COMPREHENSIVE PLAN ADVISORY COMMITTEE
MEETING #11

THURSDAY, MARCH 27, 2025

ADDISON ATHLETIC CLUB
3900 BELTWAY DRIVE, ADDISON, TX 75001

6:00 P.M. MEETING

The Comprehensive Plan Advisory Committee meeting will be held at the Addison Athletic Club, 3900 Beltway Drive, Addison, Texas 75001 on Thursday, March 27, 2025 at 6 pm. For more information on the meeting location and ways to view and/or present comments, please contact Jade Broadnax prior to 3:00 pm on the day of the meeting at 972-450-2820 or by emailing jbroadnax@addisontx.gov. For more detailed instructions on how to participate in this meeting, visit our Agenda Page. The meeting will be live streamed on Addison's website at www.addisontx.gov.

Call Meeting to Order

Pledge of Allegiance

Regular Agenda:

1. Consider action on the minutes from the February 12, 2025 Comprehensive Plan Advisory Committee Meeting.

2. Present and discuss the revised draft Comprehensive Plan.

Citizen Comments: *At this time citizens will be allowed to speak on any matter other than personnel matters under litigation, for a length of time not to exceed three minutes. No CPAC action or discussion may take place on any matter until such matter has been placed on an agenda and posted in accordance with law.*

Adjourn Meeting

NOTE: The Comprehensive Plan Advisory Committee 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: _____
Jade Broadnax, Comprehensive Planning Manager
DATE POSTED: _____
TIME POSTED: _____
DATE REMOVED FROM BULLETIN BOARD: _____
REMOVED BY: _____

Comprehensive Plan Advisory Committee Meeting

1.

Meeting Date: 03/27/2025

Agenda Caption:

Consider action on the minutes from the February 12, 2025 Comprehensive Plan Advisory Committee Meeting.

Staff Report:

The minutes from the February 12, 2025 Comprehensive Plan Advisory Committee Meeting have been prepared for consideration.

Recommendation:

Administration recommends approval.

Attachments

Meeting Minutes for Approval - CPAC Meeting #10 February 12, 2025

D R A F T

OFFICIAL ACTIONS OF THE ADDISON COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

February 12, 2025
6:00 P.M. - Council Chambers
Addison Conference Centre, 15650 Addison Road, Addison, TX 75001

Present: Susan Halpern, Chair; Kathryn Eriksen, Vice Chair; Aaron J. Benjamin; Al Cioffi; Carol Rennesund; Conrad Ornstein; David Collins; Denise Fansler; James (Jim) Decuir; Jim Peck; Joseph Hornisher; Liz Oliphant; Sharon Simmons; Tom Braun; Tyler Wright

Absent: Al Angell; Britton Wells; Kathryn Wheeler; Kris Brown; Kris Hannon; Mark Godfrey; Patrick Amzen; Taylor Bowen;

Call Meeting to Order

Susan Halpern, Chair, called the meeting to order.

Pledge of Allegiance

Regular Agenda:

1. Consider action on the minutes from the November 6, 2024 Comprehensive Plan Advisory Committee Meeting.

   Denise Fansler motioned to approve the November 6, 2024 Comprehensive Plan Advisory Committee Meeting minutes. Al Cioffi seconded the motion.

   Unanimous approval.

2. Present and discuss the revised draft Comprehensive Plan and review process.

   Lesley Nyp, Director of Development and Neighborhood Services, presented a progress update on the Comprehensive Plan and conducted live polling to solicit feedback. No action was required.

Citizen Comments: *At this time citizens will be allowed to speak on any matter other than personnel matters under litigation, for a length of time not to exceed three minutes. No CPAC action or discussion may take place on any matter until such matter has been placed on an agenda and posted in accordance with law.*

The following individual provided Citizen Comment:

- Tricia Stuart, 15755 Seabolt Place

Adjourn Meeting

NOTE: The Comprehensive Plan Advisory Committee 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.

There being no further business before the Commission, the meeting was adjourned.

Comprehensive Plan Advisory Committee Meeting

2.

Meeting Date: 03/27/2025

Agenda Caption:

Present and discuss the revised draft Comprehensive Plan.

Staff Report:

The Advance Addison 2050 project team will present and discuss the revised draft Comprehensive Plan.

Attachments

Presentation - CPAC Meeting #11 -March 27, 2025

January 2025 Comprehensive Plan Draft with CPAC Comment Response

March 2025 Comprehensive Plan Working Draft (Clean)

ADVANCE ADDISON 2050

CPAC MEETING #11
MARCH 27, 2025

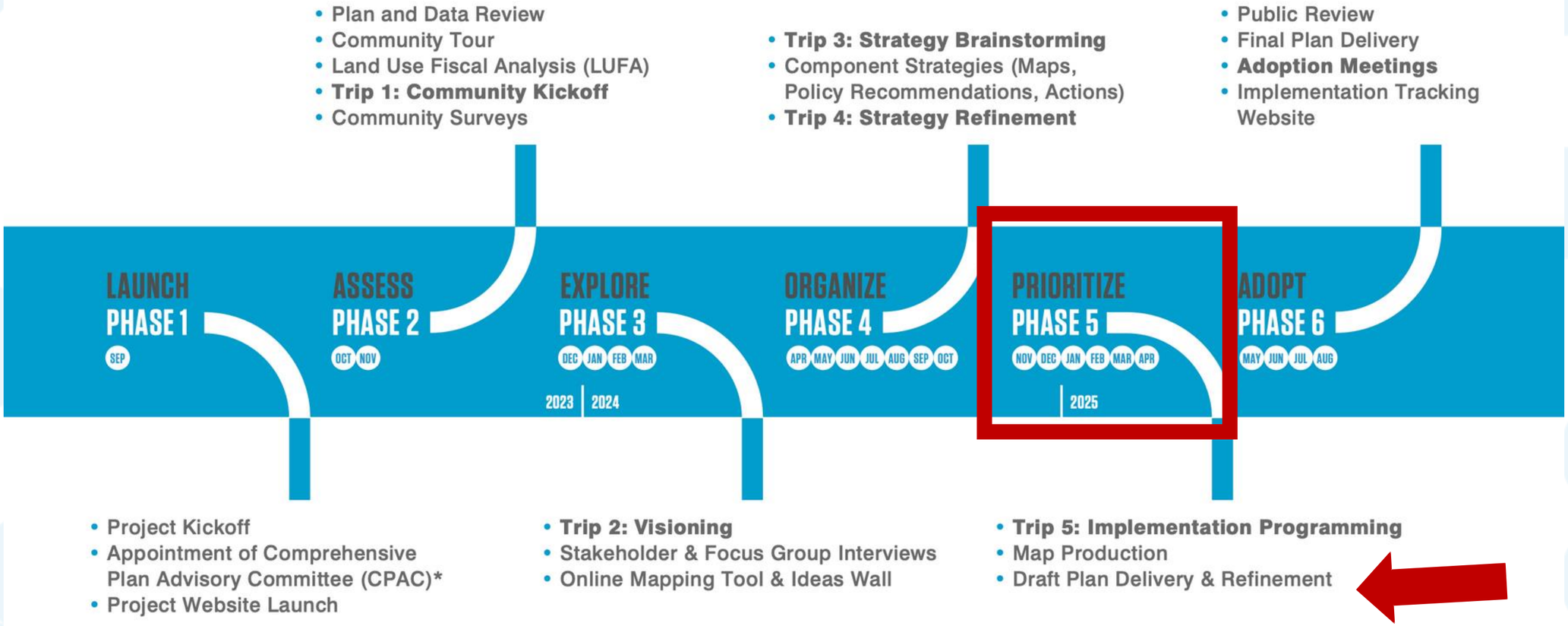
AGENDA

AA2050 Draft Progress

1. Collect feedback on Plan changes via table discussion, live poll
2. Review and discuss next steps

ADVANCE ADDISON 2050

PROJECT TIMELINE



**Comp Plan Advisory Committee (CPAC): meetings held roughly once/month throughout the project*

REMAINING TIMELINE

Our highest priority is ensuring the Comprehensive Plan is well vetted and well written, with positive support from the Comprehensive Plan Advisory Committee (CPAC) and the greater Addison community.



1 CPAC Meeting

April 30, 2025 Recommendation



Staff Document Edits

April 2025



Public Review

May 2025 Public promotion and input



Adoption Preparation

June - July 2025 Planning & Zoning Work Session & Adoption
July-August 2025 City Council Work Session & Adoption

DOCUMENT CHANGES

Feb 2025 - March 2025

- Formatting / Restructure
- Text Revision/Addition
- Data / Mapping update
- Imagery Update
- Graphic Creation
- Clarity/Conciseness Edits
- Consent Gathering



Educational Concepts

LOT COVERAGE 051

When more of a parcel of land is developed, the overall property value increases because value is created by the improvements made on the land. The taxable value of a property is the sum of the land value and the improvement value, so a larger building results in a higher taxable value. This means the city collects more in property taxes, generating additional revenue that funds public services such as parks, infrastructure, and schools. In essence, maximizing the use of a parcel increases property value, leading to higher tax revenues that support community services and further development.

Low Lot Coverage

7000 sqft LOT
2000 sqft HOME

29% Coverage

100'

70'

Mid-Level Lot Coverage

5000 sqft LOT
2000 sqft HOME

40% Coverage

100'

High Lot Coverage

3000 sqft LOT
2000 sqft HOME

67% Coverage

100'

30'

Appraised

Note

This graphic demonstrates how increasing the development intensity of a parcel by more efficient use of the parcel itself can lead to higher property tax revenue for the city. Using real Addison data from the 2023 tax year, average residential land values per square foot were calculated to determine land value, while the average

#051

Posted by **Aaron Benjamin** on **02/22/2025** at **10:20am** [Comment ID: 4468] - Link
Suggestion
Agree: 1, Disagree: 0
I would put lot coverage before building height, as lot coverage comes up as a concept in the building height section, but not the other way around.

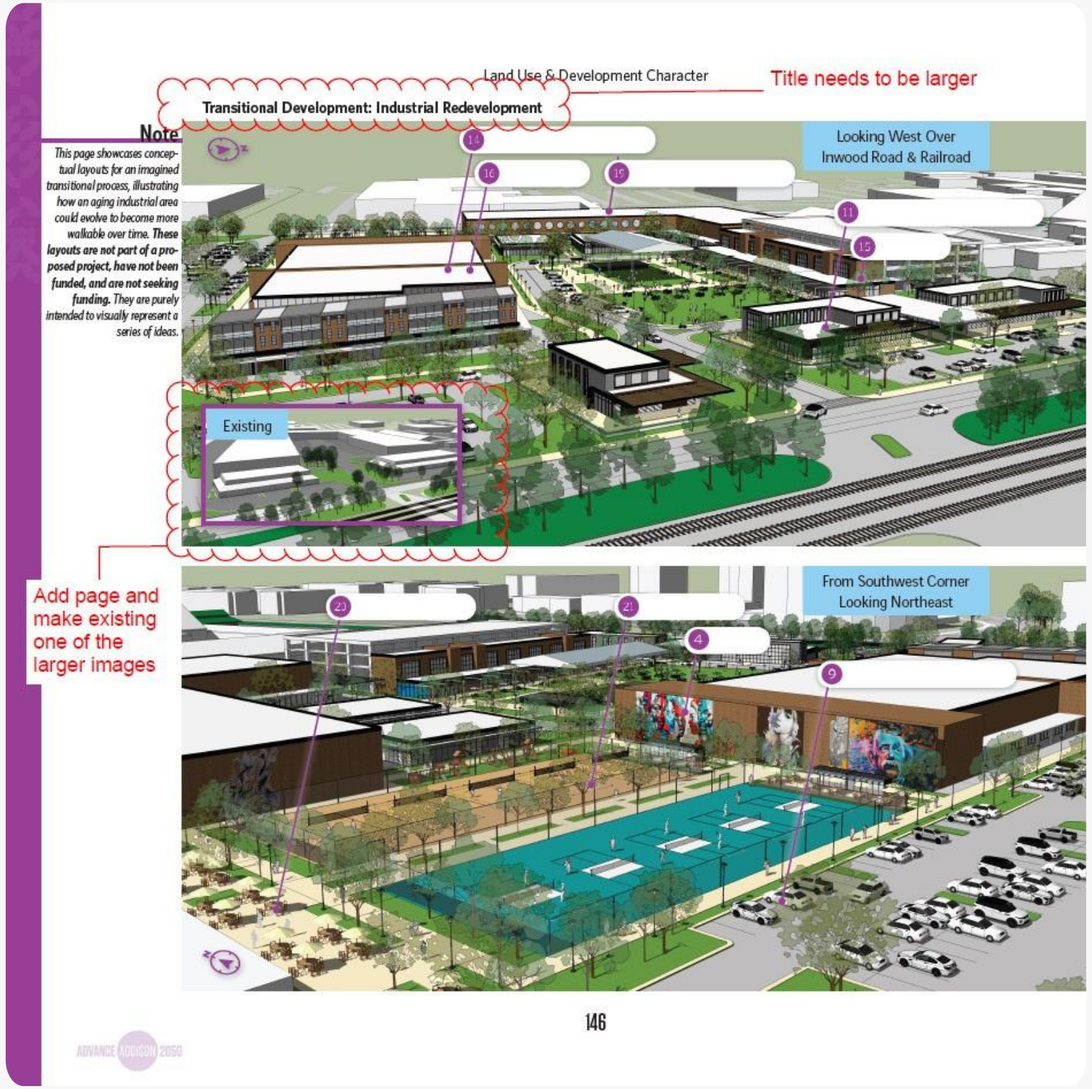
Reply by **Jade** on **02/25/2025** at **12:17pm** [Comment ID: 4668] - Link
Resolution
Agree: 0, Disagree: 0
Swap order of pages 50/51

