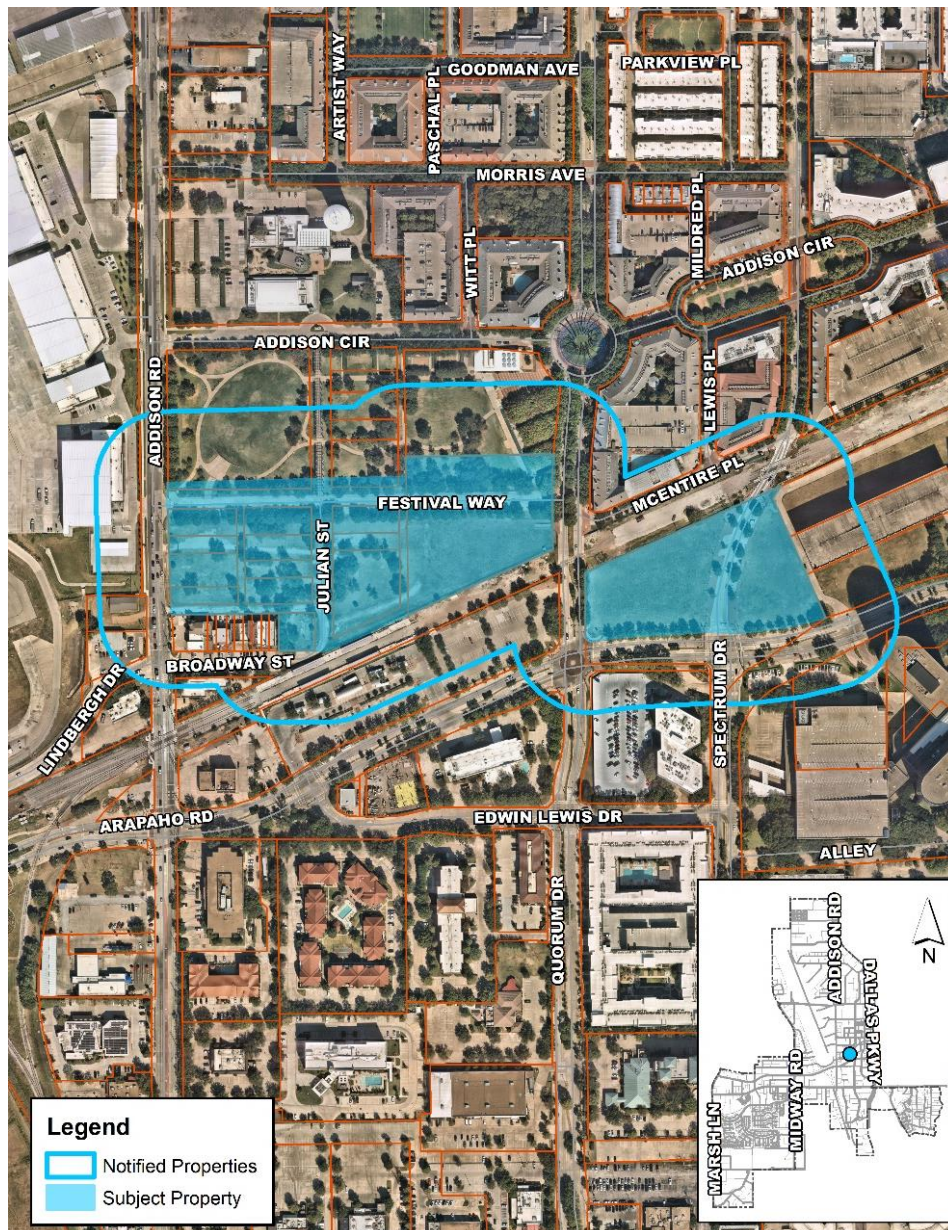


# 1860-Z

**PUBLIC HEARING** Case 1860-Z/Addison Circle Station - Phase I. Hold a Public Hearing, Present, Discuss, and Consider Action on an Ordinance Rezoning 13.7 Acres generally located at the Southeast Corner of Addison Road and Festival Way and the Northeast Corner of Quorum Drive and Arapaho Road, from Commercial-1 (C-1), Planned Development (PD), and Urban Center (UC), to a new Planned Development (PD) Zoning District, to Allow a Transit-Oriented Mixed Use Development Comprised of Multifamily Residential, Office, Parking, Restaurant, Retail, and Entertainment Uses, and Associated Public and Private Open Space and Common Areas, Through the Approval of a Concept Plan and Development Standards.

