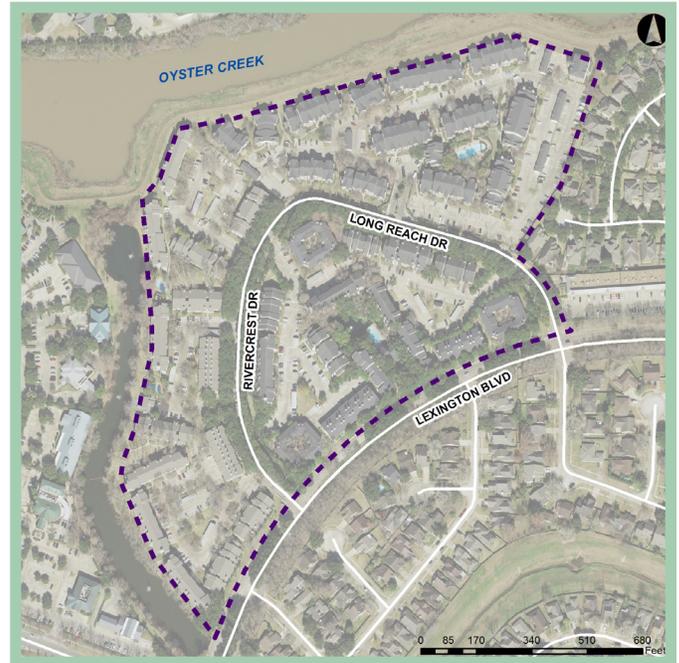
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Inspiration



Existing



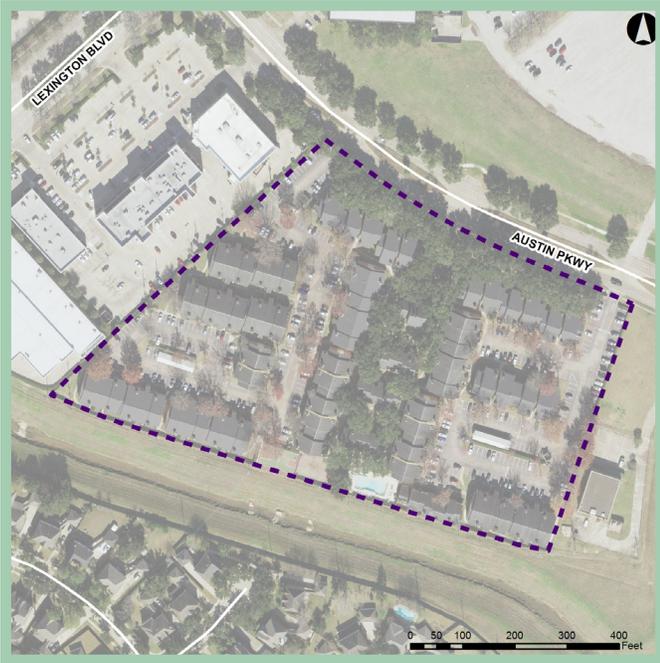
9. Multi-family at Rivercrest (Existing Multi-Family Site)

This area contains three separate multi-family (rental) complexes built in 1982, 1983 and 1996 that occupy just over a total of 26 acres. Almost all residential options such as high-end condominiums that are up to 6 stories along Oyster Creek, or townhomes and small-lot single family residential that are up to 2 stories adjacent to existing single-family residential are appropriate in a redevelopment of this area.

Pedestrian access along connections to Oyster Creek and to the area designated as a Neighborhood Activity Center across Oyster Creek should be included in the redevelopment of these properties. Redevelopment should also include small-scale retail and services, such as dry cleaning pick-up stations, coffee shops, and pharmacies on the first floor of multi-family buildings.



Inspiration



10. Foundations at Austin Colony (Existing Multi-Family Site)

This multi-family (rental) complex was built in 1983 on approximately 11 acres along Austin Parkway. Redevelopment of the site should focus on including townhomes or condominiums in low to mid-rise buildings. The first floor should be built to accommodate limited commercial and services, such as dry cleaners and coffee shops.

The redevelopment should incorporate green spaces and courtyards, and improve pedestrian connections to the Town Center Regional Activity Center and Mercer Stadium. Buildings built close to the street offer better pedestrian access and walkability. Mature trees on the site should be preserved as much as possible.



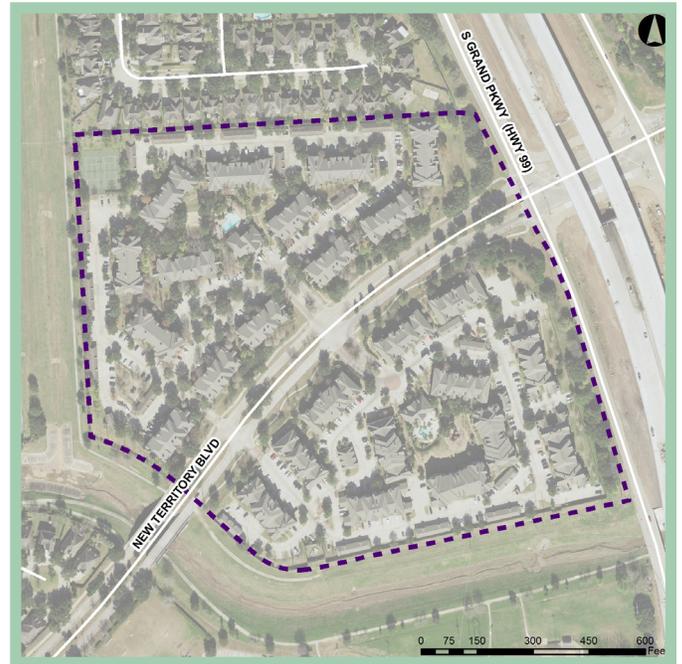
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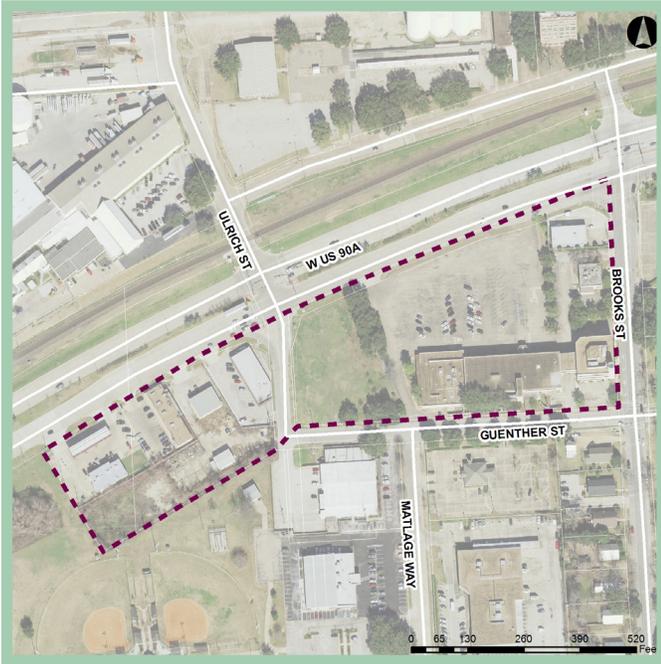
11. Broadstone at New Territory (Existing Multi-Family Site)

This site was built in 2002 on approximately 29 acres in the New Territory development. Redevelopment of this area should include low- to mid-rise buildings that incorporate retail services on the first floor with residential above and with parking garages hidden in the center of the site. The buildings should be compatible with the surrounding single-family neighborhood and still allow for greater walkability by placing buildings closer to the streets.

Redevelopment should introduce better connectivity to the trails around the site as well as enhanced connections across State Highway 99 to the New Territory Retail Center site.



Inspiration



Existing

12. Former Imperial Sugar Company Headquarters Site (Redevelopment Area)

This Center is approximately 10.3 acres and was originally developed in the 1970s and 1980s with offices for the Imperial Sugar Company. Recently, this building was demolished and a stand-alone bank and small commercial building remain in use on the property. This site is in close proximity to the Brookside/ Belknap residential neighborhoods, as well as City civic and sports facilities - Imperial Park Recreation Center, Imperial Park, and T.E. Harman Senior Center to the south.

Civic or arts oriented development with dining, retail, and office uses that cater to the adjacent civic and residential areas are preferred, but residential is not desired on the site. Buildings should include an historic character that complements Imperial Market and the nearby historic homes on Brooks Street. Mid-rise buildings are seen as appropriate along U.S. Highway 90A but height of buildings should transition to low-rise along Guenther Street.

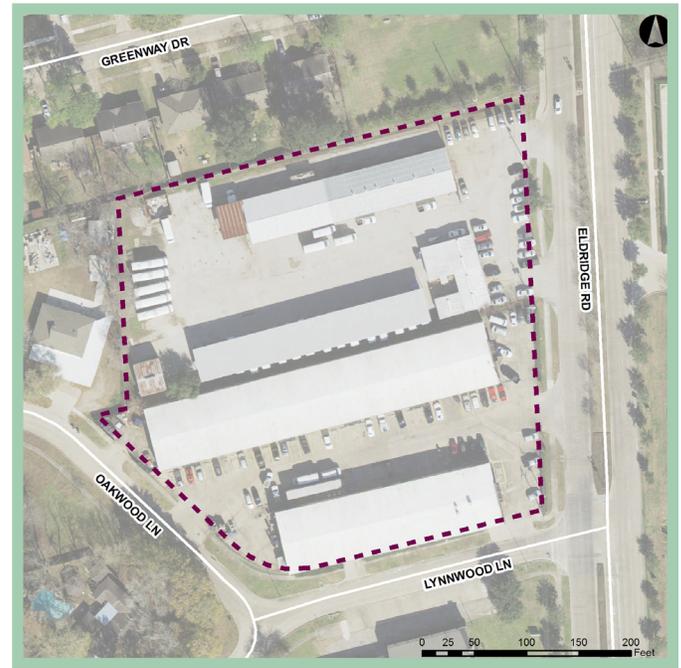
Enhanced pedestrian access to the site from the adjacent neighborhood should be encouraged with the redevelopment of this site.



Inspiration



Existing



13. Greenway Drive Commercial (Redevelopment Area)

This Center is approximately 4 acres and was originally developed in the late 1970s as a small industrial business center. The site currently includes a tire and automotive shop, a t-shirt printing shop, and a variety of other light industrial and business service uses.

Redevelopment of the site should focus on replacing the light industrial and business service uses with less intense uses that serve the surrounding residential neighborhood such as restaurants and salons. As an alternative, it would also be appropriate for the site to develop under the Suburban Neighborhood land use category to allow detached single-family residential.

