



City of San Antonio

Agenda Memorandum

File Number:18-1212

Agenda Item Number: Z-30.

Agenda Date: 1/18/2018

In Control: City Council A Session

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 5

SUBJECT:

Zoning Case Z2018020

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

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: December 19, 2017

Case Manager: Kayla Leal, Planner

Property Owner: Sergio Martinez

Applicant: Branden R. Lopez

Representative: Branden R. Lopez

Location: 1913 South Flores Street

Legal Description: Lot A2, NCB 2828

Total Acreage: 0.4289

Notices Mailed

Owners of Property within 200 feet: 14

Registered Neighborhood Associations within 200 feet: Collins Gardens Neighborhood Association and Lonestar Neighborhood Association

Applicable Agencies: None

Property Details

Property History: The subject property was included in the Original City Limits of San Antonio and zoned "J" Commercial District. The current "I-1" General Industrial District converted from the previous "J" base zoning district upon adoption of the 2001 Unified Development Code (Ordinance 93881, dated May 3, 2001).

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

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: I-1

Current Land Uses: Vacant Commercial, Union Pacific Railroad

Direction: East

Current Base Zoning: I-1, IDZ

Current Land Uses: Bar, Retail

Direction: South

Current Base Zoning: I-1, MF-33

Current Land Uses: Briscoe Elementary

Direction: West

Current Base Zoning: I-2

Current Land Uses: Vacant Lot

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 Flores Street

Existing Character: Secondary Arterial Type B

Proposed Changes: None known

Thoroughfare: Cassiano Street

Existing Character: Local Street

Proposed Changes: None known

Public Transit: The nearest bus stop (Stop #46157) is south of the property on South Flores Street along Bus Routes 43 and 44. Northwest of the property, Bus Routes 51 and 54 pass on Nogalitos Street.

Traffic Impact: A Traffic Impact Analysis (TIA) Report is not required. Infill Development Zone (IDZ) is exempt from TIA requirements as per the United Development Code (UDC).

Parking Information: IDZ waives parking requirements.

ISSUE:

None.

ALTERNATIVES:

Denial of the requested zoning change would result in the subject property retaining the present zoning district designation. The general industrial district accommodates areas of heavy and concentrated fabrication and manufacturing and industrial uses which are suitable based on the character of adjacent development. Examples of permitted uses: auto & light truck auction, truck stop, abrasives manufacturing, food & drug manufacturing, sand & gravel storage & sales, outdoor flea market, manufactured homes/oversized vehicles sales, service and storage.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The subject property is not located within a Regional Center. The subject property is located within a half (½)-mile of the Rockport Subdivision Premium Transit Corridor.

RECOMMENDATION:

Staff Analysis and Recommendation: Staff and Zoning Commission (9-0) recommend 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 Lonestar Neighborhood Plan and is currently designated as “Low Density Mixed Use” in the land use component of the plan. The requested “IDZ” base zoning district is consistent with the adopted land use designation.

2. Adverse Impacts on Neighboring Lands:

Staff has not found evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. The proposed use is consistent with the established development pattern of the surrounding area.

3. Suitability as Presently Zoned:

The existing “I-1” base zoning district is not appropriate for the surrounding area. Although there is much industrial zoning in the vicinity, the area is primarily commercial and residential uses. The “I-1” base zoning district consists of uses too intense for this area.

4. Health, Safety and Welfare:

Staff has not found any indication of likely adverse effects on the public health, safety, or welfare. There is an existing business on the subject property already with commercial uses, so the request would be bringing the use into compliance with the zoning.

5. Public Policy:

The request does not appear to conflict with any public policy objective.

6. Size of Tract:

The 0.4289 acre site is of sufficient size to accommodate the proposed development. The structure is already developed and located on the property.

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.

The applicant's request is consistent with "IDZ" because it meets:

- The Master Plan's Policy for Economic Development - Goal 4, because it targets an area within Loop 410 and the southern sector.
- The Master Plan's Policy for Urban Design - Policy 1e, because it allows zero setbacks for commercial and multi-family developments.