

# **JPI Addison Heights PD Rezoning (1843-Z)**

A blue circle containing the word "ADDISON" in white, bold, uppercase letters. The circle is set against a blue background that is part of a larger graphic on the right side of the slide, which includes a white diagonal line and a grey triangle in the top right corner.

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# Case 1843-Z JPI Addison Heights PD Rezoning

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## LOCATION:

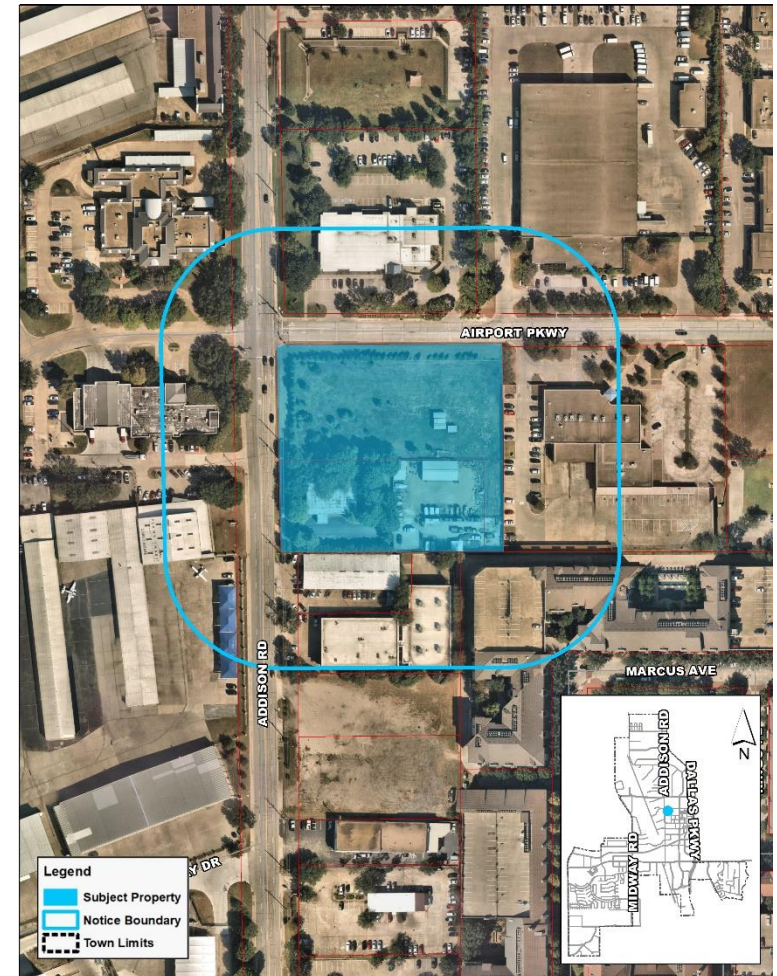
3.2 acres located at the southeast corner of Addison Road and Airport Parkway.

## REQUEST:

Approval to rezone the property from Commercial-2 (C-2) to a Planned Development (PD) District with modified Urban Center (UC) District standards for multifamily residential, live/work, and future retail uses.

## ACTION REQUIRED:

Discuss, consider, and take action on the appropriateness of the proposed PD rezoning and associated development plans.



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## SITE HISTORY:

Long-term home of the Hope family business, HWK Realty

The Hope's store equipment for their property management business on site and also maintain an AG exemption with livestock and tree farming on a portion of the property

1992 – Rezoned to the Commercial-2 (C-2) District from the Planned Development (PD) District

Present – JPI requests to rezone to a new PD zoning district with modified Urban Center standards, on behalf of the Hope family, to facilitate the development of a maximum of 287 dwelling units and live/work units, and approximately 5,000 square feet of future retail space



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## DEVELOPMENT PLAN:

- 5 story building on 2.93 acres (net of ROW dedication)
- 287 multifamily dwelling units inclusive of 7 live/work units
- 5,650 SF of “retail ready” space at the ground floor
- 4,260 SF public plaza and 8,960 SF interior courtyard
- 5<sup>th</sup> floor mezzanine for live/work units and co-working space
- Wrapped Parking garage with 409 off-street parking spaces, and access from Addison Rd and Airport Pkwy
- Emergency access and pedestrian connection to Addison Circle
- Trail and sidewalk connections at all frontages

