



City of San Antonio

Agenda Memorandum

File Number: 13-1243

Agenda Item Number: 6A.

Agenda Date: 1/9/2014

In Control: City Council A Session

DEPARTMENT: Department of Planning and Community Development

DEPARTMENT HEAD: John Dugan, AICP

COUNCIL DISTRICTS IMPACTED: 4

SUBJECT:

Plan Amendment 14007

SUMMARY:

An Ordinance amending the future land use plan contained in the **United Southwest Communities Plan**, a component of the Comprehensive Master Plan of the City, by changing the future land use of a 1596.85 acres of land located west of Loop 410, south of Old Pearsall Road, north IH-35, and east of the Medina River from **Agricultural, Community Commercial, Mixed Use, Parks and Open Space, Regional Commercial**, and **Light Industrial** to **Regional Commercial, Heavy Industrial** and **Light Industrial**, and adding a **Heavy Industrial** comprehensive land use category to the Land Use Plan

The Department recommends approval. The proposed amendments will allow zoning for general industrial and heavy industrial uses such as those already present in the subject area and are appropriate within the context of the existing development of this area.

BACKGROUND INFORMATION:

Applicant: City of San Antonio

Owner: Multiple Owners

Property Location: approximately 1596.85 acres of land located west of Loop 410, south of Old Pearsall Road, north IH-35, and east of the Medina River

Acreage: 1596.85

Current Land Use of site: Intermodal Rail Facility, Travel Stop, Box and Packaging Manufacture, Water

Treatment Facility, Flea market

Adjacent Land Uses:

- N: designated Low Density Residential, Regional Commercial, Agricultural; occupied by single-family homes, vacant land, agriculture
- E: designated Light Industrial, Public/Institutional, Low Density Residential; currently occupied by vacant land, School, SWISD Transportation Department
- S: designated Suburban Tier, General Urban Tier, Regional Center (Heritage South Sector Plan); occupied by commercial, vacant land, rural residences, agriculture
- W: designated Agricultural; occupied by agriculture, Medina River

ISSUE:

The adopted land use plan is not consistent with the existing land uses in the area and would not accommodate appropriate future development.

LAND USE ANALYSIS:

Comprehensive Plan Analysis	
Comprehensive Plan Component: United Southwest Communities Plan	
Plan Adoption Date: August 4, 2005	Update History: June 16, 2011
<p>Goal 1-Economic Development: Attract new businesses, services, and retail establishments to the United Southwest Communities. Objective 1.1: Commercial Development-Implement strategies to attract commercial development. Action Step 1.1.2: Work with the San Antonio Economic Development Foundation to solicit companies to locate and build industrial and commercial development along IH-35 South and Along Fischer Road. Several large businesses located in the subject area prior to annexation into the City of San Antonio. As the area is now identified for annexation a zoning plan must be implemented that respects the existing conditions of the area and plans its future development accordingly. Due to the industrial nature of the existing business and the investments made in rail infrastructure continued industrial use of the area is appropriate.</p>	

Comprehensive Land Use Categories	Example Zoning Districts
<p>Agriculture: Agricultural uses provide primarily for the preservation of crop agriculture, ranching and related agri-business practices. Where residential uses are permitted, conservation subdivision design is encouraged to conserve open space and provide for continuation of agricultural uses. Limited commercial uses directly serving agricultural uses, such as farmers markets, feed stores, nurseries and bed and breakfasts are permitted. Certain non-agricultural uses, such as schools, places of worship and parks, are also appropriate for this category.</p>	FR, RP

<p>Community Commercial: Includes offices, professional services, and retail uses that are accessible to variety of modes of transportation including bicyclists and pedestrians. This form of development should be located at nodes on arterials at major intersections or where an existing commercial area has been established. Parking areas should be located behind the building, with the exception of one row of parking facing the street. Additionally, all off-street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of Community Commercial uses include cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops, pharmacies and medical clinics.</p>	<p>O-1.5, C-1, C-2, C-2P, UD</p>
<p>Mixed Use: Includes a concentrated blend of residential, retail, professional service, office, entertainment, leisure and other related uses at urban densities to create pedestrian-oriented environment. Mixed Use incorporates high quality architecture and urban design features such as attractive streetscape, parks/plazas, and outdoor cafes. Parking areas should be located behind buildings. A mix of uses in the same building of development is highly encouraged. Examples of Mixed Use include ground floor retail uses with residential uses above; integration of office and retail uses in the same building.</p>	<p>MXD, MPCD, TOD, FBZD Other possible districts: O-1, O-1.5, O-2, NC, C-1, C-2P, all RM and all MF categories</p>
<p>Parks and Open Space includes large, or linear, unimproved land where conservation is promoted and development is not encouraged due to presence of topographic constraints or institutional uses on the site. Parks/Open Space include flood plains, utility corridors, public and private land uses that encourage outdoor passive or active recreation. Examples include City pocket, regional, or linear parks, as well as private parks associated with subdivisions and neighborhood associations.</p>	<p>Varies</p>
<p>Regional Commercial: Includes high intensity commercial land uses that draw customers from a larger region. Regional Commercial uses are typically located at intersection nodes along expressways or major arterial roadways or adjacent to high-capacity mass transit system stations. These commercial nodes are typically 20 acres or greater in area. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaped yards between the parking lot and street, and well designed monument signage. Examples of Regional Commercial uses include movie theaters, wholesale plant nurseries, fitness centers, home improvement centers, hotels and motels, mid to high rise office buildings, and automobile dealerships.</p>	<p>O-1.5, O-2, C-2, C-2P, C-3, UD</p>