## LOCATION MAP





January 17, 2023

**STAFF REPORT**

**RE:** 1860-Z/Addison Circle Station - Phase I

**LOCATION:** 13.7 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast corner of Quorum Drive and Arapaho Road

**REQUEST:** Rezoning of 13.7 acres from Commercial-1 (C-1), Planned Development (PD), and Urban Center (UC) District to a new Planned Development (PD) Zoning District to allow for a transit-oriented mixed use development comprised of multifamily residential, office, parking, restaurant, retail, and entertainment uses, and associated public and private open space and common areas, through the approval of a concept plan and development standards.

**APPLICANT:** Joe Bruce, AMLI Development Company, Brad Dornak, Stream Realty Partners, and the Town of Addison

**DISCUSSION:**

Background: For more than three decades, the Town leadership has been anticipating the arrival of DART rail service in Addison. In preparation for its arrival, the Town has been acquiring property near the station and planning its use as part of a major transit-oriented development project. In 2018, the City Council adopted a plan that identified the vision and development principles for the property surrounding the contemplated DART rail stop and including DART's property as well. To begin implementation of that vision, The Town took the following actions:

- In 2020, the Town hired Cushman and Wakefield to serve as real estate advisors for the process that would select a master developer.
- In October of 2020, the City Council appointed a three member subcommittee to serve with Town staff and Cushman and Wakefield on a Selection Committee to guide the solicitation of qualified developers through a Request for Proposals (RFP) process.
- In April 2021, an RFP was released to the development community.
- In June 2021, the City Council approved an Interlocal Agreement with DART to include its station area property in the development.

Ultimately five development teams submitted proposals. After review of all five proposals, the Selection Committee recommended that the City Council narrow the candidates to two finalists that would further refine and submit development concepts for consideration.

At its March 22, 2022, meeting, the City Council made a motion to advance the development team of AMLI Residential and Stream Realty Partners (Co-Developers) as the lone finalist to become the master developer for the Town's transit-oriented development project in the Addison Circle area, subject to the successful negotiation of the final definitive agreements that will govern the project. The Council also directed the City Manager to negotiate a Memorandum of Understanding (MOU) between the Town and Co-Developers that outlines important terms and conditions that will be part of the final agreements.

Since the [April 12, 2022 adoption of the MOU](#), which resulted in a minimum investment commitment of \$472 million for the project, the Co-Developers have worked with Town Staff to advance a rezoning request for the 1<sup>st</sup> phase of this project and to execute required amendments to the original MOU ([1<sup>st</sup> Amendment](#), [2<sup>nd</sup> Amendment](#)). This 1<sup>st</sup> phase includes approximately 13.7 acres of Town owned property generally located at the southeast corner of Addison Road and Festival Way and the northeast corner of Quorum Drive and Arapaho Road. This property is bordered by Festival Way, Addison Circle Park, and DART right-of-way to the north, DART right-of-way and Arapaho Road to the south, Addison Road to the west, and the Millennium Office development to the east. The property is also bisected by Quorum Drive and Spectrum Drive.

This 13.7 acre 1<sup>st</sup> phase is part of a three phase project envisioned by the Co-Developers and the Town. The 2<sup>nd</sup> and 3<sup>rd</sup> phases address the DART property, and will include additional office development, a transit hub with a public parking structure, and a boutique hotel. The Co-Developers will advance entitlements for these phases following establishment of a Master Lease Agreement between the Town and DART. This agreement will allow the Town to sub-lease the DART property to the Co-Developers to execute those phases of the development.

