



City of San Antonio

Agenda Memorandum

File Number:15-1997

Agenda Item Number: 27.

Agenda Date: 3/25/2015

In Control: Planning Commission

DEPARTMENT: Development Services

COUNCIL DISTRICTS IMPACTED: District 8

SUBJECT:

Plan Amendment 15025

(Associated Zoning Case Number Z2015113)

SUMMARY:

Comprehensive Plan Component: North Sector Plan

Plan Adoption Date: August 5, 2010

Current Land Use Category: Suburban Tier

Proposed Land Use Category: Regional Commercial

BACKGROUND INFORMATION:

Planning Commission Hearing Date: March 25, 2015

Case Manager: Robert C. Acosta, Planner

Property Owner: Charles J. Kahlig II and Kahlig Motor Company

Applicant: Brown & Ortiz, P.C.

Representative: Brown & Ortiz, P.C

Location: Approximately 16.63 acres of land out of NCB 18336 and NCB 35733 located at the Northwest corner of IH-10 West and Heuermann Road

Total Acreage: 16.63

Notices Mailed

Owners of Property within 200 feet: 18

Registered Neighborhood Associations within 200 feet: Friends of Friedrich Wilderness Park

Planning Team: 38
Applicable Agencies: Camp Bullis

Transportation

Thoroughfare: IH-10 West
Existing Character: Freeway
Proposed Changes: None

Thoroughfare: Milsa Drive
Existing Character: Secondary Arterial Type
Proposed Changes: None

Thoroughfare: Heuermann Road
Existing Character: Local Street
Proposed Changes: None

Public Transit:
There is no VIA mass transit service in the immediate area.

ISSUE:

Plan Adoption Date: August 5, 2010

Update History: None

LU-1 Compatible land use pattern promoted so that natural resources are preserved and the local economy remains viable.

LU-3 Higher density/intensity tiers are recommended adjacent or proximate to activity centers.

Comprehensive Land Use Categories

Suburban Tier: Suburban Tier land use includes both residential and non-residential uses. **Residential** uses are typically low to medium densities. They are generally attached and detached single family; multi-family housing (duplex, triplex, quadplex), townhomes, garden homes, and condominiums. **Non-residential** uses are typically in neighborhood and community commercial intensity. Detached retail services such as service stations, professional offices, bakeries, restaurants, bookstores, supermarkets, clinics, hotels, and other retail stores are appropriate. Commercial uses in Suburban areas serve both neighborhood and community scale markets. Neighborhood commercial is appropriate at the intersection of residential streets and collectors, and should not encroach into residential areas. Neighborhood uses should be accessible by pedestrians. Community commercial should be located at the intersections of arterials and/or collectors. The intensity of the commercial use should not interfere with the character and density of nearby residential uses and adequate buffers should be maintained. Community commercial uses should be accessible by car and bike, and the commercial areas should be pedestrian friendly.

Example Zoning Districts:

NP-15, NP-10, NP-8, R-6, R-5, R-4, R-3, RM-6, RM- 5, RM-4, MF-18, O-1, 0-1.5, NC, C-1, C-2, C-2P, RD, UD

Comprehensive Land Use Categories

Regional Commercial: Regional Center uses include both residential and non-residential uses. **Residential: High Density.** Generally: Attached single-family and multi-family housing; Mid-High rise condominium buildings, apartment complexes, and row houses. **Non-Residential: Regional Commercial, Office.** Generally: “Big box” or “power centers”, shopping malls, movie theaters, hospitals, office complexes,

laboratories, wholesalers, and light manufacturing. **Location:** Regional Centers accommodate the most intense commercial uses and should be located at the intersection of Expressways and Major Arterials. Serving a regional market, streets need to accommodate large volumes of automobile traffic traveling to, and within, the development. Internal access and circulation is important. Pedestrians and Bicycles should be able to travel safely within the development. Transit is encouraged.

