

**COMPREHENSIVE PLAN  
OF LAREDO, TEXAS**

**ADOPTED AUGUST 26, 1991**

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A RESOLUTION No. 92-R-081

AMENDING THE TRANSPORTATION ELEMENT OF THE  
COMPREHENSIVE PLAN OF THE CITY OF LAREDO.

WHEREAS, it is set forth in Section 9.03 that the City Council shall annually review the Comprehensive Plan of the City of Laredo before the adoption of the budget;

WHEREAS, the Planning and Zoning Commission held a public hearing, where comments were solicited and incorporated into the transportation element of the Comprehensive Plan; and

WHEREAS, the Planning and Zoning Commission recommended that the Comprehensive Plan be amended with respect to the transportation element thereof; and

WHEREAS, the City Charter says the Comprehensive Plan shall serve as a guide to all future Council action concerning land use and development regulations, urban renewal programs and expenditures for capital improvements;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO THAT:

1. Hilltop Rd. be downgraded from a Major Collector (80' R.O.W.) to a local Collector (60' R.O.W.), but requiring a 48' pavement width.
2. Downgrading Farragut St. from Santa Isabel Ave. to Salinas Ave. from a Major Collector to a local Street.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON  
THIS THE 27<sup>th</sup> DAY OF July, 1992

  
SAUL N. RAMIREZ, JR.  
MAYOR

ATTEST:

  
GUSTAVO GUEVARA, JR.  
CITY SECRETARY

APPROVED AS TO FORM:

  
JOSE SALVADOR TELLEZ  
CITY ATTORNEY

**CITY OF LAREDO, TEXAS  
COMPREHENSIVE LAND USE AND TRANSPORTATION PLAN**

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# Introduction



# CITY OF LAREDO, TEXAS COMPREHENSIVE PLAN

## I. INTRODUCTION

### THE VISION

In the year 2010, the city of Laredo, Texas, with a population approaching a quarter of a million people, will be a key center of world trade for goods produced in the United States and Mexican products manufactured locally in Nuevo Laredo and in Monterrey, Mexico's second largest manufacturing city. Goods produced in Mexico will continue to be routed to coastal ports through Laredo, Texas (Map I-1).

Trade brokers and other business services will proliferate; and product distribution via truck, rail, and air will continue to increase. Support manufacturing businesses, such as packaging and other supplies, will continue to locate on the U.S. side of the Rio Grande. Because of the ongoing importance of defense contracts, U.S. computer and computer-related product manufacturers will locate in Laredo rather than in Mexico. These "high tech" industries, along with computer

support services, will be instrumental in the modernization of Mexico's manufacturing capabilities and in the development of Mexico's own high tech industry.

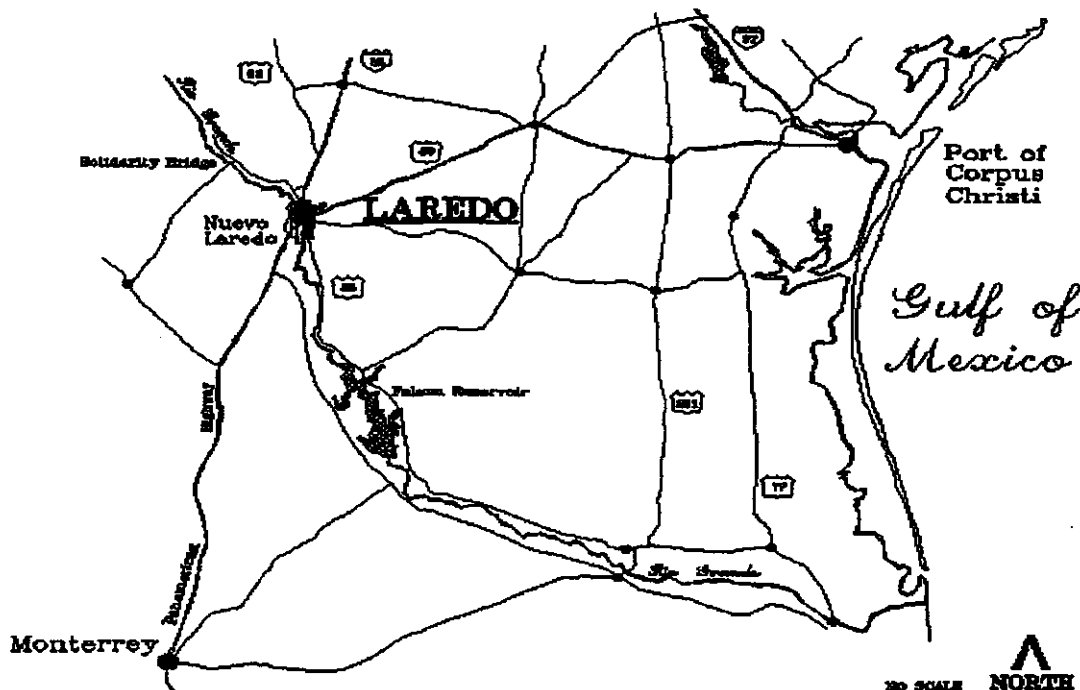
In 2010, Laredo will have reached a level of cultural sophistication and economic opportunity reflective of the international community of which Laredo will continue to be a vital part. These changes will be noticeable in both increased community pride and the improved physical appearance of the city.

New landscaped expressways will provide access to and within areas of Laredo that have been heretofore choked with traffic within chaotic land use patterns. Order has come to the chaos with the opening of shopping centers that not only bring new retail businesses to the neighborhoods, but also draw the relocation of businesses formerly scattered throughout residential areas.

Combined school/park sites will have become the focus of the neighborhoods. Commercial centers

MAP I-1

### *City of Laredo Comprehensive Plan* REGIONAL LOCATION MAP



serving four such neighborhoods augment the social interaction of neighbors while about their daily errands. The entire city is linked by a linear park system along the creeks and the Rio Grande.

The northern and northwestern portions of Laredo from Mines Road, including the Laredo Solidarity Bridge and another bridge at the extension FM 3464, to the Unitec Industrial Park on IH 35 will have become the dominant industrial and warehousing sector of the city.

The central business district of Laredo will solidify as an international financial and trade center. Historic Laredo will attract tourists from Mexico, the United States, and beyond. Cafes will fill with shoppers from a downtown factory store mall as well as from the banks and brokerage houses. At night, music and regional cuisine from both sides of the border will create an entertainment scene uniquely Laredo.

While some of this vision of the future may seem like only wishful thinking, the basis for much of it has already begun. The rest can be achieved through concerted community effort to achieve common goals. This *Comprehensive Plan* contains those community goals and includes strategies to reach them. Implementation, therefore, rests in the hands of the people of Laredo and their elected leadership.

#### **PURPOSE OF THE COMPREHENSIVE PLAN**

This *Comprehensive Plan* provides analyses of basic data; policies toward growth, development, and the provision of public facilities and services; and specific recommendations and strategies for actions to achieve the goals and objectives in this plan. This plan has been prepared to serve the following purposes:

- (1) to foster communication among local citizens, elected and appointed officials, and city staff by placing the city's intentions on display; and
- (2) to guide land use, capital improvements, public services, and private development decisions and associated government regulations which affect the character and economic vitality of the City of Laredo.

This *Comprehensive Plan* emphasizes planning as a process which guides political decision-making and the implementation of the plan by City officials, private developers, and active residents of the City of Laredo. It sets goals and objectives for the city derived from a citizen input workshop and professional analysis. The implementation strategies herein are designed to recommend specific actions to achieve the goals and objectives in this plan. The policies related to land use are represented graphically in the future land use map.

Most importantly, this *Comprehensive Plan* is a tool for the people of Laredo. It is their plan. While the base studies and goals of a long-range plan may remain valid and useful for the duration of the projected scope of the plan, circumstances within the time frame of the plan may require new objectives and policies to achieve the desired goals. This document and the accompanying maps reflect working policies that are to be evaluated periodically to keep up with urban change.

Major updates should be undertaken about every five years, depending on the observed changes in the community. If an impact fee system is instituted, however, state law requires that the "land use assumptions" be reviewed at least every three years and either updated or reaffirmed as not needing to be updated.

*Land use assumptions* are defined in the state impact fee enabling legislation as the City's assumptions (policies, standards, locational criteria, etc.) toward the change in land use, population, density and intensity of development upon which the engineering analysis behind the calculation of the impact fees are based. Although this *Comprehensive Plan* provides the analytical documentation for land use assumptions, the two documents can be and probably should be separate documents adopted under the respective procedures established for each.

#### **THE PLANNING MODEL**

The proposed urban form model is a neo-traditional town planning model which specifies that the most intensive types of land uses occur in clusters at the intersection of streets other than local streets and along thoroughfares. The concept is neo-traditional in that it takes the grid street pattern already present in Laredo and

relates it to a functional hierarchy of collector and arterial streets. The model is presented in the Guidelines for Growth Element of this plan.

In addition to the elements presented in this publication of the *Laredo Comprehensive Plan*, future publications of the plan will include elements addressing the following functional areas:

- Parks, Recreation, Schools, and Open Space
- Urban Design
- Central Business District
- Economic Development
- Housing
- Utilities (*Water, Wastewater, Storm Drainage, and Solid Waste Management*)

## **IMPLEMENTATION**

As stated previously, the intent of the *Comprehensive Plan* is to guide both public and private investment decisions in locating and supporting new development. Neither the vision for Laredo nor the goals and objectives of this plan will be achieved without the individual efforts of Laredoans acting together to implement the plan's policies.

The primary tools for implementing the land use and transportation portions of a comprehensive plan are the zoning and subdivision ordinances and the capital improvements program (CIP). Zoning and subdivision ordinances guide private development and coordinate private investment with public infrastructure. The CIP guides public investment in those roadways, storm drainage, water, wastewater, and other public facilities both in response to the private development market and in anticipation of growth in certain areas. These tools must be updated consistent with the *Comprehensive Plan* and made integral parts of routine decision-making by administrators and

public officials. Financial implications of the plan should become part of the budget process as well.

## **ZONING ORDINANCE**

The zoning ordinance gives more detail to the general land use designations on the future land use map and the plan policies. The site development requirements assure the quality of land use through adequate site and building design, landscaping, signage, lighting, and compatibility with adjacent land uses.

## **SUBDIVISION ORDINANCE**

The subdivision ordinance implements the *Comprehensive Plan* by requiring the inclusion of major facilities, such as roadways and parks, in subdivisions, as appropriate, in accordance with the future land use map and the plan policies.

## **CAPITAL IMPROVEMENTS PROGRAM**

### ***Coordinating Planning, Engineering, Financing, and Construction of Public Projects***

The capital improvements program (CIP) coordinates the city's capital projects from all departments into one multi-year program. Most CIPs run five years with the first year becoming part of the annual budget. The CIP should base its utility and other capital facilities extension plans on the data and adopted policies of the *Comprehensive Plan*. The Planning Department is the ideal entity in city government to provide the coordination and information necessary to make the CIP an effective plan implementation tool.

### ***Attracting More State and Federal Funds***

A city with effective and ongoing comprehensive planning and capital improvements programming processes is better positioned to capture state and federal grants to build new infrastructure and to support public/private partnerships.

Base Studies

## II. BASE STUDIES

### EXISTING CONDITIONS

Comprehensive planning emanates from the community's vision of the future and how to provide facilities and services to serve the desired future land use pattern. In order to inject reality into that long range vision, a clear understanding of the existing conditions, trends, and other forces that are shaping the future is essential. Only when these forces of change are understood can a community influence the direction of change.

### PLANNING AREA

The planning area for this *Comprehensive Land Use and Transportation Plan* is the incorporated area after annexation of FM 1472 (Mines Road) to the Laredo Solidarity Bridge and the associated five-mile extraterritorial jurisdiction (ETJ) (Map II-1). The annexation to the new bridge is anticipated to be completed in 1991. At that time, the incorporated area and of the city of Laredo and the ETJ will cover approximately 320 square miles. This area encompasses all of the major development areas in and around Laredo.

Still, except for some intensive development at and near the Laredo Solidarity Bridge site, most of the development over the next 20 years is anticipated to occur in and adjacent to the existing urbanized area of Laredo. The shaded area of Map II-1 is the 1987 Laredo Urban Transportation Study intensive study area. That area, which is divided into traffic serial zones and planning sectors, is the primary area of focus of the *Comprehensive Land Use and Transportation Plan* (Map II-2). The same planning sectors that were used for the 1984 Existing Land Use Map were used for this plan for comparative purposes. Major development sites at the Unitec Industrial Park, the adjacent Union Pacific rail yard, and the Laredo Solidarity Bridge, all of which are well outside the intensive study area, are given individual attention in the planning for future land use and transportation systems.

### EXISTING LAND USE

The original gridiron street pattern in Laredo has established a very democratic land use pattern: one without preference to any given intersection with few exceptions, such as the plazas in the central business district (Map II-3). As a result,

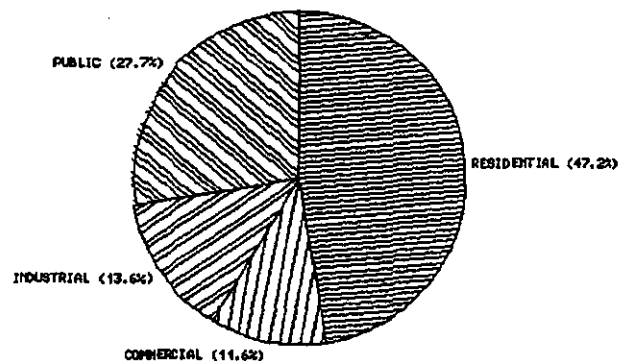
land uses in the older sections of Laredo are quite mixed.

As the city has grown, certain traffic corridors have become established and have attracted intensive commercial, other non-residential, and some high density residential development. Neighborhood commercial development remains scattered throughout the older residential areas, however.

Newer development has broken from the gridiron pattern and, for the most part, follows the modern convention of curvilinear local streets feeding into collector and arterial streets at the perimeter of a neighborhood. The effects of zoning, which attempts to cluster like uses and to separate incompatible uses from each other, can be seen even in its relatively short tenure in Laredo.

Residential land uses comprise almost half of the developed land area in Laredo (Figure II-1 and Table II-1). Public and quasi-public institutions

FIGURE II-1  
CURRENT DEVELOPMENT MIX



make up a little more than a quarter of the developed land. When commercial and industrial land uses are viewed together, they comprise the other quarter. In fact, the land use mix has remained fairly constant since 1977 (Figure II-2). The difficulty in separating commercial and industrial uses in historical land use data arises from the fact that warehouse uses have sometimes been classified as industrial uses instead of commercial. Given the apparent constancy of the land use mix from 1977 to 1987, therefore, the 1987 mix will be used as the standard (see the Land Use Element for definitions of the land use categories).

TABLE II-1

*City of Laredo Comprehensive Plan*  
1987 EXISTING LAND USE

<u>LAND USE TYPE</u>	<u>AREA (Acres)</u>	<u>% OF TOTAL AREA</u>	<u>% OF NON-VAC. DEVELOPED AREA</u>	<u>EXISTING GROWTH CAPACITY<sup>1</sup> (ACRES)</u>
<b>Residential</b>				
<b>Single Family</b>				
Low Density SF	1,723	2.73%	13.14%	471
Medium Density SF	1,086	1.72%	8.28%	297
High Density SF	<u>2,654</u>	<u>4.20%</u>	<u>20.24%</u>	<u>725</u>
Total Single Family:	5,463	8.65%	41.66%	1,493
<b>Mobile Homes<sup>2</sup></b>	150	0.24%	1.15%	41
<b>Townhomes</b>	41	0.07%	0.31%	11
<b>Multifamily</b>				
Duplexes	128	0.20%	0.98%	35
Condominiums	88	0.14%	0.67%	24
Apartments	<u>319</u>	<u>0.50%</u>	<u>2.43%</u>	<u>87</u>
<b>Total Residential:</b>	6,189	9.80%	47.18%	1,691
<b>Commercial</b>				
Retail	1,463	2.31%	11.15%	400
Office	<u>54</u>	<u>0.09%</u>	<u>0.41%</u>	<u>12</u>
<b>Total Commercial:</b>	1,517	2.40%	11.56%	415
<b>Industrial</b>				
Warehouse/Comm. Services	1,359	2.15%	10.36%	371
Light Industry	328	0.52%	2.50%	90
Heavy Industry	<u>94</u>	<u>0.15%</u>	<u>0.72%</u>	<u>26</u>
<b>Total Industrial:</b>	1,781	2.82%	13.58%	487
<b>Public/Quasi-Public</b>				
Parks	1,089	1.72%	8.30%	297
Institutional	<u>2,542</u>	<u>4.02%</u>	<u>19.38%</u>	<u>694</u>
<b>Total Public/Quasi-Public:</b>	3,631	5.74%	27.68%	991
<b>TOTAL DEVELOPED, NON-VACANT:</b>	<b>13,117</b>		<b>100%</b>	
<b>Vacant</b>				
Vacant Developed	3,583	5.67%		
Vacant Undeveloped	4,618	7.31%		
<b>Agricultural</b>	40,829	64.60%		
<b>Lake Casa Blanca</b>	<u>1,060</u>	<u>1.68%</u>		
<b>TOTAL AREA:</b>	<b>63,504</b>	<b>100%</b>		

<sup>1</sup>Based on current proportionate share of vacant developed area (percent of non-vacant developed area for each land use times total vacant developed area).

<sup>2</sup>Mobile homes in mobile home parks or mobile home subdivisions only.