With this request, the Town and Co-Developers proposes to rezone the property from Commercial-1 (C-1), Planned Development (PD), and Urban Center (UC) District to a new Planned Development (PD) Zoning District to [implement a vision for a transit-oriented mixed use development](#) comprised of multifamily residential, office, parking, restaurant, retail, and entertainment uses, and associated public and private open space and common areas, through the approval of a concept plan and development standards.

**Proposed Concept Plan:** The programming for the proposed 1<sup>st</sup> phase of this project is comprised of four primary development components, as well as improvements to the streetscape of Addison Road, Arapaho Road, Festival Way, and Quorum Drive, and the realignment of Spectrum Drive to accommodate a block pattern that is more consistent with the Addison Circle neighborhood.

These four primary development components include:

***Stream Office and Parking Structure:*** The proposed 2.4 acre Lot 1, Block A is comprised of a 6-story office building accommodating a minimum of 160,000 square feet of office floor area, and 3,500 square feet of retail/restaurant space and a patio at the ground floor engaging Festival Way and the planned retail/restaurant/entertainment node to the east. To the west of the office building, a 5-level, 623± space public parking structure will be constructed at the intersection of Addison Road and Festival Way.

Access to the parking structure will be provided from the 0.28 acre Lot 5X, Block A, which will comprise a reconstructed street that will also provide rear access to adjacent properties to the south, and from a drive aisle connecting to Festival Way, that also accommodates a small amount of on-street visitor parking. The 0.23 acre Lot 4X, Block A will be programmed by the Co-Developers to accommodate a fitness theme, which will capitalize on its direct access to the future Cottonbelt trail. Future programming is anticipated to include an outdoor fitness court, a pavilion, and a multipurpose space that may accommodate a pickleball court or other active programming.

**Retail/Restaurant/Entertainment Node:** The proposed 1.9 acre Lot 2, Block A is comprised of 25,000 square feet of building floor area supporting food, retail, and entertainment-oriented uses integrated with and organized around an intimate civic space and pedestrian paths that visually and physically connect with Festival Way, Addison Circle Park, and the Silver Line Station. This concept also envisions the opportunity for an additional 5,500 square feet of building floor area to frame and activate the northern edge of Addison Circle Park, allowing for a very pedestrian focused treatment of Festival Way at this focal point of the development.

**AMLI Tower:** The proposed 1.8 acre Lot 3, Block A is comprised of a 13-story multifamily residential tower accommodating a minimum of 240 and a maximum of 270 dwelling units, and 10,000 square feet of retail/restaurant space and a patio at the ground floor engaging Festival Way and Quorum Drive. This building wraps and is constructed upon a 5-level podium parking structure that will provide up to 420 parking spaces, inclusive of dedicated retail parking spaces at the ground floor. An amenity deck and green roof will be provided on top of the parking podium, at the 6<sup>th</sup> floor. Access to the parking structure is provided from Festival Way.

**AMLI Midrise:** The proposed 2.9 acre Lot 1, Block B is comprised of a 7-story multifamily residential midrise building accommodating a minimum of 410 and a maximum of 470 dwelling units, and 5,000 square feet of retail/restaurant space and a patio at the ground floor engaging Arapaho Road and Quorum Drive. This building wraps and is constructed upon a 3-level podium parking structure that will provide up to 630 parking spaces, inclusive of dedicated retail parking spaces at the ground floor. An amenity deck will be provided on top of the parking podium, at the 4<sup>th</sup> floor. Access to the parking structure is provided from Arapaho Road and Quorum Drive.

With the proposed realignment of Spectrum Drive (0.6 acre right-of-way dedication) at this location, a new public open space opportunity was established through the proposed 0.4 acre Lot 1X, Block C. This space is anticipated to be programmed as a passive space with elevated landscape, public art, and walking paths.

**Phasing Plan:** In accordance with the executed MOU between the Town and Co-Developers, construction of private and public site infrastructure and the proposed office building and parking structure will commence in the Fall of 2023. Open space lot 4X, Block A will be constructed concurrent to the office building and both features are anticipated to be completed in the Fall of 2025. The proposed residential tower will commence construction in the Winter of 2024 and is anticipated to be completed by the end of 2026. The proposed residential midrise building will commence construction in the Fall of 2024 and is anticipated to be completed by the end of 2026. Open space lot 1X, Block C will be constructed concurrent to the midrise building. The proposed retail/restaurant/entertainment node will commence construction in the Fall of 2025, following recruitment of a developer/operator and acquisition of development entitlements for the

envisioned concept. It is anticipated that this component will be completed concurrently or shortly after the completion of the two residential buildings.

