



# City of San Antonio

## Legislation Details (With Text)

**File #:** 18-1356  
**Type:** Zoning Case  
**In control:** Zoning Commission  
**On agenda:** 1/16/2018  
**Title:** ZONING CASE # Z2018065 (Council District 2): A request for a change in zoning from "MH AHOD" Manufactured Home Airport Hazard Overlay District and "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District to "C-2 AHOD" Commercial Airport Hazard Overlay District and "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District on 12.209 acres out of NCB 17730, generally located at the southwest corner of Gibbs Sprawl and Walzem Road. Staff recommends Approval, pending Plan Amendment. (Associated Plan Amendment 18018)  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** 1. Location Map

Date	Ver.	Action By	Action	Result
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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 2

**SUBJECT:**

Zoning Case Z2018065  
(Associated Plan Amendment 18018)

**SUMMARY:**

**Current Zoning:** "MH AHOD" Manufactured Home Airport Hazard Overlay District and "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District

**Requested Zoning:** "C-2 AHOD" Commercial Airport Hazard Overlay District and "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** January 16, 2018

**Case Manager:** Kayla Leal, Planner

**Property Owner:** Columbia Realty Limited

**Applicant:** Columbia Realty Limited

**Representative:** Brown & Ortiz

**Location:** Southwest of the Gibbs-Sprawl Road and Walzem Road Intersection

**Legal Description:** 12.209 acres out of NCB 17730

**Total Acreage:** 12.209

**Notices Mailed**

**Owners of Property within 200 feet:** 9

**Registered Neighborhood Associations within 200 feet:** None

**Applicable Agencies:** Planning Department

**Property Details**

**Property History:** The subject property was annexed into the City of San Antonio on December 30, 1985, established by Ordinances 61618 and 61619. The subject property was zoned "Temporary R-1" Temporary Single Family Residence District. A portion of the property converted to the current "R-6" Single-Family Residential District upon adoption of the 2001 Unified Development Code (UDC), established by Ordinance 93881, dated May 3, 2001. Most of the property was rezoned to "R-4" Manufactured Home Residence District, established by Ordinance 82131, dated April 27, 1995. The current "MH" Manufactured Home District converted from the previous "R-4" upon adoption of the 2001 UDC.

**Topography:** The subject property is located within the Cibolo Creek Watershed, and the southwestern portion of the subject property is located within the 100-Year Flood Plain.

**Adjacent Base Zoning and Land Uses**

**Direction:** North

**Current Base Zoning:** C-3, C-1, R-4

**Current Land Uses:** Wal-Mart, Gas Station, Vacant Lot

**Direction:** East

**Current Base Zoning:** C-3R, OCL

**Current Land Uses:** Vacant Lot, Outside City Limits

**Direction:** South

**Current Base Zoning:** OCL

**Current Land Uses:** Outside City Limits

**Direction:** West

**Current Base Zoning:** R-4

**Current Land Uses:** Vacant Lot, Single-Family Residential

**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:** Gibbs Sprawl Road

**Existing Character:** Secondary Arterial  
**Proposed Changes:** None Known

**Thoroughfare:** Walzem Road  
**Existing Character:** Secondary Arterial  
**Proposed Changes:** None Known

**Public Transit:** VIA Bus Route 632 is within walking distance of the subject property on Branching Court.

**Traffic Impact:** A Traffic Impact Analysis (TIA) Report is required. A Traffic Engineer must be present at Commission Meetings.

**Parking Information:** Single-Family Dwellings require a minimum of one (1) parking space per unit and does not have a maximum. Commercial zoning allows a variety of uses, all of which have their own respective parking requirements. Parking requirements can be found in the Unified Development Code, as per Table 526-3b.

**ISSUE:**  
None.

**ALTERNATIVES:**

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation. Single-family residential zoning permits dwellings (detached) with a minimum lot size of 6,000 square feet and a minimum lot width of 50 feet, foster family home, public and private schools. The “MH” district provides suitable locations for individual HUD-code manufactured homes. Although this district still exists, it is no longer approved for new properties.

**FISCAL IMPACT:**  
None.

**PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:**

The subject property is neither within a Regional Center nor within a half (½)-mile of a Premium Transit Corridor.

**RECOMMENDATION:**

**Staff Analysis and Recommendation:** Staff recommends Approval.

**Criteria for Review:** According to Section 35-421, zoning amendments shall be based on the approval criteria below.

**1. Consistency:**

The subject property is located within the IH-10 East Corridor Perimeter Plan and is currently designated as “Neighborhood Commercial” and “Community Commercial” in the land use component of the plan. The requested “C-2” and “R-4” base zoning districts are not consistent with the adopted land use designation. The applicant is requesting a Plan Amendment to “Community Commercial” and “Low Density Residential.” Staff and Planning Commission recommend Approval of the amendment.

**2. Adverse Impacts on Neighboring Lands:**

Staff has not found evidence of likely adverse impacts on neighboring lands in relation to this zoning change

request. The proposed use is consistent with the established development pattern of the surrounding area. There are commercial uses across the street and caddy-corner from the subject property. The applicant is proposing the commercial uses be placed on the corner of the subject property which is consistent with the established pattern in the area.

**3. Suitability as Presently Zoned:**

The existing “MH” is not appropriate for the surrounding area. There is single-family residential and commercial in the area, so the requested zoning is much more appropriate for the subject property.

**4. Health, Safety and Welfare:**

Staff has not found any indication of likely adverse effects on the public health, safety, or welfare. The proposed use is consistent with the surrounding uses. The requested “C-2” zoning will be on the corner of Gibbs-Sprawl Road and Walzem Road, which is consistent with all three (3) other corners of the intersection. The single-family residential will be along Gibbs-Sprawl Road near other single-family residential, so there does not appear to be any indication of likely adverse effects.

**5. Public Policy:**

The request does appear to conflict with any public policy objective. The future land use for the majority of the property is “Neighborhood Commercial”, which is not consistent with the existing base zoning of “MH” Manufactured Housing and “R-6” Residential Single-Family District. The proposed Plan Amendment to “Low-Density Residential” and “Community Commercial will provide housing and commercial uses along two secondary arterial roads. The majority of the subject property is being requested to “Low-Density Residential,” while under two (2) acres on the corner of Gibbs-Sprawl Road and Walzem Road is proposed as “Community Commercial.” This layout is ideal as commercial uses are better-suited on corners of major intersections. The request will be creating consistency with the land use and the zoning, as well as providing single-family housing.

**6. Size of Tract:**

The 12.209 acre site is of sufficient size to accommodate the proposed development. The proposed development includes 110 single-family dwellings.

**7. Other Factors:**

None.