



City of San Antonio

Agenda Memorandum

File Number: 14-1526

Agenda Item Number: Z-18.

Agenda Date: 8/7/2014

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Roderick Sanchez

COUNCIL DISTRICTS IMPACTED: Council District 10

SUBJECT:

Zoning Case Z2014146

SUMMARY:

Current Zoning: "R-6 AHOD" Residential Single-Family Airport Hazard Overlay District

Requested Zoning: "R-4 PUD AHOD" Residential Single-Family Planned Unit Development Airport Hazard Overlay District (on 7.9054 acres out of Lots 2, 3, 4, 5, 6, 13, and Lot 14) and "C-2 AHOD" Commercial Airport Hazard Overlay District (on 1.313 acres out of Lot 1)

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: July 15, 2014

Case Manager: Pedro Vega, Planner

Property Owner: IPL Y Reduccion de Peso, Inc. (by Elsa R. Parker, Director)

Applicant: IPL Y Reduccion de Peso, Inc. (by Elsa R. Parker, Director)

Representative: P. W. Christensen, PC (Patrick Christensen)

Location: 14615 Durham Drive and a portion of the 4600 Block of Stahl Road

Legal Description: Lots 2, 3, 4, 5, 6, 13, 1.313 acres out of Lot 1, and 1.174 acres out of Lot 14, Block A, NCB 15704

Total Acreage: 9.2182

Notices Mailed

Owners of Property within 200 feet: 55

Registered Neighborhood Associations within 200 feet: El Chaparral/Fertile Valley Neighborhood Association; the Pepperridge Neighborhood Association is located within 200 feet.

Planning Team Members: San Antonio International Airport Vicinity Land Use Plan

Applicable Agencies: None

Property Details

Property History: The subject property was annexed in June of 1973 and was originally zoned “Temp R-1” Temporary Single Family Residence District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current “R-6” Residential Single-Family District. The subject property consists of 8 platted lots, save and except small portions that were conveyed for right-of-way. The property was platted into its current configuration in 1954 (volume 3377, page 140 of the Deed and Plat Records of Bexar County, Texas), and is currently undeveloped.

The purpose of the rezoning request is to allow a gated single-family residential development and a commercial pad site.

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 across Stahl Road

Current Base Zoning: “R-6”

Current Land Uses: Single-Family Dwellings and Undeveloped Lot

Direction: East and South

Current Base Zoning: “R-6”

Current Land Uses: Undeveloped Lots

Direction: West across Higgins Road

Current Base Zoning: “MF-33” and “C-2”

Current Land Uses: Undeveloped Land

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: Stahl Road

Existing Character: Secondary Arterial Type A; one lane in each direction with sidewalks

Proposed Changes: None known

Thoroughfare: Higgins Road

Existing Character: Secondary Arterial Type A; one lane in each direction without sidewalks

Proposed Changes: None known

Thoroughfare: Durham Road

Existing Character: Paper Street

Proposed Changes: None known

Public Transit: The VIA bus line 641 operates along Higgins Road.

Traffic Impact: A Traffic Impact Analysis is required, but may be deferred to the platting stage of the project. A traffic engineer with knowledge of the project must be present at the Zoning Commission meeting.

Parking Information: Off-street vehicle parking requirements for residential uses are determined by the number of dwelling units. Single-family residences are required to provide a minimum of one parking space per dwelling unit; there is no maximum parking allowance. The size of the subject property will allow a maximum of 55 dwelling units in the “R-4 PUD” zoning district.

Off-street vehicle parking requirements for nonresidential uses are typically determined by the type and size of use. The rezoning application generally refers to proposed office and retail uses. Therefore, staff cannot calculate the parking requirement at this time.

ISSUE:

None.

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current residential single-family zoning, restricting future land uses to those permissible in the “R-6” zoning district.

FISCAL IMPACT:

None. The applicant has paid the required zoning fees.

RECOMMENDATION:

Staff and Zoning Commission (9-0) recommend approval pending the 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 San Antonio International Airport Vicinity Land Use Plan and is currently designated as Low Density Residential in the future land use component of the plan. The requested "R-4 PUD" Residential Single-Family Planned Unit Development District is consistent with the adopted land use designation. The requested "C-2" Commercial District is not consistent with the Low Density Residential land use designation; therefore, the applicant has initiated a Comprehensive Master Plan Amendment to change the future land use designation to Community Commercial on 1.313 acres out of Lot 1. Staff and Planning Commission recommend approval.

2. Adverse Impacts on Neighboring Lands:

Staff finds no evidence of adverse impacts on neighboring lands in relation to this zoning change request. The “C-2” zoning district is meant to accommodate commercial uses that serve the immediate neighborhood, creating a pedestrian friendly community.

3. Suitability as Presently Zoned:

Both the current and requested zoning districts are appropriate for the area. Approval of the rezoning request may spur development of the long-vacant area.

4. Health, Safety and Welfare:

Staff finds no likely negative effects on the health, safety and welfare of the surrounding neighborhood due to the proposed development. The Planned Unit Development District is meant to provide flexibility in the

planning and construction of development projects in accordance with an approved plan. The “PUD” Plan requirement is meant to protect adjacent properties; encourage the preservation and enhancement of natural amenities and cultural resources; protect the natural features of a site that relate to its topography, shape and size; and provide for a minimum amount of open space.

In addition, the Planned Unit Development District is designed to provide for a more efficient arrangement of land uses, buildings, circulation systems and infrastructure; while also allowing for private streets and gated entrances for new subdivisions. The “PUD” district waives minimum lot size, but also reduces the allowable residential density. Should the “R-4 PUD” request be approved, the 7.9052-acre property would accommodate a maximum of 55 dwelling units.

5. Public Policy:

Should the plan amendment request be approved, the request does not appear to conflict with any public policy objective.

San Antonio International Airport Vicinity Land Use Plan was adopted on May 20, 2010. Land Use Goals and Objectives - Goal I, Objective 1.1: Protect the integrity of exiting residential neighborhoods and prevent excessive noise pollution and other airport hazards. Goal II, Objective 2.2: Encourage commercial development that respects the integrity of existing residential development.

6. Size of Tract:

The 9.2182-acre site should be able to reasonably accommodate the proposed "R-4 PUD" Residential Single-Family Planned Unit Development District and "C-2" Commercial District.

7. Other Factors:

According to Section 35-344(j) after “PUD” zoning is granted, a “PUD” plan shall be submitted to and approved by the Planning Commission prior to approval of any plats or the issuance of any building permits or certificates of occupancy.