

# CITY OF HOUSTON BUILDING CODE CHAPTER 46

## HOUSTON SIGN CODE

\* \* \*

### SECTION 4602--DEFINITIONS

In this chapter, the following terms shall have the meanings herein ascribed to them, unless the context of their usage clearly indicates another meaning:

\* \* \*

AIRPORT CORRIDOR shall mean the areas described in Appendix B to this chapter.

\* \* \*

### SECTION 4607--MAINTENANCE, SAFETY, REMOVAL

\* \* \*

#### (e) Non-use of On-premise Sign Structure.

- (1) No on-premise sign structure shall be erected or maintained on any premises on which there is no business currently in operation that would require the use of such on-premise sign for advertising.
- (2) The owner, property owner or permittee of an on-premise sign structure shall keep such sign in good repair as required under this section, and shall, in addition, paint over, blank out or otherwise obliterate or remove any existing advertising message on the existing sign face or faces that by virtue of any cessation of business operations on the premises no longer applies to those premises. Provided, further, that any such on-premise sign structure composed of a face or faces circumscribed by one or more cabinets of metal or other material shall at all times have a blank sign face contained within each such cabinet.
- (3) The owner, property owner or permittee of an on-premise sign structure shall remove any sign structure that for two consecutive years has:

- a. Displayed one or more blank sign faces because of the cessation of all business operations on the premises; or
- b. Displayed any advertising message despite the cessation of all business operations on the premise.

\* \* \*

## SECTION 4608--MISCELLANEOUS SIGN PROVISIONS

\* \* \*

**(j) Change of Ornamental or Technological Features or Advertising Display.** No sign permit is required for the change of any of the ornamental features or the advertising display of a sign previously permitted. This provision shall not apply to signs under new ownership, to spectacular signs with respect to advertising display, or to converting existing signs to electronic signs, high technology signs, or changeable message signs, nor shall it release a person from complying with all other applicable permitting requirements of the City, including those of the Construction Code; provided, however, internally illuminated on-premise signs with no changeable messaging capabilities existing as of September 1, 2009, that are converted to use LED bulbs exclusively for lighting purposes with no change in messaging capabilities require only a sign permit for the change to LED technology and are not required to comply with the requirements of Section 4611(i) of this Code.

\* \* \*

## SECTION 4611--ON-PREMISE SIGNS

\* \* \*

**(j) Airport Corridor District.** All new on-premise signs located in the Airport Corridor District for which a sign permit is issued after \_\_\_\_\_<sup>1</sup> shall conform to all requirements relating to on-premise signs in the Code and shall be subject to the following additional restrictions:

- (1) Ground signs** shall comply with the height and size provisions of Category A of Table 4611.
- (2) Electrical signs** shall be limited to not more than 10 bulbs of 1000 watts or less, shall be 120 volts in the lighting circuit and may be illuminated only indirectly.
- (3) Multi-tenant Signs.** A multi-tenant on-premises sign is required in lieu of individual projecting signs or ground signs for a tract on which two or more distinct commercial businesses or commercial service entities operate. One

<sup>1</sup> City Secretary shall insert date of passage and approval of this Ordinance.

multi-tenant sign is allowed for each tract of land for the first 350 feet of street frontage. A tract exceeding 350 feet of street frontage may have one additional multi-tenant sign for a maximum of two multi-tenant signs on one street frontage. Each side of the tract that abuts a public street shall be considered separately for this calculation. For purposes of Section 4611 (b) of this Chapter (or other provisions limiting the number of on-premise signs for each business), each multi-tenant sign shall count as one ground sign or projecting sign for each business located on the tract. Multi-tenant signs may be single or double faced and:

- a. May be located within a designated landscape and setback area;
- b. Shall be a minimum of 50 feet from any other sign; and
- c. Shall have the maximum height and area requirements specified in Table 4611 of this Code.

