all four runway ends, while Runways 11, 29, and 36 are also equipped with straight-in approaches. GPS approaches are defined by satellite signals establishing a series of waypoints at varying distances apart consummating at the end of the runway. Some of these GPS approaches can be flown when cloud ceilings are as low as 1,160 feet MSL or greater and visibility is one mile. In addition to the four GPS approaches, Georgetown Municipal Airport (GTU) has one straight-in NDB approach on Runway 18. This approach can be flown when cloud ceilings are 1,480 feet MSL and visibility is one mile for Category A and B aircraft, or two miles visibility for Category C aircraft. These approach categories are based on a speed of 1.3 times the stall speed of the aircraft in landing configuration, at its maximum gross landing weight. Examples of Category A and B aircraft include the Beechcraft Bonanza, the Beechcraft King Air, and the Cessna 441. Category C aircraft include the Cessna Citation, the Saab 340, the Gulfstream, and the Boeing 737.

Published arrival procedures for Georgetown Municipal Airport are shown on Exhibit 1E.

CUSTOMARY ATC AND FLIGHT PROCEDURES

Flights to and from Georgetown Municipal Airport are conducted using both IFR and VFR. Instrument Flight Rules (IFR) are those that govern the procedures for conducting instrument flight. Visual Flight Rules (VFR) govern the procedures for conducting flight under visual conditions (good weather). Most air carrier, military, and general aviation jet operations are conducted under IFR regardless of the weather conditions.

Visual Flight Rule Procedures

Under VFR conditions, the pilot is responsible for collision avoidance and will typically announce on the radio, when approximately 10 miles from the airport, their intention to enter the traffic pattern.

Typically, VFR general aviation traffic stays clear of the more congested airspace and follows recommended VFR flyways in the area. Exhibit 1E illustrates a view of Georgetown vicinity airspace with the recommended VFR routes.

Instrument Flight Rule Procedures

Austin Approach/Departure Control handles all IFR traffic to and from Georgetown Municipal Airport. IFR arrival traffic is transferred to the Common Traffic Advisory Frequency (CTAF)/Unicom frequency as the traffic enters Georgetown airspace.

Two published Standard Terminal Arrival Routes (STAR) can be used to direct pilots to the Georgetown area. A STAR is a planned IFR arrival procedure which provides transition from the enroute structure to an outer fix or an instrument approach fix in the terminal area. BITER THREE and KALLA ONE are STARs which may be used for arrival to Georgetown Municipal Airport.
The BITER THREE arrival directs pilots arriving from the southeast and east. Pilots arriving from the southeast are routed from the Industry (IDU) VORTAC to the BITER Intersection. Pilots arriving from the east are routed from the Navasota VORTAC to the BITER Intersection. From the BITER Intersection, pilots proceed to the Basto Intersection via IDU R-281 where they can expect radar vectors to the final approach to the airport.

The KALLA ONE arrival is used by aircraft arriving from the west. This arrival directs pilots from the Llano VORTAC to the KALLA intersection. From the KALLA intersection, pilots are directed to the CENTEX VORTAC. From CENTEX, pilots are given radar vectors to the final approach to the airport.

EXISTING NOISE ABATEMENT PROCEDURES

Pilots operating at Georgetown Municipal Airport are encouraged to avoid overflights of nearby residential areas whenever possible. To aid these efforts, a number of recommended procedures have been developed as part of the airport’s adopted “Fly Friendly” program:

• Aircraft departing the airport are encouraged to use the best rate of climb, consistent with safety.

• Depart from the start of runway for the highest possible altitude when leaving the airport vicinity.

• Avoid prolonged run-ups and do them as near the center of the airport as possible.

• Jet aircraft are requested to use NBAA Standard Noise Departure Procedures or those recommended by the aircraft manufacturer.

• Use low-power approaches; always avoid the low, dragged-in approach.

• Right-hand traffic patterns on Runway 36.