STAFF EDIT

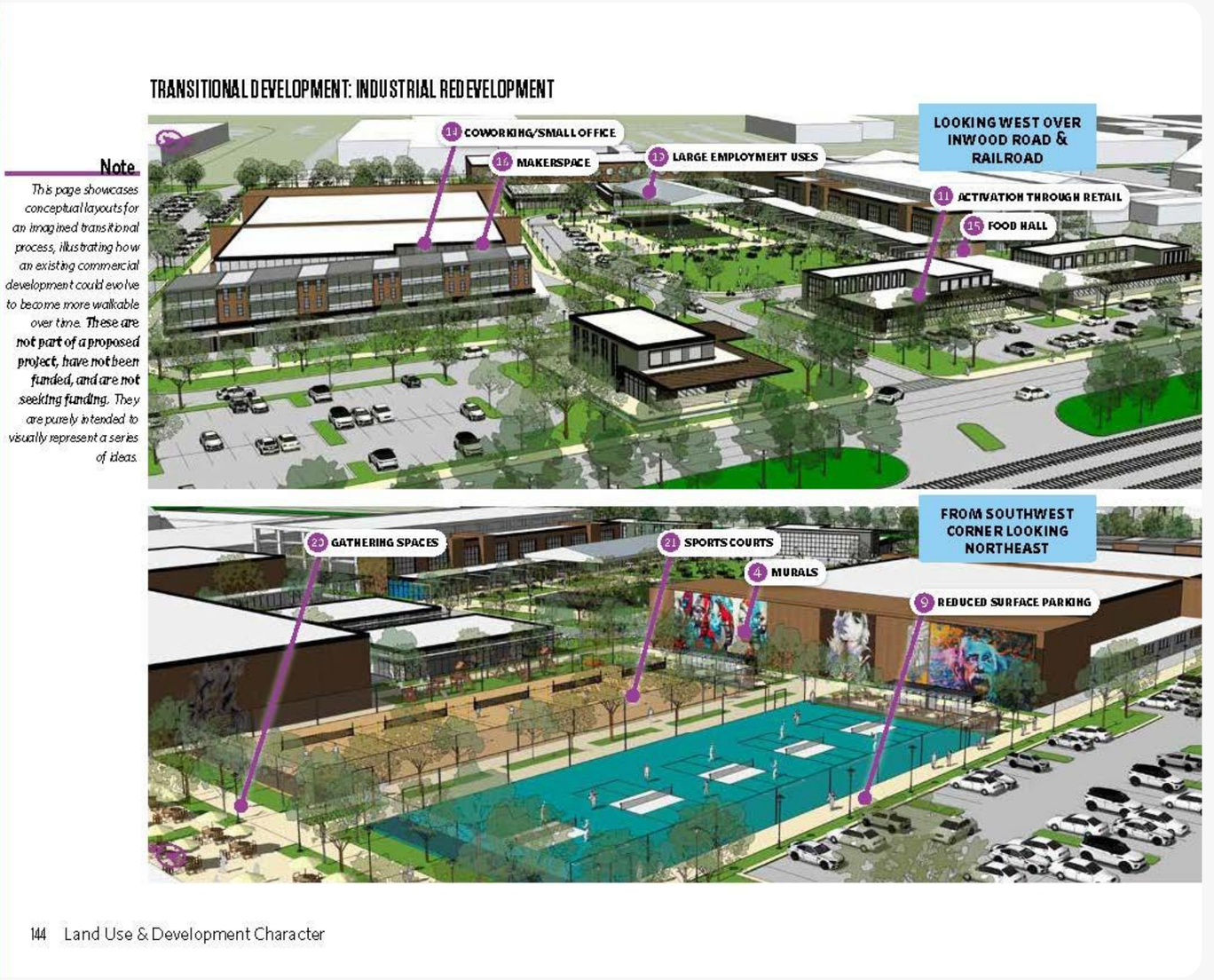
February - March 2025

- Refresh document layout & graphic formatting
- Refine text further & eliminate redundancy
- Refresh demographic data
- Update the implementation matrix
- Integrate Town & regional progress updates on Master Transportation Plan (MTP), internal circulator plans, DART GoLink, Parks & Recreation updates, Economic Development partnerships
- Include hazard mitigation

January 2025 Draft



March 2025 Draft



LAND USE & DEVELOPMENT CHARACTER

January 2025 Draft

NEIGHBORHOOD TYPOLOGIES

Addison has long prioritized neighborhood design over the more common subdivision approach, recognizing that the built environment plays a key role in shaping how people interact. This focus on creating cohesive neighborhoods has given Addison a unique character, where public spaces, housing design, and proximity to amenities foster a sense of community. However, while the Town has embraced a neighborhood-centered approach, many areas still lack the pedestrian infrastructure, variety of housing, and local commercial spaces needed to create truly "complete" neighborhoods. These gaps can hinder the sense of connection between residents and limit opportunities for people to live, work, and shop within their own neighborhoods.

As Addison continues to grow, being intentional about the scale, design, and pace of infill development and redevelopment is critical. Thoughtful planning can enhance the quality of life by improving walkability, increasing housing diversity, and introducing local businesses that serve daily needs. This strategy will not only strengthen community ties but also keep Addison both attractive and affordable for a broader range of residents. Achieving these goals requires balancing modern development trends with Addison's unique character, ensuring that neighborhoods evolve in ways that benefit all.

A Continuum of Walkability

Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, where residents can walk or bike to nearby shops, parks, and services. Between these two extremes are transitional neighborhoods, which blend elements of both, offering some walkable amenities but still requiring cars for many daily activities.

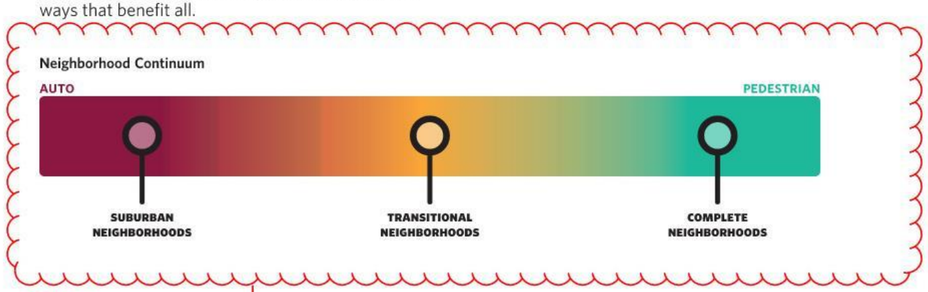
The goal for Addison is to gradually move more neighborhoods along this continuum toward becoming more complete, enhancing walkability and reducing car dependency. This shift can be achieved by investing in infrastructure such as sidewalks, bike lanes, and street trees, and by encouraging mixed-use development that places homes, businesses, and services close to poeples homes. As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

NOTABLE CONNECTION:
LAND USE & DEVELOPMENT CHARACTER

The Place Types and Spectrum of Change maps provide details for the type of desired development and pace of change.

Note

Areas identified as the Residential Living place type and as Preserve in the spectrum of change are on the auto-oriented end of the scale (Suburban Neighborhoods) and are not envisioned to experience much change. The majority of the town is more urban and mixed use in nature (Transitional Neighborhoods). These areas can be expected to evolve both in density and use mix as property owner interest and market conditions dictate. Where more significant redevelopment is expected, staff will prepare Neighborhood Transition Plans to capture input from property owners and potential developers and outline more specific details.



Addison neighborhood need referencing here

March 2025 Draft

NEIGHBORHOOD TYPOLOGIES

Addison has long prioritized neighborhood design over the more common subdivision approach, recognizing that the built environment plays a key role in shaping how people interact. This focus on creating cohesive neighborhoods has given Addison a unique character, where public spaces, housing design, and proximity to amenities foster a sense of community. However, while the Town has embraced a neighborhood-centered approach in many "Preserve" and "Residential Living" areas, several areas that are ripe for redevelopment still lack the pedestrian infrastructure, variety of housing, and local commercial spaces needed to create truly "complete" neighborhoods. These gaps can hinder the sense of connection between residents and limit opportunities for people to live, work, and shop within their own neighborhoods.

As Addison continues to grow, being intentional about the scale, design, and pace of infill development and redevelopment is critical. Thoughtful planning can enhance the quality of life by improving walkability, increasing housing diversity, and introducing local businesses that serve daily needs. This strategy will not only strengthen community ties but also keep Addison both attractive and affordable for a broader range of residents. Achieving these goals requires balancing modern development trends with Addison's unique character, ensuring that neighborhoods evolve in ways that benefit all.

A CONTINUUM OF WAKABILITY

Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, where residents can walk or bike to nearby shops, parks, and services. Between these two extremes are transitional neighborhoods, which blend elements of both, offering some walkable amenities but still requiring cars for many daily activities.

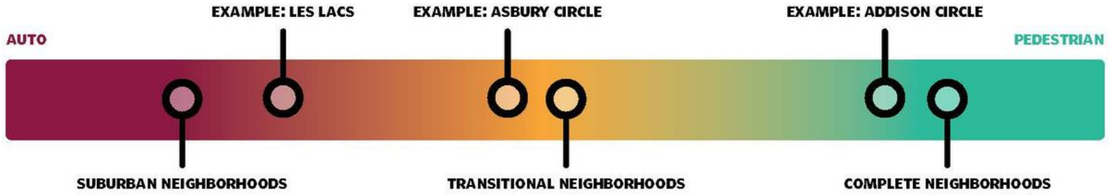
The goal for Addison is to gradually move more neighborhoods along this continuum toward becoming more complete, enhancing walkability and reducing car dependency. This shift can be achieved by investing in infrastructure such as sidewalks, bike lanes, and street trees, and by encouraging mixed-use development that places homes, businesses, and services close to poeples homes. As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

Preserving Neighborhoods

Areas identified as the Residential Living place type and as Preserve in the spectrum of change are on the auto-oriented end of the scale (Suburban Neighborhoods) and are not envisioned to experience much change. The majority of the town is more urban and mixed use in nature (Transitional Neighborhoods). These areas can be expected to evolve both in density and use mix as property owner interest and market conditions dictate. Where more significant redevelopment is expected, staff will prepare Neighborhood Transition Plans to capture input from property owners and potential developers and outline more specific details.

Desired Development Types
p. XX p. XX

NEIGHBORHOOD CONTINUUM



HOUSING & NEIGHBORHOODS

January 2025 Draft



IMPLEMENTING CONTEXT-SENSITIVE DESIGN

Transitioning from an auto-centric road network to a multi-modal system requires a shift toward complete streets. By definition, complete streets are corridors that are designed to accommodate more or all modes of transportation and support users of all ages and abilities. How the right-of-way gets allocated between vehicles, cyclists, transit, and pedestrians depends on understanding the current and desired future function of the street, along with the surroundings, or context. Key features that create context are:

1. Land use;
2. Site design and urban form (including building orientation and setback, parking type and orientation, and block length); and
3. Building design (including building height and thoroughfare enclosure, building width, building scale and variety, and building entries).

Sometimes, a corridor is redesigned to better support existing development. In other cases, transformation of the corridor into a more complete street is needed to catalyze redevelopment of adjacent properties to mixed-use. As Addison continues to evolve toward a more urban, walkable community, efforts to align land use and transportation through context-sensitive design are critical.

The 2016 Master Transportation Plan (MTP) introduced context-sensitive design and a spectrum of typical cross-sections to provide guidance for roadway reconstruction and retrofits to support the ongoing development and redevelopment. Since the 2016 MTP was done, organizations like CNU-ITE, NACTO, and MUTCD have produced design guidelines for complete streets, urban bikeways, and intersections that incorporate national best practices for designing safe, accessible, and functional multimodal systems for different contexts. Addison does not have any TxDOT roads, so the Town has full discretion on what standards to apply to the design of every street in the community.

Notes

A new version of the Master Transportation Plan is being prepared in 2025. The update will support the vision, decision-making principles, land use and development character recommendations included in this Comprehensive Plan and incorporate the most modern and innovative multimodal design standards. Together with the Trails Master Plan, these documents will provide the framework to build a highly customized, context-sensitive, multimodal system in Addison.

The CNU-ITE Manual and various guides by NACTO provide further detail on context sensitive design for thoroughfares.

March 2025 Draft

TRANSITIONAL DEVELOPMENT: AUTO CORRIDOR TO COMPLETE STREET

Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an auto-oriented corridor could evolve to become more walkable over time. These layouts are not part of a proposed project, have not been funded, and are not seeking funding. They are purely intended to visually represent a series of ideas.



CONVERTING AUTO-ORIENTED CORRIDORS TO BETTER SERVE ADDISON'S RESIDENTS

Many of Addison's arterials are currently six-lane roads carrying high-speed traffic, making them unsafe for pedestrians and cyclists. Adjacent development is auto-oriented, with surface parking lots separating buildings from the street. These corridors offer the Town a chance to enhance multimodal mobility and partner with businesses to create more people-friendly, experience-focused environments. Transformation can happen in phases. These graphics show incremental change over time by first converting an outer lane into on-street parking, transit stops, enhanced landscaping, and separated bike lanes and sidewalks to slow traffic and encourage walking and biking.

Eventually, buildings can move closer to the street, sidewalks can be expanded for a more pleasant pedestrian experience, and restaurants can add outdoor seating. Relocating parking behind buildings or into hidden lots or garages is the final step in making these auto-oriented places the kind of locations where people want to be out, about, and enjoying Addison.

***Moved thoroughfare illustrative rendering to mobility component to pair with context sensitive design theme**

MOBILITY & CONNECTIVITY

TABLE REVIEW/SLIDO POLL

NEXT STEPS

- CPAC Review and Comment through **8am Monday, April 7, 2025 on Konveio**
- CPAC Recommendation **6pm Wednesday, April 30, 2025 - Addison Athletic Club**
- Public review & comment May 2025
- Planning & Zoning Commission (P&Z) work session & adoption recommendation
- City Council (CC) work session & adoption
- Envisio implementation tracking

THANK YOU

QUESTIONS?


ADVANCE ADDISON 2050

ADDISON CIRCLE & ADDISON ROAD & AIRBORN DRIVE & AIRPORT PARKWAY & ALLEGRO PLACE & AMBERWOOD DRIVE & AMELIA EARHART DRIVE & ARAPAHO ROAD & ARTIST WAY & ASBURY LANE & ASPEN COURT & AZURE LANE & BEAU PARK LANE & BEDIVERE COURT & BELLA LANE & BELLBROOK DRIVE & BELLBROOK WAY & BELT LINE ROAD & BELTWAY DRIVE & BELTWOOD PARKWAY & BENTWATER COURT & BERKLEE DRIVE & BILLY MITCHELL DRIVE & BLUEBERRY COURT & BOBBIN LANE & BREEDLOVE PLACE & BROADWAY STREET & BROOKWOOD LANE & BUCKINGHAM COURT & BUSINESS AVENUE & CALLOWAY DRIVE & CAMBRIDGE COURT & CAMDEN LANE & CAMELOT COURT & CANOT LANE & CELESTIAL PLACE & CELESTIAL ROAD & CENTURION WAY & CHANCEY STREET & CHATHAM COURT DRIVE & CLAIRE CHENNAULT DRIVE & COMMERCIAL DRIVE & CURTIS COURT & DALLAS NORTH TOLLWAY & DALLAS PARKWAY & DARTMOUTH COURT & DICKENSON COURT & DOME DRIVE & DOOLEY ROAD & DOVE COURT & EARHART DRIVE & EASTMAN WAY & EDDIE RICKENBACKER DRIVE & EDWIN LEWIS DRIVE & EMERALD COURT & EVERGREEN COURT & EVERWOOD LANE & EXCEL PARKWAY & FESTIVAL WAY & FLANDERS COURT & FRANK LUKE DRIVE & GEORGE HADDAWAY DRIVE & GLENN CURTISS DRIVE & GOODMAN AVENUE & GREENHILL SCHOOL STREET & GREENLEAF COURT & HAMPTON COURT & HAVENSHIRE PLACE & HAWTHORNE COURT & HEMINGWAY COURT & HERITAGE LANE & HOLLY CIRCLE & HOLLY STREET & HORNET ROAD & INWOOD ROAD & JIMMY DOOLITTLE DRIVE & JULIAN STREET & JULIARD COURT & JULIARD DRIVE & JULIARD LANE & KELLER SPRINGS ROAD & KELLWAY CIRCLE & KNOTS LANDING & LAKE FOREST DRIVE & LAKECREST DRIVE & LAKEVIEW COURT & LAKEWAY COURT & LANDMARK BOULEVARD & LANDMARK PLACE & LAUREL LANE & LE GRANDE DRIVE & LEADVILLE PLACE & LEDGEMONT LANE & LES LACS AVENUE & LEWIS PLACE & LEXUS AVENUE & LINDBERGH DRIVE & LOCHINVAR COURT & LOCHINVAR DRIVE & LONGFELLOW COURT & MAGNOLIA CIRCLE & MAGNOLIA STREET & MAIDEN COURT & MARCUS AVENUE & MARSH LANE & MARY KAY WAY & MCENTIRE PLACE & MEADOWCREEK CIRCLE & MERIDIAN LANE & MIDWAY ROAD & MILDRED PLACE & MONTFORT DRIVE & MORMAN LANE & MORRIS AVENUE & OAK CIRCLE & OAK STREET & OAKS NORTH DRIVE & OAKS NORTH PLACE & OBERLIN WAY & OLD TOWN ROAD & PALADIUM DRIVE & PARK PLACE & PARK ROAD & PARKER COURT & PARKVIEW PLACE & PASCHAL PLACE & PEABODY COURT & PEABODY LANE & PLAGE LANE & PLANTERS ROW & POE COURT & POKOLODI CIRCLE & PONDER COURT & PONTE AVENUE & PRINCETON COURT & PROTON DRIVE & PROTON ROAD & QUORUM DRIVE & RATLIFF LANE & RICHARD BYRD DRIVE & RIDGELAKE COURT & RINGO PLACE & RIVE LANE & RUNYON ROAD & RUSH CIRCLE & SEABOLT PLACE & SHERLOCK DRIVE & SHERRY LANE & SIDNEY DRIVE & SOJOURN DRIVE & SOJOURN PLACE & SOPRAS CIRCLE & SOUTHFORK DRIVE & SPECTRUM DRIVE & SPRING VALLEY ROAD & SPRUILL AVENUE & STANFORD COURT & STRATFORD COURT & SUGAR TREE WAY & SUNBELT DRIVE & SURVEYOR BOULEVARD & TOWN HALL DRIVE & TOWNE GREEN CIRCLE & TOWNE LAKE CIRCLE & TRAFALGAR COURT & UPPER BAY ROAD & VINLAND DRIVE & VINTAGE LANE & VITRUVIAN WAY & WALDEN COURT & WATERFORD DRIVE & WATERSIDE COURT & WATERVIEW CIRCLE & WAYSIDE COURT & WELLER RUN COURT & WESTGATE LANE & WESTGROVE DRIVE & WHISPER LANE & WHISPER LANE & WHITMAN COURT & WILEY POST ROAD & WINDSOR COURT & WINDWARD LANE & WINNWOOD ROAD & WINTER PARK LANE & WITT PLACE & WOODSHADOW LANE & WOODWAY DRIVE & WRIGHT BROTHERS DRIVE