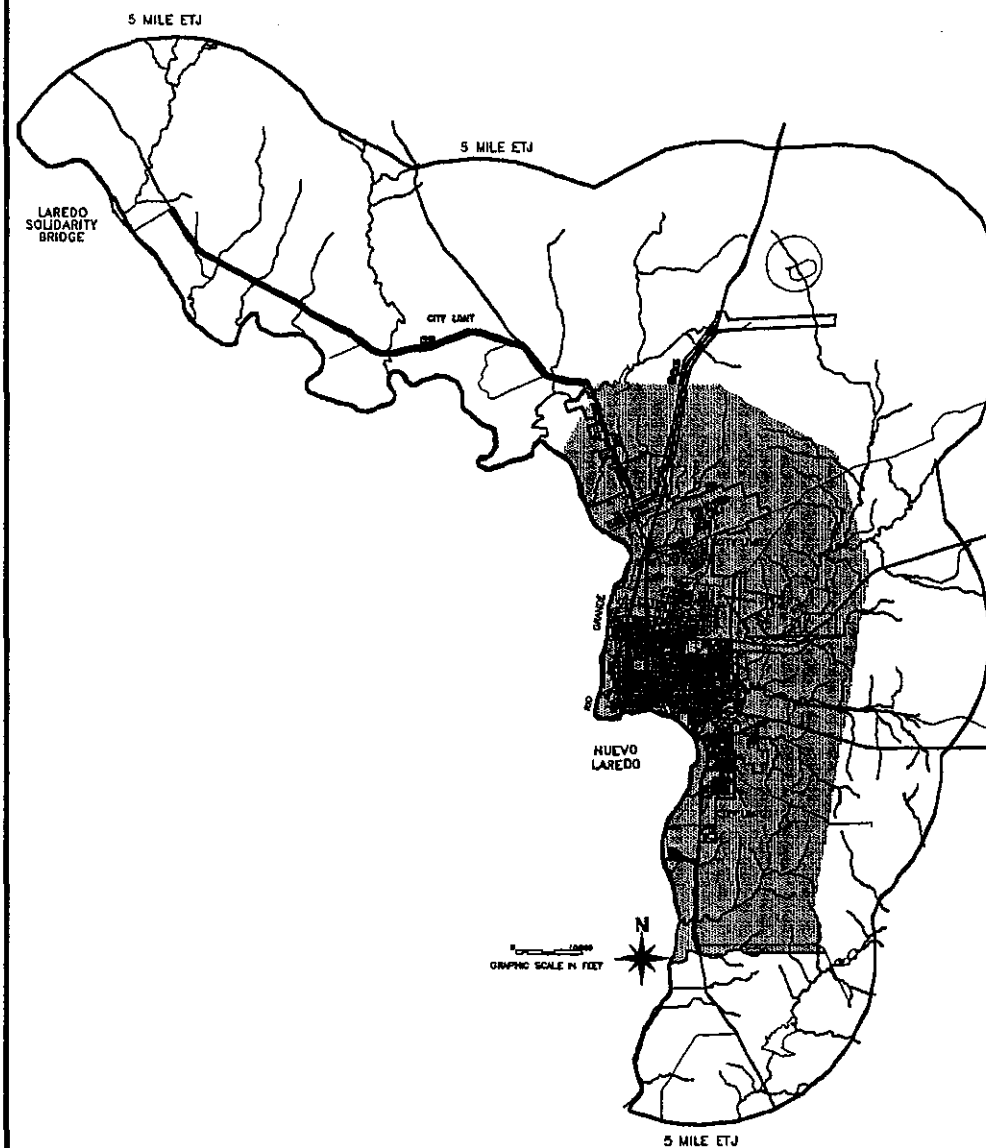
# CITY OF LAREDO, TEXAS PLANNING AREA

## LAYERS MAPPED

- ☐ CITY\_LIMIT\_92
- ☐ ETJ\_92
- ☐ LAKE\_EXT
- ☐ RACETRACK
- Traffic\_Serial\_
- AIRPORT
- CREEK\_EXT
- CREEKS
- DAMS
- HIGHWAY
- HIGHWAY\_EXT
- LAKES
- MAJOR
- MINOR
- RAILROAD
- RIO\_GRANDE
- RIO\_GRANDE\_EXT
- ROAD\_EXT
- SCALE

## LEGEND

-  INTENSIVE STUDY AREA



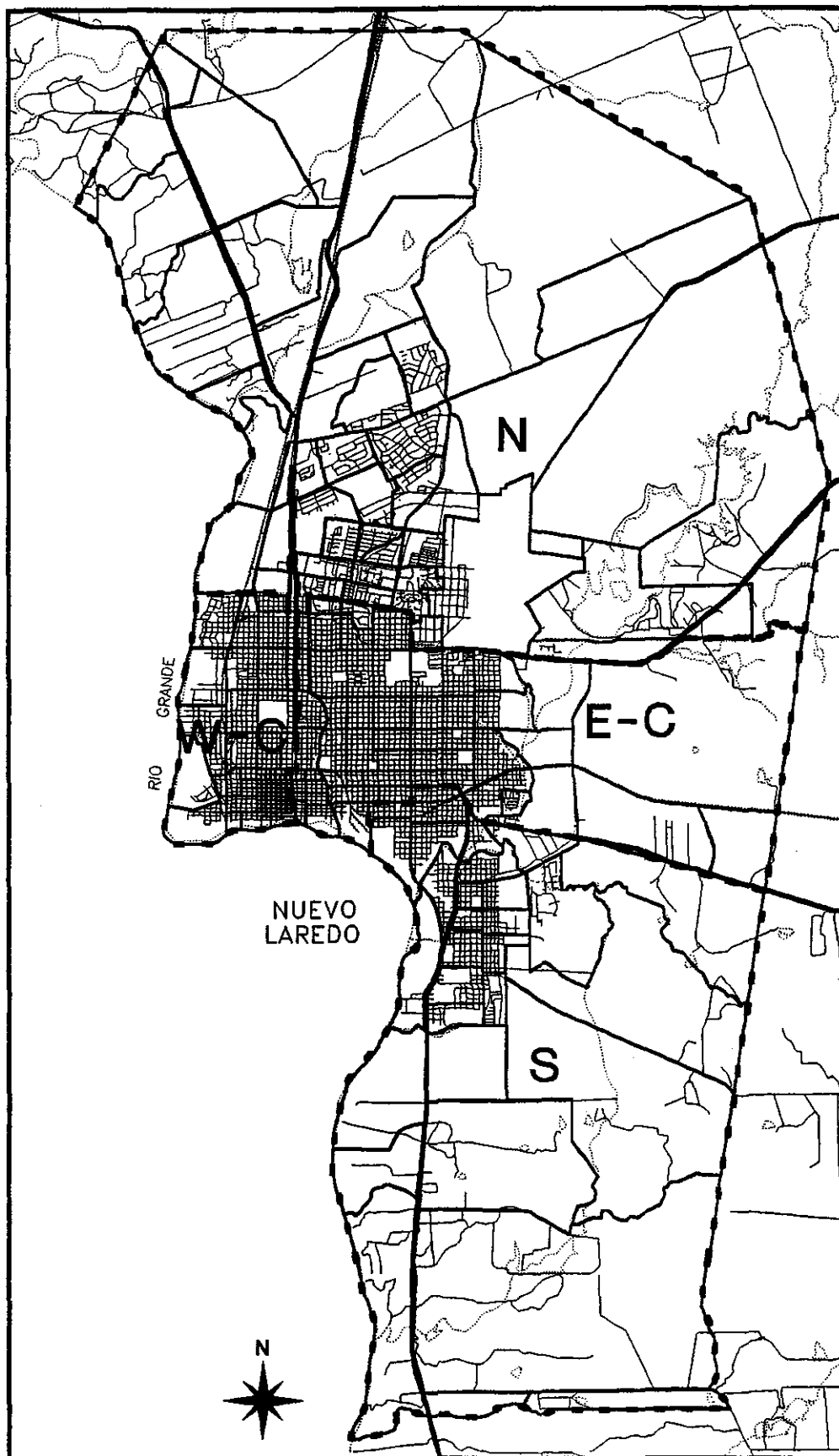
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MAP II-1  
(PAGE I-3)









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# CITY OF LAREDO, TEXAS


## INTENSIVE STUDY AREA



### LAYERS MAPED

-  Planning\_Areas
-  Traffic\_Serial\_
-  Highways
-  Hydrography
-  Nonvisible
-  Other\_Physical
-  Railroads
-  Roads

### LEGEND

-  TRAFFIC SERIAL ZONE BOUNDARY
-  PLANNING SECTOR BOUNDARY

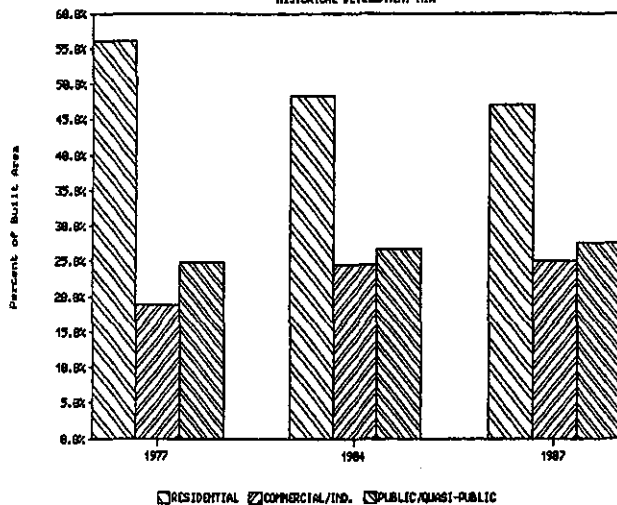
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MAP II-2  
(PAGE II-5)

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(512) 477-0888  
Comprehensive Urban and Regional Planning Services



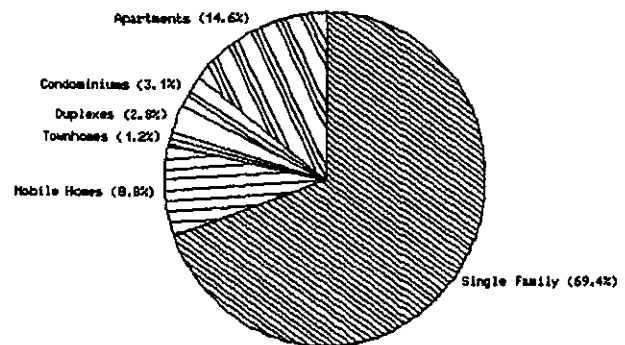
FIGURE II-2  
HISTORICAL DEVELOPMENT MIX



## HOUSING DEMAND

Single family detached dwellings comprise almost 90% of the residential land area and almost 70% of the dwelling units in Laredo (Figure II-3 and Table II-2). Even for lower income families, the housing type of choice is single family detached. This inference is based on the assumption that density is a good indicator of housing costs and

FIGURE II-3  
HOUSING MIX  
(Dwelling Units)



household income levels. Since housing demand is sensitive to price, and the market is sensitive to household incomes, the stratification of single family housing into low, medium, and high density dwelling units should reflect low, middle, and upper income households.

Thus, almost half of the single family houses in Laredo are high density, low income (Figure II-4). Only about one-fifth of the single family dwellings in Laredo are medium density, middle income, while over 30% are low density, upper income.

TABLE II-2

*City of Laredo Comprehensive Plan*  
**1987 EXISTING RESIDENTIAL LAND USE**

<u>RESIDENTIAL LAND USE TYPE</u>	<u>AREA (Acres)</u>	<u>% OF RES DEV'TMENT</u>	<u>DWELLING UNITS</u>	<u>GROSS DENSITY (DU/AC)</u>	<u>PERCENT R-O-W</u>	<u>NET DENSITY (DU/AC)</u>
<b>Single Family (% SF Area)</b>						
Low Density SF (31.54%)	1,723	27.84%	5,384	3.12	22%	4.01
Medium Density SF (19.87%)	1,086	17.54%	4,390	4.04	25%	5.39
High Density SF (48.59%)	<u>2,654</u>	<u>42.88%</u>	<u>12,305</u>	4.64	25%	6.18
<b>Total Single Family:</b>	5,463	88.26%	22,079	4.04	25%	5.39
<b>Mobile Homes*</b>	150	2.42%	2,808	18.68	25%	24.91
<b>Townhomes</b>	41	0.66%	396	9.61	25%	12.82
<b>Multifamily</b>						
Duplexes	128	2.07%	876	6.84	25%	9.13
Condominiums	88	1.42%	992	11.27	25%	15.03
Apartments	<u>319</u>	<u>5.15%</u>	<u>4,643</u>	14.55	25%	19.41
<b>Total Multifamily:</b>	535	8.64%	6,511	12.17	25%	16.23
<b>TOTAL RESIDENTIAL:</b>	<b>6,189</b>	<b>100%</b>	<b>31,794</b>	<b>5.14</b>	<b>25%</b>	<b>6.85</b>

\*Mobile homes in mobile home parks or mobile home subdivisions only.

Existing  
Land








Use





Map

# CITY OF LAREDO, TEXAS

## EXISTING LAND USE

### LAYERS MAPPED

-  CITY\_LIMIT\_92
-  ETJ\_92
-  EXIST\_LAND\_USE
-  LAKE\_EXT
-  RACETRACK
-  CREEK\_EXT
-  CREEKS

-  VACANT DEVELOPED
-  VACANT UNDEVELOPED
-  AGRICULTURE
-  LAKE CASA BLANCA

LAND USE MAP BASED ON THE 1987 LAND USE  
INVENTORY, 1989 AERIAL PHOTOGRAPHS,  
AND FIELD INSPECTION OF NEW DEVELOPMENT  
THROUGH FEBRUARY 1991.

0 10000  
GRAPHIC SCALE IN FEET

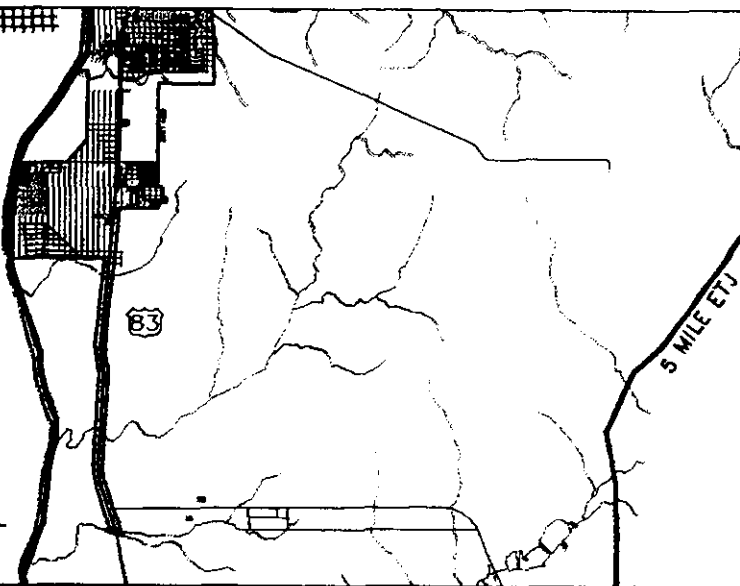
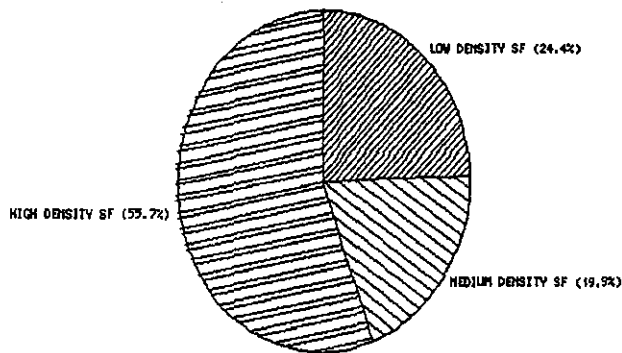


FIGURE II-4  
SINGLE FAMILY HOUSING MIX  
(Dwelling Units)



The higher density and lower income households are located in the central and southern parts of the city. A pocket of low density single family exists in the east central area (the Heights); but most of the low density upper income housing is being built in the northeast section and, to a lesser extent, the southeast section of the city. The newer low density, upper income residential areas are recognizable by their curvilinear streets.

## POPULATION

Forecasting population is as risky as economic forecasting in that the net migration into a locality or region is determined chiefly by the rate of local economic growth. Agreement on the net migration rate into and out of the community after natural increase (births minus deaths) are projected is the most important factor in adopting a population forecast for an area. After much consideration of various population projections for the Laredo metropolitan area prepared locally and by various state agencies, the City of Laredo and the State Department of Highways and Public Transportation agreed in July 1990 to adopt the projections prepared by the Texas State Data Center (TSDC) using a net migration factor of 1.0 as the population forecast for transportation planning purposes (Table II-3).

Meanwhile, the 1990 U.S. Census population counts released in February 1991 show the Laredo population on April 1, 1990, at 122,899.

This figure is 16,182 people lower than the projection for 1990 made by TSDC prior to the census using previous census data and a population estimate for 1986. Even though the 1990 census figure for Laredo released in February 1991 is being contested by the City, it remains the official 1990 population count until changed by the U.S. Bureau of the Census. Therefore, the census number has been incorporated into a population projection prepared by Community Land Resources, Inc., (**CLRINC**) for this comprehensive plan. The State Department of Highways and Public Transportation, however, will continue to use the TSDC projection adopted in July 1990 until TSDC has had the opportunity rate 1990 census numbers into their projections. Those projections will be available in February 1992. The TSDC projection is used in this comprehensive plan for transportation planning in order to be consistent the Highway Department. A middle range projection has been included also as the suggested forecast for Laredo (Figure II-5).

## RESIDENTIAL LAND USE FORECASTS

### FUTURE HOUSING DEMAND

As mentioned previously, residential uses are the largest consumers of land in Laredo. Including associated roads and related rights-of-way, easements, and private amenities, residential land uses occupy over 47 percent of the developed land area in Laredo. Therefore, understanding housing demand provides insight into the land needed for almost half of all future development.

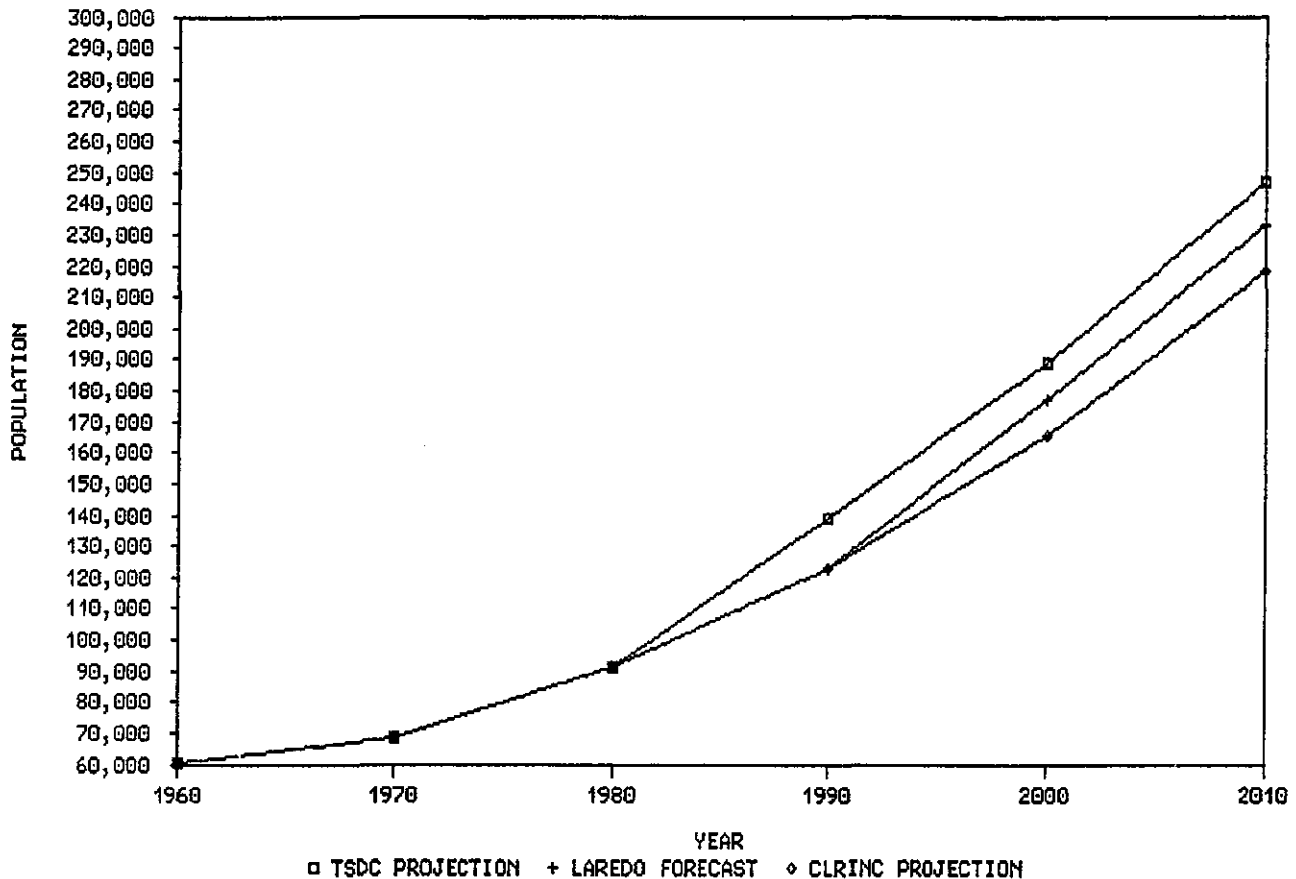
The following analysis is based on estimations of current and future housing demand, assumptions

TABLE II-3

### City of Laredo Comprehensive Plan POPULATION PROJECTIONS

Projection	1960	1970	1980	1990	2000	2010
TSDC Projection	60,678	69,024	91,449	139,081	189,021	247,380
Laredo Forecast	60,678	69,024	91,449	122,899	177,182	233,031
CLRINC Projection	60,678	69,024	91,449	122,899	165,343	218,681

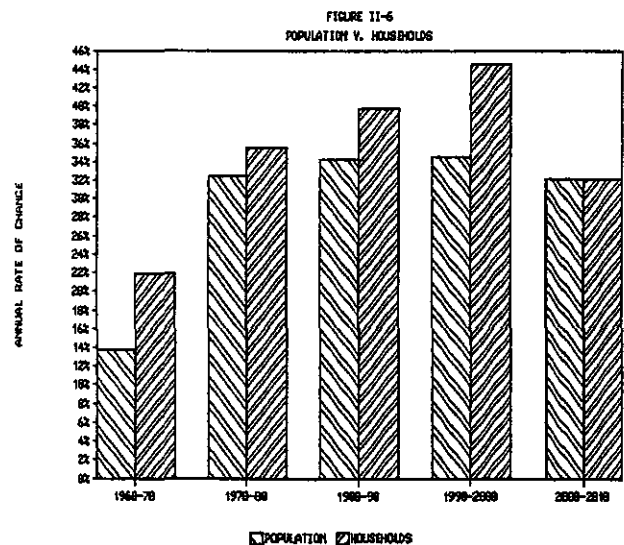
FIGURE II-5  
CITY OF LAREDO POPULATION FORECAST



of current and future household abilities to buy or rent housing, and assumptions of desirable mixtures and densities of housing to achieve policy objectives.

