



City of San Antonio

Agenda Memorandum

File Number:19-1321

Agenda Item Number: Z-12.

Agenda Date: 1/17/2019

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z-2018-900049 CD

SUMMARY:

Current Zoning: "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District and "C-3 AHOD" General Commercial Airport Hazard Overlay District

Requested Zoning: "C-2 CD AHOD" Commercial Airport Hazard Overlay District with Conditional Use for Electric Repair-Heavy Equipment

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: December 18, 2018

Case Manager: Kayla Leal, Planner

Property Owner: Robin Massengale

Applicant: Robin Massengale

Representative: Kaufman & Killen

Location: 1031 Basse Road

Legal Description: 1.267 acres out of NCB 10115

Total Acreage: 1.267

Notices Mailed

Owners of Property within 200 feet: 23

Registered Neighborhood Associations within 200 feet: Northmoor Neighborhood Association and Shearer

Applicable Agencies: None

Property Details

Property History: The subject property was annexed into the City of San Antonio on August 31, 1950, established by Ordinance 12611. The property was zoned "B" Residence District and "H" Local Retail District, established by Ordinance 25046, dated May 23, 1957. Upon adoption of the 2001 Unified Development Code (Ordinance 93881, dated May 3, 2001), the current "R-4" Residential Single-Family District and "C-3" General Commercial District converted from the previous "B" and "H" base zoning districts, respectively.

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: UZROW

Current Land Uses: Olmos Creek

Direction: East

Current Base Zoning: I-1, C-3

Current Land Uses: Auto Repair Shop, Pawn Shop, Jiffy Lube, Auto Sales, Fast Food Restaurant

Direction: South

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

Current Land Uses: Pet Retail Store, Tire Shop, Auto Sales

Direction: West

Current Base Zoning: I-1

Current Land Uses: Business Park, Vacant Office Building, Auto Repair 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.

Transportation

Thoroughfare: Basse Road

Existing Character: Secondary Arterial Type A

Proposed Changes: None known

Public Transit: There are bus stops within walking distance on Basse Road and San Pedro Avenue along Bus Routes 505 and 4.

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: Electric Repair - Heavy Equipment requires a minimum of one (1) parking space per 300 square feet of the Gross Floor Area (GFA) and allows up to one (1) parking space per 200 square-feet of the GFA.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation. The “R-4” base zoning district permits single-family dwellings (detached) with a minimum lot size of 4,000 square feet and a minimum lot width of 35 feet, foster family home, public and private schools. The “C-3” base zoning district is 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.

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 San Pedro Avenue 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 North Central Community Plan and is currently designated as “Community Commercial” 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. The applicant is requesting the zone change in order to bring the current use of the property into compliance with City Code.

3. Suitability as Presently Zoned:

The existing “I-1” base zoning district is not appropriate for the surrounding area. The request is downzoning the subject property and will align the zoning with the land use designation.

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 North Central Community Plan designates the future land use of the subject property as “Community Commercial” which aligns with the zoning request. The applicant is requesting a zoning change from C-3 & R-4 to C-2CD to allow continuation of electric equipment repair at the subject property. The future land use for the subject property is Community Commercial, which recommends medium and high intensity commercial development. Surrounding land use classifications include Community Commercial, Neighborhood Commercial, Parks and Open Space, and Low-Density Residential. The site is also adjacent to Olmos Creek.

The site has been in use as a light industrial use; specifically armature (repair of electric equipment) since the late 1950’s and is within an area of light industrial and commercial businesses. The request for a conditional zoning allows for consistency with the adopted future land use plan while permitting the operation of the business.

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.
- JEC Goal 1: Employment is focused in the city’s 13 Regional Centers, in site-specific locations in Urban Centers and along mobility corridors, providing easy connectivity for San Antonio’s residents and businesses.
- JEC A11: Work with civic leaders and entrepreneurs to support small business creation and ownership.
- NRES Goal 2: San Antonio balances environmental goals with business and community needs.

The proposal is generally consistent with the goals and the SA Tomorrow Comprehensive Plan and North Central Community Plan.

6. Size of Tract:

The 1.267 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.