



# City of San Antonio

## Agenda Memorandum

**File Number:**19-4036

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**Agenda Item Number:** Z-16.

**Agenda Date:** 10/17/2019

**In Control:** City Council A Session

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 6

**SUBJECT:**

Zoning Case Z-2019-10700073

**SUMMARY:**

**Current Zoning:** "NP-10 MLOD-2 MLR-1 AHOD," Neighborhood Preservation Lackland Military Lighting Overlay Military Lighting Region 1 Airport Hazard Overlay District, "NP-10 GC-2 MLOD-2 MLR-1 AHOD" Neighborhood Preservation Highway 151 Gateway Corridor Lackland Military Lighting Overlay Military Lighting Region 1 Airport Hazard Overlay District and "C-3 NA GC-2 MAOZ-2 MLOD-2 MLR-1 AHOD" General Commercial Nonalcoholic Sales Highway 151 Gateway Corridor Military Airport Overlay Zone Lackland Military Lighting Overlay Military Lighting Region 1 Airport Hazard Overlay District (all overlay districts remain unchanged).

**Requested Zoning:** "I-1 MLOD-2 MLR-1 AHOD," General Industrial Lackland Military Lighting Overlay Military Lighting Region 1 Airport Hazard Overlay District and "I-1 GC-2 MLOD-2 MLR-1 AHOD," General Industrial Highway 151 Gateway Corridor Lackland Military Lighting Overlay Military Lighting Region 1 Airport Hazard Overlay District, and "I-1 GC-2 MAOZ-2 MLOD-2 MLR-1 AHOD" General Industrial Highway 151 Gateway Corridor Military Airport Overlay Zone Lackland Military Lighting Overlay Military Lighting Region 1 Airport Hazard Overlay District (all overlay districts remain unchanged).

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** May 7, 2019

**Case Manager:** Mirko Maravi, Planner

**Property Owner:** Callaghan Road LTD

**Applicant:** Brown & Ortiz, P.C.

**Representative:** Brown & Ortiz, P.C.

**Location:** 6245 Highway 151 and 1400 block South Callaghan

**Legal Description:** 100.00 acres out of NCB 13941

**Total Acreage:** 100.00 acres

#### **Notices Mailed**

**Owners of Property within 200 feet:** 14

**Registered Neighborhood Associations within 200 feet:** Community Workers Council

**Applicable Agencies:** Texas Department of Transportation, Lackland Airforce Base

#### **Property Details**

**Property History:** The area was annexed to the city of San Antonio in 1966, originally as R-A (Residence-Agriculture District), and B-3 NA (Business District Nonalcoholic Sales). In 2001 it was converted from R-A to NP-10 (Neighborhood Preservation), and from B-3 NA to C-3 NA (General Commercial District Nonalcoholic Sales)

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

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

**Direction:** North

**Current Base Zoning:** "R-6", "C-3 NA"

**Current Land Uses:** Vacant Land

**Direction:** East

**Current Base Zoning:** "I- 1", "C-3R"

**Current Land Uses:** Industrial Warehouse

**Direction:** South

**Current Base Zoning:** "NP-10 S", "C-3 NA"

**Current Land Uses:** Vacant Land, residential unit

**Direction:** West

**Current Base Zoning:** "R-6", "NP-10"

**Current Land Uses:** Vacant Land

#### **Overlay and Special District Information:**

**"GC-2"**

The Highway 151 Gateway Corridor District ("GC-2") provides site development standards for properties within 1,000 feet of Highway 151 between Highway 90 and the western City Limits. The standards primarily address building placement, landscaping, building materials and signage to promote a coordinated development scheme for the Corridor. A zoning review is performed by the Zoning Section of the Development Services Department.

**"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.

### “MAOZ-2”

The City of San Antonio has designated the military airport overlay zones in order to promote the public health, safety, peace, comfort, convenience, and general welfare of the inhabitants of military airport environs and to prevent the impairment of military airfields and the public investment therein. The land areas below military airport take off and final approach paths are exposed to significant danger of aircraft accidents. It is, therefore, necessary to limit the density of development and intensity of uses in such areas. The military airport overlay zones are intended to:

- Guide, control, and regulate future growth and development.
- Promote orderly and appropriate use of land.
- Protect the character and stability of existing land uses.
- Enhance the quality of living in the areas affected.
- Protect the general economic welfare by restricting incompatible land uses.
- Prevent the establishment of any land use which would endanger aircraft operations and the continued use of military airports.

### “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:** Highway 151

**Existing Character:** Freeway

**Proposed Changes:** None

**Thoroughfare:** Callaghan Road

**Existing Character:** Secondary Arterial A

**Proposed Changes:** None

**Public Transit:** VIA bus routes are not within walking distance of the subject property. Routes served: NA

**Traffic Impact:** A Traffic Impact Analysis (TIA) cannot be determined at this time.

**Parking Information:** The minimum parking requirements required for industrial uses will depend on the specific type of development.

### ISSUE:

None.

### ALTERNATIVES:

A denial of the request will result in the subject property retaining the current base zoning district of “NP-10”, and “C-3 NA”. The Neighborhood Preservation District is established to protect existing subdivisions which are substantially developed with single family detached dwelling units (with a minimum lot size of 10,000sq. ft.). The General Commercial District Nonalcoholic Sales District encourage the development of a more intensive commercial use, typically characterized as regional shopping centers, power centers, and/ or assemble of similar use into a single complex. There are no building size limitations, and the only difference from a C-3 is the sale of alcoholic beverage is prohibited

### FISCAL IMPACT:

With the change for an Industrial zone will allow the area to be developed with the same use as the neighboring property, creating jobs, and increasing city revenue.

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

The property is not located within a Regional Center or half a mile of a Premium Transit Corridor .

**RECOMMENDATION:**

**Staff Analysis and Recommendation:** Staff and Zoning Commission (9-0) 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 West Sector Plan and is currently designated as “Agribusiness Tier” in the future land use component of the plan. The requested “I-1” 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.

**3. Suitability as Presently Zoned:**

The current “NP-10” Neighborhood Preservation District, and “C-3 NA” General Commercial Nonalcoholic Sales District is an appropriate zoning for the property and surrounding area. The proposed “I-1” is appropriate zoning along the Highway 151 freeway.

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

Staff has found no 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 West Sector Plan:

- Goal ED-2: Existing and planned future corridors and accessible, pedestrian commercial nodes contain strong, vibrant business activities with a mix of uses and employment opportunities
  - ED-2.2: Coordinate funding for revitalization opportunities with Neighborhood and Sector plans
  - ED-2.4: Consider rezoning corridors and nodes to permit the mix of uses
- Goal ED-3: The West/Southwest Sector community values existing and future businesses; businesses which in turn support the neighborhoods
  - ED-3.1: Ensure the development of new business locations and employment centers are compatible with the West/Southwest Sector Land Use Plan
- Goal LU-1 Land use pattern emphasizes compatibility and appropriateness between uses, and protects neighborhoods and businesses from incompatible land uses
- Goal LU-3 Existing corridors are transformed and new corridors are carefully planned to create dynamic, mixed-use, pedestrian oriented nodes that are integrated into the surrounding community
  - LU-3.1 Consider re-zoning corridors in accordance with the West/Southwest Sector Land Use Plan

**6. Size of Tract:**

The subject property is 100.00 acres, which could reasonably accommodate general industrial use.

**7. Other Factors:**

The subject property is located within the Lackland AFB Awareness Zone/Military Influence Area. In accordance with the signed Memorandum of Understanding, JBSA was notified of the proposed request.

The applicant is proposing a new food manufacturing development with a warehouse/distribution facility and campus business park.