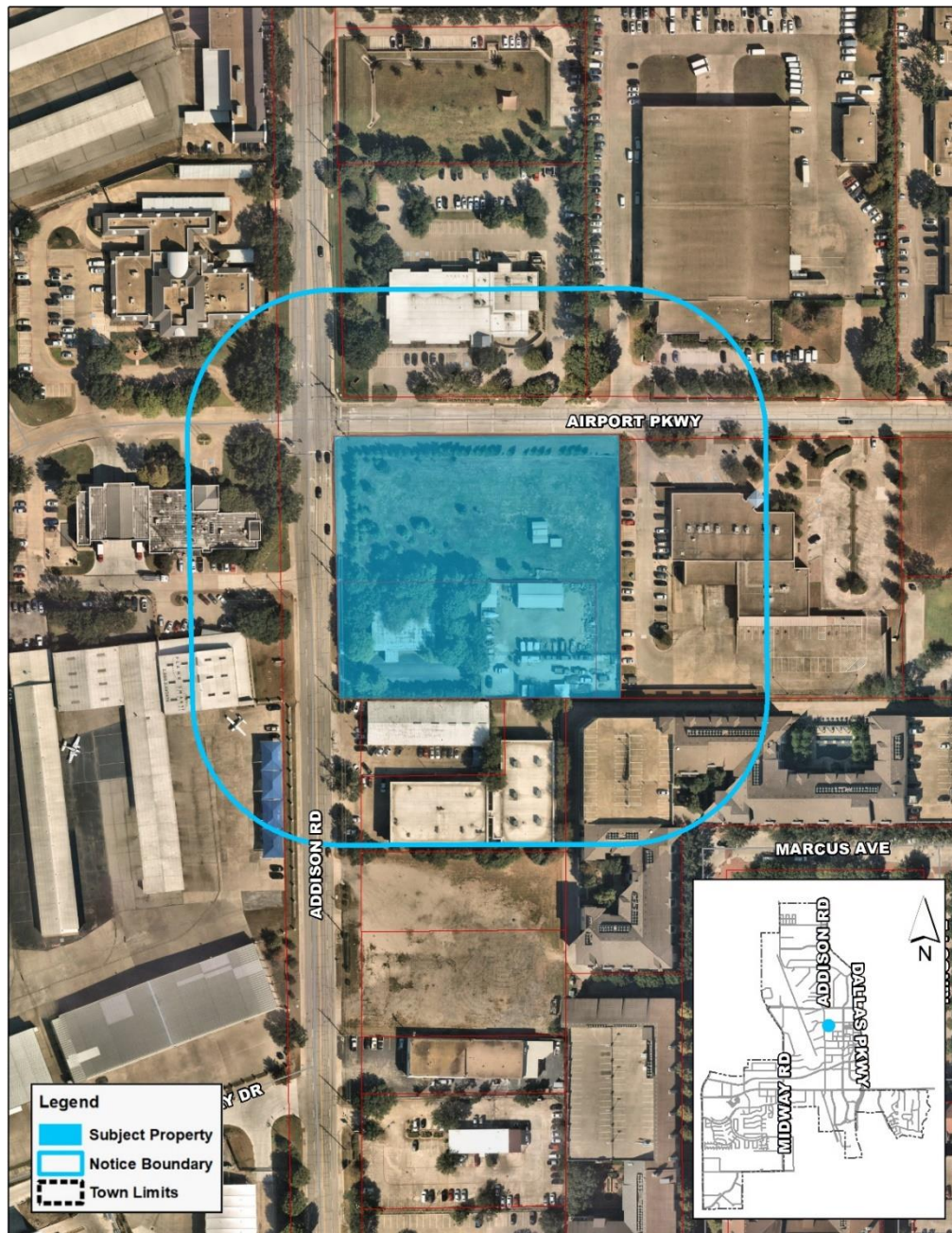


1843-Z

PUBLIC HEARING Case 1843-Z/JPI Addison Heights. Hold a Public Hearing, Present, Discuss, and Consider Action on a Recommendation regarding an Ordinance Rezoning a 3.2-Acre Property Located at the Southeast Corner of Addison Road and Airport Parkway, from Commercial-2 (C-2) to Planned Development (PD) District with modified Urban Center (UC) District standards, to allow a Multifamily Development Comprised of a Maximum of 287 Dwelling Units and Live/Work Units, and Approximately 5,000 Square Feet of Future Retail Space, and to Approve Related Development Plans.

