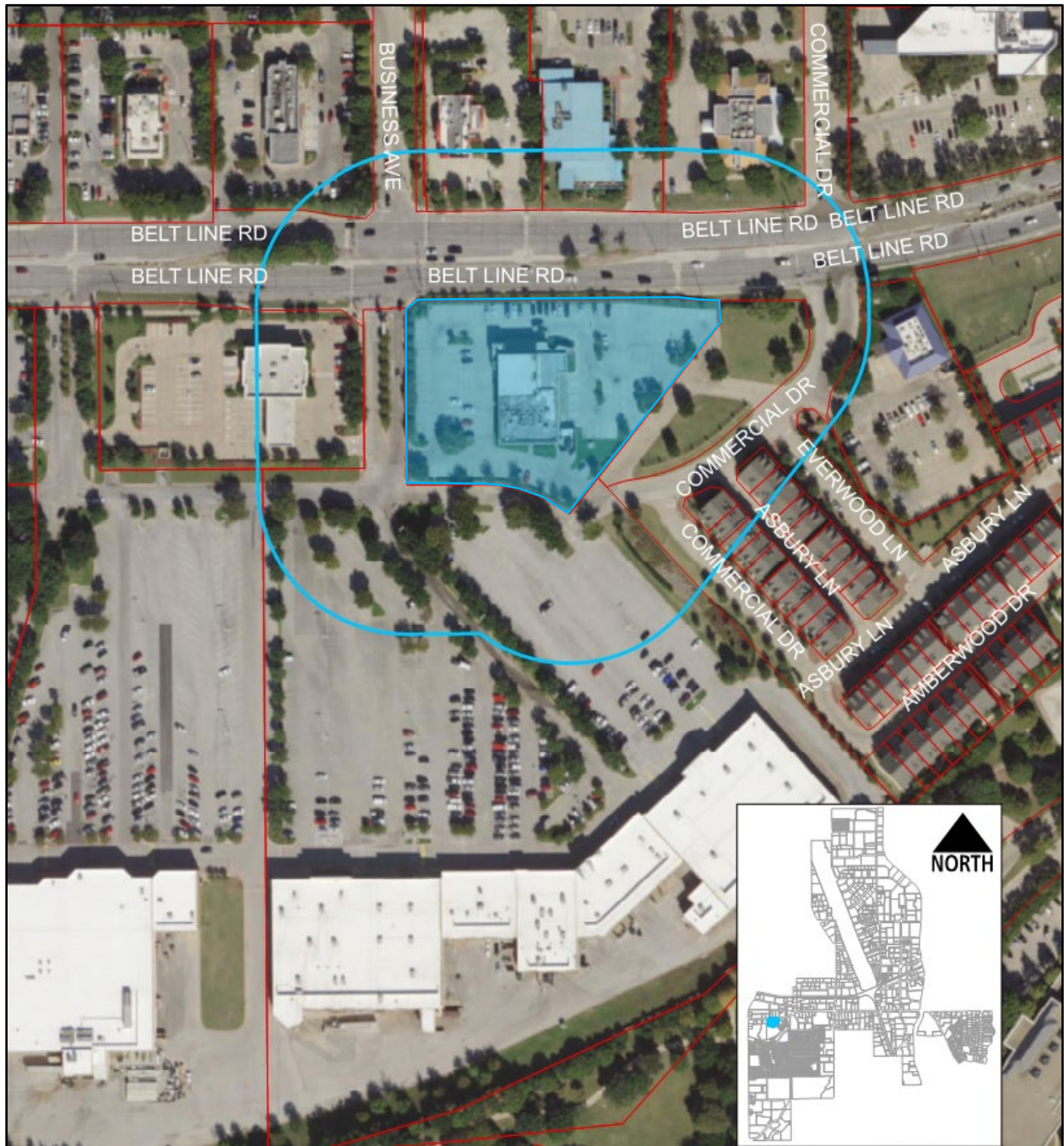


1796-Z

PUBLIC HEARING Case 1796-Z/3820 Belt Line Road. Public hearing, discussion, and take action on a recommendation regarding an ordinance changing the zoning on property located at 3820 Belt Line Road, which property is currently zoned Planned Development (PD) through Ordinance 093-018, as amended by Ordinance O15-030, by approving a new PD district.

