



# City of San Antonio

## Agenda Memorandum

**File Number:**18-6590

---

**Agenda Item Number:** 16.

**Agenda Date:** 12/4/2018

**In Control:** Zoning Commission

---

**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 2

**SUBJECT:**

Zoning Case Z-2018-900026 CD

**SUMMARY:**

**Current Zoning:** "C-2 MC-3 AHOD" Commercial Austin Highway/Harry Wurzbach Metropolitan Corridor Overlay Airport Hazard Overlay District

**Requested Zoning:** "C-2 CD MC-3 AHOD" Commercial Austin Highway/Harry Wurzbach Metropolitan Corridor Overlay Airport Hazard Overlay District with Conditional Use for Motor Vehicle Sales (Full Service)

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** December 4, 2018

**Case Manager:** Kayla Leal, Planner

**Property Owner:** AP Colorado Springs Limited Partnership

**Applicant:** Palm Harbor Villages, Inc.

**Representative:** David Landeros

**Location:** 2135 Austin Highway

**Legal Description:** 4.877 acres out of NCB 12162 and NCB 12163

**Total Acreage:** 4.877

**Notices Mailed**

**Owners of Property within 200 feet:** 13

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

**Applicable Agencies:** Fort Sam, San Antonio International Airport, San Antonio Water System, Texas Department of Transportation

### **Property Details**

**Property History:** The subject property was annexed into the City of San Antonio on September 25, 1952 and zoned "A" Temporary Residence District, established by Ordinance 18115. The zoning of the property changed to "F" Local Retail District on November 28, 1956, established by Ordinance 24001. Upon adoption of the 1965 Zoning Code, the "F" base zoning district converted to "B-2" Business District. The current "C-2" Commercial District converted from the previous "B-2" base zoning district upon adoption of the 2001 Unified Development Code, established by Ordinance 93881, dated May 3, 2001.

**Topography:** A portion toward the rear of the property is located within the 100-Year Flood Plain.

### **Adjacent Base Zoning and Land Uses**

**Direction:** North

**Current Base Zoning:** PUD, C-2

**Current Land Uses:** Salado Creek Greenway, Park, Vacant Lot

**Direction:** East

**Current Base Zoning:** C-2

**Current Land Uses:** Dollar General, Mobile Home Park

**Direction:** South

**Current Base Zoning:** C-3

**Current Land Uses:** Retail Shops, Auto Sales and Repair, Pawn Shop

**Direction:** West

**Current Base Zoning:** C-2, PUD

**Current Land Uses:** Office Building, Antique Shop

### **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.

"MC-3"

The "MC-3" Austin Highway/Harry Wurzbach Metropolitan Corridor provides site and building design standards for properties located along the two corridors. Metropolitan Corridors follow arterial streets or expressways in developed portions of the city and shall be directed toward reduction of existing visual clutter, improved design features, and preservation of developed areas of the city. A zoning review is performed by the Zoning Section of the Development Services Department.

### **Transportation**

**Thoroughfare:** Austin Highway

**Existing Character:** Primary Arterial

**Proposed Changes:** None known

**Public Transit:** There are bus stops within walking distance of the subject property on Austin Highway along Bus Routes 14 and 214.

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

**Parking Information:** The proposed use requires at least one (1) parking space per 500 square-feet of the Gross Floor Area (GFA) of the sales and service building and allows up to one (1) parking space per 375 square-feet of the GFA of the sales and service building.

**ISSUE:**

None.

**ALTERNATIVES:**

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation. The “C-2” Commercial District accommodates 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 located within a Regional Center. The subject property is located within a half-mile of the Austin Highway 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 San Antonio International Airport Vicinity Land Use Plan and is currently designated as “Mixed Use” in the land use component of the plan. The requested “C-2” base zoning district is consistent with the adopted land use designation.

**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 along Austin Highway.

**3. Suitability as Presently Zoned:**

The existing “C-2” base zoning district is appropriate for the surrounding area. The request will be maintaining the “C-2” base zoning district.

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

Staff has not found any 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. The applicant is requesting a zoning change from C-2 to C-2CD to allow for motor vehicle sales at the subject property. The future land use for the subject property is Mixed Use, which in the San Antonio International Airport Vicinity Land Use Plan recommends a mix of low intensity residential and commercial development. Surrounding land use classifications include Community Commercial, Mixed Use, Parks and Open Space, and Medium-Density Residential. The site is also adjacent to the Salado Creek Greenway, which is located behind and approximately 30 feet below the grade of the subject property.

The subject property is located within the Austin Highway - Harry Wurzbach (TAPS Memorial Boulevard) Metropolitan Corridor Overlay District (MC-3), which requires new construction to meet minimum design standards. Design standards address elements such as siting, building setbacks, parking, screening, building materials, landscaping, signage, etc.

Relevant Goals, Policies and Actions of the Comprehensive Plan may include:

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.

The proposal is generally consistent with the goals and the SA Tomorrow Comprehensive Plan and San Antonio International Airport Vicinity Plan. There are currently multiple auto-oriented service and dealerships in the vicinity of the subject property.

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

The 4.877 acre site is of sufficient size to accommodate the proposed development.

## **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.