



City of San Antonio

Agenda Memorandum

File Number:
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Agenda Item Number: {{item.number}}

Agenda Date: December 6, 2024

In Control: Building-Related and Fire Codes Appeals and Advisory Board Meeting

DEPARTMENT: Transportation Department

DEPARTMENT HEAD: Catherine Hernandez

COUNCIL DISTRICTS IMPACTED: Citywide

SUBJECT:

Briefing and Action on an amendment to Chapter 28 (Sign Code), specifically, Chapter 28-70 Specific Urban Corridor – UC-6, San Pedro Urban Corridor District. This item is part of an overall initiative the City is undertaking regarding development of a Transit-Oriented Policy Framework, related to VIA Advanced Rapid Transit (ART) Corridors.

SUMMARY:

This item is consideration and action on a proposed amendment to City Code, Chapter 28, Signs, to remove a conflict as a result of the Transit-Oriented Development “TOD” Zoning District code update and applicability along the San Pedro Avenue Corridor. The changes reflect a removal of a provision that requires a minimum front building setback. Specifically, the language proposed to be deleted is as follows:

Sec. 28-70. - Same—UC-6, San Pedro urban corridor district.

(d) Setbacks. The building setback line along local streets will be at fifteen (15) feet, San Pedro

Avenue at twenty-five (25) feet and I.H. 35 at twenty-five (25) feet.

BACKGROUND INFORMATION:

On June 22, 2023, City Council approved the execution of two Interlocal Agreements with VIA that established a cooperative partnership with the City to deliver the Advanced Rapid Transit (ART) North/South (N/S) Corridor Project as well as Advanced Transportation District (ATD) funds for advanced transportation and enhanced mobility purposes.

On January 22, 2024, Governance Committee considered a Council Consideration Request (CCR) from Councilmembers Marc K. Whyte (District 10), Teri Castillo (District 5), and Sukh Kaur (District 1) regarding the creation of a Transit-Oriented Development (TOD) Plan. Governance Committee considered the CCR on January 22 and recommended staff move forward with a Taskforce to review the UDC and make recommendations to update the Transit Oriented Development “TOD” zoning district. The work would be coordinated with the Technical Working Group and the Removing Barriers to Affordable Housing Production & Preservation Subcommittee (RBSC) of the Housing Commission as part of the Transit-Oriented Policy Framework.

Over the past year, city staff worked with a Taskforce to recommend amendments to the Transit-Oriented Development “TOD” Zoning District to create walkability, a pedestrian experience with connectivity, and protect our residential neighborhoods. The proposed amendments include specifying applicability to only Advanced Rapid Transit (ART) Corridors, as designated by VIA, and the first ART corridor is along San Pedro Avenue. Part of the amendments also include allowing flexibility for site plan development by relaxing minimum front building setbacks (allowing a zero minimum building setback). This proposed revision in the “TOD” zoning district, create a code conflict with the “UC-6” San Pedro Urban Corridor District. Specifically, the language proposed to be deleted is as follows:

Sec. 28-70. - Same—UC-6, San Pedro urban corridor district.

(d) Setbacks. The building setback line along local streets will be at fifteen (15) feet, San Pedro Avenue at twenty-five (25) feet and I.H. 35 at twenty-five (25) feet.

ISSUE:

The update to the “TOD” Zoning District is part of the work of the Policy Framework. The proposed amendments are recommendations from staff and the Taskforce that consists of 26 members representing the San Antonio community. Representation includes city registered Neighborhood Associations along the Green and Silver lines including District representation from Districts 1, 2, 3, 5, 7, and 10, and residents representing organizations that are experts in the transportation, development and housing industries. The current “TOD” zoning district is a Special Zoning District that is a base zoning district. “TOD” zoning is currently allowed anywhere within ½ mile of a bus stop. This means there are no guardrails limiting it. It is also not context sensitive to neighborhoods. The proposed revisions incorporate protections for existing residential

neighborhoods and allow for opportunities for TOD development in Regional Center Areas with proposed boundary lines, consistent with our SA Tomorrow Plans. The process to update the code provides a better tool in our development toolkit for a property owner to choose from along our ART corridors. The process to update this code does not rezone any properties. Should a property owner wish to rezone to “TOD”, the rezoning process is required.

The proposed code amendments to the “TOD” zoning district encourage buildings closer to the street to create walkability and a pedestrian experience. The Sign Code building setback works against that objective.

FISCAL IMPACT:

There is no fiscal impact associated with this item.

ALTERNATIVES:

The alternative to no change to the current “TOD” district results in the current code remaining in place with no limitations or guardrails. TOD should be specific to corridors that have a high capacity transit component so density and intensity can be focused to those corridors, where applicable.

RECOMMENDATION:

Staff recommends the approval of the proposed amendment to City Code, Chapter 28, to remove the code conflict. This proposed amendment will be considered by City Council on December 19, 2024.