



BOARD OF ZONING ADJUSTMENT

THURSDAY, JULY 24, 2025

5:30 PM WORK SESSION & 7:00 PM REGULAR MEETING

**ADDISON TOWN HALL
5300 BELT LINE ROAD, DALLAS, TX 75254**

The Board of Zoning Adjustment will conduct a work session and regular meeting at the Addison Town Hall, 5300 Belt Line Road, Dallas, Texas, 75254 on Thursday, July 24, 2025 beginning at 5:30 PM. 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 972-450-7027 or by emailing zoninginput@addisontx.gov. For more detailed instructions on how to participate in this meeting, visit our Agenda & Minutes Page. The meeting will be live streamed on Addison's website at www.addisontx.gov.

WORK SESSION

Call Work Session to Order

1. Administer the Oath of Office to the Board of Zoning Adjustment members.
2. Conduct Training on Board of Zoning Adjustment and Board of Appeals Procedures and Best Practices.

REGULAR MEETING

Call Regular Meeting to Order

Pledge of Allegiance

1. Discuss and take action regarding the selection of a Chair and a Vice Chair for the Board of Zoning Adjustment.
2. Hold a public hearing, present, discuss, and consider action on a Variance for an encroachment into the side yard setback for the construction of an office and aviation hangar structure for a property located at 15500 Wright Brothers Drive. BZA25-01/15500 Wright Brothers Drive.

Adjourn Meeting

NOTE: The Board of Zoning Adjustment 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: _____

Lesley Nyp, Director of Development & Neighborhood Services

DATE POSTED: _____

TIME POSTED: _____

DATE REMOVED FROM BULLETIN BOARD: _____

REMOVED BY: _____

Board of Zoning Adjustment

Meeting Date: 07/24/2025

Agenda Caption:

Conduct Training on Board of Zoning Adjustment and Board of Appeals Procedures and Best Practices.

Staff Report:

Town staff and the City Attorney will conduct training for board members.

Board of Zoning Adjustment

Meeting Date: 07/24/2025

Agenda Caption:

Hold a public hearing, present, discuss, and consider action on a Variance for an encroachment into the side yard setback for the construction of an office and aviation hangar structure for a property located at 15500 Wright Brothers Drive. BZA25-01/15500 Wright Brothers Drive.

Staff Report:

Analysis: The purpose of setbacks is to protect adjacent properties from incompatible development impacts. In this case, the segment of Wiley Post Road in question functions more like an alley or shared access drive than a typical public street. It primarily serves Town-owned property, and redevelopment potential in the area is minimal. If this were a private access drive, the applicable building setback would be zero feet. The proposed development is consistent with the existing development pattern in the area surrounding Addison Airport, where properties abutting industrial uses often observe minimal or no setbacks. Additionally, staff does not anticipate future increases in traffic demand that would create capacity concerns for this segment of Wiley Post Road. The variance would therefore allow for reasonable use of the property without negatively impacting public interest or adjacent uses.

Recommendation: Staff recommends approval of the variance request.

Attachments

Staff Report

Addison Zoning Ordinance - Article IX, Section 3 & Article XII, Section 3

Applicant Request

Applicant Plans

BZA25-01

PUBLIC HEARING BZA25-01/15500 Wright Brothers Drive. Hold a public hearing, present, discuss, and consider action on a Variance for an encroachment into the side yard setback for the construction of an office and aviation hangar structure for a property located at 15500 Wright Brothers Drive.

LOCATION MAP





July 24, 2025

STAFF REPORT

CASE NO: BZA25-01/15500 Wright Brothers Drive

LOCATION: 15500 Wright Brothers Drive

REQUEST: A Variance request for a 22-foot reduction of the required 25-foot side yard setback to construct an office and aviation hangar structure within the side yard setback of the subject property.

APPLICANT: Ronald L. Holmes, Holmes Firm PC

Background: 15500 Wright Brothers Drive is a 1.57-acre undeveloped tract of land located at the northeast corner of Wright Brothers Drive and Wiley Post Road. The subject property borders Addison Airport to the east (rear) and has access to the airfield. The property is currently zoned Industrial-1 (I-1).

