

Addison Circle Station – Phase I PD Rezoning (1860-Z)



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Case 1860-Z Addison TOD PD Rezoning

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LOCATION:

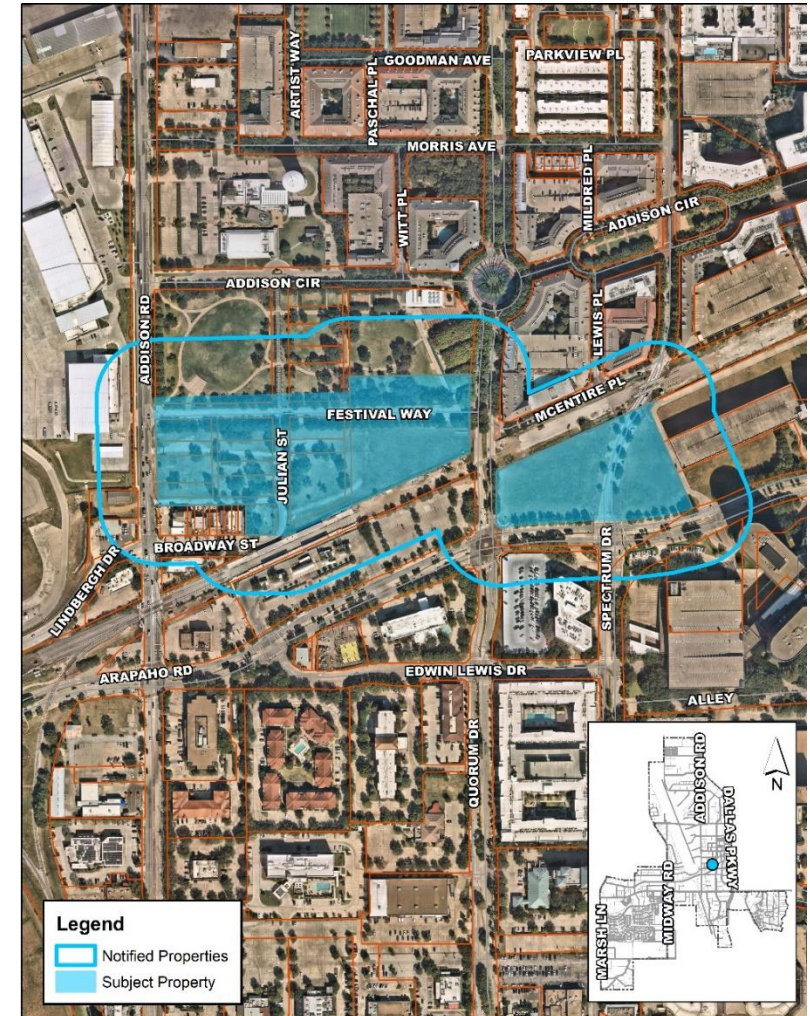
13.7 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast corner of Quorum Drive and Arapaho Road.

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.

ACTION REQUIRED:

Discuss, consider, and take action on the appropriateness of the proposed PD rezoning and associated concept plan and development standards.



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SITE HISTORY:

1990s – The Town acquired and assembled land for Addison Circle Park and the 13± acres situated north and east of the Addison Transit Center.

2018 – The Town adopted the Addison Circle Special Area Study, establishing a vision for transit-oriented, mixed use development in the area surrounding the future DART Silver Line station.

2020/2021 – The Town engaged real estate advisory firm, Cushman & Wakefield, to issue an RFP for a partnership to develop a transit-oriented mixed use development on Town and DART land .

2022 – The town selected and entered into a Memorandum of Understanding with the Co-Developer team of AMLI Residential and Stream Realty Partners.

Present – The Town and CO-Developers are requesting approval of a new PD zoning district, concept plan, and development standards (Phase I) in accordance with the terms of the MOU.

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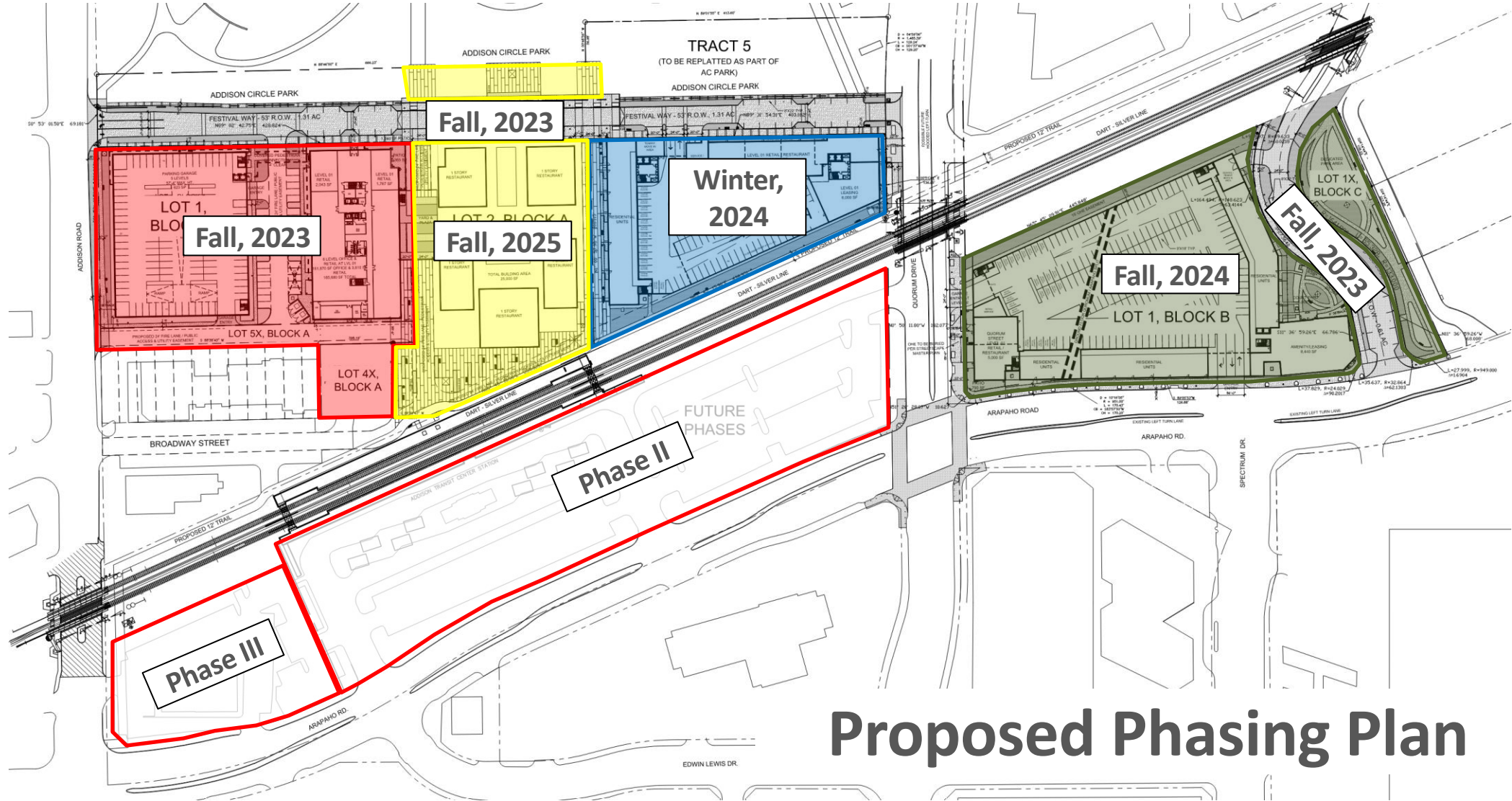
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CONCEPT PLAN:

