

PRELIMINARY ENTITLEMENT SCREEN

The Texan

Nine Texas sites screened against the eleven ordinance items requested by the project architect, with the governing jurisdiction resolved for each and every finding carried to its source.

PREPARED FOR	PREPARED BY	RESEARCH DATE
Brad Kocurek, AIA, NCARB, LEED AP Rawley McCoy & Associates, PLLC	Echo 1 Labs, for 13 7 FrameWorks	2026-10-01
SITES SCREENED	ITEMS PER SITE	FINDINGS RETURNED
9	11	86 of 99

Read this before relying on anything that follows

This is a preliminary screen, not a legal opinion and not a zoning verification letter. It does not substitute for confirmation by the authority having jurisdiction. Nine of the nine source plans carry the architect's own stamp reading that the document is incomplete and may not be used for regulatory approval, permit, or construction.

Every answer carries its source. Where a code could not be read from the adopting publisher, the item is marked **Not found** rather than filled by inference, and where a finding rests on an unofficial reproduction of a code it is labelled **Unofficial mirror** on the page it appears. Those labels are the point of the document. An item marked Not found is a question still open, not a question answered in the negative.

Research was completed in a single pass on 2026-10-01. Codes are amended continuously. Confirm currency before any submittal.

What the screen found

SUMMARY

Nine sites were screened against the architect's eleven items, which is 99 questions. 86 returned a finding. 13 could not be answered from a readable source and are marked Not found. Of the findings returned, 84 were read from the adopting publisher, an official GIS service, or a state manual; the remainder rest on unofficial reproductions and are labelled as such wherever they appear.

The jurisdiction question, which gates everything else, is now resolved for all nine. Two answers were not what the plans implied. The site drawn as **Brownsville** carries a Los Fresnos address but sits inside City of Brownsville limits, confirmed against four independent sources with a passing control test. The site drawn as **Hockley** is in Harris County, not Waller, matched to an appraisal district parcel whose acreage agrees with the plan to within 0.07 percent, and it sits inside the City of Houston extraterritorial jurisdiction, which the sheet does not mention and which triggers a development plat.

The more consequential finding is that one of the nine is not a speculative site at all. **Corpus Christi** sits on a 40-year ground lease over federally obligated airport land, approved on second reading in November 2025. For that site the controlling instrument is the lease, not the zoning ordinance, and the drawings need to be checked against the lease terms rather than against the code.

Lorena is the open question. Its conditional use permit was approved in February 2025 with ten conditions, several of which are variances from the base code, but under Zoning Ord. Sec. 3.2 a permit with no time set expires unless use or construction began within a year or an extension was granted, and neither was found in the City record. The site is screened as having no entitlement on record until the City confirms whether the permit stands.

Portfolio at a glance

SITE	JURISDICTION	ZONING	BLDG SF	ACRES	FOUND	GAPS	STATUS
Austin SH 71 + FM 973 + Momentum Way	City of Austin, Travis County · full purpose city limits	LI-PDA Limited Industrial Services, Planned Development Area, Ord. 20160414-009 (case C14- 2015-0117)	20,074	6.00	11/11	0	SCREEN
La Marque IH 45 Frontage Rd + Vauthier St	City of La Marque, Galveston County	C-4 Interstate Commercial District	20,071	10.60	10/11	1	SCREEN
Lorena I-35 Frontage Rd + S Bordon St	City of Lorena, McLennan County · inside city limits	IC Interstate Corridor District	27,535	16.70	11/11	0	SCREEN
Brenham US 290 Frontage Rd + Chappell Hill St	City of Brenham, Washington County · inside city limits	B-2 Commercial, Research and Technology District	20,071	6.15	9/11	2	SCREEN

SITE	JURISDICTION	ZONING	BLDG SF	ACRES	FOUND	GAPS	STATUS
College Station SH 6 East Frontage Rd + William D. Fitch Pkwy	City of College Station, Brazos County · inside city limits	GC General Commercial (Ord. 2778, 2005) + OV Corridor Overlay (Ord. 2911, 2006)	20,071	7.35	11/11	0	SCREEN
Kerrville Sidney Baker St (SH 16) beside IH 10	City of Kerrville, Kerr County · inside city limits	PD Planned Development, Ord. 2023-31 (Whiskey Springs, Commercial Area, C- 3 use table); C-3 General Commercial on the Exxon tracts	20,074	12.57	10/11	1	SCREEN
Hockley US 290 + Roberts Rd	Unincorporated HARRIS County, inside the City of Houston ETJ	None. No county zoning authority.	20,074	11.95	11/11	0	SCREEN
Brownsville FM 100 / TX-100 frontage	City of Brownsville, Cameron County · inside city limits. NOT Los Fresnos.	AG Agriculture · rezone required	30,063	10.81	8/11	3	REZONE REQUIRED
Corpus Christi #3 · Airport International Dr + Business Center Blvd	City of Corpus Christi, Nueces County · inside city limits, on City- owned airport land	IH Heavy Industrial (Ord. 024649), no overlay	18,362	7.00	5/11	6	LEASED

ENTITLED permit in hand **LEASED** ground lease approved **SCREEN** no entitlement on record

REZONE REQUIRED current zoning does not allow the use

What should move first

ESCALATIONS

Ordered by how much each one changes the project if it goes the wrong way. The first two can each invalidate a site's program; neither needs more research to resolve, only a phone call to the right office.

01 BRENHAM

Aboveground tank caps may prohibit the fuel program

Code Sec. 8-23 caps aboveground flammable liquid tanks at 1,000 gallons single and 2,000 aggregate, limits the exceedance route to industrially zoned land, and bars exceeding it at all for liquids flashing below 100 degrees F. The plan shows 80,000 gallons on B-2 land. If the tanks are underground the cap does not appear to apply. The sheet does not say which. One call to the Brenham fire marshal resolves it.

02 BROWNSVILLE

The target rezoning district may be wrong

Corridor Commercial is written as a locally serving, neighborhood-compatible district. A 30,063 sf travel center with diesel islands may belong in Regional Center or Light Industrial instead. Confirm with Brownsville Planning before filing. A denied rezoning is a restart, not a delay.

03 LORENA

The approved CUP may have lapsed, and if it stands the drawing may not match it

CUP-2024-002 was approved on 2025-02-18. Under Zoning Ord. Sec. 3.2 it expires on its own unless use or construction began within one year or an extension was granted, and neither was found in the City record. If it stands, it and not the base code governs, with ten binding conditions including a 90 ft pylon allowance, EIFS relief, a foundation planting waiver, no truck parking except under the diesel canopy, and right-turn-only egress. Revision 21 postdates the CUP by a year and still shows a bare 8 ft wood fence, which needs a 10 ft buffer yard and masonry columns to be legal. Ask the City whether the CUP is still in force, and obtain the signed CUP ordinance and Exhibit A.

04 LA MARQUE

A travel center is not a listed use, and an overlay forces 100 percent masonry

'Truck stop' and 'travel center' are undefined and unlisted in C-4 and C-3. The fallback is an unlisted-use determination through Planning and Zoning to City Council. Separately the Thoroughfare Overlay covers everything within 300 ft of I-45 and requires 100 percent masonry on every elevation visible from the highway.

05 HOCKLEY**The water well makes this a regulated public water system**

No MUD serves the parcel. A travel center on its own well is a TCEQ Transient Noncommunity Public Water System, which requires engineered plan approval before construction, and the Harris-Galveston Subsidence District requires a well permit with metering and charges disincentive fees above the area's permitted withdrawal percentage.

06 CORPUS CHRISTI**The site is leased, not owned, on federally obligated land**

A 40-year ground lease of eight acres was approved in November 2025 (Ord. 033794); rent and reset terms are UNVERIFIED (the lease attachments could not be read). FAA Grant Assurance 5 and the Revenue Use Policy drive the appraisal and reset mechanics. The council record's program, 11,978 sf with 196 spaces, does not match the 18,362 sf building on the Rev 17 sheet.

Austin

SCREEN

SH 71 + FM 973 + Momentum Way · Enlarged Site Plan A · 2026-09-24

LI-PDA zoning permits a service station and every store use outright. But Austin caps a service station at 16 fuel dispensers and eight vehicle queue lanes, and the plan draws 16 auto dispensers plus five truck fueling lanes, so the fuel program needs a variance, a PDA amendment or a redesign.

ZONING	BUILDING	SITE AREA	FINDINGS
LI-PDA Limited Industrial Services, Planned Development Area, Ord. 20160414-009 (case C14-2015-0117)	20,074 sf	6.00 ac	11 of 11

Jurisdiction. City of Austin, Travis County · full purpose city limits [confidence HIGH]

The City's live Jurisdictions layer (data.austintexas.gov vnwj-xmz9, retrieved 2026-10-04) puts 100 percent of the City lot that holds the site (land base ID 400603029, type LOT, 15.58 ac, created 2016-11-16) in AUSTIN FULL PURPOSE. Negative controls: about 3 km southeast the same layer returns AUSTIN 2 MILE ETJ, and about 8 km southeast AUSTIN LTD (limited purpose). The sheet's site is the SH 71 end of that lot: its 420.0 + 197.5 ft SH 71 line matches the lot's 618 ft SH 71 edge. Not retrieved: the Travis CAD parcel record (the hub export stayed Pending). The City's zoning case records list TCAD 0318360601, LOT 1 BLK A VELOCITY CROSSING GROCERY/RETAIL, for the case address 3311 S FM 973.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	LI-PDA, Ord. 20160414-009 (passed 2016-04-14, effective 2016-04-25): 390.644 ac rezoned from I-RR, DR and CS-CO, locally known as 3311 S FM 973 Rd and 3326 E SH 71 EB. Part 2 keeps the LI base district rules; Part 3 adds permitted uses (including transportation terminal and liquor sales), adds three conditional uses, prohibits seven (including vehicle storage), and sends a commercial use to the CS site development regulations. The City's zoning layer shows this ordinance over 99.2 percent of the lot, and the address zoning table returns LI-PDA on Momentum Way, Spirit Dr, Canvas Ln and Foundry Ave. Only two zoning cases are on record at 3311 S FM 973, both closed (2011, 2016). City Zoning Ordinance layer (xt8n-xrjg), Zoning by Address (nbzi-qabm) and Zoning Cases (edir-dcnf), retrieved 2026-10-04; Ord. 20160414-009 (edims 252826, City Clerk scan, text layer), Parts 1 to 4 Plan: Matches the sheet's 'LI - Limited Industrial Services', but the sheet omits the PDA, which changes the uses and sends the store to the CS site rules.	Official GIS conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Fuel / diesel sales allowed	Permit / CUP req.	Service Station is P (permitted) in LI in the Sec. 25-2-491 use table, and the PDA does not restrict it. The East Austin overlay rule that makes a service station conditional in LI (Sec. 25-2-645(D)) applies only inside IH 35, Airport Blvd and Town Lake (Sec. 25-2-169), about 5 km away. Sec. 25-2-814: a service station must be screened from the street by a building or a landscape buffer with shade trees, 'may not have more than 16 fuel dispensers', and 'may not have more than eight vehicle queue lanes'. The sheet draws 16 auto dispensers (12 × 3+1, 4 × 3+1+1) on 16 islands under a 474 ft canopy, plus five master/satellite diesel and DEF truck lanes under a second canopy. LDC Sec. 25-2-491 use table; Secs. 25-2-169, 25-2-645, 25-2-814 (Municode, Land Development Code Supp. 174, job 497334, retrieved 2026-10-04); Ord. 20160414-009 Part 3 Plan: FAILS as drawn. 16 auto dispensers plus at least five truck dispensers is 21 or more against 16, under any reading. Queue lanes: about 17 at the auto canopy (between and beside 16 islands) plus five truck lanes against eight. UNVERIFIED(reason: the code does not define 'fuel dispenser' or 'vehicle queue lane'). Paths: redesign to 16 dispensers and eight lanes in total; a Board of Adjustment variance (Sec. 25-2-474 requires that the rule deny reasonable use and that the hardship be unique to the property, a high bar here); or a zoning case amending the PDA ordinance. Ask Development Services how the City counts both.	Publisher conf HIGH
Truck parking allowed	Permitted	No truck parking spaces are drawn. Truck fueling is part of the service station use (fuel to motor vehicles). Vehicle storage, 'long term storage for vehicles', is a prohibited use under the PDA (Part 3.C). Short-term parking that is accessory to the store is not a separate use; stand-alone paid truck parking would be Commercial Off-Street Parking, P in LI. Subchapter E Sec. 2.6.2.B requires truck parking and service functions to be out of view from adjacent properties and public streets. LDC Sec. 25-2-491 use table; Sec. 25-2-4 commercial use descriptions (vehicle storage, commercial off-street parking); Subch. E Sec. 2.6; Ord. 20160414-009 Part 3.C Plan: Complies as drawn, because no truck spaces are drawn. The five truck fueling lanes count against the service station caps (see fuel). Overnight truck parking would read as vehicle storage, which the PDA prohibits.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Parking requirements	Permitted	No minimum: the former parking table is kept 'for purposes of calculating accessible spaces and maximum parking spaces' and 'No minimum number of parking spaces is required for any use.' Parking maximums in Sec. 25-6-591 apply only to the CBD, DMU and other districts that section names. Accessible spaces are still required, computed from the former requirement for the use (service station: Transportation Criteria Manual Sec. 9.4.5; food sales: 1 per 275 sf). LDC Ch. 25-6 Appendix A note; Secs. 25-6-471, 25-6-591 (Municode Supp. 174, retrieved 2026-10-04) Plan: Complies: no minimum, no maximum here. The sheet's '1 space per 250 gross sf, 83 spaces' is not an Austin rule, and its own arithmetic is wrong (20,074 / 250 = 80.3). Provided 163 + 6 accessible. UNVERIFIED(reason: TCM Sec. 9.4.5 was not read): 6 accessible spaces should exceed the count for a 20,074 sf building.	Publisher conf HIGH
Setbacks	Permitted w/ cond.	The PDA sends a commercial use to the CS site development regulations: front yard 10 ft, street side yard 10 ft, no interior side or rear yard, height 60 ft, building coverage 95 percent, impervious cover 95 percent, FAR 2:1. The watershed limit is lower: 80 percent impervious cover for a commercial use in a suburban watershed in the zoning jurisdiction. Compatibility standards do not apply: they reach 75 ft from a triggering property (SF-5 or more restrictive with one to three units), and the nearest small lots zoned I-SF-2 (Bessie Ave and Eva St, by the address zoning table) are about 460 ft away. Ord. 20160414-009 Part 3.D.2; LDC Sec. 25-2-492 site development table; Sec. 25-8-392(C); Secs. 25-2-1051 and 25-2-1053; City watershed regulation layer (gnsx-esdg: SUBURBAN, Desired Development Zone) and lot layer, retrieved 2026-10-04 Plan: Yards comply as drawn (8 ft landscape buffers; the building is far from every street). The binding number is 80 percent impervious cover, and the sheet is mostly pavement. UNVERIFIED(reason: impervious cover was not measured; G1 tracing should compute it against 80 percent of the gross site area).	Publisher conf MED
Landscaping / buffer	Permitted w/ cond.	At least 20 percent of the landscape yard (street right-of-way to the building front wall) must be landscaped. Parking lots: 90 sf of landscape per 12 spaces in the landscape yard, 60 sf elsewhere; end islands with trees; no space more than 50 ft from a landscaped area or a tree. Areas where vehicles are moved or parked must be at least partly screened from the street. The service station must be screened from the street by a building or a landscape buffer with shade trees (Sec. 25-2-814(1)). LDC Secs. 25-2-1003, 25-2-1006, 25-2-1007, 25-2-814(1) (Municode Supp. 174, retrieved 2026-10-04) Plan: The sheet shows only an 8 ft buffer along the streets and no parking islands with trees in the 474 ft fuel court or the long parking rows. Expect redesign for the 50 ft tree rule and the 20 percent landscape yard. The sheet's 'Landscape Requirements: 8' landscape buffer public row' is not an Austin rule.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Screening (mech + fencing)	Permitted w/ cond.	Subchapter E Sec. 2.6 applies in every non-residential district: dumpsters and mechanical equipment, including rooftop units, must be screened from a person standing on the far property line of an adjacent street; loading, truck parking, outdoor storage and trash must be out of view from adjacent properties and public streets, screened with materials equal to the building. No residential district adjoins, so no property line screening is required under Sec. 25-2-1006. LDC Subchapter E Sec. 2.6; Sec. 25-2-1006 (Municode Supp. 174, retrieved 2026-10-04) Plan: The truck canopy and its 90 ft turning loop sit beside Momentum Way, a public street. Plan a screen wall or landscape on that side.	Publisher conf MED
Architectural / design standards	Permitted w/ cond.	Subchapter E Sec. 3.3 (Options to Improve Building Design) applies to any commercial use of 10,000 sf or more: one base point from Table C, plus three or five more points for exterior trademarked design features. Because the site is 5 ac or more with frontage on a highway or suburban roadway, Sec. 2.2.5 (internal circulation routes) applies, subject to its exemptions. LDC Subchapter E Secs. 1.2, 2.2, 3.3 (Municode Supp. 174, retrieved 2026-10-04) Plan: The sheet carries no elevations. A branded prototype will owe the trademark points. UNVERIFIED(reason: Table C point options and the Sec. 2.2.5 exemptions were not read in full).	Publisher conf MED
TxDOT entrance spacing	Permitted w/ cond.	SH 71 here is a TxDOT facility with main lanes, toll lanes and frontage roads (SH0071 right frontage, TL0071 roadbeds); the sheet draws no drive on SH 71. FM 973 beside the site is TxDOT on-system (FM0973: 4 lanes, left and right roadbeds, 50 to 55 mph, 200 ft minimum right-of-way, ADT 23,698 in 2021); neither TxDOT nor the City street layer has a road named 'Old FM 973'. TxDOT Access Management Manual Table 2-2 sets 425 ft minimum connection spacing at 50 mph or more. Momentum Way is a City street (30 mph in the City layer). TxDOT Roadways and Roadway Inventory On-System (hub exports, retrieved 2026-10-04); City Street Centerline (8hf2-pdmb); TxDOT Access Management Manual Ch. 2 Table 2-2 (checked in R2) Plan: FAILS as drawn if 'Old FM 973' is on-system: the two 45 ft drives on it are about 165 ft apart edge to edge, scaled at 1/32" = 1'-0", against 425 ft. Needs a TxDOT permit with a deviation, or one drive. UNVERIFIED(reason: who owns the 'Old FM 973' roadway the sheet draws, and its posted speed; the City layer gives S FM 973 Rd 40 mph). Momentum Way drives follow the City Transportation Criteria Manual, not read.	Official GIS conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Sign ordinance	Permitted w/ cond.	Land within 200 ft of SH 71 where it is developed as a limited access highway is in the expressway corridor sign district: one freestanding sign, the lesser of 0.7 sf per foot of frontage or 300 sf, height up to 35 ft above the frontage street pavement grade; wall signs up to 20 percent of the first 15 ft of facade. 'SH 71 east of IH-35' is also a listed scenic roadway (64 sf, 12 ft, no internal lighting except letters); where both apply, the expressway district comes first in the hierarchy. Land beyond 200 ft is in the commercial sign district. LDC Secs. 25-10-7, 25-10-81, 25-10-82, 25-10-123, 25-10-124 (Municode Supp. 174, retrieved 2026-10-04) Plan: The sheet's '35 ft' and '300 sq ft' match the expressway corridor rule exactly. At 617.5 ft of SH 71 frontage, 0.7 sf per foot gives 432 sf, so 300 sf controls. UNVERIFIED(reason: whether the City treats this SH 71 segment as 'developed as a limited access highway'; if not, the scenic roadway limits of 64 sf and 12 ft apply).	Publisher conf MED
Adopted building codes	Permitted	2024 International Building Code (Sec. 25-12-1; Ord. 20250410-045, effective 2025-07-10) with local amendments; 2024 International Fire Code (Sec. 25-12-171; Ord. 20250410-039, effective 2025-07-10); 2026 National Electrical Code (Sec. 25-12-111; Ord. 20260423-048, effective 2026-09-01); 2024 IECC; 2024 Uniform Plumbing and Uniform Mechanical Codes. Municode lists no pending ordinances for the Land Development Code. LDC Ch. 25-12 Arts. 1, 4, 5, 6, 7, 12 (Municode Supp. 174, job 497334, updated 2026-08-27, retrieved 2026-10-04) Plan: Design to 2024 IBC/IFC and 2026 NEC. Austin uses the Uniform (IAPMO) plumbing and mechanical codes, not the IPC and IMC.	Publisher conf HIGH