In addition, the airport has placed signs near runway ends informing pilots to use quiet-flying procedures as illustrated in Exhibit 1F.

STUDY AREA

The study area, as depicted in Exhibit 1G, is generally centered on the airport and consists of approximately 14.3 square miles. Due to the extraterritorial boundary of the City of Georgetown, the entire study area is within the planning jurisdiction of the City.

Boundaries of the study area are generally Shell Road and Airport Road to the north, F.M. 971 to the east, M.K.T Railroad and the San Gabriel river to the south, and Gabriel View Drive to the west.

The study area defines the area within which detailed existing land use information will be presented. It is intended to contain the area expected to be impacted by present and future aircraft noise of 65 DNL or greater.
Modifications to the study areas can be made later in the study if deemed necessary as the study area boundaries were established for statistical convenience. It should be emphasized that this area is for the presentation of detailed background data - it is not a definition of the noise impact area. Areas adversely affected by aircraft noise will be defined in later analyses.

EXISTING LAND USE

Existing land use in the study area is shown in Exhibit 1H. The map was developed with the use of field studies completed in June 2001 which were verified through interpretation of aerial photos taken in April 2001. Other sources of land use information that were consulted include street maps and land use maps prepared by local agencies such as school district maps. The land use categories shown on the map were selected to conveniently fit the requirements of noise and land use compatibility planning. Table 1C lists the land use categories shown on the existing land use map.

NOISE-SENSITIVE INSTITUTIONS

Approximately 24 noise-sensitive institutions are present within the study area. As illustrated in Exhibit 1H, these institutions are primarily concentrated in the southern portion of the study area and include seven schools, three daycare facilities, one community center/lodge, two residential care facilities, 10 churches, and one cemetery.

Schools

The Georgetown Independent School District serves the entire Georgetown Municipal Airport study area. There are six public schools within the study area including one elementary school, two middle schools, one ninth grade school and two high schools. No new schools are planned within the study area.

<table>
<thead>
<tr>
<th>Category</th>
<th>Land Uses Included</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>Agriculture</td>
</tr>
<tr>
<td>Residential Low Density</td>
<td>Single family homes</td>
</tr>
<tr>
<td>Residential Medium Density</td>
<td>Single family homes Duplexes Triplexes</td>
</tr>
</tbody>
</table>
| Park & Open space     | Parks
Golf courses
Riparian corridors
Cemeteries |
| Public                | Airport                      |
| Commercial            | Businesses
Offices
Government offices |
| Industrial            | Manufacturing
Light Industry
Heavy Industry
Warehousing |

One community college, the Austin Community College, is found within the study area. No additional colleges or university sites are planned to be
Fly Friendly Program
At No Time is Operational Safety to be Compromised

- Avoid Low Flights Over Noise Sensitive Areas.
- Fly Traffic Patterns Close to Field and as High as Possible.
- Climb out at Best-Angle of Climb until Leaving Airport Boundary.
- Avoid Long Run ups. Do them near the Center of the Airport as Possible.
- During Night Operations be Considerate of time as it affects the Neighborhoods.

Exhibit 1F
RUNWAY NOISE AWARENESS SIGNAGE
LEGEND

- - - - Detailed Land Use Study Area
- - - - Municipal Boundary
- - - - Airport Property
- - - - Georgetown Jurisdictional Boundary

Source: City of Georgetown, Department of Geographic Information Systems.
LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Agriculture
- Low Density Residential
- Medium Density Residential
- Recreational Vehicle Park
- Park & Openspace
- Public
  - Municipal Buildings
  - Commercial
  - Industrial
  - Undeveloped Areas
  - Noise Sensitive Institutions
  - School
  - Day Care Facility
  - Community Center/Lodges
  - Medical Facilities
  - Residential Care Facility
  - Place of Worship
  - Cemetery

Source: Aerial Photography, dated April 4, 2001
Corrigan Consulting, Inc.
Coffman Associates Analysis.