Example Zoning Districts:

MF-25, MF-33, O-1, O-1.5, O-2, C-2, C-2P, C-3, UD

Land Use Overview

Subject Property

Future Land Use Classification

Suburban Tier

Current Use

Vacant Land

North

Future Land Use Classification

General Urban Tier and Suburban Tier

Current Use

Vacant Land and Commercial Uses

East

Future Land Use Classification

UZROW

Current Use

IH-10 West Access Road

South

Future Land Use Classification

General Urban Tier and Rural Estate Tier

Current Use

Vacant Land and Commercial Uses

West

Future Land Use Classification

General Urban Tier

Current Use

Vacant Land, Single-Family Residences and Industrial Uses

LAND USE ANALYSIS:

Sector Plan Criteria for review:

- The recommended land use pattern identified in the North Sector Land Use Plan inadequately provides appropriate optional sites for the land use change proposed in the amendment.
- The amendment must constitute an overall improvement to the Sector Plan and will not solely benefit a particular landowner or owners at a particular point in time.
- The amendment must uphold the vision for the future of the North Sector Plan.

The subject property's location at the intersection of IH-10 access road and a local street makes the area unsuitable for more intense residential and commercial development. The applicant requests this plan amendment and associated zoning change in order to construct a car dealership on the subject property. The

subject property is currently classified as Suburban Tier and is zoned “C-2”. The proposed use can be accommodated with a Conditional Use and maintain the current base zoning district of “C-2”. A Conditional Use rezoning will avoid the need for a plan amendment. The proposed plan amendment would reclassify the subject property as Regional Center land use which allows for the most intensive commercial uses available as well as dense multi-family residential uses, at the intersection of a local street and expressway. The proposed land use designation is incompatible with the existing character of the area and with the recommended location criteria in the North Sector Plan. Regional Center land uses typically generate more noise, light and traffic and have longer business hours and therefore should be located at the intersection of expressways and major arterials.

The amendment will not adversely impact a portion of, or the entire Planning Area by;

- Significantly altering acceptable existing land use patterns, especially in established neighborhoods.
- Affecting the existing character (i.e. visual, physical, and functional) of the immediate area.
- Creating activities that are not compatible with adjacent neighboring uses, and, particularly, the mission of Camp Bullis.
- Significantly alter recreational amenities such as open space, parks, and trails.

The proposed amendment to Regional Center land use will significantly alter the land use pattern and character of the immediate area as the proposed change is incompatible with the already-existing surrounding pattern of development in this location.

The subject property is not ideally situated at the intersection of an expressway and a major arterial for Regional Center land use designation. Rather, the subject property is located at mid-block and at the intersection of a local street and a highway access road and in close proximity to single and multi-family residential uses to the west and to the south. This intersection is more suitable for the existing Suburban Tier land use classification. The Regional Center land use is intended to be applied to parcels strategically located and large enough to accommodate and provide a cohesive, safe, and accessible environment for both pedestrians and bicyclists. It further recommends the provision of safe and accessible pedestrian routes, both internally and externally to the site. Facilitating an environment that is accessible by pedestrians while maintaining the ability to conduct business operations would be difficult on a parcel at this location and size.

Due to its close proximity to Camp Bullis, the subject property is within the Military Sound Attenuation Overlay (MSAO) and the Military Lighting Overlay (MLOD) Districts. The overlay districts impose development standards meant to protect the area’s natural resources, the Military’s training mission, and to ensure development consistent with the character of the surrounding area. The subject property is also located within the “GC-1” Hill Country Gateway Corridor District and will be subject to the applicable design, landscaping and signage requirements of the district. Adherence will be evaluated as this project moves through the development process.

ALTERNATIVES:

1. Recommend denial of the proposed amendment to the North Sector Plan, as presented above.
2. Make an alternate recommendation.
3. Continue to a future date.

FISCAL IMPACT:

None.

RECOMMENDATION:

Staff recommends denial. The proposed amendment to Regional Center land use will significantly alter the land use pattern and character of the immediate area as the proposed change is incompatible with the already-

existing surrounding pattern of development.

ZONING COMMISSION SUPPLEMENTAL INFORMATION: Z2015113

Current Zoning: C-2 GC-1 MLOD MSAO-1" Commercial Gateway Corridor Military Lighting Overlay
Military Sound Attenuation Overlay District

Proposed Zoning: "C-3 GC-1 MLOD MSAO-1" General Commercial Gateway Corridor Military Lighting
Overlay Military Sound Attenuation Overlay District

Zoning Commission Hearing Date: April 7, 2015