

TABLE OF CONTENTS

CHAPTER ONE **1**
Definition of Comprehensive Plans and Master Plans 1

CHAPTER TWO **2**
Process to Update the Comprehensive Plan 2

 A. Update of Goals, Objectives, and Strategies..... 2

 B. Update of the Land Use Plan 3

 C. Collection and Analysis of Base Information..... 3

 D. Incorporation of All master plans 4

CHAPTER THREE **5**
City of Sugar Land: Community Profile 5

 A. History and Background 5

 Regional Influences 6

 Physical Factors And Influences..... 7

 B. Existing City Characteristics..... 7

 Population 7

 Demographic Composition 8

 Education Attainment 9

 Housing and Neighborhood Characteristics 11

CHAPTER FOUR **13**
Development Constraints, Opportunities, and Projections 13

 Population Projections 13

 Future Housing Requirements 14

 A. Land Development..... 14

 B. Economic Development..... 16

 Employment and Industry Base 16

 Characteristics of the Economy and the City..... 18

 Implications for the Future..... 18

 C. Development Constraints..... 19

 Soil Conditions..... 19

 Flood Plains and River Conservation 19

 Railroads 19

 Major Thoroughfares 20

 Sugar Land Regional Airport..... 20

 Adjoining Cities Plans and Development 20

 Impacts of Regional Transportation..... 21

CHAPTER FIVE **22**

Goals, Objectives, and Strategies **22**

- A. Introduction..... 22
- B. Goals, Objectives, and Strategies..... 22
 - Goal One: Safe and Beautiful City*..... 23
 - Goal Two: Economically Sustainable City*..... 26
 - Goal Three: Effective Land Use*..... 28
 - Goal Four: Redevelopment*..... 30
 - Goal Five: Transportation and Mobility*..... 31
 - Goal Six: Infrastructure*..... 35
 - Goal Seven: Annexation*..... 40
 - Goal Eight: Airport Development*..... 41
 - Goal Nine: Parks, Recreation, Leisure, and Open Space*..... 42
 - Goal Ten: Cultural Arts*..... 45
 - Goal Eleven: Historic Preservation*..... 46
 - Goal Twelve: Community Involvement*..... 47
 - Goal Thirteen: Planning for the Future*..... 49

CHAPTER SIX **51**

The Land Use Plan..... **51**

- A. General Concepts..... 51
- B. Land Use Classification 52
- C. Design Guidelines..... 56
 - Mobility..... 56
 - Neighborhoods..... 56
 - Planned Residential..... 57
 - Mixed Use..... 57
 - Townhouses/Condominiums/Apartments..... 58
 - Neighborhood Convenience Centers 58
 - Shopping Centers..... 59
 - Schools..... 59
 - Churches 59
 - Heavy Industrial..... 59
 - Light Industrial..... 60
- D. Map of Future Land Use Plan..... 60
 - Area 1..... 60
 - Area 2..... 63
 - Area 3..... 64
 - Areas 4A, 4B, and 5..... 65
 - Area 6..... 70
 - Area 7..... 71
 - Land Use Plan Map..... 73
- E. Application, Interpretation, and Implementation of Map and Text..... 74

FIGURES AND TABLES

FIGURES

Figure 1: Influence of MUD Annexation on Population Growth	6
Figure 2: City Growth by Population and Total Area.....	7
Figure 3: Education Attainment Comparison 2000	10
Figure 4: Population Growth Rate and Expected Projection Growth Rate	13

TABLES

Table 1: Population and Household Characteristics	8
<i>Sugar Land, Texas 1980 to 2005</i>	
Table 2: Change in Ethnicity	9
<i>Sugar Land, Texas 1980 to 2005</i>	
Table 3: Comparison of Ethnicity Composition 2000	9
<i>United States, Texas, Houston, Sugar Land, and Fort Bend County</i>	
Table 4: Change in Age Distribution.....	10
<i>Sugar Land, Texas 1990 to 2005</i>	
Table 5: Housing Characteristics.....	11
<i>Sugar Land, Texas 1980 to 2005</i>	
Table 6: Housing Value for Specified Owners of Occupied Housing.....	12
<i>Sugar Land, Texas 1990 to 2005</i>	
Table 7: Population Estimates and Projections.....	13
<i>Sugar Land, Texas 1990 to 2020</i>	
Table 8: Shifts in Employment by Industry (Employed Persons 16 Years and Older)	17
<i>Sugar Land, Texas 1980 to 2005</i>	
Table 9: Employment by Occupation 2000 (Employed Persons 16 Years and Older)	17
<i>United States, Texas, Houston, and Sugar Land</i>	

CHAPTER ONE

DEFINITION OF COMPREHENSIVE PLANS AND MASTER PLANS

A comprehensive plan prepares a municipality for future development or redevelopment of the City in its entirety, emphasizing future growth or pending redevelopment areas. Needs are identified by growth projections and underlying basic assumptions related to anticipated trends. A comprehensive plan is comprised of that base information, vision statements, and a set of a city's master plans that have implications for land use, transportation, and public facilities, including possible future Capital Improvement Projects (CIP), development regulations, or major policies.

Master plan assumptions should be the same or similar to the base information of the Comprehensive Plan, Land Use Plan, Thoroughfare Plan, and other master plans. Similarly, new master plans and their amendments will likely impact other elements of the Comprehensive Plan, and should be coordinated. The list of master plans includes the Future Land Use Plan and Thoroughfare Plan, Parks Master Plan, Greenbelt Trail Master Plan, Water/Wastewater Master Plan, Drainage Master Plan, and Facilities Master Plan.

The Texas Local Government Code provides that zoning regulations be in accordance with a comprehensive plan to lessen street congestion, secure safety from fire, panic and other dangers, promote health and general welfare, provide adequate light and air, prevent overcrowding of land, avoid undue concentrations of population, and facilitate transportation, water, sewerage, schools, parks, and other public requirements. The Zoning Enabling Act adopted by the State of Texas authorizes zoning as a second part of a two-step procedure, the first step being the preparation of the Comprehensive Plan.

The Comprehensive Plan for the City of Sugar Land is a document designed to provide policy guidance for coordinated decisions affecting the physical development of the City. The City's past growth and the relationship of this growth to the larger metropolitan region are reported in this document. Current development expectations are then used to project future growth. This document includes the following information:

- I. Definition of a Comprehensive Plan and Master Plan
- II. Implementation Process to Update the Comprehensive Plan
- III. Community Profile of Sugar Land: Demographic Information and Historic Growth of the City (base information and assumptions)
- IV. Development Constraints, Opportunities, and Projections
- V. Goals, Objectives, and Strategies
- VI. Land Use Plan

Other master plans, as listed above, are considered part of the City of Sugar Land Comprehensive Plan although they are not printed with this document.

CHAPTER TWO

PROCESS TO UPDATE THE COMPREHENSIVE PLAN

In 2000, the City of Sugar Land recognized the need to update the existing 1993 Comprehensive Plan due to the City's increasing growth and pending plans to annex undeveloped land. The City's former practice of annexing existing planned communities resulted in a population that had almost doubled in ten years. These significant changes led officials to revise the existing Comprehensive Plan in order to prepare the City to address future growth.

1993 Comprehensive Plan Statistics

Population	24,529
Land Area	12.88 square miles
Vacant Land	44%

2005 Comprehensive Plan Statistics

Population	70,758
Land Area	29.08 square miles
Vacant Land	16%

Source: 1993 City of Sugar Land Comprehensive Plan; Land Use Inventory Survey, July 2004; City of Sugar Land Population Estimates and Projections 2005

The Plan's update focused on setting a new vision with goals, objectives, and strategies (Chapter Five) that would support the changes developing in Sugar Land at the present time and those changes anticipated in the future. Establishing new goals occurred as a first step in the development and update of the entire Plan. City officials have identified the need to implement the Plan on a citywide level and have incorporated other master plans into the Comprehensive Plan. These master plan updates and coordination efforts have been ongoing throughout the past few years.

In particular, the Land Use Plan (Chapter Six) also required significant changes. Patterns in residential and commercial development had quickly outgrown the existing plan, and market forces required an overall City policy to respond to anticipated development pressures. The Land Use Plan needed to be revised in a fashion that would guide the City for the upcoming 20 years. Therefore, after Chapter Five was adopted into the Comprehensive Plan, the Land Use Plan was updated as the next step.

A. UPDATE OF GOALS, OBJECTIVES, AND STRATEGIES

In the spring of 2001, City Council members drafted various Guiding Principles to serve as a broad agenda for the update of the Comprehensive Plan. Later that year, Council passed a resolution to establish a Steering Committee that would then create 13 goals and objectives (Chapter Five) from the Guiding Principles to better direct the universal vision

ADOPTED

of the Comprehensive Plan. For almost a year, this Steering Committee met on a weekly basis, reviewing each principle thoroughly, drafting specific goals and associated objectives and strategies to address each specific Guiding Principle, and then continuously reporting the progress of each goal as it was drafted to the Planning and Zoning Commission and to City Council.

Council released a draft of the 13 Goals, Strategies, and Objectives (that would become Chapter Five of the Comprehensive Plan) to the public in September of 2002. A Community Summit was held that October for Council to present recommendations and receive public comment. Council gave the ultimate approval of the 13 Goals, Objectives, and Strategies, and Chapter Five of the Comprehensive was officially adopted in January of 2003.

B. UPDATE OF THE LAND USE PLAN

The implementation of a Land Use Plan directly effects the development of other facility master plans and the City's ability to ensure a consistent approach to development practices. In the summer of 2003, the City's Land Use Plan Update began with the preparation of a "givens" map that illustrated areas of established land use or vacant areas where land use decisions were already approved. From this map, the remaining vacant/undeveloped areas without a specified land use were identified for the revision of the Land Use Plan. Associated text for each decision area was prepared and incorporated into Chapter Six of the Comprehensive Plan.

In the fall of 2003, public input (Phase I) was solicited for each decision area, and then presented to the Planning and Zoning Commission for comments and recommendations. With further revision and analysis, the City again solicited public input (Phase II) before opening discussions to a public hearing at the Planning and Zoning Commission. After the Planning and Zoning Commission became aware of the renewed citizens' interest in two decision areas, the Commission directed additional public input (Phase III). Throughout the summer of 2004, City staff worked to compose a final Land Use Plan supported by the citizens. The final Land Use Plan was adopted as Chapter Six of the Comprehensive Plan in November 2004.

C. COLLECTION AND ANALYSIS OF BASE INFORMATION

Collection and analysis of population data provides the base information for estimates and projections of future growth and the impacts of this growth. A detailed Land Use Inventory was conducted in the City's extra territorial jurisdiction (ETJ) (2003) and within City limits (2004) to determine existing land use and areas for potential future development. Population estimates were updated through monthly building permit summaries and compared to the finding of the Land Use Inventory in 2004. The inventory, associated maps, and detailed reports will continue to be updated each year.

The Land Use Inventory is instrumental in projecting the City's ultimate build-out capacity in terms of population and in terms of land area. This information in

ADOPTED

combination with existing General Plans for areas under development can assist the City in determining specific areas of growth that will call for more infrastructure and utilities. Population projections are made annually in 5-year increments and reevaluated to better understand future trends in growth and development.

D. INCORPORATION OF ALL MASTER PLANS

A Comprehensive Plan is most effective in delivering a consistent approach to planning when it incorporates other applicable city functions. The City of Sugar Land is fortunate to have the in-house resources to conduct much of the update work for these first six chapters, allowing for optimal local familiarity and consistency. In-house resources allow for updates to continue in a more reasonable timeframe than previous occurrence.

Many cities use their Comprehensive Plans as a tool in land use planning, thoroughfare planning, and in reviewing development cases. The City of Sugar Land has the opportunity to implement the Comprehensive Plan in its entirety, crossing into other City functions. Incorporating other master plans therefore is an important feature of the City's overall comprehensive planning efforts.

CHAPTER THREE

CITY OF SUGAR LAND: COMMUNITY PROFILE

A. HISTORY AND BACKGROUND

The area of Sugar Land was originally owned by the Mexican Government and named Oakland Plantation, due to the variety of oak trees, by one of the first settlers, Samuel M. Williams. Freight travel passing through Cuba from New York to Velasco, brought sugar cane stalks to Oakland Plantation. With the warm climate, flat terrain, and plentiful water, sugar cane turned into the area's major cash crop and flourished from the time of the construction of the first mill in 1843 until well after the civil war. After the death of Williams, the mill was sold to Benjamin Franklin Terry and William Jefferson Kyle in 1853, and the area was renamed Sugar Land. Terry and Kyle then purchased extra land to built part of the railroad that would connect Sugar Land to Stafford and Richmond, increasing the value of their property and of the sugar cane crop. *(Source: City of Sugar Land website 2005)*

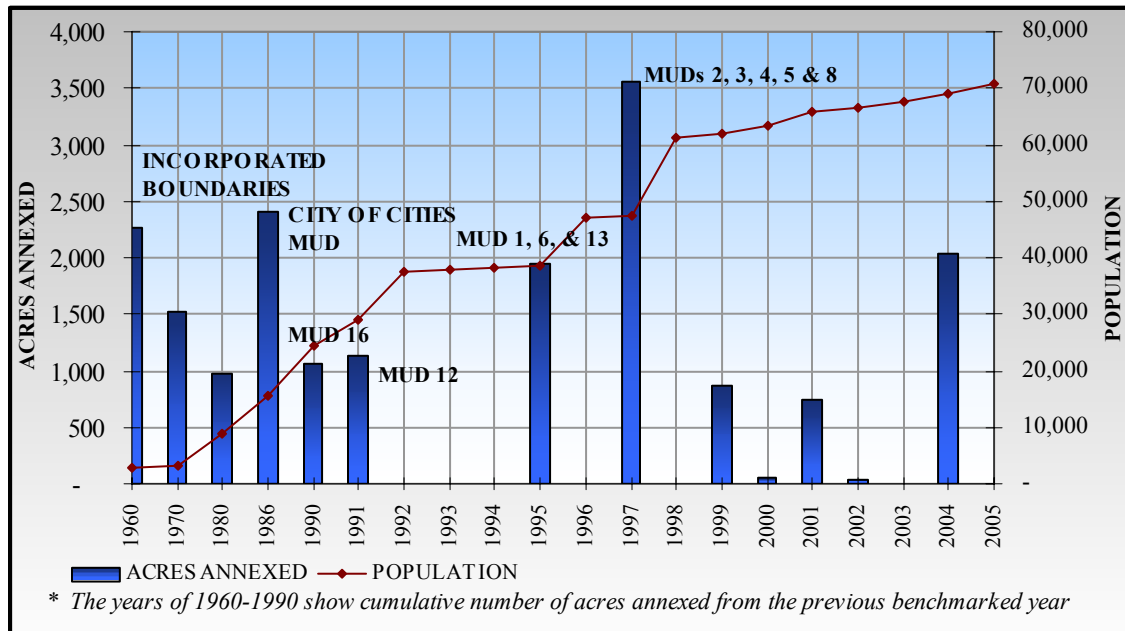
After the Civil War, the sugar mill expanded into the sugar refining process. In 1907, I.H. Kempner and W.T. Eldridge purchased the Sugar Land plantation and refinery, and it became the Imperial Holly Corporation. To ensure a successful business venture, these partners wanted to attract dependable families and a permanent workforce by providing a quality living and working environment. In efforts to create a model community, Imperial Sugar Company provided workers with housing, hospitals, grocery stores, and exemplary schools within proximity to the factory. Farmlands were drained and levees were built to prevent flood damage and to protect the area. Some of the original houses in the Hill area and along Brooks Street were home to Imperial workers in the 1940's and have been passed down to generations of today. Surrounding neighborhoods along Oyster Creek such Venetian Estates provided water front homes, further encouraging the beautification of Sugar Land. This development of a company town sustained by the economic support of the Imperial facilities, fostered an incredible sense of pride and unity among residents in their work and in their homes. As Imperial's production expanded and its workforce multiplied, the company town outgrew its close structure and evolved into a suburban community. In 1959 the citizens founded the City of Sugar Land. Since that date, the City and its surrounding area have grown to become one of the Houston area's most successful and attractive suburban communities. The Imperial Sugar Company recently ceased all refining and distribution operations within the City, but the company still maintains its corporate headquarters in Sugar Land. The mill site will likely be redeveloped in the near future. *(Source: City of Sugar Land website 2005; Armstrong, R.M. Sugar Land, Texas and the Imperial Sugar Company, 1991)*

Much of the growth of the City of Sugar Land in the 1980's and 1990's occurred as a result of the annexation of *master-planned communities* formed as Municipal Utility Districts (MUDs). Through these annexations the City incorporated major residential areas such as Sugar Creek, First Colony, and Sweetwater, growing from approximately 7.5 square miles to 24.5 square miles from 1980 to 2000. Recent annexations have shifted to incorporating large vacant tracts of land with existing development plans that

ADOPTED

are subject to review and conformance with City standards. Further future growth is also expected with the annexation of Avalon, Greatwood, New Territory, Riverstone, and Riverpark, which would bring the expected community population to approximately 175,000 people. The following chart illustrates the population growth throughout the City's annexation history.

