

**Addison Circle  
Station – Phase I  
PD and Development  
Plan Amendments  
(1910-Z / 1894-Z /  
1895-Z)**

The logo consists of the word "ADDISON" in a bold, blue, sans-serif font, centered within a white circle. This circle is set against a blue background that features a white diagonal line running from the top-left to the bottom-right, creating a triangular shape on the right side of the slide.

# Case 1910-Z / 1894-Z / 1895-Z Addison TOD

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## LOCATION:

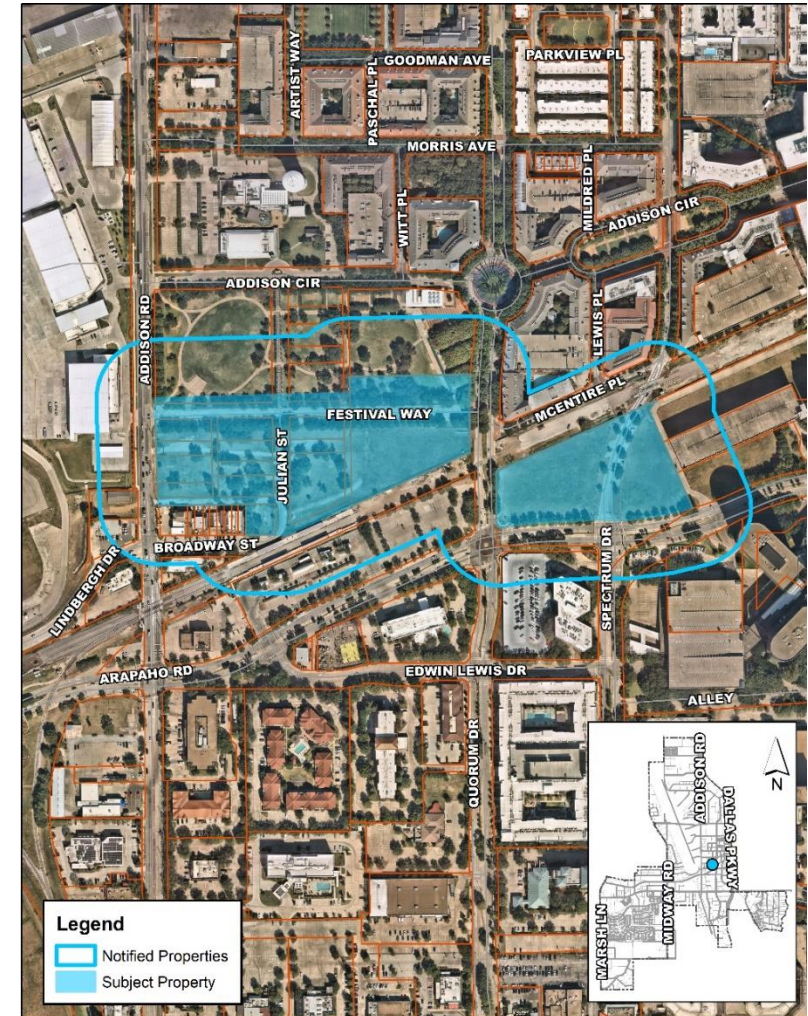
13.7 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast corner of Quorum Drive and Arapaho Road.

## REQUEST:

To amend PD Ordinance No. O23-8, and associated office, parking structure, and multifamily tower development plans for Phase I of Addison Circle Station, 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.

## ACTION REQUIRED:

Discuss, consider, and take action on the appropriateness of the proposed zoning and associated development plan amendments.



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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.

2023 – The Town adopted PD zoning to permit development of the 1<sup>st</sup> phase of the TOD project.

Present – The Town and CO-Developers (AMLI and QIP) are requesting approval of an amended PD zoning district, concept plan, and development standards (Phase I), and associate office, parking structure and multifamily tower development plans.



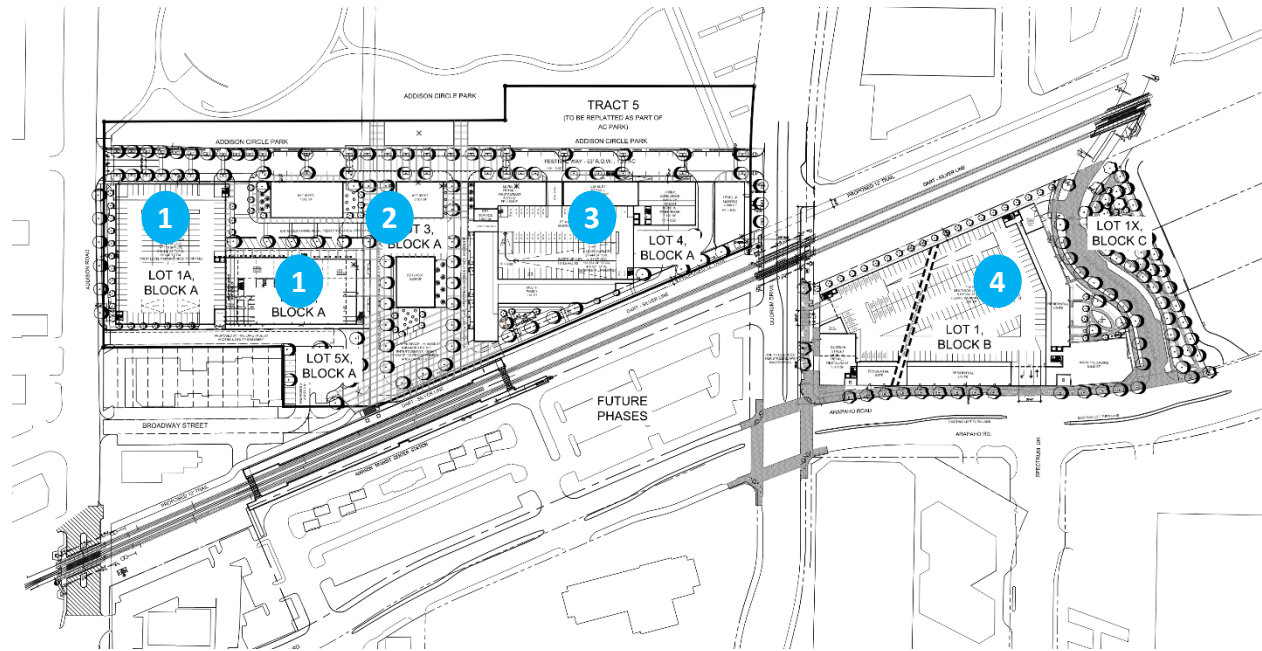


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## CONCEPT PLAN:

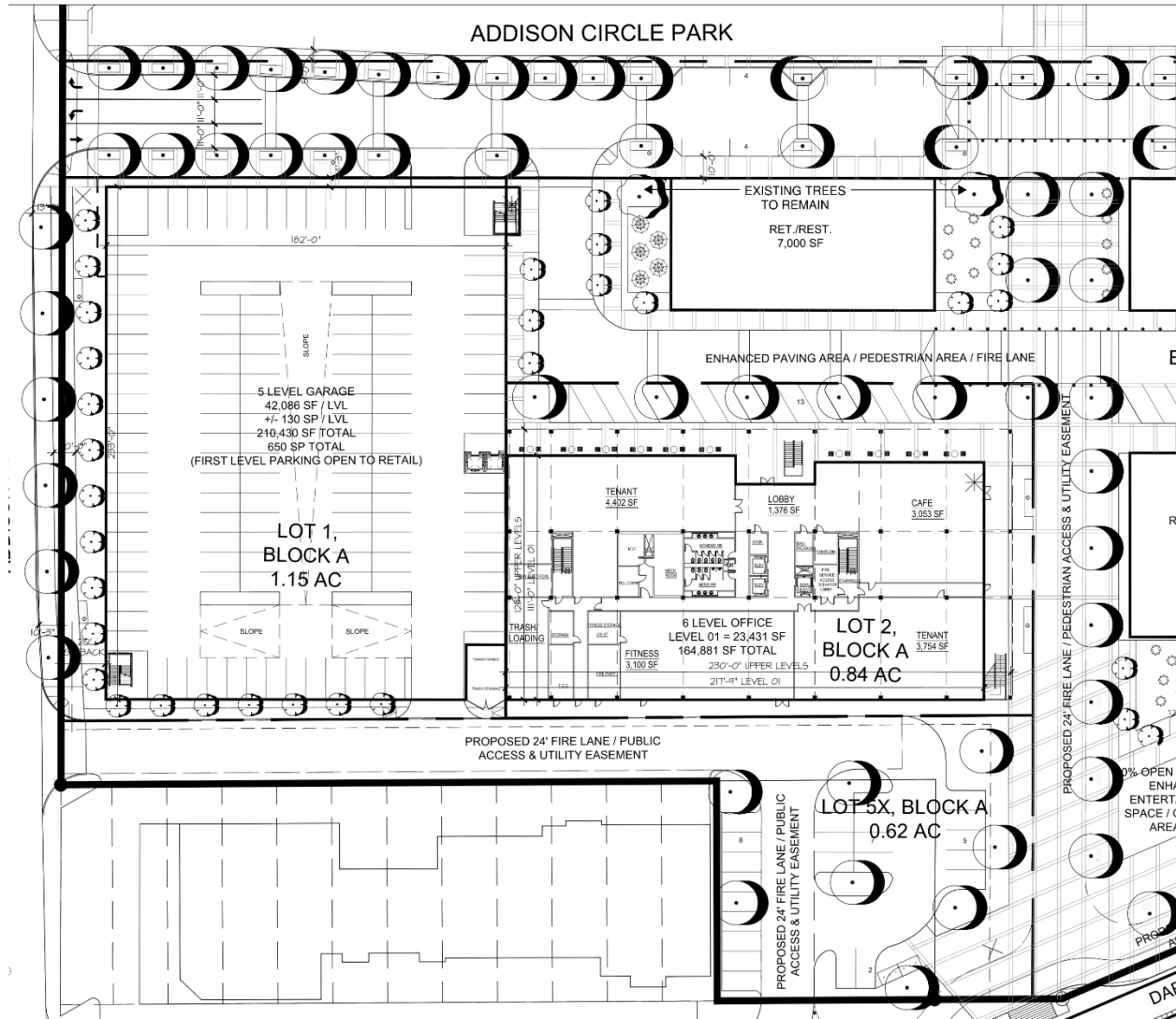
- 1 Office & Parking Structure**
  - 6 story office building with 165K SF of office space and 3.2K SF of retail space; 5 level parking structure with 650± spaces; Outparcel with retail teaser parking
- 2 Retail/Restaurant/Entertainment Node**
  - 3 single story buildings with 18K SF of retail space and programmed open space
- 3 Multifamily Residential Tower**
  - 15 story tower with 286 dwelling units and 10K SF of retail space; 476 space 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 CHANGES – OFFICE & PARKING STRUCTURE

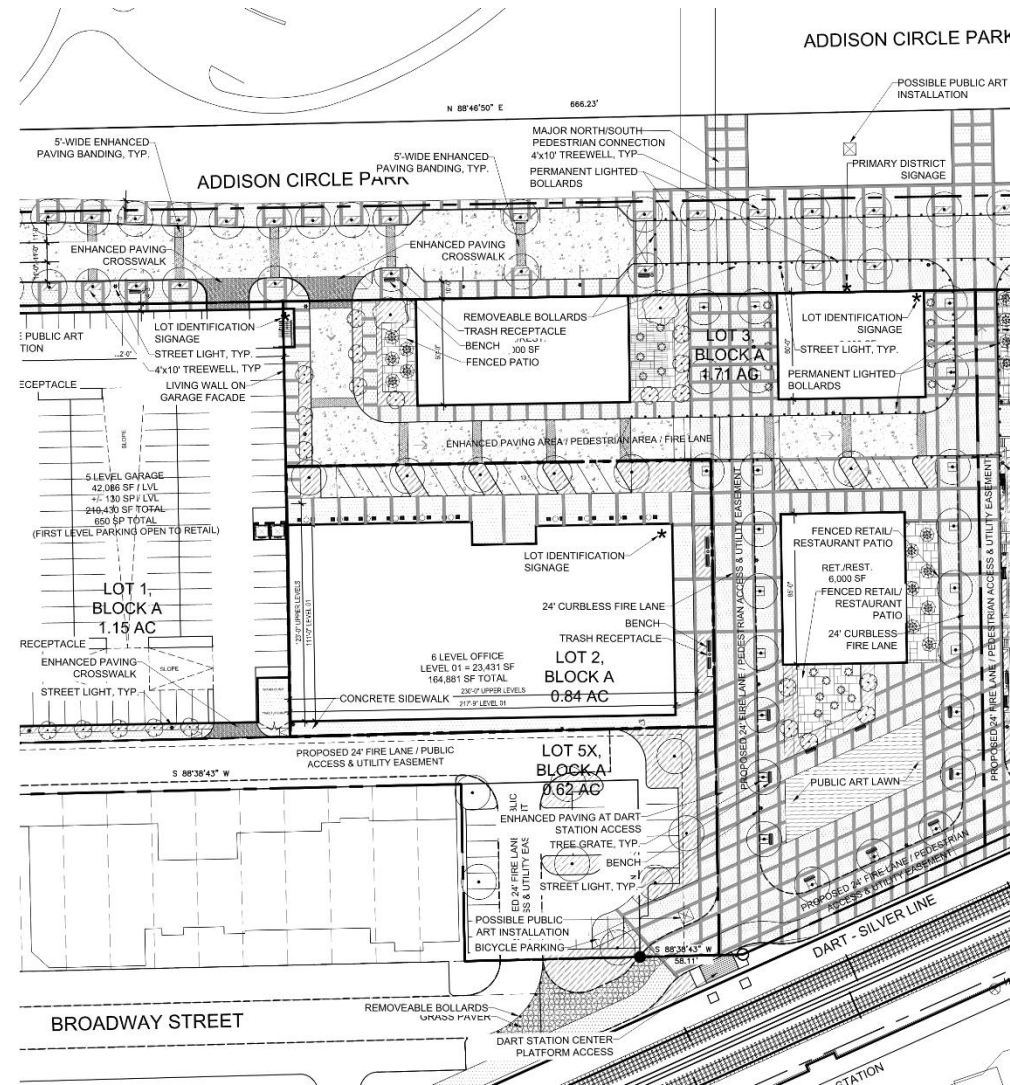
- Office building re-orientation and relocation
- Hybrid mass timber construction
- Rooftop amenity
- Use of living screen on parking structure

