



## PLANNING AND ZONING COMMISSION MEMORANDUM

**FROM:** Planning & Zoning Department      **DATE:** May 21, 2020

**SUBJECT:** SDP 2020-01 Public hearing and consideration of a request from Jackson Walker LLP for a revised special development plan for Spanos Iron Horse in the 6300-6400 blocks of Iron Horse Boulevard, being 9.08 acres described as Tracts 2A1C1, 2K1, 2L, 2L1, and 3A2, Telitha Akers Survey, Abstract 19, and Tract 1B3J1A, Edmund King Survey, Abstract 892.

**PRESENTER:** Clayton Comstock, Planning Director

### **SUMMARY:**

On behalf of IHB Development Company LP, Jackson Walker LLP is requesting approval of a revised special development plan (SDP) in the Iron Horse Transit Oriented Development (TOD) district. The applicant proposes to modify the requirements for structured parking for the project. The property is located on the north side of Iron Horse Boulevard immediately adjacent to the Iron Horse TEXRail station platform and commuter parking lot.

### **GENERAL DESCRIPTION:**

This is the fourth special development plan request for this property since 2015. Prior requests were approved in 2015, 2017, and 2018. Each request has generally featured the same TOD waivers and building layouts, with differences substantial enough to warrant additional City Council approvals. The latest and current SDP was approved February 26, 2018 (Ordinance 3500).

The conceptual site plan associated with this proposal (attached) shows 291 multi-family residential units and 11,036 square feet of dedicated commercial ground-floor uses. Twenty-four (24) of the ground-floor residential units, or approximately 28,000 square feet, would also be built as flex commercial space, where uses may transition from residential to commercial as the market dictates.

The project is located within both the High Intensity Mixed Use Character Zone and the TOD Core Character Zone of the Iron Horse Transit Oriented Development district. The High Intensity Mixed Use Character Zone is intended for large-scale commercial uses and supporting retail, restaurant, and residential uses. The TOD Core Character Zone is the area that has the most development impact due to the location of the transit station.

The applicant proposes to modify the structured parking requirements for the project. In the TOD Core subzone, 80% of all required parking spaces must be located in a parking structure. The current SDP, approved in 2018, modified this standard to require that 50% of all required parking spaces be located in a parking structure. The proposed revision would reduce the requirement to 19% of all required parking spaces. A letter from the applicant describing this request is attached.

This newest SDP proposal also makes the following revisions to the previously approved SDP Development Standards:

1. *Parking.* Parking would adhere to the parking ratio standards of the Transit Oriented Development district. At right is a parking summary table that outlines how this proposal will meet TOD parking requirements. Previous SDPs have been approved for parking ratio reductions.
2. *Streetscaping.* Prior approvals allowed for streetscaping elements such as on-street parking, street trees, street lights, and sidewalks to be located within access easements rather than the preferred method of constructing those improvements within public right-of-way. This application proposes to remove that allowance and maintain those features within public right-of-way.

PARKING SUMMARY			
<b>REQUIRED PARKING RATIOS</b>			
USE	RATIO	UNITS/AREA	PARKING
RESIDENTIAL	1.5 per UNIT	267 UNITS	401
FLEX COMMERCIAL	1 per 250 sf	28,000 sf	112
RETAIL	1 per 250 sf	11,036 sf	45
CLUBHOUSE	1 per 250 sf	9,714 sf	39
<b>TOTAL REQUIRED PARKING</b>			<b>597</b>
<b>PROVIDED PARKING COUNTS</b>			
STANDARD PARKING:		413 SPACES (12 ADA)	
GARAGE PARKING:		79 SPACES (1 ADA)	
TANDEM PARKING:		55 SPACES	
STREET PARKING:		92 SPACES	
<b>TOTAL PARKING PROVIDED:</b>		<b>639 SPACES</b>	
RESIDENTIAL:		524 SPACES	
RETAIL:		45 SPACES	
CLUBHOUSE:		39 SPACES	
ACCESSIBLE (2% OF TOTAL):		(13 SPACES)	



PROPOSED CONCEPTUAL SITE PLAN



The concept plan shown on the attached exhibits is relatively consistent with previous concept plans approved for the site. Five four-story buildings line the western edge of Iron Horse Boulevard with surface parking fields between the buildings and the railroad right-of-way. Angle-in on-street parking would be appended to Iron Horse Boulevard along the project frontage in keeping with the TOD design standards. The primary difference with this proposed application is the single-story clubhouse building at the southwest corner of Boulder Drive and Iron Horse Boulevard. All previous applications featured a four-story building at that location.

The concept plan submitted for Commission and Council review meets the submittal requirements for a Concept Plan in the TOD Code. Further approval of engineering plans and a site plan by the Development Review Committee will be required, as well as a final plat for the property.

**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 revised 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.



**CITY COUNCIL:** The City Council will consider this request at the June 8, 2020, meeting following a recommendation by the Planning and Zoning Commission.

**RECOMMENDATION:**

Approve SDP 2020-01.