



City of San Antonio

Agenda Memorandum

File Number:20-3628

Agenda Item Number: Z-7.

Agenda Date: 6/18/2020

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z-2020-10700062

SUMMARY:

Current Zoning: "IDZ UC-4 AHOD" Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for Multi-Family not to exceed thirty-six (36) units per acre

Requested Zoning: "IDZ-2 UC-4 AHOD" Medium Intensity Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for Multi-Family not to exceed fifty (50) units per acre

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: May 5, 2020

Case Manager: Justin Malone, Planner

Property Owner: Frank Pakuszewski

Applicant: Frank Pakuszewski

Representative: Frank Pakusewski

Location: 715-731 East Locust Street and 326-328 West Grayson Street

Legal Description: Lots 3 through 7, Block 1, NCB 6789; Lots 1 and 2, Block 3, NCB 3029; and Lot 20, Block 3, NCB 3029

Total Acreage: 1.164

Notices Mailed

Owners of Property within 200 feet: 31

Registered Neighborhood Associations within 200 feet: Tobin Hill Community Association

Applicable Agencies: Texas Department of Transportation and the Solid Waste Management Department and Fort Sam

Property Details

Property History: The subject property was part of the original 36 square miles of the City of San Antonio and zoned "J" Commercial District. The property was rezoned by Ordinance 83331, dated December 14, 1995 from "J" Commercial District to "I-1" Light Industry District. The subject property converted from "I-1" Light Industry District to "I-1" General Industrial District with the adoption of the 2001 Unified Development Code, established by Ordinance 93881, dated May, 03, 2001. The subject property was rezoned from "I-1 AHOD" General Industrial Airport Hazard Overlay District and "I-1 UC-4 AHOD" General Industrial North St. Mary's Street Urban Corridor Airport Hazard Overlay District to "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with Multi-Family uses not to exceed 36 units per acre, and "IDZ UC-4 AHOD" Infill Development Zone North St. Mary's Urban Corridor Airport Hazard Overlay District with Multi-Family uses not to exceed 36 units per acre by Ordinance 2018-12-06-0976, dated December 16, 2018.

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

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: "C-3 NA"

Current Land Uses: Storage Warehouse

Direction: South

Current Base Zoning: "IDZ Use Permitted O-1.5, MF-40, C-2, C-3"

Current Land Uses: Outdoor Storage of Equipment and Materials

Direction: East

Current Base Zoning: "IDZ"

Current Land Uses: Residential

Direction: West

Current Base Zoning: "C-1", "IDZ"

Current Land Uses: Bar/Tavern, Residential

Overlay and Special District Information:

"IDZ"

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.

"UC"

The Urban Corridor overlay was established because there are many roadway corridors which have been and/or

will continue to be very significant to the city. The corridors are important because they have shaped the sense of what individual neighborhoods are in their role as historic entrances to the city. Other corridors are significant because they serve as gateways to the city or because of surrounding natural, historic, cultural, and aesthetic areas. The establishment of "UC" serves to preserve, enhance, and perpetuate the value of specific roadway corridors.

"AHOD"

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 Locust Street and West Grayson Street

Existing Character: Local

Proposed Changes: None Known

Public Transit: There are VIA bus routes within walking distance of the subject property.

Routes Served: 8, 20

Traffic Impact: A Traffic Impact Analysis (TIA) is not required. The traffic generated by the proposed development does not exceed the threshold requirements.

Parking Information: The minimum parking requirement for multifamily residential is 1.5 spaces per unit. "IDZ-2" reduces parking requirements by 50%.

ISSUE:

None.

ALTERNATIVES:

Current: The present zoning district designation of "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with Multi-Family uses not to exceed 36 units per acre, and "IDZ UC-4 AHOD" Infill Development Zone North St. Mary's Urban Corridor Airport Hazard Overlay District with Multi-Family uses not to exceed 36 units per acre encourages and facilitates 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.

This zoning currently allows 42 units.