Beyond the eleven items

Site boundary

The sheet's site (6.0 ac stated; 264,953 sf is 6.08 ac) is the SH 71 end of City lot 400603029 (15.58 ac, a LOT created 2016-11-16), between FM 973 and Momentum Way. Rebuilt from the sheet's dimensions on that lot, the outline closes within about 16 ft and gives about 5.94 ac. A 6 ac site plan on part of a 15.58 ac lot needs a subdivision or a site plan covering the lot; ask Development Services which.

Address line

The sheet's address block reads 'HWY 93 + HWY 71'. No Highway 93 is near the site in the TxDOT or City layers; the drawn roads are SH 71, FM 973 and Momentum Way. 'HWY 93' is probably a typo for FM 973 (UNVERIFIED(reason: inference from the drawn roads)).

Flood plain

Outside both: the nearest FEMA Zone AE (panel 48453C0610L, effective 2020-01-22) is about 1,850 ft from the site, and the City's Atlas 14 fully developed 100-year flood plain about 1,790 ft (City FEMA and fully developed flood plain layers, retrieved 2026-10-04).

Watershed

Colorado River watershed, SUBURBAN classification, Desired Development Zone (City watershed layers). Commercial impervious cover limit 80 percent (90 percent with a transfer of development intensity), Sec. 25-8-392(C).

Airport

Austin-Bergstrom International Airport has a controlled compatible land use area (Ch. 25-13). Within the controlled compatible land use area the Aviation Department reviews permits for height, glare and lighting; 'Retail trade - general' is permitted in AO-2 and AO-3 and permitted with 25 dB noise reduction in AO-1 (Sec. 25-13-44). Whether the site is inside an AO zone was not determined: the City publishes the zone map only as an image (UNVERIFIED(reason: no machine-readable AO layer found)).

PDA buffers and driveways

Ord. 20160414-009 also requires a 50 ft vegetative buffer between a residential use and an adjacent industrial use, a 25 ft buffer between residential and commercial uses, and keeps an industrial driveway 120 ft from a residential use. None applies today: no residential use adjoins the site.

La Marque

SCREEN

IH 45 Frontage Rd + Vauthier St · Revision to prior layout · 2026-09-29

A travel-center-scale diesel operation is not a listed use in C-4, and the Thoroughfare Overlay requires 100 percent masonry on walls seen from I-45.

ZONING	BUILDING	SITE AREA	FINDINGS
C-4 Interstate Commercial District	20,071 sf	10.60 ac	10 of 11

Jurisdiction. City of La Marque, Galveston County [confidence MED]
The plan carries a C-4 designation. The parcel's mapped zoning was NOT independently verified; the City's GIS is a JavaScript application that could not be read.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	C-4 Interstate Commercial District, Sec. 71-17, history note '(Ord. No. O-2021-0008, § 2, 6-21-2021)'. A site fronting I-45 also falls in the Thoroughfare Overlay District, which covers properties 'adjacent and within 300 feet' of I-45 (Sec. 71-20.1(a)). The overlay 'will supersede the regulations of the underlying zoning regulations where such zones are in conflict' and permits only uses 'allowed in the underlying zone' (Sec. 71-20.1(b), (c)). Ch. 71 Secs. 71-17, 71-20.1(a)-(c) · Ord. O-2021-0008 § 2 (2021-06-21) · Municode job 484752, retrieved 2026-10-05 · official zoning map adopted by Sec. 71-5(c), certified as 'adopted as part of Ordinance No. 953' (Sec. 71-5(d)); later map amendment ordinances UNVERIFIED(reason: the map and its amendments are not on Municode; the prior cite, Ord. O-2020-0020, amends the building and fire code chapters per the Municode comparative table) · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: Complies as a label. The parcel's actual mapped zoning was not verified. Pull a written zoning verification letter from Development Services.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Fuel / diesel sales allowed	Permit / CUP req.	Sec. 71-17(c)(19) permits 'Automobile service stations' by right. Sec. 71-4 defines the use around premises where 'gasoline, oil, grease, batteries, tires and automobile accessories may be supplied and dispensed at retail'. 'Truck stop' and 'travel center' appear nowhere in Chapter 71 and are NOT listed in the C-4 or C-3 use lists. 'Trucking terminals' are listed only in I-3 (Sec. 71-16.1) and 'truck yards' only in Sec. 71-19 (titled I-2), and the C-4 catch-all at Sec. 71-17(c)(30) excludes 'Any use permitted only in an I-1 or I-2 district'. The fallback is Sec. 71-8: an unlisted use goes to the Planning and Zoning Commission, which decides 'after public hearing' and sends its findings to the City Council for a determination. Ch. 71 Secs. 71-4, 71-8, 71-16.1, 71-17(c)(19), (c)(30), 71-17(d)(1), 71-19 · Municode job 484752, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: CONFLICT. Gasoline retail is clean. A travel-center-scale diesel operation is not a listed use and the code's own definition is written around automobiles, not Class 8 trucks. This is the biggest entitlement risk on the site. Get a written Sec. 71-8 determination before investing further.	Publisher conf MED
Truck parking allowed	Not found	No C-4 provision permits, conditions or prohibits tractor-trailer parking. The only parking use listed is 'Automobile parking lots and structures if accessory to a primary use and used for customer and employee parking only' (Sec. 71-17(c)(9)). Sec. 71-17(c)(4) excludes 'sales of vehicles, trailers or heavy equipment of any kind'. C-3 has a rule for 'Parking of trucks as an accessory use', limited to vehicles 'of not over one and one-half ton capacity' within 150 feet of a residential district (Sec. 71-16(b)(5)); C-4 has no counterpart. Sec. 71-29 has a truck LOADING standard, which is a dock, not overnight parking. Ch. 71 Secs. 71-16(b)(5), 71-17(c)(4), (c)(9), (c)(30); 71-29 · Municode job 484752, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: Unknown, high risk. If truck parking is intended it rides on the same Sec. 71-8 determination as the fuel question, or needs a planned development rezoning.	Publisher conf MED
Parking requirements	Permitted w/ cond.	General retail 4.0 per 1,000 sq. ft. gross floor area, confirming the plan's ratio. Restaurants 0.3 per SEAT. Where a site has two or more uses the requirement 'shall be computed as the sum of the required off-street parking spaces for each individual' use. Automobile service stations add 'parking equal to three times the number of service bays' (Sec. 71-17(c)(19)). One stall 'shall be not less than 175 square' feet. Sec. 71-29 states no rounding rule. Ch. 71 Secs. 71-29, 71-17(c)(19) · Municode job 484752, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: The ratio is right but the method on the plan is not. 20,071 times 4 per 1,000 is 80.28 and no rounding rule was found. More importantly any dining area adds 0.3 per seat on top. 175 car and 6 accessible spaces provided give ample headroom, so the parking field is fine; the label on the plan is what is wrong.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Setbacks	Permitted w/ cond.	Base C-4 (Sec. 71-27 schedule): front 40 ft, which 'may be reduced to 20 feet if a ten foot landscape buffer is provided at or near the front property line'; side 5 ft; rear 10 ft; height 50 ft plus ten feet per added ten feet of setback; lot coverage by buildings and impervious cover 75 percent. BUT the Thoroughfare Overlay (Sec. 71-20.1), codified in Supp. No. 17 with no repeal noted, supersedes where in conflict: 'a minimum setback of 40 feet of all buildings, accessory buildings and structures from the property line which is adjacent to a public thoroughfare', reduced to 25 feet only 'if parking is prohibited within said setback area'. Its table also sets side and rear yards of '25 feet or equal to the height of the building' facing the yard, and caps lot coverage at 65 percent by structures and 85 percent by structures, driveways and parking. No side-street yard dimension exists for C-4. Ch. 71 Secs. 71-27 and notes; 71-20.1(a), (b), (e)(8) · Municode job 484752, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: The plan's real gap, and worse than a blank field. On the I-45 frontage the operative setback is 40 ft, and the overlay's 25 ft relief requires prohibiting parking there, which a travel center forecourt wants. The overlay's 25 ft side and rear yards and 85 percent coverage cap also bind. Dimension all four yards on the next revision.	Publisher conf HIGH
Landscaping / buffer	Permitted	Sec. 71-17(i): a nonresidential use adjacent to a single-family use or zone shall 'provide a minimum 20 feet landscape buffer', plus 'a six-foot solid masonry (brick, stone, precast concrete or similar) screening fence' behind it. Sec. 71-17(j)(4) and the overlay (Sec. 71-20.1(e)(6)) both say 'Landscaping shall cover a minimum of 15 percent' of total land area. One shade tree and ten shrubs per 30 linear ft of front landscape buffer (Sec. 71-17(h)(1)); one shade tree per 50 parking spaces on an island of 'a minimum dimension of six feet' (Sec. 71-17(h)(3)); a hedge of 'no more than 36 inches nor less than 24 inches' where parking faces a major thoroughfare with no building between (Sec. 71-17(h)(2)). Ch. 71 Secs. 71-17(h), (i), (j)(4); 71-20.1(e)(6) · Municode job 484752, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: The 20 ft buffer note COMPLIES EXACTLY. Four things are not shown: the 15 percent figure, which is 69,252 sf of this site; the buffer shade trees; the parking island trees; and the 6 ft masonry fence required by the same subsection the plan cites.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Screening (mech + fencing)	Permitted w/ cond.	Outside storage (all sides) and trash (three sides) screened by a 'solid opaque brick or stone wall' at least 6 ft (Sec. 71-17(g)(1), (2)). Any fencing must be 'a solid, brick or stone wall or wrought iron wall of not more than eight feet in height' (Sec. 71-17(g)(3)); in the overlay it must be of 'not less than six feet in height' (Sec. 71-20.1(d)(4)). Rooftop equipment including storage tanks, compressor units and vent stacks over 4 inches must be 'integrated into the building design' and screened, and 'a highway or interstate frontage road shall be designated as an adjacent street' (Sec. 71-17(g)(4)). Barbed wire is 'expressly prohibited in all other districts' than agricultural and industrial ones, with top strands allowed only in industrial or general commercial districts (Sec. 71-21(a)(5)). Ch. 71 Secs. 71-17(g), (i); 71-20.1(d); 71-21(a)(1), (a)(5) · Municode job 484752, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: Unknown. The material constraint is hard: brick or stone, not wood, not metal panel, not slatted chain link. Also check the 25 ft corner sight triangle at Vauthier (Sec. 71-21(a)(1)) against the monument sign.	Publisher conf HIGH
Architectural / design standards	Permitted w/ cond.	Two masonry rules apply. The Thoroughfare Overlay (Sec. 71-20.1), which covers properties 'adjacent and within 300 feet' of I-45, is codified in Supp. No. 17; Ord. O-2021-0008 renumbered it from 71-27, it did not repeal it (the 2021-05-17 date belongs to Ord. O-2021-0004, Sec. 2-9). Sec. 71-20.1(e)(7): '100 percent of the total exterior walls, front and side walls, which may be seen from any public thoroughfare, excluding doors, windows and window walls, shall be constructed of brick, stone, masonry or precast concrete panels.' Separately, the Sec. 71-27 schedule marks C-4 'Masonry and roofing' C, and Note C reads 'Masonry requirements shall mean the entire front facade (wall) for non-corner lots and the two street-facing facades for corner lots'. Sec. 71-17 has no facade masonry rule of its own. Ch. 71 Secs. 71-20.1(a), (e)(7); 71-27 schedule and Note C · Ord. O-2021-0008 (renumbering, 2021-06-21) · Municode job 484752 and Code Comparative Table, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: No elevations in the set. Budget brick, stone, masonry or precast concrete panels on every wall visible from I-45 and on both street-facing facades (I-45 frontage and Vauthier). A metal-panel or EIFS prototype does not comply. Confirm in writing with Development Services that Sec. 71-20.1 applies to this frontage.	Publisher conf HIGH
TxDOT entrance spacing	Permitted w/ cond.	I-45 frontage road. TxDOT AMM Table 2-1: 425 ft one-way and 510 ft two-way at 50 mph and above. TxDOT AMM Ch. 2 Sec. 3 Table 2-1 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: Unknown. Posted speed and one-way versus two-way unconfirmed. Confirm with the TxDOT Houston District.	State source conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Sign ordinance	Permitted w/ cond.	Ch. 71 Sec. 71-28 Outdoor Advertising Sign Regulation, added by Ord. O-2016-0013 § 2, adopted 2016-09-19, and amended by Ord. O-2018-001 (2018-02-12). The ordinance named it 71-27; Municode codified it as 71-28 'at the editor's discretion'. 'All billboard signs are prohibited' (Sec. 71-28(g)(3)), but C-4 has its own monument and billboard rules 'notwithstanding section 71-28' (Sec. 71-17(k), (l)). C-4 monument signs: base 'not less than 50 percent width of the sign face'; 100 sf single tenant or 160 sf multi-tenant; 'Maximum sign height for a monument sign shall be 25 feet for single tenant and 55 feet for multi-tenant'; one per 500 ft of frontage plus one per additional 125 ft; 10 ft setback. Other signs comply with 71-28, and 'Signs partially attached to a building shall not be permitted' (Sec. 71-17(m)). On-premises signs over 32 sf need engineer-certified plans and anchorage for winds of 'not less than 120 miles per hour' (Sec. 71-28(f)(1)). Sec. 71-28(d)(13) sets predominant colors to earth tones, grays, pale primary and secondary colors, white and cream; accent colors 'may be used on a limited basis'. 'Only internal, direct, indirect, diffuse or neon lighting shall be permitted' (Sec. 71-28(d)(5)). Automatically changeable advertising is limited to 'one message every eight seconds', and LED reader boards 'are not considered digital signs'. Ch. 71 Secs. 71-28 and 71-17(k)-(m) · Ord. O-2016-0013 § 2 (2016-09-19); Ord. O-2018-001 § 1 (2018-02-12) · Municode job 484752, CodesContent node PTIIICORR_CH71ZO, retrieved 2026-10-05 · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: The plan draws a HIGH RISE sign and a monument sign. Sec. 71-17(k) authorizes freestanding signs in C-4 in monument form (base at least half the face width, 25 ft and 100 sf for a single tenant), and 71-17(m) sends only non-freestanding signs to 71-28, so a high-rise pole sign has no stated path. Confirm with Development Services. The brand color palette conflicts with 71-28(d)(13).	Publisher conf HIGH
Adopted building codes	Permitted	Sec. 14-21 adopts as the 'Building Code' the 2024 editions of the International codes, including 'International Building Code, 2024 edition' and 'International Fuel Gas Code, 2024 edition', and 'National Electric Code, 2023 edition'. Sec. 29-1 adopts 'The 2024 edition of the International Fire Code and Appendix C through O'. History: '(Ord. No. O-2020-0020, § 1, 12-14-2020; Ord. No. O-2025-0002, § 1, 2-10-2025)'. Galveston County is a first-tier windstorm county, so TDI windstorm requirements and a WPI-8 certificate apply. Ch. 14 Sec. 14-21; Ch. 29 Sec. 29-1 · Ord. O-2025-0002 (2025-02-10) · Municode job 484752, retrieved 2026-10-05; TDI windstorm · La Marque Code of Ordinances codified through Ord. O-2025-0003, enacted 2025-03-10 (Supp. No. 17); online content updated 2026-02-19. Plan: Design to the 2024 IBC, IFC and IFGC and the 2023 NEC. Windstorm compliance must be built into the construction sequence; a WPI-8 cannot be retrofitted after concealed work is closed in.	Publisher conf HIGH