Location Map





March 11, 2022

STAFF REPORT

RE: 1843-Z/JPI Addison Heights

LOCATION: 3.2 acres 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.

APPLICANT: Miller Sylvan, representing JPI Real Estate Acquisition, LLC

DISCUSSION:

Background: This rezoning request is for the Hope property, a 3.2-acre property located at the southeast corner of Addison Road and Airport Parkway. This property has been home to the Hope's family business, HWK Realty, for many years. The business office is situated on the south side of the site, and an agricultural exemption is maintained on the north side of the property, with various livestock and tree farming endeavors being maintained on the property over the years.

In 1992, this property was rezoned from the Planned Development (PD) District to the Commercial-2 (C-2) District. Other uses currently existing on the property include outside storage and vehicle storage for their property management operations. The site currently does not have any sidewalks and is only accessible from a vehicle access drive on Addison Road. It does not have cross-access between the adjacent post office to the east, or with the auto repair business or apartment development to the south.

The applicant, JPI, is a DFW-based company that develops multifamily housing throughout North America, with their primary focus on the DFW, Phoenix, and Southern California markets. JPI has developed over 342 projects, comprising a \$14.3 billion aggregate value of developed and acquired properties. With this request, JPI proposes 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.

Proposed Concept Plan: The proposed multifamily community is comprised of a five-story building which includes 287 multifamily units and 5,650 square feet of "retail ready" space at the ground floor. This retail ready space will initially be programmed for other uses (fitness amenity and dwelling units), and will be able to convert to retail, office, restaurant, or service use if a market for those uses ever emerges. 7 of the 287 multifamily units will be constructed as live/work units, with two-level floor plans split between the 4th and 5th floors at the Addison Road frontage. An

8,960 square foot interior courtyard provides space for a pool amenity and social areas, while the leasing area, fitness amenity, and mail room are situated at the corner of Addison Road and Airport Parkway. A co-working space is provided on the fifth floor, adjacent to the live/work units. Both the live/work units and the co-working space have walkout terrace amenities offering premium views of the Addison skyline.

A 4,260 square foot public plaza is provided at the Airport Parkway frontage to provide for an outdoor seating area and passive open space amenity. This space currently includes a small water feature, and the applicant has shared interest in partnering with the Addison Arbor Foundation to support a public art installation onsite. At the east side of the site, a 20 foot wide pedestrian corridor is maintained to provide connectivity through the site. Both of these areas would be privately owned and maintained and publicly accessible.

With this proposal, the applicant has obtained conditional agreement with the Addison Circle Cortland Apartments property to the southeast to obtain an easement for gated emergency access and unobstructed pedestrian access to the fire lane to the southeast. This connection would improve emergency service access to the Addison Circle neighborhood while providing convenient pedestrian access for residents of this project to utilize the public amenities of Addison Circle. Enhanced pedestrian amenities will be constructed at the Addison Road frontage, through the construction of a 10 foot wide urban trail and a variable width 6 -10 foot wide unobstructed sidewalk at the Airport Parkway frontage.

The proposed building will wrap a 5 story parking garage with access to the garage being provided from both Addison Road and Airport Parkway. The garage will provide 409 off-street parking spaces with an additional 7 on-street parking spaces being provided on Airport Parkway. Solid waste and recycling infrastructure is provided at the southern access point to the garage, with sufficient space for service vehicles, moving vans, and emergency service vehicles to turn around and leave the site.

Building Facades: The proposed building is five stories and 73 feet tall at its highest point, with a ground floor height that is three feet taller than the upper floors to support the retail ready condition. Façade materials include brick masonry, fiber cement panel, and glazing. Material transitions occur vertically, with lower floors primarily consisting of brick and glazing, and upper floors being comprised of glazing and the lighter cement panel material, which is provided in two forms, wood grain and finished metallic. There is a substantial amount of glazing on each façade, with three of the four facades achieving at least 40 percent glazing, allowing for significant natural light to reach the dwelling units and interior amenities.

Recessed balconies are integrated throughout the project and projecting balconies are provided at building corners and at several transitions in the building plane. The top floor of the Addison Road frontage includes a walkout terrace feature for the live/work units and co-working space. Perimeter ground floor units throughout the project will be accessible from the exterior of the site and will have 5 feet deep outdoor spaces for those residents. At the intersection of Addison Road and Airport Parkway, the façade was oriented to create a prominent entry feature and ground floor storefronts to give the building the mixed use character envisioned by the UC district.