A Comprehensive Plan for the Town of Addison, Texas

ACKNOWLEDGEMENTS

PREPARED BY: VERDUNITY

WITH: CivicBrand · Hawes Hill & Associates LLP · 110% · ARCADIS

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Eileen Resnik	FORMER MEMBER
Guillermo "GQ" Quintanilla	FORMER MEMBER

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Jimmy Barker	MEMBER
Tom Bruan	MEMBER
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Tyler Sommers	MEMBER
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#001

Posted by **Jim Decuir** on **02/16/2025** at **2:23pm** [Comment ID: 4427] - Link

Suggestion

Agree: 0, Disagree: 0

Can chair and vice chair titles be better spaced
Currently next to Denise and Jim -

> Reply by **Jade** on **02/20/2025** at **1:28pm** [Comment ID: 4443] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> Korrie to adjust spacing/delineation change.

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EXECUTIVE SUMMARY

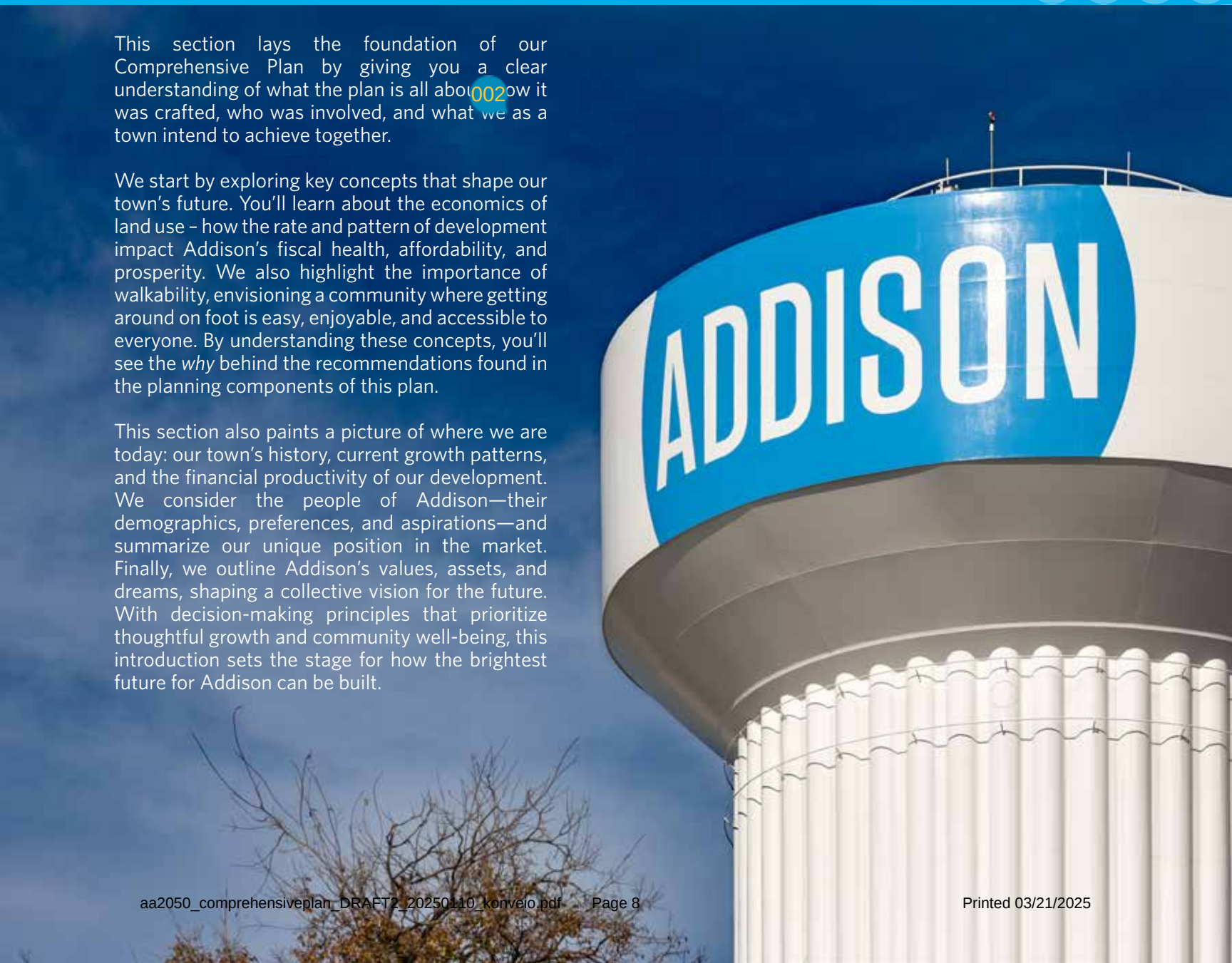
To be completed after review modifications

INTRODUCTION

This section lays the foundation of our Comprehensive Plan by giving you a clear understanding of what the plan is all about, how it was crafted, who was involved, and what we as a town intend to achieve together.

We start by exploring key concepts that shape our town's future. You'll learn about the economics of land use – how the rate and pattern of development impact Addison's fiscal health, affordability, and prosperity. We also highlight the importance of walkability, envisioning a community where getting around on foot is easy, enjoyable, and accessible to everyone. By understanding these concepts, you'll see the *why* behind the recommendations found in the planning components of this plan.

This section also paints a picture of where we are today: our town's history, current growth patterns, and the financial productivity of our development. We consider the people of Addison—their demographics, preferences, and aspirations—and summarize our unique position in the market. Finally, we outline Addison's values, assets, and dreams, shaping a collective vision for the future. With decision-making principles that prioritize thoughtful growth and community well-being, this introduction sets the stage for how the brightest future for Addison can be built.



#002

Posted by **Susan M. Halpern** on **02/21/2025** at **4:47pm** [Comment ID: 4459] - Link

Suggestion

Agree: 0, Disagree: 0

Seems like the semi-colon should be a comma.

> Reply by **Jade** on **02/25/2025** at **11:44am** [Comment ID: 4659] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Change to comma or colon here.

INTRODUCTION TO THE PLAN

THE WHAT AND WHY BEHIND THIS PLAN



What is a Comprehensive Plan?

Leading a city is a challenging task, balancing daily operations with long-term planning. This Comprehensive Plan provides an all-encompassing view of Addison's needs and aspirations. It lays out the community's vision and values while outlining a clear path forward for development.

Consider this document Addison's official statement on policy and direction related to future growth and development. It serves as a constant guide for changing elected and appointed officials by outlining clear expectations and responsibilities. It is the game plan for Addison that expresses the goals and direction of the community.

The Comprehensive Plan consists of two key components: a visual component and a text component. The visual component includes maps, graphics, and illustrations to depict future land uses and clarify concepts. The text component summarizes the community's current context, including existing conditions and input from residents and businesses, and describes Addison's desired future. It integrates analysis of land use, development character, housing, neighborhoods, and mobility, while incorporating considerations for parks, facilities, and infrastructure.

The final section presents an implementation strategy with measurable actions to help achieve the vision. Success relies on the commitment of Town officials, residents, and the business community to embrace the plan, take ownership of its goals, and drive its execution. Together, they can shape Addison's future and ensure its continued growth and success.

Notes

Section 213 of the Texas Local Government Code (originally created in 1997) outlines the authority delegated to cities as it relates to comprehensive plans. Section 213.002 specifically authorizes a city to adopt a comprehensive plan in accordance with its charter or by ordinance. It also authorizes them to amend it regularly. The comprehensive plan is intended to be kept updated so it will stay relevant to the environment and challenges of the city it is written for.

#003

Posted by **Aaron Benjamin** on **02/20/2025** at **9:38pm** [Comment ID: 4454] - Link

Suggestion

Agree: 0, Disagree: 0

I would add “staff” to the list of people who use the plan.

> Reply by **Jade** on **02/25/2025** at **11:16am** [Comment ID: 4654] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> We will add "staff" to the next draft

Why Do we Need a New Plan?



TO GAIN CLARITY AROUND THE COMMUNITY'S FUTURE

Addison's past commitment to higher density, mixed-use development, and high quality public spaces and design standards has produced a robust tax base and strong fiscal health, a variety of neighborhoods and businesses, and a community that is more walkable and human-scale than surrounding suburbs. Land values, changing demographics, and market trends all support Addison incrementally evolving to become more dense and walkable. However, some residents are concerned about more apartments and many of the town's aging commercial properties are in need of reinvestment. This process is about listening to different perspectives, educating on market realities, and determining a vision for growth that's in the best interest of the community. Most importantly, it is about the community understanding and getting comfortable with necessary compromises.



TO KEEP THE CITY PROACTIVE, AND NOT REACTIVE.

The Town's 2013 Comprehensive Plan and subsequent special area plans produced successful mixed-use developments and enhancements to public parks and infrastructure over the past decade, but the community's context, demographics, and market conditions have changed. In order to maximize town resources and capitalize on development opportunities that will keep Addison vibrant and relevant into the future, a new Plan that reflects updated context, market data, and trends is needed.



FOR CONSISTENCY, COMMUNICATION, & ACCOUNTABILITY

Addison is a dynamic community where expectations of residents, businesses, and developers are diverse and evolving. Town leaders are charged with guiding the community in a direction that benefits the majority of Addisonites and balances short and long-term needs. Establishing a shared vision, decision-making principles, and implementation priorities helps clarify roles, manage expectations, inform decisions, and focus resources. Connecting decisions back to the Plan and measuring and communicating progress provides transparency and accountability.

#004

Posted by **Susan M. Halpern** on **02/21/2025** at **5:08pm** [Comment ID: 4461] - Link

Suggestion

Agree: 1, Disagree: 0

Stills sounds like a thesis defense... That's not "gaining clarity" as the title suggests. It's announcing the clarity that has been decided. The paragraph suggests a prior "commitment" to higher density, but if there is controversy about it, is that a "commitment?" I still think this paragraph is confusing.

> Reply by **Jade** on **02/25/2025** at **12:03pm** [Comment ID: 4661] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> after apartments, rephrase to state "and developers have expressed interest in redeveloping the town's aging commercial properties." Remove "most importantly" from last sentence and rephrase to state "Gaining clarity on Addison's future asks the community to make necessary compromises and establish a shared vision for sustained reinvestment."

#005

Posted by **Jim Decuir** on **02/16/2025** at **2:29pm** [Comment ID: 4428] - Link

Question

Agree: 0, Disagree: 0

Page title changes from
"Introduction" to "Introduction to the plan" every other page
Was this done intentionally ?

> Reply by **Jade** on **02/20/2025** at **1:29pm** [Comment ID: 4444] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> These headers are being adjusted in the February draft.

#006

Posted by **Susan M. Halpern** on **02/21/2025** at **5:02pm** [Comment ID: 4460] - Link

Suggestion
Agree: 0, Disagree: 0
I don't like the use of "but" here. I would say something like:

Recognizing that market conditions have evolved, and that our community likewise changed over time, it is prudent to reexamine Addison's plan for the future. The overall goal of this plan is to keep Addison vibrant, relevant and responsive to market trends and the needs and desires of our ever-evolving population.

Seems a little more positive...

> Reply by **Jade** on **02/25/2025** at **11:47am** [Comment ID: 4660] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No issue with integrating Sue's commentary into a paragraph text edit.

What Does a Comprehensive Plan Do?

1. ***Documents current needs and forecasts future challenges.*** If done well, Addison can leverage growth that yields only the highest returns for the community. This leads to a stronger community that thinks ahead – becoming more proactive, and less reactive.

2. ***Improves effectiveness and communication.*** Creating a plan puts leaders in a position to eliminate duplicative efforts and be effective decision-makers across all aspects of the Town's operations while maximizing limited resources.

3. ***Identifies and captures in writing what is important to the community.*** Having a clear identity and set of values will help Addison preserve what's important to today's residents and businesses and prioritize opportunities that move the community closer to its desired future.

4. ***Establishes clear expectations.*** Elected officials and staff are best equipped to make consistent, predictable recommendations and decisions.

5. ***Creates an informed and engaged citizenry.*** Engaged residents support leadership and bring ideas forward. They actively participate in decisions and the work required to achieve more. They represent their neighborhoods and wishes. Most importantly, they contribute to positive change and develop future leaders.

Who's Been Involved?

RESIDENTS AND COMMUNITY MEMBERS

A variety of community meetings, online activities, focus group discussions, and pop-ups around the town were held to capture input from residents, business owners, and other members of the Addison community.

DEVELOPERS AND BUSINESS LEADERS

Surveys, focus groups, and individual interviews were conducted to capture input from current and prospective developers and businesses.

COMPREHENSIVE PLAN ADVISORY COMMITTEE (CPAC)

Met monthly to get updates, vet ideas, and provide input on proposed strategies and priorities.

TOWN STAFF

Provided ongoing input and review to ensure the plan is accurate and actionable.

PLANNING & ZONING COMMISSION (P&Z)

Participated in joint workshops, reviewed progress, and recommended the final plan to City Council.

