City of Baytown

Planned Unit Development
Staff Report
March 17, 2026

Plan Number: ZP26010006

Address: 1301 Interstate Highway 10 Baytown, Texas 77521

Requested Action: To create a Planned Unit Development (PUD) with General Commercial (GC) designated as the base zoning district to develop Creation Planned Unit Development

Applicant: Ethan Harwell, Kimley-Horn

Public Notification: On March 5, 2026, notice was published in the *Baytown Sun*; on March 4, 2026, notice was posted on the City of Baytown website and at City Hall; on March 4, 2026, signs were posted on the subject property; and 20 notices were mailed to property owners within 300 feet of the subject property on March 5, 2026

Subject Property: Approximately 20.36 acres, located at 1301 E IH 10, Harris County, Texas, (Harris Parcel Number(s) 1477320010002)

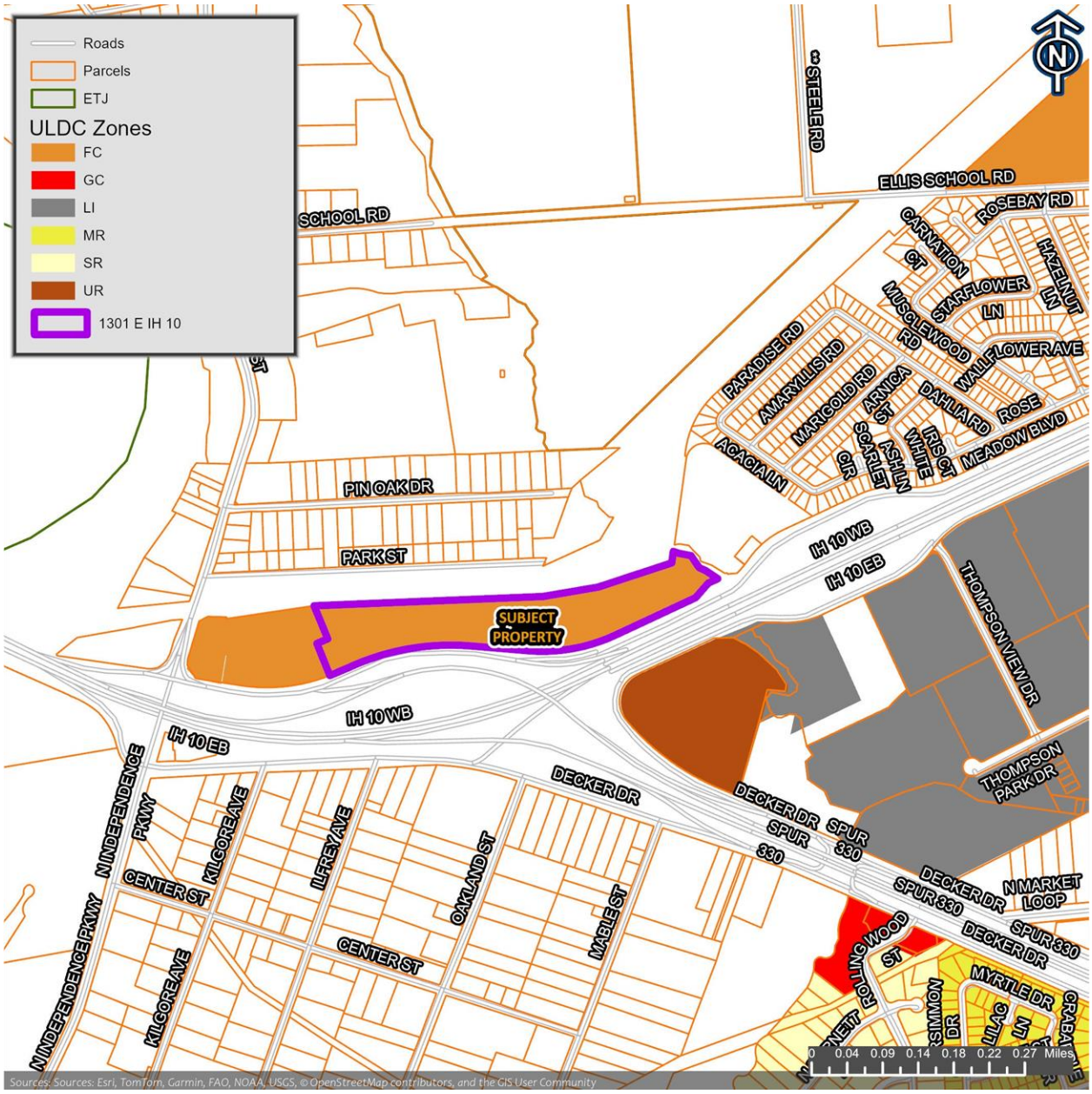
Parcel Information:
Current Use: Vacant
Proposed Use: Planned Unit Development
Future Land Use (FLU): Large-Scale Commercial

