

SPECIAL DEVELOPMENT PLAN – IRON HORSE VILLAGE
SPECIAL DEVELOPMENT PLAN REGULATIONS

Special Development Plan Case SDP 2018-02
Telitha Akers Survey, Abstract 19, Tracts 2A1C, 3A2, 2L, 2L1, and 2K1
Edmund King Survey, Abstract 29, Tract 1B3J1A
6300-6400 blocks Iron Horse Boulevard, North Richland Hills, Texas

This Special Development Plan (SDP) shall adhere to all the conditions of the North Richland Hills Code of Ordinances, as amended, and the base zoning district of TOD Transit Oriented Development. The following regulations shall be specific to this Special Development Plan. Where these regulations conflict with or overlap another ordinance, easement, covenant or deed restriction, the more stringent restriction shall prevail.

- A. *Permitted Land Uses.* Uses in this SDP shall be limited to those permitted in the associated character zone – High Intensity Mixed Use and TOD Core – of the TOD Transit Oriented Development district.
- B. *Building form and development standards.* Development of the property shall comply with the development standards of the TOD Transit Oriented Development district and the standards described below.
 1. First floor mixed-use.
 - a. In the High Intensity Mixed Use character zone, one hundred percent (100%) of the first floor may be used for residential uses.
 - b. In the TOD Core character zone, 11,000 square feet of floor area shall be dedicated for commercial uses, and 28,000 square feet of floor area may be used as flex-commercial space, i.e., space that is built to commercial standards but allowed for residential use.
 2. First floor height. In Buildings C and D, and a portion of Building A, the height of the first floor may be constructed with a minimum ceiling height of ten (10) feet (floor to floor). A raised finished floor elevation averaging eighteen (18) inches above the adjacent sidewalk is also required for these spaces.
 3. Build-to-zone.
 - a. In the High Intensity Mixed Use character zone, the build-to-zone may be greater than or equal to twenty-five (25) feet.
 - b. In the TOD Core character zone, the build-to-zone shall be fifteen (15) feet to twenty-five (25) feet.
 4. Parking ratios.
 - a. In Phase 1, the minimum off-street parking ratio shall be 1.4 parking spaces per residential unit.
 - b. At build-out, the minimum off-street parking ratio shall be 1.5 parking spaces per residential unit.

- c. Flex-commercial units shall be considered residential units for calculating parking requirements.
- 5. Structured parking.
 - a. In Phase 1, a minimum 5% of the parking spaces shall be provided as tuck-under garages.
 - b. At build-out, a minimum 50% of the parking spaces shall be provided as structured parking and tuck-under garages.
- C. *Street and streetscape design standards.* Development of the property shall comply with the development standards of the TOD Transit Oriented Development district and the standards described below.
 - 1. Landscape standards on private property.
 - a. One (1) large tree shall be provided per twenty (20) parking spaces.
 - b. All surface parking spaces shall be located within 100 feet of a parking lot tree
 - 2. Street trees, street furniture, lighting, and materials
 - a. Streetscape and landscape elements required by Section 118-567(e) may be located in dedicated public easements rather than public right-of-way.
- D. *Administrative Approval of Site Plans.* Site plans that comply with all development-related ordinances and this Ordinance shall be administratively approved by the Development Review Committee.

Substantial deviations or amendments from the development standards or site plan shall be processed in the same manner as the original approval. The application for an amendment or revision shall include all land described in the original ordinance that approved the Special Development Plan.

The city manager or designee may approve minor amendments or revisions to these special development plan regulations provided the amendment or revisions does not significantly:

- 1. Alter the basic relationship of the proposed uses to adjacent uses;
- 2. Change the uses approved;
- 3. Increase approved densities, height, site coverage, or floor areas;
- 4. Decrease on-site parking requirements;
- 5. Reduce minimum yards or setbacks; or
- 6. Change traffic patterns.