



# City of San Antonio

## Agenda Memorandum

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**Agenda Date:** September 27, 2023

**In Control:** Planning Commission Meeting

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICT:** San Antonio ETJ – Closest to Council District 8

**SUBJECT:**  
PLAN AMENDMENT CASE PA-2023-11600049

**SUMMARY:**  
**Comprehensive Plan Component:** Extraterritorial Jurisdiction Military Protection Area Land Use Plan

**Plan Adoption Date:** September 19, 2019

**Current Land Use Category:** “Community Commercial”

**Proposed Land Use Category:** “Regional Commercial”

**BACKGROUND INFORMATION:**  
**Planning Commission Hearing Date:** September 27, 2023

**Case Manager:** Clayton Wallace, Principal Planner

**Property Owner:** JD Blacklock

**Applicant:** VH Management, LLC

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

**Location:** 27605 IH 10 West

**Legal Description:** Lot 5, Block 91, CB 4709

**Total Acreage:** 6.38

**Notices Mailed**

**Owners of Property within 200 feet:** 15

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

**Applicable Agencies:** Camp Bullis

**Transportation**

**Thoroughfare:** IH 10 West

**Existing Character:** Local Street

**Proposed Changes:** None known

**Thoroughfare:** IH 10 West

**Existing Character:** Interstate

**Proposed Changes:** None known.

**Public Transit:** There are no VIA bus routes near the subject property.

**Routes:** None

**ISSUE:**

**Comprehensive Plan**

**Comprehensive Plan:** Extraterritorial Jurisdiction Military Protection Area Land Use Plan

**Plan Adoption Date:** September 19, 2019

M Goal 1: Incompatible land uses in the vicinity of Joint Base San Antonio (JBSA) locations are minimized in order to safeguard operational mission requirements.

M Goal 3: Communication and coordination between San Antonio, adjacent jurisdictions, and the military engender a strong regional approach to compatibility issues.

M Goal 6: San Antonio invests and coordinates with the military to minimize potential future impacts that could be created as a result of sequestration or base closure or realignment initiatives.

**Comprehensive Land Use Categories**

**Land Use Category:** “Community Commercial”

**Description of Land Use Category:** includes offices, professional services, and retail uses that are accessible to bicyclists and pedestrians and linked to transit facilities. This form of development should be located in proximity to major intersections or where an existing commercial area has been established. Community commercial uses are intended to support multiple neighborhoods, have a larger market draw than neighborhood commercial uses, and attract patrons from the neighboring residential areas. All off- street parking and loading areas adjacent to residential uses should include landscape buffers, lighting and signage controls. Examples of community commercial uses include, but are not limited to, cafes, offices, restaurants, beauty parlors, neighborhood groceries or markets, shoe repair shops and medical clinics.

**Permitted Zoning Districts:** O-1.5, NC, C-1, and C-2.

**Land Use Category:** “Regional Commercial”

**Description of Land Use Category:** includes high intensity uses that draw customers from both adjacent communities as well as the larger metropolitan region. Regional commercial uses are typically located in general proximity to nodes along expressways or major arterial roadways and incorporate high-capacity transit facilities. Regional Commercial uses should incorporate well-defined entrances, shared internal circulation, limited curb cuts to expressways and arterial streets, sidewalks and shade trees in parking lots, landscaping between the parking lots and roadways, and well- designed monument signage. Examples of regional commercial uses include, but are not limited to, movie theaters, plant nurseries, automotive repair shops, fitness centers, home improvement centers, hotels and motels, mid- to high-rise office buildings, and automobile dealerships.

**Permitted Zoning districts:** O-1.5, O-2, C- 2, C-3, L, and BP.

### **Land Use Overview**

Subject Property

**Future Land Use Classification:**

“Community Commercial”

**Current Land Use Classification:**

Commercial

Direction: North

**Future Land Use Classification:**

“Community Commercial”

**Current Land Use Classification:**

Commercial

Direction: East

**Future Land Use Classification:**

“Urban Mixed Use”

**Current Land Use Classification:**

Mixed Use

Direction: South

**Future Land Use Classification:**

“Community Commercial” and “Residential Estate”

**Current Land Use Classification:**

Commercial and Single-Family Residential

Direction: West

**Future Land Use Classification:**

“Low Density Residential”

**Current Land Use Classification:**

Single Family Residential

**FISCAL IMPACT:**

None

**Proximity to Regional Center/Premium Transit Corridor**

The subject property is not located within a Regional Center, nor is it located along a Premium Transit Corridor.

**ALTERNATIVES:**

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

**RECOMMENDATION:**

Staff Analysis and Recommendation: Staff recommends Approval.

The applicant seeks a Plan Amendment from "Community Commercial" to "Regional Commercial" for a car dealership. The proposed "Regional Commercial" is compatible with other land uses in the area and along Interstate 10 a major thoroughfare. Uses typical with "Regional Commercial" can be found all along the Interstate 10 West corridor. The request would permit high-intensity commercial and light industrial uses on the subject property. This request is also suitable to the goals of the Comprehensive Plan to ensure that future land use classifications adjacent to military installations are well-suited to the goals and objectives of the area. Joint Base San Antonio does not object to the proposed plan amendment and has provided the following comment:

- a. Development within MLOD. Developer must comply with lighting ordinances.
- b. Any construction plans, equipment (cranes), or towers (communication or water), will require and FAA aeronautical study.
- c. To mitigate potential interference with existing JBSA operational systems, please coordinate with 502 CS Spectrum Manager prior to use of any Spectrum dependent systems (i.e.: two-way radio communications, or any type of wireless technologies) during construction. If applicable, coordination requested by facility user prior to installation/use of any Spectrum dependent commercial or manufacturing equipment.