Adjacent Parcel Information:
North: Extraterritorial Jurisdiction (ETJ)
South: Extraterritorial Jurisdiction (ETJ), Urban Residential (UR), and Light Industrial (LI)
East: Extraterritorial Jurisdiction (ETJ)
West: Freeway Commercial (FC)

Vicinity Map

Staff Analysis:

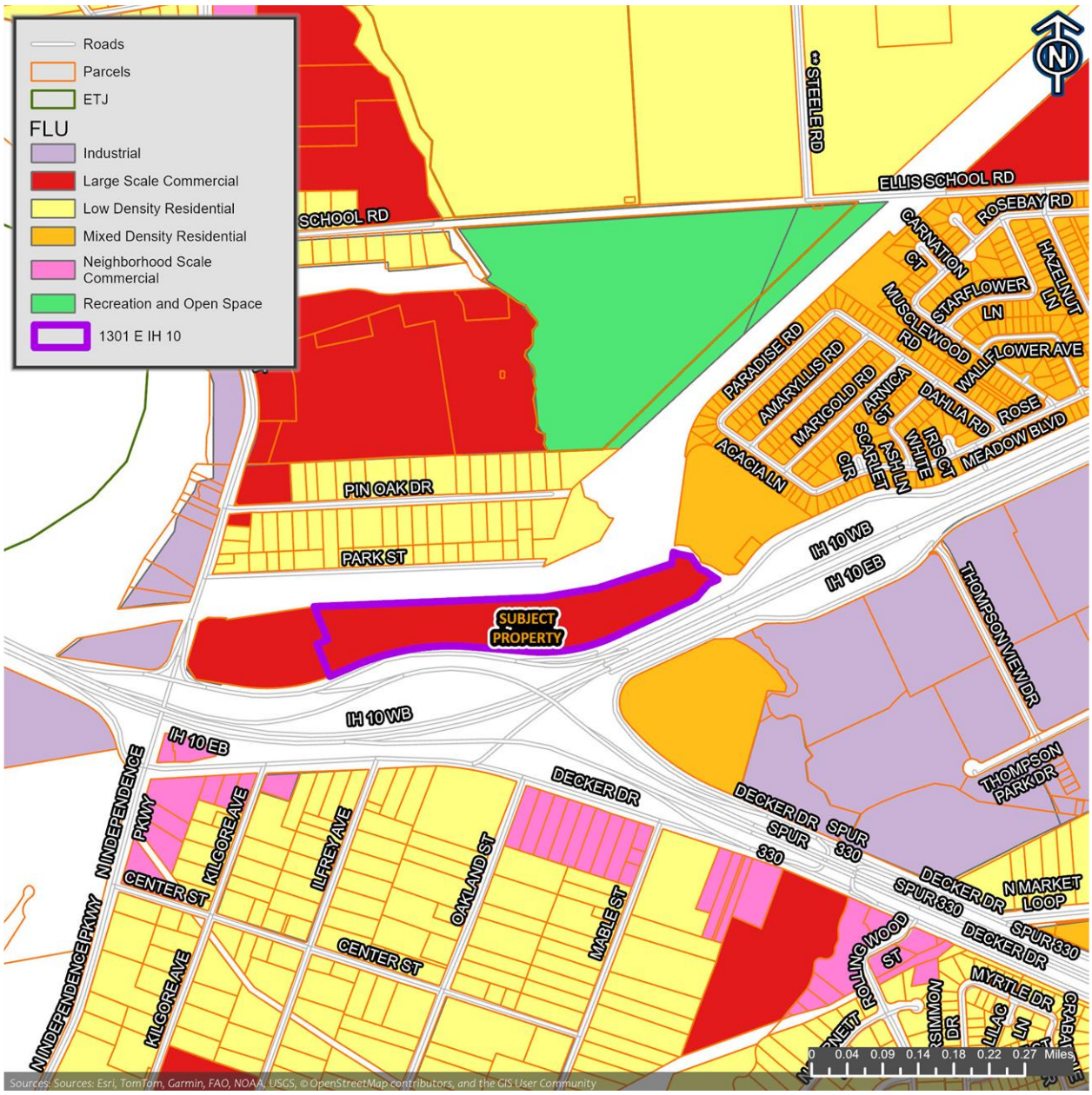
The subject property is located east of the 2023 annexation and rezoning of property located at 1001 E IH 10 which are both owned by QT South LLC. The application for the subject property was submitted December 10, 2025. City Staff collaborated with the applicant to produce the Planned Unit Development (PUD) agreement for the property. This analysis is based upon the collaborative efforts of staff and the applicant to produce the proposed PUD for consideration.



