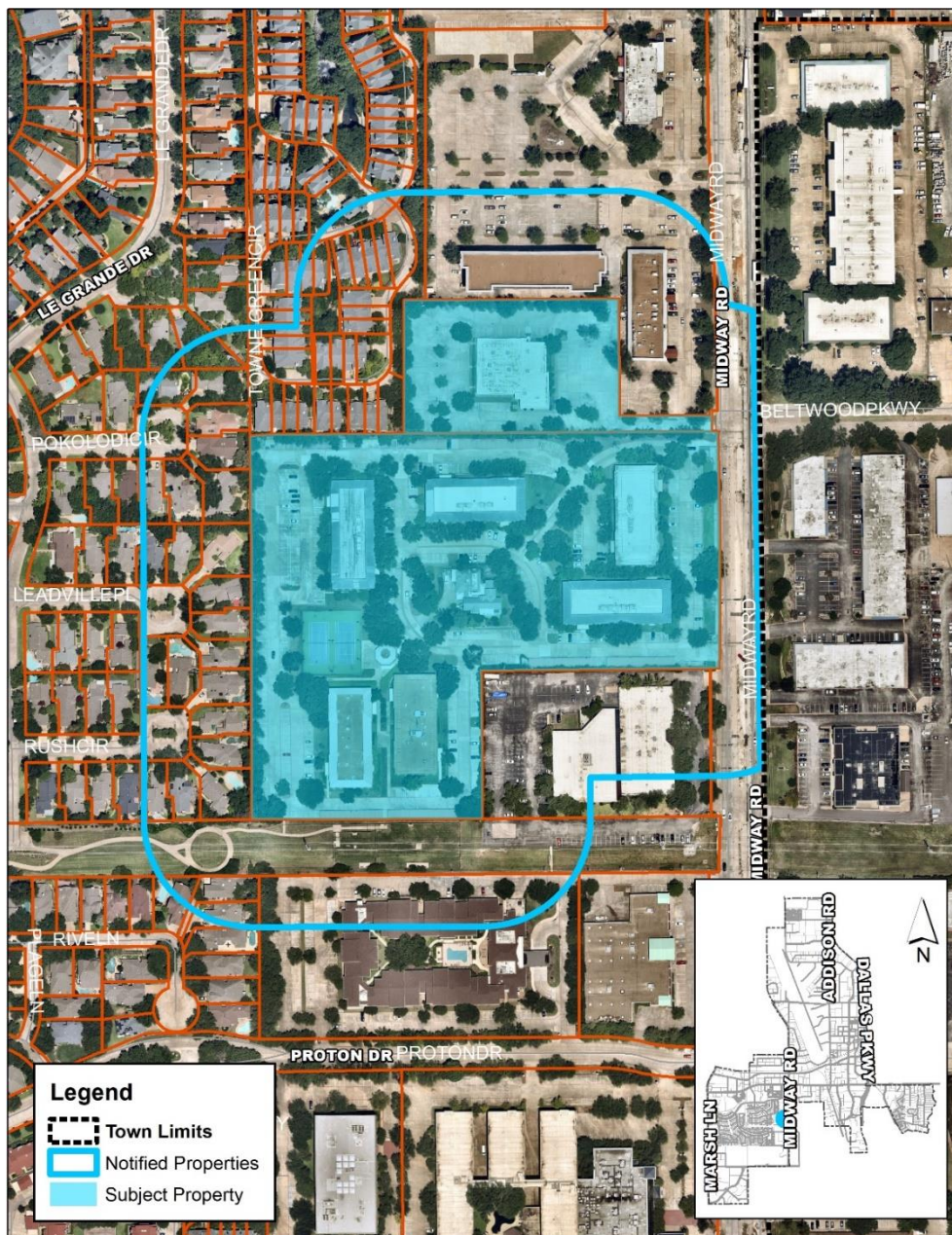


1851-Z

PUBLIC HEARING Case 1851-Z/AMLI Midway. Hold a Public Hearing, Present, Discuss, and Consider Action on a Recommendation regarding an Ordinance Rezoning a 13.78± Acre Property Located on the West Side of Midway Road, Approximately 1,000 Feet South of Beltway Drive and Immediately North of the Redding Trail Dog Park, from Planned Development District (PD) to a new Planned Development District (PD) to Allow for the Development of 405 Multifamily Dwelling Units with Permitted Ground Floor Retail, Restaurant, Office, Co-Working, and Live/Work Uses, 30 Townhome Fee Simple Lots, 14 Townhome Rental Dwelling Units, and Associated Public and Private Open Space and Common Areas, Through the Approval of Development Plans and Standards.

