



City of San Antonio

Agenda Memorandum

File Number:21-2851

Agenda Item Number: 16.

Agenda Date: 4/14/2021

In Control: Planning Commission

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 2

SUBJECT:

Plan Amendment PA-2021-11600011

(Associated Zoning Case Z-2021-10700047)

SUMMARY:

Comprehensive Plan Component: I-10 East Corridor Perimeter Plan

Plan Adoption Date: February 2001

Current Land Use Category: "Regional Commercial," "Parks and Open Space," and "Urban Living"

Proposed Land Use Category: "Regional Commercial"

BACKGROUND INFORMATION:

Planning Commission Hearing Date: April 14, 2021

Case Manager: Michael Pepe, Planner

Property Owner: Oliver Truck Center LLC

Applicant: Oliver Truck Center LLC

Representative: Patrick Christensen

Location: 9702 Interstate 10 East

Legal Description: 13.102 acres out of NCB 16567

Total Acreage: 13.102

Notices Mailed

Owners of Property within 200 feet: 4

Registered Neighborhood Associations within 200 feet: None

Applicable Agencies: Texas Department of Transportation, Planning Department

Property Details

Transportation

Thoroughfare: IH-10 East

Existing Character: Interstate

Proposed Changes: None

Public Transit: There are no VIA bus routes are within walking distance of the subject property

ISSUE:

Comprehensive Plan

Comprehensive Plan Component: I-10 East Corridor Perimeter Plan

Plan Adoption Date: February 2001

Goals:

Provide opportunities for development of a range of commercial enterprises by re-evaluating the land uses along the Corridor to encourage appropriate development that would add value to the community.

Concentrate commercial facilities at designated locations, particularly intersections, in order to reduce unsightly strip development and adverse traffic impact upon residential areas using the following hierarchy and general locations:

Comprehensive Land Use Categories

Land Use Category: “Urban Living”

Description of Land Use Category:

Urban Living provides for compact neighborhoods and centralized commercial centers that promote a sense of community that are pedestrian and transit friendly. Centralized commercial centers in this category include the Mixed Use Center, the Town Center, and Transit-Oriented Development (TOD). Gated communities are not allowed in this land use category. Adjacent to these mixed-use commercial areas are less dense Neighborhood Centers, which have a nucleus, or a focal point. Urban Living also allows for form-based development, which emphasizes urban design in the form of regional centers and village development patterns. Mixed Use Centers include a concentrated blend of residential, retail, service, office, entertainment, leisure, and other related uses at increased densities, where people can enjoy a wide range of fulfilling experiences in one place. Mixed Use Centers are typically located at the intersection of a collector and arterial street or two arterial streets. A Town Center provides a central civic function with mixed uses incorporated into the peripheral development. Neighborhood Centers have an identifiable nucleus or focal point and edges. Shopping, recreation and services are accessible by foot or transit. Neighborhood Centers have a mix of residential uses and an interconnected street network with bicycle and pedestrian facilities. Civic buildings and civic spaces are given prominent sites, and schools and parks are located within walking distance. The edge of the neighborhood is bound by a parkway or boulevard.

Permitted Zoning Districts: TND, TOD, MXD, UD, & FBZD

Land Use Category: “Regional Commercial”

Description of Land Use Category:

Regional Commercial provides for offices, professional services, and retail uses that draw on the customer base of a region. Examples of uses include “big box” retail and retail “power centers”, shopping malls, movie theaters, and medical or office complexes that are mid to high rise. Regional Commercial uses are typically located at nodes formed by highways and major arterials, or two major arterials, and are usually 20 acres or

greater in size. Regional Commercial uses can serve as an appropriate buffer between an arterial or highway, and lower intensity commercial or medium to high density residential uses. **Permitted Zoning Districts:** NC, O-1, O-2, C-1, C-2, C-3

Land Use Category: “Parks and Open Space”

Description of Land Use Category:

Parks / 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.

Permitted Zoning Districts: None

Land Use Overview

Subject Property

Future Land Use Classification:

Urban Living, Regional Commercial, Parks and Open Space

Current Land Use Classification:

Manufactured Home/Oversize Vehicle Sales, Service and Storage

Direction: North

Future Land Use Classification:

None

Current Land Use Classification:

Interstate Highway

Direction: East

Future Land Use Classification:

Regional Commercial

Current Land Use Classification:

Agricultural

Direction: South

Future Land Use Classification:

Regional Commercial

Current Land Use Classification:

Agricultural

Direction: West

Future Land Use Classification:

Parks and Open Space

Current Land Use Classification:

Agricultural

FISCAL IMPACT:

None.

Proximity to Regional Center/Premium Transit Corridor

The property is not within a Regional Center, nor is it within a premium transit corridor.

STAFF ANALYSIS AND RECOMMENDATION:

Staff Analysis and Recommendation: Staff recommends Approval.

The applicant seeks a Plan Amendment to “Regional Commercial” to continue the existing freight trucking business under the zoning designation “C-3 CD”. The requested plan amendment would create consistency in future land use across the property and allows the existing business to develop further. Additionally, the site has good vehicular access to major roadways for a commercial land use and development. The request meets the goals of the IH-10 East Corridor Perimeter Plan to promote further investment in this area and adds consistency to a larger Regional Commercial site.

ALTERNATIVES:

1. Recommend Denial of the proposed amendment to the IH-10 East Corridor Perimeter Plan, as presented above.
2. Make an alternate recommendation.
3. Continue to a future date.

ZONING COMMISSION SUPPLEMENTAL INFORMATION: Z2021-10700047 CD

Current Zoning: "C-3 MLOD-3 MLR-2 AHOD" General Commercial Martindale Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District and "C-3 AHOD" General Commercial Airport Hazard Overlay District

Requested Zoning: "C-3 CD MLOD-3 MLR-2 AHOD" General Commercial Martindale Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District with Conditional Use for Manufactured Home/Oversize Vehicle Sales, Service or Storage and "C-3 CD AHOD" General Commercial Airport Hazard Overlay District with Conditional Use for Manufactured Home/Oversize Vehicle Sales, Service or Storage

Zoning Commission Hearing Date: April 20, 2021.