Proposed: The proposed "IDZ-2 UC-4 AHOD" Medium Intensity Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for Multi-Family not to exceed fifty (50) units per acre provides flexible standards for the development and reuse of underutilized parcels. Urban design standards are required in order maintain a neighborhood commercial scale, to promote pedestrian activity, and to maintain the unique character of the center. Pedestrian circulation is required as are common parking areas. Any use may be permitted within an "IDZ" so long as it complies with the standards of this section. The applicant is utilizing "IDZ-2" to develop up to fifty (50) residential units.

The proposed rezoning would allow 58 units; a difference of 16 units.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is within a Regional Center and is within a Premium Transit Corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Zoning Commission (11-0) 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 Midtown Area Regional Center Plan and is currently designated as “Low Density Mixed Use” in the future land use component of the plan. The requested “IDZ-2” base zoning district is consistent with the future 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.

3. Suitability as Presently Zoned:

The existing "IDZ" Infill Development Zone with uses permitted for Multi-Family not to exceed thirty-six (36) units per acre base zoning is appropriate for the surrounding area. The proposed "IDZ-2" Medium Intensity Infill Development Zone District with uses permitted for Multi-Family not to exceed fifty (50) units per acre is suitable to the area and provides the opportunity for additional low density residential options with the consideration for (50) fifty residential dwellings. The subject property is surrounded by properties that are currently designated as “Low Density Mixed Use” and zoned “IDZ.” The applicant is requesting “IDZ-2” in order to increase the density of dwelling units for a multi-family development from thirty-six (36) units to fifty (50) units.

“IDZ-2” Medium Intensity Infill Development Zone District is limited to 4-stories in building height.

4. Health, Safety and Welfare:

Staff has not found indication of likely adverse effects on the public health, safety, or welfare.

5. Public Policy:

The proposed rezoning does not appear to conflict with the following goals, principles, and objectives of the Tobin Hill Neighborhood Plan:

Objective 2.2: Housing Design Guidelines and Standards

Create design guidelines and when appropriate design standards to promote appropriate rehabilitation and new development in the neighborhood’s residential areas.

- Objective 2.2.3 Encourage mixed use development where appropriate
 - Identify locations where the plan encourages mixed uses and advocate for this at Zoning Commission, Planning Commission, and City Council hearings.
 - Promote the Development Guidelines in the Land Use section of the plan to help provide appropriate new development.

Objective 2.4: Housing Diversity

Promote a diverse variety of housing stock in the neighborhood that sustains all ages and economic groups.

- Objective 2.4.1 While preserving the neighborhood’s historic housing inventory, encourage the

utilization of available land to develop single family homes in the residential core of the neighborhood and, where appropriate, higher density housing (townhomes, condos, apartments) in areas designated as Low Density and High Density Mixed Use.

- Identify and inventory potential vacant or under-utilized sites available for development of a variety of housing types.
- Approach quality builders and non-profit housing developers who may become interested in building in the area.

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- The applicant's request meets the Master Plan's Policy for Growth Management - Policy 1g, because it makes physical improvements on an inner city property encouraging redevelopment and infill development.
- The applicant's request meets the Master Plan's Policy for Economic Development - Goal 4, because it targets an area within Loop 410.
- The applicant's request 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 applicant's request the Master Plan's Policy for Neighborhoods - Policy 4a, because it preserves and revitalizes housing and promotes targeted infill housing in neighborhoods, particularly older neighborhoods located inside Loop 410.
- The applicant's request the Master Plan's Policy for Urban Design - Policy 1d, because it develops criteria and procedures for infill development which will enhance the character of neighborhoods.

6. Size of Tract:

The subject property is 1.164 acres, which could reasonably accommodate fifty (50) residential units.

7. Other Factors:

The subject property is located within the Fort Sam Houston Awareness Zone/Military Influence Area. In accordance with the signed Memorandum of Understanding, JBSA was notified of the proposed request.

This zoning request includes the intention to demolish buildings. In accordance with the San Antonio City Unified Development Code, the Office of Historic Preservation reviews all demolition applications for any property located within the city limits of San Antonio. Approval of a zoning change does not imply approval of or take the place of such demolition review as directed by the UDC. To date, no application for demolition at this address to accommodate the proposed use has been submitted for review to the Office of Historic Preservation.