\* \* \*

## **SECTION 4620--SPECIAL DISPLAY SIGNS AT CERTAIN FACILITIES**

\* \* \*

**(f) Provisions for special display signs at certain facilities.** No provision of Section 4611(j) relating to the regulation of on-premise signs, specifically including provisions relating to the regulation of on-premise signs in the Airport Corridor District, shall apply to or restrict in any way the rights of owners for special display signs at certain facilities included under Section 4620 of the Code.

\* \* \*

**APPENDIX B**

**AIRPORT CORRIDOR**  
**DISTRICT**

The **AIRPORT CORRIDOR DISTRICT** of the City shall include the following areas:

- (1) The Interstate 45 corridor including the right-of-way and frontage roads, and extending 660 feet beyond each boundary of the right-of-way and frontage roads of Interstate Highway 45 from its intersection with Dixie Farm Road (Highway 1959) [the southern-most entrance to Ellington Field] on the south to its intersection with Beltway 8 on the north;
- (2) The George Bush Intercontinental Airport Entrance corridor including the right-of-way and frontage roads and extending 300 feet beyond each boundary of the right-of-way and frontage roads of John F Kennedy Boulevard from its intersection with Beltway 8 on the south to the entrance to George Bush Intercontinental Airport on the north;
- (2) The Hobby Airport Entrance corridor including the rights-of-way and extending 300 feet beyond each boundary of the rights-of-way of each of (a) Broadway and Monroe from their intersections with Interstate Highway 45 on the north to their intersections with Airport Boulevard on the south and (b) Airport Boulevard from its intersection with Broadway on the west to its intersection with Interstate 45 on the east and (c) Telephone Road from its intersection with Loop 610 on the north to its intersection with Airport Boulevard on the south [being the primary entrances to William P. Hobby Airport from Interstate 45];
- (3) The Ellington Field Entrance corridor including the right-of-way and extending 300 feet beyond each boundary of (a) the right-of-way of Dixie Farm Road (Highway 1959) from its intersection with Interstate Highway 45 on the south to its intersection with Galveston Road (Highway 3) on the north and (b) the right-of-way of Beltway 8 from its intersection with Interstate Highway 45 on the south to its intersection with Galveston Road (Highway 3) on the north and the right-of-way of Galveston Road (Highway 3) from its intersection with Beltway 8 to its intersection with Clear Lake City Boulevard (Highway 2351 [being the primary entrances to Ellington Field from Interstate 45];
- (4) The Highway 59 corridor including (a) the right-of-way and frontage roads and extending 660 feet beyond each boundary of the right-of-way and frontage roads of Highway 59 from its intersection with Loop 610 on the south to its intersection with Will Clayton Parkway on the north and (b) continuing to the west along Will Clayton Parkway, including the right-of-way and extending \_\_\_\_\_ feet beyond the right-of-way of Will Clayton Parkway to its intersection with John F. Kennedy Boulevard and (c) the right-of-way and extending 660 feet beyond each boundary of the right-of-way of Beltway 8 from its intersection with Highway 59 on the east to its intersection with John F. Kennedy Boulevard on the west; and

REDLINE

- (5) The Hardy Toll Road corridor including the right-of-way and frontage roads and extending 660 feet beyond each boundary of the right-of-way and frontage roads of Hardy Toll Road, both as it currently exists and as it may be extended in the future south of Loop 610 into Downtown Houston on the south, and through its intersection with and continuing along the Hardy Toll Road Airport Connector to its intersection with John F. Kennedy Boulevard within George Bush Intercontinental Airport; and
- (6) The principal exits from the foregoing corridors into their intersecting streets in Downtown Houston, specifically (a) the Pease/St. Joseph Parkway exit from Interstate Highway 45 north-bound, (b) the Milam, McKinney, and Pierce-Jefferson exits from Interstate Highway 45 south-bound, (c) the North Hamilton Street exit from Highway 59 south-bound, and (d) the exit from and entrance to Hardy Toll Road, both as it currently exists and as it may be extended in the future, to their intersections with the intersecting streets in Downtown Houston.