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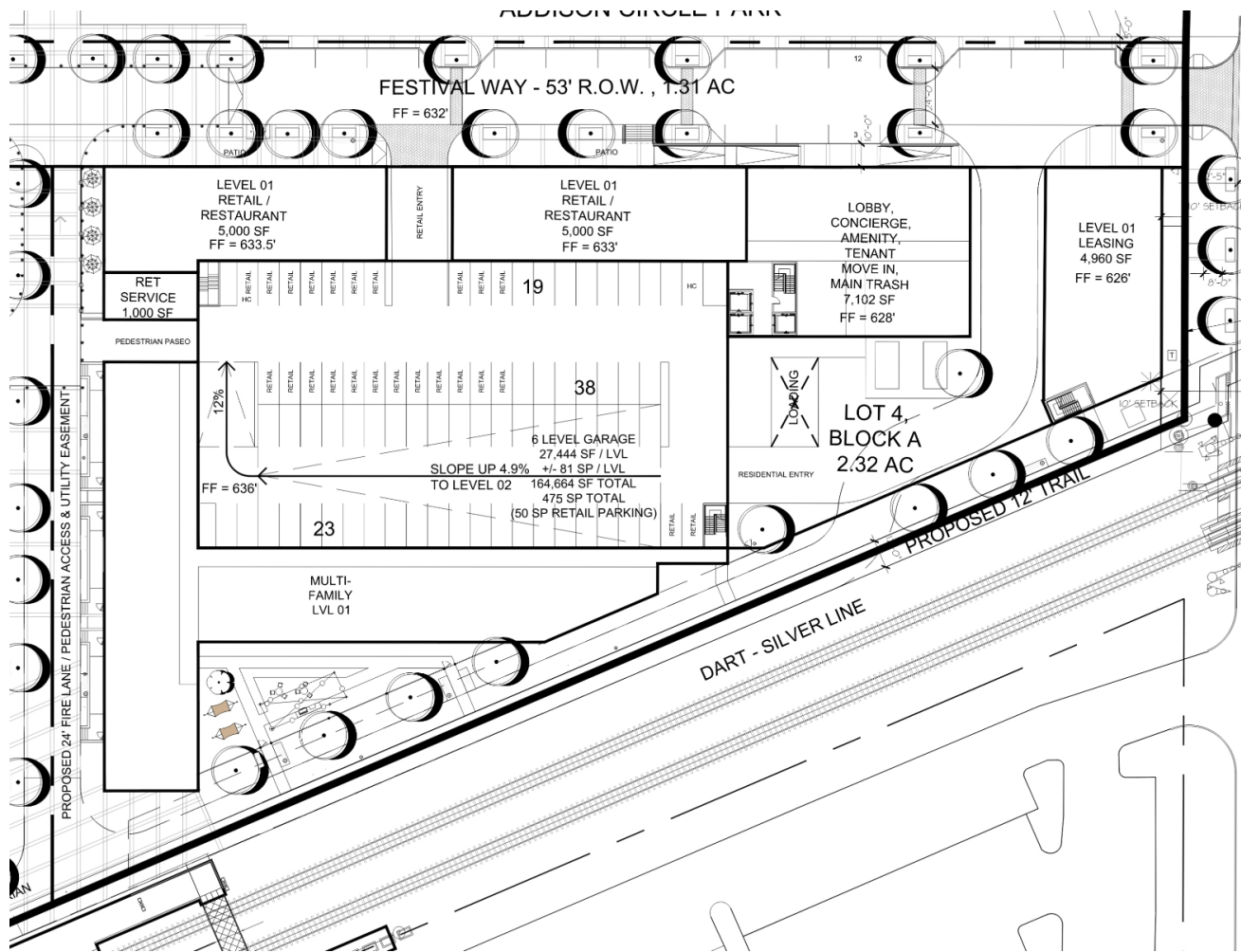
## PROPOSED CHANGES – RETAIL / RESTAURANT / ENTERTAINMENT NODE

- Less floor area, fewer but larger buildings
- Re-orientation to activate Festival Way and the transit station
- Elimination of jewel box spaces within Addison Circle Park
- Teaser parking lot on Broadway



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## PROPOSED CHANGES – MULTIFAMILY RESIDENTIAL TOWER

- Reduction in overall building massing and increase in height to 15 stories
- Increase total units from 270 to 286
- Conversion of the parking structure from podium to precast wrap structure
- Screening of the south side of the parking structure with dwelling units
- Creation of an interior service and parking court to take tenant move in and trash service off of Festival Way
- Addition of a grass paver fire lane and enclosed outdoor amenity on the south side of the building



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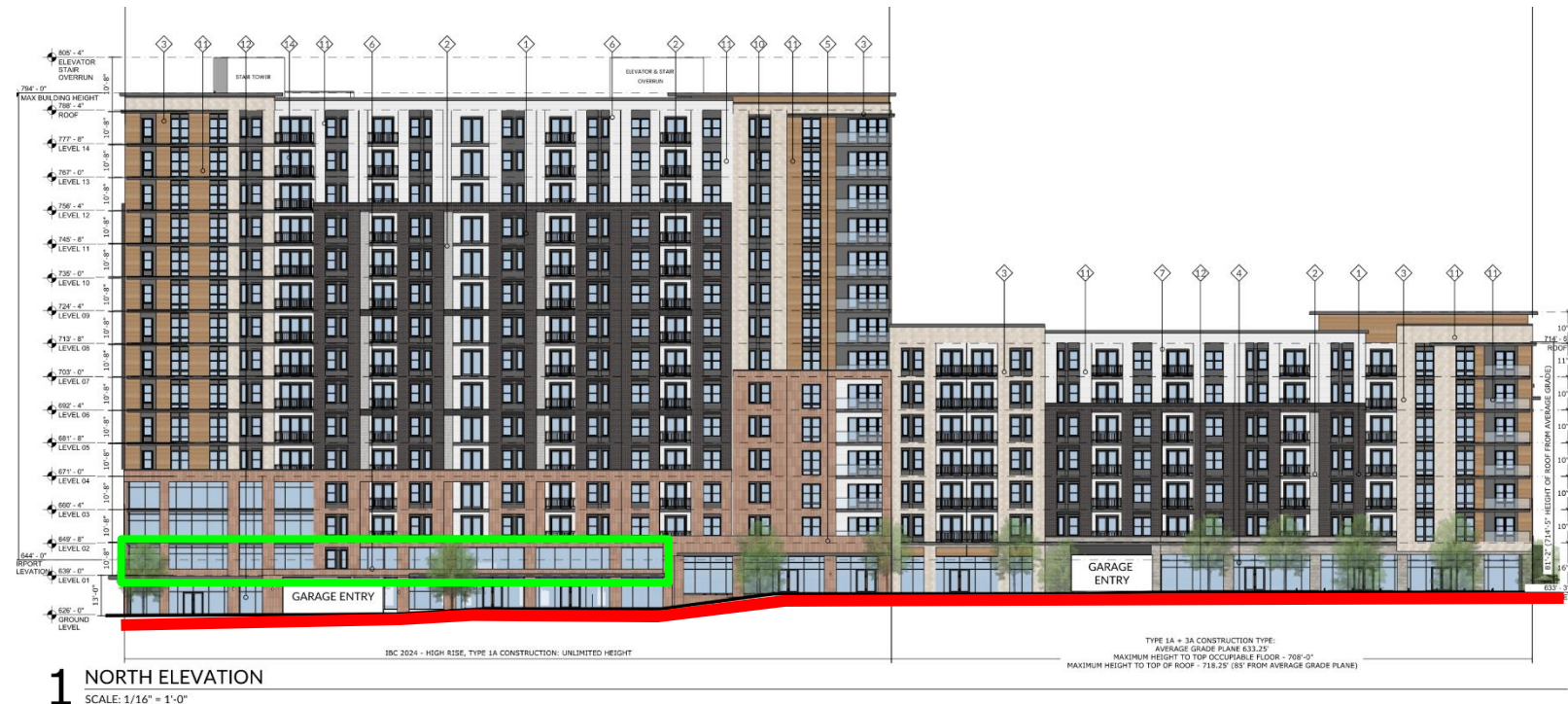


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## PROPOSED CHANGES – STREETScape