Figure 1: Influence of MUD Annexation on Population Growth



Source: US Census 1960, 1970, 1980, 1990, 2000; City of Sugar Land Annexation Ordinances, City of Sugar Land Population Estimates and Projections 2005

The success of Sugar Land is due to the integrity of community leaders and development practices in creating a complete living and working environment. Sugar Land's planning vision has grown from a neighborhood into a city scope, leading the City from a strictly suburban community to a city in its own right.

Regional Influences

Sugar land is located in northeast Fort Bend County, which has been among the 10 fastest growing counties in the country for over a decade. City boundaries adjoin the cities of Houston, Stafford, and Missouri City in the highest growth corridor of the Houston Metropolitan Area. The City is served by interstate highways, the Sam Houston Tollway (Beltway 8), railroads, and has access to both private and commercial airports.

The City presently encompasses approximately 29 square miles and has the potential to expand to approximately 54 square miles within its ETJ. The economy of the City, which once was dependent upon the Imperial Sugar Company, has grown to include a wide range of highly marketable industries including Energy and Natural Resources, Electronics, Biotechnology, and Financial Services. These high growth industries will

ADOPTED

continue to provide Sugar Land with employment opportunity. Several skillfully planned developments are being built offering opportunities for existing and new residents.

Physical Factors And Influences

Sugar Land currently has 25.7 square miles of ETJ, which will allow it to grow to the south and to the west. It will include a significant portion of the Brazos River within its ultimate city limits.

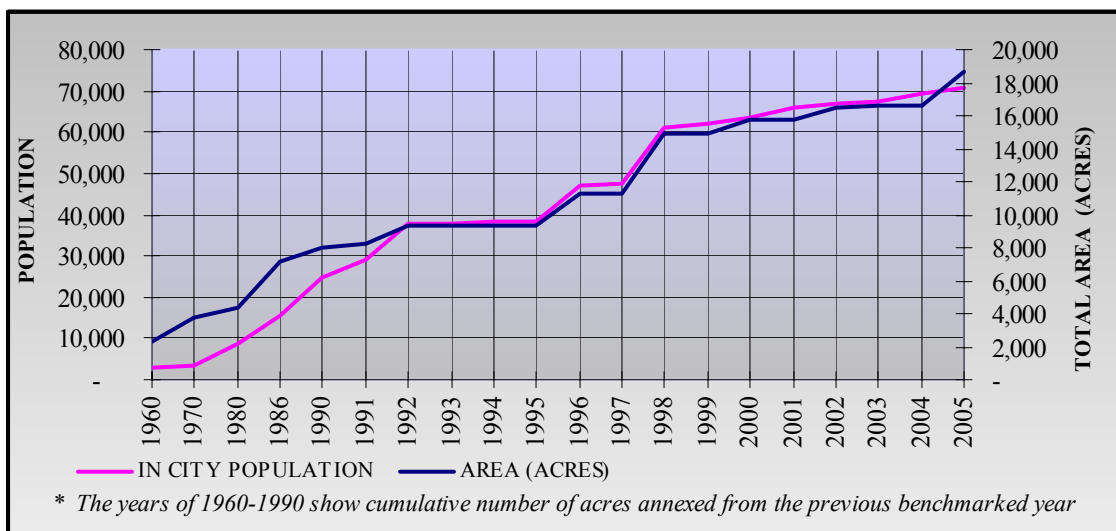
Because of its location within the coastal plains, Sugar Land is heavily influenced by waterways including Oyster Creek and others. Some of the areas that are now developed are located within levees constructed to protect from periodic flooding. Areas of wetlands, upland prairies, and former farms are within the city. Subsurface conditions include a significant number of soft clays that are susceptible to subsidence, which in turn impact development opportunities.

B. EXISTING CITY CHARACTERISTICS

Population

The City of Sugar Land was incorporated in 1959 with a population just over 2,800 people and a total land area of 3.5 square miles. Today the City spreads across almost 30 square miles and is one of the fastest growing populations among the top 45 Texas cities. Between 1990 and 2000, Sugar Land experienced population growth of approximately 158%. With future land development plans, the total population of Sugar Land is expected to reach over 90,000 people within existing city limits and 85,000 people in the City's ETJ. This chart shows a comprehensive view of the City's growth in terms of population and land area.

Figure 2: City Growth by Population and Total Area



Source: US Census 1960, 1970, 1980, 1990, 2000; City of Sugar Land Annexation Ordinances, City of Sugar Land Population Estimates and Projections 2005

ADOPTED

The growth of Sugar Land has been unique due to the historical practice of annexing developed suburban areas in the 1980's and 1990's. Developers purchased large areas of vacant land and created beautiful master-planned communities. The City then annexed these residential communities with high standards of development that have defined the extraordinary quality of life for Sugar Land.

Demographic Composition

The City's growth trends can be seen in terms of demographics, age, households, income, educational attainment, and employment. Tracking and analyzing these trends over time can better assess future growth and project future public needs. The following table shows changes in the population and household characteristics of Sugar Land from 1980 through 2000 as reported in the US Census.

Table 1: Population and Household Characteristics

POPULATION AND HOUSEHOLD CHARACTERISTICS			
SUGAR LAND, TEXAS 1980 to 2000			
	1980	1990	2000
Total Population	8,826	24,529	63,328
Total Dwelling Units	2,801	8,579	21,090
Persons per household	3.18	3.01	3.06
Median Household Income	\$27,992	\$56,571	\$81,767
Median Family Income	\$30,123	\$60,301	\$88,639
Per capita income	\$10,012	\$24,200	\$33,506
Families below poverty level	60	119	556
Individuals below poverty level	267	610	2,372
Median age	30.4	33.3	37.4
Female population	4,410	12,429	32,345
Male population	4,416	12,100	30,983
Person <18	2,993	7,537	19,738
Persons >65	647	1,633	4,256

Source: US Census 1980, 1990, and 2000

ADOPTED

With an average annual growth rate of 10.6% over the past 10 years, the largest increase was seen in the Asian population. The following tables summarize Census data reports of (a) the change in ethnicity in Sugar Land from 1980 through 2000 and (b) the demographic composition of Sugar Land in comparison to the national and regional percentages.

Table 2: Change in Ethnicity

CHANGE IN ETHNICITY SUGAR LAND, TEXAS 1980 to 2000			
	1980	1990	2000
White (non-Hispanic)	83.30%	73.83%	60.84%
Black	4.89%	4.88%	5.12%
Asian	1.04%	12.64%	23.75%
Hispanic (of any race)	10.57%	8.47%	7.98%
American Indian	0.06%	0.15%	0.18%
Other	0.14%	0.03%	2.14%

Source: US Census 1980, 1990, and 2000

Table 3: Comparison of Ethnicity Composition 2000

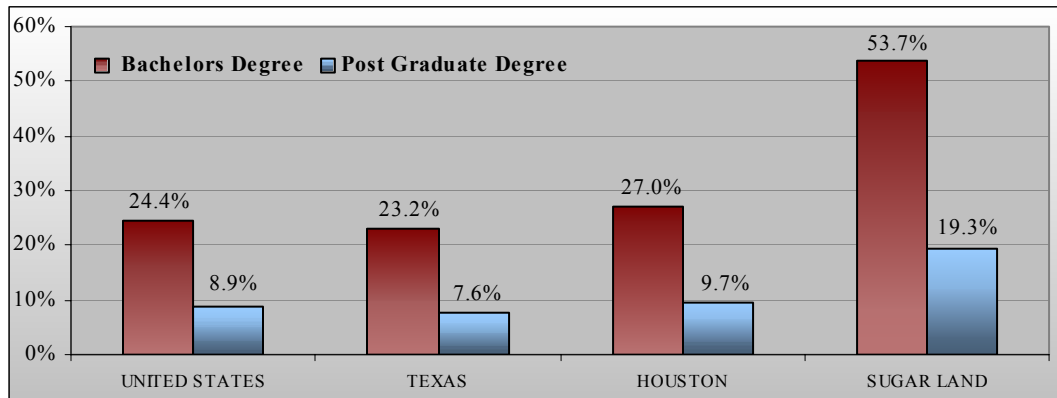
COMPARISON OF ETHNICITY COMPOSITION 2000 UNITED STATES, TEXAS, HOUSTON, SUGAR LAND AND FORT BEND COUNTY							
	White	Black	American Indian	Asian	Pacific Islander	Hispanic	Other
United States	69.13%	12.06%	0.74%	3.60%	0.13%	12.55%	1.80%
Texas	52.43%	11.34%	0.33%	2.66%	0.05%	31.99%	1.20%
Houston	30.81%	24.97%	0.17%	5.26%	0.03%	37.41%	1.35%
Sugar Land	60.84%	5.12%	0.18%	23.75%	0.03%	7.98%	2.11%
Fort Bend Co.	46.21%	19.63%	0.18%	11.16%	0.03%	21.12%	1.68%

Source: US Census 2000

Education Attainment

The level of education attainment is exceptional in Sugar Land, ranking as one of the most highly educated cities in the nation. As reported in the 2000 US Census, an estimated 57% percent of the population (25 years and older) has a bachelor's degree or higher, compared to the national average of 24%. In addition, almost 60% of the City's population holds professional, executive, or technical positions, making Sugar Land an attractive location for highly skilled industries and companies to build headquarter offices (Angelou Target Industry Analysis and Site Assessment Study, January 2002). The following chart compares the Education Attainment of Sugar Land with the State, Nation, and surrounding area in 2000.

Figure 3: Education Attainment Comparison 2000



Source: US Census 2000

Highlights of the Census data for population characteristics of Sugar Land and past trends:

- Decennial Census reports over the past 20 years show a continual increase in the percentage of the total City’s population for the Asian, Black, and American Indian population and a continual decrease in the percentage of the total City’s population for Caucasian and Hispanic population.
- Although previous reports have predicted an increase in the elderly population, the trend analysis shows a slight decrease in the 65 years and older population from 1980 to 2000. In national and regional comparisons, Sugar Land has a lower ‘65 years and older’ population and a higher ‘18 years and younger’ population.

Table 4: Change in Age Distribution

CHANGE IN AGE DISTRIBUTION SUGAR LAND, TEXAS 1980 to 2000			
	1980	1990	2000
0-14 years old	2	2	2
15-24 years old	12.00%	10.43%	12.58%
25-44 years old	36.40%	38.68%	28.74%
45-64 years old	15.70%	18.01%	27.17%
65 + years old	7.33%	6.66%	6.72%

Source: US Census 1980, 1990, and 2000

- The school age population has slightly declined since 1980. The greatest population increase is between the ages of 45 and 64.
- The average household size reported in 2000 decreased from 1980. However, community profile reports released by the Census Bureau in 2002, 2003, and 2004, estimate an increase in the persons per household ratio. These annual estimates are based on a survey from sampling unit of participating counties.

ADOPTED

- The median household income in Sugar Land as reported in the 2000 US Census is approximately \$82,000, and almost 40% of the households make over \$100,000 per year. Sugar Land’s median income was over twice the average for Houston, Texas and the United States.
- The Census data reflects that the percent of families below poverty level increased to 3.2% in 2000 from 1.7% in 1990, and the percent of individuals below poverty level increased to 3.8% in 2000 from 2.5% in 1990. However, Sugar Land’s poverty rate is well below the national average (9.2% for families and 12.4% for individuals) and the state average (12.0% for families and 15.4% for individuals).

Housing and Neighborhood Characteristics

Sugar Land is among the most desirable residential communities in the region and a fundamental element of the Plan is the need to carefully protect the city and its neighborhoods while addressing the anticipated future needs of the community. As Sugar Land strives to provide “livability for families of all generations”, the City should focus on understanding the existing needs of current and future residents to adequately accommodate future citizens.

Today the city is composed of 75% residential development (includes single-family homes, townhomes, and apartments) with approximately 23,300 dwelling units in total- 20,400 single-family homes, 1,100 townhomes, and 1,800 apartment units for 2005. New subdivisions are constantly developing within the established residential areas, as well as the large scale community based development of vacant land. Enforced development and design standards continue to preserve the City’s quality neighborhoods. City Council Officials also hold a strong interest in studying ways to track and maintain a high level of “livable neighborhoods”. The following table shows the housing characteristics of Sugar Land from 1980 through 2000.

Table 5: Housing Characteristics

HOUSING CHARACTERISTICS			
SUGAR LAND, TEXAS 1980 to 2000			
	1980	1990	2000
Total Housing Units	2,801	8,579	21,090
Occupied Units	2,734	8,100	20,515
Owner Occupied Units	2,480	6,727	17,262
Renter Occupied Units	254	1,373	3,253
Vacant Units	67	479	575
Home Owner Vacancy Rate	NA	3.5	1.1
Rental Vacancy Rate	NA	7.9	5.1
Median Housing Value	\$66,695	\$92,700	\$158,000
Median Rent	\$339	\$723	\$939

Source: US Census 1980, 1990, and 2000

ADOPTED

While maintaining integrity and quality, the cost of housing in Sugar Land is still affordable to residents in comparison to other cities of comparable size and economic status. A steady increase in taxable property has allowed for lower property tax rates. Sugar Land still enjoys an increase high value stock of housing as shown in the following table.

Table 6: Housing Value for Specified Owners of Occupied Housing

HOUSING VALUE FOR SPECIFIED OWNERS OF OCCUPIED HOUSING SUGAR LAND, TEXAS 1990 and 2000		
	1990	2000
Less than \$50,000	4.9%	1.5%
\$50,000 to \$99,999	52.2%	23.9%
\$100,000 to \$149,999	14.7%	21.7%
\$150,000 to \$199,999	12.9%	20.6%
\$200,000 to \$299,999	10.4%	21.2%
\$300,000 to \$499,999	4.8%	8.3%
\$500,000 or more	0.0%	2.8%

Source: US Census 1990 and 2000

This Chapter has covered the historical trends of Sugar Land's area and population growth from the incorporation of the City in 1959 to present day. Household and city characteristics have been reviewed and studied in effort to grasp a better understanding of expected future growth trends. This growth will bring both opportunities and challenges for the City to face to sustain the existing quality of life. The next chapter will further examine the projected trends and their implications and needs for the City to address.

