



City of San Antonio

Legislation Details (With Text)

File #: 18-1532

Type: Zoning Case

In control: Zoning Commission

On agenda: 2/6/2018

Title: ZONING CASE # Z2018046 CD (Council District 10): A request for a change in zoning from "C-2 S AHOD" Commercial Airport Hazard Overlay District with Specific Use Authorization for Meeting Facilities to "C-2 CD AHOD" Commercial Airport Hazard Overlay District with a Conditional Use for a Construction Contractor Facility with Outside Storage on Lot P-3A, NCB 15688, located at 4516 Stahl Road. Staff recommends Approval.

Sponsors:

Indexes:

Code sections:

Attachments: 1. Location Map, 2. Site Plan

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 10

SUBJECT:

Zoning Case Z2018046 CD

SUMMARY:

Current Zoning: "C-2 S AHOD" Commercial Airport Hazard Overlay District with Specific Use Authorization for Meeting Facilities

Requested Zoning: "C-2 CD AHOD" Commercial Airport Hazard Overlay District with a Conditional Use for a Construction Contractor Facility with Outside Storage

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: February 6, 2018. This case has been expedited to the February 15, 2018 City Council Hearing due to the cancellation of the January 16 Zoning Commission Meeting.

Case Manager: Angela Cardona, Planner

Property Owner: Martin Frank Ognoskie II

Applicant: Michele Debs

Representative: Michele Debs

Location: 4516 Stahl Road

Legal Description: Lot P-3A, NCB 15688

Total Acreage: 0.424

Notices Mailed

Owners of Property within 200 feet: 8

Registered Neighborhood Associations within 200 feet: None

Applicable Agencies: None

Property Details

Property History: The subject property was annexed by the City of San Antonio in 1972. The original zoning designation was "Temporary R-1". A 1984 zoning case rezoned a portion of the property to "R-3". Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to the current "MF-33" Multi-Family District. The other portion of the property was also originally zoned "Temporary R-1." Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to "R-6" Residential Single-Family District. The zoning was then changed in April, 2015 to the current "C-2" Commercial District (Ordinance 2015-04-16-0330)

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: "C-3R"

Current Land Uses: Vacant

Direction: South

Current Base Zoning: "MF-33"

Current Land Uses: Vacant

Direction: East

Current Base Zoning: "C-2", R-6"

Current Land Uses: Vacant and Cemetery

Direction: West

Current Base Zoning: "C-2"

Current Land Uses: Vacant

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: Stahl Road

Existing Character: Secondary Arterial A

Proposed Changes: None.

Thoroughfare: Higgins Road

Existing Character: Secondary Arterial A

Proposed Changes: None.

Public Transit: The nearest VIA bus route #641 is within walking distance of the subject property.

Traffic Impact: A Traffic Impact Analysis is not required. The traffic generated by the proposed development does not exceed the threshold requirements.

Parking Information: Parking requirements are determined by use. Commercial uses generally requires a minimum of 1 parking space per 300 square feet and a maximum of 1 parking space per 200 square feet.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation. C-2 districts accommodate community commercial uses, with unlimited building size, and building height limitation of 25 feet. Examples of permitted uses: liquor store, miniature golf and other indoor gaming facilities, small indoor movie theater, pet cemetery, auto & light truck oil, lube & tune-up, auto glass tinting, tire repair (sale and installation only), gas station, appliance sales & repair, charitable food & clothing banks and dry cleaning. No outdoor storage or display of goods shall be permitted except for outdoor dining.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is not within proximity to a Regional Center or a Premium Transit Corridor.

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 property is located within the San Antonio International Airport Vicinity Land Use Plan and is currently designated as “Mixed Use”. The requested base zoning district of “C-2” is consistent with the land use plan.

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 subject property is surrounded by commercial uses.

3. Suitability as Presently Zoned:

The current “C-2” base zoning district is appropriate for the surrounding area. The San Antonio International Airport Vicinity Land Use Plan calls for “Mixed Use”.

4. Health, Safety and Welfare:

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

5. Public Policy:

Staff finds that the request is not contrary to any stated public policy objective, as the plan is called for “Mixed Use”.

6. Size of Tract:

The 0.424 acre tract is of sufficient size for the requested “C-2” base zoning district.

7. Other Factors:

The Conditional Use zoning procedure is designed to provide for a land use that is not permitted by the established zoning district, but due to individual site considerations or unique development requirements would be compatible with adjacent land uses under given conditions.