**Building Character:** The proposed building character for this project is reflective of the stated goals of the Town's RFP process where a minimum building height of 6 stories and a minimum residential density of 60 units per acre was desired. Between Addison Road and Quorum Drive, the office and multifamily buildings increase in scale from west to east as height restrictions associated with proximity to the Addison Airport become less restrictive. A 13 story tower, which would become the tallest residential building in Addison, is situated at the corner of Festival Way and Quorum Drive. This prominent building will serve as an architectural focal point for Addison Circle and would be a prominent addition to the Addison skyline.

With this being a walkable urban mixed use district, building design at the street level is critical, particularly at the Festival Way street frontage. Ground floor retail space is provided at prominent street frontages at all proposed buildings and these spaces are appropriately accommodated with higher ceiling heights, patios, canopies, and extensive glazing to create a visually interesting streetscape. Smaller, more human scale buildings are envisioned at the retail/restaurant/entertainment node to best support social interaction and the establishment of a new gathering space that visually and physically connects with Festival Way, Addison Circle Park, and the Silver Line Station.

Consistent with Addison Circle, masonry and glazing are the dominant building materials utilized with this project, and a mixed palette of light and dark colors provide distinctive transitions throughout the project. With the exception of the freestanding parking structure adjacent to Addison Airport, all parking structures are fully screened from view from the surrounding primary street network. The freestanding parking structure is clad with enhanced masonry and screening elements, and a mural, to ensure compatibility with the Addison Circle neighborhood.

**Landscape Character/Open Space and Trails:** With the Town's vision for this urban neighborhood, the landscape character for this project is primarily defined by the urban streetscapes that will be accommodated within the site. This is most prominently reflected through the provision of street trees along all street frontages, base landscape at buildings, and other unique treatments such as planters and public art. Additional gathering space will be provided at the core of the project - the planned retail/restaurant/entertainment node – and at the eastern edge of the realigned Spectrum Drive.

Land is reserved at the southern edge of the project to accommodate construction of the 12 foot wide Cottonbelt Trail, and new pedestrian only connections will be provided between Festival Way and the Cottonbelt Trail/Silver Line Station. Sidewalks throughout this project will be prominent - ranging from 6 – 10 feet in width - and will be shaded and buffered from the street by street trees.

**Streetscapes:** In accordance with the MOU between the Town and Co-Developers, a master streetscape plan for this project has been prepared and will be included with consideration of this rezoning request. This plan provides design standards for each street section within the TOD, by defining the number of travel and on-street parking lanes for each street and establishing the width and typical design of sidewalks, street tree planting and amenity zones. Consistent with the existing character of Addison Circle, masonry paving materials are used extensively throughout the project to provide unique design treatments along sidewalks and at intersections. Most prominently, Festival Way transitions to a curbless street in front of the planned

retail/restaurant/entertainment node. This would allow this area to serve a prominent role as a potential event space.

**Parking:** For this new Planned Development District (PD), the applicant proposes to meet the Urban Center (UC) zoning district parking standards. These are the parking standards that apply to the existing Addison Circle neighborhood. Additionally, the MOU between the Town and Co-Developers requires completion of a parking study to determine shared parking needs to support the planned retail/restaurant/entertainment node, and other proposed retail spaces. Most prominently, shared parking will be achieved through the proposed public parking structure at the western edge of the project. This parking structure will serve office and retail tenants during weekdays and will be used primarily for retail tenants in the evening and on weekends. Each multifamily building will also accommodate retail parking at the ground floor. The final quantity of dedicated retail parking in these structures as well as the planned operation of the public parking structure will be definitively defined by the required parking study and the definite agreements between the Town and Co-Developers.

Additional shared parking opportunities will be possible in the 2<sup>nd</sup> phase of the project, where a transit hub and public parking structure will be constructed.

