



City of San Antonio

Legislation Details (With Text)

File #: 16-1075
Type: Plan Amendment
In control: City Council A Session
On agenda: 2/18/2016
Title: PLAN AMENDMENT # 16008 (Council District 10): An Ordinance amending the future land use plan contained in the North Sector Plan, a component of the Comprehensive Master Plan of the City, by changing the future land use of 5.87 acres out of NCB 15724 located in the 12600 Block of Judson Road from "Suburban Tier" to "Regional Center." Staff and Planning Commission recommend Approval. (Associated Zoning Case Z2016029)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Adopted & Proposed Maps PA 16008, 2. Aerial Map PA16008, 3. Signed Resolution PA 16008, 4. Draft Ordinance, 5. Ordinance 2016-02-18-0148

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

COUNCIL DISTRICTS IMPACTED: 10

SUBJECT:

Plan Amendment #16008
(Associated Zoning Case Z2016029)

SUMMARY:

Comprehensive Plan Component: North Sector Plan

Plan Adoption Date: August 5, 2010

Current Land Use Category: Suburban Tier

Proposed Land Use Category: Regional Center

BACKGROUND INFORMATION:

Planning Commission Hearing Date: December 16, 2015

Case Manager: Erica Greene, Planner

Property Owner: Lawrence Roddick

Applicant: TRC Engineers, Inc.

Representative: TRC Engineers, Inc.

Location: 12600 Block of Judson Road

Legal Description: 5.87 acres of land out of NCB15724

Total Acreage: 5.87

Notices Mailed

Owners of Property within 200 feet: 8

Registered Neighborhood Associations within 200 feet: Valley Forge Residents Association

Planning Team: 34

Applicable Agencies: None

Transportation

Thoroughfare: Judson Road

Existing Character: Primary Arterial

Proposed Changes: None

Thoroughfare: I-35

Existing Character: Major Highway

Proposed Changes: None

Public Transit:

There is a VIA bus stop #640 on Judson Road near the subject property.

ISSUE:

Plan Adoption Date: August 5, 2010

Update History: None

LU-6.5

Encourage development that is visually and functionally compatible with its surrounding neighborhoods by maintaining a massing and density of development that is compatible with adjacent developed neighborhoods.

Comprehensive Land Use Categories

Suburban Tier: Suburban Tier uses include both residential and non-residential uses. **RESIDENTIAL: Low to Medium Density.** Generally: Small and large tract attached and detached single family; Multi-family housing (duplex, triplex, quadplex); townhomes, garden homes, and condominium. **NON-RESIDENTIAL: Neighborhood and Community Commercial.** Generally: Neighborhoods where detached retail services such as service stations, professional offices, bakeries, restaurants, bookstores, supermarkets, clinics, hotels, and other retail stores are appropriate. **LOCATION:** Commercial uses in Suburban areas serve both neighborhood and community scale markets. Neighborhood commercial is appropriate at the intersection of residential streets and collectors, and should not encroach into residential areas. Neighborhood uses should be accessible by pedestrians. Community commercial should be located at the intersections of arterials and/or collectors. The intensity of the commercial use should not interfere with the character and density of nearby residential uses and adequate buffers should be maintained. Community commercial uses should be accessible by car and bike, and the commercial areas should be pedestrian friendly.

Example Zoning Districts:

NP-15, NP-10, NP-8, R-6, R-5, R-4, R-3, RM-6, RM-5, RM-4, MF-18, O-1, O-1.5, NC, C-1, C-2, C-2PRD

(Conservation Subdivision), UD

Comprehensive Land Use Categories

Regional Center: Regional Center uses include both residential and non-residential uses.

RESIDENTIAL: High Density. Generally: Attached single family and multifamily housing; Mid-High rise condominium buildings, apartment complexes, and row houses.

NON-RESIDENTIAL: Regional Commercial, Office. Generally: “Big box” or “power centers”, shopping malls, movie theaters, hospitals, office complexes, laboratories, wholesalers, and light manufacturing.

LOCATION: Regional Centers accommodate the most intense commercial uses and should be located at the intersection of Expressways and Major Arterials. Serving a regional market, streets need to accommodate large volumes of automobile traffic traveling to, and within, the development. Internal access and circulation is important. Pedestrians and Bicycles should be able to travel safely within the development. Transit is encouraged.

Example Zoning Districts:

MF-25, MF-33, O-1, O-1.5, O-2, C-2, C-2P, C-3, UD

Land Use Overview

Subject Property

Future Land Use Classification

Regional Center

Current Use

Vacant Land

North

Future Land Use Classification

Regional Center

Current Use

Vacant Land

East

Future Land Use Classification

Regional Center

Current Use

Commercial Use -Tennis Store

South

Future Land Use Classification

Regional Center

Current Use

Commercial Use-Gas Station

West

Future Land Use Classification

Regional Center

Current Use

Vacant Land

LAND USE ANALYSIS:

Sector Plan Criteria for review:

- The recommended land use pattern identified in the North Sector Land Use Plan inadequately provides

appropriate optional sites for the land use change proposed in the amendment.

- The amendment must constitute an overall improvement to the Sector Plan and will not solely benefit a particular landowner or owners at a particular point in time.
- The amendment must uphold the vision for the future of the North Sector Plan.

The subject property is undeveloped. The proposed use for the property is storage for recreational vehicles and boats. Regional Center allows for the proposed zoning of the property. The request will not substantially nor permanently injure the property rights on the owner(s) of all real property affected by the proposed change. The properties that are located around the subject property include several commercial uses which follow the current pattern for development of that area. The amendment upholds the vision for the future of the North Sector Plan as it supports developing a compatible land use fabric to accommodate the most intense commercial uses located at the intersection of expressways and major arterials.

The amendment will not adversely impact a portion of, or the entire Planning Area by;

- Significantly altering acceptable existing land use patterns, especially in established neighborhoods.
- Affecting the existing character (i.e. visual, physical, and functional) of the immediate area.
- Creating activities that are not compatible with adjacent neighboring uses, and, particularly, the mission of Camp Bullis.
- Significantly alter recreational amenities such as open space, parks, and trails.

The Regional Center land use classification would support the goals of the North Sector Plan of protecting the existing residential neighborhoods and discouraging developments of incompatible uses and provide opportunity for future commercial development that would be compatible with adjacent uses.

ALTERNATIVES:

1. Recommend denial of the proposed amendment to the North Sector Plan, as presented above.
2. Make an alternate recommendation.
3. Continue to a future date.

FISCAL IMPACT:

None

RECOMMENDATION:

Staff recommends approval. The proposed amendment to Regional Center land use will not significantly alter the land use pattern or character of the immediate area as the proposed change is compatible with the already-existing surrounding pattern of development.

PLANNING COMMISSION RECOMMENDATION: Approval, 8-0.

ZONING COMMISSION SUPPLEMENTAL INFORMATION: Z2016029

Current Zoning: "C-2 IH-1 AHOD" Commercial Northeast Gateway Corridor Overlay Airport Hazard Overlay District

Proposed Zoning: "C-3 IH-1 CD AHOD" General Commercial Northeast Gateway Corridor Airport Hazard Overlay District

Zoning Commission Hearing Date: January 19, 2016