



City of San Antonio

Agenda Memorandum

File Number: 13-1161

Agenda Item Number: Z-13.

Agenda Date: 12/19/2013

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: Council District 9

SUBJECT:

Zoning Case Z2014014

SUMMARY:

Current Zoning: "I-1 AHOD" General Industrial Airport Hazard Overlay District

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

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: November 19, 2013

Case Manager: Brenda V. Martinez, Planner

Property Owner: Steven G. Carroll & Violet M. Dunn-Harr

Applicant: Steven G. Carroll & Violet M. Dunn-Harr

Representative: Steven G. Carroll & Violet M. Dunn-Harr

Location: 110 West Rhapsody

Legal Description: Lot 8, Block 3, NCB 13607

Total Acreage: 0.3093

Notices Mailed

Owners of Property within 200 feet: 86

Registered Neighborhood Associations within 200 feet: Greater Harmony Hills Neighborhood Association

Planning Team: San Antonio International Airport Vicinity Land Use Plan (No Planning Team)

Applicable Agencies: City of San Antonio Aviation Department

Property Details

Property History: The property was annexed in 1963 and was originally zoned “JJ” Commercial District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current “I-1” General Industrial District. The property is developed with a commercial structure measuring 3,800 square feet in size that was built in 1966 with an addition made in 1995. The applicant has indicated to staff that the purpose of the zoning change is to allow an art studio with a caretaker dwelling.

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

Adjacent Zoning and Land Uses

Direction: Northwest, Northeast and Southeast

Current Base Zoning: “I-1”, “I-2” and “R-5”

Current Land Uses: Office/Warehouses, Repair and Contractor Services, Offices, Industrial and Manufacturing Uses

Direction: South and Southwest

Current Base Zoning: “MF-33”

Current Land Uses: Condominiums

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 Rhapsody and West Silver Sands

Existing Character: Local Streets; 1 lane in each direction

Proposed Changes: None known

Public Transit: The nearest VIA bus line is the 648 line, which operates along West Rhapsody with multiple stops near the subject property.

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

Parking Information: Off-street parking requirements are typically determined by the type of use and building size. The rezoning application refers to a proposed art studio and care-takers residence.

Studio - Fine or Performing Arts - Minimum Parking Requirement: 1 space per 300 square feet Gross Floor Area (GFA). Maximum Parking Requirement: 1 space per 200 square feet of GFA.

ISSUE:

None.

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current industrial zoning, restricting future land uses to those permissible in the “I-1” zoning district.

FISCAL IMPACT:

None. The zoning request is eligible for the Inner City Reinvestment Infill Policy fee waiver. The Development Services Department fees will be reimbursed through grant funding.

RECOMMENDATION:

Staff and Zoning Commission (8-0) recommend approval.

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 San Antonio International Airport Vicinity Land Use Plan and is identified as Business Park in the future land use component of the plan. The “C-2” zoning district is consistent with the adopted land use designation.

2. Adverse Impacts on Neighboring Lands:

Staff has found no evidence of likely adverse impacts on surrounding properties. The majority of surrounding properties, save those to the south, are zoned for industrial uses.

3. Suitability as Presently Zoned:

The adopted San Antonio International Airport Vicinity Land Use Plan identifies the subject property and the majority of surrounding properties as Business Park in the Future Land Use component of the plan. The property’s current “I-1” district is consistent with zoning in the surrounding area; however, it is not consistent with the adopted land use designation. The Land Use Plan supports a conversion in uses in this general area to a less intense commercial character.

The requested “C-2” district would allow several uses that remain in character with the surrounding development while maintaining consistency with the San Antonio International Airport Vicinity Land Use Plan.

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 existing “I-1” zoning is not consistent with the adopted “Business Park” land use designation.

6. Size of Tract:

The subject property is 0.3093 of an acre, which is of sufficient size to accommodate uses permitted in “C-2”.

7. Other Factors:

This property is located within the San Antonio International Airport Awareness Zone; therefore, the zoning request was reviewed by the City's Aviation Department. The Aviation Department does not object to the rezoning request; however, mitigation efforts should be considered to reduce noise levels due to the location of the property near the San Antonio International Airport.

While the down-zoning of this single property could impose buffer requirements on new development of abutting properties, the surrounding properties are fully developed. Existing properties are not required to conform to the buffer regulations unless new construction occurs.