Beyond the eleven items

SOURCE WARNING

Chapter 71 was reread from the publisher on 2026-10-05: Municode job 484752 (Supplement 17, codified through Ord. O-2025-0003, enacted 2025-03-10), still the latest job, read through the Municode API. The zoning, fuel, truck, parking, setbacks, landscape, screening, design standards, signs and codes cells cite that text (Chs. 14, 29 and 71). The Thoroughfare Overlay (Sec. 71-20.1) is codified and in force; an earlier entry called it repealed, which the Code Comparative Table shows was a renumbering. The City GIS was not read, so the parcel's mapped zoning and its overlay coverage still need a written City confirmation.

Reversion clause

Sec. 71-17(j) provides that subdivisions creating lots no longer adjacent to I-45 automatically revert to C-3 zoning. Relevant if the 10.60 acres is later split into pads.

Flood

Galveston County is coastal and low-lying. The FEMA panel and zone for this parcel were not retrieved and will drive finished floor elevation, fill volume and tank burial design.

Lorena

SCREEN

I-35 Frontage Rd + S Bordon St · Revision 21 · 2026-03-04

The CUP that entitled this site may have lapsed in February 2026. If it stands, it, not the base code, is the controlling instrument, and several of its conditions are variances the drawings must honor.

ZONING	BUILDING	SITE AREA	FINDINGS
IC Interstate Corridor District	27,535 sf	16.70 ac	11 of 11

Jurisdiction. City of Lorena, McLennan County · inside city limits [confidence HIGH]
Census TIGERweb 2026 incorporated places: the CAD parcel centroid and all 15 parcel vertices fall in Lorena city (GEOID 4844020); controls: downtown Waco returns Waco city, rural points about 2 mi east and 4 mi south return no place. The City's 2026 Municipal Boundary Map shows the site inside the city limits, zoned IC. CAD: McLennan CAD account 323144 via the TxGIO StratMap 2026 parcel layer.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	IC confirmed. The ordinance uses two names for it: 'IC Interstate Corridor District' at Sec. 6.12 and 'IC Interstate 35 Planned Corridor District' at Sec. 6.1. The Municode recodification (job 412329) reserves Chapter 86 and points to the City's own posting, so the City PDF (doc 2048) is the publisher text. The City's 2026 Municipal Boundary Map (doc 3608) shows the site inside the city limits in IC with a CUP area marked. Ord. 2025-1013-01 (Council vote 4 to 1, minutes of 2026-02-23) adds a contractor's yard (CUP) and an event center (P) to the IC table; neither touches fuel or trucks. Zoning Ord. Secs. 6.1, 6.12 (City doc 2048, Ord. 2018-1210-01 amended through 2020-0316-01); Lorena Code Ch. 86 (Municode job 412329, reserved); 2026 Municipal Boundary Map (doc 3608); Ord. 2025-1013-01 Plan: Complies	Publisher conf HIGH
Fuel / diesel sales allowed	Permit / CUP req.	'Convenience Store with Fuel Sales' and 'Truck Refueling Facility' are both CUP uses in IC. No separate diesel category. Council approved CUP-2024-002 4 to 1 on 2025-02-18, after P&Z voted 3 to 2 not to recommend it. Where the permit sets no time, the use or construction must begin within one year of approval or the CUP 'shall automatically expire without notice'; the Zoning Administrator may grant one extension of up to one year. Zoning Ord. Sec. 3.2 (CUP extension and expiration), Sec. 6.12.9 use table, Art. 13; Council minutes 2025-01-21 and 2025-02-18 (City docs 3349, 3354) Plan: Complies only if CUP-2024-002 is still in force. The ten adopted conditions set no time limit, so the one-year default ran to 2026-02-18. The 2026 CAD roll shows no improvement value on the main parcel, and a resident told Council on 2026-05-11 that the CUP had expired. The City's 2026 map still marks a CUP area at the site. UNVERIFIED(no City record of commencement or of an extension found): get it in writing from the City.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Truck parking allowed	Prohibited	'Truck Stop' is defined but appears only in the BP Business Park use table, not IC. The one IC use that fits tractor-trailers, Truck Refueling Facility, states 'No overnight or long term parking shall be allowed' with long term defined as over one hour. CUP condition 3 adds: 'No truck parking except under diesel canopy.' Zoning Ord. Secs. 5.1.1, 6.12.9, Art. 13; CUP-2024-002 conditions 1 and 3 (Council minutes 2025-02-18 (City doc 3354)) Plan: Complies. The zero truck count on the plan is correct by design, not an omission.	Publisher conf HIGH
Parking requirements	Permitted	1 space per 140 sf of floor area plus 1 per 3 pump units. Pump-area spaces count toward the requirement. Zoning Ord. Sec. 7.5.A.18 Plan: Complies: 235 car and 7 accessible spaces provided against 157 required. Note 27,535 sf divided by 140 is about 197, not the 157 stated, so the plan likely applied the ratio to retail floor area only. Confirm the basis staff accepted.	Publisher conf HIGH
Setbacks	Permitted	Front 35 ft. Side none for an interior lot, 15 ft at a street side. Rear 10 ft. Abutting a Single Family district the rear becomes 25 ft and the side becomes 15 ft plus 1 ft per ft of height over 15 ft. Zoning Ord. Sec. 6.12.2 Plan: Matches the plan verbatim. Verify no boundary abuts an SF district, which the privacy fence suggests is possible.	Publisher conf HIGH
Landscaping / buffer	Permitted w/ cond.	35 ft bufferyard along all street frontages, no parking within it. At least 20 percent of each lot landscaped, half of that inside the bufferyard. Detention and water quality ponds are NOT allowed in the landscape area. 10 percent parking lot landscaping plus island standards. Zoning Ord. Secs. 6.12.5, 8.6.1 Plan: 35 ft complies. Check pond siting against Sec. 6.12.5.C and the 20 percent living landscape figure. Foundation planting is waived by CUP condition 7, so do not re-add it.	Publisher conf HIGH
Screening (mech + fencing)	Permit / CUP req.	An 8 ft wood fence is allowed ONLY with a 10 ft buffer yard of evergreen hedges in 5-gallon or larger containers at 6 ft planted height on 36-inch centers, plus a bottom rail, top cap and masonry columns no more than 12 ft on center. Otherwise screening must be masonry, stone or pre-cast concrete. Zoning Ord. Secs. 6.12.7.A, 9.6, 9.7 Plan: PROBABLE CONFLICT. The plan shows a bare 8 ft wood privacy fence. Without the companion package it does not comply. A 10 ft Walter Street fence was discussed at the 2025-02-18 hearing but is not among the ten conditions in the motion. Obtain the signed CUP ordinance and Exhibit A.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Architectural / design standards	Permitted w/ cond.	Base rule is 75 percent masonry on the first story and 50 percent above, distributed around all sides. EIFS is not a listed masonry material. Facades over 200 ft need 6 ft deep plane changes over at least 25 percent of the length. Glazing 25 to 80 percent per elevation. Earth tone roof colors, membrane roof, parapet concealing rooftop mechanical, all sides finished, utilities underground from the property line. Zoning Ord. Secs. 6.12.6, 6.12.7.C-H, 10.1; CUP condition 6 (Council minutes 2025-02-18 (City doc 3354)) Plan: CUP condition 6 permits EIFS on varying percentages of each facade and 100 percent of the fuel canopies. The approved elevations define the entitlement. Articulation, glazing and roof rules are NOT waived.	Publisher conf HIGH
TxDOT entrance spacing	Permitted w/ cond.	I-35 frontage road. TxDOT access manual Ch. 2 Sec. 3 Table 2-1: 50 mph or above, 425 ft one-way and 510 ft two-way; 45 mph, 360 ft and 435 ft. 'Direct access to the frontage road is prohibited in the vicinity of ramp connections.' TxDOT Roadway Inventory: the IH 35 left frontage (coded northbound) runs about 72 ft from the CAD parcels and an IH 35 connector about 44 ft; S Bordon St and Walter St are city streets. Mainline: 70 mph, 6 lanes, ADT 76,259 (2021), full access control. TxDOT access manual Ch. 2 Sec. 3 (frontage roads), Table 2-1; TxDOT Roadway Inventory and Roadways layers (retrieved 2026-10-04) Plan: Spacing cannot be scored until the frontage speed is known: UNVERIFIED(posted frontage speed is not in the TxDOT layers). Northbound coding points to one-way, so 425 ft at 50 mph or above. A connector within about 44 ft of the parcels makes the ramp rule the likely limit on any frontage drive. CUP condition 5: S Bordon exit right turn only, with a physical barrier.	State source conf MED
Sign ordinance	Permit / CUP req.	Pylon signs are permitted in IC but capped at 300 sf and 25 ft, on masonry supports, 15 ft front setback, no closer than 250 ft to another pylon, and no permit until a site plan AND a sign visibility study are approved. Billboards prohibited. Zoning Ord. Art. 12 Secs. 12.4 DD, FF, N, OO; CUP condition 4 (Council minutes 2025-02-18 (City doc 3354)) Plan: CUP condition 4 allows one pylon up to 90 ft, nearly four times the cap. It addresses HEIGHT ONLY. Confirm whether the 300 sf area cap, masonry supports, setbacks and visibility study were also waived.	Publisher conf HIGH
Adopted building codes	Permitted w/ cond.	2018 IBC, IRC, IFC, IMC, IFGC, IPC, IECC, IEBC and IPMC; 2017 NEC. Read from the Municode recodification codified through Ord. 2025-0818-02 (job 412329, published 2025-08-18; Municode reports no pending ordinances). No later code adoption appears in the text of the Council and P&Z packets posted 2025-10-20 to 2026-09-21. NFPA 30A not separately adopted, so motor fuel dispensing runs through IFC 2018 Chapter 23. Lorena Code Ch. 10 Art. IV Secs. 10-116 to 10-124 and Art. V Sec. 10-149 (Municode job 412329) Plan: Note the 2018 and 2017 vintage. A design team defaulting to 2021 or 2024 editions will be out of step.	Publisher conf HIGH

Beyond the eleven items

Impervious cover

IC caps lot coverage at 75 percent, and Lorena defines lot coverage as impervious cover, not building footprint. The plan is at 74.7 percent. That is roughly 2,100 sf of headroom on a 16.7 acre site and it is the tightest numeric margin in the portfolio. The definition also captures 'other soil disturbances that will not allow normal water infiltration,' which is broader than paving.

Acreage discrepancy

The notice for the 2025-01-21 hearing says about 15.77 acres, the P&Z minutes say 16.77 and the plan says 16.7. CAD (2026 roll): account 323144, legal 16.29 ac (its legal description already names the 1.584 ac Davis tract), GIS 15.13 ac; the adjoining account 339107 (Davis tract, 1.584 ac legal, 1.62 ac GIS) has a different owner of record with an out-of-state mailing address. Together they are about 16.75 ac by GIS. Confirm site control of the Davis tract and the CUP boundary before anything else is computed.

Detention

Subdivision Ordinance Sec. H requires staged outlet structures preventing any increase at the 5, 10, 25, 50 and 100 year levels. Ponds remain the developer's property unless council approves otherwise.

Platting

A plat is required to create a building site and obtain a building permit. The CUP does not substitute.

Fees

No impact fees codified. Development review for properties over 5.01 acres is a pass-through fee; the exact tier amount was truncated in extraction and needs confirming.

Brenham

SCREEN

US 290 Frontage Rd + Chappell Hill St · Enlarged Site Plan · 2026-09-24

A tank ordinance may prohibit the fuel program outright if the tanks are aboveground. TxDOT's US 290 and SH 36 rebuild ends about a mile west of the site.