The adopted population forecast estimates are used along with historical census data on average household size to project the number of households through the year 2010 (Table II-4). Because couples are having fewer children and more individuals and elderly couples have their own residences, household size has been and is projected to continue to decline. As a result, the number of households is increasing at a higher rate than population (Figure II-6).

In order to determine the future demand for housing in the different price ranges and densities, current households are divided into income groups and compared to 1980 (Table II-5). The largest increase in households between 1980 and 1987 was in the group with annual combined incomes between \$25,000 and \$50,000, whereas the number of households in the group with



combined incomes between \$15,000 and \$25,000 a year declined (Figure II-7).

The change in the number of households by income group in terms of new housing less demolitions can be projected to the planning horizon year 2010 (Table II-6). These numbers are

TABLE II-4

**City of Laredo Comprehensive Plan**  
**HOUSEHOLDS: 1960 TO 2010**

<u>Population Category</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>
Total Population	60,678	69,024	91,449	122,889	165,343	218,681
Average HH Size	4.29	4.00	3.91	3.76	3.50	3.50
Households	14,144	17,256	23,388	32,686	47,241	62,480

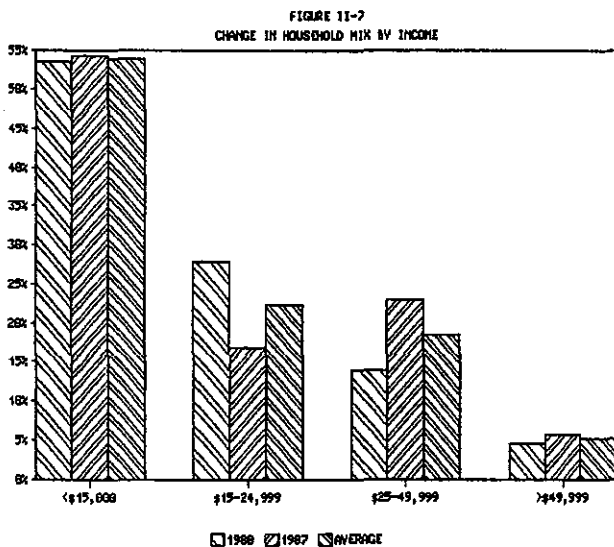
Sources: Population figures from **CLRINC** population forecast and U.S. Census. Household size from US Census and linear regression with a lower limit of 3.50 persons/household.

TABLE II-5

**City of Laredo Comprehensive Plan**  
**CURRENT HOUSEHOLDS BY INCOME GROUP**

<u>Year</u>		<u>Income Ranges in Constant (1983) Dollars</u>				
		<u>\$0</u>	<u>\$15,000</u>	<u>\$25,000</u>	<u>&gt;\$50,000</u>	<u>Total</u>
		<u>\$14,999</u>	<u>\$24,999</u>	<u>\$49,999</u>	<u>(\$75,000 Avg)</u>	
1987	Households	17,280	5,349	7,331	1,840	31,800
	Percent	54.34%	16.82%	23.05%	5.79%	100%
1980	Households	13,569	7,066	3,534	1,131	25,300
	Percent	53.63%	27.93%	13.97%	4.47%	100%
Change in # of HH		3,712	(1,717)	3,796	709	6,500
	Percent	57.10%	-26.41%	58.41%	10.90%	100%

Sources: *Sales Management Magazine*, 1987 and 1980, "Survey of Buying Power Data Service" for household data and *Statistical Abstract of the United States* for consumer price index to 1983 dollars.



important because annual income groups match the type of single family dwelling that a household will be able to afford to buy at that time (Figure II-8).

The number of new housing units is calculated from this information and other assumptions, such as preference for renting versus buying (Table II-7). The forecasted mix of housing types in 2010 is shown in Figure II-9.

#### RESIDENTIAL LAND AREA NEEDED IN 2010

The number of dwelling units needed in the year 2010 is shown in Figure II-9. The land area needed for housing in the year 2010 is calculated for each housing type and includes some excess

TABLE II-6

*City of Laredo Comprehensive Plan*  
**PROJECTED HOUSEHOLDS BY INCOME GROUP: 1987 TO 2010**

	<u>Income Ranges in Constant (1983) Dollars</u>				
	\$0 \$14,999	\$15,000 \$24,999	\$25,000 \$49,999	≥\$50,000 (\$75,000 Avg)	Total
Avg. of 1980 & 1987 HH%	53.99%	22.38%	18.51%	5.13%	100%
Number of 2010 Households	33,730	13,980	11,565	3,205	62,480

TABLE II-7

*City of Laredo Comprehensive Plan*  
**NEW HOUSING UNITS NEEDED BY TYPE: 1987 to 2010**

House Type	1987 Units	Annual Loss	Loss to 2010	Remaining Stock	2010 New Units	New Units Needed	Avg. New Units/Year
SF - Low Density	5,384	0.25%	318	5,066	10,811	5,745	287
SF - Med Density	4,390	0.25%	259	4,131	8,815	4,685	234
SF - High Density	12,701	0.50%	1,544	11,157	25,504	14,346	717
<b>Total</b>	<b>22,475</b>		<b>2,122</b>	<b>20,353</b>	<b>45,130</b>	<b>24,776</b>	<b>1,238</b>
 Mobile Home Park	 2,808	 1.50%	 1,147	 1,661	 5,638	 3,977	 199
MF - Duplex	876	0.60%	129	747	1,773	1,026	51
MF - Apartments	4,643	0.55%	624	4,019	9,398	5,379	269
MF - Condos	992	0.50%	121	871	2,008	1,137	57
<b>Total</b>	<b>6,511</b>		<b>874</b>	<b>5,637</b>	<b>13,179</b>	<b>7,542</b>	<b>377</b>
 <b>Total All Units</b>	 <b>31,794</b>		 <b>4,142</b>	 <b>27,652</b>	 <b>63,947</b>	 <b>36,296</b>	 <b>1,815</b>

FIGURE II-8  
 HOUSEHOLDS BY INCOME: 1987 & 2010

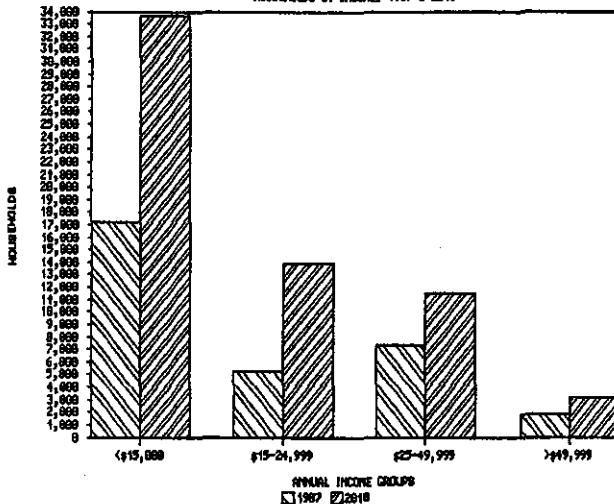
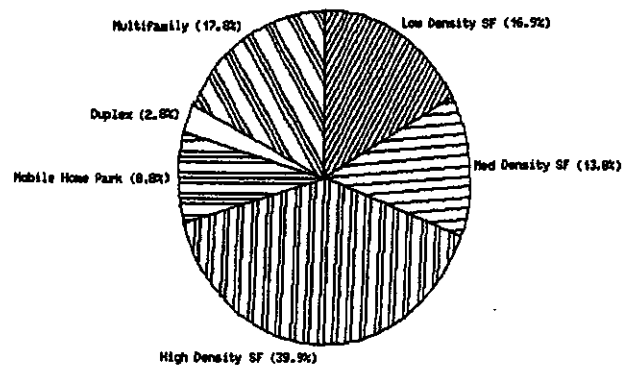


FIGURE II-9  
 2010 HOUSING MIX  
 (Dwelling Units)



land to allow choice in the market (Figure II-10). Finally, Table II-8 shows the additional acres of land needed to be added to the existing residential areas by housing type to meet the projected

housing demand in the year 2010 (Figure II-11). The Land Use Element will analyze where new residential and other development should go.

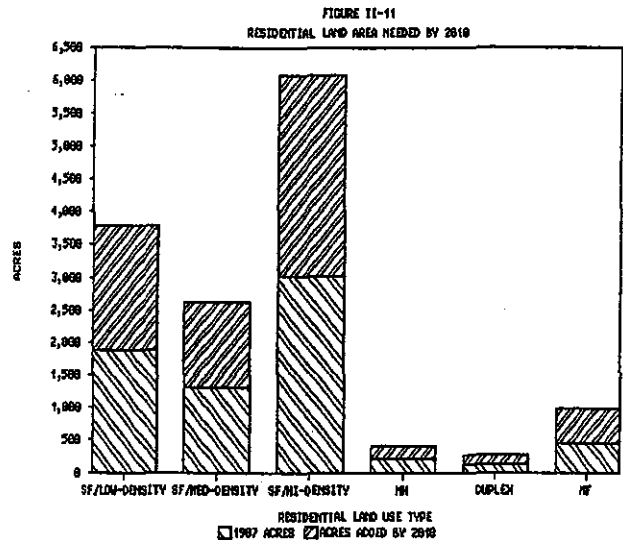
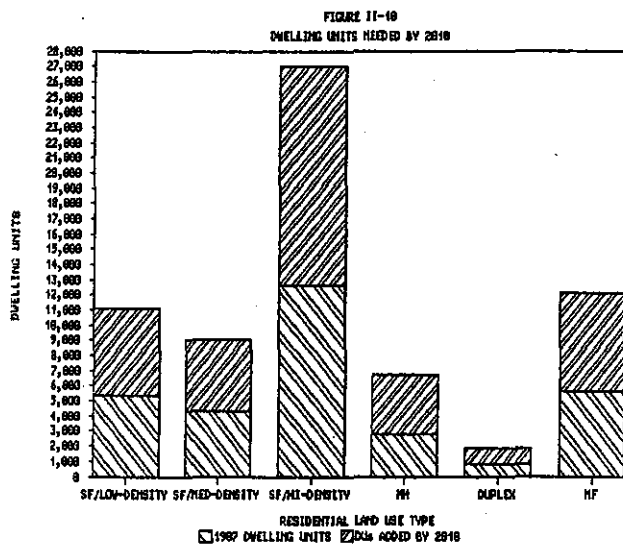


TABLE II-8

*City of Laredo Comprehensive Plan*  
**PROJECTED LAND AREA NEEDED FOR HOUSING: 1987 TO 2010**  
(Gross Acres)

House Type	2010 Acres	1987 Acres	Acres Needed
SF - Low Density	3,802	1,893	1,909
SF - Med Density	2,618	1,304	1,314
SF - High Density	6,082	3,029	3,053
Total	12,502	6,226	6,276
Mobile Home Park	423	211	212
MF - Duplex	282	139	142
MF - Apartments	714	353	361
MF - Condos	200	99	101
Total	1,196	591	605
Total All Units	14,121	7,028	7,094



# Guidelines for Growth

### III. GUIDELINES FOR GROWTH

#### URBAN PLANNING PRINCIPLES

##### GROWTH MANAGEMENT

Growth management is a conscious attempt by local government to influence the character of future development within its jurisdiction. As a comprehensive land use planning system, growth management addresses the rate, amount, type, location, and quality of growth and development. The goals, objectives, and implementation strategies that comprise the City's policies toward growth and development state local government's intentions in managing growth.

The rate of growth is monitored to prevent demands for public facilities and services from outstripping the City's ability to construct those facilities and to provide adequate levels of service. The coordination of the construction of public facilities and the provision of public services is achieved through a capital improvements program based on facilities and service plans. The City's budgeting for facilities and services is based on the per capita needs projected in this *Comprehensive Plan*. The rate of growth can be accelerated by the participation of private developers in the financing of growth-related facilities and services needs through the development process.

Regulating the type, location, and quality of development is also within the police power of local governments to protect the health, safety, morals, and general welfare of its citizens. The amount of growth is determined by the natural carrying capacity of the land, public policy, and the market for development. The first two factors set the parameters for the third. For example, certain environmental constraints to development, such as floodplains and soil suitability for septic tanks, reduce the ability of a given area to accommodate growth above certain densities. Public policy setting minimum lot sizes, densities, and intensities of development further limit the total amount of growth that is physically possible for a given area.

This publication of the *Laredo Comprehensive Plan*, includes the Land Use and Transportation elements in addition to the policies and base data. Future elements will include the following functional areas:

Parks, Recreation, Schools, and Open Space  
Urban Design  
Central Business District  
Economic Development  
Housing  
Utilities (*Water, Wastewater, Storm Drainage, and Solid Waste Management*)

Each of these elements will relate its respective functional area to the policies in this element, the Future Land Use Map, and the long range vision for Laredo.

In summary, growth management is neither anti-growth nor pro-growth; rather, it is responsible growth. A successful growth management program in Laredo will require the cooperation and participation of both the public and the private sectors in building a total community consistent with the adopted policies of this *Comprehensive Plan* and the desires of the people of Laredo.

##### URBAN FORM

The policy statements in this element of the *Comprehensive Plan* imply active municipal participation in the delineation of urban form through community development projects and land use controls. This role is traditional for city government. The City's ability to use zoning and subdivision controls affect the transportation system, the utility system, and existing residents, as well as new development. The cumulative effect of public and private development decisions is either to enhance or detract from the quality of life in Laredo.

Trying to guide a city's growth is a complex task with results that are difficult to predict. Policies and ordinances to direct growth should be developed carefully and should be based on general concepts of growth and land use. As citizens and public officials gain more expertise in the application of selected planning principles, the City can adopt more specific policies and ordinances to meet its needs.

There is a tendency for intensive development, such as commercial, industrial, and high-density residential development, to locate along major traffic corridors for visibility and accessibility. At the beginning of this process, development is spotty and does not necessarily create traffic

problems or visual blights. But as strip development begins to fill in, traffic can become a problem due to the volume generated and the movement conflicts created by uncontrolled access to major streets. Also, competition for the visibility that originally attracted commercial development to the strip intensifies to the point of visual confusion and ugliness.

### ***The Planning Model***

The proposed urban form model is a neo-traditional town planning model which specifies that the most intensive types of land uses occur in clusters at the intersection of streets other than local streets and along thoroughfares (Figure III-1). The concept is neo-traditional in that it takes the grid street pattern already present in Laredo and relates it to a functional hierarchy of collector and arterial streets.

The primary function of the concept is to keep non-residential uses from intruding into the residential fabric of the city. By locating retail development in centers and high density residential, office, and industrial development on thoroughfares, these high traffic generators are similarly accessible.

### ***Neighborhood Concept***

As implied above, the proposed planning model is based on a concept of a standardized neighborhood. Although it is recognized that the differences between neighborhoods are what make them interesting, the modular neighborhood concept begins with the premise of equal facilities, equal levels of service, and equal protection. This basic ideal becomes a point of departure, therefore, for adding variety to individual neighborhoods, relating one neighborhood to another, and relating the neighborhood mosaic to the physical character of the region and its historical development pattern.

The neighborhood concept module is presented with the locational criteria for residential, parks and open space, commercial, and industrial land uses in the Land Use Element.

## **IMPLEMENTATION**

The primary tools for implementing the land use and transportation portions of a comprehensive plan are the zoning and subdivision ordinances

and the capital improvements program (CIP). Zoning and subdivision ordinances guide private development and coordinate private investment with public infrastructure. The CIP guides public investment in those roadways, storm drainage, water, wastewater, and other public facilities both in response to the private development market and in anticipation of growth in certain areas. As stated previously, the intent of the *Comprehensive Plan* is to guide both public and private investment decisions in locating and supporting new development.

### ***Zoning Ordinance***

The zoning ordinance gives more detail to the general land use designations on the future land use map and the plan policies. The site development requirements assure the quality of land use through adequate site and building design, landscaping, signage, lighting, and compatibility with adjacent land uses.

### ***Subdivision Ordinance***

The subdivision ordinance implements the *Comprehensive Plan* by requiring the inclusion of major facilities, such as roadways and parks, in subdivisions, as appropriate, in accordance with the future land use map and the plan policies.

