



REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION

TUESDAY, JULY 19, 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, July 19, 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 Lesley Nyp prior to 3:00 pm on the day of the meeting at 972-450-2823 or by emailing lnyp@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 June 21, 2022 Planning and Zoning Commission Meeting.**

2. Consider Action on a **Replat of Lot 1R, Block 1 of the Greenhill School Addition, comprising 72.972 Acres situated in the Thomas L. Chenoweth Survey, Abstract No. 273, and located at the northwest corner of Midway Road and Spring Valley Road.** Case R2022-02/Greenhill School Addition (4141 Spring Valley Road).

Regular Agenda:

3. Hold a Public Hearing, Present, Discuss, and Consider Action on the **Sam's Club Special Area Study, a Long-Range Planning Policy Guiding Future Development and the Provision of Infrastructure and Social Amenities within a 79+/- Acre Area Bounded by Belt Line Road to the North, Hornet Road to the South, Midway Road to the East, and existing residential neighborhoods to the West.**
4. 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.** Case 1851-Z/AMLI Midway.

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: 07/19/2022

2.

Agenda Caption:

Consider Action on the **Minutes from the June 21, 2022 Planning and Zoning Commission Meeting.**

Staff Report:

The minutes from the June 21, 2022 Planning and Zoning Commission Meeting have been prepared for consideration.

Recommendation:

Administration recommends approval.

Attachments

Minutes of the June 21, 2022 Planning & Zoning Commission Meeting

DRAFT

OFFICIAL ACTIONS OF THE ADDISON PLANNING AND ZONING COMMISSION

June 21, 2022

6:00 P.M. - Addison TreeHouse
14681 Midway Road, Suite 200

Note: Vice Chair Chris DeFrancisco participated remotely via video conference.

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

Call Meeting to Order

Chair Souers called the meeting to order.

Pledge of Allegiance

Chair Souers led the 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 April 19, 2022 Planning and Zoning Commission Meeting.**

Motion: Recommend approval of the Consent Agenda as presented.

Moved by Commissioner John Meleky, Seconded by Commissioner Nancy Craig

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

Passed

Regular Agenda:

1. 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 and one open space lot 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.** Case 1833-Z/Addison Grove, Block D.

Lesley Nyp, Planning & Development Manager, presented the staff report for Item 2.

Discussion:

Chair Souers asked when construction is anticipated to begin for Block D. Ken Schmidt, Director of Development Services, responded that the applicant is present and can address the timeline.

Chair Souers asked how long of a notice period Staff anticipated for the removal of the existing screening wall along Beltway Drive. Ms. Nyp responded that the recommended condition asks for a two week notice prior to removal.

Chair Souers opened the public hearing for Item 2.

The applicant, Stephen Klimas of Lovett Commercial, 2410 Polk Street, Suite 200, Houston, TX 77003, welcomed questions from the commissioners.

Commissioner DeFrancisco asked if the townhomes at the south end of Block D would have the front door face towards or away from Beltway Drive. Mr. Klimas responded that the front doors would face towards Beltway Drive.

Chair Souers stated that the public park in Block A and water main installation will need to be completed before building permits in Block D can be issued. He asked if there was an anticipated timeline for construction. Mr. Klimas responded that these items are in process. He added that there was previously some unanticipated construction delays that will be corrected moving forward, however, he does not have an exact timeline.

Chair Souers commented that most discussions with Addison Grove

are related to parking and traffic congestion. He asked how Block D accommodates visitor parking, outside of the two car garages that are provided for each townhome. Mr. Klimas responded that there is street parking on Magnolia Street, Holly Street, which is between Block C and Block D, and additional parking along Runyon Road.

Commissioner Catalani commented that there is never enough parking. He added, similar to his own neighborhood, most of the two car garages will not be used to park two cars. He stated that he is not suggesting this be changed, but to be aware that this will likely be an issue.

Liz Oliphant, 14700 Marsh Lane, asked if the townhomes would be tall enough to shield the rear facade of the existing parking garage from Beltway Drive. Mr. Klimas responded that the parking garage would likely be screened from Beltway Drive but he can look at a sight line study to confirm.

Chair Souers closed the public hearing for Item 2.

Commissioner Craig asked staff what work will need to be completed on site before notice can be given to the Town to remove the existing screening wall. Mr. Schmidt responded that the screening wall is on private property and they can remove it, but to address concerns and minimize impacts on the adjacent neighborhood, the developer has only been removing the wall when necessary. A mistake was previously made when a portion of the wall was removed without notice to the Town, which has prompted staff to add a condition to this item. Removal of the wall would not require a demolition permit, but the applicant understands to be thoughtful about giving notice.

Motion: Recommend approval of the Development Plan, Case 1833-Z/Addison Grove, Block D, with the following conditions:

- A replat and associated air rights easements are approved and filed prior to release of any Block D building permits in order to account for required street and alley name modifications and off-lot building aerial encroachments at alley entryways.
- An 8-inch waterline connection is made between existing waterlines within the Magnolia Street and Beltway Drive rights-of-way prior to release of any Block D building permits. The required public safety connection and associated bollards that are co-located at this location may be installed concurrently or at the time of construction of the closest adjacent lots.

- The public park situated within Block A is completed and accepted by the Town prior to the release of any Block D building permits.
- No portion of the existing screening wall fronting towards Beltway Drive may be removed without providing at least two weeks of prior notice to the Town.

Moved by Commissioner John Meleky, Seconded by Commissioner Robert Catalani

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

Passed

2. Present and Discuss the **Draft Report for the Sam's Club Special Area Study**.

Ken Schmidt, Director of Development Services, presented the Sam's Club Special Area Study draft report.

Commissioner DeFrancisco commented that the current housing policy does not make sense. He asked if there was any plan to update the Town's housing policy. Mr. Schmidt responded that it is a challenging policy for staff and residents who are passionate about housing, but it is outside of the realm of this study. He added that it is something that may be addressed with the update of the Comprehensive Plan.

Commissioner Fansler commented that the difficulty with retail in Addison is the lack of population in the evenings. She asked what the committees thoughts were on the topic. Mr Schmidt replied that the committee found that restaurants and personal services would be most desired in this area. It would be used to serve the existing and future population base. The types of businesses envisioned include specialty grocery stores, coffee shops, co-working space, and other convenience amenities.

Commissioner Catalani stated that because of it's location, this area warrants a different mix of uses than other high density neighborhoods in Addison. This area is along a major thoroughfare and will have more traffic and visibility.

Commissioner Catalani commented that he like naming the

study "Midway Road Corridor Development". He would prefer to leave out the word "south". He added that he does not think "Sam's Club" should continue to be in the name for the area. He would like to see this area evolve from its previous identity. He also thanked the committee for all the work on this area study. He suggested adding to the study a provision that the Town revisit the study in 5-10 years to address market changes.

Chair Souers commented that staff should take what was learned from the Sam's Club Study and apply it to an update of the Inwood Road Enhancement Zone. He added that the Town will evolve significantly in the next 10-15 years. Businesses have historically contributed 87% of the tax base and he noted that he sees that decreasing with residential increasing. He asked if that was staff's perception as well.

Mr. Schmidt replied that there will be changes, particularly with aging development but there will be new residential and commercial. Those areas where there is thriving commercial business, such as Village on the Parkway or Prestonwood Place, will continue and grow. Where the region will see challenges is in declining areas that don't have market conditions to replace development with like uses. That is the purpose of long range planning, to balance the future redevelopment. Addison will still be commercial dominant with the tax base, but we are seeing a regional demand for housing.

Commissioner Fansler noted that fee simple ownership is considered residential while multifamily is considered within the commercial tax base since it is an income producing property. She added that Addison doesn't have the land mass for new residential ownership opportunities unless it is condos, which have historically not done well in D-FW.

Commissioner Branson commented that she likes the connectivity but had concerns about safety. She asked if there was plans to increase the police force as we see redevelopment and more activity in this area, especially since the trail is not along Midway Road.

Mr. Schmidt responded that the study is very focused on trail oriented design and using crime prevention through environmental design. Often times the best ways to prevent crime is ensuring that the site design promotes activity. People are generally reluctant to committed crime in active areas. When you have trails surrounded by parking lots, it can create more attractive conditions for crime. He noted that the committee wanted the trail to be activated and engaging with homes and businesses fronting onto the trail to make it less vulnerable to crime. We have crime in very safe neighborhoods but that is not unique

to Addison. Addison has a great Police Department and City Management who are constantly evaluating future needs, including staffing levels to provide a high quality of service.

Commissioner Branson said Addison has restaurant chains but also has local businesses. She asked if the Town has grants or other opportunities to help local businesses so they don't get edged out with redevelopment. Mr. Schmidt said that issue was identified by the committee. Nate's was specifically discussed as a local business to be preserved and celebrated and we think the plan supports that. We have not looked at historic preservation or revitalization programs like some surrounding cities have. For example, Carrollton has a facade improvement grant program for some of the aging retail centers, those are typically local programs unless it is a historic preservation project. The Town could pursue a local grant program but there are economic cost associated with that.

Commissioner Fansler noted that most commonly the local business do not own the actually property. Mr. Schmidt added that Nate's leases the property and the property owner was on the committee. The property owner has funds available and has plans for site improvements for Nate's specifically. In areas where there is not opportunity for improvements and it's a community goal, the Town could create programs to incentivize reinvestment.

Commissioner Branson asked if Addison had any programs currently. Mr. Schmidt replied that Addison does not but it could be a discussion as part of the comprehensive plan update as there is a lot of aging corridor development.

Chair Souers said he looks forward to reading the whole document and putting it to the test. There are a couple applications coming forward and the Town will be able to put the study to the test under actual conditions.

Commissioner Catalani asked for details on the committee's tour of the area. He noted that he would be interested in gaining a more in depth understanding of the area. Mr. Schmidt said it was a one day event with extensive discussion. Staff was unable to attend and Mr. Whitehead lead the discussion and did a great job.

Commissioner Craig added that there was one walk-thru. The committee had a lot of conversations and took measurements on site. They also did some small group discussions. She recommends walking the area to get a feel for the impacts the study would

have. Commissioner Catalani replied that is something he is interested in doing.

Commissioner Fansler noted that the other trails in the neighborhood are constructed to similar standards.

Adjourn Meeting

There being no further business before the Commission, the meeting was adjourned.

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Agenda Caption:

Consider Action on a **Replat of Lot 1R, Block 1 of the Greenhill School Addition, comprising 72.972 Acres situated in the Thomas L. Chenoweth Survey, Abstract No. 273, and located at the northwest corner of Midway Road and Spring Valley Road.** Case R2022-02/Greenhill School Addition (4141 Spring Valley Road).

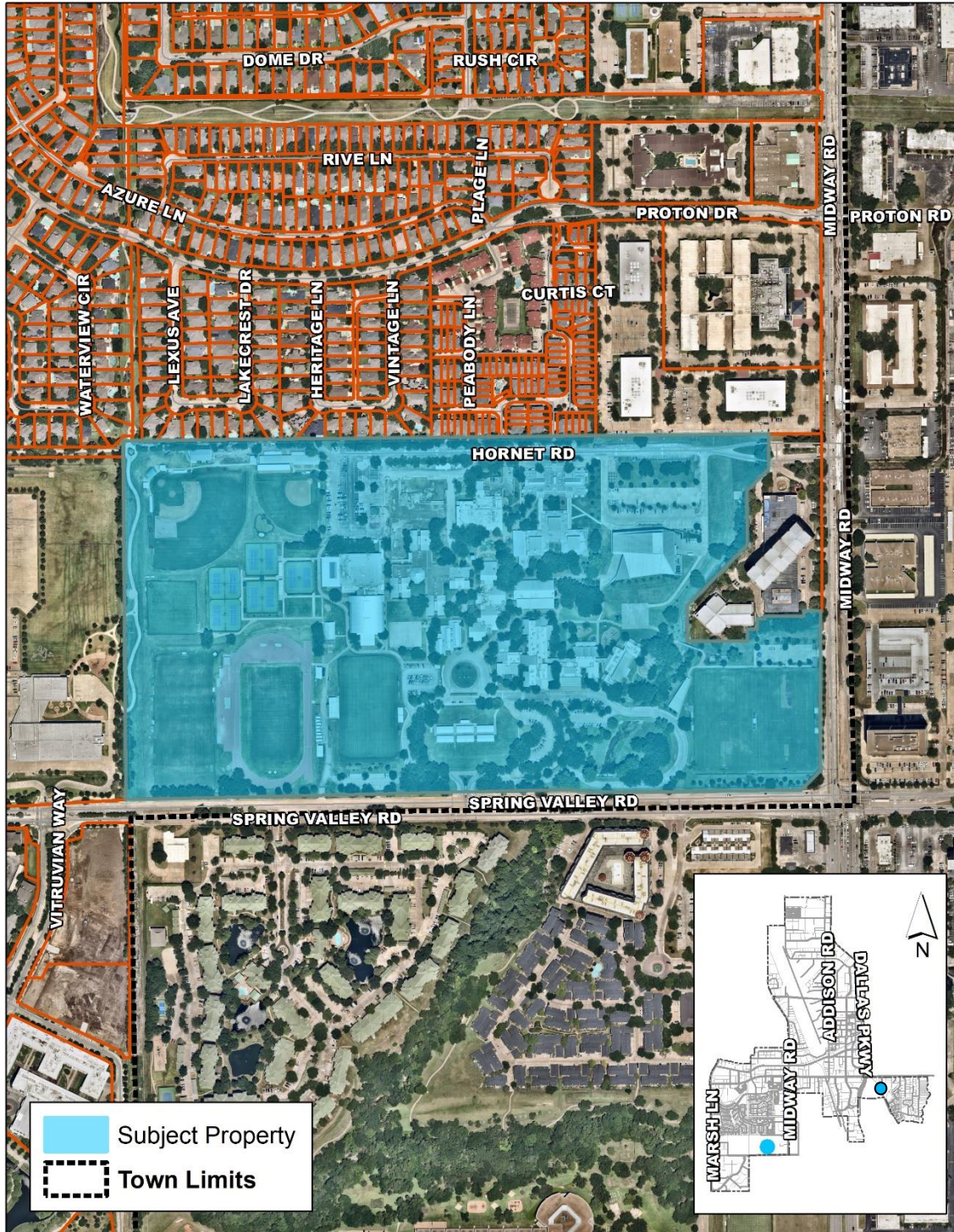
Attachments

R2022-02 Staff Report
R2022-02 Replat

R2022-02

Case R2022-02/Greenhill School Addition (4141 Spring Valley Road). Consider Action on a Replat of Lot 1R, Block 1 of the Greenhill School Addition, comprising 72.972 Acres situated in the Thomas L. Chenoweth Survey, Abstract No. 273, and located at the northwest of Midway Road and Spring Valley Road.

LOCATION MAP





July 19, 2022

STAFF REPORT

RE: R2022-02/ Replat – Lot 1R, Block 1, Greenhill School Addition

LOCATION: 72.972 Acres situated in the Thomas L. Chenoweth Survey, Abstract No. 273, and located at the northwest corner of Midway Road and Spring Valley Road.

REQUEST: Approval of a Replat

APPLICANT: Kelly Williams, Pacheco Koch

DISCUSSION:

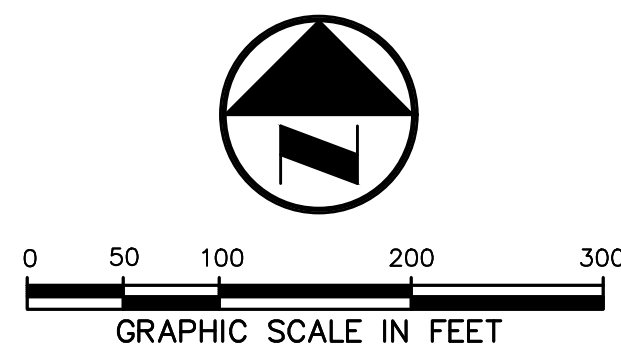
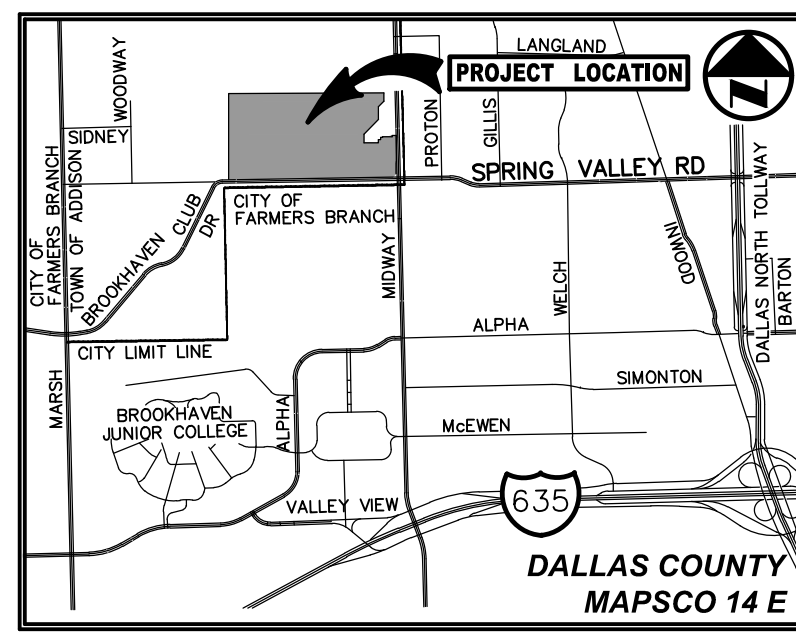
Background. The subject property is located at the northwest corner of Midway Road and Spring Valley Road. In November 2021, this site was granted a Special Use Permit (SUP) to construct a new math, science, and innovation building on the Greenhill School campus.

This replat will abandon several existing fire lane and private water easements and add new easements to accommodate the new structure and site improvements.

Engineering Review. The replat has been reviewed by Town staff and is in compliance with all requirements.

RECOMMENDATION:

Staff recommends approval of the proposed replat.



VICINITY MAP
(NOT TO SCALE)

WATERVIEW ESTATES
(VOL. 92006, PG. 1954)

LES LACS I
(VOL. 91227, PG. 5422)

WESTFIELD COURT
(VOL. 91227, PG. 5431)

LES LACS VILLAGE, PHASE I
(VOL. 83183, PG. 4319)

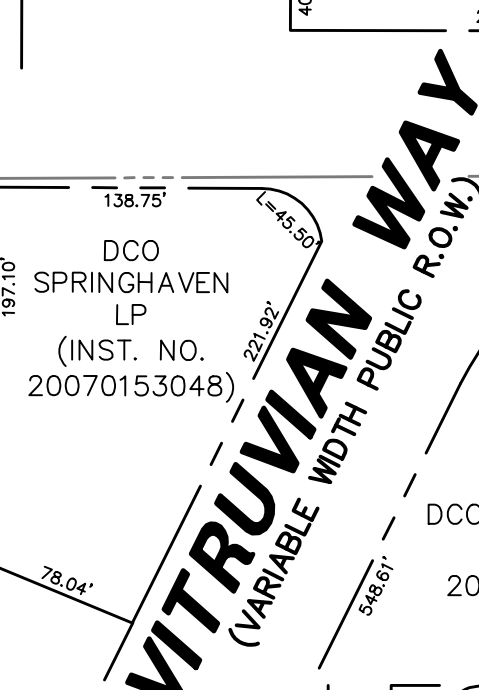
HUIE ADDISON ADDITION
(VOL. 84194, PG. 2175)

BOUNDARY LINE TABLE

LINE	BEARING	LENGTH
L1	S 00° 14' 00" E	129.53'
L2	S 44° 46' 00" W	116.21'
L3	S 00° 14' 00" E	198.79'
L4	S 44° 46' 00" W	318.79'
L5	S 00° 14' 00" E	131.21'
L6	N 89° 55' 28" E	222.83'
L7	N 00° 04' 32" W	44.82'
L8	DUE EAST	35.90'
L9	DUE NORTH	37.77'
L10	N 89° 55' 28" E	29.88'
L11	N 00° 04' 32" W	10.01'
L12	N 89° 55' 28" E	143.44'
L13	N 00° 15' 45" W	20.00'
L14	N 89° 55' 28" E	56.45'
L15	S 44° 44' 48" W	91.17'
L16	S 89° 46' 01" W	184.91'
L17	S 87° 28' 19" W	130.99'

LOT 1, BLOCK 1
LOOS ADDITION
(INST. NO. 201000278426)
DALLAS INDEPENDENT SCHOOL DISTRICT
(VOL. 124, PG. 644)

POINT OF BEGINNING
1/2"-INCH IRON ROD W/ "RLG" CAP FOUND



LEGEND

- IRF 1/2"-INCH IRON ROD
- TNP 5/8"-INCH IRON ROD W/ "TNP" CAP FOUND
- PROPERTY LINE
- - - EASEMENT LINE
- - - PROPOSED EASEMENT
- - - ABSTRACT LINE
- CENTERLINE
- ▨ EASEMENT ABANDONMENT AREA
- ▨ FIRE LANE EASEMENT ABANDONMENT AREA ONLY

NOTE:

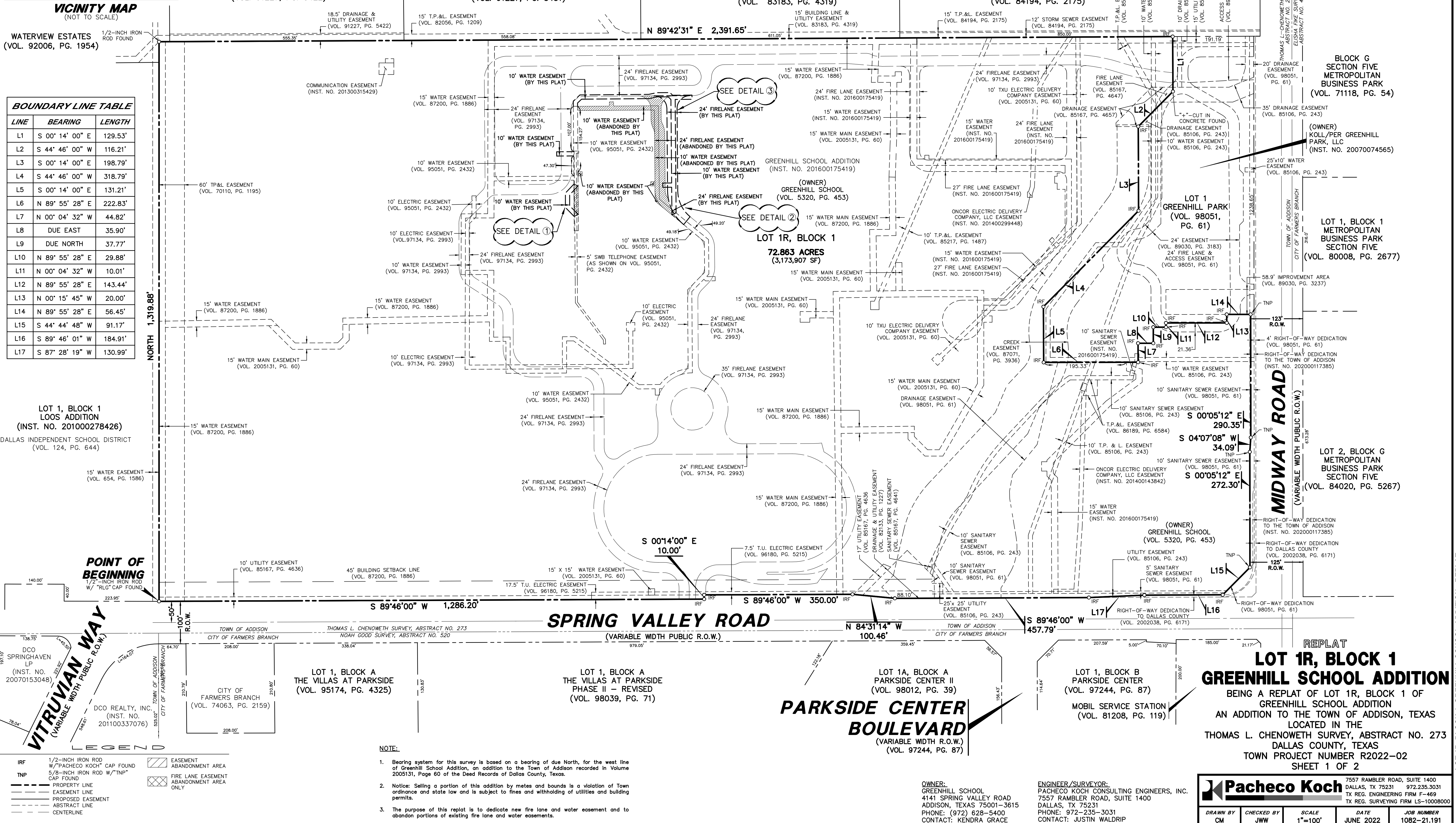
- Bearing system for this survey is based on a bearing of due North, for the west line of Greenhill School Addition, an addition to the Town of Addison recorded in Volume 2005131, Page 60 of the Deed Records of Dallas County, Texas.
- Notices: Salling a portion of this addition by metes and bounds is a violation of Town ordinance and state law and is subject to fines and withholding of utilities and building permits.
- The purpose of this replat is to dedicate new fire lane and water easement and to abandon portions of existing fire lane and water easements.

OWNER:
GREENHILL SCHOOL
4141 SPRING VALLEY ROAD
ADDISON, TEXAS 75001-3615
PHONE: (972) 628-5400
CONTACT: KENDRA GRACE

ENGINEER/SURVEYOR:
PACHECO KOCH CONSULTING ENGINEERS, INC.
7557 RAMBLER ROAD, SUITE 1400
DALLAS, TX 75231
PHONE: 972-235-3031
CONTACT: JUSTIN WALDRIP

Pacheco Koch
7557 RAMBLER ROAD, SUITE 1400
DALLAS, TX 75231 972.235.3031
TX REG. ENGINEERING FIRM F-469
TX REG. SURVEYING FIRM LS-1008000

DRAWN BY CM	CHECKED BY JWW	SCALE 1"=100'	DATE JUNE 2022	JOB NUMBER 1082-21.191
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REPLAT
LOT 1R, BLOCK 1 GREENHILL SCHOOL ADDITION
BEING A REPLAT OF LOT 1R, BLOCK 1 OF GREENHILL SCHOOL ADDITION AN ADDITION TO THE TOWN OF ADDISON, TEXAS LOCATED IN THE THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273 DALLAS COUNTY, TEXAS
TOWN PROJECT NUMBER R2022-02
SHEET 1 OF 2

10/14/2022 10:54:44 AM
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LOT 1R, BLOCK 1, GREENHILL SCHOOL ADDITION - REPLAT

Meeting Date: 07/19/2022

Agenda Caption:

Hold a Public Hearing, Present, Discuss, and Consider Action on the **Sam's Club Special Area Study, a Long-Range Planning Policy Guiding Future Development and the Provision of Infrastructure and Social Amenities within a 79+/- Acre Area Bounded by Belt Line Road to the North, Hornet Road to the South, Midway Road to the East, and existing residential neighborhoods to the West.**

Attachments

Staff Report - Sam's Club Special Area Study

Sam's Club Special Area Study Draft Report

Citizen Response Letter - Sam's Club Special Area Study



July 19, 2022

STAFF REPORT

RE: Sam's Club Special Area Study Report

LOCATION: 79± acres at the western frontage of Midway Road, between Belt Line Road and Hornet Road

REQUEST: Approval of the Sam's Club Special Area Study

APPLICANT: Town of Addison

DISCUSSION:

Background: 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. The outcome of those meetings is reflected in the Sam's Club Special Area Study Draft Report that is included with this agenda memo.

Public Review Process: At the June 21, 2022, Planning and Zoning Commission Meeting, staff presented the Sam's Club Special Area Study Draft Report to gather feedback and direction.

Since the presentation, staff has made minor modifications to the report to reflect the feedback received from the Commission and to correct minor errors. The most prominent change was the addition of a plan implementation monitoring process to ensure the plan is being effectively utilized.

The updated report is included in this packet, and it can also be viewed at the [Sam's Club Special Area Study project website](#). In addition to the report, an appendices document comprised of supporting project documents is provided at the above link.

The presentation of the report at the June Commission meeting can be viewed on the [Town's website](#).

Since that meeting, staff has provided public notice to the surrounding community by mailing over 1,300 postcards advertising this public hearing. As of the publishing date of this packet, staff has received one response, which is attached with this item. With that response, a resident has communicated concerns regarding the placement of multifamily housing adjacent to the residential transition zone, and the long-term consideration of new street and trail connections to Proton Drive and Hornet Road.

Staff asks the Commission to hold a public hearing, discuss, and consider action on the Sam's Club Special Area Study.

RECOMMENDATION: **APPROVAL**

This project addressed a very challenging community dialogue and through 14 months of work by the project advisory committee, consensus has been achieved on many important redevelopment policy issues.

This plan is not perfect, but it gives the Town some tools to help navigate key redevelopment considerations such as residential compatibility and housing demand. The plan does not solve these challenging issues for the Town, but it does provide effective tools to support a more robust public dialogue.

When considering long-range plans such as this, it is important to balance what exists now versus what may exist years from now. Areas that were very stable in the not too distant past can and have experienced decline. If we don't at least consider that possibility with our long-range planning efforts, it can make addressing those issues in the future much more difficult.



ADDISON

SAM'S CLUB SPECIAL AREA STUDY

July 15, 2022

DRAFT

ACKNOWLEDGEMENTS

Addison City Council

Joe Chow, *Mayor*

Kathryn Wheeler, *Mayor Pro Tempore*

Lori Ward, *Deputy Mayor Pro Tempore*

Tom Braun, *Council Member*

Darren Gardner, *Council Member*

Guillermo Quintanilla, *Council Member*

Eileen Resnik, *Council Member*

Paul Walden, *Former Council Member*

Marlin Willesen, *Former Council Member*

Project Advisory Committee

Al Cioffi

Nancy Craig

Susan Halpern

Peter Jessiman

Judy Lindloff

Steve Loras

Alex McCutchin

Sue Milholland

Bill Park

Marvin Perez

Eileen Resnik

Lorrie Semler

Austen Spoons

Dan Stansbury

Nancy Williams

Ron Whitehead

Kathie Wood

Key City Staff

Wes Pierson

City Manager

Ashley Shroyer

Deputy City Manager

Ken Schmidt

Director of Development Services

Orlando Campos

Director of Economic Development & Tourism

Shannon Hicks

Director of Public Work & Engineering

Mary Rosenbleeth

Director of Marketing & Communications

Janna Tidwell

Director of Parks & Recreation

Project Consultant Team

Strategic Community Solutions

Karen Walz

Kimley-Horn & Associates

Mark Bowers

Daniel Acevado

Jessica Rossi

Katie Urdiales

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STUDY BACKGROUND

Past Planning Efforts

In 2014, the Town of Addison began a Special Area Study for the area near the Midway Road - Belt Line Road intersection that included the Sam's Club superstore. This area had been identified in the Town's 2013 Comprehensive Plan as one that should have a plan "in the event that the Sam's Club closed". This closure happened during that study. For this study, the Town appointed a nine-member Advisory Committee to provide community input and hired a consultant team for professional assistance.

This Committee met three times over the course of three months and prepared a recommendation regarding the future land use of this area. Additional input from residents and property owners was received at a community meeting. The findings of this study were presented to the Council in December 2014 and again in March 2015. At that time, 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.

Current Study

In 2021, the Town decided to start an effort to complete a plan for the previous study area as well as an additional area to its south. The catalyst for this planning effort was anticipated redevelopment interest in the Midway corridor. Having a policy in place to guide this investment is critical to the future of the corridor.

Consultant assistance was secured through a team led by Strategic Community Solutions LLC, with Kimley-Horn and Associates, Inc. providing urban design and economic/market assistance as a subconsultant. The planning process, including community engagement, began in April 2021. This process concluded with recommendations by the Advisory Committee in March 2022. The 2021 project is the subject of this report and the recommendations it contains.

The objectives for this study are:

1. Update the analysis of this study area to reflect current conditions, market opportunities, and the new development that has occurred since the original study.
2. Create a concept for the study area's future development that can be used to communicate with property owners, potential buyers, and neighbors.
3. Create a plan the Town can use to evaluate future requests for rezoning, infrastructure planning, and other development approvals.

Study Area

The study area for the project is shown in Exhibit 1. It is bounded by Belt Line Road on the north, Midway Road on the east, Hornet Road on the south, and the easterly boundaries of existing residential developments on the west. It contains 79 acres of land.

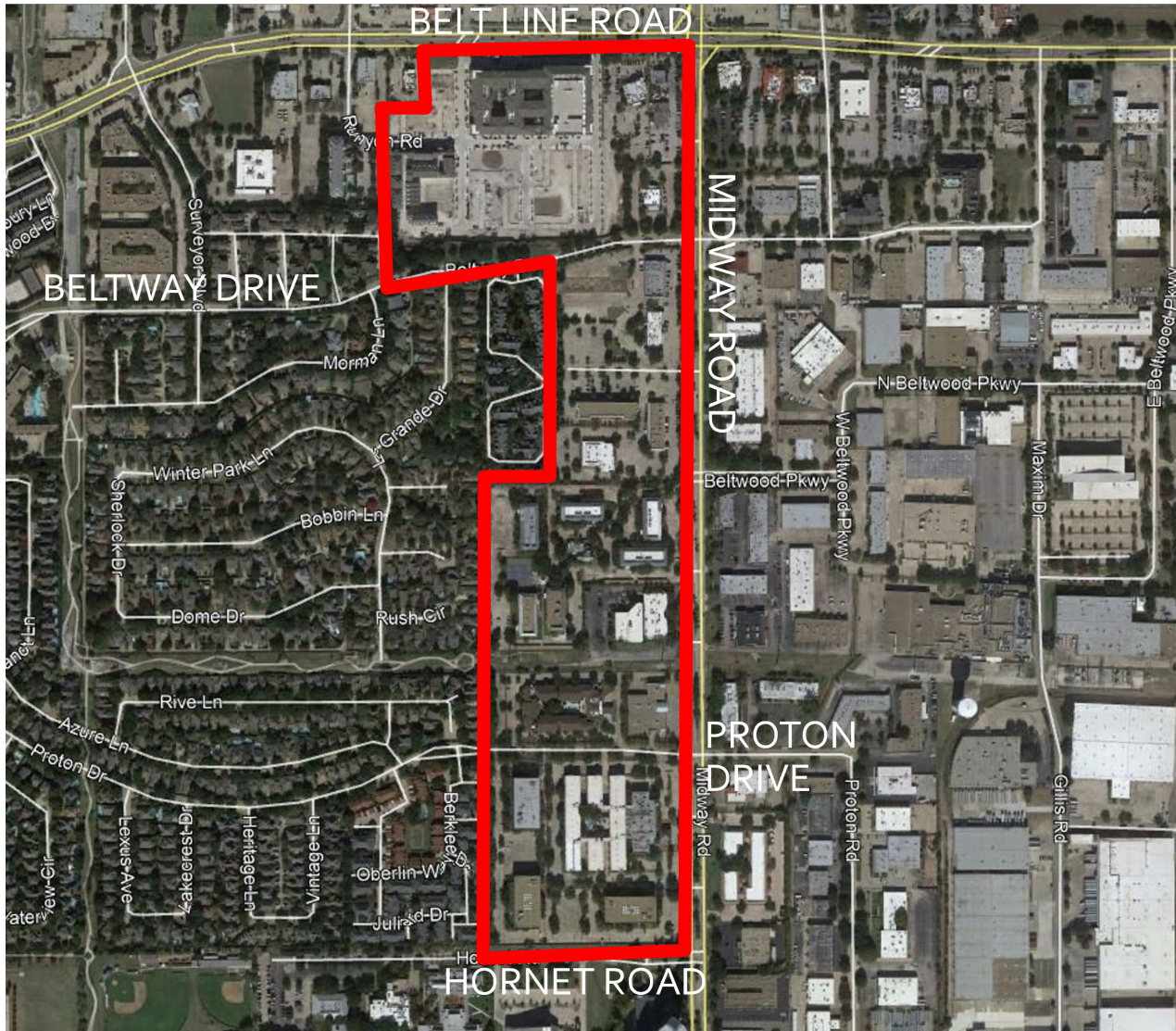
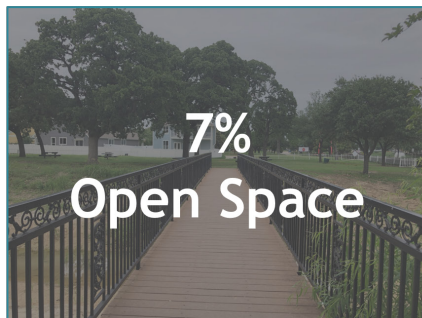
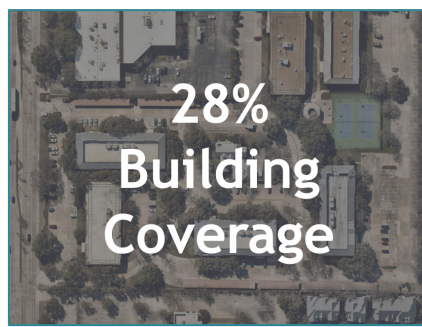


Exhibit 1: Study Area

Study Area Snapshot

A background analysis was conducted for the study area, providing the planning team and area stakeholders with a general understanding of land use patterns, ownership composition, zoning, and other items of relevance to the plan. As Exhibit 2 shows, the Study Area consists generally of 12% residential, 74% commercial, and 7% mixed-use land uses. Buildings occupy about 28% of the area, and 7% of the area is dedicated to open space. The background analysis included a detailed mapping of several themes of importance to the study, described below.



79 Total Acres

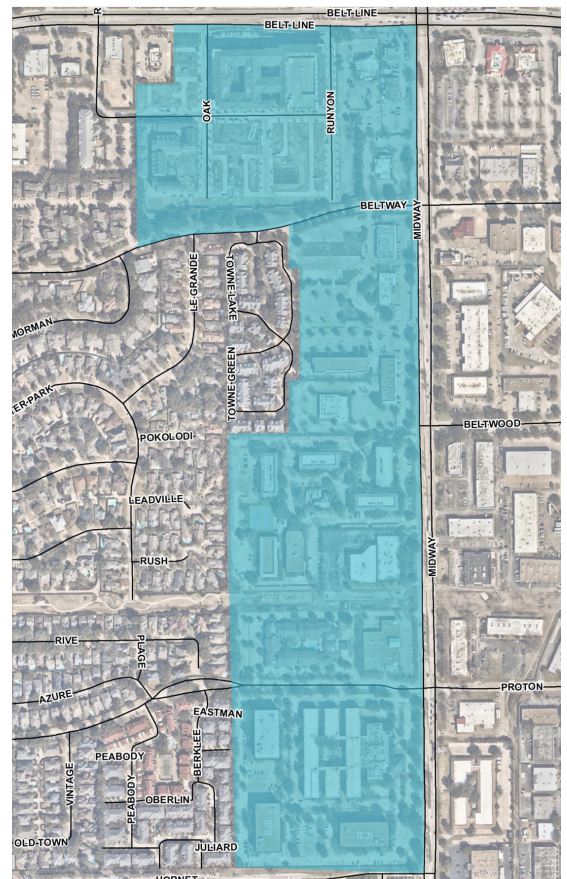


Exhibit 2: Study Area Snapshot

Existing Development Character

With the exception of the Addison Grove neighborhood, most buildings in the study area were constructed in the 1980s. The Midway Road frontage is generally characterized by mature trees and low-rise buildings supporting restaurant, hospitality, and office uses, with parking situated between the buildings and this major arterial roadway. This development pattern continues as you traverse west through the study area, with larger surface parking lots supporting the commercial uses. Pedestrian connectivity in this area is fairly limited, as the Midway Road frontage is bifurcated by many site access drives.

With much of the development in this area approaching 40 years in age, many of the existing buildings, as well as public and private infrastructure are experiencing decline, and the economic conditions of the pandemic have accelerated that trend for office and hotel properties.



Exhibit 3: Existing Development Character

Existing Land Use & Parcel Ownership

The Study Area consists of predominately commercial uses, with the breakdown of commercial consisting of office at 30.2%, hotel at 15.7%, restaurant at 20.6%, commercial vacant (refers to individual properties that are vacant, not building utilization) at 4.3%, and retail at 2.5%. Residential uses are located within mixed use at 7%, and single-family attached at 12.5% (both of which are in the Addison Grove development). Just over 7% of the Study Area is dedicated to open space.

Excluding the new homeowners in Addison Grove, the 17 large individual parcels within the Study Area are owned by 15 individuals or ownership groups. This creates a need for a high level of coordination on the part of the Town to ensure that future redevelopment of the area is not fragmented, but rather planned in a way that achieves the overall objectives for the area.

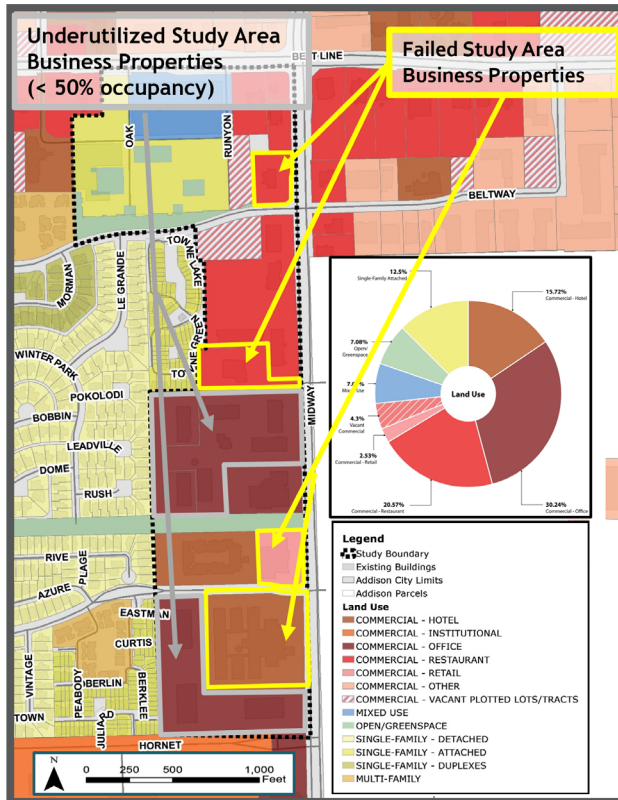


Exhibit 4: Existing Land Use

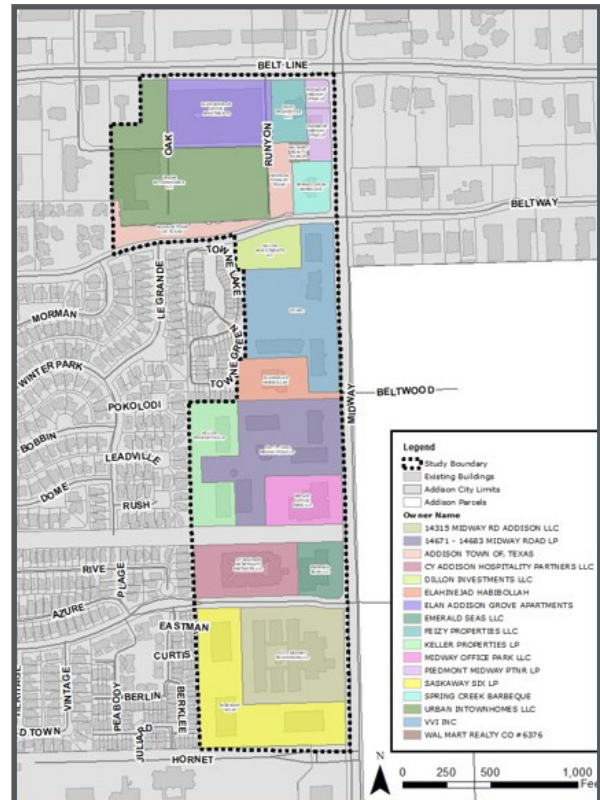


Exhibit 5: Parcel Ownership

Master Transportation Plan and Trail Master Plan

The edge of the Study Area is bounded by Midway Road (a major arterial) which provides a high level of visibility to the Study Area, particularly toward the intersection with Belt Line Road at the northern end of the Study Area where the traffic counts are highest. Signalized intersections are located at Midway/Belt Line, Midway/Beltway, Midway/Proton and Midway/Hornet.

Proton and Beltway are both classified as Residential Collectors. As redevelopment occurs in the Study Area, it will be critical to carefully balance access to and from these roadways to minimize negative traffic impacts on the greater Addison community. Additionally, as Midway is currently being reconstructed, the Master Thoroughfare Plan exhibit has highlighted the future locations of median cuts along Midway Road to provide a better understanding of future access to and from the Study Area.

The Trail Master Plan calls for a trail at the western edge of Midway Road (the reconstruction of Midway Road is planned to accommodate this facility). Local shared-use trails are planned throughout the Study Area between Proton and Beltway. Opportunities exist to incorporate these trail connections as the properties in this area redevelop in the future.

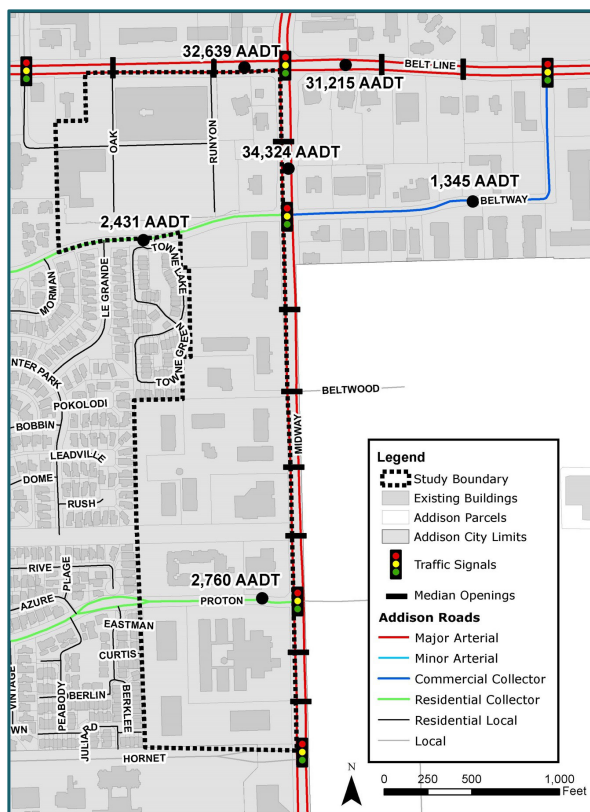


Exhibit 6: Master Transportation Plan

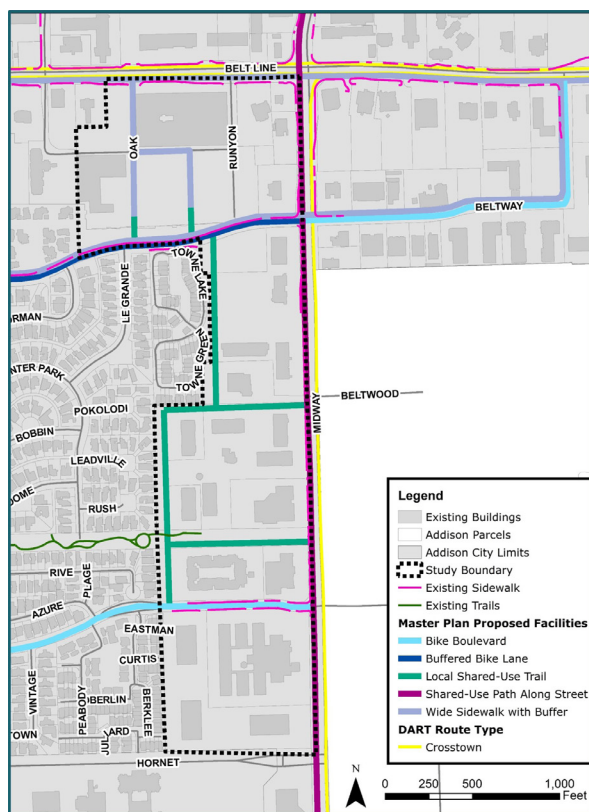


Exhibit 7: Trail Master Plan

Demographic Snapshot - People

The Town of Addison had an estimated 17,895 residents in 2020, an increase of 37.1% from 2010. On average, residents of Addison are younger and more diverse when compared to the larger Dallas Metroplex. Additionally, households are smaller, with less than two persons per household, are less likely to own their home, and have fewer children.

Psychographics for the Town of Addison reflect a diverse group of residents with varying housing and shopping preferences. More than one-half of the households in Addison align with characteristics described as Metro Renters, followed by Urban Chic at 22.2% and Enterprising Professionals at 11.4%. The top three segments all represent young, up-and-coming professionals that desire a range of housing options close to employment, shopping, and entertainment. Detailed descriptions of the Town’s psychographic profile can be found in Appendix 5.

