



**REGULAR MEETING OF THE
PLANNING AND ZONING COMMISSION**

TUESDAY, MARCH, 15, 2022

**ADDISON TREEHOUSE
14681 MIDWAY ROAD, SUITE 200, ADDISON, TX 75001**

6:00 PM REGULAR MEETING

The Planning and Zoning Commission meeting and public hearing will be held at the Addison TreeHouse, 14681 Midway Road, Suite 200, Addison, Texas 75001 on Tuesday, March 15, 2022 at 6 pm. Seating for the public will be available using CDC recommended social distancing measures. Telephonic or videoconferencing capabilities will be utilized to allow individuals to address the Commission. For more information on the meeting location and ways to view and/or present comments, please contact Ken Schmidt prior to 3:00 pm on the day of the meeting at 972-450-7027 or by emailing kschmidt@addisontx.gov. Members of the public are entitled to participate remotely via Dial-in Number: 346.248.7799; Meeting ID: 319 628 1637; Participant ID: #. For more detailed instructions on how to participate in this meeting, visit our Agenda Page. The meeting will be live streamed on Addison's website at www.addisontexas.net.

Call Meeting to Order

Pledge of Allegiance

Consent Agenda: *All items listed under the Consent Agenda are considered routine by the Planning and Zoning Commission and will be enacted by one motion with no individual consideration. If individual consideration of an item is requested, it will be pulled from the Consent Agenda and discussed separately.*

1. Consider Action on the Minutes from the February 15, 2022 Planning and Zoning Commission Meeting.

Regular Agenda:

2. 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. 1843-Z/JPI Addison Heights.
3. Hold a Public Hearing, Present, Discuss, and Consider Action on a Recommendation regarding an Ordinance Adopting a Development Plan for Block D of the Addison Grove Addition, including a Site Plan, Landscape Plan, Building Elevations and Floor Plans for 54 townhomes in an existing Planned Development District (PD), through Ordinance O16-003, located on approximately 2.08 acres at the Southwest Corner of Magnolia Street and Runyon Road, approximately 400 feet south of Belt Line Road. 1833-Z/Addison Grove, Block D.

Adjourn Meeting

NOTE: The Planning & Zoning Commission reserves the right to meet in Executive Session closed to the public at any time in the course of this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551, including §551.071 (private consultation with the attorney for the City). Any decision held on such matters will be taken or conducted in Open Session following the conclusion of the Executive Session.

THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES. PLEASE CALL (972) 450-7017 AT LEAST 48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.

POSTED BY: _____

Irma G. Parker, City Secretary

DATE POSTED: _____

TIME POSTED: _____

DATE REMOVED FROM BULLETIN BOARD: _____

REMOVED BY: _____

Planning & Zoning Commission
Meeting Date: 03/15/2022

2.

Agenda Caption:

Consider Action on the **Minutes from the February 15, 2022 Planning and Zoning Commission Meeting.**

Staff Report:

The minutes from the February 15, 2022 Planning and Zoning Commission Meeting have been prepared for consideration.

Recommendation:

Administration recommends approval.

Attachments

Minutes of the February 15, 2022 Planning & Zoning Commission Meeting

DRAFT

OFFICIAL ACTIONS OF THE ADDISON PLANNING AND ZONING COMMISSION

February 15, 2022

6:00 P.M. - Addison TreeHouse

Addison Treehouse, 14681 Midway Road Suite 200

Present: Chair Tom Souers; Vice Chair Chris DeFrancisco; Commissioner Juli Branson; Commissioner Robert Catalani; Commissioner Nancy Craig; Commissioner Denise Fansler; Commissioner John Meleky;

Absent: None.

Call Meeting to Order

Pledge of Allegiance

Regular Agenda:

1. Consider Action on the Minutes from the October 19, 2021 Planning and Zoning Commission Meeting.

Motion: Approval of the minutes with edits presented.

Moved by Commissioner Robert Catalani, Seconded by Vice Chair Chris DeFrancisco

AYE: Chair Tom Souers, Vice Chair Chris DeFrancisco, Commissioner Juli Branson, Commissioner Robert Catalani, Commissioner Nancy Craig, Commissioner Denise Fansler, Commissioner John Meleky

Passed.

2. Present, Discuss, and Consider Action on a Preliminary Plat for Vitruvian Park Addition, Block C, Lot 1 for a Multifamily Development on 5.1 Acres Located at the Southeast Corner of Spring Valley Road and Vitruvian Way and North of Bella Lane. Case PP2021-01/Vitruvian Park Addition, Block C.

Motion: Approval of the replat as presented.

Moved by Vice Chair Chris DeFrancisco; Seconded by Commissioner John Meleky

AYE Chair Tom Souers, Vice Chair Chris DeFrancisco, Commissioner Juli Branson, Commissioner Robert Catalani, Commissioner Nancy Craig, Commissioner John Meleky

OTHER: Commissioner Denise Fansler (RECUSE)

Passed.

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

Discussion:

Ken Schmidt, Director of Development Services presented the Staff Report.

Commissioner Fansler inquired about the road dedication for the development and requested confirmation that the internal road would be private for the residents.

Mr. Schmidt responded that the access roads through the project would be private, but the new road running north to south on the east side of the project would be dedicated to the Town.

Commissioner Fansler also asked if a utility easement currently existed or if it the easement was proposed for future development.

Ms. Schmidt responded that it was his belief that the easement was proposed for future development, but he would ask the applicant for clarification.

Commissioner Catalani expressed three concerns, the first being that the proposed development may not integrate with the Sam's Club Special Area Study that will provide recommendations for the site and the surrounding area. The second concern regarded parking and where guests and delivery services would park for the site. The third concern was about the mature oak

trees that boarder the site and whether they would be removed if a sidewalk was required to be added around the border of the site.

Mr. Schmidt responded that when he initially met with the applicant, and it was decided that an application for the project would wait to be submitted until the adoption of the Sam's Club Special Area Study. Due to the length of time that the Sam's Club Study is taking to complete, the applicant has decided to move forward with the application process. Additionally, Mr. Schmidt confirmed that 6 of the 7 mature trees on the site would be able to remain with the addition of a sidewalk. The one tree that would be eliminated from the site would do so to accommodate a green zone buffer and trail along the western boundary of the site. Mr. Schmidt also stated that, while completely eliminating parking along Beltway Drive would be unlikely to be feasible, the applicant has taken measures to reduce the occurrence of parking along the street.

Commissioner Fansler inquired if fire access was the reason that the main entrance for the project was from Beltway.

Mr. Schmidt confirmed that the project required two entrances, one from Beltway and one from the eastern border of the project, to allow access for emergency vehicles, as well as to allow vehicles to traverse the property.

Vice Chair DeFrancisco expressed concern about additional traffic that the project would bring to Beltway Drive and asked if the developer had implemented mitigation efforts to the plan.

Mr. Schmidt confirmed that traffic mitigation efforts had been put in place by the developer, including the eastern entrance serve only as an exit for the property with entry access from the east only being made available to residents of the development.

Chair Souers asked if the seven mature oak trees on the northern border of the property were within the Town right of way or if they belonged to the development site. Chair Souers also inquired if any trees that were removed from the site would be required to be replaced either on the property or elsewhere in Town.

Mr. Schmidt confirmed that the trees were within Town right of way and that any tree being removed would be required to be replaced.

Chair Souers also inquired as to whether the owners of the new townhomes would be required to live on site or if they would be able to lease them to

other tenants.

Mr. Schmidt responded that the Town can regulate the use of the property but cannot regulate whether the property owner leases the property for long-term use. Mr. Schmidt did confirm that the Town has restrictions on short term rentals to ensure that new housing developments will not be used as a hotel. Mr. Schmidt also stated that, due to the property's perceived lack of ancillary parking, the overcrowding of the development due to single bedroom rentals would be discouraged.

Chair Souers also inquired as to the impacts of continuing to push back development of the site for the applicant.

Mr. Schmidt informed the commission that if the timeline continues to be delayed that the applicant would no longer be able to go forward with the project.

Chair Souers opened the meeting as a public hearing.

Public Hearing:

For:

Against:

Steve Griggs, 6440 N Central Expressway, Suite 515, Dallas, TX 75206, representing VVI Incorporated, 14833 Midway Road, Addison, TX 75001. Mr. Griggs expressed concern regarding the access and utility easements surrounding the property that are currently owned by VVI Incorporated. He stated that no agreement has been made between the applicant and VVI Incorporated regarding the use of the easements and Mr. Griggs clients are concerned about the project moving forward without an agreement in place. Mr. Griggs also expressed concern regarding the parking on the proposed development and whether overflow parking would use VVI Incorporated's adjacent parking lot. Mr. Griggs requested that the project be tabled for the time being to allow the applicant and VVI Incorporated to come to an agreement regarding these issues.

On:

Lynn Jarcho, 4155 Town Lake Circle, Addison, TX 75001. Ms. Jarcho expressed concern that the applicant's construction timeline for the proposed development may coincide with the reconstruction of Midway Road and that this may lead to more traffic congestion.

Ann B. Sudduth, 3919 Winter Park, Addison, TX 75001. Ms. Sudduth voiced

concern that there would not be adequate parking for the proposed development and asked if the access to the development would be entirely on Beltway or if there would be access to Midway from the development. Mr. Schmidt confirmed that there would be no access to Midway Road from the proposed development.

Marvin Perez, 14899 Town Lakes Circle, Addison, TX 75001. Mr. Perez expressed concern about the buffer zone between the new development and the homes at Town Lake. Mr. Perez also requested clarification as to whether the masonry wall between the Town Lake neighborhood and the proposed development would remain. Mr. Schmidt informed Mr. Perez that the masonry wall would remain. Mr. Perez also voiced support for a homeowner's association governing document that strongly regulates short term rentals.

Chair Souers closed the public hearing.

The applicant, Josh Nichols of Cobalt Homes, 6838 Stefani Drive, Dallas, TX 75225 addressed the commission and stated that due to the ongoing Sam's Club Area Study they decided to postpone the application for the site until completion of the study. Mr. Nichols stated that the Cobalt Homes development team incorporated input from staff, the adjacent neighborhoods and from the Sam's Club Area Study committee meetings into their site design to ensure that the proposed development would match the vision for the area.

Mr. Nichols also addressed the concerns laid out in the public hearing, including the use of the utility easement, parking, the new street on the east side of the property and buffer zone between the Town Lake neighborhood and the proposed development. In response to utility easement concerns, the applicant stated that there is an existing sanitary sewer line that services the site and that additional utility lines will be constructed on the west side of the site to eliminate the need to access the neighboring property's utilities. In addressing the parking on the site, Mr. Nichols noted that there are currently no ordinances defining guest parking as it relates to townhomes in the zoning code and that the parking provided is twice what is required by neighboring cities and more than what would be required if this development were a multifamily housing development. The applicant also stated that due to the size of the site, a one-hundred-foot buffer between the development and the Town Lake community would not be feasible.

The applicant also stated that, while traffic cannot be completely mitigated, the development team will work to ensure that the site reduces congestion.

Commissioner Fansler asked the applicant to address homeowners' association governance concerns that were mentioned in the public hearing, specifically short-term rentals and parking enforcement.

Mr. Nichols stated that the project will be complete with covenants, conditions, and restrictions that regulate guest parking and can regulate short term rentals.

Commissioner Fansler and Commissioner Craig inquired about the average price point of the townhome units. Mr. Nichols stated that they will list a price point when the project is nearer completion.

Commissioner Catalani inquired about construction timeline for the development to which Mr. Nichols responded that once the proper permits are acquired, the construction would take between twenty-four and thirty months to complete. Mr. Catalani also asked how construction would impact traffic on Beltway. Mr. Nichols addressed this and stated that disruption would be minimal, and their expectation is to not close lanes to traffic.

Commissioner Craig asked if there would be limitations on how long a guest may use a guest parking space to which the applicant confirmed that there would be time limitations on parking spaces, and this would be enforced by a Homeowner's Association Manager.

Commissioner Fansler inquired as to why the current owner of the property is intent on moving forward with the development and the property sale closure so quickly. Mr. Nichols stated that the current owner of the property has given the applicant an extension to accommodate the Sam's Club Area Study's completion but was not willing to extend any longer.

Commissioner Craig asked Ken Schmidt, Development Services Director, if the Town has entered into an agreement regarding future removal of the perimeter fences from the proposed development. Mr. Schmidt stated that if complementary redevelopment occurs immediately adjacent to the proposed development, then a discussion on the removal of the perimeter fence would likely take place.

Chair Souers addressed concerns regarding the utility easements owned by the surrounding properties and whether the applicant would be able to utilize them. Mr. Nichols stated that the development team, after speaking with adjacent property owners, moved forward with a plan that did not require the use of the adjacent property's utility easement. The applicant also stated that

the plan includes a new access easement that does not interfere with the existing easement owned by the adjacent property owner.

Chair Souers asked Mr. Schmidt about the authority that the Sam's Club Special Area Study has to regulate the uses within this area. Mr. Schmidt stated that the Sam's Club Area Study will be an adopted town policy and that zoning will be used to ensure conformity to the extent that it can.

