

From: Sally Canto
To: [Planning](#)
Cc: [Tony Swartz](#)
Subject: Case: SDP 2018-02
Date: Tuesday, February 6, 2018 2:35:20 PM

(Dictated by Tony Swartz)

Further to my conversation with John Chapman, we are not in favor of any more apartments at this location. We are the owners of Oxford at Iron Horse and have been told many times over the years that the City was planning on that site solely for commercial and retail and no multifamily. We strongly object to any multifamily on this property.

Please feel free to contact us with any questions.

Yours truly,
Tony Swartz

Sally Canto
Oxford Enterprises, Inc.
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214-754-0577
214-890-1518 fax

From: [REDACTED]
To: [Clayton Comstock](#); [REDACTED]
Cc: [Planning](#); [Craig Hulse](#)
Subject: RE: Opposition to SDP 2018-02
Date: Monday, February 12, 2018 6:55:02 PM
Attachments: [image005.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)
[image018.png](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)

Thanks Clayton,

As our letter states, we were under the impression that this property would be developed at a later time when rents were higher and demand for commercial space was present, this seems appropriate given the vision of the High Intensity Mixed-Use and TOD Core Zoning visions. SDP 2018-02 does very little to address either High Intensity Mixed-Use or TOD Core zoning requirements, in fact it appears to be a step backwards from what was already previously approved. As we mention in our opposition letter, the city would be “locking-in” prematurely, essentially assuring minimal commercial space and no structured parking. We’re urging patience to allow the station to develop more naturally with lower density projects first and allow them to absorb at today’s market rents, once they are absorbed it will allow this project to move forward at the higher rents it requires and create demand for the commercial space. Prematurely agreeing to SDP 2018-02 may not have the intended economic outcome the city desires. We hope the city will take the opposition letters it has received seriously and not be so dismissive of the market concerns that are clearly present.

Regards,



Chris Harden

Managing Partner
Direct: 972 746 0725

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From: Clayton Comstock [REDACTED]
Sent: Monday, February 12, 2018 5:40 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Opposition to SDP 2018-02

Good afternoon, Ryan & Chris –

Your opposition will be recorded and forwarded to the Planning & Zoning Commission and City Council for their review and consideration. In the Development Review Committee's review of this application, we found that the proposed plan has very few differences to the plan already entitled on the property. Both plans have 11,000 square feet of dedicated commercial, 28,000 square feet of commercial-ready space, unit counts in the mid-300s in a Phase 1. In each case, a limited number of additional units is tied to a Phase 2 structured parking garage (96 units in the current plan, 88 units in the proposed plan). The other changes that DRC saw as positives:

1. Angle-in on-street parking along Iron Horse Boulevard helps future conversion of first-floor flex space. Only parallel parking was provided with the previous plan.
2. More thought and design was placed into the building placement, making a grander entry statement into the Iron Horse Station area and considering the topography. The centralization of the leasing & amenity center on a terraced space because of the topography will create value in the project.
3. Flanking the Iron Horse Station entry with the 7,000 square foot leasing office on one side and dedicated 11,000 square feet of commercial space on the other side.

Thank you again for your input and take care,

Clayton

Clayton Comstock, AICP
Planning Manager
City of North Richland Hills
(817)427-6301

From: [REDACTED]
Sent: Monday, February 12, 2018 5:13 PM
To: Planning [REDACTED]
Subject: Opposition to SDP 2018-02
Importance: High

We are writing to express our opposition to SDP 2018-02 as the contract buyers of approximately 9.5 acres of land at the southwest corner of Browning Drive and Iron Horse Blvd within the Iron Horse station TOD overlay district. We are purchasing the land from its owner Beaten Path

Development (aka Our Country Homes) and we were recently approved for a Special Development Plan (SDP 2017-05). We spent several months working with City staff to upgrade our site plan and amenity package to achieve a market driven project supported with today's rents for Class-A multifamily in the submarket. We did so with the understanding that the other potential multifamily tracts within the station area had zoning that would require higher rents to achieve the desired development per their existing zoning classifications. As such, we moved forward with our zoning hearing and subsequently have been moving forward with our development plans. However, we are concerned about the requests in SDP 2018-02 for the following reasons:

1. If the city abandons its vision of the High Intensity / Core TOD zoning at the station area and allows lower density multifamily with subsidized commercial space, it will make it much more difficult to obtain financing for our project as it will introduce new competition at the same time competing for the same top of the market rents that make our project feasible.
2. We think it is imprudent to allow a change to the existing plan as it will only "lock-in" low density multifamily development with limited commercial at the station area in a zone classified as High Intensity / TOD Core. This is the area most suitable for commercial demand as it will have the highest volume of traffic.
3. Our understanding of the High Intensity and Core TOD zoning classifications led us to believe that this property would not be developed until market rents were high enough to support higher density residential development with structured parking and commercial space. We were under the impression that the city would be patient and allow the lower density tracts to develop and absorb at today's market rents, holding back the station area development sites for a higher density project that would require higher market rents. If this plan moves forward there will be over 655 units being delivered around the same time frame competing for the same top of the market rents. This will hurt the city as both projects will need to lower rents in order to compete for tenants and lease up. This is not an economically healthy situation.
4. We believed, that when the rest of the station area built out, this property would be suitable for commercial uses and higher density multifamily with structured parking due to its proximity to the station area.
5. Contrary to what is being presented, it will not be financial feasible to densify the proposed site plan with structured parking in the future. It will never make financial sense to add structured parking with an increase of only 88 multifamily units.
6. We contend that the best approach for the city to take is to allow the general mixed-use areas to develop now with projects that are supported by today's rents rather than abandon the High Intensity and TOD Core vision for the station area. As our project comes online with Our Country Homes and CB Jeni's single family projects, the station area becomes much more supportive of commercial space. As such, we believe it is premature for the city to allow this change in zoning at this time.

Thank you for your consideration. We hope that patience will prevail in this case and that we can continue to proceed with our project as planned. An approval of SDP 2018-02 will require us to reconsider our project.

Respectfully submitted,



Ryan Harden
President

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Mobile: 214 642 3837

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