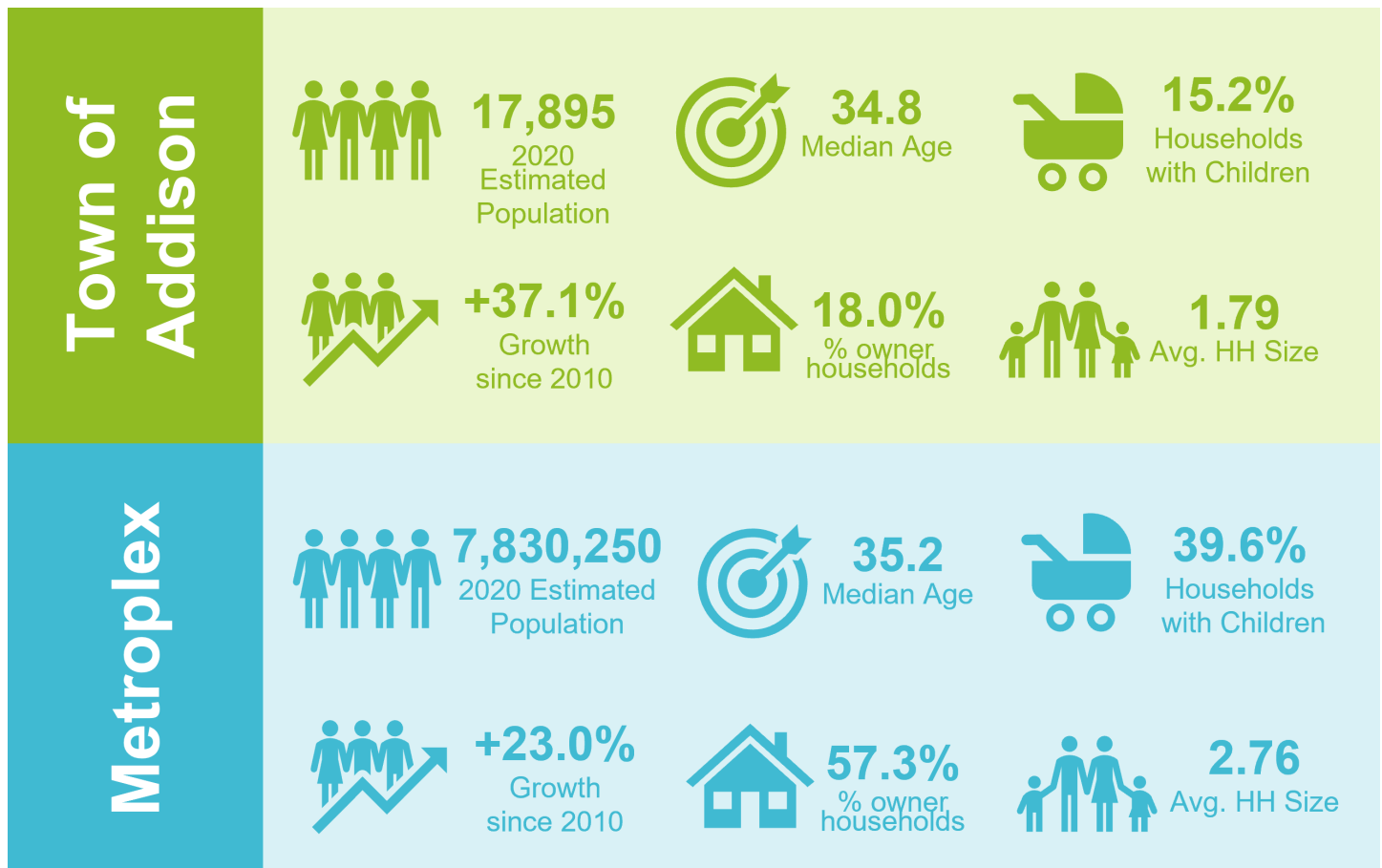


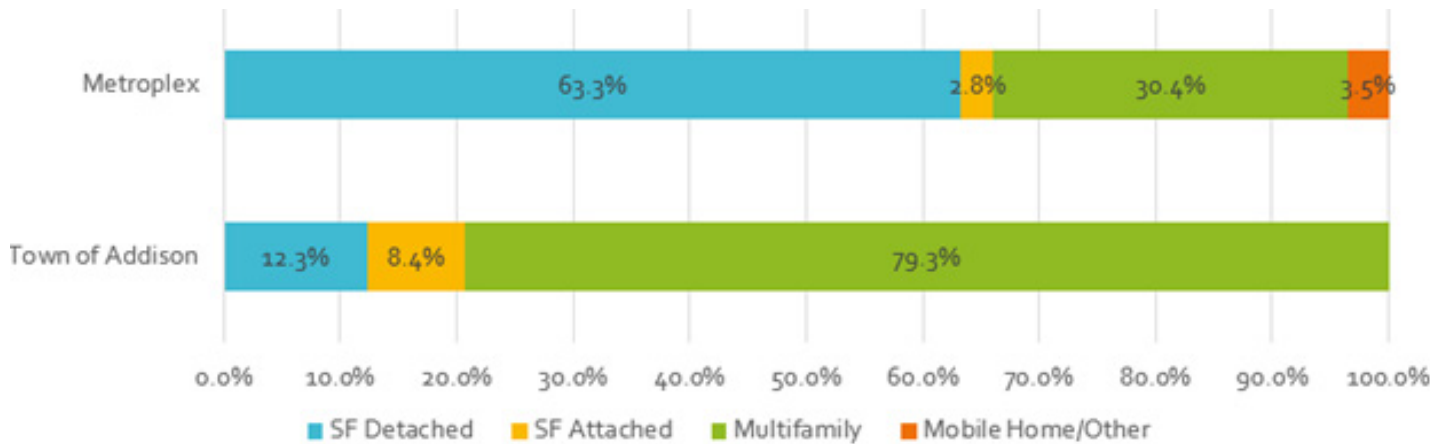
Exhibit 8: Demographic Snapshot - People

Demographic Snapshot - Housing

The housing stock in Addison is comprised of over 11,000 dwelling units. Nearly 80% of all housing units are multifamily units, compared to approximately 30.4% across the Metroplex.

The comparatively higher average of multifamily units reflects an intentional difference in growth approaches chosen by the Town compared to other communities in the region. In fact, multifamily development has been a component of support for the Town's successful economic base, providing housing to the talent pool that has attracted Professional Services and Finance and Insurance jobs. However, it should be noted that owner-occupancy is forecasted to increase gradually in the coming years.

Median home values and multifamily rental rates have both increased significantly since the data for this analysis was collected. With recent inflation and interest rate increases, rental rates will likely continue to grow, while the home sales market may see some movement towards stabilization.



Source: US Census; ESRI BAO; Kimley-Horn

Exhibit 10: Demographic Snapshot - Housing

Economic Snapshot - Employment

More than 110,000 jobs are located in Addison, equating to approximately 6.2 jobs per resident. This measure is notably higher than 0.44 jobs per resident across the larger Dallas Metroplex and speaks to the importance of Addison as an economic anchor for the larger region. Professional Services jobs comprise the highest share of the total in Addison at nearly 20% of the total. Other notable job concentrations in Addison include Finance and Real Estate, Leisure and Hospitality, and Retail Trade. The largest industry in the Dallas Metroplex is Retail Trade, comprising 14.7% of the total.

Residents of Addison are more likely to hold a Bachelor's Degree (51.7% of the population aged 25 or greater) and more commonly participate in a white-collar occupation when compared to the Dallas Metroplex. This translates to higher median household incomes at \$76,929, compared to \$73,903 for the Metroplex.

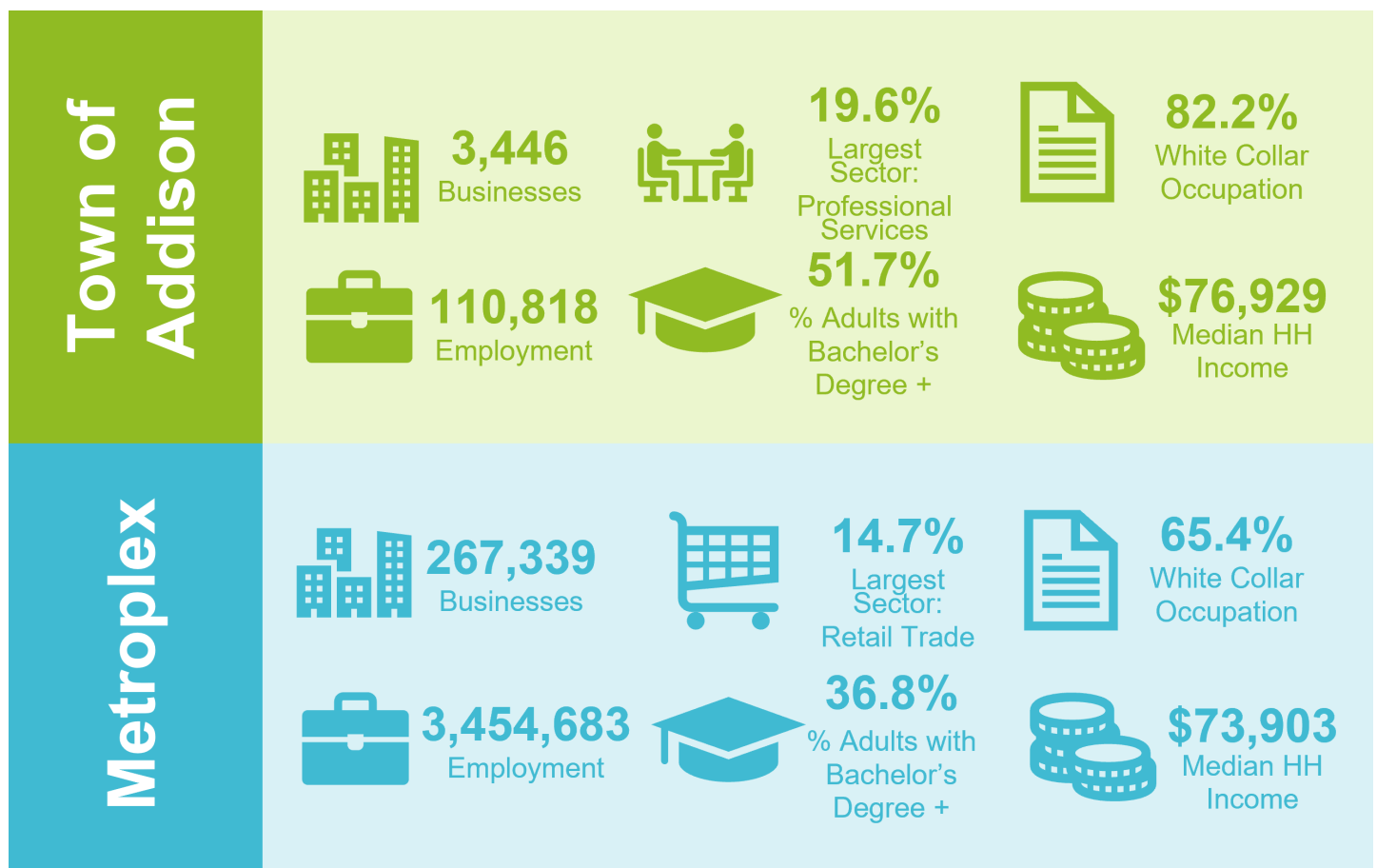


Exhibit 10: Economic Snapshot - Employment

Economic Snapshot - Retail Sales

Nationally, the retail real estate sector was significantly impacted by the COVID-19 pandemic. Impacts of the pandemic were also present in Addison, where vacancy rates for retail space increased, and quoted lease rates stagnated. As of second-quarter 2021, the retail vacancy rate in Addison remained elevated at 10.4%. It should be noted that the Addison vacancy was lower than the regional average of 12.8%. Average rent per square foot was \$22.13, a slight decrease from the beginning of 2021. These trends have improved significantly as pandemic conditions improved, but are now being influenced by ongoing inflation challenges.

The graphics below total annual retail sales, consumer expenditures, and retail surplus in the Trade Area. The defined Trade Area had a \$1.78 billion retail surplus, which means people are attracted from outside the Trade Area for shopping, dining, and entertainment. Proximity to major transportation corridors and employment centers helps bolster sales within the Trade Area from non-residents.

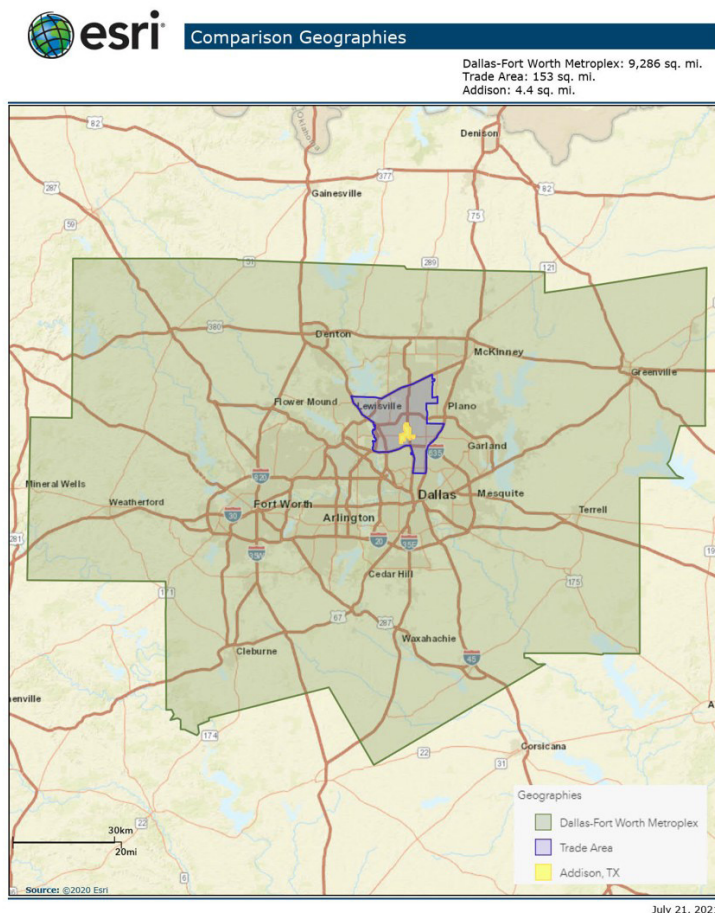


Exhibit 11: Trade Area Map



Source: ESRI; Kimley-Horn

Exhibit 12: Economic Snapshot - Retail Sales

PLANNING PROCESS

Planning Process

The planning process for this study included both professional analysis and community engagement. Exhibit 13 shows the timeline for the study, which began in April 2021 and is anticipated to conclude with City Council consideration of recommendations in August 2022.

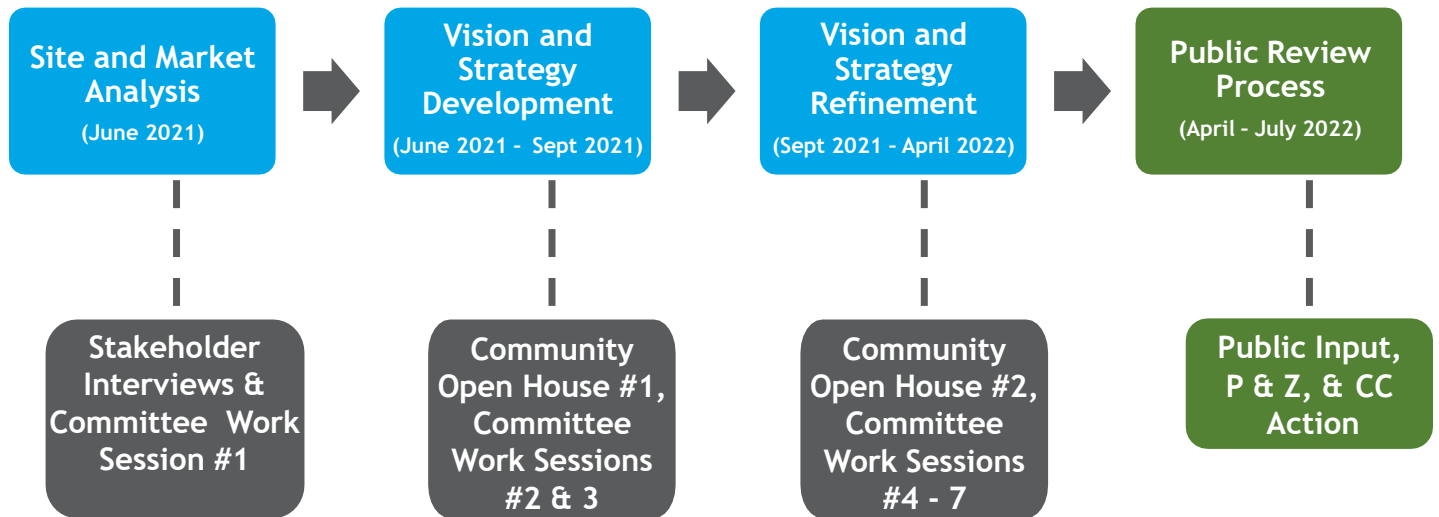


Exhibit 13: Planning Process

Study Phases

The three phases of this study included:

Phase I - Site and Market Analysis

This phase was designed to update the analysis and information from the previous study and to gain current information on the study area and community perspectives. Town staff provided current information and plans; the consultant team updated the background data, mapping, and analysis of demographic and market conditions. Community engagement during this phase included stakeholder interviews, the first online survey, and the Advisory Committee's initial meeting. An initial draft of potential Strategic Direction for the Study Area was developed based on this analysis and input.

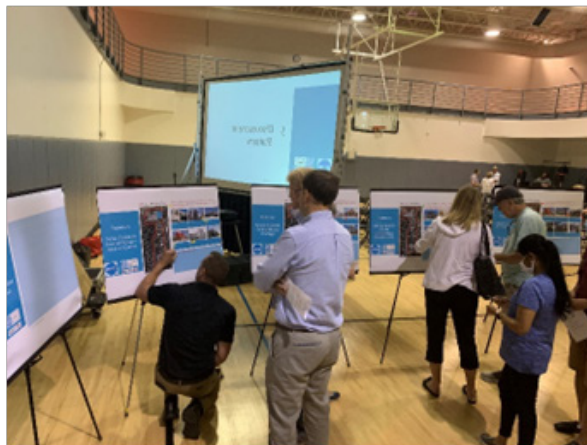
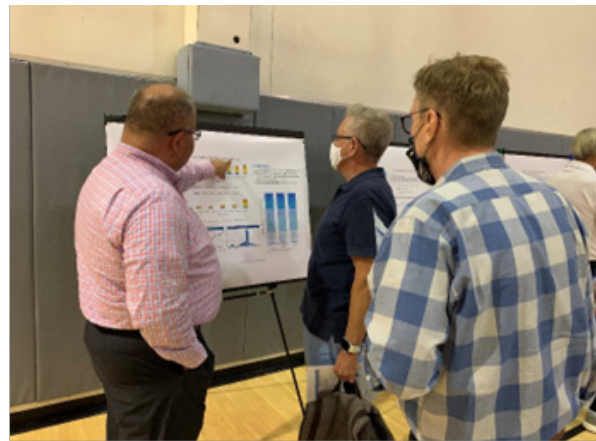
Phase II - Vision and Strategy Development

The second phase focused on creating concepts for the area's future development that carry out this initial Strategic Direction and respond to the analysis and community input from Phase 1. A preliminary Development Concept was developed and refined through discussion at Advisory Committee meetings and the first Community Open House event.

Phase III - Vision and Strategy Refinement

The third phase began with additional input received through the second Community Workshop and online survey. This feedback supported some aspects of the concept but opposed others; in particular, some community members were vocal in their opposition to apartments in the area. A revised Development Concept was discussed at the Advisory Committee's October meeting. The Committee determined that more discussion was needed to develop a Committee recommendation to City Council. In later meetings, the Committee chose to recommend a more generalized Development Concept. This general concept is presented in this report.

COMMUNITY ENGAGEMENT



Community Engagement Process

Community engagement to develop this plan included five primary efforts in order to obtain a broad range of feedback from community members, business property owners, and other community stakeholders.

Stakeholder Focus Group Interviews - 2 Sessions

Two stakeholder interview sessions were held virtually on May 27, 2021. The first session included business property owners within the study area; the second session included residents of existing residential neighborhoods in or adjacent to the Study Area. Appendix 1 provides a summary of these focus group interviews.

Advisory Committee - 7 Meetings

The Addison City Council appointed a seventeen-member Advisory Committee to review, discuss, and make recommendations for the area. Advisory Committee members and their affiliations are listed in Exhibit 14. The Advisory Committee met seven times. Materials presented to the advisory committee are provided in Appendix 2.

Committee Member	Neighborhood/Organization
Al Cioffi	Towne Lake
Nancy Craig	Addison Timbers HOA President/P & Z member
Susan Halpern	Addison Timbers
Peter Jessiman	Asbury Circle
Judy Lindloff	Towne Lake/HOA President
Steve Loras	Addison Timbers
Sue Milholland	Addison Timbers
Marvin Perez	Towne Lake
Eileen Resnik	Grand Park Place/P & Z Chair/Council Member
Lorrie Semler	Addison Timbers
Austen Spoons	Pecan Square
Ron Whitehead	Midway Meadows/Former City Manager of Addison
Nancy Williams	Midway Meadows
Kathie Wood	Les Lacs
Alex McCutchin	Midway Square
Bill Park	Starbucks / Nate's Seafood
Dan Stansbury	Office in the Park

Exhibit 14: Advisory Committee Membership

Community Open House - 2 Events

The Town hosted several open house events to seek broad feedback from the community at key points during the vision and strategy development process.

Community Open House #1 was held on June 10, 2021 at the Addison Athletic Club. The Open House was designed to:

- Explain the planning process for this study
- Share a synopsis of the information and analysis completed about the study area and its opportunities
- Obtain input from the community about the desired future for the study area

Approximately 70 people participated in the Open House.

The workshop began with a presentation about the study process and background information. Keypad polling provided input from all participants through a set of interactive questions on slides.

In addition, eight input stations were created, each focused on a particular aspect of the study area and its future. The stations covered: 1) Existing Conditions, 2) Community Input Summary, 3) Demographics and Economic Activity, 4) Housing Policy, 5) Transportation and Traffic, 6) Open Space, Trails, and Placemaking, 7) Vision and Strategic Direction, and 8) Other Issues.

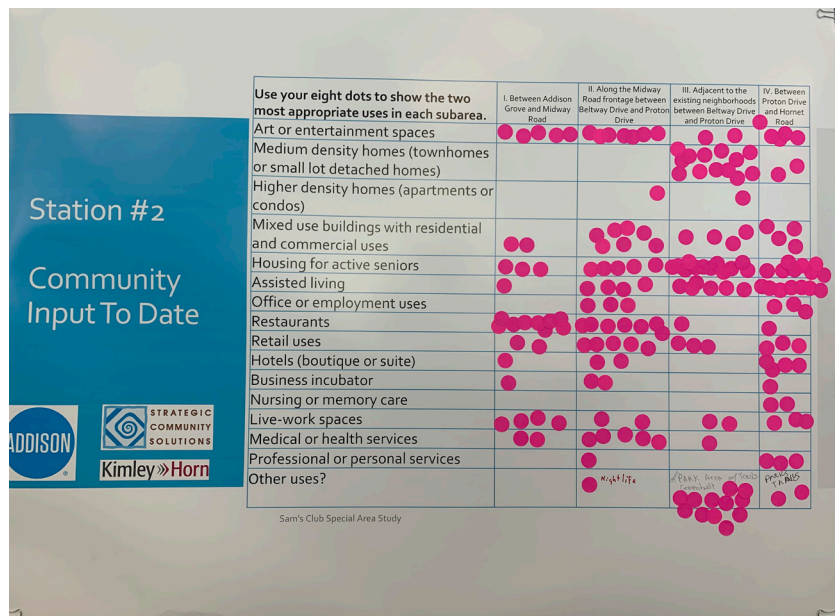


Exhibit 15: Station Exhibit

Community Open House #2 was held on September 23, 2021 at the Addison Athletic Club. This Open House was designed to:

- Summarize the planning process, analysis, and input to date
- Present preliminary recommendations based on that analysis, input, and Advisory Committee discussion
- Obtain feedback from the community about these preliminary recommendations

Over 80 people participated in the Open House.

After a presentation of the study's preliminary recommendations, keypad polling was used to obtain feedback from participants.

Seven input stations were also used to give participants the opportunity to talk about specific aspects of the recommendations with staff or consultant team members, and to provide more specific feedback on these topics. The stations covered: 1) Introduction, 2) Strategic Direction Overview, 3) Physical Development Framework, 4) Design, Form, and Character Policies, 5) Mobility and Connectivity Policies, 6) Branding, and 7) Other Comments.

Online Community Surveys - 2 Surveys

The first online survey was designed to obtain input on the respondents' perspectives about opportunities for future development of the area, as well as concerns about the current conditions. Multiple choice questions were used to obtain perspectives about appropriate future uses, mobility, open space, and other design options. Open-ended questions provided the opportunity for respondents to share broader visions, concerns, and comments on these and other aspects of the study area. This online survey was opened on May 7, 2021 and was closed at the end of the day on May 30, 2021. There were 177 respondents during that time.

An online survey was also part of the second round of input. Other than two additional questions about participants' backgrounds, the questions asked in the online survey were consistent with the questions used for keypad polling during the companion Community Open House held on September 23, 2021. This online survey was opened on September 24, 2021 and was closed at the end of the day on October 10, 2021. There were 68 respondents during that time.

City Council Meetings - 1 Work Session

Town staff presented the project Advisory Committee's draft recommendations to the City Council during a work session held at the April 26, 2022 City Council meeting.

ANALYSIS & ENGAGEMENT OUTCOMES

Key Outcomes

The demographic and market analysis performed for this study addresses anticipated demand for housing, retail, and employment uses in Exhibit 16 below.

Through continued engagement with the community and the Project Advisory Committee, several key themes rose to the forefront. These include:

- The structure of the planning process and the form of process deliverables was a point of frustration early on in the process. The resulting strategic direction was simplified by the project Advisory Committee to maintain flexibility and to empower community leaders to act in the best interests of the Town.
- Neighborhood compatibility is critical to the success of this area, and it should be achieved through the establishment of a residential transition zone, and through careful consideration of adjacent land use and proposed street connections to low volume residential collector streets. Street connectivity should limit cut through traffic, and should instead push traffic to high volume thoroughfares.
- Housing remains a challenging policy issue. This study will help the Town evaluate requests for new housing, but it does not resolve the housing dynamics that our region faces. Proposals for additional housing will need to be carefully considered and should be shaped by a robust public input process.

	<p><u>For-Sale Housing</u> Opportunity: Immediate Products: Cottage Townhouse Missing Middle</p>	<p><u>Market Considerations</u> -Increases ownership opportunities in Addison -Buffers existing SFD neighborhoods -Adds rooftops to support commercial -Land cost will influence price points</p>
	<p><u>Rental Housing</u> Opportunity: Immediate Products: Market-Rate MF Active Adult MF Senior Care</p>	<p><u>Market Considerations</u> -Recent MF developments prove viability -Market-rate communities performing well -Seniors are fastest growing age group -Increases options for aging in place</p>
	<p><u>Neighborhood-Serving Retail</u> Opportunity: Mid-Term Product: In-line retailers Destination Service office</p>	<p><u>Market Considerations</u> -Retail in a state of flux -New development will seek premier locations -Smaller-scale retail can be an amenity -Role for services beyond traditional retail</p>
	<p><u>Office</u> Opportunity: Mid- to Long-Term Product: Service office Flexible workspaces Medical</p>	<p><u>Market Considerations</u> -Continued recovery from pandemic -Higher vacancy rates; excess space absorbed -Smaller-scale neighborhood-services -Medical office integrated in a master plan</p>

Exhibit 16: Market Forecast

STRATEGIC DIRECTION

Advisory Committee Intent

The Special Area Study Advisory Committee worked for many months to shape a recommended vision and development policy that Town leadership can use to evaluate future development proposals and to prioritize infrastructure and amenity investments for this area. It is the committee’s strong desire that Council set policy direction that preserves the integrity, privacy, and safety of the nearby residential neighborhoods and encourages compatible land uses in the area. Due to the long-term nature of the proposed vision and the unique conditions that each property within the study may present as it develops/redevelops, Town leadership may be required to balance competing goals. When competing goals/priorities are being considered, it is the intent of this committee that Town leadership’s priority be to preserve the integrity of the existing residential neighborhoods.

Overview

The Strategic Direction for this Study communicates the Town’s vision for the future of this area to property owners, residents, future developers, and other interested stakeholders. This strategic planning framework is comprised of **design principles**, **policies**, and **illustrative graphics** tailored to achieve the **overall objectives** provided below. Town leadership will utilize this framework to promote the highest quality reinvestment that also respects adjacent neighborhoods. This framework will consider and balance near-, mid-, and long-term needs over a 30-year planning horizon and should accommodate the flexibility needed to achieve the highest and best use of the land as market conditions evolve.

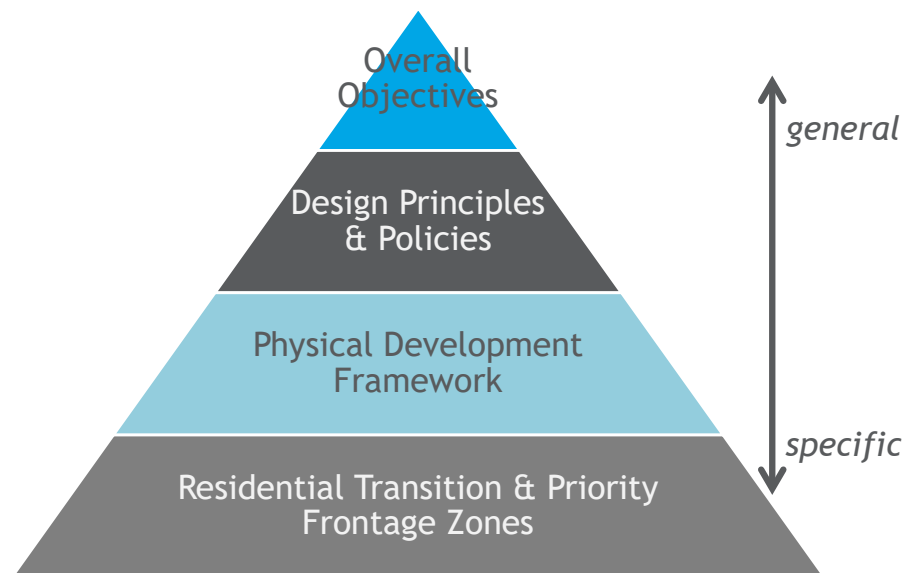


Exhibit 17: Strategy Hierarchy

Overall Objectives

Future development, reuse, and redevelopment in the Sam's Club Special Study Area should help the Town achieve these overall objectives for the area's future:

1. Strengthen the area as a distinctive Addison destination.
2. Support new development with uses, character, buffering, and social amenities that respect surrounding neighborhoods.
3. Include useable public green space throughout the area and in each major phase of reinvestment.
4. Provide opportunities for uses, development patterns, and pedestrian connections that complement the options available in Addison now.
5. Build in flexibility to allow for phased reinvestment and to accommodate current and future market conditions.



Design Principles, Form and Character Policies

These design principles and underlying form and character policies should guide decisions related to new development, redevelopment, or the reuse of existing buildings, design of the public realm, and the public investments that support the desired future character of the Study Area. These policies are particularly important to Town oversight of rezoning requests related to private development activity in the Study area.

Design Principles

These principles shape a design concept that achieves the overall objectives through future reinvestment in this area:

1. Create a network of **connected trails and open spaces** and orient development to engage and activate public open space destinations.
2. Make **vehicular connections** where they add benefit but not where they cause concern.
3. Allow **building heights and uses** that respect the existing neighborhoods and recognize market potential.
4. Maximize **flexibility** for buildings fronting on Midway Road in order to allow uses and building form that elevate this corridor as a prominent gateway to Addison.
5. Accommodate **lifecycle housing options** for a broad range of household types and leverage any investment in housing to serve as a catalyst for broader reinvestment in the Study Area.

Form and Character Policies

Development Form, Land Use, and Housing Mix

1. Redevelopment areas should be organized with a focus on pedestrian-scale blocks and walkability. Streets, trail corridors, parks, and civic spaces should serve as neighborhood focal points and should be engaged as much as possible by active building frontages such as porches, patios, and balconies.
2. Future development patterns should accommodate projects of varied density and uses in order to achieve more efficient use of the land and to support an economically resilient mix of land uses.
3. Implementation should establish a medium density, horizontal mixed-use development pattern that is compatible with surrounding lower density residential neighborhoods, and that is differentiated from large scale urban centers such as Addison Circle and Vitruvian Park.
4. The inclusion of additional housing in the Study Area should be carefully considered in order to maintain opportunities for the employment, service, retail, restaurant, and entertainment uses that are also needed components of a true mixed-use environment. Policy implementation should consider and protect future demand for these uses.
5. Where housing is accommodated, Missing Middle Housing Types such as small lot detached homes, duplexes, townhomes, cottage courts, triplexes, fourplexes, and live/work units should be prioritized.
6. Where higher density housing options are considered, neighborhood compatibility must be achieved, and the project should serve as an economic catalyst for the overall redevelopment needs of the Study Area. Emerging trends in condo development should be closely monitored for applicability to the Study Area and the Town should examine opportunities to mitigate any existing barriers to that model of home ownership.

Neighborhood Compatibility

1. Implementation should not discourage the continued operation of existing businesses that are self-sustaining. Where market conditions necessitate adaptive reuse or incremental redevelopment, staff and city leadership should work with development teams to achieve high quality outcomes that best meet the intent of this study.
2. The western edge of the Study Area should serve as a residential transition zone to protect the privacy of adjacent neighborhoods. A defined open space area/trail corridor should be established at this boundary as a buffer, in accordance with the [Residential Transition Zone Exhibit](#). As redevelopment occurs, a multi-use trail should be constructed in accordance with the recommendations of this Study and the Town's Trail Master Plan, and new development should positively engage and be located outside of the transition zone.
3. Existing mature trees along the edges of existing residential neighborhoods should be maintained and supplemented to create a continuous green buffer. Where tree health is degraded, replacement of existing canopy should be accommodated with new development, where feasible.



Mobility and Connectivity

1. Streets throughout the new development/redevelopment areas should be designed as walkable, pedestrian-friendly streets with design features that provide traffic calming and encourage slow vehicular movement. Pedestrian paths such as sidewalks or trails should be buffered from vehicle traffic by street tree plantings in the parkway, and on-street parking, where feasible.
2. Driveway spacing along Midway Road should support convenient and safe vehicle movement within the Study Area and surrounding areas.
3. As parcels redevelop along Midway Road, consolidation of driveway access to Midway Road may be allowed or required by the Town. Slip lanes should provide parking (either head-in, angle, or parallel) to support ground floor commercial uses at the Midway Road Priority Frontage Zone.
4. To maintain compatible conditions with nearby residential neighborhoods in the Beltway Drive corridor, new vehicular connections shall not be allowed between Addison Grove and the parcels fronting Midway Road, or between Addison Grove and Beltway Drive.

Note: A consensus of the committee felt strongly, in keeping with a previous Council decision related to limiting the connection between the Addison Grove development and Beltway Drive for only Public Safety purposes, that the Council should memorialize a policy statement that limits the ability to connect the Addison Grove development to Beltway Drive. It is the committee's strong desire that Council set policy direction that preserves the integrity, privacy, and safety of the nearby residential neighborhoods.

5. Vehicular connectivity between the parcels south of Beltway should be required where such connections are beneficial to the overall design of the area. When new street connections are introduced, the block patterns should be designed to limit cut-through traffic from the southern parcels to Beltway Drive.

Trails and Open Spaces

1. Future development/redevelopment areas should provide new open spaces programmed with a range of active and passive recreation activities.
2. The new open spaces should be accessible to residents and business patrons of the new developments through walkable and bikeable connections within the developments.
3. The new open spaces should also be accessible to existing residents of surrounding neighborhoods through walkable and bikeable connections along existing thoroughfares and existing connections to the Redding Trail.
4. “Trail-oriented” development should be facilitated by providing connectivity between and focusing building frontages towards the Residential Transition Zone and the Midway Road multiuse trails.



Placemaking

1. Flexible treatment of development form and function at the Priority Frontage Zone (Midway and Belt Line Road frontages) should be considered in future development/redevelopment plans. Site and building design should treat this area as a gateway and should carefully consider the design needs of successful retail, dining, and social spaces.
2. Ground floor uses should be activated with wide sidewalks accommodating amenity areas that support the adjacent ground floor use (i.e., outdoor dining areas for restaurants, sidewalks for commercial shopfronts or live/work units or landscaped areas for residential uses).
3. Residential mixed-use buildings should have commercial uses such as office, co-working space, restaurants, and retail on the ground floor of building frontages at the Priority Frontage Zone and at other frontages where the condition is market supported. “Retail Ready” treatments are not preferred.
4. New development should preserve existing mature trees as development focal points as much as possible, and should fully mitigate trees lost due to challenging redevelopment conditions.
5. Parking should be oriented to balance business access needs and to mitigate the aesthetic impact of accommodating required parking supply. With the exception of slip lanes and on-street parking, parking should be screened by buildings and landscape treatments. Shared parking should be evaluated to reduce unneeded parking supply.
6. Public art and elevated landscape design treatment should be utilized to create focal points within the Study Area.

Physical Development Framework Map

The Physical Development Framework Map establishes parameters for how new development will interact with the surrounding area, while allowing for a mix of uses and flexibility to respond to changing market conditions. With fragmented property ownership and varying redevelopment timelines, this physical planning framework will help shape a cohesive development pattern as this area evolves.

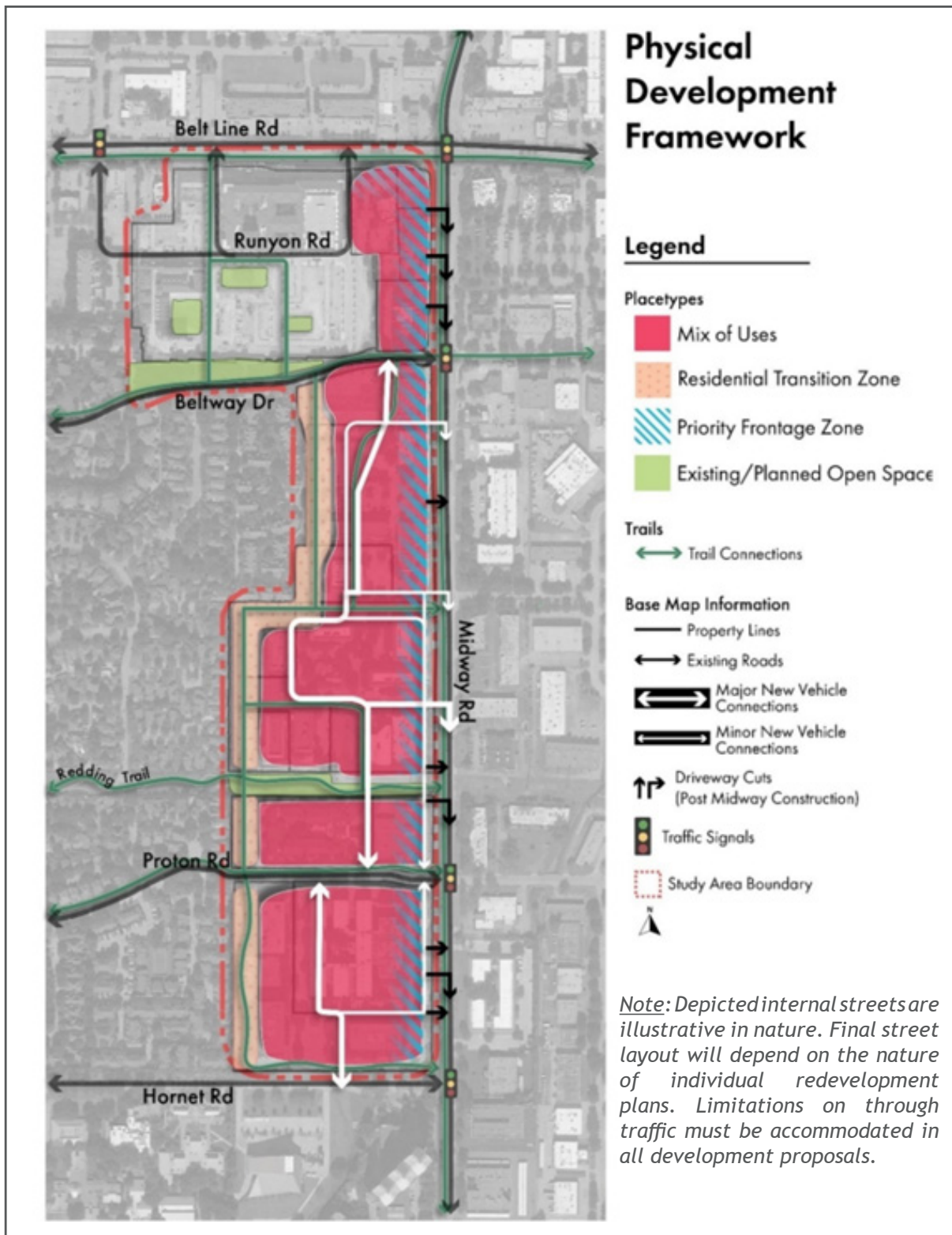
Framework Map Components – Mix of Uses

This study envisions a future development pattern that comprises a horizontal mix of uses where buildings supporting employment, retail, dining/entertainment, services, and a range of housing options are cohesively integrated and connected by a pedestrian friendly network of streets, trails, civic and open spaces.

The envisioned Mix of Uses includes:

- Employment and Service Uses
- Restaurant and Retail Uses
- Missing Middle Housing
- Multiunit Housing
- Social Amenities

Framework Map



Employment and Service Uses

Building Form and Orientation



Employment and service uses can be accommodated in single- or multi-tenant buildings providing work-space for large employers and small businesses. These uses may be located in single-use, freestanding buildings or within a portion of a vertical mixed use building. These buildings are generally larger in scale and are best situated at corridor frontages.



Streetscape

Buildings engaging the street or slip lanes, wide sidewalks, street trees, patios.

Parking

Parking structure, on-street parking, slip lanes, ride share, surface parking lots.

Restaurant and Retail Uses

Building Form and Orientation



Restaurant and retail uses can be accommodated in small, freestanding buildings or on the ground floor of vertical mixed use buildings. These buildings may be single or multi-tenant, and are most likely to serve residents of surrounding neighborhoods, but may include anchor/destination tenants that capture more demand, such as a specialty grocer or a prominent dining option. These uses are best situated at highly visible/accessible corridor frontages.



Streetscape

Buildings engaging the street, a slip lane or surface parking lot, wide sidewalks, street trees, patios, sidewalk cafes.

Parking

Surface lots, slip lanes, valet and ride share, shared parking structure.

Missing Middle Housing

Building Form and Orientation



Missing Middle Housing includes a variety of different low and medium density housing types that are primarily single-family (ownership and rental). Housing options include townhomes, small lot detached homes, duplexes, triplexes, fourplexes, cottage courts, and live/work units. Close proximity to small communal open spaces and fronting buildings with stoops, porches, and patios on public streets and open spaces are critical design considerations. These housing options are best utilized adjacent to neighborhood transition areas.



Streetscape

Buildings with porches or stoops and small yards at the street or fronting open space, wide sidewalks, street trees.

Parking

Individual garages, on-street visitor parking, common surface parking.

Multiunit Housing

Building Form and Orientation



Multiunit housing includes a variety of medium to high density housing types such as apartments, condominiums, independent and assisted living facilities. These larger building types should front on major corridors, with active uses (retail, restaurants, services, co-working, and/or amenity areas) on the ground floor of the primary building frontage. These buildings should have access to open space and trails and should be buffered from less intensive uses.



Streetscape

Buildings with patios/ small courtyards at the street, wide sidewalks, street trees.

Parking

Parking structure, on-street, slip lanes, Individual garages.

Social Amenities

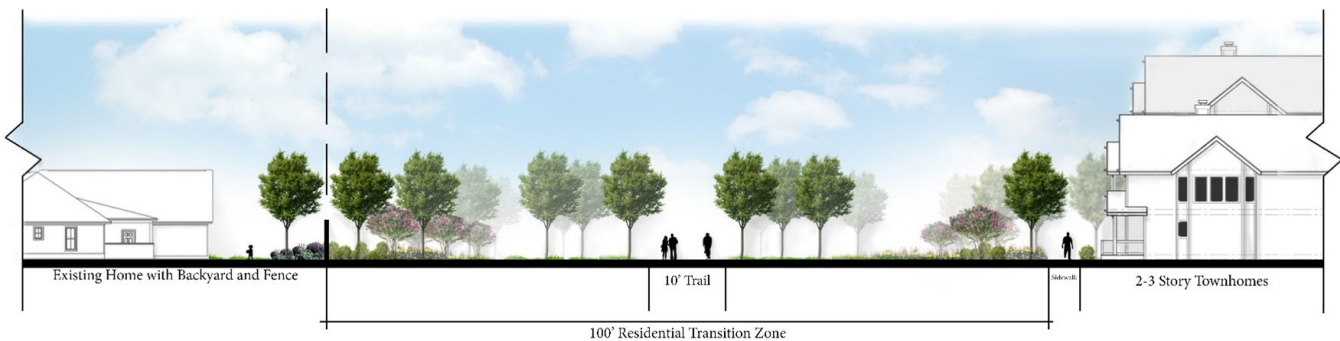
Form and Orientation



Framework Map Components – Residential Transition Zone

As new development and redevelopment occurs at the western edge of the study area, it is anticipated that this may result in changes in use and development density. To achieve this, property owners and developers would likely need to seek approval from the Town for new zoning entitlements.

Where these rezoning requests are made, the Town should seek to establish a Residential Transition Zone at the western edge of the study area.



Design Principles

These principles shape a design concept that achieves the overall objectives through future reinvestment in this area:

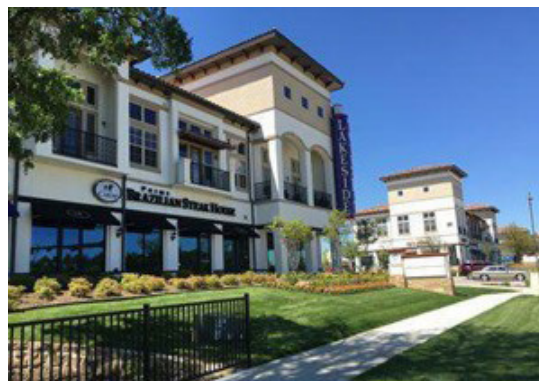
1. 100 feet in width measured from the western boundary of the Study Area.
2. Dedicated to or acquired by the Town to support consistent maintenance practices.
3. Publicly accessible.
4. Serves as a trail corridor, with a 10' multiuse trail constructed as new development occurs.
5. Amenitized with landscaping, shade trees, public art, recreation features, and other unique design treatments.
6. New development adjacent to the Residential Transition Zone should orient toward and activate that area, creating a sense of safety and comfort for pedestrians throughout the day and early evening. Building scale and design in this area should be compatible with neighborhoods adjacent to the Study Area.

Framework Map Components – Priority Frontage Zone

As new development and redevelopment occurs in the Study Area, treatment of properties fronting Midway Road and Belt Line Road should be carefully considered, as those frontages are critical gateways to Addison and are the areas best suited for employment, retail, and services uses, as well as buildings that are more prominently scaled.

When development proposals are considered for this Priority Frontage Zone, the following elements should be carefully considered in the design of these sites:

1. Buildings should front towards the major roadway and should feature prominent façade design elements to create an inviting presence along these corridors. Taller, multistory buildings should be encouraged at these frontages.
2. The ground floor of buildings should be appropriately scaled and articulated to create a shopfront façade for retail, restaurant, and services uses. Key considerations include ground floor ceiling height, signage, glazing, and landscape treatments that compliment, but do not overwhelm.
3. A single slip lane of head-in or angled parking should be provided between the building and the street where retail, restaurant, or service uses are planned for current conditions or future retrofit.
4. Appropriate access should be provided for building services and deliveries, and buildings should be designed to allow for flexible use, addressing issues such as the provision of grease traps, building ventilation systems, and any other potential retrofit needs.
5. Safe and inviting pedestrian connections should be extended from the Priority Frontage Zone to the interior of the Study Area and the surrounding pedestrian network, to allow for convenient pedestrian access to this area.



IMPLEMENTATION

Overview

Creation of the places envisioned by this study will require investment and involvement over a 30-year or similar time frame. The study cannot specify all actions that will be taken during that time that affect the area's character. It can, however, identify the major partners in this implementation and the general role each will play.

Implementation Partners

First and foremost, the individuals and companies who own the property in the Study Area will play the essential role in deciding whether or when to change the uses and structures that exist here today. Their decisions and investments will be shaped by the market opportunities they see and their own priorities and choices.

The Town of Addison plays two important roles in implementing this study - as an investor and as a regulator. It maintains the public infrastructure in the study area and the infrastructure that connects this area to the rest of Addison and the region. As the Town makes investments in parks, trails, streets, facilities, public art, or other capital projects, this study should guide decisions about the location, scale, and character of these investments. The study should also provide guidance for Town programs and operations that support the desired character of the area.

The Town's second role is that of a regulatory decision-maker. Most - if not all - future private development in the Study Area will require zoning or development approvals by the Town. This study should provide guidance to Town staff, Boards and Commissions, and City Council that they should use in evaluating individual rezoning proposals. The study should also guide action on other development approvals, such as subdivisions or site plans, and on any decisions related to special districts or financial incentives.

Other public entities may also help implement this plan. Investments by Dallas County, the State of Texas, or other public entities can help fund the improvements envisioned in this study.

Community and non-profit organizations may provide support for particular aspects of the study's implementation. The Addison Arbor Foundation may assist in carrying out recommendations about open space and public art. Neighborhood organizations in the neighborhoods that exist today and the new communities that will be created in the study area are important to implementation of this study because they can remain engaged in public decision-making processes over time. In addition, some programs and initiatives are best implemented through volunteer efforts, and neighborhood groups can create and manage these efforts.

Timeline and Next Steps

This study's recommendations should be considered by the Addison Planning and Zoning Commission, which will make its own recommendations to the City Council after hearing public input and deliberating on the appropriate direction for the area. The Addison City Council will consider the Planning and Zoning Commission's recommendations as well as this report and public input during its deliberations. It may choose to adopt the report's recommendations as stated, adopt them with modifications or take some other action.

After the study's adoption, Town staff, Planning & Zoning Commission, and City Council will use these recommendations to make decisions on future private development and public investment in the area. Implementation of the study may take many years, so the Town should be prepared to evaluate progress periodically and to update the adopted study when changes in the market or the community make such an update warranted.

Maintaining the Study

To ensure that this study is a living document that maintains its relevancy as time passes, the Town's Planning and Zoning Commission will review study implementation progress annually as a component of their annual report to the City Council. This process will account for any change that occurs in the study area as well as recommendations for any needed updates to the study to best address future opportunities and challenges.

Appendices

Documents created throughout the planning process are provided for review in the report appendices. These documents are provided as they were presented during this process reflecting a snapshot in time that has not been modified to reflect current conditions.

The report appendices document includes the following components:

- Appendix 1 - Stakeholder Interviews
- Appendix 2 - Advisory Committee Meeting Materials
- Appendix 3 - Community Open House Materials
- Appendix 4 - Online Survey Results
- Appendix 5 - Site & Market Analysis

These documents can be viewed at the Sam' Club Special Area Study project webpage.



**SAM'S CLUB
SPECIAL AREA STUDY**

Ken Schmidt

From: Marlin Willesen <[REDACTED]>
Sent: Friday, July 15, 2022 3:00 PM
To: Thomas Souers; Chris DeFrancisco; John Meleky; Robert Catalani; Nancy Craig; Denise Fansler; Juli Branson
Cc: Ken Schmidt; [REDACTED]; [REDACTED]
Subject: Sam's Club Special Area Study
Attachments: Sam's Club Physical Development Framework (Major New Vehicle Connection).pdf; IMG_4622.MP4; IMG_4621.JPEG

Dear Commissioners,

Thank you for your service to our community. I have a few thoughts about the Sam's Club Special Area Study (Draft) that I wanted to share with you. First of all I'm excited with many of the things that I see occurring in the study area such as the Midway Road Reconstruction project, progress being made at the Addison Groves development, the future Addison Reserve townhome development coming, the renovations occurring at Midway Atriums and the possibility of a Radisson hotel occupying the old Crown Plaza hotel by years end. No doubt there is major progress being made and more to come. I also applaud the committee that worked so hard to get us to this point and all of the community who shared input during the process. While I agree with 99% of what is proposed at present I would like you to please consider the following items.