CHAPTER FOUR

DEVELOPMENT CONSTRAINTS, OPPORTUNITIES, AND PROJECTIONS

The City’s shift in planning practices from a private market-driven vision to a comprehensive, community-wide vision has improved our ability to provide a high quality of life for Sugar Land residents. As potential annexation is considered, the Comprehensive Plan should coordinate with all other departmental Master Plans to ensure a consistent approach to development.

Population Projections

The population density in Sugar Land in 2005 is estimated as 3.8 persons per gross acre (based on a total land area of 29.08 square miles). The developed area of the city has grown to consist of 84% of the total land area, as compared to only 50% of the land area as reported in the 1993 Comprehensive Plan. Thus the average density is 4.54 persons per acre, if computed on the basis of the developed area.

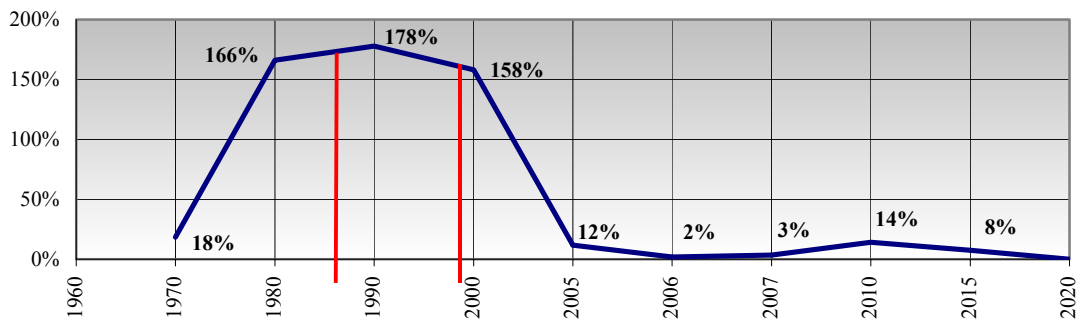
Table 7: Population Estimates and Projections

POPULATION ESTIMATES AND PROJECTIONS SUGAR LAND, TEXAS 1990 to 2020					
1990	2000	2005	2010	2015	2020
24,529	63,328	70,758	85,055	91,500	91,500

Source: US Census 1990, 2000; City of Sugar Land Population Estimates and Projections 2005

Based on build-out projections, Sugar Land must plan on achieving a balanced evolution of land uses and supporting infrastructure to accommodate development and related population growth. The following graph shows the past, current, and projected population growth rates for the City through 2020. Extreme peaks in the growth rate occurred from the mid 80’s to the late 90’s due to the annexation of MUDs with existing communities. Our future growth rate projections make no assumptions to annex any of the developed communities within our ETJ since we do not have an established, approved plan for annexation at this time. Hence, the growth rate reflects a decrease and does not reflect the potential annexation for those communities and MUDs in our ETJ.

Figure 4: Population Growth Rate and Expected Projection Growth Rate



Source: US Census 1960, 1970, 1980, 1990, 2000; City of Sugar Land Population Estimates and Projections 2005

ADOPTED

Ongoing discussion of Strategic Partnership Agreements between the MUDs and the City anticipates an established annexation schedule for 2006. Recently initiated annexation for the Avalon area is expected to be completed at the year end of 2005. Although Avalon's population is not included in the 2005 projection report, its approximate population of 3,130 will be updated and included into the January 2006 population estimate and projection report.

The City's General Plan process for approaching developers with master-planned communities has allowed our City to plan future growth with better insight. Even development within our ETJ is subject to compliance with our subdivision regulations and design standards. Master-planned communities must occur pursuant to an approved General Plan that outlines the land use, circulation, and building phases of the proposed project. The City Council and Planning and Zoning Commission must approve the General Plan before the concepts can materialize, and the General Plan will serve as a guide throughout the development process.

Future Housing Requirements

As Sugar Land grows to its projected built-out population of approximately 92,000 people within the bounds of the current city limits, it will require substantial new housing. Economic development opportunities that introduce new businesses and industries may call for higher density living. New development plans reflecting a concept of mixed uses of residential, office, and retail in a concentrated area, could meet some of the future demand. Plans for future housing should accommodate both the returning retirees and young professionals, incorporating a variety of housing including patio homes, work/live studio, and condominiums at affordable pricing. While these assumptions are based on existing trends in population growth, future development plans must be supported by utility service and progressive transportation planning to ensure the ultimate quality of living for residents.

A. LAND DEVELOPMENT

Two master-planned communities within the city limits, Lake Pointe Town Center and Telfair, are currently under development, offering a new variety of housing as well as typical suburban development. In the next few months, the City expects to see development proposals on and around the former Imperial site. In two to three years, sections of Riverstone located in the City's ETJ are expected to begin.

Lake Pointe Town Center is located northeast of the US Highway 59 and State Highway 6 intersection (formerly known as Fluor Development), circling the Brooks Lake portion of Oyster Creek. Created as a Planned Development Site of nearly 200 acres, this area will include mixed residential uses, office and retail space, and open recreational reserves. The area is designed as a water front urban village. Portions of it will be gated communities of patio homes, villas, townhomes, and condominiums, all within proximity to retail services, restaurants, medical offices and business offices. Construction is expected to begin in late 2005 and should continue through the next several years.

ADOPTED

Telfair (formerly known as Tracts Four and Five or Newland Communities) is located to the west of the US Highway 59 and State Highway 6 intersection, and to the east of New Territory. The 2,020 acres of vacant land were annexed into the City in July of 2004. Under the Telfair General Plan, approximately 1,000 acres are designated as a mix of residential living units including traditional single-family homes, waterfront lots, townhomes, and multi-family living units. This development will also include a civic center, high school, elementary school, parkland, and retail and commercial space. Under an aggressive timeline, the area is expected to be completed as early as 2015.

Riverstone is located in the southeast corner of the ETJ, divided between Sugar Land and Missouri City. This development is primarily a residential community designed with a golf course, offering a mix of residential uses among commercial and retail areas. Construction phases within Sugar Land jurisdiction are expected to begin within two years.

Another area of interest undergoing new development is Town Square. Town Square is zoned as a Planned Development District and consists of a variety of retail stores, restaurants, commercial business, hotel and conference center, luxury condominiums, and our City Hall. Continued construction is expected for several years, bringing more opportunity for a vibrant commercial city core.

Several pending commercial projects including medical offices, retail, and industrial corporation offices will emerge within the City and the ETJ. The First Colony Mall Expansion is currently under construction with several restaurants, additional parking, and retail pads that will create a corridor concept aligning surrounding retail sites just west of State Highway 6. Office and industrial expansion include Yokogawa Corporation, Schlumberger Corporate Offices, and Bluebonnet Corporation Expansion. Construction of Memorial Hermann Hospital and other medical offices are expected in Riverpark in the near future.

Several factors will influence the development and growth in Sugar Land in the future:

- Development of vacant land within the city limits will increase our population base to 91,500 by 2015. New developments will need to continue to offer both suburban single-family and urban contemporary dwelling to accommodate the natural changes in our demographics and population needs from traditional single-family homeowner to residents demanding a more urban lifestyle.
- Residential infill is expected to continue and reach full capacity in the northern portion of Sugar Land (north of US 90A). Current and upcoming development projects include Ashford Lakes Section 8, Gannoway Lakes (Phase I and II), the Reserve at Glen Laurel, Estates of Oyster Creek and the Orchard. In total, these projects will add approximately 365 housing units before 2015.
- By 2020, residential development within the existing ETJ boundaries is expected to bring the ETJ population to 85,000. Currently the City does not have an annexation schedule, but the City is working with a number of developed MUD's

ADOPTED

to set a schedule. Once a schedule is determined, additional growth will be accounted in the annual population projections in accordance to the schedule.

- The limit to ultimate population growth in Sugar Land is not so much the number of families who would like to locate in the city, but the physical capacity of the land available for development. By 2020, development of most residential tracts that are currently within the city and within the ETJ will be completed.

B. ECONOMIC DEVELOPMENT

The purpose of analyzing the employment of the City, and the basic industries which provide that employment, is to evaluate the present economic conditions of Sugar Land and to establish the course of action necessary to ensure the long-term economic health of the City. An Economic Development Plan, included as an element of the Comprehensive Plan, was created and adopted in 2001 to facilitate a sustainable business environment and again ensure the highest quality of life for residents. This Plan should serve as a reference for related development programs and economic activity to promote balanced land use in support of a diverse economy within the City.

The Comprehensive Plan includes the organization of land uses and the related infrastructure necessary to support the City, including its employment and commercial base. This is important because much of the revenue that is required to support public goods and services in turn supports basic industries and commerce that drive future development. Thus new jobs equal growth, which supports residential development. The actions the City takes to enhance its economic base are critical to a sound future.

Percent of developed land for residential, commercial and industrial use

Residential	74%
Commercial	17%
Industrial	9%

Source: 2004 Land Use Inventory Survey

Employment and Industry Base

Sugar Land's employment base has shifted from manufacturing in the 1980's to professional services, health, education, and management services in 2000's. Today Sugar Land holds a strong and diverse economic base in industries such as Energy and Natural Resources, Electronics, Biotechnology, and Financial Services. Further industrial analysis proves Sugar Land is best suited for research and development, corporate headquartering, and executive/professional employment opportunities (Angelou Target Industry Analysis and Site Assessment Study, January 2002). The Sugar Land Business Park (north of US Highway 59 and US 90A intersection) and other commercial areas throughout the City are home to several private employers such as Schlumberger Oilfield Services, Fluor Corporation, Unocal, Nalco and Methodist Hospital.

Table 8: Shifts in Employment by Industry

SHIFTS IN EMPLOYMENT BY INDUSTRY			
EMPLOYED PERSONS 16 YEARS AND OLDER			
SUGAR LAND, TEXAS 1980 to 2000			
	1980	1990	2000
Agriculture and Mining	7.66%	6.69%	4.46%
Construction	9.09%	6.41%	4.75%
Manufacturing	24.14%	11.90%	11.05%
Wholesale Trade	5.74%	6.87%	5.39%
Retail Trade	10.56%	12.76%	11.16%
Transportation, warehousing, and utilities	6.45%	5.69%	4.25%
Information	NA	NA	2.46%
Finance, insurance, real estate, & leasing	7.94%	9.00%	8.92%
Professional, scientific, management, administrative and waste services	NA	3.30%	14.92%
Educational, health, and social services	12.30%	16.68%	21.44%
Arts, entertainment, recreation, accommodation and food services	8.54%	8.68%	4.93%
Other	5.57%	9.38%	3.87%
Public administration	2.00%	2.64%	2.40%

Source: US Census 1980, 1990, and 2000

The following table shows Sugar Land’s employment by occupation in comparison to national, state and surrounding area totals.

Table 9: Employment by Occupation 2000

EMPLOYMENT BY OCCUPATION 2000					
(PERCENT OF POPULATION 16 YEARS AND OLDER)					
UNITED STATES, TEXAS, HOUSTON, SUGAR LAND, AND FORT BEND					
	United States	Texas	Houston	Sugar Land	Fort Bend
Management/ professional	33.65%	33.34%	33.86%	56.82%	44.38%
Service Occupations	14.86%	14.63%	15.68%	7.43%	11.22%
Sales/ office	26.69%	27.24%	26.45%	27.15%	27.67%
Farming, fishing, and forestry	0.73%	0.67%	0.14%	0.15%	0.27%
Construction, extraction, maintenance	9.45%	10.92%	11.00%	3.48%	7.56%
Production, transportation, and material moving	14.62%	13.20%	12.87%	4.97%	8.90%

Source: US Census 2000

ADOPTED

Characteristics of the Economy and the City

Sugar Land has been characterized as a residential community for high-income families that are working in the Houston area but seeking a more suburban community. Sugar Land's income base and highly educated professional population, in combination with large tracts of land available for developing, have ensured strong economic development potential. The City's professional and executive employee base will also attract new industries and commercial investment. New development projects that have been recently annexed into the City will support the City's Economic Development Plan by providing mixed land uses that accommodate both residential and commercial growths.

New retail development within Sugar Land has increased the sales tax revenue significantly over the past 10 years. In 2001, Sugar Land's total taxable retail sales were estimated over \$1 billion (Angelou Target Industry Analysis and Site Assessment Study, January 2002). To date, sales have continued to increase steadily and are expected to follow the same trend for the next several years as City attracts more business and commerce.

The City's Economic Business Plan offers business incentives to incoming commercial interest. Various programs have been established to encourage commercial expansion by reducing business costs. A business start-up program is available for new companies.

Implications for the Future

The implications for future growth and development of the City as a result of the trends in employment and commerce are as follows:

- To maintain a competitive advantage within the Houston Region and maximize economic development, the City will need to utilize vacant land for commercial and industrial uses, not just for residential development.
- To attract the emerging businesses, the City must set the stage for further economic development by enhancing its quality of life through ongoing improvements to its infrastructure; through rational design of its land use patterns; through maintaining a full range of City services.
- The City will need to continue to provide quality educational opportunities for all age groups. The latter will include addressing the need for quality higher education and adult continuing educational opportunities, as well as providing the best in preschool, primary and secondary education.

ADOPTED

C. DEVELOPMENT CONSTRAINTS

There are a number of significant man-made and natural constraints that will affect development in Sugar Land. Among these are flood plains, rivers, railroads, freeways, and the existing developments and plans of the adjoining cities. Some of these are addressed below:

Soil Conditions

Soils in Sugar Land are unlike those found throughout the region. They exhibit high shrink-swell characteristics. However, this does not pose severe limitations on development if proper engineering is used to overcome the potential problems.

Flood Plains and River Conservation

Sugar Land lies within the Brazos River basin and a very large part of the extra territorial jurisdiction lies within the 100-year flood plain. Most of the developed area outside the city in First Colony is protected by levees. Further development in the ETJ will require additional levees to be constructed either by Fort Bend County, land developers, or Levee Improvement Districts. In any event, it is assumed that a feasible design for more levees can be accomplished. It should be noted, however, that each additional levee erected on the Brazos River will add substantial costs to the creation of development opportunities and thus constrains the development potential of the impacted areas.

Oyster Creek represented a significant barrier to development prior to the formation of the Fort Bend County Drainage District by the Fort Bend County Commissioners Court. Now, it is largely controlled and a significant amount of remedial work is planned to solve drainage problems. The City's Park Plan does include plans for Oyster Creek to become a significant green belt and linear park, but is still in the approval process to be adopted as an element of the Comprehensive Plan.

Railroads

The Union Pacific Railroad serves Sugar Land. It provides direct freight service to Sugar Land Business Park, and is an important asset for long-term job growth. AMTRAK passenger service also passes through the City. A study investigating the feasibility of commuter rail along the U.S. 90A corridor between the existing Metro light rail line and Rosenberg has been completed and determined that commuter rail is feasible. A second phase of study is looking at alternatives for commuter rail along this route. The City of Sugar Land has ensured that this alternatives analysis will also address the effect of commuter rail on mobility, noise, and quality of life in the City.

The City has been working with Union Pacific Railroad, the Federal Railroad Administration, and TxDOT to implement a "quiet zone" through the City. City Council has approved a plan to implement wayside horns at all feasible crossings along U.S. 90A.

ADOPTED

These stationary horns substitute for the train horns and will be aimed down the roadway and blow at City-monitored volumes and durations, thus reducing train noise in adjacent neighborhoods.