ZONING	BUILDING	SITE AREA	FINDINGS
B-2 Commercial, Research and Technology District	20,071 sf	6.15 ac	9 of 11

Jurisdiction. City of Brenham, Washington County · inside city limits [confidence HIGH]
Washington CAD 67037 and 312299 (BK Stringer Development S/D, Lot N Part 2 and Lot S Part 2, 4.591 + 4.598 ac = 9.189 ac, matching the sheet's 9.18 ac / 400,259 sf; same owner of record; no improvements; TxGIO StratMap, tax year 2026). Census TIGERweb 2026 incorporated places: centroid and 14 of 14 parcel vertices in Brenham city (GEOID 4810156). Controls: downtown Brenham returns Brenham city, downtown Navasota returns Navasota city, rural points about 3 mi E and SE return no place. City zoning map (2022-12-21) shows the corner inside the city limits in B-2.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	B-2 Commercial, Research and Technology District confirmed. Sec. 4 history ends with Ordinance O-25-007 adopted 5/1/2025. The publisher (ecode360, which the City's Code of Ordinances page links) shows legislation through Ord. O-25-011 (2025-08-07) and 0 new laws, the same code edition the first run read, so no reread was needed. The City's zoning map (PDF dated 2022-12-21, visual read) shows B-2 along the south side of US 290 at Chappell Hill St. Appendix A Pt. II Div. 2 Sec. 4 (ecode360, through Ord. O-25-011, 2025-08-07); City of Brenham zoning map (brenhamed.com, 2022-12-21) Plan: Complies. The plan's label is the exact official district name.	Publisher conf HIGH
Fuel / diesel sales allowed	Permitted w/ cond.	Sec. 4.02 lists 'Service stations' by right under automobile/vehicular uses in B-2, and 'Shopping centers, retail stores, general sales and services, on a site of three (3) acres or more'. No SUP. No diesel, truck stop or travel center category in any district. Definition (Pt. I Sec. 5.02), read this time: an automobile service station is land 'used for sale of automobile fuel or motor oil, at retail direct to the customer' that 'may also provide for the sale of food products as an accessory use'. Appendix A Pt. II Div. 2 Secs. 4.02(3)(d), 4.02(24), 4.03; Pt. I Sec. 5.02 (definitions) Plan: Likely complies as a use, but see the tank finding. The definition speaks of automobile fuel and accessory food sales; a 20,071 sf store on 6.15 ac also qualifies on its own as a retail store on a site over 3 ac. Whether heavy-truck diesel lanes fit 'service station' still needs a written determination from the City.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Truck parking allowed	Not found	No use entry for truck parking, truck stop or travel center in any district. 'Motor freight terminal' is defined (Pt. I Sec. 5.02: 'A motor freight terminal is a truck terminal.') but is not listed in the B-2 use list. Nearest provisions: 'Vehicular storage' is a listed B-2 use (Sec. 4.02(3)(h)); Sec. 4.02(31) allows 'Accessory buildings and uses customarily incident' to permitted uses; Sec. 11.02 allows open storage only as an accessory use in B-2 or I. Appendix A Pt. II Div. 2 Secs. 4.02(3)(h), 4.02(30), 4.02(31); Div. 1 Sec. 11.02(1); Pt. I Sec. 5.02 Plan: Action required. The code neither permits nor prohibits truck parking by name. Paths: a written determination that customer truck parking is accessory to the service station (Sec. 4.02(31)) or vehicular storage (Sec. 4.02(3)(h)), or the Sec. 4.02(30) similar-use route. Avoid anything that reads as a truck terminal.	Publisher conf HIGH
Parking requirements	Permitted w/ cond.	Retail general under 400,000 sf: one space per 250 sf of gross floor area. Restaurant, cafe or nightclub: one per 100 sf or one per four seats, whichever is greater. Unlisted uses take the ratio of a similar use. Service station is not separately named. Appendix A Pt. II Div. 1 Secs. 15 and 16 · Ord. O-18-008, amended O-19-025 Plan: The ratio is right but 20,071 divided by 250 is 80.3, which rounds to 81, not the 80 stated. 126 provided clears either. Any restaurant floor area computes at the much heavier 1 per 100 sf. Loading berths are separate and the numeric ratios could not be retrieved.	Publisher conf HIGH
Setbacks	Permitted w/ cond.	Front yard 25 ft for all uses. Side yard 15 ft on the side adjoining a side street; no interior side yard for nonresidential uses except bufferyards. Rear yard 10 ft. Height 52 ft or four stories. Lot 5,000 sf minimum, 50 ft wide, 100 ft deep. Lot coverage: no more than 85 percent of the lot covered by main and accessory buildings 'and other impervious surfaces'. Service station canopies may extend past the building line but 'shall never be closer to the property line than twelve (12) feet' (Sec. 17.02(4)). Appendix A Pt. II Div. 2 Secs. 4.04, 4.06 (Ord. O-25-007, 2025-05-01); Div. 1 Sec. 17.02(4) (ecode360, through Ord. O-25-011) Plan: Corner lot: 25 ft front on one street and 15 ft on the side street. The 85 percent cap counts paving, not just buildings, which is the binding number for a fuel site with truck lanes; the sheet gives no impervious figure. Check the canopy against the 12 ft line.	Publisher conf HIGH
Landscaping / buffer	Permitted w/ cond.	15 percent of the developed area must be landscaped. One tree per 12 parking spaces. Spaces beyond the minimum count as 1.5 stalls for the tree calculation. Street frontage landscaping is required where fuel pumps face streets: a 2 ft wall or berm, or a 3 ft dense hedge. Commercial abutting single-family triggers a 20 ft bufferyard plus a 6 ft wall or hedge. Appendix A Pt. II Div. 1 Sec. 12 · Ord. O-19-025, amended O-23-028 Plan: THREE ISSUES. The plan's 'no landscape buffer required' is only correct if every abutting property is commercial. The tree count likely undercounts because of the 1.5 multiplier. And Sec. 12.06(8) is directly on point: 19 pump positions facing a US 290 frontage trigger the frontage wall or hedge.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Screening (mech + fencing)	Permitted w/ cond.	Dumpster enclosures need solid screening on three sides, four if visible from a right of way or adjacent residential. Open storage must be screened from residential and rights of way. Residential bufferyards need a 6 ft screen at least 65 percent solid. NO rooftop or mechanical screening requirement exists in the Brenham code. Appendix A Pt. II Div. 1 Secs. 11.02(1), 12.03(1), 12.06(7), 13 Plan: On a highway frontage site the dumpster will very likely need the fourth side. The adopted 2021 IBC governs rooftop screening in the absence of a local rule.	Publisher conf HIGH
Architectural / design standards	Not found	Reread 2026-10-04 on the publisher: Part II carries no masonry percentage, facade articulation or nonresidential design standard; 'masonry' appears only as a material option for screening walls. The only overlay district is the Downtown Business/Residential Overlay (Sec. 9). No US 290 corridor overlay. Appendix A Pt. II Div. 1; Div. 2 Sec. 9 (ecode360, through Ord. O-25-011) Plan: No conflict identified. The comprehensive plan may carry non-regulatory corridor guidance staff apply informally at a gateway location like this one.	Publisher conf HIGH
TxDOT entrance spacing	Permitted w/ cond.	Gate 1: the site parcels front the US 290 right frontage (TxDOT US0290-AG, coded eastbound) about 36 ft away, with a turnaround about 37 ft away; mainline roadbeds about 124 to 194 ft; nearest ramp about 1,184 ft. Mainline: 60 mph, 4 lanes, ADT 33,412 (2021), ROW min 300 ft, access control code 2. Chappell Hill St (CS1265180) is a city street about 42 ft away. Table 2-1 frontage spacing: 360 ft one-way and 435 ft two-way at 45 mph; 425 and 510 ft at 50 mph and above. Brenham has no driveway spacing standard of its own. TxDOT AMM Ch. 2 Sec. 3 Table 2-1; TxDOT Roadway Inventory and Roadways layers (extract 2026-10-01, retrieved 2026-10-04); Brenham PIDM v2021-1 Sec. 2.03(A) Plan: The sheet's 'TxDOT: 45 MPH - 360' matches Table 2-1 one-way at 45 mph; eastbound coding points to one-way. UNVERIFIED(frontage posted speed is not in the TxDOT layers). The parcels sit about 2 mi (10,700 ft) east of the SH 36 interchange, not at it. TxDOT's US 290/SH 36 project page: 'The project limits extend from FM 389 (Prairie Lea Street) to CR 49 (Windy Acres Road) for a length of approximately 3.25 miles', 'The existing two-way frontage roads would be converted to one-way frontage roads', and 'The project is anticipated to begin construction in late 2028.' FM 389 meets US 290 about 1.1 mi west of the parcels (UNVERIFIED(reason: map geocode, not a TxDOT schematic)), so the site lies outside the project limits. The first run's ROW, structures and RCUT details remain UNVERIFIED(source not recorded). Confirm with the Bryan District that the frontage at Chappell Hill St is not in this or a later phase before access is locked.	State source conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Sign ordinance	Permitted	One non-attached ground sign per lot, two faces. On the US 290 and SH 36 feeder the allowance is 35 ft tall and 300 sf of face. Ground signs set back 8 ft from edge of pavement, 100 ft separation between ground signs. Electronic message signs are capped at 64 sf per face and count inside the 300 sf, static only, no blink or scroll. Ch. 21 Secs. 21-9, 21-12 · Ord. O-19-020 (2019-06-20) Plan: COMPLIES EXACTLY. The plan's 35 ft and 300 sf are precisely the US 290 and SH 36 feeder allowance. Three cautions: one ground sign per lot and the separate pad site will want its own; the 8 ft setback may move with the TxDOT right of way; and an electronic fuel price display is capped at 64 sf inside the 300, a common trip-up on travel center pylons.	Publisher conf HIGH
Adopted building codes	Permitted w/ cond.	2021 IBC, IEBC, IPC, IMC, IFGC, IECC and IFC (IFC with appendices B, C, D, E, F, G, H, I, K, L and N); 2020 NEC. All adopted or reaffirmed by Ord. O-24-019 (2024-08-15); no 2024 I-code adoption in the code through O-25-011. NFPA 30A not separately adopted, so motor fuel dispensing runs through IFC 2021 Chapter 23. Sec. 8-23(c) still names NFPA 30 '2012 edition' for aboveground tank systems while Sec. 8-21 cites the 2021 edition. Commercial buildings over 5,000 sf need a full sealed plan set. Ch. 6 Arts. II-X; Ch. 8 Art. II Secs. 8-20, 8-21, 8-23 (ecode360, through Ord. O-25-011) Plan: At 20,071 sf, sealed architectural and engineering drawings are mandatory.	Publisher conf HIGH

Beyond the eleven items

TANK CAPS: ESCALATE

Sec. 8-23(b)(3), reread 2026-10-04 in the current code (last amended Ord. O-24-019, 2024-08-15): 'No new storage locations shall be permitted which will contain a fuel storage tank with a liquid capacity of more than one thousand (1,000) gallons' or two or more tanks over 2,000 gallons aggregate, for ABOVEGROUND flammable or combustible liquid tanks. A special permit to exceed the cap 'Shall be located only on property zoned as industrial' (Sec. 8-23(i)(1)a), needs City Council approval (Sec. 8-23(i)(3)), and 'may not be issued for aboveground storage tanks containing gasoline' or other liquids flashing below 100 degrees F (Sec. 8-23(i)(2)). The sheet shows three tanks (30K, 30K, 20K: 80,000 gallons) on B-2 land and does not say above or below ground. Aboveground kills the program as drawn; underground needs a fire marshal permit (Sec. 8-23(b)(1)) with no gallon cap. Still the portfolio's single highest-risk finding and answerable with one phone call.

Impact fees

Water and wastewater impact fees only, no roadway fees. Assessed at plat, collected at building permit, so the plat date fixes the rate. Scales steeply by meter size: a 1 inch meter is about \$5,414 all in, a 2 inch about \$17,326, and a 6 inch turbine about \$303,223. A travel center will not be on a 1 inch meter.

Platting

Splitting 9.18 acres into a 6.15 acre pad and a 3.04 acre pad site requires plat or replat approval by the Planning Commission before any building permit issues.

Floodplain

Ch. 8 1/2 adopts 'The Flood Insurance Study for Washington County, Texas,' dated May 16, 2019, with FIRMs of the same date. Nonresidential buildings must be elevated or floodproofed to at least 2 ft above base flood elevation (Sec. 8 1/2 Art. III). The first run's note that City-hosted FIRM panels show an August 2011 date was not rechecked. Flood zone at the site: not determined this run (FEMA NFHL not queried; R4a found its query disallowed by robots.txt). Ask the City floodplain administrator.

Detention

The Public Infrastructure Design Manual Sec. 5.09 governs. The chapter text could not be retrieved. A 9.18 acre site at up to 85 percent allowable coverage will need detention.

College Station

SCREEN

SH 6 East Frontage Rd + William D. Fitch Pkwy · Enlarged Site Plan Revised · 2026-08-31

Zoned for fuel sales, but 20 fuel pumps make it a truck stop under the UDO, which GC does not allow. Cut to 10 pumps or less, get a written interpretation, or rezone.

ZONING	BUILDING	SITE AREA	FINDINGS
GC General Commercial (Ord. 2778, 2005) + OV Corridor Overlay (Ord. 2911, 2006)	20,071 sf	7.35 ac	11 of 11

Jurisdiction. City of College Station, Brazos County · inside city limits [confidence HIGH]
The City's own City Limits layer (hub export of OpenData_PDS FeatureServer/3) contains the whole host tract. Brazos CAD 2026 certified parcels put the site in the NW corner of PROP_ID 350790 (A020201 S W Robertson, Tract 14.14, 43.167 ac), taxed by C2 'City of CS' with no emergency services district; the sheet's 475.00 ft and 135.21 ft lines match CAD edges of 474.99 ft and 135.23 ft. Negative control: an '(OCL)' tract about 2.2 mi NE carries no C2.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	GC General Commercial covers 98.9 percent of the host tract and every test point at the site corner (Ord. 2778, signed 2005-01-13). The OV overlay covers 99.9 percent (Ord. 2911, signed 2006-07-13). The City's layer labels that OV polygon 'Greens Prairie Overlay'; the UDO has one OV, the Corridor Overlay. City of College Station zoning layer (hub export of OpenData_PDS MapServer/17), retrieved 2026-10-04; UDO Sec. 5.10.A Plan: Matches the sheet: 'GC General Commercial (OV Corridor Overlay District)'.	Official GIS conf HIGH
Fuel / diesel sales allowed	Rezoning required	Fuel Sales is P* in GC (permitted subject to Sec. 6.4.H). But Sec. 11.2 defines Truck Stop and says 'a use is classified as a truck stop when more than ten (10) fuel pumps are used.' Truck Stop/Freight or Trucking Terminal is allowed only in BPI and M-2. Sec. 6.3.A: a use not listed for a district is prohibited there. Sec. 6.4.H also requires: all activity except fueling inside an enclosed building, ice and vending enclosed, no outside vehicle display, tanks below grade, pump setbacks 50 ft front and 25 ft side, rear and side street, canopy setbacks 40 ft front and 15 ft elsewhere. OV adds: no major emergency repair and no body, fender or paint work. UDO Secs. 6.3.A, 6.3.C Use Table, 6.4.H, 11.2 'Truck Stop', 5.10.A.4 (Municode, Supplement 10 Update 1, retrieved 2026-10-04) Plan: CONFLICT AS DRAWN. The sheet shows 16 pumps of type 3+1 and 4 of type 3+1+1 (20 fuel pumps) plus 2 DEF pumps, twice the 10-pump line. At 10 or fewer it is Fuel Sales, P* in GC. Confidence is MED only because 'fuel pump' is not defined (dispenser versus fueling position); ask the Administrator for a written determination. Setbacks pass on the sheet's own dimensions: canopy edge to the SH 6 line is 50'-0" plus 59'-6", 109.5 ft.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Truck parking allowed	Rezoning required	No truck parking or truck stop use is listed for GC. Truck Stop/Freight or Trucking Terminal is listed only for BPI and M-2, and the 10-pump test in the Truck Stop definition makes the pump count, not the parking, the trigger. UDO Secs. 6.3.C Use Table, 11.2 'Truck Stop' Plan: No truck parking is drawn, which suits GC. The 4 pumps of type 3+1+1 and 2 DEF pumps are diesel truck positions and count toward the 10.	Publisher conf MED
Parking requirements	Permitted w/ cond.	Gasoline and Fuel Service: minimum 1 per 500 sf, maximum 1 per 250 sf, bicycle 1 per 5,000 sf (at least 2, never more than 24). The maximum is not a hard cap: Sec. 7.3.D.5.a lets a site exceed it by planting one additional canopy tree of at least 225 points for every 5 spaces above the maximum, in the parking area, in islands, or within 10 ft of its edge. Stalls 9 by 20 ft. UDO Sec. 7.3.C table, 7.3.D.5.a, 7.3.E.1 (Municode, retrieved 2026-10-04) Plan: The sheet's 40 minimum and 80 maximum match the UDO. 197 provided is 117 over the maximum. That is permitted with 23.4 sets of 5, so 23 or 24 extra 225-point canopy trees (rounding of the last partial set UNVERIFIED(reason: the Sec. 7.3.C.4 rounding rule is written for required spaces)). Bicycle: 20,071 / 5,000 gives 4.01, so 5 spaces if rounded up the same way; the data block shows none.	Publisher conf HIGH
Setbacks	Permitted	GC: front 25 ft, side 7.5 ft, side street 15 ft, rear 15 ft, no height limit in the table (note (d) low-density residential height protection; note (e) Easterwood Field airport zoning). OV adds: buildings 40 ft from the right-of-way; where parking is in front, 20 ft from the right-of-way to parking and all drive aisles. UDO Secs. 5.4 table and notes, 5.10.A.1 Plan: Complies on the sheet's dimensions: the SH 6 parking row edge sits about 39.5 ft inside the line (59'-6" less a 20 ft stall); the Fitch parking starts 43'-7" in; the building is well over 40 ft from every line. Note the current OV text also covers drive aisles; the sheet's note says parking only.	Publisher conf HIGH
Landscaping / buffer	Permitted w/ cond.	Points system, not a fixed buffer: 30 points per 1,000 sf of site area plus 6 points per linear foot of street frontage (driveways and visibility triangles may be subtracted), minimum 800, at least half spent on canopy trees. Streetscape: within 50 ft of the line, 1 canopy tree per 25 ft along major arterials and freeways, 1 per 32 ft elsewhere. Parking screened to 3 ft along 100 percent of street frontage. Irrigation required. Perimeter buffers apply only against less intense uses or zoning. UDO Secs. 7.6.C, 7.6.D.2, 7.6.D.4, 7.7 Plan: The sheet's '15' landscape buffer' is not the UDO method. Site points alone are 320,166 × 30 / 1,000, about 9,605 before streetscape. SH 6 frontage of 624.68 ft at 1 per 25 ft is 25 canopy trees. Fitch depends on its class on the City's thoroughfare map (not retrieved). The parking overage trees are on top.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Screening (mech + fencing)	Permitted w/ cond.	Dumpsters: 6 ft opaque screen on at least 3 sides, 12 by 12 ft clear per 8-yard container, 6 inch reinforced pad, gate may be required, keep screens out of utility easements. The explicit mechanical screening rule in Sec. 7.10.C.2 applies to SC and WC only, not GC. UDO Secs. 7.8.C, 7.10.C.2 Plan: No dumpster enclosure is legible on the sheet at this scale. Keep it out of the 15 to 25 ft utility easements and the 50 ft pipeline easement.	Publisher conf HIGH
Architectural / design standards	Permitted w/ cond.	Sec. 7.10 applies to GC. Primary facades over 200 ft need 4 ft articulation with no more than 33 percent on one plane; one relief element per 25 ft of facade visible from a right-of-way, at least two types, no gap over 75 ft; protected public entry; roofline and minimum masonry-type material shares by facade (10 to 30 percent depending on frontage); caps on stucco-type, split-face, fiber cement and reflective glass. OV: neutral building colors approved by the Administrator with elevations and samples. UDO Secs. 7.10.B, 7.10.C, 5.10.A.3 Plan: No elevations in the set. The 20,071 sf prototype (shared with La Marque and Brenham) must be checked against these rules and the OV color approval.	Publisher conf HIGH
TxDOT entrance spacing	Permitted w/ cond.	The SH 6 frontage beside the site is TxDOT on-system (SH0006 left frontage roadbed). SH 6 main lanes: 70 mph, 4 lanes, 220 ft minimum ROW in TxDOT's inventory. William D. Fitch Pkwy along the site is a city street in TxDOT's data (CS0260988), not SH 40; TxDOT's SH 40 segment ends at -96.25722, just west of the site corner. City rule: frontage-road drives follow the TxDOT Access Management Manual and also the city's major arterial standards (350 ft adjacent, 400 ft opposite right, 120 ft corner clearance where spacing cannot be met). Commercial drives 24 to 36 ft wide. TxDOT Roadways and Roadway Inventory On-System (TxDOT open data hub exports, retrieved 2026-10-04); UDO Sec. 7.4.D.3 and 7.4.D.4 Plan: Correction to the plan lead: the Fitch drive is a City permit, not TxDOT. The SH 6 frontage drive needs a TxDOT permit and the AMM spacing check against the new SH 40 ramps (see Big 6 below).	Publisher conf HIGH
Sign ordinance	Permitted w/ cond.	One freestanding commercial sign for over 75 ft of frontage. Area by frontage on the higher-class street: 551 to 600+ ft gives 300 sf; a single building plot with pad sites is capped at 200 sf. Height is half the distance from the sign to the curb, never over 35 ft. OV: freestanding signs no taller than the building, and no freestanding fuel price signage. Fuel price sign: one extra sign up to 24 sf, freestanding or attached, so in OV it must be attached. UDO Secs. 7.5.P, 7.5.Q, 5.10.A.2, 5.10.A.4.b Plan: The data block's '35 ft, 75 sf, no freestanding fuel price signage' is close but not the code: 75 sf is stricter than needed, and the OV caps height at the building height, likely under 35 ft. The pole sign may stand; prices go on the building or canopy.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Adopted building codes	Permitted	2021 International Building, Residential, Fuel Gas, Mechanical, Plumbing, Property Maintenance and Energy Conservation Codes with local amendments; 2021 International Fire Code with Appendices B to I; 2020 National Electrical Code. College Station Code Secs. 103-131 to 103-139, 103-162, 16-51 (Municode, retrieved 2026-10-04) Plan: Design to the 2021 I-codes and 2020 NEC. Motor fuel dispensing runs through IFC 2021 Chapter 23.	Publisher conf HIGH