Chari Souers also inquired as to whether the applicant's proposal will be impacted by the Sam's Club Area Study to which Mr. Schmidt stated that the merits of the project as it relates to the future Sam's Club Study will need to be evaluated by the Planning and Zoning Commission and City Council. Mr. Schmidt also stated that, while every recommendation stated in the Sam's Club Area Study may not be met, the proposed development falls in line with the majority of the recommendations as well as the Town's comprehensive plan.

Motion: Table the discussion of Case 1846-Z/4150 Beltway Drive to the next Planning and Zoning Commission Meeting.

Moved by Commissioner Robert Catalani, Lacking Second.

Motion fails.

Second Motion: Recommend approval of the PD with the following conditions:

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

obligation of the developer and shall be maintained by the Town upon inspection and acceptance.

- An agreement shall be established between the Town and Developer addressing the potential future removal of the proposed temporary perimeter fencing.
- Future site development plans and proposed parkland and street right-of-way dedications shall conform to the attached conceptual site, landscape, façade, and floor plans.
- Proposed Development Standards: The following development standards would apply to all lots and buildings within the proposed PD district:
 - Permitted Uses: Townhome and Single-Family Detached
 - Accessory uses include community, social, and recreation facilities customary to residential development, and home occupations that do not employ persons outside the residence and that do not alter the physical structure.
 - Maximum Units: 31 dwelling units
 - Minimum Setbacks:
 - Front Yard:
 - Lots fronting Beltway Drive = 5 feet
 - Lots facing public park = 10 feet / 65 feet from western subdivision boundary
 - All other lots = 0 feet
 - Side Yard:
 - None; Lots with side yard at Beltway Drive = 5 feet
 - Rear Yard:
 - None
 - Maximum Building Height:
 - 3 stories/ 45 feet from grade to peak
 - Minimum Lot Area:
 - None
 - Minimum Lot Width:
 - 20 feet
 - Minimum Lot Depth:
 - None
 - Minimum Area per Residential Dwelling Unit:
 - 1,400 square feet
 - Maximum Lot Coverage:
 - None
 - Off Street Parking:
 - 2 enclosed spaces per dwelling unit
 - Visitor Parking:

- 0.5 spaces per dwelling unit
- Fencing:
 - Perimeter Fencing and Private Yard Fencing = height and materials as depicted in conceptual plans. Alternative designs may be considered as part of development plan review.
- Balcony and Patio Railings:
 - Must be constructed of wrought iron, steel, or glass
- Mechanical Equipment:
 - Mounted on the roof and screened from view of the public ROW and neighboring properties
- Permitted Setback Encroachments:
 - overhangs and balconies = 5 feet
 - Patios = full setback
- Minimum Landscape Area:
 - 20 percent of total lot area
- Required Site Landscape:
 - One canopy or ornamental tree per dwelling unit, and 0.5 canopy or ornamental trees per surface parking space. No less than 9 canopy trees.
 - Excluding mews streets, parking, sidewalks, patios, porches, stoops, and other required hardscape, private and common areas are to be landscaped and irrigated.
 - Final landscape design to be approved with development plan

Moved by Vice Chair Chris DeFrancisco, Seconded by Commissioner Denise Fansler

AYE: Chair Tom Souers, Vice Chair Chris DeFrancisco, Commissioner Juli Branson, Commissioner Nancy Craig, Commissioner Denise Fansler, Commissioner John Meleky

NO: Commissioner Robert Catalani

Agenda Caption:

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.** 1843-Z/JPI Addison Heights.

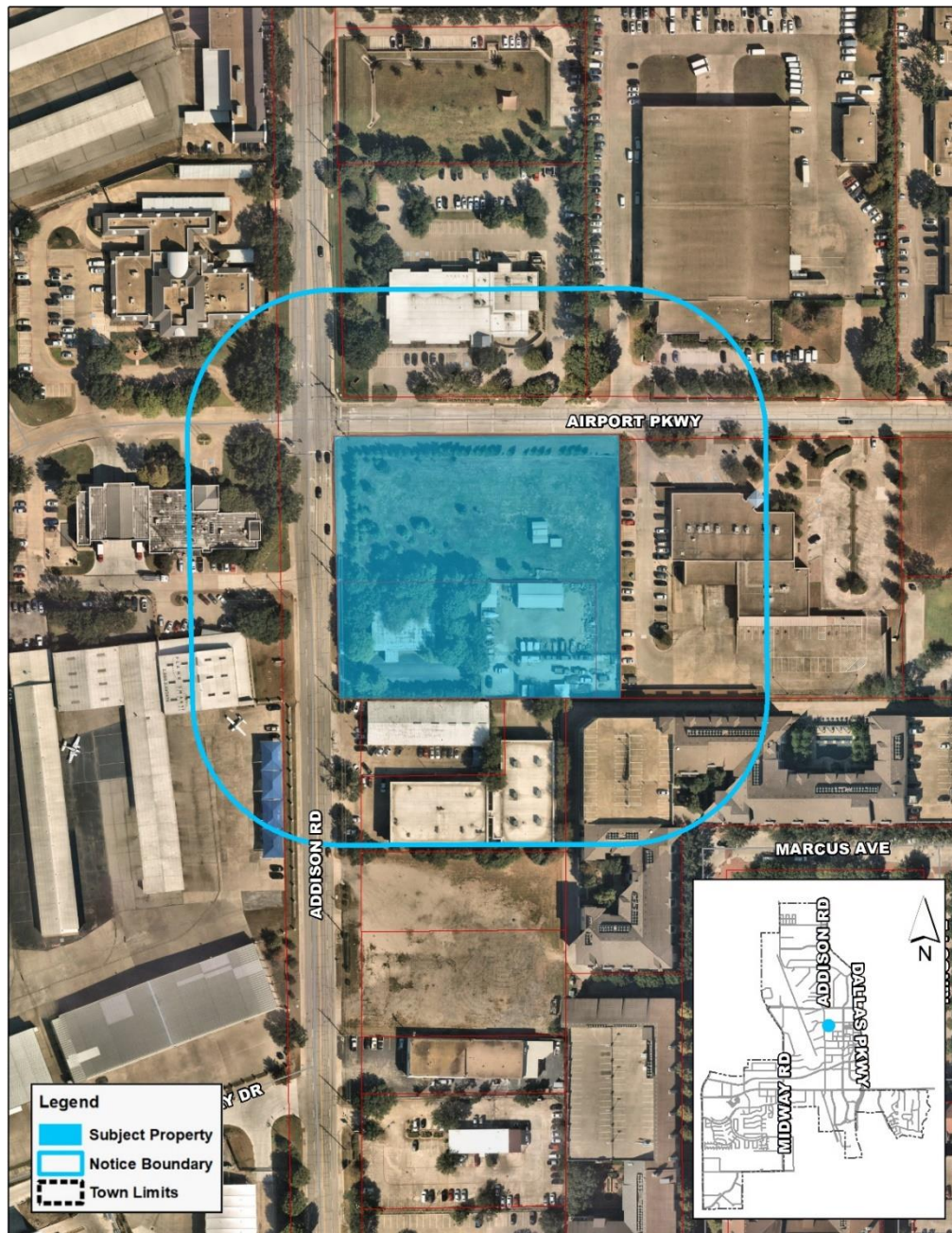
Attachments

1843-Z Staff Report
1843-Z JPI Letter of Intent
1843-Z Site Plan and Floor Plans
1843-Z Landscape Plan
1843-Z Facade Plans
1843-Z Building Renderings

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 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.

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.

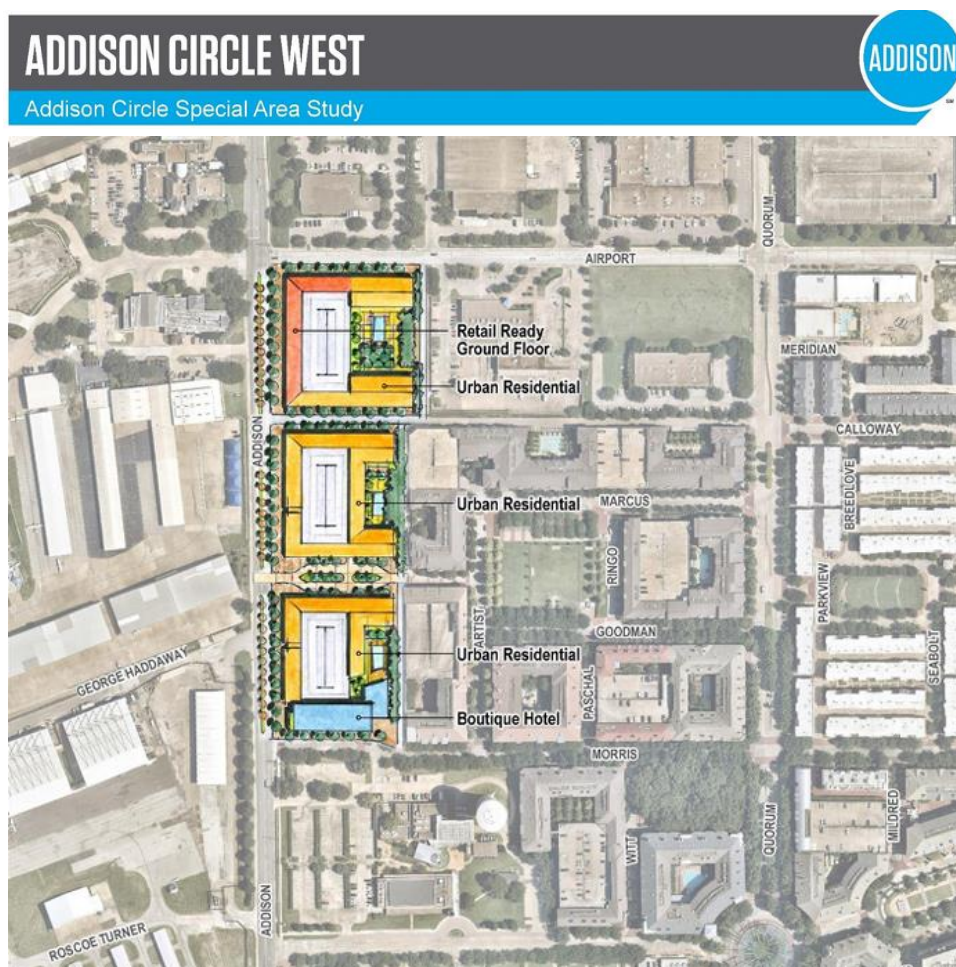
With this study, the Town adopted a vision and guiding principles for the study area that seeks to extend the Addison Circle development character to these areas and to ensure that Addison serves as a major destination in the Silver Line corridor. Key themes addressed by the Guiding Principles include 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:

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. As of the time of publishing this report, no input has been received regarding this proposal.

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 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.



March 11, 2022
Ken Schmidt
Director of Development Services
16801 Westgrove Dr., Addison, TX 75001

JPI Addison Heights Letter of Intent

Dear Mr. Schmidt,

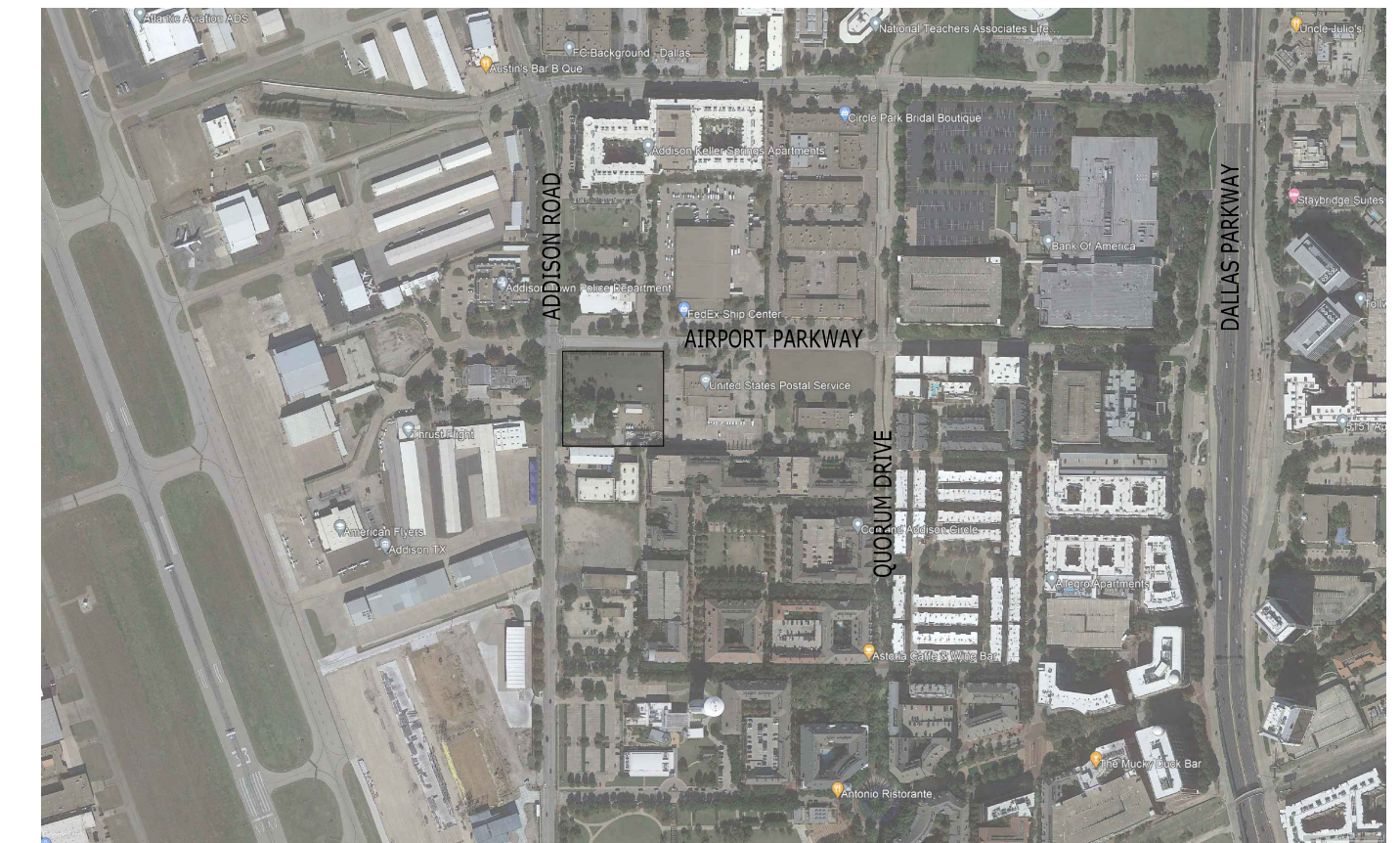
JPI is a privately owned company headquartered in Irving, TX. For over 30 years, JPI has been committed to both the development and management of Class A multifamily assets. We have an unmatched depth of industry-specific experience that includes garden-style communities, mid- to high-density wrap and podium projects, student housing, and mixed-use high-rise developments. More than just structures, we build “living experiences” with leading-edge services and amenities that provide a pleasing and responsive environment to our residents. In DFW, JPI has developed 71 apartment communities totaling over 28,000 homes.