In order to address staff concerns regarding building massing for the five story building, a horizontal step back was established at the 5th floor of the Addison Road frontage, and vertical step backs were established at the southwest corner of the building, as well as at the northern façade to accommodate the plaza feature.

Parking: The UC District requires parking to be provided at a ratio of one space per bedroom up to a maximum of two spaces per unit. Retail parking must provide at least one space per 250 square feet of floor area. Parking standards are met by this project for both the retail ready condition (352 required spaces), as well as the potential future condition where the retail is realized (371 required spaces). This is met through the provision of 409 garage parking spaces and 7 on-street parking spaces.

Landscaping/Open Space and Trails: The Urban Center district requires open space to be provided at a certain acreage per resident. During the consideration of the AMLI Quorum development, it was determined that there was over 7 acres of surplus open space in the Addison Circle neighborhood. In lieu of providing additional public open space, consideration was given to the provision of enhanced pedestrian trails at the project frontages.

Given the similar nature of this project, it would be appropriate for that consideration to be applied here as well. In lieu of the dedication of public open space, the publicly accessible, private plaza (4,260 SF), and the 10 foot Addison Road shared use trail (complies with the Master Trails Plan) and variable width (6–10 feet) Airport Parkway trail (complies with the Town’s Airport Parkway CIP Plans) should be considered as meeting the intent of that requirement.

As landscape area is defined by the Town’s landscape ordinance, this project achieves 13.7 percent landscape area, with additional credit being provided for the enhanced trail at Addison Road to achieve 16.4 percent landscape area. This is consistent with the urban character of the Addison Circle neighborhood where the urban streetscapes result in more prominent pedestrian paving in lieu of expansive front and side yards. For street tree plantings, ornamental trees are proposed at the Addison Road frontage in lieu of canopy trees due to the presence of overhead electric utilities. At the Airport Parkway frontage, the applicant has requested to plant shade trees 50 feet on center in lieu of the 30 feet spacing requirement. This will allow for more natural light and will allow sufficient room for canopy expansion and site visibility.

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 both Addison Road and Airport Parkway, required right-of-way dedications will occur during plat application review.

The proposed Airport Parkway streetscape complies with the Town’s design for the upcoming reconstruction of Airport Parkway and would result in cost savings for the Town if it is implemented. Due to the presence of overhead electric utilities on Addison Road, ornamental trees must be planted in lieu of canopy trees. Pedestrian lighting, decorative paving, benches, and other site furnishings are provided as required along the streetscape and will meet the equipment specifications defined in the UC district standards.

Unit Mix, Interior Construction, and Sustainability Features: The proposed unit mix includes 24 efficiency units, 191 one bedroom units, 65 two bedroom units, and 7 live/work units, with 75 percent of all units being efficiency or one bedroom floor plans. The average unit size for the entire project is 843 square feet, while the minimum unit size is 540 square feet for an efficiency unit and 650 square feet for a one bedroom unit.

The applicant has committed to meeting the following standards for interior construction and sustainability:

- The project shall be National Green Building Standard (NGBS) certified;
- There shall be no linoleum or Formica surfaces in the units;
- All units shall be equipped with energy efficient appliances; and
- All countertops shall be granite, stone, or better material.

Flexible Standards: Due to the complex nature of mixed use development, a flexible standard provision was included in the UC District. The UC District code addresses that topic as follows:

It is intended that the dimensional and design standards set forth in sections 3 and 5 of this article be flexible in order to encourage development in the UC district. In some cases, sections 3 and 5 sets forth limits within which specific standards may be varied. In other cases, the developer must request a waiver from a specific standard pursuant to section 9 of this article.

Due to the constrained nature of this redevelopment site, the applicant has requested the following waivers from the UC development standards and Town landscape ordinance:

- Landscape area and landscape buffer requirements of the Town's landscape ordinance:
 - 16.4 percent landscape area (inclusive of a shared use trail) in lieu of 20 percent landscape area.
 - Landscape buffers as defined in the Trail Master Plan in lieu of a uniform 20 foot buffer as defined in the Town's landscape ordinance.
- Planting of ornamental trees in lieu of shade trees at the streetscape where overhead electric utilities are present.
- 50 feet spacing for shade trees in lieu of 30 foot spacing.
- Elimination of the 10 foot build-to-line at Addison Road and Airport Parkway to reflect what is depicted in the development plans.
- Elimination of the one foot building step back for every two feet over 50 feet for all portions of the building over 50 feet, with step backs to be provided as depicted in the development plans.
- Satisfaction of dedicated public open space requirements to occur through the provision of publicly accessible private open space and sidewalks, and public trails consistent with the Town's Trail Master Plan.
- Reduction in masonry construction standards from 90 percent of all walls fronting or visible from the street (80 percent for all other walls), to reflect what is depicted in the development plans (75 percent masonry and glazing at the north and west facades, 58 percent masonry and glazing at the south façade, and 59 percent masonry and glazing at the east façade).
- Minimum area per one bedroom dwelling unit reduced from 700 to 650 square feet where a private balcony is provided.
- Reduction in the minimum driveway setback at the southern property boundary to reflect what is depicted in the development plan.

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, the Addison Circle Special Area Study, and the Addison Housing Policy. Key considerations include:

2013 Comprehensive Plan

The [2013 Comprehensive Plan](#) acknowledged the high potential for redevelopment for this property and expressed the need for that to occur as part of a larger redevelopment project that would include additional underutilized properties to the south. The comprehensive plan also referenced previous efforts to rezone this site for similar use. The plan indicated that the Town did not support that proposal in 2012 due to its density, lack of connection to Addison Circle, and failure to include additional properties.

As discussed in more detail below, the 2013 Comprehensive Plan was amended in 2019 to incorporate the findings of the Addison Circle Special Area Study.

Addison Circle Special Area Study

In 2017, the Town initiated a [Special Area Study](#) to develop a vision for two groups of properties in and around Addison Circle. These study sub-areas included Addison Circle Central, which includes a series of vacant and underdeveloped properties immediately adjacent to the future DART Silver Line corridor, and Addison Circle West, which includes vacant and underdeveloped properties at the eastern frontage of Addison Road, between Airport Parkway and Morris Avenue. The subject property is the northernmost edge of the Addison Circle West sub-area.

This visioning process was guided by a project advisory committee comprised of Town residents and business property owners and was informed by a robust analysis of existing and future market conditions, and public input received at a series of community meetings. The findings of this study were accepted by City Council and in February 2019, were unanimously approved as an amendment to the 2013 Comprehensive Plan.

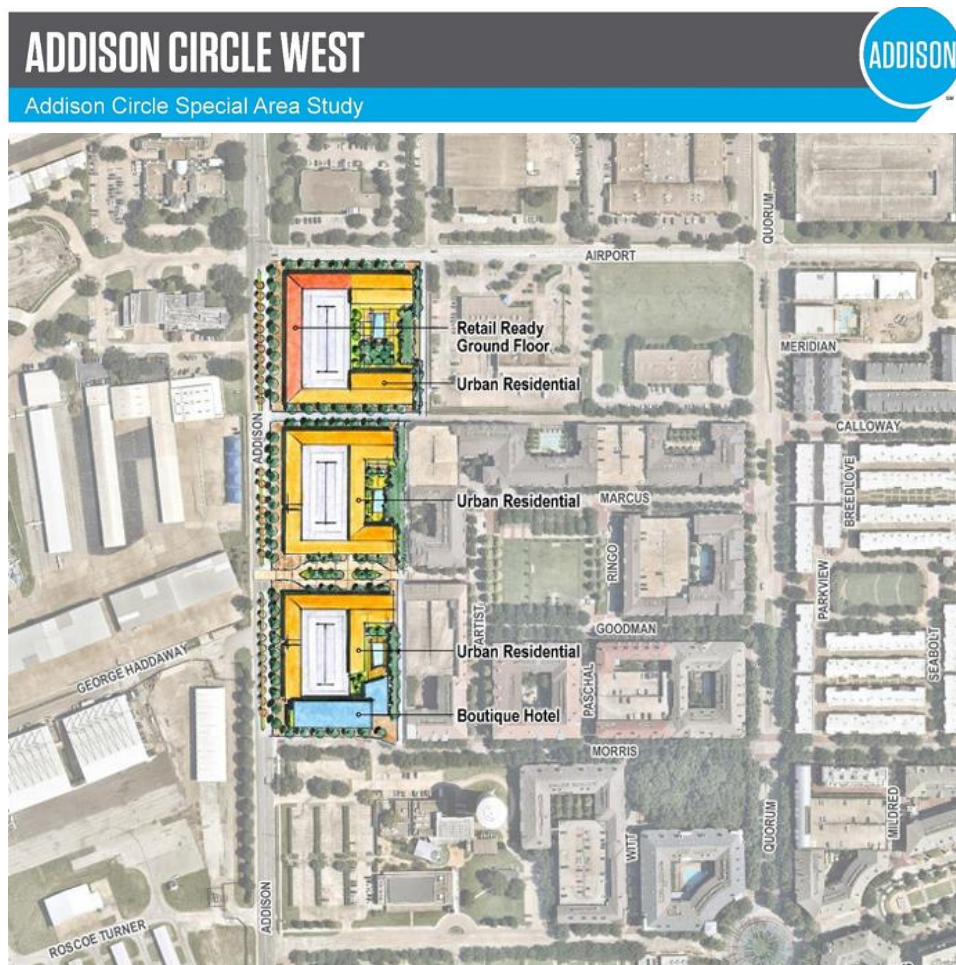
With this study, the Town adopted a vision and guiding principles for the study area that seeks to extend the Addison Circle development character to these areas and to ensure that Addison serves as a major destination in the Silver Line corridor. Key themes addressed by the Guiding Principles include compatibility and connectivity with Addison Circle, the Addison Airport, and future transit facilities, and continuing the high quality design of Addison Circle through the provision of key placemaking elements such as walkable urban streetscapes, elegantly design open spaces, landscape, and public art.