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## PARKING:

- 409 garage spaces and 7 on-street parking spaces provided
- 352 spaces required for residential only condition, and 371 spaces required for implementation of “retail ready” condition

## OPEN SPACE, LANDSCAPE, AND STREETScape:

- No public open space proposed to be dedicated
- 4,260 SF of publicly accessible, private open space provided
- Implementation of 10’ MTP trail at Addison Road and 6 – 10’ MTP trail at Airport Parkway achieved; connection to Addison Circle
- Ornamental and shade street trees provided at streetscape, with base landscape, pedestrian lighting, street furnishing, and decorative paving





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## FACADE DESIGN:

- 5 story (73' tall) building clad with brick, glazing and fiber cement panel
- Vertical and horizontal façade stepbacks at the Addison Road and Airport Parkway frontages
- Accessible entries and patios at street and open space fronting ground floors
- Projecting and recessed balconies provided throughout the building
- 10 foot deep mezzanine level at 5<sup>th</sup> floor of Addison Road frontage
- Prominent entryway and storefront at Addison Road and Airport Parkway intersection; ~ 15' ground floor height

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## UNIT MIX, INTERIOR CONSTRUCTION, AND SUSTAINABILITY FEATURES:

- Unit Mix:
  - 24 efficiency units
  - 191 1 BR units
  - 65 2 BR units
  - 7 live/work units
- 843 SF average unit size
- National Green Building Standards (NGBS) certified
- Stone countertops, energy efficient appliances, no linoleum or formica surfaces
- Willing to partner with the Addison Arbor foundation on a public art installation



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## COMPLIANCE WITH TOWN LAND USE AND DEVELOPMENT POLICIES

- 2013 Comprehensive Plan
- Addison Circle Special Area Study
- Addison Housing Policy
- Transportation, Park and Trail Master Plans





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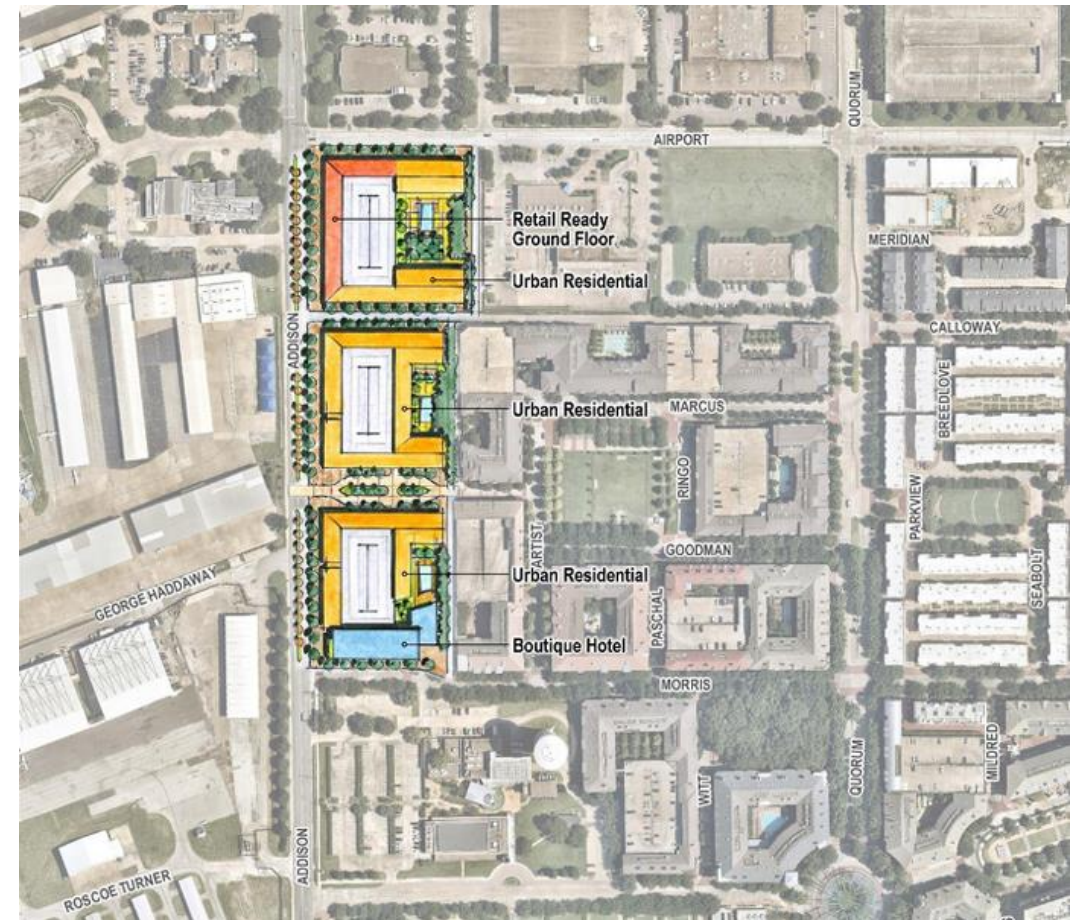
## ADDISON CIRCLE SPECIAL AREA STUDY - 2019

