



# City of San Antonio

## Legislation Details (With Text)

**File #:** 15-5695

**Type:** Zoning Case

**In control:** Zoning Commission

**On agenda:** 12/1/2015

**Title:** (Continued from 08/18/15) ZONING CASE # Z2015180 (Council District 1): A request for a change in zoning from "O-2 AHOD" High-Rise Office Airport Hazard Overlay District to "C-2 AHOD" Commercial Airport Hazard Overlay District on 0.2040 acres out of NCB 8814 located at 1807 West Wildwood Drive. Staff recommends Denial, with Alternate recommendation. (Associated Plan Amendment #15062)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Z2015-180 Location Map

Date	Ver.	Action By	Action	Result
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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Roderick Sanchez

**COUNCIL DISTRICTS IMPACTED:** 1

**SUBJECT:**

Zoning Case Z2015180  
(Plan Amendment PA 15062)

**SUMMARY:**

**Current Zoning:** "O-2 AHOD" High-Rise Office Airport Hazard Overlay District

**Requested Zoning:** "C-2 AHOD" Commercial Airport Hazard Overlay District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** December 1, 2015. This case is continued from the August 18, 2015 and October 20, 2015 hearings.

**Case Manager:** Shepard Beamon, Planner

**Property Owner:** Jesse Sepulveda

**Applicant:** Jesse Sepulveda

**Representative:** Baltazar R. Serna, Jr.

**Location:** 1807 West Wildwood Drive

**Legal Description:** Lot S IRR 92.7 ft of 11 and 12, Block 2, NCB 8814

**Total Acreage:** 0.204

**Notices Mailed**

**Owners of Property within 200 feet:** 25

**Registered Neighborhood Associations within 200 feet:** Los Angeles Heights

**Planning Team:** Near Northwest Community Plan

**Applicable Agencies:** None

**Property Details**

**Property History:** The subject property was annexed in to city limits on May 6, 1940 and was originally zoned "B" Two-Family Residential District. On April 20, 1978 the subject property was rezoned to "O-1" Office District by the City Council (Ordinance 49270). Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to "O-2" High Rise Office District. The property currently contains an insurance office building and paved parking.

**Topography:** The property does not include any abnormal physical features such as slope or inclusion in a floodplain.

**Adjacent Base Zoning and Land Uses**

**Direction:** North

**Current Base Zoning:** C-2 CD, UZROW

**Current Land Uses:** Auto collision repair, IH-10

**Direction:** East

**Current Base Zoning:** UZROW

**Current Land Uses:** IH-10

**Direction:** South

**Current Base Zoning:** C-2, R-4

**Current Land Uses:** Single-Family Residences, Auto Repair

**Direction:** West

**Current Base Zoning:** R-4

**Current Land Uses:** Single-Family Residences

**Overlay and Special District Information:** All surrounding properties carry the "AHOD" Airport Hazard Overlay District, due to their proximity to an airport or approach path. The "AHOD" does not restrict permitted uses, but can require additional review of construction plans by both the Development Services Department and the Federal Aviation Administration.

**Transportation**

**Thoroughfare:** West Wildwood Drive

**Existing Character:** Local Street; one lane in each direction

**Proposed Changes:** None known

**Thoroughfare:** Brad Avenue

**Existing Character:** Local Street; one lane in each

**Proposed Changes:** None known

**Public Transit:** The nearest VIA bus line are 97 and 296, which operates along West Avenue, one block away.

**Traffic Impact:** A Traffic Impact Analysis (TIA) report is not required. The traffic generated by the proposed development does not exceed the threshold requirements.

**Parking Information:** Professional Office - Minimum Vehicle Space-1 per 300 sf GFA; Maximum Vehicle Space-1 per 140 sf GFA.

**ISSUE:**

None.

**ALTERNATIVES:**

Denial of the requested zoning change would result in the subject property retaining the current zoning designation.

**FISCAL IMPACT:**

None.

**RECOMMENDATION:**

**Staff Analysis and Recommendation:** Denial with alternate recommendation.

**Criteria for Review:** According to Section 35-421, zoning amendments shall be based on the approval criteria below.

**1. Consistency:**

The subject property is located within the Near Northwest Land Use Plan and is currently designated as Urban Low Density Residential in the land use component of the plan. The requested “C-2” and the recommended “C-1” base zoning district are not consistent with the adopted land use designation of Urban Low Density Residential. The applicant has requested a Plan Amendment change to Community Commercial. Staff has recommended denial with an alternate recommendation for the less intense land use of Neighborhood Commercial. The applicant amended his request to Neighborhood Commercial at the Planning Commission Meeting. Staff and Planning Commission recommended approval.

**2. Adverse Impacts on Neighboring Lands:**

Staff has found evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. However, a “C-1” designation would not impose any threat to the neighboring property owners as it located on the outer perimeter of the neighborhood, is close to highway corridor, and accommodates neighborhood commercial uses.

**3. Suitability as Presently Zoned:**

The current “O-2” base zoning district is not appropriate for the surrounding area due to unlimited building heights. Rezoning to “C-1” allow for a more compatible zoning with the surrounding predominantly residential neighborhood.

**4. Health, Safety and Welfare:**

Staff has found no indication of likely adverse effects on the public health, safety, or welfare.

**5. Public Policy:**

The rezoning request does not appear to conflict with any public policy objective.

**6. Size of Tract:**

The 0.2040 acre site is of sufficient size to accommodate the proposed development.

**7. Other Factors:**

Staff recommends an alternate recommendation of “C-1 AHOD” Light Commercial Airport Hazard Overlay District. “C-1” has a maximum building size that is more appropriate for the size of the lot and direct access on a local street.