



City of San Antonio

Agenda Memorandum

Agenda Date: November 21, 2024

In Control: City Council

DEPARTMENT: Development Services Department

DEPARTMENT HEAD: Amin Tohmaz, Interim Director

COUNCIL DISTRICTS IMPACTED: District 1

SUBJECT:

PLAN AMENDMENT CASE PA-2024-11600047
(Associated Zoning Case Z-2024-10700135 CD)

SUMMARY:

Comprehensive Plan Component: Near Northwest Community Plan

Plan Adoption Date: February 2002

Current Land Use Category: “Urban Low Density Residential”

Proposed Land Use Category: “Regional Commercial”

BACKGROUND INFORMATION:

Planning Commission Hearing Date: October 9, 2024. This case was continued from August 14, 2024 and September 25, 2024.

Case Manager: Alexa Retana, Zoning Planner

Property Owner: Hina Martin

Applicant: Hina Martin

Representative: Hina Martin

Location: 1010 Warner Avenue

Legal Description: Lot 64, Block 2, NCB 1774

Total Acreage: 0.3765 acres

Notices Mailed

Owners of Property within 200 feet: 21

Registered Neighborhood Associations within 200 feet: Keystone Neighborhood Association and San Antonio Texas District One Resident Association

Applicable Agencies: Planning Department, Public Works Department, Texas Department of Transportation

Transportation

Thoroughfare: Warner Avenue

Existing Character: Local

Proposed Changes: None known.

Thoroughfare: Interstate Highway 10 Frontage Road

Existing Character: Interstate Highway Frontage Road

Proposed Changes: None known.

Public Transit: There is public transit within walking distance of the subject property.

Routes Served: 509

Comprehensive Plan

Comprehensive Plan Component: Near Northwest Community Plan

Plan Adoption Date: February 2002

Plan Goals:

- Goal 3 Objective 3.2: Encourage investment in housing improvement and maintenance.
- Goal 3 objective 3.3: Protect and preserve the Near Northwest's unique housing character.
- Goal 3 Objective 3.4: Encourage new housing development that is compatible with the community's character.

Comprehensive Land Use Categories:

Land Use Category: "Urban Low Density Residential"

Description of Land Use Category: Urban Low-Density Residential mainly includes single family houses on individual lots. Detached and attached accessory dwelling units such as granny flats and garage apartments are allowed when located on the same lot as the principal residence. Only one accessory dwelling is permitted per lot and should reflect the appearance of the main structure. Certain non-residential uses, such as schools, places of worship and parks, are appropriate within these areas and should be centrally located to provide easy accessibility. The community also recognizes the varying densities found in their Urban Low-Density Residential areas. In recognition of this variety, the community would like to see that structures built as multi-family housing continue in this use, even when located in an Urban Low-Density Residential area. However, if a structure was built as a single-family use and currently is used as a multi-family structure, the neighborhoods' highest preference is for the house to return to a single-family use with or without an accessory dwelling. If returning the structure to a single-family use with or without an accessory dwelling is infeasible, the neighborhoods would support a reduction in density.

Permitted Zoning Districts: NA

Comprehensive Land Use Categories:

Land Use Category: "Regional Commercial"

Description of Land Use Category: Regional Commercial development includes high density land uses that draw its customer base from a larger region. Regional Commercial includes “big box” retailers, large commercial centers, malls, large home improvement centers, large hotels and motels, major employment centers, and mid to high rise office buildings. Regional Commercial uses are typically located at intersection nodes along major arterial highways and expressways, or along rapid transit system transfer nodes. These commercial nodes are typically 20 acres or greater in area. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to arterial streets, sidewalks and shade trees in parking lots, landscaping on planter strips between the parking lot and street, and well-designed, monument signage. Where possible, Regional Commercial centers should be designed to create safe, attractive and convenient vehicular and pedestrian linkages with adjoining land uses.

Permitted Zoning Districts: NA

Land Use Overview

Subject Property

Future Land Use Classification: Urban Low Density Residential

Current Land Use Classification: Trailer Storage

Direction: North

Future Land Use Classification: Urban Low Density Residential

Current Land Use Classification: Motel

Direction: South

Future Land Use Classification: Urban Low Density Residential

Current Land Use Classification: Single-Family Dwellings

Direction: East

Future Land Use Classification: UZROW

Current Land Use Classification: Interstate Highway, Interstate Highway Access Road

Direction: West

Future land Use Classification: Urban Low Density Residential

Current Land Use Classification: Single-Family Dwellings

ISSUE:

None.

FISCAL IMPACT:

There is no fiscal impact.

PROXIMITY TO REGIONAL TRANSIT CORRIDOR:

The subject property is not located within a Regional Center but is within ½ a mile of the Fredericksburg Premium Transit Corridor.

ALTERNATIVES:

1. Recommend Approval.
2. Make an alternate recommendation.
3. Continue to a future date.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Planning Commission recommend Denial.

The proposed Plan Amendment from “Urban Low Density Residential” to “Regional Commercial” is requested to rezone the property to "C-3 CD" General Commercial District with a Conditional Use for Oversized Vehicle Storage. The existing “Urban Low Density Residential” permits single-family residential uses, which is characteristic of the existing surrounding area. There are a couple moderate commercial uses within proximity, but staff finds the proposed “Regional Commercial” designation, which supports large scale commercial and retail, inconsistent with abutting land uses. Introducing the designation to the area would allow high-intense commercial encroachment into the established single-family residential neighborhood.

ZONING COMMISSION SUPPLEMENTAL INFORMATION: Z-2024-10700135 CD

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

Proposed Zoning: "C-3 CD AHOD" General Commercial Airport Hazard Overlay District with a Conditional Use for Oversized Vehicle Storage

Zoning Commission Hearing Date: September 3, 2024. This case was continued from August 20, 2024.