Each community we develop is specifically design with the surrounding community in mind. The Jefferson Addison Heights unique location will help serve as the western edge of Addison Circle and feature unique design features to take advantage of the views of nearby Addison Airport. Working with town staff, we have gone through several iterations of the site plan which have resulted in a public pedestrian park, convertible ground floor units, and 4th floor mezzanine units with private roof decks to overlook Addison Airport and provide some of the best seats in town for the annual Kaboom Town fireworks show. Working with our neighbors we have established a connection for pedestrians and residents to walk to the amenities offered within Addison Circle. The community will feature stone countertops, stainless steel energy efficient appliances, minimum 10’ ceilings, and high-end amenity spaces in line with other nearby JPI communities.

We look forward to the opportunity to develop another great community for the Town of Addison.

Sincerely,

Bryan Grant
Vice President, Area Development Partner



VICINITY MAP
NOT TO SCALE

NOTES:

- REFER TO ORDINANCE () FOR ZONING REQUIREMENTS. IN THE EVENT OF A CONFLICT BETWEEN THIS CONCEPT PLAN AND THE ORDINANCE, THE ORDINANCE SHALL CONTROL.
- REFER TO PD EXHIBIT (LANDSCAPE PLAN) FOR MORE DETAILED LANDSCAPE DESIGN INFORMATION.
- LOCATION AND NUMBER OF TREES MAY BE MODIFIED AT THE DISCRETION OF THE DIRECTOR IN THE CASE OF CONFLICTS WITH EXISTING OR NEW UTILITIES, REQUIRED INFRASTRUCTURE, RIGHT-OF-WAY IMPROVEMENTS, ETC.
- THE ALIGNMENT AND LOCATION OF THE SOUTHWEST DRIVEWAY ENTRY FROM ADDISON ROAD, AND THE LOCATION OF ADJACENT TRANSFORMERS AND OTHER EQUIPMENT, MAY BE MODIFIED TO ACCOMMODATE A COORDINATED AND/OR COMBINED DRIVE ENTRY WITH THE ADJACENT PROPERTY.

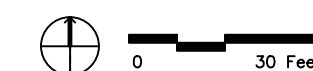
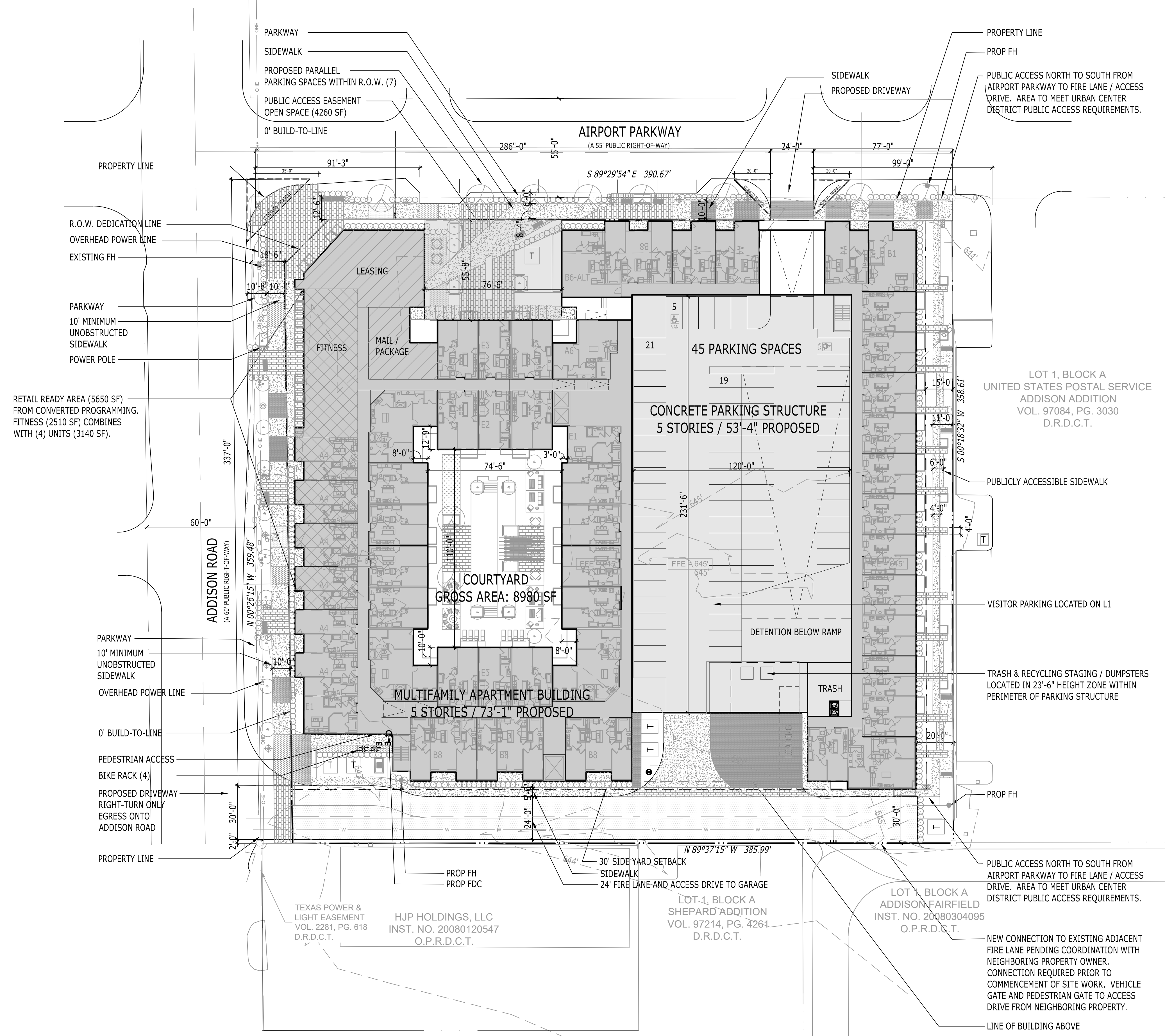
GENERAL SITE DATA	
ZONING	EXISTING: COMMERCIAL - 2 PROPOSED: URBAN CENTER DISTRICT
SITE AREA	EXISTING: 139,438 SF / 3.201 ACRES *PROPOSED: 127,825 SF / 2.934 ACRES
*R.O.W. DEDICATION	
PERMITTED USES	MULTIFAMILY RESIDENCE LIVE/WORK RETAIL READY
BUILDING HEIGHT	RESIDENTIAL PROPOSED: 5 STORIES, 73'-1" GARAGE PROPOSED: 5 STORIES, 53'-4"
LOT COVERAGE (ACTUAL) *R.O.W. DEDICATION SITE AREA	*78.1 PERCENT
FLOOR AREA RATIO (ACTUAL): GROSS SF / R.O.W. DEDICATION SITE AREA	2.33 : 1
TOTAL UNIT COUNT (PROPOSED = MAXIMUM)	287 UNITS
DENSITY (TOTAL UNIT COUNT / PROPOSED SITE ACREAGE)	97.82 UNITS PER ACRE
OPEN SPACE (PROPOSED = MINIMUM)	4260 SF
LANDSCAPE AREA (PROPOSED = MINIMUM)	20,910 SF
PARKING	
RESIDENTIAL PARKING RATIO: 1 SPACE / BEDROOM	REQUIRED: 352 PARKING SPACES
*CONVERTIBLE RETAIL READY	*371 PARKING SPACES
RETAIL READY PARKING RATIO: 1 SPACE / 250 SF	PROVIDED: 409 GARAGE 7 STREET
RETAIL READY (5650 SF, REDUCTION OF (4) UNITS (4 BEDROOMS) (348 RESIDENTIAL, 23 RETAIL)	TOTAL: 416 PARKING SPACES
ACCESSIBLE PARKING	REQUIRED: * 9 SPACES
*ACCESSIBLE PARKING = 7 ACCESSIBLE SPACES + 2 VAN-ACCESSIBLE SPACES - 9 ACCESSIBLE PARKING SPACES REQUIRED FOR 401-500 TOTAL PARKING SPACES PROVIDED.	PROVIDED: 9 SPACES
- 1 VAN-ACCESSIBLE SPACE FOR EVERY 6 ACCESSIBLE SPACES	
BICYCLE PARKING (NOT REQUIRED IN UC DISTRICT)	PROVIDED: 4 SPACES

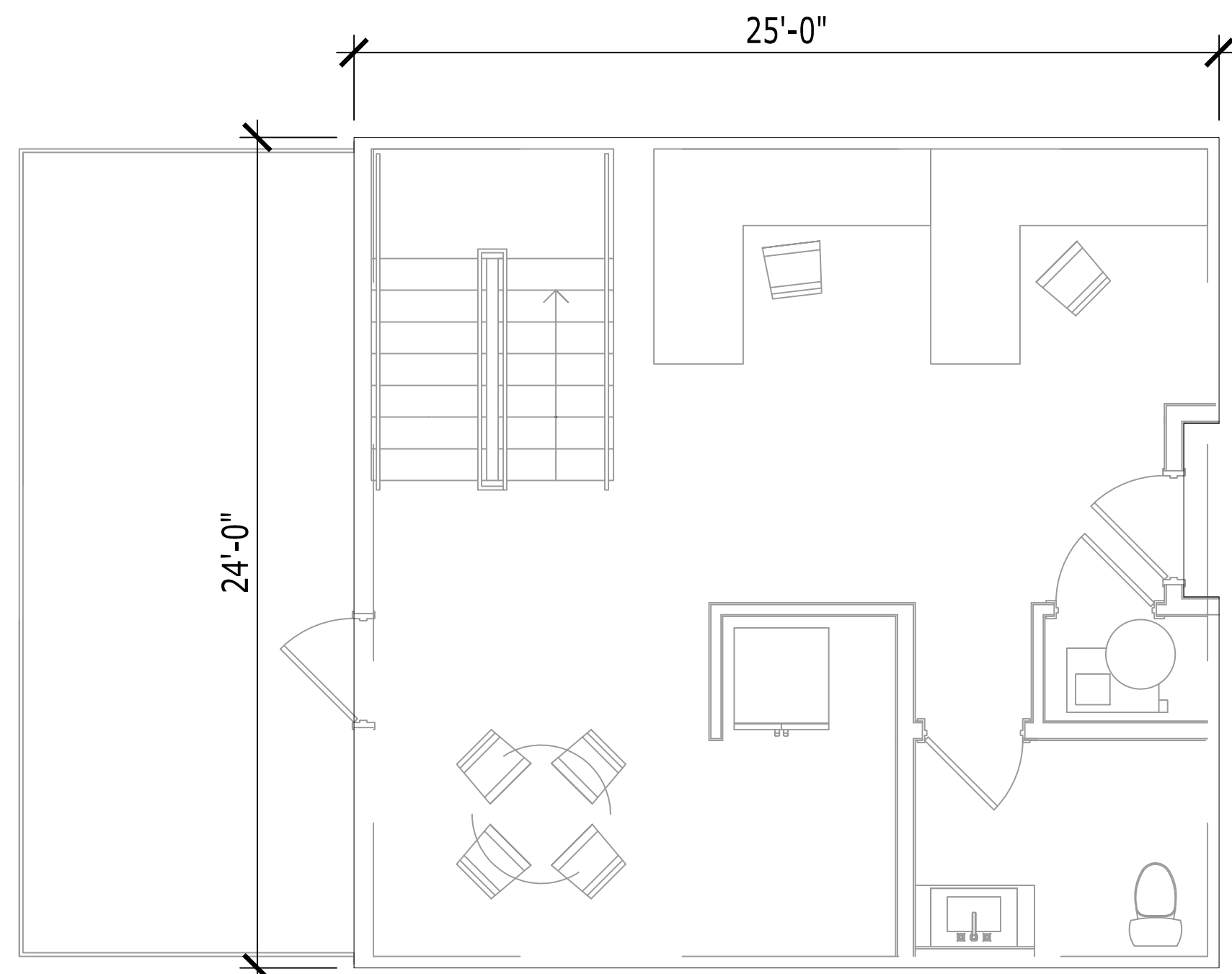
JPI - ADDISON HEIGHTS					TOTALS							
UNIT TYPE	EFFICIENCY UNITS	ONE-BEDROOM UNITS (+)	TWO-BEDROOM UNITS	LIVE-WORK UNITS	Total Units	Appt. Net SF (**)	Retail Ready (**)	Leasing Office	Lounge/ Fitness	Mail/ Package	Coworking	Appt. Gross SF (***)
AVERAGE AREA (SF)	579	733	1,205	1,375								
MINIMUM AREA (SF)	540	650	1,000	1,375								
LOCATION												
Floor 1	5	36	9	0	50	40,142	5,650	2,334	2,510	1,230	875	56,890
Floor 2	5	38	15	0	58	48,840						58,225
Floor 3	5	44	14	0	63	52,035						62,065
Floor 4	5	37	14	7	63	52,361						62,065
Floor 5	4	36	13	0	53	48,549						59,115
Subtotal	24	191	65	7	287	241,927	5,650	2,334	2,510	1,230	875	298,360
Total SF/Type	13,896	140,064	78,342	9,625								
% of Project	8.36%	66.55%	22.65%	2.44%								

