

Trammell Crow Mixed Use (1877-Z)

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font centered within a white circle. The circle is set against a blue background that is part of a larger graphic design on the right side of the slide, which includes diagonal white lines and a grey triangle in the top right corner.

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LOCATION:

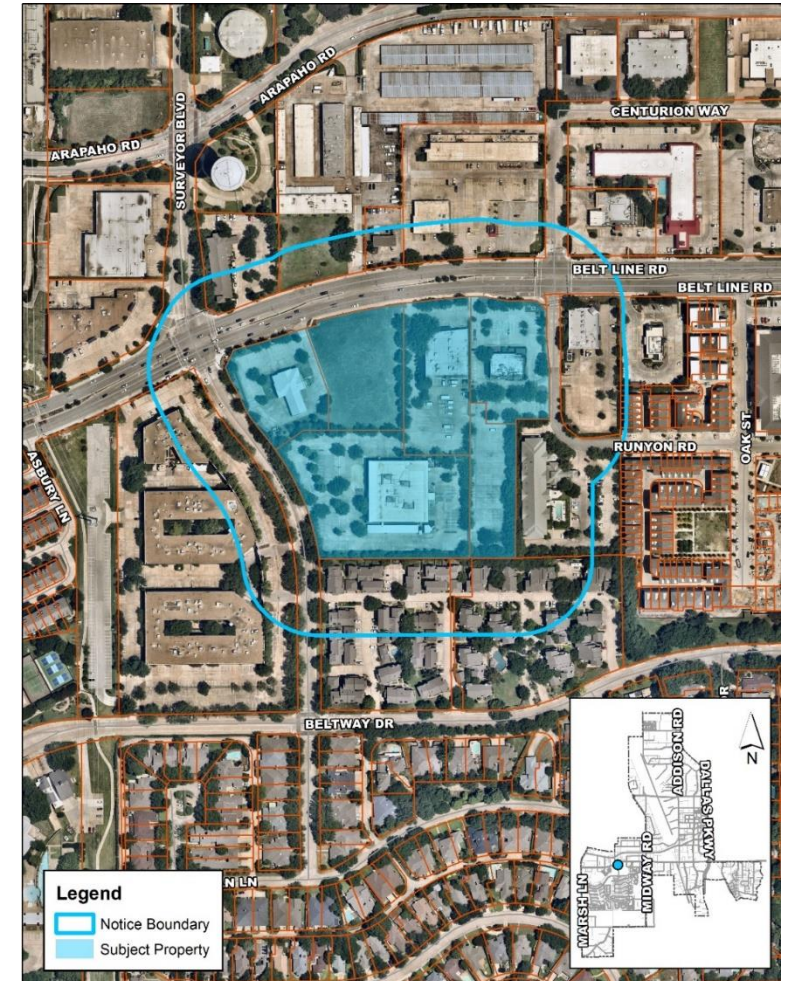
10.1± acres generally located at the southeast corner of Belt Line Road and Surveyor Boulevard.

REQUEST:

Rezoning of 10.1± acres from Planned Development (PD) to the Belt Line District to allow a mixed use development comprised of multifamily residential and live/work dwelling units, townhomes, restaurant and retail uses, and associated private open space and common areas, through the approval of a concept plan and associated major waiver requests related to block length, 4th floor building façade setback, freestanding restaurant building height, building entry and parking structure design requirements.

ACTION REQUIRED:

Discuss, consider, and take action on the appropriateness of the proposed rezoning and associated concept plan and major waiver requests.



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SITE HISTORY:



1978 – The subject property and the surrounding area was zoned PD through PD Ordinance #460.

1983 – 2-story office building at southern limit (1500 Surveyor Blvd) of the subject property constructed.

1988 – Event venue building at northern limit (4050 Belt Line Road) of the subject property constructed.

1992 – PD 460 amended by O92-058 to modify development standards; Restaurant building at northern limit (4060 Belt Line Road) of the subject property constructed.

1995 – Surface parking lot between the restaurant and office building expanded.

2005 - Bank building at northern limit (4020 Belt Line Road) of the subject property constructed. Vacant since 2020.

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Proposed Concept Plan

CONCEPT PLAN:

- Multi-phase development on 10.1 acres
 - 4 and 5 story wrap multifamily building with 394 multifamily dwelling units, 9 live/work units, and 12,000 SF of ground floor retail/restaurant space
 - Restaurant plaza with 3 freestanding restaurant buildings comprising 7,000 SF
 - 25, 3 story ownership townhomes
- 2.2 acres of private landscape area, to include a private park and dog park
- Wrapped Parking garage with 635 parking spaces (130 reserved for retail and leasing use), and 740 parking spaces provided in total

