

**CITY OF LAREDO
PLANNING AND ZONING COMMISSION**

MEETING MINUTES OF JULY 2, 2026

The City of Laredo Planning and Zoning Commission convened in regular session open to the public at 6:00 p.m. on Thursday, July 2, 2026, in the City Council Chambers at City Hall, 1110 Houston Street, considered the following:

COMMISSIONERS PRESENT:

Daniella Sada Paz, Chair	(Arrived 6:10 p.m.)
Michael “Mike” Barron, Vice Chair	
Rolando Cazares	
Cindy E. Cantu	
Mercurio Martinez, III	
John D. Beckelhymer	
Regina Portillo	(Arrived 6:12 p.m.)
Adolfo Martinez	

COMMISSIONERS EXCUSED:

Hector “Tito” Garcia

STAFF PRESENT:

Vanessa Guerra, Planning Director
Rafael Vidaurri, Planner
Laura Garza, Planner
Luis Vazquez, Planner
Ruben Dominguez, Fire Department
Elizabeth Carrera, Parks Planner

OTHERS PRESENT:

Orlando Navarro
Danny Wyers
Frank Estrada
Armando Guerra
Eduardo Gutierrez
Edward Ochoa
Aaron Gonzalez

1. CALL TO ORDER

Vice Chair Michael “Mike” Barron called the Planning and Zoning Commission meeting to order at 6:01 p.m.

2. ROLL CALL

Vanessa Guerra, Planning Director, called roll and confirmed a quorum was present.

3. PLEDGE OF ALLEGIANCE

4. TEXAS PLEDGE

5. APPROVAL OF MINUTES OF:

A. Regular Meeting of June 18, 2026

MOTION: Commissioner Adolfo Martinez made a motion to **approve** the minutes of June 18, 2026.

Second:	Commissioner Mercurio Martinez
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

6. CITIZEN COMMENTS

None.

7. PUBLIC HEARING AND RECOMMENDATION OF AN ORDINANCE.

A. Amending the Zoning Ordinance (Map) of the City of Laredo by authorizing the issuance of a Planned Unit Development for apartments for approximately 3.08-acre tract of land, as further described by metes and bounds in Exhibit A, located south of Cerralvo Drive and west of Riverbank Drive, from R-1A (Single Family Reduced Area District) to R-2 P.U.D. (Multi-Family Residential District – Planned Unit Development).

ZC-056-2026

District VII

Laura Garza, Planning Staff, provided a brief overview on the item.

Staff Recommendation: Staff **supports** the proposed planned unit development.

MOTION: Commissioner Adolfo Martinez made a motion to close the public hearing, support Staff recommendation and **approve** the item.

Second:	Commissioner Mercurio Martinez
In Favor:	6
Opposed:	0

Abstained: 0

Motion Carried Unanimously

8. CONSIDERATION OF THE FOLLOWING MASTER PLANS:

- A. Consideration of a revision to The Coves at Winfield masterplan. The purpose of this revision is to reconfigure lot layouts and amend the proposed land uses. The intent is residential, commercial, and institutional.**

PL-143-2026

District V – Councilmember Dr. Tyler King

Commissioner Adolfo Martinez, stepped out of the meeting at 6:07 p.m.

Luis Vazquez, Planning Staff, provided a brief overview on the item.

Commissioner Adolfo Martinez reentered the meeting at 6:08 p.m.

Orlando Navarro, Killam Development, informed the Commission that the area originally designated for a school had been revised to residential development and that a revised plat reflecting the change would be submitted. He also requested that comments related to the master plan be addressed separately from plat comments through the One Stop Shop process to avoid confusion.

MOTION: Commissioner Mercurio Martinez made a motion to **approve** the item subject to Staff comments.

Second:	Commissioner Rolando Cazares
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. Portions of E. Del Mar Boulevard are identified as a Principal Arterial (100'-120' ROW) and Multi- Way Boulevard (140'-150' ROW) on the Future Thoroughfare Plan. Revise the affected segments to reflect the applicable roadway classification and corresponding ROW width.
2. The proposed streets as listed below appear to exceed the maximum continuous street length of 1,000 feet for local residential streets, pursuant to Section 3.2.N.2 of the Subdivision Ordinance. If the intent is to exceed this standard, provide documentation demonstrating compliance with

Section 3.2.N.3.a. of the Subdivision Ordinance regarding approved traffic calming devices for consideration by the Planning and Zoning Commission at preliminary plat approval pursuant to Section 3.2.N.1.a. of the Subdivision Ordinance. Otherwise, revise the street layout to comply with this section.

- Street M - Phase 14
 - Street O - Phase 18
 - Street L - Phase 17
3. Provide clarification regarding the existence and location of the “gas & pipeline gathering facility site” and associated pipelines adjacent to the proposed Phases 9 and 11. The facility was identified on the previously approved Master Plan but is not shown on the current submittal. If the facility remains in existence, please identify and label it on the Master Plan. In addition, the current Master Plan depicts the gas pipeline traversing Phases 11 and 12. However, the preliminary plat for Phase 11 does not depict the pipeline. Please clarify, and revise, as necessary, to ensure consistency between the Master Plan and the preliminary plat.
 4. Provide a summary table identifying all phases. This information was included on the previously approved Master Plan but has been omitted from the current submittal.
 5. Label Phase 10B, as it is not being shown.
 6. Delineate the platted tracts, as not all are depicted, particularly those within the commercial units (e.g., Lot 1 and 2, Block 1, Commercial Unit 1).
 7. Revise the city limit line to reflect the current municipal boundary.
 8. The proposed revised Master Plan reflects a change in land use for Phase 11 from multi-family to single-family residential and for Phase 10B from single-family to commercial. Pursuant to Section 2.3.5(f) of the Subdivision Ordinance, this change constitutes a substantial alteration. Please note that approval of the Master Plan with this substantial alteration shall constitute the first in a new series of permits, as defined in Chapter 245 of the Texas Local Government Code.
 9. Zone changes will be required for the proposed uses. Please note that preliminary plat approvals do not constitute a staff position on zone change requests. Staff’s official position will be provided only upon formal submittal of a zone change application. All zone change requests are subject to City Council discretion and are not guaranteed.
 10. Submit a master plan revision to the City of Laredo Building Development Services GIS Division within 10 days of Planning and Zoning Commission approval in a geo-referenced CAD file (Section 2-3.2 (a) 4 - Subdivision Ordinance).
 11. All improvements as the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss agreement and parkland dedication.