The redevelopment should be low-rise and respectful of the adjacent single-family residential neighborhood by incorporating enhanced buffers and screening.

Redevelopment Areas 14-17

These areas are designated as either Medium Density Mixed Use or Medium Density Single-Family Residential on the Future Land Use Map. There are not any unique, distinguishing characteristics of these properties that warrant preparing an individual vision for each of them. The land use category description adequately describes the vision for each of these areas and should be utilized to guide their redevelopment.



Inspiration

Future Land Use Map

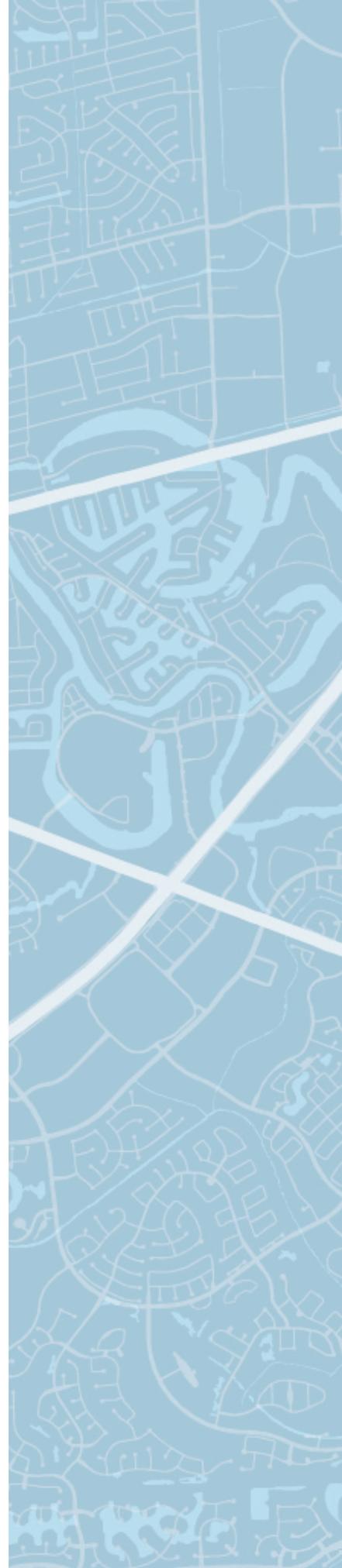
The Future Land Use Map (FLUM) is intended to define the patterns of land use within the City of Sugar Land and its Extraterritorial Jurisdiction. It is not regulatory; it does not set zoning for any parcel, and it does not establish precise boundaries. The Future Land Use Map can serve as a guide for future zoning changes and other city land use decisions.

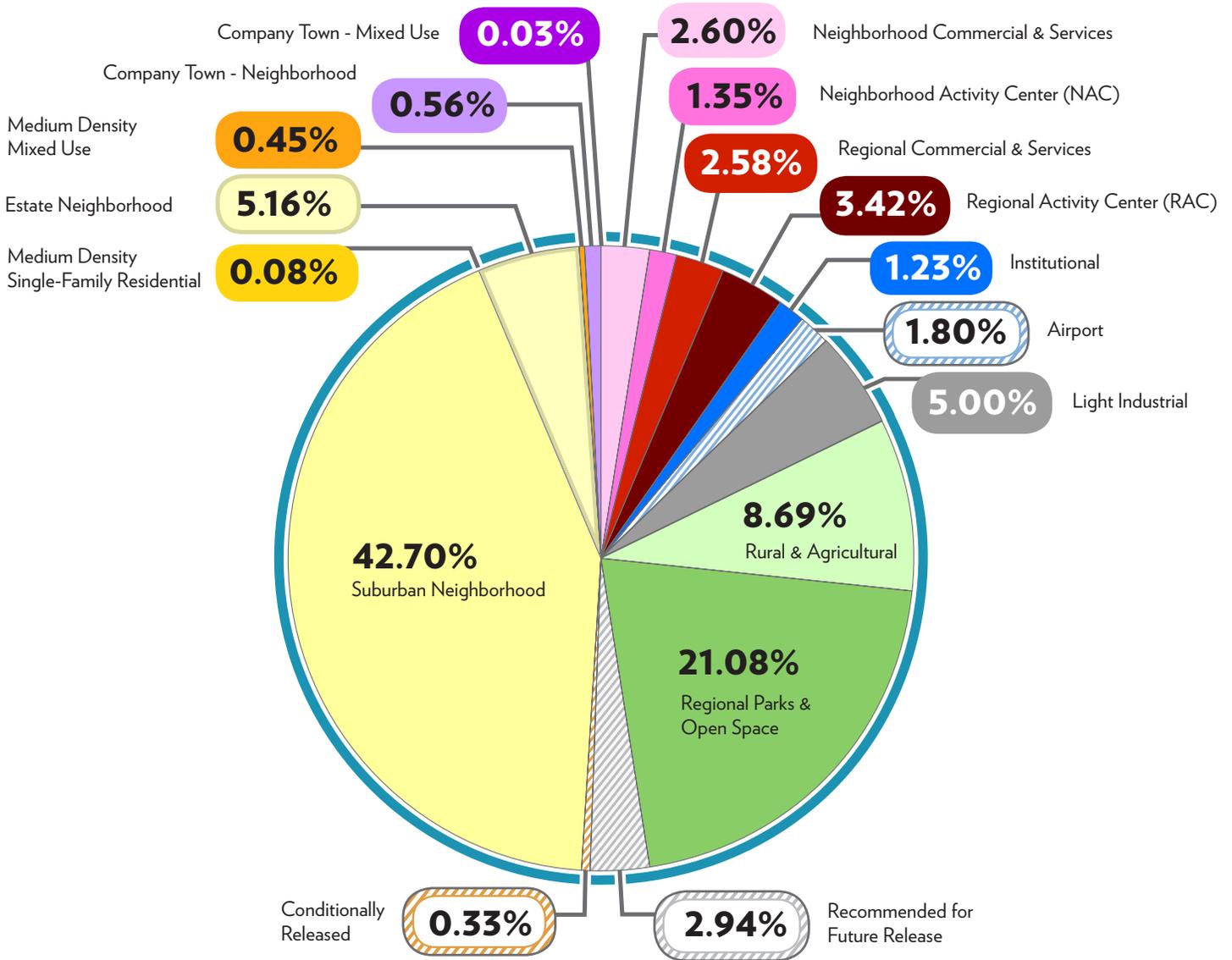
The map specifically shows desired future uses and the form those uses should take. For example, most of the areas shown as Neighborhood Activity Centers are currently strip retail. By showing these as Neighborhood Activity Centers, the map indicates that, if these areas were to redevelop, the desired form would be a small scale walkable mixed use center serving the surrounding neighborhoods. The decision on whether and when to redevelop will be made by individual property owners, and many of these areas will likely remain in their current form for some time. The map looks to the future so that the City is ready for redevelopment discussions when they do occur or when proposals are presented.

As much as it is intended to guide new development in the city, this map is intended to define what will stay the same. As Sugar Land's economy continues to grow and vacant sites become increasingly limited and property values increase, the demand for higher density and greater commercial activity increases. This map shapes the preference for where and how new infill development and redevelopment can occur, such that the majority of the City will remain like it is today – predominantly single-family and suburban in character.

In the past, the City has utilized General Land Plans as an extension of the Future Land Use Map (FLUM) and any land use approvals through General Land Plans have been incorporated into the next update to the FLUM. However, developers and their land planners have utilized their own system of land use categorization which can cause confusion, inconsistency, and sometimes conflict between the General Land Plan and the Future Land Use Map. In the future, any new properties for which a General Land Plan is prepared should utilize the land use categories established by this Land Use Plan. This will provide precise and consistent direction as to the expected land use and form for development on the property, as well as ultimately the options for zoning on the property.

Additionally, approval of a General Land Plan should serve as an official change to the Future Land Use Map, and therefore when land use changes are proposed, should be accompanied by the same process as is utilized when updating the Land Use Plan as follows. When a General Land Plan for a specific area is approved, the official Future Land Use Map will change to reflect the modifications following the requisite public hearings, the recommendation by the Planning and Zoning Commission, and the approval of an ordinance by City Council. However, if a General Land Plan proposes uses that are consistent with the Future Land Use Map, no change to the Future Land Use Map is required.