### ***Capital Improvements Program***

#### **Coordinating Planning, Engineering, Financing, and Construction of Public Projects**

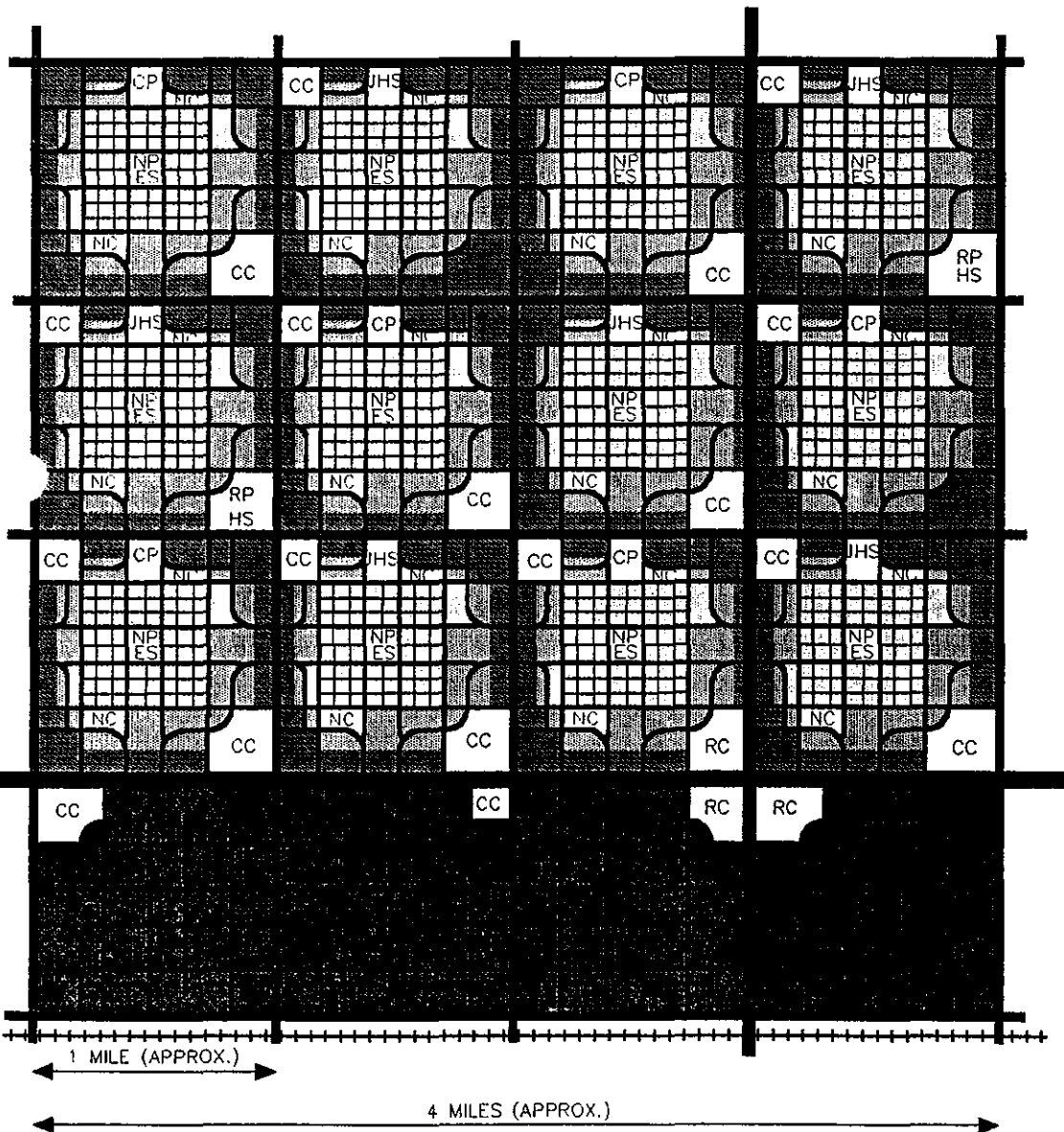
The capital improvements program (CIP) coordinates the city's capital projects from all departments into one multi-year program. Most CIPs run five years with the first year becoming part of the annual budget. The CIP should base its utility and other capital facilities extension plans on the data and adopted policies of the *Comprehensive Plan*. The Planning Department is the ideal entity in city government to provide the coordination and information necessary to make the CIP an effective plan implementation tool.

### ***Attracting More State and Federal Funds***















A city with effective and ongoing comprehensive planning and capital improvements programming processes is better positioned to capture state and federal grants to build new infrastructure and to support public/private partnerships.

# CITY OF LAREDO, TEXAS






## PLANNING MODEL



### LAND USE

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  RETAIL COMMERCIAL OR PARK
-  NP NEIGHBORHOOD PARK
-  CP COMMUNITY PARK
-  RP CITY OR REGIONAL PARK
-  ES ELEMENTARY SCHOOL
-  JHS JUNIOR HIGH SCHOOL
-  HS HIGH SCHOOL
-  NC NEIGHBORHOOD COMMERCIAL
-  CC COMMUNITY COMMERCIAL
-  RC REGIONAL COMMERCIAL
-  INDUSTRIAL

### STREET SYSTEM

-  FREEWAY
-  EXPRESSWAY
-  THOROUGHFARE
-  LOCAL COLLECTOR
-  LOCAL STREET

APRIL 1991

FIGURE III-1  
PAGE III-3

## ENVIRONMENTAL CONSTRAINTS TO DEVELOPMENT

### *Land Use Suitability*

Some types of land most favorable to urbanization are also the most favorable for non-urban uses, such as agriculture. In addition, property configurations are unbiased toward topography, vegetative cover, soil type, water courses, and other physical features except when incorporated into one or more boundaries. Development of property, however, can and should consider such environmental constraints in the siting and design of structures and other improvements.

### *Prime Farmland*

The *Soil Survey of Webb County, Texas* states:

Prime farmland soils, as defined by the U.S. Department of Agriculture, are soils that are best suited to producing food, feed, forage, fiber, and oilseed crops.... Prime farmland soils produce the highest yields with minimal inputs of energy and economic resources, and farming these soils results in the least damage to the environment.<sup>1</sup>

The best agricultural soils in the Laredo area become prime farmland when irrigated (Map III-1). There is no prime farmland in Webb County without irrigation, including non-irrigated cropland and pastureland. Nevertheless, in those areas where a reliable source of water for irrigation exists, the agricultural potential of these soils is significant.

Map III-1 shows the soils in the planning area that become prime farmland when irrigated. Localized considerations for wind erosion, water erosion, and flooding occurring during the growing season more than once in two years may apply. It also shows the area that is suitable for developing groundwater supplies for irrigation and domestic purposes. Use of groundwater from this fairly

limited area and direct pumping from the Rio Grande further restrict the potential of the specified soils to be prime farmland, as is shown on Map III-1.

### *Flood Hazard Areas*

The Laredo planning area is replete with creeks forming the fairly narrow drainage basin for the Rio Grande. Beyond the Rio Grande drainage basin is the broad drainage network of the Nueces River. These creeks and arroyos are subject to flash flooding and should be allowed to function unhindered by structures in the creek channels or floodways. Being that portion of the 100-year floodplain in which the hazardous flow of the flood waters occurs, the floodway is narrower than the floodplain, which can become quite shallow as it spreads over full width (Map III-2).

### *Critical Habitat*

Floodplains often support critical habitat for plants and animals, some species of which have become scarce. The areas shown on Map III-2 reflect the types of soils that might support wildlife habitat and specific plant species that have been identified by the U.S. Fish and Wildlife and the Texas Parks and Wildlife Department as deserve protection from loss of habitat. The particular species and their official status are included in the appendix of this document.

Of the types of habitat supporting the plant and animal species deserving special attention, wetlands as valuable animal habitat and gravelly soils that support the Fitch's hedgehog cactus and Texas stonecrop, both very rare and imperiled in the state. Other rare animal and plant species pertinent to the area either have a wide-ranging habitat, only possibly occur in the area, or have limited habitats that do not place constraints on development.

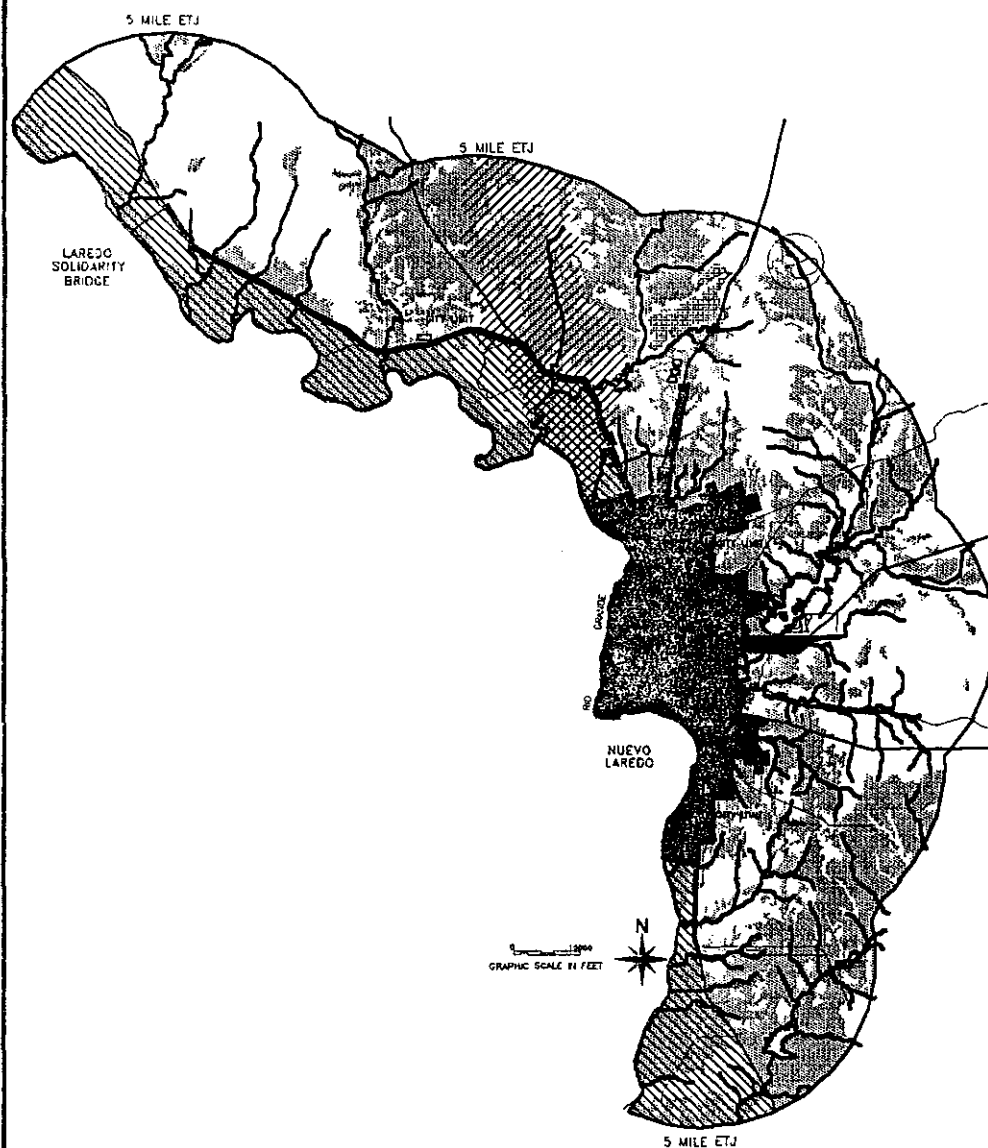
The endangered interior least tern, for example, is known to nest on the central island of Casa Blanca Lake. The endangered ocelot, jaguarundi, and aplomado falcon have wide ranges, as do the threatened common blackhawk, the wood stork, the Texas tortoise, the reticulate collared lizard, the Texas indigo snake, the Texas horned lizard, and the blue sucker. Other rare species, such as the endangered ashy dogweed, only possibly occur in the area. On site botanical and zoological surveys are needed to identify specific habitat.

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<sup>1</sup>*Soil Survey of Webb County, Texas*, Soil Conservation Service, U.S. Department of Agriculture, 1985, page 39.

# CITY OF LAREDO, TEXAS

## AGRICULTURAL OPPORTUNITIES



### LAYERS MAPPED

- ☐ CITY\_LIMIT\_92
- ☐ ETJ\_92
- ☐ LAKE\_EXT
- ☐ RACETRACK
- Soils
- CREEK\_EXT
- CREEKS
- DAMS
- HIGHWAY
- HIGHWAY\_EXT
- LAKES
- MAJOR
- MINOR
- RAILROAD
- RIO\_GRANDE
- RIO\_GRANDE\_EXT
- ROAD\_EXT
- SCALE

### LEGEND

- PRIME FARMLAND WHEN IRRIGATED
- DEVELOPED AREA
- GROUNDWATER DEVELOPMENT AREA
- AREA ACCESSIBLE TO RIO GRANDE

SOURCES: SOIL SURVEY OF WEBB COUNTY, USDA  
SOIL CONSERVATION SERVICE, 1985

CARRIZO AQUIFER STUDY, TEXAS  
WATER DEVELOPMENT BOARD

MARCH 1991

MAP III-1  
(PAGE III-5)

Community Land Resources, Inc.  
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Comprehensive Urban and Regional Planning Services

LAYERS MAPPED

- ☐ CITY\_LIMIT\_92  
☐ ETJ\_92  
☐ LAKE\_EXT  
☐ RACETRACK

## Soils

- CREEK\_EXT
- CREEKS
- DAMS
- HIGHWAY
- HIGHWAY\_EXT
- LAKES
- MAJOR
- MINOR
- RAILROAD
- RIO\_\_GRANDE
- RIO\_\_GRANDE\_EXT
- ROAD\_EXT
- SCALE



### LEGEND

- NO DEVELOPMENT - FLOOD HAZARD
- POTENTIAL CRITICAL HABITAT
- DEVELOPMENT W/ ENGINEERING IMPROVEMENTS

SOURCE: SOIL SURVEY OF WEBB COUNTY, USDA  
SOIL CONSERVATION SERVICE, 1985

"RECORD SEARCH," TEXAS NATURAL HERITAGE  
PROGRAM INFORMATION SYSTEM, TEXAS  
PARKS AND WILDLIFE DEPARTMENT

MARCH 1991

**MAP III-2**  
(PAGE 1-7)

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## ***Engineering Considerations***

Some environmental constraints can be addressed structurally as part of the building process. For example, certain soils in the planning area have high shrink-swell potential due to clay content or low strength due to the amount of sand, gravel, or rocks in the soil. High shrink-swell soils should be conditioned with lime and crushed limestone in the preparation of building pads and areas to be paved. Foundations and paving should be well reinforced to avoid structural failure due to ground swell and shrinking in these areas.

In the 100-year floodplains outside the flood hazard zones of the floodways, building can occur as long as the floodplain is not increased and foundations are at least one foot above the 100-year flood level. Floodplains are also inexpensive detention areas for drainage and can be attractive open space. Often floodplains provide wetlands habitat for animals as well.

## ***POLICIES, GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES***

As used in this *Comprehensive Plan*, "policies," "goals," "objectives," and "implementation strategies" are defined as follows:

- (1) **Policies:** Planning policies consist of the *Comprehensive Plan* itself and all the statements within the plan that guide growth and development.
- (2) **Goals:** Goals are general statements concerning an aspect of the city's desired ultimate physical, social and economic environment. Goals set the *tone* for development decisions in terms of the citizens' desired quality of life.
- (3) **Objectives:** Objectives express the kinds of action or *approach* that is necessary to achieve the stated goals, or portions of those goals, without assigning responsibility to any specific actions.
- (4) **Implementation Strategies:** Each objective in this plan is followed by implementation strategies that clarify the position of the City and suggest possible courses of *action* to achieve the specific objectives.

The work of the city council and the citizens of Laredo to achieve their goals and objectives should be reviewed and evaluated annually in order to keep the plan current.

## ***GOALS SUMMARY***

The following goals summarize the range of policies covered in this *Comprehensive Plan*.

### ***LAND USE (LU)***

#### ***Growth Management***

##### **GOAL LU1**

TO PROTECT AND ENHANCE THE FRIENDLY ATMOSPHERE AND THE QUALITY OF LIFE THAT CHARACTERIZES LAREDO

##### **GOAL LU2**

TO ESTABLISH A COMPREHENSIVE COST-EFFECTIVE GROWTH POLICY THAT ENCOURAGES DEVELOPMENT THAT IS ORDERLY, PHASED, AND COORDINATED WITH THE CITY'S ABILITY TO PROVIDE FACILITIES AND SERVICES

#### ***Urban Design***

##### **GOAL LU3**

TO INTEGRATE PUBLIC AND PRIVATE DEVELOPMENT INTO A COMPREHENSIVE URBAN DESIGN CONCEPT

#### ***Housing***

##### **GOAL LU4**

PROMOTE THE AVAILABILITY OF ADEQUATE, AFFORDABLE HOUSING THROUGHOUT THE CITY FOR ALL PRESENT AND FUTURE RESIDENTS OF LAREDO

### ***TRANSPORTATION (T)***

##### **GOAL T1**

TO PROVIDE SAFE AND EFFICIENT MOBILITY THROUGHOUT THE COMMUNITY



GOAL T2

TO EXPAND THE TRUCK ROUTE SYSTEM TO ACCOMMODATE IMPORT AND EXPORT TRAFFIC

GOAL T3

TO PLAN AND PROVIDE FOR MASS TRANSPORTATION

GOAL T4

TO PROVIDE FOR (NECESSARY FACILITIES TO ACQUIRE) ADEQUATE AIR TRANSPORTATION

GOAL T5

TO ASSURE ADEQUATE PARKING

GOAL T6

TO ENHANCE THE TRANSPORTATION SYSTEMS AS INTEGRAL PARTS OF THE ECONOMIC DEVELOPMENT OF LAREDO

**ECONOMIC DEVELOPMENT (EC)**

GOAL EC1

TO TAKE ADVANTAGE OF LAREDO'S STRATEGIC GEOGRAPHIC LOCATION

GOAL EC2

TO DEVELOP AND PROMOTE AN ECONOMIC DEVELOPMENT PROGRAM TO DIVERSIFY THE LOCAL ECONOMY TO BECOME LESS VULNERABLE TO SUDDEN DOWN TURNS IN CERTAIN INDUSTRIES AND CERTAIN MARKETS

**EDUCATION (ED)**

GOAL ED1

TO CREATE AND SUPPORT EDUCATIONAL PROGRAMS AT ALL LEVELS THAT PROMOTE ECONOMIC GROWTH AND DEVELOPMENT.

**UTILITIES (UT)**

GOAL UT1

TO ENHANCE THE QUALITY OF LIFE IN THE CITY OF LAREDO BY UPGRADING THE EXISTING WATER,

WASTEWATER, AND OTHER UTILITY SYSTEMS

**PUBLIC SERVICES (PS)**

GOAL PS1

TO MAINTAIN HIGH QUALITY POLICE AND FIRE PROTECTION AND COMPETENT EMERGENCY MEDICAL SERVICE (EMS)

**PUBLIC FACILITIES (PF)**

GOAL PF1

TO MAINTAIN A HIGH LEVEL OF QUALITY AT THE LIBRARY, LOCAL MUSEUMS, THE CIVIC/CONVENTION CENTER, AND THE HOSPITAL

**SOCIAL SERVICES (SS)**

GOAL SS1

TO SUPPORT AGENCIES THAT ADDRESS CHILD ABUSE, TEENAGE PROGRAMS, DRUGS, AT-RISK STUDENTS, DAY CARE, PLANNED PARENTHOOD, THE AGED, AND THE HANDICAPPED

## ***POLICIES***

### **LAND USE (LU)**

#### ***Growth Management***

#### **GOAL LU1**

**TO PROTECT AND ENHANCE THE FRIENDLY ATMOSPHERE AND THE QUALITY OF LIFE THAT CHARACTERIZES LAREDO**

#### **Residential Development**

##### **Objective LU1.1**

**To protect the residential character and the integrity of neighborhoods**

##### ***Implementation Strategy LU1.1-1***

Low and moderate density residential development should be oriented toward the center of the neighborhood and away from major traffic arterials, with the high density housing being at the edges of these residential areas.