Traffic Safety:

1. Check sight distance (as per Subdivision Ordinance Handbook Section 3-2).
2. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).
 - a. Block lengths and street lengths may be waived by the Planning and Zoning Commission

- provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
- b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".
 - c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.
 - d. A block length waiver shall not compromise safety.
- 3. Ensure that proposed curves can handle a speed of 30 mph (as per Subdivision Ordinance Handbook, Section 3-2).
 - 4. AASHTO (Street curves should be design with as large radius curve as practical, with a minimum radius of 100 feet).
 - 5. Avoid Street jogs with centerline effect of less than 300 feet (As per Subdivision Ordinance Handbook, Chapter III Section 3-2, F).
 - 6. Providing separation between roads and driveways reduces the potential for collisions by reducing the number of conflict points and increasing the distance between conflict points. AASHTO A Policy on Geometric Design of Highways and Streets.
 - 7. Streets shall be laid out so as to intersect at right angle (As per Subdivision Ordinance Handbook, Section 3-2 H).
 - 8. Follow functional hierarchy of roads (As per AASHTO Chapter 1).

Fire: No comments submitted.

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

B. Review and consideration of the River Point Subdivision masterplan. The intent is multi-family and commercial.

PL-137-2026

District II – Councilmember Ricardo “Richie” Rangel

Luis Vazquez, Planning Staff, provided a brief overview on the item.

Chair Daniella Sada Paz, arrived at 6:10 p.m.

Planning & Zoning Commission

Minutes

July 2, 2026

Danny Wyers, Developer, provided the Commission with background on the tract, explaining that the property, formerly known as the Richter Ranch, was being developed for affordable housing. He stated that the tract's characteristics, including minimal grading requirements, the absence of detention ponds, existing Masterson Road infrastructure, and its location within a qualified census tract, would help reduce development costs and provide future homeowners access to affordable financing and down payment assistance.

Commissioner Regina Portillo arrived at 6:12 p.m.

Frank Estrada, Sherfey Engineering, informed the Commission that the applicant concurred with all Staff comments except Planning Comments Nos. 1 and 2 and Traffic Comment No. 2. He stated that several Traffic comments did not pertain to the master plan and were more appropriately addressed during the One Stop Shop review process. He further explained that Traffic Comment No. 2 requested a Traffic Impact Analysis (TIA) pursuant to a section of the Land Development Code applicable to annexations; however, although the requirement was not applicable, the applicant had voluntarily initiated a Traffic Impact Analysis (TIA) due to the proposed commercial frontage.

Vice Chair Michael “Mike” Barron questioned whether the Traffic comments were applicable to the master plan and asked whether anyone from the Traffic Department was present. Planning Director Vanessa Guerra explained that the comments were generally based on the Subdivision Ordinance and Land Development Code, although some might not specifically apply to the current application, and noted that no representative from the Traffic Department was present.

Vice Chair Michael “Mike” Barron stepped out of the meeting at 6:23 p.m.

Mr. Estrada explained that the applicant's primary concern was Planning Comment No. 1, which requested the extension of Rock Rose Drive into the subdivision. He stated that constructing the connection would require crossing the proposed linear park and underground drainage improvements, significantly increasing development costs, reducing residential lots, and directing additional traffic through local residential streets. He further stated that the applicant preferred enhancing pedestrian connectivity through the park rather than constructing the roadway.

Vice Chair Michael “Mike” Barron reentered the meeting at 6:24 p.m.

Commissioner Adolfo Martinez asked Staff to explain the basis for requiring the roadway connection. Ms. Vanessa Guerra, Planning Director, stated that the comment was based on the Subdivision Ordinance's connectivity requirements, which generally require streets to connect with adjoining subdivisions except in unusual circumstances. She explained that the connection would improve north-south circulation, neighborhood connectivity, emergency access, and opportunities for walking and bicycling between adjacent subdivisions.

Mr. Danny Wyers responded that the proposed roadway connection would create unnecessary traffic through the neighborhood, increase infrastructure costs, and negatively affect the

affordability of the project. Mr. Wyers also noted that the proposed linear park could provide pedestrian connectivity without requiring a vehicular street connection.

The Commission discussed the balance between affordable housing, neighborhood connectivity, traffic safety, and pedestrian access. Commissioners expressed concerns regarding increased traffic on local residential streets, emergency access, and the need for connectivity between surrounding subdivisions. During the discussion, Commissioners and the applicant considered providing a paved multi-use path through the park area as an alternative to the proposed street connection.

Mr. Estrada also addressed Planning Comment No. 2 regarding proposed street jogs. Staff explained that the comment was intended to address potential traffic conflicts and suggested coordination with the Traffic Department regarding possible traffic mitigation measures. The applicant agreed to coordinate with the Traffic Department to determine appropriate traffic control improvements, including possible signage or other traffic mitigation measures.

Vice Daniella Sada Paz stepped out of the meeting at 6:43 p.m.

Vice Daniella Sada Paz reentered into the meeting at 6:44 p.m.

