



## PLANNING AND ZONING COMMISSION MEMORANDUM

**FROM:** The Office of the City Manager    **DATE:** May 19, 2016

**SUBJECT:** PP 2015-06 Consideration of a request from OCH Development for a Preliminary Plat for Iron Horse Commons Addition on 18.284 acres located in the 6400 and 6500 blocks of Iron Horse Boulevard.

**PRESENTER:** Clayton Comstock, Planning Manager

**SUMMARY:**

OCH Development is requesting approval of a Preliminary Plat for the first two of three phases of Iron Horse Commons located on 18-acres within the Iron Horse Transit Oriented Development (TOD) District’s “General Mixed Use” Character Zone. The site is located at the northwest and northeast corners of Iron Horse Boulevard and Browning Drive.

**GENERAL DESCRIPTION:**

The Iron Horse Commons development is divided into three phases, two of which are covered by this Preliminary Plat. The Preliminary Plat was previously approved by the Planning & Zoning Commission on March 17, 2016; however City Council subsequently denied the Special Development Plan (SDP) request for which the Preliminary Plat was based. The SDP has been revised to accommodate City Council’s concerns and this new plat removes Phase 3 from consideration. The applicant specializes in single-family residential development, so the new Phase 3 plan for mixed use and multi-family would likely be a later phase or one that they sell. The following table summarizes the development data by each phase.

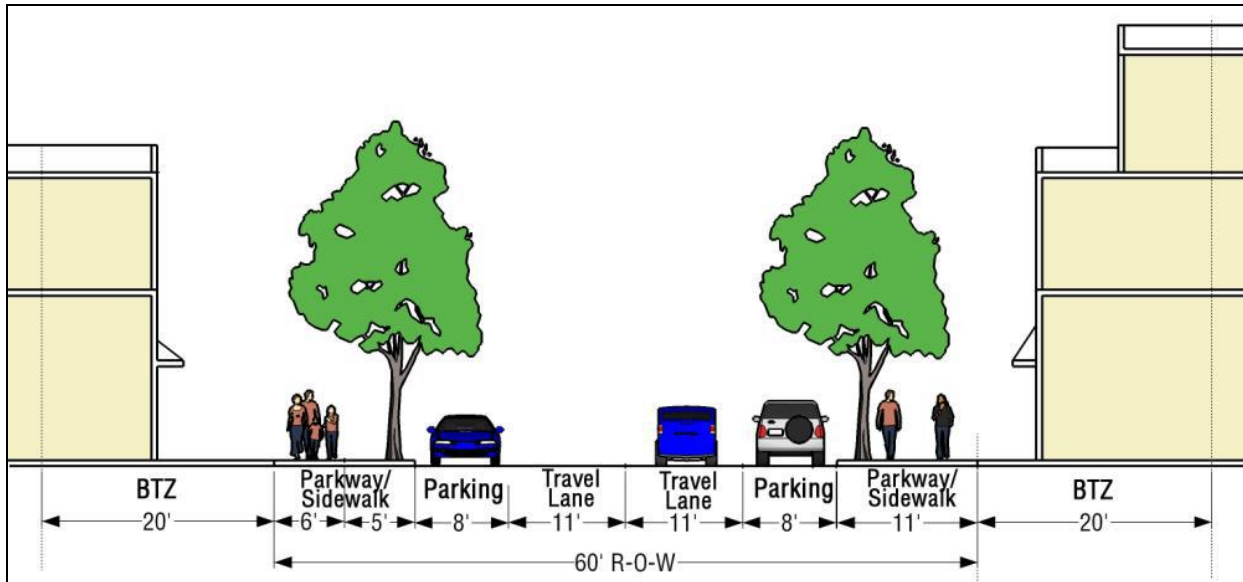
	Total	Phase 1	Phase 2
Gross Area (acres)	<b>18.284 acres</b>	8.305	9.979
#/ Single Family Detached Units	<b>21 units</b>	0	21
#/ Townhome Units	<b>193 units</b>	70	50*
#/ Live/Work Units	<b>15 units</b>	15	0
Total Residential Units	<b>156 units</b>	<b>85</b>	<b>71</b>
Residential Density	<b>8.53 du/ac</b>	10.23 du/ac	7.11 du/ac
#/ Open Space Lots	<b>18 Lots</b>	5	13
Open Space Area (acres)	<b>2.6 acres</b>	1.0	1.6
% / Open Space	<b>14.22%</b>	13%	16%

\* The applicant has requested zoning allowance for up to 27 30'x95' lots on the interior of Phase 2 to be "Texas Townhomes," or 25-foot wide detached single family residences on 30-foot wide lots.

**PLAT STATUS:** Proposed Phase 1 (northwest corner of Browning & Iron Horse) is currently platted as Lot 2A, Block 2, Industrial Park Addition. Phase 2 at the northeast corner is unplatted and described tracts within the Edmund King Survey, Abstract No. 892.

**THOROUGHFARE PLAN:** The subdivision will be connected to multiple streets, including Browning, Eagle Crest, and Iron Horse. The following table summarizes the requirements of each.

Street	Classification	Existing ROW Width	Design
Browning Drive	TOD General Street (See cross section below)	60 feet	6-foot sidewalk, 5-foot parkway with street trees and decorative streetlights; on-street parallel parking except between Iron Horse Boulevard and the railroad.
Eagle Crest Drive	R2U Local Street	60 feet	Not a TOD Street; Currently built to design; min. 4-foot sidewalk required
Iron Horse Boulevard	TOD Boulevard	80 feet	Up to an additional 32 feet ROW dedication provided to accommodate on-street parking. 6-foot sidewalk (min.), 6-foot parkway with street trees and streetlights.



The developer will be dedicating right-of-way for Iron Horse Boulevard and adding on-street parking and "bump-outs" to define the travel lanes. The style of on-street parking (angled or parallel) will be determined by a more detailed plan for the Iron Horse Boulevard Corridor coordinated by the City in the next few months.



Internal street classifications were borrowed from the Town Center Zoning District and the Special Development Plan for the project allows further flexibility to widen the RD-50-27 to a 29-foot paved street. A 2014 revision to the TOD Code allowed developers greater flexibility in choosing from either the TOD street sections or the Town Center Zoning District street sections.

**ROUGH PROPORTIONALITY DETERMINATION:** The developer will be responsible for 100% of all paving, water, sanitary sewer, and drainage infrastructure needed to support the development in accordance with the City’s design criteria. This includes streets, sidewalks, street trees, streetlights, etc. that are consistent with the Transit Oriented Development Zoning District.

**COMPREHENSIVE PLAN & CURRENT ZONING:** This area is designated on the Comprehensive Land Use Plan and is currently zoned as “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.

The Character Zone (i.e. subzone) that the land is located is the “General Mixed Use” Character Zone which permits single-family townhomes, single-family detached homes and live/work units by right.

**SPECIAL DEVELOPMENT PLAN:** A Special Development Plan was recommended for approval by the Planning & Zoning Commission on May 5, 2016 and is scheduled to be considered by City Council on May 16, 2016. The Preliminary Plat is consistent with the TOD Zoning District standards if the Special Development Plan is approved by City Council on May 16, 2016.

**SURROUNDING ZONING | LAND USE:**

- North:** I-2 Industrial | Transit Oriented Development
- West:** I-2 Industrial | Transit Oriented Development
- South:** R-7-MF & TOD | Transit Oriented Development
- East:** I-2 Industrial | Transit Oriented Development

**RECOMMENDATION:**

To approve PP 2015-06.