##### ***Implementation Strategy LU1.1-2***

High density residential development should have direct access to collector streets or, as appropriate, minor arterials, and should be buffered from low and moderate density, single family residences. Traffic generated by high density residential development should not be routed through low density residential areas.

##### ***Implementation Strategy LU1.1-3***

Different residential densities may abut one another as long as

- (a) a proper buffer is provided and
- (b) traffic generated by the higher density residential area is not routed through the lower density areas.

##### ***Implementation Strategy LU1.1-4***

Residential areas of all types should be adequately buffered from non-residential uses through the utilization of landscaping, height transitions, berms, fences, walls, or open space to mitigate potential adverse impacts.

##### ***Implementation Strategy LU1.1-5***

Schools and parks should be located centrally to and easily accessible from any section of the community.

##### ***Implementation Strategy LU1.1-6***

Neighborhood commercial centers should be

incorporated into residential areas to serve the respective areas.

*Implementation Strategy LU1.1-7*

Compatibility among land uses should be aided through the use of standards

*Implementation Strategy LU1.1-8*

The City should encourage compatible infill development of vacant properties in existing neighborhoods

**Parks and Open Space**

**Objective LU1.2**

**To enhance the physical attractiveness of the city of Laredo by developing parks and open space amenities**

*Implementation Strategy LU1.2-1*

The City should develop a parks and open space master plan.

*Implementation Strategy LU1.2-2*

The community should be educated to appreciate amenities.

*Implementation Strategy LU1.2-3*

At least one neighborhood park with convenient pedestrian access should be provided in each neighborhood in the planning area. (A neighborhood park should be 3.5 to 10 acres in size, should have a service area radius of approximately 0.5 mile, and should serve approximately 4,000 to 5,000 people without requiring the crossing of a major thoroughfare.)

*Implementation Strategy LU1.2-4*

At least one community park with convenient access via local streets should be provided in each sector of the planning area. (Community parks should be 10 to 25 acres in size, should have a service area radius of approximately one (1) mile, should be developed in locations that do not require the crossing of a major highway, and should serve the needs of 15,000 to 20,000 people.)

*Implementation Strategy LU1.2-5*

City parks should be at least 25 acres in size, should have a service radius of approximately three (3) miles, and should be easily accessible via minor or major arterials or highways.

**Commercial Development**

**Objective LU1.3**

**To cluster retail commercial uses at centers of activity in**

**order to promote neighborhood identity and to avoid strip retail development**

*Implementation Strategy LU1.3-1*

The City should develop a central business district master plan.

*Implementation Strategy LU1.3-2*

Retail commercial centers should be located at the intersections of major or minor arterials.

*Implementation Strategy LU1.3-3*

Low density, low rise office uses should be considered as appropriate buffers between retail commercial centers.

**Industrial Development**

**Objective LU1.4**

**To promote industry through planned developments**

*Implementation Strategy LU1.4-1*

The city's Future Land Use Map should separate light industrial/office-warehouse/business parks, and heavy industrial/manufacturing uses.

*Implementation Strategy LU1.4-2*

All industry should take advantage of highway and rail access as much as possible.

*Implementation Strategy LU1.4-3*

Transition between industrial and nearby residential areas should be accomplished by the scaling down of activity within the industrial district through the use of screening, landscaping, preservation of natural open space, setbacks, and design compatibility, including consideration of building height, bulk, and lot coverage.

*Implementation Strategy LU1.4-4*

Industrial uses should minimize impacts on nearby or adjacent residential areas by avoiding the placement of loading zones, vehicle maintenance areas, and outside storage on the side of the residential areas.

*Implementation Strategy LU1.4-5*

Truck traffic should be routed to avoid residential areas as much as possible. Industrial and heavy commercial uses should not be located at the end of collector streets that serve or pass through residential areas.

*Implementation Strategy LU1.4-6*

To promote planned growth in the vicinity of

the Laredo Solidarity International Bridge that minimizes conflicting land uses and that is environmentally oriented

**Data Base Management**

**Objective LU1.5**

**To maintain current land use, population, and development data**

*Implementation Strategy LU1.5-1*

Existing land use data should be updated as subdivision plats, building permits, mobile home permits, and certificates of occupancy are approved or issued.

*Implementation Strategy LU1.5-2*

Existing land use should be mapped at least annually.

*Implementation Strategy LU1.5-3*

Estimates of current population should be made annually based on utility connections and other reliable indicators.

*Implementation Strategy LU1.5-4*

Population and development trends should be analyzed annually and compared with historic trends and population projections.

*Implementation Strategy LU1.5-5*

The Planning Department should utilize a computerized geographic information system (GIS) to facilitate the organization and presentation of these data.

**Code Enforcement**

**Objective LU1.6**

**To enforce codes and ordinances promoting continuous maintenance of public and private property, especially vacant properties**

*Implementation Strategy LU1.6-1*

The City should review, revise as necessary, and enforce its ordinances regulating weedy lots, trash dumping, abandoned vehicles, landscaping, screening, and other aesthetic and public health nuisances.

*Implementation Strategy LU1.6-2*

The City should adopt the same landscaping and maintenance requirements that it imposes on private property for all public properties.

*Implementation Strategy LU1.6-3*

The City should encourage redevelopment of

blighted areas of the city and phasing out of incompatible land uses through amortizing non-conforming uses and rezonings.

## **GOAL LU2**

**TO ESTABLISH A COMPREHENSIVE COST-EFFECTIVE GROWTH POLICY THAT ENCOURAGES DEVELOPMENT THAT IS ORDERLY, PHASED, AND COORDINATED WITH THE CITY'S ABILITY TO PROVIDE FACILITIES AND SERVICES**

### **Economic Development**

#### **Objective LU2.1**

**To utilize the planning and regulatory tools and incentives to promote quality of life and the certainty needed to maintain the health of existing businesses and to attract new businesses to Laredo**

##### *Implementation Strategy LU2.1-1*

The City should encourage and provide incentives, as appropriate, for the establishment of industrial parks in identified areas.

##### *Implementation Strategy LU2.1-2*

The City should use zoning to protect industrial areas from the encroachment of residential and other incompatible land uses.

### **Transportation and Utilities**

#### **Objective LU2.2**

**To anticipate impact on infrastructure through land use planning**

##### *Implementation Strategy LU2.2-1*

The city's planning process should serve as a means of avoiding traffic congestion and maintaining high quality utility services and facilities

##### *Implementation Strategy LU2.2-2*

The Capital Improvements Program should be used to implement the recommendations in respective Transportation and Utility Elements consistent with the policies and Future Land Use Map in the Land Use Element

### **Public Services and Facilities**

#### **Objective LU2.3**

**To maintain high quality police and fire protection, competent emergency medical service (EMS), libraries, museums, a civic/convention center, public health services, and hospital facilities**

##### *Implementation Strategy LU2.3-1*

The siting and timing of public facilities should

be consistent with the growth projections of the Land Use Element and the Future Land Use Map.

*Implementation Strategy LU2.3-2*

Master plans should be prepared for public facilities and services with both community-wide and neighborhood service and facility siting considered.

**Educational Facilities**

**Objective LU2.4**

**To coordinate the two school districts' planning with the City's planning efforts**

*Implementation Strategy LU2.4-1*

The City and the school districts should work together to develop a master plan for coordinating the location of educational facilities in expanding areas of the community

*Implementation Strategy LU2.4-2*

The City and the school districts should share common data bases, assumptions, and mapping.

*Implementation Strategy LU2.4-3*

The City should work with Laredo Junior College and Laredo State University on an ongoing basis to coordinate campus expansion and siting of new facilities that might affect adjacent land uses.

***Urban Design***

**GOAL LU3**

**TO INTEGRATE PUBLIC AND PRIVATE DEVELOPMENT INTO A COMPREHENSIVE URBAN DESIGN CONCEPT**

**Objective LU3.1**

**To maintain and enhance the natural beauty of Laredo**

*Implementation Strategy LU3.1-1*

The City should adopt an official architectural style as a standard for traditional architecture and to be reflected in modern architectural interpretations

*Implementation Strategy LU3.1-2*

The City should revise and enforce its landscape ordinance to require adequate landscaping with an emphasis on native plants

*Implementation Strategy LU3.1-3*

The City should revise and enforce its sign

ordinances.

*Implementation Strategy LU3.1-4*

The subdivision ordinance should be revised to require all utilities to be placed underground.

*Implementation Strategy LU3.1-5*

Existing utilities should be placed underground as opportunities present themselves during street paving projects, replacement of existing underground utilities, and construction of new utilities.

*Implementation Strategy LU3.1-6*

The City should begin a program to complete the sidewalk system in existing development and to require that sidewalks be constructed in new development.

**Objective LU3.2**

**To preserve the integrity of historic areas**

*Implementation Strategy LU3.2-1*

Stricter design standards should apply in historic areas than are applied generally in the city.

*Implementation Strategy LU3.2-2*

Where appropriate, historic districts should be created and protected through historic district zoning.

**Objective LU3.3**

**To protect against downtown deterioration**

*Implementation Strategy LU3.3-1*

Additional maintenance and police protection should be given to the downtown area to keep it attractive and safe for workers, shoppers, and other visitors

*Implementation Strategy LU3.3-2*

Downtown property owners should be given incentives to maintain their buildings and other property

**Objective LU3.4**

**To make the entrances to the city attractive**

*Implementation Strategy LU3.4-1*

The City should examine the feasibility of incorporating "gateways" at major entrances (city limit line) to the City. The "gateways" would incorporate aesthetic features such as landscaping, attractive signage and similar



amenities to indicate that the motorist is entering Laredo.

*Implementation Strategy LU3.4-2*

A landscaping ordinance should be prepared to require special landscaping, lighting, intersection, crosswalk, and other streetscape treatment within the city limits along US 59, IH 35, SH 359, US 83, Loop 20, FM 1472, and the international bridges.

*Implementation Strategy LU3.4-3*

Special sign regulations should be enacted to replace existing signage chaos with appropriately scaled and placed signs along the entry routes.

*Implementation Strategy LU3.4-4*

Overhead electric, telephone, and cable television lines should be buried along the entry routes.

*Implementation Strategy LU3.4-4*

Sidewalks and/or hike and bike trails should be included in the right-of-way improvements along the entry routes

***Housing***

**GOAL LU4**

**TO PROMOTE THE AVAILABILITY OF ADEQUATE, AFFORDABLE HOUSING THROUGHOUT THE CITY FOR ALL PRESENT AND FUTURE RESIDENTS OF LAREDO**

**Objective LU4.1**

**To expand the availability of subsidized housing**

*Implementation Strategy LU4.1-1*

The City should work through the housing authority to use innovative methods to increase the supply of subsidized housing.

**Objective LU4.2**

**Implement community strategies which enhance availability of private sector affordable housing**

*Implementation Strategy LU4.2-1*

The City should facilitate the necessary zoning and subdivision approvals for the development of apartments for the elderly and low and moderate income families under federally subsidized low-interest loan programs.

*Implementation Strategy LU4.2-2*

The City's zoning ordinance and building codes should allow for and address industrialized

housing as an accepted technique in building single family, as well as multi-family, housing.

*Implementation Strategy LU4.2-3*

Ongoing review of building codes, zoning requirements, and subdivision design and development standards to allow for new technology and materials that will reduce cost of housing and increase affordability

*Implementation Strategy LU4.2-4*

The City should ensure that adequate infrastructure is extended in all parts of the city in order to increase the opportunities for builders to build affordable housing.

**Objective LU4.3**

**To improve the condition of the city's housing**

*Implementation Strategy LU4.3-1*

The City should promote regular "clean up, fix up, paint up" weeks or weekends.

*Implementation Strategy LU4.3-2*

The City should provide low interest remodeling loans to low and moderate income families.

*Implementation Strategy LU4.3-3*

The City should use Community Development Block Grant funds for housing rehabilitation in low and moderate income areas.

**Objective 4.4**

**To promote fair housing with annual activities**

*Implementation Strategy LU4.4-1*

The City should review its fair housing ordinance and activities annually.

*Implementation Strategy LU4.4-2*

The City should declare April "Fair Housing Month" every year.

## **TRANSPORTATION (T)**

### **GOAL T 1**

#### **TO PROVIDE SAFE AND EFFICIENT MOBILITY THROUGHOUT THE COMMUNITY**

##### **Objective T 1.1**

**To provide and maintain vehicular and pedestrian traffic control and safety facilities on all elements of the transportation systems**

##### *Implementation Strategy T 1.1-1*

Develop an accident monitoring system through the regional Unified Planning Work Program which utilizes Police Department accident data to indicate hazardous locations.

##### *Implementation Strategy T 1.1-2*

The City should inventory its traffic signal system and upgrade accordingly in order to provide efficient signal timing systems.

##### *Implementation Strategy T 1.1-3*

The City should evaluate street signage and markings on an annual basis and establish a routine maintenance program to insure adequacy.

##### *Implementation Strategy T 1.1-4*

Bus stops should be clearly delineated and provide all-weather surfaced and easily accessible passenger waiting areas at "far-side" intersection locations rather than mid-block.

##### *Implementation Strategy T 1.1-5*

The city should expand the traffic counting program through the Unified Planning Work Program to develop and maintain an extensive data base with annual updates.

##### **Objective T 1.2**

**To expand the arterial system, to expand capacity and function of existing arterials, and to promote connectivity of streets/pedestrian ways throughout the community**

##### *Implementation Strategy T 1.2-1*

Develop improvement projects for those roadways which are experiencing capacity deficiencies based on level of service attributes of the existing arterial system as identified in the planning analysis. (Also relates to Objective 1.3)

*Implementation Strategy T 1.2-2*

Develop a Pavement Management System to assist in roadway maintenance.

*Implementation Strategy T 1.2-3*

Incorporate the standards and policies for thoroughfares into the zoning, subdivision, and other implementing ordinances in order to manage and develop the existing and future transportation system in accordance with the plan's functional classification of the major street network.

*Implementation Strategy T 1.2-4*

The City of Laredo should adopt Level of Service "D" as the policy standard for acceptable roadway performance.

**Objective T 1.3**

**To upgrade existing streets and sidewalks within the city to meet the standards of the adopted level of service**

*Implementation Strategy T 1.3-1*

Street improvement projects should be consistent with the Comprehensive Plan.

*Implementation Strategy T 1.3-2*

Where insufficient right-of-way exists along a street segment, right-of-way conforming with the minimum standard established by the Thoroughfare Plan should be acquired, when feasible, in conjunction with street improvement projects.

*Implementation Strategy T 1.3-3*

When acquisition of right-of-way needed to meet standards is not feasible, Transportation System Management (TSM) projects should be utilized to enhance street capacity.

*Implementation Strategy T 1.3-4*

Four-lane pavement sections within a substandard rights-of-way can be decreased to 40 feet or 44 feet (four 10-foot or 11-foot lanes) along roadways which do not serve a large percentage of trucks or allow high speeds and should be preferred over one-way couplets in established residential areas.

*Implementation Strategy T 1.3-5*

The City should implement an access management program in order to reduce the number of turning movement conflicts.

*Implementation Strategy T 1.3-6*

In conjunction with the SDHPT, the City should undertake specific transportation corridor studies to determine optimal improvement solutions.

*Implementation Strategy T 1.3-7*

Sidewalks should be provided where possible. When sufficient right-of-way exists, sidewalks should be six feet in width, set two feet from the property line, and eight feet from the curb line with low shrubs, other planting, or decorative pavers placed within the area between the curb line and the sidewalk.

*Implementation Strategy T 1.3-8*

On-street and head-in/back-out parking should not be permitted along major streets.

*Implementation Strategy T 1.3-9*

Intersecting streets should intersect each other at 90-degree angles.

*Implementation Strategy T 1.3-10*

American Association of State Highway and Transportation Officials (AASHTO) and SDHPT standards should provide the basis for roadway engineering design.

**Objective T 1.4**

**To expand street systems into the developing areas of the city**

*Implementation Strategy T 1.4-1*

The Thoroughfare Plan should provide the basis for development of the future major street system.

*Implementation Strategy T 1.4-2*

Right-of-way dedication, roadway construction and traffic control should be provided in accordance with City policies and standards in conjunction with the land development process.

*Implementation Strategy T 1.4-3*

Local and industrial collectors should be provided in developing urban areas.

*Implementation Strategy T 1.4-4*

Individual residential lots should not derive access from local collectors or higher street systems.

*Implementation Strategy T 1.4-5*

In general, local collectors should be designed to discourage mixing residential and commercial traffic.

*Implementation Strategy T 1.4-6*

Designated local collectors platted for a development should be continued into adjacent developments through the subdivision process until an area is fully served by an interconnected local collector system.

*Implementation Strategy T 1.4-7*

Frontage roads should operate as one-way in urbanized portions of the planning area.

*Implementation Strategy T 1.4-8*

Signalization of private access should not occur unless (1) such a private access point forms a geometrically acceptable fourth leg of an intersection of two public streets; (2) the private road does not preclude extension of a planned local collector or higher street system, and (3) sufficient lot depth exists to insure adequate traffic storage.

*Implementation Strategy T 1.4-9*

The development of industrial collectors within areas where major thoroughfares are not proposed should conform as nearly as practical to the guidelines for functional classification for major collectors.

*Implementation Strategy T 1.4-10*

Arterials should be four to six lanes, undivided or divided, depending on the adjacent land use and traffic volumes served.

**Objective T 1.5**

**To secure adequate state and federal funding for needed transportation projects for the entire community**

*Implementation Strategy T 1.5-1*

Maintain coordination with the District office of the State Department of Highways and Public Transportation.

**Objective T 1.6**

**To provide for grade separations at intersections of key arterial roads over existing rail lines**

*Implementation Strategy T 1.6-1*

Identify locations to be studied to determine eligibility for funding.

*Implementation Strategy T 1.6-2*

Crossing locations should be prioritized based upon Thoroughfare Plan classification, traffic volume, and accident history.

**Objective T 1.7**

**To increase access to the handicapped**

*Implementation Strategy T 1.7-1*

Identify handicapped barriers such as unbroken curbs and program funds for improvements.

**GOAL T 2**

**TO EXPAND THE TRUCK ROUTE SYSTEM TO ACCOMMODATE IMPORT AND EXPORT TRAFFIC**

**Objective T 2.1**

**To route trucks so as not to impact residential neighborhoods**

*Implementation Strategy T 2.1-1*

A program to identify appropriate truck routes should be initiated and include existing and future roadways. A follow-up signage program should then be undertaken to clearly identify appropriate and inappropriate truck routes.