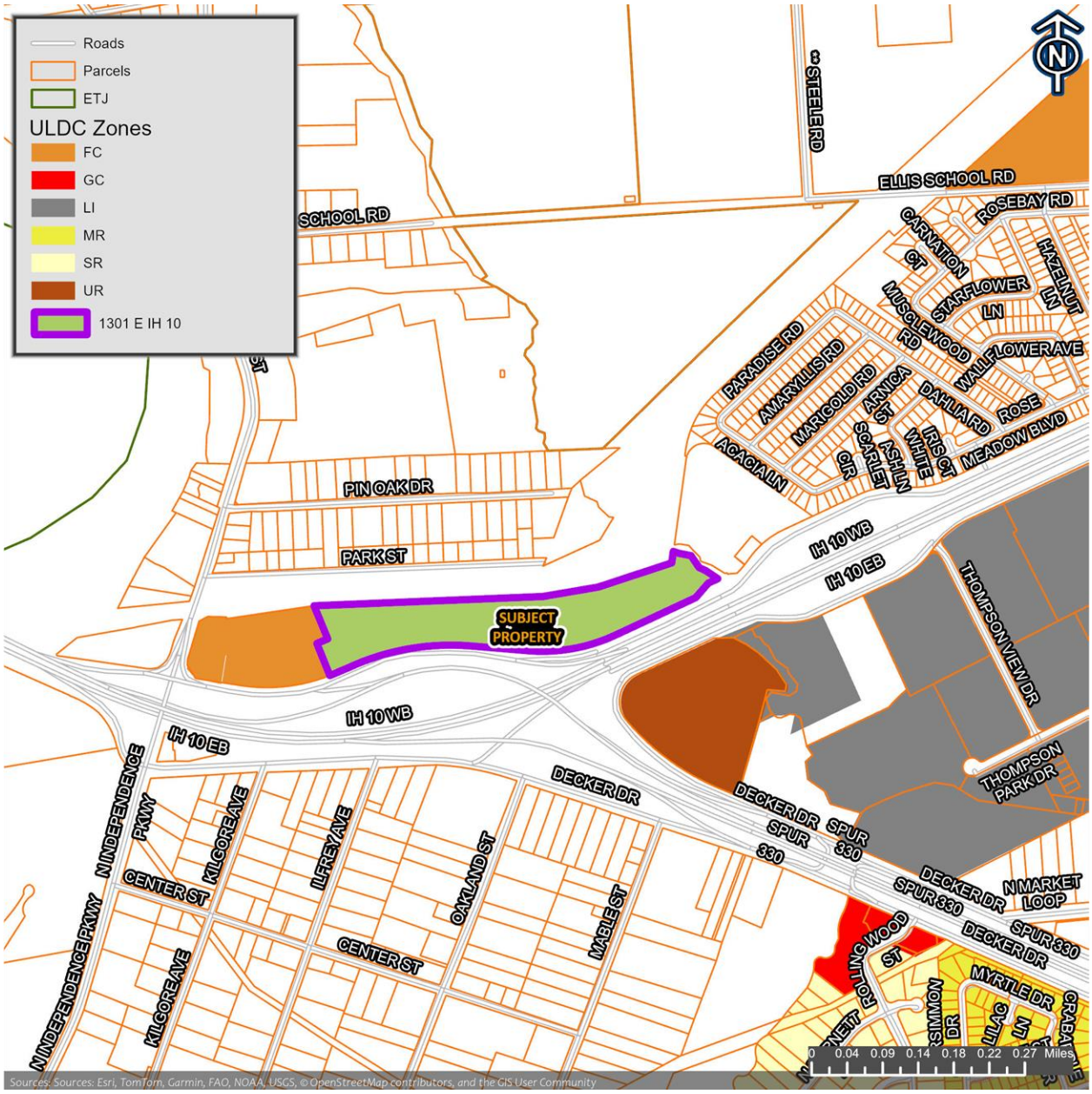
Current Zoning Map

The applicant is requesting to rezone property located north of Interstate 10 and East of North Independence Parkway from a Freeway Commercial (FC) district to a Planned Unit Development (PUD) district in order to develop a business park serving retail, office, showroom, and the vacant site with a mix of commercial and light industrial uses. A Planned Unit Development is being proposed for this site to ensure compliance with good zoning and development standards while allowing for departures from the strict provisions of specific zoning regulations (Sec. 2.25, Unified Land Development Code).