Major Thoroughfares

Four Texas Department of Transportation projects on the major highways through Sugar Land are scheduled to be under construction by late 2005:

1. U.S. 59 Expansion - Phase II will continue improvements that were recently completed on the section of U.S. 59 between U.S. 90A and State Highway 6. Phase II will extend the improvements, which include eight lanes, two diamond/HOV lanes and continuous frontage roads, from State Highway 6 to north of the Grand Parkway (State Highway 99). Construction began in August 2004 and is anticipated to take approximately four years to complete. TxDOT will also convert the University and Sweetwater bridges into "diamond" interchanges (similar to Williams Trace at U.S. 59), with critical closures expected starting in early 2006.
2. U.S. 59 Expansion - Phase III will reconstruct the interchange of U.S. 59 at the Grand Parkway (State Highway 99). This project will eliminate the existing Grand Parkway Bridge over U.S. 59, elevating the U.S. 59 main lanes with frontage roads at ground level. TxDOT expects to initiate this project before the end of 2005.
3. State Highway 6/U.S. 90A Expansion: TxDOT will expand State Highway 6 from First Colony Boulevard/Brooks Street to north of U.S. 90A. The main lanes of State Highway 6 will pass over University Boulevard, U.S. 90A and the railroad, with frontage roads at ground level. Construction is expected to begin in April 2005 and completion is anticipated in 2008.
4. U.S. 90A Expansion: TxDOT will expand U.S. 90A from four to eight lanes from U.S. 59 to State Highway 6. Pending any unforeseen delays, construction is expected to begin in late 2005.

Sugar Land Regional Airport

The Sugar Land Regional Airport is a City owned facility serving corporate and general aviation. It enhances economic development potential for the City and is entirely self-sufficient. However, certain necessary limitations exist adjacent and within proximity to the airport relative to height and land use restrictions. Noise impacts should also be taken into consideration in areas close to the airport.

Adjoining Cities Plans and Development

No surrounding cities have approved any developments that would adversely affect the City of Sugar Land. To ensure that its interests are protected in the future the city should participate in any planning sessions that could impact it.

ADOPTED

Impacts of Regional Transportation

Sugar Land is much more impacted by the regional network of roads, highways and rail than by internal congestion. To the extent of these regional arteries result in the high congestion, noise, or other barriers to development, the city will suffer. Pro active planning can ensure land uses are compatible with these emerging economic generators.

CHAPTER FIVE

GOALS, OBJECTIVES, AND STRATEGIES

A. INTRODUCTION

The goals, objectives, and strategies that are outlined below were prepared by the Comprehensive Plan Steering Committee in conjunction with City Staff. The Committee was created for the express purpose of representing the City and its Extraterritorial Jurisdiction (ETJ) to set forth the community's guidelines for plans, programs, and activities in the near and distant future. The following text will replace the current Chapter 5 of the City's Comprehensive Plan following a public input period and subsequent to formal adoption.

B. GOALS, OBJECTIVES, AND STRATEGIES

Goals are broad statements of a qualitative nature that provide a general vision and guide. They endure over time and are statements, which can allow a significant amount of flexibility in policy and actions. Because they are principally related to broad issues they can allow for many implementation approaches, but imply a commitment to work toward this common purpose.

Objectives are plans of action that have been identified to achieve the City's goals. Objectives are essentially projects and/or programs that usually require resource allocation or reallocation. Some may have an identifiable beginning and end and can be placed on a schedule. Others would be an on-going work program, incorporated into daily, weekly, monthly, or annual activities.

Strategies are specific and dynamic statements that define the course or method of action to satisfy the objectives, steered by the broad goal. Most strategies are also milestones or benchmarks that can be identified on a project's schedule. Others are recurring on a daily, weekly, monthly, or annual basis.

The following **Goals, Objectives, and Strategies** are presented for public review.

ADOPTED

Goal One: Safe and Beautiful City

Preserve and enhance a beautiful city that is clean, safe, and aesthetically pleasing; a city that will foster pride and appeal to our citizens, corporate community, and visitors.

Objectives and Strategies:

- I. The City should take on a more active role in community aesthetics by adopting regulations and standards through the most effective means possible.
 - A. Determine minimum development appearance and quality standards for citywide application (basic zoning restrictions).
 - B. Explore the possibility of creating overlay districts in areas that can be identified by their unique characteristics for special regulatory control within those areas.
 - C. Include and support aesthetic concerns in the City's Legislative Agenda such as the continued viability of HOA's and "City" regulatory authority.
 - D. Evaluate the effectiveness and ability of the City and Property Owner's Associations for establishing and enforcing aesthetic, quality, and use restrictions.
- II. The City should strive for development and redevelopment to occur in an aesthetically pleasing manner within the City Limits.
 - A. Develop additional standards to regulate building and sign materials and colors.
 - B. Research the existence of standards and deed restrictions/architectural control in residential neighborhoods. Determine applicability to residential development/redevelopment that is not subject to deed restrictions.
 - C. Consider additional landscape and site design standards for commercial and industrial sites to determine adequacy of planted and grassed areas.
 - D. Develop standards for landscaping and streetscaping in City rights-of-way and formalize policies regarding maintenance thereof. Identify entryways and focal points and establish planting guidelines for each.
 - E. Continue beautification efforts in and along State rights-of-way.
 - F. Develop standards to prescribe acceptable fencing and screening devices and to require effective screening of unsightly facilities and site characteristics.

ADOPTED

Goal One: Safe and Beautiful City (Continued)

Preserve and enhance a beautiful city that is clean, safe, and aesthetically pleasing; a city that will foster pride and appeal to our citizens, corporate community, and visitors.

Objectives and Strategies:

- G. Develop design standards for development/landscaping/public areas adjacent to and within the vicinity of the Brazos River, Oyster Creek, Ditch H, and other drainage ways.
 - H. Develop design standards and/or screening standards for detention facilities. Include provisions for long-term maintenance of each type of facility.
- III. The City should strive for development and redevelopment to occur in an aesthetically pleasing manner within the ETJ.
- A. Establish minimum architectural standards and apply them through Development Agreements.
 - B. Investigate options for requiring and funding building inspections.
 - C. Investigate options for sign regulations.
 - D. Investigate options for landscape regulations.
 - E. Investigate options to include such regulations into the Design Standards of the Subdivision Regulations. Investigate options to include such regulations in the Design Standards.
- IV. The City should establish standards to ensure it addresses the public health, safety and welfare.
- A. Research First Colony commercial sites' security program and determine applicability to other areas of the City.
 - B. Change the approach to code enforcement to include citation capabilities.
 - C. Investigate options to deal with abandoned/vacant buildings.
 - D. Establish additional site specific requirements to assure vehicular and pedestrian safety.
 - E. Lessen the impact of cut-through traffic but allow adequate connectivity for emergency vehicles and other services.

ADOPTED

Goal One: Safe and Beautiful City (Continued)

Preserve and enhance a beautiful city that is clean, safe, and aesthetically pleasing; a city that will foster pride and appeal to our citizens, corporate community, and visitors.

Objectives and Strategies:

- F. Review all applicable development standards and identify standards to improve security (for example, balance visibility of public and semi-public spaces with the desire for privacy and adequate access and lighting).
 - G. Strive to give citizens quiet and peaceful enjoyment of their home through effective buffering and land use transitions.
 - H. Support emergency preparedness/emergency response programs through communication. Incorporate new development into the emergency management plan.
 - I. Designate that hazardous materials and other trucks follow designated routes.
- V. The City should plan for the future aging of the City to require maintenance of all structures, infrastructure, and landscaping.
- A. Investigate options ensuring maintenance of existing private structures.
 - B. Investigate alternatives for maintenance of landscaping in all rights-of-way in an equitable manner.
 - C. Support efforts of the citizens to get involved in their community and thus strengthening HOA's and other groups that promote community pride.
- VI. The City should continue to develop and/or preserve our open space and natural features, including waterways.
- A. Review and amend the parkland dedication requirements to reflect current needs.
 - B. Develop requirements to preserve green space.
 - C. Continue to acquire property to preserve the Brazos River Corridor as development occurs.
 - D. Work with the County, LIDs, etc. to establish standards (such as setbacks) for Oyster Creek and major waterways.
- VII. The City should strive to lead by example and follow its own aesthetic standards, policies, and guidelines and encourage other public entities to comply as well.

ADOPTED

Goal Two: Economically Sustainable City

Promote a vibrant, diversified economy that enhances the quality of services while maintaining a competitive tax rate.

Objectives and Strategies:

- I. The City should continue the application of sound financial management practices and policies.
 - A. Complete the City's long range financial plan; review and update on an annual basis.
 - B. Establish financial policies for fiscal decision making; review and update on an annual basis. The cost of initiatives should be born by those that benefit.
- II. The City should work to stabilize the City's sources of revenue.
 - A. Diversify the existing commercial tax base of office, warehouse, assembly and manufacturing businesses through implementation of the City's economic development plan.
 - B. Actively promote existing retail centers.
 - C. Define economic development initiatives and aggressively pursue development and redevelopment. Investigate opportunity to create a business incubator for targeted industries. Consider opportunities to promote and affect future development (i.e. own land, annexation, partnerships, etc.)
 - D. Review and evaluate current fee structure to ensure that the beneficiaries from services bear an appropriate share in the cost of those services; make amendments as necessary.
 - E. Using fiscally conservative assumptions, set a property tax rate that, together with other city revenues, is adequate to ensure the funding of the City's basic needs assuring quality service delivery and maintenance of infrastructure.

ADOPTED

Goal Two: Economically Sustainable City (Continued)

Promote a vibrant, diversified economy that enhances the quality of services while maintaining a competitive tax rate.

Objectives and Strategies:

- III. The City should promote a vibrant, diverse economy, through effective land use planning, to ensure a predictable, reliable revenue stream for basic/essential city services.
 - A. Utilize the Economic Development Plan that includes strategies for addressing targeted business development; retention and expansion of current businesses; and the City's involvement in recruitment, tourism, and retail development.
 - B. Partner with the development community to positively influence development for the long-term benefit of the City.
 - C. Ensure that land use decisions are consistent with the City's Long Range Financial Plan.
 - D. Encourage and support the development of new and existing market place destinations that provide places for people to stay, to shop, to eat and to be entertained.

ADOPTED

Goal Three: Effective Land Use

Achieve a balanced and orderly use of land that will preserve and enhance the quality of life within Sugar Land while developing a diverse and sustainable city.

Objectives and Strategies:

- I. The City should update the Future Land Use Plan for the City and its ETJ, along with development codes and zoning practices for implementation.
 - A. Provide adequate areas as necessary to achieve an appropriate balance of residential and nonresidential land uses. Provide for arrangement of future land uses in a manner that minimizes land use conflicts.
 - B. Establish requirements for adequate infrastructure and public facilities to ensure orderly growth.
- II. The City should recognize that commercial and other non-residential development are necessary for a sustainable economy and reserve adequate areas for commercial development.
 - A. Develop detailed small area plan for State-Owned Tracts, identifying areas for mixed nonresidential uses that benefit from highway, airport and utility infrastructure.
 - B. Preserve adequate and appropriate areas for commercial, office, and industrial uses consistent with the City's Economic Development Plan and that supports the City's Long Range Financial Plan.
 - C. Ensure that incompatible land uses are buffered through zoning patterns and development policies.
- III. The City should ensure that redevelopment and incremental infill is compatible with existing neighborhoods and enhances neighborhood integrity.
 - A. Develop small area or neighborhood plans, with resident and property owner participation for infill areas outside of master planned communities.
 - B. Establish overlay zoning districts where appropriate to address problems resulting from lack of adequate private covenants and restrictions.

ADOPTED

Goal Three: Effective Land Use (Continued)

Achieve a balanced and orderly use of land that will preserve and enhance the quality of life within Sugar Land while developing a diverse and sustainable city.

Objectives and Strategies:

- IV. The City should establish development policies and standards that focus on the quality of new development and redevelopment.
 - A. Separate incompatible land uses through different land use densities and/or buffering/screening standards.
 - B. Implement land use standards for ETJ development through development agreements.
 - C. Develop plans and programs for upgrading substandard land uses in ETJ areas following annexation.
 - D. Coordinate regional drainage detention facilities to avoid inefficient use of land for on-site drainage detention. Evaluate regional drainage facilities for multiple uses.
 - E. Amend the Subdivision Regulations as necessary to achieve goals for Effective Land Use.
 - F. Amend the “Planned Development” District section of the Development Code to provide flexibility that will encourage master planned, quality mixed use development.

ADOPTED

Goal Four: Redevelopment

Promote redevelopment in harmony with the surrounding community.

Objectives and Strategies:

- I. The City should promote the redevelopment of declining areas, ensuring compatibility with existing community development.
 - A. Provide a process that allows owners to initiate overlay districts and/or other redevelopment guidelines for neighborhood preservation.
 - B. Look for opportunities for public/private partnerships, providing incentives for redevelopment where the City's benefits outweigh the cost of incentives.
 - C. Continuously update the Development Code to facilitate compatible redevelopment

ADOPTED

Goal Five: Transportation and Mobility

Provide a multi-modal transportation system that economically accommodates the convenient, efficient, and safe movement of people and goods while working to maintain neighborhood integrity.

Objectives and Strategies:

- I. The City should develop an “integrated mobility system” that is seamless (internal and external to the City); inclusive of pedestrian traffic, bicycle traffic, vehicular traffic, airport users, mass transit and any other form of transportation, optimizing the existing network.
 - A. Identify the components of an “integrated mobility system” by investigating opportunities and benefits for various modes of transportation.
 - B. Encourage and support feasible modes of transportation through communications, private/public partnerships, facilities, etc.
 - C. Work with Development Committee to amend the Design Standards and Subdivision Regulations to maximize the efficiency of the mobility system through classification of the roadway system, right-of-way requirements, and preferred roadway cross sections; incorporate other modes of transportation.
 - D. Plan and incorporate projects into the C.I.P. such as spot geometric improvements, signal interconnection, etc. to attain the City’s level of service requirements.
 - E. Partner with adjacent cities, the County, H-GAC and other appropriate agencies to improve the regional transportation network by communicating, planning, and implementing regional transportation solutions.
 - F. Participate with others in a feasibility study for a regional commuter airport.
- II. The City should update the Thoroughfare Plan to include all facets of the “integrated mobility system” into a Master Mobility Plan.
 - A. Update the City’s Thoroughfare Plan via a comprehensive mobility study to reflect changes or additions in major roads.
 - B. Establish ultimate ROW needs to allow for an “Integrated mobility system” that meets the City’s defined level of service.
 - C. Establish a component to allow for transit services and facilities.

ADOPTED

Goal Five: Transportation and Mobility (Continued)

Provide a multi-modal transportation system that economically accommodates the convenient, efficient, and safe movement of people and goods while working to maintain neighborhood integrity.

Objectives and Strategies:

- D. Plan for all roadways classified as collector and higher by performing major thoroughfare studies when necessary to ensure proper classification.
 - E. Identify and include a Capital Improvement Component for financial planning and funding.
- III. The City should continue to develop and refine a comprehensive traffic management system.
- A. Create a computerized traffic model that reflects the ultimate development of the City, taking into consideration the impact of regional development and the City's defined level of service. Evaluate the impact of traffic from new development, redevelopment or existing traffic conditions.
 - B. Continue to plan and build a state of the art Traffic Management Center (TMC).
 - C. Plan for a mobile/satellite command unit to control the traffic system as a backup and/or for emergency operations.
 - D. Continue to identify special events and plan accordingly.
 - E. Work with the operators of the Hotel/Conference Center and Town Square Property Owners Association to develop special event traffic control plans for Town Square and the Hotel.
- IV. The City should evaluate the feasibility and inter-connectivity of rail and transit with other forms of transportation throughout the region.
- A. Work directly with the Houston-Galveston Area Council (H-GAC) in a Study to determine the potential for commuter rail along the U.S. 90A corridor.
 - B. Investigate a local transit concept to include internal circulation routes, express service routes to major employment centers within the metropolitan region, and designation of land necessary to ultimately serve as transit centers or facilities.