- Residential uses along Addison Road should be of a more urban scale and design.
- The high-quality design and amenities of Addison Circle's existing residences should be included in these new residential developments.
- At the intersection of Addison Road and Airport Parkway, some neighborhood-serving non-residential uses may be appropriate, continuing Addison Circle's mixed-use character.
- The buildings at this intersection should be designed to be flexible so that the ground floor is 'retail ready' – that is, it should be able to accommodate retail uses when those are supported by the market in the area.

## ADDISON CIRCLE WEST

Addison Circle Special Area Study

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## ADDISON HOUSING POLICY - 2017

1. Where feasible and appropriate, new housing should increase the proportion of fee-simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.
2. A proposal should offer a "best fit" mix of uses and housing choices within the context of the surrounding Addison community. The Town may use a study area committee with staff, elected, and appointed members such as area residents and business representatives) to evaluate a proposal's fit in Addison.
3. New housing should create or enhance neighborhoods of urban character rather than locate on a stand-alone, nonintegrated property and should continue the high quality design and walkability that make Addison's existing neighborhoods distinctive.
4. The City Council acknowledges that there may be exceptional projects that do not comply with elements of this policy. The Council encourages developers and staff to pursue projects that represent the highest and best use of each property and that advance portions of this policy or other Town goals.



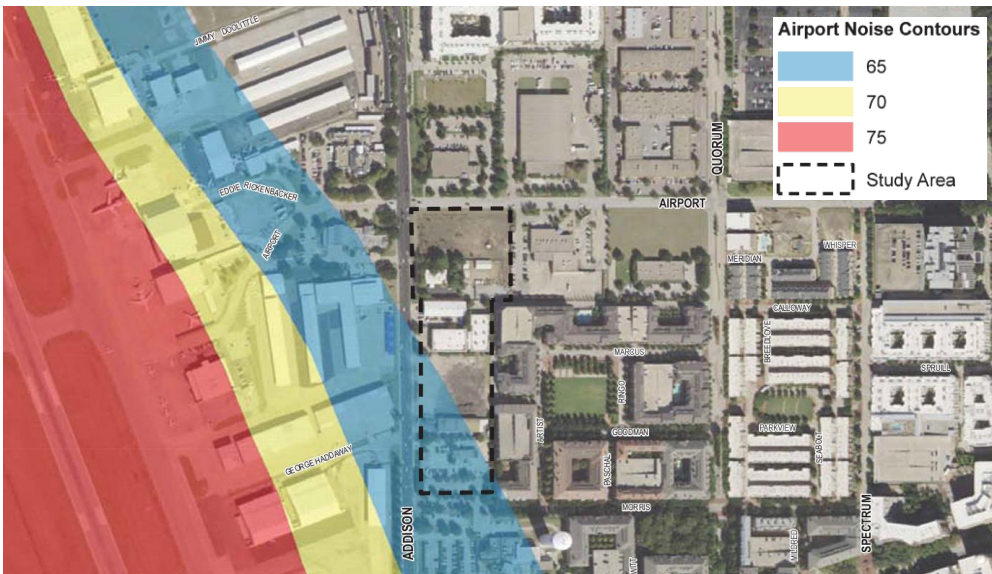
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## MITIGATION OF DEVELOPMENT IMPACTS – RESIDENTIAL COMPATIBILITY