Location Map





July 15, 2022

STAFF REPORT

RE: 1851-Z/AMLI Midway

LOCATION: 13.78± acres on the west side of Midway Road, approximately 1,000 feet south of Beltway Drive and immediately north of the Redding Trail Dog Park (14671, 14673, 14675, 14677, 14679, 14681, 14683, and 14775 Midway Road).

REQUEST: Approval to rezone the properties from the Planned Development District (PD, Ordinance Nos. 387 and 083-039) to a new Planned Development (PD) district with use and development standards for multifamily residential, fee simple and rental townhomes, live/work, retail, restaurant, office, and co-working uses, and associated public and private open space and common areas.

APPLICANT: Joe Bruce, Senior Vice President – AMLI Development Company

DISCUSSION:

Background: This rezoning request is for a 13.78 acre site located at the western frontage of Midway Road, immediately north of the Redding Trail Dog Park. This site is comprised of two properties – Office in the Park and the vacant Addison Event Center.

The 11.39 acre Office in the Park site includes six, two-story garden office buildings that accommodate over 180K square feet of office space. In addition to these buildings, the site includes a 5,700 square foot home that dates back to the 1930s and that was once owned, but never occupied, by the war hero and actor, Audie Murphy. When Office in the Park was constructed, this homestead was converted to Dovie's, a once popular restaurant that closed over a decade ago, leaving that building to sit vacant ever since.

Site improvements include parking for the office tenants and visitors of the Redding Trail dog park that borders the southern limit of the property. Due to its age, this site has a mature tree canopy that lines the parking areas and garden office buildings. The Town of Addison leases space in this development in order to provide office space for our Economic Development department and the Town's business incubator program, the Addison Treehouse. Following the COVID-19 pandemic, the Town transitioned town meetings to the Addison Treehouse in order to provide a more expansive meeting space.

For many years, Office in the Park has struggled to grow its occupancy and the COVID-19 pandemic further accelerated that trend. Due to its age, challenging layout and floor plans, and needed technological upgrades, Office in the Park struggles to compete in the increasingly challenging office market. This dynamic has resulted in deteriorating site and building conditions, making it difficult for Office in the Park to generate occupancy and rents that would allow for needed reinvestment.

The 2.39 acre vacant Addison Event Center site is a flag lot, where the building is situated at the end of an access drive and is setback 300 feet from Midway Road. This site was originally the McCutchin family home, but it was redeveloped for a restaurant in 1980. With over 14,000 square feet of leasable floor area and limited visibility from Midway Road, this building struggled to operate as a restaurant, and later converted to event space. The building has been vacant for several years and has since become an attractive target for night club and lounge operators.

Office in the Park is zoned Planned Development (PD) through Ordinance No. 387, which was adopted by the Town in 1978. The vacant Addison Event Center site is zoned PD as well, through Ordinance No. 83-039, which amended Ordinance #477, which was adopted by the Town in 1979.

The applicant, AMLI Residential, is a Class A multifamily developer that focuses on the development, construction, and management of luxury apartment communities. They currently own and manage 85 communities and over 27,000 apartment homes in nine U.S. markets. AMLI is heavily invested in Addison, relocating its regional headquarters to the Town in 2007 and developing their first project in Addison (15250 Quorum) in 2019. Most recently, AMLI and their development partner, Stream Realty, was selected by the Town to serve as master developer for the Addison Circle Transit-Oriented Development (TOD).

With this request, AMLI Residential proposes to rezone the property from the Planned Development District (PD, Ordinance Nos. 387 and 083-039) to a new Planned Development District (PD) with use and development standards for multifamily residential, fee simple and rental townhomes, live/work, retail, restaurant, office, and co-working uses, and associated public and private open space and common areas.

Proposed Concept Plan: The proposed development is comprised of two multifamily buildings accommodating 405 dwelling units, 30 fee simple townhomes, 14 rental townhomes, and 3 acres of dedicated public open space that includes a trail, public art, pedestrian amenities, and dog park site furnishings.