Beyond the eleven items

Truck stop line

The single largest finding. UDO Sec. 11.2 turns any fuel use with more than 10 fuel pumps into a Truck Stop, and GC does not allow that use. The sheet draws 20 fuel pumps plus 2 DEF. Options: redesign to 10 or fewer, a written Administrator determination on how pumps are counted, or a rezoning to BPI or M-2.

Unplatted acreage

The site is the NW corner of an unplatted 43.167 ac tract (Brazos CAD PROP_ID 350790, legal description 'FUTURE PHS'S OF PEBBLE CREEK'). Splitting 7.35 ac and dedicating the 'Future Road' along the 699.23 ft line needs a plat. The 1.27 ac pad site inside it may need its own lot.

Gas pipeline easement

A 50 ft gas pipeline easement runs under the parking row along Fitch, beside 20 ft and 25 ft utility easements. Paving, curbs, light poles and trees in it need the pipeline operator's written consent. The operator is not named on the sheet.

Big 6 frontage effect

TxDOT's SH 6 Central BCS Expansion runs from SH 21 to SH 40 and includes dual ramps at SH 40. Construction contract awarded March 2025 (\$671 million); TxDOT's page says it begins 2025-12-01. The detailed Rock Prairie to SH 40 layout is on ftp.txdot.gov, which failed TLS verification and was not fetched, so the ramp positions near this frontage are unchecked. TxDOT inventory already shows SH 6 ramps within about 100 to 270 ft of the tract (UNVERIFIED distances, centerline data).

Impact fees

System-wide water and wastewater impact fees per service unit (Code Ch. 107, Ord. 2021-4315, effective 2022-01-01). The City's FY26 fee schedule (updated January 1, 2026), commercial table: 1 1/2 and 2 inch meters \$5,350 water plus \$16,050 sewer (\$21,400); 3 inch \$13,350 plus \$40,050; 4 inch \$26,650 plus \$79,950; 6 inch \$53,350 plus \$160,050. The meter size is not on the sheet, so the amount is open.

Operator's 'Coming Soon' store

The operator's locations page lists College Station as coming soon with no address. Whether this sheet is that store is not confirmed.

Kerrville

SCREEN

Sidney Baker St (SH 16) beside IH 10 · Enlarged Site Plan #1 Revised · 2026-07-24

The PD and the C-3 use table allow the store and fuel. The 25 truck spaces, the diesel lane and a truck row reach into the Truck Stop and Fueling Station use, which needs a conditional use permit, and the flood plain distance rule could not be measured.

ZONING	BUILDING	SITE AREA	FINDINGS
PD Planned Development, Ord. 2023-31 (Whiskey Springs, Commercial Area, C-3 use table); C-3 General Commercial on the Exxon tracts	20,074 sf	12.57 ac	10 of 11

Jurisdiction. City of Kerrville, Kerr County · inside city limits [confidence HIGH]

The City's Municipal_Boundary layer (hub export, effective 2025-12-09) contains the whole parcel. Kerr CAD 2026 parcel PROP_ID 544098 (ABS A0077 BS&F, 10.979 ac, vacant) is taxed by CKV (City of Kerrville). Negative control: the nearest parcel without CKV is 178 m away. The sheet's boundary is that parcel plus the two Exxon tracts (13198 and 62573) beside it: with those, the CAD outline matches the sheet's south, east and west lines when overlaid, and the legal acreage sums to 12.43 ac against the sheet's 12.57 ac.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	The site is inside the Whiskey Springs PD, Ord. 2023-31 (passed 2023-12-12), which amends Ord. 2003-08 and keeps the rest of it in force. The Commercial Areas, Parcels 1.1, 1.2, 2, 3, 5, 6 and 14, take the Land Use Table as listed for the C-3 district. The two Exxon tracts the plan includes are C-3 General Commercial and sit outside the PD. Setbacks and screening are set by the PD ordinance; its old site plan requirement for the Commercial Areas is deleted. City zoning layer (hub export of item 481a7f00169541258278e59204db4ac7, retrieved 2026-10-04); Ord. 2023-31 pp. 4-5 and 13 (read from page images); Ch. 60 Sec. 60-52(c) Plan: Matches the sheet's 'PD - Planned Development', but the plan spans two zoning regimes (PD and C-3). Ask Planning how the three parcels are treated as one site.	Official GIS conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Fuel / diesel sales allowed	Permitted w/ cond.	Convenience Store with Fuel Sales and Fuel Sales, Retail are P9 in the C-3 table, permitted subject to Sec. 60-60(1). Sec. 60-60(1) requires: 120 ft of street frontage; pump islands 25 ft from any street right-of-way and 400 ft from residential zoning or PD residential; the refueling area 100 ft from the same; a canopy 15 ft from the right-of-way; an eight-foot solid fence along residential; and it bars the use within 100 ft of the 100-year flood plain, with a conditional use permit within 500 ft. The PD adds its own fuel rules (Ord. 2003-08 C.9): one new retail fuel sales business in Area 1C or Area 2C, not both; fuel stored only in underground tanks, with double-wall tanks and piping and no used tanks; an employee on duty while the business is open and during fuel deliveries; storm drain inlets at least one foot above Base Flood Elevation; a 25,000 gallon underground containment tank downstream of the storm inlets plus petroleum filter inserts; and no drainage into Quinlan Creek. Scaled from the sheet: about 970 ft of SH 16 frontage; pump islands and canopy at least about 35 ft from the SH 16 line; the nearest residential zoning district is about 1,860 ft away (R-3); Exhibit B Parcel 4, the nearest PD residential, scales at about 2,000 ft or more. Land Use Table 2022 v2 (note 9); Ch. 60 Sec. 60-60(1)(a) to (k); City zoning layer (retrieved 2026-10-04); Ord. 2023-31 Exh. B (page image); Ord. 2003-08 C.9 as left unstruck in the City's P&Z packet of 2023-10-05 (Archive Item 7481, p. 8 of the draft, retrieved 2026-10-04 UTC) Plan: Passes every distance rule it could be tested against. UNVERIFIED(reason: the FEMA flood line could not be retrieved; the USA Flood Hazard export stayed Pending and hazards.fema.gov refused connections): Kerr CAD flags the adjoining 181.9 ac PD tract as flood zone, so the 100 ft bar and the 500 ft permit trigger need the FEMA map measured to this tract's property line. Distances are scaled from a third-party overlay, not surveyed. The sheet lists tank sizes but not whether they are underground; C.9 requires underground tanks, the 25,000 gallon containment tank and filter inserts, none of which the plan shows. Only one new retail fuel business is allowed in the PD's Commercial Areas 1C and 2C. UNVERIFIED(reason: Areas 1C and 2C are not matched to Exhibit B Parcels 1.1 and 1.2, and the signed Ord. 2003-08 was not retrieved; C.9 is read from the draft packet).	Publisher conf MED
Truck parking allowed	Permit / CUP req.	Truck Stop and Fueling Station is C9, a conditional use permit use, in the C-3 table. Sec. 60-17 defines it as a facility 'primarily used for parking, refueling, repairing, and otherwise servicing tractor-trailer trucks'. The sheet draws 25 truck spaces at 12 ft, a 300 ft truck parking row, and a 30K diesel tank with a dedicated truck fueling lane, beside 216 auto spaces. Sec. 60-60(1) governs both fuel uses. Land Use Table 2022 v2; Ch. 60 Secs. 60-17 and 60-60(1) Plan: Plan for a conditional use permit. Whether the site is 'primarily' truck use is the City's call. 25 truck spaces against 216 auto spaces supports an incidental use; the diesel lane and dedicated truck row point the other way. Ask Planning for a written determination before relying on P9 for the whole program.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Parking requirements	Permitted	Convenience store with fuel sales: one space per 200 sf of gross floor area, minimum five adjacent to the main building, pump spaces do not count. A fraction under one-half is dropped and one-half or more counts as one space (Sec. 60-101(f)(4)). $20,074 / 200 = 100.37$, so 100 required, as the sheet says. The PD defers to Art. XII unless its own ordinance says otherwise. Ch. 60 Art. XII Secs. 60-101(f)(4), 60-103, 60-104 Table 2; Sec. 60-52(c)(7) Plan: Complies: 216 auto and 7 accessible spaces against 100 required. The 25 truck spaces are not required spaces. Office and retail areas used for nonpublic purposes may be discounted but then need one space per 750 sf (Sec. 60-101(f)(2)); the sheet does not break out the floor area.	Publisher conf HIGH
Setbacks	Permitted w/ cond.	Ord. 2023-31 Commercial Areas: front 25 ft, rear 10 ft, side 5 ft, corner side 15 ft. Scaled from the sheet: the building sits about 190 ft from the SH 16 line and the fuel canopy about 35 ft; the truck row is about 27 ft from the east line. Ord. 2003-08 C.1 to C.5, which Ord. 2023-31 leaves unchanged: minimum lot 30,700 sf; frontage width at least 50 ft (175 ft on a corner lot); maximum building height 50 ft, or 75 ft for hotel or office use on Parcels 5 and 6; buildings cover at most 50 percent of a lot; floor area ratio at most 0.8:1. Ord. 2023-31 p. 5 (C.3, read from page image); Ord. 2003-08 C.1 to C.5 as left unstruck in the City's P&Z packet of 2023-10-05 (Archive Item 7481, pp. 4 to 5 of the draft, retrieved 2026-10-04 UTC) Plan: Passes the printed setbacks and the PD's lot and building limits as scaled: 20,074 sf on 547,368.71 sf is a 0.037 floor area ratio and about 3.7 percent coverage. Building height is not on the sheet (no elevations). UNVERIFIED(reason: the signed Ord. 2003-08 was not retrieved; these limits are read from the City's 2023-10-05 draft packet, where they are not struck, and Ord. 2023-31 does not strike them). The 1.02 ac and 1.6 ac 'future carwash/retail' pads on the sheet share the same rules.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Landscaping / buffer	Permitted w/ cond.	Ch. 60 has no landscape percentage, street yard or parking lot tree standard for C-3, so the PD governs. Ord. 2023-31 B.4: plants from the City's Recommended Plants list, no St. Augustine grass anywhere on the property, waterwise or xeriscape design, and turf limited to 50 percent on lots under 1 acre and 30 percent on lots of 1 acre or more. Ord. 2003-08 C.6, left unstruck: a seven-foot landscaped strip inside each building setback; one ornamental or hardwood tree per twenty parking spaces inside each parking lot; one tree of at least three-inch caliper per 250 sf of landscaped edge and ten shrubs per 250 sf where the edge abuts parking or a drive; and a landscaped area of at least 900 sf at the corner of a corner lot, within 40 ft of the corner. Sec. 60-52(c)(8)b has a PD application state the area reserved for landscaping and open space. An irrigation system needs a licensed installer and a City permit (Sec. 26-123). Ch. 46 Art. II tree preservation applies only to 'unplatted property greater than one acre'; 'Existing platted lots, whether developed or not' are exempt. Ord. 2023-31 pp. 4 and 8 (page image); Ord. 2003-08 C.6 as left unstruck in the City's P&Z packet of 2023-10-05 (Archive Item 7481, pp. 5 to 6 of the draft, retrieved 2026-10-04 UTC); Ch. 60 Sec. 60-52(c)(8); Ch. 26 Sec. 26-123; Ch. 46 Art. II (Municode Supp. 46, retrieved 2026-10-04) Plan: The sheet says 'Landscape Reqs: None', which is wrong: the PD sets plant, turf, setback-strip and parking tree rules. 216 auto spaces at one tree per twenty is 10.8, so 11 interior trees (UNVERIFIED(reason: Sec. 60-101(f)(4) rounds required parking, not trees)). The sheet shows no landscape plan or tree schedule. Kerr CAD describes parcel 544098 as abstract acreage, not a platted lot, so Ch. 46 applies: a tree removal permit and survey even with no protected trees, and Ch. 82 bars a building permit until a plat is approved. UNVERIFIED(reason: signed Ord. 2003-08 not retrieved; C.6 is read from the draft packet).	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Screening (mech + fencing)	Permitted w/ cond.	Ord. 2023-31 requires a screening wall or fence consistent with Sec. 60-51(c)(6). That section requires the owner of C-3 property to build one along the border 'when' it is adjacent to residential, or when 'The building or storage area on the property is newly built, constructed, or expanded'. Read literally, the second trigger needs no residential neighbor. Alternate screening can be approved by the planning and zoning commission (c)(7). Sec. 60-60(1) adds an eight-foot solid fence only along residential. Outdoor storage and display (Ord. 2003-08 C.10 and C.11, unstruck): nothing stored in a setback, parking space, fire lane or on a roof; display within five feet of the main entrance up to four feet high, or on a fuel pump island up to three feet high, needs no screening; other storage is screened by masonry, a fence with a landscape screen, or a six-foot evergreen shrub screen, with no wood or slatted chain link, at least six feet high and three feet above the stored items. Ord. 2023-31 pp. 5-6 (C.11, page image); Ord. 2003-08 C.10 and C.11 as left unstruck in the City's P&Z packet of 2023-10-05 (Archive Item 7481, pp. 11 to 13 of the draft); Ch. 60 Secs. 60-51(c)(6), 60-51(c)(7), 60-60(1)(h) Plan: Ask Planning whether (c)(6)a.2 means a perimeter wall for a new building with no residential neighbor, and ask for alternate screening if so. No dumpster or rooftop equipment screening rule was found in Ch. 60, 86 or 46; building and fire code chapters were not searched.	Publisher conf MED
Architectural / design standards	Not found	Ch. 60 has no commercial architectural or facade standard for C-3. The only 'building appearance' rule found is for a residential-scale district and does not reach this site. Ord. 2023-31 prints none, and the Commercial Area paragraphs of Ord. 2003-08 (C.1 to C.15: lot and height, setbacks, coverage, floor area ratio, landscaping, fuel, storage, screening) contain none either. Ch. 60 Sec. 60-51 (Municode Supp. 46, retrieved 2026-10-04); Ord. 2023-31 (page images); Ord. 2003-08 Commercial Area paragraphs as left unstruck in the City's P&Z packet of 2023-10-05 (Archive Item 7481, pp. 4 to 13 of the draft) Plan: No elevations in the set. UNVERIFIED(reason: the signed Ord. 2003-08 was not retrieved; its Commercial Area paragraphs are read from the draft packet).	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
TxDOT entrance spacing	Permitted w/ cond.	Sidney Baker St here is SH 16, TxDOT on-system (SH0016: single roadbed, 4 lanes, 60 mph, 130 ft minimum right-of-way, ADT 9,090 in 2021). IH 10, the divided highway with ramps and a left frontage road, is within about 50 to 100 m. The City sends driveways to Ch. 90 and its Technical Construction Standards (not in Municode), has no numeric driveway spacing for state highways, and requires TxDOT approval of access modifications before a plat application (Sec. 82-21(a)(2)b). TxDOT's Access Management Manual Table 2-2 (other state highways) sets minimum connection spacing of 425 ft at a posted speed of 50 mph or more (360 ft at 45 mph, 305 ft at 40 mph); lesser spacing is allowed by variance or with shared access. TxDOT Roadways and Roadway Inventory On-System (hub exports, retrieved 2026-10-04); TxDOT Access Management Manual Ch. 2 Sec. 3, Other State System Highways (txdot.gov, retrieved 2026-10-04 UTC); 43 Tex. Admin. Code Sec. 11.52(a); Ch. 82 Secs. 82-21, 82-56(d)(1); Ch. 90 Art. III Plan: Needs a TxDOT driveway permit. The sheet draws two 45 ft drives on the SH 16 frontage with 419'-3" between them, which is 5'-9" under 425 ft if that dimension is the edge-to-edge spacing the manual measures along the pavement edge and the posted speed is 60 mph as in TxDOT's inventory. UNVERIFIED(reason: posted speed on this segment, how the 419'-3" dimension was taken, and the IH 10 ramp and corner clearance distances are unconfirmed).	Publisher conf MED
Sign ordinance	Permitted w/ cond.	SH 16 is a listed frontage street for a pole-type freestanding sign. By lot width on the frontage: 50 to 199 ft, 100 sf and 30 ft; 200 to 399 ft, 150 sf and 35 ft; 400 ft or more, two signs, 200 sf and 40 ft plus 100 sf and 30 ft. Each sign may carry at most 32 sf of electronic display, and fuel price displays count as part of the sign they sit on. A freestanding canopy over fuel islands counts toward the site's freestanding sign area. Electronic display: 6 second hold, dimmer, and brightness caps. Ord. 2023-31 deletes the PD's own sign exceptions, so Ch. 92 governs as in force at installation. Ch. 92 Secs. 92-5, 92-9(2)e-f, 92-9(5), 92-9(7), 92-9(10); Ord. 2023-31 pp. 9-10 (page image) Plan: At about 970 ft of SH 16 frontage the site is in the 400 ft tier, if frontage across the three parcels counts as one lot width (UNVERIFIED(reason: how the City measures lot width across three parcels)). Fuel prices go inside the 32 sf electronic cap.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Adopted building codes	Permitted	2024 editions adopted by City Council on 2026-08-25 (second and final reading, first reading 2026-08-11): Ord. 2026-16 International Building Code; 2026-15 International Residential Code; 2026-17 International Existing Building, Plumbing, Fuel Gas, Mechanical, Energy Conservation and Swimming Pool and Spa Codes (2024) and the National Electrical Code (2023); 2026-18 International Fire Code (2024), NFPA 101 (2024) and NFPA 1194 (2026); 2026-14 International Property Maintenance Code (2024). The ordinances take effect under Charter Sec. 3.07, ten days after publication. The 2018 editions in Municode Supp. 46 (Secs. 26-31 to 26-210, 26-61, 50-2, 50-3) are the ones being replaced. Sec. 26-278(f) (fully shielded canopy luminaires, 3,000 K, curfew) was read in the 2018-edition supplement and is not shown to change. Ords. 2026-14 to 2026-18, packet of the 2026-08-11 City Council meeting (CivicClerk file 3848) and agenda and minutes of 2026-08-25 (files 3892, 3935); Kerrville Code Secs. 26-278 (Municode Supp. 46, retrieved 2026-10-04) Plan: Design to the 2024 I-codes, NEC 2023 and 2024 IFC. The sheet is dated 2026-07-24, before adoption. UNVERIFIED(reason: publication date of the ordinances not retrieved, so the exact effective date is not known; the reported 2027-01-01 date appears in none of the five ordinances). UNVERIFIED(reason: the local amendments in each ordinance were not read, so a canopy or motor fuel dispensing amendment cannot be ruled out). Ord. 2026-07 (Zoning Code, passed 2026-05-26) leaves the Sec. 60-60(1) fuel rules, the truck stop definition, the fuel rows of the land use table and the convenience store fuel parking ratio unchanged.	Publisher conf MED