LOCATION MAP



**INFRASTRUCTURE &
DEVELOPMENT SERVICES**

16801 Westgrove Drive
Addison, TX 75001

P.O. Box 9010
Addison, TX 75001

phone: 972.450.2880
fax: 972.450.2837

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May 16, 2019

STAFF REPORT

RE: Case 1796-Z/3820 Belt Line Road

LOCATION: 3820 Belt Line Road

REQUEST: Approval of an ordinance changing the zoning from Planned Development (PD) district, through Ordinance O93-018, as amended by Ordinance O15-030, to a new PD district in order to permit development of a new two-building retail center with two drive-throughs

APPLICANT: Gregg Lisciotti, Addison Retail LLC

DISCUSSION:

Background: This 2.034-acre property is part of a Planned Development (PD) district through Ordinance O93-018, as amended by Ordinance O15-030. This is a large PD that applies to several properties including Addison Town Center. The property currently contains a one-story restaurant building, previously occupied by Humperdinks Restaurant and Brewpub. The building has been vacant since May 2017.

Addison Retail LLC recently purchased the property with the intent to develop a retail center. Given the existing site is governed by the previously approved development plans, such action requires a rezoning.

In 2006, the Town established the Belt Line District, calling all properties along the Belt Line Road corridor to follow the envisioned standards as they redevelop in order to accommodate more density and provide for a more pedestrian friendly experience. The intent of this zoning district is:

1. To provide a comfortable and attractive environment for pedestrians which includes such things as buildings framing public space, street trees, lighting and awnings that will attract pedestrians.
2. To construct buildings close to the sidewalk and street.

3. To construct continuous building frontage along block faces except where it is desirable to provide for pedestrian and auto pass-throughs to parking at mid-block.
4. To provide shared parking both on-street and in the center of blocks that will benefit the entire district.
5. To contribute to the definition and use of public parks and plazas.
6. To design and build nonresidential buildings to accommodate a range of uses over time without the need to destroy older buildings and rebuild them for each successive use.
7. To design streets and buildings that will contribute to creating a safe environment.
8. To encourage redevelopment on a block-by-block basis.

Since the Town adopted the Belt Line District, only the Asbury Circle townhome neighborhood, located just east of this site, has been zoned to the Belt Line District. The Belt Line District also served as the foundation for the Addison Grove Planned Development district with several additional requirements.

Proposed Plan: The applicant is proposing to develop a new two-building, surface-parked, retail center, with two drive-throughs along the eastern portion of the property. The main retail building is proposed at 12,352 square feet, of which 1,631 square feet would be a restaurant space with a drive-through. The second building on the site is proposed as a stand-alone, 1,447-square-foot, restaurant, with a drive-through.

A new Planned Development district is being proposed based, in part, on the Belt Line District standards as well as the streetscape standards established in the Master Transportation Plan (MTP). The remainder of this report will note how the proposed development does and does not follow these requirements.

Land Uses: Under the Belt Line District retail and commercial uses are permitted as-of-right and are required to be constructed to a depth of 50 feet. Restaurant uses are permitted through a Special Use Permit (SUP). It is noted that uses that are not explicitly authorized, are prohibited. The applicant is proposing retail and commercial uses, to be constructed at a depth of just over 81 feet, this meets the requirements of the Belt Line District. However, the applicant is also proposing two restaurants with drive-throughs. **This does not meet the requirements of the Belt Line District as drive-throughs are not explicitly authorized and are therefore prohibited. The applicant is asking for consideration to allow the two drive-throughs.**

Block Face:

Block Length: The Belt Line District standards call for a block face minimum of 200 feet and maximum of 600 feet. The proposed plans show the main building face as 149.4 feet and the standalone restaurant building face as 27 feet. **This does not meet the**

requirements of the Belt Line District. The applicant is asking to count the property in its entirety as one full block, measuring approximately 420 feet.

Building Setback: The Belt Line District identifies Belt Line Road as street type A-1, which has a required built-to line of 94 feet. The submitted site plan shows a 94-foot building setback.

Building Height: The Belt Line District standards require a minimum height of 2 stories and a maximum height of 4 stories, for this particular subdistrict. The submitted façade plans show the main building ranging from 27 feet to 32 feet in height, and the stand-alone restaurant building ranging from 23 feet to 25 feet in height. While the buildings are not proposed as having 2 floors, the proposed heights closely resemble that of a 2-story building, and the interior first floor space is proposed with double height ceilings.