- 1 Office & Parking Structure**
 - 6 story office building with 160K SF of office space and 3.5K SF of retail space; 5 level parking structure with 623 spaces; Outparcel with fitness programming
- 2 Retail/Restaurant/Entertainment Node**
 - 5 – 7 single story buildings with 25K SF of retail space and programmed open space
- 3 Multifamily Residential Tower**
 - 13 story tower with 270 dwelling units and 10K SF of retail space; 400+ space podium parking structure
- 4 Multifamily Residential Midrise**
 - 7 story midrise building with 412 dwelling units and 15K SF of retail space; 600 space podium parking structure; Re-aligned Spectrum Drive and 0.4 acre park

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Proposed Phasing Plan

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Proposed Development Character

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Office & Parking Structure

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Office & Parking Structure

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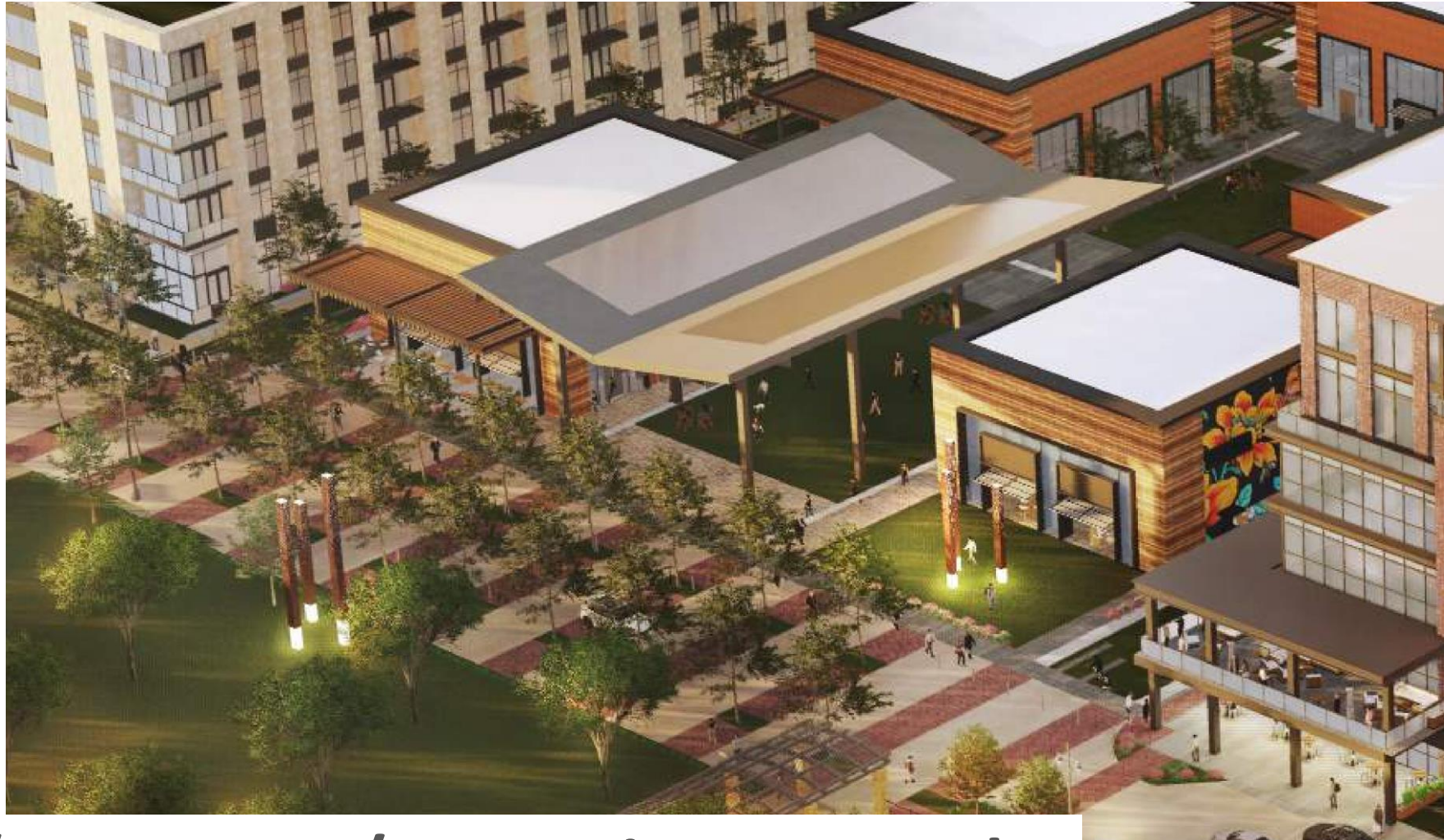
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Office & Parking Structure