Exhibit IH
GENERALIZED EXISTING LAND USE MAP
constructed within the area being studied in the near future.

Historic Resources

Consultation with the Texas Historical Commission revealed that no state-listed historical sites nor sites listed on the National Register of Historic Places are present within the study area. A number of historical sites are present south of the study area in the older portions of the City of Georgetown.

LAND USE PLANNING POLICIES AND REGULATIONS

In most cities and counties, land use planning occurs through both regulatory and non-regulatory means. Regulatory tools for directing land use include the zoning ordinance, which limits the type, size, and density of uses allowed in various locations; subdivision regulations, which regulate the platting and dividing of land; and building codes, which establish precise requirements for building. Non-regulatory means of land use planning include the general plan, which is also referred to as the master or comprehensive plan, and the local capital improvements program. The general plan provides the basis for the zoning ordinance and sets guidelines for future development. The capital improvements program is typically a short-term schedule for constructing and improving public facilities such as streets, sewer, and water lines.

The following paragraphs provide descriptions of the various land use planning tools currently in place within the study area. From these descriptions, one can begin to gain an understanding of the regulations impacting the study area.

REGULATORY FRAMEWORK

Texas state law permits municipalities to prepare, adopt, and implement comprehensive land use plans for the long range development of the city. Where a comprehensive plan has been prepared, state law also dictates that zoning regulations be adopted in accordance with the comprehensive plan (Section 211.004 of Title 7, Subtitle A, Chapter 211). In addition to comprehensive plans and zoning ordinances, state law also permits the adoption of subdivision regulations. The purpose of these regulations is to encourage quality development by establishing standards to ensure that the community's human and natural resources are protected.

County level governments are allowed to implement only subdivision regulations. At this time, Texas state law does not allow counties to adopt comprehensive land use plans or zoning ordinances.

As shown in Exhibit 1G, the Georgetown Municipal Airport study area is partially within the city limits of the City of Georgetown and partially within unincorporated Williamson County. The City of Georgetown has adopted a comprehensive plan and a zoning ordinance as permitted by state law. The following sections discuss these various planning and development tools in place in the
COMPREHENSIVE AND GENERAL PLANS

A community’s comprehensive plan sets the standards and guidelines for future development and provides the legal basis for the zoning ordinance. The plan represents a generalized guideline, as opposed to a precise blueprint, for locating future development. During the preparation of a plan, existing land uses are evaluated, and based on the evaluation, future land uses and facilities are determined. By illustrating preferred land use patterns, a general plan can be used by community decision-makers and staff, developers, investors, and citizens to assist them in evaluating future development opportunities.

City of Georgetown Century Plan

In March 1988, the Georgetown City Council adopted the first comprehensive plan for the city. The plan, titled The Century Plan, was then revised in 1996 to update the community’s policy direction for the future. Within The Century Plan an Extra-territorial Jurisdiction (ETJ) boundary was established which allows the city jurisdiction over portions of the county not contained within city limits. The ETJ boundary, shown in Exhibit 1G, encompasses the entire Georgetown Municipal Airport study area; therefore, the policies, means, and ends presented in The Century Plan apply to the entire study area.

The Century Plan was designed to incorporate 13 elements required by the City Charter. The elements include the following:

- Economic Element for commercial and industrial development and redevelopment;
- Public Services and Facilities Element;
- Public Buildings and Related Facilities Element;
- Conservation and Environmental Resources Element;
- Citizen Participation Element;
- Future Land Use Element;
- Traffic Circulation and Public Transit Element;
- Wastewater, Electric, Solid Waste, Drainage and Potable Water Element;
- Health/Human Services Element;
- Historic Preservation Element;
- Urban Design Element;
- Housing Element; and
- Recreation and Open Space Element.