The multifamily buildings include a 371 unit building that transitions from 5 stories at the Midway Road frontage, to 4 stories at the midpoint depth of the site. At the Midway Road frontage, the ground floor presents a commercial frontage with opportunities for retail, office, restaurant, and co-working programming within two 3,500 square foot tenant spaces, with dedicated space for outdoor seating/dining. Additional space is reserved at this frontage for leasing and amenities, as well as four dedicated two-level live/work units with permitted business occupancies on the ground floor and living space on the upper floor. The building includes one 15,000 square foot interior courtyard space that will be the site of the development's pool amenity, and three exterior courtyards comprising over 20,000 square feet of passive open space.

This building provides 563 off-street parking spaces in an integrated, 5.5 level parking structure that is fully wrapped and screened by the multifamily dwelling units. Two points of access are provided to the parking structure to allow for more efficient ingress and egress from the site.

The second multifamily building is a three story, 34 dwelling unit building located at the southwest quadrant of the Office in the Park site. This building includes 13 tuck under garages and dedicated surface parking spaces at the rear of the building. The building includes an elevator, which is unusual for multifamily buildings of this scale, and will include universal design features and floor plans that is likely to make it more attractive for the senior renter.

Immediately to the west of the two multifamily buildings, the applicant has established lots for 22 fee simple townhomes. These ownership townhome units are three stories in height and front to the west. A courtyard defined by ornamental fencing is provided at the ground floor facing west, and an outdoor living area is provided on the third floor, facing to the east, towards the multifamily buildings. These townhome buildings will accommodate approximately 2,400 square feet in floor area.

At the vacant Addison Event Center property, eight additional fee simple townhomes are provided at the western edge of the site, and 14 three-story rental townhomes are accommodated to the rear of the fee simple townhomes and are oriented to front towards the north and south. Gated courtyards are provided at the ground floor of the rental townhome units and a second floor outdoor living area is provided at the second floor building frontage.

Along the entire common boundary this site shares with the Addison Timbers and Towne Lake neighborhoods, the applicant has provided a 100 foot wide public park and trail corridor comprising three acres of land that will be dedicated to the Town. The townhomes that front onto this open space are setback a minimum distance of 113 feet from the Addison Timbers and Towne Lake neighborhoods. The applicant will install a 10 foot trail, several public art features, pedestrian amenities, and substantial ground cover and tree plantings to make this a community amenity and a robust buffer between these existing neighborhoods and the multifamily buildings. In addition to this trail corridor, the applicant proposes to install a new shade canopy and patio furnishings to support dog park visitors.

Fire code compliant access drives and privately managed on-street parking spaces are provided throughout the development, with two points of access to Midway Road. Head-in parking is provided at the Midway Road frontage to allow convenient access to planned retail/office tenant spaces. Trash, recycling service, and move-in service access is provided at the southern access drive. At least 20 electric vehicle charging stations will be provided within the development and the entire development will be served by 702 dedicated parking spaces achieved through a combination of structured parking, individual garages, a surface parking lot, and on-street parking within the development's private street network.

Building Facades: The most prominent multifamily building is 5 stories in height (62 foot typical height, and 67 feet at the building corners) at the Midway Road frontage and four stories (50 feet) in height at the western limit of the building. The ground floor at the Midway Road frontage is heavily glazed to present a defined commercial character for that mixed use frontage. This building achieves an exterior building façade comprised of 90 percent masonry materials by utilizing a palette of various brick materials. Fiber cement panel is utilized as an accent material. Building articulation is achieved through vertical and horizontal expression of the building façade, material color changes, and the generous placement of recessed and projecting balconies throughout the façade. Where site topography allows, ground floor units will be accessible from the exterior of the building and outdoor living space will be provided to achieve a more active, visually interesting streetscape.

The second multifamily building is 3 stories in height (34 foot typical height, and 37 feet at the building corners). The building facades are consistent in character with the adjacent multifamily building and also achieves 90 percent masonry through the use of various brick materials. Fiber cement panel is once again used as an accent material. Garage doors are provided at the ground floor of the south and western facades.