**Compliance with Town Land Use and Development Policies:** In considering rezoning requests, it is important for Town leadership to utilize the Town's long range planning documents to evaluate compliance with Town land use and development policies. Most notably for this request, this includes consideration of the Town's Comprehensive Plan, the Addison Circle Special Area Study, and the Addison Housing Policy. Key considerations include:

*2013 Comprehensive Plan and the Addison Circle Special Area Study*

In December 2017, the Town initiated the Addison Circle Special Area Study. This long range planning process included feedback from two community workshops, interviews with key stakeholders including local residents and property owners, and direction and guidance from a Special Project Committee appointed by the City Council.

The study addresses two individual study areas: Addison Central, located along the future Silver Line, north of Arapaho Road, and Addison Circle West, located along the western edge of the existing Addison Circle district, east of Addison Road and south of Airport Parkway. In February 2019, the City Council [amended Addison's Comprehensive Plan to adopt the findings of the Addison Circle Special Area Study](#).

*Study Compliance Considerations*

This proposed rezoning request meets the intent of this study and complies with the vision, guiding principles, and strategic direction envisioned for this area. Most prominent areas of study alignment include:

1. **Vision:** This request furthers the Town's goal of being a major destination on the Silver Line, and enhancing Addison Circle's reputation as a desirable place to live, work and play, and strengthening the Town's tax base.
2. **Guiding Principles:** This request aligns with the guiding principles of this study by maintaining and extending the character of the Addison Circle neighborhood, respecting the physical constraints of Addison Airport, accommodating transit-oriented development that maximizes the benefit of transit, achieving elevated streetscape and

civic space design to support a pedestrian friendly environment, and achieving substantial private investment while minimizing public subsidy.

3. Strategic Direction: This request aligns with the strategic direction by providing a mix of uses that is both unique and thoughtfully integrated by this proposed concept plan. This request will ensure that Addison Station will be a prominent destination in the Silver Line corridor, providing a prominent pedestrian connection between the station area and Addison Circle Park. Finally, this request achieves the Town's desired economic yield and will help the Town fund needed services, infrastructure, and facility maintenance.

#### 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.

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. Throughout DFW, transit station areas have not typically attracted ownership housing in close proximity to rail stations. This market trend largely results from transit station areas being the most urban, densely developed districts in our communities. While ownership housing is an important component of a thriving mixed use district, ownership housing developers are far more sensitive to location and the level of activity in the immediate area. This trend continued with the Town's RFP process, as none of the five master developer proposers included ownership housing in their development proposals.

As the most urban area in Addison, immediately adjacent to the Town's Special Events and most prominently utilized public open space, Addison Circle Park, multifamily rental housing achieving the scale and density of this proposal is the most appropriate housing treatment for

this site. This proposal complies with the Addison Housing Policy by achieving a true mixed-use development that enhances an existing neighborhood of urban character. The scale, density, and architectural treatment exceeds the quality of similar projects in the region and represents the highest and best use of a challenging development site.

For additional information on local and regional housing considerations, the [Town of Addison Housing FAQ](#) is an available resource.

**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

This development is an extension of Addison Circle, an existing mixed use neighborhood comprised largely of multifamily rental housing, with employment uses at the Dallas Parkway frontage. A substantial cluster of townhome and multifamily ownership housing exists between Morris Avenue and Airport Parkway, and includes the Townhomes of District A, Aventura, and Meridian Square.

The uses, housing types, and building form of this proposal are consistent with the Addison Circle neighborhood. Additionally, this development is substantially buffered from the existing neighborhood by the DART right-of-way and Addison Circle Park.

#### 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 TIA for this project will be conducted in two phases. This first phase focused on analysis of surrounding intersections and proposed site access drives, and on the proposed realignment of a segment of Spectrum Drive between the DART right-of-way and Arapaho Road. The second phase of the TIA, which would be completed during civil engineering plan review, will focus on traffic operations at Silver Line crossings, as well analysis of turn lane improvements on Addison Road and Quorum Drive.

