



City of San Antonio

Agenda Memorandum

File Number:17-5742

Agenda Item Number: 9.

Agenda Date: 10/17/2017

In Control: Zoning Commission

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z2017262

SUMMARY:

Current Zoning: "R-5 AHOD" Residential Single-Family Airport Hazard Overlay District

Requested Zoning: "IDZ AHOD" Infill Development Zone Airport Hazard Overlay District with uses permitted for 14 Single-Family Units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: October 17, 2017. This case is continued from the October 3, 2017 Zoning hearing.

Case Manager: Erica Greene, Planner

Property Owner: Victor Andonie

Applicant: Victor Andonie

Representative: Big Red Dog Engineering

Location: 1511 and 1515 East Sandalwood Lane

Legal Description: 1.012 acres out of NCB 11882

Total Acreage: 1.012

Notices Mailed

Owners of Property within 200 feet: 27

Registered Neighborhood Associations within 200 feet: None

Applicable Agencies: None

Property Details

Property History: The subject property was annexed into the City of San Antonio in 1952 and was previously zoned "A" Single-Family District. Upon adoption of the 1965 Unified Development Code, the previous base zoning district converted the subject property as "R-5" Single Family Residence District. Upon adoption of the 2001 Unified Development Code, the previous base zoning district converted to the current "R-5" Residential Single-Family District.

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: R-4

Current Land Uses: Residential-Single Family

Direction: West

Current Base Zoning: R-5

Current Land Uses: Residential-Single Family

Direction: South

Current Base Zoning: MF-50

Current Land Uses: Apartments

Direction: East

Current Base Zoning: R-5

Current Land Uses: Residential-Single Family

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: East Sandalwood Lane

Existing Character: Local Street

Proposed Changes: None

Public Transit: VIA bus route #9 is 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:

A denial of the request will result in the subject property retaining the current zoning district. The current zoning of “R-5” allows single-family dwelling (detached) with a minimum lot size of 5,000 square feet and a minimum lot width of 45 feet, foster family home, public and private schools.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is located within a Greater Airport Area Center and is located within a half mile of 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 property is located within the San Antonio International Airport Vicinity Land Use Plan, and is currently designated as “Low Density Residential” 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 requested zoning change for “IDZ” to allow for 14 detached residential units compliment the surrounding residential and multi-family zoned properties, adding compatible infill development to the area.

3. Suitability as Presently Zoned:

The current “R-5” base zoning district is appropriate for the subject property’s locations. The requested “IDZ” zoning to allow for up to 14 detached residential units is also appropriate for the area. The surrounding properties are a combination of single-family and multi-family homes.

4. Health, Safety and Welfare:

Staff has found no indication of likely adverse effects on the public health, safety, or welfare. The surrounding land uses include several residential single-family and multi-family properties. The requested zoning change to allow for 14 residential units will fit in with the surrounding land uses.

5. Public Policy:

The rezoning request does not appear to conflict with land use goals and strategies of the San Antonio International Airport Vicinity Land Use Plan which promotes preserving neighborhood integrity and preventing commercial encroachment.

6. Size of Tract:

The subject property totals 1.012 acres in size, which should reasonably accommodate the uses permitted in “IDZ” Infill Development Zone District.

7. Other Factors:

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.

Additionally the applicant's request is consistent with the Master Plan's IDZ 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.