These elements were further grouped into 15 Functional Plan Elements which include the Development Plan, Parks and Recreation Plan, Economic Development Strategic Plan, Facilities and Services Plan, Transportation Plan, Utilities Plan, Urban Design Plan, and the Airport Plan. Yet to be adopted is the Fiscal Plan, Environmental Plan, Citizen Participation Plan, Annexation Plan, Health and Human Services Plan, Historic Preservation Plan, and the Housing Plan. The plans are all interconnected by the Policy Plan which provides the means by which The Century Plan will be administered. Of the 15 Functional Plan Elements, only three, the Development, Facilities and Services, and the Airport Plan, relate to the airport and the noise produced by
the airport. These three plans are discussed in the following sections.

• DEVELOPMENT PLAN

Guidelines for the future growth and development of the City of Georgetown are presented within the Development Plan. Unlike most future development plans, the Development Plan does not provide illustrations of general land use or future land use. Instead, future land use is directed by the city's IMAGE system (Infrastructure Management for a Growing Environment). Programmed within IMAGE are data for the existing and proposed city infrastructure systems and existing and planned development for the city. With this data, maps and databases are created to illustrate where development would best occur based on available resources. The most used map within the community is the Intensity Map which is prepared with the data contained within the IMAGE system. With the intensity map, the levels and types of services provided to a parcel of land help determine the development potential of the parcel. Potential land development is classified into six categories based on its development potential. Intensity Level 1 parcels of land can be developed in the least intensive manner (i.e. parks) and Intensity Level 6 parcels of land have high-density development potential (i.e. industrial uses and multi-family homes). When the Intensity Levels are overlaid onto the zoning map, appropriate types and locations of development are determined. In areas without zoning, the type of development is determined by the developer and the intensity of development is determined by referring to Table 1D, Allowable Land Use to Intensity Conversion Chart. Development throughout the study area is limited by the availability of water and/or infrastructure such as sewers or roads. Exhibit 1J contains the Intensity Map for the study area.

Also contained within the Development Plan are a series of Policies, Ends and Means. The Policy, End and Mean that applies to the airport in the plan is as follows:

• Policy 15 - The City will encourage a transportation system that provides for the safe and efficient movement of traffic, promotes the economic interest of the community, and adequately serves the personal needs of individuals.

• End D - The City should assure safe and adequate basic aviation services to the community by ensuring that the Georgetown Municipal Airport becomes an integral part of the transportation system and business activity of the community.

• Means - (Ongoing 1) As the airport is expanded, the City will ensure adequate control of the airport clear zones. (Short Range 1) The City shall have an Airport Comprehensive Land and Facilities Plan that addresses all additions and improvements necessary to support local business activity. (Long Range 1) The City shall provide the necessary internal access facilities to attract appropriate development to the airport. (Long Range 2) The City shall obtain designation of the Georgetown Municipal Airport as a basic transport airport.
<table>
<thead>
<tr>
<th>Land Use Activity</th>
<th>Intensity Level</th>
<th>Limiting System</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Vacant/Rural Use</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Detached Single-family</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Large lot</td>
<td>0.91</td>
<td>2.07</td>
</tr>
<tr>
<td>- Average lot</td>
<td>1.05</td>
<td>2.40</td>
</tr>
<tr>
<td>Attached Single-Family</td>
<td>1.62</td>
<td>3.68</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>0.88</td>
<td>1.76</td>
</tr>
<tr>
<td>Manufactured Home</td>
<td>1.55</td>
<td>3.37</td>
</tr>
<tr>
<td>Lodging</td>
<td>1.44</td>
<td>2.89</td>
</tr>
<tr>
<td>Institutional</td>
<td>2.38</td>
<td>4.76</td>
</tr>
<tr>
<td>Church</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- With daycare</td>
<td>0.13</td>
<td>0.26</td>
</tr>
<tr>
<td>- Without daycare</td>
<td>2.78</td>
<td>5.56</td>
</tr>
<tr>
<td>Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Medical</td>
<td>0.62</td>
<td>1.24</td>
</tr>
<tr>
<td>- General office</td>
<td>0.78</td>
<td>1.57</td>
</tr>
<tr>
<td>Retail</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Mixed</td>
<td>0.12</td>
<td>0.24</td>
</tr>
<tr>
<td>- Restaurant</td>
<td>0.18</td>
<td>0.35</td>
</tr>
<tr>
<td>- Store</td>
<td>0.42</td>
<td>0.83</td>
</tr>
<tr>
<td>Employment Center</td>
<td>0.44</td>
<td>0.87</td>
</tr>
<tr>
<td>Warehouse</td>
<td>3.33</td>
<td>6.67</td>
</tr>
<tr>
<td>Mini-warehouse</td>
<td>7.69</td>
<td>15.38</td>
</tr>
<tr>
<td>Recreation &amp; Floodplain</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Road &amp; Railroad ROW</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Public Utility</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