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Retail/Restaurant/Entertainment Node

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Multifamily Tower

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Multifamily Tower

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Multifamily Midrise

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Streetscape



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Streetscape



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Streetscape



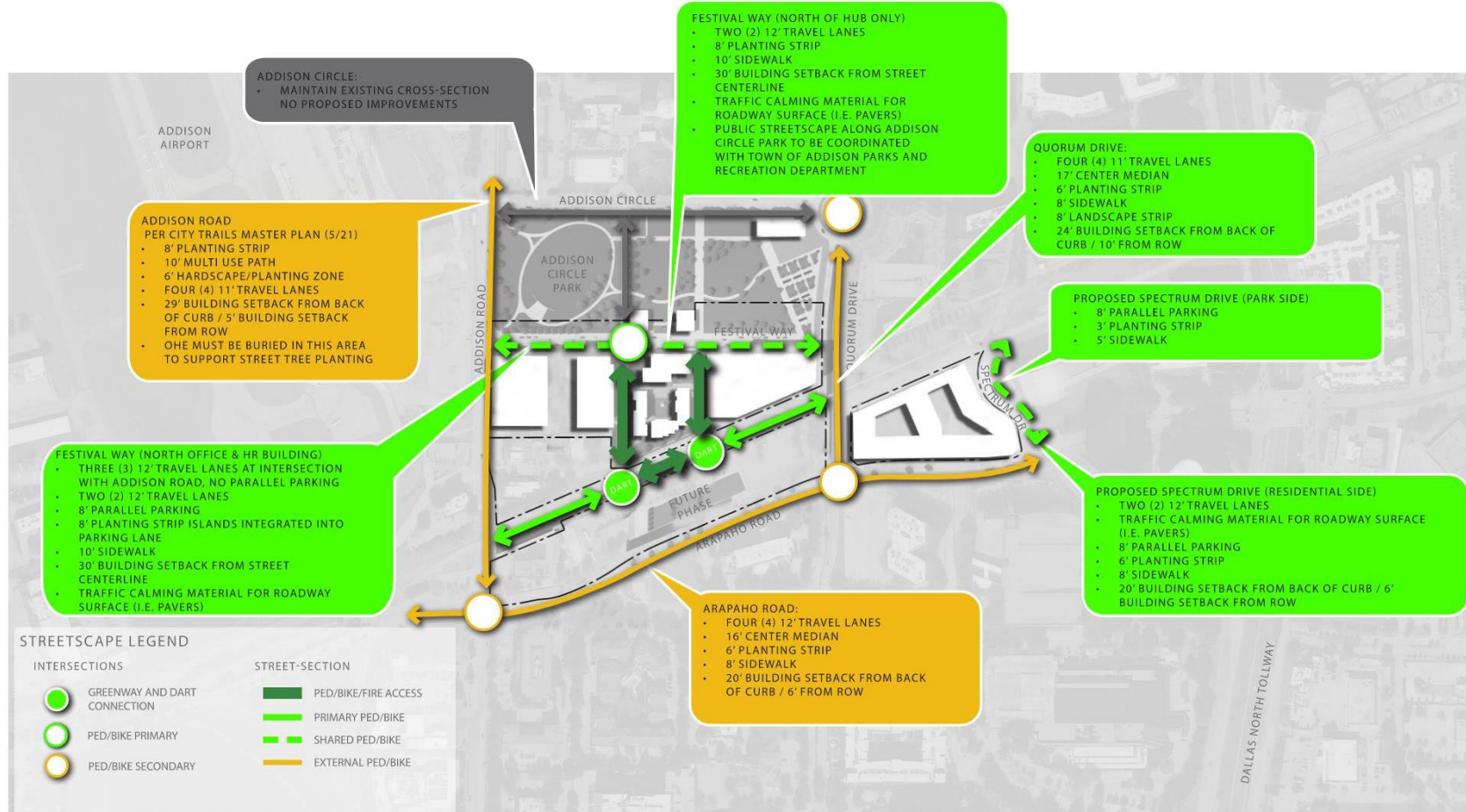
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Fitness Court

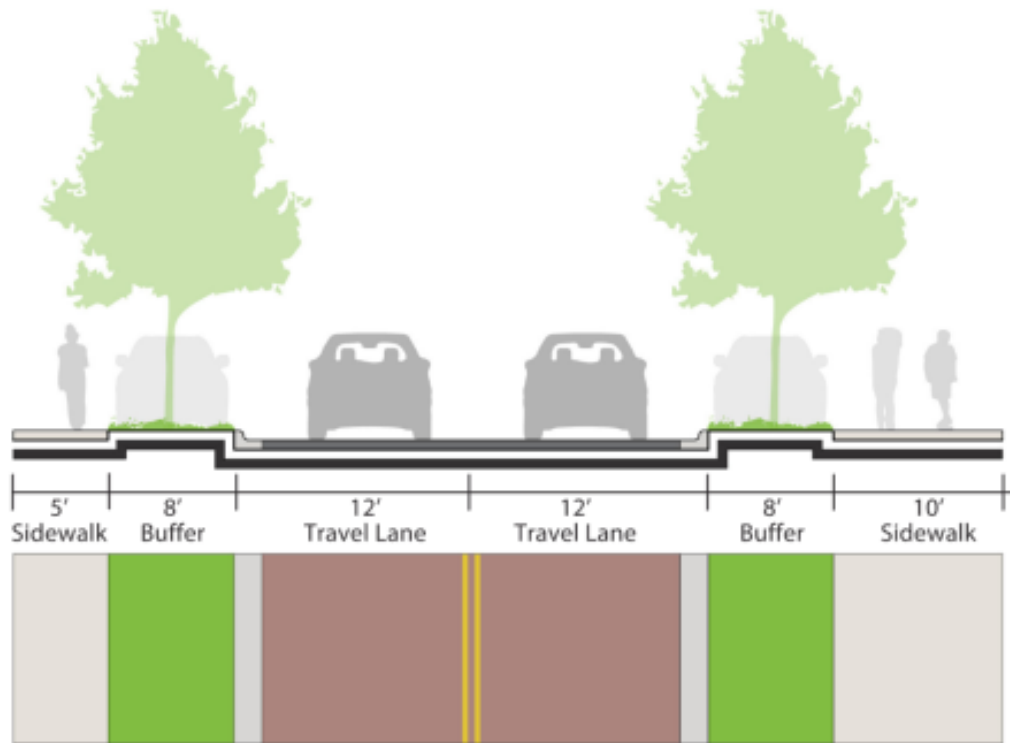
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Master Streetscape Plan

