



City of San Antonio

Legislation Details (With Text)

File #: 14-846

Type: Zoning Case

In control: City Council A Session

On agenda: 5/1/2014

Title: ZONING CASE # Z2013195 (District 6): An Ordinance amending the Zoning District Boundary from "DR" Development Reserve to "I-1" General Industrial District on Lot 10, NCB 34449 located on a portion of the 6000 block of Leslie Road. Staff and Zoning Commission recommend approval pending the plan amendment. (Associated Plan Amendment # 13047)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Z2013-195, 2. Z2013195, 3. Draft Ordinance, 4. Ordinance 2014-05-01-0307

Date	Ver.	Action By	Action	Result
5/1/2014	1	City Council A Session	Motion to Approve	Pass

DEPARTMENT: Development Services

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: Council District 6

SUBJECT:

Zoning Case Z2013195

SUMMARY:

Current Zoning: "DR" Development Reserve

Requested Zoning: "I-1" General Industrial District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: April 1, 2014

Case Manager: Ernest Brown, Planner

Property Owner: City of San Antonio

Applicant: City of San Antonio - Transportation and Capital Improvements Department (by Hector Reynoso - Senior Real Estate Specialist)

Representative: Debbie Racca-Sittre, Assistant Director, Transportation and Capital Improvements Department

Location: A portion of the 6000 block of Leslie Road

Legal Description: Lot 10, NCB 34449

Total Acreage: 48.842

Notices Mailed

Owners of Property within 200 feet: 9

Registered Neighborhood Associations within 200 feet: Bridgewood Association is located within 200 feet of the subject property; however, the association was not registered with the City at the time notices were mailed.

Planning Team Members: 35 - West/Southwest Sector Plan

Applicable Agencies: None

Property Details

Property History: The subject property was annexed in 2000 and was originally zoned “DR” Development Reserve District. The property is platted in its current configuration. The property previously served as SAWS facility but is currently undeveloped.

Topography: The subject property does not include any abnormal physical features such as significant slope or inclusion in a flood plain

Adjacent Zoning and Land Uses

Direction: West and North

Current Base Zoning: OCL

Current Land Uses: Single-Family Residences, Vacant Land and a Mobile Home Park

Direction: Northeast, East and South

Current Base Zoning: “MH”, “C-3” and “C-2”

Current Land Uses: Mobile Home Park, Concrete Contractor, Office and Vacant Land

Overlay and Special District Information: None

Transportation

Thoroughfare: Leslie Road

Existing Character: Local Street; one lane in each direction

Proposed Changes: None known

Public Transit: The nearest VIA bus line is the 660, which operates along Westwood loop. There are two stops near the subject property, but none immediately adjacent.

Traffic Impact: A traffic impact analysis is required but may be deferred until the platting or permitting stage of development.

Parking Information: Off-street vehicle parking requirements are typically determined by type of use and building size. The application states the proposed use as a Service Center. The UDC does not include specific parking requirements for Service Centers, but does include requirements for Utility land uses such as Sanitary Landfill, Solid Waste Facilities, Telephone Equipment Facilities, etc., as 1 space per service employee.

ISSUE:

None

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current “DR” zoning district. The “DR” zoning district is meant to be a temporary zoning designation for newly annexed lands and allows the same uses as the “R-6” Residential Single-Family District.

FISCAL IMPACT:

None. The applicant has paid the required zoning fees.

RECOMMENDATION:

Staff and Zoning Commission (7-1) recommend approval pending the plan amendment

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 West/Southwest Sector Plan and is currently designated as Suburban Tier in the future land use component of the plan. The requested “I-1” base zoning district is not consistent with the adopted land use designation. The applicant has requested a plan amendment to Civic Center, which would accommodate the proposed City-facility. Unlike other land use designations, consistency with the Civic Center classification is not determined by base zoning district; instead consistency is determined by the type of use (institutional, governmental, religious, and/or educational). Staff and Planning Commission recommended approval of the requested plan amendment.

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. The proposed site includes buffer areas, fencing, and placement of buildings to minimize impact on the surrounding residential areas. There is an existing service facility located on Callaghan Road and Commerce Street, zoned “I-1” and is developed closer than to the established residential neighborhood, with no evidence of adverse impacts on neighboring lands.

3. Suitability as Presently Zoned:

The “DR” zoning district is meant to be a temporary zoning designation for newly annexed lands and allows the same uses as the “R-6” Residential Single-Family District. The current zoning is not appropriate for the subject property and single-family residential development is not likely given the surrounding commercial uses, proximity to an expressway (Loop 1604) and the property’s previous water utility use.

4. Health, Safety and Welfare:

Staff has found no evidence of negative impacts on the public health, safety or welfare of the surrounding community.

5. Public Policy:

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

6. Size of Tract:

The subject property measures a total of 48.842 acres in size, which is sufficient to accommodate the uses permitted in the “I-1” district and the typical required parking, as well as appropriate buffering for the surrounding residential uses.

7. Other Factors:

None.