Streets: The Belt Line District standards require conformity with the Master Transportation Plan and show street type A-1 to have a 14-foot sidewalk directly in front of the front building façade, an 18-foot row of parking, a 24-foot drive aisle another 18-foot row of parking, then a 4-foot landscape buffer, and an 8-foot sidewalk protected by a 8-foot parkway buffer from Belt Line Road. The submitted site plan shows a 15.3-foot sidewalk directly in front of the primary building and a 14.5-foot sidewalk directly in front of the standalone restaurant building, an 18-foot row of parking, a 24-foot slip road, a 17.8-foot row of parking, then a 12.8-foot landscape buffer and a 6-foot sidewalk at the back of curb without a parkway buffer. **This is inconsistent with the Belt Line District standards and the Master Transportation Plan. The row of parking closest to Belt Line Road, the landscape buffer, and the sidewalk are all existing, and the applicant is requesting permission to maintain the existing condition rather than comply with the current standard.**

Streetscape and Landscape: The landscape plans have been reviewed by the Parks Department for compliance with the Town's Landscape Ordinance. The proposed landscape plans meet all requirements except that they show a landscape/sidewalk buffer along Belt Line Road varying across the site, from 18.8 feet to 18.3 feet. **This does not meet the required 20-foot landscape buffer, inclusive of the sidewalk and parkway buffer. As mentioned above, this is an existing condition that the applicant is requesting to be allowed to maintain.**

Building Standards:

Building Form: The Belt Line District standards require a tripartite architecture and landmark features when a building is located on an axis with a terminating street or at the intersection of streets. The proposed building facades show unique building articulations which are offset from the front wall planes.

Architectural Features: The Belt Line District standards require that windows be a vertical proportion and prohibits glass curtain walls. Each building and separate lease space at grade along the street edge are also required to have a functioning primary entry from the

sidewalk, inset from the front building plane by at least 5 feet. The proposed façade plans show meet all Belt Line District requirements.

External Facades: The Belt Line District standards require ground floor exterior walls to be constructed of 80% brick or stone, and windows/glazing for each building façade to be limited to a minimum of 30% glazing and maximum of 70% glazing. The submitted plans show the facades as primarily brick or stone. **However, not all building elevations meet the glazing requirements, showing the primary building south façade at 0% glazing and the standalone restaurant building south façade at 0% glazing, east façade at 20% glazing, and west façade at 27% glazing. The applicant is requesting that the Town allow the south façades of both buildings, and the east and west facades of the standalone restaurant building to be exempt from the 30% glazing requirement.**

Color: The Belt Line District standards require the dominant color of all buildings to be muted shades of color. Black and stark white shall not be used except as an accent color. The submitted plans show facades of the main building in cool light and dark grey tones and the standalone restaurant building in light grey and marron, with black trims.

Retail Ground Floor: The Belt Line District standards require a minimum clear height of 16 feet between finished floors, have an awning canopy which extends 6 feet over the sidewalk for at least 75% of the frontage on any portion of the building, maintaining 7.5-foot clearance over the sidewalk, and highly transparent glass windows. The submitted façade plans show all the requirements will be met.

Parking:

Automobile Parking: The Belt Line District parking requirement ratio for a retail use is 1 parking space per 200 square feet and for a restaurant use, 1 parking space per 100 square feet. The site shows a total of 112 parking spaces. The proposed 10,721 square feet of retail would require 54 parking spaces and 3,078 square feet of restaurant would require 32 parking spaces, with a total requirement of 85 parking spaces.

While the property complies with the parking requirement staff is concerned about the location of one parking space. The intent of the Belt Line District is to create a continuous pedestrian path adjacent to the building façade. Having two separate buildings and drive aisles interrupt the pedestrian flow. Staff is particularly concerned about the placement of the handicap parking space in the drive aisle between the standalone restaurant building and the main retail building. It is located in the middle of the sidewalk area. Pedestrians are funneled through a narrow, angled crosswalk on the southern edge of the parking space. Given that the property is significantly over parked, this parking space is unnecessary and could be removed to improve pedestrian flow.

Bicycle Parking: The Belt Line District requires bicycle parking at a ratio of 1 bicycle parking space per 10 automobile required parking spaces, located within 50 feet of an

entrance to the building. The proposed site requires 9 bicycle parking spaces and the submitted site plan shows 10 bicycles spaces will be provided.

Fire Access: Plans have been reviewed by the Fire Marshal to ensure sufficient site access and building coverage. The submitted site plans show all requirements will be met.