ADOPTED

Goal Five: Transportation and Mobility (Continued)

Provide a multi-modal transportation system that economically accommodates the convenient, efficient, and safe movement of people and goods while working to maintain neighborhood integrity.

Objectives and Strategies:

- C. Explore and implement alternatives for public and private transportation that will interface with other available services such as METRO, TREK, etc.
- D. Seek private/public participation in providing transit services.
- V. The City should continue to work to maximize funding to construct or improve state routes and major thoroughfares within the City & ETJ including: U.S.59, U.S. 90A, S.H. 6, S.H. 99, S.H. 122 (Fort Bend Pkwy), F.M. 2759 and other major City thoroughfares.
 - A. Utilize federal, state and county funding available to provide transportation improvements and alternatives.
 - B. Continue to be aggressive in prioritizing projects for state funding in the City and ETJ through the H-GAC, TxDOT and the Texas Transportation Commission.
 - C. Maximize the efficiency of intersections during design and construction to include geometric improvements and installation of state of the art technology.
- VI. The City should continue to form partnerships with other entities to build, maintain, fund, and operate the transportation system.
 - A. Proactively work with the regulatory community in developing future regulations.
 - B. Maintain an active role with H-GAC.
 - C. Establish working relationships with adjacent communities.
 - D. Work closely with TxDOT during design to ensure all City intersections with State corridors meet long-term needs and level of service requirements.

ADOPTED

Goal Five: Transportation and Mobility (Continued)

Provide a multi-modal transportation system that economically accommodates the convenient, efficient, and safe movement of people and goods while working to maintain neighborhood integrity.

Objectives and Strategies:

- VII. The City should actively work with other entities in addressing regional issues such as transportation, air and water quality, and other federal mandates.
 - A. Plan for all roads classified as collector and higher. Perform major thoroughfare studies when necessary to ensure all collectors and arterials are properly classified and designed to minimize through traffic on local streets
 - B. Secure ultimate ROW to allow for an “integrated mobility system” that provides the City’s defined level of service
 - C. Amend Design Standards to encourage traffic to utilize collectors and arterials instead of local streets.
 - D. Review general plans, plats and the design standards for residential subdivisions to evaluate local street cut-through potential.

ADOPTED

Goal Six: Infrastructure

Provide and maintain quality infrastructure and facilities that ensure high levels of service while accommodating growth.

Objectives and Strategies:

- I. The City should develop a useful life projection to forecast the cost and timing for rehabilitation of facilities, water, sanitary sewer, streets, and drainage systems.
 - A. Develop an assessment of existing infrastructure and facilities for the City and ETJ that meets the requirements of state accounting principles. Annually update assessments/programs as new infrastructure is added
- II. The City should maintain a proactive approach of infrastructure planning to anticipate and incorporate changes in technology or methods of service delivery (i.e. multi-modal transportation, utility monitoring, and storm water reclamation, etc.)
 - A. Actively participate in professional organizations and work with consultants and vendors regarding new technologies and opportunities for improvement.
 - B. Be opportunistic and open to new concepts and technologies to incorporate into the City's design standards and operational practices.
- III. The City should develop policies to provide for the equitable sharing of infrastructure costs within the City limit and ETJ.
 - A. Review, evaluate and recommend improvements to the Design Standards.
 - B. Develop and define participation for new infrastructure.
- IV. The City should work with the regulatory community to provide input, review, and analyze the effects of proposed rules and regulations regarding the City's infrastructure.
 - A. Monitor regulatory agencies regarding compliance issues.
 - B. Provide educational and training opportunities to staff.
 - C. Participate on state, regional, and local committees, boards, etc. regarding infrastructure and facilities.

ADOPTED

Goal Six: Infrastructure (Continued)

Provide and maintain quality infrastructure and facilities that ensure high levels of service while accommodating growth.

Objectives and Strategies:

- V. The City should provide master planning for public infrastructure in the City and ETJ to ensure adequate facilities are in place prior to development.
 - A. Update master plans every 5 years.
 - B. Continue the development and implementation of the annual five – year Capital Improvement Program. Include CIP dollars for participation in new improvements and rehabilitation of infrastructure and facilities.
- VI. The City should continue to plan, provide, and maintain a safe, secure, efficient, and quality water supply and distribution system.
 - A. Update the Water Master Plan to include areas south of the Brazos River. The five year CIP should take into consideration the City’s participation with new development for new and future infrastructure.
 - B. Evaluate and improve the City’s operations and maintenance plans for water service including emphasis on water conservation measures through education of the community. Provide for water conservation measures through the water rate structure and/or other means.
 - C. Continue plans and funding to protect the ground water supply from contamination.
- VII. The City should continue to evaluate and study ground and surface water options to ensure ample water supply for future requirements.
 - A. Evaluate Oyster Creek as a potential future surface water supply conduit.
 - B. Investigate the feasibility of acquiring additional surface water rights to accommodate the City’s growth through 2050. Actively participate in various surface water and subsidence agencies/ organizations. With other regional partners, jointly study the long-range conversion from ground water to surface water.

ADOPTED

Goal Six: Infrastructure (Continued)

Provide and maintain quality infrastructure and facilities that ensure high levels of service while accommodating growth.

Objectives and Strategies:

- VIII. The City should plan, provide, and maintain a safe, secure, and efficient quality wastewater treatment and collection system.
 - A. Continue efforts with New Territory MUDs regarding expansion opportunities of the New Territory Wastewater Treatment Plant.
 - B. Update the City's Master Plan to reflect regional treatment to include two regional wastewater treatment plants north of the Brazos River.
 - C. Include the area south of the Brazos in the Wastewater Master Plan update. Evaluate and improve the City's operations and maintenance plans for wastewater service. Evaluate alternative options including the use of gray water from the city and water reuse from residential collection systems.
- IX. The City should take a leadership role to successfully resolve regional drainage issues in the City and ETJ.
 - A. Work with sponsor agencies to ensure adoption of the Oyster Creek plan by all parties.
 - B. Implement the results of the Oyster Creek Study.
- X. The City should plan, provide and maintain a safe, secure, and efficient regional storm water drainage system.
 - A. Implement the results of the Oyster Creek Study including an update to the City's Master Plan to reflect results of the study.
 - B. Complete the development of the City's Flood Alert System for storm water monitoring and response.
 - C. Work with Harris County on ensuring data is available for monitoring.
 - D. Update the design standards to require monitoring of regional facilities for new development.
 - E. Develop and fund storm water quality public education information.

ADOPTED

Goal Six: Infrastructure (Continued)

Provide and maintain quality infrastructure and facilities that ensure high levels of service while accommodating growth.

Objectives and Strategies:

- XI. The City should work cooperatively with other agencies to operate a regional storm water drainage system, defining responsibilities among agencies.
 - A. Work with the County, LIDs, GCWA and BRA in developing an overall operational plan for the City's drainage system.
 - B. Clearly identify roles and responsibilities of various agencies for existing channels and improvements, and resources, particularly for extreme rainfall events.
 - C. Identify maintenance responsibilities for every drainage conduit in the City.
- XII. The City should research and develop methods, criteria and standards to improve drainage in existing developments that do not meet the current drainage criteria.
 - A. Actively participate with new development improvements and the City's rehabilitation efforts to mitigate drainage problems in areas as identified in the City's Master Plan.
 - B. Include funding in the City's CIP for participation in maximizing drainage improvement opportunities.
- XIII. The City should ensure adequate ROW and/or easements are secured for utilities, pavement, landscaping, etc. through the development review process.
 - A. Work with the City's Development Committee, other utility providers, and HOAs in the evaluation of the current right-of-way and easement requirements.
 - B. Update the Design Standards to designate ultimate right of way and easement requirements.
- XIV. The City should establish policy and criteria to coordinate utility easements at the General Plan review to minimize the negative aesthetic impact of above ground utilities.
 - A. Work with the City's Development Committee and other utility entities to incorporate design standards to require underground utilities when feasible.

ADOPTED

Goal Six: Infrastructure (Continued)

Provide and maintain quality infrastructure and facilities that ensure high levels of service while accommodating growth.

Objectives and Strategies:

- XV. The City should plan, provide and maintain a safe and efficient street and sidewalk system within the City limits.
 - A. Evaluate and improve the City's operations and maintenance plans for streets and sidewalks.
 - B. Fund rehabilitation of the City's street and sidewalk system.

ADOPTED

Goal Seven: Annexation

Expand the corporate limits of the City in a prudent manner while considering the long and short-term impacts.

Objectives and Strategies:

- I. The City should annex developed areas in the Extra-Territorial Jurisdiction in a practical and fiscally responsible manner.
 - A. Analyze the fiscal impacts and timing requirements for annexation of developed areas, considering maintaining or dissolving the MUD (or similar districts) affordability, service efficiency, capital improvement requirements, land use impacts, status of existing development agreements and time in the extra-territorial jurisdiction.
 - B. Work through cooperative partnerships with other cities and the Texas Municipal League to positively influence annexation legislation.
- II. The City should annex undeveloped areas in the Extra-Territorial Jurisdiction in response to potential threats or opportunities.
 - A. Continue annexation of the Brazos River corridor to establish land use and development controls.
 - B. Annex undeveloped tracts as necessary to ensure appropriate and compatible development, analyzing the fiscal impacts and timing requirements for annexation, affordability, service efficiency, capital improvements requirements, and land use impacts.
 - C. Continue to work with the GLO for development of state owned property in the ETJ for future annexation.

ADOPTED

Goal Eight: Airport Development

Operate, maintain, and develop the airport's infrastructure, balancing airport needs with the needs of the community while maintaining fiscal responsibility.

Objectives and Strategies:

- I. The City should update the Airport Business Plan.
 - A. Develop/maintain a capital improvement program that meets the needs of corporate and general aviation.
 - B. Evaluate the airport's rates and charges so that they are competitive and the airport remains self-sufficient.
- II. The City should continue the General Aviation Development Center.
 - A. Ensure that funding is available for this multi year project through the AIP process.
 - B. Continuously evaluate the project to ensure that it meets the needs of general aviation.
- III. The City should update Airport Zoning.
 - A. Evaluate land uses around the airport and its approaches and make recommendations for land uses that will be compatible around the airport. Incorporate the regulations into the City's zoning restrictions and apply them as properties are annexed.
 - B. Continue to work with the General Land Office on the sale of state owned properties in the City Limits and ETJ.
- IV. The City should develop an Aviation Terminal Facility.
 - A. Develop preliminary architectural study for new terminal.
 - B. Ensure that the new terminal will serve corporate travelers and help make the new town center hotel and conference center a destination.
 - C. Identify and develop funding sources for a new terminal.
- V. The City should develop Corporate Aviation Lease Sites.
 - A. Develop new corporate lease sites consistent with the airport's current Airport Layout Plan (ALP).
 - B. Develop funding sources including TxDOT, FAA and local.

ADOPTED

Goal Nine: Parks, Recreation, Leisure, and Open Space

Provide a park system that meets the total recreation and leisure needs of the community. Identify, protect, and preserve open spaces and critical natural areas.

Objectives and Strategies:

- I. The City should identify the desires and needs of the community to continue to provide and establish the appropriate programs, services, land use, and facilities for the City.
 - A. Professionally survey tweens, teens, and adults of the City and ETJ to identify the short term and long term community needs.
- II. The City should develop a Recreation Services/Programming Plan for the City.
 - A. Use the survey to evaluate current programs and identify future services.
 - B. Identify City sponsored, community-wide events and provide suitable venues.
 - C. Identify City sponsored events for Sugar Land Town Square and coordinate with the Property Owners Association for event planning.
- III. The City should update the Parks Master Plan.
 - A. Use the survey and programming plan to update the Parks Master Plan.
 - B. Identify short term and long-term needs of the residents of the City and ETJ.
 - C. Designate land needs and needed infrastructure improvements.
- IV. The City should continue to seek, maintain, and utilize open space designed for both passive and active recreation.
 - A. Develop a plan for utilization of the Duhacsek property, taking into consideration passive and active recreation, in accordance with the provisions outlined in the land dedication agreement.
 - B. Plan and develop a Recreation Center, as identified in the 1999 Bond Referendum, that meets the needs of the community as identified in the professional survey. Evaluate venues to be provided within the center.
 - C. When possible, design and establish active recreational facilities as premier destinations for sporting events.

ADOPTED

Goal Nine: Parks, Recreation, Leisure, and Open Space (Continued)

Provide a park system that meets the total recreation and leisure needs of the community. Identify, protect, and preserve open spaces and critical natural areas.

Objectives and Strategies:

- V. The City should optimize the potential of the Brazos River Corridor as a premier, natural destination for the City and the Region.
 - A. Define the maximum potential of the Brazos River Corridor for parkland uses.
 - B. Develop a Strategic Plan for the Brazos River Corridor Park grant funding.
 - C. Continue to annex the Brazos River and floodway to ensure future land uses are compatible with the Parks Master Plan.
 - D. Continue to work with developers to acquire the Brazos River floodway acreage as development occurs.
 - E. Evaluate the feasibility of developing an Amphitheatre Facility within the Brazos River Corridor vicinity.

- VI. The City should develop and promote cooperative partnerships in an effort to provide and maintain park and recreational opportunities.
 - A. Partner with Homeowners' Associations, First Colony Community Association, etc.
 - B. Work with current and future leagues and users.
 - C. Work with Levee Improvement District Representatives for development of trails and/or other facilities within common areas.
 - D. Partner with the University of Houston for joint utilization of adjacent properties.
 - E. Work with School Districts (Fort Bend Independent SD and Lamar ISD) for joint use of public properties.

ADOPTED

Goal Nine: Parks, Recreation, Leisure, and Open Space (Continued)

Provide a park system that meets the total recreation and leisure needs of the community. Identify, protect, and preserve open spaces and critical natural areas.

Objectives and Strategies:

- VII. The City should actively identify and seek funding opportunities for park facilities and program operations, in particular grant funding opportunities.
 - A. Investigate Private/Public Partnerships for funding, such as the University of Houston, Fort Bend YMCA, School Districts, etc.
 - B. Secure grants or other available funding for future parkland acquisition and development of facilities.
 - C. Investigate the creation of a non-profit Park Foundation of private citizens who can solicit and receive donations and contributions for future parkland and programs.
- VIII. The City should plan, provide and maintain a safe, secure, and efficient park system.
 - A. Evaluate and identify, through the five-year CIP, the fiscal impact for new development including the long term maintenance, security, evening operations, etc. as the park system is expanded.
 - B. Develop an assessment of existing parkland infrastructure and facilities for the City and ETJ to forecast the cost and timing for maintenance and rehabilitation of facilities.
 - C. Ensure assessments/programs are updated as new infrastructure is added.

ADOPTED

Goal Ten: Cultural Arts

Provide and/or support activities and facilities that enrich the artistic, cultural educational, and historical character of Sugar Land.

Objectives and Strategies:

- I. The City should identify the appropriate role for the City in cultural arts, facilities, and programs.
 - A. Develop and perform a survey to determine how well the City is meeting the cultural arts needs of the community.
 - B. Develop a cultural arts plan to determine the extent of the City's involvement including City funding.
- II. The City should support existing local and future cultural arts, activities, and organizations within Sugar Land and Fort Bend County (Sugar Land Area Artists League, George Ranch, Libraries, Confederate Air Force Museum, Town Square activities, Sugar Land Cultural Arts Foundation, Lakeview Auditorium, etc.)
 - A. Develop policies on providing support and/or initiatives for cultural arts (i.e. financial opportunities, matching funds, etc.).
 - B. Serve as a sponsor with private organizations for public/private partnerships and grant opportunities.
 - C. Work with other entities in sharing information and jointly promoting cultural arts activities and facilities for the City and Fort Bend County.

