



# City of San Antonio

## Legislation Details (With Text)

**File #:** 21-1984  
**Type:** Zoning Case  
**In control:** Zoning Commission  
**On agenda:** 3/16/2021  
**Title:** ZONING CASE Z-2020-10700296 (Council District 1 and 5): A request for a change in zoning from "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District to "IDZ-1 AHOD" Limited Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for six (6) dwelling units on Lots 11-13, Block 5, NCB 2263, located at 1611 West Travis Street, 1615 West Travis Street and 1617 West Travis Street. Staff recommends Approval. (Lorianne Thennes, Planner, (210) 207-7945, [lorianne.thennes@sanantonio.gov](mailto: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:** 1 & 5

**SUBJECT:** Zoning Case Z2020-10700296

**SUMMARY:**

**Current Zoning:** "R-4 AHOD" Residential Single-Family Airport Hazard Overlay District

**Requested Zoning:** "IDZ-1 AHOD" Limited Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for six (6) dwelling units

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** March 16, 2021.

**Case Manager:** Lorianne Thennes, Planner

**Property Owner:** Gilley Mendoza

**Applicant:** ADA Consulting Group, Inc.

**Representative:** ADA Consulting Group, Inc.

**Location:** 1611, 1615 & 1617 West Travis Street

**Legal Description:** Lots 11-13, Block 5, NCB 2263

**Total Acreage:** 0.387 acres

**Notices Mailed**

**Owners of Property within 200 feet:** 31

**Registered Neighborhood Associations within 200 feet:** Prospect Hill Neighborhood Association

**Applicable Agencies:** None

**Property Details**

**Property History:** The subject property is part of the original 36 square miles of the city and was originally zoned "C" Apartment District. The previous "C" district converted to the current "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. The property was then rezoned to the current "R-4" Residential Single-Family by Ordinance 97325, dated March 13, 2003.

**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:** "R-4"

**Current Land Uses:** Single-family dwellings

**Direction:** East

**Current Base Zoning:** "R-4"

**Current Land Uses:** Single-family dwellings

**Direction:** South

**Current Base Zoning:** "R-4"

**Current Land Uses:** Single-family dwellings, duplexes

**Direction:** West

**Current Base Zoning:** "R-4"

**Current Land Uses:** Vacant

**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:** West Travis Street

**Existing Character:** Local

**Proposed Changes:** None

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

**Route Served:** 75, 76, 77, 275, 276, 277

**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:** “IDZ-1” waives the minimum parking requirement.

**ISSUE:** None.

**ALTERNATIVES:**

**Current:** The current “R-4” Residential Single-Family District provides areas for medium- to high-density, single-family residential uses where adequate public facilities and services exist with capacity to serve development. These districts are composed mainly of areas containing single-family dwellings and open area where similar residential development seems likely to occur. Residential single-family provides minimum lot size and density requirements in order to preserve neighborhood character.

**Proposed:** The proposed “IDZ-1” Limited 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 proposed “IDZ-1” Limited Intensity Infill Development would allow for six (6) dwelling units.

**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 not located within any Community, Neighborhood, or Sector Plan thus a finding of consistency is based on existing and surrounding zoning and uses.

**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. The requested “IDZ-1” with uses permitted for residential uses is consistent with the existing residential uses in the area. The current “R-4” Residential Single-Family zoned lots have established homes and could potentially have two (2) units per lot if owner-occupied.

**3. Suitability as Presently Zoned:**

The current “R-4” Residential Single-Family District is an appropriate zoning for the property and surrounding area. The proposed “IDZ-1” with uses permitted for six (6) dwelling units is also appropriate for the subject property, located along the river and at a dead end of West Travis Street.

As three (3) separately platted lots zoned “R-4” each of these properties could have up to two (2) units per lot. As such the proposed “IDZ-1” with a density of six (6) units appears appropriate. Additionally, the subject sites are part of the original 36-miles of the city and are eligible and suited to Infill Development. The proposed rezoning will also provide diversity of housing stock, revitalization to the area and slightly more density. Another benefit of the proposed “IDZ-1” is the site plan requirement which holds the applicant to the site layout and density of no more than six (6) units.

#### **4. Health, Safety and Welfare:**

Staff has not found indication of likely adverse effects on the public health, safety, or welfare.

#### **5. Public Policy:**

"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 Neighborhoods - Policy 4a, because it preserves and revitalizes housing and promotes targeted infill housing in neighborhoods, particularly older neighborhoods located inside Loop 410.
- 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.

#### **6. Size of Tract:**

The subject property is roughly 0.387 acres, which could reasonably accommodate residential dwelling units.

#### **7. Other Factors:**

None.