The property owner has submitted a site plan for a new 27,458-square-foot office and aviation hangar with associated site improvements. During review, it was identified that the proposed structure does not meet the minimum setback requirements. Town staff, including representatives from Addison Airport, have been in communication with the applicant to resolve the setback issue. A variance request was submitted on June 30, 2025, to allow for encroachment into the required side yard setback.

Ordinance Requirement: The subject property is located within the Industrial-1 District and is subject to the district regulations. The applicant is seeking a variance for the required side yard setback, which reads as follows:

APPENDIX A – ZONING, ARTICLE XII. – I-1 INDUSTRIAL-1 DISTRICT REGULATIONS

[Section 3. Area Regulations](#)

1. Front yard. Same as Article IX, LR local retail district.
2. Side yard. Same as Article IX, LR local retail district.
3. Rear yard. Same as Article IX, LR local retail district.

APPENDIX A – ZONING, ARTICLE IX. – LR LOCAL RETAIL DISTRICT REGULATIONS

[Section 3. Area Regulations](#)

1. Front yard:
 - A. There shall be a front yard having a minimum depth of not less than 25 feet except as hereinafter provided in the article on variances and exceptions.
 - B. Where lots have double frontage, running through from one street to another, the required front yard shall be provided on both streets.

2. Side yard:
 - A. On a corner lot, a side yard of 25 feet shall be required on the side street.
 - B. Reserved.
 - C. On the side of the lot in an LR district adjoining a single-family or an apartment district, there shall be a side yard of ten feet. The building side yard setback should be 25 feet from the property line when adjacent to a street.
3. Rear yard. There shall be no rear yard depth required unless the LR district adjoins a single-family or an apartment district. In this case, a ten-foot rear yard will be required.

These setback regulations are intended to ensure that new structures do not negatively impact adjacent properties. Per Article XII, Section 3.2 of the Addison Zoning Ordinance, the side yard setback for the subject property must follow the standards in Article IX, Section 3.2.A, which requires a 25-foot setback along both the front (Wright Brothers Drive) and side (Wiley Post Road) frontages.

Applicant Request: The property owner, ADS Land Company LLC, represented by Ronald Holmes, has submitted a request for a variance to the Town of Addison's zoning ordinance requiring a 25-foot building setback along Wiley Post Road. The request is in connection with the proposed construction of a private aircraft hangar at 15500 Wright Brothers Drive. The subject site is located directly adjacent to the Addison Airport, with planned direct access to existing airport taxiways. The proposed hangar is designed to accommodate aircraft owned and operated by the applicant and includes approximately 27,458 square feet of enclosed space, which also incorporates supporting office uses.

The applicant is seeking relief from the setback requirement due to site constraints that significantly limit the buildable area of the lot. As described in the Applicant Request letter, the 25-foot setback along Wiley Post Road restricts the space available for hangar development to a degree that would prevent the construction of a facility that meets the intended operational needs. The applicant notes that Wiley Post Road, although still designated as a public street, is no longer used for general traffic circulation and serves primarily as an internal airport drive. The applicant contends that the required setback does not serve a meaningful public purpose in this location and imposes an unnecessary hardship inconsistent with the property's context and intended use.

The applicant asserts that the requested variance will not negatively affect surrounding properties, public health, safety, or welfare, and that the proposed hangar aligns with the airport's operational needs and development patterns. Based on these factors, the applicant is requesting formal consideration of the variance by the Board of Zoning Adjustment to allow for full utilization of the property in support of continued aviation-related development at Addison Airport.

Staff Analysis: In order for a variance to be granted, the Board must determine that, due to special conditions, the literal enforcement of the zoning ordinance would result in an unnecessary hardship. Additionally, the Board must find that the request is not contrary to the public interest, that the spirit of the ordinance is observed, and that substantial justice is done. Importantly, any hardship must be inherent to the property itself—arising from physical conditions unique to the site—and not self-imposed or based on personal circumstances of the applicant.

