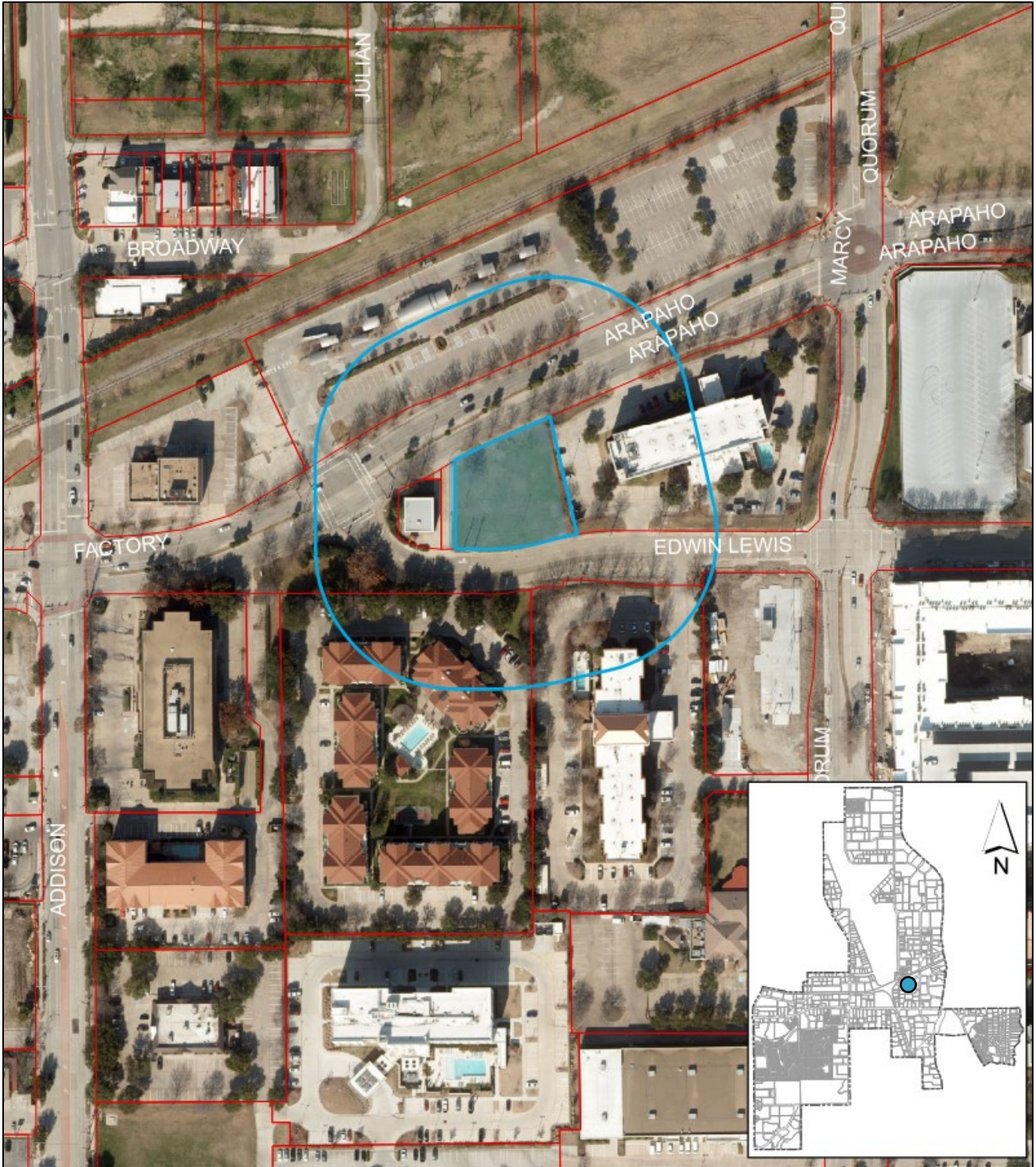


# 1809-Z

**PUBLIC HEARING** Case 1809-Z/Baumann Building. Public hearing, discussion, and take action on a recommendation regarding an ordinance changing the zoning on a .57-acre property located at 4901 Arapaho Road, which property is currently zoned PD, Planned Development, through Ordinance O04-048, by approving a new PD district.

## LOCATION MAP





October 20, 2020

**STAFF REPORT**

RE: Case 1809-Z/Baumann Building

LOCATION: 4901 Arapaho Road

REQUEST: Approval of an ordinance changing the zoning from Planned Development (PD) district, through Ordinance O04-04, to a new PD district to allow development of a five-story, 41,388 square-foot multitenant commercial building with one residential unit on the top floor.

APPLICANT: Daniel Anderson, Trium Development Partners, LLC

**DISCUSSION:**

Background: This .57-acre vacant lot is zoned PD, Planned Development, through Ordinance O04-048. It was initially shown as a vacant lot on the approved site plan for what is currently the Raddison Hotel and was subsequently included as a parking lot expansion for the hotel through Special Use Permit Ordinance O07-029 in 2007. The parking lot expansion never came to fruition and the lot has remained vacant.