Both the fee simple and rental townhomes are three stories in height (38 feet) and are constructed primarily of brick masonry materials. Building articulation is achieved through vertical step back and projection of the façade, as well as through material color transitions. More prominently sized windows are provided at the front façade and metal canopies are provided over the front doorway. Outdoor living space is provided via a recessed balcony at the eastern building façade of the fee simple townhomes and a projecting second floor balcony on the rental townhome units. Each townhome unit will have a small fenced in courtyard at the ground floor frontage.

Parking: For this new Planned Development District (PD), the applicant proposes to provide one parking space per rental multifamily bedroom, one parking space per 200 square feet of retail floor area, one parking space per 300 square feet of leasing amenity, two garage spaces per townhome unit, and 0.5 on-street visitor parking spaces per townhome unit. These standards are consistent with the Town's treatment of parking in mixed-use zoning districts and the applicant is exceeding these minimum standards by 39 spaces (663 spaces required and 702 spaces provided). Additionally, the applicant is reserving 8 head-in parking spaces for dog park users (who can also park in other unrestricted on-street parking spaces on site) and is leaving 25 spaces in the parking structure ungated to allow for use by retail patrons.

Landscaping/Open Space and Trails: Currently, 22 percent of the site is accommodated as landscape area, consistent with the Town's requirement for non-industrial sites to maintain at least 20 percent of the gross area of a site as landscape area. With this redevelopment proposal, landscape area would increase to 35 percent of the gross area of the site, a substantial increase over the current condition. This is a rare condition, as with typical urban multifamily developments in Addison, developers frequently seek relief from the Town to allow less than 20 percent of the site to be comprised of landscape area. As an example, both JPI Addison Heights and the AMLI Quorum development provided less than 20 percent landscape area.

With this proposal, the developer would install all necessary landscape and site improvements for a three acre linear park to be dedicated to the Town following inspection and acceptance. Within this park space, the developer would construct a 10 foot concrete trail consistent with policy direction provided by the Town's Trail Master Plan. Additional improvements will be provided at the dog park to provide shade and seating for dog park visitors. A \$150,000 commitment to public art installation through collaboration with the Addison Arbor Foundation is also planned.

This land dedication is also a rare treatment for this form of development. The Town's development codes do not require the developer to do this, and urban multifamily developments similar to this typically have far less public open space. Where open space exists, it is typically very fragmented and less functional for use. For example, the Addison Grove development has 1.59 acres of public open space (comprising five separate areas) serving 499 dwelling units, while this development provides nearly twice as much public open space (all within one contiguous 100 foot wide space) for 50 fewer dwelling units.

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. This project has frontage on Midway Road, a thoroughfare that is currently being reconstructed by the Town. With that project, the Town will install a 10 foot trail and associated retaining walls, street trees, and ground cover along the frontage of this property. The applicant will install required sidewalks, street trees, site furnishings, and ground cover throughout the site, consistent with Town standards for urban development. The applicant will also be responsible for installing pedestrian connections linking their site to the Midway Road trail.

Unit Mix, Interior Construction, and Sustainability Features: The proposed multifamily rental unit mix includes 226 one bedroom units, 162 two bedroom units, and 13 three bedroom units. The average unit size for the entire project is 957 square feet (over 100 square feet larger than JPI Addison Heights). The fee simple townhomes will provide 2,389 square feet of floor area and the rental townhomes will provide 1,955 square feet of floor area.

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

- The multifamily buildings shall be LEED certified (minimum designation of Silver, with Gold targeted);
- 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.

Recycling services will be provided and a minimum of 20 electric vehicle charging stations will be installed on site.

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 Sam's Club Special Area Study, and the Addison Housing Policy. Key considerations include:

2013 Comprehensive Plan

The [2013 Comprehensive Plan](#) acknowledged the decline experienced at both of these properties and envisioned opportunities for redevelopment to facilitate the development of senior housing, townhomes, and mixed use. The Comprehensive Plan also identified the need to for more detailed study of these properties and the surrounding area by a Special Project Committee. The study produced by this committee would supersede the Comprehensive Plan as the prevailing land use policy for this area.

This area was examined in the unresolved [2015 Sam's Club Special Area Study](#) as well as the [2022 Sam's Club Special Area Study](#) that is being considered for adoption by the Town concurrent to this consideration.

Sam's Club Special Area Study

In April 2021, the City Council approved a professional services agreement for a planning consultant and appointed a project advisory committee to complete the Sam's Club Special Area Study.

