



City of San Antonio

Agenda Memorandum

File Number:21-1843

Agenda Item Number: Z-12.

Agenda Date: 3/18/2021

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 10

SUBJECT: Zoning Case Z2020-10700278

SUMMARY:

Current Zoning: "C-2 AHOD" Commercial Airport Hazard Overlay District, "C-3 AHOD" General Commercial Airport Hazard Overlay District, and "R-5 AHOD" Residential Single-Family Airport Hazard Overlay District

Requested Zoning: "I-1 AHOD" General Industrial Airport Hazard Overlay District on 112.35 acres out of NCB 16588 and "C-1 AHOD" Light Commercial Airport Hazard Overlay District on 13.379 acres out of NCB 16588

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: February 2, 2021. This case is continued from the January 19, 2021 hearing.

Case Manager: Lorianne Thennes, Planner

Property Owner: Babcock Road 165, LTD

Applicant: Arthur Zuniga

Representative: Buck Benson

Location: Generally located in the 16900 block of Nacogdoches Road

Legal Description: 125.729 acres out of NCB 16588

Total Acreage: 125.729 acres

Notices Mailed

Owners of Property within 200 feet: 114

Registered Neighborhood Associations within 200 feet: Rolling Meadows Neighborhood Association

Applicable Agencies: Texas Department of Transportation, Randolph AFB

Property Details

Property History: The subject property was annexed into the city of by Ordinance 66023, dated December 31, 1987 and was originally zoned Temporary "R-1" One-Family Residence District. The property was rezoned to "B-3" Business District by Ordinance 66444, dated January 21, 1988. The previous "B-3" district converted to the current "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: "C-3" and "L"

Current Land Uses: Gas station, restaurants, Rolling Oaks Mall, self-storage

Direction: East

Current Base Zoning: "R-5" and "C-3"

Current Land Uses: Single-family dwellings, sign shop

Direction: South

Current Base Zoning: "C-2" and "OCL"

Current Land Uses: Railroad, single-family dwellings, vacant

Direction: West

Current Base Zoning: "UZROW"

Current Land Uses: Loop 1604

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: North Loop 1604 East

Existing Character: Primary Arterial A

Proposed Changes: None

Thoroughfare: Nacogdoches Road

Existing Character: Secondary Arterial A

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 required. FM 2252 and Loop 1604 are Texas Department of Transportation Right of Ways. Texas Department of Transportation review and approval will be required at the

time of platting and building permits.

Parking Information: The minimum parking requirement for most industrial uses is 1 space per 1500 square feet of gross floor area.

ISSUE: None.

ALTERNATIVES:

Current: The current “C-2” 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-2" districts accommodate commercial and retail uses that are more intensive in character than "NC" and "C-1" uses, and which generate a greater volume of vehicular traffic and/or truck traffic.

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 “R-5” 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.

Proposed: The proposed “C-1” Light 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-1" districts accommodate neighborhood commercial uses which depend on a greater volume of vehicular traffic than an "NC" district. "C-1" uses are considered appropriate buffers between residential uses and "C-2" and "C-3" districts and uses.

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 within a regional center and a premium transit corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Zoning Commission (11-0) recommend 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 North Sector Plan and is currently designated as “Suburban Tier.” The requested “C-1” is consistent with the future land use designation, but the requested “I-1” is not consistent. The applicant is seeking a plan amendment to “Specialized Center” for the “I-1” portion of the zoning request. Staff and Planning Commission 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 applicant is providing a “C-1” Light Commercial buffer abutting the residential zoning and uses.

3. Suitability as Presently Zoned:

The current “R-5” Residential Single-Family District, “C-2” Commercial District, and “C-3” General Commercial Districts are appropriate zonings for the property and surrounding area. The proposed “C-1” and “I-1” zonings are more appropriate for the subject property, located along Loop 1604. The “C-1” zoning will allow for a buffer between the residential and industrial land uses. Additionally

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 North Sector Plan:

Goal ED-1: Compatible economic development along major transportation routes and existing activity centers that do not interfere with the mission of Camp Bullis.

Goal ED-1.3: Continue to maintain and revitalize the North Sector to retain and expand vibrant retail and commercial uses within the IH-10, IH-35, Loop 410 and Loop 1604 corridors and/or centers.

6. Size of Tract:

The subject property is roughly 127 acres, which could reasonably a business park.

7. Other Factors:

The subject property has a partial base zone of “R-5” Residential Single-Family District, “C-2” Commercial District, and “C-3” General Commercial District. The applicant is requesting a change to the base zone “I-1” Light Industrial for a business park with outside storage and a base zone of “C-1” Light Commercial District to be used as a buffer between the light industrial warehouse development and the abutting single-family uses. The future land use for the subject property is currently designated as “Suburban Tier” which is intended to serve both neighborhood and business/industry scale markets.