



City of San Antonio

Legislation Details (With Text)

File #: 19-3626

Type: Zoning Case

In control: City Council A Session

On agenda: 5/2/2019

Title: ZONING CASE # Z-2019-10700048 (Council District 6): Ordinance amending the Zoning District Boundary from "R-6 MLOD-2 MLR-2 AHOD," Residential Single-Family Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District, "C-2 MLOD-2 MLR-2 AHOD," Commercial Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District, and "C-3" General Commercial Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District to "TOD MLOD-2 MLR-2 AHOD" Transit Oriented Development Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District on 4.907 acres out of NCB 18288, located at 8319 Potranco Road. Staff and Zoning Commission recommend Approval.

Sponsors:

Indexes:

Code sections:

Attachments: 1. Location Map, 2. Zoning Minutes, 3. Draft Ordinance, 4. Field Notes, 5. Ordinance 2019-05-02-0373

Date	Ver.	Action By	Action	Result
5/2/2019	1	City Council A Session		

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 6

SUBJECT:

Zoning Case Z-2019-10700048

SUMMARY:

Current Zoning: "R-6 MLOD-2 MLR-2 AHOD," Residential Single-Family Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District, "C-2 MLOD-2 MLR-2 AHOD," Commercial Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District, and "C-3" General Commercial Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District

Requested Zoning: "TOD MLOD-2 MLR-2 AHOD" Transit Oriented Development Lackland Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: April 2, 2019

Case Manager: Dominic Silva, Planner

Property Owner: PMI 2016, L.L.C.

Applicant: PMI 2016, L.L.C.

Representative: Patrick W. Christensen

Location: 8319 Potranco Road

Legal Description: 4.907 acres out of NCB 18288

Total Acreage: 4.907

Notices Mailed

Owners of Property within 200 feet: 12

Registered Neighborhood Associations within 200 feet: N/A

Applicable Agencies: N/A

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, "B-2" Business District and "B-3" Business District. Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to the current "R-6" Residential Single-Family, "C-2" Commercial District, and "C-3" General Commercial District.

Topography: The subject property is not located within the 100-year flood plain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: "R-6"

Current Land Uses: Residential Single-Family

Direction: East

Current Base Zoning: "I-1"

Current Land Uses: Retail

Direction: South

Current Base Zoning: "MF-33"

Current Land Uses: Apartments

Direction: West

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

Current Land Uses: Vacant

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.

"MLOD-2"

All surrounding properties carry the "MLOD-2" Military Lighting Overlay District, due to their proximity to Lackland. The "MLOD-2" does not restrict permitted uses, but does regulate outdoor lighting in an effort to minimize night-time light pollution and its effects on operations at the military installation.

Transportation

Thoroughfare: Potranco Road

Existing Character: Primary Arterial A

Proposed Changes: None Known

Public Transit: VIA bus routes are within walking distance of the subject property.

Bus routes served: 620

Traffic Impact: A Traffic Impact Analysis (TIA) is not required.

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

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject properties retaining the present zoning district designations. Examples of permitted uses within "R-6" are: residential single-family with a minimum lot size of 6,000 square feet, churches. Examples of permitted uses within "C-2" are: liquor store, tire repair, pawn shop, and a variety of retail. Examples of permitted uses within "C-3" are: auto repair & sales, hotel, dry cleaning, tattoo parlor, home improvement center, bar/tavern, and a variety of retail.

FISCAL IMPACT:

None.

Proximity to Regional Center/Premium Transit Corridor

The subject property is within ½ a mile from a Premium Transit Corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Zoning Commission (10-0) recommend 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 West Sector Plan, and is currently designated as "General Urban Tier" in the future land use component of the plan. The requested "TOD" base zoning district is consistent with the future land use designation.

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 proposed development of a Transit Oriented Development is an appropriate use for the area. 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 “R-6” Residential Single-Family District, “C-2” Commercial District, and “C-3” General Commercial District is an appropriate zoning for the property and surrounding area; 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.”

4. Health, Safety and Welfare:

Staff has not found indication of likely adverse effects on the public health, safety, or welfare.

5. Public Policy:

The rezoning request does not appear to conflict with the land use goals and strategies of the West Sector Plan.

West Sector Plan:

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

6. Size of Tract:

The subject property is 4.907 acres, which would adequately support transit oriented development.

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.