(*) Net Square Footage of Apartment Only. Balcony SF Not Included. Used to Calculate Overall Avg Apartment Size.
 (***) Retail Ready Area Includes Lounge / Fitness + (4) Mail Units.
 (***) Gross Square Footage, Corridors, Circulation, Amenities, etc. Included

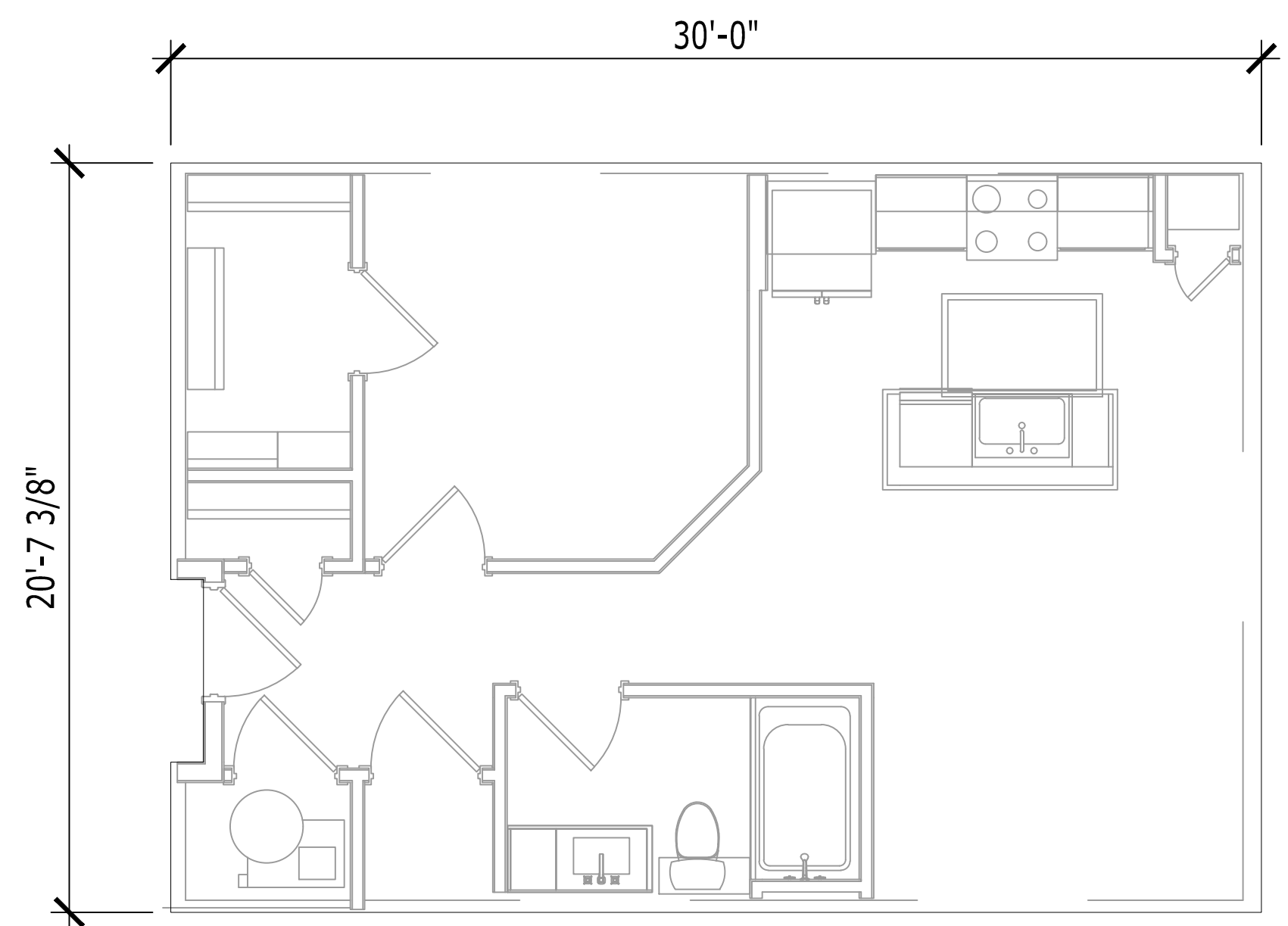
PARKING CALCULATIONS				
Per Unit Type	EFFICIENCY UNITS	ONE-BEDROOM UNITS	TWO-BEDROOM UNITS	LIVE-WORK UNITS
Bedrooms	1	1	2	1
Subtotal Bedrooms	24	191	130	7
Total Bedrooms	352 Bedrooms			