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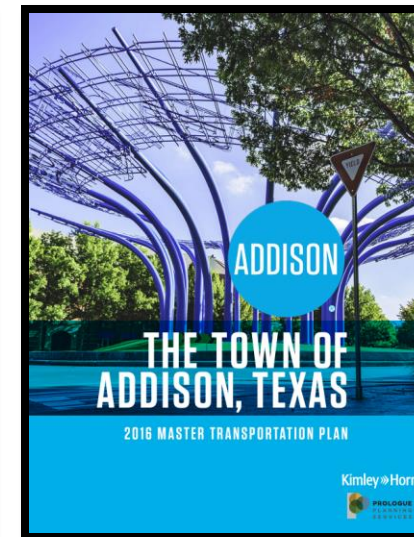
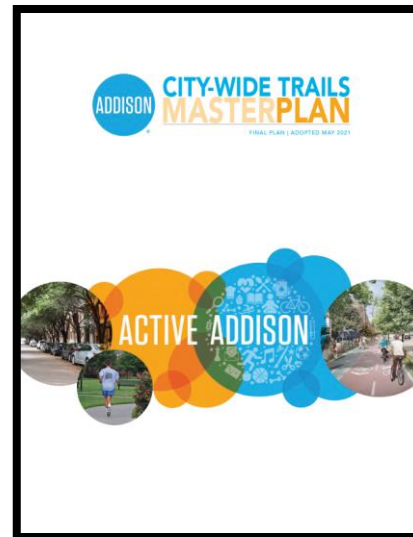
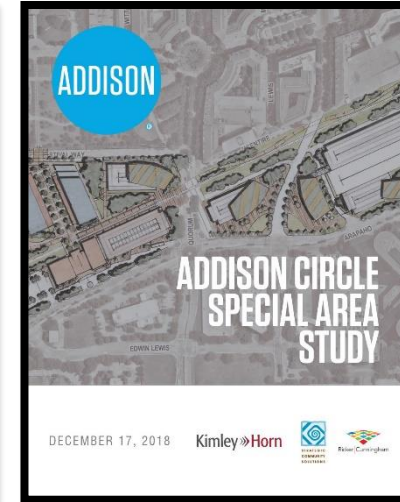
Master Streetscape Plan – Festival Way

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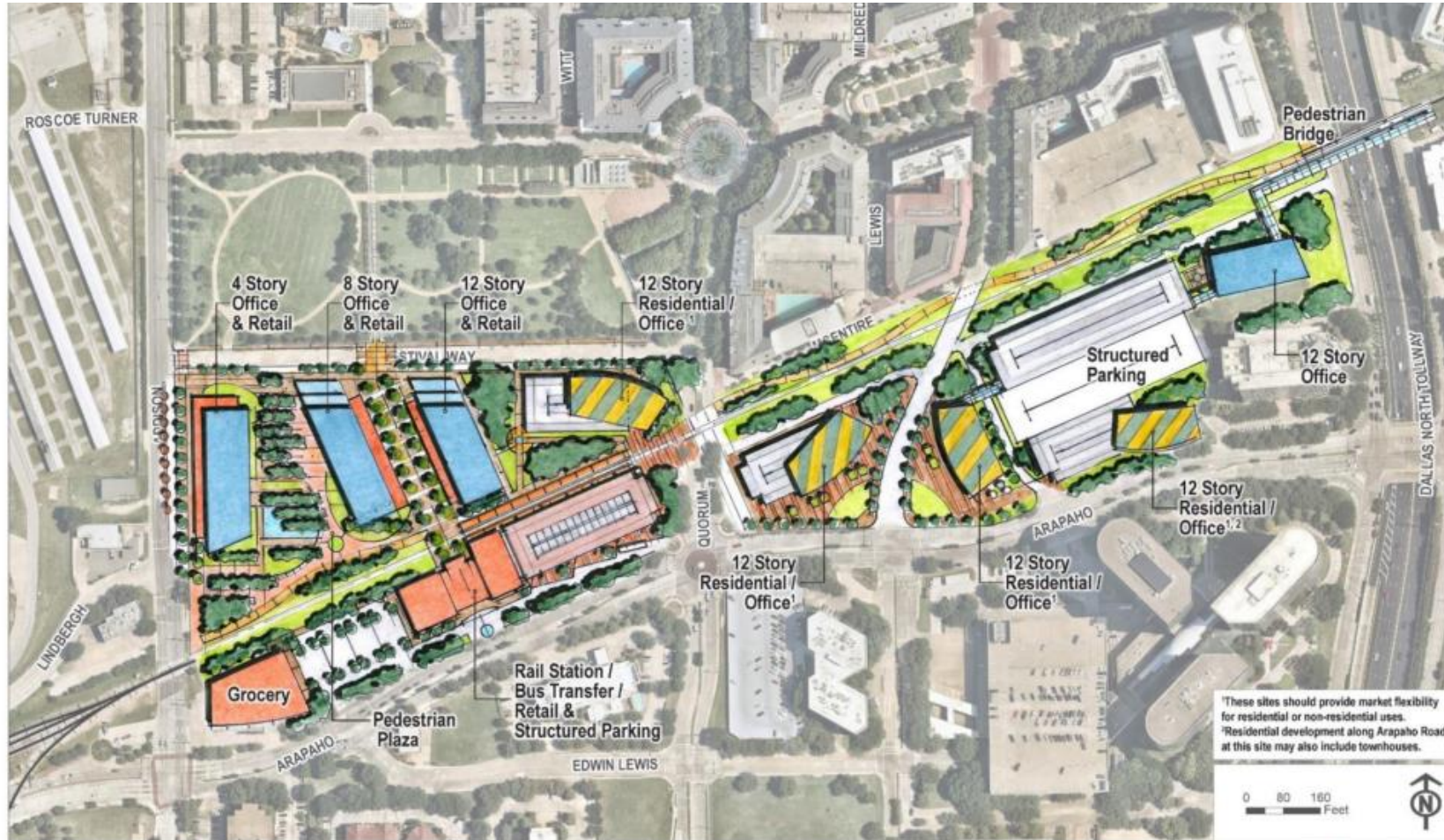
COMPLIANCE WITH TOWN LAND USE AND DEVELOPMENT POLICIES