The development of commercial and light industrial uses is mostly consistent with the Future Land Use Map (FLUM), and given the commercial and light industrial nature of the proposed project, with consideration of Interstate Highway 10 and coastal/canal separation from residential property, it is consistent with the current land use in the area. The subject property is located along a one-way road to which ingress and egress will primarily be right-in, right-out. Access to Interstate 10 will be achieved by traveling west along the one-way road. Based on current and proposed conditions, the level of service of the adjacent roadway system is not anticipated to alter the current level of service. Therefore, a traffic Impact Analysis (TIA) was not required by staff.



FLU Map



Proposed Zoning Map

The Preliminary Site Plan (see below) includes a series of buildings oriented along the parcel's curvilinear shape. The applicant intends to allow the entire property to incorporate proposed commercial and light industrial uses by not having specific uses limited to designated areas of the property. The proposed site includes inter-parcel connectivity, two amenity areas, sidewalks, and considerations for branding within the city's Baytown Gateway Zone.

Site Plan

The PUD process allows for a negotiation between the City and the developer to compromise on those zoning standards that are difficult to meet due to the uniqueness of the project while providing a high level of development standards. Staff finds that the project generally conforms to the standards of the newly-adopted ULDC revision. The following comments are grouped based on the sections in the document, which are the result of negotiated efforts between the applicant and staff.

Land Uses:

The applicant intends to allow for all permitted uses listed within the General Commercial Zoning District of the Unified Land Development Code (ULDC) with the inclusion of additional uses. Table E.1, provided below, lists proposed uses as a comparison among zoning districts. E.1 provides the proposed uses in the rightmost column with heading "Proposed PUD Standard."

Table E.1 – Permitted Use Standards			
	FC District Standard (Current)	**GC District Standard (Base zoning)**	**Proposed PUD Standard**
Use Standards – Section 2.3			
All GC Uses	-	Permitted	Permitted
Bulk Storage	Not Permitted	Not Permitted	Permitted
Contractor's Shop and/or Service Yard	(L) Permitted	(L) Permitted	Permitted
Equipment Sales and Rental Facilities	(L) Permitted	(L) Permitted	Permitted
Fabrication and Assembly (Light)	Not Permitted	Not Permitted	Permitted
Food Processing	Not Permitted	Not Permitted	Permitted
Outdoor Storage Yard (as accessory use to a primary use conducted indoors)	Not Permitted	Not Permitted	Permitted
Research, Testing, and Development Laboratory[1]	Not Permitted	Not Permitted	Permitted
Shipping Container	Not Permitted	Not Permitted	(L) Permitted
Specialty Equipment and Bulk Materials Sales and Service	Not Permitted	Not Permitted	Permitted
Supply House	Not Permitted	(L) Permitted	(L) Permitted
Vehicle and Boat Sales, Rental, and Leasing	(L) Permitted	(L) Permitted	Permitted

Dimensional Standards:

Table F.1, provided below, compares dimensional standards for FC and GC zoning districts wherein the proposed PUD standards are in the rightmost column. Table F.1 serves to place the PUD in close conformity to the General Commercial Zoning District dimensional standards with two deviations – a ten percent increase in lot coverage, and a five percent decrease in minimum civic and open space. Both of which are a five percent increase and a ten percent decrease, respectively, under current Freeway Commercial Zoning District (FC) standard.

Table F.1 – Dimensional Standards			
	FC District Standard – Commercial	**GC District Standard**	**Proposed PUD Standard**
Nonresidential District Dimensional Standards - Sec. 2.23 Subsec. 2.23-3 & Subsec. 2.23-4			
Lot Area, minimum	20,000 sq. ft.	10,000 sq. ft.	10,000 sq. ft.
Lot Coverage, maximum	80%	75%	**85%**
Minimum Civic and Open Space Requirement	15%	10%	**5%**

Building and Site Design:

Table G.1serves to reduce building sizes, remove possible loading docks from view, and provide amenities for the project site:

1. The cumulative gross floor area of all buildings within the PUD may not exceed more than 250,000 square feet. The total square footage in the PUD must be divided among at least six buildings with a maximum gross floor area of 50,000 square feet each.

