

**Excerpt from Approved Minutes  
Planning & Zoning Commission  
Meeting of May 7, 2015**

Consider A **Major Alternate Standard Plan** For Development Standards Different From Those Of Article 20 Transit Center For An Approximately 4-Acre Tract Located At The Northwest Corner Of Broadway Street And College Avenue And Currently Zoned For The (TC) Transit Center District, Urban Core Sub-District. **Case No. 05-15MD1 Carrollton Crossing (Maj. Alt. Standard)**/Realty Capital Management, LLC. Case Coordinator: Christopher Barton.

Barton presented the case noting that the proposed project would be a multi-family multi-story residential development. He explained that the staff recommendation of denial was because although many of the requests for alternates would be considered minor, accrual of them crosses the boundary into major and because staff felt that the proposal might not be the highest and best use for the property.

Richard Meyers, Realty Capital Management, 909 Lake Caroline Parkway, Irving, representing the applicant, began the presentation with background about the company and provided photos/renderings of recent projects in the Metroplex. He stated the project plan in Carrollton calls for 44 units per acres which would be quite dense. The site was appealing because it was within walking distance to Downtown Carrollton and was quite close to the DART station. He proposed strong improvements to College Avenue and Broadway Street with parking on both streets. Parking was provided with individual garages and surface parking in the courtyard with 1.17 parking spaces per unit which was within the Code requirement of 1.25. He stated they also proposed approximately 100 parking spaces on Broadway and College that could be used by the residents as well as the public and was not counted in the 1.17 ratio. He provided a rendering of the units facing Broadway noting that there would be some four-story product. He stated they were very keen on including commercial space on the first floor but the required 14 foot ceiling height was too much because the spaces would only be 35 or 40 feet deep and added that 12 feet ceilings were sufficient for restaurateurs. He felt that the rent amounts would not justify structured parking. He added that if they were able to fund a parking garage, they would want to have more units.

Kiser suggested the four story units should be along College and Broadway rather than the interstate to get the feeling of the City and Mr. Meyers stated they would be open to moving the buildings as suggested. Nesbit referred to the vision of the City and felt the proposal did not quite meet the vision the City had for the site. Stotz stated that the City put a lot of effort into developing specific standards for the Transit area and felt it was important that the project meet those standards. Romo voiced his agreement with previous comments about the standards. Nesbit asked about the number of proposed garages and Mr. Meyers advised the plan proposed 44 garages. He suggested the possibility of a continuance to the next meeting to allow them to revise the plan to address the comments by the Commission.

\* *Kiser moved to continue Case No. 05-15MD1 Carrollton Crossing (Maj. Alt. Standard) to the June 4, 2015 meeting for redesign and further review of the product; second by Nesbit and the motion was approved with a unanimous 8-0 vote.*

**Excerpt from Draft Minutes  
Planning & Zoning Commission  
Meeting of June 4, 2015**

Consider A **Major Alternate Standard Plan** For Development Standards Different From Those Of Article 20 Transit Center For An Approximately 4-Acre Tract Located At The Northwest Corner Of Broadway Street And College Avenue And Currently Zoned For The (TC) Transit Center District, Urban Core Sub-District. **Case No. 05-15MD1 Carrollton Crossing (Maj. Alt. Standard)**/Realty Capital Management, LLC. Case Coordinator: Christopher Barton.

Barton stated the case was originally heard in May with a full presentation and continued to June. He advised that while the staff recommendation of denial had not changed as a matter of policy, staff agrees that the revisions and redesign of the project was a major improvement and had attempted to address the concerns of the Commission.

Richard Meyers, 909 Lake Canyon Parkway, Irving, Realty Capital Management, reviewed the suggested changes noting the revised plan provides for approximately 208 units. With regard to parking he stated that if public parking spaces were counted, they would be at 1.5 spaces per residence. With regard to brick color, he stated they proposed to double the amount of red brick and reduce the amount of brown brick. He stated they were comfortable with having one four-story building and one three-story building and the square footage of the structure increased. He requested a minimum number of units of 190 but expected there would be more. He stated that the greatest amenity they could have was retail space; restaurants and cafés in particular. The entire Broadway frontage would be retail friendly. He stated the angled parking on Broadway and the parallel parking across Broadway along the railroad tracks was critical to the viability of future retail space. He stated that although the walk-ability of the area was in a state of flux at this point, he felt the design contributes to the pedestrian friendly goals. The unit mix would be 70-75% one-bedroom units. With regard to the feasibility of a parking garage, he stated the rent would need to be approximately \$1.75 per square foot. The proposed plan provides for 44 private garage spaces which were often more desired than an open garage. In response to Averett, Mr. Meyers advised that the reduced amount of square footage per unit was based on the higher mix of one-bedroom units.

- \* ***Daniel-Nix moved approval of Case No. 05-15MD1 Carrollton Crossing (Maj. Alt. Standard) with staff stipulations; second by Romo.***

Chair McAninch asked if the applicant read and understood the staff stipulations and Mr. Meyers replied affirmatively. She voiced continued concerns about the lack of the parking garage, and the lack of meeting the standards for the Transit Center District. She suggested patience in order to get what Carrollton wants at the site because of the adjacency to the DART station. Stotz echoed her comments and felt it was too early in the development of the area to cast aside the standards set. Averett noted that not only was it in the Transit Center District, it was also in the Urban Core Sub-district. He voiced appreciation for the additional work by the developer and were it in a different location, he would likely be in favor, but was not in this case.

- \* ***The motion failed with a vote of 4-4, Kraus, Nesbit, Daniel-Nix and Romo in favor and McAninch, Stotz, Averett and Chadwick opposed (Kiser absent).***