Commissioner Rolando Cazares stepped out of the meeting at 6:45 p.m.

Commissioner Cindy Cantu stepped out of the meeting at 7:00 p.m.

MOTION: Commissioner Adolfo Martinez moved to approve the item, subject to Staff's recommendation, with the removal of Traffic Comment No. 2, Planning Comment No. 1 amended by removing the proposed extension of Rock Rose Drive and replacing it with a minimum 15-foot-wide paved multi-use path connecting through the park area to Rock Rose Drive, and Planning Comment No. 2 amended to require the applicant to coordinate with the Traffic Department regarding possible traffic mitigation measures.

Second:	Vice Chair Michael "Mike" Barron
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. ~~The proposed Master Plan does not provide a street connection to the existing Rockrose Drive located along the northern boundary of the subdivision. Pursuant to Section 3.2(L) of the Subdivision Ordinance, "the system of streets designated for the subdivision, except in unusual cases, must connect with streets already dedicated in adjacent subdivisions."~~ **Please revise the**

Master Plan accordingly by replacing the proposed Rock Rose Drive connection with a minimum 15-foot-wide paved multi-use path through the park area connecting to Rock Rose Drive.

2. Two (2) street jogs appear to exist on the proposed Master Plan. (1) The intersection of Masterson Road and Kimia Drive appears to create a street jog with Llano Road in the subdivision to the south. (2) The intersection of Ling Drive and River Point Drive appears to create a street jog with the intersection of Kirkwood Drive and River Point Drive. Pursuant to Section 3.2(F) of the Subdivision Ordinance, street jogs with centerline effects of less than 300 feet shall be avoided. ~~Revise the street alignments accordingly.~~ **Coordinate with the Traffic Department regarding possible traffic mitigation measures.**
3. Provide clarification regarding the proposed continuation of Kirkwood Drive, as it appears to be intended for future extension and terminates with street stubs shown on the submitted preliminary plat for Phase 1. If a future street connection is intended, please revise the Master Plan to depict the continuation accordingly.
4. Zone changes will be required for the intended uses. Please note that preliminary plat approval does not constitute a staff position on zone change requests. Staff's official position will be provided only upon formal submittal of a zone change application. All zone change requests are subject to City Council discretion and are not guaranteed.
5. Access to US Highway 83 is subject to the review and approval by Texas Department of Transportation (TX-DOT).
6. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss agreement and parkland dedication.

Fire:

1. Connection needs to be made to existing Rockrose Dr. (Rockrose Dr. is a proposed exit from adjacent Riverhill Subdivision).
2. Fire hydrants required every 500 feet for residential subdivision.

Traffic:

1. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).
 - a. Block lengths and street lengths may be waived by the Planning and Zoning Commission provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
 - b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the

- "Transportation and Land Development Manual (Latest Edition)".
- c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.
 - d. A block length waiver shall not compromise safety.
- ~~2. Submit a TIA (As per Land Development Code Section 24.62.8).~~
- 3. Avoid Street jogs with centerline effect of less than 300 feet (As per Subdivision Ordinance Handbook, Chapter III Section 3-2, F).
 - 4. Subdivision Ordinance Handbook Section 3-2: Streets and Alleys
Streets in a subdivision shall:
 - (a) Provide for the continuation of appropriate projection of existing principal streets in surrounding areas; or
 - (b) Conform to a plan for the neighborhood to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impracticable.
 - C. Local streets on which single family housing is the majority use shall be so laid out that their use by through traffic will be discouraged, and that significant amounts of internal traffic will not be generated.
 - L. The system of streets designated for the subdivision, except in unusual cases, must connect with streets already dedicated in adjacent subdivisions; and where adjacent connections are not platted, must in general be the reasonable projection of streets in the nearest subdivided tracts, and must be continued to the boundaries of the tract subdivided, so that other subdividers may connect therewith. Reserve strips of land controlling access to or egress from other property from any street or alley or having the effect of restricting or damaging the adjoining property for subdivision purposes or which will not be taxable or accessible for special improvements shall not be permitted in any subdivision unless such reserve strips are conveyed to the City in fee simple.
- 5. Follow functional hierarchy of roads (As per AASHTO Chapter 1).
 - 6. Providing separation between roads and driveways reduces the potential for collisions by reducing the number of conflict points and increasing the distance between conflict points. AASHTO A Policy on Geometric Design of Highways and Streets.

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

Traffic Safety: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

Commissioner M. Martinez, stepped out of the meeting at 7:09 p.m.

9. CONSIDERATION OF THE FOLLOWING PRELIMINARY PLATS AND REPLATS:

Planning & Zoning Commission

Minutes

July 2, 2026

- A. Preliminary consideration of the plat of The Coves at Winfield, Phase 9, and the granting of a variance to increase the maximum dead-end street length of the proposed street, Valor Drive, from 500 feet to approximately 700 feet, pursuant to Section 3-2 J of the Subdivision Ordinance. The intent is residential.**

PL-141-2026

District VI – Councilmember Dr. Tyler King

Luis Vazquez, Planning Staff, provided a brief overview of the item and informed the Commission that Staff had revised its recommendation. He explained that, although Staff had initially not supported the variance request, discussions with the applicant's engineer and developer led Staff to support the variance.

Commissioner Mercurio Martinez reentered the meeting at 7:11 p.m.

Orlando Navarro, Killam Development, informed the Commission that the proposed design included extending Valor Drive approximately 200 feet to a cul-de-sac to address safety concerns.

Planning Director Vanessa Guerra explained that Staff reconsidered its recommendation after reviewing the site's unique conditions with the applicant. She stated that shortening the street would create unusable land and deprive the property owner of a reasonable use of the property, while extending the street to connect with the adjacent roadway would create significant sight-distance concerns due to the roadway's curvature. Based on these factors, Staff determined that the variance was justified.