Beyond the eleven items

Site boundary

The sheet's 12.57 ac is the Kerr CAD parcel 544098 (10.979 ac legal) plus the two Exxon tracts 13198 (1.1425 ac) and 62573 (0.31 ac), which sit under the building's northwest edge. The three legal acreages sum to 12.43 ac; GIS area is 12.11 ac. The Exxon tracts are owned by a different party and zoned C-3. Whether the owner controls them is not shown.

Two zoning regimes

The PD (parcel 544098) and C-3 (the Exxon tracts) apply to one plan. Plan a single site plan and ask Planning how the PD's setbacks and screening treat the C-3 part.

Whiskey Springs TIRZ #3 and PID

TIRZ #3 (Ord. 2025-23 as printed, second reading 2025-10-28) imposes no owner fee; the PID (Res. 19-2025, 2025-08-12) levies a special assessment on property inside its boundary. Both exclude a 10.979 ac tract at the SW corner touching the IH 10 and SH 16 right-of-way, the same acreage as CAD 544098, so the site is probably outside both (UNVERIFIED(reason: matched on acreage, not on the deed or field notes). Confirm with the City.

Future pads

The sheet carves two 'future carwash/retail' pads (1.02 ac and 1.6 ac) out of the 12.57 ac. Their uses are not part of this screen.

Ord. 2003-08 source

Ord. 2003-08 (2003-03-25) itself is not in the City's online archive, which starts in 2021. Its Commercial Area paragraphs are read from the City's Planning and Zoning packet of 2023-10-05 (Archive Item 7481, 66 pp., sha256 82f6cf1bf44b297a591cd2deb4060260f79b928255cca3967e299fea654fae29), the draft of Ord. 2023-31 with strikeouts. Text there that is not struck, and that Ord. 2023-31 shows as unamended, is treated as in force under Ord. 2023-31 Section Two. The signed original should be requested from the City Secretary to close this.

Flood plain

Kerr CAD marks parcel 544098 as outside the flood zone and the adjoining 181.9 ac PD tract as inside. Sec. 60-60(1)(k) measures from the flood plain to this tract's property line. A FEMA flood map pull is the one open distance check. hazards.fema.gov reset the connection and the Esri-hosted flood layer host disallows automated access, so this process could not pull it.

Hockley

SCREEN

US 290 + Roberts Rd · Revision 2 · 2026-06-18

Eight of the eleven items do not apply because no zoning exists. The binding constraints are the on-site water well and a Houston ETJ development plat the sheet does not mention.

ZONING	BUILDING	SITE AREA	FINDINGS
None. No county zoning authority.	20,074 sf	11.95 ac	11 of 11

Jurisdiction. Unincorporated HARRIS County, inside the City of Houston ETJ [confidence HIGH]
HCAD account 0451490000003 at 33100 Hwy 290, 11.96 acres (GIS 11.89), matches the plan's 11.95. County GIS (gis.hctx.net): the parcel centroid and 32 of 32 vertices are inside the Houston ETJ layer and outside the Houston city limit layer, whose US 290 strip runs about 6 ft from the parcel's south edge (the HCAD city layer overlaps that edge by about 261 sf). Controls: downtown Houston returns the city limit; Waller returns neither. Houston ETJ status should still be confirmed in writing.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	No zoning authority	Texas counties have no general zoning power. Local Government Code Ch. 231 grants it only to named counties and geographies, and Harris County appears nowhere in it. What governs instead: the Harris County Fire Code, county floodplain and infrastructure regulations, the County Engineer's permits, Houston Chapter 42 in the ETJ, TxDOT, TCEQ and the Harris-Galveston Subsidence District. Tex. Loc. Gov't Code Ch. 231 Subchs. B through M Plan: The plan's note is correct as to zoning but incomplete. It names no county and does not disclose the Houston ETJ, which does impose a development plat.	State source conf HIGH
Fuel / diesel sales allowed	Permit / CUP req.	Harris County Fire Code adopts the 2021 IFC. An operational permit is required for motor fuel dispensing facilities, plus a construction permit to install a flammable or combustible liquid tank. No occupancy until the County Engineer issues a certificate of compliance. Harris County Fire Code Secs. 105.5.33, 105.6.8, 102.3.1 (2021 IFC amendments, amended 2025-08-26, eff. 2025-10-01) Plan: Unknown. Revision 2 shows no tanks, canopy or dispensers.	Publisher conf HIGH
Truck parking allowed	No zoning authority	Nothing restricts truck parking as a land use. The operative constraints are geometric: IFC Appendix D fire apparatus access, reviewed under the county's Commercial Site Development permit. Harris County Fire Code (2021 IFC + Appendices B, C, D, H, I), amended 2025-08-26, eff. 2025-10-01 Plan: Unknown.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Parking requirements	No zoning authority	No county parking requirement exists. Houston's off-street parking ordinance applies inside the city only, not in the ETJ. Houston Code Ch. 26 Art. VIII per City General Development Regulations Plan: The '83 spaces required' figure is the designer's own, not a code figure. 170 provided is a business decision, not compliance. Accessible stall counts under Texas Accessibility Standards still apply.	Publisher conf HIGH
Setbacks	Permitted w/ cond.	INDETERMINATE until Hwy 290 and Roberts Rd are checked against Houston's Major Thoroughfare and Freeway Plan. No zoning setbacks apply (unincorporated Harris County), but Houston Chapter 42 building lines apply through platting in the ETJ (Sec. 42-22 requires a development plat there). Sec. 42-152(a): 25 ft building line adjacent to a major thoroughfare. Sec. 42-150 table: 25 ft in general; 15 ft where the tract is not single-family and abuts a major thoroughfare with a planned ROW of 80 ft or less, if it meets Sec. 42-153 standards. Sec. 42-151 carries exceptions; Sec. 42-150(c) lets a special minimum building line override. Local Government Code Ch. 233 Subch. B: no Harris County setback adoption found. Houston Code Secs. 42-22, 42-150, 42-151, 42-152, 42-153 (Municode job 501250, Supplement 93 Update 1, codified through Ord. 2026-0709); Tex. Loc. Gov't Code Ch. 233 Subch. B Plan: INDETERMINATE: 25 ft or 15 ft depending on thoroughfare designation, which the MTFP check has not resolved. Most likely source of a site plan conflict on this site.	Publisher conf MED
Landscaping / buffer	No zoning authority	No county landscaping requirement. Houston's landscaping provisions apply inside the city only. Houston Code Ch. 33 Art. V per City General Development Regulations Plan: The plan's 'N/A' is correct. Confirm Chapter 42 imposes no buffer as a plat condition.	Publisher conf HIGH
Screening (mech + fencing)	No zoning authority	No county screening requirement. Houston's buffer provisions are citywide only, not ETJ. Houston Code Ch. 33 Art. V Plan: No requirement found. The 2.35 acres of green space is discretionary.	Publisher conf HIGH
Architectural / design standards	No zoning authority	None at any level. Harris County enforces no full building code in the unincorporated area, only fire code review. Harris County OCE Commercial Building permit; Tex. Loc. Gov't Code Ch. 231 Plan: No requirement to comply with.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
TxDOT entrance spacing	Permit / CUP req.	CONFIRMED freeway with frontage roads. TxDOT Roadway Inventory: the US 290 left frontage (coded eastbound) runs about 51 ft from the HCAD parcel, the mainline roadbeds about 180 to 245 ft, the nearest ramp about 350 ft, and turnarounds about 395 and 485 ft. Mainline: 65 mph, 4 lanes, ADT 53,453 (2021), ROW min 400 ft, full access control. Roberts Rd (about 33 ft) is a county road. Table 2-1 governs, NOT Table 2-2: at 45 mph, 360 ft one-way and 435 ft two-way. Permit is TxDOT Form 1058 through the Houston District. TxDOT AMM Ch. 2 Secs. 3 and 4, Table 2-1; TxDOT Roadway Inventory and Roadways layers (retrieved 2026-10-04) Plan: The plan's '45 MPH - 360 ft' matches Table 2-1 ONE-WAY exactly. Eastbound coding points to one-way; if the frontage is two-way the requirement is 435 ft and the plan is 75 ft short. UNVERIFIED(the 45 mph frontage speed is not in the TxDOT layers). A ramp about 350 ft from the parcel brings the ramp-vicinity rule into play.	State source conf HIGH
Sign ordinance	No zoning authority	No county sign authority exists anywhere in Local Government Code Ch. 240. Houston's sign code reaches the ETJ for OFF-premise signs only and expressly excludes on-premise signs in the Harris County portion of its ETJ. TxDOT regulates commercial signs under Transportation Code Chs. 391 and 394, but excludes a sign on the same property as the business. Tex. Loc. Gov't Code Ch. 240; Houston Code Secs. 4601-4603; Tex. Transp. Code Chs. 391, 394 Plan: An on-premise pylon here is essentially unregulated, which is the most permissive sign position in the portfolio. A broker listing claims the county will allow additional sign area; no county sign authority was found to support that and it should not be relied on.	State source conf HIGH
Adopted building codes	Permit / CUP req.	No full commercial building code is enforced in unincorporated Harris County. Fire code review only, under the Harris County Fire Code adopting the 2021 IFC. No occupancy until the County Engineer issues a certificate of compliance. Plan review is 15 business days. Harris County OCE Commercial Building permit; Harris County Fire Code Sec. 102.3.1 (amended 2025-08-26, eff. 2025-10-01) Plan: Unknown.	Publisher conf HIGH

Beyond the eleven items

THE WATER WELL: largest open risk

No MUD serves the parcel, so the on-site well is the supply. A travel center serving the public on its own well is a TCEQ Public Water System, Transient Noncommunity class, because it will serve at least 25 people at least 60 days a year. That triggers 30 TAC 290.39 plan approval BEFORE construction, prepared under a licensed professional engineer and submitted at least 30 days ahead. Groundwater-only transient systems are exempt from the operator licensing subsection, which helps. Separately the Harris-Galveston Subsidence District requires a permit before a well may be drilled or operated, with metering, and charges a disincentive fee on withdrawals above the Regulatory Area's permitted percentage. Which Regulatory Area covers Hockley could not be determined and it drives the fee exposure for a high-water-use truck stop.

Houston ETJ plat

Houston Code Sec. 42-22 requires a development plat for new construction in the ETJ, and none of the six listed exemptions fits a new travel center. Because Harris County contains the ETJ of a municipality over 1.9 million, Local Government Code Sec. 242.001(h) requires approval of BOTH the municipality and the county, with the more stringent regulation prevailing.