- Abandonment of plan to transplant existing Shumard Oaks on Festival Way – due to size, trees are not well suited to cost efficient transplanting
  - Preserving two Shumard Oaks within Retail/Restaurant/Entertainment Node
  - Transplanting four trees (two Shumard Oaks and two Pecan Trees)
- Conversion of landscaped parkways to hardscape to be consistent with the Addison Circle standards



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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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## 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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Previously Approved Zoning



Proposed Zoning Amendment



## Streetscape



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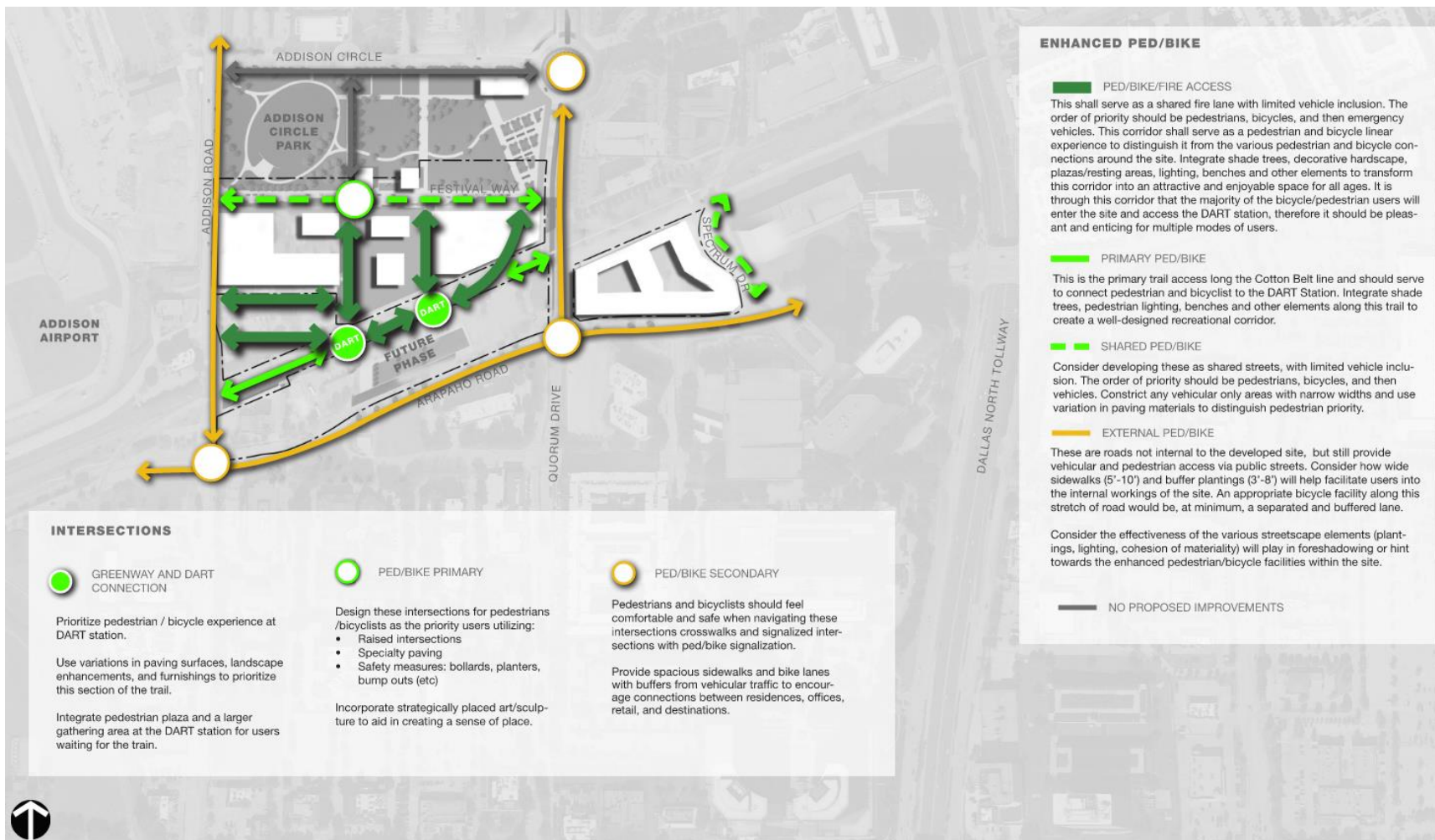
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## Streetscape



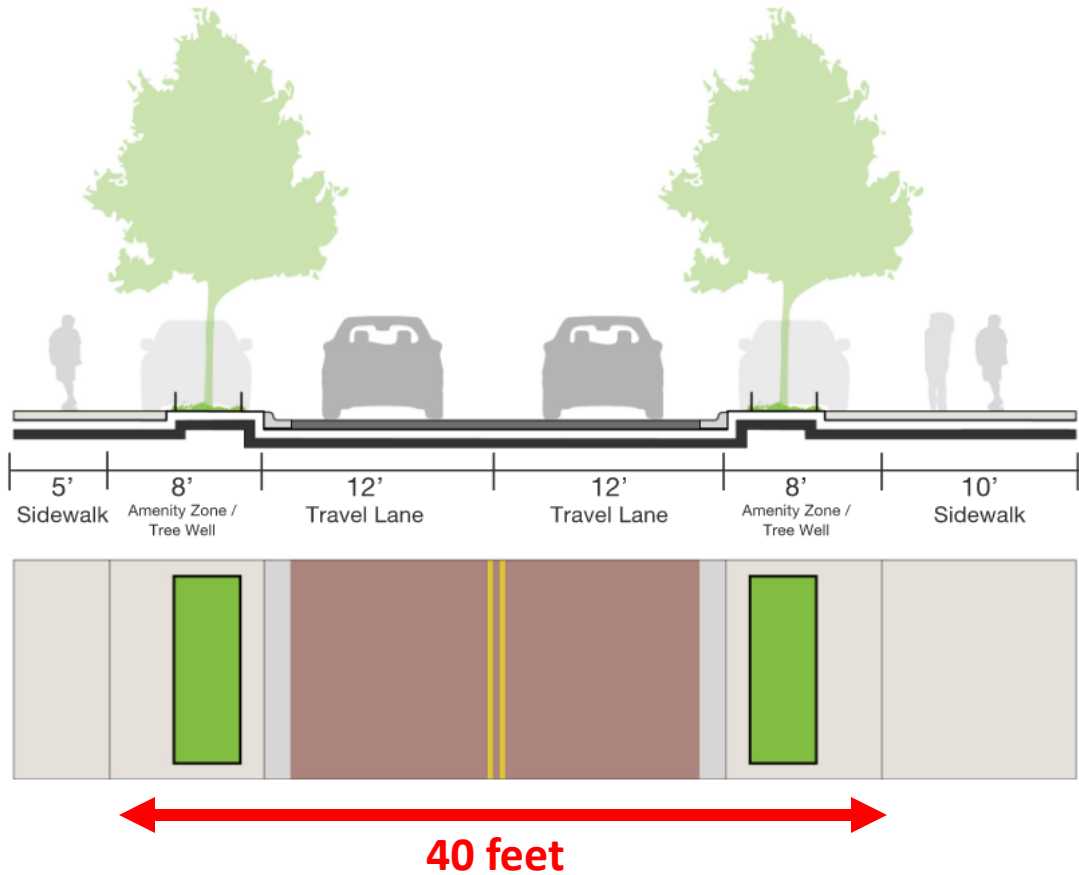
# Case 1910-Z / 1894-Z / 1895-Z Addison TOD



## Master Streetscape Plan

# Case 1910-Z / 1894-Z / 1895-Z Addison TOD

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## Master Streetscape Plan – Festival Way