Commissioner Regina Portillo requested clarification on Staff's revised position. Ms. Guerra explained that Staff had initially opposed the variance because it did not satisfy the ordinance criteria, but after further review of the site's unique conditions, particularly the sight-distance concerns, Staff revised its recommendation to support the request.

MOTION: Commissioner John Beckelhymer made a motion to approve the item and variance request subject to Staff comments.

Second:	Commissioner Regina Portillo
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff supports the requested variance to increase the maximum dead-end street length of Valor Drive from 500 feet to approximately 700 feet with the condition that the developer coordinates with the Traffic Department for the installation of traffic calming devices.

Planning:

1. The proposed length of Valor Drive is approximately 776 feet, more or less. Pursuant to Section 3.2. J. of the Subdivision Ordinance, permanently designed dead-end streets shall not exceed 500 feet in length. If the Planning and Zoning Commission does not grant the requested variance, please revise the street length to comply with this requirement.
2. The proposed continuous street length of Independence Way is approximately 1,541 feet, which exceeds the maximum permitted length of 1,000 feet for local residential streets pursuant to Section 3.2.N.2.a of the Subdivision Ordinance. If the intent is to exceed this standard, coordinate with the Traffic Department and provide documentation demonstrating compliance with Section 3.2.N.3.a. regarding approved traffic calming devices for consideration by the Planning and Zoning Commission pursuant to Section 3.2.N.1.a. of the Subdivision Ordinance. Otherwise, revise the street layout to comply with this section.
3. The proposed intersection of Patriot Dreams Way and Freedom Drive within Phase 11 appears to create street jogs of less than 300 feet with the two (2) proposed intersections of Independence Way and Patriot Dreams Way within Phase 9. Pursuant to Section 3.2 F. of the Subdivision Ordinance, street jogs with centerline effects of less than 300 feet shall be avoided. Please revise the street alignment accordingly.
4. A gas gathering facility and associated pipeline appear to be located northeast of the proposed subdivision phase. However, it is not identified on the plat. Based on Railroad Commission GIS mapping and available aerial imagery, a gas transmission line may be located within 200 feet of the subdivision boundary. Verify the location and size of any existing gas transmission lines adjacent to or within the vicinity of the proposed development, and label them on the plat. If applicable, provide the required no-build zone in accordance with Section 24.77.2 (12) of the Land Development Code. This section requires a minimum 200-foot setback from existing wellheads and related oil, natural gas, or hydrocarbon storage facilities. In addition, transmission lines four (4) inches or greater in diameter shall be provided with a 50-foot no-build zone, measured as 25 feet from the outermost edge of the transmission line on each side.
5. Revise Plat Note No. 2 to state the following: "All curb cuts shall comply with the Standard Technical Specification Manual, as may be amended from time to time."
6. Revise the phase number shown in the Planning and Zoning Commission approval certificate, as it incorrectly identifies the subdivision as Phase 11.
7. Revise the proposed street name "Independence Way," as the street name "Independence" already exists within the Heritage Park Subdivision near US Highway 59. Provide an alternative street name to avoid duplication and potential addressing conflicts.
8. The developer has submitted a notice of intention to place utilities in the front of the lot. The front- of-lot utility layout/schematics, as prepared by the Developer's engineer, shall be submitted to plan review (Section 3-4 B.2 - Subdivision Ordinance).
9. Identify all easements.
10. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire:

1. Independence Way. Remoteness of exists. Where two fire apparatus roads are required (over 30 units) they shall be placed a distance apart equal to not less than one half of the length of overall diagonal dimension of lot or area to be served measured in straight line between accesses.
2. Inspiration Parkway. Dead-fire apparatus roads in excess of 150 feet require a turn around. (120-foot hammerhead, 600-foot Y, 96-foot cul-de-sac).
3. Fire hydrant required every 500 feet for residential development.

Traffic Safety:

1. Check sight distance (as per Subdivision Ordinance Handbook Section 3-2).
2. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).
 - a. Block lengths and street lengths may be waived by the Planning and Zoning Commission provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
 - b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".
 - c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.
 - d. A block length waiver shall not compromise safety.
3. Ensure that proposed curves can handle a speed of 30 mph (as per Subdivision Ordinance Handbook, Section 3-2)
4. Street curves should be design with as large radius curve as practical, with a minimum radius of 100 feet (AASHTO).
5. Avoid Street jogs with centerline effect of less than 300 feet (As per Subdivision Ordinance Handbook, Chapter III Section 3-2, F).
6. Streets shall be laid out so as to intersect at right angle (As per Subdivision Ordinance Handbook, Section 3-2 H).
7. Follow functional hierarchy of roads (As per AASHTO Chapter 1)

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

B. Preliminary consideration of the plat of The Coves at Winfield, Phase 10B. The intent is residential and commercial.

PL-142-2026

District VI – Councilmember Dr. Tyler King

Luis Vasquez, Planning Staff, provided a brief overview on the item.

Orlando Navarro, Killam Development, informed the Commission that the applicant was coordinating with the Parks Department regarding project comments. He explained that Oliver Winfield Street would connect to Champions Way and, due to its proximity to Tenacity Road, the applicant proposed installing a median to restrict access to right-in/right-out movements and eliminate left turns to improve traffic safety.

Planning Director Vanessa Guerra requested that, if approved, the motion include a condition requiring the applicant to coordinate with the Traffic Department regarding the installation of a possible median or other appropriate traffic mitigation measures.

Commissioner Regina Portillo asked whether the applicant concurred with Staff's comments, and Mr. Navarro confirmed that he did.