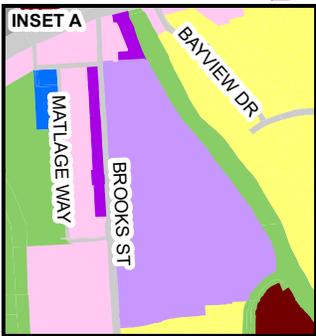
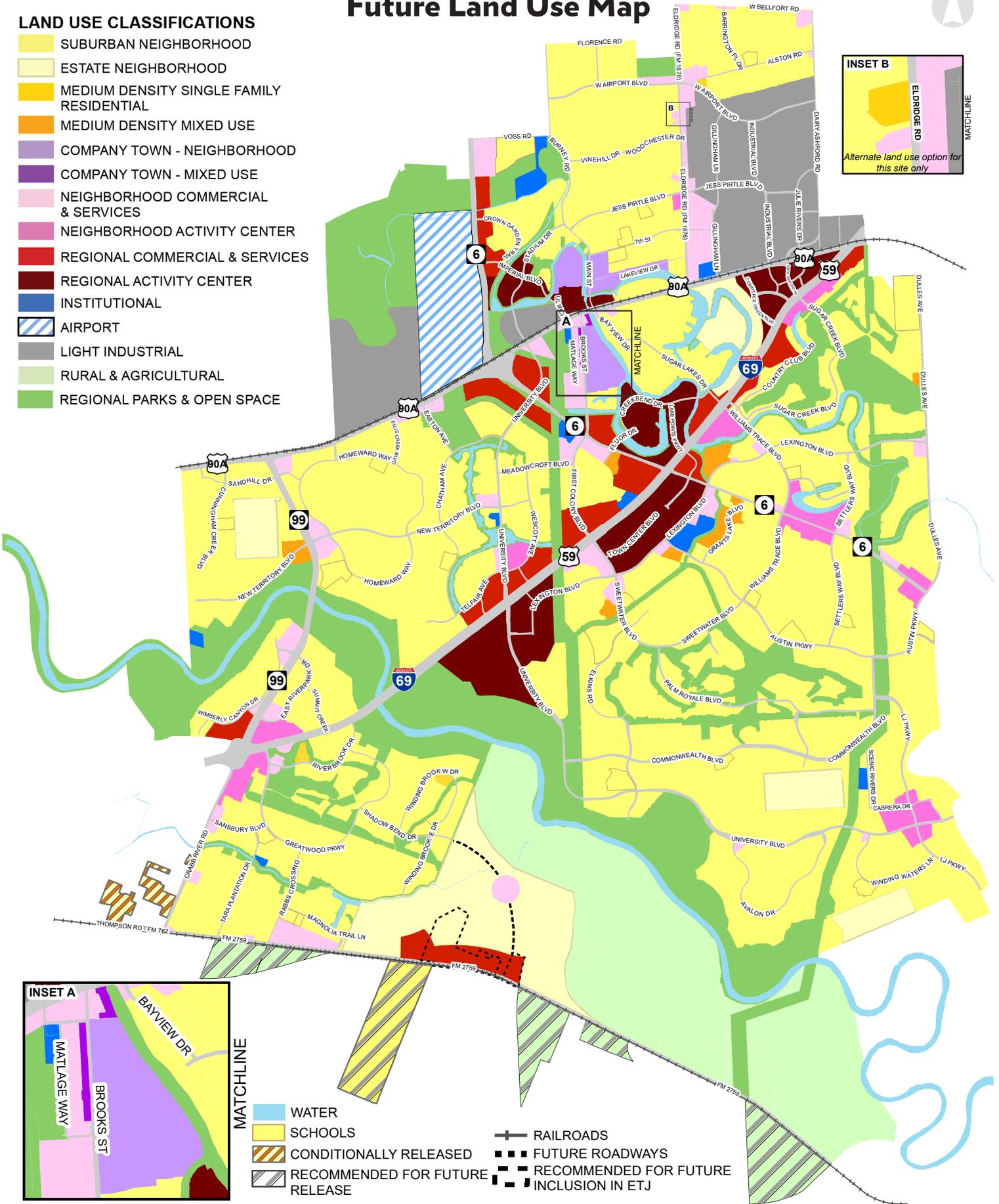
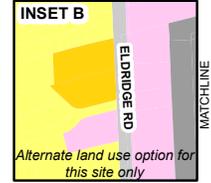
The chart above identifies percent area of each land use category designated on the Future Land Use Map. Suburban Neighborhood represents 42.7% of total future land uses within the city. When all residential land use categories, such as Suburban Neighborhood, Estate Neighborhood, Medium Density Single Family Residential, and Company Town – Neighborhood, are combined, the city’s residential land use makeup is 48.5%. The second largest area is the Regional Parks & Open Space land use category at 21.08%. Rural and Agricultural follows at 8.69%, which is comprised of area within the floodway. The rest of the individual categories only make up a small percentage, each of 5% or lower. When added, RAC and NAC only make up 4.77% of map however this does not include vertical height only land area.

Future Land Use Map



LAND USE CLASSIFICATIONS

- SUBURBAN NEIGHBORHOOD
- ESTATE NEIGHBORHOOD
- MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL
- MEDIUM DENSITY MIXED USE
- COMPANY TOWN - NEIGHBORHOOD
- COMPANY TOWN - MIXED USE
- NEIGHBORHOOD COMMERCIAL & SERVICES
- NEIGHBORHOOD ACTIVITY CENTER
- REGIONAL COMMERCIAL & SERVICES
- REGIONAL ACTIVITY CENTER
- INSTITUTIONAL
- AIRPORT
- LIGHT INDUSTRIAL
- RURAL & AGRICULTURAL
- REGIONAL PARKS & OPEN SPACE



MATCHLINE

- WATER
- SCHOOLS
- CONDITIONALLY RELEASED
- RAILROADS
- FUTURE ROADWAYS
- RECOMMENDED FOR FUTURE RELEASE
- RECOMMENDED FOR FUTURE INCLUSION IN ETJ

Pursuant to TX LGC - Ch.213 - Sec. 213.005, a comprehensive plan shall not constitute zoning regulations, or establish zoning district boundaries.

Land Use Category Descriptions

	Suburban Neighborhood
	Estate Neighborhood
	Medium Density Single-Family Residential
	Medium Density Mixed Use
	Company Town - Neighborhood
	Company Town - Mixed Use
	Neighborhood Commercial & Services
	Neighborhood Activity Center
	Regional Commercial & Services
	Regional Activity Center
	Institutional
	Airport
	Light Industrial
	Rural & Agricultural
	Parks & Open Space



Suburban Neighborhood

This land use category is and will continue to be the dominant land use in Sugar Land. This category consists primarily of detached single-family homes on lots less than 1 acre set behind front lawns on residential streets. The essential character of a Suburban Neighborhood is created by separation from commercial activity, homes located on local streets rather than major corridors, and buffering from other uses. Suburban Neighborhood streets should be linked to the citywide pedestrian and bicycle network that connects to parks, schools, recreation, and activity centers.

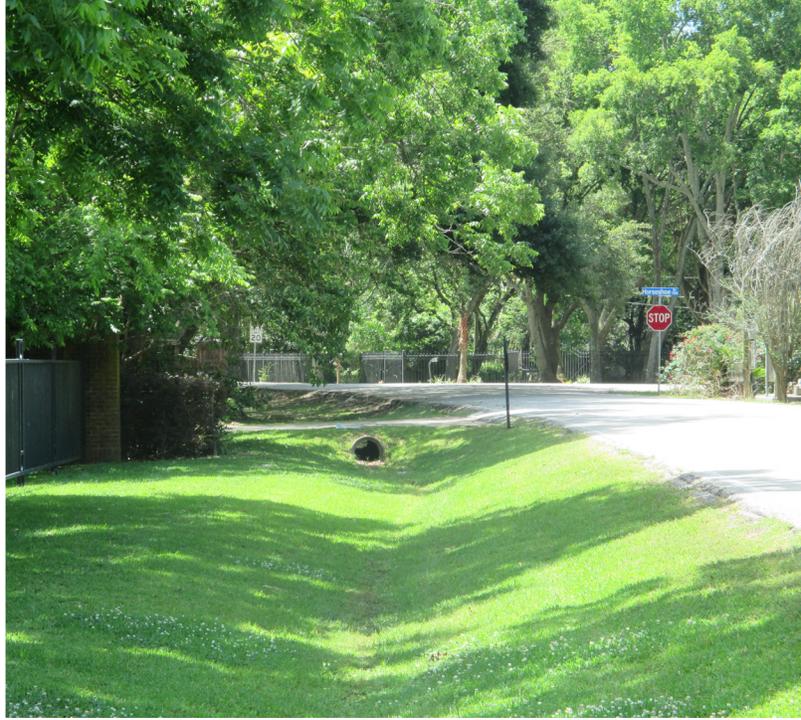


In addition, the Suburban Neighborhood land use category includes schools, religious institutions, recreation amenities, parks, and other facilities serving the residential neighborhoods. In some cases, small-scale commercial along arterial roads may be appropriate in the areas designated as Suburban Neighborhood. This limited commercial or office would only be appropriate for the reuse or redevelopment of existing non-residential sites. Such uses might include professional offices, small cafes or coffee shops. Any non-residential land uses located within an area designated as Suburban Neighborhood

should be low-rise. A conditional use permit will be required for schools, religious institutions and small-scale commercial to ensure they do not negatively impact the surrounding residential area. The conditional use permit process will mitigate traffic congestion and a high standard of site, landscape, and architectural design will be utilized in order to maximize compatibility of these uses with adjacent single-family residential.

This category could be implemented through the R-1, R-1Z, R-1R, and R-1E zoning districts.

Low Rise: 1-3 stories *Mid Rise: 4-6 stories* *High Rise: 7+ stories*



Estate Neighborhood

This category is similar to the Suburban Neighborhood category but is intended for areas that contain larger lots of 1 acre or more and are rural in character. They may have open ditch streets, instead of curb and gutter, and in some cases may allow limited numbers of livestock such as horses on larger lots. As with the Suburban Neighborhood category, the Estate Neighborhood category may include complementary non-residential uses such as schools, religious institutions, recreation amenities, parks, and other facilities serving the residential neighborhoods. In some cases, small-scale commercial along arterial roads may be appropriate in the areas designated as Estate Neighborhood. Any non-residential land uses located within an area designated as Estate Neighborhood should be low-rise. A conditional use permit will be required for schools, religious institutions and small-scale commercial to ensure they do not negatively impact the surrounding residential area. The conditional use permit process will mitigate traffic congestion and a high standard of site, landscape, and architectural design will be utilized in order to maximize compatibility of these uses with adjacent single-family residential.

This category could be implemented through the R-1E zoning district.

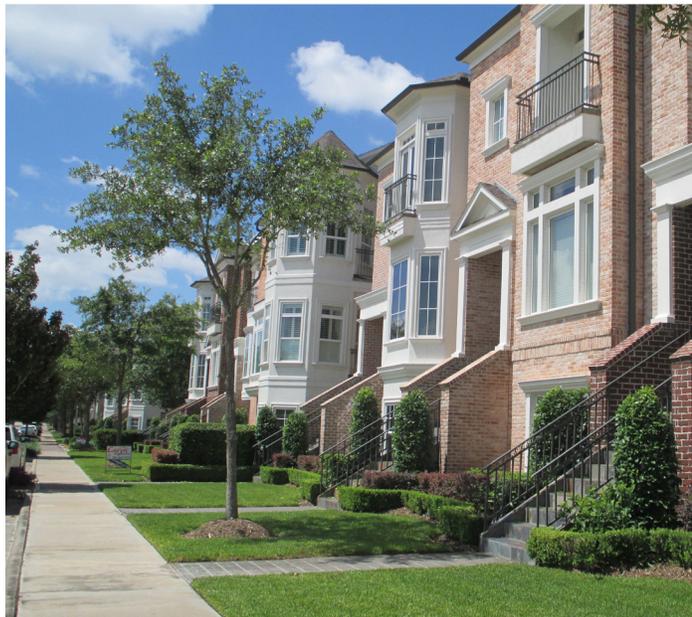
Low Rise: 1-3 stories *Mid Rise: 4-6 stories* *High Rise: 7+ stories*



Medium Density Single-Family Residential

This category comprises medium density single-family residential products like townhomes, urban homes, and cottage court homes that can provide a buffer between standard single-family dwellings and other uses. This category is applied to existing townhome developments that are surrounded by Suburban Neighborhood areas and are located along streets that are Minor Collectors or below (as defined by the Thoroughfare Plan) where Medium Density Mixed Use would not be appropriate. In the future, Suburban Neighborhood areas located within a quarter mile of Regional Activity Centers or Neighborhood Activity Centers could be changed to Medium Density Single-Family Residential to allow for the creation of more compact single-family areas within walking distance of services. New Medium Density Residential areas that abut Activity Centers should provide for pedestrian connectivity between the uses. Buildings located within an area designated as Medium Density Single-Family Residential should be low-rise.

