



# City of San Antonio

## Agenda Memorandum

**File Number:**15-2025

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**Agenda Item Number:** Z-11.

**Agenda Date:** 4/2/2015

**In Control:** City Council A Session

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Roderick Sanchez

**COUNCIL DISTRICTS IMPACTED:** Council District 3

**SUBJECT:**

Zoning Case Z2014219

**SUMMARY:**

**Current Zoning:** "R-4 MC-2 AHOD" Residential Single-Family South Presa Metropolitan Corridor Airport Hazard Overlay District

**Requested Zoning:** "C-2 NA MC-2 AHOD" Commercial Nonalcoholic Sales South Presa Metropolitan Corridor Airport Hazard Overlay District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** February 03, 2015

**Case Manager:** Ernest Brown, Planner

**Property Owner:** HLH Developments, LP (by Harry Hausman, Manager, Hausman Management LLC, General Partner)

**Applicant:** Overland Properties, LLC (by Jacob W. Stauffer, Executive Vice President)

**Representative:** Kaufman & Killen, Inc.

**Location:** A portion of the 9000 Block of South Presa Street

**Legal Description:** 1.875 acres out of NCB 10920

**Total Acreage:** 1.875

**Notices Mailed**

**Owners of Property within 200 feet:** 30

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

**Planning Team:** Stinson Airport Vicinity Land Use Plan-14

**Applicable Agencies:** Aviation Department

### **Property Details**

**Property History:** The subject property was annexed in 1952 and was originally zoned “B” Residence District. In a 1980 case, the property was rezoned to “B-3” Business District directly abutting South Presa Street and “I-1” Light Industry District to on the northern portion of the subject property. Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to the current “C-3” General Commercial District and “I-1” General Industrial District. In a 2002 case, the property was rezoned to “MXD” Mixed Use District. In a 2003 case, the property was rezoned to “R-4” Residential Single-Family District. The property is not platted and is currently undeveloped.

**Topography:** The subject property does not include any abnormal physical features such as significant slope or inclusion in a flood plain.

### **Adjacent Base Zoning and Land Uses**

**Direction:** North, West and East

**Current Base Zoning:** “R-4”

**Current Land Uses:** Vacant and Single-Family Residences

**Direction:** South

**Current Base Zoning:** “R-5”

**Current Land Uses:** Vacant and Auto Sales

**Overlay and Special District Information:** 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.

The “MC-2” South Presa Metropolitan Corridor provides site and building design standards for properties located along South Presa Street between Interstate Highway 10 and Southeast Loop 410. Metropolitan Corridors follow arterial streets or expressways in developed portions of the city and shall be directed toward reduction of existing visual clutter, improved design features, and preservation of developed areas of the city. A zoning review is performed by the Zoning Section of the Development Services Department.

### **Transportation**

**Thoroughfare:** South Presa Street

**Existing Character:** Secondary Arterial Type A 86’; one lane in each direction with no sidewalks

**Proposed Changes:** None known

**Thoroughfare:** Mission Way, Mission Stream and Mission Court

**Existing Character:** Local street; one lane in each direction with partial sidewalks

**Proposed Changes:** None known

**Public Transit:** The nearest VIA bus line is 36 which operates south of the subject property along South Presa Street.

**Traffic Impact:** A traffic impact analysis (TIA) report is not required. The traffic generated by the proposed development does not exceed the threshold requirements.

**Parking Information:** Off-street vehicle parking requirements for commercial uses are typically determined by building size and use (application did not specify the use).

**ISSUE:**

None.

**ALTERNATIVES:**

Denial of the zoning request will result in the subject property retaining the residential zoning; the subject property would not be able to be developed for commercial uses.

**FISCAL IMPACT:**

None. The applicant paid all required zoning application fees.

**RECOMMENDATION:**

**Staff Analysis and Recommendation:** Staff and Zoning Commission (9-0) 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 property is located within the Stinson Airport Vicinity Land Use Plan and is currently designated as Low Density Residential in the future land use component of the plan. The requested “C-2” Commercial District is not consistent with the adopted land use designation. A plan amendment has been submitted, requesting to change the future land use designation to Community Commercial. The Community Commercial designation is meant to accommodate commercial development located along arterial roads. Staff and Planning Commission recommend approval of the plan amendment request.

**2. Adverse Impacts on Neighboring Lands:**

Staff has found no indication of likely adverse effects on the public health, safety, or welfare. The property’s location on South Presa Street, at the periphery of a residential neighborhood makes it appropriate for retail and service uses that draw their customer base from the nearby residents.

Where commercial zoning abuts single-family residences or zoning, landscape buffers and building setbacks will apply.

**3. Suitability as Presently Zoned:**

The current residential zoning district is not appropriate for the subject property. The subject property is located along an arterial road which generally accommodates commercial uses. Current planning principles encourage commercial development along arterial roads. The requested “C-2” base zoning district will act as a transition between the single-family residences to the northeast and the arterial thoroughfare.

**4. Health, Safety and Welfare:**

Staff has found no indication of likely adverse impacts on the public health, safety or welfare in relation to this zoning change request.

**5. Public Policy:**

The request does not appear to conflict with any public policy objective.

**6. Size of Tract:**

The subject property is 1.875 acres in size, which should be able to reasonably accommodate the commercial uses permitted in the “C-2” district, along with required parking and landscaping.

**7. Other Factors:**

In accordance with UDC Section 35-514(d)(2), the applicant has requested approval of additional fence height along the eastern-most boundary of the subject property. An 8-foot tall solid fence/wall is proposed.