Note: NA = portion of chart not applicable to given land use
Source: City of Georgetown Century Plan
• FACILITIES AND SERVICES PLAN

Within the Facilities and Services Plan, Policy 15, discussed above, is again addressed. Focus End 12.7 states that there is a need for direct public access to the area east and west of the Georgetown Municipal Airport. Currently, no access exists to the west of the airport. This property, which has many potential public uses, would be greatly enhanced by the provision of access.

• AIRPORT PLAN

The Airport Plan Element of The Century Plan was prepared to provide direction for the future land use and development of the Georgetown Municipal Airport. This element consists of two parts: a policy element adopted as part of the Policy Plan, and the Airport Master Plan which was prepared in conjunction with the Texas Department of Transportation Aviation Division.

The policy element does not relate to airport land use or noise; however, during the preparation of the Airport Master Plan it was determined that noise is a critical issue for the residents of the City of Georgetown. In response to the concerns raised by the public, a number of Proposed Action Plans were developed. The plans are as follows (Airport Plan 1998):

• 1 - Review Current Procedure

Flight procedures have been and will continue to be reviewed for methodologies to lessen the noise impact on the residential areas surrounding the airport, as well as the airspace over any populated area in the Georgetown region.

• 2 - Develop a Memorandum of Understanding

In addition to published FAA guidelines, a memorandum will be developed and forwarded to all aircraft owners, fixed base operators, flight instructors, and businesses at the airport requesting that they honor, without exceeding safety boundaries, the following voluntary noise abatement guidelines to reduce the impact of airport operations on their neighbors:

- Be aware of noise-sensitive areas, particularly residential areas, and avoid low flight over these areas.
- Fly traffic patterns tight and high, keeping the airplane as close to the field as possible.
- In constant speed propeller aircraft, do not use high RPM settings in the pattern; propeller noise from high-performance aircraft increases drastically with high RPM settings.
- On takeoff, reduce to climb power as soon as it is safe to do so.
- Climb at liftoff at best angle-of-climb speed to airport boundary, then climb at best rate.
- Depart from threshold of runway, rather than intersections, for the highest possible altitude when leaving the airport vicinity.
- Climb out straight ahead to at least 1,000 feet; turns rob an aircraft of climb ability.
- Maintain a minimum of 1,000 feet altitude (preferably higher) over populated areas.
- Avoid prolonged run-ups prior to takeoffs.
- Try lower power approaches and always avoid the low, higher power, dragged-in approach; use maximum safe glide slope.
- Minimize night takeoffs and landings if at all possible.

3 - The airport management will post signs at appropriate locations urging compliance with established noise abatement procedures.

The airport’s management will place signs at appropriate locations throughout the airport that encourage departing and arriving aircraft pilots to voluntarily conform to established noise abatement procedures.

4 - Review Additional Noise Abatement Processes to be Based on Available Funding

Such processes/facilities might include the construction of berms, the planting of sound reducing vegetation, or the constriction of sound resistant structures.