- 2013 Comprehensive Plan
- Addison Circle Special Area Study
- Addison Housing Policy
- Transportation, Park and Trail Master Plans



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Addison Circle Special Area Study

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SPECIAL AREA STUDY COMPLIANCE

Vision

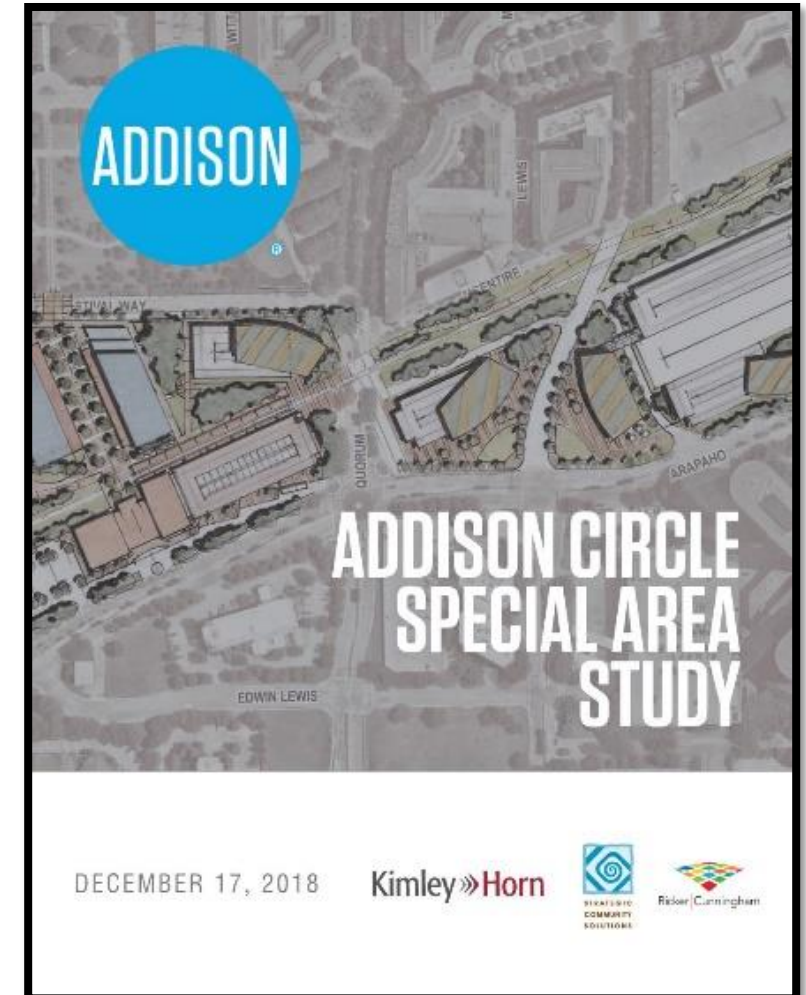
- request furthers the Town's goal of being a major destination on the Silver Line, and enhancing Addison Circle's reputation as a desirable place to live, work and play, and strengthening the Town's tax base

Guiding Principles

- Maintains/extends the character of the Addison Circle neighborhood, respects Addison Airport, accommodates TOD that maximizes the benefit of transit, achieves streetscape/civic space design to support a pedestrian friendly environment, and achieves substantial private investment while minimizing public subsidy

Strategic Direction

- Provides a mix of uses that is both unique and thoughtfully integrated, ensures Addison will be a prominent destination in the Silver Line corridor, provides a prominent pedestrian connection between the station area and Addison Circle Park, and will help the Town fund needed services, infrastructure, and facility maintenance.



