City of San Antonio

Agenda Memorandum

File Number: 19-7936

Agenda Item Number: Z-12.

Agenda Date: 11/7/2019

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 2

SUBJECT:
Zoning Case Z-2019-10700213

SUMMARY:
Current Zoning: "C-3 AHOD" General Commercial Airport Hazard Overlay District

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

BACKGROUND INFORMATION:
Zoning Commission Hearing Date: October 1, 2019

Case Manager: Mirko Maravi, Planner

Property Owner: Powers Living Trust

Applicant: Luis A. Montes

Representative: Lanorma Deen

Location: 5200, 5202, 5210, 5218, 5222, 5226, 5250 Randolph Boulevard

Legal Description: 9.40 acres out of NCB 13802

Total Acreage: 9.40

Notices Mailed
Owners of Property within 200 feet: 15
Registered Neighborhood Associations within 200 feet: None
Applicable Agencies: None

Property Details

Property History: The subject property was annexed into the City of San Antonio by Ordinance 33007, dated February 18, 1965. A portion of the property was rezoned by Ordinance 43034, dated November 15, 1973, from Temporary "R-1" Single Family Residence District to "R-3" Multiple Family Residence District and "B-3" Business District. A portion of the property was rezoned by Ordinance 55015, dated March 4, 1982, from "R-3" Multiple Family Residence District to "B-3" Business District. A portion of the property was rezoned by Ordinance 55122, dated March 25, 1982, from Temporary "R-1" Single Family Residence District "B-3" Business District. Under the 2001 Unified Development Code, established by Ordinance 93881, dated May, 03, 2001, the property zoned "B-3" Business District converted to the current "C-3" General Commercial 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: "MF-33"
Current Land Uses: Vacant

Direction: South
Current Base Zoning: "C-3NA" and "R-6"
Current Land Uses: Car lot and vacant

Direction: East
Current Base Zoning: "MF-33" and "C-2"
Current Land Uses: Vacant

Direction: West
Current Base Zoning: "C-3NA" and "I-1"
Current Land Uses: Truck storage

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: Randolph Boulevard
Existing Character: Primary Arterial A
Proposed Changes: None Known

Public Transit: VIA bus routes are within walking distance of the subject property.
Routes Served: 21, 502, 630, 631

Traffic Impact: Randolph Boulevard is identified on the City's Major Thoroughfare Plan as Primary Arterial A (120' ROW). ROW dedication may be required.

Parking Information: There is no minimum parking requirement for parking and transient vehicle storage.

ISSUE:
None.

ALTERNATIVES:
Current: The present zoning district designation of “C-3” General Commercial District permit general commercial activities designed to serve the community such as repair shops, wholesale businesses, warehousing and limited retail sales with some outdoor display of goods. These districts promote a broad range of commercial operations and services necessary for large regions of the city, providing community balance. "C-3" districts are designed to provide for more intensive commercial uses than those located within the "NC," "C-1," "C-2" or "C-3" zoning districts. "C-3" uses are typically characterized as community and regional shopping centers, power centers and/or assembly of similar uses into a single complex under either single ownership or the structure of a property owners or condominium styled organization. "C-3" districts should incorporate shared internal circulation and limited curb cuts to arterial streets.

Proposed: The proposed “I-1” General Industrial 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 within the NE I-35 and Loop 41- Regional Center and located within the 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 property is not located within a neighborhood or community plan, thus a finding of consistency is not required.

2. Adverse Impacts on Neighboring Lands:
Staff does not find evidence of likely adverse impacts on neighboring lands in relation to this zoning change request.

3. Suitability as Presently Zoned:
The current “C-3” General Commercial District is an appropriate zoning for the property and surrounding area. The use matches the surrounding medium and high intensity commercial uses in the area, and is buffered from residential properties to the north and south.

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 rezoning request is not within a neighborhood or community plan.

6. Size of Tract:
The subject property is 9.40 acres, which could reasonably accommodate parking and transient vehicle storage uses.

7. Other Factors:
The applicant proposes oversized vehicle storage and long term parking.