This category could be implemented by the Planned Development (PD) zoning districts, a revised R-3 zoning district, or the City may pursue creation of new zoning districts.





Medium Density Mixed Use

This category applies to existing stand-alone multi-family and townhome sites where, if redeveloped, the predominant land use would be residential; however, some limited commercial and service-type uses should also be included. Where existing multi-family is included in a Medium Density Mixed Use area, multi-family (condo ownership or rental) is appropriate in the redevelopment of the area and should be vertically mixed with other uses, with the upper floors for residential and the ground floor for commercial and service uses. Where townhomes are incorporated into Medium Density Mixed Use, allowances for live-work townhomes should be considered. Stand-alone commercial or pad sites are not appropriate. Medium Density Mixed Use developments should provide an appropriate buffer when adjacent to single family residential. Buildings within Medium Density Mixed Use may be low-rise to mid-rise; however, mid-rise buildings should be located at least 250 feet away from any detached single-family residential. Medium Density Mixed Use is appropriate along Major Collectors and above (as defined by the Thoroughfare Plan).

This category can be implemented by the Planned Development (PD) zoning district or the City may consider the creation of a new zoning district that identifies appropriate commercial and service uses that maximize compatibility, provide for a high standard of site, landscape and architectural design for development to meet the intent of this land use category.

Low Rise: 1-3 stories

Mid Rise: 4-6 stories

High Rise: 7+ stories

Company Town – Neighborhood

This category is intended for the original residential areas of the city, owned and developed by the Imperial Sugar Company for its workers. It includes The Hill, Belknap, and Mayfield Park neighborhoods. Preserving the characters of each neighborhood requires specific regulations to guide remodeling, additions or redevelopment of existing homes. Buildings located within an area designated as Company Town – Neighborhood should be low-rise.

- **The Hill Neighborhood** – The Hill was one of Sugar Land’s first neighborhoods primarily established for the workers of the sugar factory. At the time, it was the area at the highest elevation in town. It is generally the area bound by Main Street, Seventh Street and Lakeview Drive. Streets were built, and remain today, as curb and gutter in a grid-pattern lined with sidewalks and trees. The architecture of homes in The Hill is varied and includes both wood-framed houses on pier and beam as well as brick homes on slab and are primarily single-story. Other characteristics include detached garages, reduced front setbacks, and houses featuring front porches.
- **Mayfield Park Neighborhood** – Mayfield Park is located north of the former Imperial Sugar Company refinery site, in the horseshoe bend of Oyster Creek. Like the two other areas with the Company Town – Neighborhood designation, the workforce housing located in this neighborhood was built by the sugar company for refinery workers. In the 1950s, houses were replaced with the brick homes existing today although some wood-frame homes are seen in the neighborhood as well. Houses are primarily single-story situated along curb and gutter streets laid out in a grid pattern and lined with sidewalks.
- **Brookside/ Belknap Neighborhood** – The Brookside/ Belknap subdivision is located generally between Brooks Street on the west and Oyster Creek on the east. This area was known as The Flats when originally developed. Houses in this area are primarily single-story and are a mixture of wood-siding houses and brick houses. Streets generally north of Terry Street are open ditch and do not have sidewalks, whereas streets south of Terry Street have curbs and gutters and have a sidewalk along at least one side of the street.

This category could be implemented through the HR-1, R-1, R-1R or a new zoning district.





Company Town - Mixed Use

This category includes a mix of single-family and limited commercial uses, and is intended for the area generally along the west side of Brooks Street and a few lots fronting Oyster Creek along Venice Street north of Guenther Street. This area was part of the town developed by the Imperial Sugar Company. The buildings in this area (originally built for residences) have a distinct form and now include a unique mix of uses, with small scale office and commercial alongside single-family residential. Preserving this character requires specific regulations to guide remodeling, additions, and redevelopment of existing structures. Buildings located within an area designated as Company Town – Mixed Use should be low-rise.

This category is implemented through the MUC zoning district.



Neighborhood Commercial & Services

This category consists of conventional car-oriented retail and services, such as small offices, religious institutions, and other low impact commercial uses that serve local neighborhoods. Buildings are set back behind parking lots and landscaping strips, and parking consists of surface lots. Because they are adjacent to neighborhoods, buildings should be low to mid-rise, and located on Collectors or Arterials. Though these areas are currently developed in a conventional car-oriented manner, designations as Neighborhood Commercial and Services does not preclude an area from being developed or redeveloped into a more walkable center. Where possible, pedestrian and bicycle connections should be retrofitted to provide easier access from nearby residential to Neighborhood Commercial and Services areas.

Neighborhood Commercial and Services are often adjacent to residential development. To avoid negative visual, sound, and light impacts, sites should be designed with enhanced buffers and screening.

This category could be implemented through the B-1 or B-O zoning districts.



Low Rise: 1-3 stories *Mid Rise: 4-6 stories* *High Rise: 7+ stories*



Neighborhood Activity Center (NAC)

This category envisions Neighborhood Activity Centers to be small commercial centers that act as a “main street” for nearby neighborhoods. Neighborhood Activity Centers will be mixed use and walkable and they will be small in scale and designed to serve the surrounding neighborhoods. They should include retail, may also include office space for small companies and professionals, and compact forms of residential such as townhomes, urban homes, cottage court homes, senior living and multi-family (condo ownership or rental). Where multi-family is included in the redevelopment of an area designated as a Neighborhood Activity Center, it should be vertically mixed with other uses or activate the adjacent pedestrian realm in another way (See Goal 3, Policy c).

Buildings in Neighborhood Activity Centers can range from low-rise to mid-rise, but mid-rise buildings should be located at least 250 feet away from any detached single-family residential. Each Neighborhood Activity Center should be designed to be walkable, with buildings facing onto wide sidewalks that provide lighting, shade, and other pedestrian amenities. Each should have a small central public space for gathering.

Neighborhood Activity Centers are located on Arterial streets (as defined by the Thoroughfare Plan) and should be linked to the surrounding neighborhoods by hike and bike trails.

Low Rise: 1-3 stories *Mid Rise: 4-6 stories* *High Rise: 7+ stories*



Neighborhood Activity Centers may be created through redevelopment of existing commercial properties or as part of new developments. This category could be implemented through the Planned Development (PD) zoning district. The City may also consider creating a standard zoning designation for Neighborhood Activity Centers with development regulations that govern scale, walkability, and compatibility with adjacent uses. A school impact analysis should be performed if residential is proposed in a Neighborhood Activity Center.





Regional Activity Center (RAC)

This category includes areas that are envisioned to be the commercial and civic hubs of the city that attract people from around the city and across the region to work, shop, eat, and attend events. Each should contain a mix of uses such as offices, retail, residential and civic institutions, integrated together in a compact, walkable area and have its own unique character. Uses should be mixed vertically in buildings and the first floors should engage pedestrians and activate the street. Employees working there can walk to lunch or to run errands; residents of the Activity Center can access many of their needs within walking distance; and visitors can park once but make several stops. Regional Activity Centers are located near major highway corridors for easy vehicular access. The easy vehicular access, integration of uses, and ability to share parking make Regional Activity Centers suitable locations for park-and-ride facilities in structured parking. For employees utilizing the park-and-ride to travel to regional employment destinations, the mix of uses within a Regional Activity Center will provide easy access to retail and entertainment after work. New corporate and Class A office buildings are envisioned for Regional Activity Centers. The employment destinations within Regional Activity Centers will draw employees from around the region, and having a park-and-ride facility would enable the service to capitalize on reverse trips being made from regional destinations into Sugar Land. RACs could provide areas to accommodate ride-sharing and/or transit pick-up and drop-off areas. Hike-and-bike trails will link Activity Centers to nearby neighborhoods. The streets within Activity Centers should be narrow and designed to slow traffic and make walking pleasant. The buildings should be built up to a wide pedestrian zone with their primary entrances opening onto it. In addition to the sidewalk, the pedestrian zones can include trees for shade, café seating, lighting, street furniture and planter boxes. Each Activity

Low Rise: 1-3 stories *Mid Rise: 4-6 stories* *High Rise: 7+ stories*

Center is envisioned to have a major civic space surrounded by buildings designed for everyday activity and for holding special events. Parking will be shared among uses and mostly structured. Buildings should vary in height, from low rise to high rise buildings.

Regional Activity Centers should be designed to minimize impacts on adjacent land uses. Density and level of activity should be maximized at the core and reduced at the edges. Appropriate residential uses include multi-family (condo ownership or rental) and Medium Density Single-family. Medium Density Single-family residential may be located at the edge to serve as a buffer between adjacent single-family residential and other uses in the Regional Activity Center.

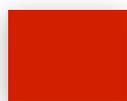
Five specific Regional Activity Centers are identified on the Future Land Use Map. The majority of these Regional Activity Centers will be formed through the redevelopment or infill development of existing commercial areas. New buildings may replace existing buildings, or new buildings may be added alongside existing buildings to add new uses and make the area more walkable.

This category could be implemented through the Planned Development (PD) zoning district. The City may also consider creating a standard zoning designation for Regional Activity Centers, with development regulations that regulate the mix of uses, the form of buildings, pedestrian connectivity, open space and street standards. Each Regional Activity Center will require a full multi-modal transportation analysis to ensure levels of service for pedestrians and bicyclists are considered equally with vehicular traffic. A school impact analysis should be performed if residential is proposed in a Regional Activity Center.



Photos courtesy of Midway





Regional Commercial & Services

This category consists of conventional car-oriented retail, services, office, hotels, major medical facilities, and religious institutions serving the city and the region. This category is typically located on major freeways and highways and on nearby arterials for easy access. Buildings are set back behind landscaping strips and surface parking which is generally dedicated to one use or serving many uses within a commercial strip center-style development. Buildings may vary in height, from low rise to high rise buildings.

Most of the Regional Commercial and Services land use shown in this plan are already developed, but a few greenfield sites remain. These are best suited for retail and services that do not work well in activity centers, like certain “big box” stores and may also include limited office. Though most areas designated as Regional and Commercial Services are developed in suburban car-oriented manner, areas are not precluded from redeveloping into more walkable centers or being enhanced with improved pedestrian features.