<p>Light Industrial: Includes a mix of manufacturing uses, Light BP, L, MI-1, I-1 Industrial business park and limited retail/service uses that serve the industrial uses. Industrial uses should be screened and buffered from adjoining non-industrial uses. Any outside storage should be under a roof and screened from public view. Examples of industrial uses include drug laboratories, furniture wholesalers, lumber yards, tamale factories and warehousing.</p>
<p>(Proposed) Heavy industrial: Includes heavy manufacturing, I-1, I-2, MI-2 processing and fabricating businesses. Heavy industrial uses shall be concentrated at arterials, expressways, and railroad lines. This use is not compatible with residential uses and should be separated from residential uses by an intermediate land use or a significant buffer. Examples of heavy industrial uses include auto manufacturing, oil well supplies and machinery manufacturing, and petro chemical bulk storage.</p>

The subject area is located west of Loop 410 and North of IH-35 South in a currently unincorporated area. As it is not within the San Antonio city limits there is no zoning in place, although zoning will be implemented through the limited purpose annexation process. The subject area has recently experienced development of industrial uses related to the oil and gas extraction and production industry including Schlumberger and the Freeport Silica Sand Terminal, as well as the Union Pacific Intermodal Terminal. Additionally, it includes a portion of the Freeport Business Center, a large industrial park providing distribution, warehouse and manufacturing space.

The proposed Heavy Industrial land use category is compatible with the existing land uses where it is proposed and with the adjacent Light Industrial and Regional Commercial land use classifications. As outlined above, the proposed category will allow zoning for general industrial and heavy industrial uses such as those already present in the subject area.

The proposed amendment to reclassify several areas from Mixed Use, Commercial, and Agricultural future land use classifications to Light Industrial and Regional Commercial acknowledges the existing major land uses as well, such as the Traders Village Flea Market, and the Love’s Travel Stop.

TRANSPORTATION/INFRASTRUCTURE ANALYSIS:

Loop 410 and IH-35 are Expressways. Old Pearsall Road and Fischer Road are classified as Secondary Arterial Type A thoroughfares. Two railroad lines pass through the subject area, which is served by the Union Pacific and Burlington Northern-Santa Fe Railroads.

COMMUNITY FACILITIES ANALYSIS:

Several schools are near the subject area, the closest being McAuliffe Middle School, located across Loop 410 to the east. Other nearby schools include Sky Harbor Elementary, Southwest High School, Southwest Junior High, Southwest Elementary, Medio Creek Elementary, and McNair Middle School. It should be noted that, while Heavy Industrial land uses are generally not compatible with school facilities, the uses are already present and there is a substantial buffer between the Heavy Industrial land uses and school facilities. This buffer distance is approximately 0.6 miles at its minimum and is greater than one mile in several instances.

ALTERNATIVES:

No action will maintain the current land use designation of Agricultural, Community Commercial, Mixed Use, Parks and Open Space, Regional Commercial, and Light Industrial.

FISCAL IMPACT:

None. A Comprehensive Master Plan Amendment carries no specific financial commitment or immediate action by the City or partnering agencies.

RECOMMENDATION:

Approval. The proposed Heavy Industrial land use category is compatible with the existing land uses where it is proposed and with the adjacent Light Industrial and Regional Commercial land use classifications. As outlined above, the proposed category will allow zoning for general industrial and heavy industrial uses such as those already present in the subject area. Additionally, the proposed amendment to reclassify several areas from Mixed Use, Commercial, and Agricultural future land use classifications to Regional Commercial and Light Industrial acknowledges the existing major land uses as well, such as the Traders Village Flea Market, and the Love’s Travel Stop. As stated above, the industrial nature of the businesses established in this area and rail infrastructure in place, continued and future industrial use of the area is appropriate.

PLANNING COMMISSION RECOMMENDATION:

Meeting & Public Hearing Date: November 13, 2013

Approval. Resolution Attached

Newspaper Publication Date of Public Hearing: 10/25/2013

No. Notices mailed 10 days prior to Public Hearing: 38 to owners of property within 200 feet; 29 to planning team members

Registered Neighborhood Association(s) Notified: People Active in Community Effort (P.A.C.E.), Southwest Community Association

ZONING COMMISSION SUPPLEMENTAL INFORMATION: Z2014041A

Current zoning district: None

Proposed zoning district: “C-2” Commercial District, “C-3” General Commercial, “I-1” General Industrial District, “I-2” Heavy Industrial District, “L” Light Industrial District, “L S” Light Industrial District with a Specific Use Authorization for a Animal - Equestrian Center and Riding Trails, “C-3 CD” General Commercial with a Conditional Use for a Flea Market - Outdoor, “RP” Resource Protection District, “FR” Farm and Ranch District, “MI-1” Mixed Light Industrial District, “MI-1 S” Mixed Light Industrial District with a Specific Use Authorization for a Fairground, MI-1 S” Mixed Light Industrial District with a Specific Use Authorization for a Fairground and/or Stadium, “RD” Rural Development District, “UD” Urban Development District and adding the “AHOD” Airport Hazard Overlay District

Zoning Commission Public Hearing Date: December 17, 2013

Approval.