Detention

A secondary engineering source describes the county minimum as 0.75 acre-feet per acre draining to storm sewer and 1.0 to a roadside ditch. At 11.95 acres that is 9.0 to 12.0 acre-feet, which over the plan's 1.9 acre basin is roughly 4.7 to 6.3 ft average depth. Both are plausible, so the 1.9 acres is consistent with a rate-based county requirement. The primary regulation is hosted on a domain that blocks automated retrieval; verify the current rate.

Floodplain timing

Harris County requires the lowest habitable floor at 24 inches or more above the 500-year elevation, and any reduction in 500-year floodplain storage must be offset one-to-one. FEMA released NEW DRAFT flood maps for Harris County on 2026-02-12. They are non-regulatory today and finalization is expected to take a year or two, but they will replace the 2007 maps. Check the parcel on MAAPnext.

Wastewater

No sewer provider identified. The county issues commercial on-site sewage facility permits; a feasibility study is required when a new plat is required, and for a food establishment only a licensed professional engineer may seal the design.

Brownsville

REZONE REQUIRED

FM 100 / TX-100 frontage · Enlarged Site B Revised · 2026-08-12

The target district may be the wrong one. Corridor Commercial is written as a neighborhood-serving district, and a 30,063 sf truck-fueling facility may not fit it.

ZONING	BUILDING	SITE AREA	FINDINGS
AG Agriculture · rezone required	30,063 sf	10.81 ac	8 of 11

Jurisdiction. City of Brownsville, Cameron County · inside city limits. NOT Los Fresnos. [confidence HIGH]
Census geocoder and TIGERweb both return Brownsville city. The City's own GIS city-limits layer returns a hit at the site and at four offset points about 500 and 1,000 ft north and south, ruling out a strip annexation artifact, and returns zero at downtown Los Fresnos as a control. Brownsville's code has BOTH 'AG Agriculture' and 'CC Corridor Commercial,' matching the plan's two district names.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Rezoning required	Both districts exist. The official name is CORRIDOR COMMERCIAL (CC), not 'Commercial Corridor' as the plan has it. Rezoning runs through the Planning and Zoning Commission to the City Commission. State minimums: written notice to owners within 200 ft at least 10 days out, newspaper notice 15 days out, and a 20 percent protest by area forces a three-fourths supermajority. Brownsville UDC Art. 4 Sec. 4.3 (2020-11-25); Tex. Loc. Gov't Code Secs. 211.006, 211.007 Plan: Fix the district name. See the critical-path note below.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Fuel / diesel sales allowed	Permitted w/ cond.	Sec. 4.4.3 Permitted Use Chart lists NO stand-alone motor fuel sales, gas station or truck stop use. 'Fuel Pumps (Accessory)' is P-26 in CC, RC and LI (blank in HI) and 'is permitted only in conjunction with a permitted primary use.' The fuel standard is Sec. 4.4.4 item 27 (its figure is numbered 26.1, so the chart's footnote 26 points to it): 'Fuel Pumps are allowed only as an accessory to a permitted Retail or Grocery principal use', and 'No more than 1 (one) fuel pump station shall be permitted per intersection.' 'Convenience Store' is defined as a retail establishment 'that is 6,000 sq. ft. or less', so the plan's 30,063 sf store is not one; it must be classified by the Planning Director (Sec. 4.4.2), and 'If the Planning Director is unable to classify the use under an existing use, the Director will initiate an amendment to the Zoning Code'. No fuel station was found at or near the site's intersection: the nearest listed is about 7 km away (UNVERIFIED(reason: Google Maps listing via RapidAPI maps-data, 2026-10-05, not a City record)). Brownsville UDC Secs. 4.2.11B.5-6, 4.4.2, 4.4.3, 4.4.4 item 27, Municode job 488710 (Supp. No. 26), https://api.municode.com/CodesContent?jobId=488710&nodeId=PTIICOOR_ART4ZORE_4.6ZO&productId=10297, retrieved 2026-10-05 Plan: Fuel works only if the 30,063 sf store is classified as a Retail or Grocery principal use and the fuel stays accessory to it. Diesel islands and truck fueling volume are the risk: if Planning reads fueling as the principal use, the nearest listed use is 'Truck And Freight Transportation Services' (LI and HI only), or a Zoning Code amendment. Get Planning's written Sec. 4.4.2 classification before any rezoning filing.	Publisher conf MED
Truck parking allowed	Not found	Reread on the publisher (Municode job 488710). The Sec. 4.4.3 chart still has no truck parking or truck stop row. The only truck-related principal uses are 'Truck And Freight Transportation Services' (P in LI and HI, not CC) and 'RV, Trailers, And Truck Rental' (P in RC and LI). Sec. 4.6.2 Parking sets one stall size, 'at least nine (9) feet wide by eighteen (18) feet deep', and has no truck or large-vehicle stall standard. For a use not listed, parking 'may be determined by the Planning Director as those of a similar use' (Sec. 4.6.2.D), and the use itself is classified by the Planning Director under Sec. 4.4.2. Brownsville UDC Secs. 4.4.2, 4.4.3, 4.6.2, Municode job 488710 (Supp. No. 26, codified through Ord. No. 2026-1797), https://api.municode.com/CodesContent?jobId=488710&nodeId=PTIICOOR_ART4ZORE_4.6ZO&productId=10297, retrieved 2026-10-05 Plan: Unknown. The plan shows 12 spaces at 12 ft each plus future parking. The UDC has no truck stall size, so the count and the 12 ft width rest on the Planning Director's similar-use call. Truck parking is not a listed CC use, which makes it part of the same use-classification question as fuel.	Publisher conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Parking requirements	Permitted w/ cond.	Sec. 4.6.2 Parking read on the publisher. Minimums come from the use chart: 'The rate at which a minimum number of spaces shall be provided for each use is indicated in Section 4.4.3.' The chart still gives 'Convenience Store' 1 : 300 sf, matching the plan's assumption. The 30,063 sf store is unclassified, and for an unlisted use the Planning Director sets the ratio 'as those of a similar use' (Sec. 4.6.2.D). Every retail class that could fit (Convenience Store, Grocery Store or Supermarket, Durable Consumer Goods Sales) is 1 : 300 sf, so the minimum is about 100 spaces whichever applies. Layout rules: 'Each sub-lot shall contain a maximum of fifty (50) parking spaces', with a landscaped median 'at least fifteen (15) feet wide' between sub-lots; 'No more than fifty percent (50%) of parking may be located between the front facade and a public street' unless outlots intervene; stalls 9 by 18 ft. Brownsville UDC Secs. 4.4.3, 4.6.2 (Ord. No. 2025-235.114), Municode job 488710 (Supp. No. 26), https://api.municode.com/CodesContent?jobId=488710&nodeId=PTIICOOR_ART4ZORE_4.6ZO&productId=10297, retrieved 2026-10-05 Plan: The plan's arithmetic is internally consistent and 306 provided against its own 100 assumption is a three times surplus, so the ratio is unlikely to bind. FLAG: 306 spaces means at least seven sub-lots of 50 or fewer, each split by 15 ft landscaped medians, and no more than half the spaces in front of the building. POSSIBLE ADA CONFLICT: at 306 total spaces the 2010 ADA Standards require 8 accessible stalls, not the 7 shown.	Publisher conf MED
Setbacks	Permitted w/ cond.	CC: primary street 25 ft, secondary street 25 ft, side and rear 0 ft. Max height 45 ft. Max lot coverage 75 percent. Parking is restricted from the front setback except along arterials and collectors, where a maximum of one aisle with two head-in rows is allowed. Residential Adjacency Standards at Sec. 4.6.5 apply. Brownsville UDC Art. 4 Sec. 4.3, Corridor Commercial, p. 223 (2020-11-25), https://www.brownsvilletx.gov/DocumentCenter/View/10961/Commercial-Corridor, retrieved 2026-10-01 Plan: Complies on its face. The 15 ft landscape buffer sits inside a 25 ft street setback and coverage is far below 75 percent. FLAG: the one-aisle-two-rows limit in the front setback is a real constraint on a travel center forecourt.	Publisher conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Landscaping / buffer	Not found	Sec. 4.6.3 Landscaping read on the publisher as far as it is served. It applies to 'Construction of any principal building or parking lot with more than ten (10) spaces'; the landscape plan is 'prepared by a licensed landscape architect' with an irrigation plan by a licensed irrigator; 'No Building Permit shall be issued unless the applicant has received approval of landscape plan'; trees at 'a minimum caliper size of three (3) inches'. Sec. 4.6.3.B sends 'Multi-Family, Mixed-Use, and Nonresidential Development' to Sec. 4.6.3E.3, but the published section has no subsection E: a request for the 4.6.3 node itself returns the section complete and closed after 4.6.3D, Table 4.6-4 (Approved Parking Lot Trees). So the nonresidential minimums and the 15 ft figure are not in the published code. Ord. No. 2026-235.130, adopted 2026-06-16, amends Sec. 4.6.3 (C.2, D and parking lot trees) and is not yet codified UNVERIFIED(reason: seen only in a search listing of the Municode library and a City agenda; text not retrieved; brownsvilletx.gov robots.txt returned 403 on 2026-10-05). Sec. 4.6.2 separately requires 15 ft landscaped medians between parking sub-lots. Brownsville UDC Secs. 4.6.2, 4.6.3.B-D, Municode job 488710 (Supp. No. 26), https://api.municode.com/CodesContent?jobId=488710&nodeId=PTIICOOR_ART4ZORE_4.6ZO_4.6.3LA&productId=10297, retrieved 2026-10-05; no Sec. 4.6.3E in the published text Plan: Unknown for buffer width. Budget a licensed landscape architect, an irrigation plan and 3 inch caliper trees; landscape plan approval gates the building permit.	Publisher conf LOW
Screening (mech + fencing)	Not found	The CC district text expressly cross-references Residential Adjacency Standards at Sec. 4.6.5, which is where boundary screening and likely height stepdowns live. Sec. 4.6.4 Fencing and Screening is also listed. On the publisher (Municode job 488710) both sections appear in the table of contents but are served with an empty body, as are Secs. 4.6.6 through 4.6.13; requesting each node directly returns the same empty 'chunk-content' block, so the published code carries headings with no text. UNVERIFIED(publisher serves no text for Secs. 4.6.4 and 4.6.5; ask Planning whether the City applies an unpublished version). Sec. 4.6.3 lists as a purpose to 'Eliminate or minimize conflicts between higher intensity uses abutting lower intensity uses using screening, setbacks and landscape buffers.' Brownsville UDC Secs. 4.6.4, 4.6.5 (table of contents only, empty on Municode job 488710, checked 2026-10-05), Sec. 4.6.3.A; referenced in Sec. 4.3 (2020-11-25) Plan: Unknown. If anything residential abuts the 19.24 acres, Sec. 4.6.5 will drive buffer width and may cap building height near the line.	Not retrieved conf LOW

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Architectural / design standards	Permitted w/ cond.	Sec. 4.6.1(C)(1): 'This subsection C. applies to multi-family residential, mixed-use, and nonresidential buildings in the R-3, CC, RC, LI, and HI districts.' A building between 20,001 and 50,000 sf 'shall have at least five (5) design elements' and 'shall be designed to appear as separate but attached buildings through the use of building material changes, wall plane/horizontal articulation, and roofline/vertical articulation' ((C)(5)(b)). The section also sets ground floor glazing, 3 ft articulation every 30 ft, pedestrian shelter and a parapet screening flat roofs ((C)(7)-(10)). The codified overlay districts are O-H, O-A and PDD (Sec. 4.3), and the use chart carries a MOD district column; a City GIS layer named 'O-100 Overlay' matches none of them (UNVERIFIED(reason: layer name from a 2026-10-01 GIS query whose response was not saved)). Brownsville UDC Secs. 4.3, 4.6.1(C), Municode job 488710 (Supp. No. 26), https://api.municode.com/CodesContent?jobId=488710&nodeId=PTIICOOR_ART4ZORE_4.6ZO&productId=10297, retrieved 2026-10-05 Plan: No elevations in the set. The 30,063 sf building must show five design elements and read as separate but attached buildings (material, wall plane and roofline changes). A single-volume prototype does not comply. Confirm with Planning whether the O-100 GIS layer is a current regulation and whether O-A reaches the site.	Publisher conf HIGH
TxDOT entrance spacing	Permitted w/ cond.	TxDOT AMM Table 2-2, other state system highways: 200 ft at 30 mph or less, 250 at 35, 305 at 40, 360 at 45, and 425 at 50 and above. A TxDOT access permit is required. TxDOT AMM Ch. 2 Sec. 3 Table 2-2 Plan: COMPLIES EXACTLY. The plan's '60 MPH - 425 ft' and '45 MPH - 360 ft' reproduce Table 2-2 verbatim and the architect used the right table. ONE FLAG: the sheet itself labels the frontage 'FM100 / FRONTAGE RD.' If SH 100 is a controlled-access facility with a frontage road here, Table 2-1 governs instead with different spacing. The drawing's own label fights the premise. Resolve with the TxDOT Pharr District.	State source conf HIGH

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Sign ordinance	Permitted w/ cond.	Sec. 5.3 sign sheets read. Pole or Pylon Sign: permitted district RC ONLY, so it is not allowed in CC. Multi-Tenant Monument Sign: permitted in CC, RC, LI, HI and others; 3 sf per foot of street frontage, minimum 100 sf and maximum 630 sf total; height 50 ft on a major arterial and 85 ft on a highway or interstate frontage; no more than 8 panels; one sign per 300 ft of frontage; 10 ft from ROW; base wrapped in masonry to at least 10 percent of height. Monument Sign (single tenant): all districts, 40 sf per side, 8 ft. The Master Sign Plan (5.3.5B) and any overlay were not read. Brownsville UDC Art. 5 Sec. 5.3 (2020-11-25): https://www.brownsvilletx.gov/DocumentCenter/View/11476/c-multi-tenant-monument-sign ; https://www.brownsvilletx.gov/DocumentCenter/View/11477/d-pole-or-pylon-sign ; https://www.brownsvilletx.gov/DocumentCenter/View/11475/b-monument-sign ; retrieved 2026-10-01 Plan: The plan's 630 sf / 50 ft / 85 ft figures match the Multi-Tenant Monument limits, which are allowed in CC. They also match the Pole or Pylon limits, but that type is RC only, so the plan must not call it a pylon. The 85 ft line reads 'highway or interstate frontage' for the multi-tenant type, so an earlier note that it is inapplicable to FM 100 / SH 100 is withdrawn; whether the 85 ft applies there is a classification question for Planning.	Publisher conf MED
Adopted building codes	Permitted	Sec. 18-116: 'The International Building Code, 2018 Edition' is adopted; Sec. 50-66: 'The International Fire Code, 2018 Edition' (history through Ord. No. 2021-1070-G, 9-21-2021). Secs. 18-301 and 18-626 adopt the 2017 NEC and the 2018 IMC (Ord. No. 2020-1485-E). A web search answer claims 2021 IBC and IFC adoption, but its sources do not show it; UNVERIFIED(reason: no ordinance found; 46 ordinances are pending codification and could include a newer adoption). NFPA 30A adoption unknown. Cameron County IS a first-tier windstorm county: TDI rules put construction on or after 2026-04-01 under the 2024 IRC and IBC, seaward zone, with a WPI-8 certificate required for TWIA coverage. Brownsville Code Secs. 18-116, 18-301, 18-626, 50-66, Municode job 488710 (Supp. No. 26), retrieved 2026-10-05; Ord. No. 2020-1485-E (codified 4-21-2020; first reading 2020-04-07, per Josh 2026-10-01); 28 Tex. Admin. Code Secs. 5.4441-5.4447 Plan: A 2027 or later construction start lands under the 2024 editions. The WPI-1 application and staged inspection sequence must be in the construction schedule.	Publisher conf MED

Beyond the eleven items

CRITICAL PATH: is CC even the right district

The Corridor Commercial purpose statement reads: to provide sites for LOCALLY SERVING office, retail and personal service businesses with development compatible in scale and character to adjacent neighborhoods, maintaining residential area integrity. CC carries explicit residential-protection machinery. A 30,063 sf travel center with diesel islands, the largest of the nine, is not obviously locally serving and not obviously compatible in scale with adjacent neighborhoods. Brownsville's ladder also has Regional Center, Light Industrial and Heavy Industrial. Before anyone spends money on a CC rezoning application, confirm with Brownsville Planning whether a travel center is a CC use at all. Getting this wrong means a denied rezoning and a restart.