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

In approaching this case, staff has attempted to work with the developer to apply as many of the Belt Line District standards as possible. While implementing the Belt Line District standards is the long-term goal, some standards are not feasible on a small in-fill site such as this. Therefore, in discussions with the developer, Staff suggested that the Town would be willing to compromise on the standards that do not make sense for this property. As a result, a Planned Development District is necessary.

The property does not comply with the Belt Line District standards in the following ways:

- Drive through uses are not allowed.
- The block face of the buildings is smaller than required.
- The streetscape in between the buildings and Belt Line Road does not comply with the dimensional requirements in the Belt Line District or the Master Transportation Plan.
- The southern facades of both buildings, and eastern and western facades of the standalone restaurant building, do not provide the required percentage of glazing.
- One parking space encroaches into the pedestrian walkway between the two proposed buildings.

Staff is supportive of the request for drive through restaurants. While, this is not the optimal use in the long term given the vision of the Belt Line District, it is consistent with the current uses in this area. Absent a large-scale redevelopment of the adjacent Addison Town Center, it is unlikely that this area will fully achieve the vision of the Belt Line District for the foreseeable future. For these reasons, staff is also supportive of the smaller block face. While the smaller block face is acceptable, the vision of the Belt Line District was for larger lot, urban style development. Therefore, a minimum lot size should be imposed to ensure that the property is not allowed to subdivide in a manner that would further impede the preferred development pattern. Staff also supports waiving the glazing requirements for the southern façade as they are not visible from Belt Line Road.

Staff is not supportive of the eastern and western facades of the standalone restaurant building not meeting the 30% minimum glazing requirement. The intent of the Belt Line District is to provide more transparent building facades in order to activate the streetscape and provide a more pedestrian friendly environment. Given that this would be a newly constructed building, and based on the intent of this district, the east and west facades of the standalone building would need to meet the 30% glazing requirement.

Staff also does not agree with the streetscape dimensions shown on the plans. This is a complete redevelopment of the site, so there is no physical reason that the property cannot comply with the requirements of the Belt Line District or Master Transportation Plan. While the Town has not formally adopted a policy for when the Master Transportation Plan must be implemented, Staff has used the criteria established for when properties must come into compliance with landscaping requirements. Based on this criteria, the property would need to be brought into compliance with current standards.

Lastly, staff suggests that the parking space encroaching into the pedestrian walkway between the two buildings should be eliminated. This is an accessible space, so it is likely that the site plan will need to be reworked slightly to replace a standard parking space with an accessible space elsewhere.

Based on this, Staff recommends approval subject to the following conditions:

- The minimum lot size for this Planned Development shall be 2.034 acres.
- The east and west facades of the standalone restaurant building shall be revised to meet the 30% glazing requirement of the Belt Line District
- The site plan and landscape plan shall be amended to comply with the Belt Line District and Master Transportation Plan requirements to include a 14-foot sidewalk directly in front of the front building façades, an 18-foot row of parking, a 24-foot drive aisle, another 18-foot row of parking, then a 4-foot landscape buffer, and an 8-foot sidewalk protected by a 8-foot parkway buffer from Belt Line Road.
- The parking space encroaching into the pedestrian walkway between the two buildings shall be removed.



Case 1796-Z/3820 Belt Line Road

May 21, 2019

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on May 21, 2019, voted to recommend approval of an ordinance changing the zoning from Planned Development (PD) district, through Ordinance O93-018, as amended by Ordinance O15-030, to a new PD district in order to permit development of a new two-building retail center with two drive throughs subject to the following conditions:

- The minimum lot size for this Planned Development shall be 2.034 acres.
- The east and west facades of the standalone restaurant building shall be revised to meet the 30% glazing requirement of the Belt Line District
- The site plan and landscape plan shall be amended to comply with the Belt Line District and Master Transportation Plan requirements to include a 14-foot sidewalk directly in front of the front building façades, an 18-foot row of parking, a 24-foot drive aisle, another 18-foot row of parking, then a 4-foot landscape buffer, and an 8-foot sidewalk protected by a 8-foot parkway buffer from Belt Line Road.
- The parking space encroaching into the pedestrian walkway between the two buildings shall be relocated.
- The wood screen fence between the stand-alone restaurant drive through and the private drive facing the townhomes shall be increased to 8 feet in height.

Voting Aye: Dougan, Groce, Meleky, Resnik, Souers, Wheeler

Voting Nay: none

Absent: Catalani

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: Mary Reed, 3778 Vitruvian Way.

Against: Harsha Puttaswamy, 3881 Asbury Lane; Jane Lenz, 3942 Asbury Lane.