



City of San Antonio

Legislation Details (With Text)

File #: 20-4013

Type: Zoning Case

In control: Zoning Commission

On agenda: 7/7/2020

Title: (Continued from 06/16/2020) ZONING CASE Z-2020-10700099 (Council District 10): A request for a change in zoning from "MF-33 AHOD" Multi-Family Airport Hazard Overlay District to "IDZ-1 AHOD" Limited Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for twenty (20) dwelling units on Lots 29, 30, 31 and 32, NCB 11876, located at 1841 Flamingo Drive. Staff recommends Approval, pending Plan Amendment. (Associated Plan Amendment PA-2020-11600032) (Lorianne Thennes, Planner 210-207-7945, lorianne.thennes@sanantonio.gov; Development Services Department)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Map, 2. Site Plan, 3. Ground Plan Comparison Form

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 10

SUBJECT: Zoning Case Z2020-10700099
(Associated Plan Amendment Case PA2020-11600032)

SUMMARY:

Current Zoning: "MF-33 AHOD" Multi-Family Airport Hazard Overlay District

Requested Zoning: "IDZ-1 AHOD" Limited Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for twenty (20) dwelling units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: July 7, 2020. This case is continued from the June 16, 2020 zoning hearing.

Case Manager: Lorianne Thennes, Planner

Property Owner: Flamingo Townhomes, LLC

Applicant: Flamingo Townhomes, LLC

Representative: Patrick W. Christensen

Location: 1841 Flamingo Drive

Legal Description: Lots 29, 30, 31 & 32, NCB 11876

Total Acreage: 1.273 acres

Notices Mailed

Owners of Property within 200 feet: 35

Registered Neighborhood Associations within 200 feet: Oak Park/Northwood Neighborhood Association

Applicable Agencies: Aviation Department

Property Details

Property History: The subject property was annexed into the city by Ordinance 18115, dated September 25, 1952 and was originally zoned "D" Apartment District. The previous "D" district converted to "MF-33" Multi-Family District in the zoning district conversion that accompanied the adoption of the 2001 UDC, according to Ordinance 93881 in May 2001.

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: "NP-8"

Current Land Uses: Single-family dwellings

Direction: East

Current Base Zoning: "NP-8"

Current Land Uses: Single-family dwellings

Direction: South

Current Base Zoning: "NP-8"

Current Land Uses: Single-family dwellings

Direction: West

Current Base Zoning: "O-2" and "I-1"

Current Land Uses: Bar, single-family dwelling

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: Flamingo Drive

Existing Character: Local

Proposed Changes: None

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

Routes: 9, 209

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 a single-family dwelling unit is 1 space per unit. "IDZ-1" waives the parking requirement.

ISSUE: None.

ALTERNATIVES:

Current: The current "MF-33" Multi-Family District allows for multi-family use with a maximum density of up to thirty-three (33) units per acre, depending on unit size. An "MF-33" district designation may be applied to a use in a multi-family residential area located near supporting transportation and commercial facilities in a centrally located area or in an area for which medium density multi-family use is desired.

Proposed: The proposed "IDZ-1" Low Intensity Infill Development Zone 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.

The applicant is requesting 20 dwelling units which is most closely associated with "MF-18" Limited Density Multi-Family District, which allows for a multi-family use with a maximum density of up to eighteen (18) units per acre, depending on unit size. An "MF-18" district designation may be applied to a use in a residential neighborhood that contains a mixture of single-family and multi-family uses or in an area for which limited density multi-family use is desired. An "MF-18" district may be used as a transition between a single-family and higher intensity uses.

FISCAL IMPACT: None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The property is not within a regional center but is within 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 Northeast Inner Loop Neighborhood Plan and is currently designated as "Neighborhood Commercial." The requested "IDZ-1" with uses permitted for 20 dwelling units is not consistent with the future land use designation. The applicant is seeking a plan amendment to "Medium Density Mixed Use." Staff and Planning Commission recommend Approval.

2. Adverse Impacts on Neighboring Lands:

Staff does not find evidence of likely adverse impacts on neighboring lands in relation to this zoning change request.

3. Suitability as Presently Zoned:

The current "MF-33" Multi-Family District is appropriate zoning for the property and surrounding area. It acts as a transition between the commercial zoning to the west of the subject property and the single-family residential to the east. The proposed "IDZ-1" is also appropriate with the site and further limits density to 20 total units. The applicant will also be held to the submitted "IDZ-1" site plan which is considered for approval with the zoning case.

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 Northeast Inner Loop Neighborhood Plan.

"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.

- 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 Urban Design - Policy 1d, because it develops criteria and procedures for infill development which will enhance the character of neighborhoods.
- The applicant's request the Master Plan's Policy for Urban Design - Policy 1e, because it allows zero setbacks for commercial and multi-family developments.

6. Size of Tract:

The subject property is 1.273 acres, which could reasonably accommodate 20 dwelling units.

7. Other Factors:

The current zoning of "MF-33" would allow up to 42 dwelling units.