



# City of San Antonio

## Agenda Memorandum

**File Number:**20-1394

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**Agenda Item Number:** 3.

**Agenda Date:** 1/21/2020

**In Control:** Zoning Commission

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**DEPARTMENT:** Transportation & Capital Improvements Department and Development Services

**DEPARTMENT HEAD:** Razi Hosseini, P.E., R.P.L.S. and Michael Shannon, P.E., CBO

**COUNCIL DISTRICTS IMPACTED:** 1

**SUBJECT:**

Zoning Case Z-2019-10700332

**SUMMARY:**

**Current Zoning:** "FBZD" Form Based Zoning District

**Requested Zoning:** "FBZD" Form Based Zoning District to update the Transportation Design Plan of the River North Master Development Pattern Plan (All Transect Zoning Districts, Overlay Districts and Uses remain unchanged)

**BACKGROUND INFORMATION:**

**Zoning Commission Hearing Date:** January 21, 2020

**Case Manager:** Marco Hinojosa, Senior Transportation Planner

**Property Owner:** Multiple Property Owners

**Applicant:** The City of San Antonio, Transportation & Capital Improvements Department

**Location:** River North Site Plan area generally bound by IH-35 to the north; Lexington and 4th Streets to the southwest; and Bonham, Elm Street and IH-37 to the southeast.

**Legal Description:** Multiple Properties

**Total Acreage:** 311

**Notices Mailed**

**Owners of Property within 200 feet:** 258

**Registered Neighborhood Associations within 200 feet:** Downtown Residents Association; The Tobin Hill Community Association

**Applicable Agencies:** Transportation & Capital Improvements Department

**Property Details**

**Property History:** The subject property is part of the original 36 square miles of the City of San Antonio. The subject property was rezoned from "FBZ T4-1" Form Based Zoning District Transect Zone 4-1 and "FBZ T5-1" Form Based Zoning District Transect Zone 5-1 to "FBZ SD-1" Form Based Zoning District Specialized District 1 for multiple properties generally bound by Camden St. to the north, St. Mary's St. to the east and south, and Brooklyn St. to the southwest and west; from "FBZ T6-2" Form Based Zoning District Transect Zone 6-2 to "FBZ T6-2 S" Form Based Zoning District Transect Zone 6-2 S Specific Use authorization for a hotel with no room limit located at 103 W 9th St.; and from "FBZ T5-1" Form Based Zoning District Transect Zone 5-1 to "FBZ T6-1" Form Based Zoning District Transect Zone 6-1 for an area generally bound by McCullough St. to the north and northeast, Bonham St. to the southeast, 4th St. to the south and southwest, and Broadway to the northwest, with all existing overlay districts including "H" Historic Districts, "HS" Historic Significant, "HE" Historic Exceptional, "RIO-2" River Improvement Overlay District-2, and "AHOD" Airport Hazard Overlay District remaining unchanged by Ordinance 2010-08-05-0680, dated August 5, 2010.

**Topography:** The San Antonio River bisects the rezoning area and is within the 100-year flood plain.

**Adjacent Base Zoning and Land Uses**

**Direction:** North

**Current Base Zoning:** "D", "IDZ", "C-3NA", "R-6", "O-2", "RM-4"

**Current Land Uses:** Mix of uses

**Direction:** East

**Current Base Zoning:** "D"

**Current Land Uses:** Mix of uses

**Direction:** South

**Current Base Zoning:** "D"

**Current Land Uses:** Mix of uses

**Direction:** West

**Current Base Zoning:** "D"

**Current Land Uses:** Mix of uses

**Overlay and Special District Information:**

"FBZD"

Form Based Zoning Development is a compilation of various special transect districts established to encourage a sustainable pattern of development by concentrating growth in hamlets, villages and regional centers while preserving and protecting prime agricultural land, environmentally sensitive areas, important natural features and open space for large planned developments. Hamlets, villages and regional centers are compact, pedestrian-oriented and mixed-use with a focus on creating communities where the ordinary activities of daily living occur within walking distance of most dwellings. Lot and building standards including building disposition, building configuration, building function, parking standards, architectural standards, landscape standards and signage standards are governed by development pattern plans, the individual transect districts, and the calibrated transect districts, if applicable.

"AHOD"

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.

#### **“RIO-2”**

Properties carry the "RIO" River Overlay District, due to their proximity to the San Antonio River. The purpose of these districts is to establish regulations to protect, preserve and enhance the San Antonio River and its improvements by establishing design standards and guidelines.