5 - Request Restricted Hours of Operation from Army Helicopters

Because of state and federal funding, the airport cannot restrict the operations from Fort Hood, the National Guard, etc. flying in and out of the Georgetown Municipal Airport. However, the proprietor can request that they restrict touch-and-go operations to certain hours of the day.

6 - Publish the FAA Contact Number

This contact number can be used by concerned citizens to report aircraft that are not observing flight safety and noise abatement regulations.

ZONING

While general land use plans are intended to establish policies to guide development and land use, cities and counties actually control land use through zoning ordinances. Within the study area, land is only zoned within the city limits of Georgetown as the State of Texas currently has not passed legislation which would allow Williamson County to adopt a zoning ordinance.

The purpose of this section is to summarize the zoning ordinance within the airport study area. This information will be used in subsequent chapters to identify zoning districts which provide a compatible land use buffer and those that allow encroachment by noise-sensitive land uses. For zoning districts which permit noise-sensitive land uses, this information will provide insights into how the district regulations may be amended to promote noise-compatible development.

The City of Georgetown originally adopted the Zoning Ordinance in February 1968. The ordinance is administered and enforced by the city building inspector. Special permits are granted by the City Council after a report and recommendation has been prepared by the City Planning and
Zoning Commission. A joint meeting between the City Planning and Zoning Commission and the City Council is held prior to issuance of special permits to hear public opinion on the permit issuance.

The Zoning Ordinance provides for 13 zoning districts, including nine residential use districts and four non-residential use districts. Lot sizes in many of the districts are dependent on the type of land use planned for the parcel (i.e. single-family dwelling, office space, etc.) Table 1E outlines the City of Georgetown's zoning districts and the noise-sensitive uses allowed in each district.
# Summary of Zoning Provisions: City of Georgetown

<table>
<thead>
<tr>
<th>Zoning Districts</th>
<th>Allowed</th>
<th>Restricted Special Permit</th>
<th>Minimum Lot Size or Density Units/Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A, Agriculture</strong></td>
<td>Single-family dwellings, Places of worship, Horse stables, Animal breeders</td>
<td>Kennels, Childcare facilities, Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities, located at places of worship and schools, Open kennels, Convalescent or rest homes</td>
<td>5 acres</td>
</tr>
<tr>
<td><strong>R-E, Residential Estate</strong></td>
<td>Single-family residences, Places of worship</td>
<td>Two-family dwellings, Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities, located at places of worship and schools, Open kennels, Convalescent or rest homes</td>
<td>1 acre</td>
</tr>
<tr>
<td><strong>R-S, Single Family</strong></td>
<td>Single-family dwellings, Public elementary and high schools, Public libraries, Private schools, Places of worship, Two-family dwellings, Home child care</td>
<td>Two-family dwellings, Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities, located at places of worship and schools, Convalescent or rest homes, Fraternities, Sororities</td>
<td>6,000 s.f.</td>
</tr>
</tbody>
</table>
| **RM-1, Multi-Family**    | Any use allowed in R-S District and the following: Two-family dwellings, Duplexes, Three-family dwellings, Tri-plexes | Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities, located at places of worship and schools, Open kennels, Convalescent or rest homes | No minimum for non-residential uses, Single family, two-family, or three-family dwellings - 7,000 s.f.  
Multi-family dwellings containing four or more dwelling units - 7,000 s.f + 1,500 s.f. for each dwelling unit in excess of three dwelling units |
# TABLE 1E (Continued)
Summary of Zoning Provisions:
City of Georgetown