Overall Average Apartment Size **843**

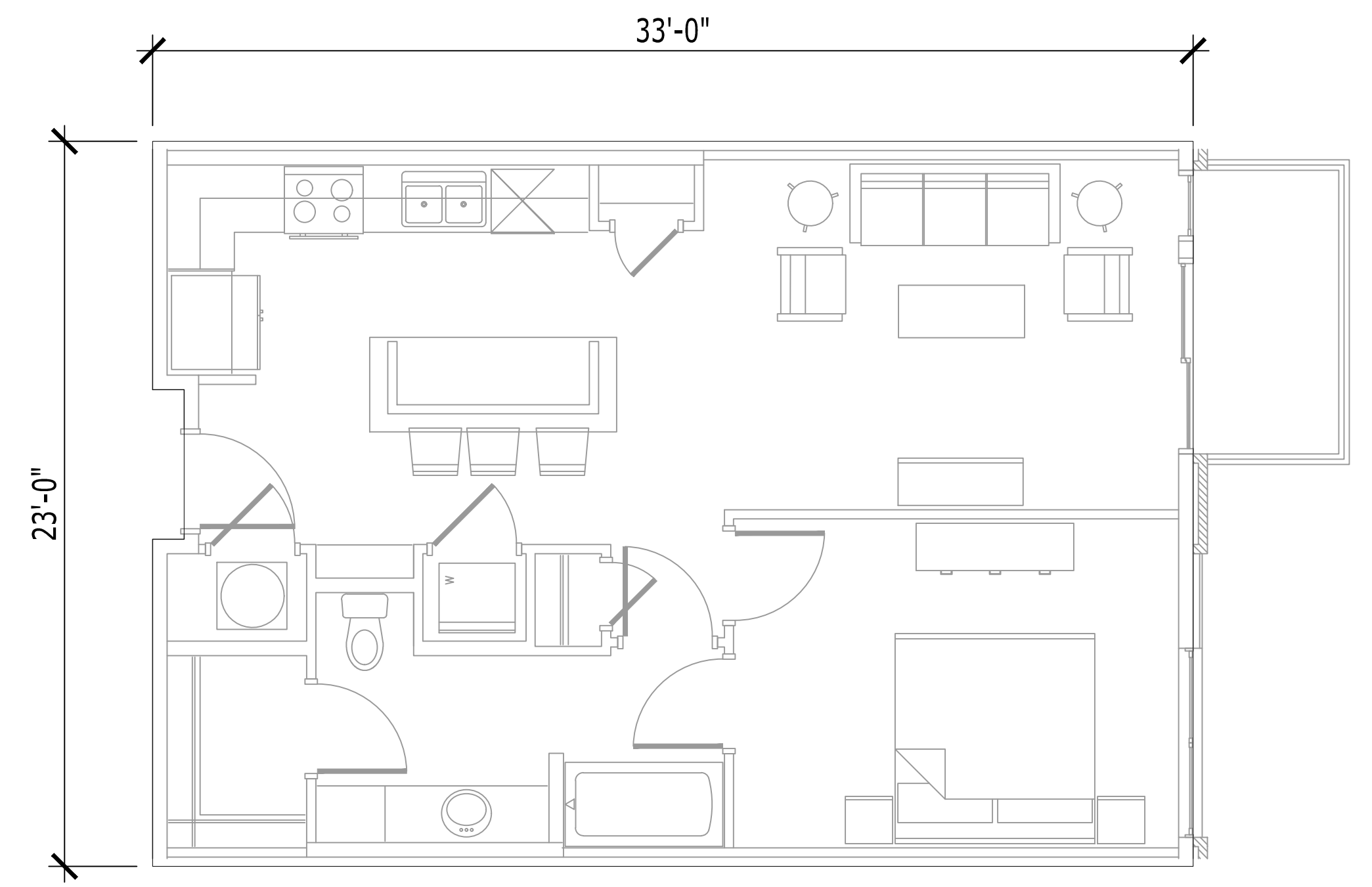




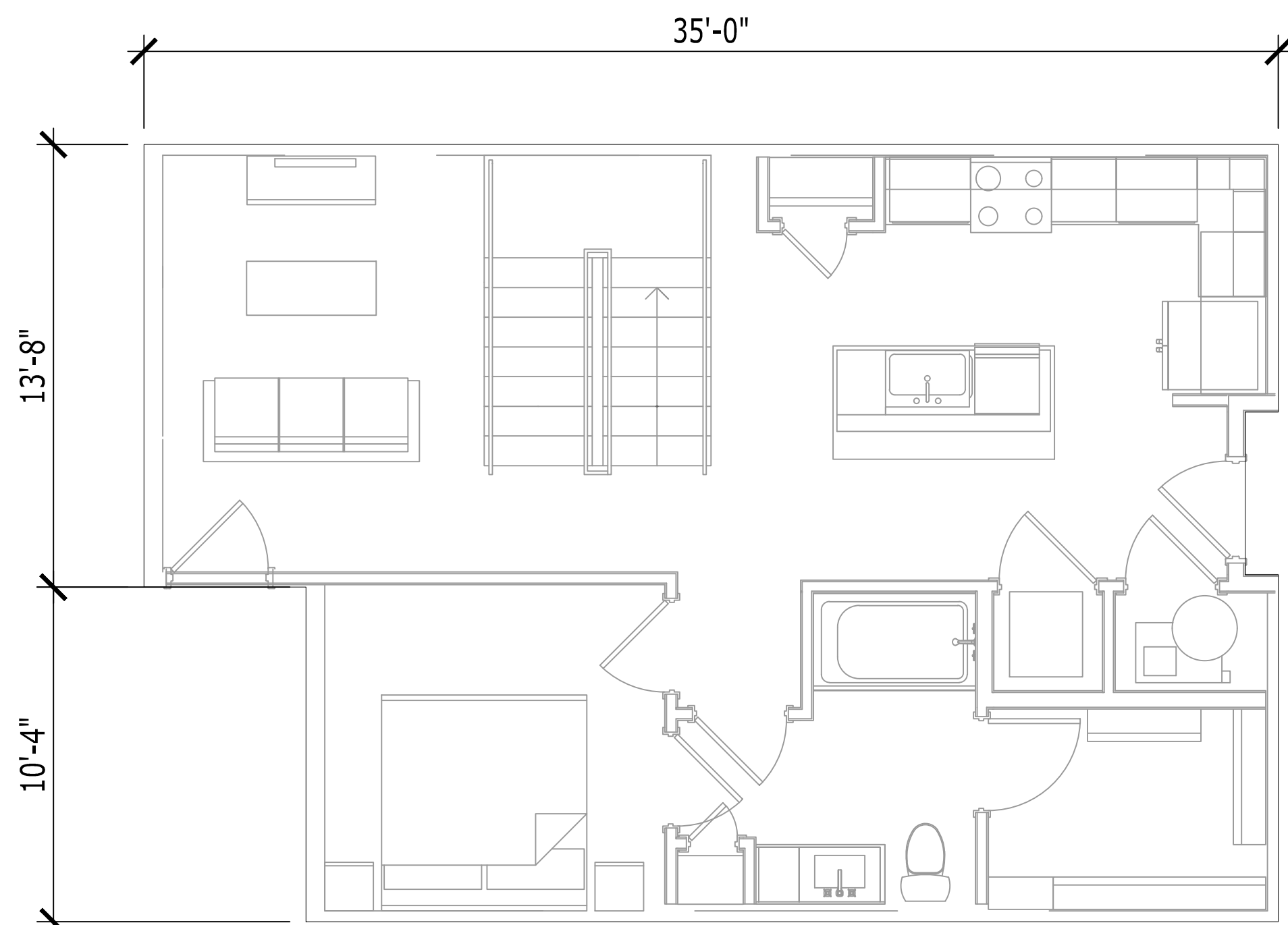
LIVE/WORK UNIT (LEVEL 5) - 1375 SF



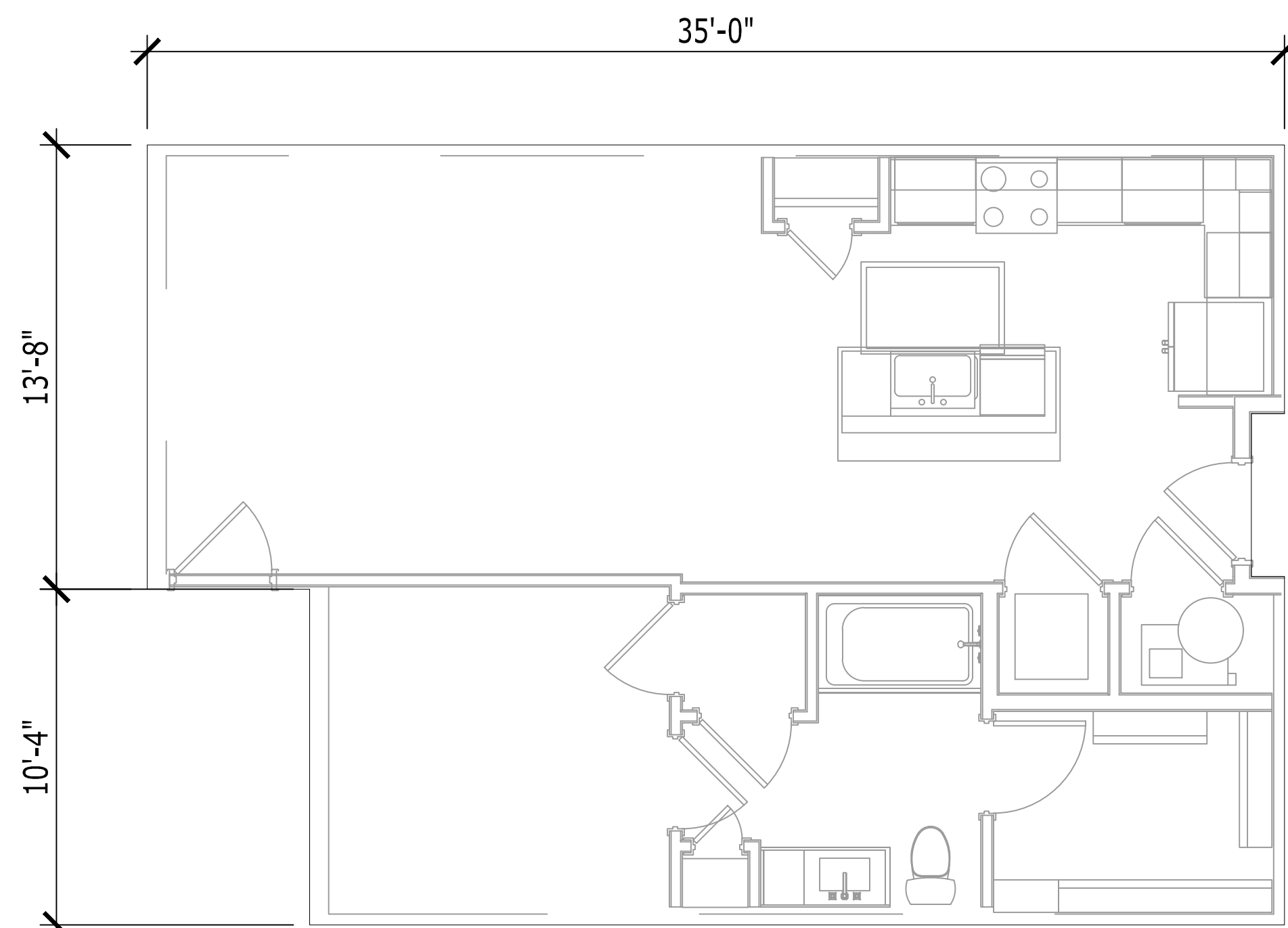
UNIT E1 PLANS - 540 SF



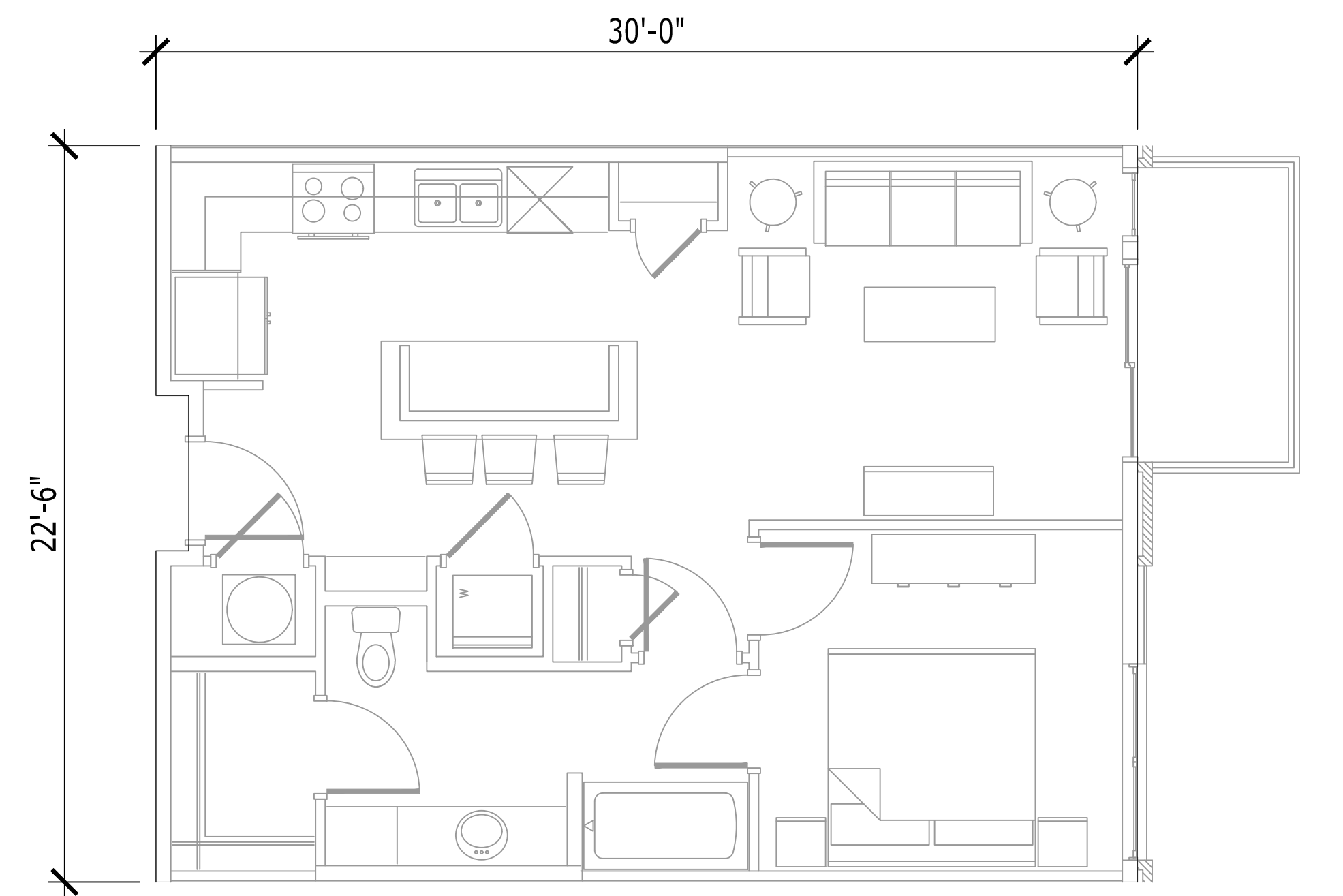
UNIT A3 PLANS - 759 SF



LIVE/WORK UNIT (LEVEL 4) - 1375 SF

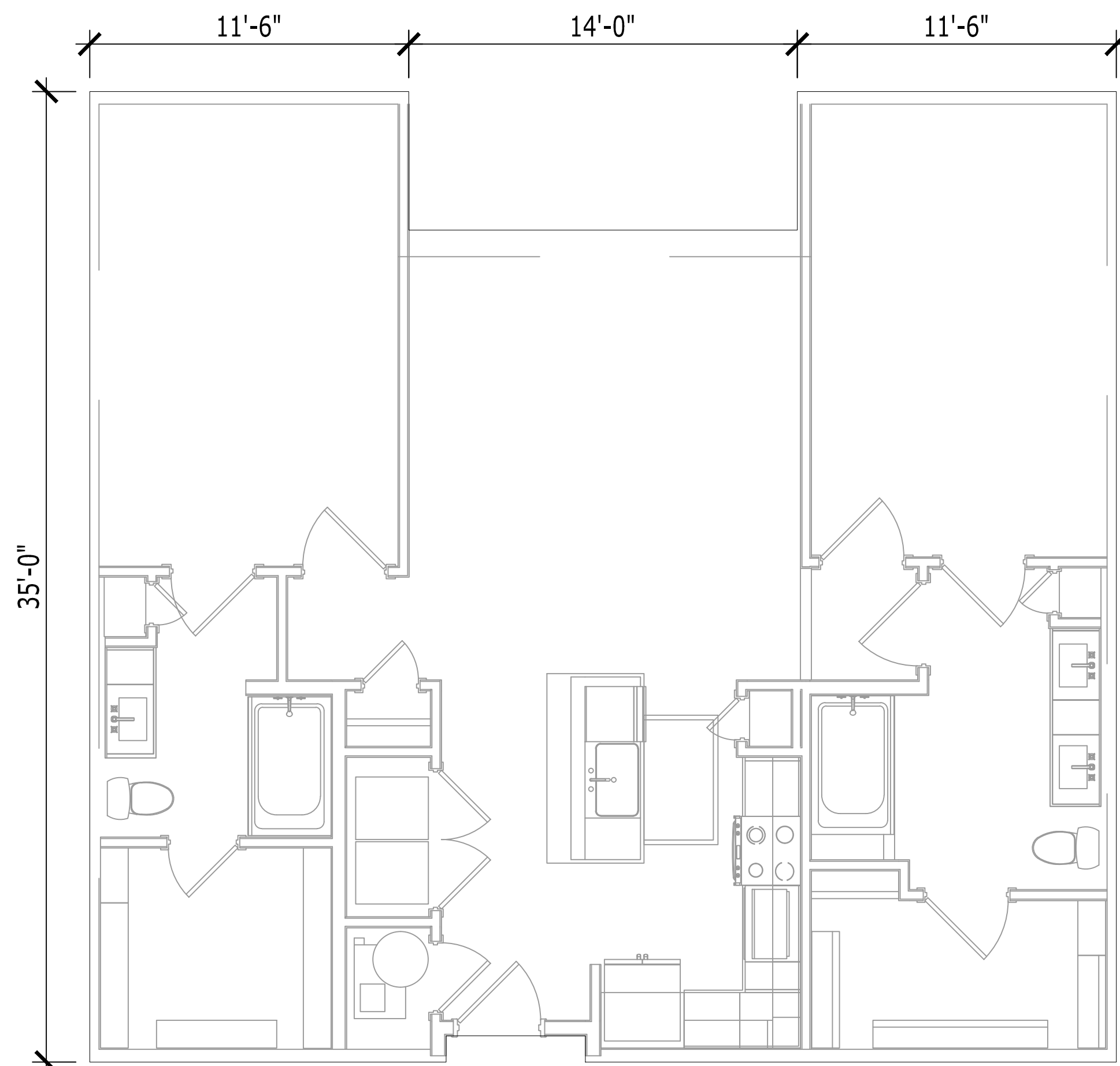


UNIT A4 PLANS - 780 SF

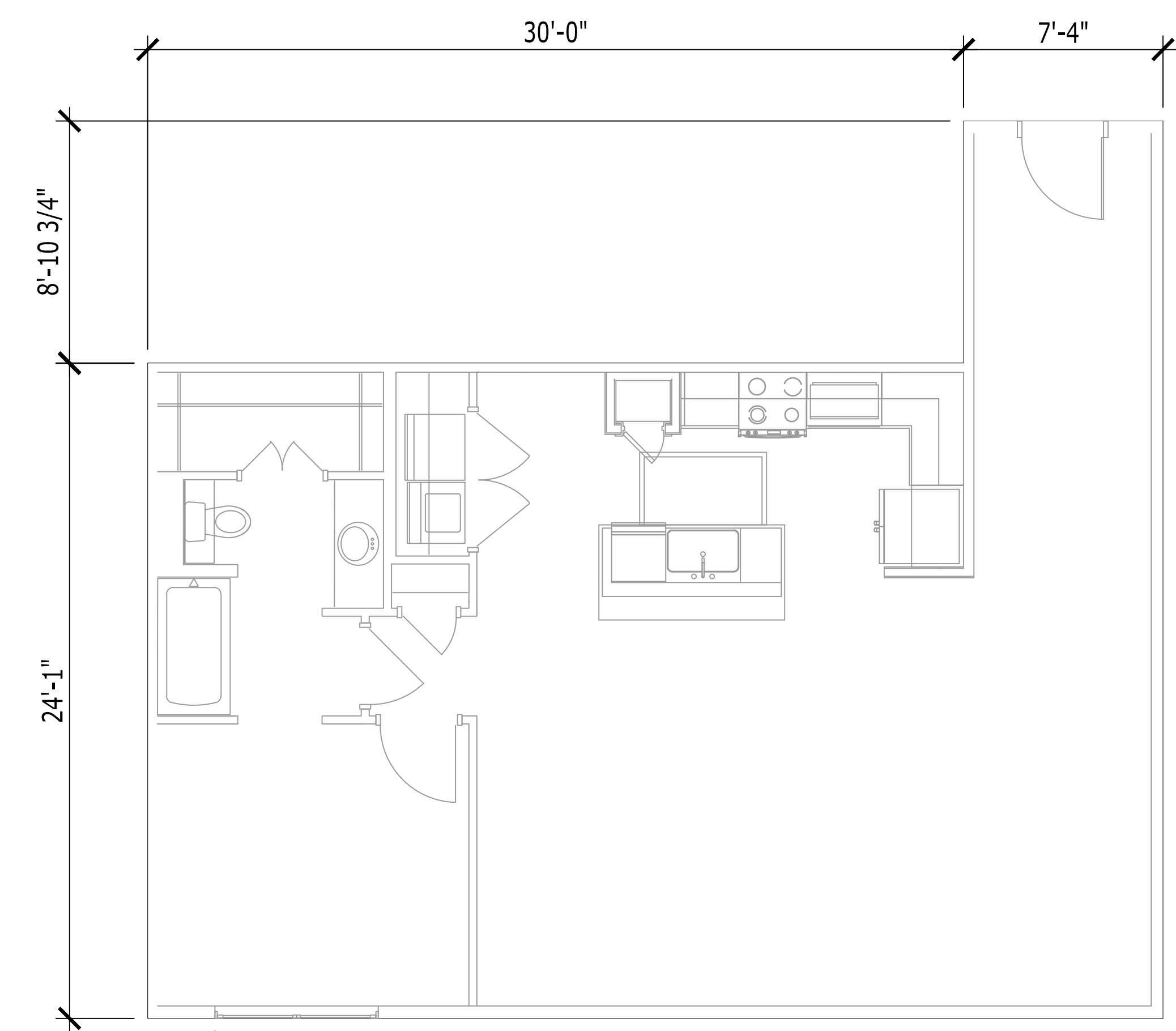


UNIT A1 PLANS - 670 SF

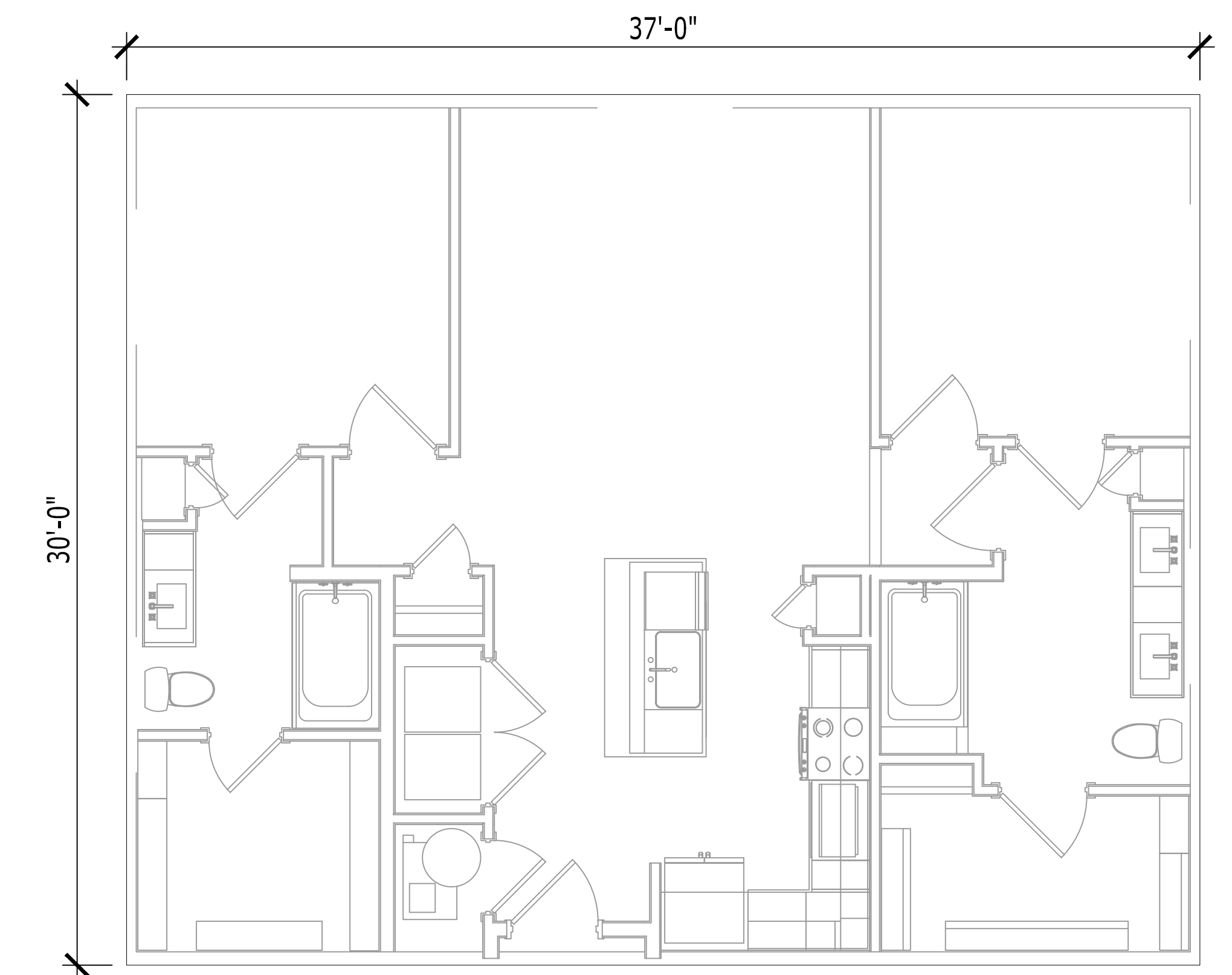




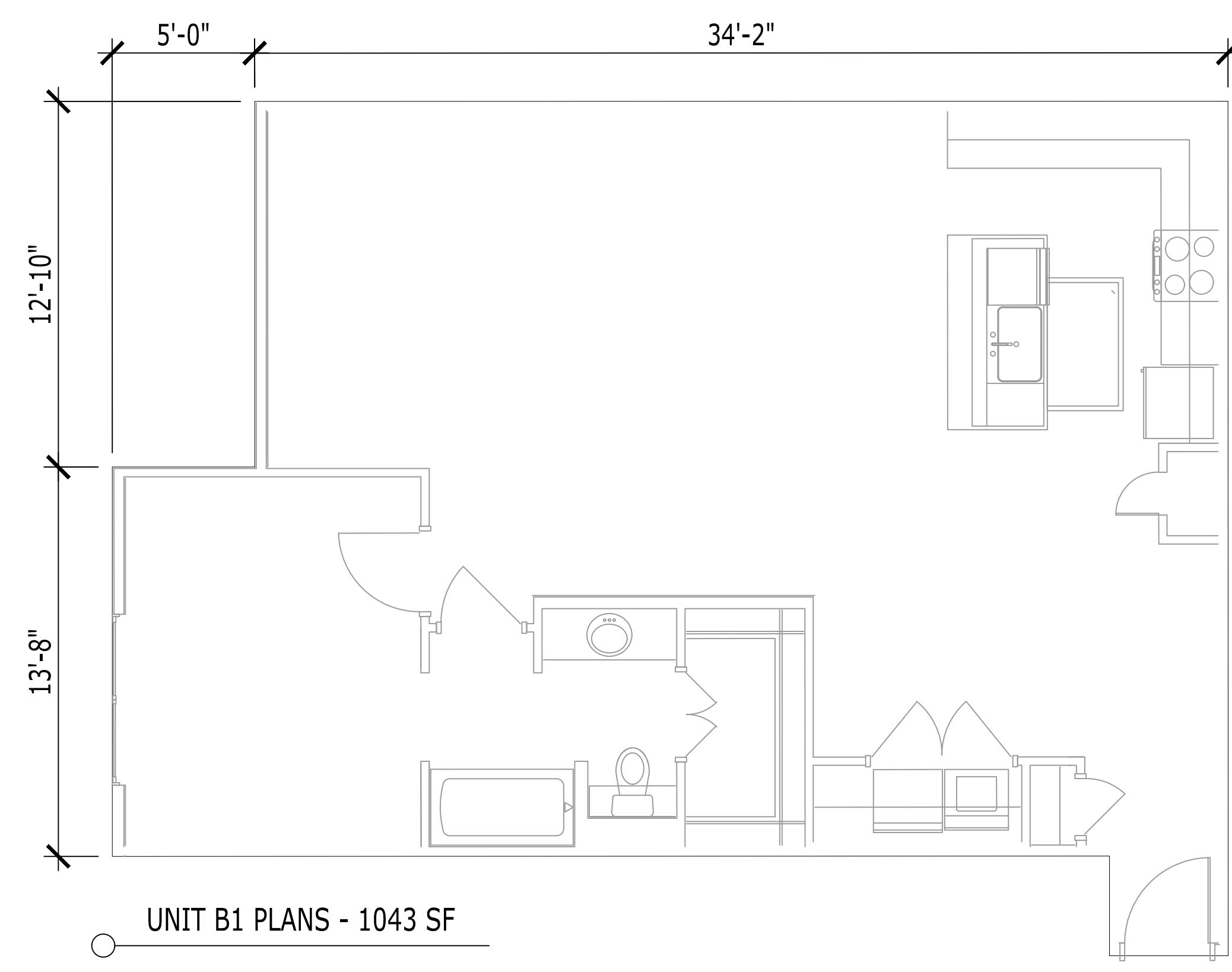
UNIT B8 PLANS - 1238 SF



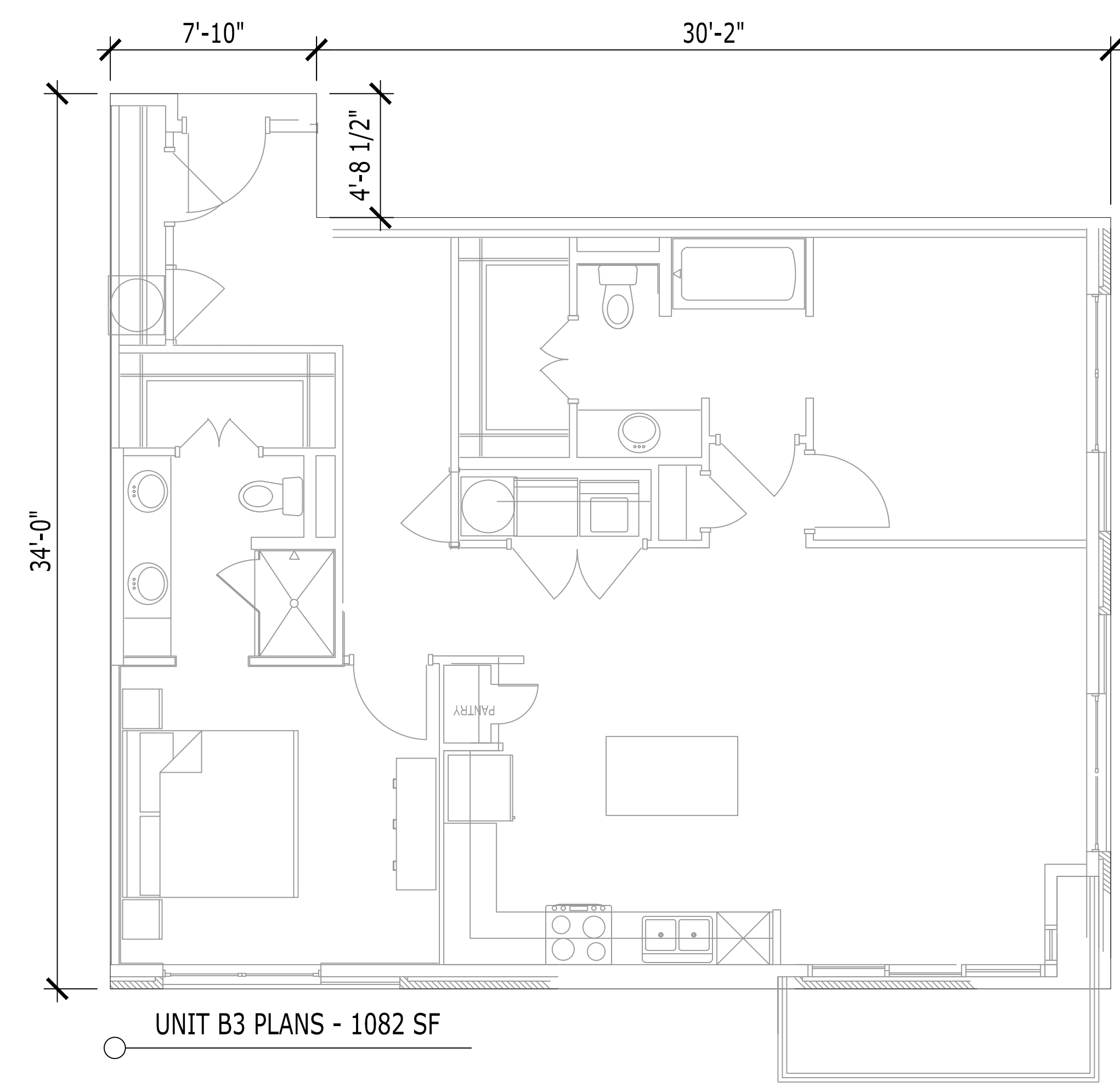
UNIT B6 PLANS - 1181 SF



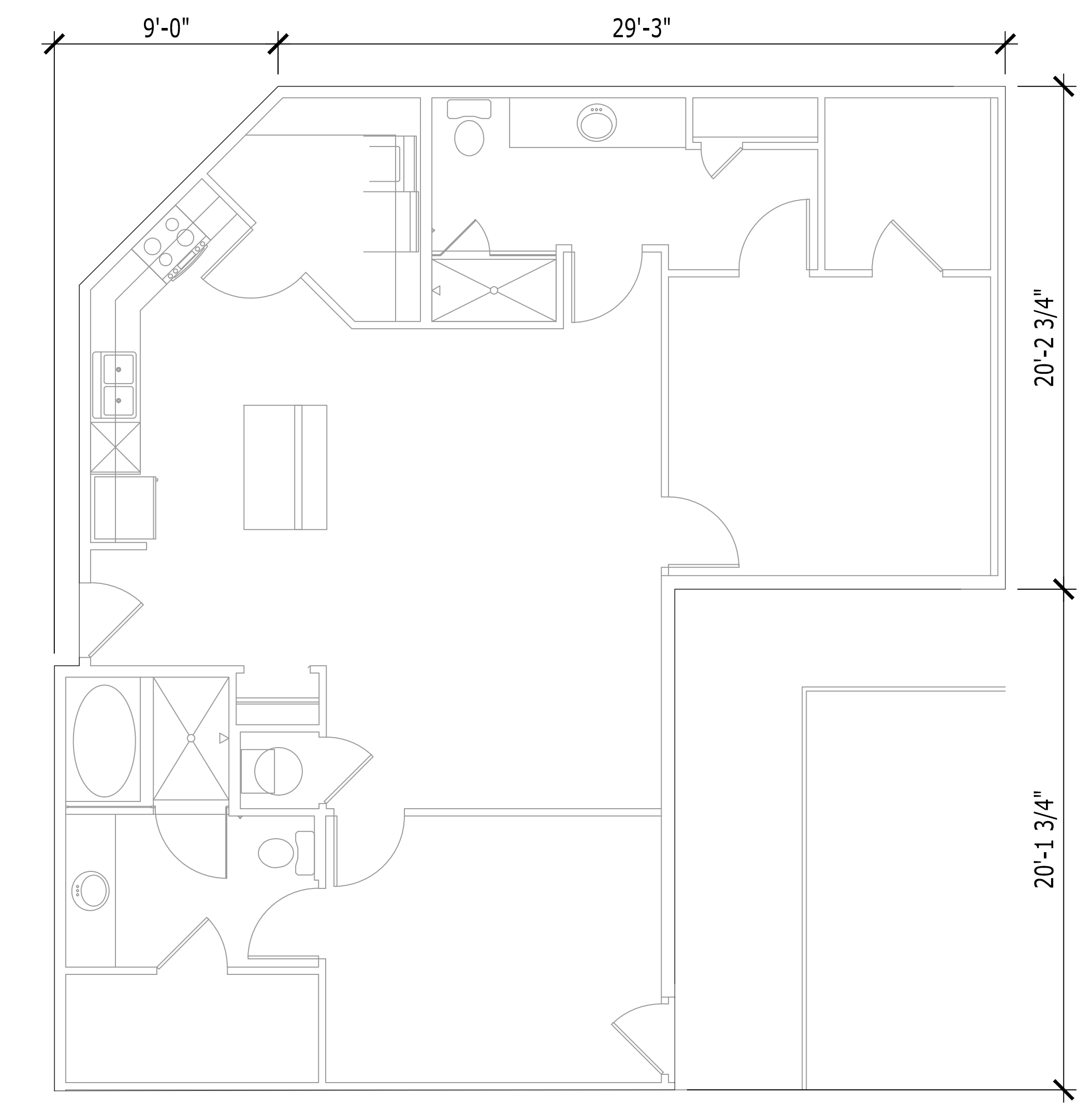