In staff's opinion, the subject property does exhibit a legitimate property-related hardship that limits its reasonable use. The required setbacks, when applied in conjunction with the current roadway configuration and surrounding land uses, are overly restrictive. Wiley Post Road is

dedicated with a 60-foot right-of-way but consists of a two-lane, 30-foot-wide roadway that, based on ITE standards, could support 1,000–1,500 vehicles per day. However, under the ITE's trip generation rate for general industrial uses (4.96 trips per 1,000 sq ft GFA), the proposed use would generate a maximum of approximately 266 trips per day. Given the limited access and lack of redevelopment opportunities in the surrounding area, this portion of Wiley Post Road—beyond the Y-intersection with Wright Brothers Drive—functions more as a shared access drive or alleyway primarily serving Town-owned property.

The segment of Wiley Post Road adjacent to the subject property terminates at the airport perimeter and includes a secured gate providing restricted access to the airfield, limited to emergency services and airport maintenance personnel. Currently, this roadway segment provides access to only two existing private parcels, a Town-owned parcel at 4308 Wiley Post Road, and the Addison Airport. If the variance is approved, the subject property would also take access from this segment. The hardship arises from the unique condition that the subject property directly abuts this limited-access right-of-way. Notably, this right-of-way was originally platted in 1962 as part of the subdivision to support ancillary airport access. If it were not dedicated as public right-of-way, the setback requirement along this property line would be zero feet.

Recommendation: Staff recommends approval of the variance request.

The purpose of setbacks is to protect adjacent properties from incompatible development impacts. In this case, the segment of Wiley Post Road in question functions more like an alley or shared access drive than a typical public street. It primarily serves Town-owned property, and redevelopment potential in the area is minimal. If this were a private access drive, the applicable building setback would be zero feet. The proposed development is consistent with the existing development pattern in the area surrounding Addison Airport, where properties abutting industrial uses often observe minimal or no setbacks. Additionally, staff does not anticipate future increases in traffic demand that would create capacity concerns for this segment of Wiley Post Road. The variance would therefore allow for reasonable use of the property without negatively impacting public interest or adjacent uses.

Section 3. - Area regulations.

1. *Front yard:*

- A. There shall be a front yard having a minimum depth of not less than 25 feet except as hereinafter provided in the article on variances and exceptions.
- B. Where lots have double frontage, running through from one street to another, the required front yard shall be provided on both streets.

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- A. On a corner lot, a side yard of 25 feet shall be required on the side street.
- B. Reserved.
- C. On the side of the lot in an LR district adjoining a single-family or an apartment district, there shall be a side yard of ten feet. The building side yard setback should be 25 feet from the property line when adjacent to a street.

3. *Rear yard.* There shall be no rear yard depth required unless the LR district adjoins a single-family or an apartment district. In this case, a ten-foot rear yard will be required.

Section 3. - Area regulations.

- 1. *Front yard.* Same as article IX, LR local retail district.
- 2. *Side yard.* Same as article IX, LR local retail district.
- 3. *Rear yard.* Same as article IX, LR local retail district.



Holmes Firm PC
when it matters™

RONALD L. HOLMES

July 14, 2025

Lesley Nyp
**DIRECTOR OF DEVELOPMENT
& NEIGHBORHOOD SERVICES**
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

Via Email: lnyp@addisontx.gov

RE: REQUEST FOR ZONING VARIANCE/15500 WRIGHT BROTHERS DR.

Lesley:

I represent ADS Land Company LLC (“Owner”), which has plans to build an aviation hangar (“Hangar”) on the above captioned property (the “Property”). Owner is seeking a variance to the 25 feet building setback along Wiley Post Road to accommodate the construction of the Hangar in accordance with the submitted civil plans. Attached is the Board of Zoning Adjustment Variance Criteria Checklist. The **Attachment 1** referenced therein is this letter. I thought a narrative answer may be more informational.