This category could be implemented through the B-2 or B-O zoning districts.

Low Rise: 1-3 stories

Mid Rise: 4-6 stories

High Rise: 7+ stories



Institutional

This category is located throughout the City and include major municipal or other governmental facilities that are 5 acres or greater and not within a Regional Activity Center. These include the City's Imperial Park Recreation Center/ T.E. Harman Center, Houston Museum of Natural Science at Sugar Land, wastewater treatment plants, surface water treatment plant, Public Works facility, Police and Municipal Courts facility and the Fort Bend ISD Administration/ Mercer Stadium complex. Smaller municipal and school district facilities, such as fire stations and elementary schools, are incorporated into the surrounding land use categories.

This category is implemented through all zoning districts.



Airport

This category is assigned to the Sugar Land Regional Airport and is a unique component of Sugar Land's economy. Accordingly, the Airport category is specifically designated on the Future Land Use Map for the property owned by the City and operated as the Sugar Land Regional Airport. This area is intended only for the airport and for associated uses located on airport property as identified in the Airport Master Plan.

This category could be implemented through the M-1 or a new zoning district. Areas surrounding the Airport are subject to FAA regulations related to height and uses. Additionally, the City has Airport zoning that is applied to areas surrounding the airport.





Light Industrial

The category is a business park like setting that includes offices, light manufacturing, small-scale assembly, warehouse and distribution, research and development, scientific technology and other uses included on the City's Targeted Industries List. It may also include services that support these uses such as restaurants and business-to-business services. Buildings may vary in height, from low rise to high rise buildings, and are generally set back behind surface parking lots and landscape buffers. Outside storage may exist but should be screened from public view. Light Industrial areas are located on Highways and Major Arterials (as defined by the Thoroughfare Plan), and where access to freight rail is available.

Where Light Industrial areas are adjacent to residential, performance-based development standards, such as enhanced buffers and screening, should be applied to protect adjacent uses from potential adverse impacts associated with these uses (i.e. truck traffic, outside storage, service areas, lighting, noise, etc.).

This category could be implemented through the M-1 or B-O zoning districts.

Manufacturing uses that have the potential of emitting substantial smoke, odors, and/or noise, and that have a high impact on surrounding uses and on the visual quality of the area are considered heavy industrial and are not envisioned for the future of Sugar Land. Although heavy industrial uses are permitted within the M-2 zoning district, no new M-2 zoning is recommended to be approved in the City.

Low Rise: 1-3 stories

Mid Rise: 4-6 stories

High Rise: 7+ stories



Rural & Agricultural

This category applies to properties in the floodplain and floodway along the Brazos River and other rural areas south of FM 2759 where development and access is limited. The existing fragmented development pattern includes farm and ranch land acreage, homes on farms and ranches, and homes on lots of over 5 acres. Streets are open ditch and asphalt, and private wells and septic systems are typically used instead of public utilities. Buildings are and will continue to be low-rise in height.

This land use designation is intended to accommodate very low levels of population, remain rural in character even as surrounding areas develop. The continued use of rural style infrastructure is anticipated.

The limited development in this area helps preserve the natural feel of the Brazos River. Over time, some of these properties may be acquired as part of the expansion of the greenbelt along the Brazos River.

This category could be implemented through the BR and R-1E zoning districts, or the City could consider creating a new zoning district to implement this category.

Regional Parks and Open Space

This category applies to regional parks and other open spaces of city-wide significance which are expected to remain as open space, such as golf courses and large linear greenways along major drainage channels and significant detention facilities. However, smaller neighborhood-serving parks and public spaces are included in the surrounding land use category, such as Suburban Neighborhood, or Regional or Neighborhood Activity Center.

Regional parks, potential future large-scale park acquisitions, as well as smaller neighborhood-serving parks are identified in the City's Parks, Recreation and Open Space Master Plan. Regional parks draw people from across the city and the region and host major events. As such, they should be located to take access from arterials, where they are easy to access by vehicle, and should be linked to surrounding areas with hike-and-bike trails. Parks and open spaces are intended to be developed throughout the city and may be part of any land use category.

This category is typically implemented through the R-1 zoning district or the BR zoning district for property along the Brazos River. The City may consider the creation of a new zoning district to apply to city parks to both help identify their locations and to provide general development regulations.



Community Character & Standards (CUP Guidance)

Ensuring that land uses are compatible with adjoining uses is an important role of zoning in the city, especially when adjacent to residential areas. There are a number of land uses that have the potential to negatively impact adjacent properties, and therefore require an approved Conditional Use Permit (CUP) prior to development in certain zoning districts. Through the CUP process, staff, the public, Planning and Zoning Commission (P&Z), and City Council, have the opportunity to review detailed plans for a proposed development and determine whether a specific use is appropriate for a specific site. These detailed plans always include a site layout plan and often include a landscaping plan, building elevations, screening plans, traffic impact analysis and special studies deemed necessary to determine whether a land use is appropriate in a specific location. Detailed CUP plans must exhibit that the proposed development adequately mitigates negative impacts by utilizing a range of methods including, for example, increased buffering and setbacks, and height restrictions. CUP plans also need to demonstrate that the property is adequately sized for the proposed development, that any proposed buildings are appropriately sited, and that buildings are designed in keeping with the surrounding land uses.

Though there are basic requirements for landscaping, screening, and building finishes in the Development Code, during the CUP process, enhancing these is often necessary to mitigate impacts to adjacent uses. Increased buffering may include larger open space, more trees and/or shrubs, taller walls or fences, or a combination of these components. Increasing the distance between the building and property line (the setback), or decreasing the building height lower than the standard zoning district requirement can also mitigate impacts of a proposed use. Buildings should be placed on the site to minimize impacts to the adjacent uses and also the adjacent streets. For example, in order to protect the privacy of nearby residents, it may be appropriate to increase the setback, provide additional trees, and limit windows on the second floor of a non-residential building that is directly adjacent to a single-family home.

The detailed review process is particularly important when the proposed development is adjacent to or nearby single-family homes. As stated in Goal 1: Protecting Single-Family Neighborhoods of this Plan, “new development and redevelopment should be compatible with adjacent single-family homes.” The CUP process provides a variety of people the opportunity to review a proposal in-depth, identify potential issues or impacts, and ensure the development minimizes the impact on adjacent properties.

Though the Land Use Matrix in the Development Code includes a lengthy list of land uses that require a CUP, there are several that are most commonly requested uses through the CUP process. The following provide more specific guidance for the review and consideration of these most common CUP uses.





Schools, Daycares & Religious Institutions

Schools and religious institutions are integral components of the community fabric and families with young children rely on daycare facilities to provide an essential service in their daily lives. However, these uses can have negative impacts on the surrounding homes and businesses such as increased traffic at regular times of day. In order to minimize the impact of these uses, the following guidelines should be considered. Buildings associated with these uses should be compatible in scale (height, bulk, etc.) with the surrounding buildings. Sites should include buffers and screening to shield adjacent residential from noise and light and to provide privacy for single-family residences. Outdoor play areas should be located on the site so as to limit the noise impact to adjacent properties.

Daycares and elementary schools should be located at the intersection of Collector streets with the access being from the Collector streets. Middle schools and high schools should be located in a campus setting with access from collector streets to an internal access street and parking system.

In order to ensure the proposed site is adequately sized for a school or daycare, the proposed number of students will be examined and a maximum number will typically be included as a condition of the Conditional Use Permit. In addition, a site plan showing the location of the building as well as a queuing plan will be required to ensure all queuing takes place on-site. School sites and daycares should provide an adequate internal access drive for circulation and queuing for drop-off and pick-up so there is no excess queuing on surrounding public streets.

Religious institutions should be located on Arterials or Collectors. A traffic impact analysis should be performed for schools, daycares and religious institutions in order to minimize the impact of the use on adjacent streets, to ensure safety and access management, and preserve a high level of service on the adjacent transportation network.

Hotels

Through the adoption of Ordinance No. 1773 in 2010, City Council determined that establishing minimum standards for hotels protects and advances the general welfare of the community by providing for structural integrity, safety, durability, and improved maintenance of sites, and promoting economic development by providing quality hospitality developments that support the City's businesses.

Minimum standards were established for full service, select service, and limited service hotels. Full service hotels are preferred due to the inclusion of upgraded amenities in these facilities. When possible, full service hotel amenities should be included in select and limited service hotels. For example, a larger meeting and event facility or a full service restaurant could be incorporated into a select or limited service hotel.



Additionally, requests for hotels will be evaluated based on their location and site configuration. Hotels should be located on or near State Highways or Freeways within areas designated as Regional Activity Centers or Regional Commercial and Service. Where there is residential proximity, hotels should be designed such that any homes in the vicinity are not negatively impacted by the development. Sites should be designed so that adequate buffers are provided with landscaping and other screening mechanisms.

Automotive Uses

There are a variety of automotive related uses such as automotive dealerships, repair shops, vehicle car washes, and gas stations that can be unsightly and negatively impact surrounding properties if not designed properly. To improve their visual appearance, automotive uses should have enhanced landscaping to screen vehicles (i.e. automotive dealerships) and service areas from adjacent properties and rights-of-way.

Canopies on gas station roofs should not be flat, but should be pitched or mansard to soften the visual appearance. Similarly, bays associated with automotive repair should be



oriented so they are perpendicular to the street. Conditional Use Permit requests for automotive dealerships and car washes will also include a review of on-site circulation and vehicle queuing to ensure the use does not negatively impact the adjacent streets.





ROADMAP TO GET THERE



Introduction to Action Items

By adopting this plan, City Council adopts a vision for the future of Sugar Land. Achieving this vision will require specific, coordinated actions including changes to zoning, enhancing development regulations, developing new city processes, and conducting focused studies of specific areas. This section of the Plan is a road map for the actions required to support the vision and goals.

This list of actions is prioritized in the recommended order and timeframe in which they should be initiated. Completing these actions will require staff effort, potential consultant assistance, City Council direction, and public involvement, so it is not possible to do all actions at once. While all of these items are valuable, this prioritization reflects importance of actions as viewed by the Land Use Advisory Committee and through community feedback gathered during the Plan update process. It also reflects the need to take certain actions before others because of the sequential relationship between some actions, pressing issues and other current ongoing work. Prioritization reflects current conditions; however, needs may change and it may be appropriate to change priority accordingly.

