



## CITY COUNCIL MEMORANDUM

**FROM:** The Office of the City Manager   **DATE:** February 26, 2018

**SUBJECT:** SDP 2018-02, Ordinance No. 3500, Public hearing and consideration of a request from The Wolff Company for a revised Special Development Plan for Iron Horse Village in the 6300-6400 block of Iron Horse Boulevard, being 9.068 acres in the Telitha Akers Survey, Abstract 19, and Edmund King Survey, Abstract 29.

**PRESENTER:** Clayton Comstock, Planning Manager

### **SUMMARY:**

The Wolff Company is requesting approval of an updated Special Development Plan (SDP) for the Iron Horse Village project. This is a request to revise the project layout exhibit previously approved by City Council on May 8, 2017 (Ordinance No. 3460). The site is located immediately adjacent to the Iron Horse TEXRail station platform and commuter parking lot.

### **GENERAL DESCRIPTION:**

After receiving approvals in 2017, the property went under contract with a prospective new owner. The new owner proposes to make minor changes to the layout of buildings, open spaces, and locations of commercial space of the Iron Horse Village project.

This request would update the Special Development Plan exhibits for the property (Exhibit B of Ordinance 3460). Very little change is proposed to the approved land use and development regulations (Exhibit C of Ordinance 3460).

The charts on the following pages summarize the differences per phase between the approved 2017 plan and the proposed 2018 plan.

**Figure 1: Phase 1 Comparison**

	<b>Phase 1 2017 Plan</b>	<b>Phase 1 2018 Plan</b>
Units Not Including Flex	327	324
Total Flex SF	28,000	28,000
Flex Units (Assumption)	25	25
<b>Total Units</b>	<b>352</b>	<b>349</b>
<b>Commercial SF</b>	<b>11,000</b>	<b>11,000</b>
Leasing & Amenity SF	5,000	7,000
Open Space	16% (1.49 AC)	18% (1.73 AC)
<b>Parking</b>		
Tuck-Under Garages	25	49
Structured Parking Spaces	0	0
Surface Parking (On-site)	441	458
Total On-Site Parking	466	507
Percent Garage Parking On-site	5.4%	9.7%
On-site spaces per unit (incl Flex)	1.32	1.45
On-Street Parking	64	77
Designated Commercial Spaces	0	36
<b>Total Parking - Phase 1</b>	<b>530</b>	<b>620</b>

**Figure 2: Phase 2 Comparison**

	<b>Phase 2 2017 Plan</b>	<b>Phase 2 2018 Plan</b>
Units Not Including Flex	96	88
Total Flex SF	0	0
Flex Units (Assumption)	0	0
Total Units	96	88
Commercial SF	0	0
Leasing & Amenity SF	0	0
Open Space	12% (1.12 AC)	18% (1.73 AC)
<b>Parking</b>		
Tuck-Under Garages	0	0
Structured Parking Spaces Added	395	354
Surface Park (On-site) Deleted	-226	-104
Total On-Site Parking Added	169	250
On-Street Parking	0	-3
<b>Total Parking Added - Phase 2</b>	<b>169</b>	<b>247</b>

**Figure 3: Project Buildout Comparison**

	<b>TOTAL 2017 Plan</b>	<b>TOTAL 2018 Plan</b>
Units Not Including Flex	423	412
Total Flex SF	28,000	28,000
Flex Units (Assumption)	25	25
Total Units	448	437
Commercial SF	11,000	11,000
Leasing & Amenity SF	5,000	7,000
Open Space	12% (1.12 AC)	18% (1.73 AC)
<b>Parking</b>		
Tuck-Under Garages	25	49
Structured Parking Spaces	395	354
Surface Parking (On-site)	215	354
Total On-Site Parking	635	757
Percent Garage Parking On-site	66%	53%
On-site spaces per unit (incl Flex)	1.42	1.73
On-Street Parking	64	74
Designated Commercial Spaces	0	36
Total Parking - Combined	699	867

In summary, the proposed Phase 1 Plan decreases the number of residential units slightly and increases the open space and available parking for the project while maintaining the same square footage of dedicated commercial and commercial-ready “flex” space. At buildout of the proposed 2018 plan, the number of residential units increases by a smaller amount than the 2017 plan and increases the number of parking spaces by a larger amount than the 2017 plan.

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.

**PUBLIC INPUT:** Following posting of the zoning change signs on the subject property and mailing of the public hearing notice, the Planning & Zoning Department received two emails of opposition regarding the proposal. The emails are included in the Public Input attachment. The land area of opposition does not equal 20% of the 200-foot notification area and therefore does not constitute a three-fourths vote of City Council to approve.



**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.

**SPECIAL DEVELOPMENT PLAN:** This is considered an update to the existing Special Development Plan exhibits of Ordinance 3460. 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 February 15, 2018, meeting and voted 5-0 to recommend approval.

**RECOMMENDATION:**

Approve Ordinance No. 3500.