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ADDISON HOUSING POLICY - 2017

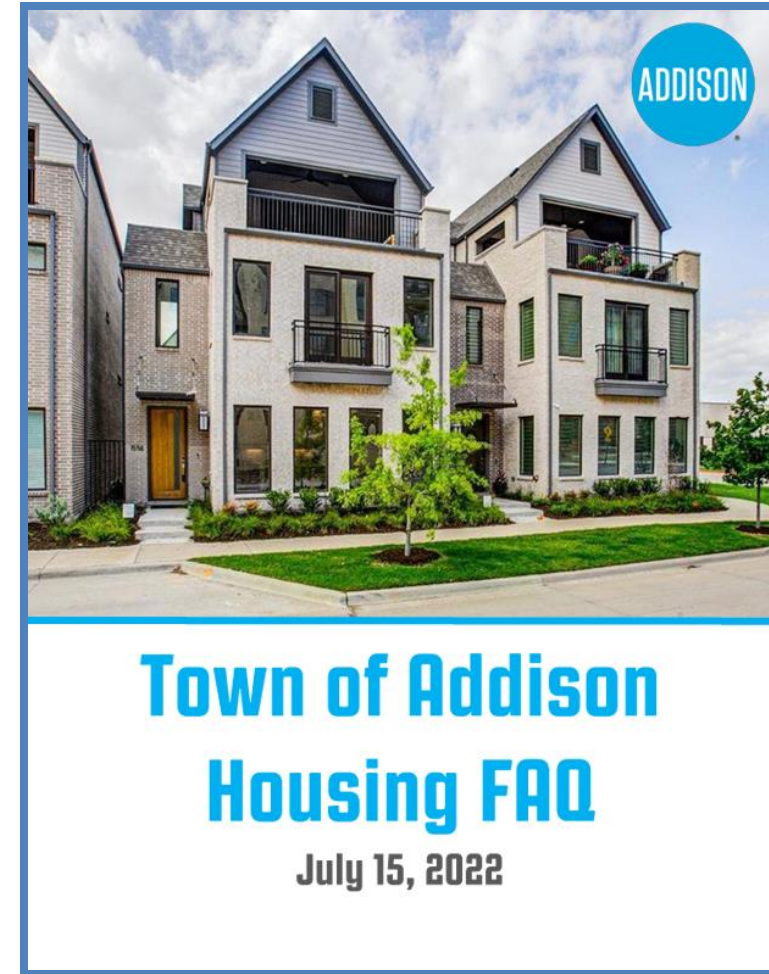
1. Where feasible and appropriate, new housing should increase the proportion of fee-simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.
2. A proposal should offer a "best fit" 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.

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ADDISON HOUSING POLICY COMPLIANCE

- This plan does not increase the proportion of fee simple ownership in Addison
 - None of the 5 RFP respondents included ownership housing in their development program, aligning with the dominant trend for TOD in Texas
- 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 Town and region and represents the highest and best use of a challenging development site.



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MITIGATION OF DEVELOPMENT IMPACTS – RESIDENTIAL COMPATIBILITY

- This project introduces additional mixed-use development into an existing mixed-use development with 4 X the quantity of housing proposed by this project
- Development has natural buffers with the existing neighborhood through Addison Circle Park and the DART ROW
- Project appropriate transitions from Addison Airport with commercial uses (parking and office)

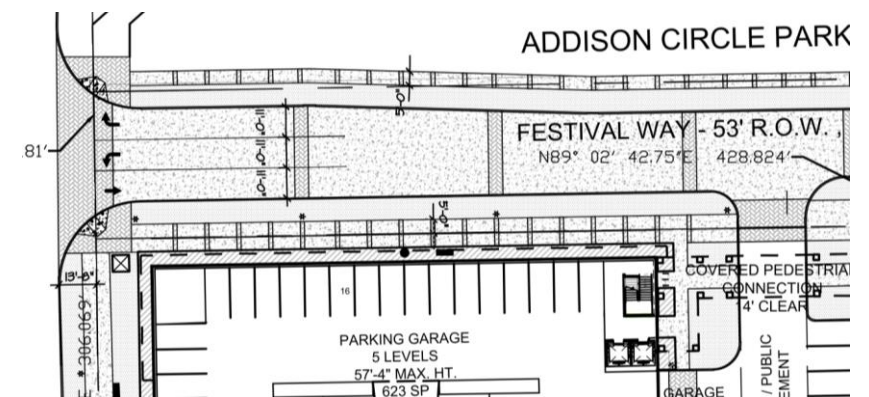
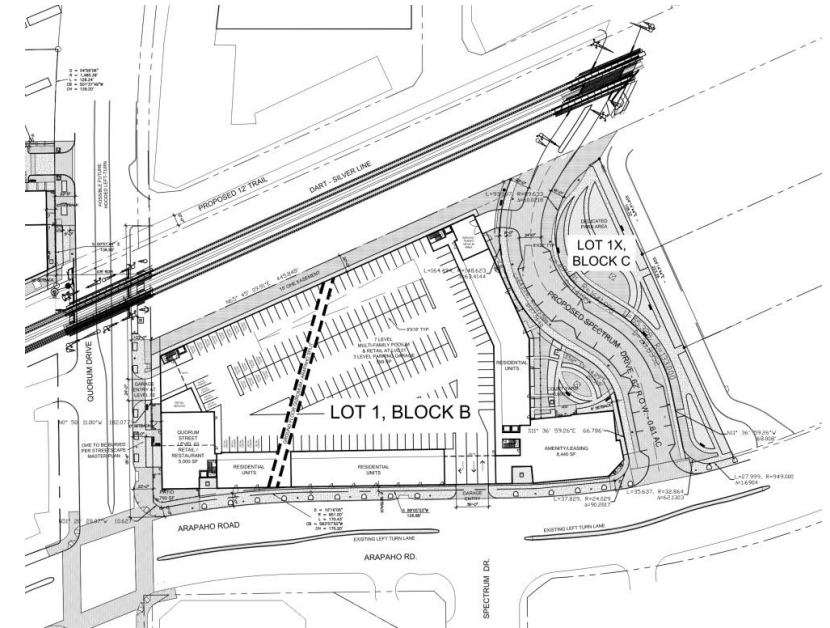


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MITIGATION OF DEVELOPMENT IMPACTS – TRAFFIC GENERATION AND CIRCULATION

- Spectrum Road realignment needed to accommodate a block pattern more consistent with Addison Circle
- Minor modifications to traffic pattern at Arapaho and Spectrum, but the surrounding grid allows for this to be easily mitigated
- Dedicated turn lanes needed at western end of Festival Way
- Additional analysis of inbound traffic from Addison Road required; Right-of-way to be reserved in the event a right-turn lane is required

