



# City of San Antonio

## Agenda Memorandum

**File Number:**19-1295

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**Agenda Item Number:** Z-30.

**Agenda Date:** 1/17/2019

**In Control:** City Council A Session

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 3

**SUBJECT:**

Zoning Case Z-2018-900027 S

**SUMMARY:**

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

**Requested Zoning:** "C-1 S AHOD" Light Commercial Airport Hazard Overlay District with Specific Use Authorization for Medical - Clinic (Physician and/or Dentist)

**BACKGROUND INFORMATION:**

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

**Case Manager:** Kayla Leal, Planner

**Property Owner:** Lorenzo Enterprises LP

**Applicant:** Martin G. Garcia

**Representative:** Martin G. Garcia

**Location:** 115 Genevieve Drive

**Legal Description:** Lot TR-4 NCB 9495

**Total Acreage:** 1.2672

**Notices Mailed**

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

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

**Applicable Agencies:** Stinson

## **Property Details**

**Property History:** The subject property was zoned “J” Commercial District by Ordinance 5786, dated August 28, 1947. Upon the adoption of the 2001 Unified Development Code, the previous “J” converted to the current “I-1” General Industrial District.

**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:** “I-1” and “R-5”

**Current Land Uses:** Gas Station and Single-Family Residences

**Direction:** East

**Current Base Zoning:** “R-5”

**Current Land Uses:** Single-Family Residences

**Direction:** South

**Current Base Zoning:** “I-1”

**Current Land Uses:** Administration Building

**Direction:** West

**Current Base Zoning:** “I-1” and “C-2NA”

**Current Land Uses:** IDEA Academy, Single-Family Residence, and Used Auto Parts

## **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:** Genevieve Drive

**Existing Character:** Local

**Proposed Changes:** None Known

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

Routes Served: 43 and 242

**Thoroughfare:** South Flores Street

**Existing Character:** Secondary Arterial Type B

**Proposed Changes:** None Known

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

Routes Served: 43 and 242

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

## **Parking Information:**

The minimum number of parking spaces for a dental office is 1 space per 400 sf GFA

**ISSUE:**

None.

**ALTERNATIVES:**

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation of “I-1”. This district accommodates areas of heavy and concentrated fabrication, manufacturing and industrial uses which are suitable based upon adjacent land uses, access to transportation and the availability of public services and facilities. It is the intent of this district to provide an environment for industries that is unencumbered by nearby residential or commercial development. "I-1" must be located in areas where conflicts with other uses can be minimized to promote orderly transitions and buffers between uses. These districts are located for convenient access for existing and future arterial thoroughfares and railway lines. These districts are in many instances separated from residential areas by business or light industry areas or by natural barriers; where they are adjacent to residential areas some type of artificial separation may be required.

**FISCAL IMPACT:**

None.

**Proximity to Regional Center/Premium Transit Corridor**

The subject property is not located within a Regional Center, but is located within a half-mile of the Looper 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 subject property is located within the Stinson Airport Vicinity Land Use Plan and is currently designated as “Neighborhood Commercial” in the future land use component of the plan. The requested “C-1” base zoning is compatible with the future land use designation and is consistent with the surrounding properties.

**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 requested “C-1” base zoning will have less potential for adverse impact on neighboring lands than the current “I-1” base zoning district.

**3. Suitability as Presently Zoned:**

The current “I-1” General Industrial District is not an appropriate zoning for the property and surrounding area. Industrial uses are not recommended adjacent to residential areas.

**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 proposed rezoning does not appear to conflict with the following goals, principles, and objectives of the Stinson Airport Vicinity Land Use Plan.

Stinson Airport Vicinity Land Use Plan Relevant Goals and Objectives:

- Goal I: Protect the quality of life of residents including health, safety and welfare

**6. Size of Tract:**

The subject property is 1.2672, which would adequately support a retail strip including a medical or dental clinic.

**7. Other Factors:**

The purpose of the Specific Use Authorization is to provide for certain uses which, because of their unique characteristics or potential impacts on adjacent land uses, are not generally permitted in certain zoning districts as a matter of right, but which may under the right set of circumstances and conditions be acceptable in certain specific locations.