MOTION: Commissioner Adolfo Martinez moved to **approve** the item, subject to Staff's recommendation, with Planning Comment No. 2 amended to require the applicant to coordinate with the Traffic Department regarding the installation of a possible median and other appropriate traffic mitigation measures.

Second:	Commissioner John Beckelhymer
In Favor:	8
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. The proposed continuous street length of Oliver Winfield Street is approximately 2,244 feet, which exceeds the maximum permitted length of 1,000 feet for local residential streets pursuant to Section 3.2.N.2.a of the Subdivision Ordinance. If the intent is to exceed this standard, coordinate with the Traffic Department and provide documentation demonstrating compliance with Section 3.2.N.3.a. regarding approved traffic calming devices for consideration by the Planning and Zoning Commission pursuant to Section 3.2.N.1.a. of the

- Subdivision Ordinance. Otherwise, revise the street layout to comply with this section.
2. Street jog of less than 300 feet appears to exist between the intersection of Oliver Winfield Street and Champion's Way and the intersection of Tenacity Road and Champion's Way. Pursuant to Section 3.2 F. of the Subdivision Ordinance, street jogs with centerline effects of less than 300 feet shall be avoided. Please revise the street alignment accordingly. **Applicant must coordinate with the Traffic Department for possible median and/or traffic mitigation measures.**
 3. Zone changes will be required for the proposed uses in Phase 10B (Lot 1, Block 1, Lot 41, Block 1, Lot 47, Block 2, Lot 38, Block 2, and Lot 46, Block 2). Please note that preliminary plat approval does not constitute a staff position on zone change requests. Staff's official position will be provided only upon formal submittal of a zone change application. All zone change requests are subject to City Council discretion and are not guaranteed.
 4. Revise Plat Note No. 2 to state the following: "All curb cuts shall comply with the Standard Technical Specification Manual, as may be amended from time to time."
 5. Correct the recording information for Phase 6A, as the page number is incorrectly identified as Page 26. The correct recording information is Page 25. In addition, revise the recording information for the adjacent Phase 10A. The correct recording information is Volume 41, Pages 66-67.
 6. The developer has submitted a notice of intention to place utilities in the front of the lot. The front- of-lot utility layout/schematics, as prepared by the Developer's engineer, shall be submitted to plan review (Section 3-4 B.2 - Subdivision Ordinance).
 7. Identify all easements.
 8. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire:

1. Shiloh Dr. Dead-end fire apparatus roads in excess of 150 feet require a turnaround. (120-foot hammerhead, 60-foot Y, 96-foot cul-de-sac).
2. Fire hydrants required every 500 feet for residential development.

Traffic Safety:

1. Check sight distance (as per Subdivision Ordinance Handbook Section 3-2).
2. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).
 - a. Block lengths and street lengths may be waived by the Planning and Zoning Commission provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
 - b. No block length waiver may be granted by the Planning and Zoning Commission unless

- traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".
- c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.
 - d. A block length waiver shall not compromise safety.
- 3. Ensure that proposed curves can handle a speed of 30 mph (as per Subdivision Ordinance Handbook, Section 3-2).
 - 4. AASHTO (Street curves should be design with as large radius curve as practical, with a minimum radius of 100 feet).
 - 5. Avoid Street jogs with centerline effect of less than 300 feet (As per Subdivision Ordinance Handbook, Chapter III Section 3-2, F).
 - 6. Providing separation between roads and driveways reduces the potential for collisions by reducing the number of conflict points and increasing the distance between conflict points. AASHTO A Policy on Geometric Design of Highways and Streets.
 - 7. Streets shall be laid out so as to intersect at right angle (As per Subdivision Ordinance Handbook, Section 3-2 H).
 - 8. Follow functional hierarchy of roads (As per AASHTO Chapter 1)

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

C. Preliminary consideration of the plat of The Coves at Winfield, Phase 11. The intent is residential.

PL-144-2026

District VI – Councilmember Dr. Tyler King

Orlando Navarro, Killam Development, requested approval of the connection between Freedom Drive and Patriot Dreams Way. He explained that, because Patriot Dreams Way currently terminates in a cul-de-sac and carries limited through traffic, the connection would improve circulation. He added that a Traffic Impact Analysis would be submitted to the Engineering Department demonstrating minimal traffic impacts and supporting the proposed connection.

Planning Director Vanessa Guerra explained that, under Planning Comment No. 2, Staff recommended restricting the western intersection of Independence Way to a "no left turn" movement and installing appropriate signage to address the street jog.

Mr. Navarro stated that the applicant would coordinate with the One Stop Shop and the Traffic Department regarding the recommended improvements.

MOTION: Commissioner Adolfo Martinez moved to approve the item, subject to Staff's recommendation, with Planning Comment No. 2 amended to require that the western intersection of Independence Way be designated as a "no left turn" intersection.

