

1846-Z

PUBLIC HEARING Case 1846-Z/4150 Beltway Drive (Addison Reserve Townhomes).
Hold a Public Hearing, Present, Discuss, and Consider Action on a Recommendation regarding an Ordinance Changing the Zoning for a 1.804-Acre Property Located at 4150 Beltway Drive, from Planned Development (PD) through Ordinance 083-039, to a new Planned Development (PD) District to Allow a Townhome Development Comprised of 33 Townhome Lots and Associated Open Space and Common Area Lots.

LOCATION MAP





February 11, 2021

STAFF REPORT

RE: 1846-Z/4150 Beltway Drive (Addison Reserve Townhomes)

LOCATION: 4150 Beltway Drive, on the south side of Beltway Drive, approximately 180 feet west of Midway Road.

REQUEST: Approval to rezone the property from Planned Development (PD), through Ordinance No. 083-039 to a new Planned Development District (PD) for a townhome development.

APPLICANT: Josh Nichols, Cobalt Homes

DISCUSSION:

Background: This rezoning request is for the former Super 8 Motel site, a 1.8036-acre property located at 4150 Beltway Drive. In 1979, this property was initially rezoned to the Planned Development (PD) District through Ordinance No. 477. Following the construction of a two-story motel on the subject property, additional zoning action was taken in 1983, through the adoption of PD Ordinance No. 083-039, which allowed an additional motel building to be constructed to the south of the subject property. This second phase was never constructed, while the first phase remained operational until it was damaged by fire and demolished in 2018. Since that time, this property has remained vacant, while presenting periodic code enforcement issues resulting from illegal dumping and parking of commercial vehicles.

The applicant, Josh Nichols representing Cobalt Homes, is a Dallas-based builder that specializes in modern townhome developments. Cobalt Homes has constructed numerous townhome communities in the East Dallas and North Oak Cliff areas and believes that their approach to community building would be compatible with the Addison neighborhoods and commercial centers that surround this site.

The proposed townhome community consists of 31 three-story, rear-entry townhome units that would be fee-simple ownership, situating each dwelling unit within its own individually platted lot. In addition to these townhome lots, the proposed development includes a dedication of public park land and construction of a public trail at the western edge of the site, and dedication of public right-of-way at the eastern edge of the site for a new public street. Within the site, common area lots would be established to account for additional open space, visitor parking areas, and required news streets.

Rezoning from the Planned Development (PD) District to a new PD District has been requested to facilitate this development.

Proposed Concept Plan: The proposed plan initially included 33 townhome lots; however, Cobalt Homes elected to eliminate two townhome lots in order to address feedback provided by the community and Town staff. This revised layout includes 31 townhome lots, with all dwelling units fronting on either a public street or open space.

Vehicle access to the proposed development is provided through public vehicle connections to Beltway Drive. This is achieved through the dedication and construction of a new north/south oriented public street at the eastern edge of the site, and a new north/south mews street connection on the west side of the site. Two east/west mews street connections are provided at the northern and southern limits of the project to allow for appropriate site access and circulation. All townhome units – to include the nine units facing Beltway Drive – will have garage access from and will be addressed off of these new interior mews streets, and parking and deliveries will not be permitted to occur on Beltway Drive.

Pedestrian access to the proposed development is provided through new six-foot sidewalks planned along Beltway Drive and the proposed public street at the eastern edge of the site. Additionally, a new 10 foot public trail extending south from Beltway Drive will be provided within a proposed 57-foot wide public park (9,350 square feet in area) that will initiate a new trail corridor for the Town and also provide a substantial buffer for the adjacent neighborhood to the east (Towne Lake). Five-foot sidewalks are provided throughout the interior of the site to connect living areas to these perimeter pedestrian connections and a planned private open space in the interior of the site.

All units are proposed as three-story buildings (42 feet in height) with the primary entry facing a public street or public or private open space. All units will include a two car garage and a three bedroom floor plan. The units fronting Beltway Drive and the trail will have an enclosed patio area to provide separation between the public and private space and all units will include a second floor balcony at the front facade. Additionally, the plan proposes to remove the existing masonry screening wall along Beltway Drive and preserve the majority of the existing mature trees along the streetscape. On-street, guest parking is achieved along the mews and public streets through the provision of 18 parking spaces, one of which is restricted during daytime and evening hours to accommodate delivery vehicles.