1. **Please include language that states no apartments adjacent to the residential transition zone and current single family homes.** I think we all agree that current homeowners don't want apartments built next to their homes and I would like to see this simple language added to the study.
2. **Please remove the Major New Vehicle Connection that would connect vehicular traffic to and from the current Addison Tree House to Proton Drive.** This is a bad idea for many reasons. It would cause Onkor distribution lines (not big transmission lines) to be rerouted on the Redding Trail, it would create a "major new vehicle connection" cutting through the Redding trail by the dog park, it cuts through the Court Yard by Marriott property envisioning that it would no longer exist, and most importantly If the AMLI Tree House development receives approval this would allow some 650 new residents to easily use Proton Drive to cut through our major residential neighborhoods for quicker access to Marsh Lane and Belt Line Road. Future vehicle traffic should use Midway Road as they do at present.
3. **Please remove the proposed residential transition zone and trail connection between Proton Drive and Hornet Road.** This trail was contemplated during the Citywide Trails Master Plan and absent from the plan because it was clearly communicated during that extensive master plan process that it was not wanted. Please refer to pages 39, 45 and 84 of the Citywide Trails Master Plan in which you will see detailed trail maps with no mention of this proposed trail. This was not included in the trails master plan because the current Midway Atriums brick wall / commercial parking lot provides a great buffer for Townhomes of Addison residents with very little use at night and on the weekends. This provides for a quiet and safe environment which might not be the case if this buffer were to transition to a heavily used pedestrian path that would cause many to easily look into some of our Townhomes of Addison residents back yards. Midway Atriums owns the brown brick wall that acts as the east boundary for Townhomes of Addison. This wall was built with a step and level aesthetic. It is taller near Proton Drive but starts to get much shorter in height closer to the property of Greenhill School. This is the portion of the wall that has the biggest challenges if the current environment were to change as it drops down to about 4 feet in height. As an owner living at Townhomes of Addison since 1998.... I can say we love having Midway Atriums and the buffer they provide.
4. **Please remove the Major New Vehicle Connection accessing the private property that is owned by Greenhill School.** Greenhill School is one of the premier preparatory schools in the country and as such is tasked with security concerns for their students that are not normal to other schools. This is one of the reasons why they

have such safe and secure borders with security on campus at all hours of the day. I have spoken to the leaders of Greenhill School and found that no one from the Town of Addison has discussed the thought of a cut through street on to their campus. If they had they would learn of the high security concerns, realize Hornet Road is a private street and might also discover that the proposed street would have to go through a brick wall owned by Midway Atriums. Most importantly our friends at Greenhill School have not been asked for input other than my conversations. I've learned that they like their current condition and not looking for it to change.

Thank you again for your service to our community and your consideration of these thoughts.

Marlin Willesen
4100 Juliard Drive
Addison, TX 75001
972.233.4222

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Physical Development Framework

Legend

Placetypes

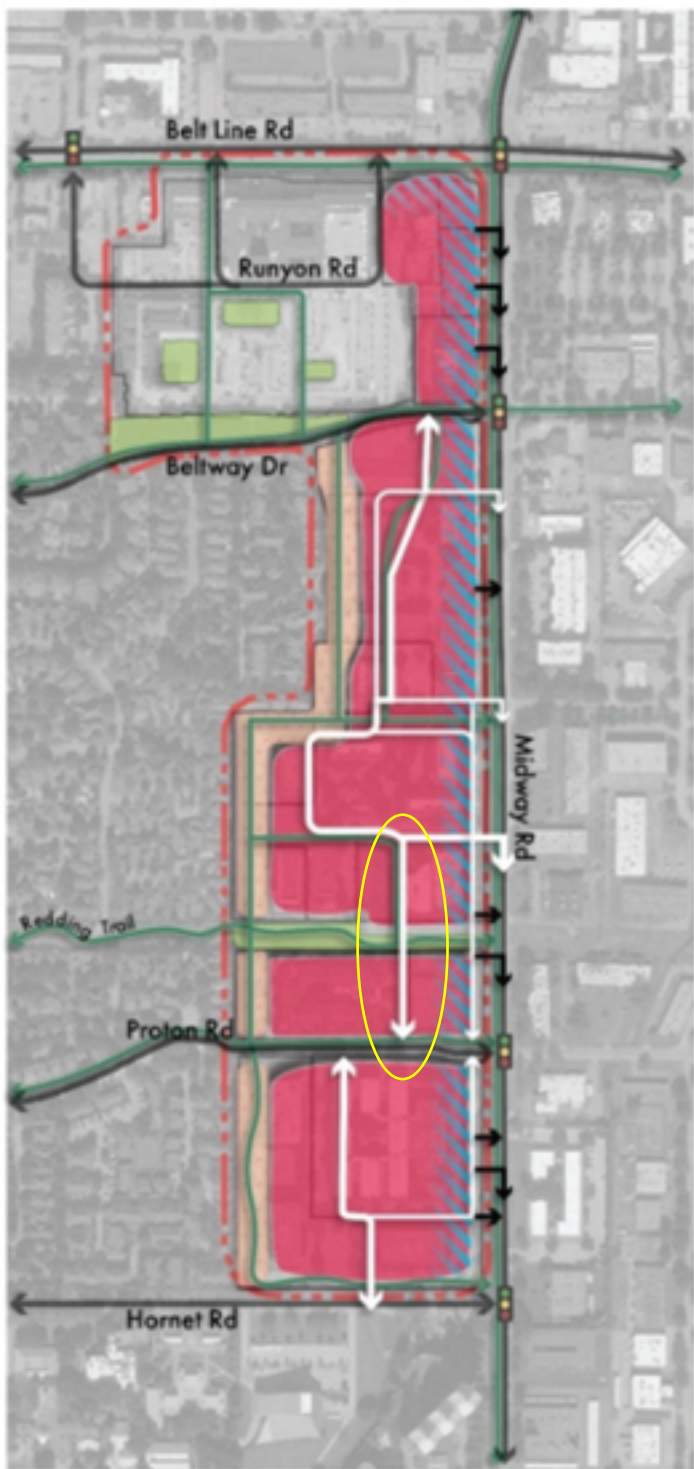
- Mix of Uses
- Residential Transition Zone
- Priority Frontage Zone
- Existing/Planned Open Space

Trails

- Trail Connections

Base Map Information

- Property Lines
- Existing Roads
- Major New Vehicle Connections
- Minor New Vehicle Connections
- Driveway Cuts (Post Midway Construction)
- Traffic Signals
- Study Area Boundary
- North Arrow



Note: Depicted internal streets are illustrative in nature. Final street layout will depend on the nature of individual redevelopment plans. Limitations on through traffic must be accommodated in all development proposals.



Agenda Caption:

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.** Case 1851-Z/AMLI Midway.

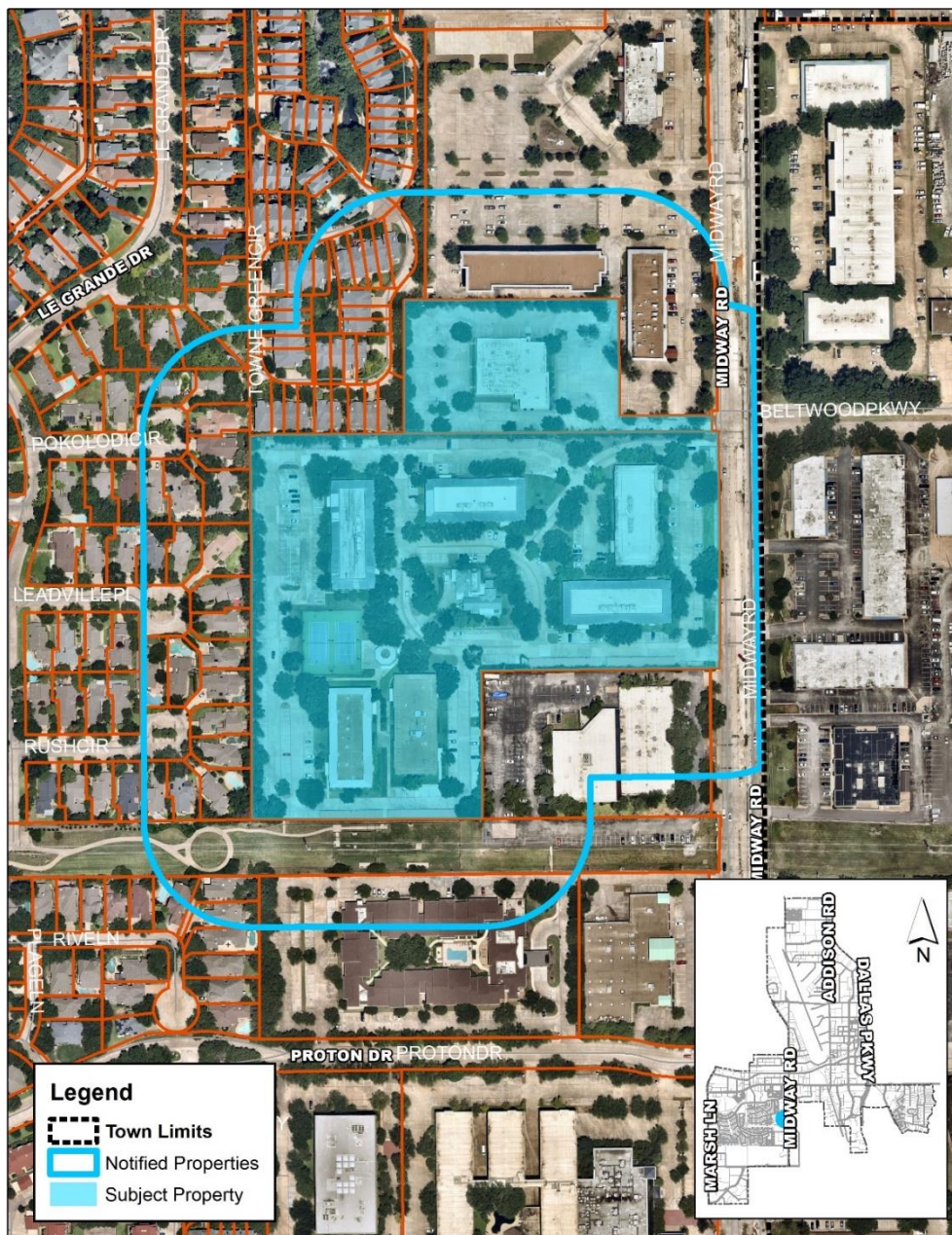
Attachments

1851-Z Staff Report
1851-Z Conceptual Site Plan
1851-Z Conceptual Landscape and Tree Mitigation Plans
1851-Z Conceptual Facade and Floor Plans
1851-Z Draft Development Standards
Town of Addison Housing FAQ
1851-Z Applicant Presentation

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.

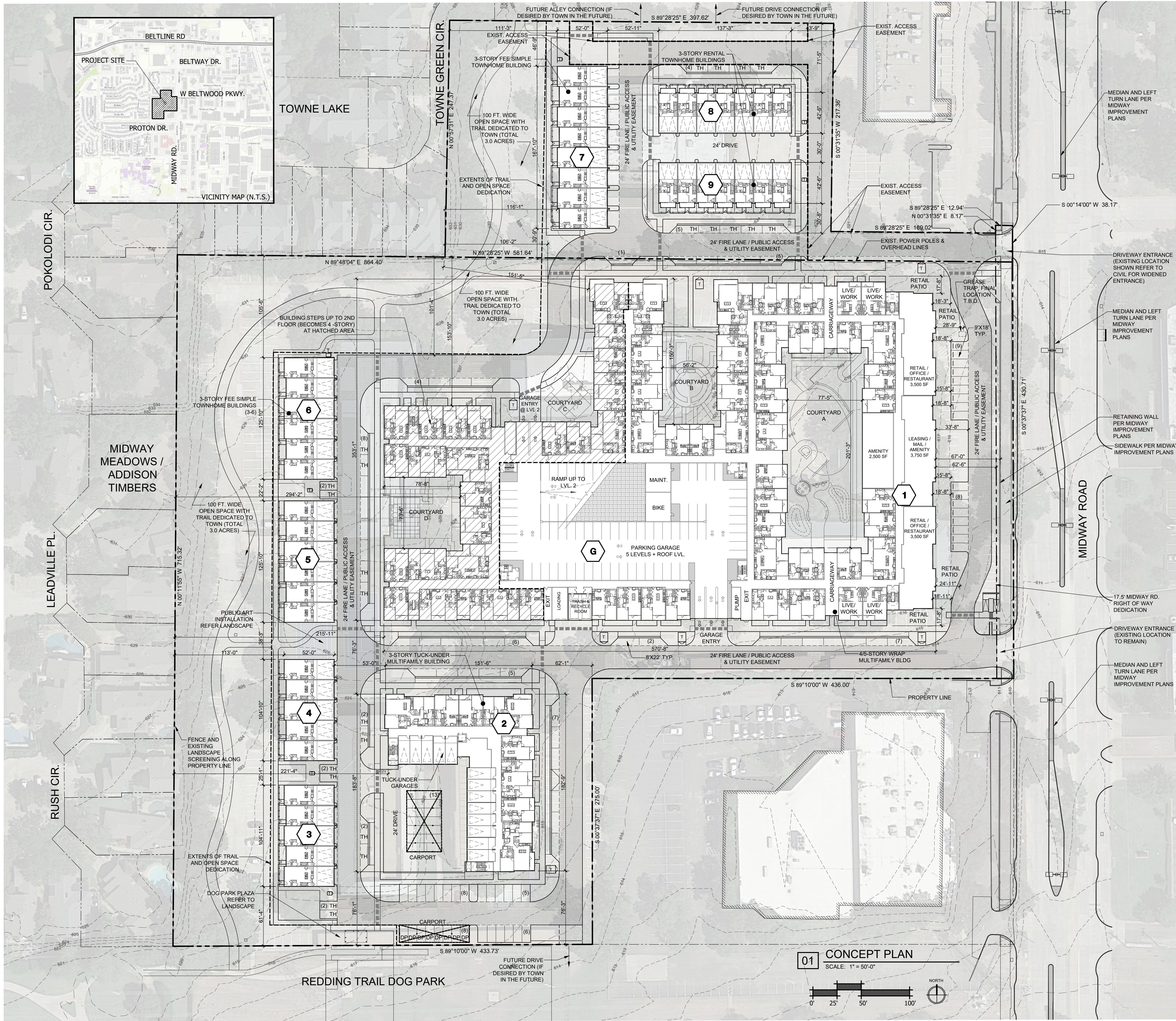
If issues remain that require additional refinement, the Town should work with the applicant to develop reasonable and timely solutions that do not cause irreparable harm to the economic viability of this project. Denying this application would delay needed reinvestment in the Midway corridor and it 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.



SITE DENSITY	
SITE AREA (BEFORE MIDWAY DEDICATION)	13.78 ACRES
SITE AREA (AFTER MIDWAY DEDICATION)	13.59 ACRES
TOTAL UNITS	449 UNITS
PROPOSED DENSITY	33.0 UNITS/ACRE
ZONING	
EXISTING: PD 387 1978. LOCAL RETAIL, GENERAL OFFICE, CLUBHOUSE, RESTAURANT USES. MAX. HEIGHT 2 STORIES OR 35 FEET.	
PROPOSED USES: TOWNHOME, RETAIL, OFFICE, RESTAURANT, & MULTIFAMILY. MAX. HEIGHT 5 STORIES AND 75 FEET.	
OPEN SPACE	
TRANSITION ZONE DEDICATED TO TOWN	3.0 ACRES (21.3% OF TOTAL SITE)
LANDSCAPE AREA SUMMARY	
TOTAL SITE AREA:	13.59 ACRES
TOTAL BUILDING FOOTPRINT AREA:	4.60 ACRES
TOTAL LANDSCAPED AREA:	4.93 ACRES
PERCENTAGE PROPOSED LANDSCAPE	35%
PERCENTAGE EXISTING LANDSCAPE	22%
RESIDENTIAL UNITS	
BLDG. 1 (WRAP) 4/5 STORIES	
1 BED 1 BATH (A):	210
2 BED 2 BATH (B):	157
LIVE / WORK:	4
SUBTOTAL:	371
BLDG. 2 (TUCK UNDER) 3 STORIES	
1 BED 1 BATH (A):	16
2 BED 2 BATH (B):	5
3 BED 2 BATH (C2):	2
3 BED 3 BATH (C3):	11
SUBTOTAL:	34
TOTAL FLATS	
1 BED 1 BATH (A):	226 (55.3%)
2 BED 2 BATH (B):	162 (39.6%)
3 BED 2 BATH (C2):	2 (0.5%)
3 BED 3 BATH (C3):	11 (2.7%)
LIVE WORK (LW):	4 (1.0%)
TOTAL:	405
AVERAGE FLAT NET AREA:	957 SQ. FT.
TOWNHOMES FEE SIMPLE (BLDG. #3-7) 3 STORIES	
2,389 NET SQ. FT.	30
TOWNHOMES RENTAL (BLDG. #8-9) 3 STORIES	
1,955 NET SQ. FT.	14
TOTAL NET RENTABLE BLDG. #1: 353,829 S.F.	
TOTAL NET RENTABLE BLDG. #2: 37,748 S.F.	
TOTAL NET SELLABLE BLDG. #3-#7: 71,670 S.F.	
TOTAL NET RENTABLE BLDG. #8-#9: 27,370 S.F.	
LEASING / AMENITY AREA BLDG #1: 6,250 S.F.	
RETAIL OFFICE AREA BLDG #1: 7,000 S.F.	
TOTAL GROSS AREA #1: 501,245 S.F.	
TOTAL GROSS AREA GARAGE: 177,745 S.F.	
TOTAL GROSS AREA #2: 55,050 S.F.	
TOTAL GROSS AREA #3-#7: 96,591 S.F.	
TOTAL GROSS AREA #8-#9: 37,695 S.F.	
PARKING	
PARKING REQUIRED RENTAL UNITS & COMMERCIAL	
1 PER BEDROOM	621 SPACES
LEASING OFFICE 1/300 SF	7 SPACES
RETAIL 1/200 SF	35 SPACES
TOTAL	663 SPACES
PARKING PROVIDED RENTAL UNITS & COMMERCIAL	
BLDG #1 GARAGE	563 SPACES
BLDG #2 TUCK-UNDER	13 SPACES
RENTAL TOWNHOME GARAGES	28 SPACES
RENTAL TOWNHOME GUEST SURFACE (TH)7 SPACES SURFACE	86 SPACES
TOTAL	697 SPACES
A MIN. 20 E.V. CHARGING STATIONS WILL BE PROVIDED.	
A MIN. 2% ACCESSIBLE PARKING WILL BE PROVIDED FOR EACH GARAGE, TUCK-UNDER, SURFACE, & E.V. PARKING.	
A MIN. 25 SPACES WILL BE LEFT UNGATED IN THE GARAGE. DOG PARK SURFACE (DP)	
8 SPACES	
NON RESERVED STREET SPACES ALSO OPEN TO DOG PARK.	
PARKING REQUIRED FEE SIMPLE TOWNHOMES	
2 ENCLOSED + 0.5 GUEST:	60 ENCLOSED; 15 GUEST
PARKING PROVIDED FEE SIMPLE TOWNHOMES	
60 ENCLOSED; 16 GUEST SURFACE	
AML TREEHOUSE 07/14/2022	
TOWN OF ADDISON, COUNTY OF DALLAS, STATE OF TEXAS	
TOWN PROJECT NUMBER: 1851-Z	
NORTH PARCEL: 2.391 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. LOT 1R, BLOCK 1 OF TEXAS TUMBLEWEED ADDITION.	
SOUTH PARCEL: 11.390 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. ALL OF THE OFFICE IN THE PARK ADDITION.	



HENSLEY LAMKIN RACHEL, INC.
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 WWW.HLRINC.NET
 14881 QUORUM DRIVE
 SUITE 550
 DALLAS, TEXAS 75254
 PH: 972.726.9400



OWNER / APPLICANT:
 AML DEVELOPMENT CO.
 ATTN: JOE BRUCE
 5057 KELLER SPRINGS RD.
 STE 250 ADDISON, TEXAS 75001
 PH 972-265-6792

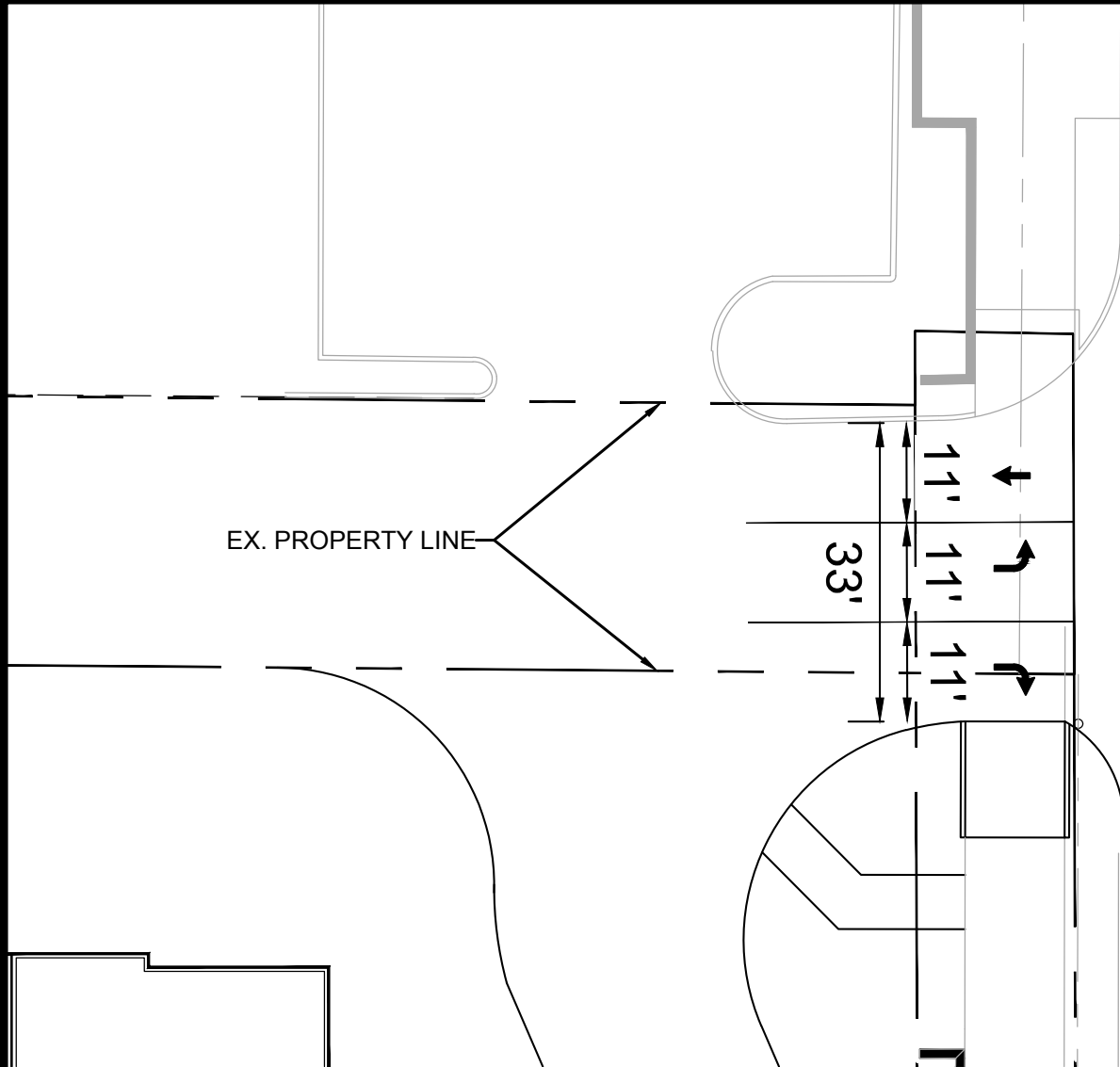
BRUCE W. RACHEL, AIA
 TX LICENSE NO. 14373
 PRELIMINARY DRAWING
 NOT FOR CONSTRUCTION

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Project Title:
AML TREEHOUSE
 ADDISON, TEXAS

Project ID: **20365**
 Drawing No.: **A001 CONCEPT PLAN**

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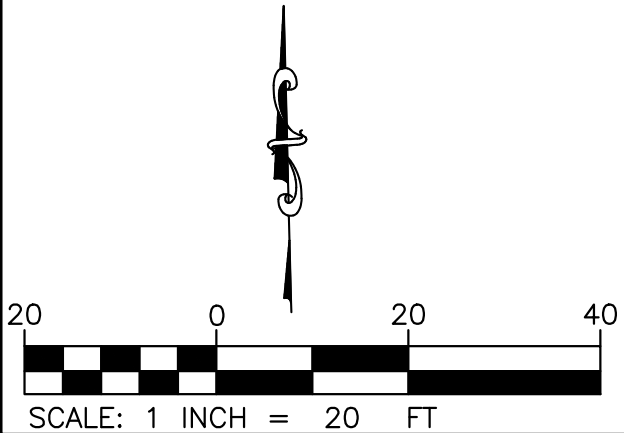


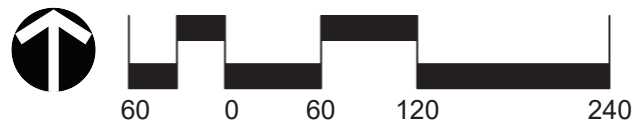
MIDWAY ROAD

AML TREE HOUSE - NORTHERN DRIVE EXHIBIT



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Phone: (972) 497-2990 • www.bowman.com
TBPE Firm Registration No. F-14309





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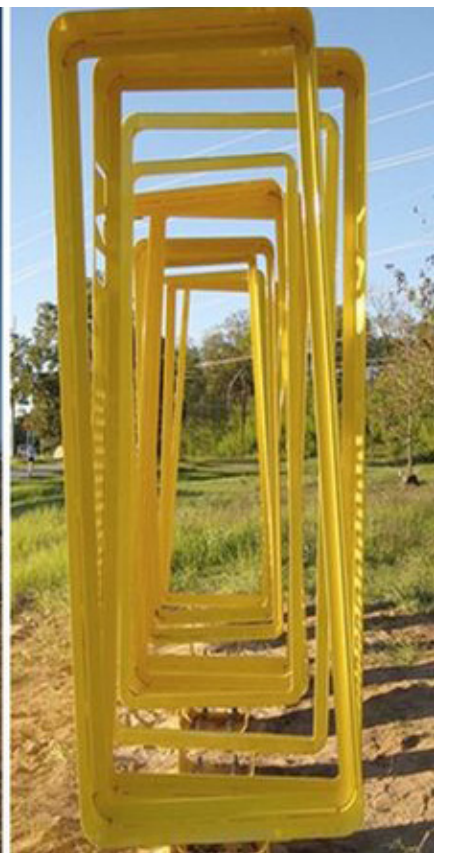
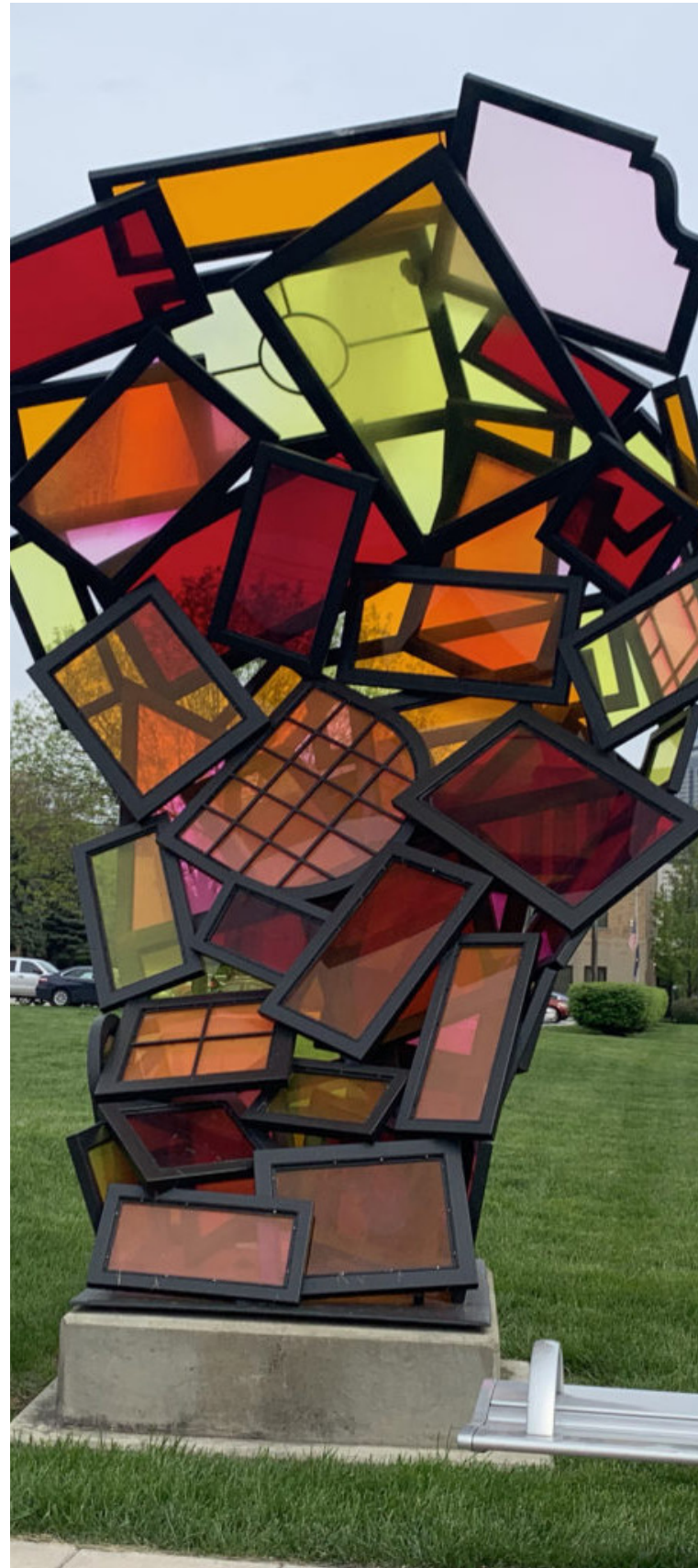
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TRAILHEAD SIGNAGE INSPIRATION IMAGES



TRAILHEAD ART INSPIRATION IMAGES





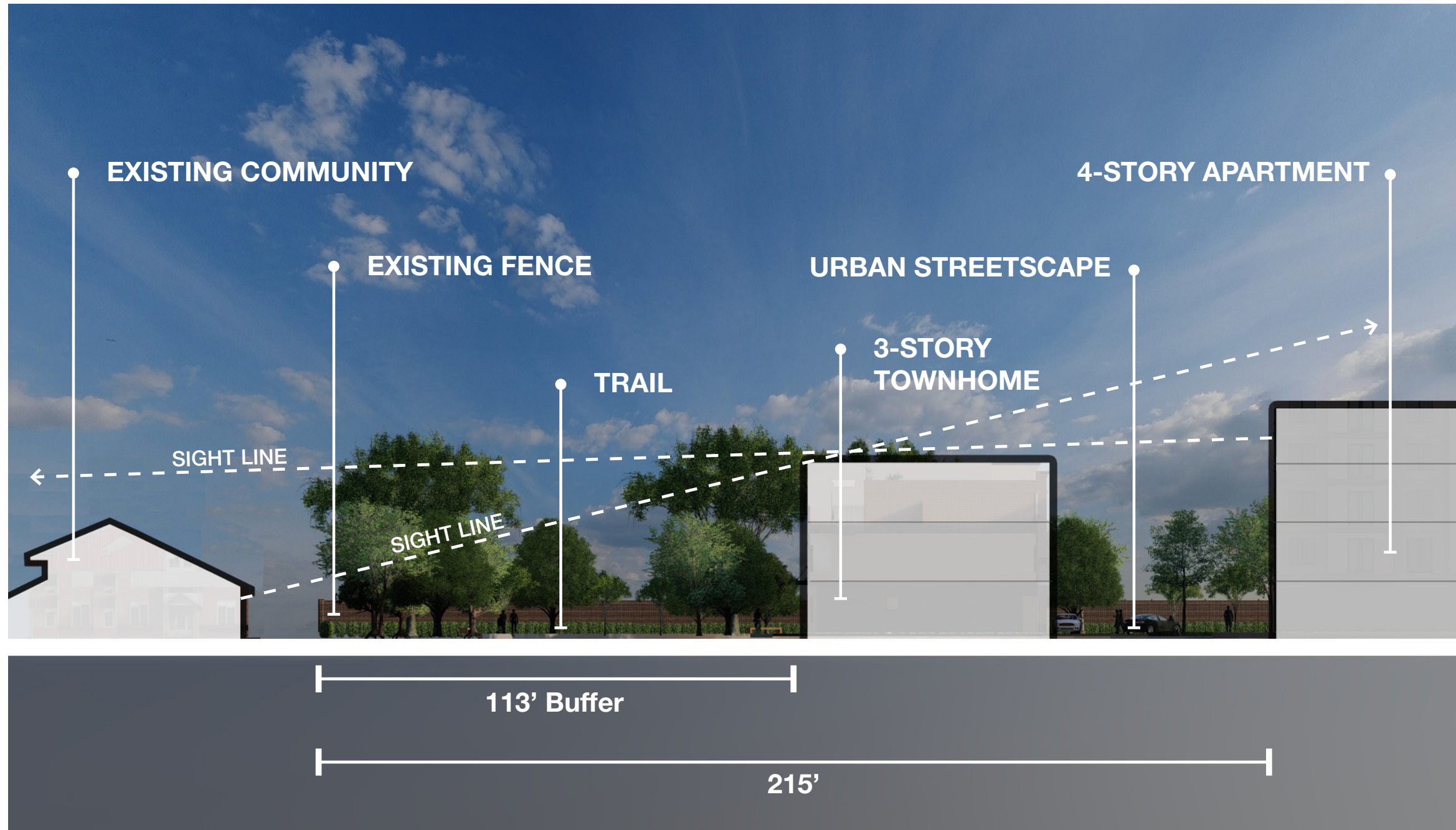
BIRDS-EYE VIEW

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RESIDENTIAL

LandDesign.



RESIDENTIAL BUFFER SECTION A-A'

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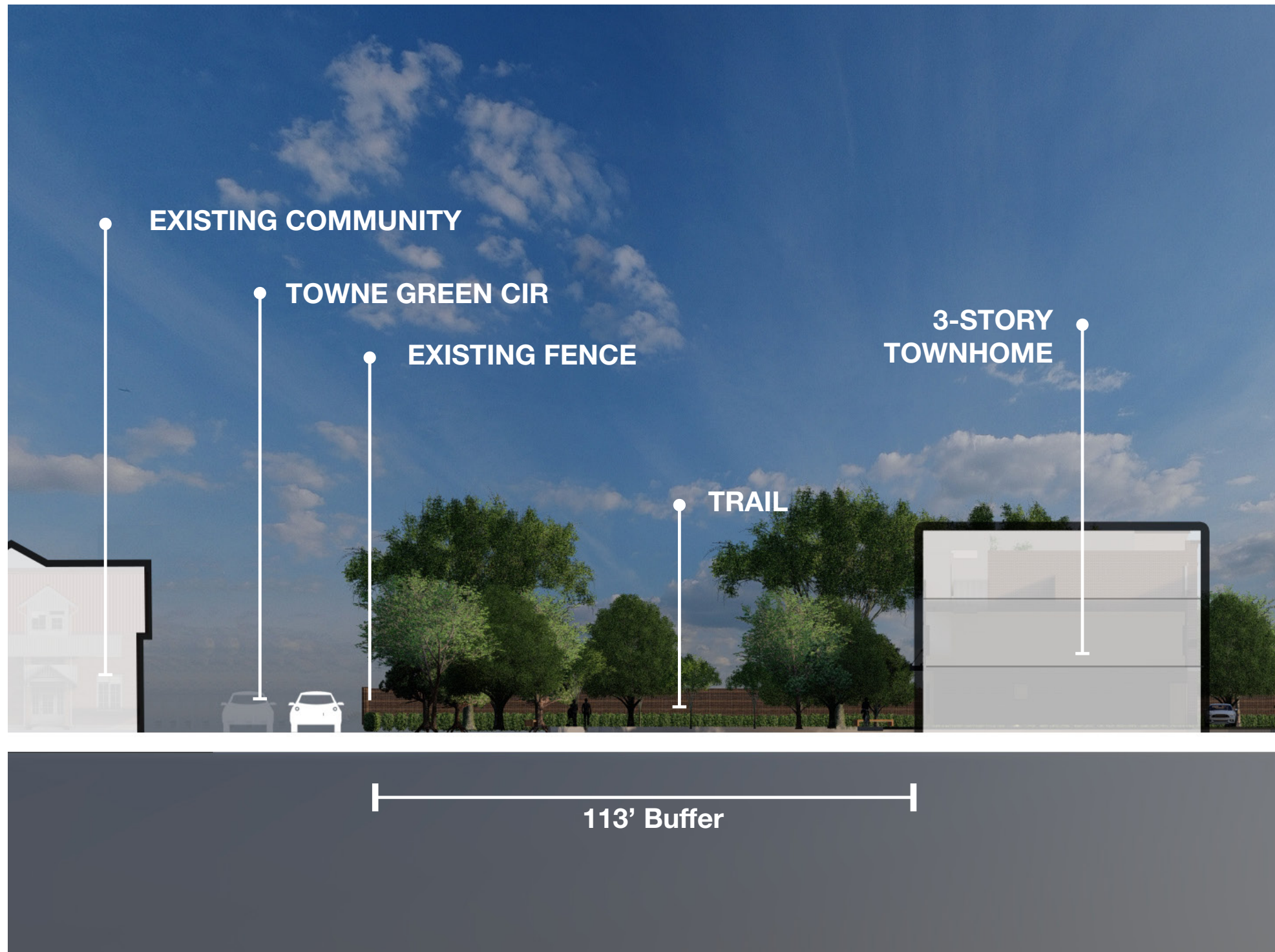
RESIDENTIAL BUFFER SECTION B-B'

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RESIDENTIAL BUFFER SECTION C-C'

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TRAIL VIEW NORTH FROM DOG PARK

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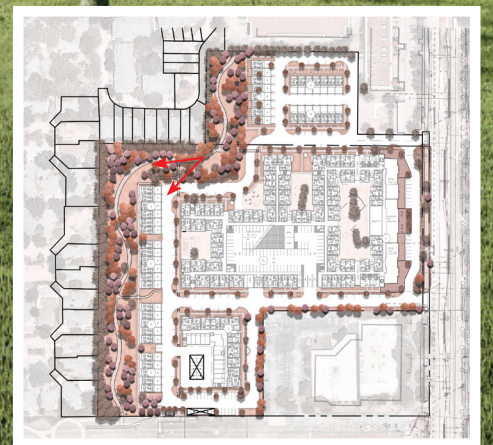


3-STORY
TOWNHOME

TRAIL

SCREEN SHRUB

EXISTING FENCE



TRAIL VIEW TOWARDS ADJACENT NEIGHBORHOODS AT BEND

AMLI TREEHOUSE ADDISON, TX • ILLUSTRATIVE MASTER PLAN

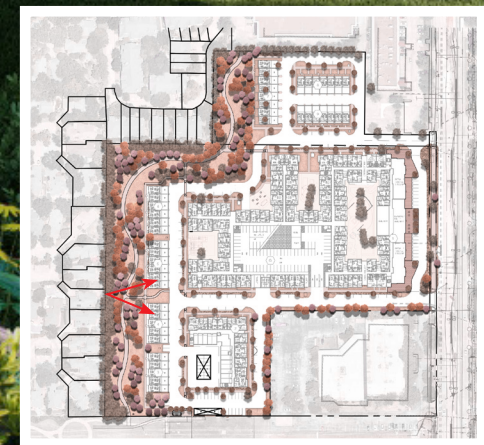
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TRAIL VIEW - ART SCULPTURE





TRAIL

VIEW FROM TOWNHOME 3RD FLOOR WINDOW TOWARDS ADJACENT RESIDENTIAL NEIGHBORHOODS

AMLI TREEHOUSE ADDISON, TX • ILLUSTRATIVE MASTER PLAN

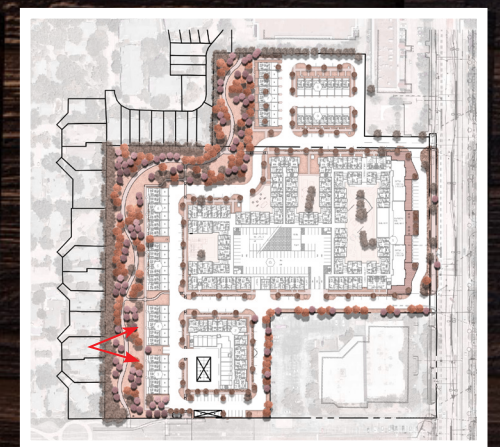
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EXISTING TREES
TO REMAIN

PROPOSED TREES TO FULLY
SCREEN TOWNHOMES



2ND FLOOR VIEW FROM SINGLE FAMILY HOMES (VIEW HEIGHT: ~15')

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PN 8519082 | 07.14.2022 | AMLI DEVELOPMENT CO.

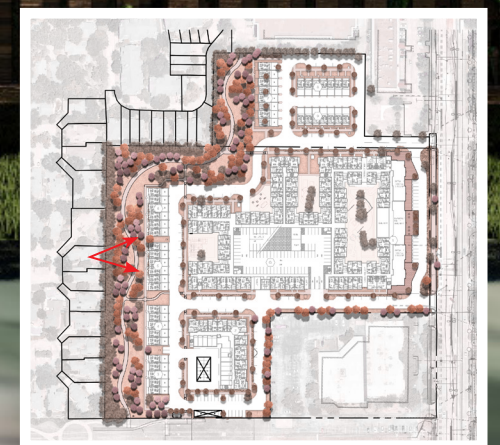
AMLI
RESIDENTIAL

LandDesign.

EXISTING TREES
TO REMAIN

PROPOSED TREES TO FULLY
SCREEN TOWNHOMES

EXISTING FENCE



GROUND FLOOR VIEW FROM SINGLE FAMILY HOMES (VIEW HEIGHT: 5'6")

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PN 8519082 | 07.14.2022 | AMLI DEVELOPMENT CO.

AMLI
RESIDENTIAL

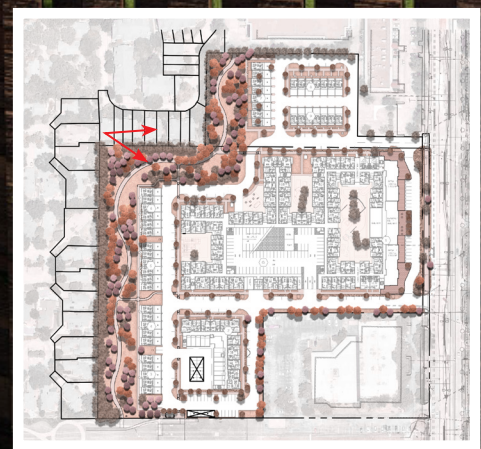
LandDesign.



EXISTING TREES TO REMAIN

PROPOSED TREES TO FULLY SCREEN TOWNHOMES

EXISTING FENCE



GROUND FLOOR VIEW FROM SINGLE FAMILY HOMES (VIEW HEIGHT: 5'6")

AML I TREEHOUSE ADDISON, TX • ILLUSTRATIVE MASTER PLAN

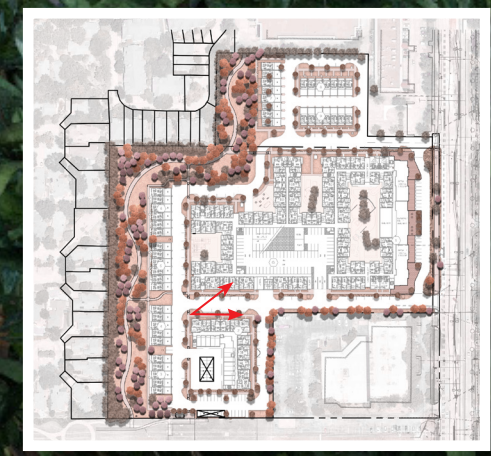
PN 8519082 | 06.20.2022 | AML I DEVELOPMENT CO.





4-STORY APARTMENT SECTION

3-STORY APARTMENT



INTERNAL STREETScape LOOKING TOWARDS MIDWAY ROAD

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PN 8519082 | 07.14.2022 | AMLI DEVELOPMENT CO.





DOG PARK PLAZA

AML TREEHOUSE ADDISON, TX • ILLUSTRATIVE MASTER PLAN

PN 8519082 | 07.14.2022 | AML DEVELOPMENT CO.





BIRDS-EYE VIEW

AMLI TREEHOUSE ADDISON, TX • BIRDS-EYE VIEW

PN 8519082 | 07.14.2022 | AMLI DEVELOPMENT CO.

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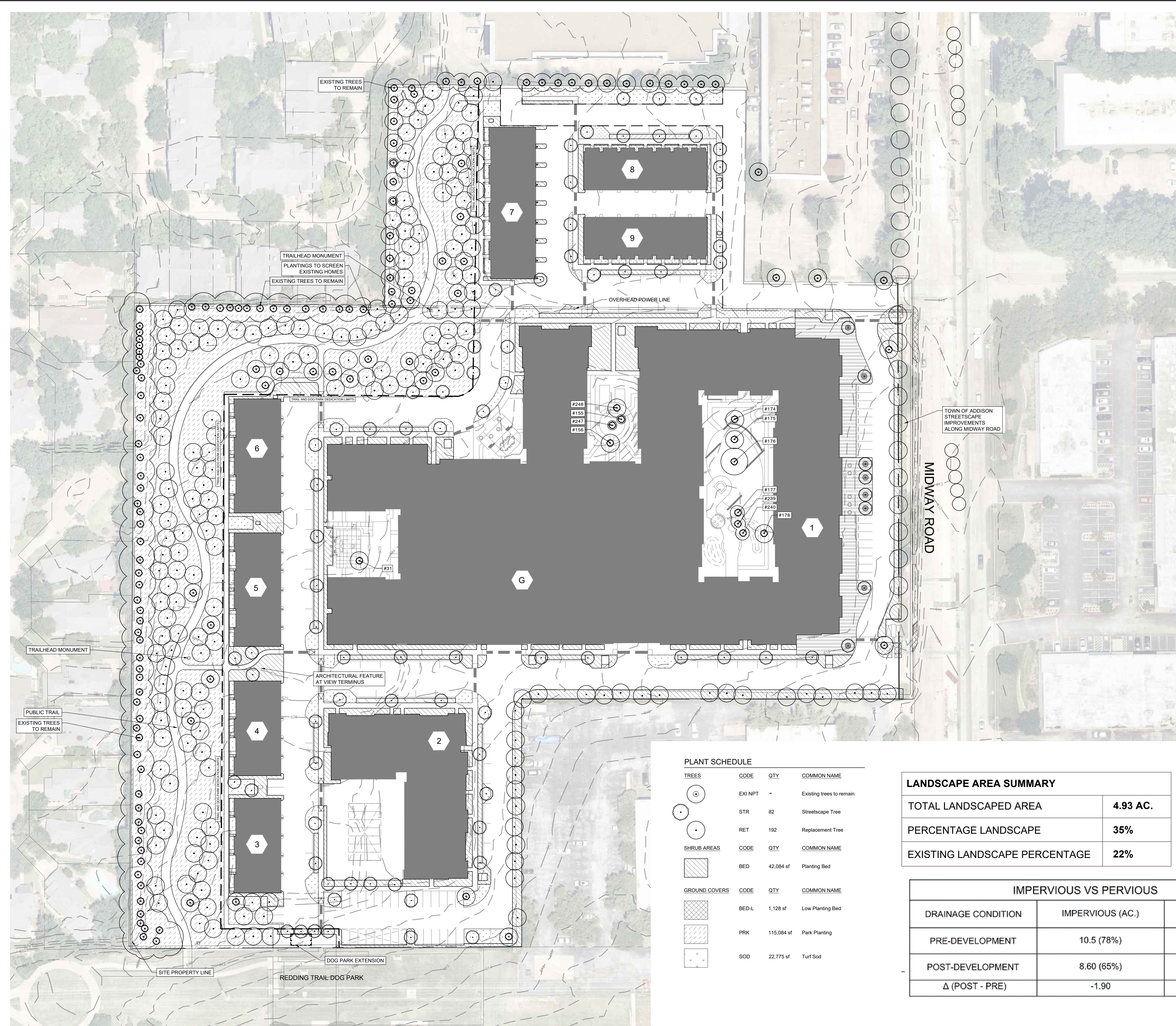
LandDesign.

EXISTING CONDITION



PROPOSED CONDITION





PLANT SCHEDULE

TREES	CODE	QTY	COMMON NAME
	EXI NPT	-	Existing trees to remain
	STR	82	Streetscape Tree
	RET	192	Replacement Tree
SHRUB AREAS	CODE	QTY	COMMON NAME
	BED	42,084 sf	Planting Bed
GROUND COVERS	CODE	QTY	COMMON NAME
	BED-L	1,128 sf	Low Planting Bed
	PRK	115,084 sf	Park Planting
	SOD	22,775 sf	Turf Sod

LANDSCAPE AREA SUMMARY

TOTAL LANDSCAPED AREA	4.93 AC.
PERCENTAGE LANDSCAPE	35%
EXISTING LANDSCAPE PERCENTAGE	22%

IMPERVIOUS VS PERVIOUS

DRAINAGE CONDITION	IMPERVIOUS (AC.)	PERVIOUS (AC.)
PRE-DEVELOPMENT	10.5 (78%)	3.03 (22%)
POST-DEVELOPMENT	8.60 (65%)	4.93 (35%)
Δ (POST - PRE)	-1.90	1.90

KEY MAP
SEAL

PROJECT
AMLI TREEHOUSE
ADDISON, TEXAS

LANDDESIGN PROJ.# 8519082

REVISION / ISSUANCE

NO.	DESCRIPTION	DATE
	SITE PLAN	07.01.2022

DESIGNED BY: JW
DRAWN BY: BD
CHECKED BY: JW

SCALE: NORTH
VERT: N/A
HORZ: 1"=50'
0 25' 50' 100'



TEXAS811
CALL BEFORE YOU DIG!
TEXAS ONE-CALL CENTER
IT'S THE LAW!

