



City of San Antonio

Agenda Memorandum

File Number:13-822

Agenda Item Number: Z-6.

Agenda Date: 11/7/2013

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: Council District 5

SUBJECT:

Zoning Case Z2013201

SUMMARY:

Current Zoning: "I-2 H HS AHOD" Historic Significant Heavy Industrial Cattleman Square Historic Airport Hazard Overlay District, "I-1 H HS AHOD" Historic Significant General Industrial Cattleman Square Historic Airport Hazard Overlay District, and "I-1 H AHOD" General Industrial Cattleman Square Historic Airport Hazard Overlay District

Requested Zoning: "D H HS AHOD" Historic Significant Downtown Cattleman Square Historic Airport Hazard Overlay District and "D H AHOD" Downtown Cattleman Square Historic Airport Hazard Overlay District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: October 1, 2013

Case Manager: Brenda V. Martinez, Planner

Property Owner: VIA Metropolitan Transit (Brian D. Buchanan, Chief Development Officer)

Applicant: VIA Metropolitan Transit (Brian D. Buchanan, Chief Development Officer)

Representative: VIA Metropolitan Transit (Jeffrey S. Tondre, Manager of Engineering or Larry Mares, Project Manager III)

Location: 904 and 910 West Travis Street, 915, 921 West Houston Street and 923 West Houston Street and 230 and 123 North Medina

Legal Description: Lots 3, 4, 7, 8, 9, 10, 13, 14, Block 76, NCB 263 and Lot 3, Block 79, NCB 247

Total Acreage: 4.172

Notices Mailed

Owners of Property within 200 feet: 30

Neighborhood Associations: None

Planning Team Members: 42 (Downtown Neighborhood Plan)

Applicable Agencies: Office of Historic Preservation

Property Details

Property History: The subject properties are located within the City Limits as they were recognized in 1938, and were originally zoned under the 1938 zoning code. The property located at 123 North Medina was originally zoned “L” First Manufacturing District. In a 1979 City-initiated large-area case, the properties located within NCB 263 were rezoned to “I-1” Light Industry District. Upon adoption of the 2001 Unified Development Code, the previous base zoning districts converted to the current “I-1” General Industrial District and “I-2” Heavy Industrial District.

The subject properties are developed with commercial structures, many of which carry Historic Significant designations. The structures were all constructed between 1908 and 1940, with some additions made in 1960. One of the structures is currently used as a VIA transit center.

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

Adjacent Zoning and Land Uses

Direction: North and West

Current Base Zoning: “I-1” and “I-2”

Current Land Uses: Medical Facility, Vacant Land, Vacant Warehouse and the Bexar County Detention Center

Direction: South

Current Base Zoning: “I-2” and “D”

Current Land Uses: Vacant Land, Office, Bar and Gas Station

Direction: East and Northeast

Current Base Zoning: “D” and “MF-33”

Current Land Uses: Alamo Community College Offices, Motel and Apartments

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 surrounding properties are located in the Downtown Cattleman Square Historic District. Historic districts do not regulate use of the property, but do enforce building exterior design standards meant to maintain the architectural character or cultural significance of the designated area. Building plans and permit applications will be subject to review by the Office of Historic Preservation and the Historic and Design Review Commission (HDRC) prior to any permits being issued.

Transportation

Thoroughfare: North Medina, West Travis Street and West Houston Street

Existing Character: Local Streets; 1 lane in each direction

Proposed Changes: None known

Thoroughfare: North Frio

Existing Character: Secondary Arterial Type B Street; 2 lanes in each direction with a center median

Proposed Changes: None known

Thoroughfare: West Commerce Street

Existing Character: Primary Arterial Type B Street; 2 lanes and 2 access lanes

Proposed Changes: None known

Public Transit: The nearest VIA bus lines are the 20, 68, 79, 93, 100 and 268 lines, which operate along North Medina and West Houston Street. VIA bus line 277 operates along North Medina and West Commerce Street.

Traffic Impact: The “D” Downtown District is exempt from Traffic Impact Analysis (TIA) requirements.

Parking Information: The UDC does not list parking requirements for publically operated transit facilities. The “D” Downtown District eliminates off-street vehicle parking requirements.

ISSUE:

None.

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current industrial zoning, restricting future land uses to those permissible in the “I-1” and “I-2” zoning districts.

FISCAL IMPACT:

None. The zoning request is eligible for the Inner City Reinvestment Infill Policy fee waiver. The Development Services Department fees will be reimbursed through grant funding

RECOMMENDATION:

Staff and Zoning Commission (8-0) recommend approval.

Criteria for Review: According to Section 35-421, zoning amendments shall be based on the approval criteria below.

1. Consistency:

The subject property is located within the Downtown Neighborhood Plan area, and is identified as Mixed Use in the Future Land Use component of the Plan. The requested “D” zoning district is consistent with the adopted land use designation.

2. Adverse Impacts on Neighboring Lands:

The proposed zoning request and development will not have any adverse impact on the neighboring properties. The subject property is surrounded by other properties of similar size, use and/or zoning. The Downtown District provides concentrated retail, service, office and mixed uses in the existing central business districts. Major/regional shopping centers are permitted, but urban design standards are required in order to maintain a neighborhood commercial scale, to promote pedestrian activity, and maintain the unique character of the center.

3. Suitability as Presently Zoned:

The existing “I-2” and “I-1” base zoning districts are inappropriate for the area. The “I-2” and “I-1” zoning districts are meant to accommodate manufacturing uses that typically generate very high volumes of heavy

truck traffic. The subject property and surrounding areas are transitioning from previous industrial uses to mixed-use redevelopment. The uses permitted in the “I-2” and “I-1” districts are no longer suitable for the area.

4. Health, Safety and Welfare:

Staff has found no indication of likely adverse effects on the public health, safety or welfare. The “D” district allows a wide range of uses, includes flexible development standards, and incorporates design standards for new development. The district is meant to create concentrated but pedestrian friendly development in the downtown area. Such development relies heavily on available public transit. The proposed transit center will ensure sufficient future public transit service in the downtown, UTSA, and surrounding areas.

5. Public Policy:

The property is located within the Inner City Reinvestment Policy (ICRIP) area. The purpose of the ICRIP is to promote growth and development in the inner city, specifically in areas that are currently served by public infrastructure and transit, but underserved by residential and commercial real estate markets.

The existing “I-2” and “I-1” zoning is not consistent with the adopted “Mixed Use” land use designation.

6. Size of Tract:

The subject properties are 4.172 acres and appear to be of sufficient size to accommodate the proposed use.

7. Other Factors:

The purpose of the rezoning is to allow the development of the VIA Westside Multimodal Transit center. This development will consist of two phases. Phase one will consist of the restoration of the International & Great Northern (IG&N) Rail Depot and Phase two will consist of the creation of a Grand Plaza which will facilitate bus transfers and incorporate a street car stop. This transit center will provide alternative transportation modes for those located on the west side of downtown. Major nearby uses located on the west side of downtown include the UTSA Downtown campus, the University Health System and the Bexar Appraisal District.