



City of San Antonio

Agenda Memorandum

File Number: 17-4258

Agenda Item Number: Z-14.

Agenda Date: 8/17/2017

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 5

SUBJECT:

Zoning Case Z2017186

SUMMARY:

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

Requested Zoning: "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted in "C-2" Commercial District and a Party House/Reception Hall/Meeting Facility

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: July 18, 2107

Case Manager: Angela Cardona, Planner

Property Owner: The URBAN 15 Group

Applicant: George Cisneros

Representative: George Cisneros

Location: 2500 South Presa Street

Legal Description: Lot 1, 2, 3, Block 1, NCB 3142

Total Acreage: 0.57 acres

Notices Mailed

Owners of Property within 200 feet: 41

Registered Neighborhood Associations within 200 feet: Roosevelt Neighborhood Association

Applicable Agencies: None.

Property Details

Property History: The subject property was annexed in 1905 and is located within the original 36 square miles as recognized in 1938. The current "I-1" General Industrial District changed from the previous "J" Commercial District, which was established by the adoption of the Unified Development Code by Ordinance 93881, dated May 3, 2001.

Topography: The property does not include any abnormal physical features such as slope or inclusion in a floodplain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: I-1

Current Land Uses: Thrift Store

Direction: South

Current Base Zoning: I-1

Current Land Uses: 4-Plex / Office

Direction: West

Current Base Zoning: I-1, C-2 IDZ

Current Land Uses: Auto Tint and Repair

Direction: East

Current Base Zoning: R-4 and MF-33

Current Land Uses: Residential

Overlay and Special District Information:

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: South Presa Street

Existing Character: Secondary Arterial Type B

Proposed Changes: None Known

Thoroughfare: Dunning Avenue

Existing Character: Local Street

Proposed Changes: None Known

Public Transit: The nearest VIA bus route are #36 and #242 and are within walking distance of the subject property.

Traffic Impact: A Traffic Impact Analysis (TIA) is not required. Infill Development (IDZ) is exempt from TIA requirements.

Parking Information: The "IDZ" Infill Development Zone District waives off-street vehicle parking requirements.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation.

FISCAL IMPACT: None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is within the Downtown Regional Center and is within ½ mile of the Roosevelt Corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Zoning Commission (11-0) recommend Approval.

Criteria for Review: According to Section 35-421, zoning amendments shall be based on the approval criteria below.

1. Consistency:

The property is located within the Lonestar Community Plan, and is currently designated as “High Density Mixed Use” in the future land use component of the plan. The requested “IDZ” Infill Development Zone base zoning district is consistent with the future land use designation.

2. Adverse Impacts on Neighboring Lands:

Staff finds no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The suggested commercial uses are compatible with the surrounding areas that consist of commercial and residential uses.

3. Suitability as Presently Zoned:

The “I-1” General Industrial District is inappropriate for the subject property as it does not reflect the current uses of the property. The requested zoning district of “IDZ” for commercial uses is appropriate for the subject property’s location. The properties that are located around the subject property include several commercial properties which follow the current pattern for development uses in that area.

4. Health, Safety and Welfare:

Staff has found no indication of likely adverse effects on the public health, safety, or welfare. The zoning request is conducive to the surrounding area of commercial and residential properties.

5. Public Policy:

The rezoning request does not appear to conflict with land use goals and strategies of the Lonestar Community Plan objectives to phase out industrial uses that do not comply attract and retain office, retail, and service uses through zoning and development incentives and rezone to provide for a range of housing types including single-family, detached, townhouses, senior housing, live work units, and apartments.

6. Size of Tract:

The subject property measures 0.57 acres which should reasonably accommodate the uses permitted in “C-2” Commercial District.

7. Other Factors:

The applicant proposes redevelopment of the existing structure for commercial mixed use development to

include a reception hall, meeting facility and studio apartment living on the subject property. The subject property is surrounded by commercial and residential properties. The request to rezone the subject property follows the existing pattern of development and will make the current land uses more compatible with one another.

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.