SHEET TITLE
CONCEPTUAL LANDSCAPE PLAN

SHEET NUMBER
L6-00

TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	PRESERVED/REMOVED	MIT. REQ.	TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	PRESERVED/REMOVED	MIT. REQ.	TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	PRESERVED/REMOVED	MIT. REQ.	TAG#	DBH	COMMON NAME	SCIENTIFIC NAME	PRESERVED/REMOVED	MIT. REQ.
23	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	156	24"	LIVE OAK	Quercus virginiana	PRESERVE	0	27	30"	PIN OAK	Quercus palustris	REMOVE	30"	169	18"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	18"
25	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	174	20"	LIVE OAK	Quercus virginiana	PRESERVE	0	28	29"	PIN OAK	Quercus palustris	REMOVE	29"	170	18"	LIVE OAK	Quercus virginiana	REMOVE	18"
26	17"	PIN OAK	Quercus palustris	PRESERVE	0	175	19"	LIVE OAK	Quercus virginiana	PRESERVE	0	29	38"	PIN OAK	Quercus palustris	REMOVE	38"	171	18"	LIVE OAK	Quercus virginiana	REMOVE	18"
31	29"	LIVE OAK	Quercus virginiana	PRESERVE	0	176	18"	LIVE OAK	Quercus virginiana	PRESERVE	0	30	34"	LIVE OAK	Quercus virginiana	REMOVE	34"	172	23"	PIN OAK	Quercus palustris	REMOVE	23"
48	28"	LIVE OAK	Quercus virginiana	PRESERVE	0	177	8"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	32	9"	YAUPON HOLLY	Ilex vomitoria	REMOVE	9"	173	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
49	19"	LIVE OAK	Quercus virginiana	PRESERVE	0	178	14"	LIVE OAK	Quercus virginiana	PRESERVE	0	33	7"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	7"	179	14"	LIVE OAK	Quercus virginiana	REMOVE	14"
50	25"	LIVE OAK	Quercus virginiana	PRESERVE	0	185	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	34	7"	YAUPON HOLLY	Ilex vomitoria	REMOVE	7"	180	26"	LIVE OAK	Quercus virginiana	REMOVE	26"
51	6"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	194	21"	LIVE OAK	Quercus virginiana	PRESERVE	0	35	7"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	7"	181	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
52	13"	UNKNOWN		PRESERVE	0	198	20"	LIVE OAK	Quercus virginiana	PRESERVE	0	36	6"	YAUPON HOLLY	Ilex vomitoria	REMOVE	6"	182	15"	CEDAR ELM	Ulmus crassifolia	REMOVE	15"
53	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	214	10"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	37	5"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	5"	183	17"	CEDAR ELM	Ulmus crassifolia	REMOVE	17"
54	11"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	215	19"	LIVE OAK	Quercus virginiana	PRESERVE	0	38	13"	LIVE OAK	Quercus virginiana	REMOVE	13"	184	9"	YAUPON HOLLY	Ilex vomitoria	REMOVE	9"
55	17"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	216	19"	LIVE OAK	Quercus virginiana	PRESERVE	0	39	41"	LIVE OAK	Quercus virginiana	REMOVE	41"	186	25"	LIVE OAK	Quercus virginiana	REMOVE	25"
56	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	217	17"	LIVE OAK	Quercus virginiana	PRESERVE	0	40	32"	LIVE OAK	Quercus virginiana	REMOVE	32"	187	12"	CEDAR ELM	Ulmus crassifolia	REMOVE	12"
57	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	218	14"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	41	26"	LIVE OAK	Quercus virginiana	REMOVE	26"	188	18"	LIVE OAK	Quercus virginiana	REMOVE	18"
58	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	219	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	42	42"	LIVE OAK	Quercus virginiana	REMOVE	42"	189	18"	LIVE OAK	Quercus virginiana	REMOVE	18"
59	11"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	220	14"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	43	14"	CEDAR ELM	Ulmus crassifolia	REMOVE	14"	190	18"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	18"
60	19"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	222	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	44	16"	LIVE OAK	Quercus virginiana	REMOVE	16"	191	19"	ELM	Ulmus	REMOVE	19"
61	18"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	223	21"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	45	16"	LIVE OAK	Quercus virginiana	REMOVE	16"	192	18"	ELM	Ulmus	REMOVE	18"
62	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	224	15"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	46	16"	CEDAR ELM	Ulmus crassifolia	REMOVE	16"	193	22"	LIVE OAK	Quercus virginiana	REMOVE	22"
63	9"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	225	17"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	47	9"	YAUPON HOLLY	Ilex vomitoria	REMOVE	9"	199	17"	LIVE OAK	Quercus virginiana	REMOVE	17"
64	19"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	226	17"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	107	15"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	15"	200	24"	LIVE OAK	Quercus virginiana	REMOVE	24"
65	18"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	227	20"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	108	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"	201	26"	LIVE OAK	Quercus virginiana	REMOVE	26"
66	14"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	228	15"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	109	19"	CEDAR ELM	Ulmus crassifolia	REMOVE	19"	202	6"	YAUPON HOLLY	Ilex vomitoria	REMOVE	6"
67	24"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	229	18"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	110	32"	PIN OAK	Quercus palustris	REMOVE	32"	203	8"	LIVE OAK	Quercus virginiana	REMOVE	8"
68	11"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	239	8"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	111	20"	CEDAR ELM	Ulmus crassifolia	REMOVE	20"	204	7"	YAUPON HOLLY	Ilex vomitoria	REMOVE	7"
69	15"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	240	8"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	116	16"	PIN OAK	Quercus palustris	REMOVE	16"	205	24"	LIVE OAK	Quercus virginiana	REMOVE	24"
70	20"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	247	8"	CREPE MYRTLE	Lagerstroemia indica	PRESERVE	0	117	18"	PIN OAK	Quercus palustris	REMOVE	18"	206	20"	LIVE OAK	Quercus virginiana	REMOVE	20"
71	11"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	248	8"	CREPE MYRTLE	Lagerstroemia indica	PRESERVE	0	120	14"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	14"	207	21"	LIVE OAK	Quercus virginiana	REMOVE	21"
72	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	253	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	121	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"	208	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
73	29"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	254	15"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	122	32"	PIN OAK	Quercus palustris	REMOVE	32"	209	17"	CEDAR ELM	Ulmus crassifolia	REMOVE	17"
74	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	255	10"	LIVE OAK	Quercus virginiana	PRESERVE	0	123	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"	210	17"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	17"
75	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	256	10"	LIVE OAK	Quercus virginiana	PRESERVE	0	124	17"	CEDAR ELM	Ulmus crassifolia	REMOVE	17"	211	17"	LIVE OAK	Quercus virginiana	REMOVE	17"
76	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	274	8"	PIN OAK	Quercus palustris	PRESERVE	0	125	12"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	12"	212	17"	LIVE OAK	Quercus virginiana	REMOVE	17"
77	9"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	275	8"	PIN OAK	Quercus palustris	PRESERVE	0	126	22"	LIVE OAK	Quercus virginiana	REMOVE	22"	213	17"	LIVE OAK	Quercus virginiana	REMOVE	17"
78	15"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	276	12"	PIN OAK	Quercus palustris	PRESERVE	0	127	18"	ELM	Ulmus	REMOVE	18"	221	12"	CEDAR ELM	Ulmus crassifolia	REMOVE	12"
79	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	278	12"	LIVE OAK	Quercus virginiana	PRESERVE	0	128	24"	LIVE OAK	Quercus virginiana	REMOVE	24"	230	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"
80	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	279	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	129	15"	CEDAR ELM	Ulmus crassifolia	REMOVE	15"	231	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"
81	8"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	280	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	130	17"	CEDAR ELM	Ulmus crassifolia	REMOVE	17"	232	7"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	7"
82	6"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	281	10"	LIVE OAK	Quercus virginiana	PRESERVE	0	131	25"	LIVE OAK	Quercus virginiana	REMOVE	25"	233	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"
83	17"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	282	8"	LIVE OAK	Quercus virginiana	PRESERVE	0	132	13"	CEDAR ELM	Ulmus crassifolia	REMOVE	13"	234	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"
84	11"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	283	18"	LIVE OAK	Quercus virginiana	PRESERVE	0	133	38"	LIVE OAK	Quercus virginiana	REMOVE	38"	235	7"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	7"
85	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	284	18"	LIVE OAK	Quercus virginiana	PRESERVE	0	134	29"	LIVE OAK	Quercus virginiana	REMOVE	29"	237	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"
86	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	285	8"	PIN OAK	Quercus palustris	PRESERVE	0	135	14"	CEDAR ELM	Ulmus crassifolia	REMOVE	14"	238	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
87	16"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	286	6"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	136	6"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	6"	241	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
88	21"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	287	18"	LIVE OAK	Quercus virginiana	PRESERVE	0	137	7"	CREPE MYRTLE	Lagerstroemia indica	REMOVE	7"	242	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
89	19"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	288	8"	PIN OAK	Quercus palustris	PRESERVE	0	138	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"	243	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
90	15"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	289	6"	YAUPON HOLLY	Ilex vomitoria	PRESERVE	0	139	22"	BALD CYPRESS	Taxodium distichum	REMOVE	22"	244	9"	YAUPON HOLLY	Ilex vomitoria	REMOVE	9"
91	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	290	15"	LIVE OAK	Quercus virginiana	PRESERVE	0	140	20"	BALD CYPRESS	Taxodium distichum	REMOVE	20"	245	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
92	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	291	15"	LIVE OAK	Quercus virginiana	PRESERVE	0	141	20"	CEDAR ELM	Ulmus crassifolia	REMOVE	20"	246	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
93	12"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	292	12"	LIVE OAK	Quercus virginiana	PRESERVE	0	142	17"	CEDAR ELM	Ulmus crassifolia	REMOVE	17"	249	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
94	13"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	293	10"	UNKNOWN		PRESERVE	0	143	20"	PIN OAK	Quercus palustris	REMOVE	20"	250	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
95	18"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	294	12"	LIVE OAK	Quercus virginiana	PRESERVE	0	144	6"	YAUPON HOLLY	Ilex vomitoria	REMOVE	6"	251	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
96	17"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	295	12"	LIVE OAK	Quercus virginiana	PRESERVE	0	145	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"	252	8"	YAUPON HOLLY	Ilex vomitoria	REMOVE	8"
97	14"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	296	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	148	21"	LIVE OAK	Quercus virginiana	REMOVE	21"	257	8"	PIN OAK	Quercus palustris	REMOVE	8"
98	17"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	297	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	149	17"	LIVE OAK	Quercus virginiana	REMOVE	17"	258	8"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	8"
99	18"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	298	8"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	150	22"	LIVE OAK	Quercus virginiana	REMOVE	22"	259	6"	UNKNOWN	Damaged (Power Lines)	REMOVE	0
100	18"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	300	10"	CEDAR ELM	Ulmus crassifolia	REMOVE	10	151	17"	LIVE OAK	Quercus virginiana	REMOVE	17"	260	6"	UNKNOWN	Damaged (Power Lines)	REMOVE	0
101	14"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	301	8"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	152	22"	LIVE OAK	Quercus virginiana	REMOVE	22"	261	6"	UNKNOWN	Damaged (Power Lines)	REMOVE	0
102	9"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	302	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	153	16"	LIVE OAK	Quercus virginiana	REMOVE	16"	262	8"	UNKNOWN	Damaged (Power Lines)	REMOVE	0
103	24"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	303	12"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	154	17"	AMERICAN SWEETGL	Liquidambar styraciflua	REMOVE	17"	263	8"	CEDAR ELM	Ulmus crassifolia	REMOVE	8"
104	25"	PIN OAK	Quercus palustris	PRESERVE	0	304	10"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	157	20"	LIVE OAK	Quercus virginiana	REMOVE	20"	264	18"	UNKNOWN	Damaged (Power Lines)	REMOVE	0
105	16"	PIN OAK	Quercus palustris	PRESERVE	0	305	8"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	158	22"	LIVE OAK	Quercus virginiana	REMOVE	22"	265	6"	CEDAR ELM	Ulmus crassifolia	REMOVE	6"
106	25"	LIVE OAK	Quercus virginiana	PRESERVE	0	307	8"	CEDAR ELM	Ulmus crassifolia	PRESERVE	0	159	8"	YAUPON HOLLY									

HENSLEY LAMKIN RACHEL, INC.

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14881 QUORUM DRIVE
SUITE 550
DALLAS, TEXAS 75254
PH: 972.726.9400

AMLI
RESIDENTIAL

OWNER / APPLICANT:
AMLI DEVELOPMENT CO.

ATTN: JOE BRUCE
5057 KELLER SPRINGS RD.
STE 250 ADDISON, TEXAS 75001
PH 972-265-6792

BRUCE W. RACHEL, AIA
TX LICENSE NO. 14373

PRELIMINARY DRAWING
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Project Title:

AMLI
TREEHOUSE

ADDISON,
TEXAS

Project ID
20365

Drawing No.

A000
PERSPECTIVE



01 PERSPECTIVE (VIEW FROM MIDWAY RD)
SCALE: N. T. S.

AMLI TREEHOUSE	07/14/2022
TOWN OF ADDISON, COUNTY OF DALLAS, STATE OF TEXAS	
TOWN PROJECT NUMBER: 1851-Z	
NORTH PARCEL: 2.391 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. LOT 1R, BLOCK 1 OF TEXAS TUMBLEWEED ADDITION.	
SOUTH PARCEL: 11.390 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. ALL OF THE OFFICE IN THE PARK ADDITION.	

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Project Title:

AMLI
TREEHOUSE

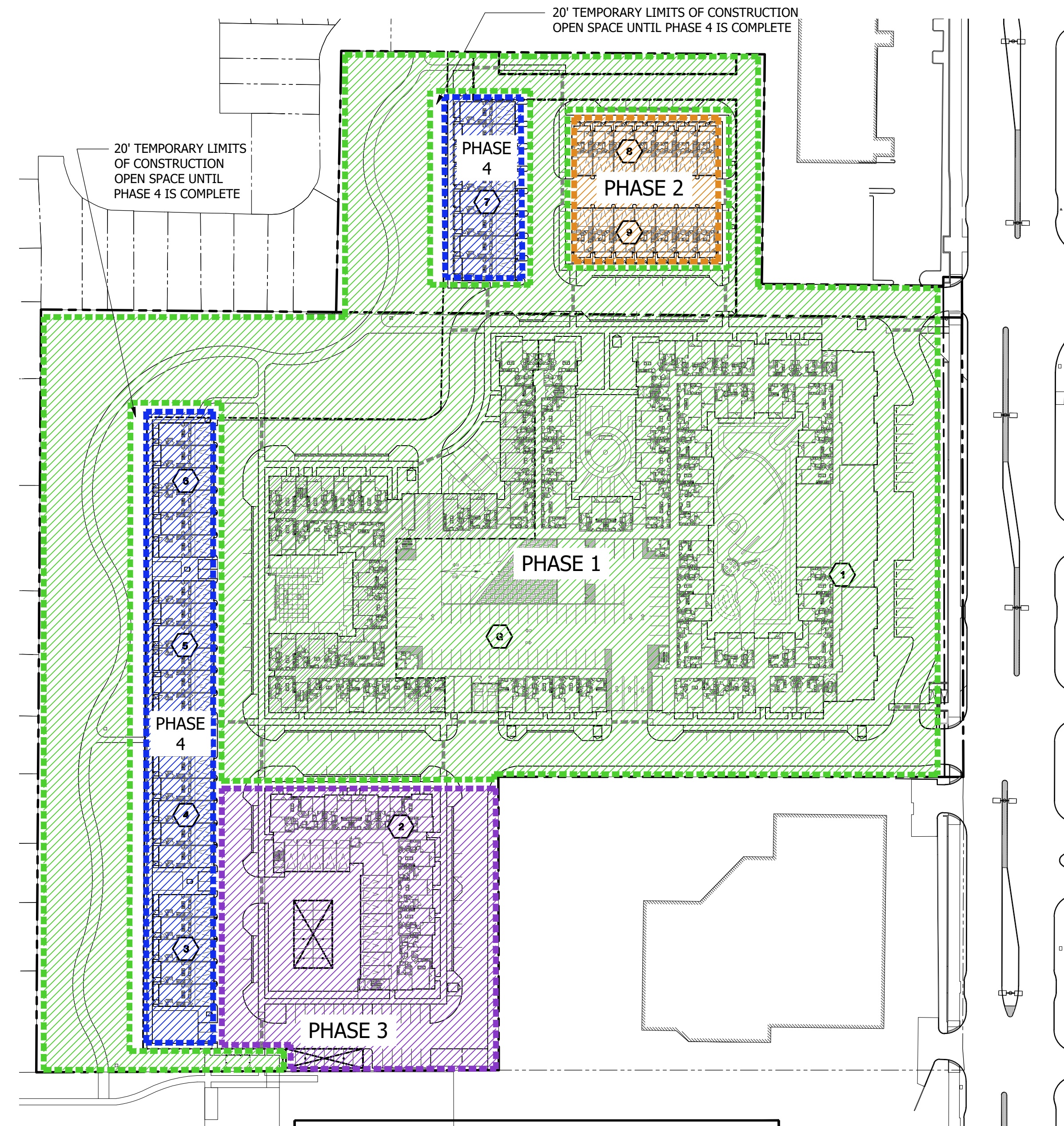
ADDISON,
TEXAS

Project ID

20365

Drawing No.

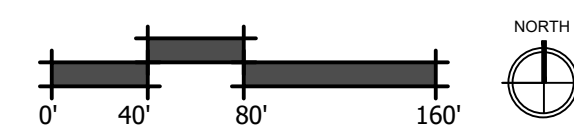
A001-1
PHASING PLAN



- PHASE 1:** BUILDING 1 & GARAGE (BUILDING WILL HAVE 5 SUB PHASES OF OCCUPANCY DURING CONSTRUCTION); FIRE LANES, PARKING, LANDSCAPE, AND SIDEWALKS (OTHER THAN AT PHASE 3); TRANSITION ZONE AND TRAIL; DOG PARK CONNECTION.
- PHASE 2:** BUILDINGS 8 & 9.
- PHASE 3:** BUILDING 2; ADJACENT FIRE LANES, PARKING, LANDSCAPE, AND SIDEWALKS.
- PHASE 4:** BUILDINGS 3, 4, 5, 6, & 7.

01 PHASING PLAN

SCALE: 1" = 80'-0"



AMLI TREEHOUSE 07/14/2022

TOWN OF ADDISON, COUNTY OF DALLAS, STATE OF TEXAS

TOWN PROJECT NUMBER: **1851-Z**

NORTH PARCEL: 2.391 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. LOT 1R, BLOCK 1 OF TEXAS TUMBLEWEED ADDITION.

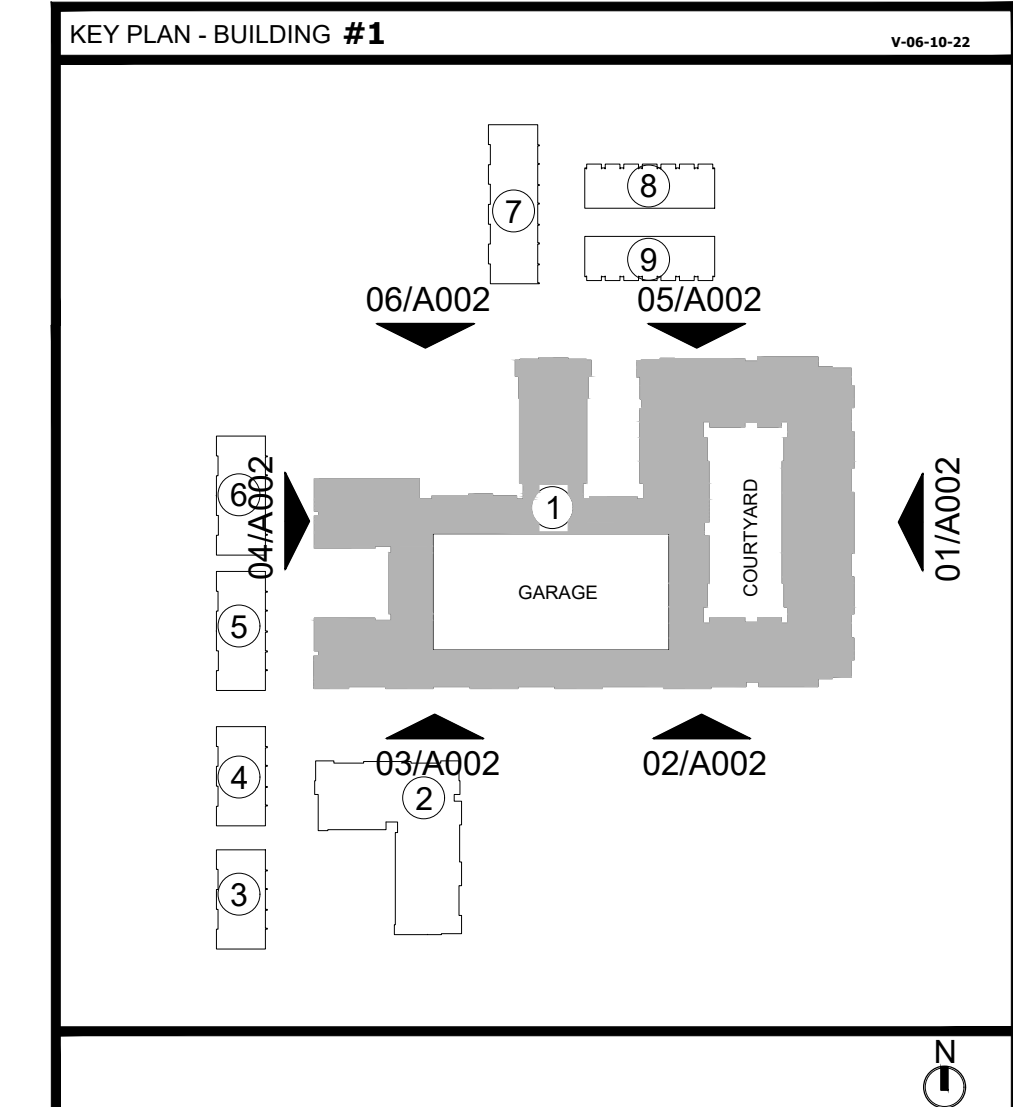
SOUTH PARCEL: 11.390 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. ALL OF THE OFFICE IN THE PARK ADDITION.

MATERIAL PERCENTAGE NOTE
 WITHOUT TAKING GLAZING AREA INTO ACCOUNT THIS PROJECT IS DESIGNED WITH 90% MASONRY AVERAGED ACROSS THE SITE.

MATERIAL PERCENTAGES - BLDG#1 EAST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	10,822	53%
FENESTRATION / GLAZING:	7,743	37%
FIBER CEMENT PANEL:	2,041	10%
TOTAL SURFACE AREA:	20,418	100%

MATERIAL PERCENTAGES - BLDG#1 SOUTH ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	21,897	67%
FENESTRATION / GLAZING:	7,919	25%
FIBER CEMENT PANEL:	2,593	8%
TOTAL SURFACE AREA:	32,409	100%

MATERIAL ELEVATION LEGEND		
1A BRICK MASONRY VENEER - FIELD COLOR 01	4 METAL RAILING SYSTEM	10 METAL DOOR
1B BRICK MASONRY VENEER - FIELD COLOR 02	5 PATIO DOOR UNIT	11 PATIO ENTRY GATE
1C BRICK MASONRY VENEER - FIELD COLOR 03	6 METAL CANOPY	12 METAL GATE
2A NOT USED	7 STOREFRONT SYSTEM	
2B FIBER CEMENT PANEL - FIELD COLOR 01	8 PREFINISHED VINYL WINDOW SYSTEM	
3 NOT USED	9 BRICK MASONRY BAND	



03 BLDG #1 - SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"



02 BLDG #1 - SOUTH ELEVATION
 SCALE: 1/8" = 1'-0"



01 BLDG #1 - EAST ELEVATION (MIDWAY RD.)
 SCALE: 1/8" = 1'-0"

FACADE PLAN NOTES
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AML TREEHOUSE 07/14/2022
 TOWN OF ADDISON, COUNTY OF DALLAS, STATE OF TEXAS
 TOWN PROJECT NUMBER: 1851-Z
 NORTH PARCEL: 2.391 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. LOT 1R, BLOCK 1 OF TEXAS TUMBLEWEED ADDITION.
 SOUTH PARCEL: 11.390 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. ALL OF THE OFFICE IN THE PARK ADDITION.



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 14881 QUORUM DRIVE SUITE 550
 DALLAS, TEXAS 75254
 PH: 972.726.9400



OWNER / APPLICANT:
 AMLI DEVELOPMENT CO.
 ATTN: JOE BRUCE
 5057 KELLER SPRINGS RD.
 STE 250 ADDISON, TEXAS 75001
 PH 972-265-6792

BRUCE W. RACHEL, AIA
 TX LICENSE NO. 14373
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Project Title:

AML TREEHOUSE

ADDISON, TEXAS

Project ID **20365**

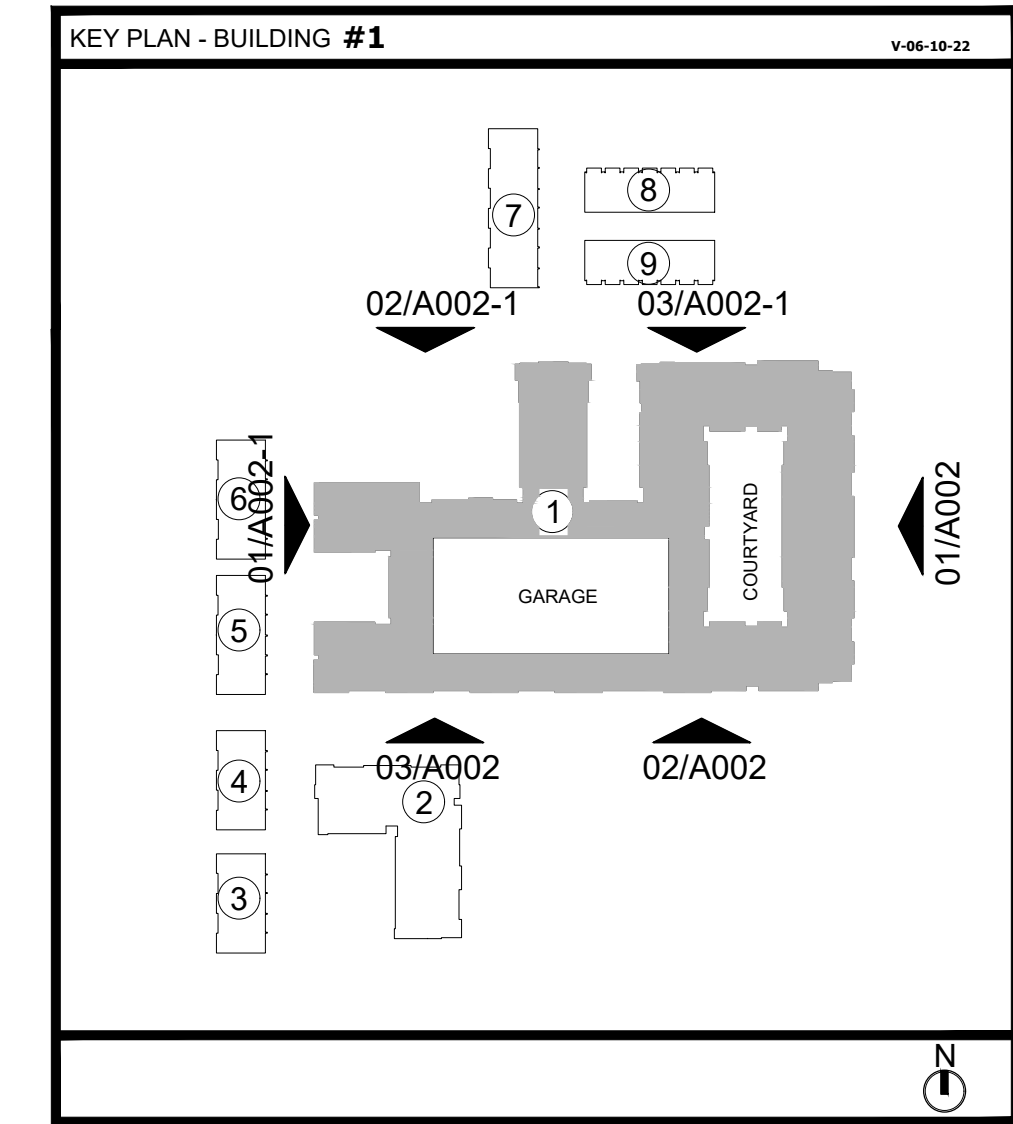
Drawing No.

A002
 FACADE PLANS

MATERIAL PERCENTAGES - BLDG#1 NORTH ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	19,923	63%
FENESTRATION / GLAZING:	9,163	28%
FIBER CEMENT PANEL:	2,877	9%
TOTAL SURFACE AREA:	31,963	100%

MATERIAL PERCENTAGES - BLDG#1 WEST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	12,381	73%
FENESTRATION / GLAZING:	3,267	19%
FIBER CEMENT PANEL:	1,361	8%
TOTAL SURFACE AREA:	17,009	100%

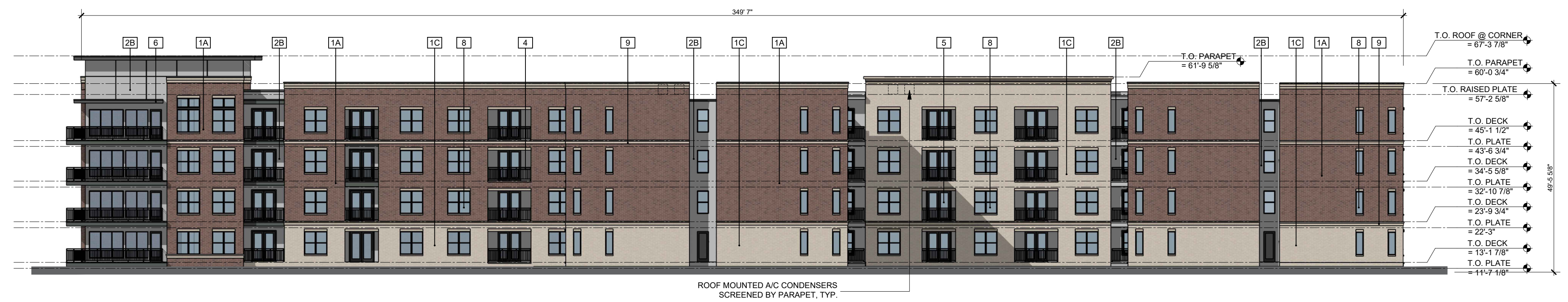
MATERIAL ELEVATION LEGEND		
1A BRICK MASONRY VENEER - FIELD COLOR 01	4 METAL RAILING SYSTEM	10 METAL DOOR
1B BRICK MASONRY VENEER - FIELD COLOR 02	5 PATIO DOOR UNIT	11 PATIO ENTRY GATE
1C BRICK MASONRY VENEER - FIELD COLOR 03	6 METAL CANOPY	12 METAL GATE
2A NOT USED	7 STOREFRONT SYSTEM	
2B FIBER CEMENT PANEL - FIELD COLOR 01	8 PREFINISHED VINYL WINDOW SYSTEM	
3 NOT USED	9 BRICK MASONRY BAND	



03 BLDG #1 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



02 BLDG #1 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



01 BLDG #1 - WEST ELEVATION
SCALE: 1/8" = 1'-0"

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Project Title:

AML TREEHOUSE

ADDISON, TEXAS

Project ID **20365**

Drawing No.

A002-1
 FACADE PLANS

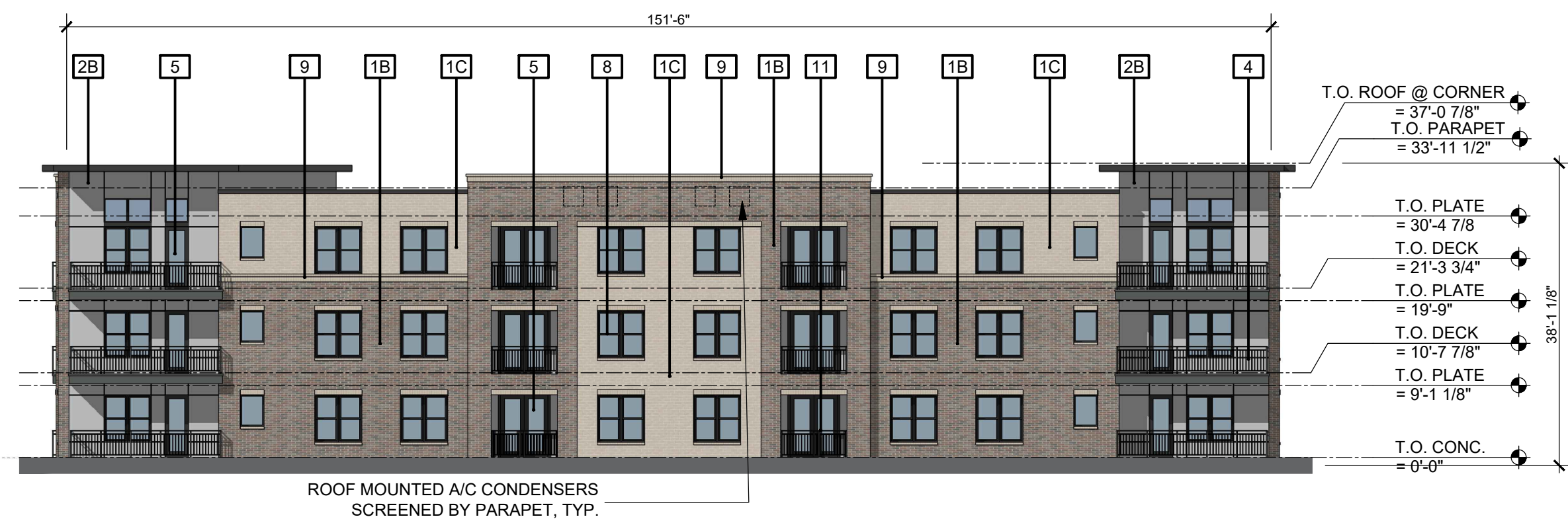
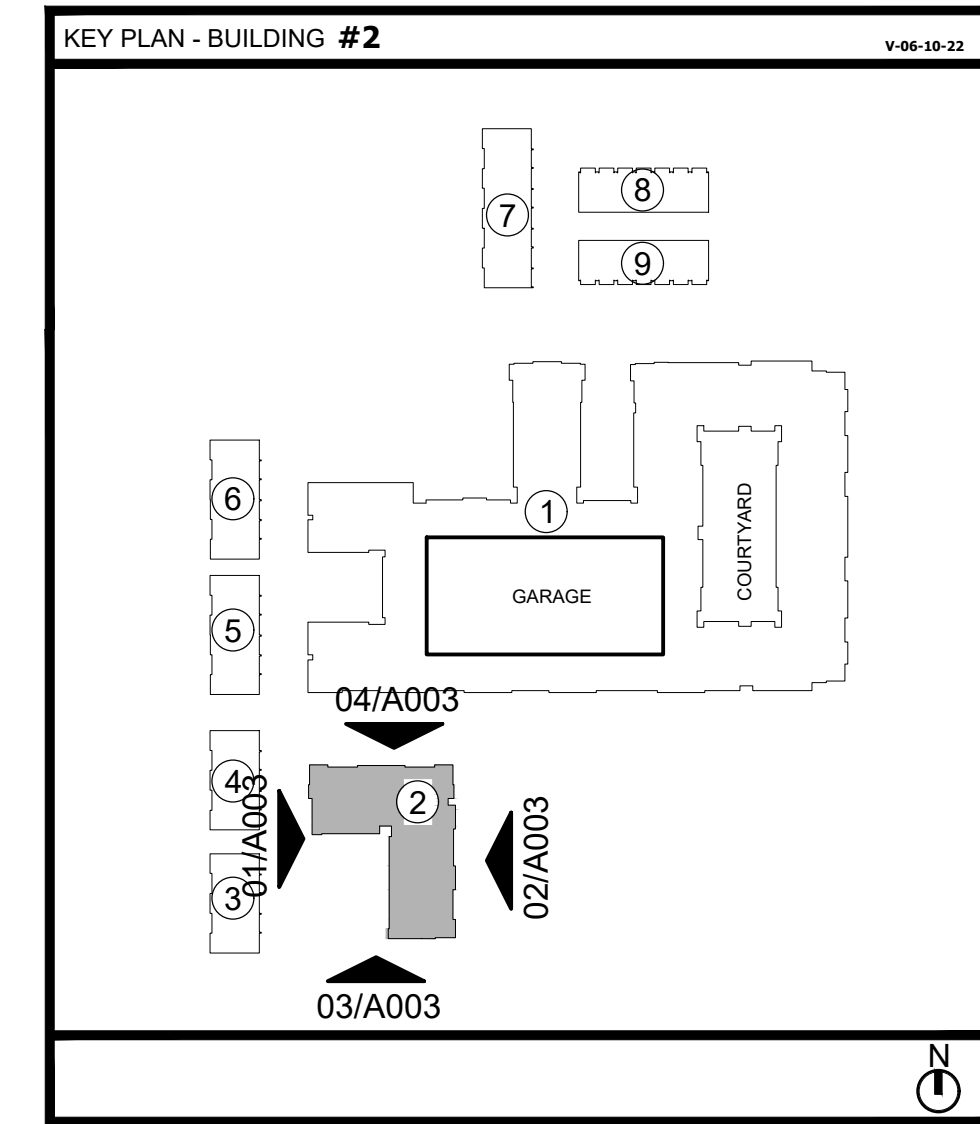
MATERIAL PERCENTAGES - BLDG#2 EAST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	3,930	64%
FENESTRATION / GLAZING:	1,630	27%
FIBER CEMENT PANEL:	550	9%
TOTAL SURFACE AREA:	6,110	100%

MATERIAL PERCENTAGES - BLDG#2 NORTH ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	3,071	63%
FENESTRATION / GLAZING:	1,404	29%
FIBER CEMENT PANEL:	389	8%
TOTAL SURFACE AREA:	4,864	100%

MATERIAL PERCENTAGES - BLDG#2 WEST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	4,336	76%
FENESTRATION / GLAZING:	935	16%
FIBER CEMENT PANEL:	458	8%
TOTAL SURFACE AREA:	5,729	100%

MATERIAL PERCENTAGES - BLDG#2 SOUTH ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	3,500	75%
FENESTRATION / GLAZING:	787	16%
FIBER CEMENT PANEL:	424	9%
TOTAL SURFACE AREA:	4,711	100%

MATERIAL ELEVATION LEGEND		
1A BRICK MASONRY VENEER - FIELD COLOR 01	4 METAL RAILING SYSTEM	10 METAL DOOR
1B BRICK MASONRY VENEER - FIELD COLOR 02	5 PATIO DOOR UNIT	11 PATIO ENTRY GATE
1C BRICK MASONRY VENEER - FIELD COLOR 03	6 METAL CANOPY	12 METAL GATE
2A NOT USED	7 STOREFRONT SYSTEM	
2B FIBER CEMENT PANEL - FIELD COLOR 01	8 PREFINISHED VINYL WINDOW SYSTEM	
3 NOT USED	9 BRICK MASONRY BAND	



04 BLDG #2 - NORTH ELEVATION (FRONT)
SCALE: 1/16" = 1'-0"



03 BLDG #2 - SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



02 BLDG #2 - EAST ELEVATION
SCALE: 1/16" = 1'-0"



01 BLDG #2 - WEST ELEVATION
SCALE: 1/16" = 1'-0"

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AMLI TREEHOUSE 06/30/2022
TOWN OF ADDISON, COUNTY OF DALLAS, STATE OF TEXAS

TOWN PROJECT NUMBER: 1851-Z

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SOUTH PARCEL: 11.390 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. ALL OF THE OFFICE IN THE PARK ADDITION.

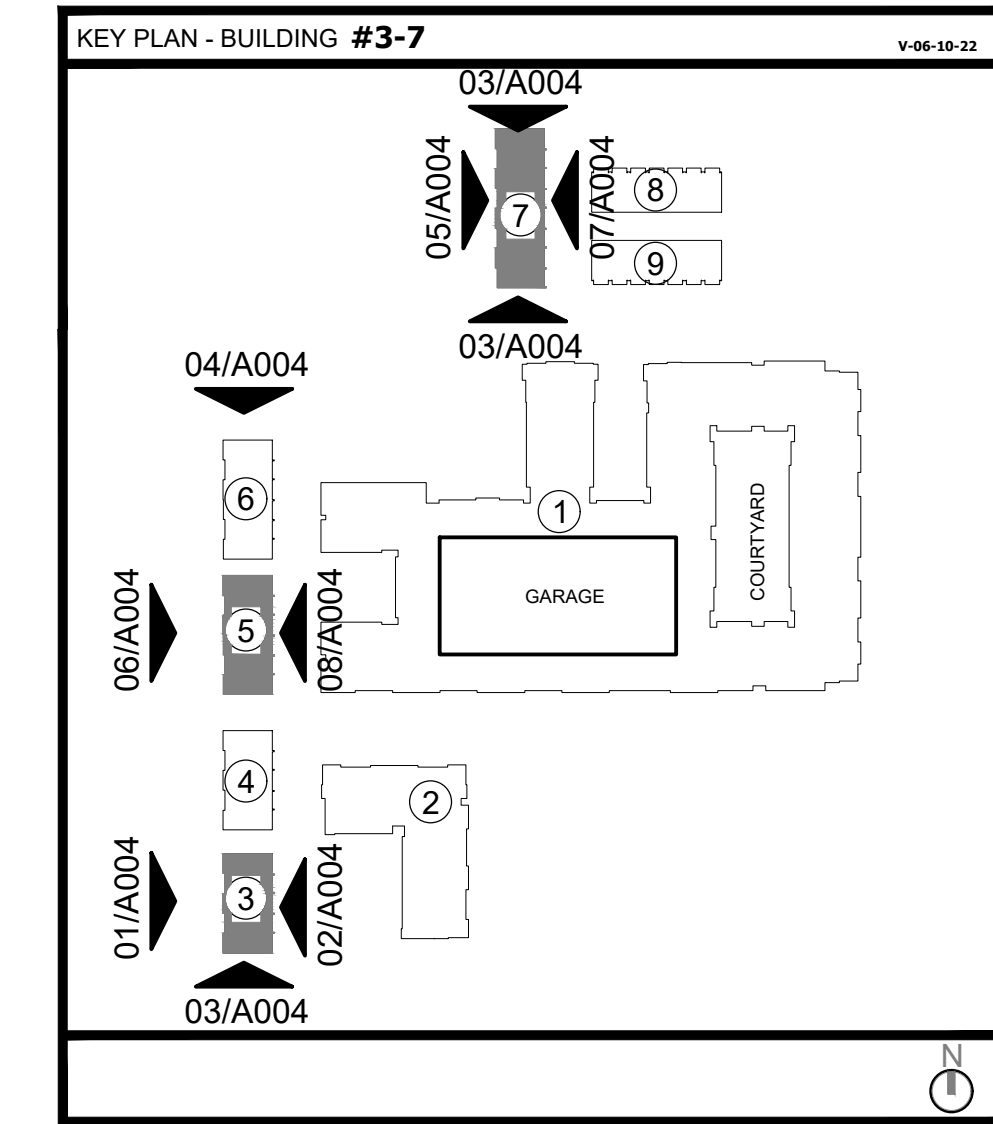
MATERIAL PERCENTAGES - BLDG#3-6 NORTH ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	1,954	98%
FENESTRATION / GLAZING:	40	2%
FIBER CEMENT PANEL:	0	0%
TOTAL SURFACE AREA:	1,994	100%

MATERIAL PERCENTAGES - BLDG#7 EAST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	4,292	67%
FENESTRATION / GLAZING:	1,632	25%
FIBER CEMENT PANEL:	518	8%
TOTAL SURFACE AREA:	6,442	100%

MATERIAL PERCENTAGES - BLDG#5&6 EAST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	3,035	65%
FENESTRATION / GLAZING:	1,228	26%
FIBER CEMENT PANEL:	427	9%
TOTAL SURFACE AREA:	4,690	100%

MATERIAL PERCENTAGES - BLDG#3&4 EAST ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	2,523	64%
FENESTRATION / GLAZING:	1,025	26%
FIBER CEMENT PANEL:	389	10%
TOTAL SURFACE AREA:	3,937	100%

MATERIAL ELEVATION LEGEND		
1A BRICK MASONRY VENEER - FIELD COLOR 01	4 METAL RAILING SYSTEM	10 METAL DOOR
1B BRICK MASONRY VENEER - FIELD COLOR 02	5 PATIO DOOR UNIT	11 PATIO ENTRY GATE
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2A NOT USED	7 STOREFRONT SYSTEM	
2B FIBER CEMENT PANEL - FIELD COLOR 01	8 PREFINISHED VINYL WINDOW SYSTEM	
3 NOT USED	9 BRICK MASONRY BAND	



08 BLDG #5&6 - EAST ELEVATION
SCALE: 1/16" = 1'-0"



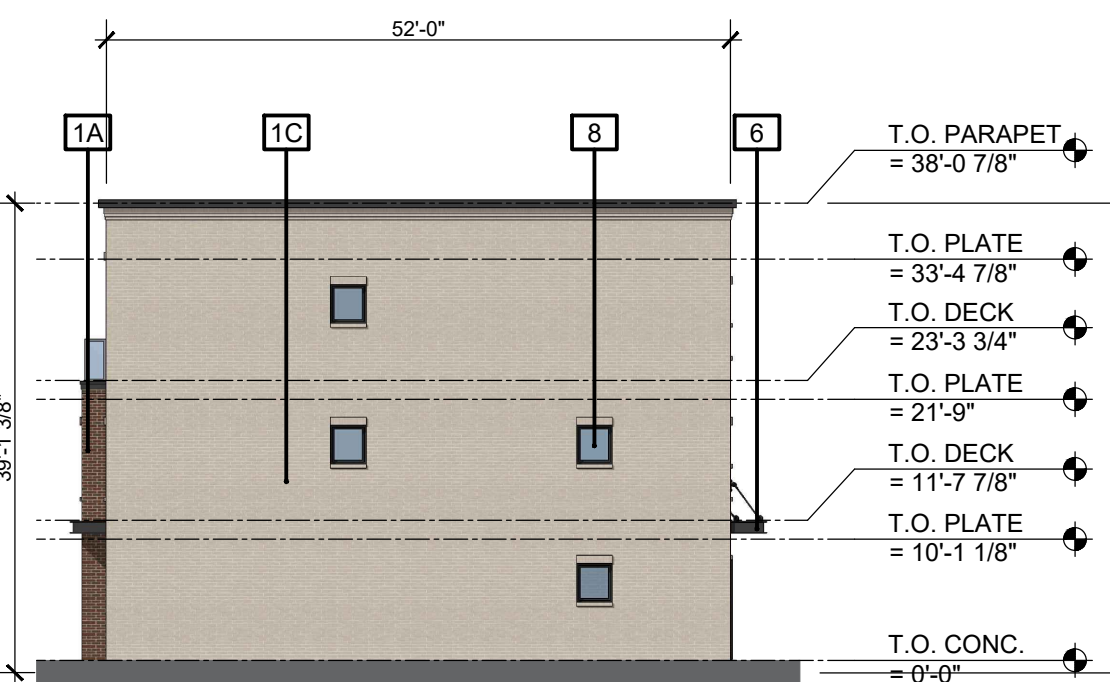
07 BLDG #7 - EAST ELEVATION
SCALE: 1/16" = 1'-0"



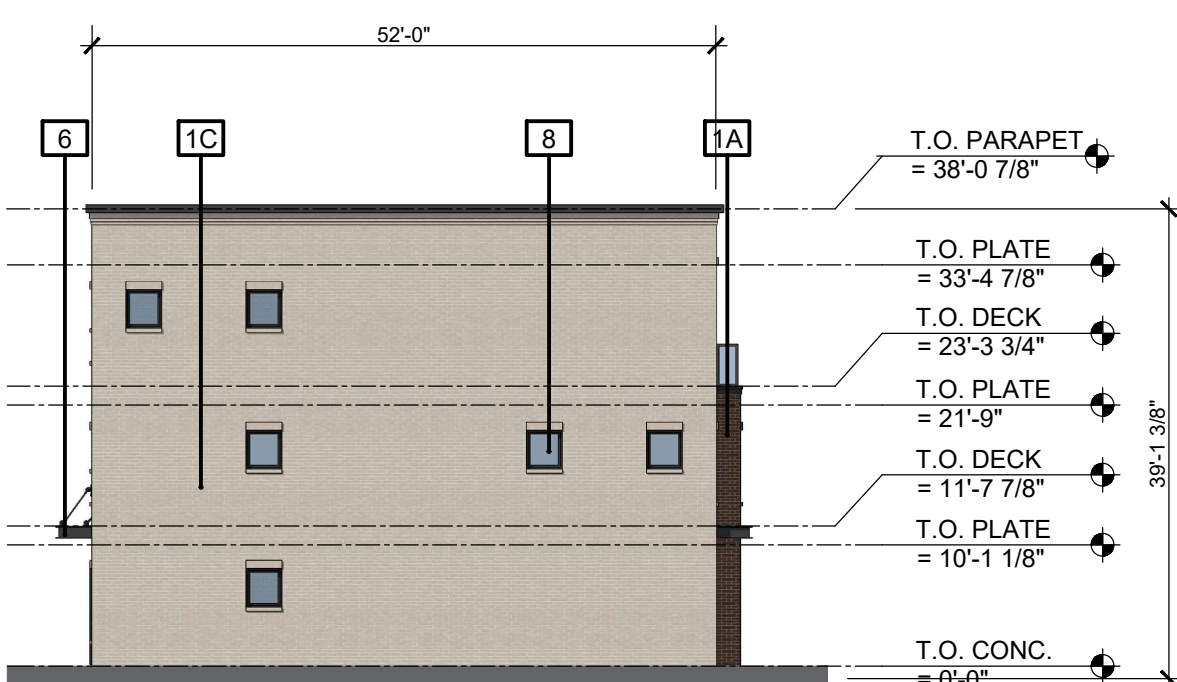
06 BLDG #5&6 - WEST ELEVATION
SCALE: 1/16" = 1'-0"



05 BLDG #7 - WEST ELEVATION
SCALE: 1/16" = 1'-0"



04 BLDG #3-6 - NORTH ELEVATION
SCALE: 1/16" = 1'-0"



03 BLDG #3-7 - SOUTH ELEVATION
SCALE: 1/16" = 1'-0"



02 BLDG #3&4 - EAST ELEVATION
SCALE: 1/16" = 1'-0"



01 BLDG #3&4 - WEST ELEVATION
SCALE: 1/16" = 1'-0"

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Project Title:

AML TREEHOUSE
 ADDISON, TEXAS

Project ID
20365

Drawing No.