*Implementation Strategy T 2.1-2*

Establish a logical future street system to emphasize truck traffic access and mobility.

*Implementation Strategy T 2.1-3*

Truck routes should be constructed with a sufficient design to adequately accommodate large trucks. Driveways should be 30 to 36 feet in width with curb radii of 40 to 50 feet.

**GOAL T 3**

**TO PLAN AND PROVIDE FOR MASS TRANSPORTATION**

**Objective T 3.1**

**Develop mass transportation plan for the community**

*Implementation Strategy T 3.1-1*

Utilize funding through the Unified Planning Work Program to develop and maintain short and long-range mass transit plans.

**Objective T 3.2**

**To insure accessibility of buses to residential areas, employment centers, educational campuses, institutions (hospital, city hall, etc.), and retail centers.**

*Implementation Strategy T 3.2-1*

Develop service plans which provide mass transportation to and from major activity centers.

**Objective T 3.3**

**To provide for expansion of existing bus service**

*Implementation Strategy T 3.3-1*

Evaluate utilization of the existing bus system and determine if service is being provided to all areas of demand.

*Implementation Strategy T 3.3-2*

Insure future funding levels which are adequate for new and replacement rolling stock and related facilities. Consider establishing a transit district with taxing authority.

**Objective T 3.4**

**Expand handicapped access to public transportation**

*Implementation Strategy T 3.4-1*

Where feasible, provide wheelchair lift-equipped buses on regular fixed-routes. Provide a special service for the handicapped which operates smaller lift-equipped buses or vans on an advanced reservation basis for door-through-door demand-responsive service.

**GOAL T 4**

**TO PROVIDE FOR (NECESSARY FACILITIES TO ACQUIRE) ADEQUATE AIR TRANSPORTATION**

**Objective T 4.1**

**To develop a master plan for air service to include airport location and level of service, including interim and long term improvements**

*Implementation Strategy T 4.1-1*

Vehicular access to airport facilities should be enhanced.

*Implementation Strategy T 4.1-2*

Transit shuttle service between downtown Laredo and the airport should be considered for implementation on a trial basis.

**Objective T 4.2**

**Provide adequate air terminal facilities and runway**

**Objective T 4.3**

**Provide incentives to attract and maintain major airline service**



**Objective T 4.4**  
**Develop international air freight industry**

**GOAL T 5**  
**TO ASSURE ADEQUATE PARKING**

**Objective T 5.1**  
**To develop more off-street parking in the CBD**

*Implementation Strategy T 5.1-1*  
Identify potential sites and funding sources for the provision of structured public parking.

*Implementation Strategy T 5.1-2*  
In conjunction with development of off-street CBD parking, existing on-street parking along major CBD streets should be selectively removed to facilitate safe vehicular access and mobility.

**Objective T 5.2**  
**To assure adequate parking facilities on new commercial, institutional, multi-family, and other developments**

*Implementation Strategy T 5.2-1*  
Review existing parking codes and standards and determine their adequacy in providing sufficient off-street parking based upon type of development.

*Implementation Strategy T 5.2-2*  
Provide option for mixed-use developments of utilizing shared parking concept based on submission of acceptable methodology and concurrence of staff and Planning Commission.

**GOAL T 6**  
**TO ENHANCE THE TRANSPORTATION SYSTEMS AS INTEGRAL PARTS OF THE ECONOMIC DEVELOPMENT OF LAREDO**

**Objective T 6.1**  
**To encourage the development of a bi-modal (truck & rail) freight system**

*Implementation Strategy T 6.1-1*  
The City should assess the feasibility of developing a bi-modal transfer terminal to facilitate expansion of the maquiladoras industry by improving freight transportation efficiency.

*Implementation Strategy T 6.1-2*  
Encourage the development of a Laredo-to-

Corpus Christi Highway to facilitate deepwater port goods movement.

## **ECONOMIC DEVELOPMENT (EC)**

### **GOAL EC1**

#### **TO TAKE ADVANTAGE OF LAREDO'S STRATEGIC GEOGRAPHIC LOCATION**

##### **Objective EC1.1**

To promote and develop further Laredo as a center for international trade

##### **Objective EC1.2**

To promote and develop further the tourism industry in Laredo

##### **Objective EC1.3**

To increase Laredo's ability to serve the region as a medical, educational, and cultural center.

### **GOAL EC2**

#### **TO DEVELOP AND PROMOTE AN ECONOMIC DEVELOPMENT PROGRAM TO DIVERSIFY THE LOCAL ECONOMY TO BECOME LESS VULNERABLE TO SUDDEN DOWN TURNS IN CERTAIN INDUSTRIES AND CERTAIN MARKETS**

##### **Objective EC2.1**

To diversify and strengthen the local economy to serve local needs, thereby decreasing dependence on other markets to provide that support

##### **Objective EC2.2**

To make a continuous effort to provide assistance to local businesses in order to develop a healthier economic climate that will encourage other businesses to locate in the Laredo

##### **Objective EC2.3**

To encourage the existing industries and businesses to diversify their products and business activities, to expand existing markets, and to enter into new kinds of markets

##### **Objective EC2.4**

To assist local retailers in becoming more competitive with other markets and other outside retailers

##### **Objective EC2.5**

To cooperate actively with the chamber of commerce to attract new industries and businesses to Laredo

## **EDUCATION (ED)**

### **GOAL ED1**

**TO CREATE AND SUPPORT EDUCATIONAL PROGRAMS AT ALL LEVELS THAT PROMOTE ECONOMIC GROWTH AND DEVELOPMENT**

#### **Objective ED1.1**

**Establish more vocational programs starting at the junior high level**

#### **Objective ED1.2**

**Develop home instructional programs for parents**

#### **Objective ED1.3**

**Establish a diversity of four-year degree plans at the university level**

#### **Objective ED1.4**

**Develop a master plan for coordinating educational facilities to be located in expanding areas of the community**

#### **Objective ED1.5**

**Coordinate school districts' planning with city's planning efforts**

## **UTILITIES (UT)**

### **GOAL UT1**

**TO ENHANCE THE QUALITY OF LIFE IN THE CITY OF LAREDO BY UPGRADING THE EXISTING WATER, WASTEWATER, STORM DRAINAGE, AND OTHER UTILITY SYSTEMS**

#### **Water**

##### **Objective UT1.1**

**To provide for the acquisition and protection of adequate water supply including diversification of sources**

##### *Implementation Strategy UT1.1-1*

**The City should develop a water system master plan.**

##### **Objective UT1.2**

**Expand the treatment capacity**

##### **Objective UT1.3**

**To provide for the storage and distribution system**

#### **Wastewater**

##### **Objective UT1.4**

**To provide adequate and expanding collection and treatment facilities of wastewater**

*Implementation Strategy UT1.4-1*

The City should develop a wastewater system master plan.

**Storm Drainage**

**Objective UT1.5**

To provide for adequate collection and treatment of storm water

*Implementation Strategy UT1.5-1*

The City should develop a storm drainage system master plan.

**Other Utilities**

**Objective UT1.6**

Provide adequate incentives for private utilities to expand to meet the growing needs of the community with cost effective service

**Objective UT1.7**

Promote conservation programs, particularly those dealing with water and energy

**Objective UT1.8**

Enact policies to assure effective allocation of community resources in the planning and construction of utility systems, whether privately or publicly funded

**PUBLIC SERVICES (PS)**

**GOAL PS1**

TO MAINTAIN HIGH QUALITY POLICE AND FIRE PROTECTION AND COMPETENT EMERGENCY MEDICAL SERVICE (EMS)

**Objective PS1.1**

Provide adequate equipment and qualified trained personnel

**Objective PS1.2**

Establish and maintain a 911 service

**Objective PS1.3**

Promote the establishment of a high quality Regional Police Academy

**PUBLIC FACILITIES (PF)**

**GOAL PF1**

TO MAINTAIN A HIGH LEVEL OF QUALITY AT THE LIBRARY, LOCAL MUSEUMS, THE CIVIC/CONVENTION CENTER, AND THE HOSPITAL

**SOCIAL SERVICES (SS)**

**GOAL SS1**

**TO SUPPORT AGENCIES THAT ADDRESS CHILD ABUSE,  
TEENAGE PROGRAMS, DRUGS, AT-RISK STUDENTS, DAY  
CARE, PLANNED PARENTHOOD, THE AGED, AND THE  
HANDICAPPED**

Land Use

## IV. LAND USE

### LOCATIONAL CRITERIA

The following locational criteria support the planning model and the policies in the Guidelines for Growth Element (see Figure III-1). The locational criteria are organized by land use type. These criteria are the basis for the development of the Future Land Use Map. Particular attention should be given to the design criteria for commercial development expressed here and in the policies in order to avoid unsightly strip commercial development and hazardous traffic conflicts. The Future Land Use Map with the supporting analysis in this *Comprehensive Plan* provide the rational basis for establishing zoning districts. Whereas, the *Comprehensive Plan* provides the general guidelines for development patterns, the operative element is the zoning ordinance. Zoning is the most effective means of implementing the Future Land Use Map.

### RESIDENTIAL

- (1) The following categories of residential development define the accepted density ranges for those categories in Laredo:
  - (a) **Low Density Residential ( $\leq 6.0$  du/acre).** The Low Density designation is designed to reflect the small town character of Laredo. Single family, detached homes typify this category. Duplexes are not precluded nor are triplexes or fourplexes, for that matter, as long as the gross density is not over six du/acre (6.0 du/acre).
  - (b) **Moderate Density Residential (6.0-14.0 du/acre).** The Moderate Density designation is designed to accommodate small-lot single family development, manufactured homes, duplexes, townhouses, zero-lot-line single family houses, triplexes, and fourplexes.
  - (c) **High Density Residential ( $> 14.0$  du/acre).** This land use category covers the highest density multi-family dwellings and mobile home and recreational vehicle parks.
- (2) Low and moderate density residential development should be oriented toward the center of the neighborhood and away from major traffic arterials, with the moderate density housing being at the edges of these residential areas.
- (3) High density residential development should have direct access to collector streets or, as appropriate, minor arterials, and should be buffered from low and moderate density, single family residences. Traffic generated by high density residential development should not be routed through low density residential areas.
- (4) Different residential densities may abut one another as long as (a) a proper buffer is provided and (b) traffic generated by the higher density residential area is not routed through the lower density areas.
- (5) Residential areas of all types should be adequately buffered from non-residential uses through the utilization of landscaping, height transitions, berms, fences, walls, or open space to mitigate potential adverse impacts.
- (6) Schools and parks should be centrally located within and easily accessible from the surrounding neighborhoods.

### PARKS AND RECREATIONAL OPEN SPACE

- (1) A neighborhood park should be 3.5 to 10 acres in size, should have a service area radius of approximately a half mile, and should serve approximately 4,000 to 5,000 people without requiring the crossing of a major thoroughfare. Such parks should be located adjacent to elementary schools wherever possible. Combined elementary school/neighborhood park sites should be approximately 25 acres.
- (2) Community parks should be 10 to 25 acres in size, should have a service area radius of approximately one mile, should be developed in locations that do not require the crossing of a major highway, and should serve the needs of 15,000 to 20,000 people. Wherever possible, community parks should be located adja-

cent to junior high schools. Such combined sites should be approximately 50 acres.

- (3) City parks should be at least 25 acres in size, should have a service area radius of approximately three miles, should be developed in locations accessible by arterials and expressways, and should serve the needs of 60,000 to 80,000 people. City parks should be located adjacent to senior high schools or community colleges wherever possible. Such combined sites should be at least 75 acres.
- (4) A regional park system should provide at least 10 acres of open space, linear park, water recreation, and other regional recreation facilities for every 1000 persons in the region in addition to the neighborhood, community, and city parks.

#### **COMMERCIAL**

- (1) Primary consideration should be given to the central business district for commercial development.
- (2) Neighborhood retail commercial centers should be five to ten acres in size, should have a service area radius of approximately a half mile, should be located at the intersection of two collector streets, and should serve a population of approximately 5,000 people.
- (3) Community retail commercial centers should be 15 to 30 acres in size, should have a service area radius of approximately one mile, should be located at the intersection of two arterial streets or an arterial and a major collector, and should serve a population of 15,000 to 20,000 people.
- (4) Neighborhood and community retail commercial centers that have extensive street frontage should be of sufficient depth to allow access to and egress from intersecting streets in order to minimize the number of driveways and to prevent the need for cars to back into traffic.
- (5) Regional retail commercial centers should be at least 50 acres in size, should have a

service area radius of approximately three miles, should be directly accessible by at least one expressway or highway, and should serve a population of 60,000 to 80,000 people.

- (6) Super regional retail commercial centers should be at least 75 acres in size, should have a service area radius of approximately five miles, should be located at the intersection of two highways, and should serve a population of 80,000 to 250,000 people.
- (7) Office and high density residential uses are appropriate buffers to separate retail commercial centers.

#### **INDUSTRIAL**

- (1) The city's Future Land Use Map separates light industrial/warehouse/business parks, and heavy industrial/manufacturing uses.
- (2) All industry should take advantage of highway and rail access as much as possible.
- (3) Transition between industrial and nearby residential areas should be accomplished by the scaling down of activity within the industrial district through the use of screening, landscaping, preservation of natural open space, setbacks, and design compatibility, including consideration of building height, bulk, and lot coverage.
- (4) Industrial uses should minimize impacts on nearby or adjacent residential areas by avoiding the placement of loading zones, vehicle maintenance areas, and outside storage on the side of the residential areas.
- (5) Truck traffic should be routed to avoid residential areas as much as possible. Industrial and heavy commercial uses should not be located at the end of collector streets that serve or pass through residential areas.



## **FUTURE LAND USE**

### **FUTURE LAND USE DESIGNATIONS**

The Future Land Use Map shows the anticipated extent of development by the year 2010 (Map IV-1). Although extensive analysis was performed to forecast the acreage requirements of residential land uses by dwelling unit type, the Future Land Use Map in this comprehensive plan designates at least twice the land area that will be needed for residential development by 2010. This approach was taken so as not to overly constrain the housing market while still trying to convey some sense of reality of the extent of growth over the next 20 years.

Parks are designated in accordance with the locational criteria to serve the residential areas and to take advantage of floodplain open space and other environmentally constrained land as much as possible. In no way do park designations imply the taking of private property without just compensation. New parks can be obtained through the subdivision process. Infill parks can be obtained through donations and acquisition.

Retail commercial development is designated in accordance with the locational criteria to serve the residential development. Office is mixed with retail in the future land use designations; but the locational criteria regarding the clustering of retail still applies and should be incorporated into the zoning ordinance.

Industrial land use designations are shown consistent with the locational criteria and are extensive enough to give maximum flexibility to the location of new industry and the expansion of existing industry in appropriate locations.

### **NEIGHBORHOOD CONCEPT MODULE**

The relationships presented in the locational criteria and applied to the Future Land Use Map have been conceptualized at the neighborhood level (Figure IV-1). This neighborhood concept module is the basis for the planning model presented in the Guidelines for Growth Element (see Figure III-1). The following assumptions are reflected in the concept:

- (1) The grid street pattern is efficient and should be continued in Laredo but in the

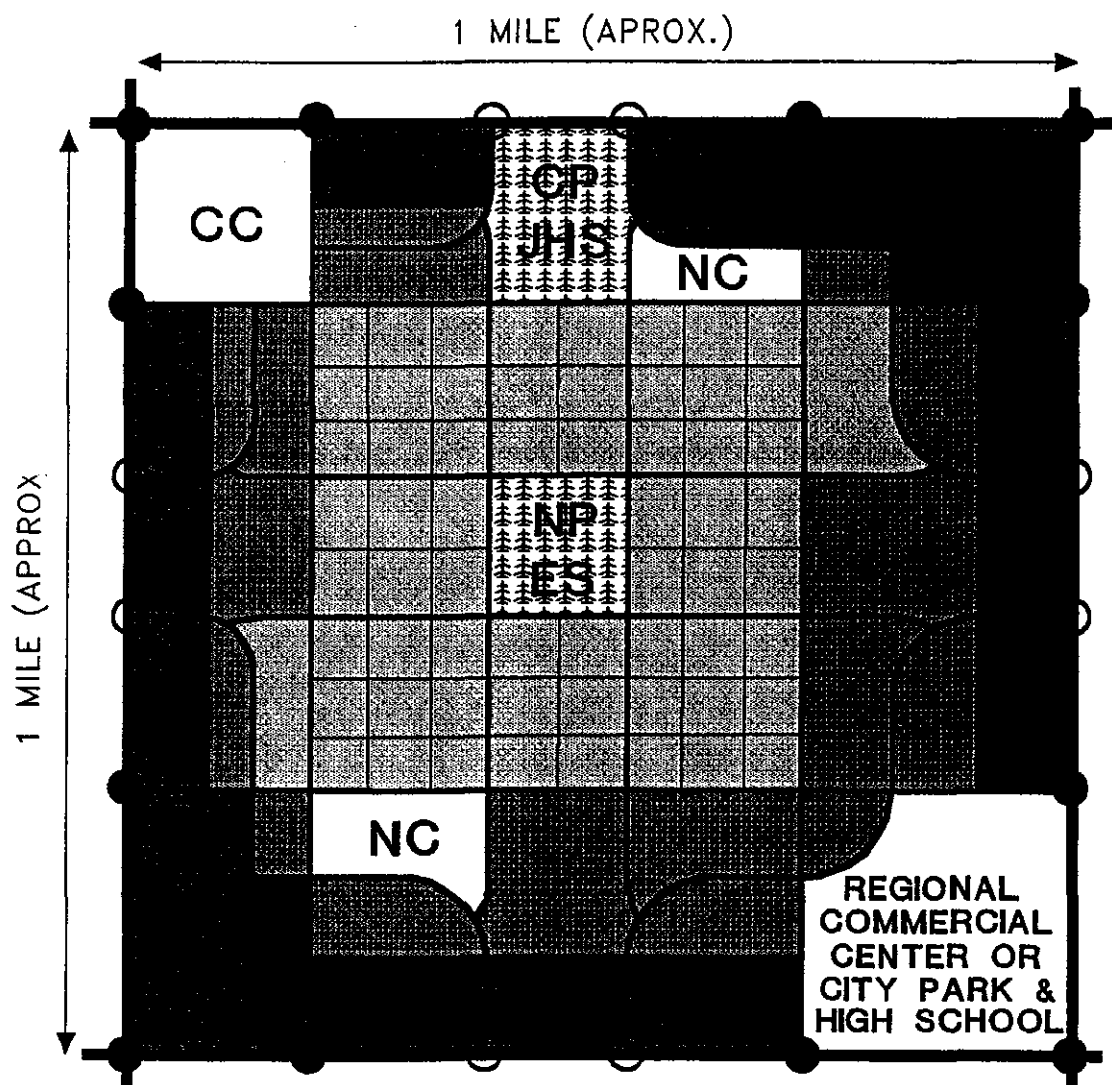
context of a functional hierarchy of local streets and thoroughfares.

- (2) The future residential land use mix should be approximately the same as the existing mix.
- (3) Retail commercial centers and parks should be located geographically in accordance with the locational criteria.
- (4) High density residential land uses and office land uses are interchangeable as suitable uses on thoroughfares between retail centers. It is appropriate in most cases to let the market determine whether high density residential or office should be built in the designated areas.
- (5) Industrial land uses should be separated from residential uses and should take advantages of railroads and major thoroughfares in accordance with the locational criteria.