ADOPTED

Goal Eleven: Historic Preservation

Preserve, protect, and enhance natural, historical, cultural, and architectural features.

Objectives and Strategies:

- I. The City should identify its role in the preservation of historical structures, areas, records and artifacts.
 - A. Work cooperatively with other organizations involved in historic preservation to:
 1. Identify historic areas and structures
 2. Preserve the recorded history of the City
 3. Collect and preserve historical items, knowledge, records and artifacts
 - B. Provide a repository for the collection and preservation of historical artifacts and information.

ADOPTED

Goal Twelve: Community Involvement

Provide equal opportunity and encourage participation of all citizens in the economic, social, and civic life of the community, while recognizing racial, cultural, religious, age, and individual differences of this diverse community.

Objectives and Strategies:

- I. The City should inform and educate citizens on government processes and opportunities for active involvement in community decisions.
 - A. Continue efforts to take City Hall to the community, providing a means for citizens to be a part of the City and the City to be approachable by the public.
 1. Continue publications, Internet access, e-news, media activities, etc.
 2. Continue current programs to include citizens in city government such as the Citizens Police Academy.
 3. Explore opportunities for other avenues of communication including information kiosks, television, radio, and a speakers bureau for schools, businesses, HOAs, etc.
 - B. Promote community involvement through the schools, scouts, etc. educating our youngest citizens.
 - C. Promote involvement through the business community providing an opportunity to welcome new businesses to Sugar Land and inform the city of their business; Establish opportunities for communication/relationship-building for existing businesses.
 - D. Continue to build strong relationships with our Home Owners Associations, Civic Groups, etc.
 - E. Promote opportunities for citizens to serve on City Boards, Commissions and special committees.
 - F. Continue to develop and facilitate programs that recognize and promote appreciation of the City's diverse population.
 - G. Further structure public meetings to promote citizen participation.

ADOPTED

Goal Twelve: Community Involvement (Continued)

Provide equal opportunity and encourage participation of all citizens in the economic, social, and civic life of the community, while recognizing racial, cultural, religious, age, and individual differences of this diverse community.

Objectives and Strategies:

- II. The City should actively involve citizens and business interests in the development review and approval process.
 - A. Enhance the public hearing process to promote citizen participation; Provide basic information to the public clearly and concisely; Explore other opportunities to inform public about public hearings; Make the process more inviting with clear directions to those that attend; Provide follow-up to those that take the time to attend.
 - B. Continue the Development Committee as a forum for the exchange of information and ideas to improve and/or clarify the development process, development code and design standards.
 - C. Continue to provide community participation opportunities through the various boards, commissions, and special committees.
 - D. Err on the side of inclusion.

ADOPTED

Goal Thirteen: Planning for the Future

Continue to refine and expand the vision of Sugar Land as a dynamic guide for the future.

Objectives and Strategies:

- I. The City should implement its Comprehensive Plan.
 - A. The Goals, Objectives, and Strategies should be adopted by City Council.
 - B. City Staff should adopt and pursue a work plan to identify options, including public projects, amendments to regulations, new programs, policy changes, etc. Final decision points should be forwarded to appropriate authorities.
 - C. The City should not exclude itself from meeting all approved codes, ordinances, programs, projects, policies, etc.
 - D. Actively pursue and continuously support cooperative relationships with national, state, and local entities to implement the City's Goals.
 - E. Identify and pursue new funding sources to achieve the City's long-term vision.
 - F. Update other elements of the Comprehensive Plan, such as the Land Use Plan, the Thoroughfare Plan, and all Master Plans in accordance with the adopted Goals, Objectives, and Strategies.
 - G. Consider appropriate elements of the Comprehensive Plan when making development decisions such as rezonings and subdivision plats.
 - H. All City employees should inform themselves of the adopted Comprehensive Plan and use them as a basis for formulating decisions and recommendations.
 - I. The City should provide copies of and orientation of the adopted Comprehensive Plan to all City boards, commissions, and committee members, so that they may use the Plan in their decisions and recommendations.
 - J. The City should seek out opportunities to educate the general public in the existence and importance of the Comprehensive Plan.

ADOPTED

Goal Thirteen: Planning for the Future (Continued)

Continue to refine and expand the vision of Sugar Land as a dynamic guide for the future.

Objectives and Strategies:

- II. The City should maintain its Comprehensive Plan.
 - A. Place elements of the Comprehensive Plan on a five-year review schedule.
 - B. Monitor base information (development patterns, legislative and case law changes, demographics, economics, regional/state/national actions and indicators, etc.) and ascertain the need for more frequent updates to the Comprehensive Plan. Updates should occur either to specific elements or to the Plan in its entirety, as needed.
 - C. Review the Land Use Plan and Thoroughfare Plan when major zoning or roadway alignment decisions occur that are out of line with the Plans.

CHAPTER SIX

THE LAND USE PLAN

A. GENERAL CONCEPTS

The Land Use Plan for the City of Sugar Land should incorporate all applicable City of Sugar Land's adopted Goals, Objectives, and Strategies of Chapter 5. These community values provide guidance for the City's desired growth, development, and redevelopment.

In the past, the City has grown through the annexation of developed Municipal Utility Districts, a practice that has led to a pattern of Master Planned Communities. Due to changes in economics, the resulting need to focus on sustainability, and an increased interest to further ensure a continuation of quality development, the City has expressed its intention to annex undeveloped land, thereby gaining the most effective means to provide the community with orderly growth and development.

Sugar Land's residential areas are expected to remain primarily single family residential in nature. There may be some limited areas set aside to meet a recent trend toward smaller lot sizes and a mix of clustered or attached single family residential. A few areas may experience urban owner-occupied residences at higher densities, condominiums or townhomes within mixed use and commercial areas. The City should encourage non-single family residential uses to be developed under the Planned Development rezoning process to influence a high quality of design.

The City is striving to remain economically stable. The new Land Use Plan will need to incorporate additional acreage for economic development purposes, such as commercial, office, and Research and Development to ensure a sustainable mix.

Future infill development, redevelopment, and new development should not adversely impact existing infrastructure. Any recommendations for development within this chapter are made with the assumption that impacts will be addressed through code compliance and impact mitigation practices. All existing and proposed infrastructure should be brought up to standards with future development.

ADOPTED

B. LAND USE CLASSIFICATION

The following use classifications will be used on the Land Use Plan (some classifications and/or specific uses are further defined and limited in the Design Guidelines Section C.):

SINGLE FAMILY RESIDENTIAL



Single family homes on individually owned lots at suburban densities (generally between two acre minimum lots and up to six units per acre; however, typical Sugar Land single densities tend to fall between three and four dwelling units an acre).

Also includes:

Rural residential (two acre lots and greater)

MEDIUM DENSITY SINGLE FAMILY RESIDENTIAL



Single family homes that are not stacked or attached to one another, or may be concentrated within one portion of a development, leaving open space in another area

Also includes:

Single family homes on lots that are smaller than most conventional suburban lots

Zero-lot line single family homes

Cluster homes (not attached)

Patio homes

MEDIUM DENSITY ATTACHED RESIDENTIAL



Residential uses that may have common side walls but are not on top of one another; densities are typically higher

Also includes:

Townhomes

Cluster homes (attached)

Condominiums (not stacked)

ADOPTED

MULTI-FAMILY RESIDENTIAL



Typically stacked dwelling units where the entire development is either entirely owner-occupied or entirely rental in nature

Includes:

Duplexes

Triplexes

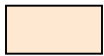
Fourplexes

Condominiums (both stacked and not stacked)

Apartment complexes

Dormitories

PLANNED RESIDENTIAL



A mix of residential housing styles that vary in densities, but where the highest densities are concentrated near commercial or other uses that could be considered incompatible with single family uses. The densities should step down approaching lower intensity land uses. Residential developments of this type should result in a master planned district to ensure adequate buffering and ensure a predetermined density specific to the area. The design of the layout should encourage homeownership.

Includes:

Single family

Zero-lot line single family

Condominiums (both stacked and not stacked)

Cluster homes

Patio homes

Townhomes

Live/Work Townhomes

OFFICE/NEIGHBORHOOD SERVICES



Office uses and professional services

Includes:

Corporate headquarters

Financial Services

Limited commercial uses that typically serve a neighborhood where the scale is kept at a neighborhood level.

Note: Future neighborhood services/retail locations are not shown on the Land Use Plan because the Plan is not intended to address specific parcels, only general areas of

ADOPTED

appropriate uses. Future neighborhood service/retail locations should meet the design standards, but a proliferation of commercial corners should be avoided.

RETAIL COMMERCIAL



All commercial but no industrial or R&D uses

MIXED USE – RESIDENTIAL/RETAIL



Planned developments that include retail commercial, professional office, and residential uses, either within the same block or within the same building. May include mid-rise residential uses and parking garages. Any of these uses could be either individual buildings within a development or within the same building.

MIXED USE – RETAIL/R&D



Planned developments that include primarily Research and Development, company headquarters, light assembly, and light industrial uses (see below) with supporting retail uses. May include mid-rise residential uses and parking garages. Any of these uses could be either individual buildings within a development or within the same building.

LIGHT INDUSTRIAL USES



Uses such as those described in the City of Sugar Land Target Industry Study and those found in the City of Sugar Land Business Park.

These also include:

Biomedical/Life Sciences R&D

Energy related industry

Specialty Electronics

HEAVY INDUSTRIAL

Not used on Land Use Plan

Manufacturing uses that typically emit substantial smoke, odors, and/or noise, and that have a high impact on surrounding uses and on the visual quality of the area they are located within.

ADOPTED

PARKS/OPEN/BUFFERS



Areas that are officially set aside to provide green space within the corporate limits.

Includes:

Public and private parks

Greenways

Golf courses

Off-road walking trails and bike paths

Regional detention ponds that have been designed as amenities

Brazos River Corridor

Country Clubs

Floodways

Man-made buffer areas

Landscape easements

WATERWAYS



Floodways and other watercourses.

Includes:

Natural creek and river beds

Oxbow lakes

Ponds

Man-made water features

PUBLIC



Includes:

Churches

Public and private schools

Government buildings

Libraries

ADOPTED

C. DESIGN GUIDELINES

Mobility

Mobility is a priority for the City. The Design Standards and the Development Code have been amended over the years to provide the tools necessary to ensure that development does not deteriorate the roadway system below an acceptable level of service. The Design Standards include, but are not limited to access management practices, traffic impact analysis requirements along with mitigation measures that shall be utilized to maintain a required level of service. The Development Code specifies the intersection level of service requirements that must be maintained in order to maintain the quality of life in the community as development occurs. All regulations related to access and level of service should be strictly adhered to, and additional mitigating factors as recommended in a traffic impact analysis should be followed. Variances to standards should only be granted if no other reasonable alternatives are available to an applicant.

Neighborhoods

The focal point of Sugar Land's neighborhoods remains the *elementary school*. Surrounding the schools are single family homes serviced by discontinuous residential streets. Collector streets provide access from the residential streets to the arterials, which, in turn, feed the Freeways. For the most part the neighborhoods in Sugar Land are identified with subdivisions containing between 350 and 500 homes.

As future neighborhoods are developed special attention should be given to the following design elements:

- To the maximum extent feasible, arterials or greater thoroughfares should not bisect a subdivision - they should be at the edge.
- Collector streets serving single family areas should be designed to minimize the incidence of traffic filtering into residential neighborhoods and to deter speeding. This should be enforced with traffic controls and geometric design.
- Access to multi-family developments should be in accordance with subdivision standards providing direct access to collector streets which in turn should provide convenient access to arterial roadways or highways/freeways.
- Commercial and retail uses should be limited to the convenience goods and services appropriate to the immediate neighborhood such as laundry pick-up, convenience stores, day care, barber and beauty shops, video rentals, and the like. These are appropriate at the intersection of collector streets or at collector and arterial intersections.
- Drainage channels and detention ponds should be located to allow joint use as green belts, hike and bike trails, and as alternate routes to and from schools, parks

ADOPTED

and recreation facilities. Where appropriate, easements obtained for such uses should have carefully worded legal instruments that will provide for flexibility of use in the future.

Planned Residential

The City of Houston and the surrounding areas have begun to experience revitalization in certain areas through infill development and redevelopment near popular shopping and cultural amenities. The result is usually higher density residential products of high value and quality with a pedestrian orientation. The City of Sugar Land has recently attracted developers interested in bringing these types of development, as evidenced in the approved Lake Pointe General Plan.

Any areas proposed for a mix of residential uses should be developed subsequent to the Planned Development District (PD) rezoning process; density and quality can be addressed at the time of the rezoning. Each individual PD should also specifically regulate relative building height, landscaping, signage, parking, building finish, buffering, and screening requirements. At this time, the City has elected to respond to planned residential development as it is proposed on a case-by-case basis rather than designate future areas on the Land Use Plan. Therefore the only vacant acreage shown as planned residential on the Future Land Use Plan Map are those that have been previously approved on a developer's General Plan.

In order to avoid the accumulation of negative impacts to drainage and road systems, the City can use the PD process to negotiate additional greenspace to offset the increased density proposed by a planned residential project.

Typical conventional apartment development, of the type seen in apartment complexes, duplexes, triplexes, fourplexes, etc. are specifically excluded from this category and should not be included in the ultimate development of any property reflected as "planned residential" on the Land Use Plan. The separation guidelines as laid out in the following section (Townhomes/Condominiums/Apartments) should not apply to areas reflected as Planned Residential on the Land Use Plan.

Mixed Use

Any areas shown as either mixed use residential/retail or retail/R&D should be developed subsequent to the Planned Development District (PD) rezoning process; density and quality can be addressed at the time of the rezoning. Each individual PD should also specifically regulate relative building height, landscaping, signage, parking, building finish, buffering, and screening requirements.

ADOPTED

Townhouses/Condominiums/Apartments

The low density character of the City of Sugar Land has been established through many years of planning and sensitive development. Since its inception as a family oriented community the citizens have repeatedly voiced a desire to enhance their neighborhood atmosphere and community values. The proven advantages of single family neighborhoods over high density multi-unit dwelling forms has led to Sugar Land retaining its highly desirable small town atmosphere.

The city recognizes the need for a number of housing choices, including multi-units, to provide for the needs of new households, for temporary residences for families moving to the city, for those who desire the convenience of housing without maintenance, and for those that cannot afford to purchase single family homes. Architectural style, bulk, height and design are of critical importance when blending these uses into neighborhoods. Street facades should resemble single family houses, yards and drives should be similar to adjoining single family properties and signage should be consistent to surrounding neighborhoods.

As much as possible these higher density developments should be designed as an integral part of the neighborhood. This should be accomplished by limiting the highest density to no more than twenty units to the acre, a maximum of no more than two hundred units at any one location, and no more than three hundred such units within any one square mile of the City. The limitation on units per square mile will be implemented by using a circle that has a 3,000 foot radius that can be moved surrounding the proposed development to determine the concentration within any one square mile in the City and ETJ. In addition, such developments (apartments, condominiums, townhouses and other group residential uses) should be dispersed throughout the community to avoid undue concentration of population. This should be accomplished by spacing developments to ensure a balance in each location of single family residences and multi-unit dwellings. Further, the location should provide for at least 1/2 mile separation of multi-unit dwelling developments.