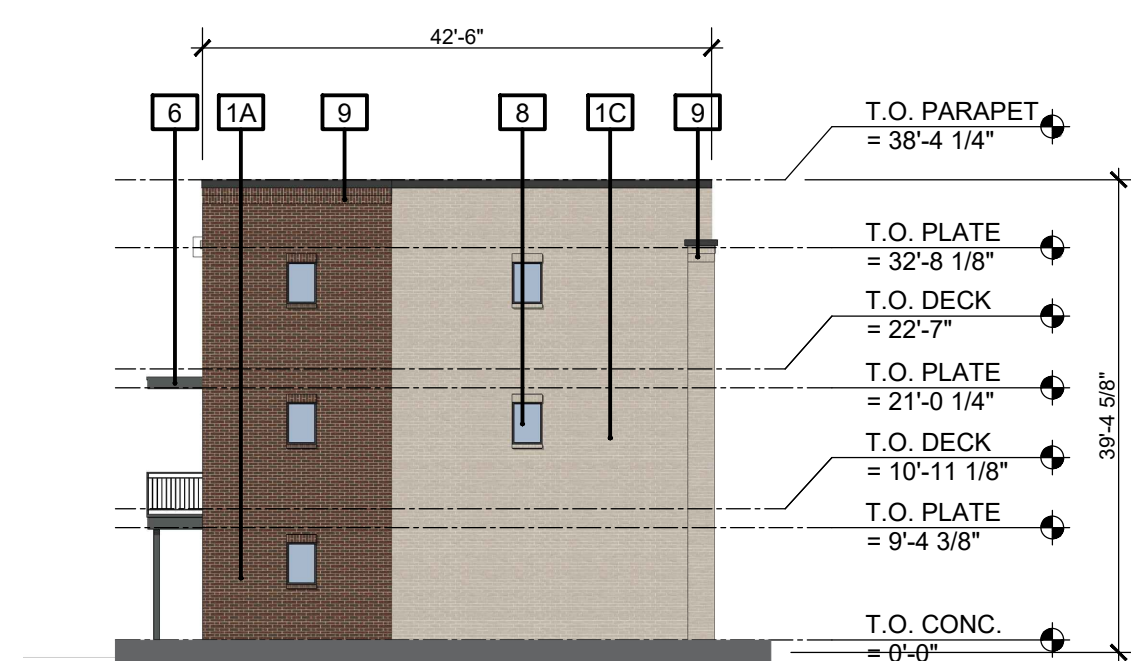
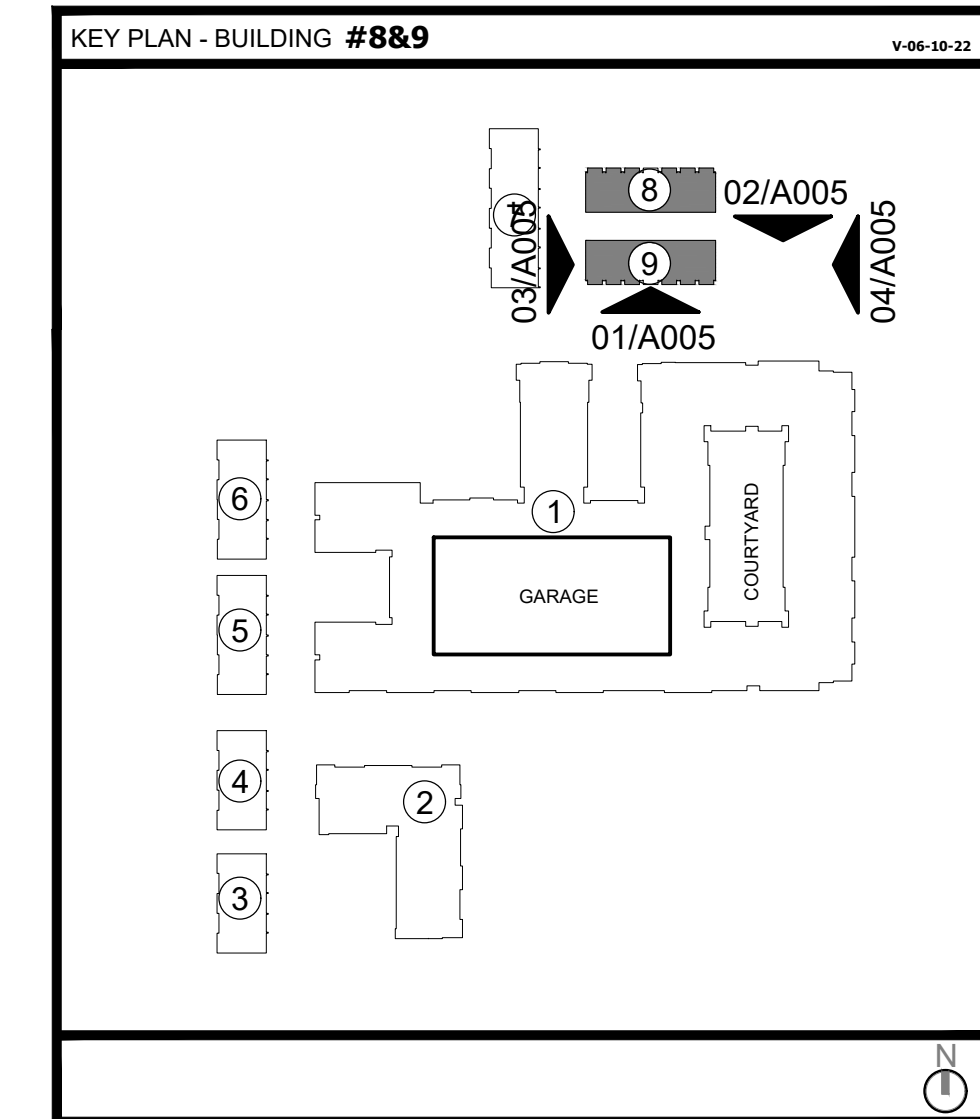
A004
 FACADE PLANS

MATERIAL PERCENTAGES - BLDG#8&9 SIDE ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	1,582	97%
FENESTRATION / GLAZING:	44	3%
FIBER CEMENT PANEL:	0	0%
TOTAL SURFACE AREA:	1,626	100%

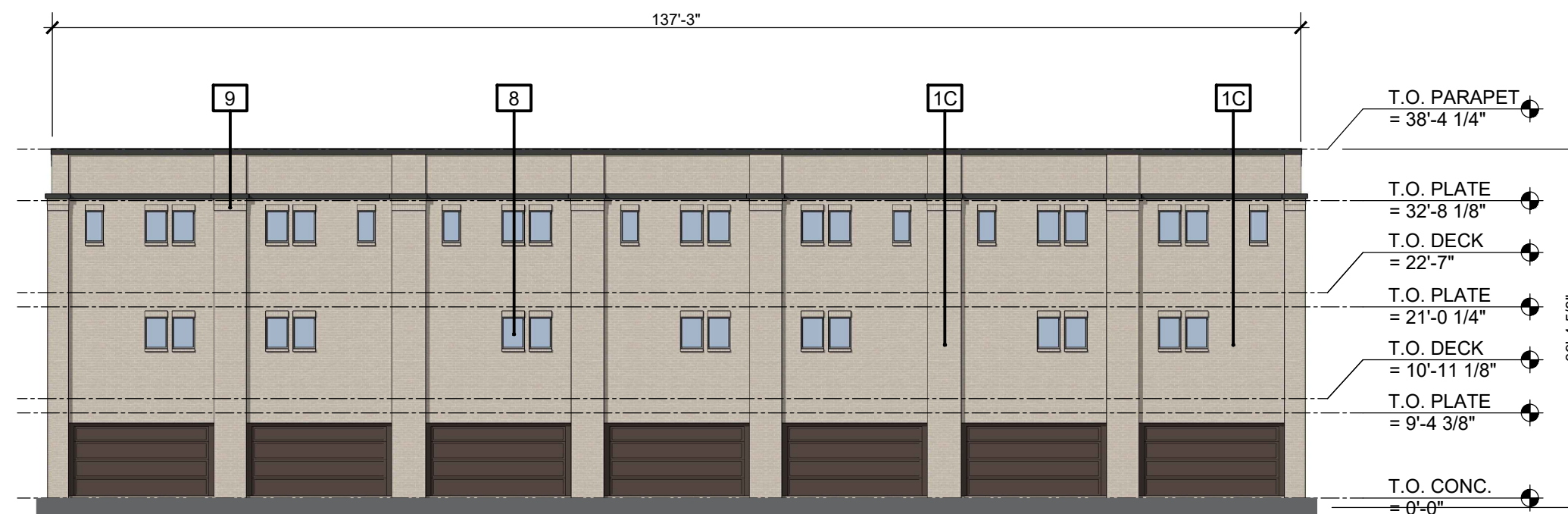
MATERIAL PERCENTAGES - BLDG#8&9 FRONT ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	2,302	44%
FENESTRATION / GLAZING:	1,636	31%
FIBER CEMENT PANEL:	1,329	25%
TOTAL SURFACE AREA:	5,267	100%

MATERIAL PERCENTAGES - BLDG#8&9 REAR ELEVATION		
	SQ. FT.	PERCENTAGE
BRICK:	4,973	94%
FENESTRATION / GLAZING:	294	6%
FIBER CEMENT PANEL:	0	0%
TOTAL SURFACE AREA:	5,267	100%

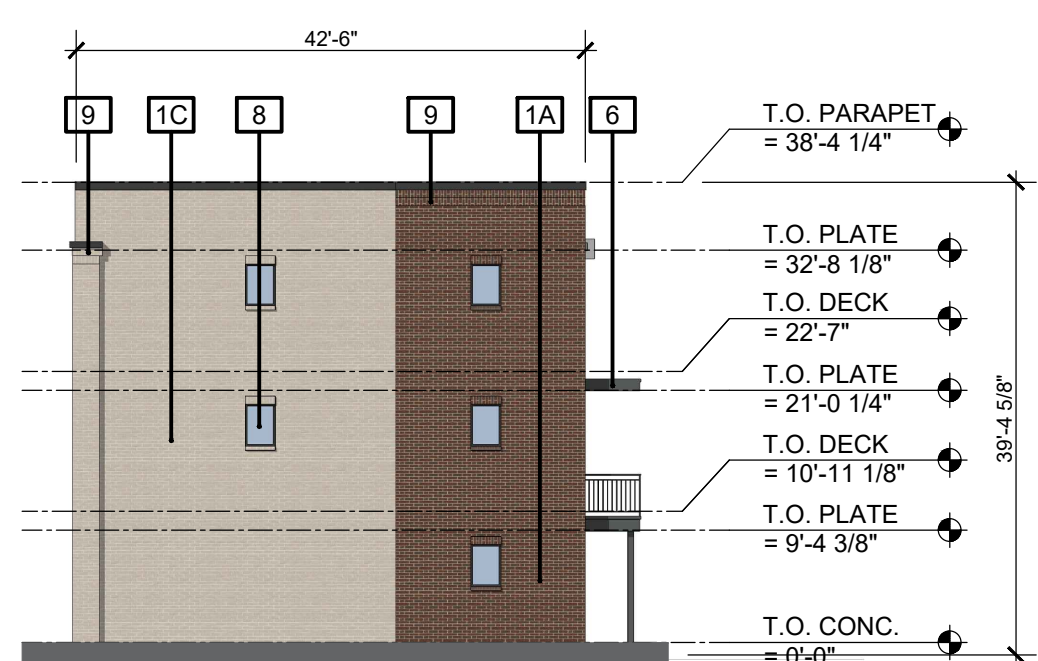
MATERIAL ELEVATION LEGEND		
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2A NOT USED	7 STOREFRONT SYSTEM	
2B FIBER CEMENT PANEL - FIELD COLOR 01	8 PREFINISHED VINYL WINDOW SYSTEM	
3 NOT USED	9 BRICK MASONRY BAND	



04 BLDG #8&9 - SIDE ELEVATION
SCALE: 1/16" = 1'-0"



03 BLDG #8&9 - REAR ELEVATION
SCALE: 1/16" = 1'-0"



02 BLDG #8&9 - SIDE ELEVATION
SCALE: 1/16" = 1'-0"



01 BLDG #8&9 - FRONT ELEVATION
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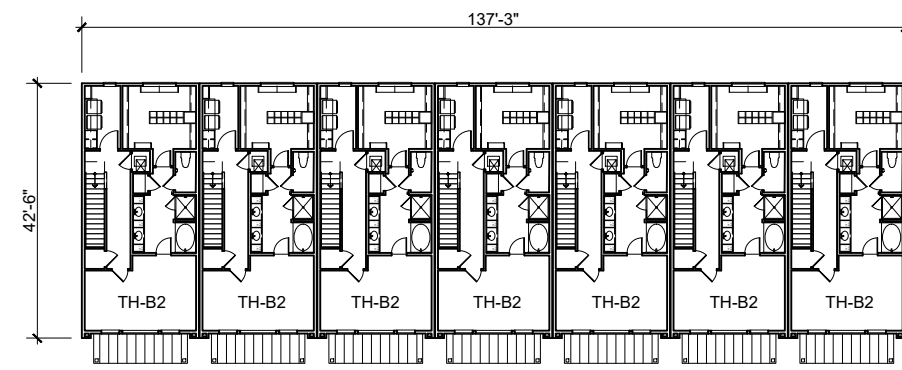
Project Title:

AML TREEHOUSE
 ADDISON, TEXAS

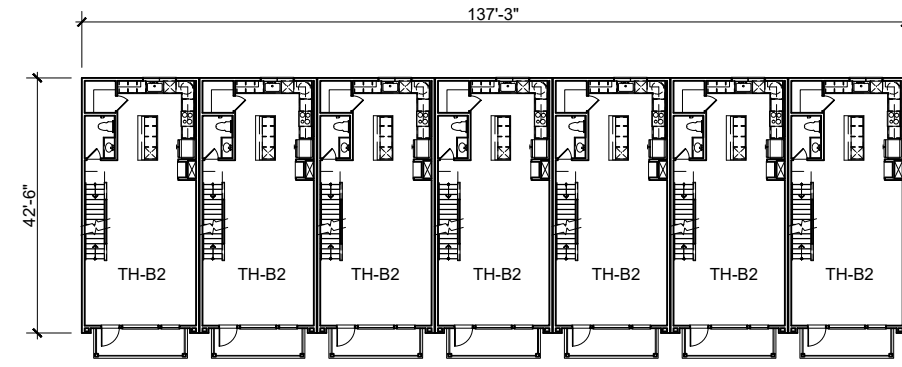
Project ID
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Drawing No.

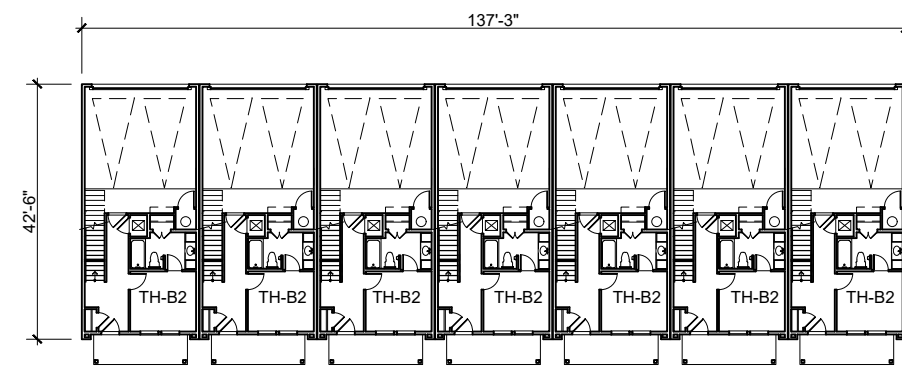
A005
 FACADE PLANS



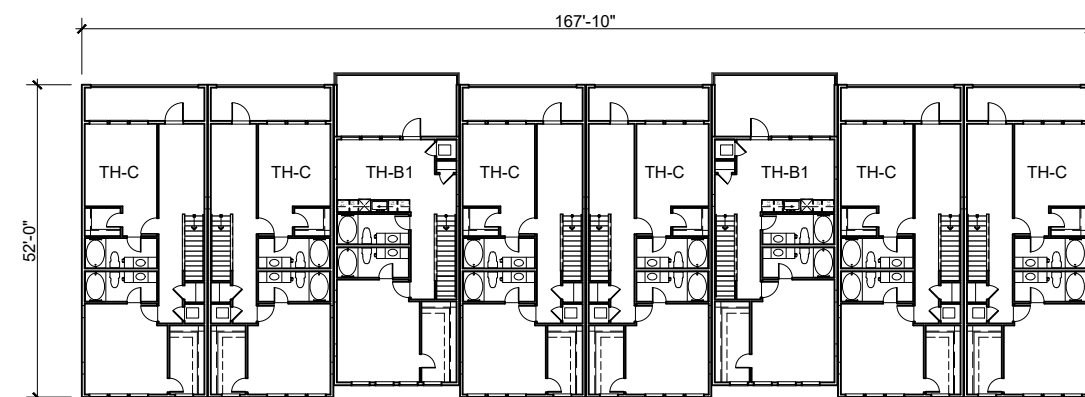
13 BUILDING #8-9 - 3RD FLOOR
SCALE: 1/32" = 1'-0"



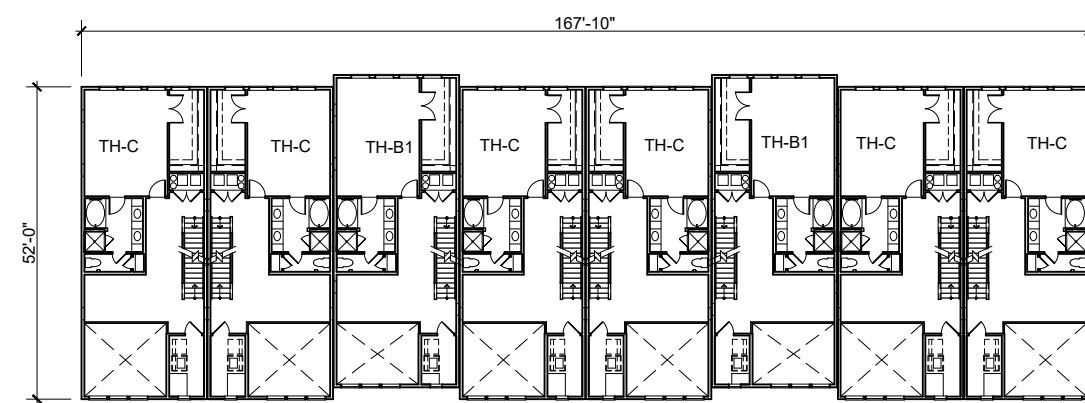
12 BUILDING #8-9 - 2ND FLOOR
SCALE: 1/32" = 1'-0"



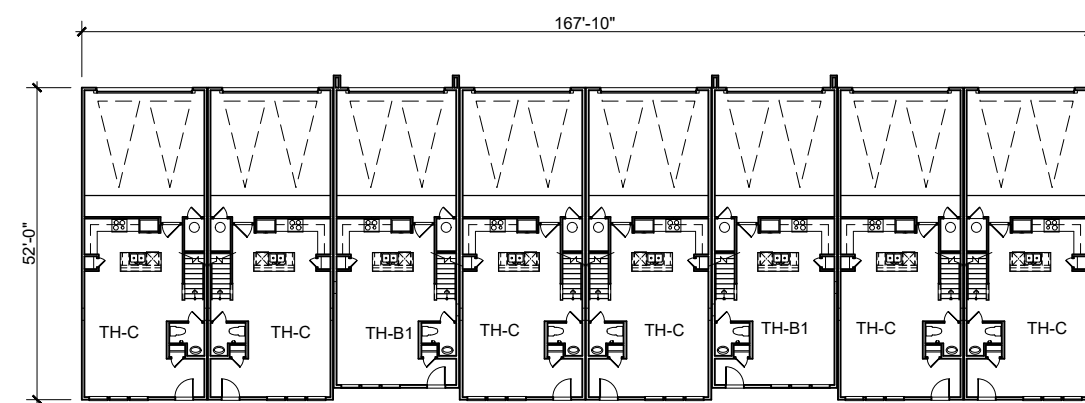
11 BUILDING #8-9 - 1ST FLOOR
SCALE: 1/32" = 1'-0"



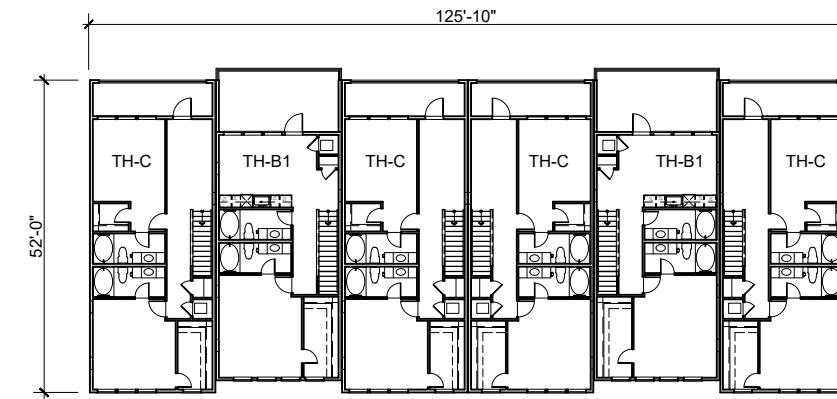
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SCALE: 1/32" = 1'-0"



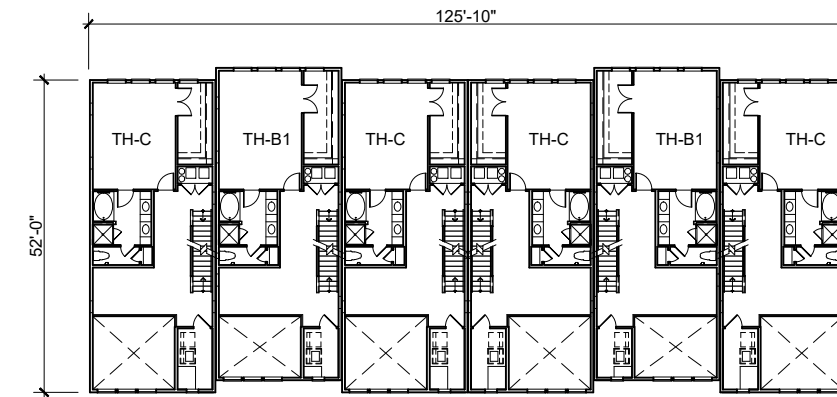
12 BUILDING #7 - 2ND FLOOR
SCALE: 1/32" = 1'-0"



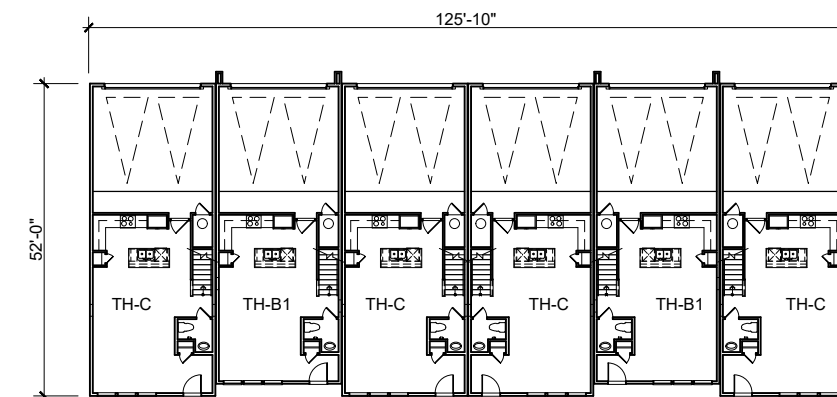
11 BUILDING #7 - 1ST FLOOR
SCALE: 1/32" = 1'-0"



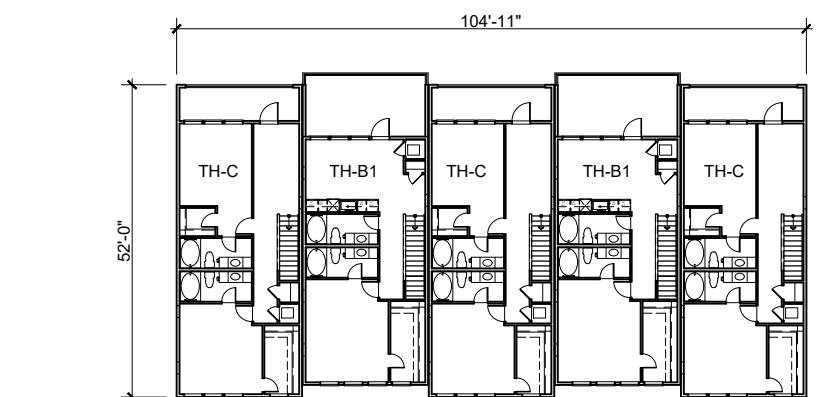
10 BUILDING #5-6 - 3RD FLOOR
SCALE: 1/32" = 1'-0"



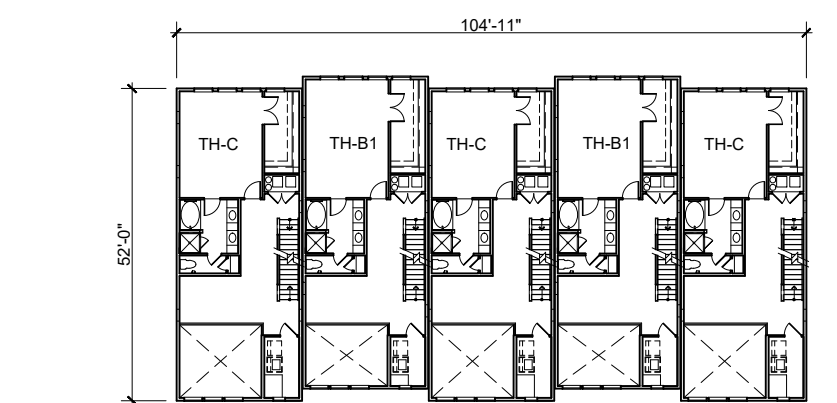
09 BUILDING #5-6 - 2ND FLOOR
SCALE: 1/32" = 1'-0"



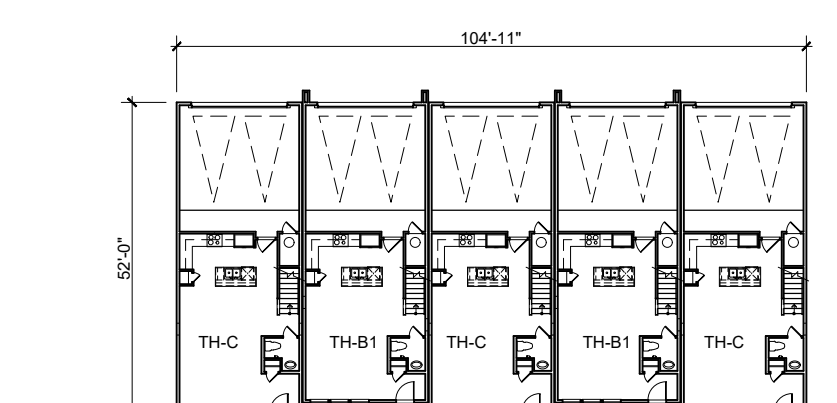
08 BUILDING #5-6 - 1ST FLOOR
SCALE: 1/32" = 1'-0"



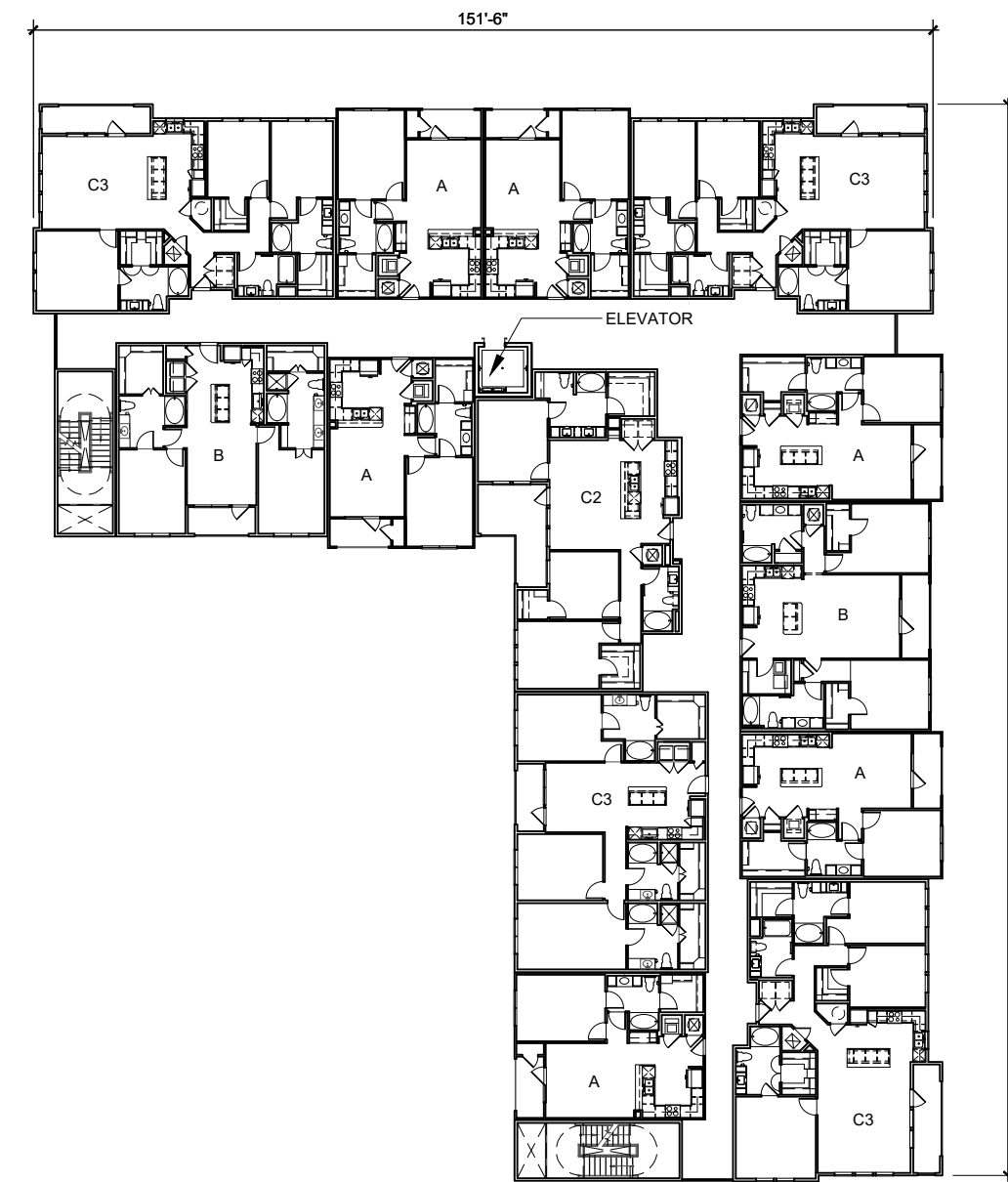
07 BUILDING #3-4 - 3RD FLOOR
SCALE: 1/32" = 1'-0"



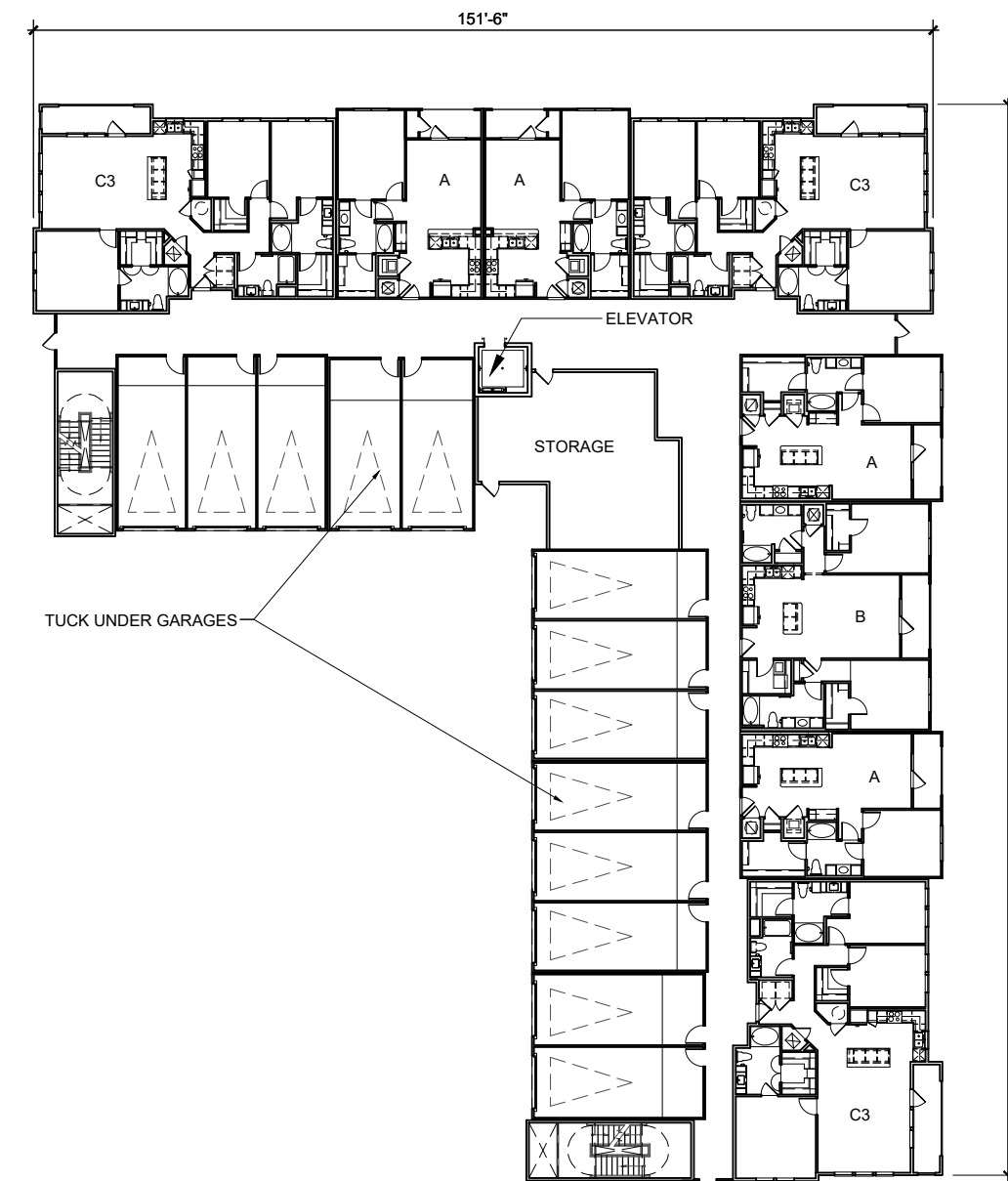
06 BUILDING #3-4 - 2ND FLOOR
SCALE: 1/32" = 1'-0"



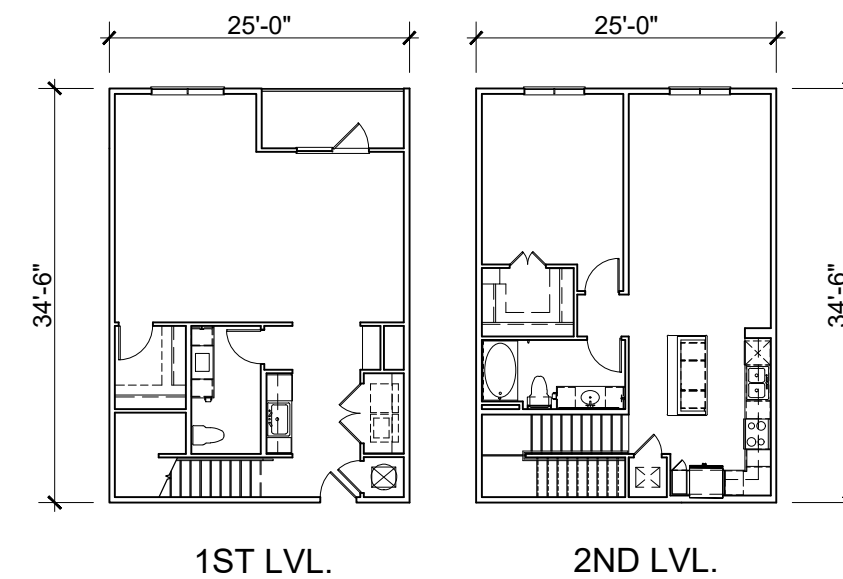
05 BUILDING #3-4 - 1ST FLOOR
SCALE: 1/32" = 1'-0"



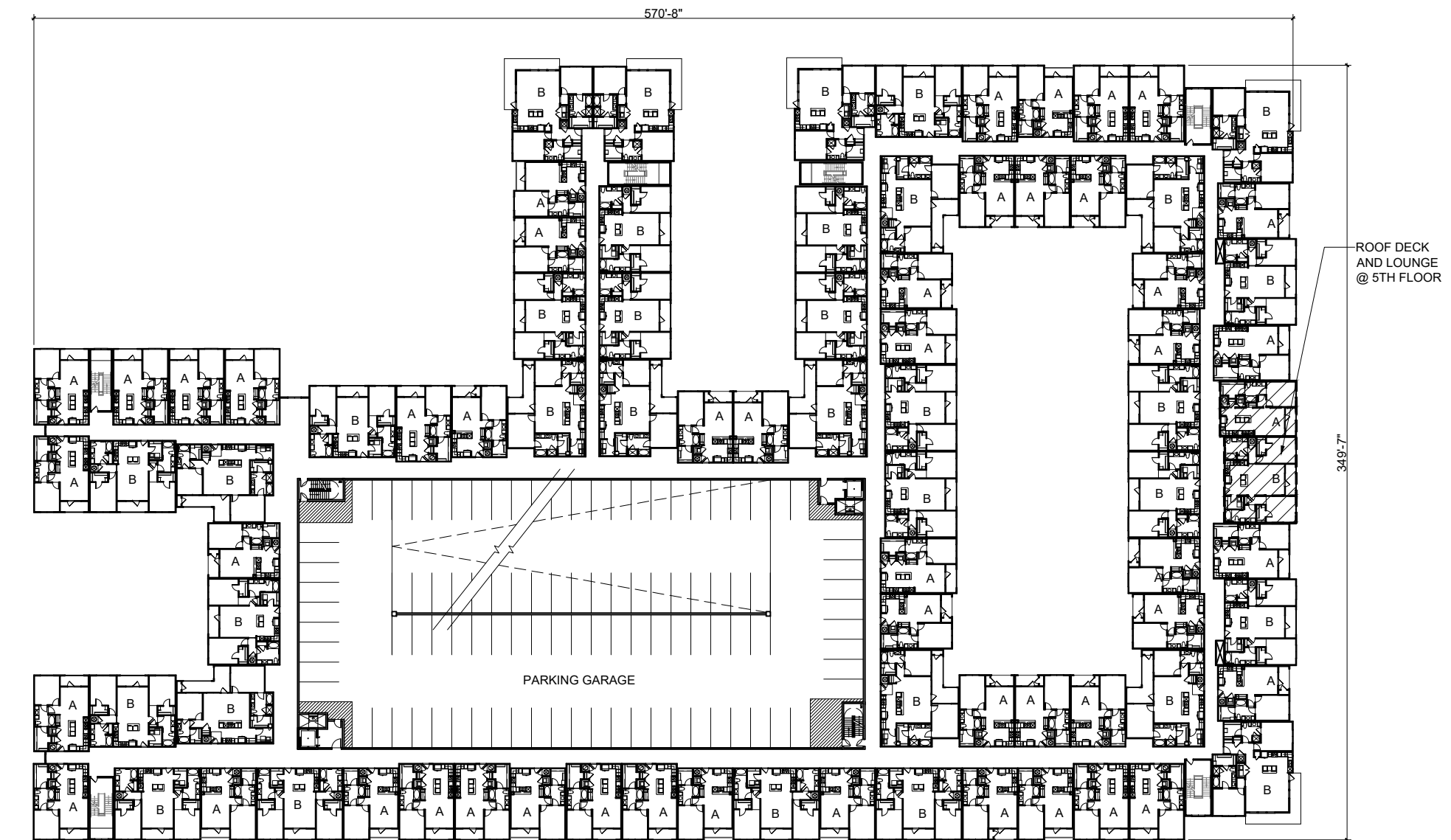
04 BUILDING #2 - TYP. FLOOR
SCALE: 1/32" = 1'-0"



03 BUILDING #2 - 1ST FLOOR
SCALE: 1/32" = 1'-0"



14 LIVE / WORK PLAN
SCALE: 1/16" = 1'-0"



02 BUILDING #1 - TYP. FLOOR
SCALE: 1/64" = 1'-0"



01 BUILDING #1 - 1ST FLOOR
SCALE: 1/64" = 1'-0"

AML TREEHOUSE 07/14/2022
TOWN OF ADDISON, COUNTY OF DALLAS, STATE OF TEXAS

TOWN PROJECT NUMBER: 1851-Z

NORTH PARCEL: 2.391 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. LOT 1R, BLOCK 1 OF TEXAS TUMBLEWEED ADDITION.

SOUTH PARCEL: 11.390 ACRES. THOMAS L. CHENOWETH SURVEY, ABSTRACT NO. 273. ALL OF THE OFFICE IN THE PARK ADDITION.

HENSLEY LAMKIN RACHEL, INC.
DALLAS • HOUSTON • SEATTLE
WWW.HLRINC.NET
14881 QUORUM DRIVE
SUITE 550
DALLAS, TEXAS 75254
PH: 972.726.9400



OWNER / APPLICANT:
AML DEVELOPMENT CO.

ATTN: JOE BRUCE
5057 KELLER SPRINGS RD.
STE 250 ADDISON, TEXAS 75001
PH 972-265-6792

BRUCE W. RACHEL, AIA
TX LICENSE NO. 14373
PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

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Project Title:

**AML
TREEHOUSE**

ADDISON,
TEXAS

Project ID
20365

Drawing No.

A006
BUILDING PLANS

DRAFT - PERMITTED USES AND DEVELOPMENT STANDARDS

1. Permitted Uses:
 - A. Single-Family Residence Detached.
 - B. Townhome.
 - C. Condominium.
 - D. Multifamily.
 - E. Live/Work.
 - F. Office/Co-Working.
 - G. Retail.
 - H. Restaurant (Special Use Permit (SUP) required).
 - I. Accessory uses encompassing community, social, and recreation facilities customary to single-family and multifamily residential development, and home occupations that do not employ persons outside the residence and that do not alter the physical structure or generate additional parking demand.
2. Maximum Number of Multifamily Dwelling Units: 405 dwelling units.
3. Minimum Lot Area: None.
4. Minimum Lot Width: 20 feet.
5. Minimum Lot Depth: None.
6. Minimum Building Setbacks:
 - A. Front Yard:
 - i. Multifamily Lots: 60 feet.
 - ii. Townhome lots (fee simple and rental): 5 feet / when fronting public open space, greater of 100 feet from western subdivision boundary, or as depicted on the Development Plan.
 - B. Side Yard:
 - i. Multifamily Lots: 15 feet / when fronting public open space, greater of 150 feet from western subdivision boundary, or as depicted on the Development Plan.
 - ii. Townhome lots (fee simple and rental): 5 feet / when fronting public open space, greater of 100 feet from western subdivision boundary, or as depicted on the Development Plan.
 - C. Rear Yard:
 - i. Multifamily Lots: 60 feet / when fronting public open space, greater of 150 feet from western subdivision boundary, or as depicted on the Development Plan.

- ii. Townhome lots (fee simple and rental): None.
7. Permitted Setback Encroachments:
- i. Overhangs and balconies: 5 feet.
 - ii. Patios and courtyards: Full setback.
8. Maximum Building Height:
- i. Multifamily Lots: the lesser of 5 stories/75 feet, or as depicted on the Development Plan.
 - ii. Townhome lots (fee simple and rental): the lesser of 3 stories/45 feet, or as depicted on the Development Plan.
9. Maximum Lot Coverage: 100 percent, or as depicted on the Development Plan.
10. Minimum Floor Area Per Multifamily Dwelling Unit: 600 square feet.
11. Minimum Floor Area Per Townhome Dwelling Unit: 1,400 square feet.
12. Minimum Parking Requirements:
- A. Multifamily: 1 space per bedroom.
 - B. Townhome (fee simple and rental): 2 enclosed spaces per dwelling unit and 0.5 surface parking spaces per dwelling unit.
 - C. Office/Co-Working: 1 space per 300 square feet of floor area.
 - D. Retail: 1 space per 200 square feet of floor area.
 - E. Restaurant: 1 space per 100 square feet of floor area.
13. Required Open Space:
- i. Minimum Public Open Space and Trails: As depicted on the Development Plan.
 - ii. All public and private open space shall be landscaped and irrigated.
14. Required Site Landscape:
- A. Minimum Landscape Area: The greater of 20 percent of the gross site area, or as depicted on the Development Plan.
 - B. Minimum Tree Plantings: As depicted on the Development Plan.
 - C. Required Site Landscape: Excluding mews streets, parking, sidewalks, and other required hardscape, common areas are to be landscaped and irrigated. Residential ground floor frontages shall be required to landscape the entire area between the edge of sidewalk and the primary building facade, excluding access to sidewalks, stairs, stoops, porches and patios. This area must be irrigated, and may be landscaped with ground cover, low shrubs, and ornamental trees.
15. Street and Pedestrian Lighting: Each street and pedestrian way shall have street lamps and pedestrian lighting located to support safe pedestrian and vehicle movement. The exact

location shall be provided in accordance with a lighting plan approved at the time of civil construction drawing approval.

16. Mechanical Equipment Placement and Screening: Mechanical equipment shall be mounted on the roof and be screened from view from all rights-of-way and located to minimize noise intrusion off each lot. Screening must be architecturally compatible with the building design.

17. Fencing:

A. Private Yard Fencing: Private yard fencing shall substantially comply with the Development Plan. Fencing shall not exceed four feet in height and shall be no more than 50 percent opaque and shall be constructed of ornamental materials.

18. Interior Design and Sustainability Features:

A. The multifamily buildings shall be LEED certified.

B. There shall be no linoleum or formica surfaces in the units.

C. All units shall be equipped with energy efficient appliances.

D. All countertops shall be granite, stone, or better material.

E. A minimum of 20 electric vehicle charging stations shall be provided on site.



ADDISON

Town of Addison Housing FAQ

July 15, 2022

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Existing Housing and Land Use Inventory

What is the current mix of housing types and occupancy characteristics in Addison? How has this changed over time?

The current mix of Addison housing types and ownership characteristics is depicted below:

Ownership Housing	Existing Dwelling Units	Rental Housing	Existing Dwelling Units
Large Lot Single-Family	119	Multifamily Rental	9,012
Small Lot Single-Family	1,268	TOTAL	9,012
Duplexes	84	% Ownership Housing	21.2%
Townhomes	342	% Rental Housing	78.8%
Condo (Townhomes)	266		
Condo (Stacked Flats)	341		
TOTAL	2,420	TOTAL DWELLING UNITS	11,432

The 1991 Comprehensive Plan provided commentary on this issue through the following statement:

The Town of Addison has an unusually large share of multi-family residents when compared to other market areas. In 1980, NCTCOG estimated that Addison had 4,007 multi-family units and 202 single-family units, for a multi-family share of 95.2 percent.

By 1990, the Town of Addison estimated it had 4,473 apartment and condominium/townhouse units and 610 single-family and duplex units, for a multi-family share of 88.0 percent.

The 2013 Comprehensive Plan provided commentary on this issue through the following statement:

Addison's first residential developments were multifamily complexes built in the late 1960s in the Brookhaven Club Drive area (now Vitruvian Park). Some of those early complexes are still operating and providing homes to Addison residents. The Town has always had a substantially larger population of multifamily renters than a typical suburb. At present, 76% of Addison's residents live in multifamily as compared to 24% in owner-occupied housing.

Between these two comprehensive plans, the Town saw the completion of the single-family housing area in west Addison, the completion of most of Addison Circle, and the initiation of the Vitruvian Park redevelopment project. During this period, the Town experienced a net loss of approximately 675 multifamily rental units in Vitruvian Park, a gain of 2,141 multifamily rental units, 269 condo units, and 36 townhomes in Addison Circle, a gain of 809 multifamily rental units in north Addison, and a gain of 253 multifamily rental units, 231 townhomes, and 566 single-family detached homes in west Addison. 19 townhomes and a various estate homes were built in east Addison during this period.

Since the 2013 Comprehensive Plan, three new residential projects have been initiated/constructed, and the second phase of Vitruvian Park has been completed. This has resulted in the addition of AMLI Addison (349 multifamily rental units), Addison Grove (321 multifamily rental units and 44 of 178 approved townhomes), Meridian Square (90 condo/stacked flats and 12 townhomes), and the multi-phase Vitruvian West (1,053 multifamily rental units).

In the last decade, the ratio of rental to ownership housing has increased by 3 percent.

Existing Housing and Land Use Inventory

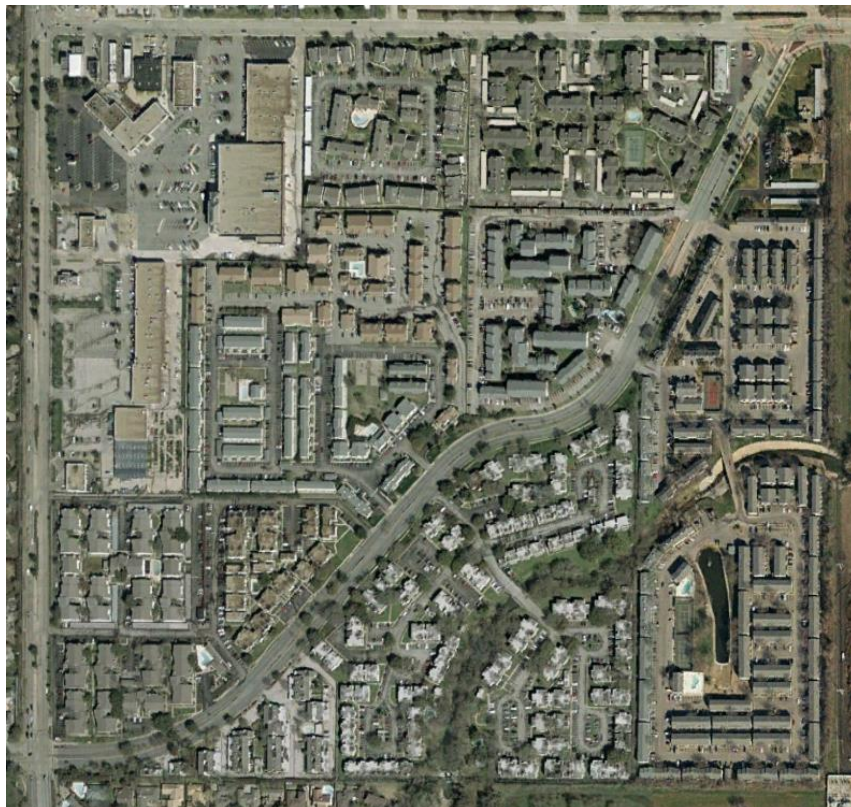
Are there any developments that include housing that have received zoning approval by the Town but have yet to be constructed?

There are several projects that are zoned to allow for new residential development in Addison. These include:

- Addison Grove: 117 townhomes and 17 live-work units are awaiting construction at the former Sam's Club site at Belt Line Road, west of Midway Road.
- Villas at Fiore: 85 rental townhome units located at the southeast corner of Spring Valley Lane and Vitruvian Way, within the Vitruvian Park neighborhood. Construction of this project is scheduled to begin this Fall.
- Cobalt Homes: 31 fee-simple townhomes on Beltway Drive, west of Midway Road, at the former Super 8 Motel site. Construction of this project is scheduled to begin this Fall.
- JPI Multifamily: 287 multifamily (7 live-work) rental units at the southeast corner of Addison Road and Airport Parkway. Construction of this project is scheduled to begin next Spring.
- Vitruvian Park: The buildout of this development has completed the first phase of zoning to permit an additional 3,157 multifamily rental units that could be achieved through the redevelopment of an additional 997 existing multifamily rental units. To proceed with these phases, the property owner will need to obtain development plan approval from the Town.

For the entire Vitruvian Park development, this would result in the construction of 5,526 multifamily rental units (plus new commercial development) and the elimination of approximately 2,800 declining multifamily rental units for a net gain of 2,726 dwelling units, plus new commercial development, the Vitruvian Park open space and trails, and new street and utility infrastructure.

Images of past conditions in Vitruvian Park and the Vitruvian Park Master Plan are provided below.



Vitruvian Park, 2001

Housing, Land Use, and Economic Development Policies

What regulations and policies address the development of new housing in Addison?

For any development proposal, the first step in the Town's development review process is to determine compliance with the zoning that currently applies to the proposed development site. Due to the limited availability of undeveloped, underdeveloped, or declining properties that are zoned for any form of housing, most proposals for new housing in Addison would require rezoning applications. When a rezoning application is considered, Town staff, the Planning & Zoning Commission, and City Council evaluate these requests through the application of Town long-range planning policies addressing land use and housing considerations. These policies include the Town's Comprehensive Plan, Special Area Studies, and Housing Policy.