The action items are categorized as High, Moderate, and Low priority. The High priority items should be initiated in the next one to two years; the Moderate priority items should be initiated in the next three to five years; and the Low priority items should be initiated in the next six to ten plus years. Many of the High priority action items are those that are key to implementing the central elements of the Plan, such as protecting single-family neighborhoods and creating mixed use activity centers. It is important to complete these action items sooner rather than later in order to have the ability to influence development and redevelopment that occurs over the next decade. Other action items have been designated as High priority for a different reason: because they are relatively easy to complete. It is likely that the Low priority projects may not be initiated prior to the next update to the Land Use Plan, and may be reprioritized during the update.

The action items are also categorized based on the type of action as follows:

- **Study** – An effort to evaluate a current condition and conduct additional research and analysis to determine the next step, whether it be a Regulation, Program, or Partnership.
- **Regulation** – An effort to establish new or make changes to existing requirements in the Development Code used to direct growth and development in the City.
- **Program** – A plan of action, with specified procedures established in order to accomplish a particular purpose. Includes establishment of new or making changes to existing programs.
- **Partnership** – An effort to coordinate with an outside entity to accomplish the specified purpose.

The High priority items should be initiated in the next one to two years; the Moderate priority items should be initiated in the next three to five years; and the Low priority items should be initiated in the next six to ten plus years.



Action	Timeframe			Relevant Goals & Policies	Action Type	
	1-2	3-5	6-10+			
1	Evaluate existing single-family neighborhoods to ensure the zoning on the property is consistent with the existing development. Rezone as necessary. (i.e. Sugar Mill, Chimneystone, etc. – developed as patio homes but zoned R-1).	◆			1a	Study/ Regulation
2	Involve the community in a neighborhood planning process to evaluate Company Town neighborhoods and to gauge community interest in additional regulations that would preserve the character of the neighborhoods. Understand threats to community character and the gaps in current regulations. Evaluate options for additional regulations to close the gaps which could include modifications to existing zoning districts, creation of new standard zoning districts, or creation of new overlay districts like a neighborhood conservation district ordinance.		◆		1a, 1b, 10d	Study/ Program/ Regulation
3	Evaluate Development Code regulations to ensure effective transitions and buffering between non-residential and residential uses. For example, modify setback, screening, and massing [height, setback, bulk plane] regulations to ensure new non-residential development is compatible with adjacent single-family homes. Also evaluate regulations related to noise, glare, signs, parking areas, loading docks, and refuse collection to ensure they are compatible with adjacent single-family homes. Modify the Development Code as necessary.	◆			1a, 1d	Study/ Regulation
4	Evaluate existing zoning districts to determine if established regulations, such as setbacks, are consistent with the built environment and modify districts as necessary. (i.e. R-1R district requires 30' rear yard setback but many homes do not meet this requirement)	◆			1a, 1d	Study/ Regulation
5	Evaluate the ability to manage the ongoing traffic impacts of development, including commercial properties, schools and religious institutions. Create process for reevaluating negative impacts after development has occurred and the development is operational.	◆			1a, 1d, 2c, 5a, 9b	Study/ Regulation
6	Evaluate the zoning map to determine where it is not consistent with the Future Land Use Map. Determine whether the City should proactively rezone the property to be consistent with the FLUM. Rezone properties as necessary.	◆			1a, 2a, 2b, 3c, 4a, 4b, 4c, 4d, 6b, 8a, 9a	Study/ Regulation
7	Modify the Development Code to allow small-scale commercial uses within residential zoning districts with an approved conditional use permit to ensure they do not negatively impact the surrounding residential area. (R-1, R-1E, R-1R, R-1Z).			◆	1a, 4d, 9b	Regulation
8	Evaluate the Design Standards to determine if alternative standards, such as open ditches, are appropriate for Rural & Agricultural or Estate Neighborhood areas.			◆	1a, 6b	Study/ Regulation
9	Prepare an annual Housing Report that collects data on single-family home values, rental concentration, changes in ownership, code enforcement violations, HOA activity level, and such. Periodically utilize the data to conduct a Housing Health Assessment to evaluate trends and recommend programs that the City could pursue. Implement programs to maintain home values, such as tax incentive program for rehabilitation of older homes.	◆			1b	Study/ Program
10	Update Development Code to prohibit certain exterior finish materials, such as Exterior Insulation and Finish System (EIFS), to ensure new homes are durable.	◆			1b	Regulation

Action		Timeframe			Relevant Goals & Policies	Action Type
		1-2	3-5	6-10+		
11	Evaluate landscaping regulations and tree preservation requirements to ensure landscaping is meeting established community expectations for aesthetics, character, tree protection, and buffering between residential and non-residential. (Planned Development vs. Non-planned Development requirements). Implement recommended changes to landscaping regulations, as needed.		◆		1c	Study/ Regulation
12	Evaluate the City's Streetscape Policy to ensure landscaping is achieving desired outcome. Implement recommended changes to Streetscape Policy, as needed.	◆			1c	Study
13	Explore and pursue opportunities for increasing coordination between the City, school district and the development community on future residential development.	◆			1d, 2c, 3c	Partnership
14	Adjust regulatory parking minimums to reflect the reduced parking demand created by shared parking and minimize the cost of providing parking.		◆		2a	Regulation
15	Evaluate the best way to implement the Regional and Neighborhood Activity Centers and Medium Density Mixed Use categories. This could be accomplished through creating new standard zoning districts, eliminating existing zoning districts (i.e. R-4), establishing overlay districts, or continuing the use of Planned Development Districts. Implement changes to the Development Code as necessary to ensure the following components are considered: enhanced pedestrian experience; mix of uses; multi-family design; enhanced connections to surrounding area; appropriate transitions to single-family residential; parking design; maximum distance to public spaces; architectural design/ building finishes and other guidance provided in this Plan.	◆			2a, 2b, 3a, 3c, 4a, 4b, 4d, 7a, 8a, 9a	Study/ Regulation
16	Revise Design Standards to establish standards for streets within mixed use centers that prioritize pedestrian safety and experience over vehicular movement and serve to calm traffic. Standards would include cross-sections, speed limits, context sensitive design for intersections including intersection spacing, pedestrian crossings, corner radii, paving, and traffic control. Work with fire department to make sure street standards accommodate fire vehicles without compromising pedestrian scale.		◆		2a, 2f	Regulation
17	Establish acceptable levels of service for all modes of transportation for mixed use centers and associated criteria for a multi-modal transportation analysis.		◆		2c	Study/ Regulation
18	Update Development Code to require public spaces in mixed use centers to be operated or managed by a perpetual entity such as a management district.		◆		2e	Regulation
19	Evaluate the best way to implement the Medium Density Single-family Residential land use category. Determine whether standard zoning districts should be created and/or existing R-3 district modified or if the PD process should continue to be utilized. Modify the Development Code as necessary.		◆		3a	Study/ Regulation
20	Evaluate regulations to ensure adequate parameters provide for a variety of family needs and customs of living while also maintaining the character of single-family neighborhoods. For example, define parameters for the allowance of multiple kitchens.		◆		3b	Regulation
21	Through a Redevelopment Study, determine whether new zoning should be placed on property proactively or in response to redevelopment proposals.		◆		3c, 9a	Study
22	Establish a program to evaluate key infrastructure, such as high-speed internet, regularly to ensure it is up-to-date throughout the city.	◆			4a	Study/ Program

Action	Timeframe			Relevant Goals & Policies	Action Type	
	1-2	3-5	6-10+			
23	Evaluate the Business Office and Light Industrial districts to ensure desired target industries and related support services are accommodated in appropriate districts. Modify zoning districts as necessary.		◆		4a, 4b	Study/Regulation
24	Pursue a public/private partnership to develop a new industrial/business park west of the airport.	◆			4b	Partnership
25	Evaluate airport zoning (height, land use) to ensure compatibility between the airport and neighboring properties.			◆	4c	Study/Regulation
26	Evaluate establishing or working with other entities to establish a business incubator organization with space and support services.			◆	4d	Program/Partnership
27	Establish standard public engagement process to receive input on proposed location, site design, and compatibility during the planning phases for new City-owned destination venues.	◆			5a, 10b	Program
28	Modify the Development Code to create a new Municipal Parks zoning district.	◆			6, 6a	Regulation
29	Update the Development Code to require development and redevelopment to provide connections (trails or sidewalks) to existing and proposed parks and pedestrian and bicycle facilities.		◆		6a	Regulation
30	Ensure parkland dedication requirements adequately address the addition of residential units through redevelopment.		◆		6a	Study/Regulation
31	Partner with the University of Houston to create a pedestrian/bike corridor, consisting of generous streetscapes, parks, and connecting trails, that links the plaza in front of the Smart Financial Centre, the heart of the UH campus, and the Brazos River greenbelt.		◆		6b	Study/Partnership
32	Evaluate the best way to implement the Rural & Agricultural land use category. Examine the Brazos River Conservation District and determine whether new uses should be added and it should be applied to all properties in the Brazos River floodway, or if a new district should be created for the privately owned floodway properties.			◆	6b	Study/Regulation
33	Based on the Non-MUD Annexation Review Program, create an action plan for annexation of properties in the Brazos River floodway.			◆	6b	Program
34	Review existing zoning district regulations to establish smaller building setbacks and larger parking lot setbacks.		◆		7a	Study/Regulation
35	Explore incentive programs for encouraging retrofitting existing sites with improved pedestrian and bicycle facilities.		◆		7b	Program
36	Evaluate development applications for potential City participation in oversized pedestrian & bicycle facility costs.	◆			7b	Program
37	Evaluate codes to ensure proper maintenance funds are established at the time of subdivision development for ongoing maintenance of common facilities such as walls, detention ponds, parks, etc.		◆		8c	Regulation