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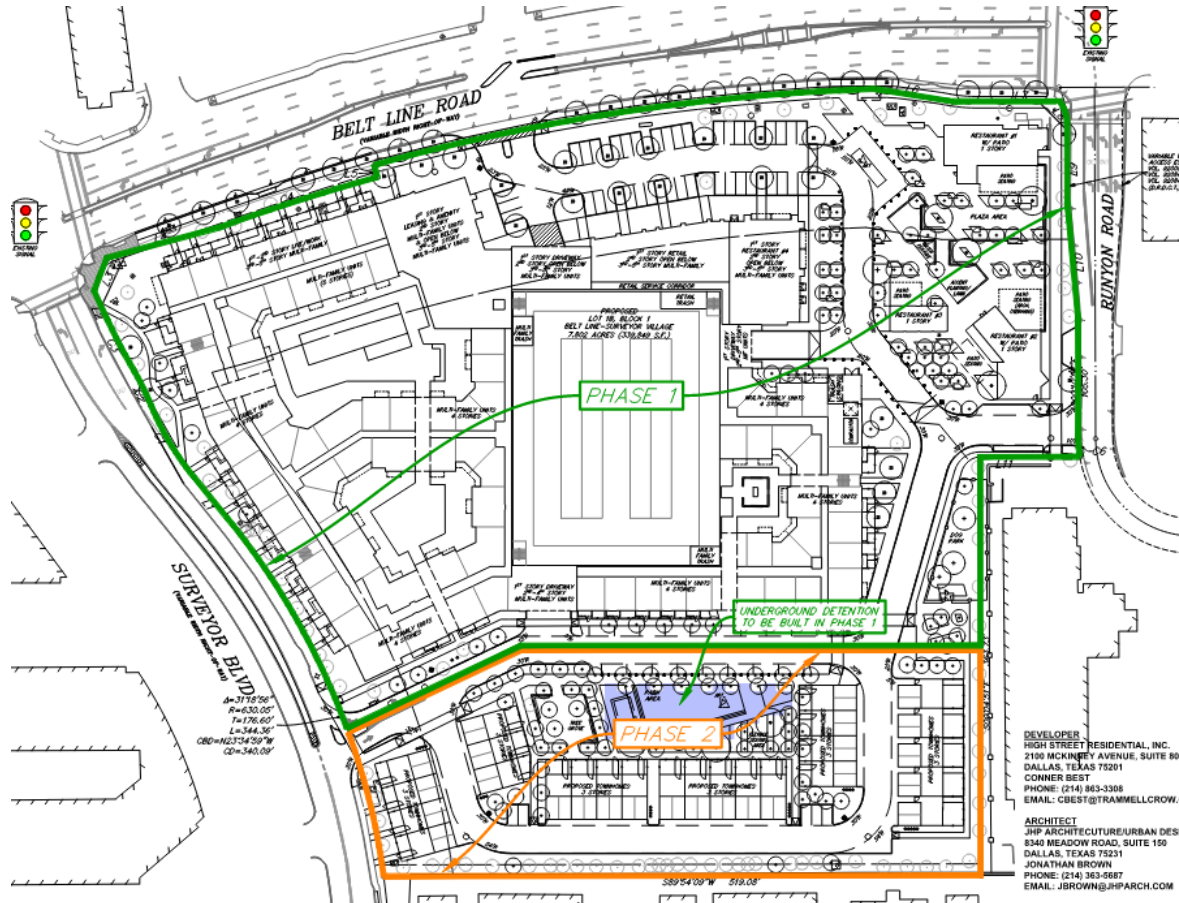
PHASING PLAN:

- Phase 1

- Public and private infrastructure
- 403 unit multifamily building + 12K SF of retail/restaurant space
- Restaurant plaza executed in partnership with Rebees

- Phase 2

- 25 fee simple townhomes to be executed by townhome development partner (LOI pending)
- Performance standards required to ensure fulfillment of this phase



Proposed Phasing Plan

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PARKING:

- 635 parking garage spaces, (130 reserved for retail and leasing use), 50 townhome garage spaces, and 55 surface and on-street parking spaces provided for retail and visitor parking
- Site is parked in excess of minimum requirements by 29 spaces
- On street parking is private and to be managed by onsite property manager and to be regulated via Property Owner's Association documents

OPEN SPACE, LANDSCAPE, AND STREETScape:

- 2.2 acres of landscape area, inclusive of private park and dog park
- Implementation of 10' MTP trail at northern boundary and variable width trail at western boundary; looped sidewalk connectivity throughout site



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FACADE DESIGN:

- 4 (48.5' height) and 5 story (63.5' height) building clad with brick, cultured stone, glazing, fiber cement board and panel, and ACM panel
- Transition to 4 stories occurs 110 feet behind north façade; front façade massing varied by 64 setback and building midpoint
- Accessible entries and patios at ground floor units
- Projecting and recessed balconies provided throughout the building
- 5th floor recessed patio common amenity space and 3rd floor common amenity terrace
- 20-foot 1st floor ceiling heights at Belt Line frontage for commercial use and character

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FACADE DESIGN - RESTAURANTS:

- 1 story (20 -30' tall) buildings clad with brick, glazing, and fiber cement board and panel
- Patios for outdoor dining provided for each building
- Glazing to support strong interaction between interior and exterior dining area
- Situated within larger plaza space that supports additional seating, public art, water features, landscape and specialized paving

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FACADE DESIGN - TOWNHOMES:

- 3 story (42' tall) buildings clad with brick, glazing, and fiber cement board and panel
- Accessible entries and gated courtyards at ground floor
- Enhanced articulation achieved through façade, roof, and balcony projections, and material differentiation

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UNIT MIX, INTERIOR CONSTRUCTION, AND SUSTAINABILITY FEATURES:

- Unit Mix:
 - 300 one-bedroom units
 - 86 two-bedroom units
 - 8 three-bedroom units
 - 9 live/work units
 - 25 fee simple townhomes
- 623 SF minimum unit size; 1,477 SF maximum unit size; Townhome unit sizes to be determined by the townhome development partner
- National Green Building Standard (NGBS) Silver Certified
- Stone countertops, energy efficient appliances, no linoleum or formica surfaces
- Recycling services provided
- A minimum of 30 electric vehicle charging stations

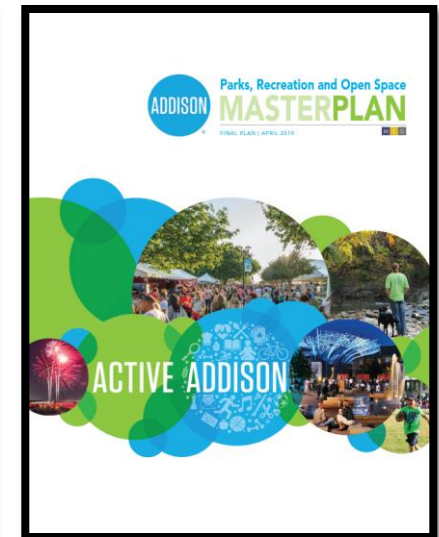
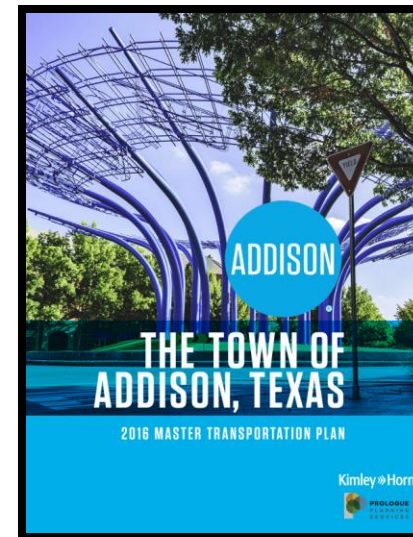
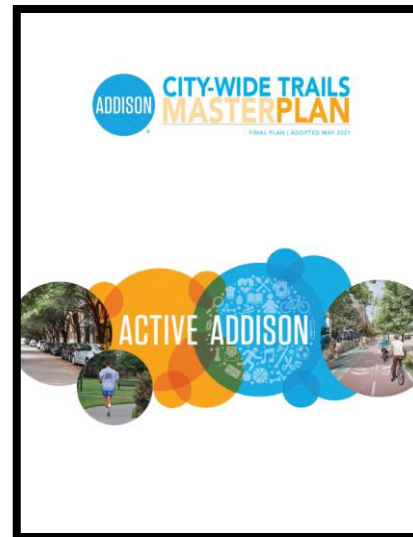
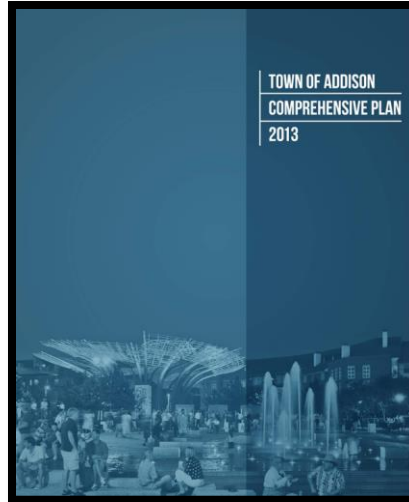


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COMPLIANCE WITH TOWN POLICIES

- 2013 Comprehensive Plan
- Belt Line Corridor Vision/District/Enhancement
- Addison Housing Policy
- Transportation, Park and Trail Master Plans



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Belt Line Corridor Vision - 2006

- Corridor plan and form-based zoning district to promote reinvestment in the Belt Line corridor
- Plan calls to “reinvent” the corridor to be pedestrian friendly, attract young professionals and empty nesters, and to combine enhanced streetscape and housing within smaller blocks, to build something that is regionally unique and that will attract continuing reinvestment over the long-term
- Identified sub-districts to create focus for reinvestment – subject property is the Les Lacs Village sub-district, a “mixed use retail, residential, and office district”
- High degree of walkability due to proximity (< 1,000 ft) to existing Redding Trail and future Cottonbelt Trail