2. No loading docks may directly face I-10.

3. The minimum civic and open space requirement of Table F.1 shall be met through the provision of an open greenspace called out as the “Tenant Amenity Area” on the Site Plan which shall be green spaces programmed for the enjoyment of tenants. A walking trail shall be provided adjacent to the wet pond.

Table G.1 – Building and Site Design Standards	
GC and FC District – Commercial Standard	**Proposed PUD Standard**
Gross Square Footage	
No standards exist.	Maximum 250,000 square feet, divided among minimum of six buildings.
Loading Dock Orientation	
No standards exist.	No loading docks to face I-10.
Civic and Open Space Requirement	

Design standards are established that dictate the amount and form of open space not the required programming. (Section 2.27)	Civic space shall be programmed as a "Tenant Amenity Area" and walking trail.

Parking, Loading, Stacking, and Access:

Table H.1, proposes no deviations from requirements, but is shown to highlight the intent to solidify these requirements should conditions of the ULDC change over time.

Table H.1 – Parking, Loading, Stacking, and Access	
GC and FC District Standard (Commercial)	**Proposed PUD Standard**
Parking	
Parking standards established. (Section 3.32)	No deviation proposed. Parking shall meet ULDC standards.
Off Street Loading	
A certain number of off-street loading requirements shall be provided based on the square footage of Section 3.36 requirements	No deviation proposed. Off-street loading shall meet ULDC standards.
Cross Access Drives	
No standards to require cross access exist in the code. (Section 3.38)	Cross access will be required for all lots within the PUD to reduce the number of driveways.
Pedestrian Circulation	
A minimum 5-foot wide sidewalk shall be provided along the site frontage. (Section 4.26)	No deviations proposed. Sidewalk will meet minimum standards.
A pedestrian path from the public sidewalk to the building entrance shall be provided with an all-weather surface. (Section 3.24.D.1)	The pedestrian path connecting the buildings to the public sidewalk shall also connect to the parking areas and be ADA accessible.
Parking lots with more than 50 spaces must provide a pedestrian path, minimum 6-feet wide with 10-foot clear zone, that connects the parking area to the adjacent public street sidewalk and abutting land uses. (Section 3.33.D)	

Landscape Buffering

Table I.1 provides overall screening and consideration for the preservation of existing trees:

1. The Foundation Plantings of ULDC Section 3.42.A shall be provided on each building within the PUD.
    a. No foundation plantings shall be required on the rear of the proposed buildings (the north façade) facing the adjacent drainage channel.
    b. No foundation plantings shall be required on the sides of buildings with loading docks. Foundation plantings that would be required along building facades where there are loading docks shall be located elsewhere in the front yard of the site to soften the view of the Site from I-10.

2. Parking Lot Landscape shall be provided as required in ULDC 3.42.B.
    a. 30% of the required parking lot landscaping shall be located within the parking lot as an island or as a peninsula in order to be applied towards the landscaped requirements of this Section. The remaining landscaping may be located outside of the parking but must be located forward of the rear building line of the primary structure and be visible from the public street.
    b. Credit toward this requirement may be given to plantings located on the perimeter of the parking lot including those plantings used for loading dock screening.

3. Screening requirements of ULDC 3.36.D.7 for non-enclosed off-street loading areas shall be modified as follows:
    a. Loading docks shall be screened from the view of the I-10 Frontage Road by a continuous row of evergreen shrubs at least 6-feet in height at maturity. Plantings should be placed so that view of loading docks, overhead doors, and truck courts are minimized from view from the I-10 Frontage Road.
    b. Loading docks on all buildings shall be screened from view from Park Street, across the ±200-foot wide drainage channel, and by a row of shade trees spaced 60-feet on-center along the truck court.

4. Tree Preservation and mitigation shall be provided as required by ULDC
    a. The developer shall preserve existing trees, as possible.

Table I.1 – Parking, Loading, Stacking, and Access	
GC and FC District Standard (Commercial)	**Proposed PUD Standard**
Foundation Plantings	
Foundation plantings required along all sides of a building at a certain ratio. (Section 3.42.A)	Foundation plantings from walls with loading docks to be relocated throughout site visible from I-10. No foundation plantings required on north facing facades which face the drainage ditch. Planting that would have otherwise been placed around the foundation where loading docks are proposed shall be placed in the street yard within view of I-10.
Parking Lot Landscape Requirements – Section 3.42.B	
50% of the parking lot landscape must be within island or peninsula. (Section 3.42.B)	30% of the parking lot landscape must be within island or peninsula to provide additional room for vehicles to maneuver the site.