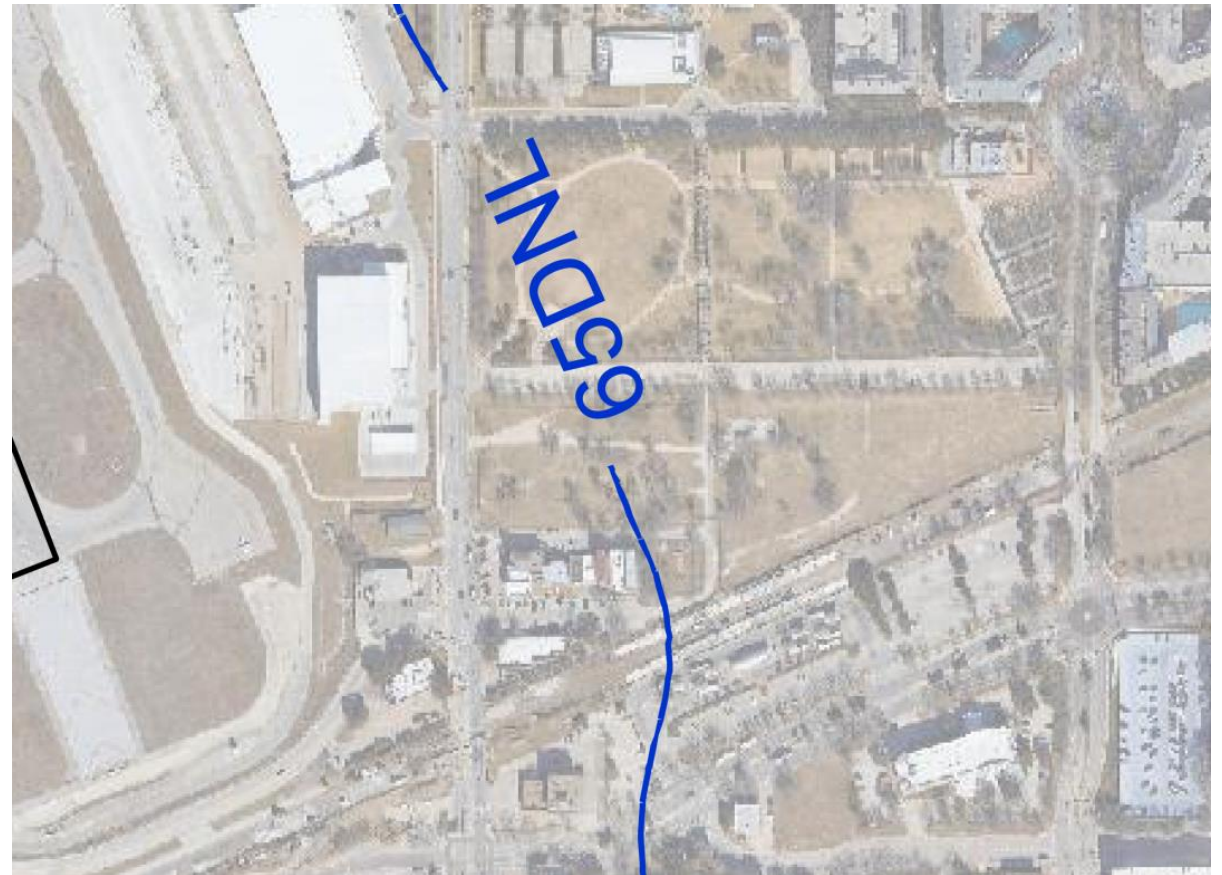


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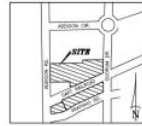
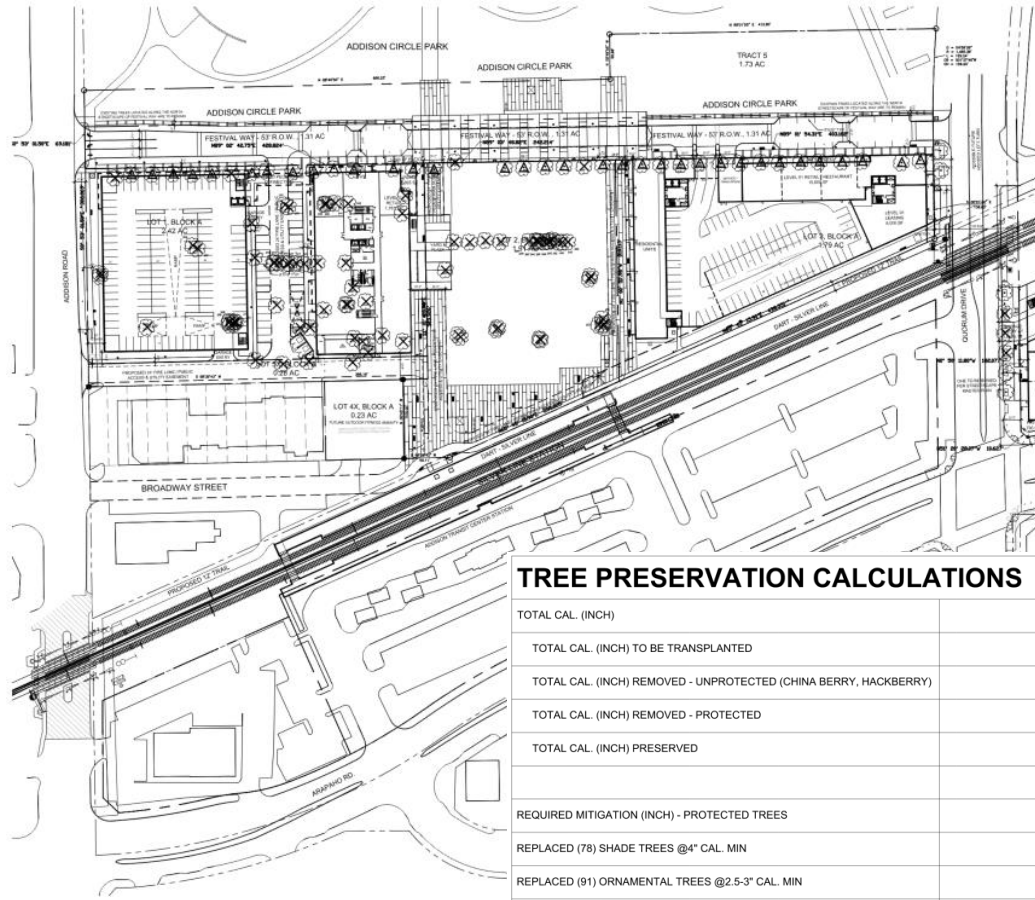
MITIGATION OF DEVELOPMENT IMPACTS – ADDISON AIRPORT

