



CITY COUNCIL MEMORANDUM

FROM: The Office of the City Manager **DATE:** January 22, 2018

SUBJECT: SDP 2017-05, Ordinance No. 3497, Public Hearing and consideration of a request from Right Quest, LLC, for a special development plan at the southeast corner of Iron Horse Boulevard and Browning Drive, being 9.55 acres described as Tract 1B3, Edmund King Survey, Abstract 892.

PRESENTER: Clayton Comstock, Planning Manager

SUMMARY:

On behalf of Beaten Path Development, Right Quest, LLC, is requesting approval of a Special Development Plan (SDP) in the Iron Horse Transit Oriented Development (TOD) District. The applicant proposes to construct a project that includes 328 apartment dwelling units in a Phase 1 development and 4,000 square feet of dedicated commercial space in a Phase 2. Approximately 26,000 square feet would be built as “commercial-ready” or “flex” space on the first floor along Iron Horse Boulevard. This flex space may be occupied by residential or commercial uses depending on market needs in the area. The property is located at the southeast corner of Iron Horse Boulevard and Browning Drive.

GENERAL DESCRIPTION:

The property under consideration was originally part of the Special Development Plan for Iron Horse Commons, which was approved by City Council on May 16, 2016 (Ordinance No. 3410). The proposed SDP is a new project for the property at the southeast corner of Iron Horse Boulevard and Browning Drive. The remaining tracts in Iron Horse Commons would not be affected.

The project is located within the “General Mixed Use” character zone of the Iron Horse TOD district. This subzone is generally outside the immediate influence of the transit station, and is intended to permit a wide range of uses that includes retail, office, residential, and industrial activities. The table below provides a summary of the proposed development, which is planned for construction in two phases.

DEVELOPMENT SUMMARY		
	Phase 1	Phase 2
Project Area	9.55 acres	
Total units	32 flex units + 296 dedicated <u>residential units</u> 328 total units	-
Residential density	34.35 units/acre	-
Commercial	26,000 SF (flex)	4,000 SF (dedicated)
Parking - residential	492 spaces	-
Parking - commercial	-	16 spaces
Parking - total	492 spaces	508 spaces

A complete concept plan of the project is attached. The project includes four buildings, with portions of the buildings fronting Iron Horse Boulevard, Browning Drive, and Hilltop Drive. All buildings are four stories in height, with a portion of one building fronting Browning and Hilltop being three stories in height. The primary entrance to the property is from Iron Horse Boulevard, with secondary access provided on Browning Drive and Hilltop Drive. Parking is provided by angled on-street spaces on Iron Horse Boulevard and parallel on-street parking spaces on Browning Drive and Hilltop Drive. If approved, off-street surface parking lots will be located internally to the development and will likely feature carports as the site plan continues to develop.

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 to discuss the project. The applicant is requesting several waivers to the TOD code standards, and a summary of those standards is detailed below.

Mixed-use criteria.

REQUIRED: Commercial uses are required within 200 feet of Iron Horse Boulevard, Browning Drive, and Hilltop Drive. At least 15% of the first floor building area must be used for retail, restaurant, or office uses. A maximum of 60% of the first floor area may be used for residential uses.

PROPOSED: In Phase 1, the applicant would provide 100% residential use. In Phase 2, the applicant proposes to provide 13% dedicated-commercial use in the Iron Horse Blvd frontage. The other 87% of the Iron Horse Blvd buildings would be residential use. This excludes the area for residential-only buildings on the Browning Drive & Hilltop Drive frontage.

Building height. The “General Mixed Use” subzone limits the heights of buildings to three stories. The proposed project consists of three separate four-story buildings fronting Iron Horse Boulevard and internal to the site. The fourth

building fronting Browning Drive and Hilltop Drive include both a four-story and three-story portion.

Parking. The proposed project requires 568 parking spaces if the 26,000 square feet of commercial-ready “flex” spaces were fully occupied by commercial uses. The applicant is proposing 508 parking spaces to accommodate the requested use of the first-floor space for residential uses. This results in a shortage of 60 parking spaces for the project.

On-street parking. The regulating plan for the Iron Horse station area designates the street type of Iron Horse Boulevard as both a *TOD Boulevard* and *Commercial Avenue*. This split in designation corresponds to a quarter-mile walking distance from the transit station, which separates a high intensity mixed-use area from the general mixed use area. The design standards for each street type are different, as described below. The applicant is requesting that the *Commercial Avenue* standard for Iron Horse Boulevard apply up to the intersection with Browning Drive to accommodate proposed commercial space on the northern portion of the street and maintain a consistent streetscape design for the project.

STREET TYPE	RIGHT-OF-WAY WIDTH	NUMBER OF LANES	LANE WIDTHS	ON-STREET PARKING	SIDEWALK WIDTH	CROSS WALKS	PARKWAY TREE WELL
Commercial Avenue	80 feet 6-foot sidewalk easement	4 lanes	11 feet	Yes, both sides. Angled or parallel.	6 feet	Intersections and one mid-block	Tree wells 6 ft x 6 ft
TOD Boulevard	80 feet 6-foot sidewalk easement	4 plus turn lanes	11 feet	No	6 feet	Intersections	Parkway 6 feet wide

Centralized civic/open spaces. The regulating plan for the Iron Horse station area recommends a new centralized civic/open space area at the southwest corner of Hilltop Drive and Browning Drive. The proposed concept plan does not include this open space area. The applicant is requesting to utilize smaller open space areas distributed throughout the project in lieu of providing the larger open space. This waiver was previously approved by Council by Ordinance No. 3410 on May 16, 2016.

Landscaping for private property. As has been the case with previous Special Development Plan applications, a reduction to the required parking lot landscaping is being requested as part of this application. As written, the TOD Code would require a considerable amount of parking lot landscape islands and trees. Due to the limited land area and need for a specific number of parking spaces, meeting the parking lot landscaping requirements was not feasible for this site. Additionally, future success of the station and surrounding transit-oriented development may require future investment in structured parking, at which time parking lot landscaping would be removed.



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 January 4, 2018, meeting and voted 6-0-1 to recommend approval.

RECOMMENDATION:

Approve Ordinance No. 3497.