<table>
<thead>
<tr>
<th>Zoning Districts</th>
<th>Allowed</th>
<th>Restricted Special Permit</th>
<th>Minimum Lot Size or Density Units/Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>RM-2, Dense Multi-Family</td>
<td>Any use allowed in RM-1 District and the following: Lodging houses, Apartment hotels, Row houses, Town houses, Multiple-family dwellings</td>
<td>Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities located at places of worship and schools, Open kennels, Convalescent or rest homes</td>
<td>Same as RM-1</td>
</tr>
<tr>
<td>R-MH, Residential Manufactured Homes</td>
<td>Any use allowed in R-S District and the following: Manufactured home park, Single-family dwellings</td>
<td>Mobile homes, Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities located at places of worship and schools, Open kennels, Convalescent or rest homes</td>
<td>Minimum size for entire Manufactured Home Park parcel: 5 acres</td>
</tr>
<tr>
<td>RM-3, Office and Service Use</td>
<td>Any use allowed in RM-2 District and the following: Hospital, Religious institutions, Educational institutions, Philanthropic institutions, Clubs, Lodges, Fraternities, Sororities, Art studios, Photography studios, Pre-kindergarten, Kindergarten, Convalescent rest homes</td>
<td>Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities located at Places of worship and schools, Open kennels, Convalescent or rest homes</td>
<td>Same as RM-1</td>
</tr>
<tr>
<td>Zoning Districts</td>
<td>Allowed</td>
<td>Restricted Special Permit</td>
<td>Minimum Lot Size or Density Units/Acre</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>R-P, Residential Planned</td>
<td>Any use allowed in the R-S District and the following: Any residential use</td>
<td>Nursery Pre-kindergarten Kindergarten Private schools Child care facilities located at Places of worship and schools Convalescent or rest homes</td>
<td>No minimum for non-residential Single-family dwellings: 5 d.u./acre Two-family dwellings: 8 d.u./acre Row-houses or townhouses: 15 d.u./acre Multiple-family dwellings: 20 d.u./acre</td>
</tr>
<tr>
<td>R-O, Residential Office</td>
<td>Any residential use allowed in R-S and the following: Photography studios</td>
<td>Nursery Pre-kindergarten Kindergarten Private schools Child care facilities located at Places of worship and schools Open kennels Convalescent or rest homes Accessory apartments</td>
<td>None</td>
</tr>
<tr>
<td>C-1, Local Commercial</td>
<td>Any use allowed in the RM-3 District and the following: Animal hospitals Commercial schools Motels and hotels Day care center</td>
<td>Nursery Pre-kindergarten Kindergarten Private schools Child care facilities located at Places of worship and schools Open kennels Convalescent or rest homes Drive-in theaters</td>
<td>Same as RM-1</td>
</tr>
<tr>
<td>C-2A, Commercial, First Height</td>
<td>Any uses allowed in C-1District and the following: Drive-in theaters</td>
<td>Nursery Pre-kindergarten Kindergarten Private schools Child care facilities located at Places of worship and schools Open kennels Convalescent or rest homes Trailer parks Mobile home parks</td>
<td>Same as C-1</td>
</tr>
</tbody>
</table>
### Summary of Zoning Classifications

**Exhibit 1K** shows the generalized zoning patterns in the study area. Generalized zoning categories, listed in **Table 1F**, were established based on the types of uses allowed in the zone and the permitted density of units.

The “Rural Residential” category applies to districts with densities of 1.0 dwelling unit or less per acre. The “Low Density Residential” category applies to districts with densities of 1.1 to 3.0 dwelling units per acre. The “Medium Density Residential” category applies to single-family and multi-family zones with densities of 3.1 to 14 dwelling units per acre. The “High Density Residential” category applies to single-family and multi-family zones with densities in excess of 14 dwelling units per acre. The density of units allowed in the “Manufactured Housing”, “Planned Development”, and “Mixed Use” categories is determined during the plan approval and/or permitting process. The “Commercial” and “Industrial” categories include office, manufacturing, and service districts.