The new property owner, Bob Baumann, is proposing to develop a five-story commercial building containing Edward Baumann Clothiers on one floor, a luxury mattress showroom on another, and potential office space on one floor, with his residence on the top floor. Such action requires the property to be rezoned.

In other development projects in this area, including AMLI and Western International, Town staff has worked to extend the Addison Circle district standards south. Accordingly, Staff encouraged the applicant to follow the Urban Center (UC) zoning district standards. The applicant is requesting that the property be rezoned to a Planned Development (PD) based on the UC standards while allowing for certain alternative development standards.

Proposed Plan: The applicant is proposing to construct a five-story, 41,388 square foot building with ground floor parking garage, three floors of commercial uses, and one residential unit on the top floor. The commercial component of the building is proposed to be used as office, showroom, and retail space.



Use: The Urban Center district allows each of the proposed uses in this building. Section 2 E 4. *Airport noise restrictions*, however, states that no residential uses are permitted within the 65 decibel noise level contours of Addison Airport. The 65 decibel noise level contour is shown in the blue area on the chart below, with the subject property outlined in red.



Given the proximity of this property to the airport, the property falls entirely within the 65 decibel noise level contour. This standard comes from an FAA requirement that the Town is obligated to abide by. Therefore, residential uses should not be allowed. **The applicant is requesting that the residential unit be allowed despite the requirement.**

Building Height: Urban Center standards state that all buildings must be at least 40 feet in height. The proposed building is 78 feet tall.

Building Setback: The Urban Center standards typically require that buildings be set back 10 feet from the edge of the sidewalk, which in Addison Circle is the property line. The plans show the setback would meet this 10-foot requirement along Arapaho Road and Edwin Lewis Drive.

Building Elevations: Urban Center standards require building facades to be a minimum of 90% brick or stone, however, provided the recent passing of House Bill 2439, Staff is unable to enforce the exterior materials requirement at this time. The plans show the south and east elevations at approximately 75% brick and cast stone, and north and west elevations at approximately 50% brick and cast stone, with the rest of the façade being constructed of painted metal, EIFs, exposed concrete, and ACM panel.

Parking: There are several issues regarding the calculation of parking on the property. First, the Town's zoning code requires that parking for buildings of less than 50,000 square feet be calculated based on gross square footage, not the useable square footage of the building. Second, typically clothing stores would be required to park at a retail ratio of 1 parking space per 250 square feet. However, given that the Edward Baumann Clothiers business model is by

appointment only, Staff believes that it is reasonable to park this use as office instead of retail. Urban Center standards require that one parking space be provided per 300 square feet of office use. The applicant would like the clothing store to be considered a showroom which would be required to provide one parking space per 1,000 square feet of warehouse/showroom. Urban Center standards require one parking space per bedroom for residential uses with a maximum of two spaces per dwelling unit.

Based on the Town's typical calculation of parking requirements, with the allowance that the clothing store being parked at an office ratio, the parking requirements would be as follows:

20,232 sq ft Office	68 parking spaces
10,116 sq ft Showroom	11 parking spaces
1 Dwelling Unit	2 parking spaces
<b>Total</b>	<b>81 parking spaces</b>

If the parking requirements were calculated based on the applicant's request to only count useable square footage and to use the showroom ratio for the clothing store, the parking requirements would be as follows:

8,854 sq ft Office	30 parking spaces
17,708 sq ft Showroom	18 parking spaces
1 Dwelling Unit	2 parking spaces
<b>Total</b>	<b>50 parking spaces</b>

The proposed plan only provides a total of 46 onsite parking spaces. This is 35 spaces short of the Town's typical requirements, and even 4 spaces short of the applicant's proposed calculation method. The applicant's request for only counting usable square footage excludes the balconies on each floor. If the balconies are counted as usable square footage the development would require 53 parking spaces and the plan would be 7 spaces short of meeting requirements. **The applicant is requesting that the parking requirements be calculated based only on useable square footage of the building, that the clothing store be parked at a showroom ratio, and that the property be given relief on the additional 4 parking space based on the property being located near the future DART rail station.**

