



City of San Antonio

Legislation Details (With Text)

File #: 18-2355
Type: Zoning Case
In control: Zoning Commission
On agenda: 3/20/2018
Title: ZONING CASE # Z2018128 (Council District 2): A request for a change in zoning from "RM-4 AHOD" Residential Mixed Airport Hazard Overlay District and "L AHOD" Light Industrial Airport Hazard Overlay District to "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District on 168.45 acres out of NCB 12867 and NCB 35098, located at 5502 IH-10 East. Staff recommends Approval, pending the Plan Amendment. (Associated Plan Amendment 18041)
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 Z2018128
(Associated Plan Amendment 18041)

SUMMARY:

Current Zoning: "RM-4 AHOD" Residential Mixed Airport Hazard Overlay District and "L AHOD" Light Industrial Airport Hazard Overlay District

Requested Zoning: "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: March 20, 2018

Case Manager: Daniel Hazlett, Planner

Property Owner: Rosillo Creek Development, LTD.

Applicant: Jaime Arechiga

Representative: Jaime Arechiga

Location: 5502 Interstate 10 East

Legal Description: 168.45 acres out of NCB 12867 and NCB 35098

Total Acreage: 168.45

Notices Mailed

Owners of Property within 200 feet: 15

Registered Neighborhood Associations within 200 feet: None.

Applicable Agencies: Texas Department of Transportation

Property Details

Property History: The subject properties were annexed into the City of San Antonio and were zoned Temporary "R-1" Single-Family Residence District by Ordinance 64022, dated December 29, 1986. In 1986 and 1987 zoning cases the properties were rezoned from Temporary "R-1" to "R-3" Multiple Residences District, "B-3" Business District, and "I-1" Light Industrial District. The properties converted from "R-3", "B-3", and "I-1" to "MF-33" Multi-Family District, "C-3" General Commercial District, and "I-1" General Industrial District with the adoption of the 2001 Unified Development Code (UDC), established by Ordinance 93881, on May 3, 2001. The majority of the properties were rezoned from "MF-33" and "C-3" and "I-1" to "UD" Urban Development District by Ordinance 2006-06-2-0822, dated June 2, 2006. The properties were rezoned from "UD" Urban Development District and "MF-33" Multi-Family District to the current "RM-4" Residential Mixed District and "L" Light Industrial District by Ordinance 2013-05-16-0344, dated May 16, 2013.

Topography: Portions of the subject properties fall within the 100-year flood plain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: "L"

Current Land Uses: Vacant Land

Direction: East

Current Base Zoning: "UD", "RM-4", "L", "I-2"

Current Land Uses: Vacant Land, Warehouse

Direction: South

Current Base Zoning: "NP-10", "RM-4", "C-2", "I-1"

Current Land Uses: Vacant Land, Commercial Businesses

Direction: West

Current Base Zoning: "UD", "RM-4", "L", "I-1", "MR"

Current Land Uses: Vacant Land, Martindale Army Air Field

Overlay and Special District Information:

"AHOD"

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: North Foster Road

Existing Character: Secondary Arterial

Proposed Changes: None Known

Thoroughfare: East Houston Street

Existing Character: Secondary Arterial

Proposed Changes: None Known

Public Transit: There are no VIA bus routes within walking distance of the subject properties.

Traffic Impact: A Traffic Impact Analysis is required for the proposed development.

Parking Information:

The minimum parking required is 1 parking space per residential unit.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation of “RM-4” and “L” base zoning districts. The “RM-4” base zoning permits single-family dwellings (detached, attached or townhouse), two-family dwellings, three-family dwellings, four-family dwellings, row-house or zero-lot line dwellings, accessory dwellings, with a minimum lot size of 4,000 square feet and a minimum lot width of 15 feet, public and private schools.

The “L” base zoning permits a mix of light manufacturing uses, office park, flex-space with limited retail and service uses that serve the industrial development in the zone. Examples of permitted uses: auto sales & repair, wrecker services, cabinet/carpenter shop, can recycle collection station (no shredding), lumber yard and building materials, mobile vending base operations, machine shop, equipment & event rentals, tree service, moving company.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The properties do not fall within a Regional Center or within ½ of a mile of a Premium Transit Corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff recommends Approval, pending the Plan Amendment.

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 I-10 East Corridor Perimeter Plan and is currently designated as “Medium Density Residential” and “Business Park” in the future land use component of the plan. The requested “R-4” base zoning district is not consistent with the “Business Park” land use designation. The applicant is requesting a land use amendment from “Medium Density Residential” and “Business Park” to

“Low Density Residential” to accommodate the proposed rezoning. 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 area is largely undeveloped land and the introduction of single-family residences should not have an adverse impact the surrounding area.

3. Suitability as Presently Zoned:

The current “RM-4” Residential Mixed District and “L” Light Industrial District are not appropriate zoning for the property and surrounding area. The proximity of residential and industrial base zoning is not consistent with the I-10 East Corridor Perimeter Plan or the SA Tomorrow Comprehensive Plan. Residential uses should have a more adequate buffer from industrial land uses.

4. Health, Safety and Welfare:

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

5. Public Policy:

The I-10 East Corridor Perimeter Plan encourages residential land uses and limiting industrial land uses to areas where industrial development is already prevalent. The concern is the over proliferation of industrial uses along the corridor. The proposed “R-4” Residential Single-Family District will replace “L” Light Industrial District in an area that has yet to be developed. The proposed “R-4” is consistent with the goals and objectives of the I-10 East Corridor Perimeter Plan.

Relevant Goals and Objectives of the I-10 East Corridor Perimeter Plan:

- Goal 1 Preserve and enhance the City’s Urban Design
 - Policy 1a: Define, preserve and promote neighborhood centers which include schools, libraries, stores, transit centers and community service facilities in accessible, pedestrian friendly environments.
- Goal 3: Compatibility of Land Uses - Improve the quality of life and safety of residents of the IH 10 East Perimeter Planning area by addressing incompatible land uses.
- Objective: Enhance the diversity of other land uses (agriculture, residential, and commercial) so that industrial uses (freight transport, manufacturing and construction) do not dominate the Corridor.

6. Size of Tract:

The properties are approximately 168.45 acres, which could accommodate a large-scale residential development.

7. Other Factors:

None.