The study of this area began in 2014, in accordance with policy direction provided within the 2013 Comprehensive Plan. At that time, the City Council chose to study an area of land generally running from the former Sam's Club site south along the Midway Corridor, including the Midway Square Shopping Center and Office in the Park. At the conclusion of that process in 2015, the City Council only provided direction on the portion of the study area that was the former Sam's Club property. The vision for the other areas within the study was never finalized.

With the establishment of a 17 member project advisory committee for this re-initiated special project, the City Council directed staff to expand the study area to the south to include commercial properties situated between Office in the Park and the Greenhill School campus.

Following initiation of the project, the project team and project advisory committee met three times. The Town also hosted two community open houses at the Addison Athletic Club in order to receive broader community feedback at key milestones in the project. Following the second community open house, the advisory committee shared their strong desire for additional discussion and refinement of the direction of the study. The committee was deeply committed to developing recommendations that respect existing neighborhoods and businesses and at that time, they did not feel that the process had achieved that intent.

The feedback shared by the committee resulted in a shared commitment from Town staff and the committee to carry out a much more open-ended dialogue on the future of the study area. That commitment resulted in four additional meetings between the advisory committee and staff.

Study Compliance Considerations

This proposed rezoning request meets the overall objectives and individual design principles, form, and character policies of the draft Sam's Club Special Area Study. It respects the adjacent neighborhoods by implementing a residential transition zone in excess of what is presented in the study, and it elevates the Midway corridor as a southern gateway to Addison by providing a prominent building frontage with ground floor commercial uses vertically integrated with housing.

This proposal does include elements where the advisory committee was very challenged to reach consensus on. These elements include:

1. Housing: Housing remains a difficult dialogue in Addison, and the committee preferred ownership housing options to be accommodated in the study area in lieu of multifamily rental housing. One of the challenges that was frequently discussed amongst the committee was as office and restaurant uses experienced decline, what uses would be viable reinvestment options for those areas? In trying to address this, the committee guided the plan towards increased flexibility, to allow room for consideration of what the market may present for this area. In that consideration, if multifamily were the highest and best use, it merited consideration, provided that it could be appropriate buffered from existing neighborhoods.

It was also important for the committee that if multifamily were to be considered, it would not be the dominant pattern of the 79 acre study area. Instead, it would have to serve as a component of a neighborhood comprising a mix of uses, densities, and housing options.

2. **Building Scale:** Earlier in the project, the recommendations of the project team were very prescriptive, and included significant detail regarding the future development character of this area. Building scale was a significant consideration discussed, and in those earlier stages of the project, building height was typically addressed in two ways. These discussions included an envisioned maximum building height of 4 stories and direction to allow more prominent building types adjacent to Midway Road.

As the plan evolved and became less detailed, the plan instead focused on form and character and strong transitions and buffering of existing neighborhoods. If a building could transition in height and meet or exceed the envisioned residential transition zone standards, the character of the building frontage became more important than the height and achieving conditions such as ground floor retail would be viewed more favorably at that Midway Road priority frontage zone.

This proposal attempts to strike a balance on these issues by reducing the height and modifying the layout of the building to maximize the residential zone, while achieving an appealing priority frontage zone in a mixed residential setting that is less dense than recent multifamily rental projects the Town has considered.

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. Components of the policy are provided below:

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. Proposals for independent and/or assisted living may be considered by the Town of Addison. Since there are no assisted living housing units in Addison today, the Town will conduct research to understand how this housing could or should be included in Addison's future.
5. 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.

This proposal does not achieve the goal of "increasing the proportion of fee simple ownership in Addison" that is called for in the first component of the Housing Policy. While this goal is

appropriate for this site, it is unlikely to be feasible, as the cost of redeveloping commercial properties and the nearby ample supply of available fee simple lots in Addison Grove (134 lots) and the future Cobalt Homes development (31 lots), makes it unlikely that a project that includes a high proportion of single-family homes would be proposed by a developer.

This dynamic as well as other local and regional housing considerations is discussed in greater detail in the [Town of Addison Housing FAQ](#).

In lieu of increasing the proportion of fee simple ownership, the applicant has proposed a mixed residential development that includes a broader mix of rental housing options and a complementary offering of fee simple townhomes. Within the mix of rental housing options, the applicant has provided two unique building types: a three story rental townhome and a three story multifamily building with tuck under garage parking and an elevator. These building types offer larger floor plans and universal design features that are likely to be more appealing to seniors.

