



City of San Antonio

Legislation Details (With Text)

File #: 16-2428

Type: Zoning Case

In control: Zoning Commission

On agenda: 4/5/2016

Title: (Continued from 03/15/16) ZONING CASE # Z2016077 (Council District 10): A request for a change in zoning from "NP-8 AHOD" Neighborhood Preservation Airport Hazard Overlay District to "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "R-3" Residential Single-Family District not to exceed seven (7) Residential Single-Family Detached Units on 0.50 acres of land out of NCB 11876, located at 1823 East Lawndale Drive. Staff recommends Denial.

Sponsors:

Indexes:

Code sections:

Attachments: 1. Z2016-077 Location Map, 2. Z2016077 Site Plan

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

COUNCIL DISTRICTS IMPACTED: 10

SUBJECT:

Zoning Case Z2016077

SUMMARY:

Current Zoning: "NP-8 AHOD" Neighborhood Preservation Airport Hazard Overlay District

Requested Zoning: "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "R-3" Residential Single-Family District not to exceed seven (7) Residential Single-Family Detached Units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: April 5, 2016. This case is continued from the February 16, 2016, March 1, 2016 and March 15, 2016 hearings.

Case Manager: Shepard Beamon, Planner

Property Owner: Metamorphosis Consulting, LLC

Applicant: Eric Runge

Representative: Brown & Ortiz, P.C. (James McKnight)

Location: 1823 East Lawndale Drive

Legal Description: 0.50 acres of land out of NCB 11876

Total Acreage: 0.50

Notices Mailed

Owners of Property within 200 feet: 26

Registered Neighborhood Associations within 200 feet: Oak Park-Northwood Neighborhood Association

Applicable Agencies: None

Property Details

Property History: The subject property was a City of San Antonio on September 25, 1952 (Ordinance # 18115). According to available records, the subject property was zoned "A" Single-Family Residence District based on the 1938 zoning districts. Upon the adoption of the 2001 Unified Development Code, the subject property was converted to "R-5" Single-Family Residential District. On June 15, 2006, the subject property was rezoned to "NP-8" Neighborhood Preservation District (Ordinance # 2006-06-16-0728).

Topography: None.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: NP-8

Current Land Uses: Single-Family Residences

Direction: East

Current Base Zoning: NP-8

Current Land Uses: Single-Family Residences

Direction: South

Current Base Zoning: R-6, MF-33, O-2

Current Land Uses: Single-Family Residences, Townhomes

Direction: West

Current Base Zoning: O-2, C-2, I-1

Current Land Uses: Office Building, Office/Studio, Parking Lot

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.

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 of 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.

Transportation

Thoroughfare: East Lawndale Drive

Existing Character: Local Street

Proposed Changes: None known

Public Transit: VIA Bus Route 43 is located within close proximity to the subject property.

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

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

ISSUE:

None.

ALTERNATIVES: Denial of the requested zoning change would result in the subject property retaining the present “NP-8” zoning district designation.

FISCAL IMPACT:

None.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff recommends Denial.

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 Northeast Inner Loop Plan and is designated as Low Density Residential. The requested "IDZ" base zoning district with uses permitted in “R-3” is consistent since “R-3” is a related zoning district with the adopted land use designation of Low Density Residential.

2. Adverse Impacts on Neighboring Lands:

Staff has found evidence of likely adverse impacts on surrounding properties in relation to this zoning request. The increase in density is inconsistent with the established large-lot single family development for this area.

3. Suitability as Presently Zoned:

The existing "NP-8 zoning district and single-family dwelling are appropriate for the subject property and surrounding areas as the surrounding properties carry the same zoning or other related zonings under the Low Density Residential land use. Furthermore, the surrounding properties primarily have large-lot single-family dwellings, making the requested “IDZ” to allow for five (5) units on the subject property inconsistent. The requested number of units is too high of a density for the lot and disrupts the character of the established neighborhood.

4. Health, Safety and Welfare:

Staff has found indication of likely adverse effects on the public health, safety, or welfare.

5. Public Policy:

The request appears to conflict with public policy objective. The zoning request does not fulfill the goal of the Northeast Inner Loop Plan of preserving the housing and distinctive character of the Northeast Inner Loop neighborhoods. The Northeast Inner Loop Plan identifies housing infill to be located in the Austin Highway area in order to support the “Town Center” concept and not within single-family residential communities.

6. Size of Tract:

The subject property is 0.50 acres in size, which will accommodate the proposed development for five (5) single-family dwelling units.

7. Other Factors:

None.