- Site is adjacent to several other multifamily sites, and over 800 feet from single-family housing
- Site is outside the 65 dBA noise contour and any applicable height restriction that would impact this building and Addison Airport



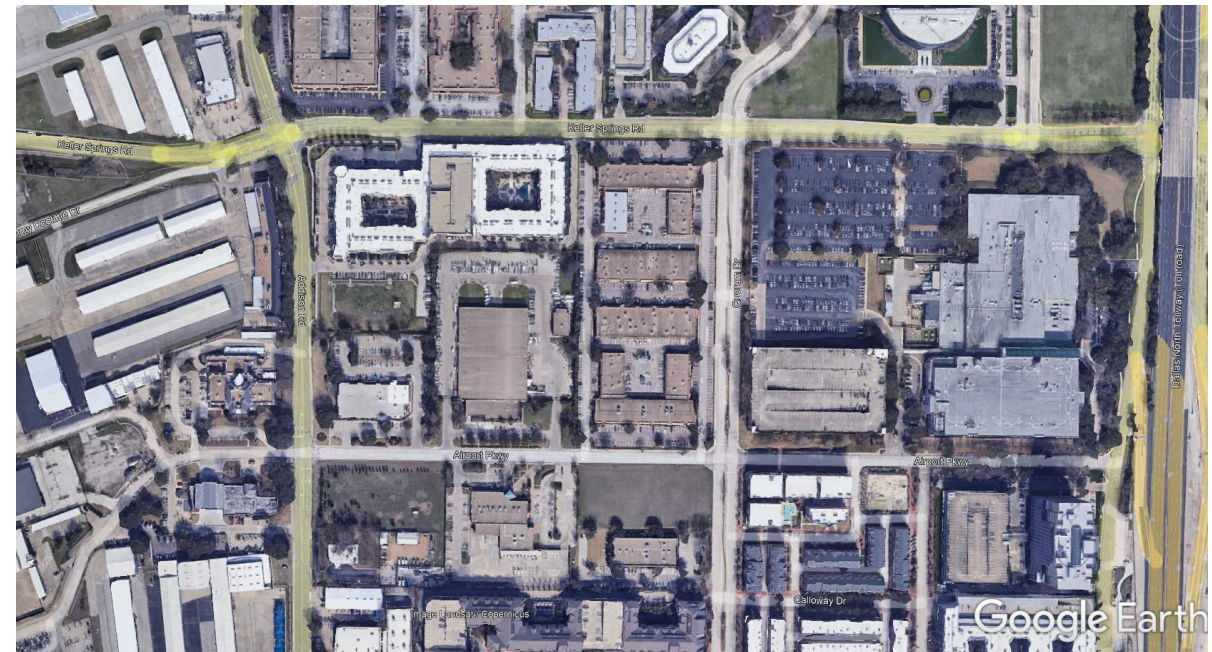


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## MITIGATION OF DEVELOPMENT IMPACTS – TRAFFIC GENERATION AND CIRCULATION

- A Traffic Impact Analysis (TIA) was required for this proposal
- Site is in a highly connected area with convenient access to DNT and Belt Line
- Site generated traffic and anticipated future growth will not result in a reduction in the level of service at any of the surrounding signalized intersections
- For the project access drive connecting to Addison Road, exiting traffic should be limited to right-turn only onto Addison Road
- Pedestrian connectivity is improved through sidewalk improvements and new access to Addison Circle



## MITIGATION OF DEVELOPMENT IMPACTS – PUBLIC SERVICES AND TREE MITIGATION

- Water and sewer service is available at this site
- Underground detention to be provided with the project
- No anticipated issues with Town service provision, ISD
- Enhanced emergency access to Addison Circle through new connection
- Substantial tree mitigation needs – 172 inches of new plantings + \$152,600 contribution to the tree fund





