



City of San Antonio

Agenda Memorandum

File Number:19-9406

Agenda Item Number: 13.

Agenda Date: 1/21/2020

In Control: Zoning Commission

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 2

SUBJECT:

Zoning Case Z2019-10700309

SUMMARY:

Current Zoning: "RM-4 AHOD" Residential Mixed Airport Hazard Overlay District

Requested Zoning: "IDZ-2 AHOD" Medium Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for seven (7) residential dwelling units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: January 21, 2020

Case Manager: Lorianne Thennes, Planner

Property Owner: Artz Development, LLC

Applicant: Gerardo Ituarte

Representative: Gerardo Ituarte

Location: 220 South Olive Street

Legal Description: Lot 19, Block 14, NCB 611

Total Acreage: 0.2689 acres

Notices Mailed

Owners of Property within 200 feet: 34

Registered Neighborhood Associations within 200 feet: Denver Heights Neighborhood Association

Applicable Agencies: Solid Waste Management

Property Details

Property History: The subject property is part of the original 36 square miles of the City of San Antonio. It was rezoned to "R-2" Residential District according to Ordinance 79329, dated December 16, 1993. The "R-2" base zoning district converted to "RM-4" 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: "RM-4" and "AE-2"

Current Land Uses: Duplexes, single-family dwellings

Direction: East

Current Base Zoning: "RM-4"

Current Land Uses: Single-family dwellings

Direction: South

Current Base Zoning: "RM-4"

Current Land Uses: Duplexes, single-family dwellings

Direction: West

Current Base Zoning: "RM-4" and "C-2NA"

Current Land Uses: Vacant, 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: South Olive Street

Existing Character: Local

Proposed Changes: None

Thoroughfare: South Schubach

Existing Character: Local

Proposed Changes: None

Public Transit: There are VIA bus routes within walking distance of the subject property.

Routes: 25, 28, 225, 230

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 a single-family dwelling is 1.5 space per unit.

“IDZ-2” waives parking requirements by 50%.

ISSUE:

None.

ALTERNATIVES:

Current: The current “RM-4” Residential Mixed District provides areas for medium to high-density residential uses where adequate public facilities and services exist with capacity to serve development. This district are composed mainly of areas containing a mixture of single-family, two-family and multi-family dwellings and open space where similar residential development seems likely to occur. The district regulations are designed to encourage a suitable neighborhood environment for family life by including among the permitted uses such facilities as schools and churches; and to preserve the openness of the area by requiring flexible yard and area standards. Mixed residential districts provide flexible density requirements in order to allow for market and design flexibility while preserving the neighborhood character and permitting applicants to cluster development in order to preserve environmentally sensitive and agricultural land areas.

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. “IDZ-2” shall be limited to commercial uses consistent with the "NC" Neighborhood Commercial, "C-1" Light Commercial, or "C-2" Commercial District. "IDZ-2" shall be limited to office uses consistent with the "O-1" Light Office District or the "O-1.5" Mid-Rise Office District.

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 Downtown Neighborhood Plan and is currently designated as “Residential” in the future land use component of the plan. The requested "IDZ-2" Medium Intensity Infill Development Zone District with uses permitted for seven (7) residential dwelling units 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.

3. Suitability as Presently Zoned:

The current "RM-4 AHOD" Residential Mixed Airport Hazard Overlay District is an appropriate zoning for the property and surrounding area. The current zoning would allow subdivision of the property to two (2) lots with

potential for development of eight (8) units. The proposed “IDZ-2” is for seven (7) units and the applicant is required to submit and develop per an approved site plan.

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 Downtown Neighborhood Plan:

Goal: Create urban neighborhoods and increase the number of residents living downtown. Encourage affordable housing for a wider range of people and create new housing incentives.

Goal: Enhance downtown’s attractive environment for pedestrians and families to stroll comfortably along streets with shade from trees/buildings and with access to green/ public spaces via a good signage and transit systems. Goal: Geographically balance businesses, entertainment, community facilities, arts, culture and residential projects to enhance downtown’s urban character. Create design standards and a model downtown neighborhood.

"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 0.2689 acres, which could reasonably accommodate seven (7) residential dwelling units.

7. Other Factors:

The applicant is proposing seven (7) units at a height of 35 feet.