



City of San Antonio

Legislation Details (With Text)

File #: 17-2553

Type: Zoning Case

In control: City Council A Session

On agenda: 4/20/2017

Title: ZONING CASE # Z2017082 (Council District 2): An Ordinance amending the Zoning District Boundary from "MF-33 EP-1 AHOD" Multi-Family Facility Parking/Traffic Control Overlay Airport Hazard Overlay District to "IDZ EP-1 AHOD" Infill Development Zone Facility Parking/Traffic Control Overlay Airport Hazard Overlay District with uses permitted in "MF-33" Multi-Family District on Lots 8 through 12, Block 12, NCB 1309; Lots 15 through 34, Block 13, NCB 1344; and Lots 13 through 20 and 22 through 25, Block 14, NCB 1328, located on multiple properties generally bounded by Burleson Street to the north, Hays Street to the south, North Walters Street to the east and Hudson Street to the west. Staff and Zoning Commission recommend Approval, pending Plan Amendment. (Associated Plan Amendment 17028)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Z2017082 Location Map, 2. Z2017082 Site Plan, 3. Z2017082 Minutes, 4. Draft Ordinance.pdf, 5. Ordinance 2017-04-20-0273

Date	Ver.	Action By	Action	Result
4/20/2017	1	City Council A Session	Motion to Approve	

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 2

SUBJECT:

Zoning Case Z2017082
(Associated Plan Amendment PA 17028)

SUMMARY:

Current Zoning: "MF-33 EP-1 AHOD" Multi-Family Facility Parking/Traffic Control Overlay Airport Hazard Overlay District

Requested Zoning: "IDZ EP-1 AHOD" Infill Development Zone Facility Parking/Traffic Control Overlay Airport Hazard Overlay District for Multi-Family uses not to exceed 25 units per acre

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: March 21, 2017

Case Manager: Erica Greene, Planner

Property Owner: San Antonio Housing Authority

Applicant: McCormack Baron Salazar Development

Representative: Louis Benardy

Location: Generally located on multiple properties generally bounded by Burleson Street to the north, Hays Street to the south, Hudson Street to the west, and North Walters Street to the east

Legal Description: Lots 8-12, Block 12, NCB 1309; Lots 15-34, Block 13, NCB 1344; and Lots 13-20 and 22-25, Block 14, NCB 1328

Total Acreage: 4.79

Notices Mailed

Owners of Property within 200 feet: 33

Registered Neighborhood Associations within 200 feet: Harvard Place-Eastlawn Neighborhood Association

Applicable Agencies: Department of Planning and Community Development

Property Details

Property History: The subject property was part of the original 36 square miles of the City and was previously zoned "C" Apartment District. A 1965 case, Ordinance #33412 zoned the subject property as "R-3" Multiple Family Residence District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current "MF-33" Multi-Family District

Topography: The property does not include any abnormal physical features such as slope or inclusion in a floodplain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: MF-33

Current Land Uses: Apartments

Direction: West

Current Base Zoning: IDZ

Current Land Uses: Apartments

Direction: South

Current Base Zoning: IDZ

Current Land Uses: Apartments

Direction: East

Current Base Zoning: R-4

Current Land Uses: Residential Single-Family

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 Facility Parking/Traffic Control District establishes regulations for parking and traffic around large facilities that attract large amounts of vehicle traffic. The overlay district is meant to regulate parking of vehicles in areas not properly zoned for commercial parking; to reduce aesthetic and traffic problems for persons and businesses in these areas; to reduce visual blight, congestion, and wear and tear on city streets; and to increase access for emergency vehicles in these areas.

Transportation

Thoroughfare: Burleson Street
Existing Character: Local Street
Proposed Changes: None

Thoroughfare: Hays Street
Existing Character: Local Street
Proposed Changes: None
Thoroughfare: Hudson Street
Existing Character: Local Street
Proposed Changes: None

Thoroughfare: North Walters Street
Existing Character: Local Street
Proposed Changes: None

Public Transit: The nearest VIA bus route is #9 within walking distance of the subject property.

