



City of San Antonio

Agenda Memorandum

File Number: 17-5398

Agenda Item Number: 20.

Agenda Date: 10/3/2017

In Control: Zoning Commission

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z2017263

SUMMARY:

Current Zoning: "R-5 AHOD" Residential Single-Family Airport Hazard Overlay District

Requested Zoning: "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with 12 Single-Family Units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: October 3, 2017

Case Manager: Kayla Leal, Planner

Property Owner: Victor Andonie

Applicant: Victor Andonie

Representative: Big Red Dog Engineering

Location: 1410, 1414, and 1418 East Sandalwood Lane

Legal Description: 0.788 acres out of NCB 11884

Total Acreage: 0.788

Notices Mailed

Owners of Property within 200 feet: 16

Registered Neighborhood Associations within 200 feet: None

Applicable Agencies: None

Property Details

Property History: The subject property was annexed into San Antonio City Limits on September 25, 1952, established by Ordinance 18115. The property was zoned "A" Single Family District which converted into the current "R-5" Residential Single-Family District upon adoption of the 2001 Unified Development Code (Ordinance 93881, dated May 3, 2001).

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

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: R-5

Current Land Uses: Single-Family Residential

Direction: East

Current Base Zoning: MF-50

Current Land Uses: Apartment Complex

Direction: South

Current Base Zoning: R-5, MF-33, C-2

Current Land Uses: Single-Family Residence, Apartment Complex, Vacant Lot

Direction: West

Current Base Zoning: C-3NA

Current Land Uses: Home Depot

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: East Sandalwood Lane

Existing Character: Local Street

Proposed Changes: None known

Thoroughfare: Teak Lane

Existing Character: Local Street

Proposed Changes: None known

Public Transit: The nearest stop (Stop #25709) is within walking distance and runs along Bus Route 647 on West Sunset Road.

Traffic Impact: A Traffic Impact Analysis (TIA) Report is not required. Infill Development Zone (IDZ) is exempt from TIA requirements as per the Unified Development Code (UDC).

Parking Information: IDZ is exempt from parking requirements.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation.

Single-family dwelling (detached) with a minimum lot size of 5,000 square feet and a minimum lot width of 45 feet, foster family home, public and private schools.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is located within the Greater Airport Area Regional Center.

The subject property is not located within any Premium Transit Corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff recommends 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 San Antonio International Airport Land Use Plan and is currently designated as “Medium Density Residential” in the land use component of the plan. The requested “IDZ” base zoning district is consistent with the adopted land use designation.

2. Adverse Impacts on Neighboring Lands:

Staff has not found evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The proposed use is consistent with the established development pattern of the surrounding area. There are high-density residential uses just to the east of the property.

3. Suitability as Presently Zoned:

The existing “R-5” base zoning district is appropriate for the surrounding area. There is single-family residential north of the property which makes it suitable. The property is located on the corner of East Sandalwood and Teak Lane and is abutting a newly constructed apartment complex.

4. Health, Safety and Welfare:

Staff has not found any indication of likely adverse effects on the public health, safety, or welfare. There are existing apartments next to the property, so increasing the density for the corner location of Sandalwood Lane and Teak Lane does not seem to present any indication of likely adverse effects.

5. Public Policy:

The request does not appear to conflict with any public policy objective. The requested zoning is consistent with the adopted land use plan.

6. Size of Tract:

The 0.788-acre site is of sufficient size to accommodate the proposed development. There are twelve (12) single-family units being proposed to be constructed and 0.788 acres is of sufficient size to accommodate the project.

7. Other Factors:

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, lot sizes, and setbacks.

Additionally, the applicant's request for IDZ meets:

- The Master Plan's Policy for Neighborhoods - Policy 1a, because it rezones vacant or underutilized property in and around neighborhoods to encourage redevelopment that is compatible in use and intensity with the existing neighborhood.
- The Master Plan's Policy for Urban Design - Policy 1e, because it allows zero setbacks for commercial and multi-family developments.