



# City of San Antonio

## Agenda Memorandum

**File Number:**18-2442

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**Agenda Item Number:** Z-7.

**Agenda Date:** 4/5/2018

**In Control:** City Council A Session

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**DEPARTMENT:** Development Services

**DEPARTMENT HEAD:** Michael Shannon

**COUNCIL DISTRICTS IMPACTED:** 2

**SUBJECT:**

Zoning Case Z2018037

**SUMMARY:**

**Current Zoning:** "I-1 RIO-2 DN UC-2 AHOD" General Industrial Development Node River Improvement Overlay Urban Corridor Airport Hazard Overlay District

**Requested Zoning:** "IDZ RIO-2 DN UC-2 AHOD" Infill Development Zone Development Node River Improvement Urban Corridor Airport Hazard Overlay District with uses permitted in "C-3" Commercial District and "O-2" High-Rise Office District

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** December 19, 2017

**Case Manager:** Nyliah Acosta, Planner

**Property Owner:** Mike Clark

**Applicant:** Mike Clark

**Representative:** Patrick W. Christensen

**Location:** 1990 Broadway Street

**Legal Description:** 1.6596 acres out of NCB 977

**Total Acreage:** 1.6596

**Notices Mailed**

**Owners of Property within 200 feet:** 31

**Registered Neighborhood Associations within 200 feet:** Government Alliance Neighborhood Association and Downtown Residence Association

**Applicable Agencies:** Planning Department San Antonio International Airport

### **Property Details**

**Property History:** The subject properties were included in the original 36 square miles of the City of San Antonio and were zoned “J” Commercial District and “K” Commercial District. Upon the adoption of the 2001 Unified Development Code the previous districts converted to the current “I-1” General Industrial 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:** C-2, IDZ

**Current Land Uses:** Cleaners, Vacant Lot, Gladwin Paint, Gas Station, Office Furniture

**Direction:** East

**Current Base Zoning:** I-1, IDZ, RM-4, RM-5, MF-18

**Current Land Uses:** Auto Sales, Residences, Office, Vacant Lot, Green Dog Kennels

**Direction:** South

**Current Base Zoning:** IDZ, I-1, O-2

**Current Land Uses:** Broadway, Parking Lot, Vacant Lot, Duplex, S.A.I.S.D. Parking, Restaurant

**Direction:** West

**Current Base Zoning:** IDZ, C-3

**Current Land Uses:** Apartments, Retail

### **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:** North Alamo Street

**Existing Character:** Minor Arterial

**Proposed Changes:** None Known

**Thoroughfare:** Broadway

**Existing Character:** Primary Arterial

**Proposed Changes:** None Known

**Thoroughfare:** East Grayson Street

**Existing Character:** Local Road

**Proposed Changes:** None Known

**Thoroughfare:** East Josephine Street

**Existing Character:** Collector

**Proposed Changes:** None Known

**Public Transit:** VIA Route 20 is within walking distance from 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 base zoning district. 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 and gravel storage and 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 within the Midtown Regional Center and the Austin Highway Premium Plus route.

**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 property is located within the Government Hill Neighborhood Plan, and is currently designated as “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. This project will integrate commercial uses with office space. In addition, the requested “IDZ” Infill Development Zone zoning district requires urban design standards in order to maintain a neighborhood commercial scale, promote pedestrian activity and maintain the unique character of the center. The “IDZ” zoning district is meant to provide flexible standards for the development and reuse of underutilized parcels. Further, the “IDZ” district includes design criteria intended to create infill development that is proportional to surrounding development.

**3. Suitability as Presently Zoned:**

The current “I-1” base zoning district is not appropriate for the subject property’s location. The subject property is situated in Urban Core and Mixed Use Transition character areas of the Midtown-Brackenridge TIRZ master plan, recognizing the distinct nature of the Broadway Corridor and the transitional area to the adjoining residential neighborhood. A mix of low-density residential, high-density residential, commercial, and mixed use future land use classifications are found throughout the surrounding area.

The use of the IDZ zoning as a tool to provide flexibility in the redevelopment of these sites is appropriate for this context and is generally consistent with the policies of the SA Tomorrow Comprehensive Plan. The proposed uses are compatible with existing surrounding developments such as the Pearl Brewery, the Mosaic, and other mixed use projects along Broadway. In addition, the project should respect the Physical Master Plan element of the Midtown-Brackenridge TIRZ Master Plan, which describes character-defining elements of different areas within the plan such as building heights, location of parking, landscape character, and façade location (build-to zone).

#### **4. Health, Safety and Welfare:**

Staff has found no indication of likely adverse effects on the public health, safety, or welfare.

#### **5. Public Policy:**

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

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

The subject property totals 1.66 acres in size, which reasonably accommodates 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.

This request is consistent with “IDZ” because 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 and 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.