This analysis determined that due to the limited travel demand on Spectrum Drive, there is appropriate capacity in the existing street network to support these minor changes in the traffic pattern. Northbound traffic south of Arapaho Road can utilize Quorum Drive to continue northbound travel through and within the Addison Circle neighborhood. Southbound traffic north of Arapaho Road can utilize Quorum Drive or Dallas Parkway to travel eastbound on Arapaho Road. This roadway realignment is needed to address the irregular, challenging to develop, block pattern created by the current Spectrum Road alignment.

This analysis also concluded that a dedicated left turn lane was required on Festival Way to serve westbound left turns onto Addison Road. Further analysis is required to determine the need for a northbound right-turn lane on Addison Road at Festival Way. While that analysis is still pending, right-of-way will be reserved for that improvement. If the analysis indicates that is needed, the right-turn lane will be constructed with this project.

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. The surrounding drainage infrastructure was designed to accommodate this site at fully developed conditions.

#### Existing Site Encumbrances

With this project, the rear alley that borders this site while also serving the existing Broadway Street properties, will be reconstructed. The adjacent right-of-way for Julian Street will be abandoned and a vehicle turnaround point will be provided at the eastern terminus of Broadway Street, as vehicle traffic further east would conflict with the Cottonbelt trail and the future retail/restaurant/entertainment node. At this location, the Cottonbelt trail will be integrated with an emergency access drive to allow for appropriate access to this development and the northside of the transit platform. New right-of-way would be dedicated to allow for the relocation of utility infrastructure and the construction of the realigned segment of Spectrum Drive.

#### Addison Airport

Throughout the RFP process, the Town worked with the proposers to ensure compliance with height restrictions and noise compatible land use planning practices required for development that is adjacent to the airport. To address this, the applicants have accommodated building heights that meet the intent of the airport height restrictions. Final compliance will be determined through application for FAA Part 77 review during the building permit review process.

Since the Town's airport noise contours have not been updated since 2007, the Town recently prepared an updated noise model to reflect current and projected airport conditions and to comply with current FAA requirements for noise modeling practices. This modeling resulted in an approximate 450 foot retraction in the 65 DNL noise contour, resulting in the proposed residential uses being well outside of this area of noise hazard. In preparing this analysis, Addison Airport staff and their aviation consultant projected an aggressive 20-year growth trend to definitively confirm that there would be no conflict. The retraction of the noise contour is a direct result of the retirement of older, noisier aircraft that are no longer served by Addison Airport. This analysis will be included in the Town's upcoming Airport Master Plan Update.

#### Tree Mitigation

To support this dense, compact urban development, the Co-Developers would reconfigure the Festival Way streetscape by eliminating the existing angled parking on the south frontage. This will also necessitate transplanting the existing trees that line the south frontage of Festival Way. These transplanted trees will be used adjacent to the parking structure and to help create a focal point at the Festival Way street section in front of the retail/restaurant/entertainment node. Additional tree mitigation is required for tree removal resulting from the placement of building pads and the realignment of Spectrum Drive. The Co-developers are fully mitigating proposed tree removal through new onsite plantings.

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 highly accessible location. As rail transit service is established, the presence of this development will have a positive impact on public safety, as it will put “eyes on the street” that result in this area being less vulnerable to loitering and vagrancy.

With its adjacency to Addison Circle Park and the future Cottonbelt trail, as well as the proposed fitness programming and open space proposed with this project, this will be the most highly amenitized development in Addison. The proposed multifamily buildings 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: In accordance with Town Ordinances and State Statutes, The Town notified adjacent property owners (within 200 feet) and DISD. At the time of packet posting, staff has not received any responses.

Over the last 4 years, The Town gathered community input to develop the Addison Circle Special Area Study, and provided frequent updates regarding the status of the Master Developer RFP process and the resulting development proposal that was agreed to through that process. This public hearing is a culmination of that process.

**RECOMMENDATION: APPROVAL WITH CONDITIONS**

This proposed rezoning request meets the intent of the Addison Circle Special Area Study, the Addison Housing Policy, and associated Town amenity and infrastructure policies. The Co-Developers have presented a development concept consistent with the development proposal that resulted in their selection as the Master Developer for this project. They bring substantial expertise in residential, office, and retail development in mixed use environments and will partner with an additional developer/operator to create a vibrant gathering place to the core of this project, creating a strong connection between the Silver Line Station and Addison Circle Park.