The general plans for neighborhoods should specifically design open space and recreation facilities to serve all the residents of all types of dwelling units.

In specific terms multi-unit dwelling developments should be planned and designed as part of each neighborhood in which they are proposed rather than as peripheral uses isolated from the activity and vitality of the neighborhood.

Neighborhood Convenience Centers

These facilities are intended to serve the daily needs of an individual neighborhood. They should be located at intersections of collector streets or collector/arterials. Operations would be consistent with normal residential hours and large sign or displays are inappropriate.

ADOPTED

Shopping Centers

These facilities are intended to serve a larger area, up to six square miles and generally contain up to 400,000 square feet of space. The Williams Trace Shopping Center is a good example of such a center. Because of their size, they should be located on arterials or greater. Access to these centers should be determined through technical analysis to preserve the safety and progression of the adjacent public streets. Access management practices, safety and preservation of a high level of service to the transportation network should be a priority.

Schools

A traffic impact analysis should always be performed for a proposed school campus or a major renovation to an existing campus. The technical analysis will be able to minimize the impact of the school on the adjacent streets while providing the greatest safety routes for the students. The analysis will also be able to determine the proper traffic control for the area, the proper pavement geometrics and the most efficient internal circulation within the campus to minimize overflow and adverse impacts to the public rights-of-way.

Elementary schools should be located at the intersection of collector streets with the access driveways being located off of the collector street. The traffic generated by these facilities exceeds the normal capacity of residential streets. Schools should not be located on arterials or highways/freeways in order to provide maximum protection to children and to lessen congestion on those streets. High schools and middle schools should be located in a campus setting with access from a collector to an internal street and parking system.

Churches

These facilities may be located on either collector or greater streets, but should not be situated such that primary access requires using residential streets. A technical analysis should be performed for the larger churches to ensure safety, the practice of access management, and the preservation of a high level of service to the adjacent transportation network.

Heavy Industrial

With the exception of the Imperial and Ondeo Nalco sites, there are no heavy industrial uses within the City of Sugar Land, and the City does not anticipate the siting of future heavy industrial uses. The Imperial site has recently ceased all operations and is not promoting the property for heavy industrial use. Conversely, the Nalco site is expected to continue operations into the foreseeable future. The Planning and Zoning Commission has expressed an interest to allow the redevelopment of that site as a less intense commercial use if the current use ceases operations. Therefore no future heavy industrial use is shown on the Future Land Use Plan Map.

ADOPTED

Light Industrial

Light industrial such as the uses that we currently have within the City's Business Park, or mixed use office/R&D, should be developed with particular attention to buffer areas that will transition between those uses and any residential use. Buffers should involve natural or manmade separations, the width of which are determined based on the relative impact of the proposed buildings on the residential areas. These buffers should be specified either within a new zoning district or through the PD process.

D. MAP OF FUTURE LAND USE PLAN

The Land Use Plan begins with a base map that shows existing or recently approved land uses that are either 1) in their final zoning classification, or 2) covered by an approved General Plan. That map left vacant the areas where a determination was needed regarding the City's preference of uses. The result was seven decision areas. This section describes those infill areas, discusses the influencing area characteristics, and provides additional details land use regarding the map.

Area 1



Area 1 is the City's Mixed Use Conservation (MUC) district. The existing Land Use Plan, which was adopted in 1993, reflects the area to be Research/Industrial. Discussions regarding the area that have occurred more since the adoption of the 1993 plan focused on the transitional nature of the area. Market conditions had created pressure for commercial uses, which conflicted with a desire to preserve the historic and residential character of the area.

The properties in question have been zoned MUC since the adoption of Ordinance No. 1063 on September 23, 1997. Based on internal documentation and testimony of current city staff, the creation of this district was driven by residential property owners' desire to protect the houses in what was zoned Office District (O-1 as of September 25, 1995),

ADOPTED

from commercial development. Several attempts to preserve the residential structures and place controls on commercial development had been made prior to creating this district. Below is a chronicle of action taken by the City Council in an attempt to address those concerns:

1996 (May 7) Ordinance No. 1002: Moratorium on accepting applications for building permits for construction or alterations of any building other than Single Family residential use

(October 15) Ordinance No. 1027: Continuation of Moratorium

1997 (February 18) Ordinance No. 1040: Continuation of Moratorium

(August 5) Ordinance No. 1051: Continuation of Moratorium

(September 23) Ordinance No. 1063: Adoption of New Development Code and creation of MUC (which extends south along Brooks Street into the residential area)

1999 (Summer) City Council directed Planning staff to review the MUC boundaries and to suggest potential changes to those boundaries. At the August 10, 1999 P&Z meeting, the Planning staff recommended that the area adjacent to HWY 90A and the area along Matlage Way be zoned for B-O. No action was taken on this recommendation.

(September 28) Ordinance No. 1201: 1. Land Use Matrix amended to permit a wider range of uses in the MUC; 2. All new construction requiring a building permit became subject to the Conditional Use Permit (CUP) process.

These discussions resulted in the creation of the MUC zoning district, which allows both residential and a limited amount of light commercial uses with an attempt to mitigate potential negative impacts and encourage preservation of the character of the area through the Conditional Use Permit (CUP) process. A CUP is generally considered an effective tool to allow surrounding property owners to provide input into the approval process through the public hearings. The decision makers (in our case, the City Council with a recommendation from the Planning and Zoning Commission) have the authority to incorporate mitigating conditions into the development or to deny a CUP when a proposed new structure or structural add-on is out of character with the existing buildings in the district. However, the current regulations do not require preservation of actual existing structures. There is no prohibition or regulation of demolitions other than application of typical Building Code requirements. Our discussions with the public and the Commission centered on whether there should be additional restrictions regarding the district.

ADOPTED

There are public, office/service, and low impact commercial uses currently existing and acting as a transition area between the regional commercial uses at the Highway 90A and Highway 6 intersection and the residential areas of Brookside/Belknap, Venetian Estates, Alkire, and Sugar Lakes. There are a few single family homes still in residential use among the other homes that are transitioning to low impact commercial uses on the west side of Brooks south of Guenther. Most of the property along Matlage Way is used for public uses (park, post office, city offices, fire station).

Three of the tracts, the new Credit Union site on the southwest corner of Brooks and Guenther, as well as the former Imperial Sugar support center between Guenther and Brooks, were recently rezoned to B-O due to the limitations of the MUC use regulations. A request for B-2 for the former Palm Theater site on the southeast corner of HWY 90A and Guenther was denied in favor of a B-O designation. The B-2 was considered too intense for the nature of the remaining MUC district and from a traffic generation standpoint.

In the future, the MUC district regulations may need to be reexamined as part of a future neighborhood enhancement study of the City's older neighborhoods. Changes to add additional reasonable commercial uses, to provide additional restrictions, and perhaps to add more effective structural preservation regulations could be considered.

Public input:

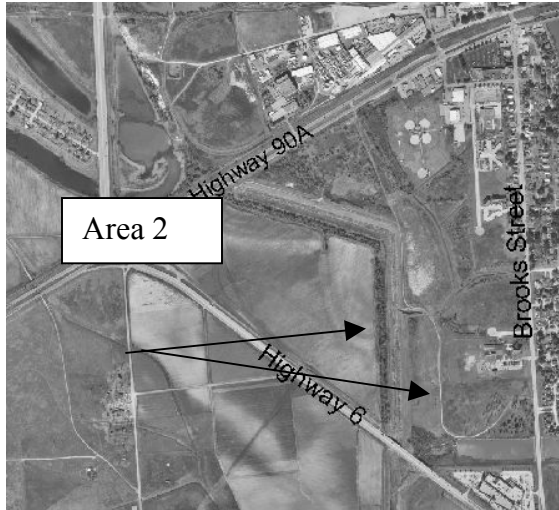
Responders generally expressed an interest in a continuation of the current intent of the MUC district. There did not seem to be interest in strengthening the ordinance language.

Recommendation:

Keep the MUC and B-O designations as they are currently shown. There is currently no interest in redrafting the MUC district or add an overlay district to the entire Area 1 to incorporate more effective provisions to preserve the character of the area. Encourage the continuation of public uses, and those uses compatible with public uses, along Matlage Way.

ADOPTED

Area 2



Area 2 is located between University Boulevard and Memorial Hermann Hospital. Ditch H runs through the middle of the area. The eastern half of the area is a wetland (Char Lake) and is owned by the City. The entire Highway 6 frontage, including adjoining properties to the north up to Highway 90A and to the south up to the Highway 59 intersection, is reflected as office/service on the existing Land Use Plan. The abutting property and the eastern half of Area 2 were rezoned PD a few years ago. The PD discussions included the intention that some of the future pad sites should develop as B-O type uses rather than the more intense B-2; however, no specific ratios were identified in the final ordinance that rezoned the property. Instead, the list of permitted uses includes mostly office type uses, but several retail uses are listed as conditional uses, presumably to allow the potential to limit certain sites to office/service on a case-by-case basis.

Most of the property has been recently developed, or is in the process of building. Developed properties include Willie's Ice House and the Chase and Texas State Banks. There is also a medical office building under construction along University Boulevard. Discussions during the rezoning case included a desire to retain some exclusively office uses to provide a buffer to the residential areas to the east. The development trend for the area tends to attract a variety of retail uses in addition to financial and medical offices.

Public input:

We received input that the infill area in and around the Planned Development District should allow general retail uses rather than reserving all or a portion of the area for exclusively office uses.

Recommendation:

Allow the continuation of the development pattern of the tract west of Ditch H as financial, office, and retail. Allow the retail uses that are conditional uses if all site development features are in character with the existing development of the area.

ADOPTED

Area 3



Area 3 is the inner portion of the Fluor Daniel property that is currently zoned B-O and PD, roughly half of which remains vacant. The Land Use Plan shows the entire Fluor property, including the outer tracts lining HWY 6 and HWY 59, as office/service. However, all of the adjoining outer tracts have been rezoned to B-2, allowing for more intense uses than the B-O zoning would have permitted. The developed portions include office and R&D type uses. The existing development is more of a campus, with well-landscaped parking lots that are served by pedestrian and bicycle facilities. The property is discussed in the City of Sugar Land Target Industry Study, which identifies the Fluor property to be conducive for office/service uses, R&D, and light manufacturing.

Earlier this year, the City approved a General Plan for the property, which shows general commercial uses along the frontages; residential uses intended for infill urban style development in the two northern “ears”; and a mix of office, commercial, and urban density residential uses transitioning between the commercial and residential areas. A development agreement accompanied the approval of the General Plan. The developer, area residents, and City officials understand that the residential portions north of Creek Bend Drive will be rezoned as a Planned Development District, giving the developer some flexibility of design, and allowing certain development criteria related to density, housing style, and quality to be established through the zoning process. The zoning process was triggered recently with the submittal of a PD rezoning for the first few phases of the residential areas. The current infrastructure would need to be upgraded to handle the increased impacts that such development would have on utilities and the interior and adjacent traffic system.

Public input:

Respondents expressed an interest in a transition area on the Fluor property that would allow it to continue to build out with current uses, but that would keep periphery buildings low. In the past, the owners of the Fluor property had agreed with the neighboring residents to restrict building heights in certain areas across from Oyster Bay and Sugar Lakes. These residents requested that these agreements be formalized through any future PD amendments. Brookside/ Belknap, and Hall Lake residents would like the

ADOPTED

same provisions in the areas across from these subdivisions. There was also concern about possible increased drainage problems and an increase in traffic accessing Sugar Lakes Drive.

Recommendation:

Allow high density single family, such as townhome and patio homes, on the areas north of Fluor Daniel Drive if Fluor Daniel is upgraded to meet collector standards. Greater residential heights that exceed typical single family development should be designed, oriented, and located such that they preserve the privacy of neighboring single family development.

Potential negative drainage and traffic impacts that are directly caused development by should be addressed through the development process, when compliance with the City's drainage and street design standards is triggered. Any existing drainage problems should be addressed at a more regional level that takes all of the contributing factors into account.

Areas 4A, 4B, and 5



Tract 3, Nalco, and the Imperial Sugar areas needed additional policy direction, which will eventually come from the City Council upon recommendation from the Planning and Zoning Commission. In order to reach a recommendation regarding the ultimate land uses, many factors were taken into consideration, including property owner plans, citizen input, and staff recommendations.

ADOPTED

Several scenarios were originally shown on maps for Commission and public discussion purposes. The scenarios were intended to be broadly conceptual, reflecting a range of land use possibilities. The Commission's work resulted in a recommendation for the area that consolidates the factors listed into a single scenario.

Economic Development

The City Council has identified a number of specific goals for the City among which are the goals of Sugar Land becoming a "Regional Employment Center" and a "Balanced Tax Base". To achieve these objectives will require that the City maintain or increase the amount of commercial property available in the City for development. Additionally, as a part of its economic development efforts, the City undertook a target industry assessment to 1) review the remaining tracts of undeveloped property in the City for compatibility with business development and 2) set a priority of industries the City should pursue to maximize the impact on the City. Tract 3 is one of the four areas that were studied in the Target Industry Report, which was presented to Council in January 2003. The report identified the tract as a good location for retail commercial, office and light industrial uses. The development of Tract 3 with a major commercial (non-retail) component becomes a necessity, given the Council objectives, the proximity of the Tract 3 to the Sugar Land Regional Airport, the limited remaining property in the Sugar Land Business Park, and the recent reduction of available commercial property on the Fluor site.

Mobility

On the Thoroughfare Plan, the City has identified a need for an arterial system to relieve increasing traffic problems on Burney Road. On a very conceptual level, the Thoroughfare Plan shows an arterial coming off of Burney Road just north of the Jess Pirtle intersection to connect with Highway 90A across from the future University Boulevard connection. The Plan also shows another arterial coming off of that arterial and connecting with Highway 6 across from the Sugar Land Regional Airport entrance. Last year, the City Council reviewed two potential alignments that give more detail regarding the possible future location of that arterial system. The roads will likely be built with the development of Tract 3 unless they are identified as a CIP project.

There are also two collectors on the Thoroughfare Plan that will branch off of the arterial system to serve future land uses to the north and to the south, but are not necessarily intended to connect with Voss Road or Highway 6. Final alignments and possible connections will be determined based on future development needs.

Development opportunities and constraints

Area 4A is Imperial Sugar and 4B is Nalco. They are the only places in the City that are zoned as M-2 Heavy Industrial (other than the airport). Both sites are shown as Research/Industrial on the current Land Use Plan. Imperial backs up to established single family residential development. Nalco abuts a vacant Imperial owned tract, with Tract 3 lying to the north beyond that vacant area.

At the time we were preparing for the first public input period, the City was not aware of any plans that the owners of the Imperial Sugar site may have had (Area 4B) to either

ADOPTED

exercise their rights under the Heavy Industrial zoning, or to abandon the historically M-2 zoned use of the property. The area contains a small neighborhood park that needs additional area to function appropriately. When we were made aware of the intention of the property owners to change the land uses on the site, it became appropriate for the City to discuss various land use options with the owners and to solicit public input.

Nalco is currently in full operation and the City is not aware of any plans to cease or decrease the use. The use requires a transition area between it and any residential uses. Except for Imperial, this site is the only M-2 zoned area in the City of Sugar Land that will be available for heavy industrial use. If the use shows any indication of becoming discontinued in the future, the City may choose to study potential options for future reuse or redevelopment into a use other than heavy industrial.

