



City of San Antonio

Legislation Details (With Text)

File #: 17-2859

Type: Zoning Case

In control: City Council A Session

On agenda: 5/4/2017

Title: ZONING CASE # Z2017100 (Council District 6): An Ordinance amending the Zoning District Boundary from "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District, "C-2 AHOD" Commercial Airport Hazard Overlay District, "C-2NA AHOD" Commercial Nonalcoholic Sales Airport Hazard Overlay District, "C-3 AHOD" General Commercial Airport Hazard Overlay District, "C-3NA AHOD" General Commercial Nonalcoholic Sales Airport Hazard Overlay District, "C-3 NA S AHOD" General Commercial Nonalcoholic Sales Airport Hazard Overlay District with Specific Use Authorization for a Mini-Warehouse and "I-1 AHOD" General Industrial Airport Hazard Overlay District to "TOD AHOD" Transit Oriented Development Airport Hazard Overlay District on 85.34 acres out of NCB 18288, located in the 7000 Block of Potranco Road. Staff and Zoning Commission recommend Approval, pending Plan Amendment. (Associated Plan Amendment 17030)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Location Map, 2. Site Plan, 3. Z2017100 Minutes, 4. Draft Ordinance.pdf, 5. Ordinance 2017-05-04-0313

Date	Ver.	Action By	Action	Result
5/4/2017	1	City Council A Session	Motion to Approve	

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 6

SUBJECT:

Zoning Case Z2017100
(Associated Plan Amendment 17030)

SUMMARY:

Current Zoning: "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District, "C-2 AHOD" Commercial Airport Hazard Overlay District, "C-2NA AHOD" Commercial Nonalcoholic Sales Airport Hazard Overlay District, "C-3 AHOD" General Commercial Airport Hazard Overlay District, "C-3NA AHOD" General Commercial Nonalcoholic Sales Airport Hazard Overlay District, "C-3 NA S AHOD" General Commercial Nonalcoholic Sales Airport Hazard Overlay District with Specific Use Authorization for a Mini-Warehouse and "I-1 AHOD" General Industrial Airport Hazard Overlay District

Requested Zoning: "TOD AHOD" Transit Oriented Development Airport Hazard Overlay District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: April 4, 2017

Case Manager: Nyliah Acosta, Planner

Property Owner: VIA Metropolitan Transit, Potranco-Military, LLC Kim Dai Thi Nguyen & Hong Thi Kim, Persyn-San Antonio, LLC

Applicant: PMI 2016, LLC

Representative: Patrick W. Christensen

Location: 7000 Potranco Road

Legal Description: 85.34 acres out of NCB 18288

Total Acreage: 85.34

Notices Mailed

Owners of Property within 200 feet: 93

Registered Neighborhood Associations within 200 feet: None

Applicable Agencies: None

Property Details

Property History: The subject property was annexed into the City of San Antonio in 1994 and was previously zoned “Temporary R-1” Single-Family Residence District. A 1996 case rezoned the property “R-1” Single-Family Residence District, “I-1” Light Industrial District, “B-3NA” Business Nonalcoholic District and “B-2” Business District. Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to the current “R-6” Residential Single-Family, “I-1” General Industrial District and “C-3NA” General Commercial Nonalcoholic Sales District. Lastly, a 2004 case rezoned a portion of the property to “C-3 NA S” General Commercial Nonalcoholic Sales with Specific Use Authorization for a Mini-Warehouse.

Topography: A portion of the property is located within the 100 year flood plain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: R-6

Current Land Uses: Single-Family Residential

Direction: West

Current Base Zoning: R-6, MH, C-2, C-3

Current Land Uses: Vacant Lots, Vehicle Storage, Commercial

Direction: South

Current Base Zoning: MF-33, C-3, C-2, I-1

Current Land Uses: Apartments, Vacant Lots, NSA

Direction: East

Current Base Zoning: R-4, R-6, C-2, I-1, MF-33

Current Land Uses: Single-Family Residential, Restaurant, Apartments,

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: Potranco Road

Existing Character: Primary Arterial

Proposed Changes: None Known

Public Transit: VIA route 620 is directly in front of the subject property.

Traffic Impact: A Traffic Impact Analysis (TIA) is required, but can be deferred. The traffic generated by the proposed development exceeds the threshold requirements. A traffic engineer for the project is required to be in attendance at the commission meeting.