CITY COUNCIL

Appointed CPAC members, participated in joint workshops, reviewed progress deliverables, and voted to adopt the final plan.

CONSULTANT

Conducted analysis; coordinated with Staff, CPAC, P&Z, and Council; facilitated public meetings; designed a practical plan for daily decision-making.

#007

Posted by **Susan M. Halpern** on **02/21/2025** at **5:13pm** [Comment ID: 4462] - Link
Suggestion
Agree: 0, Disagree: 0
I agree with the comment that it would help context to understand what the plan does NOT do...

> Reply by **Jade** on **02/25/2025** at **12:06pm** [Comment ID: 4662] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Korrie asked to add detail distinguishing a Comp Plan from a UDC. This was the most requested point of clarity.

#008

Posted by **Jim Decuir** on **02/16/2025** at **2:41pm** [Comment ID: 4429] - Link
Suggestion
Agree: 0, Disagree: 0
Number 5 suggested revision

Engaged residents support leadership and bring ideas forward. They represent their neighborhoods and actively participate in decisions for the better good. Most importantly they contribute to positive change and develop future leaders.

> Reply by **Jade** on **02/20/2025** at **3:30pm** [Comment ID: 4449] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No issue with using Jim's proposed language, apart from changing "better" to "betterment of Addison".

What Are the Objectives of this Plan?

WE AIM TO ACCOMPLISH...	WE DO THIS BY ASKING...
UNDERSTANDING OUR CURRENT NEEDS AND FORECASTING FUTURE ONES To remain fiscally solvent, a town must develop in a manner that generates sufficient revenue to cover liabilities, not just today, but in the future.	What can the Town, and its residents, afford?
TELLING THE STORY OF ADDISON Having a clear identity and set of values helps Addison avoid becoming "just another city" in the Dallas – Fort Worth Metroplex and distinguishes it from the surrounding communities.	What defines Addison today, and in the future?
GETTING THE BIG STUFF RIGHT Creating priorities for land, infrastructure, and economic development decisions is essential. Doing so maximizes return on investment. It also builds a high quality of life today and for years to come.	How, why, and where do we want to grow?
ESTABLISHING CLEAR EXPECTATIONS AND CONSISTENT, PREDICTABLE DECISIONS A process that leads to elected officials, staff, and partners acting in a unified, efficient and proactive manner is critical.	What does a successful implementation program look like?
CREATING AN INFORMED AND ENGAGED PUBLIC Engaged residents and business leaders support Town leadership and bring ideas forward. They actively participate in decisions. They represent their neighborhoods and wishes. Most importantly, they contribute to positive change.	How do we empower our residents to contribute to this process and share in its successes?

009

010

NOTABLE CONNECTION: INTRODUCTION

More information about Addison's fiscal health can be found in the analysis that begins on page 86.

NOTABLE CONNECTION: INTRODUCTION

Addion's history begins on page 58. Addison's Identity and Vision Story begin on page 100.

NOTABLE CONNECTION: LAND USE & DEVELOPMENT CHARACTER

The Land Use & Development Character Planning Component begins on page 105.

NOTABLE CONNECTION: IMPLEMENTATION

The Implementation section of the plan begins on page 195.

#009

Posted by **Aaron Benjamin** on **02/20/2025** at **9:43pm** [Comment ID: 4455] - Link
Suggestion
Agree: 0, Disagree: 0
These objectives seem very similar to those on the previous page but with slightly different language? Unclear to me what the distinction is.

> Reply by **Jade** on **02/25/2025** at **11:19am** [Comment ID: 4655] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Korrie Edit: We may consolidate pages 10/11 and adjust the notable connections accordingly.

#010

Posted by **Tyler Wright - CPAC** on **02/15/2025** at **12:57pm** [Comment ID: 4426] - Link
Agree: 0, Disagree: 0
Great addition to link to highly relevant information up front

> Reply by **Jade** on **02/20/2025** at **1:27pm** [Comment ID: 4442] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit necessary.

Why should this matter to you as an Addison Community Member?

1. ***You have time, talent and a heart for Addison.*** There is a place for every community member to step up and contribute to the shared vision. In doing so, they also become a part of the solutions. This input is critical to achieving the vision expressed in this plan.

2. ***You expect accountability and transparency from your decision-makers.*** Your decision-makers likewise rely on insights and assistance from you. This plan creates the common language necessary to connect decision-makers and broader Addison community. With this common language there will be more productive dialogue between groups. This common language makes it simple to measure the success of implementing the plan. These measures can be shared in an open and transparent way.

3. ***You care about the future.*** You may have frustrations about the current situation in your community. Yet, you choose to live, work, or visit Addison. You may have loved ones who rely on the future of Addison. Shaping the future of the community is a collective duty and a mutual effort. This plan contains a path to that future.

4. ***You believe in being proactive rather than reactive.*** If Addison embraces this Plan, it will be the conduit for proactive action. This action can keep the Town in a position of leadership and influence in the region rather than falling behind. It can keep it on a path of community pride and engagement rather than apathy. Lastly, it can place Addison on a path of connection rather than disconnection.

5. ***You want to understand how decisions are made.*** Upon adoption, the Town of Addison should be getting to work implementing the path laid out here. Every discussion and decision reached should have a strong relationship to this plan. By being familiar with its contents, you will have insight into why and how Town officials make judgment calls. In addition, you will be well-equipped to participate in those processes.

#011

Posted by **Jim Decuir** on **02/16/2025** at **2:48pm** [Comment ID: 4430] - Link

Suggestion

Agree: 0, Disagree: 0

I suggest eliminating the negative first sentence.
Just start with : You choose to live .....

> Reply by **Jade** on **02/20/2025** at **3:31pm** [Comment ID: 4450] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> No issue with removal of the first sentence. Several CPAC members stated the tone of the document was overly negative.

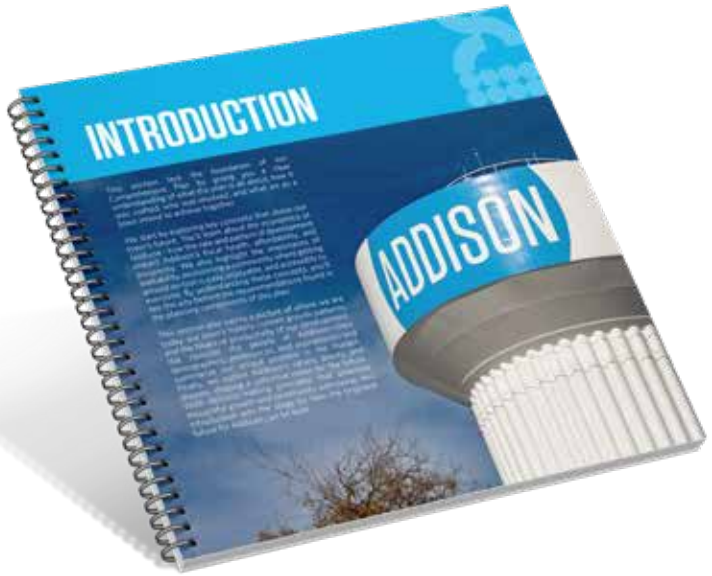
UTILIZING THIS PLAN

Plan Organization

This Comprehensive Plan has been organized so as to be useful to the Town staff and elected and appointed officials who will use the document to underpin and support their day-to-day work – but special consideration has been made to ensure that the plan is understandable and approachable to the community it aims to serve. The document is organized into three main parts.

1 Introduction

This first section is designed to do a few things. First, it provides the reader with an understanding of the plan itself: how it was written, who participated in its creation and what it aims to accomplish. Second, it provides foundational concepts that the plan relies heavily on. The economics of land use are explained, including how the rate and pattern of development directly impacts the fiscal health, affordability, and long-term prosperity of a community. The elements and importance of walkability, connectivity and mobility are also introduced. The overview of these concepts helps citizens to understand the "why" behind the recommendations in each planning component. Third, this section includes background information on the community, including how the town has grown and developed over time, the fiscal (tax) productivity of current development, the demographic makeup and preferences of residents (current and future), and a summary of the town's market position. Finally, it outlines the community's values, assets, and aspirations and organizes important input on the town's past, present, and future into a vision story. The Introduction section wraps up with a series of decision-making principles that were used to inform the development of this plan and should be used to inform and guide future decisions about growth and development.



2 Planning Components

The second section includes a series of components for elements that align with Town priorities, projects, and policies. While the content of each element is customized to best represent the information related to that respective subject, each component is generally organized in the same structure.

1. ***Recommendations*** Each of these 014isted, and a basic overview is given.
2. ***Snapshot*** This provides a succinct overview of existing conditions that are relevant and useful to the understanding of this planning component.
3. ***Strategic Frameworks & Concepts***, Maps, Strategies, and other conceptual material that will aid in the Town,'s and the readers' of the Comprehe013e Plan ability to affect meaningful change in line with the reccomen012ions are laid out.
4. ***Barriers to Success*** A series of items which, if not accounted for, may stand in the way of completing the reccomendations for this planning component are provided.

Today, the Comprehensive Plan includes three main planning components:

LAND USE & DEVELOPMENT CHARACTER

This component establishes the Town's overall land use pattern and identifies the type and character of development desired for the future. It also identifies the spectrum of change anticipated for different areas of the town so those currently or considering living in the vicinity have an understanding of how much (or little) development activity could occur in the future.

HOUSING & NEIGHBORHOODS

This component provides guidance on the building blocks of different neighborhoods and the contextualized features that can make them more successful. Cues for arranging blocks and accommodating residents are included.

MOBILITY & CONNECTIVITY

This component focuses on improving walkability and multimodal connectivity in Addison, reflecting the town's top priority for future development. Enhancing walkable, human-scaled neighborhoods and commercial areas boosts economic productivity while promoting residents' health and happiness.

Additionally, a final component has been provided to give other planning items a home under the Comprehensive Plan's umbrella.

RELATED PLANS & INITIATIVES

This integrated component provides a home for other planning initiatives that the Town has undertaken. Summaries of these plans, as well as an overview of each of the recommendations is included.

#012

Posted by **Jim Decuir** on **02/16/2025** at **2:50pm** [Comment ID: 4431] - Link
Suggestion
Agree: 1, Disagree: 0
Spelling here and the next paragraph

recommendations

#013

Posted by **Susan M. Halpern** on **02/21/2025** at **5:20pm** [Comment ID: 4464] - Link
Suggestion
Agree: 0, Disagree: 0
Very awkward paragraph. Needs reworking.

> Reply by **Jade** on **02/25/2025** at **12:11pm** [Comment ID: 4664] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> rephrase. "Maps, Strategies, and other conceptual material that assist the Comprehensive Plan reader's and administrators' ability to make meaningful changes that are aligned with the recommendations herein."

#014

Posted by **Susan M. Halpern** on **02/21/2025** at **5:19pm** [Comment ID: 4463] - Link
Agree: 0, Disagree: 0
Each of this "IS" listed?

> Reply by **Jade** on **02/25/2025** at **12:07pm** [Comment ID: 4663] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> no edit necessary.

3 Implementation

The final section focuses on how to work toward the recommendations in each planning component as well as providing a set of general reccomendations. Utilizing the principles to guide discussions and investments, and focusing resources toward implementing the recommendations of the Comprehensive Plan is perhaps the most important job of the Town's leaders and staff.

This section includes an explanation as to how implementation practices should be approached. Particular focus is given to how implementation should be a community process that is centered around neighborhoods and the people who live in them along with the business community.

It is important to understand that every recommendation and subsequently every action that makes up those recommendations has been vetted to ensure that they align with the community's input, goals, identity, and values. Recommendations and actions are coupled in this section to provide a checklist that, when completed, indicates that recommendations have been accomplished.



#015

Posted by **Liz Oliphant** on **02/24/2025** at **2:04pm** [Comment ID: 4579] - Link
Agree: 0, Disagree: 0
Can't this sentence be shortened somehow?

#016

Posted by **Liz Oliphant** on **02/24/2025** at **2:00pm** [Comment ID: 4578] - Link
Agree: 0, Disagree: 0
The sentence beginning "It is" is the longest sentence I've ever seen. Can't it be broken up into bullet points, steps or some other device that makes it more comprehensive?

> Reply by **Jade** on **02/25/2025** at **2:48pm** [Comment ID: 4669] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Rephrase to say "Every recommendation and supporting action has been vetted to ensure that they align with the community's input, goals, identity, and values. Once all actions housed under a recommendation have been accomplished, the recommendation is considered accomplished."

Knowing Where to Start with the Plan

While a comprehensive plan is a community-wide resource, there are a variety of distinct users who have different purposes in referencing it. Each user group is outlined below, and the areas which they should find most relevant are highlighted for quick reference. This Plan is formulated with all of them in mind.

DEVELOPMENT & BUSINESS COMMUNITY

The *Market Competitiveness Report* (available as an appendix) and the three major *Planning Components* will contain a great deal of relevant information to provide an understanding of how the Town wants to grow and what kind of projects are most beneficial to its collective future. *The Foundation of Addison's Identity* and *Decision-Making Principles* can help to align your projects with the broad directional statements that are at the heart of the adopted focus for the future.

ADDISON RESIDENTS

If you are a resident and reading this document for the first time, it's best to acquaint yourself with the Introduction section, specifically the subsections on *The Planning Process*, *Educational Concepts (Economics of Land Use and Elements of Walkability)*, and *Addison's Identity*. These parts provide the contextual knowledge to help you understand how the plan components were drafted. Then you can skip around to the major component that you are most interested in to see the direction and plans the community has identified.

TOWN STAFF

Since staff will frequently reference the recommendations, they have been compiled in the *Implementation* section, grouped by component. This section also includes the accompanying actions, Decision-Making Principles, and Council Focus Areas for staff to consider when preparing items for decision-makers. Understanding and internalizing the community's Values and Aspirations is crucial, as new recommendations should always align with progress toward the community's priority outcomes.

ELECTED & APPOINTED OFFICIALS

Elected officials must constantly strive to understand and apply the community's will to their decisions. *Addison's Identity* and *Decision-Making Principles* should guide the evaluation of proposed projects, policies, and programs, balancing present benefits with the community's values, character, and desired future. A foundational understanding of how development decisions affect fiscal sustainability and affordability, as outlined in the *Economics of Land Use* section, is essential. Additionally, familiarity with recommendations on housing and enhancing commercial areas to improve walkability and multimodal connectivity is crucial for attracting and retaining businesses and residents.

How *You* Can Use this Plan

When a plan is adopted, the work of a community truly begins. There is a part for every person in Addison to play, and that begins with a complete understanding of how each person can participate. Below are ways that community members and leaders can act, starting today.

