



## CITY COUNCIL MEMORANDUM

**FROM:** The Office of the City Manager   **DATE:** August 14, 2017

**SUBJECT:** SDP 2017-03, Ordinance No. 3470, Public Hearing and consideration of a request from Beaten Path Development, LLC, for a special development plan for Iron Horse Commons Phase 1 on 8.305 acres located at 6609 Iron Horse Boulevard.

**PRESENTER:** Clayton Comstock, Planning Manager

**SUMMARY:**

Beaten Path Development, LLC, is requesting approval of a revised special development plan (SDP) in the Iron Horse transit oriented development (TOD) district. The applicant proposes to reduce the width of the townhouse lots from 25 feet to 22 feet in Iron Horse Commons Phase 1. The property is located at the northwest corner of Iron Horse Boulevard and Browning Drive.

**GENERAL DESCRIPTION:**

The original special development plan for Iron Horse Commons was approved by City Council on May 16, 2016 (Ordinance No. 3410). This SDP included three tracts of land located at the Iron Horse Boulevard and Browning Drive intersection. The revised SDP would only apply to one tract; the remaining tracts would not be affected.

The project is located within the “General Mixed Use” character zone of the Iron Horse TOD district. This subzone permits single-family townhouses, single family detached units, and live/work units. Below is a comparison of the approved and proposed development.

DEVELOPMENT SUMMARY		
	Approved Plan (SDP 2016-03)	Proposed Plan (SDP 2017-03)
Project Area	8.305 acres	8.305 acres
Total lots	85 lots	92 lots
Residential density	10.23 units/acre	11.08 units/acre
Open space	1.00 acres (12%)	1.25 acres (15%)

The proposed modification to the special development plan is to reduce the minimum lot width for townhouses. The TOD district standards require a minimum lot width of 25 feet. The applicant proposes to reduce the width to 22 feet for the stated purpose of

“offering diversity in housing options.” The proposed builder for the townhouses is CB Jeni. Proposed building elevations and floorplans for the townhouses are attached.

**DRC REVIEW:** The Development Review Committee (DRC) evaluated the proposal based on the design intent and standards for the Iron Horse TOD area. In addition, the DRC met with the applicant and proposed builder to discuss the project and the architectural design of the townhouse units. A summary of the DRC review is detailed below.

**Lot width.** The DRC supports the modification of the lot width for the townhouse lots. The introduction of a 22-foot wide townhouse product adds diversity to the housing stock in the local market. This type of product is presently being constructed in the Viridian development in north Arlington.

**Architectural design.** The design of the proposed townhouse units mimics a Craftsman style architecture, with low-pitched roofs, deep eaves, and covered porches with large columns. The DRC recommended to the applicant that the townhouse buildings have a contemporary and urban appearance, with architectural characteristics such as minimalist design, large windows, flat or single-slope rooflines, and rooftop decks. These features are consistent with the modern design intent of the Iron Horse station area.



PROPOSED



RECOMMENDED

**Cottonbelt Trail connection.** The design of the development includes a large open space lot adjacent to the DART right-of-way and Cottonbelt Trail. The open space area will include public art and a sidewalk connection to Iron Horse Boulevard. The DRC recommends that a direct connection between the Cottonbelt Trail and the open space area be provided. The DRC recognizes that



construction of the sidewalk connection is conditioned upon coordination with and approval by Dallas Area Rapid Transit (DART), which owns the railroad right-of-way.

**COMPREHENSIVE PLAN & CURRENT ZONING:** This area is designated on the Comprehensive Land Use Plan and is currently zoned Transit Oriented Development. The purpose of the transit oriented development code is to support the development of the community's station areas into pedestrian-oriented, mixed-use urban neighborhoods, with convenient access to rail transit, shopping, employment, housing, and neighborhood retail services. The goal of each station area is to encourage an efficient, compact land use pattern; encourage pedestrian activity; reduce the reliance on private automobiles; promote a more functional and attractive community through the use of recognized principles of urban design; and allow property owners flexibility in land use, while prescribing a high level of detail in building design and form.

**SPECIAL DEVELOPMENT PLAN:** The applicant is requesting a special development plan for consideration of modifications to the standards of the transit oriented development district. The special development plan process is intended to allow applicants development flexibility to address specific market opportunities and/or contexts within the transit oriented development district. In evaluating a special development plan, the Planning and Zoning Commission and City Council must consider the extent to which the application meets the following:

- the goals and intent of transit oriented development in the city;
- provides an alternative "master plan" approach by consolidating multiple properties to create a predictable, market responsive development for the area;
- fits the adjoining context by providing appropriate transitions;
- provides public benefits such as usable civic and open spaces, livable streets, structured and shared parking, and linkages to transit; and,
- does not hinder future opportunities for higher intensity transit oriented development.

**PLANNING AND ZONING COMMISSION:** The Planning and Zoning Commission conducted a public hearing and considered this item at the August 3, 2017, meeting and voted 4-0-1 to recommend approval subject to the developer constructing a direct sidewalk connection from the Cottonbelt Trail to the open space lot, provided the construction is permitted by DART. This condition has been incorporated into the text of Ordinance 3470.

**RECOMMENDATION:**

Approve Ordinance No. 3470.