

1. Level of Alignment

- ☐ Strong
☒ **Moderate** – Indirectly supports or contributes to the intent of a verbatim goal or policy.
☐ Weak/None
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2. Supporting Goal(s)/Policy(ies)

Goal 9.1

“Support and expand existing businesses while attracting new industry and employers to strengthen and diversify the local economy.”

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Source: *Viva Laredo City of Laredo Comprehensive Plan*

Relevance:

The proposed rezoning facilitates a truck tire repair business within an established trucking and logistics corridor (FM 1472/Mines Road). This supports economic activity tied to Laredo’s freight and logistics industry, aligning with the goal of strengthening and diversifying the local economy.

Policy 9.1.1

“Support a diversified industrial base that includes logistics, manufacturing, and value-added processing and distribution.”

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Source: *Viva Laredo City of Laredo Comprehensive Plan*

Relevance:

The proposed use directly supports logistics-related services (truck repair), which are essential components of the regional freight network. This aligns with the policy’s emphasis on supporting logistics and industrial activities.

Policy 3.2.1

“Direct higher-intensity commercial uses to major corridors and arterial roadways where infrastructure can adequately support such development.”

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Source: *Viva Laredo City of Laredo Comprehensive Plan*

Relevance:

The subject site is located along FM 1472 (Mines Road), identified as an expressway. This corridor is heavily utilized for industrial and trucking activities, making it appropriate for more intensive uses such as truck service operations, consistent with this policy.

3. Summary of Alignment

The proposed rezoning from AG to M-1 demonstrates **moderate alignment** with the *Viva Laredo Comprehensive Plan*. The request supports **Goal 9.1** and **Policy 9.1.1** by facilitating logistics-related economic activity within a corridor already characterized by trucking and industrial uses. Additionally, the location along FM 1472, an expressway, aligns with **Policy 3.2.1**, which directs higher-intensity uses to major transportation corridors.

However, the Future Land Use Map designates the area as **Agricultural/Rural**, which does not explicitly support industrial zoning. While the surrounding context reflects an existing industrial pattern, this inconsistency with the adopted land use designation prevents a classification of strong alignment.

The proposal intersects with broader planning themes such as **economic development**, **freight mobility**, and **industrial clustering**, while also reflecting incremental deviation from long-term land use planning designations.