Action		Timeframe			Relevant Goals & Policies	Action Type
		1-2	3-5	6-10+		
38	Update Development Code to promote the use of low-water usage plants on non-residential properties.		◆		8d	Regulation
39	Ensure updates to the City's Master Plans consider the policy guidance established in this Plan.	◆			8d	Program
40	Conduct corridor studies near redevelopment areas to help identify revitalization corridors for capital improvements. Evaluate rights-of-way adjacent to commercial areas to determine whether enhancements could encourage redevelopment. The study could include recommendations to improve pedestrian-friendliness, mobility, beautification, neighborhood identity, and such.		◆		8e, 9a	Study
41	Evaluate Capital Improvement Program process to include proximity to Regional Activity Centers and Neighborhood Activity Centers (where redevelopment is desired) as a factor when prioritizing projects.		◆		8e, 9a	Program
42	Pursue development (delayed annexation) agreements for agriculturally exempt land in the ETJ.	◆			8f	Program/ Partnership
43	Update Non-MUD Annexation Policy and Review Program to include intangible costs/ factors/ impacts of non-annexation of blighted/ distressed areas that are not located in Municipal Utility Districts.	◆			8f	Program
44	Pursue Strategic Partnership Agreements with developed Municipal Utility Districts in the ETJ.	◆			8f	Partnership
45	Coordinate with adjacent cities to establish logical boundaries.		◆		8g	Partnership
46	Pursue ETJ boundary adjustments with adjacent cities through agreements, ordinances, and other appropriate means.		◆		8g	Partnership
47	Conduct Redevelopment Study to evaluate incentive programs and public private partnerships to encourage redevelopment or rehabilitation of Redevelopment Areas identified in this Plan. Evaluate zoning districts, parking requirements, and other site development regulations to determine whether current regulations are sufficient to encourage redevelopment or if current regulations are encouraging disinvestment/decline. Evaluate when rehabilitation is appropriate vs. full scale redevelopment.		◆		9a	Study/ Program/ Partnership/ Regulation
48	Establish annual program to monitor health of retail areas, with special attention to areas adjacent to residential.	◆			9a	Program
49	Identify key historical buildings. Enter into agreements to ensure the preservation of historic buildings.			◆	10a	Program/ Partnership
50	Establish design guidelines for public spaces in Regional Activity Centers so they can be used for civic events.			◆	10b	Regulation





APPENDIX

Comparison to 2012 Future Land Use Map

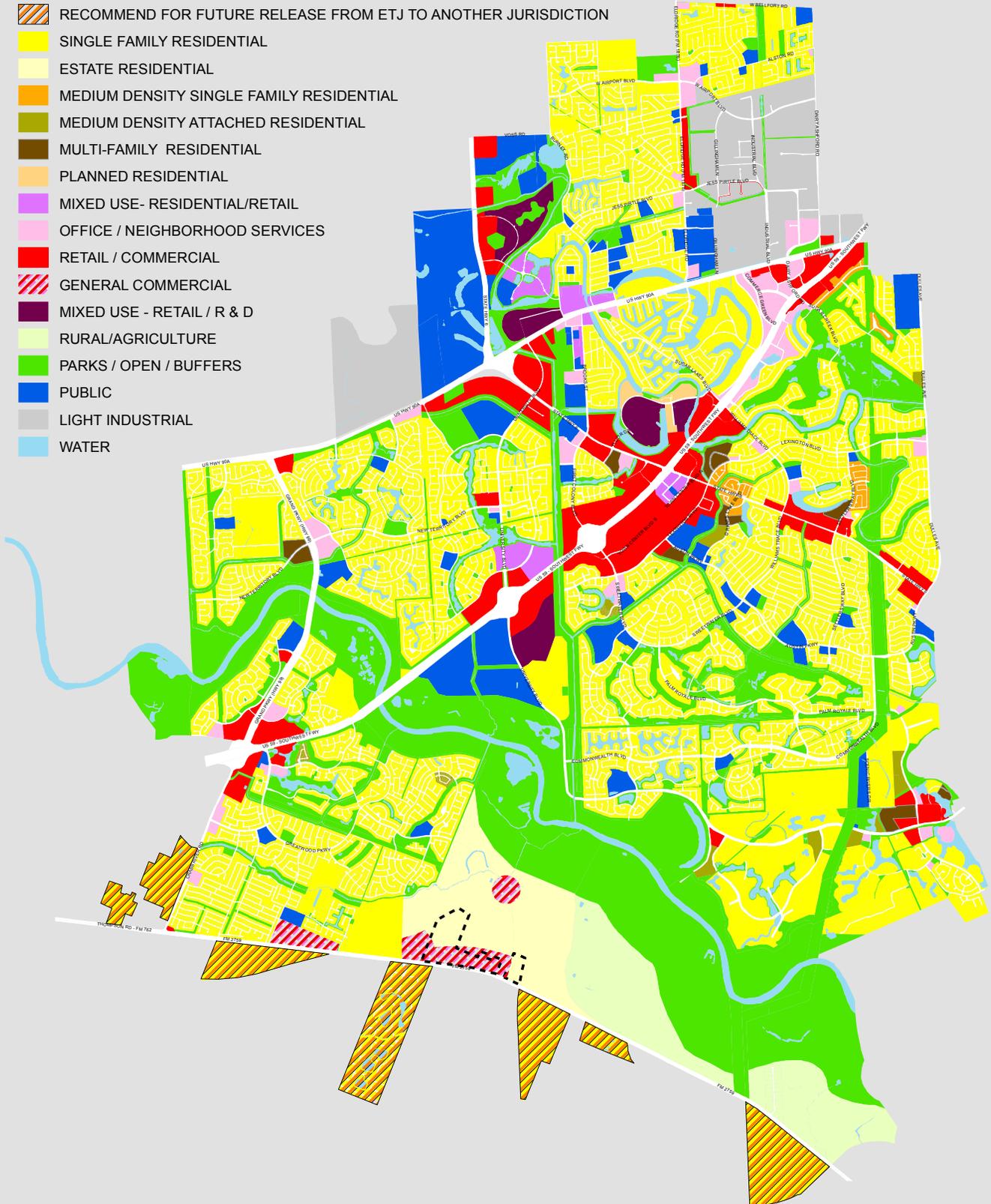
In many ways, the new Future Land Use Map (FLUM) envisions the same Sugar Land in the future as the previous 2012 FLUM. Though land use category names and descriptions have been revised, many of the actual land uses anticipated on properties have not. What has changed, in some cases, is the vision for the form of those land uses and the potential to mix land uses where singular land uses were previously anticipated. While the old map specifically designated areas as retail, office, or various degrees of density in housing, the new map designates areas that share a common character and level of activity. The new land use categories are broader, allowing the potential for several appropriate uses to accommodate and respond to the market; however, they specifically define the desired character of each area. For example, the Suburban Neighborhood category may include single-family housing, schools, and religious institution uses, and must maintain its livable character and low levels of activity. By including schools in the same land use category as single family residential, the map emphasizes that the schools must be designed to fit into the context of the neighborhood and also that should the school ever move or close, the site should be redeveloped as single family homes or perhaps a religious institution or small scale retail that fits in with the character of the neighborhood. Similarly, on the opposite end of the spectrum, Regional Activity Centers are areas of high activity that will attract employees and visitors from around the region. They include many land uses – offices, civic, retail, and higher density residential – but share a fundamental walkable character.

The new Future Land Use Map (FLUM) has been visually simplified from the previous version in order to provide clarity. For example, the previous Parks/ Open Space/ Buffers category identified all parks (from small pocket parks to large regional parks), landscape buffers and drainage facilities (from small internal subdivision detention lakes to large citywide drainage channels). The revised Future Land Use Map no longer shows all minor waterways and green spaces. Instead, the Regional Parks and Open Space category is utilized to designate the major facilities that serve the community at large. The smaller facilities are now included in other land use categories depending on their location. Where they exist within or adjacent to single-family neighborhoods, they are included in the Suburban Neighborhood category. Additionally, the Map no longer shows each school, church and governmental building; rather the Institutional category is utilized to represent major public facilities greater than five acres. Also neighborhood local roads are not represented on the Map as they are not a separate land use but are included as part of adjacent categories.

2012 Future Land Use Map

LAND USE CLASSIFICATIONS

-  RECOMMEND FOR FUTURE INCLUSION IN ETJ
-  RECOMMEND FOR FUTURE RELEASE FROM ETJ TO ANOTHER JURISDICTION
-  SINGLE FAMILY RESIDENTIAL
-  ESTATE RESIDENTIAL
-  MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL
-  MEDIUM DENSITY ATTACHED RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  PLANNED RESIDENTIAL
-  MIXED USE- RESIDENTIAL/RETAIL
-  OFFICE / NEIGHBORHOOD SERVICES
-  RETAIL / COMMERCIAL
-  GENERAL COMMERCIAL
-  MIXED USE - RETAIL / R & D
-  RURAL/AGRICULTURE
-  PARKS / OPEN / BUFFERS
-  PUBLIC
-  LIGHT INDUSTRIAL
-  WATER



One of the more significant changes in the Future Land Use Plan are the changes in the number of Land Use Categories. The 2012 Plan identified 16 categories, with a list of the land uses that largely represented what existed at the time of the Plan adoption. In this Plan, there are 15 categories that provide improved detailed descriptions of the vision of each category and include additional elements besides land use, such as character and height of buildings, form of the development, location based on roadway type, and such. Each category also suggests the appropriate zoning district(s) to implement the category.

In some cases, land use categories have been combined, renamed or removed. The following section documents changes to the FLUM by evaluating each category shown on the previous Map and identifying what has changed.



RECOMMEND FOR FUTURE INCLUSION IN ETJ did not change. It is still recommended for this area to be included in Sugar Land's ETJ in order to maintain clear service delivery boundaries.



RECOMMEND FOR FUTURE RELEASE FROM ETJ TO **ANOTHER JURISDICTION** did not change. However, an underlying land use has been established for each area identified in case the property is developed prior to being released.



SINGLE FAMILY RESIDENTIAL is now **SUBURBAN NEIGHBORHOOD** which is inclusive of additional uses that make up the fabric of a typical neighborhood. Such uses include but are not limited to schools, fire stations, libraries, neighborhood amenities, etc. An additional land use category has also been added to identify the historic neighborhoods of The Hill, Mayfield Park and Belknap in the city through the designation as **COMPANY TOWN - NEIGHBORHOOD** land use category.



ESTATE RESIDENTIAL, previously only shown in the area south of the Brazos River, this designation is now expanded to include areas within the city that consist of larger lot homes or areas that are rural in character that are not similar to the typical subdivisions in Sugar Land. These areas include neighborhoods such as Alkire Lake, Maranatha Farms, and area south of the Brazos. The south of the Brazos boundary has been modified to extend west adjacent to the Greatwood Lake subdivision.



MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL category remained; however, areas previously identified in this category are now SUBURBAN NEIGHBORHOOD with the exception of townhomes along Grants Lake Boulevard, which are now **MEDIUM DENSITY MIXED USE**. Townhomes in Greatwood and a property along West Airport Boulevard have been designated as this category due to the proximity to single family neighborhoods.



MEDIUM DENSITY ATTACHED RESIDENTIAL consisted of townhomes and areas in Riverstone. Townhomes are now classified as **MEDIUM DENSITY MIXED USE**. Areas in Riverstone are now **SUBURBAN NEIGHBORHOOD**.