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## DEVELOPMENT WAIVER REQUESTS – LANDSCAPE AREA AND LANDSCAPE BUFFERS



- UC District references required compliance with the Town’s landscape ordinance, which is the origin for the 20 percent landscape area and 20 foot landscape buffer requirements
- Based on review of recent case with similar zoning (AMLI Addison), as well as other UC district projects, staff does not believe either of these requirements have been strictly adhered to by the Town, due to the urban context of this area (85% lot coverage is permitted)
- Focus has instead been on street tree plantings and pedestrian amenities
- Landscape and buffer areas provided are consistent with character of Addison Circle streetscapes



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## DEVELOPMENT WAIVER REQUESTS – STREET TREES

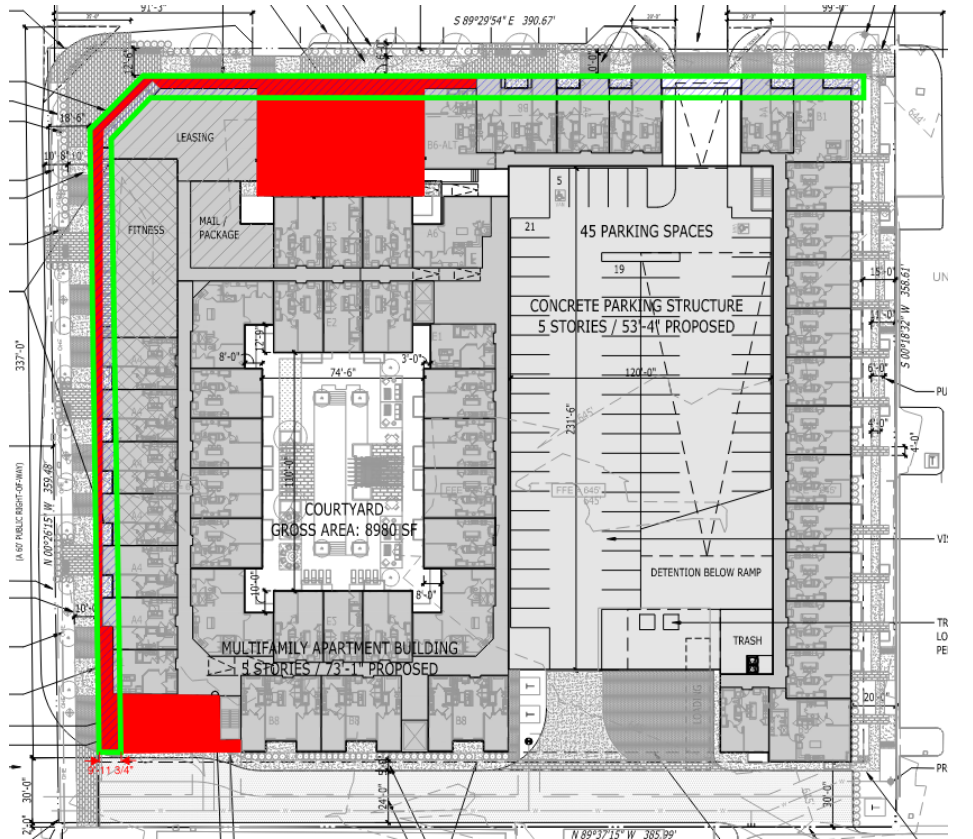
- Street Trees must be shade trees and they must be spaced a maximum of 30 feet on center
- Ornamental trees requested in lieu of shade trees along the Addison Road frontage
  - Due to the presence of overhead electric utilities on Addison Road, ornamental trees should be planted to prevent future tree conflict with the electric utilities
    - proposed 30' spacing for ornamental trees complies with the code
- 50 foot spacing requested for Airport Parkway street shade trees
  - Based on lessons learned from Addison Circle, the Parks department prefers this requested spacing. With tighter spacing, the trees severely inhibit the effectiveness of pedestrian lighting
    - proposed species comply with the code



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## DEVELOPMENT WAIVER REQUESTS – 10 FOOT BUILD-TO-LINE



■ Provided setback at the ground floor      ■ Required build-to-line at the ground floor