UNIT B2 PLANS - 1110 SF



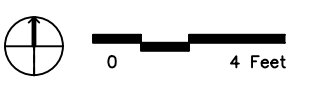
UNIT B1 PLANS - 1043 SF



UNIT B3 PLANS - 1082 SF



UNIT B7 PLANS - 1242 SF

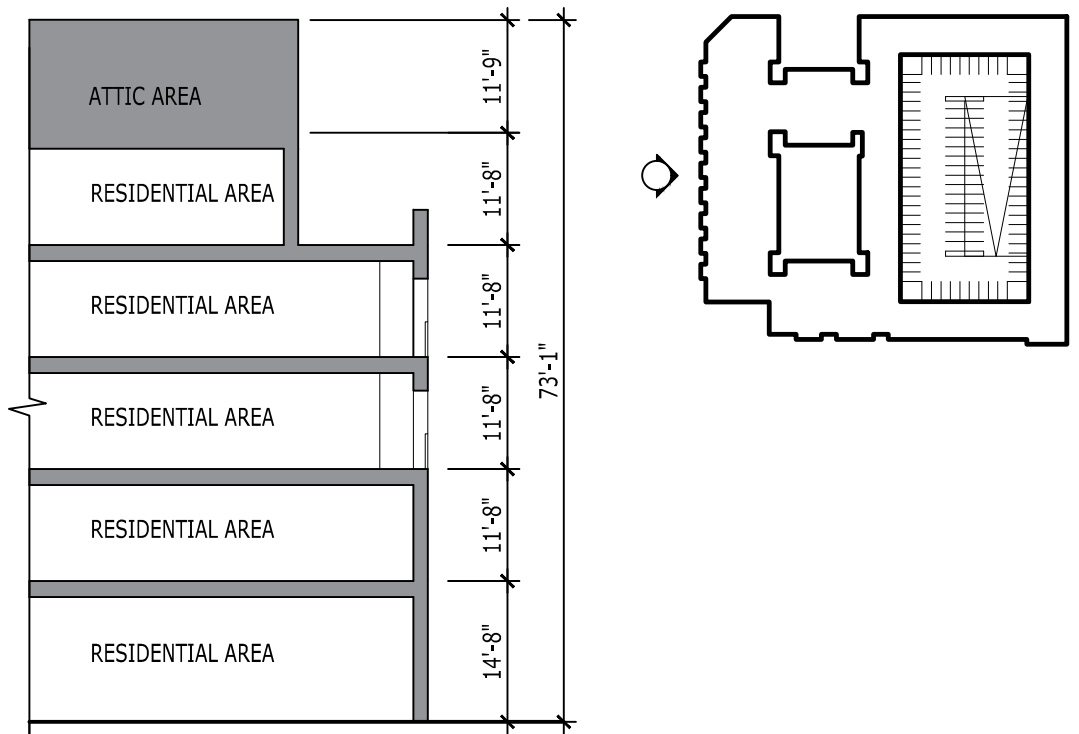




WEST ELEVATION

FACADE MATERIAL PERCENTAGES			
MASONRY	4,127 SF	19.85 PERCENT	*MASONRY EXCLUDING GLASS 33.52 PERCENT*
FIBER CEMENT PANEL	8,185 SF	39.38 PERCENT	
WINDOWS	8,478 SF	40.78 PERCENT	
TOTAL	20,790 SF	100 PERCENT	

*MASONRY SHALL COMPRISE A MINIMUM OF 40% OF THE COMBINED AREA OF ALL FOUR PRIMARY ELEVATIONS, EXCLUSIVE OF GLASS.



PARTIAL SECTION AT WEST FACADE

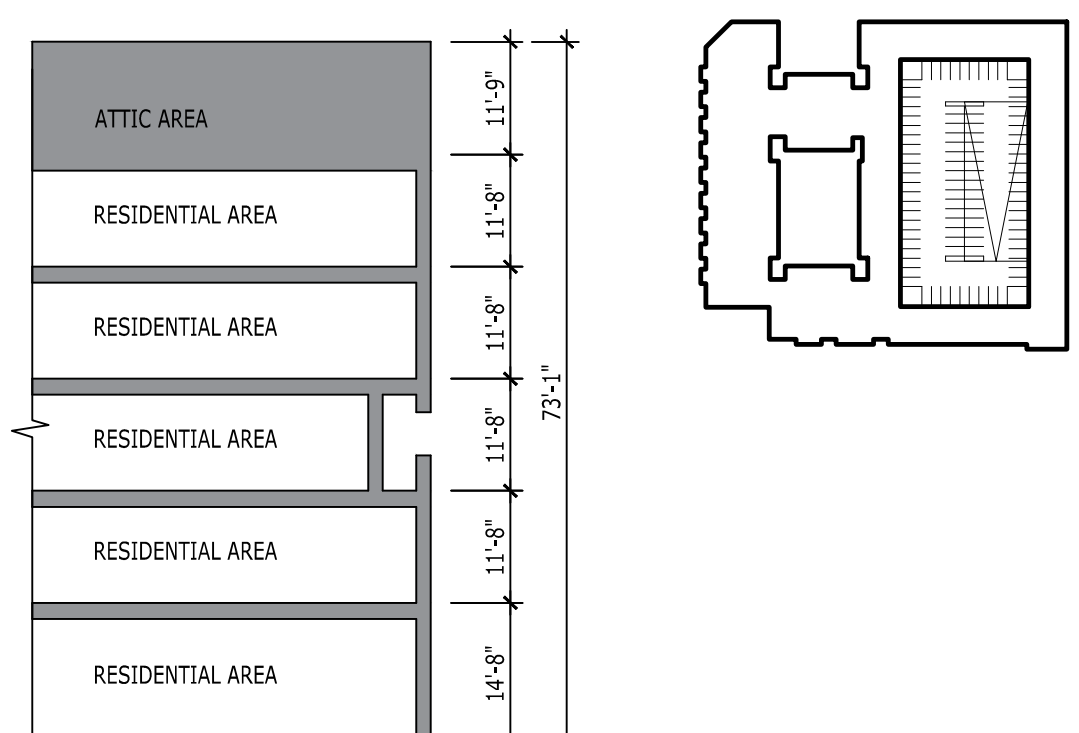
- ZONE OF ROOF-MOUNTED HVAC EQUIPMENT (BEHIND PARAPET)
- FIBER CEMENT PANEL WITH PAINTED METALLIC FINISH
- PAINTED METALLIC RAILING
- UNITIZED RESIDENTIAL WINDOWS
- FIBER CEMENT PANEL WITH WOOD-GRAIN FINISH
- BRICK 1 (PRIMARY)
- STEEL AWNING
- UNITIZED RESIDENTIAL WINDOWS
- GLASS ENTRY DOORS AT GROUND-LEVEL LIVE/WORK UNITS
- MASONRY OR CAST-IN-PLACE CONCRETE PLANTERS BETWEEN UNIT ENTRIES



EAST ELEVATION

FACADE MATERIAL PERCENTAGES			
MASONRY	4,127 SF	19.85 PERCENT	*MASONRY EXCLUDING GLASS 33.52 PERCENT*
FIBER CEMENT PANEL	8,185 SF	39.38 PERCENT	
WINDOWS	8,478 SF	40.78 PERCENT	
TOTAL	20,790 SF	100 PERCENT	

*MASONRY SHALL COMPRISE A MINIMUM OF 40% OF THE COMBINED AREA OF ALL FOUR PRIMARY ELEVATIONS, EXCLUSIVE OF GLASS.