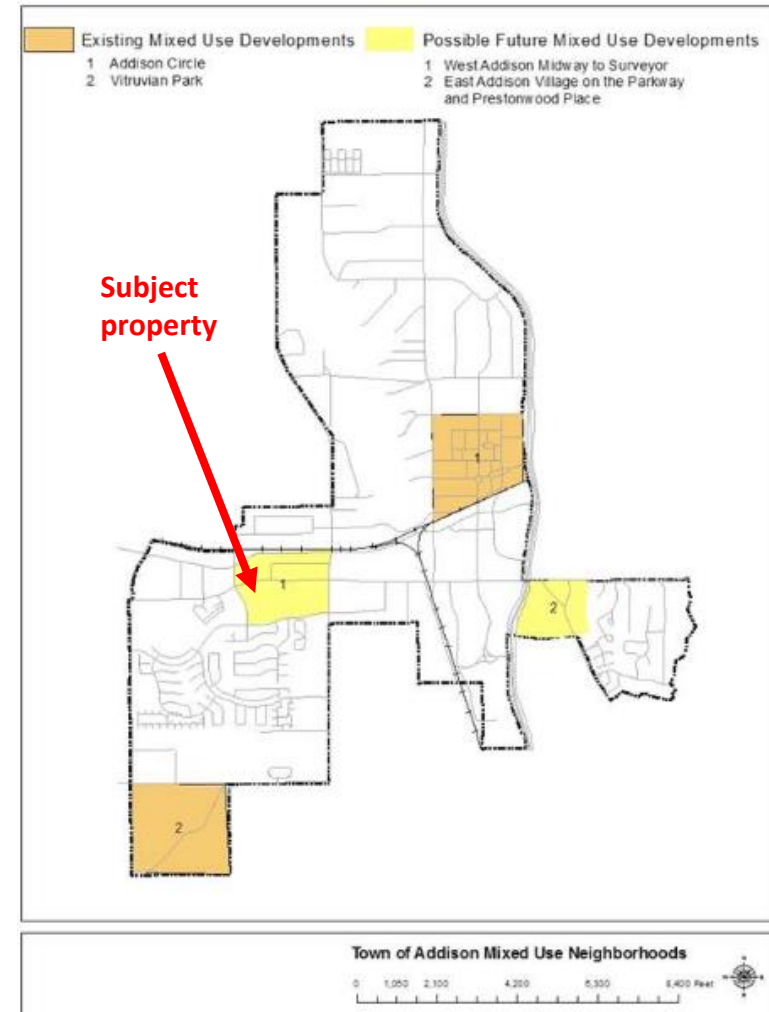


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2013 COMPREHENSIVE PLAN

- 2013 Comprehensive Plan identifies Addison as a mixed use leader that has embraced and understood mixed use development
- The plan noted an emerging preference for millennials to live in mixed use developments
- The comprehensive states that “Addison should consider mixed use development as a viable alternative as sections of the Town face redevelopment. Several locations along Belt Line Road would lend themselves to mixed use development...”
- The subject property was designated for future mixed use development on the mixed use neighborhood map



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Belt Line District - 2006

- Belt Line District goals and intent excerpts:
 - “To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the DFW region that offer a variety of housing, retail and office uses not commonly present in other areas of the Metroplex.”
 - “To provide a mix of residential, retail and office uses in a pedestrian-friendly environment.”
 - “To provide a comfortable and attractive environment for pedestrians...”
 - “To construct buildings close to the sidewalk and street.”

Appendix I. BELT LINE DISTRICT USE CHART

Note: Uses not authorized, are prohibited.

RESIDENTIAL

HOUSEHOLD UNITS

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
Apartment; Apartment House or Complex	●	● ¹		●
Four-plex	●	● ¹		●
Live-Work Unit	●	● ¹		●
Loft Unit	●	● ¹		●
Single-Family Unit, Attached	●	● ¹		●
Townhouse	●	● ¹		●

¹ Allowed only outside of FAA Noise Contours

- Subject property is in the Les Lacs Village sub-district, a “mixed use retail, residential, and office district”
 - All forms of urban housing permitted in this subdistrict

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ADDISON HOUSING POLICY - 2017

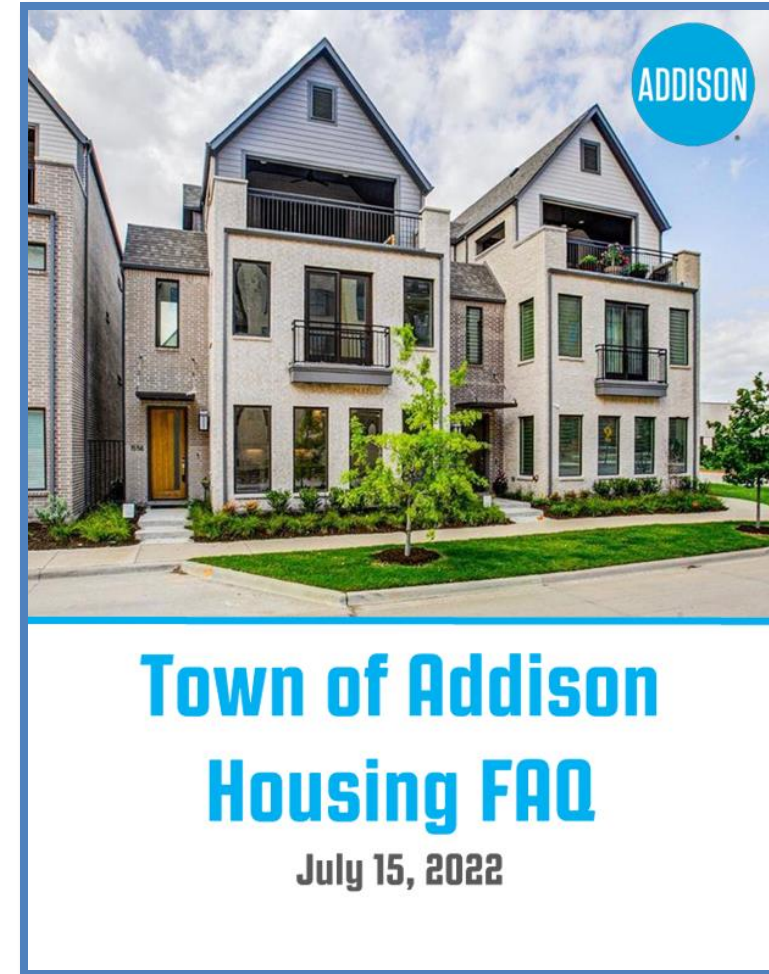
1. Where feasible and appropriate, new housing should increase the proportion of fee-simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.
2. A proposal should offer a "best fit" 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
 - Due to the high redevelopment costs for this site and the nearby availability of 151 fee simple townhome sites, this goal is appropriate for this site, but unlikely to be feasible
- High density condo housing would be appropriate here, but market conditions suggest that it would be very unlikely for a large redevelopment project like this
- The applicant has proposed a true mixed use development that includes a unique restaurant node and civic space, and a market supported offering of fee simple townhomes.
- This development proposal models an appropriate mix of uses for future mixed use projects in Addison, and as such, it merits consideration as an exceptional project.



