



# City of San Antonio

## Legislation Details (With Text)

**File #:** 20-4293  
**Type:** Zoning Case  
**In control:** Zoning Commission  
**On agenda:** 8/4/2020  
**Title:** ZONING CASE Z-2020-10700145 (Council District 3): A request for a change in zoning from "I-1 AHOD" General Industrial Airport Hazard Overlay District to "C-3 AHOD" General Commercial Airport Hazard Overlay District on Lot 2B, NCB 9483, located at 6831 South Flores Street. Staff recommends Denial. (Associated Plan Amendment PA 2020-11600036) (Victoria Castro, Planner, (210) 207-2736, Victoria.Castro@Sanantonio.gov, Development Services).  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** 1. Map

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 3

**SUBJECT:**

Zoning Case Z2020-10700145  
(Associated Plan Amendment PA-2020-116000036)

**SUMMARY:**

**Current Zoning:** "I-1 AHOD" General Industrial Airport Hazard Overlay District

**Requested Zoning:** "C-3 AHOD" General Commercial Airport Hazard Overlay District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** August 4, 2020

**Case Manager:** Victoria Castro, Planner

**Property Owner:** Hector Hernandez

**Applicant:** Jerry Arredondo

**Representative:** Jerry Arredondo

**Location:** 6831 South Flores Street

**Legal Description:** Lot 2B, NCB 9483

**Total Acreage:** 0.4003

**Notices Mailed**

**Owners of Property within 200 feet:** 17

**Registered Neighborhood Associations within 200 feet:** No Neighborhood Association

**Applicable Agencies:** Stinson Airport

**Property Details**

**Property History:** The subject property was annexed by Ordinance 5786 on August 28, 1947 and zoned "J" Business District. Under the 2001 Unified Development Code, established by Ordinance 93881, dated May, 03, 2001, the property zoned "J" Business District converted to the current "I-1" General Industrial District.

**Topography:** The property does not include any abnormal physical features such as slope or incursion in a flood plain.

**Adjacent Base Zoning and Land Uses**

**Direction:** North

**Current Base Zoning:** "I-1" and "MF-33"

**Current Land Uses:** Dales Motor Company Car Dealer and Single Family Residence

**Direction:** East

**Current Base Zoning:** "I-1"

**Current Land Uses:** San Jose Motors Car Dealer, SA Pre-Owned Autos and Fox Sports Bar, Sage Motel and Valero Gas Station

**Direction:** South

**Current Base Zoning:** "I-1", "C-2 NA" and "MF-33"

**Current Land Uses:** IDEA South Flores and Single Family Residences

**Direction:** West

**Current Base Zoning:** "I-1" and "MF-33"

**Current Land Uses:** Single Family Residences

**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:** South Flores

**Existing Character:** Secondary Arterial Type B

**Proposed Changes:** None

**Thoroughfare:** West Harding Boulevard

**Existing Character:** Collector

**Proposed Changes:** None

**Public Transit:** 43

**Traffic Impact:** Traffic Impact Analysis (TIA) can't be determined at this time.

**Parking Information:** The parking requirement for an Auto Repair Shop is 1 per 500 sf GFA including service bays, wash tunnels and retail areas, plus 2 additional spaces for each inside service bay.

**ISSUE:**

None.

**ALTERNATIVES:**

**Current:** The "I-1" General Industrial District accommodates areas of heavy and concentrated fabrication and manufacturing and industrial uses which are suitable based on the character of adjacent development. Examples of permitted uses: auto & light truck auction, truck stop, abrasives manufacturing, food & drug manufacturing, sand & gravel storage & sales, outdoor flea market, manufactured homes/oversized vehicles sales, service and storage.

**Proposed:** C-3 districts are intended to provide for more intensive commercial uses than those located within the NC, C-1 or C-2 zoning districts. C-3 uses are typically characterized as regional shopping centers, power centers, and/or assembly of similar uses into a single complex. There are no building size limitations, and building height is limited to 35 feet. Examples of permitted uses: bar/tavern & nightclub, amusement/theme parks, dance hall, indoor movie theater, auto repair, auto sales, auto glass sales (installation permitted), auto muffler (sales and installation only), hotel, bookbinder, dry cleaning or laundry plant, indoor flea market, home improvement center, body piercing/massage/tattoo parlor. No outdoor storage is permitted. Outdoor operations and display shall be permitted in areas which are screened as provided in 35-510 of the Unified Development Code.

Add "C-1" and what the "CD" would allow

**FISCAL IMPACT:**

None.

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

The property is not within a regional center but is within a premium transit corridor.

**RECOMMENDATION:**

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

**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 in the Stinson Airport Vicinity Land Use Plan and is currently designated "Neighborhood Commercial" in the future land use component of the plan. The requested "C-3" base zoning district is not consistent with the future land use designation. The applicant requested a Plan Amendment to "Regional Commercial." Staff recommends Denial and the Planning Commission recommended Denial on July 22, 2020.

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

Staff has found evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The proposed “C-3” will add to the saturation of Auto Repair businesses currently operating in the area. A Zoning District of “C-1” is less adverse in impact to the area and allows low intensity commercial uses such as small scale retail or offices, professional services, convenience retail, and shopfront retail that serve a market equivalent to a neighborhood. “C-1” would not require a Plan Amendment.

## **3. Suitability as Presently Zoned:**

The existing “I-1” General Industrial District is not appropriate for the surrounding area, since it accommodates areas of heavy and concentrated fabrication and manufacturing and industrial uses, which are not suitable to the character of the adjacent development. While, the proposed “C-3” constitutes a downzoning, “C-1” will allow the applicant to develop commercial uses to scale with the surrounding area and consistent with the “Neighborhood Commercial” land use.

## **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 request does not appear to conflict with any public policy objective of the Stinson Airport Vicinity Land Use Plan, which encourages the following:

### **Plan Goals:**

**Stinson Airport Vicinity Land Use Plan:** Encourage compatible commercial uses along corridors that serve the neighborhoods.

### **Goal II: Encourage economic growth that enhances airport operations and surrounding development.**

**Objective 2.2:** Encourage commercial development that respects the integrity of existing residential development.

### **Goal IV: Encourage a unique experience for airport patrons by creating gateways and enhancing the airport vicinity’s image through urban design.**

**Objective 4.1:** Create a sense of place that represents local culture and heritage.

## **6. Size of Tract:**

The 0.4003 acre site is of sufficient size to accommodate the proposed commercial development.

## **7. Other Factors:**

The applicant is requesting to rezone from “I-1” to “C-3”, in order to allow for an Auto Repair Shop.

Should the applicant wish to proceed with rezoning to “C-1”, a renotification would be required as this is outside the range to make an amendment.