In addition to this overarching visioning framework, the study also included a more detailed strategic direction for each sub-area. The strategic direction for Addison Circle West focuses on a simple but important primary concept: extend the character of the Addison Circle neighborhood to Addison Road. This strategic direction includes four additional concepts that add detail to this direction:

- Residential uses along Addison Road should be of a more urban scale and design (compared to the townhomes in Addison Circle itself) because of the traffic along Addison Road, noise from the road and the Airport, and proximity to the Airport.

- The high-quality design and amenities of Addison Circle’s existing residences should be included in these new residential developments as well.
- Immediately adjacent to the Addison Conference Centre, new uses that support tourism, conferences and events are an appropriate extension of Addison Circle’s character and activities.
- 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.

To illustrate what implementation of this strategic framework may look like, the special area study presents a series of aspirational design concepts for the study area. For Addison Circle West, an urban residential building with “retail ready” uses at the ground floor frontages was envisioned.



Addison Housing Policy

In order to help guide future housing decisions, the City Council adopted a [Housing Policy](#) in 2015 and amended it in early 2017. Applicable sections of this policy are provided below:

**DEVELOPMENT
SERVICES**

16801 Westgrove Drive
Addison, TX 75001

P.O. Box 9010
Addison, TX 75001

phone: 972.450.2880
fax: 972.450.2837

ADDISONTEXAS.NET

IT ALL COMES
TOGETHER.

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.

As can be expected with a policy addressing such a broad consideration, evaluating alignment of this proposal with this policy can be a very nuanced exercise. While apartment dominant proposals such as this are not viewed favorably by the policy, this area is unique in that it was part of the Addison Circle Special Area Study. That analysis resulted in a vision for urban residential development that preserves opportunity for market supported retail uses to be integrated into the building at the ground floor. This proposal achieves that by providing approximately 5,000 square feet of retail ready space at the ground floor and 7 live/work units with dedicated and separate office space on the top floor of the Addison Road building frontage.

The Housing Policy also does not support free-standing, nonintegrated residential development. This proposal is pioneering, in that it is the first property addressed by the Addison Circle Special Area Study to redevelop. While it would be ideal for the entire Addison Circle West sub-area to redevelop all at once, the market does not support that, and instead we should rely on the planning framework established by that study to address the practical realities of incremental redevelopment. With its direct adjacency to Addison Circle, this development would expand, enhance, and connect to that urban neighborhood. It is likely that this project will serve as a catalyst for additional redevelopment in the surrounding area.

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 its prominent location at the western edge of the Addison Circle neighborhood, this site is in close proximity to similarly situated urban residential development to the southeast, as well as to the north, with the Addison Keller Springs multifamily development. The closest single-family residential uses include the townhomes in Addison Circle and Meridian Square, which are over 800 feet to the east of the subject property.