This rezoning request is very different from typical requests, as its nexus is rooted in decades of proactive action from the Town. Beginning with the assembly of land and the creation of the Addison Circle neighborhood, moving forward with the Addison Circle Special Area Study, and ultimately partnering with these Co-Developers to implement the Town’s vision and desired level of investment in this property.

This Town project reflects the highest and best use of this land and it will be a fantastic addition to the Addison Circle neighborhood.

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

- The development is executed in accordance with the attached Concept Plan, Master Streetscape Plan, and Planned Development District (PD) development standards, and the definitive agreements to be negotiated for the project.

- Lot 4X, Block A (fitness programming) will be fully entitled prior to site infrastructure construction commencement and will be completed prior to issuance of a Certificate of Occupancy for Lot 1, Block A (Stream Office).
- Lot 1X, Block C (public open space) will be fully entitled prior to site infrastructure construction commencement and will be completed prior to issuance of a Certificate of Occupancy for Lot 1, Block B (AMLI Mid-Rise).
- Lot 2, Block A will be fully entitled and constructed in accordance with the definitive agreements between the Town and Co-Developers.
- Right-of-Way on Addison Road will be preserved to accommodate a northbound right-turn lane. If final traffic analysis determines a need for this right-turn lane improvement, it should be constructed concurrent to the first phase of this project.
- The final quantity of parking spaces, operation of the public parking structure, and retail parking accommodations in private parking structures, are subject to completion of a parking study and execution of definitive agreements between the Town and Co-Developers.
- Building permit approval is subject to compliance with FAA Part 77 review for building height and final confirmation of residential building sites being situated outside of the 65 DNL noise contour.



Case 1860-Z/Addison Circle Station – Phase I

January 17, 2023

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on January 17, 2023, voted to recommend approval of an ordinance changing the zoning on property generally located at the southeast corner of Addison Road and Festival Way and the Northeast corner of Quorum Drive and Arapaho Road, which property is currently zoned Commercial-1 (C-1), Planned Development (PD), and Urban Center (UC), to a new Planned Development (PD) zoning district to allow for a transit-oriented mixed use development comprised of multifamily residential, office, parking, restaurant, retail, and entertainment uses, and associated public and private open space and common areas, through the approval of a concept plan and development standards, subject to the following conditions:

- The development is executed in accordance with the attached Concept Plan, Master Streetscape Plan, and Planned Development District (PD) development standards, and the definitive agreements to be negotiated for the project.
- Lot 4X, Block A (fitness programming) will be fully entitled prior to site infrastructure construction commencement and will be completed prior to issuance of a Certificate of Occupancy for Lot 1, Block A (Stream Office).
- Lot 1X, Block C (public open space) will be fully entitled prior to site infrastructure construction commencement and will be completed prior to issuance of a Certificate of Occupancy for Lot 1, Block B (AMLI Mid-Rise).
- Lot 2, Block A will be fully entitled and constructed in accordance with the definitive agreements between the Town and Co-Developers.
- Right-of-Way on Addison Road will be preserved to accommodate a northbound right-turn lane. If final traffic analysis determines a need for this right-turn lane improvement, it should be constructed concurrent to the first phase of this project.
- The final quantity of parking spaces, operation of the public parking structure, and retail parking accommodations in private parking structures, are subject to completion of a parking study and execution of definitive agreements between the Town and Co-Developers.

- Building permit approval is subject to compliance with FAA Part 77 review for building height and final confirmation of residential building sites being situated outside of the 65 DNL noise contour.

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

Voting Nay: none

Absent: none

**SPEAKERS AT THE PUBLIC HEARING:**

For: Joe Pedroza, 15787 Spectrum Drive

On: Holly Mentler, 4819 Broadway Street  
Dino Sideris, 15404 Addison Road

Against: David Collins, 14668 Wayside Court  
Mike O’Neal, 5021 Morris Avenue