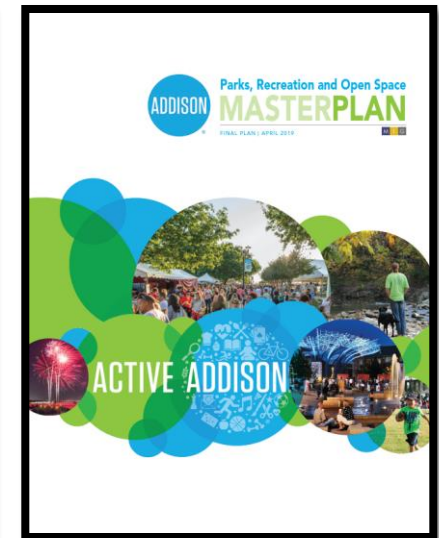
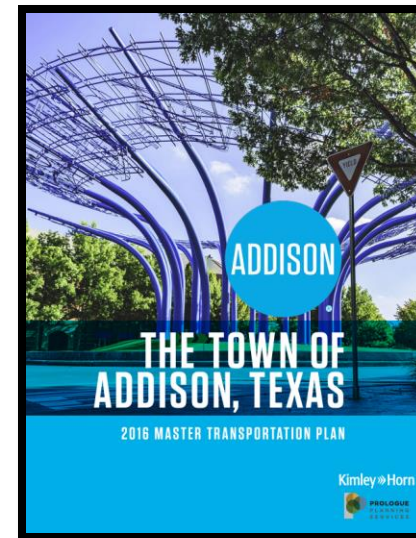
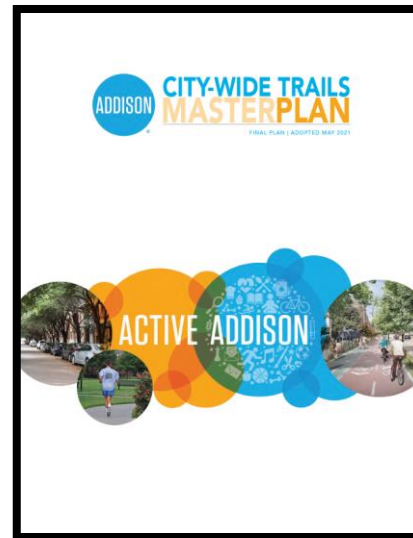
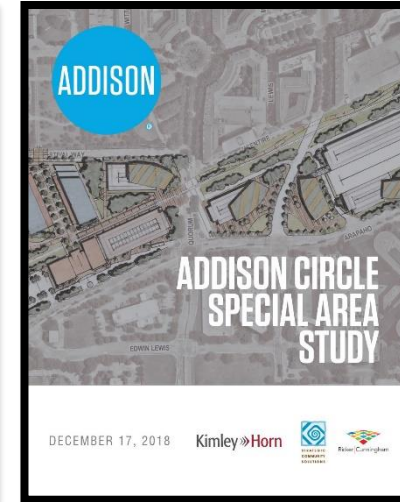


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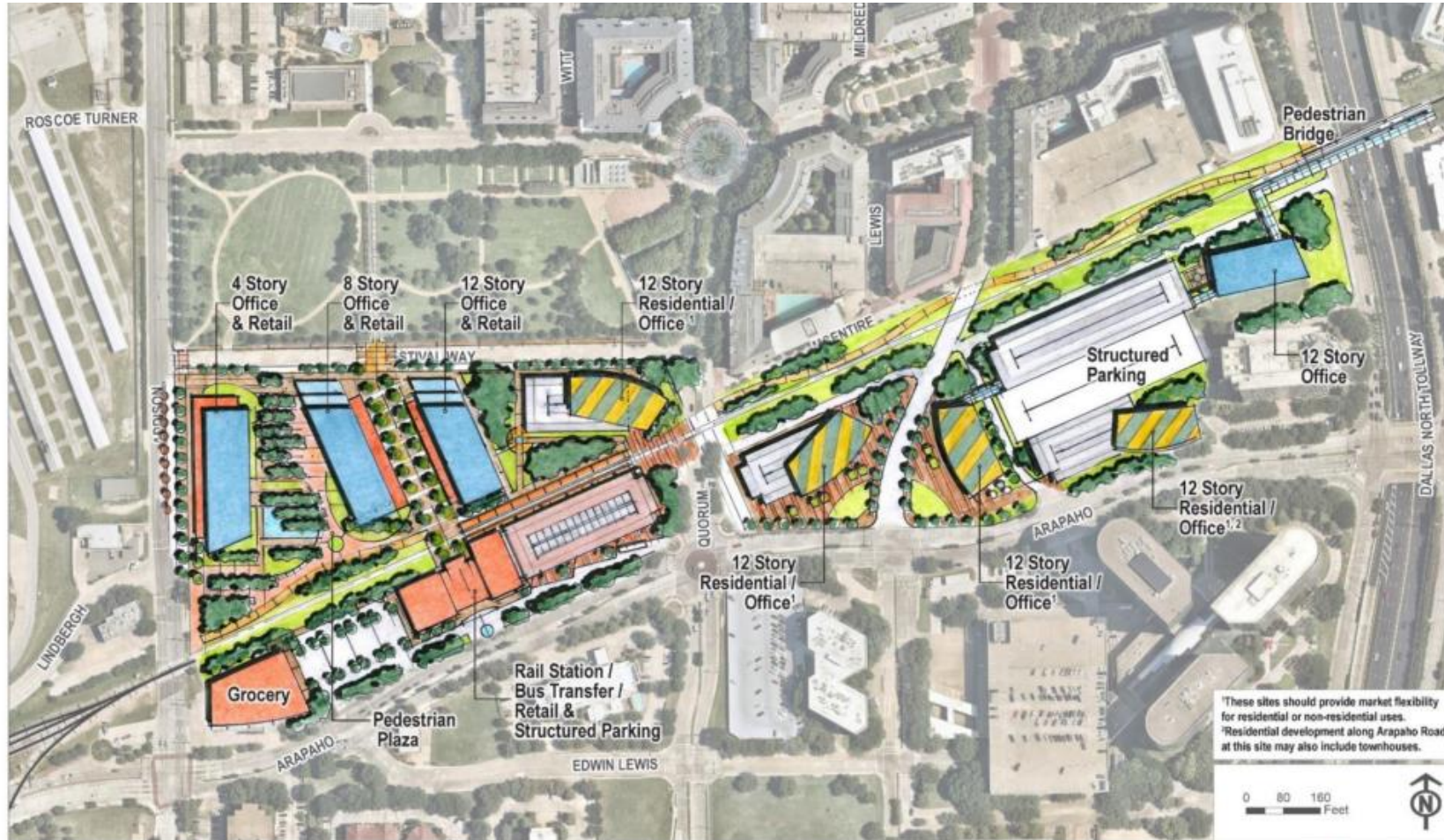
## COMPLIANCE WITH TOWN LAND USE AND DEVELOPMENT POLICIES

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



# Case 1910-Z / 1894-Z / 1895-Z Addison TOD

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## Addison Circle Special Area Study



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## SPECIAL AREA STUDY COMPLIANCE

