



City of San Antonio

Legislation Details (With Text)

File #: 16-3238

Type: Zoning Case

In control: Zoning Commission

On agenda: 6/7/2016

Title: ZONING CASE # Z2016157 (Council District 2): A request for a change in zoning from "MF-33 AHOD" Multi Family Airport Hazard Overlay District to "L AHOD" Light Industrial Airport Hazard Overlay District on 15.201 acres of land out of NCB 10596, located in the 1400 Block of Springfield Road at Binz-Engleman Road. Staff recommends Approval, pending Plan Amendment. (Associated Plan Amendment 16044)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Z2016-157 Location Map

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

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: 2

SUBJECT:

Zoning Case Z2016157
(Associated Plan Amendment 16044)

SUMMARY:

Current Zoning: "MF-33 AHOD" Multi-Family Airport Hazard Overlay District

Requested Zoning: "L AHOD" Light Industrial Airport Hazard Overlay District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: June 7, 2016

Case Manager: Mary Morales-Gonzales, Planner

Property Owner: Paul Daniec, Weislawa Daniec and Marion Janik

Applicant: Paul Daniec, Weislawa Daniec and Marion Janik

Representative: Brown & Ortiz, PC

Location: 1400 Block of Springfield Road at Binz-Engleman Road

Legal Description: 15.201 acres of land out of NCB 10596

Total Acreage: 15.201

Notices Mailed

Owners of Property within 200 feet: 20

Registered Neighborhood Associations within 200 feet: None

Applicable Agencies: San Antonio Aviation Department

Property Details

Property History: The subject property was annexed by the City of San Antonio in 1952 as a result of Ordinance #18115 and was originally zoned "B" Two-Family Residential District. A 1973 zoning case rezoned the property to "R-3" Multiple Family Residential District. Upon adoption of the 2001 Unified Development Code, the zoning converted to current zoning of "MF-33" Multi-Family District.

Topography: The subject 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-3

Current Land Uses: Commercial Uses

Direction: South

Current Base Zoning: I-1, R-4

Current Land Uses: Freight Yard, Vacant Land and Residential Uses

Direction: East

Current Base Zoning: N/A

Current Land Uses: Outside City Limits, Residential Uses

Direction: West

Current Base Zoning: C-3

Current Land Uses: Commercial Uses

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: FM 78

Existing Character: Primary Arterial Type A

Proposed Changes: None known

Thoroughfare: Binz-Engleman Road

Existing Character: Local Road

Proposed Changes: None known

Thoroughfare: Springfield Road
Existing Character: Collector Road
Proposed Changes: None known

Public Transit: The nearest VIA bus route is #21 which stops at the intersection of FM 78 and Old Seguin Road to the northeast of the property.

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

Parking Information: Off-street vehicle parking requirements are typically determined by the type of use and building size. The parking requirements will be determined at the building permit phase of development.

ISSUE:
None.

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

FISCAL IMPACT:
None.

RECOMMENDATION:
Staff Analysis and Recommendation: Staff recommends Approval, pending Plan Amendment.

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

1. Consistency:

The property is located within the IH-10 East Perimeter Corridor Plan and is currently designated as Low Density Residential in the future land use component of the plan. The requested zoning district of “L” Light Industrial District is not consistent with the current land use category. The applicant submitted a plan amendment to change the land use classification to Business Park. Staff and Planning Commission recommend approval.

2. Adverse Impacts on Neighboring Lands:

Staff has found no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request

3. Suitability as Presently Zoned:

The current zoning of “MF-33” is not consistent with the current land use designation of Low Density Residential. The area of Springfield Road between FM 78 and Binz-Engleman Road is characterized by light industrial and commercial uses and there is a high density of traffic and noise from the nearby commercial uses and railroad line.

4. Health, Safety and Welfare:

Staff has found no evidence of negative impacts on the public health, safety or welfare in relation to this zoning

change request.

5. Public Policy:

The request does not appear to conflict with any public policy objective. The development of the subject property with the Business Park land use classification will contribute toward the IH-10 East Corridor Perimeter Plan vision of compatibility by not significantly altering the existing development pattern.

6. Size of Tract:

The subject property measures 15.201 acres in size, which should reasonably accommodate the proposed use.

7. Other Factors:

Setback requirements for the proposed “L” Light Industrial zoning district are more restrictive than the current zoning. The setbacks required in the proposed zoning district are 25 feet front yard, 30 feet side yard and 30 feet rear yard instead of 0 feet front yard, 5 feet side yard and 10 feet rear yard setbacks required in “MF-33.” In addition, the height limit is more restrictive at 35 feet instead of 45 feet in “MF-33.”