If the service area criteria for retail commercial and park uses are to be respected, the neighborhood module will have to vary from neighborhood to neighborhood with residential replacing those uses. Once again, the market will come into play in making these land use decisions. When replicated into the mosaic shown in Figure III-1, the model appears to allow an oversupply of retail commercial and park sites. In reality, non-residential uses will mass somewhat differently from the theoretical concept to respond to each specific situation. In all cases, the policies of this plan must be relied upon to help decision-makers bridge the gap between theory and real-world application of the concept.

# CITY OF LAREDO, TEXAS






## NEIGHBORHOOD CONCEPT MODULE



### LAND USE

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL OR OFFICE
-  RETAIL COMMERCIAL
-  PARK AND SCHOOL
-  NEIGHBORHOOD PARK
-  COMMUNITY PARK
-  ELEMENTARY SCHOOL
-  JUNIOR HIGH SCHOOL
-  NEIGHBORHOOD COMMERCIAL
-  COMMUNITY COMMERCIAL

### STREET SYSTEM

-  THOROUGHFARE
-  LOCAL COLLECTOR
-  LOCAL STREET
-  POTENTIAL SIGNAL AND FULL SERVICE MEDIAN BREAK
-  POTENTIAL MEDIAN BREAK

STREET SYSTEM PREPARED  
BY DESHAZO, STAREK,  
AND TANG, INC.

APRIL 1991

FIGURE IV-1  
PAGE IV-4

COMMUNITY LAND RESOURCES, INC.  
**CLRINC** 1717 W. SIXTH ST. SUITE 208  
AUSTIN, TEXAS 78703-4776  
(512) 477-0929  
Comprehensive Urban and Regional Planning Services

# Future Land Use Map

Transportation

## **V. TRANSPORTATION**

### **STREET CLASSIFICATION CRITERIA**

#### **INTRODUCTION**

Functionally classifying a municipality's street system establishes standards for the logical, economical, and safe development and maintenance of a city's existing and future transportation infrastructure. A means for achieving these goals is to classify the street system into groups of facilities whose traffic purposes augment and complement one another. These groups or classes of facilities can be thought of as a hierarchy of network relationships within an overall transportation system.

Each facility type describes a relationship (existing or planned) between land accessibility and traffic mobility. Arterials (including freeways and expressways) serve the longest trip distances and provide the highest level of traffic mobility with land access being a subordinate function. Local streets primarily serve to provide land access to individual lots and therefore serve the shortest trip distances. Collector streets provide a combination of both land access and traffic mobility service in various combinations depending upon local conditions. The relationships between street functions are illustrated in Figure V-1.

The criteria used to identify each sub-system within the hierarchy fall into three broad categories including:

- (1) trip service characteristics,
- (2) area service characteristics, and
- (3) operational characteristics.

The street classification procedure is one of sorting and weighing these criteria in an attempt to delineate those facilities falling within each sub-system.

#### **TRIP SERVICE**

Trip service characteristics include trip length and traffic volume information. Trip length information refers to the average percentage of vehicle miles traveled on each facility type. Average trip lengths will be longer along those facilities constructed to carry higher traffic volumes and whose access is significantly or fully controlled. Freeways and expressways, for example, should

serve significantly longer trip lengths than those facilities on the lower end of the hierarchy. Traffic volumes are also an indication of each facility's current functional classification, and average daily traffic volumes can be used to determine network relationships. Local conditions such as topographical and density characteristics and comparisons with similar cities are indications of appropriate volume ranges for each facility type.

#### **AREA SERVICE**

Area service characteristics relate to the land use activities to be connected and served by the various street classifications. Freeways and expressways connect and serve regional generators and specialized land uses, while minor arterials connect and serve minor generators and specialized land uses. Collectors normally serve local areas and neighborhoods, while local streets connect and serve individual sites. In general, facilities on the upper end of the hierarchy service a greater and more intensively developed land area.

#### **OPERATIONAL CHARACTERISTICS**

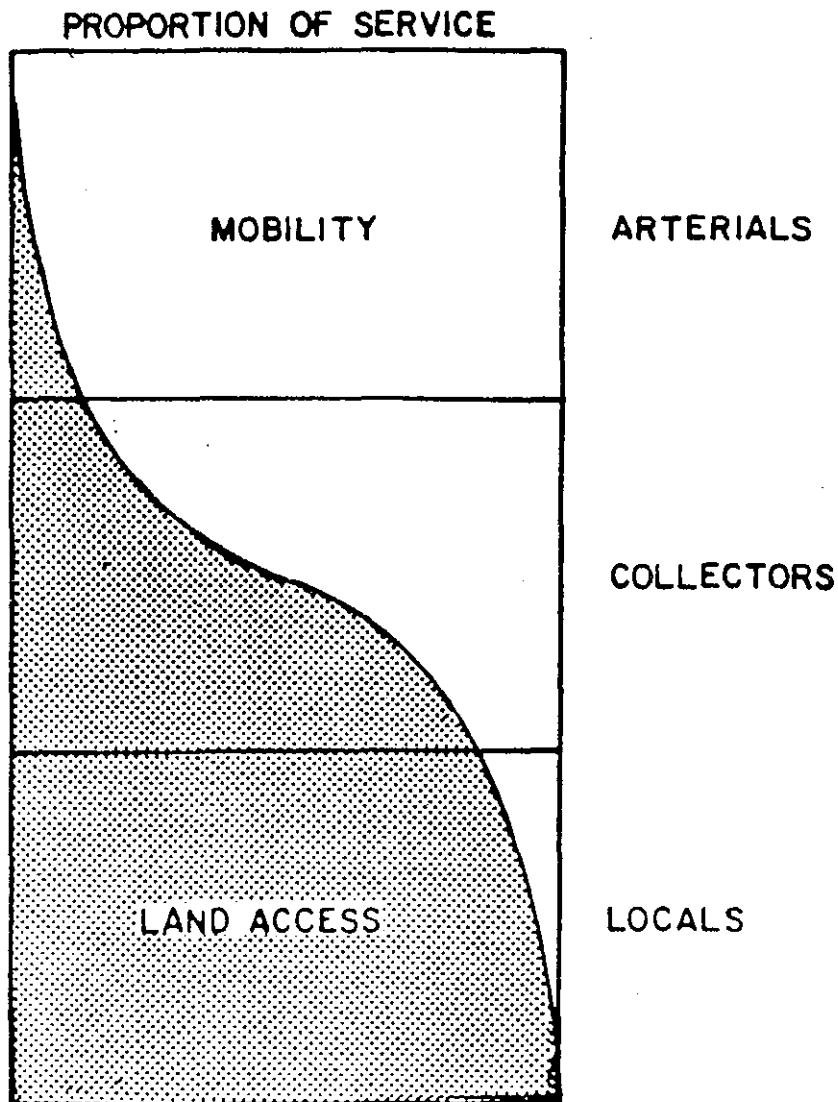
Operational characteristics include information such as operating speed, system continuity, right-of-way availability, facility length, design lanes, and access control. Level of service, a qualitative measure of traffic flow, is also an operational characteristic and is represented by the effect of such factors as:

- (1) speed and travel time;
- (2) traffic interruption;
- (3) freedom to maneuver;
- (4) safety;
- (5) driving comfort and convenience;  
and
- (6) operating costs.

Each functional classification type will exhibit varied operational characteristics. For example, freeways have relatively high operating speeds, serve as an interregional system, and have full access control. In contrast, collector systems have neighborhood continuity, little (if any) access control, low to moderate operating speeds, and reduced right-of-way requirements.

**FIGURE 1**

**RELATIONSHIP OF FUNCTIONALLY CLASSIFIED SYSTEMS IN SERVING  
TRAFFIC MOBILITY AND LAND ACCESS**



SOURCE: U.S. Department of Transportation, Federal Highway Administration,  
"Highway Functional Classification, Concepts, Criteria, & Procedures"  
Volume 20, Appendix 12, Transmittal 155.

## **STREET CLASSIFICATION CATEGORIES**

The following design types are recommended for the streets of Laredo (Figure V-2):

**Freeway:** A divided arterial highway with full control of access and complete separation of conflicting traffic flows. A freeway provides the highest level of mobility among street classification categories and does not provide direct land access; access to land uses which abut freeways is best achieved through the utilization of one-way frontage roads. On and off freeway access is provided by an integrated system of ramps. Freeways provide service to regional generators, serve the longest trip lengths of any facility type and are often part of the inter-state highway system.

**Expressway:** A divided arterial highway with partial to fully controlled access which augments or interconnects with the freeway and arterial systems. Expressways provide the second highest level of mobility and serve both regional and secondary generators. Generally, expressways serve relatively long trip lengths and may be an interim stage of facility development leading to eventual upgrading to freeway status. Direct land access from expressways should be restricted such that land access is generally obtained from abutting arterial or collector roadways. Lots should be platted with double frontage where appropriate to reinforce this access management strategy. For lots which do not have double frontage or in order to supplement access opportunities, access should be gained from frontage roads, access easements and/or shared driveways.

Thoroughfare intersections with expressways should be appropriately spaced (1/3 to 1/2 mile) to insure adequate signal system progression. Full service median breaks should be restricted except at thoroughfare intersections and should be geometrically designed to accommodate large trucks. Direct driveway connections to expressways should function as right-in/right-out and should only be considered where shared access opportunities are

available while maintaining adequate spacing. Thoroughfare/expressway intersections should be planned for ultimate grade separation.

**Major Arterial:** A continuous street system which augments and interconnects with the freeway/expressway system. Major arterials serve moderate to long trip lengths and provide a system to distribute traffic from the freeway/expressway system to and from the metropolitan area. Major arterials are characterized by an emphasis on traffic mobility rather than land access. Major arterials should not penetrate identifiable neighborhoods.

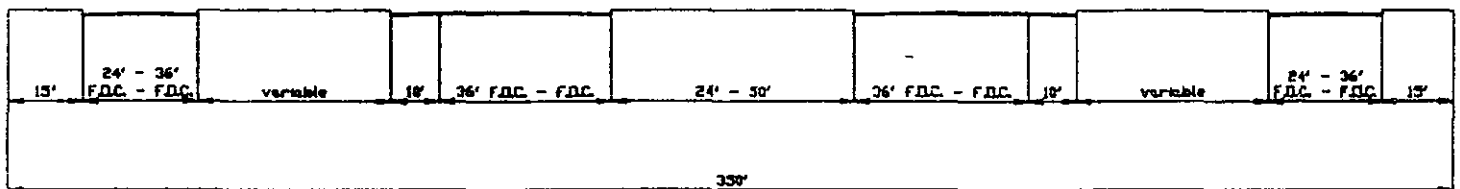
**Minor Arterial:** Streets which either 1) augment the major arterial system in more densely or intensively developed areas which require a closer spacing of arterial facilities or, 2) provide service in lieu of major arterial facilities in less densely or intensively developed areas where trip lengths are relatively short. Minor arterials provide a somewhat lower level of mobility than major arterials and distribute traffic to smaller geographic areas than those served by higher systems. Minor arterials should not penetrate identifiable neighborhoods, but may provide greater direct access to abutting property than a major arterial.

**Collector:** Streets which provide a variable amount of land access, circulate traffic between land uses, and collect and distribute traffic between the arterial and local street systems.

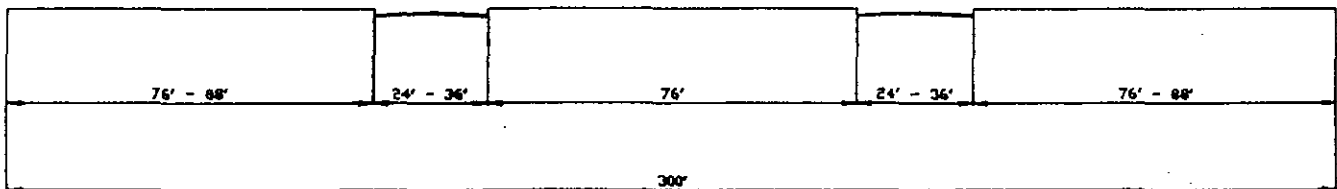
(a) **Major Collector:** A street system which collects and distributes both local and through traffic. Major collectors are often two-lane facilities, but may also be four-lane (depending on traffic volumes) and, like arterials, may also function in one-way pairs. Major collectors may penetrate identifiable neighborhoods and can augment all other street systems.

(b) **Industrial Collector:** A street system which collects and distributes commercial traffic to and from commercial/industrial areas and serves a high percentage of truck traffic.

# Policy Cross Sections for Functional Roadway Classifications



Freeway



Expressway



# Policy Cross Sections for Functional Roadway Classifications

16.5'-28.5'	24'-36' F.D.C. - F.D.C.	MEDIAN 15'	24'-36' F.D.C. - F.D.C.	16.5'-28.5'
120' R.D.V.				

Major Arterial

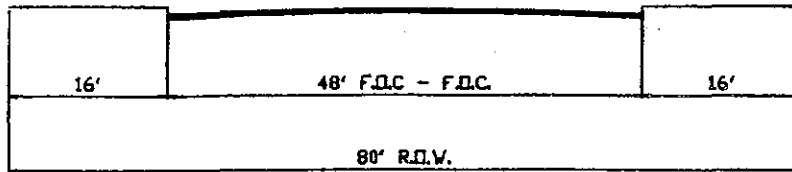
13.5'	LANE 24' F.D.C. - F.D.C.	LANE 15'	MEDIAN 15'	LANE 24' F.D.C. - F.D.C.	LANE 13.5'
90' R.D.V.					

Minor Arterial (Type A)

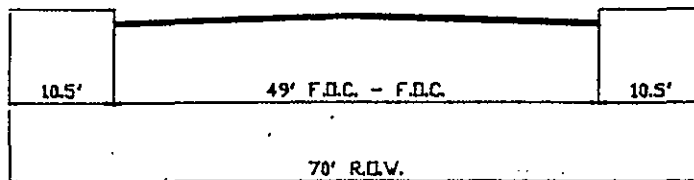
14'	LANE 24'	LANE 14'	TURN LANE 14'	LANE 24'	LANE 14'
62' F.D.C. - F.D.C.					
90' R.D.V.					

Minor Arterial (Type B)

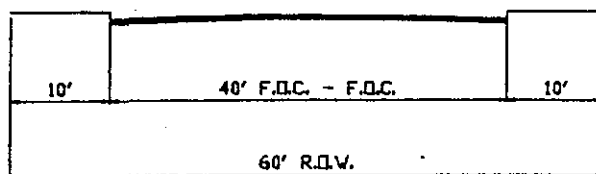
# Policy Cross Sections for Functional Roadway Classifications



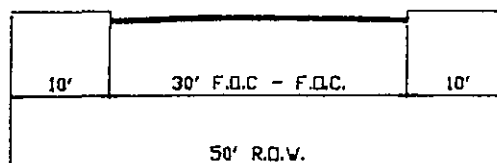
Major Collector



Industrial Collector



Local Collector



Local Street

c) **Local Collector:** A street system which collects and distributes local traffic to and from the arterial and/or major collector systems. Appropriate spacing and design of local collectors in residential areas is critical in providing adequate local service while minimizing traffic-related neighborhood impacts.

**Local:** Streets which penetrate neighborhoods to provide the highest level of access to residential, commercial, or other abutting property. Local street service to through traffic is discouraged. The largest portion of a municipality's street system is composed of local streets.

**Scenic Route:** An existing or proposed route designated in recognition of its location near or adjacent to recreational facilities. The primary purpose of a scenic route is to provide access for recreational uses with a secondary purpose of accommodating motorized vehicles.

### **EXISTING STREET SYSTEM**

The streets of Laredo generally exist within relatively small rights-of-way in the older developed portion, with more recently developed streets having greater right-of-way sections. Pavement sections vary; however, a disproportionate number of major streets exist with two lanes. The street pattern is mostly grid, and many local streets serving residential areas remain unpaved. Access to streets is generally unmanaged with driveway proliferation a common occurrence along major streets. Signage and markings are in need of maintenance at many locations.

In conjunction with City of Laredo staff, an accident study was undertaken along with a capacity analysis for selected major streets for which traffic counts conducted by City staff could be scheduled. Table V-1 presents the results of the accident study for intersection and mid-block locations. Locations are ranked both by number of accidents and by rate. Additionally, a route section accident analysis indicated that US 59, US 359, US 83, Loop 20, and IH-35 exhibit safety problems.

Table V-2 presents traffic volumes and calculated growth rates which were utilized in developing

preliminary traffic growth projections and in examining the level of service provided by existing roadways as indicated in Table V-3. (The Table V-3 capacity information is based upon mid-block roadway segments and is not related to intersection performance.) This information indicates that many major street segments in Laredo are functioning at or above theoretical capacity.

Complete data bases containing existing street system information have been delivered on diskette to City of Laredo Planning Department staff.

### **THOROUGHFARE PLAN**

The Laredo Thoroughfare Plan is based upon existing and future land use and associated demand for facilities combined with existing street system characteristics and general functional classification guidelines adapted to local conditions and likely development intensity (Map V-1 and Table V-4). The depicted future alignments are general in nature and are subject to preliminary engineering and design. Policy cross-sections are provided; however, the Thoroughfare Plan is primarily concerned with the reservation of future rights-of-way rather than the immediate provision of pavement sections. Roadway construction should be phased to coincide with demand, and an example of construction phasing is provided for a typical expressway (Figure V-3). Phasing is also applicable to other major street system components.

### **PLAN REVIEW AND UPDATING PROCEDURES**

The adopted Thoroughfare Plan should be reviewed and periodically amended to reflect changes in the local conditions and to remain consistent with elements of the Comprehensive Plan. The future major thoroughfares depicted by the Thoroughfare Plan should be considered in regional travel demand modeling conducted by the State Department of Highways and Public Transportation. The Thoroughfare Plan can be routinely amended in conjunction with this process as transportation networks are refined. A major review of the transportation plan would be appropriate every three to five years.

