



City of San Antonio

Legislation Details (With Text)

File #: 21-3698
Type: Zoning Case
In control: Zoning Commission
On agenda: 6/1/2021
Title: ZONING CASE Z-2021-10700095 (Council District 1): A request for a change in zoning from "C-3 UC-4 AHOD" General Commercial North St. Mary's Street Urban Corridor Airport Hazard Overlay District to "IDZ-3 UC-4 AHOD" High Intensity Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for sixty-one (61) Dwelling Units on Lot 17, Block 3, NCB 829, located at 819 East Elmira Street. Staff recommends Approval. (Lorianne Thennes, Senior Planner, (210) 207-7945, lorianne.thennes@sanantonio.gov, Development Services Department)
Sponsors:
Indexes:
Code sections:
Attachments: 1. Map, 2. Site Plan, 3. GPCF

Date	Ver.	Action By	Action	Result
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DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT: Zoning Case Z2021-10700095

SUMMARY:

Current Zoning: "C-3 UC-4 AHOD" General Commercial North St. Mary's Street Urban Corridor Airport Hazard Overlay District

Requested Zoning: "IDZ-3 UC-4 AHOD" High Intensity Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for sixty-one (61) Dwelling Units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: June 1, 2021

Case Manager: Lorianne Thennes, Senior Planner

Property Owner: St. Mary's Corner, LLC

Applicant: Urban Genesis, LLC

Representative: Killen, Griffin & Farrimond, PLLC

Location: 819 East Elmira Street

Legal Description: Lot 17, Block 3, NCB 829

Total Acreage: 0.6655 acres

Notices Mailed

Owners of Property within 200 feet: 35

Registered Neighborhood Associations within 200 feet: Tobin Hill Community Association

Applicable Agencies: Texas Department of Transportation

Property Details

Property History: The subject property is part of the original 36 square miles of the city and was originally zoned “J” Commercial District and “D” Apartment District. The property was rezoned to “B-3” Business District by Ordinance 39925, dated September 16, 1971. The previous “B-3” district converted to the current “C-3” 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: “MF-33” and “UZROW”

Current Land Uses: Culebra Road and apartments

Direction: East

Current Base Zoning: “MF-33” and “C-2 CD”

Current Land Uses: Vacant

Direction: South

Current Base Zoning: “MF-33”

Current Land Uses: Vacant, apartments

Direction: West

Current Base Zoning: “C-3R” and “C-3”

Current Land Uses: Auto paint and body shop, dollar store, church

Overlay and Special District Information:

“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.

"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.

Transportation

Thoroughfare: East Elmira Street

Existing Character: Minor

Proposed Changes: None

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

Route Served: 8

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 multi-family use is 1.5 spaces per unit. "IDZ-3" waives 50% of the minimum parking requirement.

ISSUE: None.

ALTERNATIVES:

Current: The current "C-3" General Commercial District permit general commercial activities designed to serve the community such as repair shops, wholesale businesses, warehousing and limited retail sales with some outdoor display of goods. These districts promote a broad range of commercial operations and services necessary for large regions of the city, providing community balance. "C-3" districts are designed to provide for more intensive commercial uses than those located within the "NC," "C-1," "C-2" or "C-3" zoning districts. "C-3" uses are typically characterized as community and regional shopping centers, power centers and/or assembly of similar uses into a single complex under either single ownership or the structure of a property owners or condominium styled organization. "C-3" districts should incorporate shared internal circulation and limited curb cuts to arterial streets.

Proposed: The proposed "IDZ" High Intensity Infill Development Zone District provide 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 proposing sixty-one (61) dwelling units.

FISCAL IMPACT: None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The property is within a regional center and 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 Midtown Area Regional Center Plan and is currently designated as “Urban Mixed Use.” The requested “IDZ-3” with uses permitted for sixty-one (61) dwelling units is consistent with the future land use designation.

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. Surrounding zoning is also “IDZ”, “R-6” and “C-3NA.”

3. Suitability as Presently Zoned:

The current “C-3” General Commercial District is an appropriate zoning for the property and surrounding area. However, the proposed “IDZ-3” High Intensity Infill Development Zone District is a more appropriate district for this property, which abuts other “IDZ” zoning with similar uses to the north and the west. “IDZ-3” with uses permitted for sixty-one (61) dwelling units satisfies the goals of the community plan by “accommodate [ing] growth while preserving distinct characteristics of each part of Midtown.”

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 Area Regional Center Plan:

Goal 1.1- Preserve Midtown’s essential character-defining elements: the diversity of people and the unique character of individual places and neighborhoods.

Goal 4.2-Accommodate growth while preserving distinct characteristics of each part of Midtown and providing thoughtful transitions between uses.

Goal 5.1- Offer a range of housing types and price-points to meet the diverse needs of residents such as, seniors, students, families, and others.

- 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 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.

6. Size of Tract:

The subject property is 0.6655 acres, which could reasonably accommodate infill development of dwelling units.

7. Other Factors:

The applicant proposes sixty-one (61) dwelling units.

In accordance with the San Antonio City Unified Development Code, the Office of Historic Preservation reviews all demolition applications for any property located within the city limits of San Antonio. Approval of a zoning change does not imply approval of or take the place of such demolition review as directed by the UDC. On May 19, 2021, an application for demolition at this address was submitted for review to the Office of Historic Preservation. Demolition requests can take up to 30 days to review.