Residents and Other Locals

1. **Be familiar with the Plan and its contents, and ensure any groups or associations you are part of are as well. Knowledge is power.**
2. **Volunteer to get involved. Coordinate events, set goals, and address issues in line with the Plan. Connect with those assigned to tasks you're interested in—collaborating helps overcome resource constraints.**
3. **Rally local wealth for community projects. Invest collectively in small businesses, and work together to revive buildings or lots, rather than waiting for outside developers. Create more opportunities for local businesses to thrive.**
4. **Participate in the Town's Plan reviews. This is a great chance to propose new ideas, solutions, and highlight changing community needs to adapt the path forward.**
5. **Recognize that progress depends on both Town officials and locals like you. Contribute, celebrate achievements, and support open assessments of what isn't working—without framing it as government versus residents.**

Town Staff and Officials

1. **Be familiar with the Plan's contents, and align the budget, capital improvements, regulations, agendas, proposed developments, and reporting accordingly. This happens more when vision, values, and long-term priorities are central to every discussion.**
2. **Facilitate resident and local group involvement. Encourage participation, tapping into local resources. Many want to help but don't know where to start.**
3. **Use the Plan as the primary guide in Town discussions, demonstrating leadership's commitment. Integrate it into meetings, reports, and public resources.**
4. **Commit to an annual review of the Plan, updating it regularly. Mark completed items, add new goals, and gather input from neighborhoods and diverse groups.**
5. **Share the Plan widely, making it accessible. Show how it informs decisions to help citizens connect the vision to actions.**
6. **Reference the Plan for special projects and opportunities, basing decisions on the Future Land Use Map and ensuring vision, values, and principles guide all choices.**

Refining and Updating this Plan

AN ONGOING PROCESS

This Plan, and all of its parts, should be regularly reviewed and updated to reflect the changing nature of the Town of Addison and its goals. Though any part of the Plan can be updated, serious thought should be given before amending, or editing the foundational elements that represent feedback collected from Addison's citizens. If these do need to be updated, a process of exhaustive public engagement designed to hear and incorporate diverse voices must be completed.

In executing an incremental implementation program with focused, resource-efficient actions and shorter timeframes, recommendations and their actions require frequent review. As existing recommendations are completed, new ones should be introduced to guide the Town toward its envisioned future. Staff's frontline work offers valuable insight for necessary adjustments, while the City Council should conduct an annual review of recommendations.

Public input should also be gathered on a regular schedule to help inform staff and Council's work. An inexpensive way of doing this would be to solicit feedback on a specific element of each major component during high-turnout public events. For example, "What matters most to you when new commercial growth happens near your neighborhood?" The answers to this single question could be gathered and presented to Council. Then, the Council would determine what new recommendations should be added to the *Land Use & Development Character* component.

Whenever considering new recommendations, it's important to ask three key questions:

1. ***Does this recommendation align with the community's vision and identity?***
2. ***Is it consistent with the adopted decision-making principles?***
3. ***Does it support the City's fiscal goals, both in the short and long term?***

#017

Posted by **Susan M. Halpern** on **02/21/2025** at **5:27pm** [Comment ID: 4465] - Link

Suggestion

Agree: 1, Disagree: 0

I still have issues with this paragraph. I think there has to be a better way to suggest that while this plan can be reviewed and updated, that should only occur in extraordinary circumstances. This is intended to be a blueprint, and if it changes every year, our planning wouldn't be terribly "comprehensive." Changing this plan should never be a casual decision.

> Reply by **Jade** on **02/25/2025** at **12:13pm** [Comment ID: 4665] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> Remove "though any part of the Plan can be updated"

PLANNING COMPONENTS

This Comprehensive Plan serves as the central hub for all of Addison's major and minor planning efforts. Major planning initiatives should be incorporated as distinct planning components. These could include (but are not necessarily limited to) areas such as *Facilities & Infrastructure*, *Coordination & Governance*, *Sustainability*, *Economic Development*, and *Parks & Natural Resources*.

To integrate a planning initiative into the Plan, it must follow the established framework of the existing planning components. The Plan can then be amended by City Council, which involves adding the new component and integrating its recommendations and actions into the implementation section of the plan.

RELATED PLANS & INITIATIVES

Smaller, more targeted planning initiatives that will not become full planning components should still be included in the Comprehensive Plan through the amendment process.

For these items, a summary should be provided, describing the purpose, key findings, and recommendations. These elements should be added to the dedicated minor component *Related Plans and Initiatives*.

As older, related plans are replaced by newer ones, the amendment process should remove outdated references. For example, when the 2016 Master Transportation Plan is updated, the reference to the older plan will be replaced with the updated plan in the same format.

Planning Component Framework

1. **Introduction** – Clearly states the purpose of the component and the topics it will address.
2. **Recommendations** – Lists and explains the improvements identified through the planning process.
3. **Snapshot** – Provides an overview of the current state of affairs relevant to the component, giving readers context about Addison's challenges and opportunities.
4. **Strategic Frameworks & Concepts** – Outlines the tools, techniques, and knowledge needed by the Town to achieve the listed recommendations.
5. **Barriers to Success** – Identifies and explains potential obstacles that could hinder the implementation of the component's recommendations.

Implementation Updates

When new planning components are adopted and added to this plan or new planning initiatives are undertaken and the resulting plans are adopted (and added to the minor component *Related Plans & Initiatives*), it is essential that their recommendations and associated actions (see page 16 for more details on drafting these) are also included in the Implementation section through the same amendment process. The *Implementation* section must serve as a central location for all planning recommendations Town-wide. Either through specific recommendations and actions being in this Plan, or the recommendations of other plans being pointed to by the *Related Plans* recommendations.

MEANINGFUL RECOMMENDATIONS

Recommendations, while broad, exist along a spectrum of generality. Some are highly overarching, setting a wide-reaching vision, while others are somewhat more focused, offering clearer guidance within a specific area. Each recommendation serves to move the community forward and is often aligned with a specific planning component.

To illustrate how recommendations and actions work together Imagine a simple recommendation unrelated to Addison: ***Feed a group of 10 people.*** Alone, this recommendation isn't clear enough, it must be further broken down into specific achievable actions.

USEFUL ACTIONS

Actions are specific tasks that serve to accomplish recommendations. It is easy to think of these as a checklist that, when finished, allows the community to call a recommendation complete. The example recommendation to feed a group of 10 people could have the following actions:

1. *Decide which meal you want to serve these people, and ask them if they have any dietary restrictions.*
2. *Prepare a menu that meets with the needs and desires of your group.*
3. *Collect and organize the ingredients, tools, and support staff needed to prepare the meal.*
4. *Prepare and serve the meal to your group.*

Implementation Hierarchy



Level 1

Recommendations are arranged by planning component to comprise an implementation plan.

Level 2

Recommendations are each broken into a series of actions.

Level 3

Prioritized actions are outlined so that the Town may lead execution.

THE COMPREHENSIVE PLAN DEVELOPMENT PROCESS

This Comprehensive Plan was broken up into six major phases. The first two phases focused on project initiation, data analysis, and completing a quantitative and qualitative assessment of existing conditions. Commercial development is critical to Addison's identity and fiscal health, so a detailed Market Competitiveness Report was prepared to understand how Addison's various sectors (office, retail, hotel, etc) performed, where the market is headed, issues to be addressed, and opportunities.

The third phase included education efforts to explain and explore the connection between the Town's development pattern and fiscal health and what it means to be a walkable city [018]o concepts that emerged as the most important to the future of Addison. Results of the assessments and input from residents, businesses, staff and Town leaders were used to develop a vision story and decision-making principles., which were used to inform the strategies and priorities in the Plan.

Phases 4 and 5 focused on further discussion about issues and opportunities, refinement of strategies and recommendations for each component of the Plan, and creation of a detailed implementation program to move the community toward its desired future. A series of plan drafts were created, reviewed, and refined based on input from CPAC, staff, Town leaders, residents, businesses, and developers.

The final phase involved public hearings and adoption of the Plan, as well as the launch of a website that the Town will use to communicate progress on the Plan's implementation recommendations and actions. After adoption of the Plan, successful implementation and meaningful and measured refinement should take place over time.

Project Timeline

Phase 1 Launch — September 2023

- *Project Kick-Off*
- *Appointment of Comprehensive Plan Advisory Committee (CPAC)*
- *Project Website Launch*

Phase 2 Assess — October – November 2023

- *Plan and Data Review*
- *Community Tour*
- *Land Use Fiscal Analysis (LUFA)*
- *Community Project Kick-Off Events*
- *Community Surveys*

Phase 3 Expl[019] — December 2023 – March 2024

- *Visioning Events (Pop-Up Events, Community Event, Town Leadership Workshops)*
- *Stakeholder and Focus Group Interviews*
- *Online Mapping Tool*

Phase 4 Organize — April – June 2024

- *Virtual Activity Rooms*
- *Community Event (Visioning Recap, Maps, Recommendations)*
- *Strategy Brainstorming & Refinement (Maps, Policy Recommendations, Actions)*

Phase 5 Prioritize — July - October 2024

- *Strategy Refinement (Stakeholders & Agencies Interviews, Actions)*
- *Map Production*
- *Draft Plan Production & Refinement*

Phase 6 Adopt — November 2024 – August 2025

- *Public Review*
- *Final Plan Delivery*
- *Adoption Meetings*

#018

Posted by **Susan M. Halpern** on **02/23/2025** at **2:09pm** [Comment ID: 4474] - Link
Suggestion
Agree: 0, Disagree: 0
Seems like those are three different concepts, not two.

> Reply by **Jade** on **02/25/2025** at **3:25pm** [Comment ID: 4670] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Bullet point the two concepts to highlight they are
> 1) Connection between Town's development pattern and fiscal health
> 2) What it means to be a walkable city

#019

Posted by **Susan M. Halpern** on **02/23/2025** at **2:11pm** [Comment ID: 4475] - Link
Suggestion
Agree: 0, Disagree: 0
Maybe should name Explain and Explore, consistent with the text

> Reply by **Jade** on **02/25/2025** at **3:27pm** [Comment ID: 4671] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit needed. This is consistent with the overall project timeline that's been published in several locations. The Table of Contents will change to make "explain" more prominent through consolidating all educational concepts in one subsection.

ENGAGEMENT

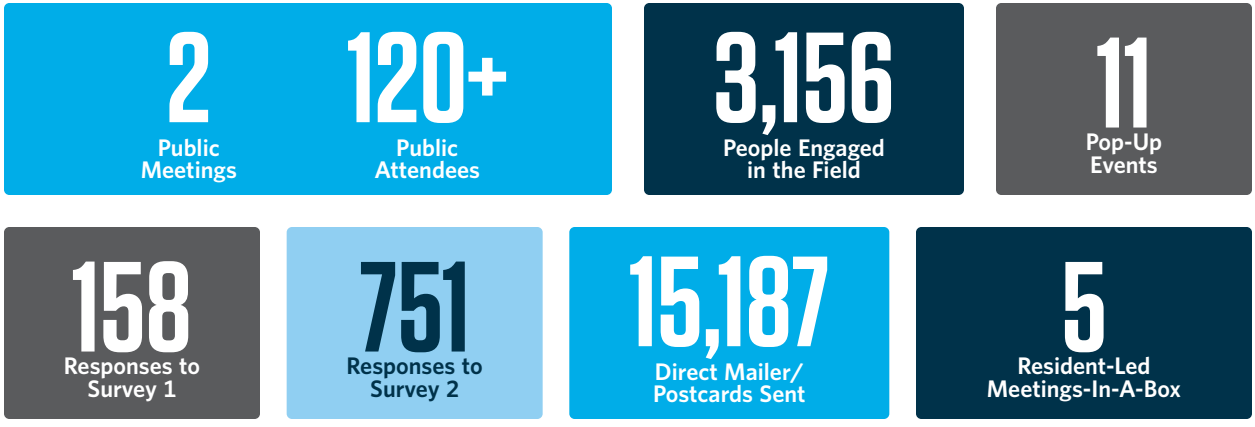
OVERVIEW

A variety of engagement activities have been employed as part of the comprehensive planning process. Efforts were designed to be a combination of capturing input from stakeholders, sharing information to inform and educate on the process and key concepts, and two-way dialogue to build trust and better understand various perspectives. A combination of in-person events and online tools were used to capture both quantitative and qualitative input on broad ideas and specific topics. Activities were intentionally designed to meet people in different locations throughout the community and offer a spectrum of time options as well.

Through the engagement process, the community, the Comprehensive Plan Advisory Commitee (CPAC), Planning & Zoning Commission (P&Z), and the City Council provided input and feedback on what makes Addison special, key topics of concern, opportunities, and aspirations. Engagement activities were designed to explore these and other topics further to categorize feedback into shared values, assets, and aspirations. Bringing these elements together will provide a clear and meaningful picture of how the residents of Addison see themselves and their community now, and how they wish to be in the future. This information will be encapsulated in a vision story and decision-making principles that will guide the development of the plan and implementation priorities. Activities in upcoming phases of the project will give the community opportunities to provide more granular input on each of the main planning components (land use and development character, housing and neighborhoods, and mobility).

Each of the engagement activities completed to date are summarized on the following pages. More detailed documentation is available in the supplementary materials.

Engagement Activity Highlights Through March 2023



Note

Survey respondents identified fewer apartments and housing as both an opportunity and challenge, indicating conflicting opinions about Addison's approach to housing.

#020

Posted by **Susan M. Halpern** on **02/23/2025** at **2:17pm** [Comment ID: 4480] - Link
Suggestion
Agree: 1, Disagree: 0
Seems like a significant issues to be relegated to tiny print like this. Also, if walkability and density go hand in hand, was there a consensus for walkability, or were we told it is the future?

> Reply by **Jade** on **02/25/2025** at **3:34pm** [Comment ID: 4676] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Adjust note to be a prominent quote on the page.
>
> Re: Sue - Walkability emerged as a theme in the vision, values, and priority outcomes survey as well as in several focus group conversations. It's also a high priority of Addison's visioning documents dating back to 1994.

#021

Posted by **Susan M. Halpern** on **02/23/2025** at **2:13pm** [Comment ID: 4477] - Link
Suggestion
Agree: 0, Disagree: 0
The shouldn't be capitalized

> Reply by **Jade** on **02/25/2025** at **3:28pm** [Comment ID: 4673] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> change "The" to "the"

#022

Posted by **Susan M. Halpern** on **02/23/2025** at **2:12pm** [Comment ID: 4476] - Link
Suggestion
Agree: 0, Disagree: 0
were not "have been"

Reply by **Jade** on **02/25/2025** at **3:27pm** [Comment ID: 4672] - Link
Resolution
Agree: 0, Disagree: 0
Edit to "were"

#023

Posted by **Susan M. Halpern** on **02/23/2025** at **2:15pm** [Comment ID: 4479] - Link
Suggestion
Agree: 0, Disagree: 0
was?

Reply by **Jade** on **02/25/2025** at **3:31pm** [Comment ID: 4675] - Link
Resolution
Agree: 0, Disagree: 0
change "was" to "is" and "will guide" to "guides". Change the sentence beginning with "Activities" to the past tense. "Activities held in various project phases gave the community opportunities to provide more granular input on each of the planning components." Add a cross reference in the margins to the vision story.

#024

Posted by **Susan M. Halpern** on **02/23/2025** at **2:15pm** [Comment ID: 4478] - Link
Suggestion
Agree: 0, Disagree: 0
Should be provided?

Reply by **Jade** on **02/25/2025** at **3:29pm** [Comment ID: 4674] - Link
Answer
Agree: 0, Disagree: 0
Change "will provide" to "provides"

VIBRANT COMMUNITY ASSESSMENT

158 RESPONSES

A modified version of the Vibrant Community Assessment, a tool created by Quint Studer and referenced in his book, Building a Vibrant Community, was used at the outset of this process. The assessment included ten questions that asked respondents to rank the town's performance in key aspects of a vibrant community on a 1-10 scale. Three additional questions explored the Town's biggest opportunity, challenge, and citizens' commitment to improving their community. While the Town could elect to use this survey on an annual basis to evaluate progress, the main purpose of this initial survey was to give the planning team a baseline and context as to how the community feels about different elements of a vibrant community. A full summary of the survey's questions and response scores is included in the supplementary materials.