As background information, the 25 feet building setback is required by Zoning, the Property being Zoned Local Retail. Wiley Post Road, which abuts the Property to the South, was a public road. Wiley Post Road, although never abandoned, is no longer in use. The only property abutting Wiley Post Road on the eastern side is the Property, and Wiley Post Road terminates at the Property’s southeastern property line. The only property adjoining Wiley Post Road to its south is the Addison Airport, which is not opposed to the requested variance. Accordingly, removing the 25 feet building setback would not be contrary to public interest as no public interest is currently served by Wiley Post Road, nor, for the same reason, would the elimination of the setback adversely affect the public health, safety and welfare.

The highest and best use of the Property is as an aviation hangar. The Property abuts the Airport and has access to the Airport taxiways. The planned Hangar is a high-end hangar to consist of 27,458 square feet of space (including office space) and presents as a welcomed addition to the Airport, both in terms of appearance and usage.

To enforce the 25 feet building set back would impose an unnecessary hardship on the Owner and would prohibit the Owner from reasonable use of the Property. The Property is a small

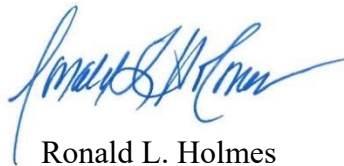
tract and the 25 feet building setback significantly limits the buildable area of the Property, which unreasonably restricts the ability of the Owner to utilize the Property for its highest and best use and, thereby, creates an unnecessary burden on the Owner. In fact, Owner designed the Hangar to accommodate aircraft owned by Owner and a reduction in the size of the Hangar due to the setback area would result in a hangar which could not accommodate Owner's aircraft.

The Owner did not create the hardship presented by the 25 feet building setback. Before purchasing the Property, the Owner, and its professionals, in conducting its due diligence, worked alongside the appropriate Addison and Airport officials to determine the suitability of the Property for Owner's intended use as an aviation hangar for Owner's aircraft. In so doing, those involved were of the belief the 25 feet setback did not present a development issue. Accordingly, Owner had plans prepared for the Hangar which encompassed the setback area. However, it was determined, after the civil plans were drawn, a zoning variance would be required to eliminate the setback.

For the foregoing reasons, Owner submits granting the variance requested is within the discretionary authority of the Board of Zoning Adjustment and should be granted for the reasons stated.

Thank you for your consideration.

Very truly yours,



Ronald L. Holmes

RLH/ab
Enclosure

V:\HOLMES\HOLMES FIRM#2\1\CORR\2024 BILLING\NOVEMBER 2024 BILLING\BILLING (CENTRE LEASING) 11.02.24.docx

BOARD OF ZONING ADJUSTMENT VARIANCE CRITERIA CHECKLIST

Texas law allows the Board of Adjustment to grant a variance to the requirements of the zoning ordinance if the variance would not be contrary to the public interest, and where literal enforcement of the ordinance would result in undue hardship due to special conditions (related to the property).

Will literal enforcement of the ordinance result in an unnecessary hardship? Explain below.

See Attachment 1.

Is the hardship only financial or are there other non-financial hardships? Explain below.

See Attachment 1.

Is the need for the variance created by the applicant (self-imposed)? Explain below.