In 2013, the Town adopted a new [Comprehensive Plan](#) which provided a vision for the future that focused on anticipated reuse and redevelopment needs in the Town. This plan provides general guidance for the Town that builds on past planning efforts such as the 1977 and 1991 Comprehensive Plans, and the Addison 2020 Vision.

With the 2013 Comprehensive Plan, the Town identified areas of the Town that either were in decline or were seen as areas that were well positioned for investment that would transition those areas to a higher and better use. These areas were identified to receive more detailed study by special project committees (comprised of Addison residents and business community stakeholders) that would be tasked with developing targeted recommendations for the future use of these areas. These targeted planning efforts were intended to serve as the primary long-range planning policy guiding these areas, superseding the comprehensive plan and other Town policies. Past projects include the [2014 Sam's Club Special Area Study](#), the [2017 Inwood Road Enhancement Zone](#), and the [2018 Addison Circle Special Area Study](#). Currently, public review is ongoing for the [2022 Sam's Club Special Area Study](#).

In 2017, the City Council adopted an amended [Housing Policy](#) to guide Town Staff and potential developers as new housing developments are proposed and brought forward for City Council consideration. When new housing is proposed in Addison, this policy encourages it to be developed according to the following principles:

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.

Housing, Land Use, and Economic Development Policies

How does Town staff evaluate proposals for new housing?

Staff consideration of proposals for new housing is typically initiated by interested real estate brokers or developers contacting the Development Services Department.

In the majority of cases, these engagements are very speculative, and they comprise a simple inquiry regarding whether multifamily rental housing would be permitted and/or supported at a particular site. The majority of these inquiries are focused on the few available tracts of land in Town that are vacant and that are being actively marketed for sale. In responding to these inquiries, staff will review the current zoning that applies to the property in question, as well as the long-range planning policies that would apply to any potential rezoning request. Based on the nature of these requests and the lack of supportive zoning and planning policies, Development Services staff typically responds that multifamily rental housing is not appropriate at a site in question, and if housing were to be proposed, fee simple ownership housing would best meet the intent of the Town's long-range planning policies.

Less frequently, a developer will first approach Development Services staff after they have researched the zoning and long-range planning policies that apply to their site and will have created a development program that attempts to comply with those policies. In these engagements, the developer will have typically already entered into a contract to purchase a property and have developed more detailed plans for the property's use. The developer will request to meet with the Town's Development Review Committee (DRC), which includes planning staff, as well as staff members from Public Works, Parks & Recreation, Public Safety, Building Inspections, and Environmental Health.

At a DRC meeting, a developer presents their plan and staff provides feedback on how the plan complies with Town regulations and policies. If multifamily rental housing is proposed, planning staff directs the developer to consider fee-simple housing options such as townhomes, condo flats, or senior housing options. In most cases, the developer responds by stating that the market does not support condos or senior housing, and the cost of land and/or redevelopment limits the viability of townhomes or other fee simple housing options.

If these developers elect to continue with a multifamily rental proposal, planning staff will strongly emphasize that their proposal must comply with any applicable special area study, as well as the Town's Housing Policy. If compliance with those policies is not possible, staff will strongly discourage the developer from moving forward with a rezoning application.

If compliance with those policies is possible or if the applicant decides to move forward regardless of staff discouragement, the DRC will review the developer's rezoning application in order to achieve the best possible site design and land use mix for the site. This is critical, as a project could ultimately be approved by the Town regardless of staff support or opposition. Where projects involving housing are proposed near existing neighborhoods, staff requires developers to conduct neighborhood meetings prior to any formal consideration of their application. Staff will use feedback received at neighborhood meetings to improve the developer's plans and to inform the formal review process.

Housing, Land Use, and Economic Development Policies

Public review of proposals for new housing begins with consideration by the Planning & Zoning Commission, a citizen advisory committee appointed by the City Council. The Commission receives review feedback and technical analysis from Town staff and conducts a public hearing to obtain feedback from the community. The Commission’s recommendation will result in termination of the application or final consideration, public hearing, and action by City Council. If City Council approves a rezoning application for a project, that action will serve to officially rezone the property and to allow the Town to begin considering more detailed design plans from the developer.

Does the Town have any economic development policies that target housing? When has the Town provided incentives for private development of housing?

In 2019 the Addison City Council adopted a new [Economic Development Strategic Plan](#) to serve as a blueprint for generating economic success and prosperity for the community. The strategic framework of this plan is depicted below:

Addison is the vibrant, active and growing hub of north Texas where both people and businesses thrive.



Goal 1: Promote Addison as a place of choice for talent to live, work, and play in the Dallas Fort-Worth region.

Goal 2: Maintain a business climate that differentiates Addison and supports the needs of its existing and new corporate audiences in Addison's recommended target industries.

Goal 3: Promote Addison's key assets and points of difference to its target industries.

Goal 4: Leverage Addison's quality of place to support its "people" audiences (residents, employees, visitors).

While the focus of this plan is the business community, the plan does acknowledge the role housing plays in attracting and retaining talent. As part of Goal 4, "Quality of Place", this plan addresses the need for the Town to introduce unique housing options at major employment nodes and to continue to promote increased ownership options at locations where new housing would be appropriate.

This plan does not directly address the utilization of economic development incentives for housing. In the past, the Town has incentivized several mixed-use projects where housing was a primary use. These include Addison Circle (\$9 million), Vitruvian Park (\$50 million), and Addison Grove (\$6.5 million). For each of these projects, Town incentives were directed towards financing the construction of the public infrastructure, parks, and trails that support these developments.

Housing, Land Use, and Economic Development Policies

Can the Town stop approving high density residential development?

Yes, with the exception of those projects that have already obtained zoning approval.

Communities that have taken this approach leave themselves open to critique that can result in reputational damage that impacts their ability to retain existing businesses and attract new businesses. Blanket mandates addressing housing can also make communities vulnerable to litigation related to housing discrimination as well as State pre-emption efforts.

The best approach to evaluating new housing requests is to continue to evaluate each request on its merits through the application of Town policies and the consideration of public input, and what should be considered as the highest and best use of the land. If policy refinements are warranted to better address housing issues, formal policies should be developed, reviewed, and acted on by the City Council.

What are the potential impacts if the Town were to stop approving high density rental housing?

The most impactful outcome of this approach would be a reduction in market interest in redeveloping declining properties in Addison. Instead of seeing reinvestment, poorly positioned properties could continue to decline, potentially resulting in deferred maintenance, lower rents attracting less desirable land uses, and vacancy.

Declining commercial business properties can have a detrimental effect on the appearance and reputation of a commercial corridor. These impacts can spillover to adjacent property owners and the Town, as these underutilized declining spaces can become vectors for crime and people experiencing homelessness. This often causes property values to decline and influences relocation decisions of adjacent businesses, creating a cascading cycle of decline that is very challenging for cities to reverse.

Additionally, foregoing approval of high density rental housing would likely result in less opportunity for new ownership housing, as the compact ownership housing options that perform best in a redevelopment environment, frequently co-locate with multifamily rental housing. This co-location occurs to subsidize the construction of the ownership housing and because that form of ownership housing performs best in a walkable mixed-use environment, of which multifamily rental housing is frequently an anchor component.

What other policy options are available to the Town?

Development Services staff has submitted a budget request to fund an update of the Town's Comprehensive Plan, which was last updated in 2013. If this project is funded, staff would recommend the inclusion of an update of the Town's Housing Policy as part of that project.

If the Town's goal is to increase the proportion of fee simple ownership in our housing mix, the Town would likely need to aggressively subsidize the development of fee simple ownership housing in order for the market to be able supply a housing type that is attainable for households that wish to become homeowners in Addison. This could be more proactive, with the Town serving as Master Developer, acquiring and developing parcels in partnership with fee simple housing developers and builders. Or, it could be more passive, through the provision of financial and regulatory incentives.

Housing, Land Use, and Economic Development Policies

Acting as Master Developer in this scenario would be an unusual role for a municipality, as cities typically target these efforts towards addressing broader economic development goals such as the provision of workforce housing or the development of a major civic node, such as a downtown district or transit area.

When taking this approach, it is important to understand that public subsidies do not guarantee market support. For example, with Addison Grove, the developer has constructed 44 townhomes in four years (during a historically strong housing market), and at that rate, is on track to complete the project 17 years from project initiation.

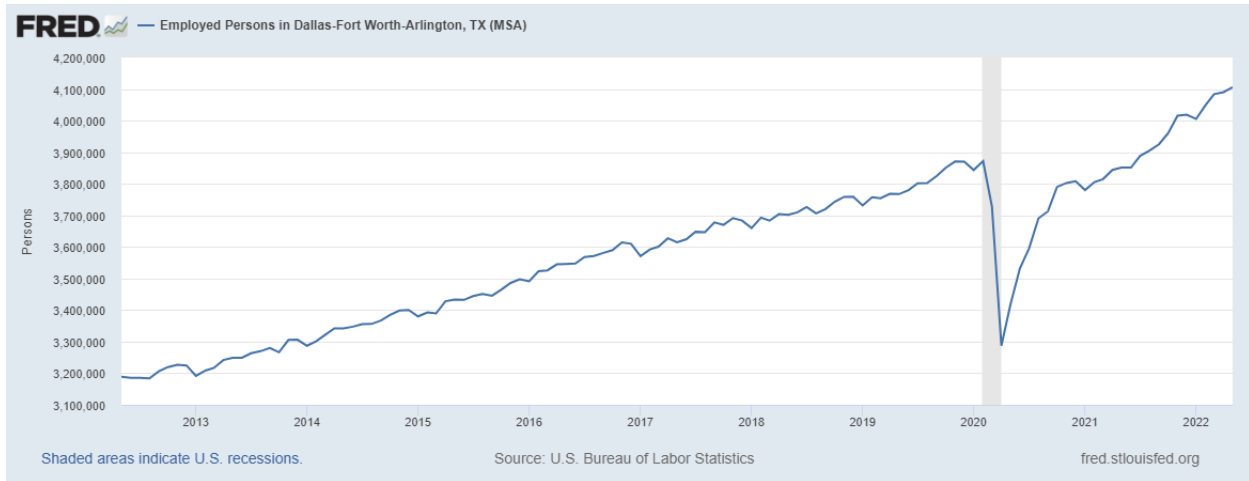
If the Town does not wish to divert funds needed for infrastructure replacement, park and trail improvements, and business recruitment and retention, it would be advisable to look at all aspects of the Town's housing, land use, and urban design policies to best achieve desired development outcomes. Key issues to examine may include, but are not limited to:

- Removal of regulatory barriers to single-family housing, senior housing, and condos. This may include:
 - Allowing developers the option to pursue “condo ready” development, where the project could be rental for the first 10 years of its existence, and then have the option to convert to condos after the construction defect liability period has ended.
 - Reduced buffer and transition zone requirements from single-family neighborhoods.
 - Proactive rezoning to allow these housing types to be constructed “by right” at compatible locations.
- Conduct targeted land use planning to identify where multifamily rental housing may be most appropriate and to identify critical investment and character defining attributes that should apply to that housing type. Key considerations may include, but are not limited to:
 - Requiring new rental multifamily rental housing development to meet one or more of the following objectives:
 - Act as a stand-alone mixed use project through the true integration of retail restaurant, employment, entertainment, or hospitality uses with the project.
 - Creation of a true mixed residential development with multiple housing types and a meaningful inclusion of ownership options.
 - Provision of a destination open space or trail corridor that benefits the surrounding area.
 - Creating architectural form standards and an advisory committee comprised of design professionals that advise applicants and provide support to Town staff.
- Policies to support reinvestment in all forms of housing as they age. These include more passive measures such as code enforcement and rental inspections, or it may include more proactive measures such as a housing rehab program, where grant funds are offered to homeowners to make exterior improvements to their property.
- Policy Advocacy at the state and federal level to address issues such as the corporate ownership of single-family homes, workforce development for the construction trades, homebuyer assistance programs, and funding support for 3-D printed home technology.

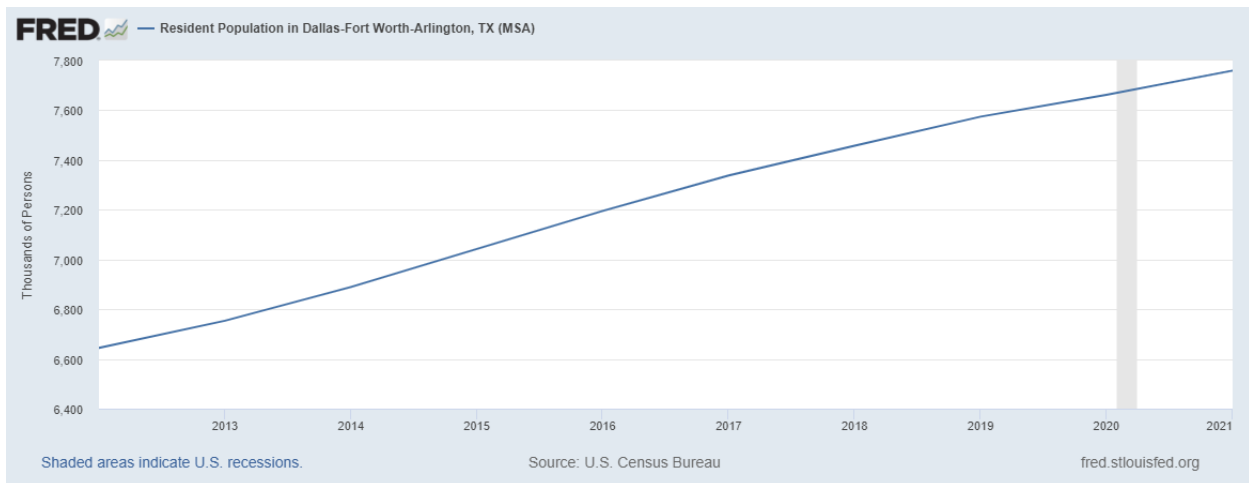
Regional Market Trends

What are the catalysts for demand for new housing in our region? What conditions influence how housing types are allocated within the region?

We are fortunate to live in a region that, for some time, has been adding more jobs than nearly any other region in the country. Job growth is the primary driver for housing demand, as it creates population migration from both within and outside the state. Over the last 10 years, the population of employed persons in our region has grown by 900,000 people and it is estimated that up to 80,000 people per year are moving to North Texas from other parts of the country.



As a result of this job growth, our region added over 1 million residents in the last decade, propelling North Texas to its position as the 4th largest region in the nation. By 2030, North Texas is anticipated to add an additional 1.2 million residents, once again, driven by continued job growth.



While job and subsequent population growth are the main drivers of demand for new housing, how new housing is allocated within the region is driven by the availability of vacant land, costs of construction, market demographics and preferences, and proximity to job centers. As a region, the prevailing development pattern for new housing is driven by the market's preference for ownership of a single-family home at a cost that is attainable for the average household.

Regional Market Trends

This dynamic has resulted in the recent and continued rapid growth of single-family homes at the edges of our region, on vacant land in places like McKinney, Frisco, Celina, Anna, Forney, Denton, and West Forth Worth. This growth is particularly strong in areas where there is sufficient infrastructure to initiate this growth in undeveloped areas.

In largely built out areas like North Dallas, Addison, Richardson, and Plano, housing is still in high demand due to the proximity to major job centers and the rich amenities, culture, and community character that these more mature cities offer. To supply new housing in these communities, it must be achieved through infill development or redevelopment on smaller parcels or larger land assemblies. Due to the higher land values and redevelopment costs in these more mature communities, infill and redevelopment projects must achieve a higher development value to cover these costs. This is achieved by developing a product that either has a higher unit cost or is produced at a density that allows a higher quantity of units to be produced at a cost that is attainable for the target demographic for that product.

This dynamic is why these mature communities are seeing decreased developer interest in low density single-family residential development, as the cost to construct that type of housing in a place like Addison would far exceed the cost of similarly situated existing homes. Instead, these areas see proposals for mixed-use development, where small lot single-family housing such as townhomes, is integrated with multi-unit housing such as apartments or condos, and/or commercial development to create a more walkable, urban development pattern. The compact single-family housing can be accommodated in these developments at an attainable cost because the costs of redevelopment are carried by the higher value commercial and multi-unit housing development.

What are the catalysts for redevelopment activity in our region?

The most prominent catalyst for redevelopment in this region is declining development value in areas that are highly accessible and that are near major job centers and amenities. A key characteristic of this decline is when the value of land in these areas begins to rival the value of private improvements on the land. This is a key indicator that redevelopment may allow the site to become more economically viable.

Because our region is so sprawling, access to jobs, education, and amenities are a true driver of redevelopment activity. This dynamic is why home teardowns are so prevalent in places like the Park Cities, Lakewood, and North Oak Cliff, and why projects like Prestonwood Place and Vitruvian Park are so viable in Addison.

In our region, it has long been understood that retail was significantly overbuilt, and now coming out of the pandemic, we have learned that office and hospitality may be experiencing a similar dynamic. Even as we see new corporate headquarters relocate from out of state, most are moving to new Class A office buildings. This dynamic as well as the new normal of remote work has placed downward pressure on Class B and C properties, leaving them vulnerable to underutilization and decline.

As the region continues to grow and redevelop rapidly, how are development patterns and consumer preferences reacting?

Due to the strong supply of vacant, physically unconstrained land, low-density suburban development will likely continue to be the prevailing pattern of development for the region. Where

Regional Market Trends

the future will differ is how major and minor nodes of activity are treated both with new development and redevelopment.

Instead of developing single use regional malls, power centers, and employment centers, these nodes of activity will be designed to be complete places, where housing, retail, dining, employment, and social amenities will be integrated as components of mixed use developments. Due to the sprawling nature of North Texas, in the short-term this is unlikely to be the prevailing development pattern, but it will likely be the natural evolution of prominent locations along major corridors. Where public transit can be effectively implemented, this dynamic will be more pronounced.

Current examples of this pattern include Legacy West in Plano, CityLine in Richardson, Cypress Waters in Coppell/Dallas, Downtown Carrollton, McKinney, and Plano, Watters Creek in Allen, Southlake Town Square, and the Star in Frisco. As the inner core of the region starts to shift towards redevelopment, smaller scale projects will become more common.

Why have Addison's property values been increasing? What motivates developers to propose projects in Addison?

Addison's location and other desirable qualities means that people want to live, work, dine, and shop in Addison. This translates into higher property values. It also means that older and underutilized properties present attractive redevelopment opportunities.

Developers look for opportunities to create a product (residential, office, hospitality, and/or retail space) that will sell at a price sufficient to reward them for their investment. Addison is a desirable location because of the community amenities, educated workforce, strong brand reputation, public safety, and a track record of successful developments.

How is Addison viewed by the region?

Addison is viewed as a unique community that aggressively capitalized on the northward extension of the Dallas North Tollway and the population and job migration that followed. Over the years, the community has worked hard to build and maintain a strong brand name.

For Generations X, Y (millennials), and Z, Addison has frequently served as their gateway to North Texas, due to its high quality housing (ownership and rental), close proximity to several major job centers, and rich array of dining options and social amenities such as parks, trails, and the Town's special events. Some of these people stay and make Addison their permanent home, while others continue to work and socialize here, while living in neighboring communities.

This regenerative dynamic often leads to Addison being perceived as a youthful community with a can do spirit, commonly referred to as *the Addison Way*.

Given this spirit, its location in the region, continued desirability, and lack of vacant land, Addison is viewed as a favorable location for reuse and redevelopment opportunities that align with the prevailing demographics of the community.

Single-Family Housing Trends

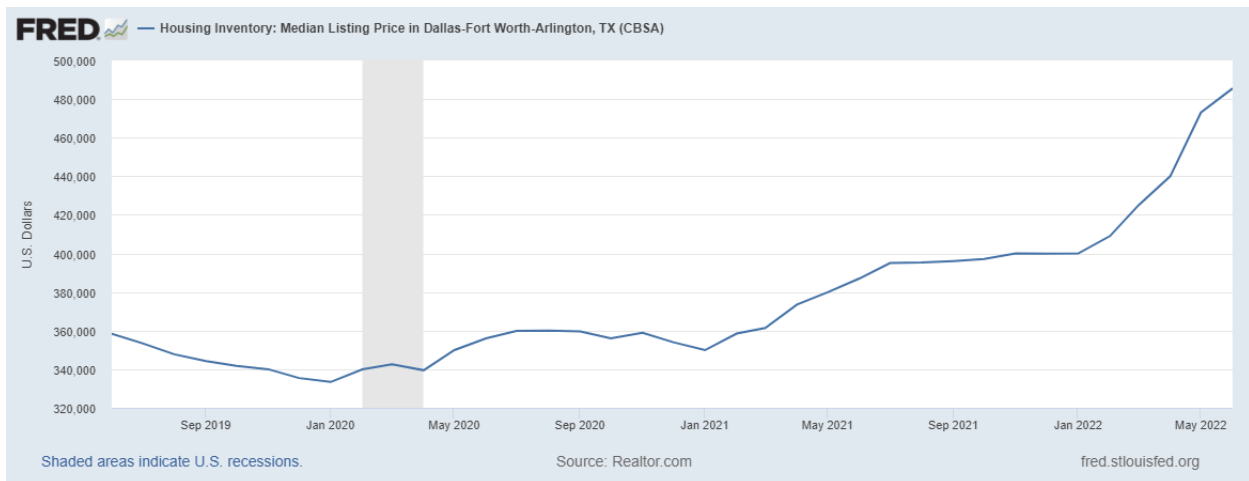
Why are there no new low density residential developments being proposed in Addison?

The last single-family detached neighborhood to be developed in Addison occurred in 1994, through the development of the Grand Homes neighborhood.

Low density residential development is driven by the availability of vacant land and consumer preferences for school districts and facilities. In Addison, the Town is served by Dallas ISD and Carrollton-Farmers Branch ISD, with only one public school facility (Bush Elementary School) within the Town's limits. Additional private education options are available within the Town limits through the Greenhill School and Trinity Christian Academy. While both of the public school districts that serve Addison are high quality options, the lack of facilities within the Town may be perceived negatively when compared to other communities. Frisco and Plano are prime examples of this, where each major neighborhood has an embedded elementary school and is in close proximity to a middle and high school.

With the lack of available vacant land suitable for low density residential development, market preferences driven by school districts and district facilities are not strong enough to create dynamics where there is demand to support housing costs that are well above market (resulting from land assembly and redevelopment costs). With this dynamic, Addison generally has more one and two member households than other suburbs in the region. For two income households, this may result in much greater purchasing power, but for single income households, accounting for the costs of redevelopment may push the cost of a single-family detached home to an unattainable price.

With current market conditions resulting in a median listing price of \$485,000, this puts many potential homeowners – particularly Gen Y & Gen Z buyers as they enter the post-pandemic housing market – in a position where home ownership is temporarily unattainable, and high quality rental options are needed to support their desired lifestyle.



This dynamic has also created an emerging market for “Build to Rent” single-family communities where entire neighborhoods are developed for the purpose of supplying rental homes.

Single-Family Housing Trends

Why is there not more redevelopment interest in high density single-family housing types such as townhomes or cottage homes?

There is unmet demand for high density single-family housing types in this region and in Addison. The challenge that the Town faces is that due to the cost of redevelopment, the development value required to cover those costs frequently pushes the margins of housing attainability for the segment of the market that wishes to live in Addison. For a site like Addison Grove, the cost to develop the 178 townhome lots has been subsidized by the construction of the multifamily component of that project, as well the \$6.5 million in Town performance-based economic development incentives that were provided for the project. Even with those benefits, most available units listed on the [Addison Grove website](#) have a starting cost in the low \$500K range with a top end cost above \$700K. That cost is unattainable for many potential homeowners, requiring the attraction of a niche market for that development.

Cobalt Homes, a more recent example, benefited from the opportunity to achieve lower development costs by purchasing a vacant, smaller tract (vacancy resulted from a motel fire) with limited infrastructure costs. High density single-family housing types will be more viable in Addison in circumstances like this, or where they can be subsidized by being co-located with higher value real estate assets.

What is the Town doing to make Addison more attractive for single-family housing types?

In 2017, the City Council adopted an amended [Housing Policy](#) to guide Town Staff and potential developers as new housing developments are proposed and brought forward for City Council consideration. This policy strongly favors single-family and ownership housing options and Town staff strongly conveys that direction in discussions with potential developers.

In addition to this policy, the Town has economic development policies and other land use policies that speak to the importance of single-family and other ownership housing options. In the recent past, the Town has provided performance-based economic development incentives for Addison Grove, a project that contains a substantial component of single-family, ownership housing.

Town staff, Advisory Boards, and the City Council proactively shape a business friendly environment and work with developers to create “win/win” outcomes in the development review process.

This culture of collaboration was most recently illustrated by the Town’s consideration of the Cobalt Homes townhome rezoning request for the former Super 8 Motel site. The developer and Town staff facilitated a community meeting and follow-up outreach efforts to neighboring residents and business owners. Feedback received throughout that process was used to improve and refine the developer’s plans for that project.

This *Addison Way* approach to development review resulted in the approval of a single-family housing development that was strongly supported by the community.

Senior Housing Trends

What is the history of senior housing development in Addison?

Senior housing includes a spectrum of housing options ranging from independent living, which typically serve as age-restricted rental multifamily buildings or condos, to a variety of assisted living options that are typically offered as rental housing options. Larger senior living facilities are frequently referred to as continuum of care facilities, where a senior may start off in more of an independent living environment, and as their health conditions evolve, graduate to the various forms of assisting living options.

Addison does not currently have any age-restricted senior housing options in its housing inventory and we have a very limited history of development interest in that use.

In 2014, a senior housing developer presented a concept plan for a 5-story facility comprised of independent living units, assisted living, and memory care to be constructed on the east side of Montfort Drive, between an existing pond and the Oaks North neighborhood. This application did not receive support from Town staff and was ultimately withdrawn by the applicant prior to Planning & Zoning Commission action.

In 2019, a senior housing developer presented a concept plan for a 4-story facility to be constructed at the southeast corner of Vitruvian Way and Spring Valley Lane, in the Vitruvian Park development. This proposed project did not come to fruition.

In 2020, the Town [approved a rezoning request](#) to allow for an 11-story senior living facility comprised of independent living units, assisted living, and memory care, to be constructed at the southwest corner of the Dallas North Tollway and Excel Parkway. This project failed to secure construction financing and the development group that advanced the rezoning application no longer has interests in the property. The property owner continues to market the property for that use.

In 2022, the Town considered proposals from master developer candidates to facilitate a partnership for the Addison Circle Transit-Oriented Development (TOD). Independent living units were considered by proposal respondents.

Development Services staff periodically receives inquiries from senior housing developers who participate in the State's [Low Income Housing Tax Credit program](#). Due to the nature of these projects, these developers typically focus on vacant properties, which frequently are either too costly to support the project or are subject to physical or environmental constraints that substantially limit the viability of those properties to support residential uses.

What conditions have been perceived as barriers to senior housing development in Addison?

There are several factors that serve as real or perceived barriers to senior housing in Addison. These include:

- *Typology of Existing Housing Stock*: Addison's existing ownership and rental housing stock is strongly suited to support seniors who wish to age in place. With the bulk of the single-family housing stock being moderately sized homes on smaller lots, aging residents are well-positioned to retrofit their homes to support universal design features that assist with reduced mobility. With much of our multifamily rental properties achieving a density that requires structured parking and elevators within the building, these properties are able to provide a comparable option to an age-restricted independent living development. For seniors who may be looking for options that are a bit more affordable and that have a more

Senior Housing Trends

diverse residential population, the Town's rental housing provides a range of attractive options.

- Costs of Redevelopment: The prevailing market for senior housing options in North Texas tends to favor low density options that look more like garden apartments and single-story care facilities. These development typologies are typically surface parked and include small private open spaces for dog parks, gardening, and other social activities. With Addison being largely built out, most development opportunities must account for elevated development costs, resulting in a need to achieve a higher density of development. With ample opportunity to develop low density projects on vacant land in places like McKinney and Flower Mound, more mature inner ring communities like Addison are frequently at a competitive disadvantage in this market.
- Proximity to Family Housing Options: A key attribute of senior housing locational choices is the ability for the senior to be in close proximity to their family. With the most affordable family housing options being developed at the edges of the region, new senior housing development tends to follow those development patterns.
- Demographics: With approximately 90 percent of the Town's population (~17,000 residents) being 65 or younger, there is limited immediately localized demand for senior housing options.

Where in our region is senior housing development being successfully executed? What conditions are contributing to that success?

Recent growth in senior housing has tended to focus on the region's second and third ring suburbs, most prominently in places like Frisco, McKinney, Plano, Grapevine, Flower Mound, and Keller. These communities are perceived to be some of the more market-favored locations for family housing options, which in turn activates the senior housing market which wishes to co-locate in these communities. Where vacant land is available, these communities are able to support a range of housing densities and there are frequently master planned communities that seek to offer senior housing as an option for their community.

In more urban settings similar to Addison, senior housing options are commonly situated within or in close proximity to popular retail areas/lifestyle centers/major parks, and adjacent to major corridors that provide convenient access to high quality medical services.

Condominium Housing Trends

What is the history of condominium development in Addison?

Condominium housing in Addison is currently provided in two forms: townhomes and stacked flats. Townhome condos are single-family building types that share a common wall where the unit owners own the interior space of the condo and share a percentage ownership in the land and site common areas with other members of the condo association. Stacked flats are multifamily building types where individually owned units share common walls and are vertically stacked. Like townhome condo owners, stacked flat condo owners own the interior space of the condo and share a percentage ownership in the land and site common areas with other members of the condo association.

Townhome condos comprise 44 percent of the Town’s condo supply and include Brooktown (Vitruvian Park), LaMirada (Proton Drive/Peabody Lane), and the Parkview/District A Townhomes (Addison Circle).

Stacked flat condos comprise 56 percent of the Town’s condo supply and include Pecan Square (Beltway Drive/Morman Lane), Bent Tree Valley (Ledgemont Lane), Aventura (Addison Circle), and Meridian Square (Addison Circle).

Property	Condo Type	Dwelling Units	Development Approval Date
Brooktown Townhomes	Townhomes	39	1972
Pecan Square	Stacked Flats	63	1981
Bent Tree Valley	Stacked Flats	102	1981
La Mirada	Townhomes	44	1984
Aventura	Stacked Flats	86	2000
Parkview / District A	Townhomes	183	2004
Meridian Square	Stacked Flats	90	2008
TOTAL UNITS		607	

Consistent with the rest of our region, condo development has achieved varying degrees of success in Addison. La Mirada and Pecan Square are stable properties that provide quality housing options. The condo component of these projects was originally more ambitious. La Mirada saw its planned second phase revert to fee simple housing through the development of the Townhomes of Addison. Pecan Square’s sister project, Walnut Square, received similar zoning, but has been owned and operated as multifamily rental housing for decades.

The Town experienced its most success with condo development in the Addison Circle neighborhood. This nationally recognized walkable urban neighborhood is home to the Parkview/District A townhomes and the stacked flats of Aventura. These are both very stable properties that are viewed favorably by the market.

The most recent condo project in Addison is Meridian Square, a multi-building, 90 unit stacked flat project that was approved in 2008 at the northern edge of Addison Circle. This project has proceeded very slowly, with construction commencing in 2012, and the final building projected to be completed by the end of this year. Throughout the lifecycle of this project, resolution of construction defects has been a consistent theme for Meridian Square property owner association members.

In recent years, Development Services staff has not received any strong developer interest in condo development opportunities.

Condominium Housing Trends

What conditions have been perceived as barriers to condo development in Addison?

Conditions impacting the successful development of condos are more of a regional issue, as our region has long struggled to elevate condos as a market-favored housing option. These conditions impact both the capacity of the development community to produce condos as well as the demand from the market to absorb new condo development.

Supply-Side Issues

The most significant supply-side barrier to the development of new condos in North Texas is the ability for developers to obtain financing for potential projects. Key Issues include:

- *Liability for Construction Defects*: In accordance with the [Texas Residential Construction Liability Act](#), a condo developer can be held liable for any construction defects for the first 10 years following completion of construction of the building. This state law does not apply to multifamily rental development.
- *Pre-sales to Secure Financing*: For traditional construction financing options, it is very common for the capital market to require a portion of the building to be sold or leased prior to commitment on a construction loan. With condos typically having a 2- 3 year construction timeline, securing 30 percent pre-sales for the construction loan can be a major challenge, particularly where condos serve a niche market, here in North Texas.

Demand-Side Issues

The most significant demand-side barrier to the development of new condos in North Texas is the lack of supply constraints on fee-simple ownership options such as single-family detached homes and townhomes. Key issues include:

- *Unconstrained Exurban Growth*: In older regions that are built out (New York, Chicago, San Francisco) or regions where there are significant environmental constraints to suburban sprawl, condos are strongly desired by the market and perform well. In North Texas, all four of the major counties – Dallas, Collin, Tarrant, and Denton – have municipalities that have growth policies that will facilitate the development of tens of thousands of new single-family, fee-simple properties for decades to come. In addition to the four major counties, outlying counties such as Grayson and Kaufman, will also see substantial growth in single-family, fee-simple properties. Currently, market preferences in our region favor traditional housing options, and with limited constraint on new supply, that trend is very likely to continue.
- *Undifferentiated Housing Costs*: Due to the lack of supply constraints noted above, the gap in affordability between a condo and a single-family, fee-simple property is minimal compared to cities where the traditional single-family housing supply is more constrained. In a place like New York City, ownership of a condo is far more attainable than ownership of a single-family, fee-simple property, while in the North Texas region, that difference is marginal.
- *Shared Ownership of Common Areas*: While Homeowner's Associations have become a common feature for single-family, fee-simple properties, the extent to which these Associations become elevated with a condo development, can be viewed as being less desirable by potential purchasers. Having financial liabilities in multiunit buildings and major features such as parking structures, pools, common area landscaping and irrigation, can paint a daunting financial picture that leaves significant room for future conflict within the association.

Condominium Housing Trends

Where in our region is condo development being successfully executed? What conditions are contributing to that success?

The regional hotspot for condo development can be found in the Uptown/Oak Lawn/Turtle Creek area of Dallas. Additional condo development has occurred in major master planned, suburban mixed-use districts, most notably, Legacy West in Plano, Southlake Town Square in Southlake, and Lakeside DFW in Flower Mound. Several senior-oriented condo projects were recently constructed in the master-planned, single-family anchored communities of Mercer Crossing in Farmers Branch and Twin Creeks in Allen.

For most of these projects, the key attribute to successful development is their location at the heart of major, walkable mixed-use districts. These sites are situated in neighborhoods that are within or adjacent to substantial employment and entertainment nodes and are within walking distance to prime restaurant and retail options. The streetscapes in these areas are more pedestrian-friendly and they typically have access to public parks and trail corridors.

As suburban master-planned community developers continue to adapt to market preferences for lifecycle housing, senior condos like what has been developed in Farmers Branch and Allen may see more growth. The senior housing market favors co-location within larger single-family nodes, and these master developers are better positioned to help mitigate some of the financial hurdles associated with condo development.

Where these projects are being successfully developed, the vast majority of these condos are being built to address the ultra-luxury market, with entry-level units exceeding \$1 million in costs, plus \$1,500+ in monthly HOA fees. Frequently, the market for these condos is most attractive to individuals seeking a second property.

Capturing this very unique segment of the market continues to be a challenge for condo developers. One of the more prominent Uptown projects, [Blue Ciel](#), is on pace to require seven years to sell all of its 158 units. Suburban mixed use condo projects in developments like Legacy West appear to be performing better. This is likely attributable to these new developments having elevated roles as regional destinations for dining, entertainment, and hospitality.

Multifamily Rental Housing Trends

Why does the market view Addison favorably for multifamily rental development?

Addison is viewed favorably by the multifamily rental market due its close proximity to major job centers and transportation hubs within both Dallas and Collin County, and its immediate access to major social amenities such as the Town's expansive dining offerings and special events, and our robust inventory of parks, trails, and open space. These conditions, along with the Town's prevailing commercial development patterns and challenging conditions for low density residential development (limited inventory of vacant land and public school facilities) drive Addison's demographics and the resulting housing options that the development community pursues.

Historically, Addison has also been successful in differentiating itself from neighboring communities both with its long range planning policies and intentional embrace of mixed use development, as well as its "can do" spirit, that is commonly referred to as the *Addison Way*.

A common theme in the story of Addison is how many professionals in North Texas started their journey in this region by renting an apartment in Addison Circle and experiencing the walkability and rich amenities that the Addison Circle neighborhood offers. Addison's role as a prominent gateway to this region resonates with the development community and continues to position the Town as an attractive place for developers to invest in.

Why do consumers choose to rent multifamily dwelling units in Addison? What are the demographics of Addison renters?

People choose to rent in Addison for a variety of reasons, most of which can be attributed to the desire of these households to maintain flexibility to support their lifestyle needs. Common lifestyle considerations include:

- Households that do not want to be encumbered by a mortgage.
- Households that prefer to live in mixed use areas, where supply of ownership housing may be more limited.
- Young professionals who wish to own a home but cannot yet do so (expensive housing market, saving for the down payment, building credit worthiness, etc.).
- Someone who has relocated to the area and is renting while looking for a home.
- Empty nest couples who have sold their home but wish to stay in their community or relocate to a community rich with amenities.
- Retirees who no longer want the maintenance demands and costs of owning a home.
- Households that need to live in close proximity to work or family.
- Tax code changes that started in 2018 decreasing the tax breaks for homeowners, making renting more economically comparative.

The demographics of Addison's resident population are strongly influenced by the Town's rental population. This results in Addison having a lower median age, higher median income and educational attainment, and smaller household size when compared to the Metroplex as a whole.

Does Addison have more multifamily rental housing units than the market will support?

Developers conduct thorough market research and evaluation before investing in the design and proposal of a project. They would not invest in any class of real estate unless they believe the market demand exists to support the project and make a profit.

Multifamily Rental Housing Trends

Market demand for multifamily rental housing in Addison remains very strong. This is confirmed by its 95.5% occupancy rate and average rents of \$1,668/month. With job growth and population migration to the region projected to continue, demand for new housing will be strong for the foreseeable future.

Further fueling the demand for multifamily rental housing is the challenge of housing attainability in our region. This dynamic is being driven by labor shortages, material costs, inflationary impacts, high mortgage interest rates, student loan debt, and [corporate/REIT investment in single-family housing stock](#). This impact is even stronger in built out communities like Addison, where development of new ownership housing must also absorb the higher costs associated with redevelopment.

Many high income Generation Y and Z households have had to forego home ownership for the foreseeable future due to rapid growth in single-family home prices. These households still desire and require high quality housing, and multifamily rental housing is well-positioned to meet that need.

Multifamily rental buildings are frequently perceived to be of lower construction quality. Where do Addison's multifamily buildings fall in the quality spectrum?

The quality of experience in multifamily rental buildings has vastly improved since the early days of apartment construction in Addison. With new construction in Addison, it is common for multifamily buildings to achieve LEED or National Green Building Standard (NGBS) certification. Parking garages are structured and secured, corridors are enclosed and air-conditioned, and common areas typically include high end fitness centers and studios, co-working space, highly amenitized clubhouses, resort style pools and outdoor grilling areas, dog parks, and dog wash stations.

Unit interiors are outfitted with walk in closets and showers, granite or quartz countertops, wood grain floors, washers and dryers, stainless steel energy efficient appliances, smart home features, and built-in workspaces.

This elevated quality is reflected in the rental rates that our most recent multifamily rental projects are achieving, where a two bedroom unit in these developments frequently exceeds the monthly cost of a mortgage for a \$500,000 home.

- [Addison Grove](#): Studio (\$1,455 - \$2,190/month); 1 BR (\$1,785 - \$3,340/month); 2 BR (\$2,705 - \$4,410/month).
- [AMLI Addison](#): Studio (starting at \$1,806/month); 1 BR (starting at \$2,035/month); 2 BR (\$2,728 - \$3,071/month).
- [Vitruvian West](#): Studio (starting at \$1,372/month); 1 BR (starting at \$1,477/month); 2 BR (starting at \$2,065/month); 3 BR (starting at \$2,810/month).

The sweet spot in the market for these developments are the one bedroom units, where high income single professionals, young couples, and downsizing seniors can experience a high quality, low maintenance housing option that is less costly than a typical mortgage, allowing them to address other financial goals, such as saving for a down payment on a house, paying off student loan debt, or funding future assisted living expenses.

The high rental revenue achieved by these assets incentivizes property managers to maintain and reinvest in these properties to guarantee their viability and competitiveness over the long-term.

Multifamily Housing Development Impacts

Do multifamily rental developments produce a disproportionate amount of crime when compared to other development types?

The relationship between development density and crime shows that high density rental and ownership housing is not necessarily associated with a high crime rate, but socioeconomic status is. High crime rates tend to be associated with a higher poverty rate and unemployment rate, low education attainment, and large household size.

According to the 2020 5-year (2016-2020) American Community Survey (ACS) compiled by the US Census Bureau, Addison resident demographics include the following characteristics:

- Median rent: \$1,413
- Persons per Household: 1.85
- High School Graduation Rate: 95.7%
- Bachelor’s Degree or Higher (percent of persons age 25+): 56.4%
- In civilian labor force (population 16+): 80.6%
- Median Household income (in 2020 dollars): \$75,235
- Persons in Poverty: 6.4%

During a recent meeting where City Council considered a rezoning application for a multifamily rental project, the developer, JPI, presented income and age data for projects they have completed within the region. For these projects, the average household income is \$111,000 and the average age of residents is 34. This exceeds the median household income in Addison by 48 percent.

JPI Properties	Avg. Household Income	Average Age
Jefferson East Branch	101,500	32
Jefferson Gallery House	100,500	33
Jefferson River East	78,000	32
Jefferson Terrace	95,000	35
Jefferson Innova	109,000	34
Jefferson Lumen	134,500	35
Jefferson North Collins	95,000	32
Jefferson Vantage	99,000	34
Jefferson Reserve	91,000	32
Jefferson Boardwalk	100,000	35
Jefferson Eastshore	126,000	37
Jefferson Alpha West	117,000	36
Jefferson 1900	83,000	33
Jefferson Silverlake	155,000	40
Jefferson Mockingbird	156,000	34
Jefferson Promenade	134,000	36
Total/Average	111,000	34

Source: JPI

Last Fall, the Addison Police Department presented an overview of department operations to the 2021 Addison Citizen’s Academy. With that presentation, the Police Department shared several slides that summarized department response to calls for service and criminal activities in the Town.

With this presentation, the Police Department shared that 2 out of every 3 calls (67%) for service were generated by commercial areas such as hotels, offices, and restaurants. The remaining 33

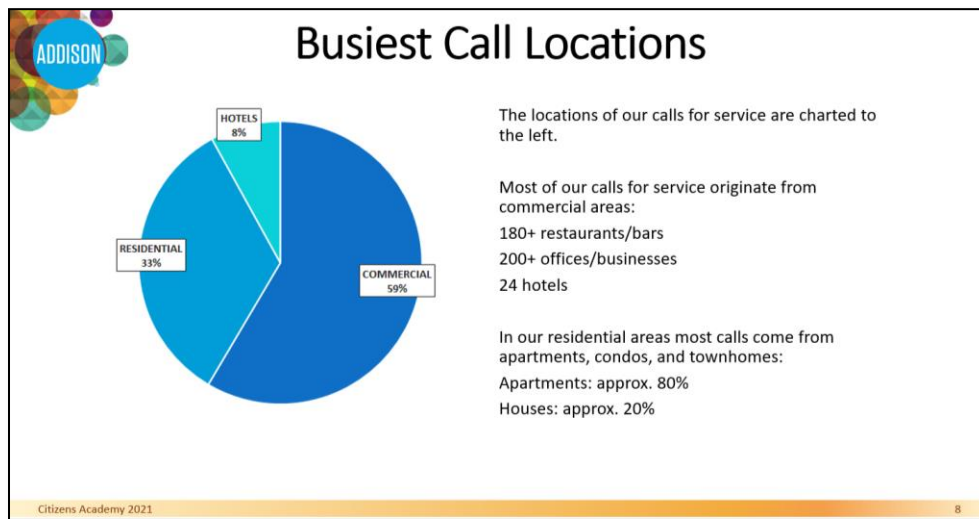
Multifamily Housing Development Impacts

percent of calls were generated by residential areas, with 80 percent (26% of total calls) of those calls being attributable to apartments, townhomes, or condos, and 20 percent (7% of total calls) being attributable to single-family neighborhoods.

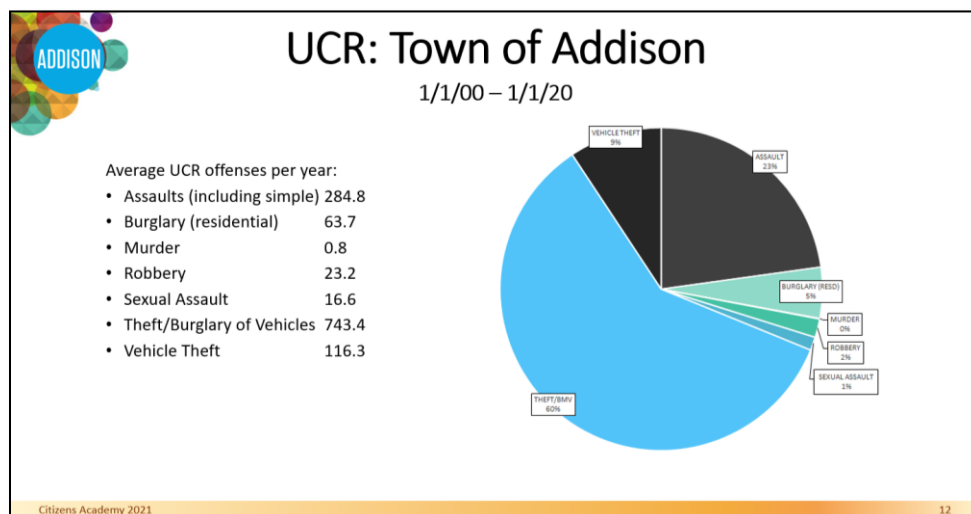
Based on the data that is presented and the ratio of multifamily to single-family housing in Addison (approximately 79% rental to 21% ownership), the rate of calls for service generated in multifamily housing areas is similar to the rate of calls for service generated by single-family neighborhoods.

Note that for reporting purposes, the Police Department includes ownership common wall and multiunit housing types such as townhomes and condos in the “multifamily” category of crime reporting. The outcome of this allocation is as follows:

- “Multifamily” Category (rental multifamily + ownership townhomes and condos): 87± percent of total dwelling units and 80± percent of total residential service calls.
- “House” Category (single-family detached homes): 13± percent of total dwelling units and 20± percent of total residential service calls.



Based on historical crime data presented by the Police Department, on average, 75 percent of major crimes committed in Addison each year are theft crimes, while the remaining 25 percent are assault crimes. This mix and quantity of crime is typical for a suburban community with a significant daytime population and vibrant nightlife.



Multifamily Housing Development Impacts

Do multifamily rental developments produce a disproportionate amount of traffic on Addison roadways?

According to the Institute of Traffic Engineers (ITE), multifamily rental housing typically generates a lower volume of trips per unit than less dense housing types. This can largely be attributed to demographic considerations such as household size. However, because a higher quantity of dwelling units is typically accommodated in a multifamily development, these projects typically generate more traffic than lower density residential development. More appropriate traffic generation comparisons can be made between multifamily development and commercial development, such as employment, retail, and restaurants.

Currently, there are over six times as many jobs (110K+) in Addison, versus permanent residents (17,000). This dynamic is illustrated by our substantial daytime population, where the Town supports 120,000 residents, employees, and visitors on any given workday. Additionally, due to the Town's location along several major corridors – Dallas North Tollway and Belt Line Road – a substantial amount of pass through traffic traverses Addison each day.

Traffic generated by higher density multifamily development must be carefully planned for and mitigated. Traffic conditions in Addison are most prominently impacted by the Town's substantial employment base and pass through traffic resulting from Addison's central location in the region.

Site specific analysis must be conducted to compatibly integrate new projects into this traffic mix. Key considerations may include, but are not limited to:

- Location and spacing of site access points.
- Allocation of perimeter street safety features such as turn lanes, and where warranted, traffic signals.
- Accommodating appropriate connectivity, while eliminating conditions that support cut through traffic.

How can cities regulate multifamily developments to mitigate concerns about crime and traffic?

The Town currently maintains high standards for multifamily development and staff continues to work to improve upon that strong foundation.

Areas of focus for regulatory improvement include, but are not limited to:

- Provision or contribution of funds for appropriate open space and pedestrian amenities.
- Accommodation of sustainability features such as recycling programs and electric vehicle charging stations.
- Employment of parking management regulatory strategies.
- Heightened architectural standards that achieve more visually interesting buildings and streetscapes.
- Co-locating a mix of uses and housing options with multifamily rental projects.

Town staff also regularly engages property management teams to ensure community standards are maintained and Town codes are enforced.

Multifamily Housing Development Impacts

For traffic mitigation, it is important for communities to support land use planning efforts that situate multifamily rental housing in areas planned for mixed use, where residents have the option to walk or bike to nearby businesses, parks, and trail corridors. Close analysis of site access to the surrounding street network is critical to managing the localized impacts of these projects. When projects are situated adjacent to public transit facilities, even more traffic generated by the development can be reduced.

How do multifamily rental developments impact the costs of city infrastructure and services?

The per capita costs of providing public infrastructure such as streets, sidewalks, water and wastewater utilities, drainage infrastructure, and waste collection services decreases as density increases and development becomes more compact. This occurs because development is less sprawling, requiring less infrastructure to meet the needs of the development. Additionally, it is frequently common for these projects to construct private infrastructure, where deemed appropriate by the Town.

These same dynamics can be applied to the provision of park and trail amenities, provided that the development provides these amenities on site or contributes their pro rata share to the improvement of existing or planned amenities in the surrounding area.

How do multifamily developments impact the Town's tax base?

Multifamily developments, particularly the modern urban buildings seen with recent Addison projects, have a positive impact on the Town's tax base. These Class A properties generate taxable values that are more consistent with Class A commercial properties than the multifamily properties of the past.

This dynamic was illustrated in research performed during the Sam's Club Special Area Study, where the tax yield of the multifamily component of Addison Grove (4.2 acres) was compared to the tax yield of all of the commercial properties situated between Beltway Drive and Proton Drive (32.2 acres). The land area covered by the multifamily development was over 7.5 times smaller than the land area of the commercial properties, while the property tax yield was 70 percent larger than the cumulative property tax yield of those same commercial properties.