Parking Information: Retail- Minimum vehicle space: 1 per 300 sf GFA. Maximum vehicle space: 1 per 200 sf GFA. Multi-Family- Minimum vehicle space: 1.5 per unit. Maximum vehicle space: 2 per unit. Office- Minimum vehicle space: 1 per 300 sf GFA. Minimum vehicle space: 1 per 140 sf GFA.

ISSUE:

None.

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current base zoning district.

FISCAL IMPACT:

None.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Zoning Commission (10-0) recommend Approval, pending 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 West/Southwest Sector Plan, and is currently designated as "General Urban Tier" and "Suburban Tier" in the future land use component of the plan. The requested "TOD AHOD" Transit Oriented Development base zoning district is not consistent with the future land use designation. The applicant has requested a plan amendment to change the land use from "General Urban Tier" and "Suburban Tier" to "Mixed Use Center". Staff and Planning Commission recommend Approval.

2. Adverse Impacts on Neighboring Lands:

Staff finds no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The applicant requests this zoning change in order to develop a transit oriented development (TOD). A "TOD" allows for a more intense and efficient use of land at increased densities for the mutual re-enforcement of public investments and private development. The proposed "TOD" will encourage residential and employment growth within walking distance from neighborhood centers in order to support an inter-modal transportation

system.

3. Suitability as Presently Zoned:

The current “C-2” and “C-3” base zoning districts are appropriate for the subject property’s location; however the subject property is located on a primary arterial, which includes a mix of community scale residential and commercial developments making it appropriate for a “TOD”. In addition, the West/Southwest Sector Plan supports the use of special zoning districts, like the requested transit oriented development, and other innovative development and land use planning tools to enhance corridors and create pedestrian oriented nodes.

4. Health, Safety and Welfare:

Staff has found no indication of likely adverse effects on the public health, safety, or welfare.

5. Public Policy:

Below are relevant comprehensive plan goals and policies related to transit oriented development. It appears that the proposal is generally consistent with many of these. However, the proposal lacks in consideration for the provision of mixed-income and affordable housing, an essential component of transit oriented development. The applicant should be encouraged to incorporate this into their plans.

GCF Goal 1: Higher-density uses are focused within the city’s 13 regional centers and along its arterial and transit corridors.

GCF Goal 4: Sustainable infill and mixed-use development provide walkable and bikeable destinations for all residents.

GCF Goal 5: Growth and city form support improved livability in existing and future neighborhoods.

GCF P9: Allow higher-density and mixed uses in portions of, or adjacent to, single-family residential areas to encourage shopping, services and entertainment amenities in close proximity to housing and where appropriate.

GCF P10: Develop a plan to preserve and maintain affordable housing within revitalizing neighborhoods and along transit corridors.

GCF P13: Evaluate commercial and industrial land use and zoning designations in the core of the city, regional centers, urban centers and primary transit corridors to determine areas that could be converted to residential or mixed-use.

GCF P14: Establish appropriate buffers and transitions (land use, form and/or landscaping) between residential neighborhoods and surrounding higher-density development.

TC Goal 3: San Antonio’s transportation and connectivity networks support a high quality of life and strong, healthy communities.

TC P24: Incentivize transit supportive development opportunities and incorporate transit supportive infrastructure improvements to promote transit use.

TC P25: Develop incentives and zoning regulations to encourage transit-supportive development.

TC P26: Encourage and invest in pedestrian scaled streetscapes that promote placemaking and encourage walking and bicycling.

TC P27: Encourage and invest in transportation infrastructure investments that also serve to strengthen social networks.

H P10: Ensure land use designations and other policies allow for and encourage a mixture of housing types and densities of housing within development projects.

- H P11: Encourage and incentivize new housing development projects to provide a mixture of housing types, sizes and prices.
- H P24: Encourage and incentivize the development of a range of affordable housing options in and near regional centers and transit corridors.
- H P41: Encourage the development of amenity-based neighborhoods

6. Size of Tract:

The subject property totals 85.34 acres in size, which will accommodate the uses permitted in a “TOD” Transit Oriented Development District.

7. Other Factors:

The transit-oriented development district encourages a mixture of residential, commercial, and employment opportunities within identified light rail station or other high capacity transit areas. Uses and development are regulated to create a more intense built-up environment, oriented to pedestrians, to provide a density and intensity that is transit supportive. The development standards of the district also are designed to encourage a safe and pleasant pedestrian environment near transit stations by encouraging an intensive area of shops and activities, by encouraging amenities such as benches, kiosks, and outdoor cafes, and by limiting conflicts between vehicles and pedestrians.