



City of San Antonio

Legislation Details (With Text)

File #: 14-1570

Type: Zoning Case

In control: City Council A Session

On agenda: 8/7/2014

Title: ZONING CASE # Z2014184 (District 10): An Ordinance amending the Zoning District Boundary from "C-3 AHOD" General Commercial Airport Hazard Overlay District and "I-1 AHOD" General Industrial Airport Hazard Overlay District to "I-1 AHOD" General Industrial Airport Hazard Overlay District on 3.329 acres out of Lot 21, NCB 14941 located on a portion of the 5300 Block of Leonhardt Road and the 4000 Block of Rail Drive. Staff and Zoning Commission recommend approval pending the plan amendment. (Associated Plan Amendment 14057)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Z2014-184, 2. Z2014184.pdf, 3. Ordinance 2014-08-07-0564

Date	Ver.	Action By	Action	Result
8/7/2014	1	City Council A Session	Motion to Approve	

DEPARTMENT: Development Services

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: Council District 10

SUBJECT:

Zoning Case Z2014184

SUMMARY:

Current Zoning: "C-3 AHOD" General Commercial Airport Hazard Overlay District and "I-1 AHOD" General Industrial Airport Hazard Overlay District

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

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: July 01, 2014

Case Manager: Trenton Robertson, Planner

Property Owner: Delmar E. Wurzbach, Jr.

Applicant: Memo's Landscaping and Lawncare (Christine Hernandez)

Representative: Andrew C. Guerrero

Location: A portion of the 5300 Block of Leonhardt Road and the 4000 Block of Rail Drive

Legal Description: 3.329 acres out of Lot 21, NCB 14941

Total Acreage: 3.329

Notices Mailed

Owners of Property within 200 feet: 16

Registered Neighborhood Associations within 200 feet: El Dorado Homes Association is located within 200 feet

Planning Team: North Sector Plan-39

Applicable Agencies: None

Property Details

Property History: The subject property was annexed in 1971 and was originally zoned “Temp R-1” Temporary Single Family Residence District. In two 1972 cases, the property was zoned to “B-3” Business District. In 1974, a portion of the property was rezoned to “I-1” Light Industry District. Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to the current “C-3” General Commercial District and “I-1” General Industrial District, respectively. The property was platted into its current configuration in 1985 (volume 9508, page 29 of the Deed and Plat Records of Bexar County, Texas), and is currently undeveloped.

The rezoning request is meant to allow development of a landscaping contractor facility and to apply zoning that is consistent with the surrounding properties.

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

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: “R-6”

Current Land Uses: Single-family residential

Direction: South and east

Current Base Zoning: “I-1”

Current Land Uses: Tow yard, railroad right-of-way and undeveloped land

Direction: West

Current Base Zoning: “I-1” and “C-3”

Current Land Uses: Fence contractor

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: Leonhardt Road

Existing Character: Collector; two lanes in each direction with sidewalk

Proposed Changes: None known

Thoroughfare: Rail Drive

Existing Character: Local; one lane in each direction with partial sidewalks

Proposed Changes: None known

Public Transit: VIA bus line 640 operates along Leonhardt Road, Lookout Road, and Wurzbach Parkway, with multiple stops near the subject property.

Traffic Impact: A Traffic Impact Analysis (TIA) is not required because 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 and size of use. The zoning application refers to a proposed construction trades contractors facility.

Contractor Facility - Minimum Parking Requirement: 1 space per 1,500 square feet of Gross Floor Area (GFA); Maximum Parking Requirement: 1 space per 300 square feet of GFA.

ISSUE:

None.

ALTERNATIVES:

A denial of the zoning request will result in the subject property retaining the current commercial and industrial zoning classifications.

FISCAL IMPACT:

None. The applicant has paid the required zoning fees.

RECOMMENDATION:

Staff and Zoning Commission (11-0) 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 property is located within the North Sector Plan and is currently designated as Suburban Tier in the future land use component of the plan. The requested "I-1" General Industrial District is not consistent with the adopted land use designation. A plan amendment has been submitted, requesting to change the future land use designation to Specialized Center. The Specialized Center designation is meant to accommodate industrial development located near expressways, arterial thoroughfares, and railroad lines. Staff and Planning Commission recommend approval of the plan amendment request.

2. Adverse Impacts on Neighboring Lands:

The existing "C-3" base zoning district is not appropriate for the subject property. The surrounding blocks consist of single-family residences and industrial uses, along with undeveloped lots with industrial zoning. The uses permitted in "I-1" are consistent with the existing pattern of development along the south side of Leonhardt Road.

The subject property was platted with the other lots along Rail Drive as an industrial subdivision. The property's location surrounded by other industrial uses, railroad right-of-way, flood plain, and the elevated portion of Wurzbach Parkway make industrial development appropriate. In the "I-1" district, construction

trades contractor facilities are required to screen outdoor storage from public rights-of-way and adjacent properties.

3. Suitability as Presently Zoned:

The existing “C-3” zoning district is not appropriate for the subject property due to the property’s location and access. The residential subdivision to the north would likely experience increased adverse impacts from the uses permitted in the existing “C-3” district, including increased traffic and impervious cover related to the parking required for retail and service uses that attract a larger customer base.

4. Health, Safety and Welfare:

Staff is concerned about industrial uses in close proximity to residential uses. However, the residential subdivision is bound by industrial uses, rail lines, and flood plain to the south and east. The plat shows a significant drainage easement abutting the rail line at the rear of the subject property, and a 30-foot building setback along Leonhardt Road. Of the twelve platted lots in the industrial subdivision, half are currently developed with industrial uses. Of the undeveloped lots, only the subject property carries commercial zoning. The location is not appropriate for intense commercial development, and the property may face an increased chance of remaining undeveloped under the current commercial zoning.

5. Public Policy:

Should the requested plan amendment be approved, the request does not appear to conflict with any public policy objective.

6. Size of Tract:

The subject property is 4.337 acres in size, which should be able to reasonably accommodate the uses permitted in the “I-1” district, as well as the required parking.

7. Other Factors:

None.