



City of San Antonio

Legislation Details (With Text)

File #: 18-5634
Type: Zoning Case
In control: Zoning Commission
On agenda: 10/16/2018
Title: ZONING CASE # Z2018327 (Council District 2): A request for a change in zoning from "I-1 AHOD" General Industrial Airport Hazard Overlay District to "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "MF-25" Low Density Multi-Family District on North 52.3 feet of Lot 5 and Lot 6, Block 7, NCB 649 and the South 87.3 feet of Lot 5 and Lot 6, Block 7, NCB 649, located at 926 Hoefgen and 930 Hoefgen. Staff recommends Approval, pending Plan Amendment. (Associated Plan Amendment 18093)
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: 2

SUBJECT:

Zoning Case Z2018327
(Associated Plan Amendment PA18093)

SUMMARY:

Current Zoning: "I-1 AHOD" General Industrial Airport Hazard Overlay District

Requested Zoning: "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "MF-25" Low Density Multi-Family District

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: October 16, 2018

Case Manager: Marco Hinojosa, Planner

Property Owner: SoTEX Ventures, LLC

Applicant: Bendicion Engineering, LLC (Salvador Flores, P.E.)

Representative: Salvador Flores, P.E.

Location: 926 Hoefgen and 930 Hoefgen

Legal Description: North 52.3 feet of Lot 5 and Lot 6, Block 7, NCB 649 and the South 87.3 feet of Lot 5 and Lot 6, Block 7, NCB 649

Total Acreage: 0.44

Notices Mailed

Owners of Property within 200 feet: 16

Registered Neighborhood Associations within 200 feet: Denver Heights Neighborhood Association

Applicable Agencies: SA International; Texas Department of Transportation

Property Details

Property History: The subject property was rezoned from “C” Apartment District, “D” Apartment District, “J” Commercial District and “L” First Manufacturing District to “I-1” Light Industry District by Ordinance 79389, dated December 16, 1993. Upon the adoption of the 2001 Unified Development Code, the previous “I-1” converted to the current “I-1”.

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

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: “I-1”

Current Land Uses: Single-Family Residences

Direction: East

Current Base Zoning: “I-1”

Current Land Uses: Single-Family Residences

Direction: South

Current Base Zoning: “I-1”

Current Land Uses: Contractor

Direction: West

Current Base Zoning: UZROW

Current Land Uses: IH-37 South

Overlay and Special District Information:

“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: Hoefgen Avenue

Existing Character: Collector

Proposed Changes: None Known

Public Transit: VIA bus routes are within walking distance of the subject property. Routes served: 26, 30, 32, 225, and 230

Traffic Impact: A Traffic Impact Analysis (TIA) is not required. Infill Development (IDZ) is exempt from TIA requirements.

Parking Information: The “IDZ” Infill Development Zone District waives off-street vehicle parking requirements.

ISSUE:

None.

ALTERNATIVES:

A denial of the request will result in the subject property retaining the current base zoning district of “I-1”. This district accommodates areas of heavy and concentrated fabrication, manufacturing and industrial uses which are suitable based upon adjacent land uses, access to transportation and the availability of public services and facilities. It is the intent of this district to provide an environment for industries that is unencumbered by nearby residential or commercial development. "I-1" must be located in areas where conflicts with other uses can be minimized to promote orderly transitions and buffers between uses. These districts are located for convenient access for existing and future arterial thoroughfares and railway lines. These districts are in many instances separated from residential areas by business or light industry areas or by natural barriers; where they are adjacent to residential areas some type of artificial separation may be required. Examples of permitted uses include: auto & light truck auction, truck stop, abrasives manufacturing, food & drug manufacturing, sand & gravel storage & sales, outdoor flea market, manufactured homes/oversized vehicles sales, service and storage.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is within the Downtown Regional Center

Staff Analysis and Recommendation: Staff recommends Approval, pending Plan Amendment.

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 Arena District/Eastside Community Plan and is currently designated as “Light Industrial” in the future land use component of the plan. The requested “IDZ” base zoning is not compatible with the future land use designation. The applicant is requesting a Plan Amendment from “Light Industrial” to “Mixed Use” to accommodate the proposed rezoning. Staff and Planning Commission recommend Approval of the Plan Amendment.

2. Adverse Impacts on Neighboring Lands:

Staff finds no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. Allowing the change in zoning will downzone the “I-1” General Industrial zoning district, which is currently inappropriate next to residential uses.

3. Suitability as Presently Zoned:

The current “I-1” General Industrial district is not appropriate for the subject property or the surrounding area. Even though zoned “I-1”, all the properties that front Hoefgen Avenue between Ludwig Street and Indiana Street are residential uses. Industrial next to residential uses is against best planning practices, due to the potential nuisance, and safety concerns.

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 Arena District/Eastside Community Plan.

Arena District/Eastside Community Plan Relevant Goals and Objectives:

1. Redevelopment Goals over the next 10-15 years
 - 1.1 New home construction - 25-50 homes per year
2. Land Use Guiding Principles
 - 2.1 Establish a land use pattern that is responsive to the existing context and is founded upon realistic market expectations
 - 2.2 Protect the neighborhoods by providing them with the necessary improvements to enable infill development and redevelopment

6. Size of Tract:

The subject property totals 0.44 acres in size, which reasonably accommodates the uses permitted in “IDZ” Infill Development Zone District.

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, lots sizes, and setbacks.

- The applicant’s request meets the Master Plan’s Policy for Economic Development - Goal 4, because it targets an area within Loop 410 and the southern sector.
- 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.