



City of San Antonio

Legislation Details (With Text)

File #: 16-5565

Type: Zoning Case

In control: Zoning Commission

On agenda: 11/1/2016

Title: ZONING CASE # Z2016273 (Council District 7): A request for a change in zoning from "C-3 R AHOD" General Commercial Restrictive Alcoholic Sales Airport Hazard Overlay District, "C-3 AHOD" General Commercial Airport Hazard Overlay District and "O-1 AHOD" Office Airport Hazard Overlay District to "MF-25 AHOD" Low Density Multi-Family Airport Hazard Overlay District on 13.061 acres out of NCB 11545, located in the 4800 block of Callaghan Road. Staff recommends Approval, pending Plan Amendment. (Associated Plan Amendment 16085)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Z2016-273 Location Map

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: 7

SUBJECT:

Zoning Case Z2016273
(Associated Plan Amendment 16085)

SUMMARY:

Current Zoning: "C-3 R AHOD" General Commercial Restrictive Alcoholic Sales Airport Hazard Overlay District, "C-3 AHOD" General Commercial Airport Hazard Overlay District and "O-1 AHOD" Office Airport Hazard Overlay District

Requested Zoning: "MF-25 AHOD" Low Density Multi-Family Airport Hazard Overlay District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: November 1, 2016

Case Manager: Nyliah Acosta, Planner

Property Owner: Florence H. Block Grandchildren's Irrevocable Trust

Applicant: Florence H. Block Grandchildren's Irrevocable Trust

Representative: Home Spring Realty Partners and Vickrey & Associates, Inc.

Location: 4800 block of Callaghan Road

Legal Description: 13.061 acres out of NCB 11545

Total Acreage: 13.061 acres

Notices Mailed

Owners of Property within 200 feet: 32

Registered Neighborhood Associations within 200 feet: Ingram Hills Neighborhood Association and Thunderbird Hills Neighborhood Association.

Applicable Agencies: None

Property Details

Property History: The subject property was annexed into the City of San Antonio in 1952 and was zoned "A" Single-Family Residence District. A 1978 case (Ordinance 50147) rezoned the property "B-3" Business District, "B-2" Business District, and "R-3" Multi-Family District, and a 1985 case (Ordinance 61597) zoned the portions as "B-3R" Business Restrictive Alcoholic Sales District and "O-1" Office District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to "C-3 R AHOD" General Commercial Restrictive Alcoholic Sales Airport Hazard Overlay District, "C-3 AHOD" General Commercial Airport Hazard Overlay District and "O-2 AHOD" High-Rise Office Airport Hazard Overlay District. In 2002, in a large area rezoning, properties zoned "O-2" High Rise Office District were rezoned to "O-1" Office District.

Topography: A portion of the property is currently within the 100 year flood plain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: UZROW, C-2, C-3 and I-1

Current Land Uses: Vacant Lots

Direction: West

Current Base Zoning: R-20, C-3NA

Current Land Uses: Vacant Lots, Single Family Residences and Commercial

Direction: South

Current Base Zoning: R-20

Current Land Uses: Vacant Lots and Single Family Residences

Direction: East

Current Base Zoning: R-20 and C-2NA

Current Land Uses: Commercial and Single-Family Residence

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.

Transportation

Thoroughfare: Callaghan Road

Existing Character: Secondary Arterial.

Proposed Changes: None known.

Thoroughfare: East Horseshoe Bend

Existing Character: Local Street.

Proposed Changes: None known.

Thoroughfare: Majestic Drive

Existing Character: Local Street.

Proposed Changes: None known.

Thoroughfare: Silvercrest Drive

Existing Character: Local Street.

Proposed Changes: None known.

Thoroughfare: Woodside Drive

Existing Character: Local Street.

Proposed Changes: None known.

Public Transit: VIA Bus Route #88 is within a half mile of the subject property.

Traffic Impact: A Traffic Impact Analysis (TIA) is required. The traffic generated by the proposed development exceeds the threshold requirements. A traffic engineer must be present at the meeting.

Parking Information: Dwelling- Multi-Family (units maximum 25) - Minimum vehicle spaces: 1.5 per unit. Maximum vehicle spaces: 2 per units.

ISSUE:

None.

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current zoning.

FISCAL IMPACT:

None.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff recommends 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 Ingram Hills Neighborhood Plan, and is currently designated as Low Density Residential and Community Commercial in the future land use component of the plan. The requested “MF-25” Low Density Multi-Family district is not consistent with the future land use designation. The applicant has requested a plan amendment to High Density Residential. Staff and Planning Commission recommend

approval.

2. Adverse Impacts on Neighboring Lands:

Staff finds no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The subject property is bounded by 4 roads and is across from commercial (auto repair) and industrial uses to the north, west and east. This project is a public/private joint venture to provide affordable housing that promotes high quality site and building design, limits the encroachment of commercial uses into established residential uses, and is reinvesting into the existing residential neighborhood.

3. Suitability as Presently Zoned:

The current “C-3 R” and “C-3” base zoning districts are not appropriate for the subject property’s location. The proposed rezoning is appropriate given its location on a secondary arterial, half a mile access to a commercial node, and location near other intense commercial uses and industrial uses. This downzoning is a less intensive use for the surrounding neighborhood and creates a buffer from other surrounding commercial uses on Callaghan Road.

4. Health, Safety and Welfare:

Staff has found no indication of likely adverse effects on the public health, safety, or welfare. Proposed change in zoning is appropriate given its current intense zoning of general commercial, which permits auto repair and sales. “MF-25” provides a buffer of medium density residential uses from the low density residential uses and the commercial and industrial activity along Callaghan Road.

5. Public Policy:

There are a number of Goals and Policies in the SA Tomorrow Comprehensive Plan, and other department studies, that support a multifamily use at this location. Further, should the property be marketed for affordable and senior housing, it would serve to support the Goals and Policies.

- Goal 1: Housing for lower-income residents is available throughout the community with the greatest proportion in priority growth areas with high levels of connectivity and amenities.
- Goal 3: Housing choices are available in walkable and bikeable neighborhoods located near transit, employment, retail, medical and recreational amenities.
- Goal 5: Higher Higher-density housing choices are available within the City’s 13 regional centers and along its arterial and transit corridors (Bandera Road).
- Policy 6: Work with affordable housing partners and developers to provide affordable housing options for seniors.
- Policy 12: Require developments that receive public funding or use public financing tools to provide a mixture of housing types and/or affordable housing units.
- Policy 20: Incentivize high density housing in regional centers and along major public transit corridors.
- Policy 22: Redevelop vacant and underutilized properties on transit corridors into stand alone or mixed use higher-density housing.
- Policy 24: Encourage and incentivize the development of a range of affordable housing options in and near regional centers and transit corridors.
- GCF Goal 1: Higher-density uses are focused within the city’s 13 regional centers and along its arterial and transit corridors.
- Policy 14: Establish appropriate buffers and transitions (land use, form and/or landscaping) between residential neighborhoods and surrounding higher-density development.
- SA Corridors: Focus on developing a market for premium transit by increasing density along corridors, to include BRT and long-term light rail potential, and in Regional Centers.

- Bandera Road is within ½ mile of proposed development

6. Size of Tract:

The subject property totals 13.061 acres in size, which reasonably accommodates the uses permitted in “MF-25” Low Density Residential District.

7. Other Factors:

The property is not zoned within the Ingram Hills Neighborhood Conservation District.