	Parcel Size (ac)	Land Value*	Improvement Value*	2021 Estimated Town Property Taxes* (\$0.615105 per \$100 of Valuation)	Property Taxes Collected Per Acre
Midway Office Park	2.643	\$ 1,434,290	\$ 2,238,290	\$ 22,590.22	\$ 8,547.19
James Antony Home	1.749	\$ 914,230	\$ 1,941,660	\$ 17,566.72	\$ 10,043.87
Courtyard by Marriott	4.1416	\$ 1,804,080	\$ 2,445,920	\$ 26,141.96	\$ 6,312.04
Office in the Park	11.39	\$ 5,186,390	\$ 4,817,450	\$ 61,534.12	\$ 5,402.47
Cinema Event Center	2.281	\$ 993,600	\$ 856,400	\$ 11,379.44	\$ 4,988.80
Midway Square	8.1676	\$ 3,913,580	\$ 757,270	\$ 28,730.63	\$ 3,517.63
Motel 8 Tract	1.804	\$ 942,980	\$ -	\$ 5,800.32	\$ 3,215.25
TOTAL	32.1762	\$ 15,189,150	\$ 15,406,180	\$ 188,193.40	\$ 5,848.84

	Parcel Size (ac)	Land Value*	Improvement Value*	2021 Estimated Town Property Taxes* (\$0.615105 per \$100 of Valuation)	Property Taxes Collected Per Acre
Elan Addison Grove Multifamily	4.194	\$ 2,740,350	\$ 49,256,470	\$ 319,835.04	\$ 76,260.14

* Based on the 2021 property appraisal role published by the Dallas Central Appraisal District (DCAD) and the proposed tax rate included in the City Manager's FY21-22 Proposed Budget.

Multifamily Housing Development Impacts

Do multifamily rental developments lower the property values in surrounding areas?

Property values are most vulnerable to adjacency to declining properties, regardless of land use. Due to the value of the multifamily assets being built in Addison and the institutional investors that are holding these properties, these properties are being appropriately managed to prevent decline.

There are many examples within the region of the positive economic contributions of multifamily rental properties. This dynamic is most apparent in suburban mixed use districts such as traditional downtowns (Plano, Carrollton) and major mixed use nodes (Addison Circle, Shops at Legacy/Legacy West, Lakeside DFW, Cypress Waters, CityLine, Watters Creek, Las Colinas Urban Center, and Craig Ranch). Multifamily is an anchor component of all these districts, strongly shaping the development character and vibrancy of these places.

Multifamily housing increases the pool of potential future buyers for area homes and allows for the subsidy of needed retail and social amenities to help make these areas into more complete neighborhoods. Appropriately designed multifamily and mixed use development creates a unique environment that differentiates a place from the dominant development pattern of the region, creating a value premium for both residential and commercial property owners in the surrounding area.

There are no clear indicators within our region that multifamily development is causing adjacent property values to decline.

Density

What are the major opportunities and challenges associated with high density residential development?

Opportunities and challenges associated with high density residential development include:

Opportunities

- Higher density development helps attract new employers because employers want to be where their workforce lives. Likewise, talented people will gravitate to communities that offer attractive employment opportunities, quality residential offerings, and community amenities.
- Density is a frequent tool used to revitalizing declining properties. Redevelopment helps repurpose these properties into vibrant and revenue-generating assets for the community.
- Mixed use developments with retail and apartments tend to pay more in taxes and provide more services privately than developments of the same land area comprised of low-density homes.

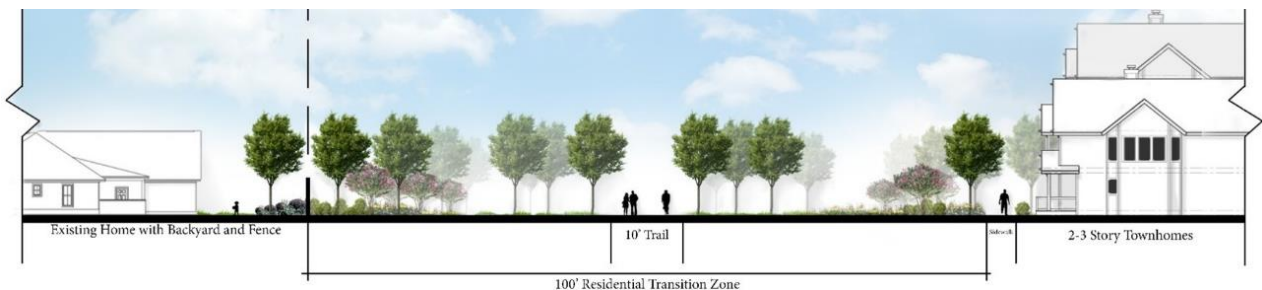
Challenges

- Higher density developments must be designed properly to integrate with adjacent neighborhoods. Like any property class, they must be well maintained to retain a high value.
- Higher density developments need to offer ample access to open space for recreational activities.
- Appropriate site design must be achieved to mitigate the impacts of traffic generated by higher density development.
- Communities may be more challenged to obtain engagement from residents of high density residential development.

How do cities ensure higher density residential development is compatible with surrounding development?

The most proactive approach to achieving land use compatibility is through the development of long range planning policies that balance consideration of the physical constraints of a community, preferences of the market, and the aspirational goals of the community. These policies should be used to guide land use decisions related to density, while high quality development standards should be established to implement those policies.

One key regulatory condition to consider is residential compatibility. To address these adjacency conditions, communities may establish residential transition zones where enhanced setbacks, height, and land use transitions, and enhanced landscape and architectural treatments are required.



Density

Other regulatory conditions to consider include street connectivity, parking, and access management, and ensuring that traffic generated by more dense development is distributed equitably and safely.

The aesthetic quality of dense development is most prominently addressed through the application of architectural and streetscape standards that shape attractive building frontages and pedestrian pathways.

What are the synergies that density could facilitate?

Where density is thoughtfully executed, it allows cities to cohesively integrate housing, employment, entertainment, and social amenities such as parks and trails. These nodes of activity become neighborhood and regional centers, allowing occupants to live, work and socialize within the same district, neighborhood, or place. This reduces time spent driving to other places, allowing residents and workers to walk to nearby amenities. This has positive physical and mental health impacts for these individuals, and it also reduces stress on the city's infrastructure and our environment.

Where areas of a community are experiencing a level of decline that cannot be successfully addressed through reuse, density can be used as a tool to achieve transformational reinvestment, revitalizing these areas and increasing tax revenue generation to fund needed city services, infrastructure improvements, and social amenities.

Density can also be used as an economic development tool, by creating a level of investment and development character that is attractive to retailers, restaurants, and employers. Density is frequently used in development programs to subsidize these uses. This dynamic of density subsidizing other classes of real estate can also be applied to the co-location of medium and high density ownership housing in mixed use areas.

Where is the Town on the spectrum of density today?

Due to Addison's size and its unique housing mix that is largely comprised of multiunit housing and small lot single-family homes, Addison is denser than most suburban communities in Texas.

As a comparison, Addison has 11,432 dwelling units and 4.4 square miles of land area within the town limits, resulting in a gross density of 4.06 dwelling units per acre. Plano has 117,020 dwelling units and 72 square miles of land within its city limits, resulting in a gross density of 2.54 dwelling units per acre.

While Plano has a much larger population and land area, its density is lower because much of the city was developed with low density residential development, and it also contains far more environmentally constrained land resulting from the large watersheds that traverse the city.

A more appropriate comparison would be to compare Addison to Plano's Legacy Business Area or other suburban central business districts, where there is a large employment center supported by a mix of diverse housing options tailored to meet the needs of the local workforce.

Density

What sorts of developments might get us to the level of density that would prove beneficial? Have those sorts of developments proven successful in other cities?

Communities that successfully manage density and evolving housing needs tailor their long range planning policies and regulatory tools to intentionally shape desired development patterns. A common approach is to focus on the establishment of nodes of activity, where mixed use development is facilitated to create complete neighborhoods where housing, employment, and entertainment/social amenities are cohesively integrated.

Some of these nodes serve as major focal points for the region and have a housing pattern that is nearly uniformly dense. The Shops of Legacy/Legacy West would be an example of a major mixed use suburban node. Other nodes serve as localized focal points for the neighborhoods and businesses that are within a 15 minute walking distance. Downtown Farmers Branch would be an example of a minor mixed use node.

When commercial areas and aging multifamily development reach a point of decline in Addison where quality reuse opportunities are no longer supported by the market, transitioning these areas to support a mix of uses – to include both high and medium density ownership and rental housing – will help these areas become more economically resilient.

This nodal pattern of mixed use development is the direction the more resilient suburbs in our region is going. This development pattern preserves and respects existing neighborhoods, while supporting varied scales of mixed use at key locations along major corridors. This allows more commerce to be local and reduces the time we need to spend driving to other communities. Successful examples of this approach are cropping up all over the Metroplex, ranging from major nodes like CityLine in Richardson, to minor nodes like Downtown Coppell.

In Addison, this does not mean we should try to replicate Addison Circle at every intersection. Instead, we should carefully balance housing types and density to support varied scales of mixed use development.

Appendix A - Ownership Housing Data

Existing Single Family and Condominium Housing

Large Lot Single-Family Detached	Current Dwelling Units	Projected Dwelling Units	Subdivision Approval Year
Lake Forest Drive	17	17	primarily 1990s/early 2000s
Celestial Place	21	21	1994
Bellbrook Estates	47	48	1985
Winnwood-Celestial Estate Lots	34	35	1985
TOTAL	119	121	
Small Lot Single-Family Detached	Current Dwelling Units	Projected Dwelling Units	Subdivision Approval Year
Grand Homes	167	167	1994
Park Place	43	43	1993
Waterford Park Phase II	117	117	1992
Chatham Court	44	44	1991
Les Lacs Phase I	40	40	1991
Waterford Park Phase I	65	65	1991
Waterview Estates	49	49	1991
Westfield	41	41	1991
Les Lacs Garden Homes	210	210	1984
Addison Place	174	174	1982
Midway Meadows	200	200	1979
Oaks North	118	118	1978
TOTAL	1,268	1,268	
Duplexes	Current Dwelling Units	Projected Dwelling Units	Subdivision Approval Year
Morman Lane Duplexes	84	84	1979
TOTAL	84	84	
Townhomes	Current Dwelling Units	Projected Dwelling Units	Subdivision Approval Year
Cobalt Homes	0	31	2022 (Projected Date)
Addison Grove	44	178	2017
Asbury Circle	73	73	2008
Meridian Square	42	42	2008
Stanford Court Villas	19	19	2007
Morris Avenue	6	6	2000
Towne Lake	63	63	1996
Townhomes of Addison	95	95	1996
TOTAL	342	507	
Total Single-Family	Current Dwelling Units	Projected Dwelling Units	
	1,813	1,980	
Condo Development	Condo Type	Current Dwelling Units	Development Approval Year
Meridian Square	Stacked Flats	90	2008
Parkview / District A	Townhomes	183	2004
Aventura	Stacked Flats	86	2000
La Mirada	Townhomes	44	1984
Pecan Square	Townhomes	63	1981
Bent Tree Valley	Stacked Flats	102	1981
Brooktown Townhomes	Townhomes	39	1972
	TOTAL DWELLING UNITS	607	

Appendix B - Multifamily Rental Housing Data

Existing Multifamily Rental Dwelling Units

	Existing Dwelling Units	Lot Size (ac)	Density (dwelling units/acre)	Year Built	Taxable Value	ToA 2021 Property Taxes	ToA 2021 Property Taxes per Acre	Mixed Use Building
Fiore	391	4.40	88.8	2011	\$ 92,165,000	\$ 566,501.39	\$ 128,703.31	No
Vitruvian West I	383	3.51	109.2	2017	\$ 71,000,000	\$ 436,408.60	\$ 124,404.21	No
Savoie^2	347	3.64	95.3	2010	\$ 68,000,000	\$ 417,968.80	\$ 114,732.09	Yes
Elan Addison Grove	321	4.19	76.5	2018	\$ 73,578,000	\$ 452,254.53	\$ 107,834.08	Yes
AML	349	4.98	70.1	2017	\$ 73,950,000	\$ 454,541.07	\$ 91,277.01	No
Savoie	392	4.82	81.4	2008	\$ 71,185,000	\$ 437,545.72	\$ 90,814.84	Yes
MAA Addison Circle	1,334	15.05	88.7	1996, 1998, 2000	\$ 214,466,270	\$ 1,318,238.38	\$ 87,619.59	Yes
Allegro	393	5.85	67.2	2007, 2012	\$ 83,000,000	\$ 510,167.80	\$ 87,193.80	No
Cortland	414	5.91	70.1	2007	\$ 72,950,000	\$ 448,394.47	\$ 75,870.35	No
Addison Keller Springs	353	7.35	48.1	2012	\$ 63,750,000	\$ 391,845.75	\$ 53,341.50	No
Waterford Court	196	10.16	19.3	1995	\$ 42,100,000	\$ 258,771.86	\$ 25,479.44	No
Camden Addison	456	22.03	20.7	1995	\$ 74,000,000	\$ 454,848.40	\$ 20,648.64	No
Cottonwood (Clipper Point)	260	7.84	33.2	1978	\$ 25,739,220	\$ 158,208.69	\$ 20,179.70	No
Addison Apartments at the Park	168	6.37	26.4	1970	\$ 16,631,490	\$ 102,227.12	\$ 16,039.67	No
Shadowood	184	7.25	25.4	1976	\$ 18,200,000	\$ 111,868.12	\$ 15,438.59	No
Walnut Square	57	3.22	17.7	1994	\$ 7,901,000	\$ 48,564.29	\$ 15,068.03	No
Addison Apartments at the Park	181	7.56	23.9	1970	\$ 17,918,460	\$ 110,137.61	\$ 14,568.45	No
Bent Tree Oaks	196	10.02	19.6	1977	\$ 23,045,640	\$ 141,652.33	\$ 14,134.15	No
Jade Addison	136	6.21	21.9	1978	\$ 14,280,000	\$ 87,773.45	\$ 14,125.10	No
Addison Apartments at the Park	204	8.97	22.8	1970	\$ 20,195,380	\$ 124,132.92	\$ 13,844.85	No
Parks at Addison	212	9.41	22.5	1978	\$ 20,250,000	\$ 124,468.65	\$ 13,220.26	No
Bent Tree Trails	202	11.87	17.0	1981	\$ 25,050,770	\$ 153,977.06	\$ 12,970.85	No
Bent Tree Brook	248	14.71	16.9	1978	\$ 30,427,270	\$ 187,024.26	\$ 12,710.09	No
Bent Tree Park	496	24.19	20.5	1980	\$ 49,700,000	\$ 305,486.02	\$ 12,630.66	No
Cherrywood (Springhaven)	184	9.11	20.2	1977	\$ 18,215,450	\$ 111,963.08	\$ 12,287.58	No
Bent Tree Fountains	184	13.00	14.2	1980	\$ 22,956,080	\$ 141,101.84	\$ 10,851.52	No
Vitruvian West II*	366	4.13	88.7	2019	\$ -	\$ -	\$ -	No
Vitruvian West III*	405	4.35	93.1	2021	\$ -	\$ -	\$ -	No
TOTAL	9,012	240.10			\$ 1,310,655,030	8,056,072		

* Due to the recent and ongoing construction of these phases of Vitruvian West, taxable values do not reflect a stabilized condition consistent with the other developments depicted in this list. Due to this condition, the taxable value is currently much lower than similarly situated developments and reflecting it would present misleading data. Current values can be viewed on the Dallas Central Appraisal District website.

Multifamily Rental Dwelling Units with Approved Zoning and/or Agreements to Develop

	Existing Dwelling Units	Proposed Dwelling Units	Lot Size (ac)	Density (dwelling units/acre)
JPI Addison Heights	0	287	3.20	89.6
Addison Circle TOD High-Rise	0	250	1.81	138.1
Addison Circle TOD Mid-Rise	0	450	4.10	109.8
Vitruvian Townhomes	0	85	5.10	16.7
Vitruvian New Development (net of redeveloped dwelling units)	-997	3,157	50.45	62.6
TOTAL	(997)	4,229	64.67	
TOTAL NET OF REDEVELOPMENT	3,232			

Addison

AMLI
ADDISON



AMLI
Tree House

Addison



AMLI

Town of Addison
Planning & Zoning
July 19, 2022

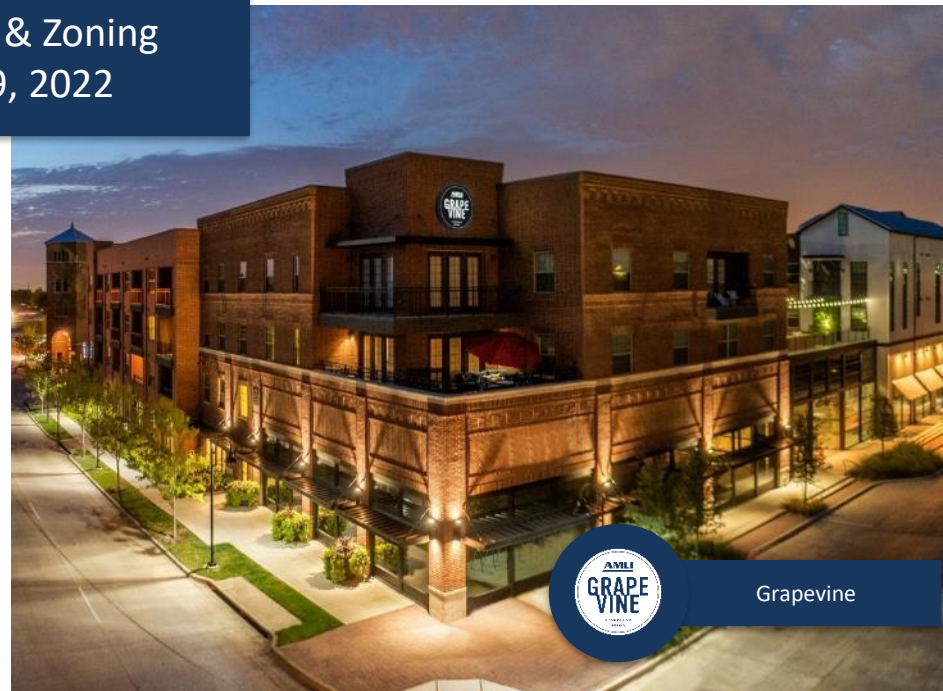
Marina del Rey, CA

AMLI
MARINA
DEL REY



AMLI
GRAPE VINE

Grapevine



AMLI TREE HOUSE: AMLI TEAM



Taylor Bowen
President of AMLI, Development

Mr. Bowen is President of AMLI Development Company and has been with AMLI since 1997. From 2000 to 2017, Mr. Bowen led AMLI's development activities in Texas. He received a B.S. in Civil Engineering from Southern Methodist University in 1993 where he served on the SMU Board of Trustees. Mr. Bowen received an M.S. in Real Estate Development from Columbia in 1997. He previously served on the Dallas Citiplace TIF Board, the Downtown Austin Alliance Executive Board, and the Dallas Zoning and Ordinance Committee. He is a LEED Accredited Professional.



Brett Foster
Development Associate, Development

Mr. Foster is responsible for development activities in the Texas region and has over three years experience. Prior to joining AMLI, he worked as a Financial Analyst for Mill Creek Residential Trust. Brett graduated from TCU in Finance in '18.



Joe Bruce
Senior Vice President, Development

Mr. Bruce is Senior Vice President - Development. Based in Dallas, he is responsible for development activities in the Texas region. Prior to joining AMLI he led developments around the nation as a developer and architect.



Ken Hitchcock
Senior Vice President - Construction

Ken is responsible for all construction activities in Texas and Colorado. Prior to joining AMLI, he was Managing Director for Optimal Holdings Group and President of Senderro Construction Services.



Guy Rodriguez
Senior Project Manager - Construction

Mr. Rodriguez is responsible for new project construction in Dallas. Guy has over 30 years experience in construction experience led the AMLI Addison construction team. He moved into multifamily construction as a project superintendent for top performing owners and developers in Dallas.



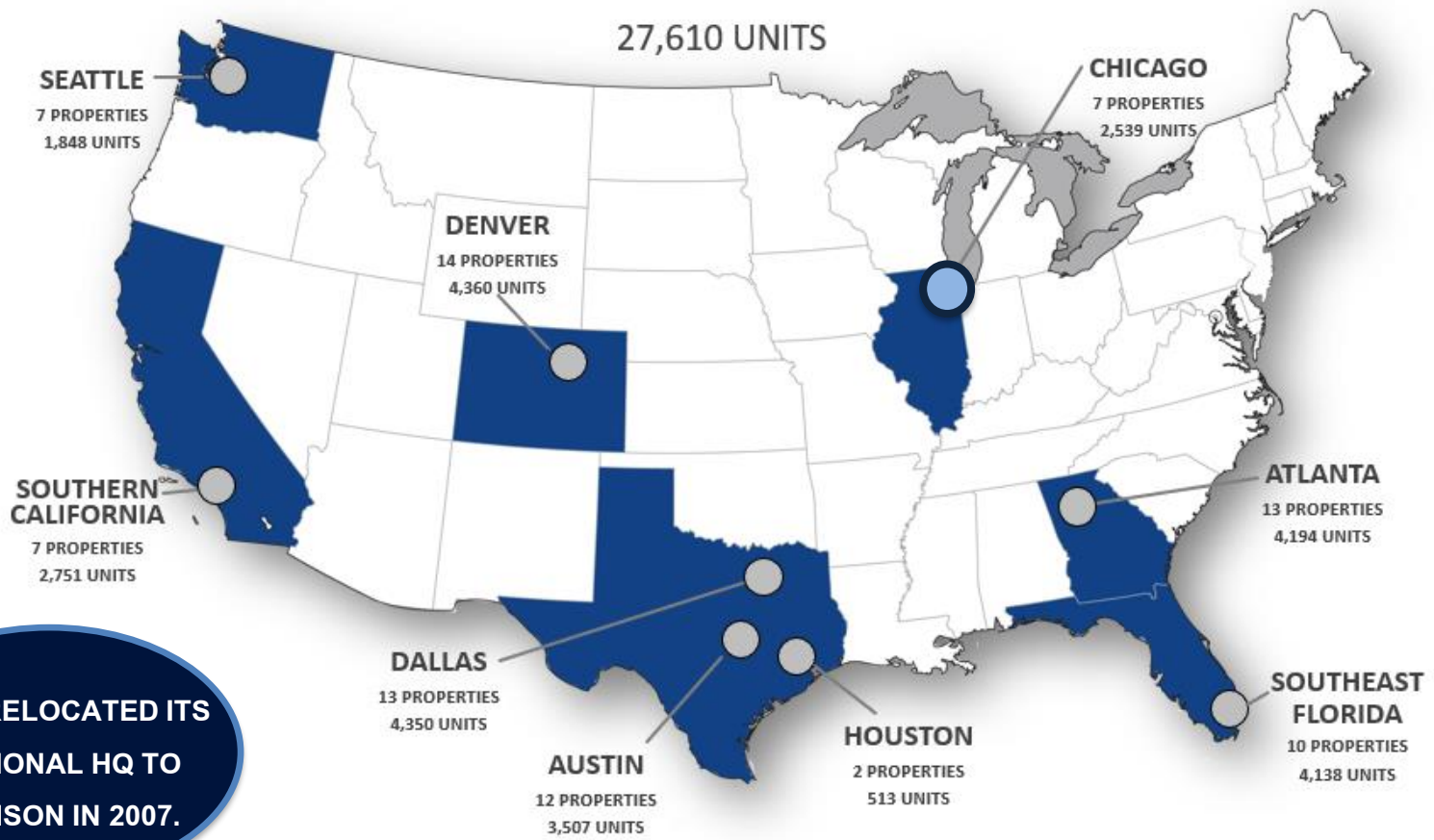
Erin Hatcher
Vice President - Sustainability

Prior to joining AMLI in 2012, Ms. Hatcher worked as a Sustainability Consultant in Chicago focusing on LEED for New Construction projects.

AMLI NATIONAL FOOTPRINT

85 COMMUNITIES

27,610 UNITS



AMLI RELOCATED ITS REGIONAL HQ TO ADDISON IN 2007.

Note: Includes all Lease-Ups (8 properties, 2,846 units)

AMLI HEADQUARTERS

REGIONAL OFFICES



49
COMMUNITIES



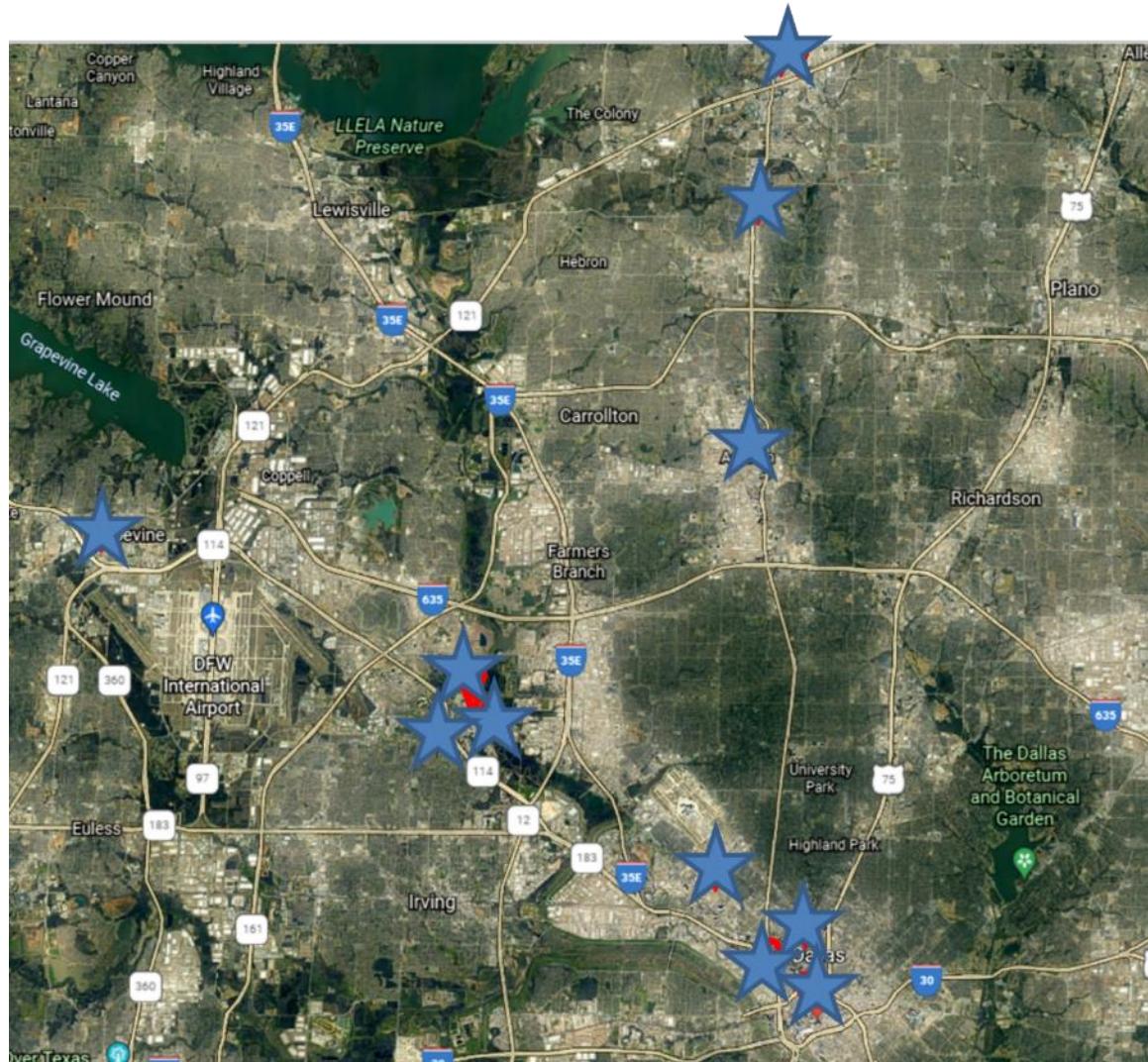
47
COMMUNITIES

AMLI TREE HOUSE: AMLI DFW COMMUNITIES

AMLI began developing in Dallas in the early 90's with over 30 years of local experience

AMLI DFW - 13 Communities - 4,349 Units

- **Addison:** 349 Units
 - AMLI Addison – 349 Units – 2019 Completion
- **Las Colinas:** 1,586 Units
 - AMLI Champion Trail – 482 Units – 2014 Completion
 - AMLI on Riverside – 323 Units – 2015 Completion
 - AMLI Las Colinas – 341 Units – 2005 Completion
 - AMLI at Escena – 440 Units – 2012 Completion
- **Downtown Dallas:** 1,200 Units
 - AMLI Fountain Place – 366 Units – 2020 Completion
 - AMLI Quadrangle – 220 Units – 2009 Completion
 - AMLI on Maple – 300 Units – 2012 Completion
 - AMLI Design District – 314 Units – 2012 Completion
- **Frisco:** 700 Units
 - AMLI at the Ballpark – 335 Units – 2012 Completion
 - AMLI Frisco Crossing – 365 Units – 2016 Completion
- **Plano:** 264 Units
 - AMLI West Plano – 264 Units – 2015 Completion
- **Grapevine:** 250 Units
 - AMLI Grapevine – 250 Units – 2018 Completion



AMLI TREE HOUSE: AMLI COMMUNITIES



AMLI QUADRANGLE



AMLI MARINA DEL RAY



AMLI RIVERFRONT GREEN TOWNHOMES



AMLI FOUNTAIN PLACE



AMLI LAS COLINAS



AMLI WEST PLANO

AMLI RESIDENT DEMOGRAPHICS

- Average household income for our Dallas residents is greater than \$150,000
- AMLI caters to “renters by choice” with 41% of residents being 35 or older

Community	Year Built	Years Owned	# of	Average Household Income	% Older than 35	% of Residents
			Households Occupied			living more than 1 Year
AMLI Addison	2019	3	340	\$151,678	35.1%	52.9%
AMLI Grapevine	2018	2	243	\$213,966	59.6%	50.0%
AMLI at Escena	2012	10	426	\$120,833	37.4%	55.2%
AMLI Champion Trail	2015	7	464	\$139,034	39.3%	50.6%
AMLI Las Colinas	2005	10	326	\$135,686	45.7%	49.3%
AMLI at the Ballpark	2013	9	319	\$122,966	44.9%	58.5%
AMLI Frisco Crossing	2016	6	353	\$132,251	41.3%	47.8%
AMLI West Plano	2015	7	251	\$130,904	48.0%	52.8%
AMLI on Maple	2012	9	291	\$121,273	35.6%	57.0%
AMLI Quadrangle	2009	13	209	\$170,320	24.5%	33.8%
AMLI Design District	2012	7	299	\$184,546	42.5%	55.5%
AMLI Fountain Place	2020	2	290	\$328,410	43.1%	24.5%
		7.1	3,811	\$158,451	41.2%	49.7%

*Income Excludes HH's with less than \$30K Earned Income. This includes Renters living off passive investments, etc.

**Data as of 6.30.22

AMLI TREE HOUSE: LIVING GREEN & LEED CERTIFICATION



LEED

- Leadership in Energy and Environmental Design
- Certification program recognizing best-in-class green building strategies and practices.

USGBC

- United States Green Building Council
- Non-profit organization dedicated to promoting sustainable practices in the building industry.

AMLI'S GREEN INITIATIVES

- AMLI's commitment to sustainability is driven by our mission to create happy, healthy living spaces for residents and be a responsible steward of our environment.
- **Leader in developing sustainable and LEED certified properties with 49 LEED certified communities across the country.**
- **AMLI's 13 Dallas properties, 10 LEED Gold, and 1 LEED Silver**
- AMLI Fountain Place was awarded the 2022 LEED Home Award Winner by the USGBC.

AMLI TREE HOUSE

- **AMLI Tree House will be designed to qualify for LEED (Silver minimum).**
- Currently there are only **6 multifamily buildings** in Addison that are LEED certified.

AMLI is committed to sustainability

and we provide features inside and outside

of our apartments that create green and healthy homes

AMLI's Corporate Responsibility Report: <https://www.flipsnack.com/amliresidential/amli-2020-corporate-responsibility-report-2/full-view.html>

GREEN DESIGN FEATURES



LOWER MONTHLY
UTILITY BILLS



WATER USE
REDUCTION



FRESH
AIR VENTILATION



HEALTHY
BUILDING
MATERIALS



BIKE
STORAGE



SUSTAINABLE
LANDSCAPING
TECHNIQUES



COMMUNITY
RECYCLING
PROGRAM



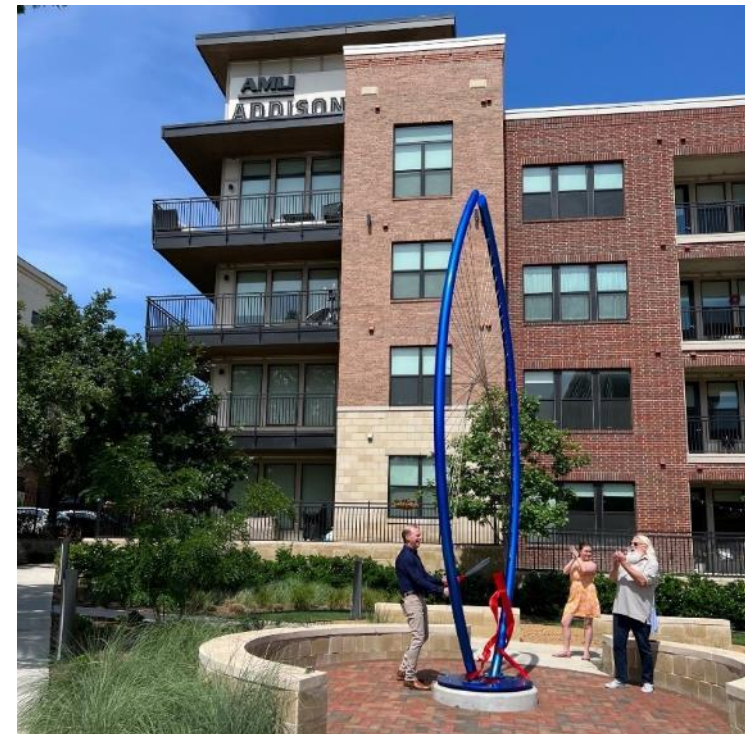
PUBLIC
TRANSPORTATION

AMLI AMLI ADDISON HISTORY

AMLI Addison's Proposal February 2017:

- 349 Class A+ units – Completed on schedule in 2019
- Estimated tax assessed value of \$60M resulting in **\$300,000** in tax revenue to Town of Addison
 - 2022 tax assessment of \$74M an increase of \$12.1M year over year resulting in **\$450,000** in tax revenue to Addison. An increase of tax revenue of **50% over** our initial projection.
- AMLI funded and constructed the sanitary sewer improvement at \$1.5M
- Achieved LEED Gold rating
- Over 500 residents supporting local businesses
- Public art installation and murals

We invite you all to tour AMLI Addison and get a feel as to what Tree House will look like!



AMLI AMLI ADDISON AMENITIES



- Co-work and maker space
- Expansive fitness spaces, separate free weights, cardio & HIIT rooms in addition to private studios
- Landscaped courtyard with grills
- Resort-style swimming pool and private poolside cabanas, sun decks
- Public and private art displays throughout community



Maker Space



Dedicated Co-Working Spaces



Cardio Room

AMLI TREE HOUSE: MIDWAY ROAD SPECIAL AREA STUDY

2014

- Town of Addison began Midway Road Special Area Study

2015

- City Council provided direction on former Sam's Club Property, not adjacent area

2021

- Special Area Study focusing on rest of targeted areas as well as additional area south of original study – 14 members, 77-acre area
-This included community engagement, and consultant assistance from Strategic Community Solutions LLC and Kimley-Horn

Mar '22

- Study conclusion with recommendations provided to city council

AMLI TREE HOUSE: MIDWAY ROAD SPECIAL AREA STUDY



Physical Development Framework

Legend

Placetypes

- Mix of Uses
- Residential Transition Zone
- Priority Frontage Zone
- Existing/Planned Open Space

Trails

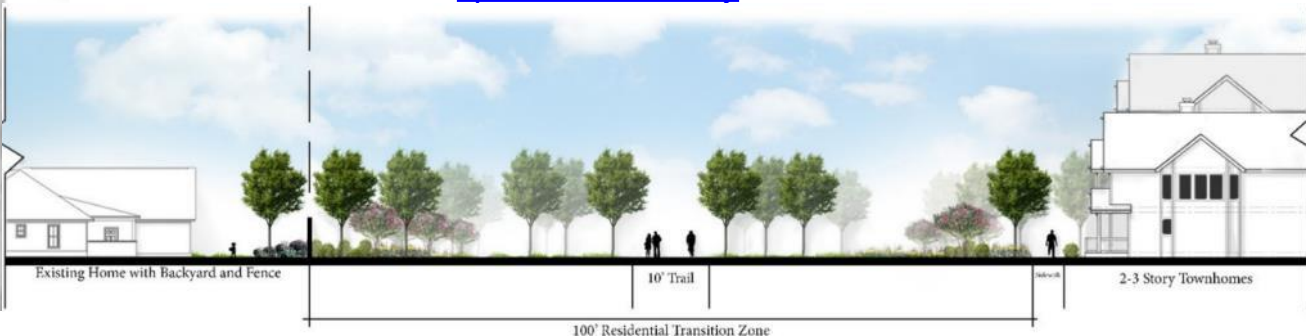
- Trail Connections

Base Map Information

- Property Lines
- Existing Roads
- Major New Vehicle Connections
- Minor New Vehicle Connections
- Driveway Cuts (Post Midway Construction)
- Traffic Signals
- Study Area Boundary

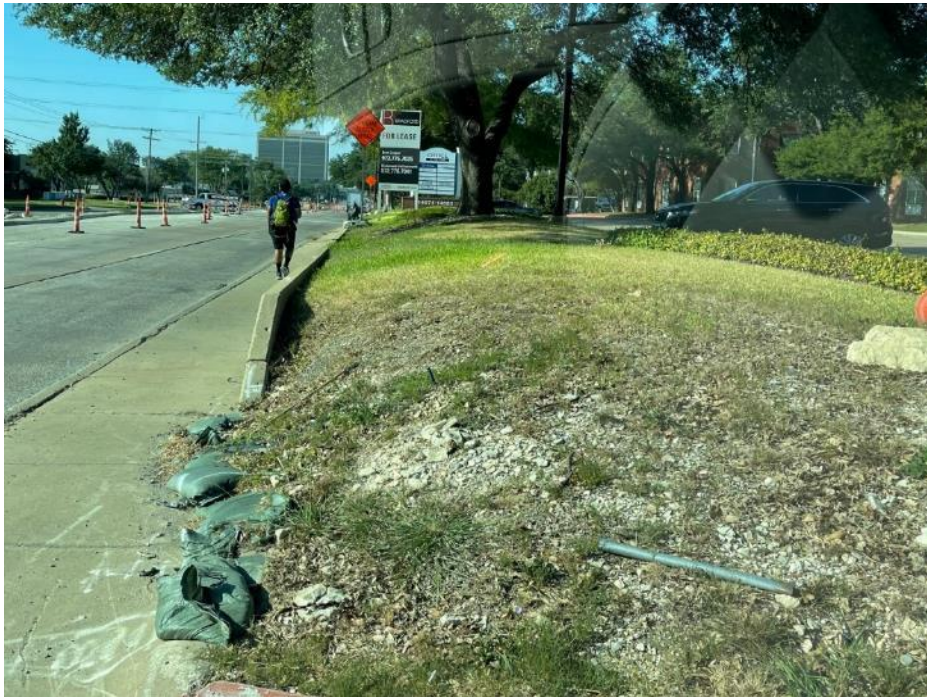
Midway Special Area Study Key Findings:

- Multiunit housing “should front on major corridors, with active uses on the ground floor of the primary building frontage. These buildings should have access to open space and trails and should be buffered from less intensive uses” - 100' Residential Transition Zone dedicated to Town (*P. 34 Sam's Club 6.17.22 Study*). Multiunit properties to incorporate:
 - Patios, small courtyards, wide sidewalks, and street trees
 - Parking structures, on-street parking, slip lanes, and individual garages
- Shopfront façade for retail, restaurant in Priority Frontage Zone
- Safe and inviting pedestrian connections for convenient access
- Incorporate public art, landscaping, shade trees, recreation features along Residential Transition Zone
- Ensure new developments will be adaptable to future market conditions
- Link to Midway Road Special Area Study: <https://addisontexas.net/dev-services/sams-club-special-area-study>



AMLI TREE HOUSE: MIDWAY ROAD IMPROVEMENTS

- Project was originally funded for \$16M in 2012, and since then, the scope of project expanded to cover water, sewer, and storm utilities, while adopting the 2016 Master Transportation Plan
 - Project now estimated to surpass **\$40M** in construction spending
- Projected estimated to complete end of 2022
- **Redevelopment of Midway Road needs to start** with the existing retail/office buildings as Town has gone through great lengths to improve Midway Road



Existing Crowne Plaza Hotel

AMLI TREE HOUSE: EXISTING SITE



- Properties in the study area are approaching 40-50 years old and are experiencing decline
- **Current assessed tax value is \$12M** ~ 200,000 SF of office and event center space. Office currently 62% occupied and event center currently 0% occupied
- **AMLI's proposed redevelopment is expected to cost over \$170M** including the 30 for-sale townhomes

AMLI TREE HOUSE: PROPOSED REDEVELOPMENT



Midway Road Facing New Community

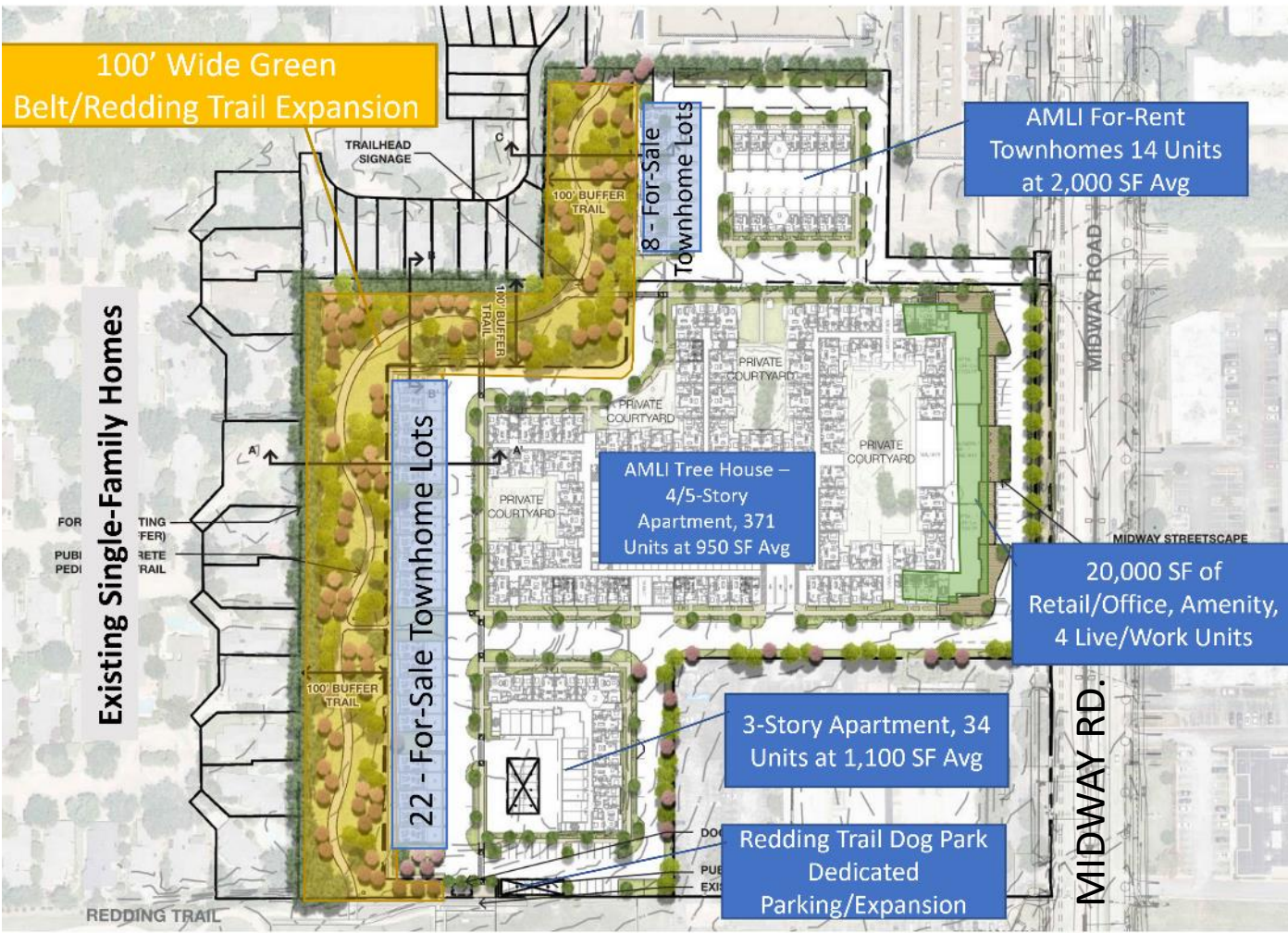


Trail Extension North of Redding Dog Park



Example of For-Sale Townhome

AMLI TREE HOUSE: PROJECT OVERVIEW



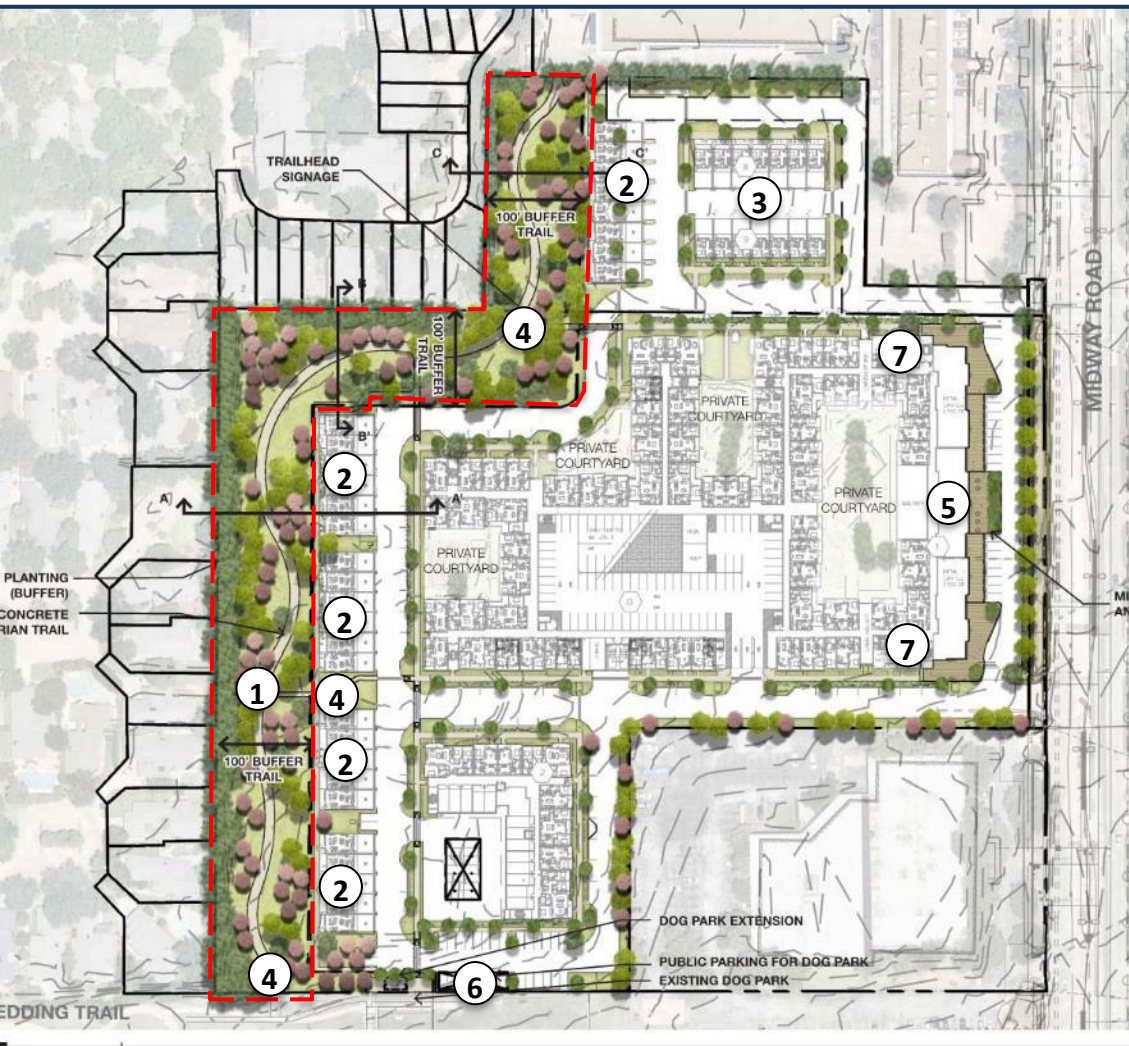
AMLI Residential is working to develop and construct a 419-apartment, Class A+, LEED® certified, luxury rental community on 13.7 acres along Midway Road. The property currently includes the Office in the Park, a 1970s office building, and the vacant Addison Event Center, which will be redeveloped into a **\$170M+**, exceptional, mixed-use community that will include 30 for-sale townhomes, **20,000 SF of retail**, live/work units, amenity space, expansive hike/bike trails and over **33,000 SF of scenic, resident courtyard space**.

The properties currently contain ~200,000 SF of office and event center space.

Addison commissioned the Midway Road special area study in 2014. The study was postponed to allow for the construction of the **\$40M Midway Road improvements** to be completed. A fourteen-person neighborhood stakeholder group was appointed by council in April 2021. The group submitted their recommendation to council in March 2022.

AMLI fully complies with the study and is requesting zero variances or incentives from Addison. Additionally, **AMLI will dedicate 3 acres (Estimated Land Value ~\$3.5M) to the town** upon completion of the project.

AMLI TREE HOUSE: SITE PLAN



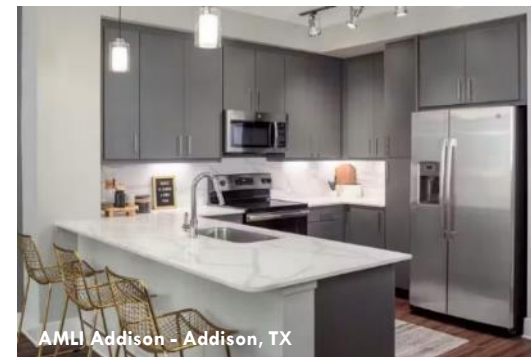
SITE PLAN FEATURES

1. Hike/Bike Trail with 100' Residential Buffer and extensive tree planting
2. 30 For-Sale Townhomes (5 Locations)
3. For-Rent Townhomes
4. Public Art (3 Locations)
5. 20,000 SF of Commercial Space at hard corner (leasing, amenities, retail-ready and Live/Work)
6. Redding Trail Dog Park Expansion/Parking
7. Corner Live/Work Units

AMLI TREE HOUSE: PROJECT DETAILS

<u># of Dwelling Units:</u>	419 total apartments – mix of product with 371 in 4/5-story apartment building / 34 in 3-story apartment building with private garages and 14 for-rent townhomes. 30 for-sale townhomes
<u># Units/Acre:</u>	13.7ac - 3.0ac park dedication = 10.7ac – 42.0 units/ac including for-sale product
<u>Average Unit Size:</u>	~1,000 SF (115 SF larger than AMLI Addison)
<u>Unit Mix:</u>	55% 1BR / 45% 2BR/3BR / 30 for-sale townhomes / 14 for-rent townhomes designed for empty-nesters (Senior-Friendly)
<u>Retail/Amenity:</u>	~ 20,000 SF of retail, co-work, amenity, leasing, and live/work (~6,000 SF) space.
<u>Parking Required / Provided:</u>	740 spaces / AMLI to provide 790 spaces and maintain the streets.
<u>Building Exterior Material:</u>	90% masonry/glazing on public exterior-facing facades.
<u>LEED Certification:</u>	LEED Certification (Silver Minimum – Targeting LEED Gold; AMLI Addison is certified at LEED Gold)
<u>Timing:</u>	Commence construction: 2Q23 First certificate of occupancy: 2Q25 Final completion: 2Q26
<u>Park and Trail Dedication:</u>	3 acres dedicated to Town of Addison for the expansion of Redding Trail, including public art, lighting, benches, extensive landscaping and minimum 100-foot residential transition zone buffer.
<u>Tree Mitigation:</u>	AMLI will mitigate 100% of all tree removals.
<u>Impervious Cover:</u>	Existing site 78% impervious cover. Proposed redevelopment 65% .
<u>Total Development Cost:</u>	\$156.3M / \$373K/Unit / \$375/SF. For reference, median home values in Addison per Realtor.com is \$455K / \$225/SF. Note: Excludes 30 for-sale townhomes cost.
<u>Average Rent:</u>	\$2,400/month - average qualifying income \$85K+
<u>Target Demographic:</u>	Move-up renters, aspiring home buyers, empty nesters (senior-friendly) with targeted household income greater than \$150K. Note: AMLI Addison's reported average household income is \$150K.