- A 10 foot front yard build-to-line is required at Addison Road and Airport Parkway
- Minimum setback required is 2.5 feet at Addison Road and 0 feet at Airport Parkway; Actual provided setback area (~7,500 SF) exceeds area created by complying with the requirement (~6,500 SF)
- 10' trail provided throughout majority of this frontage area exceeds 8' typical Addison Circle sidewalk
- Historical Context

Once the first project was built, the staff and developer agreed that a 5-foot setback is the right amount. Every project in Addison Circle, including the first phase of Allegro, has been constructed with a 5-foot setback. Therefore, staff is comfortable with the 5-foot setback proposed by the applicant, and is also comfortable with allowing the 2-foot projections to protrude into the setback.

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## DEVELOPMENT WAIVER REQUESTS – OPEN SPACE DEDICATION

- UC District requires Public open space to be dedicated for residential use
- In lieu of dedication, applicant is providing:
  - 4,260 SF of publicly accessible private open space + implementation of trail master plan at Addison Road and Airport Parkway + additional pedestrian area at eastern frontage, and pedestrian connection to Addison Circle to the SE
- The Special Area Study and the Parks master Plan did not envision additional open space at this area
- AMLI Addison received consideration for pedestrian connectivity improvements in lieu of public open space dedication; similar consideration should be applied here