Fencing is proposed at the southern and eastern boundaries of the site that is anticipated to be temporary. As adjacent properties redevelop, the applicant has agreed to allow for the removal of the fencing if those adjacent land uses are compatible with this development. The driveway access on the west side along Beltway Drive will not be restricted with fencing. The mews streets that connect to the future public street to the east include motorized gates where it connects to the new public street. The gates will open automatically from the interior of the site to allow traffic to exit the site.

Building Facades: The plan depicts four buildings that will be comprised of the 31 individual townhome units. The primary façade material is brick, which encompasses the majority of the front and side facades. Board and batten hardie siding is introduced on the third floor of the front and side facades, and at the second and third floors of the rear facade. The buildings fronting Beltway Drive and the residential transition zone will provide transitions to break up the wall plane and to add visual interest to the buildings that engage the public realm. Each unit will feature a balcony with steel railing on the second floor that will project over the primary entrance to create a covered entryway. In consideration of the suburban context of the surrounding residential

neighborhoods, the buildings will incorporate pitched roofs with gable walls to provide a distinction between units and add a traditional touch to a modern architectural design.

Parking: As shown on the proposed conceptual floor plan, each unit will have two enclosed garage parking spaces. The plan also depicts 13 visitor parking spaces within the development that will be accessible from the internal mews streets, and an additional five on-street parking spaces will be constructed along the new public street. With 18 visitor parking spaces, the applicant has provided four additional parking spaces while providing for two fewer units, when compared to their initial submittal.

Landscaping/Open Space and Trails: Proposed landscaping will primarily be accommodated within the residential transition zone, the 3,817 square foot private open space between buildings 2 and 3, and the smaller landscape areas adjacent to the buildings and parking areas. With the exception of the residential transition zone, these areas are anticipated to be owned and maintained by the homeowner's association that will be established for this development.

With this proposed open space and landscape area, approximately 24 percent of the overall site will be comprised of landscape area. These areas will be landscaped with necessary parking screening and tree plantings. While this open space is intended to be passive, it will be accessible by the residents, and it will provide enhanced walkable connections within the neighborhood.

The Town's Trails Masterplan envisions a shared-use trail along the western boundary of this property that will ultimately connect south to the Redding Trail. This plan depicts the construction of a ten-foot wide trail within a 57-foot wide/9,350 square foot greenbelt that will be dedicated to the Town as public parkland. The units adjacent to the trail will be oriented towards the trail area to create an inviting environment for walking and biking.

Streetscapes: The Master Transportation Plan (MTP) provides direction on streetscape standards for various street types throughout the community. As properties develop or redevelop, these standards are applied to support the buildout and maintenance of the Town's street and pedestrian network. For Beltway Drive, the MTP requires a six-foot minimum parkway buffer from the street edge and a six-foot sidewalk.

The applicant is complying with this design standard along Beltway Drive and will preserve six existing trees within the proposed parkway. One existing tree along Beltway Drive would be removed to construct a new mews street access, which is required to support the location of the desired ten-foot wide shared use trail. Any existing tree that is removed would be required to be mitigated, including any existing trees within the site. The existing masonry wall that fronts Beltway Drive would be removed, and the required six-foot sidewalk would be constructed at that location.

On the east side of the townhomes, right-of-way will be dedicated for the construction of a public street. This street connection will include a six-foot sidewalk that will extend south from Beltway Drive along the entire new street frontage.

Compliance with Town Land Use and Development Policies: In considering rezoning requests, it is important for Town leadership to utilize the Town's long range planning documents to evaluate compliance with Town land use and development policies. Most notably for this request, this includes consideration of the Town's Comprehensive Plan and the Sam's Club Special Area Study, an ongoing study of the redevelopment potential of this property and the surrounding area. Key considerations include:

2013 Comprehensive Plan

The 2013 Comprehensive Plan noted that the Super 8 Motel was struggling to compete with hotels in the Belt Line and Tollway corridors. The comprehensive plan suggests that due to its adjacency to other townhome uses, townhomes were an appropriate redevelopment option for this site. The comprehensive plan also addressed the potential redevelopment of the adjacent commercial center that abuts this site to the south and east. In addressing these properties collectively, the comprehensive plan noted that a larger redevelopment project inclusive of town homes and a mix of uses would be an appropriate redevelopment outcome for this site and the surrounding area.

Sam's Club Study - Ongoing

This property is located within the ongoing Sam's Club Special Area Study area. The purpose of this study is to provide guidance for the redevelopment and reuse of properties within the Midway Road corridor, between Belt Line Road and Hornet Road. This plan is intended to establish general policies for land use, street and pedestrian connectivity, parks, open space, and trail connectivity, and neighborhood transition areas. If adopted, these policies will be used to guide future land use and development activity. Staff is working closely with the Advisory Committee to finalize the committee's recommendations.