PARTIAL SECTION AT EAST FACADE

- ZONE OF ROOF-MOUNTED HVAC EQUIPMENT (BEHIND PARAPET)
- FIBER CEMENT PANEL WITH PAINTED METALLIC FINISH
- UNITIZED RESIDENTIAL WINDOWS
- FIBER CEMENT PANEL WITH WOOD-GRAIN FINISH
- BRICK 1 (PRIMARY)
- STEEL AWNING
- UNITIZED RESIDENTIAL WINDOWS
- MASONRY OR CAST-IN-PLACE CONCRETE PLANTERS BETWEEN UNIT ENTRIES

- GENERAL NOTES:
- BUILDING TO COMPLY WITH THE 2018 IRC & 2017 NEC
 - BUILDING TO COMPLY WITH FAIR HOUSING LAW REQUIREMENTS AND THE TDLR-TAS 2012 REQUIREMENTS
 - BUILDING TO COMPLY WITH THE SPECIAL INSPECTION REQUIREMENTS OF IBC CHAPTER 17

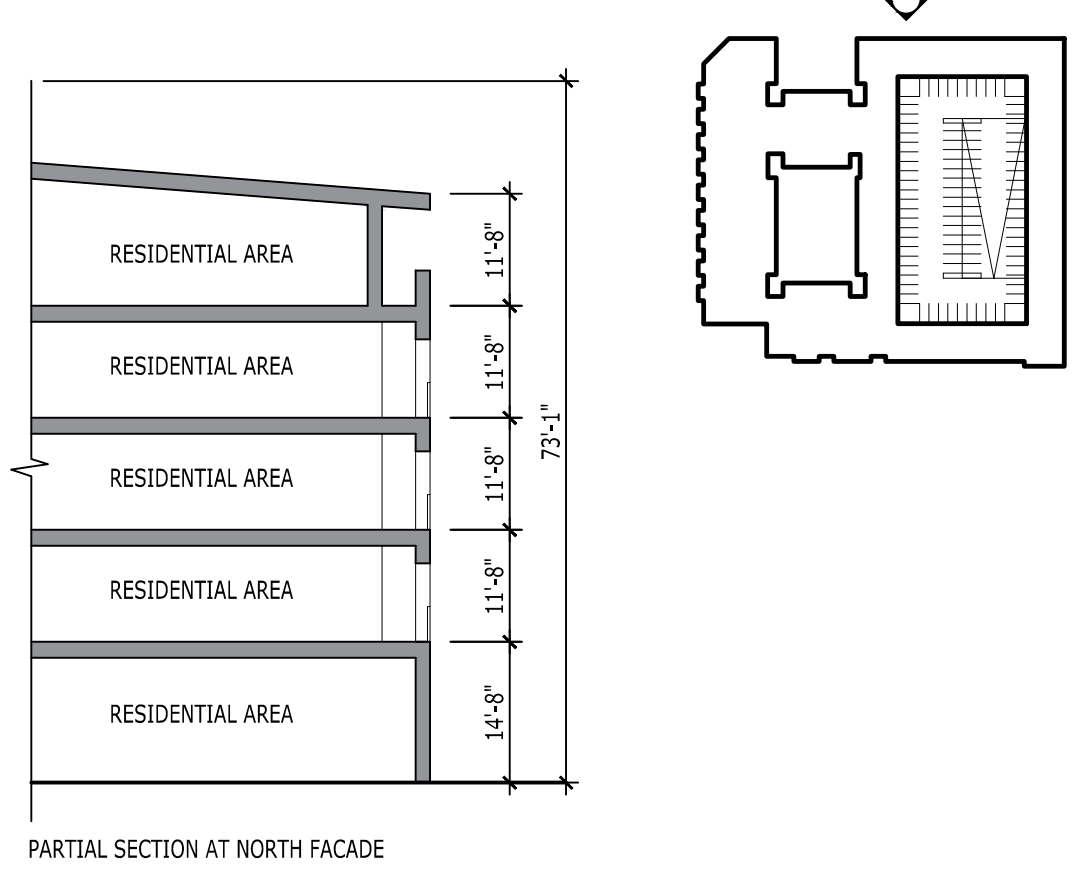




NORTH ELEVATION

FACADE MATERIAL PERCENTAGES			
MASONRY	8,930 SF	41.52 PERCENT	*MASONRY EXCLUDING GLASS 68.72 PERCENT*
FIBER CEMENT PANEL	6,869 SF	24.96 PERCENT	
WINDOWS	8,515 SF	39.59 PERCENT	
TOTAL	21,509 SF	100 PERCENT	

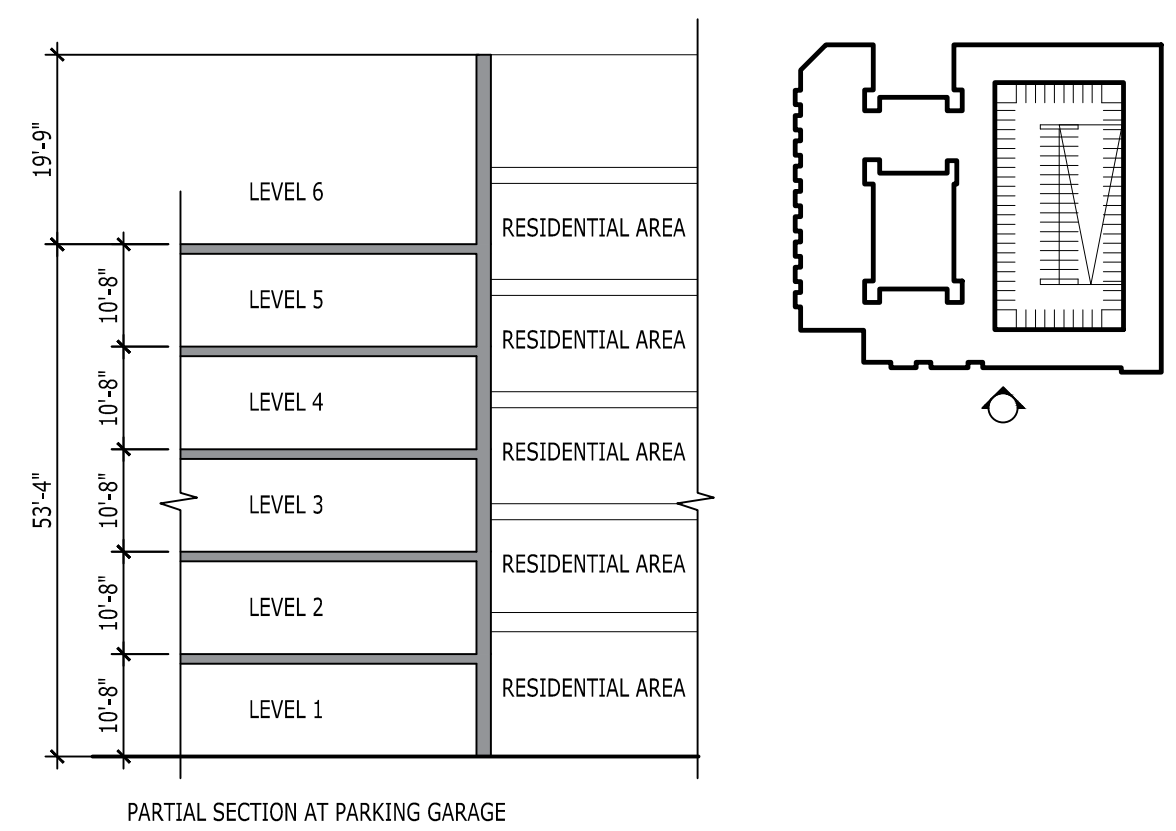
*MASONRY SHALL COMPRISE A MINIMUM OF 40% OF THE COMBINED AREA OF ALL FOUR PRIMARY ELEVATIONS, EXCLUSIVE OF GLASS.



SOUTH ELEVATION

FACADE MATERIAL PERCENTAGES			
MASONRY	4,870 SF	25.01 PERCENT	*MASONRY EXCLUDING GLASS 34.20 PERCENT*
FIBER CEMENT PANEL	9,370 SF	48.12 PERCENT	
WINDOWS	5,232 SF	26.87 PERCENT	
TOTAL	19,472 SF	100 PERCENT	

*MASONRY SHALL COMPRISE A MINIMUM OF 40% OF THE COMBINED AREA OF ALL FOUR PRIMARY ELEVATIONS, EXCLUSIVE OF GLASS.



- GENERAL NOTES:
- BUILDING TO COMPLY WITH THE 2018 IBC & 2017 NEC
 - BUILDING TO COMPLY WITH FAIR HOUSING LAW REQUIREMENTS AND THE TDLR-TAS 2012 REQUIREMENTS
 - BUILDING TO COMPLY WITH THE SPECIAL INSPECTION REQUIREMENTS OF IBC CHAPTER 17



NORTH PUBLIC SPACE AND LEASING OFFICE ENTRY



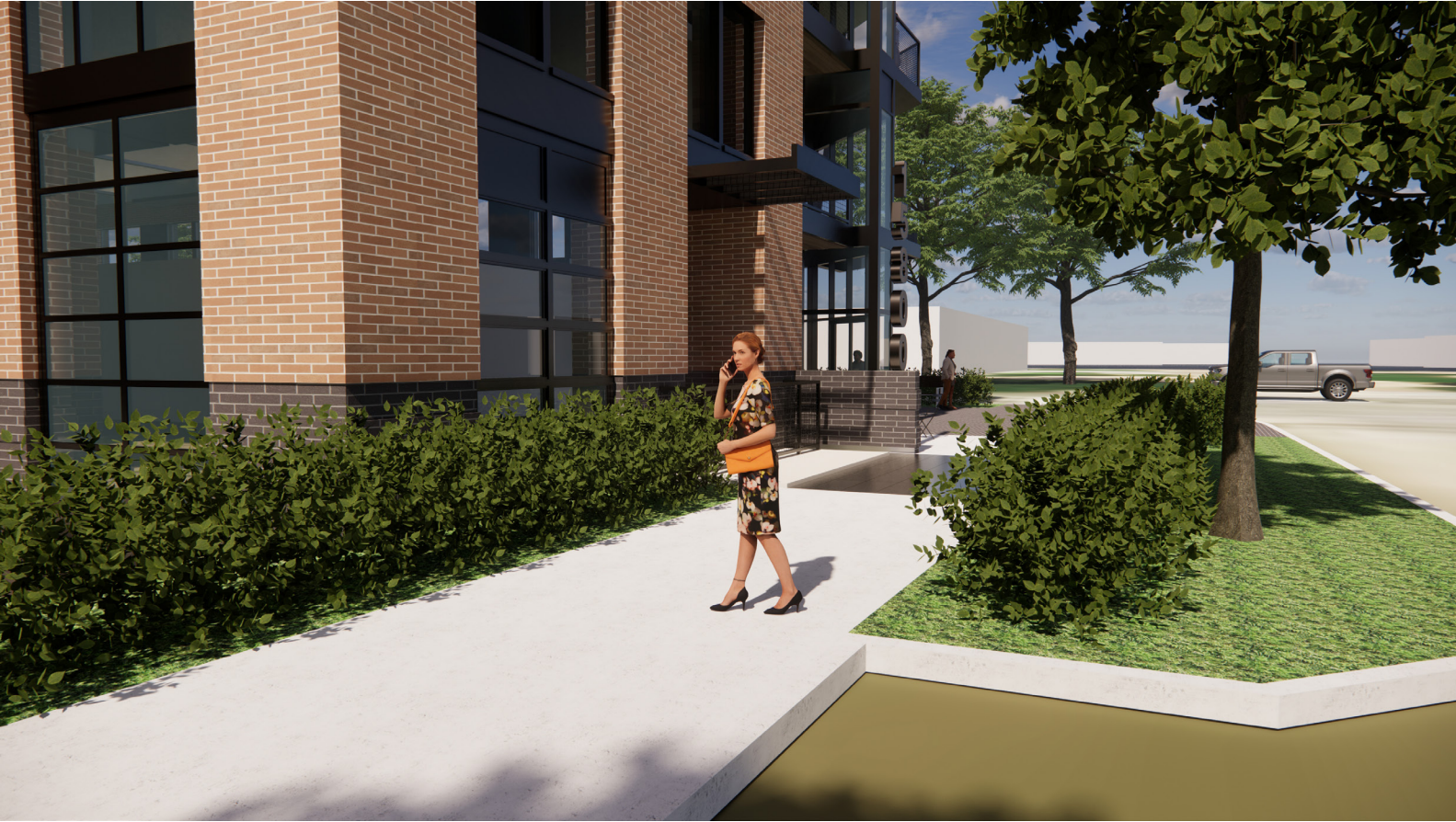
LOOKING WEST DOWN AIRPORT PARKWAY



NORTH ENTRY



NORTH ENTRY



NORTH ELEVATION - PUBLIC OPEN SPACE



NORTH ELEVATION - PUBLIC OPEN SPACE



NORTH ELEVATION



VIEW FROM AIRPORT PARKWAY & ADDISON ROAD INTERSECTION



MAIN ENTRANCE FROM ADDISON ROAD



LOOKING NORTH DOWN ADDISON ROAD



WEST ELEVATION - ADDISON ROAD



SOUTHWEST CORNER



WEST ELEVATION - AERIAL VIEW



WEST ELEVATION - AERIAL VIEW



WEST ELEVATION - ROOF DECK



LOOKING SOUTH DOWN ADDISON RD.



Planning & Zoning Commission

4.

Meeting Date: 03/15/2022

Agenda Caption:

Hold a Public Hearing, Present, Discuss, and Consider Action on a Recommendation regarding an Ordinance Adopting a Development Plan for Block D of the Addison Grove Addition, including a Site Plan, Landscape Plan, Building Elevations and Floor Plans for 54 townhomes in an existing Planned Development District (PD), through Ordinance O16-003, located on approximately 2.08 acres at the Southwest Corner of Magnolia Street and Runyon Road, approximately 400 feet south of Belt Line Road. 1833-Z/Addison Grove, Block D.

Staff Report:

The applicant has requested to table consideration of this application to the April 19, 2022 Planning and Zoning Commission meeting in order to allow for additional time to address plan review feedback received from Town staff.

Recommendation:

Staff recommends approval of the request to table consideration of this application to the April 19, 2022 Planning and Zoning Commission meeting.
