



# City of San Antonio

## Agenda Memorandum

**File Number:**20-6979

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**Agenda Item Number:** 13.

**Agenda Date:** 12/1/2020

**In Control:** Zoning Commission

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 2

**SUBJECT:** Zoning Case Z2020-10700251

**SUMMARY:**

**Current Zoning:** "R-6 MLOD-3 MLR-2 AHOD" Residential Single-Family Martindale Army Airfield Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District, "C-3 MLOD-3 MLR-2 AHOD" General Commercial Martindale Army Airfield Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District, and "I-1 MLOD-3 MLR-2 AHOD" General Industrial Martindale Army Airfield Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District

**Requested Zoning:** "I-1 MLOD-3 MLR-2 AHOD" General Industrial Martindale Army Airfield Military Lighting Overlay Military Lighting Region 2 Airport Hazard Overlay District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** December 1, 2020

**Case Manager:** Lorianne Thennes, Planner

**Property Owner:** Alamo City Christian Fellowship Church

**Applicant:** EastGroup Properties

**Representative:** Killen, Griffin & Farrimond, PLLC

**Location:** Generally located in the 6500 block of North Interstate 35

**Legal Description:** 52.976 acres out of NCB 16817

**Total Acreage:** 52.976 acres

**Notices Mailed**

**Owners of Property within 200 feet:** 75

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

**Applicable Agencies:** Martindale Army Airfield, Aviation Department, Texas Department of Transportation

### **Property Details**

**Property History:** The subject property was annexed into the city by Ordinance 41431, dated December 26, 1972 and was originally zoned Temporary "R-1" Single-Family Residential District. A large portion of the property was rezoned to "I-1" Light Industry District and "B-3" Business District by Ordinance 42502, dated July 19, 1973. Part of the property was then rezoned to "P-1 (I-1)" Planned Unit Development Light Industry District and "P-1 (B-3)" Planned Unit Development Business District by Ordinance 61273, dated August 22, 1985. The previous "I-1" district converted to "I-1" General Industrial District, the previous "B-3" district converted to "C-3" General Commercial District, the previous "P-1 (I-1)" district converted to "PUD I-1" Planned Unit Development General Industrial District, the previous "P-1 (B-3)" district converted to "PUD C-3" Planned Unit Development General Commercial District, and the previous Temporary "R-1" district converted to "R-6" Residential Single-Family District in the zoning district conversion that accompanied the adoption of the 2001 UDC, according to Ordinance 93881 in May 2001. A large majority of the property was rezoned from "I-1," "C-3," "PUD I-1," "PUD C-3," and "R-6" to the current "C-3" General Commercial District by Ordinance 2012-06-21-0524, dated June 1, 2012.

**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-6," "C-3," "C-3NA" and "I-1"

**Current Land Uses:** Single-family dwellings, radiator businesses, aluminum business, churches, other industrial businesses

**Direction:** East

**Current Base Zoning:** "R-6"

**Current Land Uses:** Single-family dwellings

**Direction:** South

**Current Base Zoning:** "C-3" and "I-1"

**Current Land Uses:** Industrial businesses, hotel, restaurant

**Direction:** West

**Current Base Zoning:** "UZROW"

**Current Land Uses:** Interstate 35 North

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

"MLOD-3"

All surrounding properties carry the "MLOD-3" Military Lighting Overlay District, due to their proximity to Martindale Army Airfield. The "MLOD-3" 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.

"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:** Interstate 35 North

**Existing Character:** Interstate

**Proposed Changes:** None

**Thoroughfare:** Hitt Drive

**Existing Character:** Local

**Proposed Changes:** None

**Thoroughfare:** Fratt Road

**Existing Character:** Local

**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 an office warehouse/flex space is 1 space per 2000 square feet of gross floor area.

**ISSUE:** None.

## **ALTERNATIVES:**

**Current:** The current "R-6" Residential Single-Family District provides areas for medium- to high-density, single-family residential uses where adequate public facilities and services exist with capacity to serve development. These districts are 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.

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. 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.

The current "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.

**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 property is not within a regional center but is within a premium transit corridor.

**RECOMMENDATION:**

**Staff Analysis and Recommendation:** Staff recommends 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 not located within a community, neighborhood, or sector plan and has no future designated land use.

**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 “I-1” General Industrial District will allow for an office warehouse/flex space.

**3. Suitability as Presently Zoned:**

The current "R-6" Residential Single-Family District, “C-3” General Commercial District, and “I-1” General Industrial District are not appropriate zonings for the property and surrounding area. The proposed and part of the currently zoned “I-1” General Industrial is a much more appropriate zoning for the intended use of this property and the established land use and zoning patterns in the area.

**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 subject property is not located within any Community, Neighborhood, or Sector Plan.

**6. Size of Tract:**

The subject property is 52.976 acres, which could reasonably accommodate an office warehouse/flex space.

**7. Other Factors:**

The subject property is located within the Martindale Army Air Field Awareness Zone/Military Influence Area. In accordance with the signed Memorandum of Understanding, JB SA was notified of the proposed request.

The developer is including 100-foot to 300-foot buffers from any residential uses.