With this property being adjacent to the Addison Airport, it is important to ensure that this residential building can be compatibly situated at this location. In evaluating airport land use compatibility, key considerations include proximity to noise and building height. For noise,

noise sensitive land uses must be situated outside of the 65 dBA noise contour. For building height, buildings at this location must be less than 130 feet tall (approximately 10 stories) at the western edge of the subject property. Both of these conditions are met by the subject property and the proposed use and building design is compatible with the Addison Airport.

Traffic Generation and Circulation

The Town required the applicant to complete a Traffic Impact Analysis (TIA) to determine what effect the proposed development would have on the roadway network in the near-term and long-term. TIAs are based on traffic engineering standards and best practices, and traffic data assumptions published by the Institute of Transportation Engineers (ITE). The ITE Trip Generation Manual combines multiple studies of actual traffic counts from different uses to establish the average number of one way trips that similar uses can be expected to generate in a day, as well as in the AM peak hour and the PM peak hour. The table below provides anticipated trip generation for the proposed development:

Use	Size	Daily One Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
			In	Out	Total	In	Out	Total
Multi-Family Residential	287 units	1,562	25	71	96	74	48	122

In addition to analyzing traffic generation, the TIA also analyzes how the site generated traffic impacts the operations of the surrounding roadway network. Of particular importance to this project is the impact of traffic operations on Addison Road and Airport Parkway, with specific emphasis on key intersections with Keller Springs Road and Quorum Drive.

This analysis indicates that there would be no reductions in the level of service at any signalized intersections in the area due to this development. The analysis also indicates that the Airport Parkway site access drive will perform at a high level of service with no delay at both peak hours, while the Addison Road site access drive will operate with moderate delay at both peak hours. To mitigate this impact and respond to staff feedback, the applicant has oriented the parking structure ramp to direct the natural flow of traffic to Airport Parkway and will provide signage to restrict outbound traffic at the Addison Road access drive to right turn movements only.

This analysis was conducted by Kimley-Horn and Associates. This group provides traffic engineering and transportation planning services to the Town, which includes development of the Town's Master Transportation Plan. The analysis was reviewed by Town staff and traffic engineers at Cobb-Fendley, another national engineering firm. Based on their review, Cobb-Fendley determined that Kimley-Horn's assessment was accurate.

Utility and Drainage Analysis

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. If this project is approved, detailed civil engineering plans will be prepared for the proposed connections to the Town's water and sanitary sewer systems, and the required detention pond and storm sewer needed to convey site generated runoff. With this project, an enclosed detention pond will be provided below the parking structure ramp in order for this site to release runoff at the same rate and intensity as pre-developed conditions.

Existing Site Encumbrances

The subject property has frontage on two aging roadways in Addison Road and Airport Parkway. These roads will both be reconstructed in the future, with Airport Parkway being funded to occur in the near future. If this property were to redevelop, the accompanied right-of-way dedications and streetscape improvements would relieve land acquisition and construction costs from the Town.

At the Addison Road frontage, overhead electric utilities will limit the planting of street trees to ornamental species. For both the Addison Road and Airport Parkway corridors, sidewalk connectivity remains a challenge, as there are several major gaps that are unlikely to be resolved until those roadways are reconstructed. This condition makes the required pedestrian and emergency access connection to the Cortland Apartments fire lane critical, as that will provide needed pedestrian access to the open space and amenities of the Addison Circle neighborhood.

Tree Mitigation

The subject property currently has a fair amount of tree cover, with mature canopy trees situated around the business office, and pine trees lining the property perimeter. Due to the transformational nature of this project, substantial tree loss would occur. With this proposal, 1,044 caliper inches of tree removal would occur and 172 inches of new plantings could be achieved on site, resulting in 872 caliper inches of tree removal that could not be mitigated via onsite plantings. As a result, the applicant would need to pay into the tree mitigation fund at a rate of \$175 per caliper inch, for a total amount of \$152,600. These funds could be used for replacement trees in the surrounding area, which include replacement of storm loss in Addison Circle, as well as street trees for the upcoming Airport Parkway and Keller Springs Road reconstruction projects.

Public Services Capacity

This site is served by Dallas Independent School District (DISD) and given the anticipated demographics of the project, DISD is unlikely to have issues serving this property. With this project being situated adjacent to and having connectivity to the Addison Circle neighborhood, it will have direct access to a surplus of park and open space amenities. With direct adjacency to the Addison Police Headquarters and Fire Station #1, emergency services can be conveniently provided to this site. With the required emergency access connection to the Cortland Apartments fire lane, this project would improve emergency service access to the Addison Circle neighborhood as well.