Second:	Vice Chair Michael "Mike" Barron
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. This portion of E. Del Mar Boulevard is identified as Multi-Way Boulevard (140'-150' ROW) on the Future Thoroughfare Plan. Revise the proposed ROW width to conform to the Future Thoroughfare Plan.
2. The proposed intersection of Patriot Dreams Way and Freedom Drive within Phase 11 appears to create street jogs of less than 300 feet with the two (2) proposed intersections of Independence Way and Patriot Dreams Way within Phase 9. Pursuant to Section 3.2 F. of the Subdivision Ordinance, street jogs with centerline effects of less than 300 feet shall be avoided. Please revise the street alignment accordingly. **The western intersection of Independence Way, will be a no left turn.**
3. Based on Railroad Commission GIS mapping and available aerial imagery, a natural gas pipeline appears to traverse the proposed subdivision phase. However, it is not identified on the plat. Verify the location, size, and associated easements of any existing gas transmission lines within the proposed development, and label them on the plat.
If applicable, provide the required no-build zone in accordance with Section 24.77.2 (12) of the Land Development Code. This section requires a minimum 200-foot setback from existing wellheads and related oil, natural gas, or hydrocarbon storage facilities. In addition, transmission lines four (4) inches or greater in diameter shall be provided with a 50-foot no-build zone, measured as 25 feet from the outermost edge of the transmission line on each side.
4. Revise Plat Note No. 2 to state the following: "All curb cuts shall comply with the Standard Technical Specification Manual, as may be amended from time to time."
5. Revise the labeling of Lot 14, Block 2, as the lot label appears to overlap the acreage for Phase 11.
6. Label 49, Block 3 as Greenspace and add the acreage.
7. Revise the proposed street name "Freedom Drive," as the street name "Freedom" already exists within the Independence Hill Subdivision. Provide an alternative street name to avoid duplication and potential addressing conflicts.
8. The Masterplan identifies Lot 1, Block 3 as commercial. Therefore, a zone change will be required for the proposed use. Please note that preliminary plat approval does not constitute a staff position on zone change requests. Staff's official position will be provided only upon

formal submittal of a zone change application. All zone change requests are subject to City Council discretion and are not guaranteed.

9. The developer has submitted a notice of intention to place utilities in the front of the lot. The front- of-lot utility layout/schematics, as prepared by the Developer's engineer, shall be submitted to plan review (Section 3-4 B.2 - Subdivision Ordinance).
10. Identify all easements.
11. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire:

1. Fire Hydrants required every 500 feet for residential development.

Traffic Safety:

1. Check sight distance (as per Subdivision Ordinance Handbook Section 3-2).
2. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).
 - a. Block lengths and street lengths may be waived by the Planning and Zoning Commission provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
 - b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".
 - c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.
 - d. A block length waiver shall not compromise safety.
3. Ensure that proposed curves can handle a speed of 30 mph (as per Subdivision Ordinance Handbook, Section 3-2).
4. Street curves should be design with as large radius curve as practical, with a minimum radius of 100 feet (AASHTO).
5. Avoid Street jogs with centerline effect of less than 300 feet (As per Subdivision Ordinance Handbook, Chapter III Section 3-2, F).
6. Providing separation between roads and driveways reduces the potential for collisions by reducing the number of conflict points and increasing the distance between conflict points. AASHTO A Policy on Geometric Design of Highways and Streets.
7. Streets shall be laid out so as to intersect at right angle (As per Subdivision Ordinance Handbook, Section 3-2 H).

8. Follow functional hierarchy of roads (As per AASHTO Chapter1) Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

D. Preliminary consideration of the plat of River Point Subdivision, Phase 1. The intent is multi-family.

PL-138-2026

District II – Councilmember Ricardo “Richie” Rangel

Luis Vazquez, Planning Staff, provided a brief overview on the item.

Frank Estrada, Sherfey Engineering, informed the Commission that he concurred with all Staff comments except Traffic Comment No. 2, which he stated pertained to the master plan. He also requested that Planning Comment No. 1 be amended to require coordination with the Traffic Department.

MOTION: Vice Chair Michael “Mike” Barron moved to **approve** the item, subject to Staff’s recommendation, with Planning Comment No. 1 amended to match the language in the master plan and the removal of Traffic Comment No. 2.

Second:	Commissioner Regina Portillo
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. The intersection of Ling Drive and River Point Drive appears to create a street jog with the intersection of Kirkwood Drive and River Point Drive. Pursuant to Section 3.2(F) of the Subdivision Ordinance, street jogs with centerline effects of less than 300 feet shall be avoided. ~~Revise the street alignment accordingly.~~ **Coordinate with the Traffic Department regarding possible traffic mitigation measures.**
2. Provide a plat note prohibiting access to Masterson Road for the double-frontage Lots 1-22,

Block 5 and Lot 22, Block 2 pursuant to Section 3.3 D. of the Subdivision Ordinance.

3. A zone change will be required for the proposed use. Please note that preliminary plat approval does not constitute a staff position on zone change requests. Staff's official position will be provided only upon formal submittal of a zone change application. All zone change requests are subject to City Council discretion and are not guaranteed.
4. Provide a lot summary table identifying the total number of lots, blocks, and corresponding lot area within this phase.
5. The developer has submitted a notice of intention to place utilities in the front of the lot. The front- of-lot utility layout/schematics, as prepared by the Developer's engineer, shall be submitted to plan review (Section 3-4 B.2 - Subdivision Ordinance).
6. Identify all easements.
7. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire:

1. Fire hydrants required every 500 feet for residential development.

Traffic Safety:

1. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).
 - a. Block lengths and street lengths may be waived by the Planning and Zoning Commission provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
 - b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".
 - c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.
 - d. A block length waiver shall not compromise safety.
- ~~2. Submit a TIA (As per Land Development Code Section 24.62.8)~~
3. Avoid Street jogs with centerline effect of less than 300 feet (As per Subdivision Ordinance Handbook, Chapter III Section 3-2, F).
4. Subdivision Ordinance Handbook Section 3-2: Streets and Alleys Streets in a subdivision shall:
 - (a) Provide for the continuation of appropriate projection of existing principal streets in surrounding areas; or
 - (b) Conform to a plan for the neighborhood to meet a particular situation where topographical

- or other conditions make continuance or conformance to existing streets impracticable.
- C. Local streets on which single family housing is the majority use shall be so laid out that their use by through traffic will be discouraged, and that significant amounts of internal traffic will not be generated.
 - L. The system of streets designated for the subdivision, except in unusual cases, must connect with streets already dedicated in adjacent subdivisions; and where adjacent connections are not platted, must in general be the reasonable projection of streets in the nearest subdivided tracts, and must be continued to the boundaries of the tract subdivided, so that other subdividers may connect therewith. Reserve strips of land controlling access to or egress from other property from any street or alley or having the effect of restricting or damaging the adjoining property for subdivision purposes or which will not be taxable or accessible for special improvements shall not be permitted in any subdivision unless such reserve strips are conveyed to the City in fee simple.
- 5. Follow functional hierarchy of roads (As per AASHTO Chapter 1)
 - 6. Providing separation between roads and driveways reduces the potential for collisions by reducing the number of conflict points and increasing the distance between conflict points. AASHTO A Policy on Geometric Design of Highways and Streets.