Proposed major thoroughfare modifications such as alignment shifts of more than 1/4 mile in any direction or elimination of continuous segments should require a Thoroughfare Plan amendment

Long Range  
Thoroughfare Map  
1960-1961

**Table 1: City of Laredo High Accident Locations**

Location	1989 # Accidents	1987 ADT	Growth Rate (%)	1989 ADT	1989 Annual AD	Accident Rate MEV	Rank by Number	Rank by Rate
<b>Intersections</b>								
Santa Ursula @ Chicago	18	{17000}	5.81	19033	6.95	2.59	1	2
San Dario @ Houston	18	29335	2	30520	11.14	1.62	1	8
Santa Ursula @ Matamoros	13	27890	2.01	29022	10.59	1.23	3	9
Clark @ Springfield	13	17780	2	18498	6.75	1.93	3	3
Saunders @ Bartlett	13	37060	2.04	38587	14.08	0.92	3	10
Clark @ Cedar	11	17410	2	18113	6.61	1.66	6	6
Seymour @ Chihuahua	10	4815	2	5010	1.83	5.47	7	1
Saunders @ McPherson	10	34655	2.04	36083	13.17	0.76	8	11
Saunders @ Arkansas	9	13240	2.04	13786	5.03	1.79	9	4
Clark @ Malinche	9	13720	2	14274	5.21	1.73	9	5
Calton @ San Bernardo	9	11770	12.72	14955	5.46	1.65	9	7
Del Mar @ San Dario	9	45210	5.58	50396	18.39	0.49	9	13
Saunders @ Meadow	9	32920	2.04	34277	12.51	0.72	9	12
<b>Mid-Block</b>								
Calton 600 block	9	19160	5.58	21358	7.80	1.15	1	4
San Bernardo 4500 block	9	15970	-6.04	14099	5.15	1.75	1	2
Calton 700 block	7	19160	5.58	21358	7.80	0.90	3	7
Guadalupe 1500 block	7	16000	2	16646	6.08	1.15	3	5
Guadalupe 100 block	6	19090	2	19861	7.25	0.83	5	9
San Bernardo 3900 block	6	16540	5.81	18518	6.76	0.89	5	8
Calton 300 block	5	18570	5.58	20700	7.56	0.66	6	10
Calton 500 block	5	19160	5.58	21358	7.80	0.64	6	11
Barlett 3700 block	5	11670	2	12141	4.43	1.13	6	6
Saunders 300 block	5	23590	2.04	24562	8.97	0.56	6	13
Saunders 2100 block	5	22400	2.04	23323	8.51	0.59	6	12
Saunders 2300 block	5	25390	2.04	26436	9.65	0.52	6	14
Jefferson 1800 block	5	1890	2.01	1967	0.72	6.97	6	1
Meadow 500 block	5	8290	2	8625	3.15	1.59	6	3

{xxx}=Estimated ADT; 1989 ADT calculated from growth rates; Annual ADT in millions; MEV=Million Entering Vehicles.

TABLE 2

## City of Laredo Annual Growth Rates

Street	Intersecting Street	Volumes					Annual Growth Rates					Sector Average Annual Growth Rate
		1990	1989	1988	1987	1977	1977-90	1977-87	1987-90	1977-89	1987-89	
	<b>Northeast Sector</b>											
Del Mar	Lindenwood	10024			7000				12.71%			5.58%
Del Mar	San Dario				13430	9760		3.24%				
San Dario	Del Mar			16805								
Lindenwood	Del Mar	3800			3540				2.39%			
McPherson	Taylor	18086			16250				3.63%			
McPherson	Gale	19818			14635				10.63%			
Calton	Marcella	20547			18570				3.43%			
Hillside	Paloma	12790			11600				3.31%			
Del Mar	Spring	19143			13430	9760	5.32%	3.24%	12.54%			
	<b>Northwest Sector</b>											
Santa Maria	Holding	10950			8660	7840	2.60%	1.00%	8.13%			5.81%
Markley	Santa Maria	3454			2010				19.78%			
Del Mar	San Bernardo			29123	11470	3450		12.77%		21.40%		
San Bernardo	Del Mar			1057								
San Bernardo	Calton		9934									
Calton	San Bernardo		14956		11770	7620		4.44%			12.72%	
Santa Maria	Markley	12204			8390				13.30%			
FM 1472 (Mines Rd)	NW of IH 35		12300		11340						4.15%	
San Bernardo	S of Calton		14100		15970						-6.04%	
IH 35	N of Hillside		49000		45650						3.60%	
	S of Calton		54000		50880						3.02%	

TABLE 2 cont.

## City of Laredo Annual Growth Rates

Street	Intersecting Street	Volumes					Annual Growth Rates					Sector Average Annual Growth Rate
		1990	1989	1988	1987	1977	1977-90	1977-87	1987-90	1977-88	1987-89	
	<b>Northeast Sector</b>											
San Francisco	Jefferson		3151									2.00%
Jefferson	San Francisco		2288		9320	7280		2.50%			-50.45%	
Stewart	Arkansas		1973									
Arkansas	Stewart		15646		14470	8080		6.00%			3.98%	
Lyon	Arkansas		2173									
Arkansas	Lyon		17572		14470	8080		6.00%			10.20%	
Arkansas	Plum	15585			13435				5.07%			
Texas 359	E of US 83		7400		7230	2820		9.87%			1.17%	
Loop 20	E of Century		1700		2200						-12.10%	
US 83	N of Loop 20		15800		22700						-16.57%	
US 59												
(Saunders)	E of Airport		11100		8510	4100		7.58%			14.21%	2.00%
(Saunders)	Springfield		23000		22090	21550		0.25%			2.04%	
	<b>Southwest Sector</b>											
IH 35	N of Clark		49950		48000						2.01%	*

\* Data limitations preclude the derivation of a meaningful average growth rate.

TABLE 4

## GUIDELINES FOR FUNCTIONAL CLASSIFICATION OF STREETS

CRITERIA	FREEWAY	EXPRESSWAY	MAJOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	LOCAL COLLECTOR	LOCAL
Trip Length	Long	Long	Moderate to Long	Moderate	Short to Moderate	Short	Short
Traffic Volume	High	High	Moderate to High	Moderate	Moderate to Low	Low	Low
Area Service	Regional generators and specialized land uses	Regional generators and specialized land uses	Secondary generators and specialized land uses	Minor generators and specialized land uses	Local areas and neighborhoods; some minor generators and specialized land uses	Local areas and neighborhoods	Individual sites
System Continuity	Continuous regional system	Interconnects with regional system - intercommunity continuity	Interconnects with higher systems - intercommunity continuity	Interconnects with higher systems - intercommunity continuity	Interconnects with higher systems - area continuity	Interconnects with higher systems - neighborhood continuity	Connects individual sites
Facility Spacing	2 - 5 Miles Should not penetrate neighborhoods	2 - 5 Miles Should not penetrate neighborhoods	1 - 2 Miles Should not penetrate neighborhoods	1/2 - 1 Mile Generally should not penetrate neighborhoods	1/3 - 1/2 Mile May penetrate neighborhoods	As appropriate depending on subdivision design. Will penetrate neighborhoods	As appropriate depending on subdivision design. Will penetrate neighborhoods
Access Control	Full	Extensive	Less extensive than Expressway	Less extensive than Major Arterial	Less extensive than Minor Arterial	Less extensive than Major Collector	Little
Vehicular Speed	High	High	Moderate to High	Moderate	Moderate to Low	Low	Low
On Street Parking	None	None	None	None	Generally not permissible	May be permissible	Generally permissible



process in which the applicant supplies adequate justification and documentation in support of the proposed amendment. The Thoroughfare Plan can also be amended in conjunction with more detailed sector development plans in which alignment changes do not substantially affect system continuity or degrade projected levels of service beyond acceptable ranges. Any amendment to the Thoroughfare Plan should be processed by the City Planning Department for review by the MPO transportation advisory group, the City Planning Commission and the City Council.

## **RECOMMENDATIONS**

The transportation goals, objectives, and implementation strategies are included with the other policies in the Guidelines for Growth Element of this *Comprehensive Plan*. Many of those policy statements require further explanation or specific recommendations for action. Those recommendations with the additional clarifying information are presented herein below.

### **TRAFFIC SAFETY**

- (1) ***Develop an accident monitoring system through the regional Unified Planning Work Program which utilizes Police Department accident data to indicate hazardous locations.*** Locations can be ranked by accident rate on an annual basis. Identified improvement solutions can then be programmed for funding.
- (2) ***The City should inventory its traffic signal system and upgrade accordingly in order to provide efficient signal timing systems.*** Modern controllers capable of accommodating multiple timing plans should be a priority.
- (3) ***The City should evaluate street signage and markings on an annual basis and establish a routine maintenance program to insure adequacy.***
- (4) ***Bus stops should be clearly delineated and provide all-weather surfaced and easily accessible passenger waiting areas.*** Bus stops should generally occur at "far-side" intersection locations and should not occur at mid-block locations.

- (5) ***The city should expand the traffic counting program through the Unified Planning Work Program to develop and maintain an extensive data base.*** Traffic count maps should be produced at least every other year.

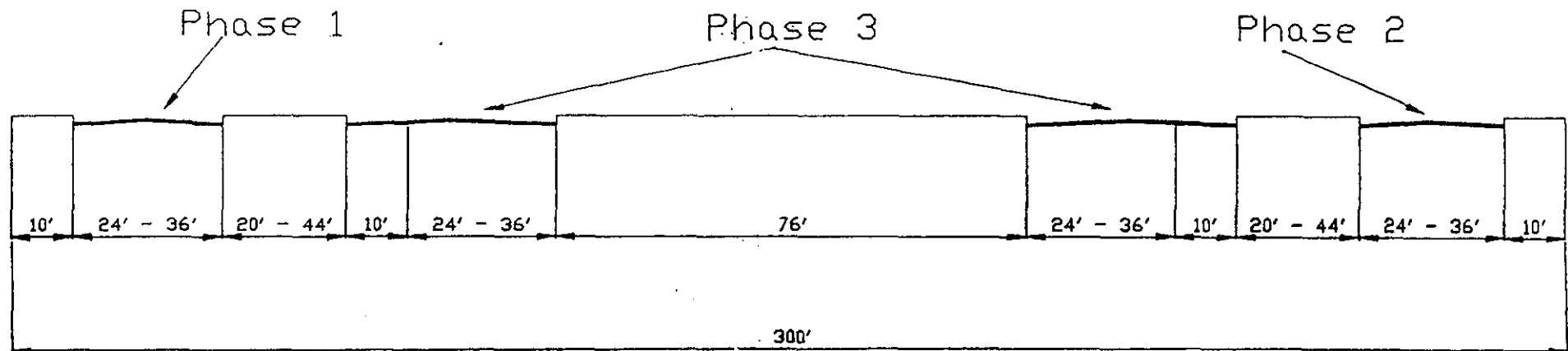
### **IMPROVED MOBILITY**

- (6) ***Develop improvement projects for those roadways which are experiencing capacity deficiencies based on level of service attributes of the existing arterial system as identified in the planning analysis.***
- (7) ***Develop a Pavement Management System to assist in roadway maintenance.***

### **ROADWAY STANDARDS**

- (8) ***Incorporate the standards and policies for thoroughfares into the zoning, subdivision, and other implementing ordinances in order to manage and develop the existing and future transportation system in accordance with the plan's functional classification of the major street network.***
- (9) ***The City of Laredo should adopt Level of Service "D" as the policy standard for acceptable roadway performance.*** Street capacity for new land developments should maintain this service level unless precluded by conflicting local issues.
- (10) ***Street improvement projects should be consistent with the Comprehensive Plan.***
- (11) ***Where insufficient right-of-way exists along a street segment, right-of-way conforming with the minimum standard established by the Thoroughfare Plan should be acquired, when feasible, in conjunction with street improvement projects.***
- (12) ***When acquisition of right-of-way needed to meet standards is not feasible, Transportation System Management (TSM) projects should be utilized to enhance street capacity.*** TSM projects, which include signal timing optimization, channelization, striping, signage, and one-way couplets, are low-cost projects can reduce

# Recommended Expressway Construction Phasing



Expressway

traffic congestion. One-way couplets in residential areas should be discouraged, however, unless overwhelmingly supported by neighborhood residents.

- (13) ***Four-lane pavement sections within a substandard rights-of-way can be decreased to 40 feet or 44 feet (four 10-foot or 11-foot lanes) along roadways which do not serve a large percentage of trucks or allow high speeds.*** This pavement section should be preferred over one-way couplets in established residential areas.
- (14) ***The City should implement an access management program in order to reduce the number of turning movement conflicts.*** Street and driveway locations and median breaks should be restricted such that the movement of through traffic is maintained in accordance with classification criteria. Driveway spacing and corner clearance guidelines are presented in Tables V-5 and V-6. Median break locations should be spaced such that adequate transition and left turn storage can be maintained. In general, median break locations should be no closer than 600 feet with 800 to 1000-foot minimum spacing preferred. Major street locations should be guided by the Thoroughfare Plan with minor street locations being governed by Subdivision Regulations and acceptable design practices. Signal spacing should generally be maintained at approximately 1/4 to 1/3 mile intervals except in highly developed areas (such as the CBD) where closer spacing is necessary or high capacity corridors (such as Mines Road) where preservation of through traffic mobility is a priority. Consolidation of multiple driveways serving various small parcels into common driveways with access easements should be encouraged along arterial and major collector roadways.
- (15) ***In conjunction with the SDHPT, the City should undertake specific transportation corridor studies to determine optimal improvement solutions.***
- (16) ***Sidewalks should be provided where possible.*** When sufficient right-of-way exists, sidewalks should be six feet in

width, set two feet from the property line and eight feet from the curb line. Low shrubs or other planting or decorative pavers should be placed within the area between the curb line and the sidewalk.

- (17) ***On-street and head-in/back-out parking should not be permitted along major streets.***
- (18) ***Intersecting streets should intersect each other at 90-degree angles.***
- (19) ***American Association of State Highway and Transportation Officials (AASHTO) and SDHPT standards should provide the basis for roadway engineering design.***

#### EXISTING AND FUTURE THOROUGHFARES

- (20) ***The Thoroughfare Plan should provide the basis for development of the future major street system.*** Minor streets should be designed to relate to the major system and should be subject to the Subdivision Ordinance and good design practice.
- (21) ***Right-of-way dedication, roadway construction and traffic control should be provided in accordance with City policies and standards in conjunction with the land development process.***
- (22) ***Local and industrial collectors should be provided in developing urban areas.*** This street system should be designed primarily to serve traffic, with other considerations (i.e., drainage) being of secondary design importance. Local and industrial collectors should interface with higher street systems. Local street intersections with higher systems should be minimized.
- (23) ***Individual residential lots should not derive access from local collectors or higher street systems.*** Lots should be arranged so as to side or back onto higher street systems.
- (24) ***In general, local collectors should be designed to discourage mixing residential and commercial traffic.*** An interconnected system of curvilinear, loop and/or grid local collectors can accomplish this within an area bounded by arterials as

**TABLE 5**  
**MINIMUM SEPARATION (IN FEET)**  
**BETWEEN DRIVEWAYS AND STREET INTERSECTIONS**

Intersecting Street	Street on which driveway is to be located						
	Freeway (Frontage Rd)	Expressway (w/Frontage Rd)	Major Arterial	Minor Arterial	Major Collector	Industrial Collector	Local Collector
Freeway (Frontage Rd)	N/A	N/A	200	200	200	200	200
Expressway (w/Frontage Rd)	N/A	N/A	200	200	150	150	150
Major Arterial	200	200	120	120	100	100	100
Minor Arterial	200	200	120	120	90	90	90
Major Collector	150	150	100	90	60	60	60
Industrial Collector	150	150	100	90	60	60	60
Local Collector	150	150	100	90	60	60	60
Local	150	150	100	70	60	60	60

**TABLE 6**  
**ADJACENT DRIVEWAY SEPARATION STANDARDS**  
**(IN FEET) BY STREET CLASSIFICATION**

Major Collector	Minor Arterial	Major Arterial	Expressway**	Frontage Road
125-175	150-200	200-300	600-800	125-175

Should individual tracts not have the frontage required to meet these standards, the maximum practical spacing per frontage should be required.

*\*\*Direct driveway access to expressways should be discouraged.*

exemplified by the neighborhood concept module of the planning model (see Figure IV-1, Land Use Element).

- (25) ***Designated local collectors platted for a development should be continued into adjacent developments through the subdivision process until an area is fully served by an interconnected local collector system.*** This is the recommended method of developing a street system where no major streets are depicted on the Thoroughfare Plan.
- (26) ***Frontage roads should operate as one-way in urbanized portions of the planning area.*** Procedures should be developed to convert two-way frontage roads as areas urbanize.
- (27) ***Signalization of private access should not occur unless such a private access point forms a geometrically acceptable fourth leg of an intersection of two public streets and does not preclude extension of a planned local collector or higher street system.*** Sufficient lot depth is also a criterion for signalization to insure adequate traffic storage. Private access points which do become signalized should be constructed, signed, marked, and maintained in similar fashion as public streets.
- (28) ***The development of industrial collectors within areas where major thoroughfares are not proposed should conform as nearly as practical to the guidelines for functional classification for major collectors.*** It is anticipated that the length or continuity of an industrial collector would not be as extensive as a major collector. Neither should industrial collectors provide continuity between residential and commercial or industrial land uses.
- (29) ***Arterials should be four to six lanes, undivided or divided, depending on the adjacent land use and traffic volume served.*** Six-lane divided major arterial cross sections are generally considered as appropriate for areas which are commercial in nature or where volumes warrant. Four-lane divided arterials are generally considered as appropriate for areas more

residential in character. Five-lane minor arterials should be developed to upgrade existing roadways characterized by constrained right-of-way and relatively uncontrolled access.

- (30) ***Maintain coordination with the District office of the State Department of Highways and Public Transportation.***
- (31) ***Identify locations of possible grade separations over existing rail lines to be studied to determine eligibility for funding.***
- (32) ***Crossing locations should be prioritized based upon Thoroughfare Plan classification, traffic volume, and accident history.***
- (33) ***Identify handicapped barriers such as unbroken curbs and program funds for improvements.***
- (34) ***Vehicular access to airport facilities should be enhanced.***

#### **MASS TRANSIT**

- (35) ***Transit shuttle service between downtown Laredo and the airport should be considered for implementation on a trial basis.***
- (36) ***Utilize funding through the Unified Planning Work Program to develop and maintain short and long-range mass transit plans.***
- (37) ***Develop service plans which provide mass transportation to and from major activity centers.***
- (38) ***Evaluate utilization of the existing bus system and determine if service is being provided to all areas of demand.***
- (39) ***Insure future funding levels which are adequate for new and replacement rolling stock and related facilities. Consider establishing a transit district with taxing authority.***
- (40) ***Where feasible, provide wheelchair lift-equipped buses on regular fixed-routes. Provide a special service for the handi-***

*capped which operates smaller lift-equipped buses or vans on an advanced reservation basis for door-through-door demand-responsive service.*

#### **TRUCK ROUTE SYSTEM**

- (41) *A program to identify appropriate truck routes should be initiated and include existing and future roadways. A follow-up signage program should then be undertaken to clearly identify appropriate and inappropriate truck routes.*
- (42) *Establish a logical future street system to emphasize truck traffic access and mobility.*
- (43) *Truck routes should be constructed with a sufficient design to adequately accommodate large trucks. Driveways should be 30 to 36 feet in width with curb radii of 40 to 50 feet.*

#### **PARKING**

- (44) *Identify potential sites and funding sources for the provision of structured public parking.*

- (45) *In conjunction with development of off-street CBD parking, existing on-street parking along major CBD streets should be selectively removed to facilitate safe vehicular access and mobility.*

- (46) *Review existing parking codes and standards and determine their adequacy in providing sufficient off-street parking based upon type of development.*

- (47) *Provide option for mixed-use developments of utilizing shared parking concept based on submission of acceptable methodology and concurrence of staff and Planning Commission.*

#### **TRANSPORTATION INTERFACES**

- (48) *The City should assess the feasibility of developing a bi-modal transfer terminal to facilitate expansion of the maquiladoras industry by improving freight transportation efficiency.*

- (49) *Encourage the development of a Laredo-to-Corpus Christi Highway to facilitate deepwater port goods movement.*