Within the multifamily wrap building, four live/work units are accommodated and over 42 percent of the units are two bedroom units. This is a more expansive two bedroom offering than typical luxury apartment projects.

With this mixed residential development, the applicant is achieving a development pattern and density that will help establish a neighborhood of urban character that is less dense than similarly situated areas experiencing redevelopment activity. At 33 dwelling units per acre, this development would only be two units per acre in excess of the density achieved at Addison Grove, a project where the majority of the land area is consumed by fee simple townhome lots.

Due to the expansive open space and landscape area that is provided to support this medium density mixed residential neighborhood, this project merits consideration as an exceptional project that should be considered in spite of the market dynamics that do not position it to comply with all aspects of the policy.

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 direct adjacency to the Addison Timbers and Towne Lake neighborhoods, residential compatibility is the most critical development impact for the applicant to address. To address this issue, the applicant made substantial modifications to the multifamily wrap building during early discussions with Town staff, and as they followed the progress of the Sam's Club Special Area Study. These modifications included:

- Transitioning the building height from five to four stories at the midpoint depth of the site;
- Modifying the traditional rectangular building footprint for this building type to create additional setback from the Towne Lake neighborhood;
- Orienting windows and balconies on the multifamily building to eliminate direct views to the existing neighborhood;

- Placing fee simple townhomes between the wrap multifamily building and the dedicated public open space to screen the multifamily building from the existing neighborhoods;
- Providing a 3 acre, contiguous public open space dedication that achieves a 100 foot buffer throughout the entire common boundary with the existing neighborhoods;
- Providing additional building setback from the 100 foot buffer, ranging in depth from 13 to 128 feet;
- Creating a dense landscape buffer and screening within the dedicated public open space to further screen the existing neighborhoods from this development; and
- Establishing a phasing plan that will result in completion of the open space and landscape buffer during the first phase of the project.

The applicant has made significant efforts to fully mitigate any potential compatibility issues with the surrounding neighborhoods.

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, as well as trips generated by the adjacent Midway Point building that it shares an access drive with:

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 (mid-rise)	371 units	1,723	35	117	152	88	57	145
Multi-Family Residential (low-rise)	34 units	293	8	25	33	22	13	35
Townhomes	44 units	285	5	12	17	12	10	22
Office	3,500 SF	50	5	1	6	3	5	8
Retail	3,500 SF	223	6	5	11	12	11	23
Midway Point Building	11,500 SF	715	19	13	32	43	43	86
TOTAL		3,289	78	173	251	180	139	319

Given the nature of this development, it would be intuitive to believe that this would result in increased traffic for this area. Under current conditions, the 180,000 square feet of office space and 14,000 square feet of restaurant/event space is underutilized or vacant. If a similar analysis was applied to that floor area with the assumption that the space was being fully utilized and occupied, the current development would generate over 1,600 more vehicle trips

than what is proposed by this rezoning. The existing and proposed condition would produce the same amount of vehicle trips if you assumed 67 percent of the existing floor area was being fully utilized.

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 Midway Road, as that is the only thoroughfare that this project has access to. The analysis indicates that there is sufficient capacity in Midway Road to support this development and that no additional improvements to Midway Road are required (i.e., adding a right-turn lane, increased the size of a left turn lane, adding a traffic signal, etc.). In order to mitigate onsite cueing conditions at the site access drives in the AM and PM peak hour, traffic engineering staff has required the applicant to provide dedicated left and right turn lanes for outbound traffic at both site access driveways.

This analysis was conducted by Bowman Consulting Group. The analysis was reviewed by Town staff and traffic engineers at Kimley-Horn and Associates. Kimley-Horn's traffic engineering group provides traffic engineering and transportation planning services to the Town, which includes development of the Town's Master Transportation Plan. Based on their review, Kimley-Horn determined that the applicant's traffic impact 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 drainage infrastructure needed to convey site generated runoff.

Since this project will have 13 percent more landscape area than the existing condition, there will be a substantial reduction in stormwater runoff generated by this site. Where feasible, the applicant will work with adjacent property owners to improve any offsite drainage conditions that they may be able to positively impact through the redevelopment of this site.