MULTI-FAMILY RESIDENTIAL as a land use category is removed but is incorporated into **NEIGHBORHOOD ACTIVITY CENTER** and **REGIONAL ACTIVITY CENTER**. Multi-family not part of an activity center is classified as **MEDIUM DENSITY MIXED USE**.



PLANNED RESIDENTIAL category previously identified the Lake Pointe area, which is now identified as **REGIONAL ACTIVITY CENTER**.



MIXED USE – RESIDENTIAL/RETAIL identified areas in Imperial, Town Square, Telfair, and along Brooks Street. Imperial and Town Square are now part of **REGIONAL ACTIVITY CENTERS**, while areas along Brooks Street are classified under **COMPANY TOWN – MIXED USE**. Areas in Telfair have been reclassified based on their location, proximity to single-family residential, and existing development patterns.



OFFICE/NEIGHBORHOOD SERVICES is renamed as **NEIGHBORHOOD COMMERCIAL AND SERVICES** with the exception of a few areas that are part of activity centers.



RETAIL/COMMERCIAL largely translates into **REGIONAL COMMERCIAL AND SERVICES** when not part of an activity center. In some cases, if the scale of commercial development is smaller, a classification of **NEIGHBORHOOD COMMERCIAL AND SERVICES** applies.



GENERAL COMMERCIAL previously classified areas south of the Brazos River. These areas remained commercial under **NEIGHBORHOOD COMMERCIAL AND SERVICES** and **REGIONAL COMMERCIAL AND SERVICES**, but are classified differently based on the anticipated scale of future development and proximity to single family neighborhoods.



MIXED USE – RETAIL/R&D classified areas where retail and research and development were desired. These areas included part of Tract 5 along University Boulevard and Lake Pointe, which are now designated as **REGIONAL ACTIVITY CENTERS**. Nalco is now **LIGHT INDUSTRIAL** due to the anticipated use as a light industrial business. Imperial, specifically Crown Garden subdivision, was also reclassified to **SUBURBAN NEIGHBORHOOD** based on the 2014 amendment to the General Land Plan.



RURAL/AGRICULTURE is renamed to **RURAL & AGRICULTURAL**. Boundaries for this area were slightly adjusted to follow the floodway line directly south of the Brazos River and east of Greatwood subdivision. Areas south of FM 2759, which are recommended for release, have also been designated as RURAL & AGRICULTURAL as an underlying land use.



PARKS/OPEN/BUFFERS is renamed to **REGIONAL PARKS AND OPEN SPACE** and limits areas to regional parks, significant open spaces, large greenways along major drainage channels, and large detention facilities. Previously identified green spaces such as small neighborhood parks and amenity lakes are now incorporated into the surrounding land uses.



PUBLIC is renamed to **INSTITUTIONAL** however areas on the map have been modified to only include major public facilities greater than five acres. Other public uses such as schools, fire stations, post offices, and religious institutions have been integrated into the surrounding land uses since these public uses make up a fabric of a neighborhood. Schools are denoted on the map with an outline for visual reference. A new category has been added to denote the Airport, since its land use is distinct from all other uses in the City.



LIGHT INDUSTRIAL has largely remained the same other than the addition of the Nalco Property along U.S. Highway 90A and offices along Julie Rivers Drive and Dairy Ashford Road, which is an allowed use under this category.

WATER as a land use category is removed. Larger bodies of water such as the Brazos River and Oyster Creek are shown on the map for display reference only. Small water features and amenity lakes that were previously marked as water have now been incorporated in the surrounding land use designation.

In spite of these changes, the overall land use vision for many of these areas has not changed. There are only a few areas where there is a significant change in direction.

- In the 2012 FLUM, it was recommended for the Sugar Creek Triangle commercial area to only contain retail, commercial, and office uses. The revised FLUM recommends that this area to be a Regional Activity Center focusing on it continuing to be an employment hub that could also include some residential and additional restaurants.
- Town Center area is designated as a Regional Activity Center and is envisioned to be a mixed use, and pedestrian friendly area. Previously, the majority of this area was designated for only retail and commercial uses, but is appropriate for a mix of uses, including not only retail but also office and residential. The form of development should lend itself to creating a pedestrian friendly environment.
- The Neighborhood Activity Centers identified in this Plan were largely shown as either Office/ Neighborhood Services or Retail/ Commercial. Though similar commercial uses are envisioned in this Plan, additional residential uses are also envisioned to be included in these Neighborhood Activity Centers. Additionally, the desire is that these will become mixed use areas with uses in vertically mixed use buildings.
- The Medium Density Mixed Use areas identified in this Plan were either shown as Medium Density Attached Residential or Multi-family Residential which only included residential uses. Through redevelopment in the future, these areas could continue to have these residential uses, but could also include some limited commercial and services type uses. Additionally, the vision is that these will become mixed use areas with uses in vertically mixed use buildings.

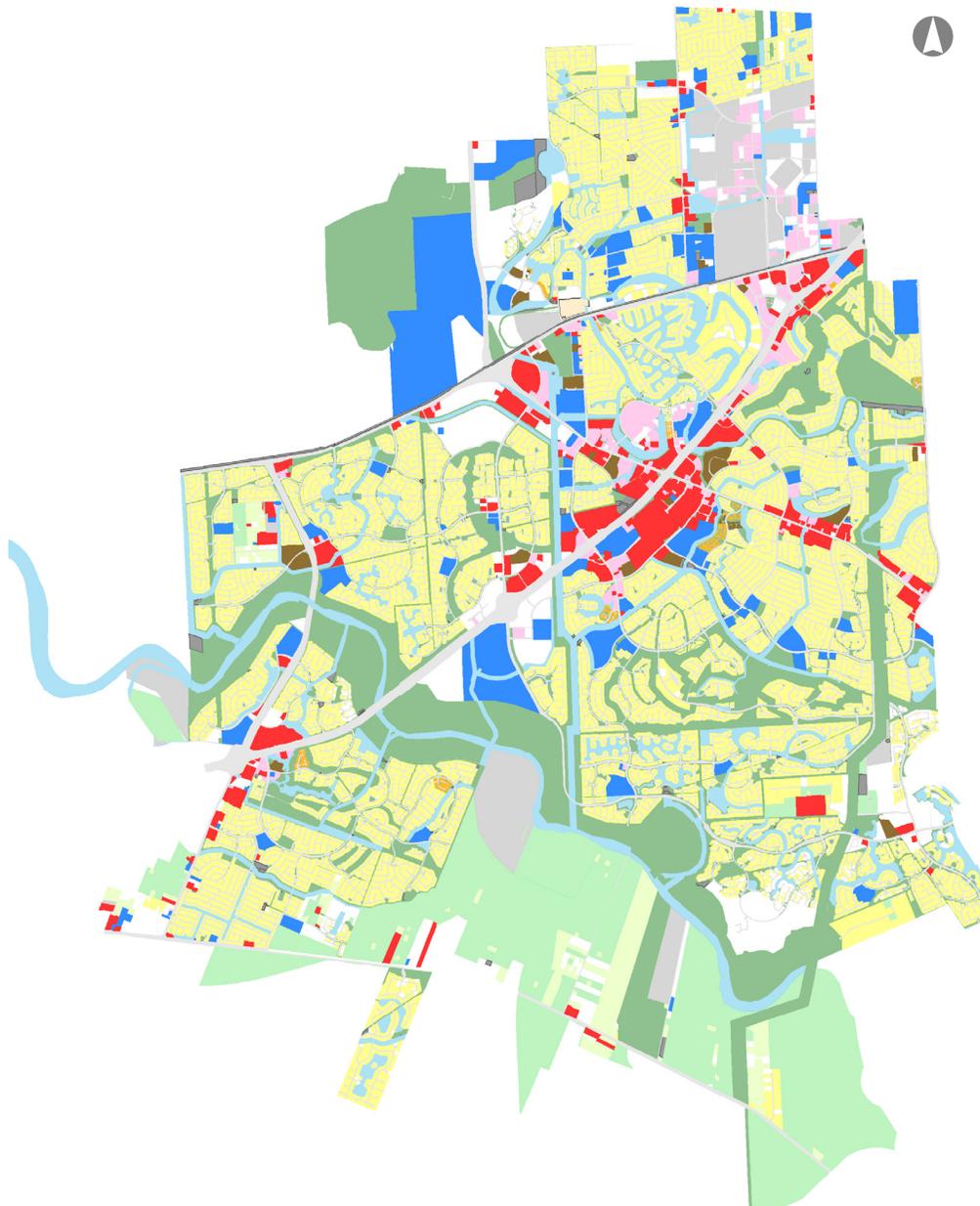
Current Land Uses & Development Over Time

Detached single-family homes make up the largest amount of land in the City and ETJ, covering almost 24% of the land area. In order to support this suburban form, nearly 14% of the land in the City and ETJ are devoted to streets. Open space and parks also make up a significant portion of land, encompassing just over 18% of the land area. Combined, commercial, office and industrial comprise approximately 8.5% of the land area in the City and ETJ.

Most retail in Sugar Land exists in the form of strip centers and big box stores. Most retail is along State Highway 6 and U.S. Highway 59, with smaller centers scattered throughout the city on major arterials. First Colony Mall opened in 1996 and was the first regional shopping mall in Fort Bend County. Sugar Land's retail market is strong, with relatively low vacancy and a robust mix of retailers and

Figure 27: Land Use Breakdown - City and ETJ (Map)

Source: 2016 Land Use Inventory, City of Sugar Land



restaurants. However, some older retail centers, mainly along State Highway 6 and in the northern part of the city, are beginning to see more frequent turnover and changes in tenant mix.

Sugar Land has also developed into an employment center, with several major corporate headquarters. As of late 2016, occupancy rates in Office, Retail and Industrial sectors were over 90%. The biggest private employers in Sugar Land are Fluor, Schlumberger, Houston Methodist Sugar Land Hospital, United Health Group, and Nalco Champion. Office buildings and the Sugar Land Business Park also host numerous smaller industries. One of the major advantages Sugar Land has to offer to current and potential employers is its airport. Sugar Land Regional Airport is the fourth largest in the Greater Houston area and serves nearly 100 of the Fortune 500 companies annually. Sugar Land has also grown as a regional health care center, with three major hospitals (Memorial Hermann, St. Luke’s, and Methodist) as well as smaller clinics and medical office buildings.

Figure 28: Land Use Breakdown - City and ETJ (Chart)

Source: 2016 Land Use Inventory, City of Sugar Land