NOTABLE TAKEAWAYS

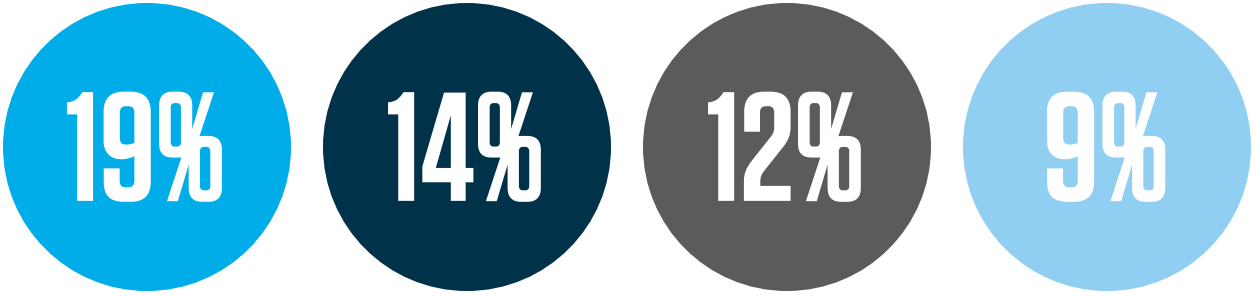
Most respo 025 fell between 5.7 and 6.8, which indicates there is a gap between where participants believe the town is and what their ideal version of performance is.

The lowest score (4.94) was related to the Town's education system, which is understandable since Addison does not have its own school district. The next two lowest scores (5.66 and 5.70) were related to the level of citizens' engagement in the Town and the ability to get locals to invest in the community. This seems to be an area of opportunity to explore as the planning process progresses.

Respondents ranked Addison well in terms of its overall vibrancy (7.87), and believe the Town is attractive to new businesses and talent (6.84). Respondents also believe the Town's programs and services are working together fairly well to create a better quality of life (6.75).

Addressing housing and building fewer apartments were seen as both the primary challenge and opportunity, with improved walkability and bikeability being the second most popular opportunity. Finally, respondents are highly committed to making Addison the best it can be, with an 8.25 average score on this question.

Biggest Opportunity for Improvement Identified by Respondents



Fewer Apartments/ Housing

Walkability & Bikeability

Redevelopment

Government & Communication

#025

Posted by **Aaron Benjamin** on **02/20/2025** at **9:57pm** [Comment ID: 4456] - Link

Question

Agree: 0, Disagree: 0

Do we know how this compares to other communities that take the Vibrant Community Assessment?

> Reply by **Jade** on **02/25/2025** at **11:26am** [Comment ID: 4656] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> The VCA is a tool used predominantly by Verdunity, and is not used in every city in our region. Verdunity lists "relevant work" on their website with links to other Comprehensive Plans they've done in the region. These are worth skimming through if you'd like to compare Addison to other Verdunity plans that used the VCA tool. https://www.verdunity.com/service-areas

COMMUNITY KICKOFF EVENT

October 18, 2023

60 ATTENDEES

The first face-to-face opportunity for engagement with the community took place during the *Project Kickoff* week. This public event featured a briefing by Town officials and their consulting team, which covered the goals, methodology, and schedule of the Comprehensive Plan, as well as how the community can stay involved.

Then attendees were able to give input at a series of interactive stations. In the first interactive segment, participants visited five stations to explore potential solutions to challenges such as rejuvenating old structures and business areas, offering diverse housing options, improving walkability and cycling routes, augmenting public spaces, and supporting local businesses and their employees through "How Might We..." inquiries. The second part of the event, titled "Tell Us What You Love About Addison!", invited participants to express their affection for the Town creatively. They could write, sketch, or record their thoughts on a designated "drawing wall" and tablets.

NOTABLE TAKEAWAYS

Revitalization of aging buildings and commercial centers is a top concern, but also viewed as an opportunity. Addisonites recognize the role commercial development has played in the community's identity and fiscal health, and acknowledged some of the Town's commercial areas are aging. Residents and business owners said they would like to see the declining commercial areas invested in and redeveloped in ways that will appeal to current and future residents and visitors.

Owners and renters are concerned about housing in Addison. The majority of Addison's residential options are rentals, so some residents would like to see more ownership options offered. The concern is more about an increase in supply and options, and less about density. People who currently rent expressed concern about the absence of affordable housing options and rising rent and living costs.

Connectivity and walkability are valued, but opinions on the importance and extent of future enhancements vary. Responses and discussion on this topic provoked ideas and suggestions ranging from improving walkability within neighborhoods only, to expanding bike facilities, to an emphasis on fully embracing a multimodal mobility network that would incorporate robust bike/walk options along with a local circulator and the regional DART system.







STAFF WORKSHOPS

026

The staff are often a good barometer for how things are going in the community, particularly when it comes to development and infrastructure. The consultant team held two meetings with city management and department heads to discuss the community's strengths, challenges, opportunities, and vision. The second meeting included a values exercise where staff members were asked to identify and rank the five values they believe to be representative of Addison, and an identity statement exercise where attendees were separated into groups and asked to develop their version of an identity statement based on the group's discussion around the top five values. Staff feedback will be referenced throughout the process to ensure that suggestions from the community and consultant recommendations are realistically implementable.

NOTABLE TAKEAWAYS

One of Addison's biggest challenges is competing with other places – one staff member said the "lowest hanging fruit has been picked" and economic opportunities are becoming increasingly challenging.

One of the biggest opportunities is to create a development pattern that is more dense and connected.

Fiscal responsibility, sustainability, public safety and emergency response are at the top of the values list for staff.



#026

Posted by **Aaron Benjamin** on **02/20/2025** at **10:01pm** [Comment ID: 4457] - Link

Suggestion

Agree: 0, Disagree: 0

I would include the date for all engagement activities, not just some. Makes it feel more concrete.

> Reply by **Jade** on **02/25/2025** at **11:27am** [Comment ID: 4657] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> This will be completed with the March draft.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETINGS

November 2023 – March 2025

27 MEMBERS

The Comprehensive Plan Advisory Committee (CPAC) was an advisory committee of engaged and representative community members of Addison. The purpose of this advisory committee was to gather input on emerging themes of the Comprehensive Plan, obtain feedback on various components and assist in the promotion of the Comprehensive Plan to the public. This committee met a total of nine times over the course of the project. Some of the following topics were discussed with the CPAC.

TOPICS DISCUSSED

Land Use Fiscal Analysis

Values, Assets, Aspirations and Vision Story

Housing

Mobility and Connectivity

Implementation Actions







#027

Posted by **Susan M. Halpern** on **02/23/2025** at **2:23pm** [Comment ID: 4481] - Link
Suggestion
Agree: 1, Disagree: 0
Our primary purpose is to make recommendations regarding the plan to the Council, isn't it?

> Reply by **Jade** on **02/25/2025** at **3:38pm** [Comment ID: 4677] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Edit text to state "the purpose of this advisory committee was to serve as a sounding board for City Council by"...change the rest of the sentence to grammatically fit this change.

#028

Posted by **Jim Decuir** on **02/16/2025** at **2:51pm** [Comment ID: 4432] - Link
Suggestion
Agree: 1, Disagree: 0
Update number of meetings

> Reply by **Jade** on **02/25/2025** at **3:40pm** [Comment ID: 4678] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Change to twelve. Highlight for later in case more meetings are added.

JOINT CITY COUNCIL & PLANNING AND ZONING MEETINGS

October 17, 2023 & January 24, 2024

Two joint meetings with the City Council and Planning and Zoning Commission (P&Z) were held to provide progress updates and seek input. The first meeting was held during the *Project Kickoff* week (October 17, 2023) and included an introduction of the consultant team, an overview of the process, and an exercise where Town officials were asked to e029n what they believe to be the most important thing the plan needs to address. The meeting closed with a facilitated discussion to get initial thoughts from the group on five key issues the plan needs to address: ❶ revitalization of aging buildings and commercial centers; ❷ providing quality housing options for everyone; ❸ improving connectivity and walking/cycling options; ❹ enhancing public spaces; and ❺ business retention and expansion.

The second meeting, held during Engagement Tour week on January 24, 2024, included City Council, P&Z, and the Comprehensive Plan Advisory Committee (CPAC). The focus was on identifying and prioritizing community values. A "flower exercise" helped explore shared and subgroup-specific values, followed by a group activity to determine the top ten community values.

The third meeting, held on July 11, 2024, also included City Council, P&Z, and CPAC. This session focused on themes and desired elements for four types of transitional development in Addison. After a brief discussion on redevelopment and development types, attendees participated in an exercise selecting urban design characteristics to inform illustrative images and future development plans.

"When you dissect the values and interests of renters and owners, there's a lot of commonality – that was our biggest takeaway..."

– Workshop Participant

NOTABLE TAKEAWAYS

Common Concerns

Redevelopment of aging areas

Capitalization of the pending DART station

Improving east-west connectivity across the Dallas North Tollway

Top Values

Fiscal Responsibility & Sustainability

Reinvestment & Revitalization

Economic Prosperity / Business-Friendly Culture

Innovation & New Ideas

Desired Outcomes for the Plan/Process

Prioritization of goals, principles and aspirations to guide Town leaders and future decisions.

Identify catalytic development that will continue to take Addison to the next level.

Leverage past and future planning efforts to ensure that all new development meets or exceeds the Town's high standards for quality and design aesthetics.





#029

Posted by **Susan M. Halpern** on **02/23/2025** at **2:24pm** [Comment ID: 4482] - Link

Suggestion

Agree: 0, Disagree: 0

discuss not explain

> Reply by **Jade** on **02/25/2025** at **3:41pm** [Comment ID: 4679] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> change "explain" to "discuss"

VISION, VALUES, AND PRIORITY OUTCOMES SURVEY

750 RESPONSES

This was the second and most robust survey for the project. This survey was made available to participants online and in print form from October 27, 2023 through January 31, 2024. The survey was advertised to residents, daytime workers, business owners and developers in the community through a combination of the Town's email newsletter, direct mailers, yard signs, social media, and in-person promotions. An abbreviated version was also offered and promoted in Spanish. Survey results were used alongside feedback from other engagement input to develop the communities' shared values, assets, aspirations, and vision story. The survey covered the following topics: Community Perception; Community Vision and Guiding Principles; Land Use and Development Character; Housing and Neighborhoods; Economic Development; Mobility and Connectivity; and Infrastructure, Public Amenities and the Environment.

87%

Want Investment to Improve Walkability

Respondents supported investment "in projects that improve connectivity, safety and convenience for people walking".

#1

Public Safety

Over 45% of respondents selected Public Safety as one of their top five priorities (the highest recurrence of selection).



Central Location In the Region

Addison's location was selected by respondents as the #1 reason to love Addison.

Note

Survey respondents were able to self-identify in a number of categories. This was not a required question. Respondent Makeup represents the group that chose to self-identify.

NOTABLE TAKEAWAYS

Where Addison is *Above Average*

Community events and festivals

Landscaping and maintenance of public areas and properties

Community character and appeal

Major Strengths of Addison's Commercial and Industrial Areas

Mix and availability of shopping and dining options

Addison Airport

Access to everyday goods and services

Major Strengths of Addison's Housing and Residential Areas

Neighborhood safety and walkability

Proximity to open space and amenities

Housing that appeals to young professionals

Major Strengths for Operating a Business in Addison

Community reputation

Community character

Community spirit and culture

Major Strengths of Addison's Transportation Network

Regional connectivity and access to major highways/ tollways

Condition and connectivity of greenways and trails

Condition of local roads and streets.

Major Strengths of Addison's Parks and Recreation Facilities

Neighborhood parks

Community parks

Proximity and access to local parks and recreation facilities

Survey Respondent Makeup

536 Addison Residents
315 Property Owners
106 Renters
35 Business Owners
3 Developers

#030

Posted by **Aaron Benjamin** on **02/22/2025** at **10:24am** [Comment ID: 4469] - Link

Suggestion

Agree: 0, Disagree: 0

Add a callback to the introduction, where 87% of residents said they wanted walkability (Page 24)?

> Reply by **Jade** on **02/25/2025** at **3:52pm** [Comment ID: 4680] - Link
>
> *Agree: 0, Disagree: 0*
>
> Staff to discuss best "callback"

POP-UPS & ON THE STREET ENGAGEMENT

165 CITIZENS MET

During the *Engagement Tour* week from January 23 to 25, 2024, the consultant team set up eight pop-up events around Town. They were located in various restaurants, and lounges in apartments and office buildings, in order to engage with the public and gather feedback as people went about their daily routines. Additionally, the team conducted five "on the street" engagement sessions at different locations like the Athletic Club, Vitruvian, Village on the Parkway, and several parks, aiming to discuss the same questions and encourage attendance at the community meeting. This approach was designed to directly engage individuals in their everyday environments, reaching a broader audience that might not typically participate in traditional public meetings or events. The chosen venues and locations were strategically selected to engage diverse groups within the community, including employees, renters, and daytime visitors, with content tailored to the audience present at different times.

At each pop-up and street session, engagement boards invited attendees to share their thoughts via sticky notes on questions about what makes Addison unique, the Town's core values, their greatest hopes for its future, and the reasons someone might choose to live or work in Addison 30 years from now. These activities also focused on how the Town could support the growth of entrepreneurs and local businesses, facilitating a wide range of community input on the town's future direction.

NOTABLE TAKEAWAYS

What are unique elements about Addison that you want to protect?

Parks and public spaces

Events hosted within the Town

What could help Addison cultivate entrepreneurs and local businesses?

Creating spaces or events that would allow for the networking of entrepreneurs to one another and investors or mentors

Improved public transportation

What is your biggest hope for Addison?

Continue the wide range and quality of restaurants available as well as add more entertainment options.

Vibrancy of Addison to continue via walkability, maintenance, and beautification of the Town

Think 30 years in the future: why would someone choose to live in Addison?

Safety was identified as the main reason

Variety of activities and events that are found in the town

Think 30 years in the future: why would someone choose to work in Addison?

Quality of diverse restaurants was a recurring response to this prompt

Central Location

What are Addison's 3 biggest values?

Safety

Community

Parks and recreation

Pop-Up Locations


Dunn Brothers Coffee



Ida Claire


AMLI Addison


Java & Hopps


Hawkers Asian Street Food


Spectrum Center



Ascension Coffee


Astoria Caffe

FOCUS GROUPS

January - August 2024

7 FOCUS GROUPS, 61 ATTENDEES

During the *Engagement Tour* (January 23-25, 2024) two resident focus groups were held to delve deeper into various issues and opportunities from different residents' viewpoints. Town staff carefully chose participants to ensure a diverse mix of ages, how long they've lived in Addison, whether they own or rent property, and their interests, aiming for a comprehensive representation. The discussions in both groups centered around several key questions. Participants shared their reasons for living in Addison, aspects of the town they cherish and wish to maintain, areas they believe need change or improvement, and their top five values they see as emblematic of Addison. They also explored actions that could support the community in embodying these values.

During the first week of August (August 5-7, 2024), five focus groups were held to delve deeper into various issues and opportunities related to mobility and development within and adjacent to Addison and developers' perspectives. The focus groups were organized by staff leadership, regional mobility partners, and particular economic development strategies.The first two focus groups discussions were centered around the implementation of multi-modal options within Addison and regional projects that the Town would be impacted by. The three latter focus groups gathered insight on how to achieve the desired redevelopment of industries identified in Comprehensive Plan.

