



City of San Antonio

Agenda Memorandum

File Number:21-4181

Agenda Item Number: 16.

Agenda Date: 6/15/2021

In Control: Zoning Commission

DEPARTMENT: Development Services

DEPARTMENT HEAD: Michael Shannon

COUNCIL DISTRICTS IMPACTED: 1

SUBJECT:

Zoning Case Z-2021-10700117

SUMMARY:

Current Zoning: "IDZ-1 UC-6 AHOD" Limited Intensity Infill Development Zone San Pedro Urban Corridor Airport Hazard Overlay District with uses permitted in "C-1" Light Commercial District and for a Bar/Microbrewery

Requested Zoning: "IDZ-1 UC-6 AHOD" Limited Intensity Infill Development Zone San Pedro Urban Corridor Airport Hazard Overlay District with uses permitted in "C-1" Light Commercial District for a Bar/Microbrewery and a Mobile Food Court

BACKGROUND INFORMATION:

Zoning Commission Hearing Date: June 17, 2021

Case Manager: Juanita Romero, Senior Planner

Property Owner: San Pedro Properties LLC

Applicant: San Pedro Properties LLC

Representative: Patrick Christensen

Location: 515 and 523 San Pedro Avenue

Legal Description: North 44.84 feet of Lot 4 & South 51.84 feet of Lot 5, Block 9, NCB 763, and Lots 6, 7 and North 4.5 feet of Lot 5, Block 9, NCB 763

Total Acreage: 0.7453

Notices Mailed

Owners of Property within 200 feet: 19

Registered Neighborhood Associations within 200 feet: Five Points Owners Association and Tobin Hill Community Association

Applicable Agencies: None

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” Industrial District to “C-2P” Commercial Pedestrian District by Ordinance 97522, dated April 24, 2003. The property was rezoned from “C-2P” Commercial Pedestrian San Pedro Urban Corridor Airport Hazard Overlay District to “IDZ-1 UC-6 AHOD” Low Intensity Infill Development Zone San Pedro Urban Corridor Airport Hazard Overlay District with uses permitted in “C-1” Light Commercial District, a bar, and a microbrewery by Ordinance 2020-06-18-0428, 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: “IDZ”

Current Land Uses: Retail

Direction: East

Current Base Zoning: “C-1”

Current Land Uses: Medical Office

Direction: South

Current Base Zoning: “C-2P”

Current Land Uses: Retail Pedestrian District

Direction: West

Current Base Zoning: “MF-50”

Current Land Uses: Multifamily Residential

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.

"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.

“UC-6”

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.

Transportation

Thoroughfare: San Pedro Avenue

Existing Character: Principal

Proposed Changes: None Known

Thoroughfare: Cypress Street

Existing Character: Local

Proposed Changes: None Known

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

Routes Served: 4, 96, and 51

Traffic Impact: A Traffic Impact Analysis (TIA) for IDZ is exempt from requirements.

Parking Information: The parking requirement for “IDZ-1” is reduced by 50 percent.

ISSUE:

None.

ALTERNATIVES:

Current: The current zoning of “IDZ-1” Limited Density Infill Development Zone District with uses permitted in "C-1" Light Commercial District and for a Bar/Microbrewery. IDZ 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.

Proposed: The proposed zoning of “IDZ-1” Limited Intensity Infill Development Zone San Pedro Urban Corridor Airport Hazard Overlay District with uses permitted in "C-1" Light Commercial District for a Bar/Microbrewery and for a Mobile Food Court. IDZ 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.

The applicant was utilizing “IDZ-1” to develop for uses under the current “IDZ” in addition to a Mobile Food Court.

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 “Urban Mixed Use” in the future land use component of the plan. The requested “IDZ-1” 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 and will promote a mix of commercial uses and services along the San Pedro corridor.

3. Suitability as Presently Zoned:

The existing “IDZ-1” base zoning district is appropriate for the surrounding area. The proposed “IDZ-1” to add a Mobile Food Court is also appropriate and will capitalize on Midtown’s central location, potential for comfortable walking, and concentration of jobs and destinations. The site is located at the corner of San Pedro and Warren Street which is along the Urban Corridor to Downtown. The proposed zoning change is requested to allow local residents access local eateries within their neighborhood.

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 Regional Center Plan, which encourages the following:

Plan Purpose

Relevant Goals and Policies of the Comprehensive Plan may include:

GCF Goal 1: Higher-density uses are focused within the city’s 13 regional centers and along its arterial and transit corridors.

GCF P7: Ensure employment centers provide a variety of land uses and infrastructure that will allow the city to remain economically competitive.

JEC P31: Create gathering places that encourage interactions between people within regional centers and along transit and other transportation corridors.

JEC P25: Continue efforts to revitalize the urban core and encourage creation of other mixed-use nodes in order to create environments attractive to young professionals and other workers.

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.

6. Size of Tract:

The 0.7453 acre site is of sufficient size to accommodate the proposed Mobile Food Court.

7. Other Factors:

The proposed “IDZ-1” also holds the applicant to the stated uses and submitted site plan.