



# City of San Antonio

## Agenda Memorandum

**File Number:**20-1870

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**Agenda Item Number:** 11.

**Agenda Date:** 2/18/2020

**In Control:** Zoning Commission

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 3

**SUBJECT:**

Zoning Case Z2019-10700342

(Associated Plan Amendment Case PA2019-11600103)

**SUMMARY:**

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

**Requested Zoning:** "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** February 18, 2020

**Case Manager:** Lorianne Thennes, Planner

**Property Owner:** We-Roosevelt, L.P.

**Applicant:** Bitterblue, Inc.

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

**Location:** 12000 Block of Southeast Loop 410

**Legal Description:** 23.724 acres out of NCB 11156

**Total Acreage:** 23.724 acres

**Notices Mailed**

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

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

**Applicable Agencies:** Texas Department of Transportation

### **Property Details**

**Property History:** The subject property was annexed into the city by Ordinance 18115, dated September 25, 1952 and was originally zoned "B" Residential District. The north portion of the property was rezoned from "B" to "B-1" Business District by Ordinance 55532, dated July 8, 1982. That same portion of the property was then rezoned from "B-1 Business District to "R-4" Mobile Home Residence District by Ordinance 58563, dated April 5, 1984. Ordinance 62153, dated January 9, 1986, rezoned the entire property to "B-3" Business District. The "B-3" base zoning district converted to "C-3" General Commercial District in the zoning district conversion that accompanied the adoption of the 2001 UDC, according to Ordinance 93881 in May 2001.

**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:** "R-4"

**Current Land Uses:** Vacant

**Direction:** East

**Current Base Zoning:** "C-3"

**Current Land Uses:** Gas station, shopping center

**Direction:** South

**Current Base Zoning:** "C-2" and "R-4"

**Current Land Uses:** Single-family residences, auto shop

**Direction:** West

**Current Base Zoning:** "MH," "R-4," and "I-1"

**Current Land Uses:** Residential neighborhood

### **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:** Southeast Loop 410

**Existing Character:** Interstate

**Proposed Changes:** None

**Public Transit:** There are no VIA bus routes within walking distance of the subject property.

**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 parking requirement for a single-family dwelling is one space per unit.

**ISSUE:** None.

## **ALTERNATIVES:**

**Current:** The current "C-3" General Commercial District permits 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. This district promotes 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 "R-4" Single-family Residential District provides areas for medium- to high-density, single-family residential uses where adequate public facilities and services exist with capacity to serve development. This district is composed mainly of areas containing single-family dwellings and open area where similar residential development seems likely to occur. Residential single-family provides minimum lot size and density requirements in order to preserve neighborhood character.

**FISCAL IMPACT:** None.

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

The property is not within a regional center or within a premium transit corridor.

## **RECOMMENDATION:**

**Staff Analysis and Recommendation:** Staff recommends Approval, pending Plan Amendment.

**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 "Community Commercial." The requested "C-3" is not consistent with the future land use designation. The applicant is seeking an amendment to the "Low Density Residential" land use designation. Staff and Planning Commission (7-0) recommend Approval.

### **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. The proposed "R-4" is consistent with the existing "R-4" zoning directly to the north of the subject property.

### **3. Suitability as Presently Zoned:**

The current "C-3 AHOD" General Commercial Airport Hazard Overlay District is an appropriate zoning for the property and surrounding area. The proposed "R-4" is a downzone from a fairly intense "C-3" General Commercial District.

### **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:

Objective 1.1 Protect integrity of exiting residential neighborhoods

Objective 2.1 Upgrade and enhance airfront commercial property that is declining, is currently vacant, or is underutilized

Objective 2.2 Encourage commercial development that respects the integrity of existing residential development

**6. Size of Tract:**

The subject property is 23.724 acres, which could reasonably accommodate a single-family residential neighborhood.

**7. Other Factors:**

The applicant is proposing a residential subdivision of approximately 125 single-family homes.