#### **"H"**

Properties are located in Historic Districts. Historic districts do not regulate use of the property, but do enforce building exterior design standards meant to maintain the architectural character or cultural significance of the designated area. Building plans and permit applications will be subject to review by the Office of Historic Preservation and the Historic and Design Review Commission (HDRC) prior to any permits being issued.

#### **"HL"**

Properties carry the “HS” Historic Significant landmark designation, signifying the historic architectural character or cultural significance of the structure or location. Historic Landmark designations do not affect the possible uses of the property, but do regulate the exterior aesthetic of the structure. Building plans and permit applications will be subject to review by the Office of Historic Preservation and the Historic and Design Review Commission (HDRC) prior to any permits being issued.

#### **Transportation**

**Thoroughfare:** Broadway Street

**Existing Character:** Secondary Arterial Type B

**Proposed Changes:** 2017 Bond Project

**Public Transit:** VIA bus routes along Broadway include: 6, 7, 9, 10, 11, 14, 21, 22, 209, 214, and 222

**Thoroughfare:** Avenue B

**Existing Character:** Local

**Proposed Changes:** 2021 Tax Increment Reinvestment Zone (TIRZ) Project

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

**Thoroughfare:** North Alamo Street

**Existing Character:** Arterial Type C

**Proposed Changes:** 2021 Tax Increment Reinvestment Zone (TIRZ) Project

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

**Traffic Impact:** A Traffic Impact Analysis (TIA) is not required. A traffic analysis has been performed and is included with this zoning case as part of the Master Development Pattern Plan (MDPP) update.

**Parking Information:** Not applicable.

#### **ISSUE:**

None.

#### **ALTERNATIVES:**

A denial of the request will result in the subject property retaining the current base zoning district of “FBZD” without an update to the Transportation Design Plan of the River North Master Development Pattern Plan.

#### **FISCAL IMPACT:**

None.

**PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:**

The property is located within the Downtown Regional Center and Broadway Street is identified as a Premium Transit Corridor.

**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 Downtown Regional Center Plan. The requested “FBZD” base zoning is compatible with the future land use designations adopted within the Downtown Regional Center Plan.

**2. Adverse Impacts on Neighboring Lands:**

Staff finds no evidence of likely adverse impacts on neighboring lands in relation to this zoning change request. All properties within the River North Area are maintaining their base zoning of “FBZD”, which has not seen any adverse impacts since the district’s adoption.

**3. Suitability as Presently Zoned:**

The current “FBZD” Form Based Zoning District is appropriate for the River North Area.

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

Staff has found no indication of likely adverse effects on the public health, safety, or welfare. The proposed update to the Master Development Pattern Plan (MDPP) will include the addition of bike facilities along Avenue B and North Alamo Street, along with a safer pedestrian experience along Broadway Street. These improvements to the area’s transportation system will create a more inclusive environment that takes into account all users, of all ages and abilities.

**5. Public Policy:**

The proposed rezoning does not appear to conflict with the following goals, principles, and objectives of the Downtown Regional Center Plan

Downtown Regional Center Plan Relevant Goals and Objectives:

- Goal 2: Connect Districts and Neighborhoods with an Accessible Multi-Modal Network
  - Provide infrastructure and development to support improved transit connectivity;
  - Improve and expand a high-quality sidewalk network and pedestrian crossings to provide safe access for people of all ability levels;
  - Utilize ground floor retail uses and thoughtful design to create an engaging street level experience;
  - Invest in bike infrastructure that serves both commuters and recreation;
  - Meaningfully incorporate transit into the existing waterway network; and
  - Prioritize pedestrian and bike infrastructure over automobiles, including creative curb space management solutions.
- Goal 8: Promote Safety, Health, and Sustainability
  - Increase pedestrian safety through an active investment in improved lighting and complete street design;
  - Increase the tree canopy throughout Downtown;

- Create healthy and sustainable urban neighborhoods through high-quality urban design, high-performance buildings, and an emphasis on green infrastructure, air and water quality

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

The River North Area is approximately 311 acres in size.

## **7. Other Factors:**

The purpose of this rezoning is to update the Transportation Design Plan portion of the River North Master Development Pattern Plan which was adopted as part of the original large area rezoning. The original Transportation Design Plan was created when VIA's streetcar project was being proposed. The project was ultimately abandoned in 2014; however the streetcar recommendations have remained in the Transportation Design Plan. The update being pursued in this rezoning not only removes any language relating to the proposed streetcar system, but also revises any cross-sections that include it. The existing zoning and overlays will remain unchanged.