NOTABLE TAKEAWAYS

People live in Addison for its small-town feel with big city convenience and amenities.

People want to maintain Addison's sense of place, beauty and high-quality aesthetics.

People want to improve pedestrian connectivity (citywide and within neighborhoods) and add more arts and entertainment amenities that would appeal to all ages such as public gathering spaces, theaters and libraries.

The families that choose to live in Addison prefer raising their kids in an open and engaging "human scale" environment over the more auto-centric context of the suburbs. Seniors in the groups also expressed similar opinions.

A circulator pilot program could be possible to implement in the near future.

The DART Silver Line Station is scheduled to operate in 2026 with the Cotton Belt Trail construction to begin in 2025.

The office industry is changing to a smaller building footprint with the integration of additional amenities for their tenants.

Office and hotel uses would greatly benefit from a Town circulator to transport their tenants and occupants to desired entertainment and restaurant locations.











COMMUNITY MEETING: VALUES AND VISION

January 25, 2024

60 ATTENDEES

The second community gathering took place during the *Engagement Tour* week, where the consultant team shared updates on their progress and outlined the project's process and timeline. The event featured an interactive exercise where community values were ranked using polling software. This interactive session set the stage for more detailed discussions across four distinct areas within the room, each dedicated to a specific question. At the first station, participants used sticky notes to express their greatest hopes for Addison. The second station provided handouts for attendees to detail their vision for Addison and potential paths to realization. The third station, also utilizing sticky notes, invited insights into the unique assets or characteristics of the community that attendees felt should be preserved and enhanced. Finally, the fourth station offered an aerial map and an online tool, allowing individuals to pinpoint specific areas in Addison and provide more detailed feedback.

NOTABLE TAKEAWAYS

Hopes for Addison

Safe and comfortable walkability for pedestrians

Continue to develop stronger, more diverse areas and business/commercial bases

More walkability and continued investment in parks and community centers by prioritizing pedestrians, crosswalks, bike lanes and other pedestrian-focused elements.

Assets to preserve and enhance

Parks, trails, and recreation amenities and facilities

Beautification of landscaping

Addison Airport, Athletic Club.

Geographic Areas

East Addison/Village on the Parkway area: improve intersections across Monfort Drive

Addison Circle/Quorum North area: improve commercial occupancy rates in Addison Circle area and nearby.

West Addison area: expressed their love for their area.

Values of Note

031

PUBLIC SAFETY

#1 Value Prioritized by Attendees

DIVERSITY

Value Identified as Important via Write-In Option



#031

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:21pm** [Comment ID: 4514] - Link

Suggestion

Agree: 0, Disagree: 0

Did the data provide any more sentiment as to what "Public Safety" really is? Police and Fire are an obvious and essential component of this but there are other less intuitive aspects to this. To me, the quality of pedestrian infrastructure is a public safety thing as being around cars or driving cars is the single most dangerous thing most people do. Police and Fire can only respond to crashes etc, but infrastructure can stop them from happening to an extent.

So if there is room for additional sentiment as to what public safety is, It might be a good section to add for posterity.

Maybe we can discuss this further in March meeting?

> Reply by **Jade** on **02/25/2025** at **4:03pm** [Comment ID: 4681] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Staff - add detail here describing public safety. Joint meeting #1 on 1/24/24 dialogue had a relatively broad use of the word public safety. It has to do with feeling safe due to the built environment being welcoming, but also having enough public safety personnel and equipment to protect people directly in harm's way.

COMMUNITY MEETING: STRATEGY REFINEMENT

June 26, 2024

46 ATTENDEES

The third community gathering took place on June 26, 2024, where the consultant team shared updates on their progress and outlined the project's process and timeline. The event featured a viewing of the TED Talk "4 Ways to Make a City Walkable" video of Jeff Speck. This set the foundation for showcasing the final vision story that was crafted with community input. Attendees were asked to vote on a scale of 1 to 5 for their support of the vision statement. The remainder of the community meeting consisted of several activities where attendees provided their input on the proposed Place Type Map and appropriate building typologies, Spectrum of Change map, preliminary recommendations for the four components of the plan, and how to make their neighborhoods more complete.

NOTABLE TAKEAWAYS

The result of the voting exercise was an average of 4.6 out of 5, indicating strong support from the majority.



https://youtu.be/6cL5Nud8d7w

The video shown at this meeting can be viewed at the link above.

#032

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:22pm** [Comment ID: 4515] - Link

Agree: 0, Disagree: 0

This may be a browser issue, but a lot of these screenshot type images are pretty blurry for me.

MEETING-IN-A-BOX

5 RESIDENT-LED MEETINGS

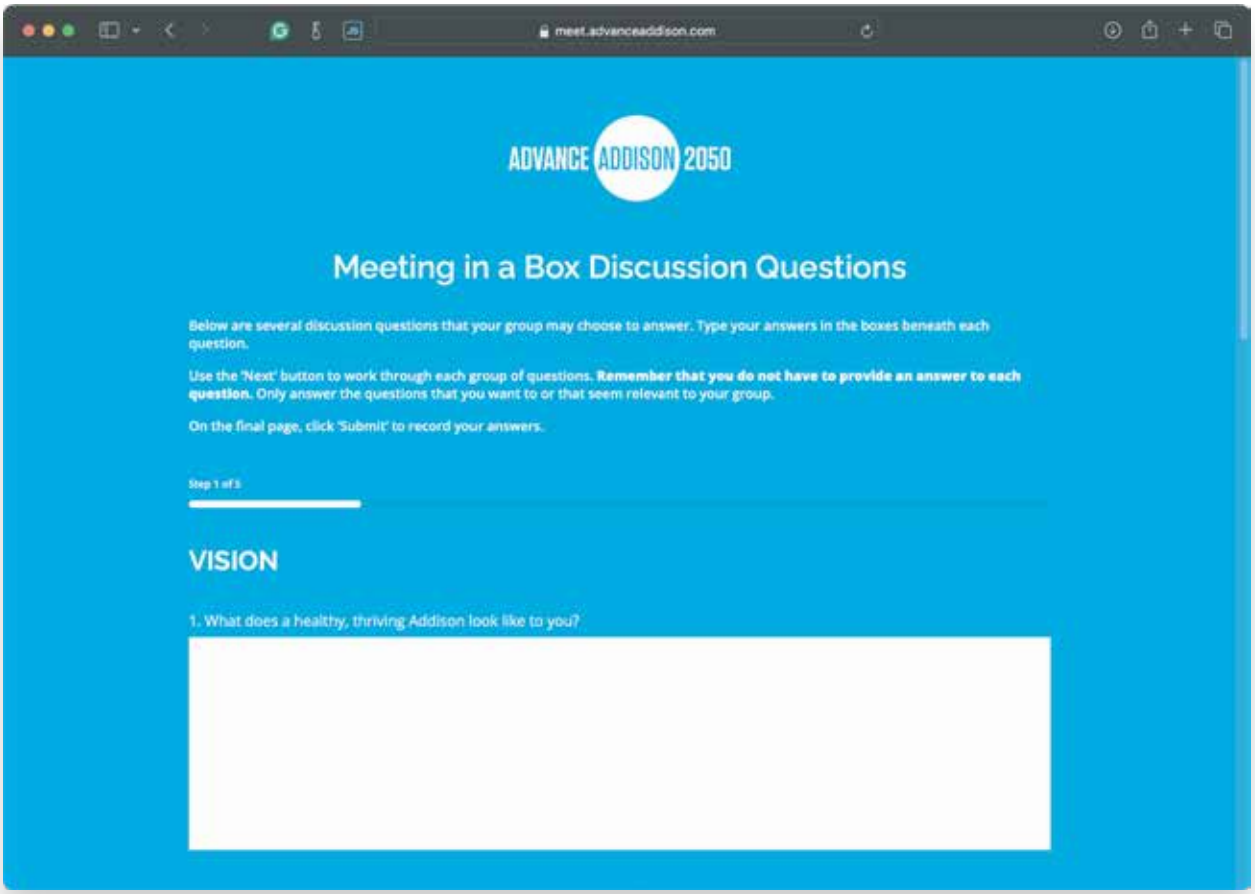
Meeting-in-a-Box was an engagement option offered to allow members of the community to facilitate more intimate engagement events in smaller groups and submit responses via a specially designed section of the project website. The activity was set up to include questions similar to those asked in the Values, Vision, and Priority Outcomes survey. A total of five meetings were conducted and submitted through this tool.

NOTABLE TAKEAWAYS

Participants expressed that in the future people would live and work in Addison due to its location in the region and proximity to amenities such as dining, trails and quality Town services.

Across the meetings that took place, there was a desire to protect and enhance the open spaces that exist within the Town.

Participants suggested different ideas to make walking and moving around Town more safe and inviting such as better crossing opportunities through busy roadways via traffic controls and wider sidewalks.



MAPPING TOOL

29 RESPONSES

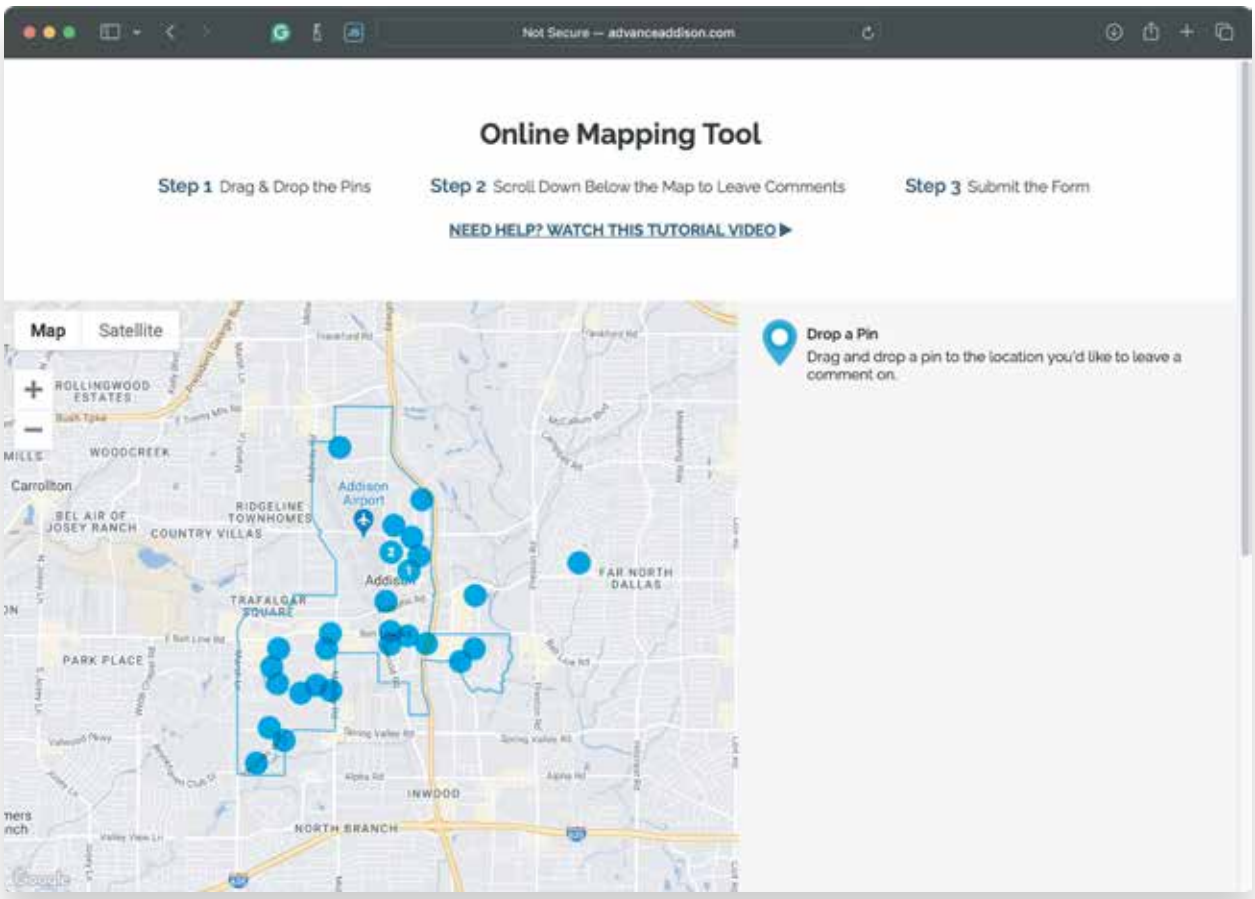
An online mapping tool activity was introduced the evening of January 25, 2024 at the second community event. This online activity allowed participants to drop a pin at any location within the town and provide comments about that specific place. This activity is being expanded for the next phase of the project to include pins for different categories that will provide more specific input on favorite destinations, safety concerns, connectivity gaps, and more.

NOTABLE TAKEAWAYS

Comments related to connectivity to desired locations and places have been highlighted.

Locations where redevelopment is desired have been identified.

Suggested improvements to open space areas have been made.



VIRTUAL ROOM

April – May 2024

799 REPONSES

Two different virtual "rooms" were available for participation from April 26, 2024 to May 19, 2024. One room was for feedback on the community identity and vision, and a second room for input on place types and development. The community identity and vision "room" allowed for participants to rank in order of importance the values, assets, and aspirations, while also providing a forum for general commentary on the proposed vision story. In the place types and development "room", the first station was a mapping station where participants could drop pins to indicate specific properties or areas that should be preserved in their current context, incrementally enhanced or evolved, or redeveloped in a completely new context. Following the first station, there was a series of five stations where participants were able to select images that they believed were representative of the corresponding place type.

NOTABLE TAKEAWAYS

Values Ranking

1. Fiscal Responsibility and Financial Sustainability
2. Safety and Comfor033
3. Connectivity, walkability, and pedestrian safety
4. Economic opportunity and prosperity
5. Innovation

Assets Ranking

1. Mix and availability of dining, entertainment (and to a lesser extent, shopping) options.
2. Quality design, materials and aesthetics in the built environment.
3. A history of innovation driven by the prioritization of a more walkable environment
4. Location and proximity to regional destinations and mobility network.
5. Addison Airport.

Aspirations Ranking

1. Dramatically increase walkability, bike connections, and transit options so that most trips can be made without a car.
2. Become a place where more experience-based and local-opened businesses can thrive – particularly with a focus on arts and entertainment.
3. Build on our success through innovation to make Addison more competitive with nearby districts and cities.
4. Increased diversity of housing options

Vision Story

The provided draft vision story received relatively positive responses.

Place Types Map

This station received a total of 36 comments commenting on different Place Types designation locations.

#033

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:25pm** [Comment ID: 4516] - Link

Agree: 0, Disagree: 0

I like this pairing. Safety & Comfort as a shared concept enables us to broaden the number of things we can talk about beyond police and fire (again, they're great, but not the only thing that matters)

> Reply by **Jade** on **02/25/2025** at **4:04pm** [Comment ID: 4682] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.

SUMMARIZING COMMUNITY INPUT

CHALLENGES AND OPPORTUNITIES

1 Redevelopment of Aging Areas
Some commercial centers and offices need reinvestment, with corridors like Belt Line Road and Inwood highlighted for redevelopment to uphold Addison's image and market position.position.