We fully comply with the Midway Road special area study and are seeking zero variances.



AMLI TREE HOUSE: COMMUNITY BENEFITS

Addison's Strategic Vision Plan

Site plan complies with Addison's Strategic Vision Plan:

- Strengthen the area as a distinctive Addison destination
- Incorporate character, residential buffering and social amenities that respect surrounding neighborhoods
- Include useable public green space
- Mix of uses including residential, retail, office and more



Physical Development Framework

Legend

Placetypes

- Mix of Uses
- Residential Transition Zone
- Priority Frontage Zone
- Existing/Planned Open Space

Trails

- Trail Connections

Base Map Information

- Property Lines
- Existing Roads
- Major New Vehicle Connections
- Minor New Vehicle Connections
- Driveway Cuts (Post Midway Construction)
- Traffic Signals
- Study Area Boundary

3-Acre Park Dedication / Redding Trail Extension

AMLI is complying with all Midway Road special area study design principles while providing the following:

- Large multi-use trail network and open space with lush landscaping
- 3-acre park dedication to Town of Addison and Redding Trail extension
- Minimum 100-foot buffer for residential transition zone
- Dedicated parking for Redding Trail Dog Park and significant improvements to the park including shade coverings, water fountains and seating
- Public art donation - \$150K



Additional Housing Stock

*Rendering

- Due to limited housing stock, Addison has one of the highest job to population ratios in the U.S., with 18,000 residents and a daytime population of over 110,000 (**6.2 jobs per resident**). DFW's job per resident is **0.44**. AMLI Tree House will provide critical housing needs for those working in the area.
- **AMLI Tree House's total development cost is \$156.3M / \$375/SF excluding the 30 for-sale townhomes. Addison's median home values are \$455K / \$225/SF according to Realtor.com.**

Increasing Town of Addison's Property Taxes

- Current taxable assessed value is \$12M. The total estimated **\$170M+ development** will increase the property tax by ~\$4.1M/yr. **Addison's property taxes will increase more than \$1M per year.** This translates to over \$25M (4% discount rate) in bonding capacity. This is critical to provide police, fire, and city services and maintain it's AAA credit rating.

Catalyst for Midway Road Redevelopment

- AMLI Tree House will serve as a catalyst for redevelopment along Midway Road. For reference, the current combined assessed values of all properties along Midway Road from Beltway Drive to Proton Drive is \$45M while our development including the for-sale townhomes is in excess of \$170M. This will preserve, if not improve, the value of adjacent single-family homes.

Midway Road Special Area Study

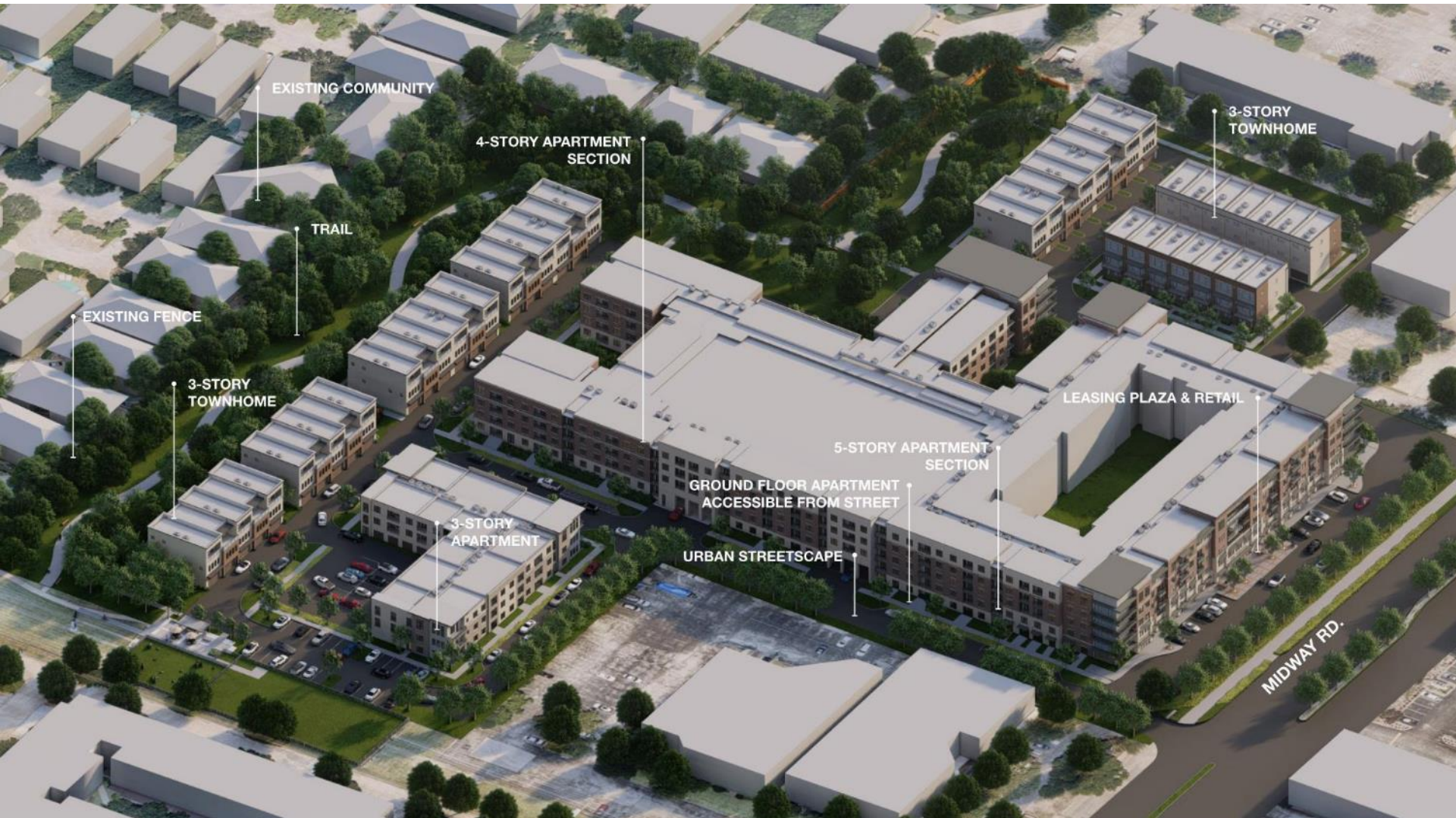
AMLI TREE HOUSE: COMMUNITY BENEFITS

Mixed-Use Development

- **AMLI Tree House will offer a diverse “best-fit” of housing types:**
 - For-sale townhomes
 - 4/5-story flats with structured parking
 - 3-story tuck under (senior-friendly)
 - Live/work units
 - For-rent townhomes – “Missing Middle”
 - 20,000 SF of retail/amenity/office space
 - 33,000 SF of courtyard space for residents
 - Extension of Redding Trail with the 100'+ residential transition zone
 - Public art throughout the development



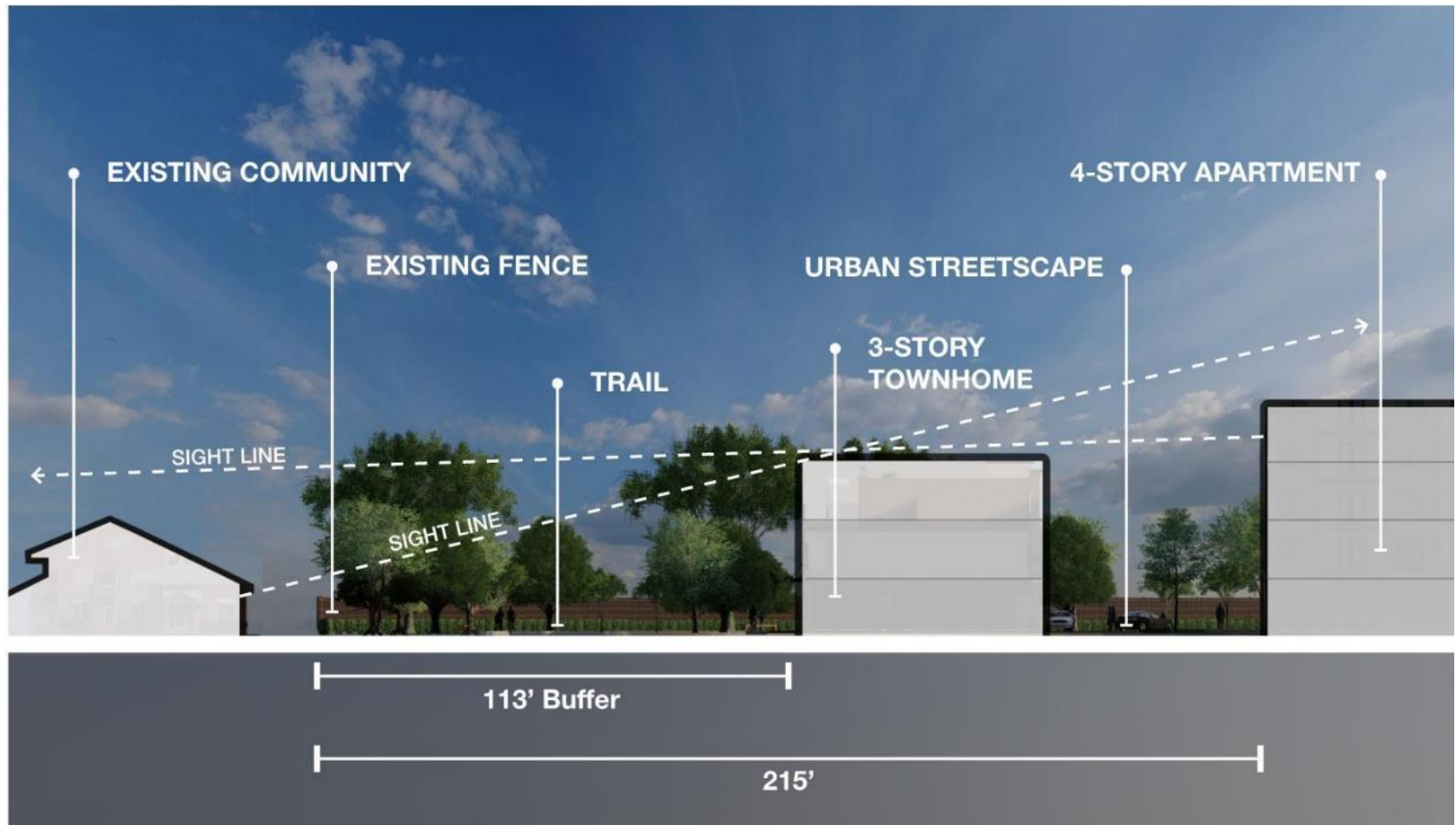
AMLI TREE HOUSE: FLYOVER VIDEO



*Click Image for Video

Residential Buffer

- To comply with the Midway Road Special Area Study, AML I Tree House will have a minimum 100' buffer to all residential neighbors to the West of the site.
 - Additionally, the site will feature an extensive trail system decorated with park benches, public art, and lush trees carefully selected by local arborists and landscapers.



AMLI TREE HOUSE: PROJECT DETAILS – VIEWS



VIEW FROM TOWNHOME 3RD FLOOR WINDOW TOWARDS ADJACENT RESIDENTIAL NEIGHBORHOODS

AMLI TREE HOUSE: PROJECT DETAILS – VIEWS



EXISTING TREES
TO REMAIN

PROPOSED TREES TO FULLY
SCREEN TOWNHOMES

2ND FLOOR VIEW FROM SINGLE FAMILY HOMES (VIEW HEIGHT: ~15')

AMLI TREE HOUSE: PROJECT DETAILS – PRIORITY FRONTAGE ZONE



Pedestrian Connectivity Plan and Streetscape

- The **priority frontage zone** discussed in the Midway Special Area Study is an essential component of our development. AMLI Tree House will create a safe, pedestrian friendly link between existing restaurants and retail along Midway Road which is undergoing substantial revitalization upgrades in excess of \$40M.
- 20,000 SF of retail/amenity space with 14' floor to floor height that will include leasing, amenities, and retail service space such as co-work, live-work, large fitness facility, private training, and café/coffee bar.
- Our retail, amenities, and residents will complement existing retail along Midway Road.
- Site will be adaptable to future demand uses while elevating the corridor as the prominent gateway to Addison.

AMLI TREE HOUSE: PROJECT DETAILS - CRIME

AMLI Renters Do Not Bring Crime into the Area

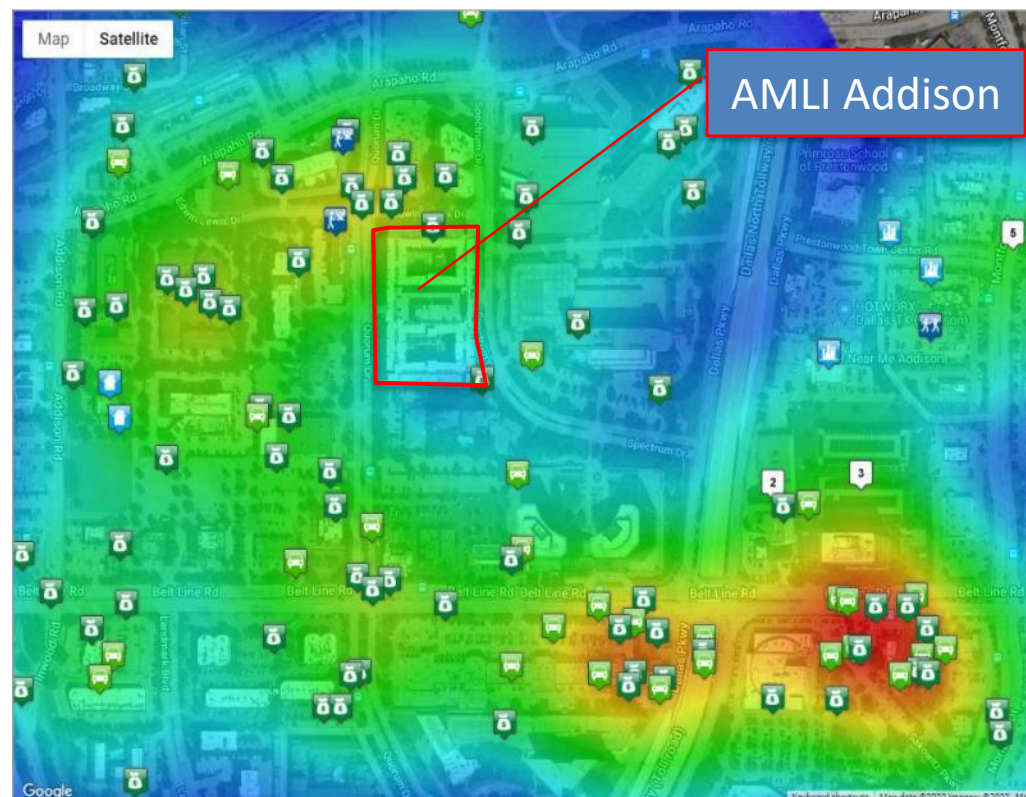
“Relationship between development density and crime shows that high density rental and ownership housing is not necessarily associated with a high crime rate, but socioeconomic status is. High crime rates tend to be associated with a higher poverty rate and unemployment rate, low education attainment, and large household size.”

Police Service Calls Origination:

- Addison PD noted that 2 out of every 3 calls for service were generated by commercial areas such as hotels, offices, and restaurants.
 - The remaining 33% of calls had 80% associated with multifamily like the rental to ownership in Addison.
 - AMLI Addison has had **three 911 calls YTD** averaging **0.5 calls/month (2 Car Break-ins, 1 Vandalism)**

AMLI Resident Application:

- All prospective AMLI Residents undergo an intensive background screening consisting of criminal records, credit reporting, eviction history, job history, etc.
 - All applications are done through an independent third party
 - Applicants must earn 3x the monthly rate where other agencies are using 2.5x



*LexisNexis 2022 YTD Crime Heat Map

AMLI Security Around Community:

- All doors and entry points require key fobs only provided to current residents and staff
- AMLI uses **360-degree security cameras** in every corner
- All garages are equipped with high-speed rollups to prevent people from entering without access

*Source – Town of Addison Housing FAQ, July 7, 2022

AMLI TREE HOUSE: PROJECT DETAILS - TRAFFIC IMPACT

Multifamily Traffic Impact

According to our Bowman TIA, Tree House project does not adversely affect traffic along Midway Road

- “According to the Institute of Traffic Engineers (ITE), multifamily rental housing typically generates a lower volume of trips per unit than less dense housing types” (Town of Addison Housing FAQ, July 7, 2022).
- At 100% occupancy for both office and event center, AMLI Tree House is expected to generate 259 fewer morning peak hour trips, 226 fewer evening peak hour trips, and 1,608 fewer daily trips.
- Current occupancy (62% for the office, and 0% for the event center), the proposed development is expected to generate 45 additional morning peak hour trips, 65 additional evening peak hour trips, and 1,350 additional daily trips.
- Midway Road has been designed to accommodate the existing office use at 100% occupancy. An additional 1,608 trips more than our proposed development

No vehicular connectivity to adjacent neighborhoods

AMLI’s Entrances

- Both North and South entrances are full non-signalized access points with median openings



AMLI TREE HOUSE: PROJECT DETAILS

2016 Addison Housing Policy:

1. **Where feasible and appropriate, new housing should increase proportion of for-sale ownership**
 - All for-sale product is not economically feasible at current land and construction value and “the Town would likely need to **aggressively subsidize** the development of fee simple ownership housing” (*Addison Housing FAQ*).
 - AMLI will offer 30 for-sale townhomes. Additional for-sale is not economically feasible at current land value.
2. **Proposal should offer a ‘best fit’ mix of uses and housing choices within the context of the surrounding Addison community**
 - AMLI to offer for-sale townhomes, apartments with expansive courtyards, Redding Trail extension, expansion of dog park, active street retail with outdoor patio areas, and more.
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 neighborhoods distinctive**
 - Enhance the neighborhood walkability by extending the Redding Trail
 - AMLI to provide 3.0-acre park dedicated to Town of Addison
 - Multiple housing options
 - Providing walkable retail and private office spaces along Midway Road
4. **Proposals for independent and/or assisted living may be considered by the Town of Addison**
 - The 3-story building will feature larger units (1,100 SF Average), elevator access, private garage making this senior-friendly.
 - The 4-5 story apartment will also be senior friendly where one can park on their floor and avoid stairs/elevators.
 - **All units are ADA accessible - retrofitted for handicap-use including grab bars, turning radiuses, etc.**
5. **Council encourages developers and staff to pursue projects that represent the highest and best use of each property**
 - AMLI meets the Addison Housing Policy because it is ‘exceptional’, feasible, appropriate, while being the ‘best fit’ mix of uses, and housing choices in Addison. This **exceptional** project will continue the high-quality design and walkability that make Addison’s existing neighborhoods distinctive.
 - \$170M in Tax Assessed Value
 - 3.0-acre park dedication
 - LEED Certified
 - Catalyst for future growth

Addison has historically been a “for-rent” community:

Addison’s percentage of rental housing to fee-simple ownership

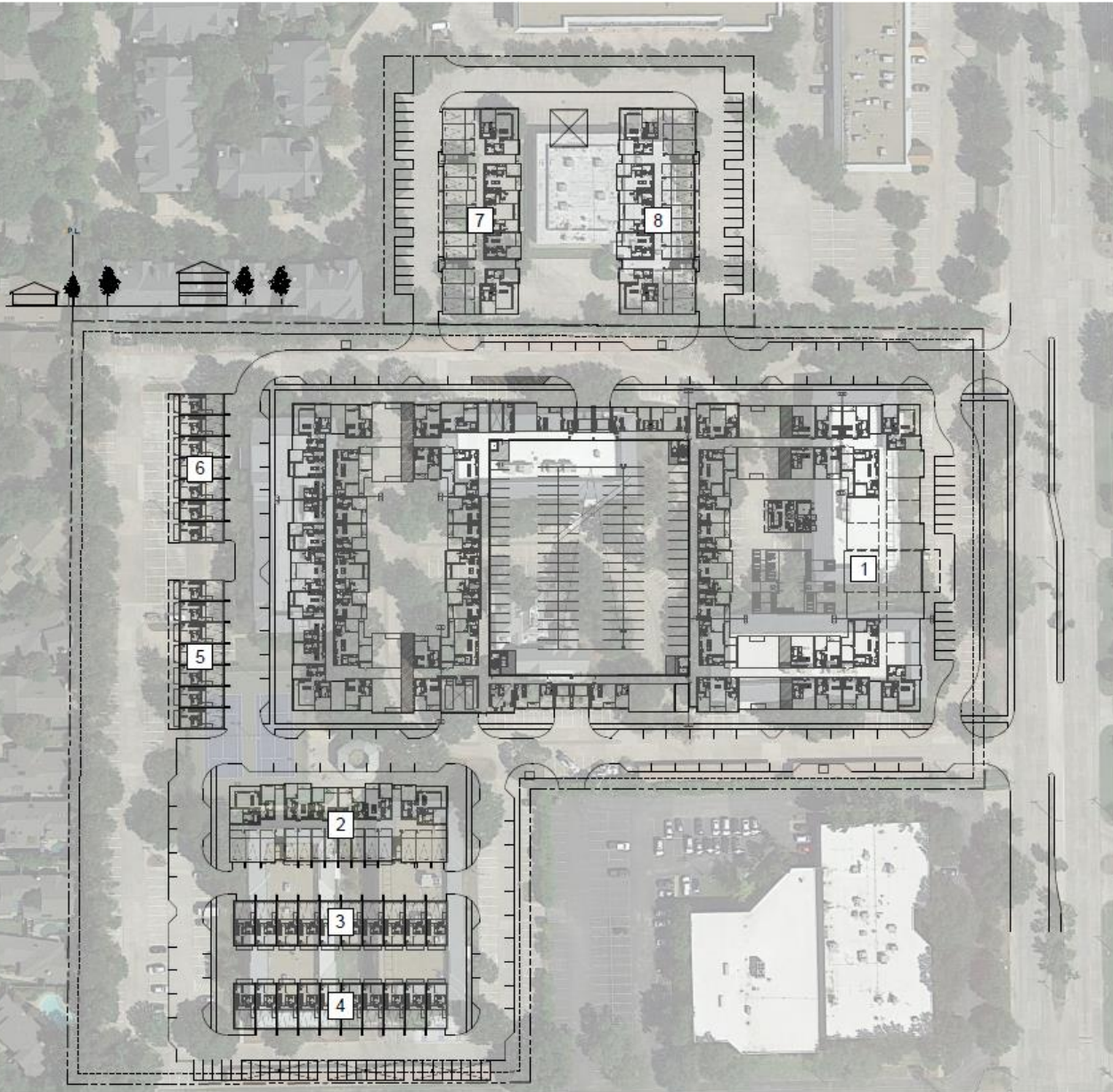
- 1980: 95.2%
- 1990: 88.0%
- 2013: 76.0%
- Present: 78.8%

Addison historically has had a very high percentage of rental housing.

Potential Impacts if Town were to Stop Approving High Density Rental Housing:

1. A **reduction** in market interest in redeveloping declining properties in Addison
 - Poorly positioned properties could continue to decline resulting in **deferred maintenance, lower rents, attracting less desirable land uses, and vacancy.**
2. Declining commercial business properties can have a **detrimental effect on appearance and reputation** of a commercial corridor.
 - Impacts can spill over to adjacent property owners including **crime, homelessness, and declining property values** and influences relocation decisions which is very difficult for cities to reverse.
3. Foregoing approval of high-density rental housing would likely result in **less opportunity for new ownership housing**, as compact ownership housing options that perform best in a redevelopment environment, **frequently co-locate with multifamily housing.**
 - Co-location occurs to subsidize the construction of the ownership housing and because that form of ownership housing performs best in a walkable mixed-use environment, of which multifamily rental housing is frequently an anchor component.

AMLI TREE HOUSE: PROJECT DETAILS – PREVIOUS SITE PLAN



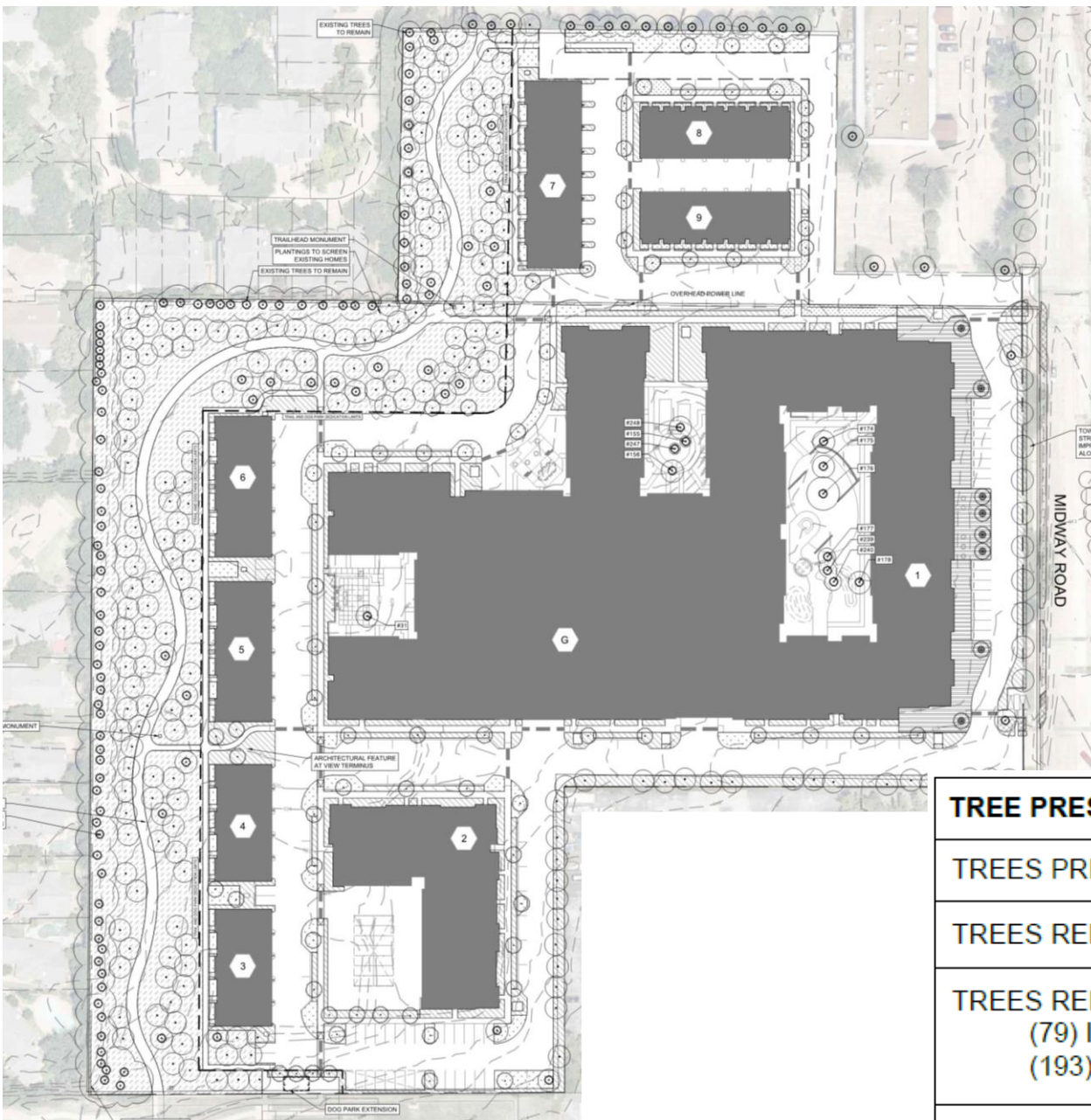
Previously Proposed Site Plan:

- 5-Story Apartment with 475 Units
- 34 For-Rent Townhomes
- 100' Trail Buffer
- No For-Sale Townhomes
- **509 For-Rent Units**

Proposed Site Plan:

- 4/5-Story Apartment 375 Units
- 3-Story Tuck Under 34 Units
- 30 For-Sale Townhomes
- 14 For-Rent Townhomes
- 100+' Buffer
- **419 For-Rent Units**

AMLI TREE HOUSE: PROJECT DETAILS - TREE MITIGATION



Tree Preservation and Mitigation:

- AMLI has worked alongside town park's department, landscape architects, and local arborists to identify best suited trees for transplanting or need to be removed.
 - With their input, AMLI can preserve over 2,000" caliber inches of trees while planting more than 2,100" caliber inches of a wide variety of trees.
 - The trees identified will be shade trees, evergreens, and ornamental trees

TREE PRESERVATION SUMMARY

TREES PRESERVED	2,065"
TREES REMOVED	2,169"
TREES REPLACED (@ 8" CAL IN. PER TREE) (79) INTERNAL STREET TREE (193) REPLACEMENT TREE	2,169" (632") (1544")
REMAINING MITIGATION	0

AMLI TREE HOUSE: PROJECT DETAILS

AMLI Apartments vs. For-Sale Townhomes

- Townhome project of ~15 Townhomes per acre would yield **160 townhomes** with a total estimated value of ~\$80M at \$500,000 per townhome.
 - For-sale townhome would include no retail space. This was essential to Midway Road Special Area Study to include a mix of product types and active retail along the Priority Frontage Zone.
- AMLI's proposed development is estimated at over \$170M while providing a mix of uses including the funding of the Redding Trail extension, 20,000 SF of Retail / Live/Work units
- Addison Grove's developers have **constructed 44 townhomes out of 178 in four years** (during a historically strong housing market), and at that rate, is on track to complete the project **17 years from project initiation**.

Development Type	AMLI	Townhome
Total Acreage	13.7	13.7
Park Dedication	3.0	3.0
Buildable Area	10.7	10.7
Land Cost	\$16,000,000	\$10,400,000
For Sale Units	30	160
For Rent Units	419	0
Retail / Live/Work SF	20,000	0
Total Estimated Value	\$171,300,000	\$80,000,000

- Recent Townhome Land Comps in Addison, Farmers Branch, N. Dallas sell between \$50-70K, and this site will require major site work including tree mitigation, demolition, grading, asbestos remediation, etc.

AMLI TREE HOUSE: PROJECT DETAILS

AMLI Apartments vs. For-Sale Condos

For-sale condo development pricing in Addison cannot support condo development at current sales price per square foot in conjunction with construction and land costs

- AMLI's development cost is \$383/SF not including profit, commissions, legal costs for liability, and for condo developer's, the condos would need to sell for over \$450,000 / \$450/SF.
- Addison's average home sale price per SF is \$225 (*Realtor.com*)

Even luxury condo developers are struggling to sell their units

- Blue Ciel, a prominent project in Uptown is on pace to sell all 158 units in seven years



Veterans: How much home can you afford? | What can you buy? (It's easy to find out)

● Pending

\$520,000 Est. **\$3,834/mo**

4 bed 4 bath 2,706 sqft 2,047 sqft lot

3904 Amberwood Dr, Addison, TX 75001

Townhome
Property Type


24 Days
Time on realtor.com

\$375/mo
HOA Fees

2 cars
Garage

2010
Year Built

Commute Time: [Add a commute](#)



Veterans: How much home can you afford? | What can you buy? (It's easy to find out)

● Contingent

\$449,000 Est. **\$3,369/mo**

2 bed 3 bath 1,778 sqft

15755 Spectrum Dr Unit 91, Addison, TX 75001

Condo
Property Type


9 Days
Time on realtor.com

\$340/mo
HOA Fees

2 cars
Garage

2005
Year Built

Commute Time: [Add a commute](#)



AMLI TREE HOUSE: PROJECT DETAILS

Office Relocation

- All office tenants have a 120-day lease termination to allow for redevelopment
- 112,000 SF of occupied office (62% occupied)
 - Within 0.5 miles of the existing site, there is over 205,000SF of vacant office

LoopNet™

Available Space ▾ More Filters(1) Sort Clear 9 Results Save Search

AMLI Tree House Site

14275 Midway Rd
Midway Atriums
Addison, TX
Built in 1986
644 - 153,914 SF Office Spaces
\$18.50 SF/YR

14131 Midway Rd
Greenhill Towers
Addison, TX
Built in 1986
1,810 - 43,965 SF Office Spaces
\$22.00 - \$24.00 SF/YR

16775 Addison Road
Turnkey and open options, accessible to Fort Worth and Dallas
Vista
LoopNet™

4004 Belt Line Rd
Forum
Addison, TX
Built in 1983
298 - 94,414 SF Spaces
\$16.50 SF/YR

AMLI TREE HOUSE: PROJECT DETAILS

For-Sale Quality Living Areas

- 9' Standard Ceilings and Select Units with 11' Ceilings
- Plank Flooring in Entries, Kitchens, Living Rooms and Dining Rooms
- Elegant Patio Doors/Windows with Transom Above & 5-Panel Interior Doors
- 2" Faux Wood Blinds on all Windows
- High Speed Internet (Fiber-Ready for GigaPower with CAT6)
- Programmable Thermostats & USB Charging Stations
- Private Walk-Up street level units
- Latch Keyless entry system
- Wine Fridges in select units
- Slab Granite Countertops
- Stainless Steel Energy Star® Appliances
- Designer Light Fixtures with Pendants over Island



AMLI Branch Park – Austin, TX

VIRTUALLY STAGE



AMLI Addison - Addison, TX



AMLI Marina Del Rey – Marina Del Rey, CA

AMLI TREE HOUSE: PROJECT DETAILS

For-Sale Quality Bath & Closets

- Granite slab countertop with undermount sink
- Euro-style cabinetry with premium hardware and are soft-closing
- Full-height tile surround at bathtub and shower areas
- Modern water-saving plumbing fixtures
- Spacious walk-in closets with wood shelving and stained rods
- Dual vanities in select units



AMLI TREE HOUSE: PROJECT DETAILS

Luxury Resident Amenity Areas

- Designed to achieve LEED certification
- Breatheasy® Smoke-Free Community (inside-and-out)
- Fitwell certified
- Landscaped Courtyards with features like Swimming Pools, Private Cabanas & Outdoor Grill Areas
- 24/7 Fitness Center & Co-Working Space with Conference Room
- Bike Storage & Maker Space to Gather & Create (craft, paint, woodwork)
- Pet Spa with Dog Grooming Area
- Private Resident Parking in Gated Garage
- Maker Space for residents to mingle and get creative



AMLI TREE HOUSE: PROJECT DETAILS – DOVIE'S



Dovie's Restaurant (closed)

14671 Midway Rd
Addison TX 75001

Dovie's restaurant and bar opened in 1980 in the home that was once owned by World War II hero, Audie Murphy. Murphy purchased the estate in the 1950s after marrying Pamela Archer. He and his family never did settle in Addison TX. They settled in California.



AMLI TREE HOUSE: PROJECT DETAILS – BEE'S



Beehives located on top of our AMLI West Plano

- AMLI partnered with The Best Bees Company to help pollinate the surrounding environment

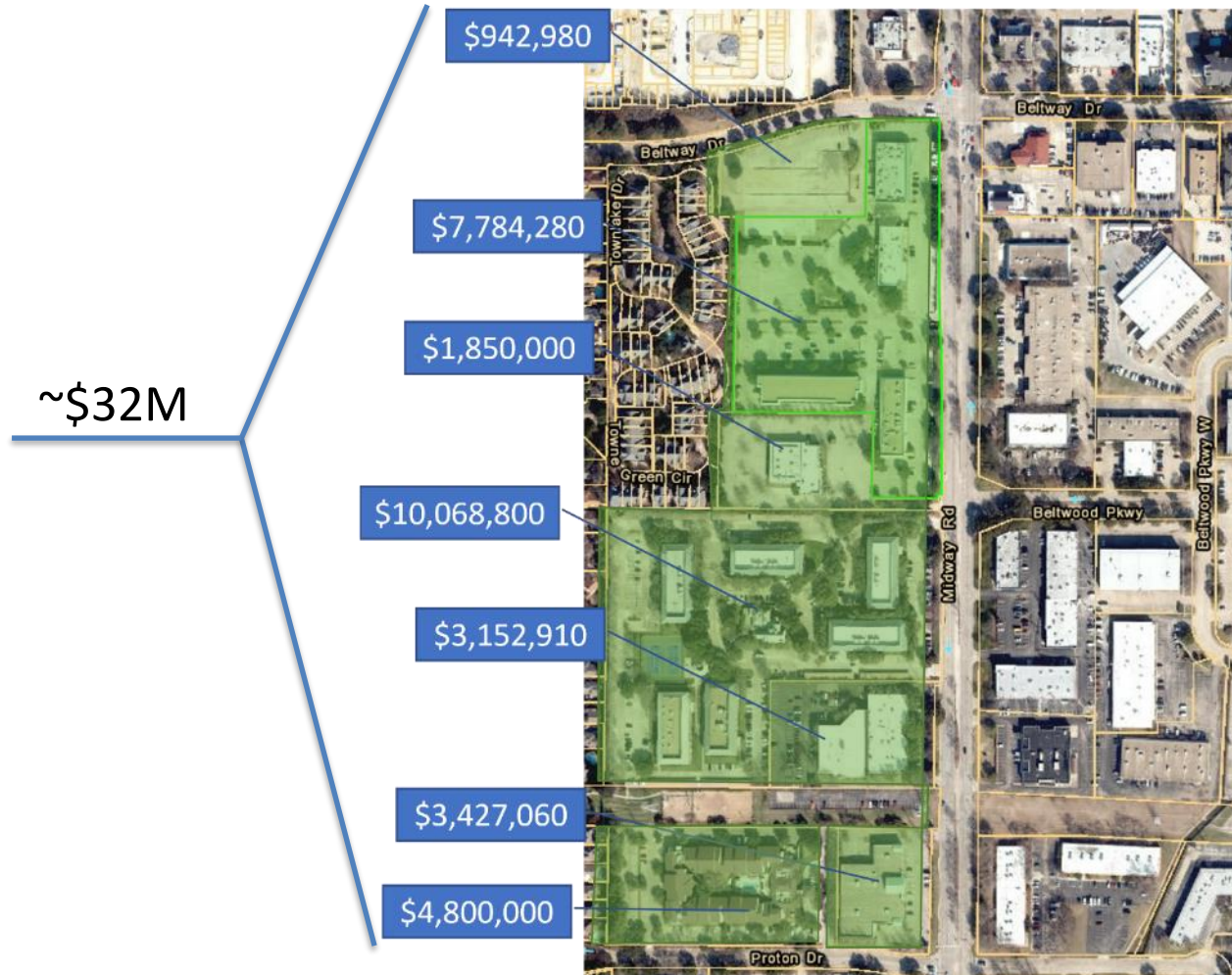


AMLI
WEST PLANO

AMLI TREE HOUSE: PROJECT DETAILS

Tax Assessed Values between Beltway Dr. to Proton Dr.

- Tax Assessed Values Beltway Dr. to Proton Dr. in Addison – \$32.1M ~\$32M
- The proposed **\$170M+ development** will increase the property tax by ~\$4.1M/yr. **Addison's property taxes will increase more than \$1M per year.**



AMLI TREE HOUSE: APPENDIX – RENT TO OWN ADDISON

The current mix of Addison housing types and ownership characteristics is depicted below:

Ownership Housing	Existing Dwelling Units
Large Lot Single-Family	119
Small Lot Single-Family	1,268
Duplexes	84
Townhomes	342
Condo (Townhomes)	266
Condo (Stacked Flats)	341
TOTAL	2,420

Rental Housing	Existing Dwelling Units
Multifamily Rental	9,012
TOTAL	9,012
% Ownership Housing	21.2%
% Rental Housing	78.8%
TOTAL DWELLING UNITS	11,432

AMLI TREE HOUSE: APPENDIX

4/5-Story Wrap Exterior Elevations



East: 78% Glazing and Brick / 22% Fiber Cement Panel

South: 92% Glazing and Brick / 8% Fiber Cement Panel

AMLI TREE HOUSE: APPENDIX

4/5-Story Wrap Exterior Elevations

North: 91% Glazing and Brick / 9% Fiber Cement Panel

West: 92% Glazing and Brick / 8% Fiber Cement Panel



AMLI TREE HOUSE: APPENDIX

3-Story Tuck Under Exterior Elevations



04 BLDG #2 - NORTH ELEVATION (FRONT)
SCALE: 1/8" = 1'-0"



03 BLDG #2 - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



02 BLDG #2 - EAST ELEVATION
SCALE: 1/8" = 1'-0"



01 BLDG #2 - WEST ELEVATION
SCALE: 1/8" = 1'-0"

North: 92% Glazing and Brick / 8% Fiber Cement Panel

South: 91% Glazing and Brick / 9% Fiber Cement Panel

East: 91% Glazing and Brick / 9% Fiber Cement Panel

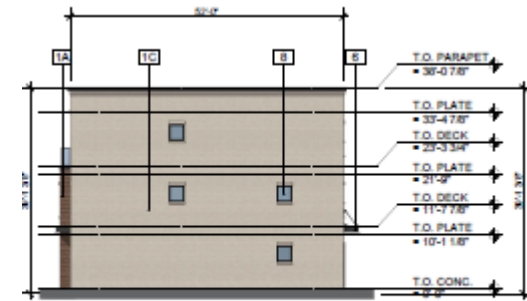
West: 92% Glazing and Brick / 8% Fiber Cement Panel

AMLI TREE HOUSE: APPENDIX

Town Home Exterior Elevations



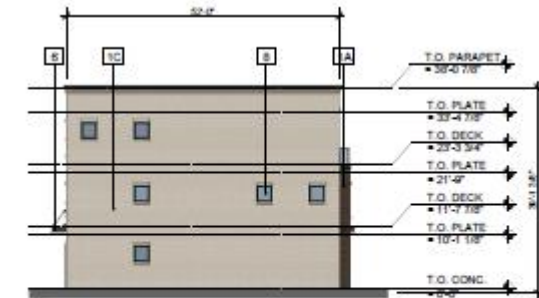
08 BLDG #5&8 - EAST ELEVATION
SCALE: 1/8\"/>



04 BLDG #3-8 - NORTH ELEVATION
SCALE: 1/8\"/>



06 BLDG #5&8 - WEST ELEVATION
SCALE: 1/8\"/>



03 BLDG #3-7 - SOUTH ELEVATION
SCALE: 1/8\"/>

North: 98% Glazing and Brick / 2% Fiber Cement Panel

South: 97% Glazing and Brick / 3% Fiber Cement Panel

East: 92% Glazing and Brick / 8% Fiber Cement Panel

West: 77% Glazing and Brick / 23% Fiber Cement Panel

AMLI TREE HOUSE: PROJECT DETAILS - TRAFFIC IMPACT

Table 2. Existing vs. Proposed Trip Generation Comparison

Development	Land Use	Size	Units	AM Peak Hour			PM Peak Hour			Average Weekday		
				In	Out	Total	In	Out	Total	In	Out	Total
Existing Development⁽¹⁾												
General Office Building	710	182,320	D.U.	247	34	281	46	227	273	988	988	1,976
High Turnover Restaurant	932	20,580	S.F.	108	89	197	113	73	186	1,103	1,103	2,206
Strip Retail Plaza	822	11,500	S.F.	19	13	32	43	43	86	357	358	715
TOTAL, EXISTING DEVELOPMENT				374	136	510	202	343	545	2,448	2,449	4,897
Proposed Development⁽²⁾												
Single-Family Attached Housing	210	44	D.U.	5	12	17	12	10	22	142	143	285
Multifamily Housing (Low-Rise)	220	34	D.U.	8	25	33	22	13	35	146	147	293
Multifamily Housing (Mid-Rise)	221	371	D.U.	35	117	152	88	57	145	862	861	1,723
Small Office Building	712	3,500	S.F.	5	1	6	3	5	8	25	25	50
Variety Store	814	3,500	S.F.	6	5	11	12	11	23	112	111	223
Strip Retail Plaza (Existing)	822	11,500	S.F.	19	13	32	43	43	86	357	358	715
TOTAL, EXISTING DEVELOPMENT				78	173	251	180	139	319	1,644	1,645	3,289
NET CHANGE IN TRIPS				-296	+37	-259	-22	-204	-226	-804	-804	-1,608

(1) Existing site trip generation information extracted from "Tree House Multifamily, Addison, TX - Trip Generation Memorandum" prepared on May 18, 2022.

(2) Based on the Institute of Transportation Engineers Trip Generation Manual, 11th Edition.

AMLI PROJECT DETAILS – AMLI REVIEWS

AMLI RESIDENTIAL Atlanta | Austin | Chicago | Dallas | Denver | Houston | Seattle | Sou
AMLI Residential



Overview	212 Reviews	58 Jobs	294 Salaries	34 Interviews	29 Benefits	84 Photos
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- Overview
- Pricing
- Reviews
- Amenities
- Leasing

AMLI Residential Reviews

Updated Jul 3, 20

Find Reviews

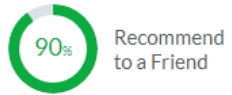
- Clear All
- Full-time, Part-time
- English

Filter

Found 209 of over 212 reviews

Sort Popular

4.5 ★★★★★



Greg Mutz
156 Ratings

Overall Rank #8,046 City Rank #3

AMLI Addison

15250 Quorum Drive, Addison, TX 75001

★★★★★ (24 Reviews)

\$1,836 – \$3,808/mo

A Aslan P
3 reviews

★★★★★ 2 months ago

Audrey at AMLI Addison is the most accommodating & welcoming person! The apartments are beautiful, updated, safe, and in a fantastic location. After touring numerous complexes, none even came close to AMLI Addison. Audrey is responsive, eager to serve, and willing to make the moving process as easy as possible !!! She is the absolute BEST. We love this place & so does our dog!

👍 1

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

We feel that AMLI Residential's proposed mixed-use multifamily community, for-sale townhomes, and 3.0-acre hike/bike trail dedication will greatly benefit the Town of Addison. AMLI Tree House is a critical redevelopment in the Sam's Club Special Area Study. Addison needs more quality housing options for professionals working in the area to support local retailers and commercial employment. We also know that AMLI's residents will support the local businesses by frequently dining and shopping at nearby restaurants and retail stores.

This letter serves to confirm our support of AMLI Tree House for this exceptional redevelopment and their rezoning application for a new Class A, mixed-use, rental multifamily, and for-sale townhomes along Midway Road.



Sincerely,

Name:

Title: GM

Company: Chuy's

Date: ~~7/6/22~~ 7/6/22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

We feel that AMLI Residential's proposed mixed-use multifamily community, for-sale townhomes, and 3.0-acre hike/bike trail dedication will greatly benefit the Town of Addison. AMLI Tree House is a critical redevelopment in the Sam's Club Special Area Study. Addison needs more quality housing options for professionals working in the area to support local retailers and commercial employment. We also know that AMLI's residents will support the local businesses by frequently dining and shopping at nearby restaurants and retail stores.

This letter serves to confirm our support of AMLI Tree House for this exceptional redevelopment and their rezoning application for a new Class A, mixed-use, rental multifamily, and for-sale townhomes along Midway Road.



Sincerely,

Name:

Jonathan Peck

Title:

President

Company:

Nate's Seafood

Date:

7/14/22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

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Sincerely,

Name: Victoria Delgadillo

Title: Owner

Company: Palmas Brasil LLC.

Date: 03/14/22



AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Midway Center -
Office Across Midway
Road

Sincerely,



Name:

Jon Piot for
Midway Asset Partners

Title:

member

Company:

14400 midway llc

Date:

7/14/22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Sincerely,

CHicks

Name:

Catherine Hicks

Title:

general manager

Company:

Staples

Date:

7/6/22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

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Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Papageorge', written over the 'Sincerely,' text.

Name:

Chris Papageorge

Title:

President

Company:

Kissle LLC

Date:

7-7-2022

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

We feel that AMLI Residential's proposed mixed-use multifamily community, for-sale townhomes, and 3.0-acre hike/bike trail dedication will greatly benefit the Town of Addison. AMLI Tree House is a critical redevelopment in the Sam's Club Special Area Study. Addison needs more quality housing options for professionals working in the area to support local retailers and commercial employment. We also know that AMLI's residents will support the local businesses by frequently dining and shopping at nearby restaurants and retail stores.

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Sincerely, 

Name: Claudio Velazquez

Title: Owner

Company: Personal Ventures LLC.
Andiamo Italian Grill

Date: 07/06/2022.

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Cantina LAREDO.
modern mexican

Sincerely,

PATRICK CAMPBELL

Name:

A handwritten signature in black ink, appearing to read 'Patrick Campbell'.

Title: GENERAL MANAGER

Company: CANTINA LAREDO

Date: 07-13-2022

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

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Sincerely,



Name: Sudarat Pangwichit

Title:

Company: Best Thai Signature

Date: 7/12/2022



AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Sincerely,



Name:

Title:

Company:

Date:

[Handwritten signature]
Owner
Sigree Indian Restaurant
07/7/22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Sincerely,

Name:

A handwritten signature in blue ink, appearing to be "H. Ay", enclosed in a blue oval.

Title:

Company:

La Fishería

Date:

7-6-22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

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Sincerely,

Name: *Maria Santoluc*

Title: *Manager*

Company: *Which Wich*

Date: *7/6/2022*

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

Town of Addison,

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Sincerely,

Name: Axel Sandowal

Title:

Company: Genghis Grill

Date: 7/6/22

Axel Sandowal

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Sincerely,

A handwritten signature in black ink, appearing to read "Sean Harrington", written over a horizontal line.

Name: Sean Harrington

Title: owner

Company: The Back 9

Date: 7/7/22

AMLI TREE HOUSE: PROJECT SUPPORT LETTER

To: Town of Addison

Re: AMLI Tree House Rezoning Request

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Sincerely,

Name: Jeff Fyman

Title: GM

Company: Zoli's

Date: 7/6/22

Planning & Zoning Commission

Meeting Date: 07/19/2022

Agenda Caption:

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.