EXISTING AND APPROVED HOUSING MIX

	Existing	Approved	Total
Ownership	2,435 (21.3%)	182	2,617 (17.1%)
Rental	9,012 (78.7%)	3,632	12,644 (82.9%)
Total	11,447	3,814	15,261

If this application were to be approved, the approved housing mix would be 2,642 ownership dwellings (**16.8%**) to 13,047 rental dwellings (**83.2%**).

Note: This assumes full redevelopment and buildout of Vitruvian (net addition of 2,160 units), which is likely a 15 to 20-year endeavor.

Case 1877-Z Trammell Crow Mixed Use

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BELTWAY / PROTON ADJACENT DEVELOPMENT HOUSING MIX

- Existing + Approved + Proposed SF and Condo = 1,662 lots
 - Existing + Approved + Proposed MF Rental = 1,396 units
- = 54% ownership and 46% multifamily rental if this project were to be approved**

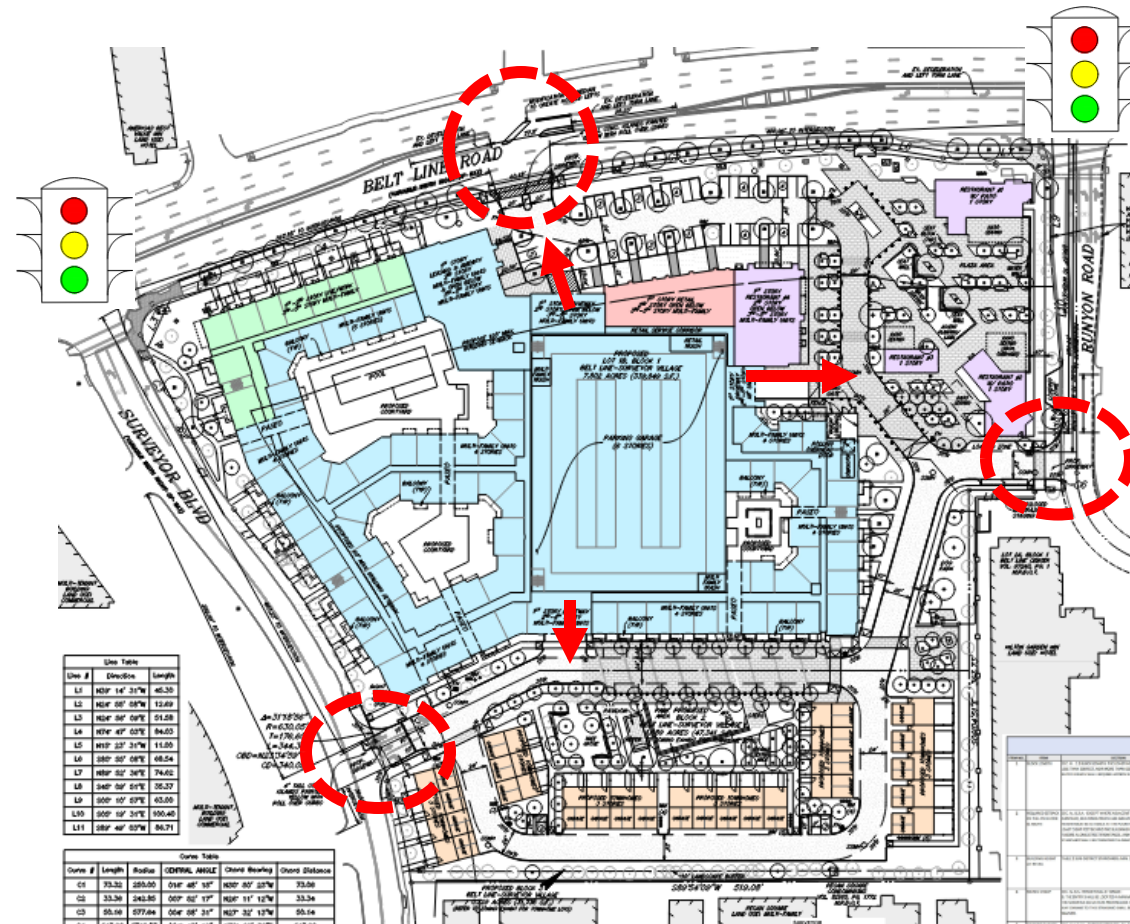


Case 1877-Z Trammell Crow Mixed Use

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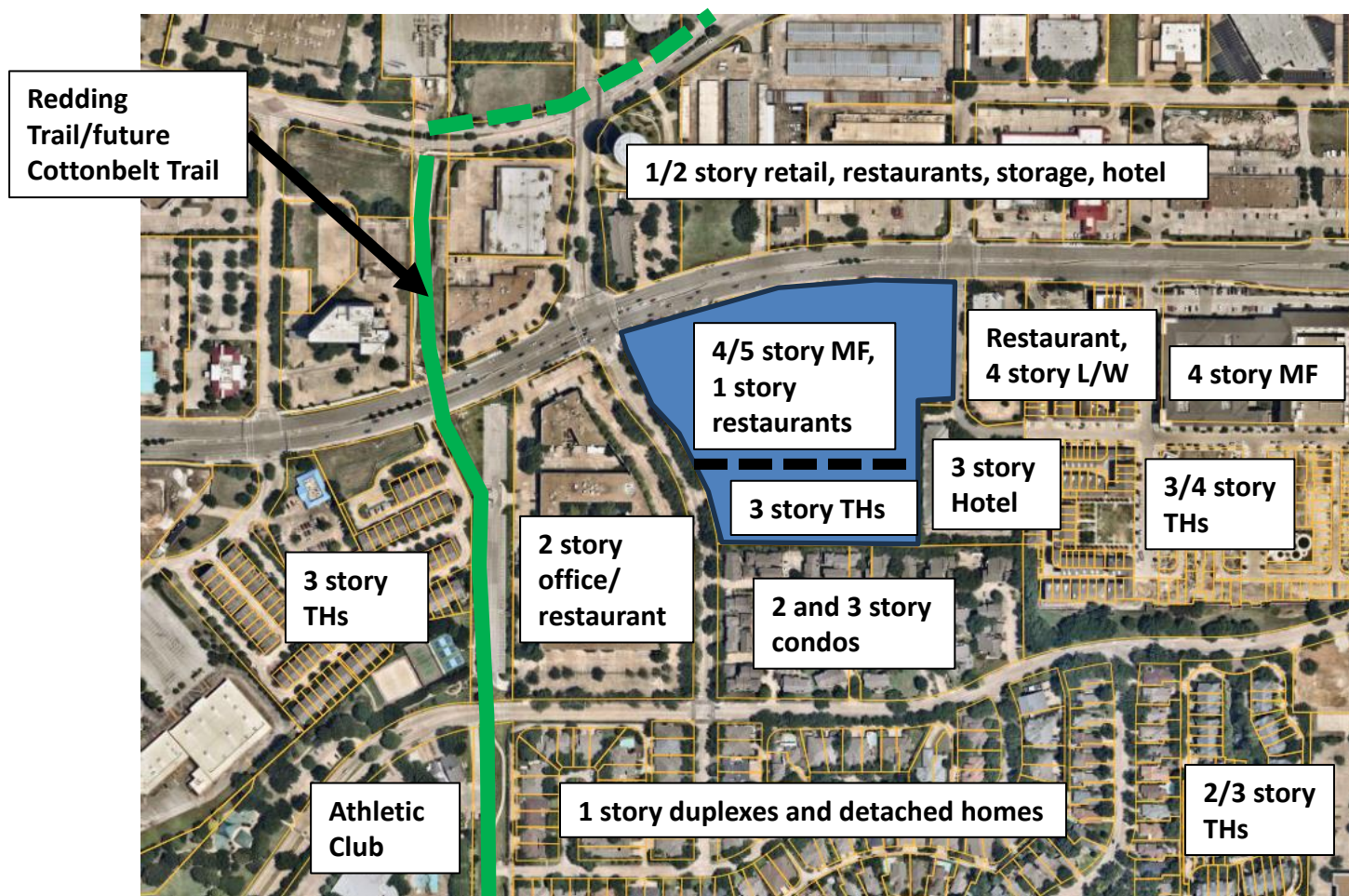
MITIGATION OF DEVELOPMENT IMPACTS – TRAFFIC GENERATION AND CIRCULATION

- TIA was required for this proposal
- Increased traffic is likely to be observed due to low occupancy and high vacancy with existing uses
- If current uses were thriving, change in use would be less impactful (proposal only adds 140 parking spaces)
- TIA projects minor traffic increase on Beltway (less than 20 trips at peak hours); Site design restricts southbound turning movement on Surveyor. Most Beltway traffic results from existing neighborhoods.
- Site is highly connected and Addison is centrally located, results in well-distributed traffic pattern.