- All residential development must be located outside of the 65 DNL noise contour
- All buildings must mitigate conflicts with Addison Airport Part 77 Imaginary Surfaces
- All development will go through FAA Part 77 review during the building permit review process



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TREE PRESERVATION CALCULATIONS

TOTAL CAL. (INCH)	1,890
TOTAL CAL. (INCH) TO BE TRANSPLANTED	386
TOTAL CAL. (INCH) REMOVED - UNPROTECTED (CHINA BERRY, HACKBERRY)	719
TOTAL CAL. (INCH) REMOVED - PROTECTED	502
TOTAL CAL. (INCH) PRESERVED	283
REQUIRED MITIGATION (INCH) - PROTECTED TREES	502
REPLACED (78) SHADE TREES @4" CAL. MIN	312
REPLACED (91) ORNAMENTAL TREES @2.5-3" CAL. MIN	253
TOTAL MITIGATION PROVIDED (INCH)	565
REMAIN MITIGATION NEEDED (INCH)	0

MITIGATION OF DEVELOPMENT IMPACTS – PUBLIC SERVICES, TREE MITIGATION, & SITE ENCUMBRANCES

- Existing utility and drainage infrastructure has sufficient capacity to support the buildout of each phase of the TOD project
- No anticipated issues with Town/ISD service provision for this project, establishment of rail transit will require more public safety focus at the transit center
- Encumbrances – existing overhead electric, coordination with DART on station area access/NCTCOG on Cottonbelt trail design and construction
- **Removed Trees to be fully mitigated on site through new plantings and tree relocations**

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PUBLIC NOTICE:

Notice of public hearing was provided to property owners within 200 feet of the subject property and DISD in accordance with Town and State law.

NOTICE RECIPIENTS: 25.

FOR: 0.

AGAINST: 0.

NEUTRAL: 0.

ADDITIONAL FEEDBACK RECEIVED:

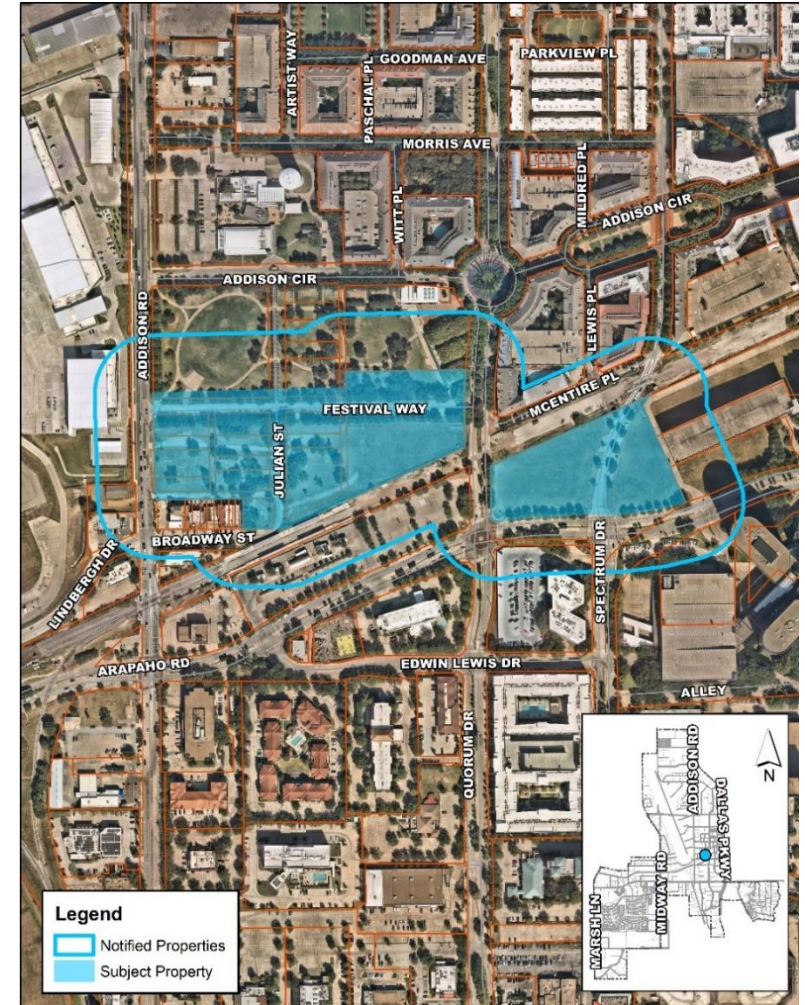
- 1 letter that was neutral.

PROJECT COMMUNICATIONS SINCE 2018:

- 2 x Special Area Study community open houses
- 2 x Public Meetings to adopt Special Area Study and MOU
- 6 x Town Meeting presentations
- 11 x eNewsletter entries

PLANNING & ZONING COMMISSION ACTION:

Approval: 7-0



RECOMMENDATION:

Staff recommends **approval with conditions:**

- The development is executed in accordance with the 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) and 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 adjacent lots.
- Lot 2, Block A will be fully entitled and constructed in accordance with the definitive agreements.
- 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.
- Building permit approval is subject to compatibility with Addison Airport height and noise restrictions.