### Vision

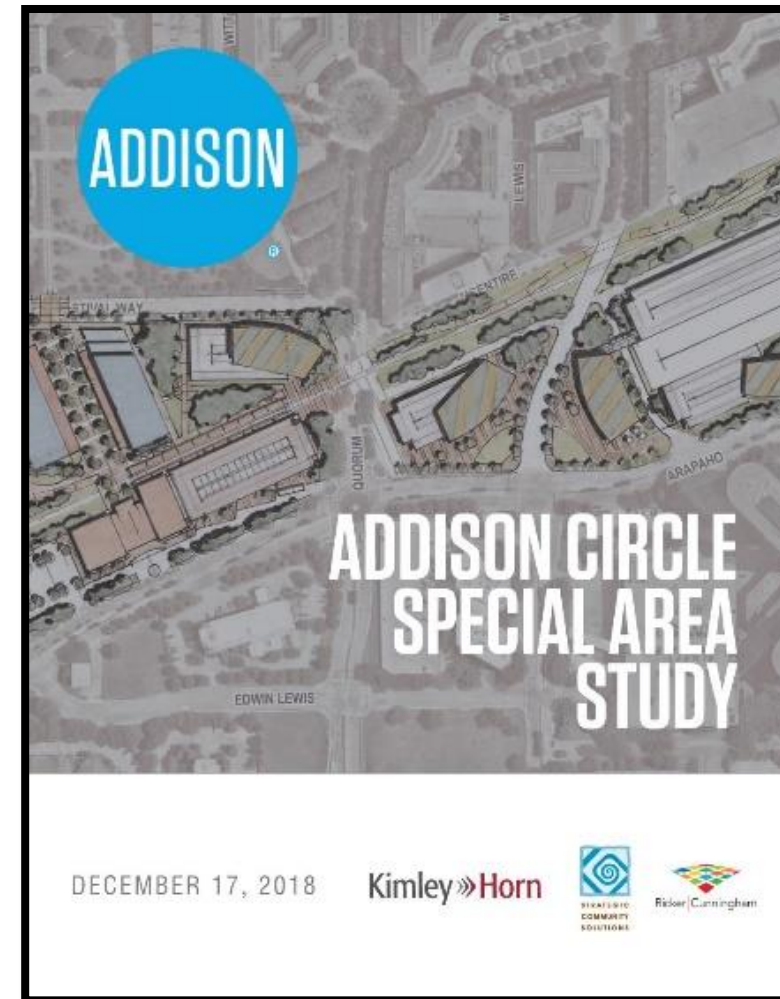
- request furthers the Town's goal of being a major destination on the Silver Line, and enhancing Addison Circle's reputation as a desirable place to live, work and play, and strengthening the Town's tax base

### 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.



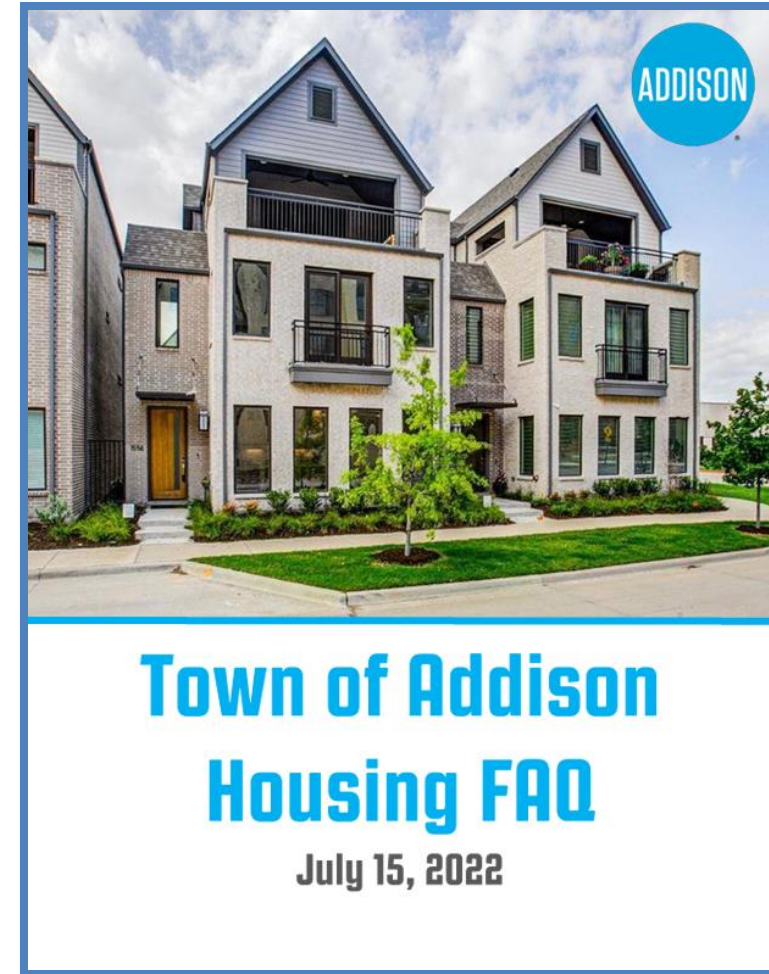
## ADDISON HOUSING POLICY - 2017

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.



## 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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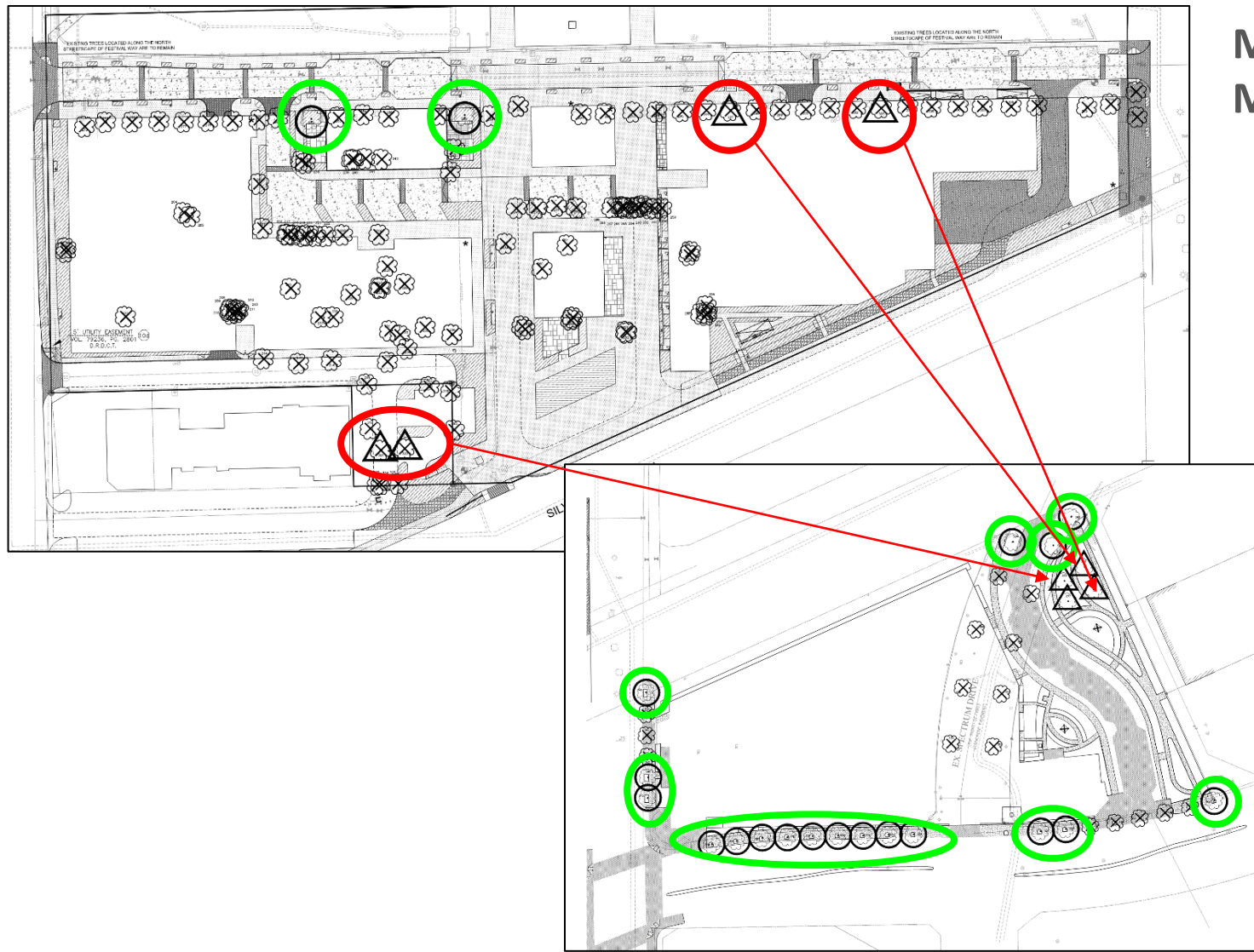
## MITIGATION OF DEVELOPMENT IMPACTS – TREE MITIGATION