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MITIGATION OF DEVELOPMENT IMPACTS – LAND USE COMPATABILITY



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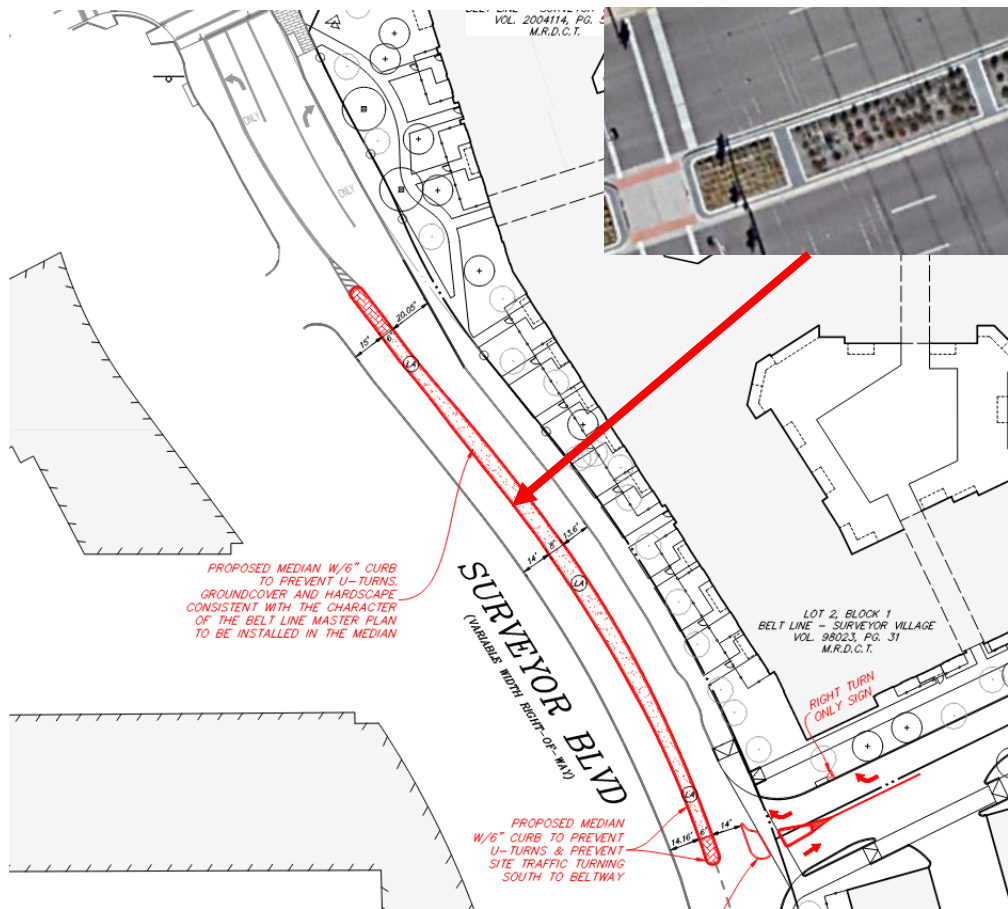
BELTWAY DRIVE TRAFFIC CONSIDERATIONS

- Beltway Drive is a 34-foot, undivided residential collector
- Typical designs for this street section:
 - 38 feet with two 11-foot travel lanes and two 8-foot parking lanes
 - 34 feet with two 11-foot travel lanes and a 12-foot center turn lane/median
- Because on-street parking is not permitted and there is no median, the travel lanes are very wide, which makes it comfortable for drivers to go fast and be inattentive; this condition will improve with the Town's bike lane project.
- Current traffic conditions influenced by Midway Road construction. Traffic issues on Beltway are behavioral, not volume driven. Calming is the best solution.