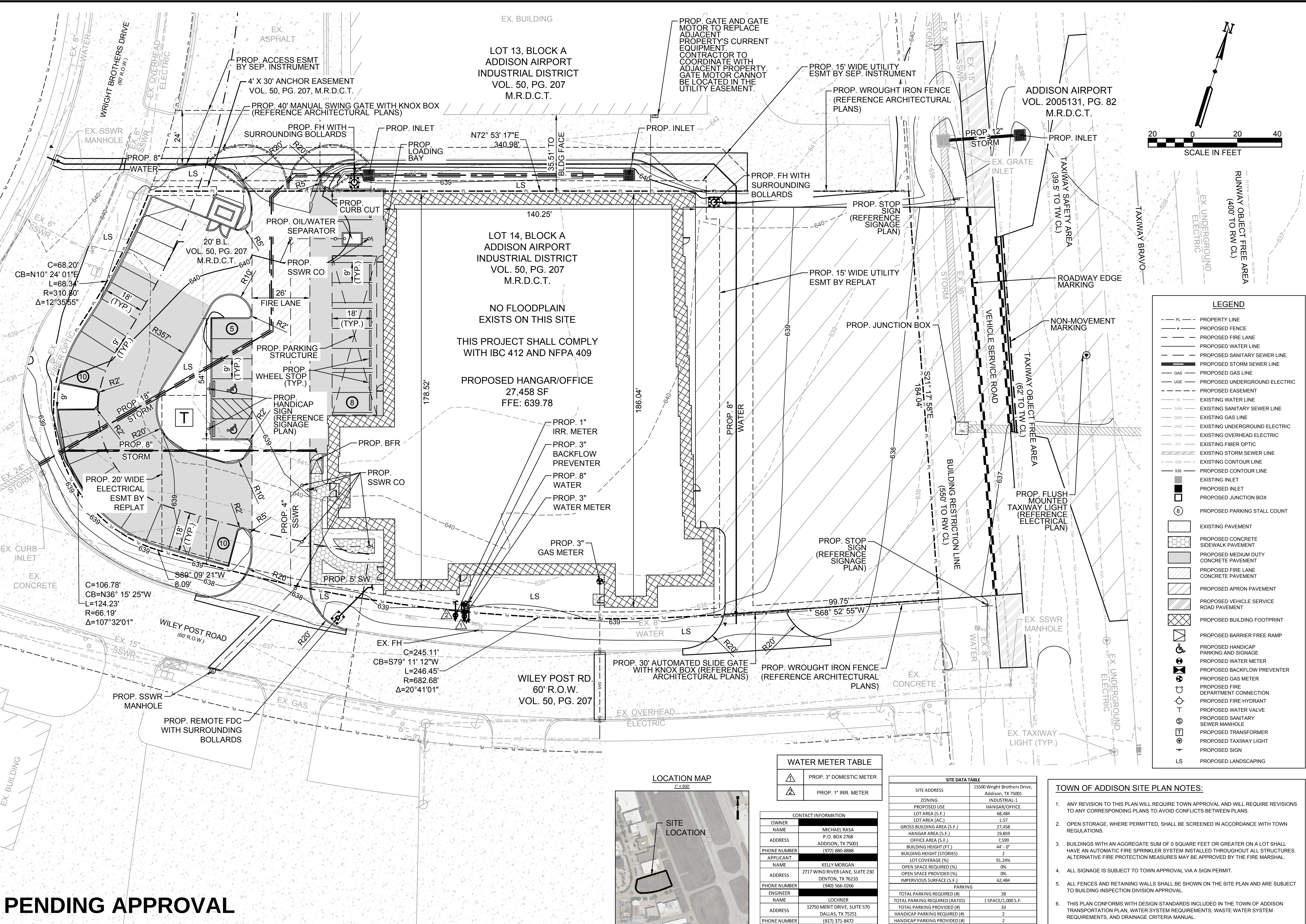
See Attachment 1.

Is there a unique condition related to the subject property that is not common to other properties in the area? If so, explain below.

See Attachment 1.

If the variance is granted, will it result in conditions that are contrary to the public interest or negatively affect the public health, safety, and welfare? Explain below.

See Attachment 1.