While the committee's recommendations remain in draft form, several key components of those draft recommendations apply to this request. These include:

- Allow building heights and uses that respect existing neighborhoods and recognize market potential.
- Where housing is considered, small lot single family homes, townhomes, duplexes, and cottages should be prioritized.
- A 100' residential transition zone is envisioned at the western edge of the study area in order to provide a trail corridor and open space, and to support compatible transitions to adjacent neighborhoods.
- Trail-oriented development should be achieved by orienting building frontages towards the residential transition zone.
- Building scale and design should be compatible with existing adjacent neighborhoods.

Development Impacts: In the review of this rezoning request, assessment of anticipated impacts of the development should be carefully considered. These considerations include:

Residential Compatibility

With the current draft recommendations of the Sam's Club Special Area Study, the Advisory Committee envisioned a 100-foot buffer at the western edge of the study area to buffer existing neighborhoods from new development and to provide new trail and open space amenities. In discussing this consideration, the committee has acknowledged that for some properties in the study area, this may be difficult to achieve due to the size of the property and the nature of existing improvements. With this property only being 380 feet in width, a 100-foot buffer comprises a much larger portion of the lot than what would be presented by the larger properties in the study area, which generally have a depth of 525 to 875 feet.

Requiring a 100-foot buffer for this project would severely limit its economic viability and would result in over 150 feet in separation between the townhomes in Towne Lake and this

townhome development. As proposed, the 57 foot wide open space and 67-foot wide building setback provides a trail corridor that is equivalent in width to the northernmost portions of the Katy Trail, while providing 118 feet of building separation between this development and Towne Lake. Included within this setback area is Town Lake's existing masonry screening wall, trees, and street, as well as proposed trees to be planted with this development.

Traffic Generation and Circulation

The applicant was not required to provide a traffic impact analysis (TIA) as the proposed development does not meet the applicable criteria that would warrant a TIA. While a TIA was not required, Staff believes it is important to note the pre-existing conditions of the site in comparison to proposed improvements as it relates to traffic.

As previously mentioned, the site was formerly occupied by the Super 8 Motel, which based on recent aerial imagery, appeared to accommodate 88 rooms. The proposed development is proposing 31 residential dwelling units, which according to the Institute of Traffic Engineers (ITE) Trip Generation Manual, would generate slightly less traffic than a similarly situated motel building, and substantially less traffic than a well-developed retail, restaurant, or office development on that site.

While Beltway Drive will serve as the primary frontage, all units will be addressed and accessed from the internal mews streets that would be constructed behind the units that front onto Beltway Drive. To prevent parking and deliveries on Beltway Drive, the applicant has increased visitor parking, provided a dedicated space for delivery vehicles, and will work with the future HOA to set expectations for parking in the development.

Utility and Drainage Analysis

The existing utility network has sufficient capacity to serve this development and it will not be negatively impacted by this project. At this feasibility stage, the applicant has demonstrated the capacity to connect to the Town's utility network and to mitigate the impacts of any surface runoff generated by this site. With the additional open spaces provided, less stormwater runoff will be generated post development. If this request is approved, the applicant will need to obtain approval of detailed civil site design plans.

Existing Site Encumbrances

The subject property is currently encumbered by an existing private access and utility easement that was established when the hotel was sold in 1993 by the landowner to the south. This private easement provides public access from the adjacent property to the south through and along the eastern, western, and southern property boundaries of the former Super 8 site. The language of the easement allows it to be released upon subdivision of the Super 8 site and granting of a new easement to the property to the south. The Town is not party to that easement but should require the applicant to provide written evidence of release of that easement prior to approving a building permit application for the Super 8 Motel property.

Public Services Capacity

This site is served by Dallas Independent School District (DISD) and given the size and anticipated demographics of the project, DISD is unlikely to have issues serving this property. With this project being situated at the edge of the Town's largest single-family residential area, staff anticipates sufficient capacity for public safety and parks and recreation services for this proposed 31 townhome community.

