



City of San Antonio

Agenda Memorandum

File Number:21-3479

Agenda Item Number: 7.

Agenda Date: 5/4/2021

In Control: Zoning Commission

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z-2021-10700037

SUMMARY:

Current Zoning: "IDZ-2 UC-4 AHOD" Medium Intensity Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for 50 units/acre and "IDZ-2 AHOD" Medium Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for 50 units/acre

Requested Zoning: "IDZ-3 UC-4 AHOD" High Intensity Infill Development Zone North St. Mary's Street Urban Corridor Airport Hazard Overlay District with uses permitted for 113 Dwelling Units and "IDZ-3 AHOD" High Intensity Infill Development Zone Airport Hazard Overlay District with uses permitted for 113 Dwelling Units

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: May 4, 2021. This case is continued from the April 20, 2021 hearing.

Case Manager: Justin Malone, Planner

Property Owner: SOJO Commons II LP

Applicant: Urban Genesis LLC

Representative: Killen, Griffin & Farrimond, PLLC

Location: Generally located at 715 East Locust Street and 318 West Grayson Street and 326 West Grayson Street

Legal Description: Lots 3 through 7, Block 1, NCB 6789; and Lots 1 through 2, Lots 8 through 14, Lot A-2 and Lot 20, Block 3, NCB 3029 and CB 3029

Total Acreage: 1.1727

Notices Mailed

Owners of Property within 200 feet: 45

Registered Neighborhood Associations within 200 feet: Tobin Hill Community Association

Applicable Agencies: Planning Department

Property Details

Property History: The subject property was part of the original 36 square miles of the City of San Antonio and zoned “J” Commercial District. The property was rezoned by Ordinance 83331, dated December 14, 1995 from “J” Commercial District to “I-1” Light Industry District. The subject property converted from “I-1” Light Industry District to “I-1” General Industrial District with the adoption of the 2001 Unified Development Code, established by Ordinance 93881, dated May, 03, 2001. The subject property was rezoned from “I-1 AHOD” General Industrial District and “I-1 UC-4 AHOD” General Industrial District to “IDZ” Infill Development Zone District with Multi-Family uses not to exceed 36 units per acre by Ordinance 2018-12-06-0976, dated December 16, 2018. The property was rezoned from “IDZ” Infill Development Zone with uses not to exceed thirty-six (36) units per acre to “IDZ-2” Medium Density Infill Development Zone with uses permitted for fifty (50) dwelling units per acre by Ordinance 2020-06-18-0430, dated June 18, 2020.

Topography: The property does not include any abnormal physical features such as slope, however northern and eastern sections of the property are within the flood plain.

Adjacent Base Zoning and Land Uses

Direction: North

Current Base Zoning: “C-3NA”, “IDZ”

Current Land Uses: Plastic Fabrication, Tile Manufacturer, Clothing Retail, Single Family Residential

Direction: East

Current Base Zoning: “IDZ”

Current Land Uses: Multifamily Residential

Direction: South

Current Base Zoning: “IDZ”

Current Land Uses: Abandoned Industrial and Parking Lot

Direction: West

Current Base Zoning: “IDZ”

Current Land Uses: Residential Multifamily, Residential Single Family

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.

“UC”

The Urban Corridor overlay was established because there are many roadway corridors which have been and/or will continue to be very significant to the city. The corridors are important because they have shaped the sense of what individual neighborhoods are in their role as historic entrances to the city. Other corridors are

significant because they serve as gateways to the city or because of surrounding natural, historic, cultural, and aesthetic areas. The establishment of “UC” serves to preserve, enhance, and perpetuate the value of specific roadway corridors.

"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.

Transportation

Thoroughfare: East Locust Street

Existing Character: Local

Proposed Changes: None Known

Thoroughfare: North St. Mary’s Street

Existing Character: Local

Proposed Changes: None Known

Thoroughfare: West Grayson Street

Existing Character: Local

Proposed Changes: None Known

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

Routes Served: 8

Traffic Impact: A Traffic Impact Analysis (TIA) is not required.

Parking Information: The parking requirement for “IDZ-3” is reduced by 50 percent.

ISSUE:

None.

ALTERNATIVES:

Current: The current zoning district designation of “IDZ-2” Medium Intensity Infill Development Zone is intended to provide rezoning requests up to 50 units per acre and uses permitted in “C-2” and “O-1.5”. All approved uses must be requested and stated within the ordinance. Provides flexible standards for setbacks and parking for the development and reuse of underutilized parcels within a qualifying area of the city.

Proposed: The proposed zoning district designation of “IDZ-3” High Intensity Infill Development Zone is intended to provide rezoning requests of unlimited density, and uses permitted in “C-3”, “O-2”, and “I-1”. All approved uses and maximum density must be requested and stated within the ordinance. Provides flexible standards for setbacks and parking for the development and reuse of underutilized parcels within a qualifying area of the city.

FISCAL IMPACT:

None.

PROXIMITY TO REGIONAL CENTER/PREMIUM TRANSIT CORRIDOR:

The property is within a Regional Center and 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 Midtown Area Regional Center Plan and is currently designated as “Employment/Flex Mixed-Use” in the future land use component of the plan. The requested “IDZ-3” base zoning is consistent with the future 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. The request and site plan limits the density to no more than 113 dwelling units.

3. Suitability as Presently Zoned:

The existing “IDZ-2” base zoning district is appropriate for the surrounding area. The proposed “IDZ-3” is also appropriate and achieves the plan’s goal of increasing the number of residents in the Midtown Area Regional Center. The site is located between West Grayson Street and East Locust Street, near North St. Mary’s Street. The proposed zoning change is requested to permit development of the site for uses permitted for 113 dwelling units.

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 request does not appear to conflict with any public policy objective of the Midtown Area Regional Center Plan, which encourages the following:

Goal 4: Support Unique, Mixed Activity Areas

- Foster an appropriate mix, density, and orientation of land uses in each part of Midtown to maintain the character of unique places, such as the North St. Mary’s Street music culture.
- Accommodate growth while preserving distinct characteristics of each part of Midtown and providing thoughtful transitions between uses.

Goal 5: Broaden Housing Choices

- Offer a range of housing types and price-points to meet the diverse needs of residents such as, seniors, students, families, and others.
- Conserve existing affordable housing and the existing diverse mix of housing types and expand affordable housing options.
- Rehabilitate or redevelop housing that is in poor condition.
- Focus most new housing development closer to multimodal transportation corridors.

Goal 11: Grow Unique Destinations

- Fortify Midtown destinations with complementary housing, education, employment, entertainment and transportation choices.
- Reinforce the Broadway Cultural Corridor, historic parks, San Antonio River, and San Pedro Springs Creek as places familiar to all San Antonians and welcoming to the world.
- Support other thriving retail, entertainment, and cultural destinations that already have a community and successful identity, such as the Pearl District, St. Mary's Street, and Main Street.
- Support other corridors (such as Fredericksburg Road, San Pedro Avenue and McCullough Avenue) in building on their best qualities.

6. Size of Tract:

The 1.1727-acre site is of sufficient size to accommodate the proposed one hundred thirteen (113) residential multifamily dwelling units.

7. Other Factors:

Typically, the "IDZ-3" district's regulations have an unlimited density and height. However, per the submitted site plan the proposed density is limited to 113 units with a proposed height of 4-stories maximum.

The IDZ regulations include a maximum height limitation of 35 feet/2 ½ stories within 50 feet of single family residential uses. To exceed that limitation may require a Board of Adjustment variance.