PENDING APPROVAL

THIS DOCUMENT IS FOR SITE PLAN APPROVAL. NOT FOR CONSTRUCTION OR PERMIT PURPOSES. PREPARED BY BMM 05/07/2025



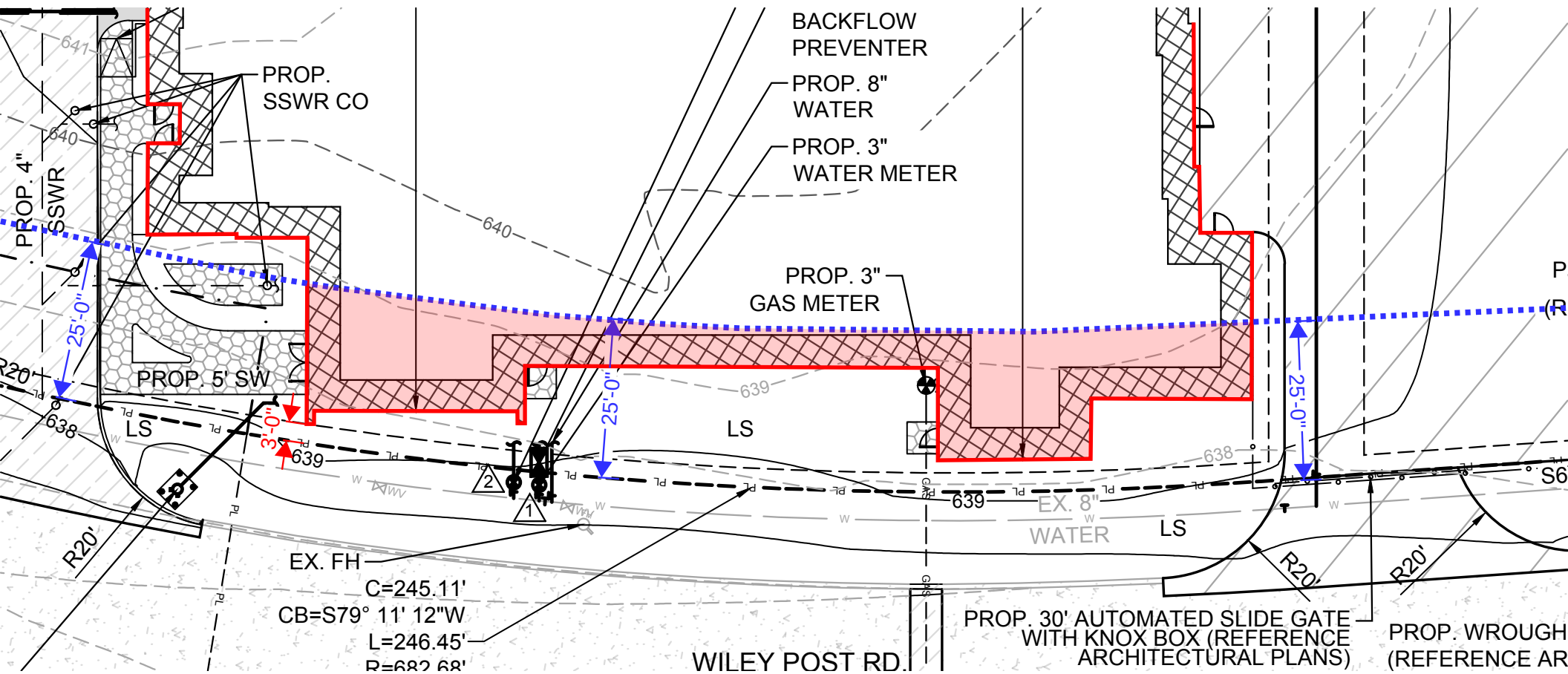
12750 MERIT DRIVE, ST 570 DALLAS, TX 75251 P 214.373.7873 WWW.HWLOCHNER.COM TBPE FIRM REGISTRATION NO. 10488

TOWN OF ADDISON, TEXAS

ADDISON AIRPORT ADDISON, TEXAS

PROJECT NO. 000023323 TOWN OF ADDISON PROJECT NO. AZR2025-0061 DRAWN BY BMM DATE 05/07/2025 CHECKED BY SLS DATE 05/07/2025 DESIGNED BY BMM DATE 05/07/2025 REVISIONS DATE

SITE PLAN



Legend

- Building Footprint
- Required Building Setback
- Building Encroachment Area