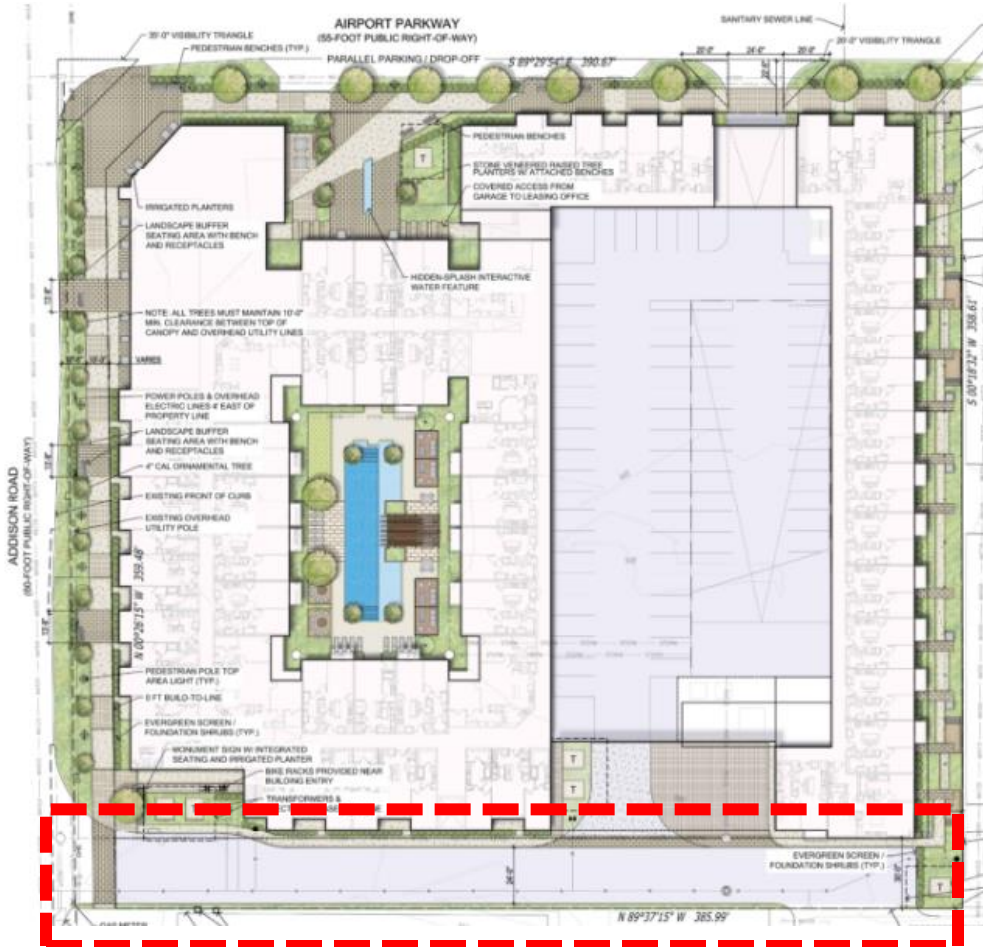


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## DEVELOPMENT WAIVER REQUESTS – 5 FOOT DRIVEWAY SETBACK

- A 5 foot driveway setback from side yards is required, and a 2 foot setback is provided
- Locating the driveway as close as possible to the southern property boundary provides the following benefits:
  - Maximizing separation from Airport Parkway
  - Maximizing the building setback and open space depth at Airport Parkway
  - Setting this driveway up for future improvement in the event additional redevelopment occurs to the south

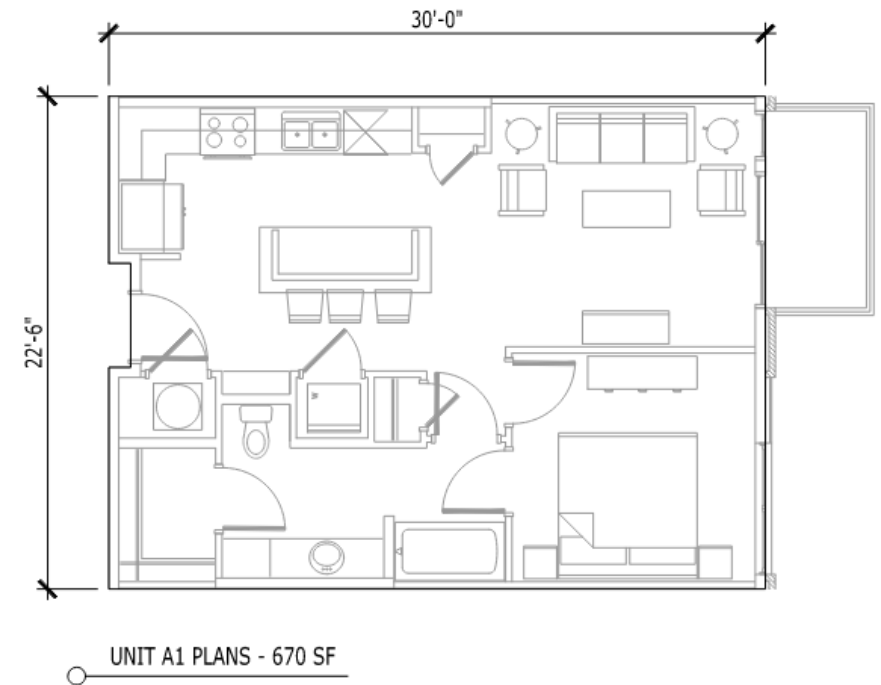


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## DEVELOPMENT WAIVER REQUESTS – DWELLING UNIT AREA

- UC District requires 1 Bedroom units to be a minimum of 700 SF, 650 SF minimum was requested
- 75 1 Bedroom units are 670 SF NET; a private balcony is provided for each of these units
- Based on market research, all other unit sizer requirements are met
- After Addison Circle, a 600 SF minimum was established for Vitruvian



## DEVELOPMENT WAIVER REQUESTS – BUILDING STEPBACK

- A 1 foot building stepback is required for every two feet over 50 feet for all portions of the building over 50 feet
- This requirement has been widely ignored by the Town
  - Only known examples include Fiore and the mixed use building fronting Beckert Park
  - Partial compliance is achieved here through 10 foot stepback at Addison Road frontage





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## DEVELOPMENT WAIVER REQUESTS – REDUCTION IN MASONRY CONSTRUCTION STANDARDS



**WEST FACADE**

**75% Glazing and Brick**

**25% Fiber Cement Panel**



**EAST FACADE**

**59% Glazing and Brick**

**41% Fiber Cement Panel**

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## DEVELOPMENT WAIVER REQUESTS – REDUCTION IN MASONRY CONSTRUCTION STANDARDS