Traffic Impact: A Traffic Impact Analysis (TIA) is not required. Infill Development (IDZ) is exempt from TIA requirements.

Parking Information: The “IDZ” Infill Development Zone District waives off-street vehicle parking requirements.

ISSUE:
None.

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

FISCAL IMPACT:
None.

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 Arena District/ Eastside Community Plan, and is currently designated as Medium Density Residential in the future land use component of the plan. The requested "IDZ" Infill

Development Zone base zoning district is not consistent with the future land use designation. The applicant has requested a Plan Amendment to Mixed Use. 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.

3. Suitability as Presently Zoned:

The current “MF-33” base zoning district is appropriate for the subject property’s location. The requested zoning district of “IDZ” for multi-family housing is also appropriate for the subject property’s location. The properties that are located around the subject property include several single-family residential and multi-family housing which follow the current pattern for development of that area.

4. Health, Safety and Welfare:

Staff has found no indication of likely adverse effects on the public health, safety, or welfare.

5. Public Policy:

The applicant requests a zoning change to allow for multi-family housing as part of the final phase in the Wheatley Courts Redevelopment Master Plan. The rezoning request does not appear to conflict with land use goals and strategies of the Arena District/ Eastside Community Plan goal to protect the neighborhoods by providing them with the necessary improvements to enable infill development and redevelopment.

The SA Tomorrow Comprehensive Plan addresses mixed-use and mixed-income development. The plan states that very little mixed-use development is occurring “that offers a variety of housing options and prices with a physically and functionally integrated blend of residential, commercial, cultural, institutional or industrial uses. These compact, walkable mixed-use neighborhoods are a growing preference for homebuyers.” These types of developments are particularly encouraged within regional centers and within one-half mile of corridors.

The Multimodal Transportation Plan provides more detail for the nearby corridors. The plan notes that most housing along Houston is single family residential. It also discusses the well-defined history and identify of New Braunfels, but suggests as traffic volumes increase land uses may evolve into something more compatible with a major transportation corridor.

The Arena District / Eastside Community Plan, adopted 2003, addresses residential development and mixed-use development. The Implementation Discussion states, “Key goals include smart growth concepts, to include higher residential density targets for main streets and areas in proximity to public transportation.” The Plan noted strong interest in greater availability in several types of commercial real estate (pharmacy, cleaners, restaurants, banking and financial services, and other services, to include medical / dental, post office, and related services.

The Eastside Promise Zone is one of five selected nationally in a 2014 process by US Department of Housing and Urban Development to revitalize distressed communities. Explicit goals are to increase access to quality, affordable housing, and to transform EastPoint into a viable, mixed-income neighborhood.

The previous phases of the Wheatley Courts were rezoned to increase overall density. The application is seeking “IDZ” in order to complete the last and final phase of development consistent with the previous phases. The subject property is surrounded by multifamily zoning as well as the previous infill development zone (“IDZ”) rezoning. Property to the east is zoned “R-4”. “I-2” zoning exists to the north along Sherman Street.

The application for “IDZ” is consistent with the objectives of comprehensive plan.

6. Size of Tract:

The subject property totals 4.79 acres in size, which should reasonably accommodate the uses permitted in "IDZ EP-1 AHOD" Infill Development Zone Facility Parking/Traffic Control Overlay Airport Hazard Overlay District for Multi-Family not to exceed 25 units per acre.

7. Other Factors:

The subject property is the final phase of the Wheatley Courts Redevelopment Master Plan. The proposed rezoning will not significantly alter the land use pattern and character of the immediate area. The proposed change is compatible with the existing pattern of development.

Infill Development Zone (IDZ) provides flexible standards for developments. IDZ is to encourage and facilitate development on vacant, bypassed lands, or the redevelopment of underutilized buildings or structures, within existing built-up areas. IDZ may be approved as either a base zoning district or an overlay zoning district. Standards required in an IDZ district shall apply to either IDZ base zoning or the IDZ overlay district except where otherwise specifically stated. Typically IDZ gives flexibility to parking requirements, lots sizes, and setbacks.