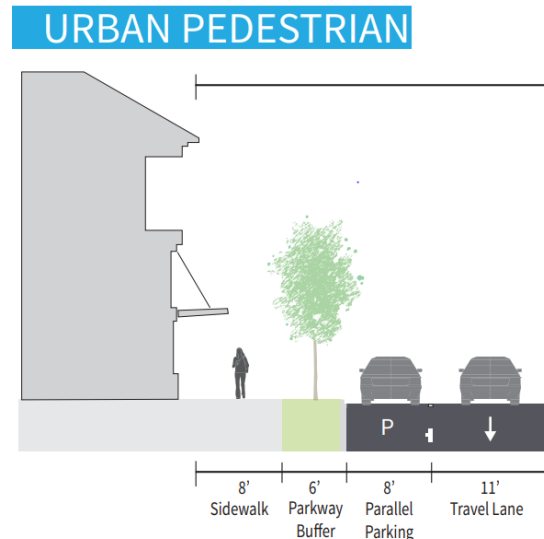
Open Space: Staff and the applicant are proposing no open space dedication for this project. The Urban Center zoning standards require that open space be provided at a certain acreage per resident. The ratio would result in a tiny dedication, and there is currently a surplus of Open Space provided in Addison Circle. The proposed residential unit would use a small portion of this surplus, leaving a remaining surplus of just over 7 acres. See calculation on the following page:

Addison Circle Open Space Required (Existing):	7.518 acres
Additional Open Space Required for One Unit:	0.003 acres

Total Open Space Required with Townhomes:	7.521 acres
Addison Circle Open Space Provided:	14.74 acres
<b>Surplus Open Space Remaining in Addison Circle:</b>	<b>7.219 acres</b>

Streetscapes: The Master Transportation Plan provides streetscape standards for various street types. Arapaho Road is defined as a Minor Arterial. The existing sidewalk along Arapaho Road has already been constructed with a specific look that runs the length of the corridor and no changes are being proposed or required by Staff.

The Master Transportation Plan defines Edwin Lewis Drive as a Commercial Collector street and provides three options for such streets to be applied based on the context of the surrounding development. Given the desire to integrate future development in this area with the existing character of Addison Circle, the Urban Pedestrian standard is most appropriate for this property. As shown in the image below, this would require an 8 foot on-street parallel parking area, a 6 foot parkway buffer with street trees, and an 8 foot sidewalk.



This is the standard that was applied to both AMLI and Western International. The applicant's plans for the redevelopment of the streetscape along Edwin Lewis Drive meet the urban pedestrian standards laid out in the Master Transportation Plan.

Landscaping: The landscape plans have been reviewed by the Parks Department to ensure compliance with the Town's Landscape Ordinance. The plans show that the applicant is proposing to comply with the landscape requirements as provided by the Urban Center district and the Town's Landscape Regulations.

**RECOMMENDATION: DENIAL**

Staff believes that while the proposed commercial building fits in generally with intent to extend the Addison Circle district as well as the future transit oriented development, there are important concerns with the proposal that are the basis for Staff's recommendation on this request.

First, the proposal does not comply with parking requirements. As mentioned previously, Staff is willing to make reasonable interpretations of the uses proposed for the building, however there is no factual basis for the interpretations requested by the applicant and would result in the inconsistent application of the Town's parking requirements. Furthermore, even with the applicant's suggested calculation methodology, the property still falls 4 spaces short. While Staff does believe that consideration could be given to relaxing parking requirements adjacent to transit, a 10% reduction would be a reasonable accommodation.

Furthermore, while Staff hopes that the proposed users of the building are successful and in place for a long time, the building will be around longer. It is not in the Town's best interest to deviate from typical standards to allow the construction of what is effectively an office/retail building, while restricting all future uses to only warehouses and showrooms due to parking limitations.

Second, Addison Airport is an important part of Addison. The Town has committed to the FAA that the Town will abide by FAA requirements when making local land-use decisions. While it is true that the applicant is relocating their business and residence from a location that is also within the noise contours, that property was zoned and developed prior to the prohibition on residential uses within the noise contours of Addison Airport. Future land use decisions should consider the FAA's current requirements.

While the applicant has revised plans to comply with the Urban Pedestrian streetscape standards laid out in the Master Transportation Plan, the parking requirements and the uses proposed in the development are inconsistent with Town goals and standards. Therefore, Staff recommends denial.



Case 1809-Z/Baumann Building

October 20, 2020

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on October 20, 2020, discussed the approval of an ordinance changing the zoning on a .57-acre property located at 4901 Arapaho Road, which property is currently zoned PD, Planned Development, through Ordinance O04-048, by approving a new PD district to allow development of a 41,388 square-foot multitenant commercial building, with a residence on the top floor.

During the meeting, the applicant stated that revisions had been made to the plan and that the residence would be replaced with additional commercial space.

Upon learning of the plan revisions, the Addison Planning and Zoning Commission voted to recommend approval of an ordinance changing the zoning on a .57-acre property located at 4901 Arapaho Road, which property is currently zoned PD, Planned Development, through Ordinance O04-048, by approving a new PD district to allow development of a 41,388 square-foot multitenant commercial building subject to the following conditions:

- The top floor residence to be removed and replaced with extended show room space
- That parking to be calculated on net square footage rather than gross square footage
- Documentation showing that the second floor can accommodate future parking
- That the future parking lift to access the second floor parking garage meet fire code

Voting Aye: Catalani, Craig, DeFrancisco, Meleky, Resnik, Wheeler

Voting Nay: Souers

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: none

Against: none