Area 5 is Tract 3 and some adjoining parcels to the south, north, and east, including the older residential area in Mayfield Park. Area 5 contains many physical constraints. It is shown on the current Land Use Plan as Single Family with some commercial across from the Airport main entrance. Kempner High School fronts on Voss in the northern area, and a new TxDot sign shop facility exists along HWY 6. The northwest corner is located within the City Limits and is zoned B-2. A small single family subdivision was recently approved west of Burney Road across from Jess Pirtle, and a church was also recently approved to locate a bit farther to the north. Mayfield Park is located in the southeast corner of the area just above the Imperial property. The remainder of the tract is not zoned because it lies outside of the City's zoning jurisdiction. The City intends to annex that property in the near future.

Most of Tract 3 is covered by the Airport Noise Impact District, and the western HWY 6 frontage is within the AZ-01 District, which currently restricts uses to nonresidential. The City of Sugar Land will be revising the airport districts in the near future.

There are multiple wetlands covering the tract and Oyster Creek winds through it. The entire center acreage bounded by the Creek is currently considered an overflow area and is thus undevelopable until significant changes are made to the drainage system. The WCID owns easements over and adjacent to the Creek, requiring the existing stream to remain in place. The natural areas could provide buffering between differing land uses.

Land uses near the area include well established single family across Burney Road – any new development in the eastern portion should occur with transitions to the existing neighborhoods. There are two apartment complexes and strip commercial located in the vicinity across Voss and HWY 6 outside of the City's jurisdiction. There may be pressure to continue this pattern on Tract 3. The property flanks the vacant Imperial property on two sides. This proximity, coupled with the airport constraints, does not render the southern area of the tract conducive to conventional single family residential development. Representatives from Nalco have likewise expressed concern that there be no residential uses immediately adjacent to their site.

ADOPTED

Public input:

The City Staff and Council have heard preliminary plans from the Imperial Sugar owners to encourage redevelopment of the property, most likely for uses other than heavy industrial. Input from the general public was sought in the Fall of 2003 and early 2004. In May of this year, citizens participated in two public input meetings and offered the following input:

Mixed Use concepts

A recurring theme focused on the natural beauty and environmentally sensitive nature of the majority of the area. Citizens favored future development coupled with conservation strategies that would result in preservation, enhancement, and encouragement of passive recreational use of Gannoway Lake, Oyster Creek, and other natural greenways. Preservation of the Imperial Sugar buildings to redevelop as a mix of private and public uses was discussed and repeatedly supported in conjunction with the open space concepts.

Residential Uses

Many of the speakers expressed a strong opinion that any residential uses ought to be single family of a density and quality that is typically found in other single family residential areas of the City of Sugar Land. Any other housing style would likely be opposed, except perhaps in very small quantities to deal with otherwise conflicting land use adjacencies. Some indicated that the condominium and live-work townhomes as proposed in the “mixed-use residential” category would not be acceptable. The category itself seemed to be confused with the “mixed use residential retail”. Any uses that would result in lower quality or higher density residential uses (such as standard apartment style development) would be opposed.

Retail Commercial Uses

Any retail use along Burney Road would be opposed. Retail in the form of light commercial (especially those that would be pedestrian oriented) may be tolerated near US 90A or State Highway 6 if included as part of a well-planned approach to creek preservation and enhancement.

Office and Light industrial Uses

The area of greatest concern and interest seemed to be that nearest the Burney Road area. However, several people commented that those uses that further the City’s economic development interests should not be concentrated on the north side of the City (north of 90 A). Other input indicated that economic development uses may be acceptable if the uses are limited to those specific uses that the City considers among its “target industries”, if the buildings are well designed and of superior quality, and if the overall development is compatible with other existing and future uses in the vicinity.

The staff had a preliminary meeting at the beginning of the year with Imperial representatives, who expressed an interest in abandoning the heavy industrial use

ADOPTED

of the property, but more specific redevelopment plans have not yet been brought forward.

Recommendation:

The Planning and Zoning Commission's Scenario involves a mix of future residential retail use on the Imperial site, Nalco site (for future redevelopment should the use be abandoned), and the creek frontage north of Oyster Creek to allow for a transition into the single family residential uses to the north and to allow creative redevelopment of the Imperial site and vicinity. The single family residential would continue north of the Burney Road Bypass and Oyster Creek, with light industrial uses along the Highway 6 frontage. There is an opportunity to create a new zoning district that lists the City's target industries and incorporates buffering and design standards. This option should be studied and pursued prior to development of any commercial or economic development uses. Three tracts of retail commercial are shown on Highway 6 at the Voss, Burney Road Bypass, and Highway 90A intersections. More flexible residential uses would only be entertained in some areas if a proposed development is processed through the PD district and is beneficial to the community. The gross density for any residential area, inclusive of the buffers, should remain between 3 and 4 dwelling units per acre, which is the average gross density of the conventional suburban single family areas of the City. This scenario also shows a significant amount of green space over the areas that are likely to be wetlands, along Oyster Creek to allow for future trials, and in buffer areas to allow for transitions between land uses.

Other recommendations include:

- Continue to pursue options to retain the western half of Gannoway Lakes and explore options for surrounding areas through the Parks Master Plan update.
- As a part of the Parks Master Plan update, study the potential for implementing a trail system along Oyster Creek.
- Any public/private partnerships that will preserve the Imperial buildings and rehabilitate them through adaptive reuse will be supported.

ADOPTED

Area 6



Area 6 is outside the City Limits east of Maranatha Farms. The current Land Use Plan shows the area as single family residential. The City owns one of the tracts; it contains a wastewater treatment plant. The City has plans to expand that facility in the future. The Parks Department has expressed an interest in acquiring a future park site on the tract because a need for a community park now exists in the area. The Riverstone development will abut the area to the east and to the south. The approved General Plan for Riverstone shows townhome uses to the east and future residential/commercial mix to the south. Oilfield Road is shown as a major collector on the Thoroughfare Plan, although the road is substandard and does not meet minor collector standards.

Public input:

There were three meetings where significant input was provided. Prior to the first meeting, the property owner provided input regarding the physical constraints on and adjacent to the area, and requested higher density residential in Area 6 with a small neighborhood commercial use at the intersection of Oilfield Road and a future east-west collector shown on the Riverstone General Plan. At the meeting that took place in September 2003, there was general agreement among the residents that were present that the area should be developed single family residential, and that smaller lot sizes, perhaps even townhomes, might be acceptable to make development of the constrained property more feasible. The residents expressed their acceptance of residential, but they would prefer the property be used as park land or not develop at all. The residents were opposed to the commercial use. The attendees were concerned about the commercial uses already approved in the General Plan for Riverstone, and that a road would be built behind their tracts. The residents also expressed concern about the current condition of Oilfield Road, which is a substandard road, but is heavily used and is therefore deteriorating rapidly.

At the meetings that took place in March 2004, the area residents who spoke preferred a standard single family classification and indicated opposition to any other pattern that would result in densities higher than those in Sugar Land's typical single family areas.

ADOPTED

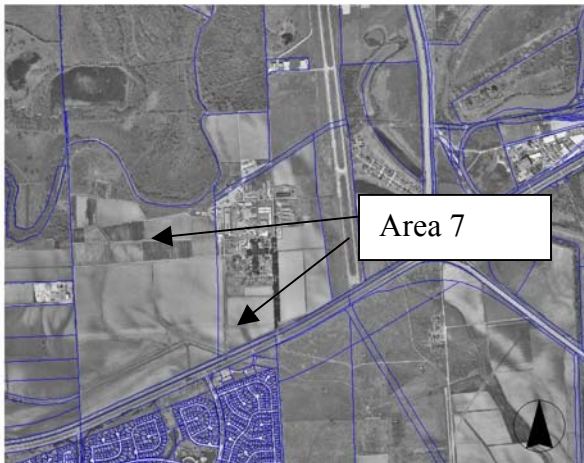
Recommendation:

The area east of Oilfield Road is shown as single family with a gross density of between three and four dwelling units an acre. The area west of Oilfield Road is shown as public. The constraints on and around the property may result in the need for some flexibility to allow for buffering and transitions through mixed uses.

Other recommendations include:

- The area should be annexed into the City prior to, or coinciding with, development approval.
- Area 6 contains a potential community park site and should be included in the pending update to the Parks Master Plan.
- The western portion of the area east of Oilfield Road could be medium density single family if needed to properly transition between existing and future single family and the wastewater treatment facility.

Area 7



Area 7 is Tract 2, which lies west of the Airport and is currently not accessible with the exception of one railroad crossing. A smaller sliver of land is located just south of the Airport between the runway and HWY 90A. It is currently shown as Institutional on the current Land Use Plan because it is still under the State Department of Corrections' ownership. Retail commercial uses are developed across 90A in New Territory. Land to the west and east is located within Houston's ETJ, and is rural. The area contains significant drainage challenges similar to those on Tract 3.

The easternmost sliver of land is desired to be a future expansion area for the Airport. Some of the tract is located within the AZ-01 zone and is therefore not considered conducive to residential or assembly uses; the area to the north and west is largely vacant prison property. The City is in need of additional M-1 zoning for uses such as the ones found in the Sugar Land Business Park. If accessibility and drainage can be improved to the remainder of the tract that is not needed for the Airport, the area would lend itself to commercial, office, warehousing, and light industrial uses.

ADOPTED

Public input:

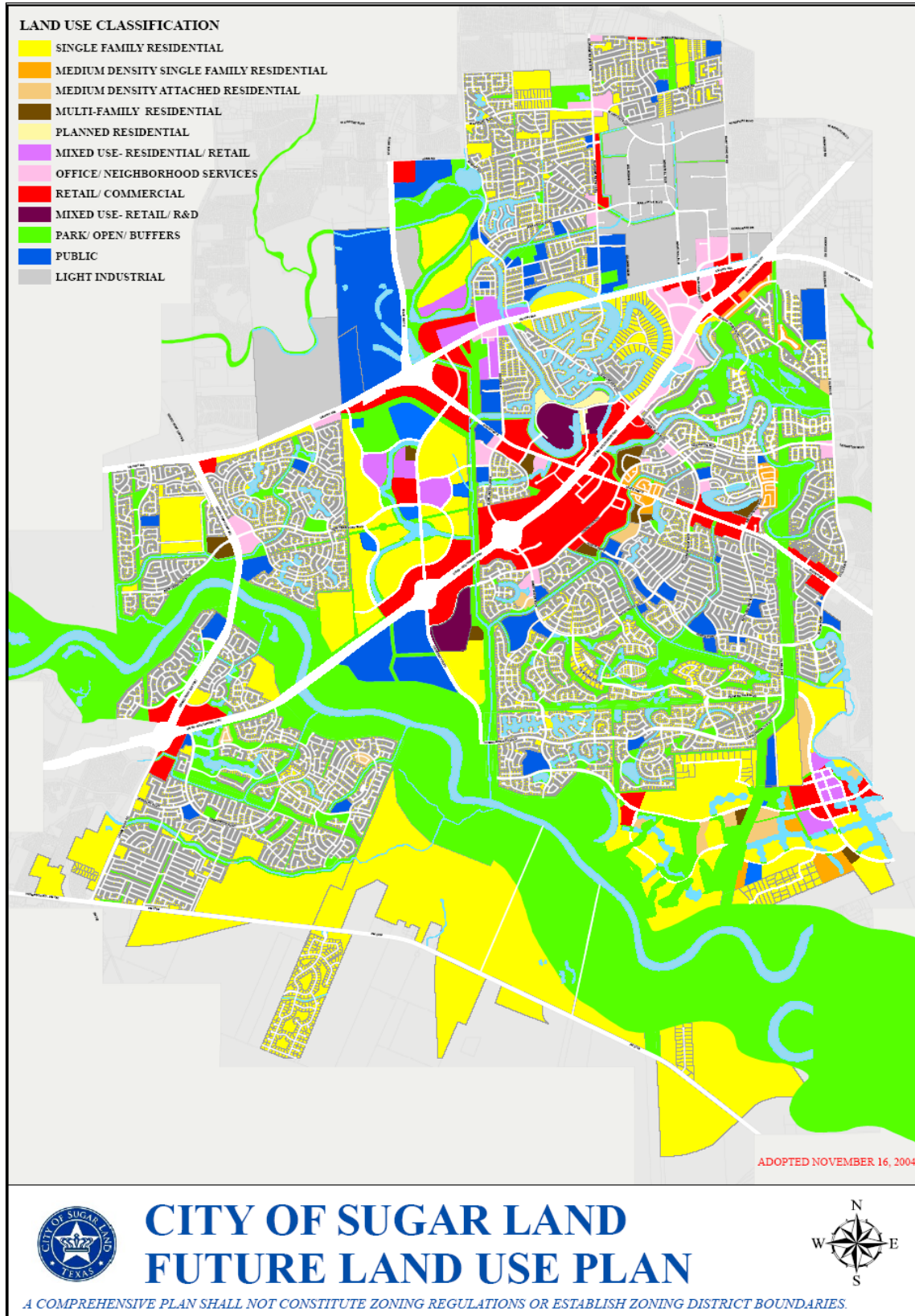
No public input was specifically sought on Area 7 due to the fact that there is no development pressure expected on that property in the foreseeable future. If the access is improved, making development more imminent and feasible, then a more detailed plan should be developed at that time with public input.

Recommendation:

The area could be shown as light industrial, but should not be approved for any type of development until adequate access and infrastructure have been provided.

ADOPTED

Land Use Plan Map



ADOPTED

E. APPLICATION, INTERPRETATION, AND IMPLEMENTATION OF MAP AND TEXT

The City of Sugar Land's Land Use Plan will act as a guide for future land use decisions, which are made during the zoning/rezoning and the general plan processes. Future rezoning and general plan approval should meet the general intent of the Land Use Plan, understanding that a developer's land plan and a single zoning category will be more specific than the City's Land Use Plan.

Any land use plan is intended to be general in nature, laying out a city's preference of future development patterns. Boundaries of uses should be interpreted to fall along future or existing roadways, waterways, wetlands, and rights-of-way. When known, lot lines might form boundaries as well, depending on site orientation. Existing developed areas are a bit more detailed because boundaries are fixed and land use decisions have been established. On raw land, the specific locations of uses with specific location criteria, such as parks, neighborhood commercial, and public uses cannot be determined until infrastructure is laid out. Those types of uses should be located using the Design Guidelines of this Chapter (Section C.)

The Land Use Plan should also be used to guide decisions for future major infrastructure needs. Thus the Land Use Plan information should be the base data that is input into the City's master plans. If the Land Use Plan changes, other plans should be reviewed. Major land use decisions that impact the Land Use Plan should result in a review of the Plan and all other master plans. Conversely, other City master plans may have an impact on the Future Land Use Plan, and the Plan should therefore be coordinated with other master plan changes on an on-going basis. The larger infrastructure serving needs that extend beyond those that are demanded by a proposed development can be provided with City participation by way of development agreements or through future Capital Improvements Projects (CIP). A CIP can also be identified in the future for areas where no development is proposed in order to meet imminent needs.

The Land Use Plan may contain uses that are not always supported by market demand. A variety of funding sources is available to aid cities in partnering strategies. These include, but are not limited to, Tax Increment Finance Districts, Brownfield Cleanup Fund, and the City's Economic Development program. Several of these implementation strategies have been discussed throughout the Land Use Plan update process. These options should be well researched in the future for applicability should the City elect to negotiate with developers to obtain certain public benefits that would not otherwise occur.

The City should be aware that as the density of some of our residential areas increases, there needs to be a balance that off-sets that density with additional greenspace. The City currently has tools, including the PD process, purchase options, and development agreements to either negotiate additional greenspace over and above current limited parkland dedication requirements. In the future, as the City implements this Land Use Plan, several additional strategies that encourage the preservation of greenspace should also be developed.