---

<table>
<thead>
<tr>
<th>Zoning Districts</th>
<th>Allowed</th>
<th>Restricted Special Permit</th>
<th>Minimum Lot Size or Density Units/Acre</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-2B, Commercial, Second Height</td>
<td>Same as C-2A</td>
<td>Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities located at Places of worship and schools, Open kennels, Convalescent or rest homes, Trailer parks, Mobile home parks</td>
<td>Same as C-2A</td>
</tr>
<tr>
<td>I, Industrial</td>
<td>Any use except for residential uses (quarters for caretakers and similar personnel are allowed)</td>
<td>Nursery, Pre-kindergarten, Kindergarten, Private schools, Child care facilities located at Places of worship and schools, Open kennels, Convalescent or rest homes</td>
<td>None</td>
</tr>
</tbody>
</table>

Source: City of Georgetown Zoning Ordinance
### TABLE 1F
Classification of Zoning Districts

<table>
<thead>
<tr>
<th>Generalized Zoning Category</th>
<th>City of Georgetown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density Residential (0-3 du/ac)</td>
<td>A, R-E</td>
</tr>
<tr>
<td>Medium Density Residential (3.1-14 du/ac.)</td>
<td>R-S</td>
</tr>
<tr>
<td>High Density Residential (14.1+ du/ac.)</td>
<td>RM-1, RM-2, RM-3</td>
</tr>
<tr>
<td>Planned Development</td>
<td>R-P</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>R-O</td>
</tr>
<tr>
<td>Commercial</td>
<td>C-1, C-2A, C-2B</td>
</tr>
<tr>
<td>Industrial</td>
<td>I</td>
</tr>
</tbody>
</table>

### SUBDIVISION REGULATIONS

Subdivision regulations apply in cases where a parcel of land is proposed to be divided into lots or tracts. They are established to ensure the proper arrangement of streets, adequate and convenient open space, efficient movement of traffic, adequate and properly located utilities, access for firefighting apparatus, avoidance of congestion, and the orderly and efficient layout and use of the land.

Subdivision regulations can be used to enhance noise-compatible land development by requiring developers to plat and develop land so as to minimize noise impacts or reduce the noise sensitivity of new development. The regulations can also be used to protect the airport proprietor from litigation for noise impacts at a later date. The most common requirement is the dedication of a noise or avigation easement to the airport proprietor by the land subdivider as a condition of development approval. The easement authorizes overflights of the property, with noise levels attendant to such operations. It also requires the developer to provide noise insulation in the construction of buildings.

Subdivision regulations are in place only within the ETJ of Georgetown as Williamson County has not adopted subdivision regulations. The City of Georgetown subdivision regulations require that all final plats that lie within two miles of the Georgetown Municipal Airport have height restrictions imposed by the Georgetown-Williamson County Joint Airport Ordinance. These restrictions are designated as an avigation easement. In addition, no building areas are permitted in areas designated as runway approach clear zones.
LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Low Density Residential (0 to 3 du/Acre)
- Medium Density Residential (3.1 to 14 du/Acre)
- High Density Residential (14+ du/Acre)
- Planned Development
- Commercial
- Mixed Use
- Industrial
- No Zoning Classification

Source: City of Georgetown Zoning Ordinance, April 26, 2000.
BUILDING CODES

Building codes regulate the construction of buildings, ensuring that they are constructed to safe standards. Building codes may be used to require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels. The City of Georgetown has adopted the 1994 edition of the Uniform Building Code. Additional regulations related to noise in the vicinity of Georgetown Municipal Airport have not been adopted. Williamson County currently has not adopted building codes.

SUMMARY

The information presented in this chapter provides a foundation upon which the remaining elements of the planning process will be constructed. Information on current airport facilities and utilization serve as a basis for the development of the aircraft noise analyses during the next phase of the study. This information will, in turn, provide guidance to the assessment of potential changes to aviation facilities or procedures necessary to meet the goals of the planning process. The inventory of the airport environs will allow the assessment of airport noise impacts.