



City of San Antonio

Legislation Details (With Text)

File #: 18-2749
Type: Zoning Case
In control: Zoning Commission
On agenda: 4/17/2018
Title: ZONING CASE # Z2018146 (Council District 10): A request for a change in zoning from "R-5 AHOD" Residential Single-Family Airport Hazard Overlay District to "PUD R-5" Planned Unit Development Residential Single-Family Airport Hazard Overlay District on Lot 13, Block 3, NCB 12116, located at 9219 Towering Oaks Street. Staff recommends Approval.
Sponsors:
Indexes:
Code sections:
Attachments: 1. Location Map, 2. Site Plan

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 10

SUBJECT:
Zoning Case Z2018146

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

Requested Zoning: "PUD R-5" Planned Unit Development Residential Single-Family Airport Hazard Overlay District

BACKGROUND INFORMATION:
Zoning Commission Hearing Date: April 17, 2018

Case Manager: Marco Hinojosa, Planner

Property Owner: Shamaa Development LLC, Dr. Sherif Shamaa

Applicant: Juan G. Rodriguez, P.E.

Representative: Juan G. Rodriguez, P.E.

Location: 9219 Towering Oaks Street

Legal Description: Lot 13, Block 3, NCB 12116

Total Acreage: 7.2430

Notices Mailed

Owners of Property within 200 feet: 80

Registered Neighborhood Associations within 200 feet: The Greater Marymont Area

Applicable Agencies: NA

Property Details

Property History: The subject property was rezoned from “A” Temporary Residence District to “A” Single Family Residence District by Ordinance 24621, dated March 7, 1957. The property converted from “A” to the current “R-5” Residential Single-Family District with the adoption of the 2001 Unified Development Code (UDC), established by Ordinance 93881, on May 3, 2001.

Topography: A very small portion of the western part of the property is located within the 100-year flood plain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: “R-5”

Current Land Uses: Single-Family Residences

Direction: East

Current Base Zoning: “R-5”

Current Land Uses: Single-Family Residences

Direction: South

Current Base Zoning: “R-5”

Current Land Uses: Single-Family Residences

Direction: West

Current Base Zoning: “R-5”

Current Land Uses: Single-Family Residences

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: Swans Landing

Existing Character: Local

Proposed Changes: None Known

Public Transit: VIA bus routes are within walking distance of the subject property. Routes served: 14

Thoroughfare: Perrin Beitel

Existing Character: Secondary Arterial Type A

Proposed Changes: None Known

Public Transit: VIA bus routes are within walking distance of the subject property. Routes served: 14

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 single-family residences is 1 space per unit.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation of “R-5”. “R-5” allows for uses such as single-family dwellings with a minimum lot size of 5,000 square feet and a minimum lot width of 45 feet, foster family homes, and public & private schools.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject is located within half a mile of a 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 Vicinity Land Use Plan and is currently designated as “Low Density Residential” in the future land use component of the plan. The requested “PUD R-5” base zoning is compatible with the future land use designation.

2. Adverse Impacts on Neighboring Lands:

Staff finds no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The proposed rezoning is maintaining its base zoning of “R-5”, which is compatible with the rest of the neighborhood that is also zoned “R-5”.

3. Suitability as Presently Zoned:

The current “R-5” Residential Single-Family District is an appropriate zoning for the property and surrounding area.

4. Health, Safety and Welfare:

Staff has found no 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 San Antonio International Airport Vicinity Land Use Plan.

San Antonio International Airport Vicinity Land Use Plan Relevant Goals and Objectives:

- Protect the quality of life of residents including health, safety and welfare.
- Preserving neighborhood integrity and preventing commercial encroachment.
- Encourage redevelopment of Austin Highway, Perrin Beitel, Walzem, and West Avenue corridors

6. Size of Tract:

The subject property is 7.2430 acres, which would adequately support a residential single-family planned unit development.

7. Other Factors:

Planned Unit Developments (PUDs) provide flexibility in development projects by allowing a combination of uses developed in accordance with an approved plan that protects adjacent properties; while preserving natural amenities and features of a site and providing for a minimum amount of open space. PUDs provide for a more efficient arrangement of land uses, buildings, circulation systems and infrastructure; encourage infill projects and development of sites made difficult for conventionally designed development because of shape, size, abutting development, poor accessibility or topography.

The site plan consists of twenty-two (22) residential units.