Community Input: On February 1, 2022, the applicant hosted a neighborhood meeting at the Addison Treehouse to present their plans and to receive feedback from nearby residents. Approximately 40 residents attended the meeting and shared concerns related to homeownership and rental restrictions, visitor parking, traffic, width and landscape design for the residential transition zone, parking and deliveries occurring on Beltway Drive, building design, construction work hours, and anticipated project timelines. Additionally, since that meeting, one letter of feedback (see attached) was shared by a resident of an adjacent neighborhood. This resident indicated that they were not opposed to the project; however, they wanted to share concerns they had for design of the Beltway Drive frontage.

Since the neighborhood meeting, the applicant has made the following changes to their plans to respond to resident and staff feedback:

- Reduced the number of townhome lots from 33 to 31.
- Increased the unobstructed residential transition zone width from 40 feet to 57 feet.
- Increased the residential transition zone building setback from 50 feet to 67 feet.
- Increased visitor parking from 14 to 18 spaces.
- Established a parking space that will be restricted to prioritize use for delivery purposes throughout the day and early evening.
- Indicated the intention to name all of the mews streets so that no buildings are addressed off of Beltway Drive.
- Increased the use of masonry materials on the front and side building facades.
- Replaced proposed cedar perimeter fencing with ornamental fencing materials.
- Identified proposed dedication of parkland and public street right-of-way to the Town.
- Eliminated the fence enclosure of the proposed sidewalk at the eastern edge of the site.

Updates Following the Planning and Zoning Commission Public Hearing: Since the February Planning and Zoning Commission Meeting, the applicant has made several modifications to best address the needs of the Town and this project. These include:

1. Expansion of a portion of the 6 foot sidewalk on Beltway Drive to 10 feet to better facilitate connectivity between the trail constructed with this development and the future Beltway Trail that is planned for the north side of Beltway. This eliminates the need for one of the approval conditions acted on by the Planning and Zoning Commission.
2. Ordinance language addressing a framework for the development of an agreement between the Town and the developer and/or a future HOA providing terms for the future removal of temporary fencing and access gates. These terms include:
 - a. Granting authority for the Town to request removal of those temporary features at any time or at the conclusion of 10 years following the filing of a final plat for the subdivision. The purpose of this provision is to support better pedestrian connectivity and more efficient use of infrastructure as redevelopment occurs in the surrounding area.
 - b. Timing the dedication of the proposed public street at the eastern edge of the project to a point in time at which the temporary access gates are removed. This future public street is required to meet Town construction standards for public streets and would be maintained by the development until the Town accepted dedication of the infrastructure.

- c. Where approved by the Town, street connections could be made, and additional compatible private development could take access from these streets in the future. If these streets became shared infrastructure, the Town would accept a conversion of these shared streets to public streets. In this scenario, the design of these streets are not intended or designed to serve as collectors that are to convey a substantial amount of site traffic from the Sam's Club area. Rather, it would provide complimentary access to compatible future uses.

In addition to these plan improvements, seven letters of support for this project were provided by Towne Lake residents, and five letters of opposition were provided by affiliated business and residential property owners in the immediate area.

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

The consideration of redevelopment and reuse is one of the most challenging issues for communities and developers to address. It presents an opportunity to correct issues of the past through new development, while thoughtfully addressing potential impacts on surrounding neighborhood and commercial corridors.

Given its location and underutilization, the Super 8 Motel site has long been poised to initiate reinvestment in Addison's south Midway corridor. With this applicant's proposed plan and thoughtful approach to engaging the community, the Town has arrived at a development concept for this site that is compatible with the surrounding area and that provides desired social amenities in the form of new public open space and trail connections. This plan achieves an economically viable project that accommodates new and unique housing options that support the direction of the Addison Housing Policy to "increase the proportion of fee-simple ownership in Addison's housing mix".

This proposed rezoning request meets the intent of both the Town's Comprehensive Plan and the draft recommendations of the Sam's Club Special Area Study.

Staff recommends approval of the request subject to the following conditions:

- 10-foot wide shared use trail to extend east along the Beltway Drive frontage and terminating with a bi-directional ramp at the western edge of One Reserve Street. (*This condition is no longer required per noted project updates above*)
- The masonry wall along Beltway Drive shall not be removed until construction is ready to commence on the townhome units adjacent to the wall.
- Prior to issuance of a building permit, the applicant/owner shall provide the City written notification that the 24' access and utility easement (as recorded in the Dallas County Real Property Records on February 1, 1993, Volume 93020, Page 3255) encumbering the eastern, southern, and western boundaries of the property has been fully released and abandoned.
- Installation of public parkland landscape, trail, and site furnishings are the obligation of the developer and shall be maintained by the Town upon inspection and acceptance.
- Installation of any required public street improvements are the obligation of the developer and shall be maintained by the Town upon inspection and acceptance.