ACCESS STATUS

2026-10-01: brownsilletx.gov served the chapter extracts of the UDC (Sec. 4.3 CC page, Sec. 4.4 Permitted Use Chart, Sec. 5.3 sign sheets) under polite rate-limited fetching. DocumentCenter/View/11237 'Unified-Development-Code' is only a one-page cover sheet with staff contacts, not the code. 2026-10-05: the UDC is codified on Municode (client 1440, product 10297, job 488710, Supp. No. 26, 'Codified through Ordinance No. 2026-1797, enacted January 20, 2026'), and the City's Zoning page links there. Secs. 4.4.2, 4.4.3, 4.6.1, 4.6.2 and part of 4.6.3 were read from it; Secs. 4.6.4 through 4.6.13 are served with an empty body and Sec. 4.6.3 stops inside Table 4.6-4. Municode lists 46 ordinances pending codification; their titles were not retrieved. Brownsville Planning and Redevelopment: 956-548-6150.

Water CCN is not the city

A PUC CCN query returns EAST RIO HONDO WATER SUPPLY CORPORATION, CCN 11552, as the water provider, even though the parcel is inside Brownsville city limits. Their developer requirements apply to any tract requesting more than two connections: system impact evaluated at the developer's cost, capacity and reservation fees, and the developer pays for any system improvements needed to serve. Whether the project can get BPUB service at BPUB rates, or must go through the CCN 11552 holder or a decertification proceeding, is a live commercial risk affecting both cost and schedule.

Impact fees

Brownsville PUB charges combined water and wastewater impact fees at 74.58 percent of the maximum assessable amount, on a three-zone schedule by meter size. Zone 1 ranges from \$800 at 3/4 inch to \$92,000 at 10 inch; Zones 2 and 3 are double. A travel center pulls a large meter, so at 4 inch in Zone 2 or 3 that is \$40,000 before any other fee. Zone must be confirmed with BPUB.

Flood

FEMA's services are robots-disallowed, Cameron County's ArcGIS fails TLS verification, and Brownsville's GIS carries no FEMA layer. The flood zone is unknown, and on flat coastal land at roughly 26.08 N it will drive finished floor elevation, fill volume and tank burial. Pull the FIRMette manually for 26.08045, -97.57540.

Drainage district

Cameron County Drainage Districts 1 and 4 both exist and neither publishes permit requirements or detention criteria. Expect a drainage district permit on top of city site plan approval.

Corpus Christi #3 · Airport

LEASED

International Dr + Business Center Blvd · Revision 17 · 2026-02-12

Not a speculative site. The City approved a 40-year ground lease on federally obligated airport land. The deal structure, not the zoning, is the governing constraint.

ZONING	BUILDING	SITE AREA	FINDINGS
IH Heavy Industrial (Ord. 024649), no overlay	18,362 sf	7.00 ac	5 of 11

Jurisdiction. City of Corpus Christi, Nueces County · inside city limits, on City-owned airport land [confidence HIGH]
Best-match lot Nueces CAD 246362 (International Ind Tracts Lt 1 Bk 1, 6.03 ac GIS, owner of record CITY OF CORPUS CHRISTI, tax year 2026) at the SW corner of International Dr and SH 44. Census TIGERweb 2026 places: centroid and 32 of 32 vertices in Corpus Christi city (4817000); the City's City Limits layer covers the whole lot. Controls: downtown Corpus Christi returns Corpus Christi city, downtown Robstown returns Robstown city, rural points about 4 and 5 mi west and southwest return no place.

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Current zoning	Permitted	IH Heavy Industrial, the city's most permissive industrial district. Gate 1 (2026-10-04): the City zoning layer puts all of the best-match CAD lot (Nueces CAD 246362) in IH, Ord. 024649 (2001-10-30), OVERLAY field blank; the nearest other district (IL) is about 196 ft away. The polygon covers essentially the entire airport. City of Corpus Christi zoning layer (open data hub item 1bcd3e5f..., feature 1162, Ord. 024649, retrieved 2026-10-04) Plan: Cannot assess. The sheet carries no zoning note.	Official GIS conf HIGH
Fuel / diesel sales allowed	Permitted	'Truck stop with overnight accommodations' carries P in the IH use table with no footnote (UNVERIFIED(reason: read on a mirror page that was not saved); the UDC text is still unread, see UDC ACCESS STATUS). Retail sales and restaurant uses also P. Council record: Ord. 033794 (second reading 2025-11-11) authorizes a 40-year lease of eight acres at CCIA 'to construct and operate a convenience store and fueling station'. Corpus Christi UDC Art. 4 Table 4.6.2 (mirror); Ord. 033794 (Legistar file 25-1036) Plan: Cannot assess. Corroborated by the City itself approving the lease for this use on this land.	Unofficial mirror conf MED
Truck parking allowed	Not found	No line item for truck terminal, vehicle storage or parking lot in the IH use table reproduction. Accessory truck parking to a permitted truck stop is the likely reading but no source states it. Corpus Christi UDC Arts. 4 and 5: official text inaccessible Plan: The plan's '15 SPACES @ 12 ft' over 180 ft is internally consistent and reads as long-vehicle stalls. Council asked staff for clearer lease language on parking use restrictions.	Not retrieved conf LOW

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
Parking requirements	Not found	The UDC off-street parking article could not be read. Corpus Christi UDC: section unverified Plan: The Rev 17 data block states 78 required and 148 auto, 6 accessible and 15 truck spaces provided. The basis of the 78 is not stated and the UDC article could not be read, so compliance cannot be assessed. 6 accessible meets 2010 ADA Standards Table 208.2 for 151 to 200 spaces. The council record's 196 spaces describe a different, 11,978 sf program.	Not retrieved conf LOW
Setbacks	Permitted w/ cond.	IH: front 20 ft, corner street 20 ft, side 0 ft (40 ft abutting residential), rear 0 ft (40 ft abutting residential). Corpus Christi UDC Art. 4 Sec. 4.6.3 Plan: Cannot assess. The 20 ft landscape buffer shown twice is numerically identical to the 20 ft front and corner setback, which is suggestive but not proof.	Unofficial mirror conf MED
Landscaping / buffer	Not found	Governing citation identified as UDC Sec. 7.3 via City Information Bulletin IB-012 (dated 2022-07-22, revised 2022-08-02, reread 2026-10-04), but the section text could not be read (see UDC ACCESS STATUS). City Informational Bulletin IB-012 (2022) citing UDC Sec. 7.3 Plan: The sheet's landscape block says 'Front Buffer 20"' and 'Side Buffer 10"', and the plan draws a 20 ft landscape buffer, so the architect worked from a known standard. Ask which Sec. 7.3 provision drove it, or whether it is a lease covenant.	Not retrieved conf LOW
Screening (mech + fencing)	Not found	Not in the accessible portion of the code. No residential polygon appeared at the airport frontage, so the residential adjacency triggers likely do not fire. Corpus Christi UDC: section unverified; adjacency from City zoning GIS Plan: Cannot assess.	Not retrieved conf LOW
Architectural / design standards	Not found	No overlay on the parcel: the City zoning layer's OVERLAY field is blank. The Military Compatibility Area Overlay Districts (Ord. 032829, 2022-08-16) cover Truax Field at NAS Corpus Christi and NALF Cabaniss and Waldron, not CCIA. A City AICUZ layer polygon tagged CZ lies about 455 ft from the lot, not on it. Design standards text could not be read. All construction on CCIA property requires a Tenant Modification Request. City zoning layer OVERLAY field, feature 1162; City AICUZ layer; Ord. 032829 (Legistar file 22-0889); CCIA leasing page Plan: Cannot assess. UNVERIFIED(what the City's AICUZ CZ tag regulates near CCIA): ask Development Services.	Official GIS conf MED

ITEM	VERDICT	REQUIREMENT, CITATION AND PLAN DELTA	SOURCE
TxDOT entrance spacing	Permitted w/ cond.	Gate 1: the best-match lot (Nueces CAD 246362) sits about 40 ft from the SH 44 right frontage (TxDOT SH0044-AG, coded eastbound), with a turnaround about 46 ft away, the mainline roadbeds about 126 to 195 ft, and the nearest ramp about 623 ft. SH 44 mainline: 65 mph, 4 lanes, ADT 23,169 to 24,773 (2021), ROW min 300 ft, access control code 1. International Dr (CS0260740) is a city street about 44 ft away. Table 2-1 frontage spacing at 50 mph and above: 425 ft one-way, 510 ft two-way. Business Center Blvd: no road with 'Business' in its name in the Census local roads layer for western Nueces County either. TxDOT AMM Ch. 2 Sec. 3 Table 2-1; TxDOT Roadway Inventory and Roadways layers (retrieved 2026-10-04); Census TIGERweb local roads Plan: The sheet labels the north edge AGNES ST. (SH 44 in the TxDOT layer) with 'TXDOT MIM FOR 55MPH RD - 425'', which matches Table 2-1 one-way at 50 mph and above; if the frontage is two-way the minimum is 510 ft. UNVERIFIED(frontage posted speed and direction are not in the TxDOT layers). SH 44 frontage access needs a TxDOT permit (Corpus Christi District).	State source conf MED
Sign ordinance	Not found	City sign regulations are in the UDC and could not be read. The binding constraint is federal: under 14 CFR Part 77 the 100 to 1 surface over 20,000 ft from a runway longer than 3,200 ft governs here, and Runway 13/31 is 7,510 ft. An FAA Form 7460-1 filing is effectively unavoidable. 14 CFR Part 77 Secs. 77.9, 77.19; FAA airport record Plan: Cannot assess. The sheet carries no sign note and no sign height. For a brand built on a tall pylon this is the most commercially dangerous blank on the drawing.	State source conf MED
Adopted building codes	Permitted w/ cond.	Read in the current code (Supplement 44): 2021 IBC, IEBC, IFGC, IMC, IPC, IRC and International Swimming Pool and Spa Code; 2020 NEC; 2015 IECC; 2021 IFC (Sec. 18-1, last amended Ord. 032969, 2023-01-31). No 2024 I-code adoption. Local IFC amendment 2306.2.3: aboveground motor fuel tanks 'shall not exceed 10,000 gallons' each or 30,000 gallons aggregate (the model code's 12,000 and 48,000 are struck). Nueces is a first-tier windstorm county, so a TDI WPI-8 certificate is required. Corpus Christi Code Secs. 14-231, 14-232, 14-241, 14-251, 14-261, 14-271, 14-281, 14-291, 14-301, 18-1 (Municode client 1778, product 13945, job 492618 (Supplement 44, codified through Ord. 033940, 2026-06-02)); TDI windstorm Plan: The sheet shows three 20,000 gallon tanks (60,000 gallons) and does not say above or below ground. If aboveground, each tank is twice the City's 10,000 gallon cap and the total is twice the 30,000 aggregate. Confirm underground. Flag for A1.	Publisher conf HIGH

Beyond the eleven items

UDC ACCESS STATUS 2026-10-04

The Unified Development Code is published on enCodePlus: the City's UDC page links 'View the UDC' to online.encodeplus.com/regs/corpuschristi-tx. It is not in Municode: product 13945 (Supplement 44, codified through Ord. 033940, 2026-06-02; publish date blank, posted online 2026-08-26) is the Code of Ordinances, whose Ch. 59 Zoning only continues the 1937 zoning ordinance in force. enCodePlus robots.txt disallows /regs/ for general agents and fetch.py blocks the host, so it was not read. The City CDN copy (www-cdn.cctexas.com) did not resolve in DNS on 2026-10-04. UDC amendments in Legistar since 2022 (Ord. 032829 military overlays, 2022; Ord. 033894 trust funds, 2026-03-24; a 2026-07-21 motion on data centers) do not name IH, fuel or trucks. Truck parking, parking, landscaping (Sec. 7.3), screening, design standards and signs stay NF and the IH setbacks stay MIR. Needs a City-stamped copy from Development Services.

Lease terms

UNVERIFIED (figures not traced to a source this run; the Legistar lease attachments sit on a host whose robots.txt disallows all agents): roughly \$160,000 a year initially with five-year fair-market resets, about \$6.45M of base rent over 40 years, against roughly \$10M of capital. Council record: Ord. 033794 (file 25-1036), first reading 2025-10-14, second reading 2025-11-11, 40-year lease of eight acres plus one 10-year option. Ord. 033924 (file 26-0323, 2026-05-12) consents to a ground lease estoppel certificate for a leasehold lender. Tenant is The Texan Stores (brand; the legal tenant name is in the ordinance). The appraisal and parking-language conditions from the first run were not rechecked.

Federal obligation

The land is federally obligated airport property. FAA Grant Assurance 5 and the Revenue Use Policy require fair market value and FAA consent for a non-aeronautical land use change. That is why the appraisal and the five-year resets exist. They are compliance artifacts, not negotiating posture.

Business Center Blvd does not exist

A query of the City's address GIS for every street containing 'BUSINESS' returned zero features citywide (first run), and the Census local roads layer returns no road with 'Business' in its name across western Nueces County (2026-10-04). One of only two streets naming this site on the architect's sheet is not a built public street.

Acreage does not reconcile

The dimensioned rectangle on the sheet, 452.75 ft by 673.54 ft, computes to 304,945 sf, which is 7.00 acres. The approved lease is 8 acres (Ord. 033794). The best-match CAD lot (246362, International Ind Tracts Lt 1 Bk 1) is 6.03 ac in GIS, about 403 ft by 669 ft, City-owned, no improvements; the airport parcel (200101488) wraps it on the west and south, so the lease area likely takes in part of that parcel. Roughly one acre is still unaccounted for.

Program mismatch

The council record describes 11,978 sf with 196 spaces and 28 pumps plus 4 diesel lanes. The Rev 17 sheet states an 18,362 sf building with 148 auto, 6 accessible and 15 truck spaces. The lease approval and the drawing describe different buildings.

Floodplain

City Flood Hazard Area Effective layer (2026-10-04): all of the best-match lot (Nueces CAD 246362) is Zone X, area of minimal flood hazard (DFIRM 48355C); the nearest Zone AE and floodway edges are about 403 to 411 ft away. FIRM panel 48355C0300G, effective 2022-10-13 (City FIRM Panels layer). FEMA's own NFHL service was not queried.

Method and limitations

APPENDIX

Each site was researched independently against the adopting jurisdiction's own code, after the governing authority was established from parcel, boundary and GIS sources rather than assumed from the address on the drawing. No finding in this report comes from general knowledge. Where a provision could not be retrieved from a source that could actually be read, the item is marked Not found and the places searched are named on the page.

What blocked retrieval, and where

Two jurisdictions publish their codes in ways that defeat automated retrieval, and this is the largest cause of gaps in the report. It is an access problem, not a research problem, and a person with a browser resolves most of it quickly.

SITE	WHAT HAPPENED	EFFECT
Brownsville	Municode carries the codified Unified Development Code, but its Article 4 text stops inside Table 4.6-4 of Sec. 4.6.3 and Secs. 4.6.4 to 4.6.13 come back as empty bodies. The City's own Article 4 PDF could not be fetched because the City's robots.txt returned 403.	Three of eleven items Not found
Corpus Christi	The Unified Development Code is published on enCodePlus, whose robots.txt disallows the code pages, so they were not fetched. The City's own CDN copy did not resolve. Zoning district and overlay status were established from the city's own GIS instead.	Six items Not found
La Marque	The code was read from the publisher on Municode. The City's zoning map is a JavaScript application that could not be read.	The parcel's mapped zoning is unverified
Seven sites	FEMA's flood hazard services disallow automated retrieval and the map centre is a JavaScript application. Corpus Christi #3 and Austin were answered from city flood layers.	No FEMA flood zone or panel determined

How to read the labels

Verdict states what the code permits, not what the plan does. **Plan** states whether the drawing agrees with it, conflicts, or cannot be assessed from what the sheet shows. **Source** says where the finding was actually read: Publisher means the adopting jurisdiction's own published code; Official GIS means a government geographic service; State source means a state manual, statute or department page; Unofficial mirror means a third-party reproduction that should be re-verified before any submittal; and Not retrieved means the governing text could not be read at all.

What is still open across every site

A flood answer exists for two of the nine sites, from city flood layers (Corpus Christi #3 in Zone X; Austin outside the FEMA and City floodplains); for the other seven, no FEMA flood zone or panel was determined. Where a site is on coastal or flood-prone ground, that figure drives finished floor elevation, fill volume and tank burial design. Posted speed and the one-way versus two-way frontage road condition are questions for TxDOT, not something the plans state, and the TxDOT spacing requirement changes materially depending on

the answer. Where a travel center's truck parking is intended but the code does not name the use, the question stays open until the jurisdiction answers it.

Preliminary screen prepared by Echo 1 Labs for 13|7 FrameWorks, 2026-10-01. Not a legal opinion, not a zoning verification letter, and not a substitute for confirmation by the authority having jurisdiction. Sources are cited inline on every page.