

## Primer on Sugar Land Regional Airport Zoning

### FAQs

What is Airport Zoning, and how do the airport districts interact with the City's other (Chapter 2) zoning districts?

*Airport zoning serves as an extra layer of protection, ensuring that compatible uses are developed around the airport. The airport zoning districts (Chapter 9 of the Development Code) apply to property in addition to the standard and special district designations established in Chapter 2 of the Development Code.*

What is the AZ-01 District?

*The AZ-01 District is placed on property surrounding the airport, and ensures development surrounding the airport consists of compatible uses that will not be negatively impacted by noise from the airport. In particular, this district does not allow residential, assembly, or institutional uses.*

What is the AZ-02 District?

*The AZ-02 District is placed on property at the ends of the runway, and is therefore the most restrictive in terms of land uses. Permitted uses are very limited due to proximity to the airport and runway. Due to the significant limitations on use of the property, the City owns or leases all property zoned AZ-02.*

How do I determine if a use is allowed on property that has airport zoning applied to it?

*The use categories established in the draft Sec. 2-71 Nonresidential Districts Permitted Uses and Parking Schedule are the same categories utilized for the draft Airport Zoning Land Use Matrix. In order to develop property with airport zoning, the proposed use must be permitted or allowed with a conditional use permit under Chapter 2 Zoning and also be permitted under Chapter 9 Airport Zoning. If a use is prohibited by either the Chapter 2 Zoning district or the Chapter 9 Airport Zoning, then the property may not be developed with that use.*

## **Chapter 9 – SUGAR LAND REGIONAL AIRPORT ZONING REGULATIONS**

### **ARTICLE III. - COMPATIBLE LAND USE ZONING REGULATIONS**

#### **Sec. 9-14. - Land Use Zoning Districts Established.**

- A. To promote compatibility between the Airport and the surrounding land uses, to protect the Airport from incompatible encroachment, and to promote the good health, safety, and general welfare of property users, the following Airport zoning districts are established for a portion of the land located within the Airport's controlled compatible land use area:

<b>Abbreviated Designation</b>	<b>Zoning District Name</b>
AZ-01	Airport Zoning District 1
AZ-02	Airport Zoning District 2

These land use zoning districts establish additional regulations to the underlying zoning districts established in Chapter 2.

- B. It is unlawful for any person:

1. To make use of any premises for a purpose other than what is permitted in the district in which the premises is located; or
2. To erect, convert, enlarge, reconstruct, or structurally alter any Building or Structure for a purpose other than what is permitted in the district where the Building or Structure is located.

#### **Sec. 9-15. - Airport Noise Impact District Established.**

- A. To encourage the appropriate use of land that may be affected by noise from Airport operations, but is not in such close proximity to the Airport as to require restrictions on its use to protect the health or safety of persons residing on or using the land, the following district is established:

<b>Abbreviated Designation</b>	<b>District Name</b>
ANID	Airport Noise Impact District

- B. There are no land use restrictions imposed in the Airport Noise Impact District under these zoning regulations, but land owners should carefully consider the possible impact of noise from Airport operations on land uses located in the ANID.