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

- E. **Preliminary consideration of the plat of D & J Alexander Subdivision, Unit XXXIII (33), and the granting of a variance to reduce the front-yard building setback line for Lot 7, Block 3 from 20 feet to 10 feet, pursuant to Section 24.77.2 (6) of the Laredo Land Development Code. The intent is residential.**

PL-140-2026

District V – Councilmember Ruben Gutierrez, Jr.

Luis Vazquez, Planning Staff, provided a brief overview on the item.

Vice Chair Michael “Mike” Barron, stepped out of the meeting at 7:31 p.m.

Armando Guerra and Eduardo Gutierrez, Premier Engineering, informed the Commission that the subdivision had previously received preliminary and final plat approval, the streets had been paved, and the project was approximately 95% complete. They explained that the preliminary and final plat applications were resubmitted due to construction delays while the remaining improvements were being completed.

They stated that the requested variance would allow the longer side of Lot 7 to be designated as the front yard because an AEP junction box had been installed along the originally designated frontage, creating a conflict with the proposed home placement. They also requested the removal of the Traffic comments.

Mr. Rafael Vidaurri, Planning Staff, provided a brief history of the project and explained that, although the subdivision had already received final plat approval and was nearing completion, the location of the AEP junction box required a front-yard setback variance. He noted that the variance could not be approved administratively and therefore required Commission consideration.

MOTION: Commissioner Regina Portillo made a motion to approve the item and variance request subject to Staff comments, with the removal of all Traffic Safety comments.

Second:	Commissioner John Beckelhymer
In Favor:	5
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. Identify all easements.
2. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire:

1. University Blvd. Dead-end roads over 150 feet require a turnaround (120-foot hammerhead, 60- foot Y, 96-foot cul-de-sac).
2. Fire hydrants required every 500-feet for residential development.

Traffic Safety:

- ~~1. Check sight distance (as per Subdivision Ordinance Handbook Section 3-2).~~
- ~~2. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).~~
 - ~~a. Block lengths and street lengths may be waived by the Planning and Zoning Commission~~

- provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.
- ~~b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".~~
 - ~~c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.~~
 - ~~d. A block length waiver shall not compromise safety.~~
- ~~3. "L shaped" type intersection shall have an interior angle not less than 72 degrees and not greater than 120 degrees (As per Subdivision Ordinance Handbook, Chapter III).~~
 - ~~4. Streets shall be laid out so as to intersect at right angle (As per Subdivision Ordinance Handbook, Section 3-2 H).~~
 - ~~5. Follow functional hierarchy of roads (As per AASHTO Chapter 1).~~
 - ~~6. Providing separation between roads and driveways reduces the potential for collisions by reducing the number of conflict points and increasing the distance between conflict points. AASHTO A Policy on Geometric Design of Highways and Streets.~~

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

Vice Chair Barron stepped back into the meeting at 7:34 p.m.

- F. Preliminary consideration of the replat of Lots 2A, 2B, and 4, Block 595, Western Division, into Lot 4A, Block 595, Western Division, and the granting of a variance to reduce the front-yard building setback line for from 20 feet to 10 feet, pursuant to Section 24.77.2 (6) of the Laredo Land Development Code. The intent is residential.**

PL-139-2026

District VIII – Councilmember Alyssa Cigarroa

Luis Vazquez, Planning Staff, provided a brief overview on the item.

Edward Ochoa, KCI Technologies, informed the Commission that he concurred with the Staff comments included in the agenda packet and clarified that the comments displayed on the screen were not applicable to his item.

MOTION: Commissioner Portillo made a motion to approve the item and variance request subject to Staff comments.

Second:	Vice Chair Michael “Mike” Barron
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. Identify all easements.
2. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire: No comments submitted.

Traffic Safety: No comments submitted.

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

G. Preliminary consideration of the plat of Harmony Hills Subdivision, Phase III at Rodriguez Ranch. The intent is residential.

PL-145-2026

District VI – Councilmember Dr. Tyler King

Luis Vazquez, Planner, provided a brief overview on the item.

Aaron Gonzalez, Howland Engineering, informed the Commission that he concurred with Staff comments but requested the removal of Traffic Comment No. 1 regarding block length. He explained that the comment pertained to the southern block (Block 10), which is approximately 1,400 feet long. Mr. Gonzalez stated that the 1,200-foot block length standard is generally intended for larger industrial subdivisions with much longer blocks. He added that the applicant is

familiar with the ordinance and that similar comments are commonly included on plats. In this case, he noted that the block length only slightly exceeded the standard and that the project completes Journey Loop and the adjacent phase rather than creating a new subdivision.

MOTION: Commissioner Mercurio Martinez made a motion to **approve** the item, subject to Staff's recommendation, with the removal of the Traffic comments.

Second:	Vice Chair Michael "Mike" Barron
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Staff Recommendation: Staff approves the item subject to the following comments.

Planning:

1. Provide a plat note prohibiting access to the future extension of Simon Bolivar Boulevard for the double frontage lots in block 10, pursuant to Section 3.3 D. of the Subdivision Ordinance.
2. Revise Plat Note No. 2 to state the following: "All curb cuts shall comply with the Standard Technical Specification Manual, as may be amended from time to time."
3. Identify all easements.
4. All improvements as per the Subdivision Ordinance.