Existing Site Encumbrances

The Addison Event Center property is currently encumbered by an existing easement at its northern limit that was established to benefit the land to the north. Similar to the private easement issue that came up with the Cobalt Homes rezoning request, the applicant believes they have the right to modify that easement through redevelopment. Even if that was not the case, the applicant has sufficient room to relocate their buildings outside of that easement.

Given that this a redevelopment proposal, there would be substantial modification to the existing on site utility and storm sewer network to accommodate this use on the site. One challenge includes the presence of existing overhead electric utilities at the common boundary shared by Office in the Park and the vacant Addison Event Center.

Tree Mitigation

The subject property currently has a significant amount of tree cover on site, with mature canopy trees situated around the office buildings, parking lots, and common boundaries with the adjacent neighborhoods. Due to the transformational nature of this project, substantial tree loss would occur. With this proposal, 2,065 caliper inches of trees will be preserved, and 2,169 caliper inches of trees will be removed. The applicant would fully mitigate this impact by planting 2,169 caliper inches of trees on site. Typically, for projects of this scale, developers

request to clear cut the site. The applicant's landscape architects have worked diligently to preserve as many trees as possible.

Due to the maintenance challenges associated with both sites, the applicant would engage an arborist later in this process to continue to evaluate tree health and to identify trees that could potentially be transplanted on site in lieu of removal. Additional analysis would be conducted to identify the best species selection to quickly support establishment of a dense buffer between this development and the adjacent neighborhoods.

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. This development provides sufficient access for emergency services through its two points of access on Midway Road. The applicant has also shared detail on the security measures it employs to mitigate criminal activity on site. They would reduce demand for Addison police services through enhanced access control measures, use of security cameras throughout the site, employment of security patrols and off duty Addison police officers, frequent collaboration and data sharing with the Addison Police Department, strict screening processes for potential tenants, and prohibitions on short-term rentals.

With substantial on site open space being provided, to include the extension of the Redding Trail, there is sufficient open space for the residents of this development. The proposed development will include social amenities such as a pool, fitness center, and co-working space. As Town residents, tenants will also have the opportunity to become members of the Addison Athletic Club.

Community Input: At the onset of this application process, staff directed the applicant to conduct outreach to the adjacent neighborhoods in order to present and receive feedback on their plans. This was formally conducted through four neighborhood meetings that were held on July 7th and 13th at the Addison Treehouse. Approximately 70 residents attended those events.

Feedback provided by those residents included the following concerns:

- Architectural character of the buildings
- Desire to see ownership housing or senior housing in lieu of multifamily rental housing; protections against renting the townhomes
- Height of the wrap multifamily building and the townhomes
- Ability of the developer to ensure that the townhomes are built in a timely manner
- Reservation of rear yard access to adjacent homes
- Traffic impacts on the surrounding street network
- Parking for dog park visitors
- Health of existing trees on site and species selection for new trees that maximize privacy
- Trail safety and crime prevention measures; maintaining good pedestrian access to retail frontage
- Duration that AMLI would own and manage the project

During the neighborhood meetings, the applicant was able to address many of these concerns, while others required further refinement of their plans. Since those meetings, the applicant has revised the design of the wrap multifamily building to achieve more visually interesting facades. The applicant also intends to coordinate further with Town staff and the adjacent neighborhoods

to further define tree plantings in the buffer zone and to develop a plan for providing access and fence improvements for adjacent properties.

In accordance with Town Ordinances and State Statutes, The Town also notified adjacent property owners (within 200 feet) and DISD. At the time of packet posting, staff has only received one formal response. This response was from the business property owner to the north who wishes to delay consideration of this item to allow him to work through some private considerations related to the adjacency of these properties.

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

This proposed rezoning request meets the intent of the Sam's Club Special Area Study, the Addison Housing Policy, and associated Town amenity and infrastructure policies. This project, coupled with the Town's Midway Road reconstruction project and the upcoming Cobalt Homes townhome neighborhood will set the tone for the future of the Midway corridor and will establish a prominent buffer and open space amenity for the surrounding area.

AMLI Residential has a strong record of executing Class A development locally and in major metropolitan areas throughout the nation. With their established performance history as well as the extensive amount of resources they have committed to this project, as well as past and future projects in Addison, this applicant is an ideal candidate to kick off major redevelopment efforts in the south Midway corridor.