- Staff concerns include:
  - Trees south of Festival Way street trees have health and quality concerns
  - Festival Way Shumard Red Oaks
    - Very dense species for an urban street tree, and planted in a very dense condition
    - Preservation would require major reductions in developable area + the employment a suburban streetscape
    - Not well suited for transplant
- **Removed Trees to be fully mitigated on site through new plantings**



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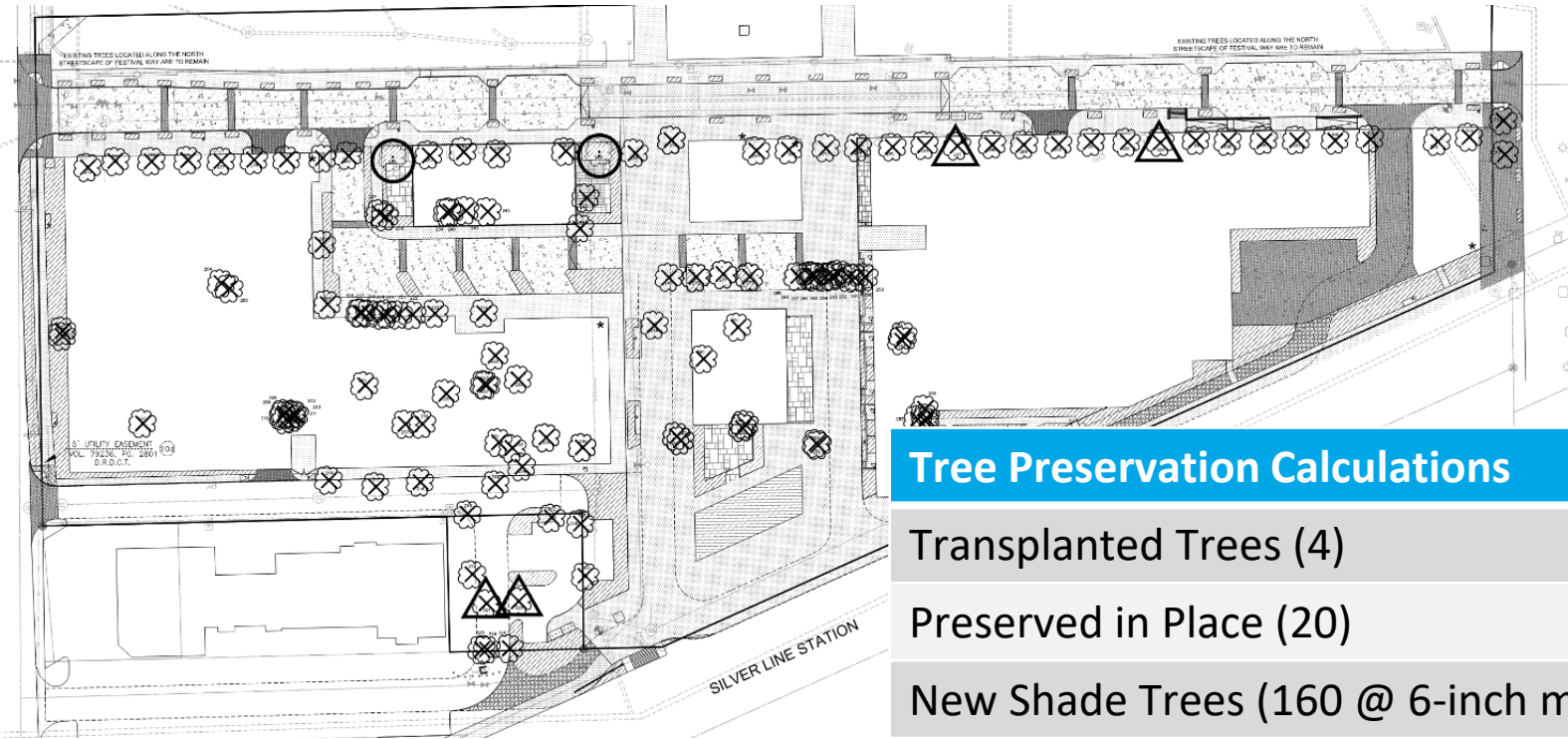


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## Tree Preservation Calculations

|  |                      |
|--|----------------------|
| Transplanted Trees (4)                   | 46 Caliper Inches    |
| Preserved in Place (20)                  | 263 Caliper Inches   |
| New Shade Trees (160 @ 6-inch min)       | 960 Caliper Inches   |
| New Ornamental Trees (50 @ 2.5-inch min) | 125 Caliper Inches   |
| Total Required Mitigation                | 980 Caliper Inches   |
| Total Mitigation Provided                | 1,085 Caliper Inches |
| Trees Provided (Transplant/Preserve/New) | 1,394 Caliper Inches |



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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 appropriately transitions from Addison Airport with commercial uses (parking and office)

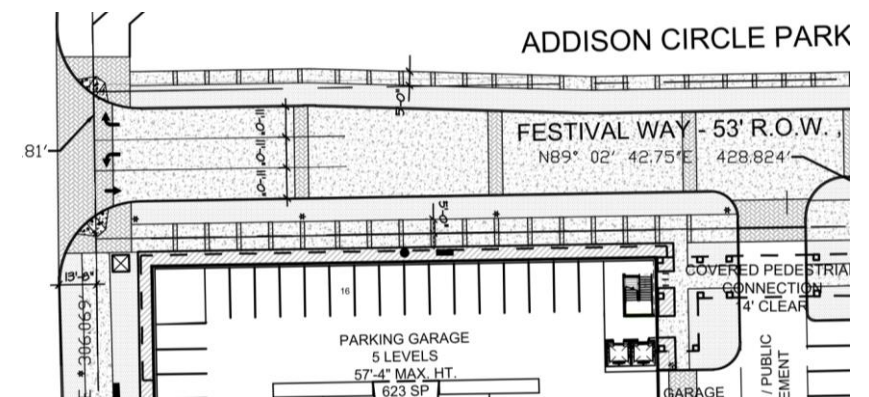
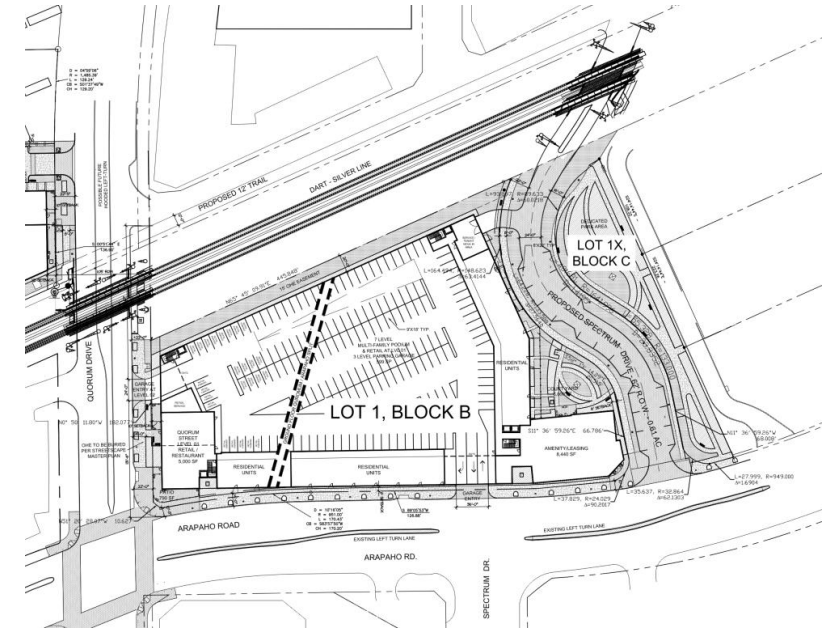


