



# City of San Antonio

## Legislation Details (With Text)

**File #:** 21-4319

**Type:** Zoning Case

**In control:** Zoning Commission

**On agenda:** 6/15/2021

**Title:** ZONING CASE Z-2021-10700084 (Council District 2): A request for a change in zoning from "I-1 AHOD" General Industrial Airport Hazard Overlay District to "IDZ-2 AHOD" Medium Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for sixteen (16) dwelling units on 0.7582 acres out of NCB 500, located at 211, 215, 223, 227 and 231 Yoakum Alley, 416 Duval Street, 417 and 419 Milam, 206 and 212 Dalton Alley. Staff recommends Approval. (Lorianne Thennes, Senior 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

Date	Ver.	Action By	Action	Result
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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 2

**SUBJECT:** Zoning Case Z2021-10700084

### SUMMARY:

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

**Requested Zoning:** "IDZ-2 AHOD" Medium Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for sixteen (16) dwelling units

### BACKGROUND INFORMATION:

**Zoning Commission Hearing Date:** June 15, 2021

**Case Manager:** Lorianne Thennes, Planner

**Property Owner:** MDYO, LLC

**Applicant:** Mia Parton, P.E., PMP

**Representative:** Mia Parton, P.E., PMP

**Location:** 211, 215, 223, 227 and 231 Yoakum Alley, 416 Duval Street, 417 and 419 Milam, 206 and 212 Dalton Alley

**Legal Description:** 0.7582 acres out of NCB 500

**Total Acreage:** 0.7582 acres

**Notices Mailed**

**Owners of Property within 200 feet:** 22

**Registered Neighborhood Associations within 200 feet:** Government Hill Alliance 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 "L" First Manufacturing District. The property was rezoned to "I-1" Light Industry District by Ordinance 70785, dated December 14, 1989. The previous "I-1" district converted to the current "I-1" General Industrial 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:** "UZROW" and "I-1"

**Current Land Uses:** Railroad tracks, Juvenile Justice Academy

**Direction:** East

**Current Base Zoning:** "I-1"

**Current Land Uses:** Industrial buildings, single-family dwellings

**Direction:** South

**Current Base Zoning:** "I-1" and "IDZ"

**Current Land Uses:** Vacant industrial buildings, Construction and design company, lounge

**Direction:** West

**Current Base Zoning:** "I-1" and "RM-6 CD"

**Current Land Uses:** Ministry, vacant industrial buildings, 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:** Milam Street

**Existing Character:** Local

**Proposed Changes:** None

**Public Transit:** There are no VIA bus routes within walking distance of the subject property.

**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 16 single-family dwelling units is 1 space per unit.

**ISSUE:** None.

#### **ALTERNATIVES:**

**Current:** The current "I-1" General Industrial 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.

**Proposed:** The proposed "IDZ-2" Medium Intensity Infill Development Zone District 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. Any use may be permitted within an "IDZ" so long as it complies with the standards of this section.

The proposed use of sixteen (16) dwelling units most closely matches "MF-25" Low Density Multi-Family District, which is the designation for a multi-family use with a maximum density of up to twenty-five (25) units per acre, depending on unit size. An "MF-25" 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 low density multi-family use is desired. An "MF-25" 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 Arena District/Eastside Community Plan and is currently designated

as “Medium Density Residential.” The requested “IDZ-2” 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. The proposed “IDZ-2” Medium Intensity Development Zone is a downzone from the existing “I-1” General Industrial District.

## **3. Suitability as Presently Zoned:**

The current “I-1” General Industrial District is no longer an appropriate zoning for the property and surrounding area. The request of “IDZ-2” with uses permitted for sixteen (16) dwelling units satisfies the goals of the community plan, which calls for “Medium Density Residential” in this entire area and “a land use pattern that is responsive to the existing context and is founded upon realistic market expectations.”

## **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 Arena District/Eastside Community Plan:

Goal 1.1- New home construction - 25-50 homes per year

Goal 2.1- Establish a land use pattern that is responsive to the existing context and is founded upon realistic market expectations

Goal 2.2- Protect the neighborhoods by providing them with the necessary improvements to enable infill development and redevelopment

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

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

The subject property is 0.7582 acres, which could reasonably accommodate 16 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, JB SA was notified of the proposed request. The Military has indicated that there are no objections to this request.

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. To date, no application for demolition at these properties to accommodate the proposed use has been submitted for review to the Office of Historic Preservation.