With this medium density, mixed residential project, the applicant presents a project with both a high floor and a high ceiling, that is likely to be executed in an exceptional and efficient manner. Given the construction challenges experienced in the Addison Grove and Meridian Square developments, it is critical that this neighborhood adjacent site is redeveloped by a developer that is capable of executing their vision efficiently and in a manner that is consistent with the commitments that are made to the Town.

Given the many enhancements the applicant has made throughout the discussion of this application with Town staff and neighborhood groups, this request is appropriate to be approved as presented.

If issues remain that require additional refinement, the Town should work with the applicant to develop reasonable and timely solutions that do not cause irreparable harm to the economic viability of this project. Denying this application would delay needed reinvestment in the Midway corridor and it would expose these two properties to further decline. The vacant Addison Event Center is of particular concern given how the market views it, its size, and its close proximity to the Towne Lake neighborhood.

Addison has a long history of being solutions-oriented, creative, and proactively planning for its future. Finding a way to work through these challenging housing policy and redevelopment considerations would be consistent with our *Addison Way* culture.

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

- The development is executed in accordance with the attached development plans and Planned Development District (PD) development standards; and

- Prior to approval of construction drawings, The Town and applicant enter into a development agreement that further defines requirements for:
 - Public open space and dog park site improvement, dedication, and Town maintenance, to include coordination of access with adjacent homeowners;
 - Performance standards for the timing and construction of the fee simple townhomes and the occupancy of the ground floor retail and office space in the wrap multifamily building;
 - Tree relocation and mitigation;
 - The installation of public art;
 - Management provisions for the fee simple townhomes; and
 - Exterior façade material standards for all buildings within the PD District.



Case 1851-Z/AMLI Midway

July 19, 2022

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on July 19, 2022, voted to recommend approval of an Ordinance changing the zoning for a 13.78± acre property located on the west side of Midway Road, approximately 1,000 feet south of Beltway Drive and immediately north of the Redding Trail Dog Park (14671, 14673, 14675, 14677, 14679, 14681, 14683, and 14775 Midway Road), from Planned Development District (PD, Ordinance Nos. 387 and 083-039) to a new Planned Development (PD) district with use and development standards for multifamily residential, fee simple and rental townhomes, live/work, retail, restaurant, office, and co-working uses, and associated public and private open space and common areas, subject to the following conditions:

- The development is executed in accordance with the attached development plans and Planned Development District (PD) development standards; and
- Prior to approval of construction drawings, The Town and applicant enter into a development agreement that further defines requirements for:
 - Public open space and dog park site improvement, dedication, and Town maintenance, to include coordination of access with adjacent homeowners;
 - Performance standards for the timing and construction of the fee simple townhomes and the occupancy of the ground floor retail and office space in the wrap multifamily building;
 - Tree relocation and mitigation;
 - The installation of public art;
 - Management provisions for the fee simple townhomes; and
 - Exterior façade material standards for all buildings within the PD District.

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

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: Ron Whitehead, 3919 Bobbin Lane
Paul Walden, 14806 Le Grande Drive
Dan Stansbury, 3504 McFarlin Boulevard, Dallas, TX 75205

On: Marlin Willesen, 4100 Juliard Drive
Melanie Mitro, 4113 Leadville Place
Tony Radoszewski, 14612 Heritage Lane
Jimmy Barker, 3905 Rive Lane

Against: Bill Lamoreaux, 3883 Les Lacs Avenue
Jon Birney, 4043 Rive Lane
John Price, 4114 Leadville Place
Burk Burkhalter, 3824 Waterford Drive
Robert Jacoby, 4016 Rive Lane

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

For: Dan Liscio, 14825 Le Grande Drive
Katharine Liscio, 14825 Le Grande Drive
Hunter Bailey, 15250 Quorum Drive
Robbie Fletcher, 15250 Quorum Drive

On: Charles Hopkins, 4156 Towne Green Circle
Liz Oliphant, 14700 Marsh Lane

Against: Pik Yi Lai, 4126 Eastman Way
Debby Casad, 4105 Rush Circle
Virginia Waytena, 3752 Park Place
Kathy Moore, 3729 Chatham Court Drive
Alicia McCone, 4003 Rive Lane
Makel Larry, 4109 Leadville Place
David Collins, 14668 Wayside Court
Kristin Wallach, 14669 Wayside Court
Ronald Wallach, 14669 Wayside Court