**NORTH FACADE**

**75% Glazing and Brick**

**25% Fiber Cement Panel**



**SOUTH FACADE**

**58% Glazing and Brick**

**42% Fiber Cement Panel**

## DEVELOPMENT WAIVER REQUESTS – REDUCTION IN MASONRY CONSTRUCTION STANDARDS



- UC district requires 90 percent masonry within the residential subdistrict (80 percent for facades not facing or visible from the street), with less rigorous standards in the commercial subdistrict
- Applicant is requesting masonry construction as depicted in the plans, ranging from a low of 58 percent for the south façade and a high of 75 percent for the north façade
  - Masonry is appropriate applied at the lower floors with fiber cement panel provided at the upper floors to soften the scale of the building
  - Changes in material pattern and color has created visual interest in the facades



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## PUBLIC NOTICE:

Notice of public hearing was provided to property owners within 200 feet of the subject property and DISD in accordance with Town and State law.

NOTICE RECIPIENTS: 10.

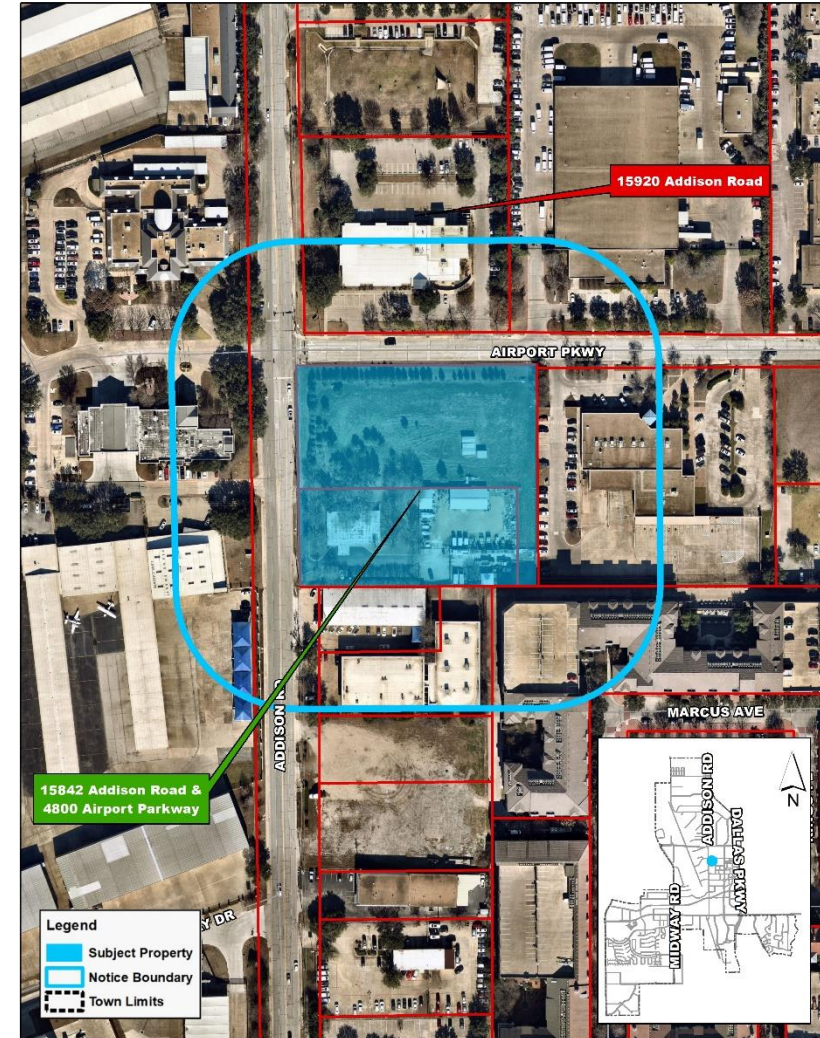
FOR: 1

AGAINST: 1

NEUTRAL: None.

## PLANNING & ZONING COMMISSION ACTION

Approval: 7 – 0, subject to requested dimensional and design standard waivers



## RECOMMENDATION:

Staff recommends **approval of the request.**

The proposed development plans meet the intent of the Town's land use and development policies.

This proposal is consistent with the prevailing character of urban development in Addison and can serve as a strong catalyst for implementation of the Addison Circle West Sub-Area Vision.