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## MITIGATION OF DEVELOPMENT IMPACTS – TRAFFIC GENERATION AND CIRCULATION

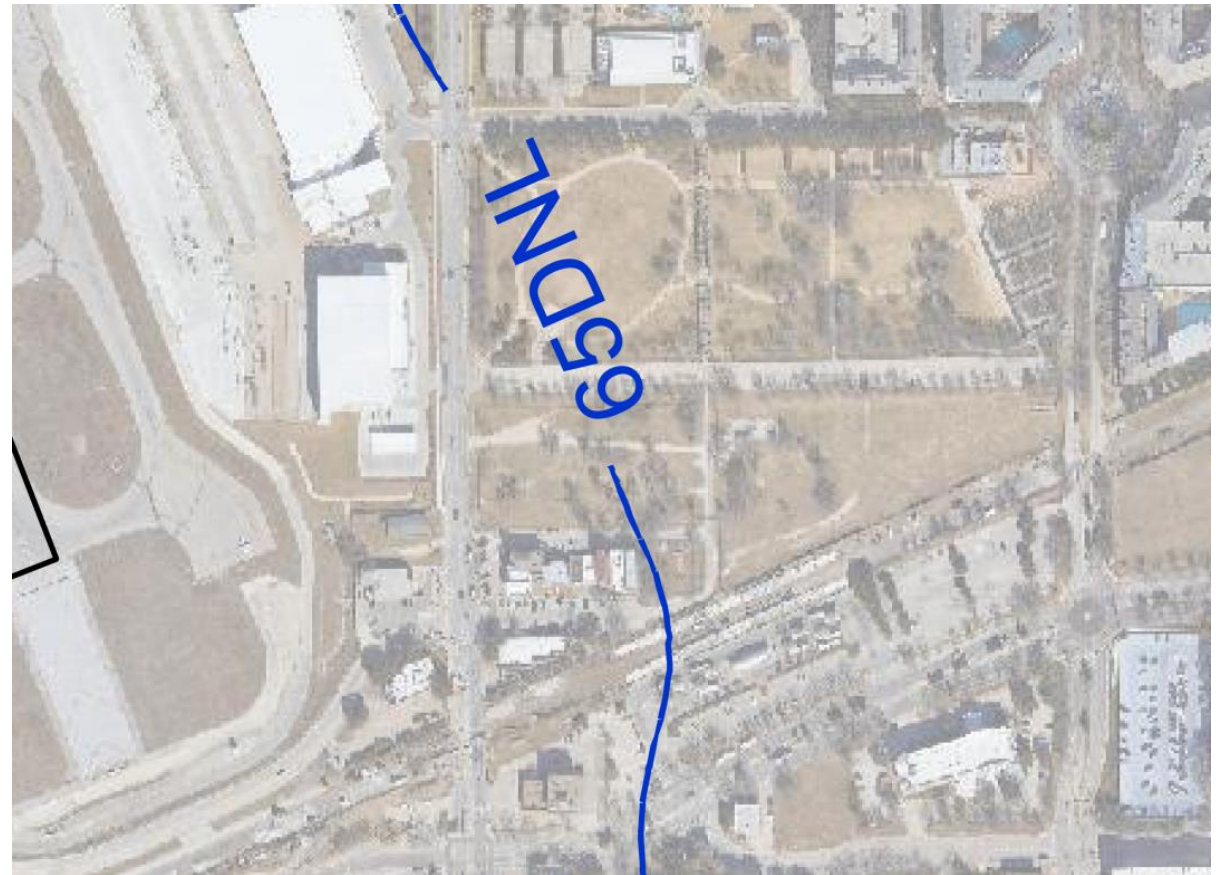
- Spectrum Road realignment needed to accommodate a block pattern more consistent with Addison Circle
- Minor modifications to traffic pattern at Arapaho and Spectrum, but the surrounding grid allows for this to be easily mitigated
- Dedicated turn lanes needed at western end of Festival Way
- Additional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





## 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



# Case 1910-Z / 1894-Z / 1895-Z Addison TOD

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## PUBLIC NOTICE:

Notice of public hearing was provided to property owners within 200 feet of the subject property.

## NOTICE RECIPIENTS: 22 + DISD

FOR: None.

AGAINST: None.

NEUTRAL: None.

## ADDITIONAL FEEDBACK RECEIVED:

- 4 statements of opposition – 2 x Addison residents and 2 x nonresidents (*These statement were received in advance of the March 19, 2024, P&Z Meeting*)





# Case 1910-Z / 1894-Z / 1895-Z Addison TOD

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## PLANNING & ZONING COMMISSION ACTION:

- 1910-Z – Addison Circle Station, Phase I Amendment
  - Approval (7-0)
- 1894-Z – Office & Parking Structure Development Plan Amendment
  - Approval (7-0)
- 1895-Z – Multi-family Tower Development Plan Amendment
  - Approval (7-0)



# Case 1910-Z Addison TOD

## RECOMMENDATION:

Staff recommends **approval** of these requests subject to the following conditions:

- The development complies with the Concept Plan, Master Streetscape Plan, Permitted Uses & Development Standards, and the definitive agreements to be negotiated for the project.
- Lot 3, Block A will be fully entitled and constructed in accordance with the definitive agreements.
- Lot 5X, Block A (Addison Road site access and surface parking lot) will be fully entitled prior to site infrastructure construction commencement and will be completed prior to issuance of a Certificate of Occupancy for Lots 1 and 2, Block A (QIP 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).
- Final public and private landscape and streetscape design shall be completed prior to the issuance of a permit for the construction of site infrastructure.
- 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 execution of definitive agreements.
- Building permit approval is subject to compatibility with Addison Airport height and noise restrictions.
- Required sustainability features such as LEED compliance, electric vehicle charging stations, and public art will be required components of the Project, which will be further defined in the Definitive Agreements (as defined in the PD Ordinance).



# Case 1894-Z Addison TOD (Office & Parking)

## RECOMMENDATION:

Staff recommends **approval** of these requests subject to the following conditions:

- Final public and private landscape and streetscape design shall be completed prior to the issuance of a permit for the construction of site infrastructure.
- The final quantity of parking spaces, operation of the public parking structure, and retail parking accommodations in private parking structures, are subject to execution of definitive agreements.
- Building permit approval is subject to compatibility with Addison Airport height and noise restrictions.
- Required sustainability features such as LEED compliance, electric vehicle charging stations, and public art will be required components of the Project, which will be further defined in the Definitive Agreements (as defined in the PD Ordinance).

# Case 1895-Z Addison TOD (Multi-Family Tower)

A blue circular logo with the word "ADDISON" in white, uppercase letters.

## RECOMMENDATION:

Staff recommends **approval** of these requests subject to the following conditions:

- Final public and private landscape and streetscape design shall be completed prior to the issuance of a permit for the construction of site infrastructure.
- The final quantity of parking spaces, operation of the public parking structure, and retail parking accommodations in private parking structures, are subject to execution of definitive agreements.
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