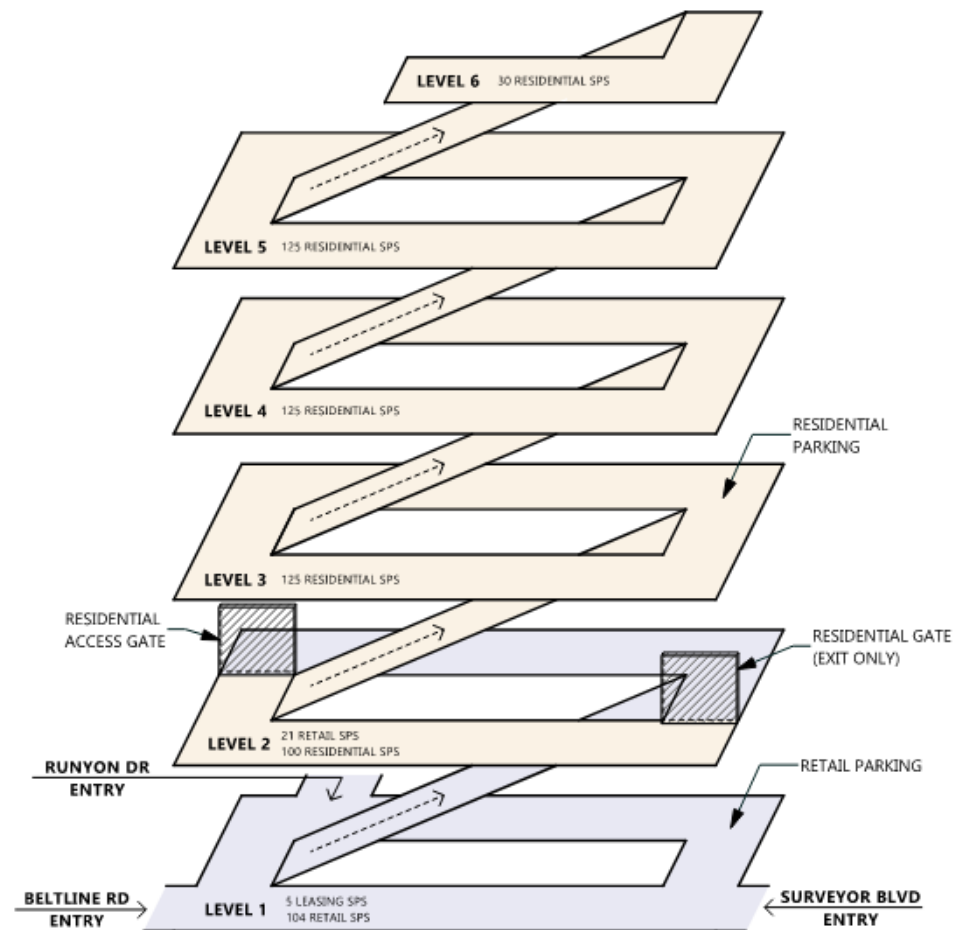


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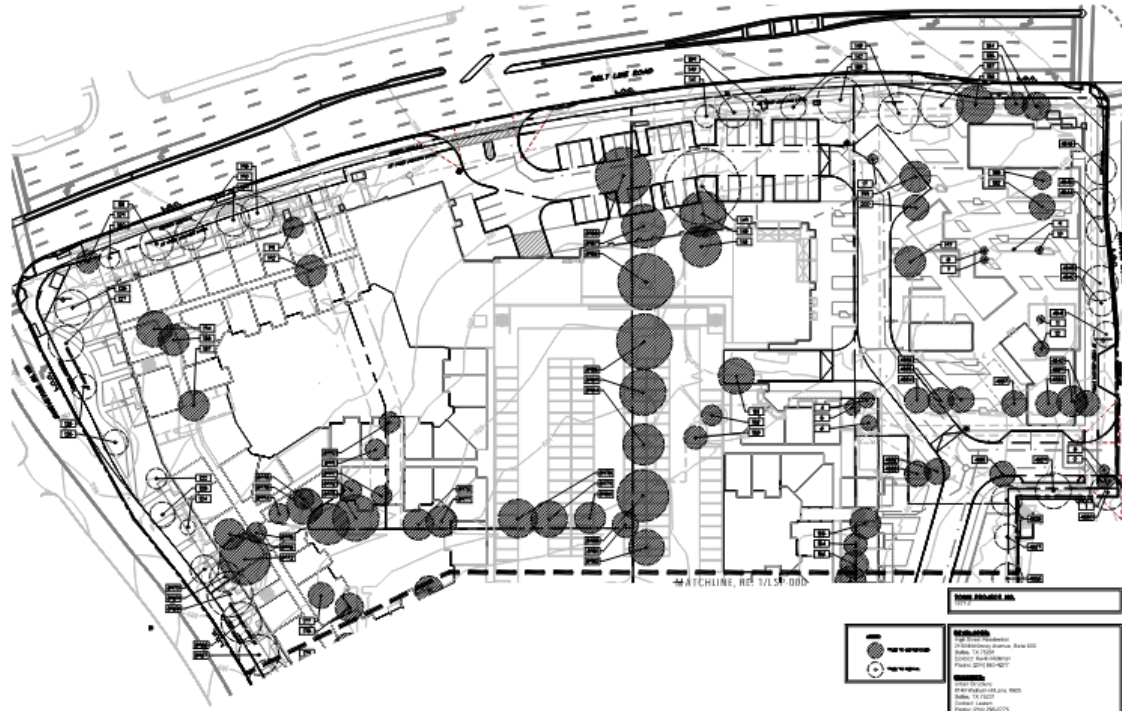
ADDITIONAL MITIGATION TRAFFIC ACTIONS



Surveyor Boulevard Median



Parking Structure Access Design



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

- Substantial tree preservation (50 percent), particularly the Surveyor frontage
- Water and sewer service is available at this site
- No anticipated issues with Town service provision, ISD
- Encumbrances – existing detention
- Removed Trees to be mitigated through new plantings and, if needed, contribution to the tree mitigation fund

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Major Waivers

- Block Length –600 foot maximum length
- 4th Floor, 8' Building Façade Stepback at the Surveyor Boulevard frontage
- Stoop Condition at Ground Floor Residential Entries – 2 feet above sidewalk, 24 SF stoop area
- Minimum Building Height for nonresidential buildings – 1 story in lieu of 2 stories
- Parking Structure Design – flat parking decks required



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Major Waiver Analysis

- Block Length – applicant could comply by locating the building closer to Surveyor and modifying the access drive with direct access to Belt Line (would not improve the design)
- 4th Floor, 8' Building Façade Stepback at the Surveyor Boulevard frontage – applicant could comply by making those units shallower, proposed alternative form of compliance – full building setback 5 – 37 feet on Surveyor
- Stoop Condition at Ground Floor Residential Entries – 2 feet above sidewalk, 24 SF stoop area – proposed courtyard condition provides more landscape area and achieves universal design solution for people of all ages and disabilities (equitable solution for these premium units)
- Minimum Building Height for nonresidential buildings – 1 story in lieu of 2 stories –the proposed design is more human scale
- Parking Structure Design – flat parking decks required – this parking structure is enclosed by the building and will never be retrofitted



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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: 87.

FOR: 4.

AGAINST: None.

NEUTRAL: None.

ADDITIONAL FEEDBACK RECEIVED: 9 letters of support; one letter of support from the Asbury Circle HOA.

PLANNING & ZONING COMMISSION ACTION:

Approval: 5-1-1



RECOMMENDATION:

Staff recommends **approval with conditions.**

- Use Conditions
- Site and Building Design Conditions
- Development Phasing and Property Management Conditions