Community Input: The Town notified adjacent property owners (within 200 feet) and DISD in accordance with Town and State requirements. One letter of opposition and one letter of support was received for this application.

RECOMMENDATION: APPROVAL WITH WAIVERS

This proposed rezoning request meets the intent of the Addison Circle Special Area Study, the Addison Housing Policy, and associated Town amenity and infrastructure policies. This project, coupled with the Silver Line Station transit-oriented development can serve as a catalyst for new investment in this area, and it will also help the Town better facilitate planned infrastructure rehabilitation projects at Airport Parkway and Addison Road.

The development waivers that have been requested are tailored to address the unique challenges associated with redevelopment to an urban development pattern. While this list may seem long, you see many of these conditions successfully implemented when you walk the Addison Circle neighborhood.

This proposal with its unique building form, strong pedestrian amenities, and accommodation of both retail ready space, live/work units, and co-working space, represents the highest and best use of this site and will serve as a strong northern gateway for this area.

Staff recommends approval of the request subject to the following development waivers:

- Landscape area and landscape buffer requirements of the Town's landscape ordinance:
 - 16.4 percent landscape area (inclusive of a shared use trail) in lieu of 20 percent landscape area.
 - Landscape buffers as defined in the Trail Master Plan in lieu of a uniform 20 foot buffer as defined in the Town's landscape ordinance.
- Planting of ornamental trees in lieu of shade trees at the streetscape where overhead electric utilities are present.
- 50 feet spacing for shade trees in lieu of 30 foot spacing.
- Elimination of the 10 foot build-to-line at Addison Road and Airport Parkway to reflect what is depicted in the development plans.
- Elimination of the one foot building step back for every two feet over 50 feet for all portions of the building over 50 feet, with step backs to be provided as depicted in the development plans.
- Satisfaction of dedicated public open space requirements to occur through the provision of publicly accessible private open space and sidewalks, and public trails consistent with the Town's Trail Master Plan.
- Reduction in masonry construction standards from 90 percent of all walls fronting or visible from the street (80 percent for all other walls), to reflect what is depicted in the development plans (75 percent masonry and glazing at the north and west facades, 58 percent masonry and glazing at the south façade, and 59 percent masonry and glazing at the east façade).
- Minimum area per one bedroom dwelling unit reduced from 700 to 650 square feet where a private balcony is provided.
- Reduction in the minimum driveway setback at the southern property boundary to reflect what is depicted in the development plan.



Case 1843-Z/JPI Addison Heights

March 15, 2022

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on March 15, 2022, voted to recommend approval of an Ordinance changing the zoning for a 3.2-acre property located at the southeast corner of Addison Road and Airport Parkway, from the Commercial-2 (C-2) District to the Planned Development (PD) District with modified Urban Center (UC) District standards to allow the construction of a multifamily development comprised of a maximum of 287 dwelling units and live/work units, and approximately 5,000 square feet of future retail space, and to approve related development plans, subject to the following waivers to the UC District standards:

- Landscape area and landscape buffer requirements of the Town's landscape ordinance:
 - 16.4 percent landscape area (inclusive of a shared use trail) in lieu of 20 percent landscape area.
 - Landscape buffers as defined in the Trail Master Plan in lieu of a uniform 20 foot buffer as defined in the Town's landscape ordinance.
- Planting of ornamental trees in lieu of shade trees at the streetscape where overhead electric utilities are present.
- 50 feet spacing for shade trees in lieu of 30 foot spacing.
- Elimination of the 10 foot building setback at Addison Road and Airport Parkway to reflect what is depicted in the development plans.
- Elimination of the one-half foot building step back for every foot over 50 feet for all portions of the building over 50 feet, with step backs to be provided as depicted in the development plans.
- Satisfaction of dedicated public open space requirements to occur through the provision of publicly accessible private open space and sidewalks, and public trails consistent with the Town's Trail Master Plan.
- Reduction in masonry construction standards from 90 percent of all walls to 40 percent of the total exterior cladding and as depicted in the development plans.
- Minimum area per one bedroom dwelling unit reduced from 700 to 650 square feet where a private balcony is provided.
- Reduction in the minimum driveway setback at the southern property boundary to reflect what is depicted in the development plan.

Voting Aye: Branson, Catalani, Craig, DeFrancisco, Fansler, Meleky, Souers
Voting Nay: none
Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none
On: none
Against: none