Screening Requirements – Section 3.36.D.7	
No screening requirements for loading docks is prescribed. (Section 3.36.D.7)	Loading docks shall be screened by vegetation so that they are not viewed from I-10 or from Park Street. Docks seen from I-10 shall be screened by min. 6-feet tall evergreen shrubs. Docks seen from Park Street shall be screened by shade trees planted at regular intervals.
Tree Preservation	
No required minimum number of trees must be saved. (Section 3.43)	Developer shall save certain trees which may benefit the project, as possible.

In order to recommend approval of an application for a zoning amendment, the Planning and Zoning Commission shall consider the following factors:

1. Complies with the applicable standards of the City's Code, the ULDC, and any applicable county state, or federal requirement.

The proposed map amendment will rezone the subject property from Freeway Commercial (FC) to Planned Unit Development (PUD). The proposed PUD negotiates standards of the City Code and the Unified Land Development Code (ULDC) that are proposed to closely comply with applicable requirements. Tables provided above illustrate proposed deviations.

2. Conforms to any associated prior approval for the development.

This proposed map amendment to PUD will initiate development requirements for the property.

3. Is consistent with the Comprehensive Plan and other adopted plans of the City.

The proposed zoning map amendment is generally consistent with Goal LUD2, of the city's 2040 Comprehensive Plan – a focus on quality development expectations for both new development and redevelopment. The Future Land Use Map designates the subject site as Large-Scale Commercial. Cumulative gross floor area of all buildings within the PUD may not exceed more than 250,000sqft.

The proposed project incorporates a base zoning district of General Commercial (GC) that allows for light industrial uses including offices, retail sales, showrooms, storage, and manufacturing. Proposed building designs are enhanced, protects against possible depreciation by way of blight, protects the general character of the intended large-scale commercial future land use, provides consideration for the preservation of trees where feasible, and provides for economic opportunities.

4. Promotes the purposes of the ULDC.

The proposed map amendment does not detrimentally affect health, safety, or general welfare. The property is bordered to the north by a canal, to the south by a major arterial road and expressway, that aids in separating the subject site from other uses. Proposed buildings have been negotiated to quantity and size limitations. Additional considerations for trees, vegetation, flood plains, stream corridors, and views were considered in the creation of the proposed PUD.

5. Provides adequate infrastructure.

Public utilities are located along the southern property line. Sidewalks, tenant amenity areas, and a trail are proposed for the subject site in addition to an inter-parcel connection drive linking the western property.

6. Is compatible with surrounding area.

The development of commercial and light industrial uses is mostly consistent with the Future Land Use Map (FLUM) and, given the commercial and light industrial nature of the proposed project, with consideration of Interstate Highway 10 and canal separation from residential property, and proximity to additional property zoned light industrial, it is consistent with the current land use in the area.

7. Advances normal and orderly development and improvement of the surrounding properties.

The proposed PUD is intended to advance the normal and orderly development and improvement of the surrounding area by providing commercial and manufacturing space on property that is undeveloped. Additionally, through collaborative negotiations between staff and the applicant, considerations for a Baytown Gateway feature will be provided.

8. There are changed conditions on the subject property or in its vicinity.

The proposed zoning map amendment was requested by the applicant to facilitate the development of the proposed business park that supports additional uses that are conducive to manufacturing. Those conditions are detailed in the proposed PUD as they address uses, dimensional standards, building and site design, parking, loading, stacking, access, landscaping and buffering.

9. Mitigates adverse impacts of the use and development of land on the natural or built environment.

With consideration of building size, permissible uses, and proximity to areas of sensitivity, the proposed PUD makes use of undeveloped land within the Baytown Gateway area. The proposed map amendment does not have a negative effect on the natural or built environment as considerations were made to avoid the potential of such risk. The purpose of the zoning map amendment is to allow for additional uses and concessions that would allow for the proposed business park to be successful.

10. Addresses community need.

The proposed map amendment promotes the intent of large-scale commercial development compatible with the developer's intended goals while investing in the City of Baytown. Additionally, the PUD regulates the development of land that may otherwise remain vacant. Staff has continued to see an increase in demand for this type of use. That demand is expected to continue in the near future.

Staff Recommendation:

Staff recommends approval of the proposed Planned Unit Development (PUD),