



City of San Antonio

Legislation Details (With Text)

File #: 21-1321
Type: Zoning Case
In control: Zoning Commission
On agenda: 2/2/2021
Title: ZONING CASE Z-2020-10700295 (Council District 1): A request for a change in zoning from "C-2 UC-5 AHOD" Commercial McCullough Avenue Corridor Airport Hazard Overlay District to "IDZ-2 UC-5 AHOD" Medium Intensity Infill Development Zone McCullough Avenue Corridor Airport Hazard Overlay District with uses permitted for nine (9) dwelling units on Lot 11 and Lot 12, Block 6, NCB 1726, located at 220 and 224 East Courtland Place. Staff recommends Denial, with an Alternate Recommendation. (Associated Plan Amendment PA-2020-11600078) (Michael Pepe, Planner, (210) 207-8208, Michael.Pepe@sanantonio.gov, Development Services Department)
Sponsors:
Indexes:
Code sections:
Attachments: 1. Map, 2. Site Plan

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z-2020-10700295
(Associated Plan Amendment PA-2020-11600078)

SUMMARY:

Current Zoning: from "C-2 UC-5 AHOD" Commercial McCullough Avenue Corridor Airport Hazard Overlay District

Requested Zoning: "IDZ-2 UC-5 AHOD" Medium Intensity Infill Development Zone McCullough Avenue Corridor Airport Hazard Overlay District with uses permitted for nine (9) dwelling units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: February 2, 2021

Case Manager: Michael Pepe, Planner

Property Owner: Qube Property Development

Applicant: Antonio Quadrini Lopez

Representative: Jay Louden

Location: 220 and 224 East Courtland Place

Legal Description: Lot 11 and Lot 12, Block 6, NCB 1726

Total Acreage: 0.398

Notices Mailed

Owners of Property within 200 feet: 46

Registered Neighborhood Associations within 200 feet: Tobin Hill Community Association

Applicable Agencies: Solid Waste Department, Planning Department

Property Details

Property History: The property is part of the original 36 square miles of San Antonio and was zoned "F" Local Retail District to "B-2" Business District by Ordinance 83331. Under the 2001 Unified Development Code, established by Ordinance 93881, dated May 03, 2001, "B-2" was converted to "C-2" Commercial.

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: "IDZ"

Current Land Uses: Single Family Dwellings

Direction: East

Current Base Zoning: "C-2"

Current Land Uses: Tire Shop

Direction: West

Current Base Zoning: "MF-33"

Current Land Uses: Vacant, Multifamily

Direction: South

Current Base Zoning: "C-2"

Current Land Uses: Multifamily, Auto Repair

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: Courtland

Existing Character: Local

Proposed Changes: None Known

Thoroughfare: McCullough

Existing Character: Secondary Arterial B

Proposed Changes: None Known

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

Routes Served: 5, 8, 11, 20, 90, 204

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 parking minimum for IDZ-2 is reduced by 50%. The parking minimum for single family dwellings is one space per unit.

ISSUE:

None.

ALTERNATIVES:

Current: The existing "C-2 districts accommodate community commercial uses, with unlimited building size, and building height limitation of 25 feet. Examples of permitted uses: liquor store, miniature golf and other indoor gaming facilities, small indoor movie theater, pet cemetery, auto & light truck oil, lube & tune-up, auto glass tinting, tire repair (sale and installation only), gas station, appliance sales & repair, charitable food & clothing banks and dry cleaning. No outdoor storage or display of goods shall be permitted except for outdoor dining

Proposed: The proposed "IDZ-2" allows a variety of uses if requested in the rezoning. All approved uses must be requested and stated within the ordinance. Provide flexible standards for setbacks and parking for the development and reuse of underutilized parcels within a qualifying area of the city.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The property is part of the Midtown Regional Center and is within a premium transit corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff recommends Denial, with an Alternate Recommendation of “IDZ-1” Limited Intensity Infill Development Zone with uses permitted for seven (7) dwelling units.

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 Regional Center Plan and is currently designated as “Neighborhood Mixed Use” in the future land use component of the plan. The requested “IDZ-2” base zoning district is not consistent with the future land use designation. The applicant has requested a Plan Amendment to “Urban Mixed Use”. Staff recommends Denial. The Planning Commission recommendation is pending the February 10, 2021 meeting.

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. However, the density requested by the “IDZ-2” Medium Intensity Infill Development Zone with uses permitted for nine (9) dwelling units does not meet the intent of the Midtown Regional Center Plan.

3. Suitability as Presently Zoned:

The current “C-2” zoning is appropriate for the property and surrounding area. The proposed “IDZ-2” Medium Intensity Infill Development Zone with uses permitted for nine (9) dwelling units would not be appropriate as the prescribed density for the property and surrounding area calls for more limited density in the Midtown Regional Center Plan. Thus, staff recommends “IDZ-1” Limited Density Infill Development as is consistent with the “Neighborhood Mixed Use” that is the land use recommended by the newly adopted Midtown Regional Center Plan. This limits and maintains the necessary density per the Plan’s design and analysis.

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 Midtown Regional Center Plan:

Goal 5: Broaden Housing Choices

Offer a range of housing types and price-points to meet the diverse needs of residents such as, seniors, students, families, and others.

Conserve existing affordable housing and the existing diverse mix of housing types, and expand affordable housing options.

Rehabilitate or redevelop housing that is in poor condition.

Focus most new housing development closer to multimodal transportation corridors.

Goal 10: Pursue Transformative Projects

Elevate the Midtown Area’s aesthetic appeal, stimulate economic growth, and meet local needs by transforming vacant properties and older buildings through reuse, redevelopment, or new development.

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 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.

6. Size of Tract:

The subject property is 0.398 acres, which could reasonably accommodate the requested infill development for dwelling 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. The Military has indicated that there are no objections to the request.