



City of San Antonio

Legislation Details (With Text)

File #: 17-2866
Type: Plan Amendment
In control: City Council A Session
On agenda: 5/4/2017
Title: PLAN AMENDMENT # 17030 (Council District 6): An Ordinance amending the West/Southwest Sector Plan, a component of the Comprehensive Master Plan of the City, by changing the future land use from "General Urban Tier" and "Suburban Tier" to "Mixed Use Center" on 85.34 acres out of NCB 18288, located at 7000 Potranco Road. Staff and Planning Commission recommend Approval. (Associated Zoning Case Z2017100)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Aerial Map, 2. LU Map, 3. PA 17030 Resolution, 4. Draft Ordinance.pdf, 5. Ordinance 2017-05-04-0311

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 6

SUBJECT:

Plan Amendment 17030
(Associated Zoning Case Z2017100)

SUMMARY:

Comprehensive Plan Component: West/Southwest Sector Plan

Plan Adoption Date: April 21, 2010

Current Land Use Category: "General Urban Tier" and "Suburban Tier"

Proposed Land Use Category: "Mixed Use Center"

BACKGROUND INFORMATION:

Planning Commission Hearing Date: March 22, 2017

Case Manager: Nylih 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

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.

ISSUE:

Plan Adoption Date: April 21, 2010

Update History: None

LU-3

Existing corridors are transformed and new corridors are carefully planned to create dynamic, mixed-use, pedestrian oriented nodes that are integrated into the surrounding community.

Comprehensive Land Use Categories

General Urban Tier: RESIDENTIAL: Medium to High Density

Generally: Small tract detached single family housing, Multi-Family including apartments, quadplexes, triplexes, duplexes, and townhomes (condominiums)

NON-RESIDENTIAL: Community Commercial Generally: Urbanized areas where frequent and/or attached walkable retail services such as convenience retail stores, live/work units, cafes, grocery stores, hotels, clinics and other small businesses are appropriate **LOCATION:** Community commercial uses in the General Urban Tier, which serve medium and high density residential uses, should be located at the intersections of arterials and/or collectors. Serving both a local and wider community, these commercial areas should be accessible by walking from nearby residents, biking within the vicinity, and cars from a broader range. Parking for both cars and bikes should be located as to not interfere with pedestrian circulation.

Example Zoning District:

R-4, R-3, RM-6, RM-5, RM-4, MF-18, MF-25, MF-33, O-1.5, C-1, C-2, C-2P, UD

Comprehensive Land Use Categories

Suburban Tier: 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 condominiums **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-2P
RD, UD

Comprehensive Land Use Categories

RESIDENTIAL: Very High Density Generally: High density detached, mid-high rise condominium buildings, apartment complexes, and row houses **NON-RESIDENTIAL: Community Commercial, Office, Mixed Use Generally:** Detached or attached walkable retail services such as convenience stores, live/work units, cafes, pantry stores, hotels, and other businesses **LOCATION:** Mixed Use Centers serve Suburban, General Urban, and Rural Tiers outside of the Urban Core Tier. Although mixed use developments are encouraged, Community Commercial and Office uses are also appropriate. The higher intensity of the residential and commercial uses should be located on, or at the intersection of, arterials and collectors. Streets should accommodate high volumes of commercial traffic for cars while accommodating safe and inviting access for pedestrians and bicycles within and around the center. High capacity transit should be encouraged.

Example Zoning Districts:

MF-40, MF-50, O-1, O-1.5, O-2, C-1, C-2, C-2P, UD,
FBZD, TOD, MXD, MPCD

Land Use Overview

Subject Property

Future Land Use Classification

General Urban Tier and Suburban Tier

Current Use

Vacant Lots

North

Future Land Use Classification

Natural Tier and Suburban Tier

Current Use

Single-Family Residential

East

Future Land Use Classification

General Urban Tier, Suburban Tier and Civic Center

Current Use

Single-Family Residential, Multi-Family, Commercial and Industrial

South

Future Land Use Classification

Mixed Use Center and Specialized Center

Current Use

Vacant Lots and Commercial

West

Future Land Use Classification

General Urban Tier and Suburban Tier

Current Use

Vacant Lots, Single-Family Residential and Commercial

LAND USE ANALYSIS:

Sector Plan Criteria for review:

- The recommended land use pattern identified in the West/Southwest Sector 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 West/Southwest Sector Plan.

The applicant requests this plan amendment and associated 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 amendment to Mixed Use Center will encourage residential and employment growth within walking distance from neighborhood centers in order to support an inter-modal transportation system.

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 Lackland.
- Significantly alter recreational amenities such as open space, parks, and trails.

The subject property is located on a primary arterial, which includes a mix of community scale residential and commercial developments that are consistent with a Mixed Use Center land use, making it appropriate for the Mixed Use Center classification. The Mixed Use Center land use classification also supports the goals of the West/Southwest Sector Plan's goal to support 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. The subject property is not within the boundaries of the Lackland Influence Area, and is not anticipated to adversely affect any recreational amenities in the area.

The following goals 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

ALTERNATIVES:

1. Recommend denial of the proposed amendment to the West/Southwest 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 Mixed Use 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 (10-0)

ZONING COMMISSION SUPPLEMENTAL INFORMATION: Z2017100

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

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

Zoning Commission Hearing Date: March 21, 2017