- An agreement shall be established between the Town and Developer addressing the potential future removal of the proposed temporary perimeter fencing.
- Future site development plans and proposed parkland and street right-of-way dedications shall conform to the attached conceptual site, landscape, façade, and floor plans.
- Proposed Development Standards: The following development standards would apply to all lots and buildings within the proposed PD district:

Permitted Uses: Townhome and Single-Family Detached

Accessory uses include community, social, and recreation facilities customary to residential development, and home occupations that do not employ persons outside the residence and that do not alter the physical structure.

Maximum Units: 31 dwelling units

Minimum Setbacks:

Front Yard: Lots fronting Beltway Drive = 5 feet
 Lots facing public park = 10 feet / 65 feet from western subdivision boundary
 All other lots = 0 feet

Side Yard: None; Lots with side yard at Beltway Drive = 5 feet

Rear Yard: None

Maximum Building Height: 3 stories/ 45 feet from grade to peak

Minimum Lot Area: None

Minimum Lot Width: 20 feet

Minimum Lot Depth: None

<u>Minimum Area per Residential Dwelling Unit:</u>	1,400 square feet
<u>Maximum Lot Coverage:</u>	none
<u>Off Street Parking:</u>	2 enclosed spaces per dwelling unit
<u>Visitor Parking:</u>	0.5 spaces per dwelling unit
<u>Fencing:</u>	Perimeter Fencing and Private Yard Fencing = height and materials as depicted in conceptual plans. Alternative designs may be considered as part of development plan review.
<u>Balcony and Patio Railings:</u>	Must be constructed of wrought iron, steel, or glass
<u>Mechanical Equipment:</u>	Mounted on the roof and screened from view of the public ROW and neighboring properties
<u>Permitted Setback Encroachments:</u>	overhangs and balconies = 5 feet Patios = full setback
<u>Minimum Landscape Area:</u>	20 percent of total lot area
<u>Required Site Landscape:</u>	one canopy or ornamental tree per dwelling unit, and 0.5 canopy or ornamental trees per surface parking space. No less than 9 canopy trees. Excluding mews streets, parking, sidewalks, patios, porches, stoops, and other required hardscape, private and common areas are to be landscaped and irrigated Final landscape design to be approved with development plan



Case 1846-Z/Vitruvian Townhomes

February 15, 2022

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on February 15, 2022, voted to recommend approval of an Ordinance changing the zoning for a 1.804-acre property located at 4150 Beltway Drive, from Planned Development (PD) through Ordinance 083-039, to a new Planned Development (PD) District to allow a townhome development comprised of 31 townhome lots and associated open space and common area lots, subject to the following conditions:

- 10-foot wide shared use trail to extend east along the Beltway Drive frontage and terminating with a bi-directional ramp at the western edge of One Reserve Street.
- The masonry wall along Beltway Drive shall not be removed until construction is ready to commence on the townhome units adjacent to the wall.
- Prior to issuance of a building permit, the applicant/owner shall provide the City written notification that the 24' access and utility easement (as recorded in the Dallas County Real Property Records on February 1, 1993, Volume 93020, Page 3255) encumbering the eastern, southern, and western boundaries of the property has been fully released and abandoned.
- Installation of public parkland landscape, trail, and site furnishings are the obligation of the developer and shall be maintained by the Town upon inspection and acceptance.
- Installation of any required public street improvements are the obligation of the developer and shall be maintained by the Town upon inspection and acceptance.
- An agreement shall be established between the Town and Developer addressing the potential future removal of the proposed temporary perimeter fencing.
- Future site development plans and proposed parkland and street right-of-way dedications shall conform to the attached conceptual site, landscape, façade, floor plans, and development standards.

Voting Aye: Branson, Craig, DeFrancisco, Fansler, Meleky, Souers

Voting Nay: Catalani

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: Lynn Jarcho, 4155 Towne Lake Circle
Ann B. Sudduth, 3919 Winter Park Lane
Marvin Perez, 14899 Towne Lake Circle
Against: Steve Griggs (Attorney on behalf of VVI, Inc.), 6440 N Central Expressway, Suite 515,
Dallas, TX 75206

POSITION OF THOSE PRESENT BUT NOT SPEAKING AT THE PUBLIC HEARING:

For: none
On: none
Against: Alex McCutchin (on behalf of VVI, Inc.), 14833 Midway Rd #200