Parks:

1. Please schedule a meeting with Parks Staff to discuss Parkland Agreement.

Fire:

1. Fire hydrants required every 500 feet for residential development.

Traffic Safety:

- ~~1. Block lengths shall not exceed one thousand two hundred feet (1,200) or be less than three hundred (300) feet, except as may be required by the Commission in the proper projection of existing major thoroughfares, and on existing platted blocks. (As per Subdivision Ordinance Handbook Section 3-2).~~
 - ~~a. Block lengths and street lengths may be waived by the Planning and Zoning Commission provided that the waiver is requested in writing, incorporates traffic impact mitigation measures into a site plan, which is then submitted in conjunction with a preliminary plat/replat application.~~
 - ~~b. No block length waiver may be granted by the Planning and Zoning Commission unless traffic impact mitigation measures comply with standards (herein adopted as minimum~~

- standards) of the Institute of Transportation Engineers (Latest Edition) and as set out in the "Transportation and Land Development Manual (Latest Edition)".
- ~~c. No block length waiver may be granted which modifies the City of Laredo Comprehensive Plan or the Thoroughfare Plan of the Comprehensive Plan addressing thoroughfares, highways, arterials, and collectors, or of the proper extension of any street.~~
 - ~~d. A block length waiver shall not compromise safety.~~
 - ~~2. "L-shaped" type intersection shall have an interior angle not less than 72 degrees and not greater than 120 degrees (As per Subdivision Ordinance Handbook, Chapter III).~~
 - ~~3. Streets shall be laid out so as to intersect at right angle (As per Subdivision Ordinance Handbook, Section 3-2 H).~~
 - ~~4. Follow functional hierarchy of roads (As per AASHTO Chapter 1)~~

Engineering: No comments submitted.

Environmental: No comments submitted.

Water & Utilities: No comments submitted.

WEBB County App: No comments submitted.

AEP Engineers: No comments submitted.

U.I.S.D.: No comments submitted.

L.I.S.D.: No comments submitted.

AT&T: No comments submitted.

10. CONSIDERATION OF THE FOLLOWING FINAL PLATS AND REPLATS:

Chair Daniella Sada Paz requested a motion to hear Items 10A, 10B and 10C together.

MOTION: Commissioner Mercurio Martinez made a motion to **hear** Items 10A, 10B and 10C together.

Second:	Vice Chair Michael "Mike" Barron
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

- A. Final consideration of the replat of Lots 6 - 8, Block 4, North America Industrial Park, Phase II into Lot 6A, Block 4, North America Industrial Park, Phase II. The Purpose of this replat is to reconfigure Lots 6 – 8, Block 4, into Lot 6A, Block 4. The intent is industrial.**

PL-146-2026

District VII – Councilmember Vanessa Perez

- B. Final consideration of the plat of Lot B – 8E, Tanquecitos Partnership II Subdivision. The intent is residential.**

PL-135-2026

Extra-Territorial Jurisdiction (ETJ)

- C. Final consideration of the plat of Lot 1, Block 1, Riverside International Parking. The intent is a parking lot.**

PL-134-2026

District VII – Councilmember Vanessa Perez

Laura Garza, Planning Staff, read in Items 10A, 10B and 10C into the record.

MOTION: Vice Chair Michael “Mike” Barron made a motion to approve Items 10A, 10B and 10C.

Second:	Commissioner Regina Portillo
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

11. STAFF REPORT:

- A. Staff report regarding the cancellation of the second Planning and Zoning Commission meeting in December 2026, scheduled for December 17, 2026.**

Planning Director Vanessa Guerra reminded the Commission that Staff had been directed to evaluate whether the second Planning and Zoning Commission meeting in December 2026 could be canceled. She invited Rafael Vidaurri to present Staff's findings.

Rafael Vidaurri, Planning Staff, explained that the Commission typically meets twice each month to comply with the State's 30-day deadline for subdivision plat action. He noted that obtaining a quorum during the December holiday season can be difficult, so Staff evaluated alternatives while remaining compliant with State requirements.

Mr. Vidaurri informed the Commission that Staff determined a single meeting could be held on December 10, 2026, provided the plat submittal deadlines were adjusted to allow additional processing time. He emphasized that maintaining a quorum for that meeting would be essential to avoid delays or the need for a special meeting.

Chair Daniella Sada Paz stated that she believed the Commission would be able to meet on December 10, as it falls before the holiday period when members typically begin traveling.

Mr. Vidaurri clarified that December 10 falls on a Thursday and noted that, because the discussion was for informational purposes only, the item would need to return to the Commission for formal action to establish the meeting date, revise the submittal deadlines, and provide public notice.

Commissioner Adolfo Martinez asked whether the meeting would begin at the regular time of 6:00 p.m., and Mr. Vidaurri confirmed that it would.

Planning Director Vanessa Guerra added that Staff would update the Commission calendar following formal action on the item.

MOTION: Vice Chair Michael “Mike” Barron made a motion to excuse Commissioner Adolfo Martinez’s previous absence from the last meeting and Commissioner Hector “Tito” Garcia’s from this meeting.

Second:	Commissioner Mercurio Martinez
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

12. ADJOURNMENT:

MOTION: Commissioner John Beckelhymer made a motion to adjourn the meeting at 7:49 p.m.

Second:	Commissioner Adolfo Martinez
In Favor:	6
Opposed:	0
Abstained:	0

Motion Carried Unanimously

Vanessa Guerra, AICP, MPA
Planning Director

Daniella Sada Paz, Chair
Planning & Zoning Commission