2 Housing for Everyone
Housing is both a challenge and a strength for Addison. Its diverse housing mix, especially rentals, is a regional asset as demand for renting grows. However, increasing interest in ownership options faces land and market constraints.

3 Improving Connectivity
Residents, businesses, and developers emphasize walkability and mobility. Residents seek improved trails and connections, while businesses and developers value walkability, bikeability, and the human experience in location decisions.

4 Reimagining Office Space
Office towers are less popular, but Addison's Tollway offices face fewer vacancies than Dallas. Proactive efforts with owners and tenants are crucial to keeping these spaces vibrant for the local economy.

5 Leveraging DART and Addison Airport
These unique assets offer opportunities to enhance housing and jobs, aligning with growing interest in car-free mobility.

#034

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:28pm** [Comment ID: 4517] - Link
Agree: 0, Disagree: 0
It's really encouraging that developers love bikeability and walkability. Did they explain why? From the human end, it's just a nice way to get around, but from a developer with a bottom line end... what's really driving this push for this? I think it would be good context to add, somewhere in the document for future generations. Just as there are people like me who will advocate for these things outside of their economic benefits, there are people who really only listen to the economic benefits of something, both perspectives are essential

> Reply by **Jade** on **02/25/2025** at **4:07pm** [Comment ID: 4684] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Staff - let's consider adding a "notable connection" to the colorful quotes on pages 35-38.

#035

Posted by **Susan M. Halpern** on **02/23/2025** at **2:30pm** [Comment ID: 4483] - Link
Suggestion
Agree: 1, Disagree: 0
Don't understand the "however"

> Reply by **Jade** on **02/25/2025** at **4:06pm** [Comment ID: 4683] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Change "however" to "Additionally" or just remove "however".

COMMUNITY STRENGTHS

1 **Financial Health**
Addison's strategy ensures strong revenues, balanced costs, and high-quality services, infrastructure, and aesthetics.

2 **Location and Access**
Addison's central location and mobility access by train, plane, and car benefit residents, businesses, and visitors.

3 **Parks and Recreation**
Addison's parks, events, and Athletic Club offer unique resident benefits and regional appeal.

4 **Public Safety and Comfort**
Responsive public safety and neighborly design create a strong sense of safety and a "small-town feel" for residents.

5 **Welcoming Public Realm**
The Town's streets, public spaces, and buildings prioritize quality materials and design, resulting in an aesthetically pleasing environment.

6 **Reputation for Innovation**
Addison is a Metroplex leader, known for its commitment to mixed-use development and urban design.

IN THE WORDS OF ADDISONITES

Note

At one engagement event residentas were asked to write down what they loved about the Town of Addison. This image shows the responses recieved during that event.





Here, various quotes have been directly extracted from surveys, interactive post-it note boards, and transcriptions of recorded conversations. This functions as a conduit to the community's input. This compilation is not merely anecdotal; it serves as a crucial barometer for understanding the pulse of the community, prioritizing the issues that resonate most profoundly with the populace. The quotes were selected to encapsulate a broad spectrum of topics that emerged as significant through the engagement exercises. They offer an authentic glimpse into the collective mindset of Addisonites, granting stakeholders a unique opportunity to hear the local voice on topics that matter.

Since many of these items underscore themes that will play a crucial role in the planning components that will make up the Advance Addison 2050 Comprehensive Plan, utilizing them to inform policy responses means that the community's genuine sentiments and priorities will be represented in those policies.

LAND USE & DEVELOPMENT CHARACTER

"Quality and beauty should be our priority in everything we do."

"Reduction of parking in favor of more 'place'. Connection between retail-commercial-residential without a car."

"Addison's walkability and density relative to other towns north of Dallas is a big reason I like living here. I think the city has great potential to capitalize upon its best qualities and create a truly unique and livable urban space – and in many ways it really has to in order to keep up with population growth."

"Addison is well positioned to be a proper urban village, with great walkability, trails, urban parks, and a range of housing from single-family to town homes to medium to large apartment developments to condo towers."

"Modern return to urban living without cars."

"Quiet, car-limited/free streets that are green and have plenty of people walking and biking encourage local restaurants, cafes, and other stores to put seating outside which further enhances the friendly community atmosphere and makes it easier for people of all ages to meet and network."

"Homeowners block progress of building out and redevelopment, causing Addison to lose major growth and sustainability to other neighboring cities."

"Walkability investments need to "swing for the fences" because there is much more competition now and Addison really needs to set itself apart."

DEVELOPER COMMENT

"When you dissect the values and interests of renters and owners, there's a lot of commonality – that was our biggest takeaway..."

#036

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:30pm** [Comment ID: 4518] - Link
Agree: 0, Disagree: 0
HMMMMMMMMMMMM

> Reply by **Jade** on **02/25/2025** at **4:08pm** [Comment ID: 4685] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit necessary. UDC discussion.

#037

Posted by **Aaron Benjamin** on **02/20/2025** at **10:09pm** [Comment ID: 4458] - Link
Suggestion
Agree: 0, Disagree: 0
I would add a different quote, rather than use this one twice.

> Reply by **Jade** on **02/25/2025** at **11:42am** [Comment ID: 4658] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Comment is not repeated on this page. No edit necessary.

HOUSING

"More home ownership. Monitor existing apartment management for quality."

"Encourage developers to build multifamily housing (duplexes to condos) that's for sale in addition to the current rental units."

"Greater real estate options for home ownership"

"I always think of Addison as businesses and apartments rather than accessible neighborhoods, but perhaps if there was a focus on mid-range family friendly housing opportunities, Addison could be seen as more of a place to settle." 038

"I'd love a community that you can grow with from apartment to townhome to single-family housing."

#038

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:31pm** [Comment ID: 4519] - Link
Agree: 0, Disagree: 0
Which is why I'm glad the UDC clarifies the process for adding ADUs and enables more opportunity for duplexes and triplexes etc.

Addison would benefit greatly from missing middle.

> Reply by **Jade** on **02/25/2025** at **4:08pm** [Comment ID: 4686] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.

MOBILITY AND CONNECTIVITY

"Bring in more DART buses/trains. We need sustainable growth and car centric development is not the way to do it."

"It'd be great to have more consistent walkability quality in all of Addison, instead of just select areas."

"I think Addison can be THE go-to example of a high quality, strong urban town in Texas. Addison should continue to promote density, walkability, transit, etc. There is a lot of demand for this kind of living, however most cities in the DFW metroplex appeal to car-centric, single-family neighborhoods. I think a good goal for the Town would be to strive to develop '15 minute neighborhoods': areas where most daily necessities and services, such as work, shopping, education, healthcare, and leisure can be easily reached by a 15-minute walk, bike ride, or public transit ride." 039

"We are at the center of everything." 040

"In the 'near future' it would be great to see a trolley or streetcar type loop start and stop at the upcoming DART Silver Line station and making a loop down Belt Line, allowing access to all the areas, shops, restaurants, and entertainment to any visitors who might be partaking and utilizing the excellent dart transportation system. It would also be lovely to see a way to bridge the east and west sides of Addison divided by the tollway."

"We should push the needle more on pedestrian/bike/public transit options."

"[My big idea is for] bike, ped, and transit connectivity to rival the car infrastructure."

#039

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:34pm** [Comment ID: 4520] - Link
Agree: 0, Disagree: 0
We are actually devastatingly close to this for most Addison residents. Make the pedestrian experience along belt line a little better, improve comfort at the tollway crossings, and widen sidewalks on major cross streets and you've got it.

This is a very achievable goal within 10 years I think

> Reply by **Jade** on **02/25/2025** at **4:09pm** [Comment ID: 4687] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit is necessary.

#040

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:44pm** [Comment ID: 4522] - Link
Agree: 0, Disagree: 0
Ok look.

I'm picking on this comment because I see it and its sentiment a lot. It makes me concerned that too many of our most vocal servants and contributors have too much of an Addison centric or even Addison exceptionalist view.

Addison is a very well run city, with a lot of good things happening and a lot more good things in the pipeline. However, the rules that apply to any city also apply here.

I have heard multiple statements similar to "well there hasn't been an Addison-focused study for this, so how do we know this widely studied thing [bike lane/parking minimum reduction/missing middle housing] would actually work here??"

This is a potentially problematic view because we can use "Addison Exceptionalism" to justify anything we want... or don't want to happen. We are a unique and vibrant city, just like every. other. city. The things that work for cities in general, and peer cities in particular, would likely work here too.

I think this document realizes that, and the staff realize that, but I worry our future leaders will get caught in jingoism and we need to be very careful.

> Reply by **Jade** on **02/25/2025** at **4:11pm** [Comment ID: 4688] - Link
> *Question*
> *Agree: 0, Disagree: 0*
> Was this comment intended to be placed on the "We are at the center of everything" quote?

ECONOMIC DEVELOPMENT

"Make it easier for those interested in starting a business to rent temporary stalls/spaces within an entrepreneur hub/ building while they work on establishing themselves more permanently - a central location like this gives people hunting for interesting work or goods/services somewhere to look and connect."

"Get more locally owned business in and big box retailers out." 041

"Foster a diversified and innovative economy that attracts businesses, entrepreneurs, and future generations."

"More diverse shops near housing (e.g. florist, escape room, board games - basically not just restaurants and bars)"

"Restore dismally lost quality of life and quality of restaurant establishments to regain a par with surrounding regions"

INNOVATION

"Anything we do should be with the mindset that Addison approaches every issue with 'out of the box' thinking."

"Addison used to be considered bold and visionary, but it has lost its edge in some ways."

DEVELOPER COMMENT

"My biggest hope for Addison is to stay innovative and ahead of modern and progressive initiatives."

"Unleash creativity and innovation."

#041

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:36pm** [Comment ID: 4521] - Link
Agree: 1, Disagree: 0
These people will miss Target a lot, let's be honest. I think the best way is to reduce the parking minimums so that an infill development can be added to make the Target/Kroger area more walkable and support more businesses. These big box stores can be great anchors to actually great spaces.

Surely we don't need any more big boxes, but the ones we have can be turned into something pretty awesome

> Reply by **Jade** on **02/25/2025** at **4:13pm** [Comment ID: 4689] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit is necessary.
>
> Re: Tyler - this is a direct quote from survey respondents and focus group conversations and are not inherently directional.

How Engagement Informed This Plan

Vibrant Community Assessment



BASELINE ESTABLISHED

Engagement Opportunities





IDENTIFIED

- *Values*
- *Assets*
- *Aspirations*

Work Sessions

COUNCIL, PLANNING COMMISSION, & CPAC





REFINED RECOMMENDATIONS & ACTIONS

INFORMED DECISION MAKING PRINCIPLES

EDUCATIONAL CONCEPTS

Addison's strong fiscal health is due in large part to the Town embracing a development model over past decades that was more dense, integrated (use mix), and pedestrian-focused than much of the region, which adopted a more auto centric, suburban focus. Looking forward, Addison is well positioned to capitalize on the growing demand for walkable, mixed-use communities.

This section provides educational content on the fiscal impacts of the rate and pattern of growth. It also explains a broader context for how to think about walkability and ways to enhance the walkable experience. These core concepts are expanded upon and connected more directly to Addison in latter parts of the Plan.

ECONOMICS OF LAND USE

The Suburban Growth Experiment

For thousands of years, cities all over the world were built and grew incrementally out (horizontally), up (vertically) and more intensely (higher density) as resources allowed. This traditional pattern of development was characterized by a compact grid, narrower streets, and diverse building types (whose uses were flexible) all geared toward a human scale, and it was built in increments when the demand and money were available. New structures or streets were built next to existing buildings or infrastructure, because this was the most cost-effective way of growing.

Note

While the vast majority of DFW has grown in this more autocentric, suburban pattern, Addison committed to more walkable, mixed-use development with pockets of higher density.

When the automobile was invented, it led to what engineer and Strong Towns founder Charles Marohn coined the "suburban experiment." The creation of the highway system, increasing car ownership, and mass-scale housing programs rolled out after WWII combined to create a new environment where developers were able to purchase and develop land out on the edge for lower costs, and the suburbs were born. Streets and buildings became more spread out than ever before, and residential, commercial, and other uses were separated. Unlike the previous incremental growth, cities began to see massive amounts of housing, streets, and infrastructure being built over a much larger area in a short amount of time - typically just one or two decades.



An aerial View of Arapaho Park and the surrounding area, Belt Line Road is visible in the distance. The Dallas-Forth Worth Metroplex has been in a massive suburban growth mode for more than half a century. The pattern of development that accompanied this mode was significantly auto-oriented in nature.

Source: Dallas Municipal Archives

#042

Posted by **Aaron Benjamin** on **02/22/2025** at **9:59am** [Comment ID: 4466] - Link

Suggestion

Agree: 1, Disagree: 0

I would clarify this is Arapaho Park, Dallas as there is an Arapaho Park in both Dallas and Addison, and at first I assumed this was Addison.

> Reply by **Jade** on **02/25/2025** at **12:15pm** [Comment ID: 4666] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> add "in Dallas" after "Arapaho Park"

#043

Posted by **Susan M. Halpern** on **02/23/2025** at **2:35pm** [Comment ID: 4484] - Link

Question

Agree: 0, Disagree: 0

Should we start with a negative? If so, should we identify it as such in describing this section?

> Reply by **Jade** on **02/25/2025** at **4:20pm** [Comment ID: 4690] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit is needed here. Section header adjusted to make "educational concepts" more prominent and distinguish between Addison and the general economics of land use conversation that applies to much of the DFW region.

The Value of Different Development Patterns

044 045

Where, when, and how a city develops has a direct impact on a city's fiscal health. The form and process by which property develops in a community is its development pattern. Development patterns are caused by varied wants, needs, and desires amongst community leaders, residents, and developers. Below are three of the most common development patterns seen in Texas and across the United States: rural, suburban, and urban. Each of these patterns accommodates a certain amount of people, requires different amounts of infrastructure and public services, and consumes varying amounts of land.

Understanding the economic constraints these patterns present is key to helping build a resilient and fiscally sustainable place. The economics of land use, at a high level, pertains to how these different development patterns generate revenue back to the city in the form of property tax, sales tax, and other revenues. The development patterns also generate costs and liabilities in the form of services, property, and infrastructure that require maintenance over time. *To be financially sustainable, a City's development pattern and taxing structure must generate sufficient revenue to pay for services and infrastructure; not just today, but over time.*

RURAL



Value Per Acre	**LOW**
Infrastructure Costs	**LOW**
Service Levels	**LOW**
Population Per Acre	**LOW**
Cost Per Household	**LOW**

SUBURBAN



Value Per Acre	**MID**
Infrastructure Costs	**HIGH**
Service Levels	**HIGH**
Population Per Acre	**MID**
Cost Per Household	**HIGH**

URBAN



Value Per Acre	**HIGH**
Infrastructure Costs	**HIGH**
Service Levels	**HIGH**
Population Per Acre	**HIGH**
Cost Per Household	**LOW**

#044

Posted by **Susan M. Halpern** on **02/23/2025** at **2:37pm** [Comment ID: 4485] - Link
Suggestion
Agree: 0, Disagree: 0
I think it's a strange transition to what appears to be a new section about suburban growth

> Reply by **Jade** on **02/25/2025** at **4:21pm** [Comment ID: 4691] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> March draft changes page 40 right before this to make this section more obviously educational.

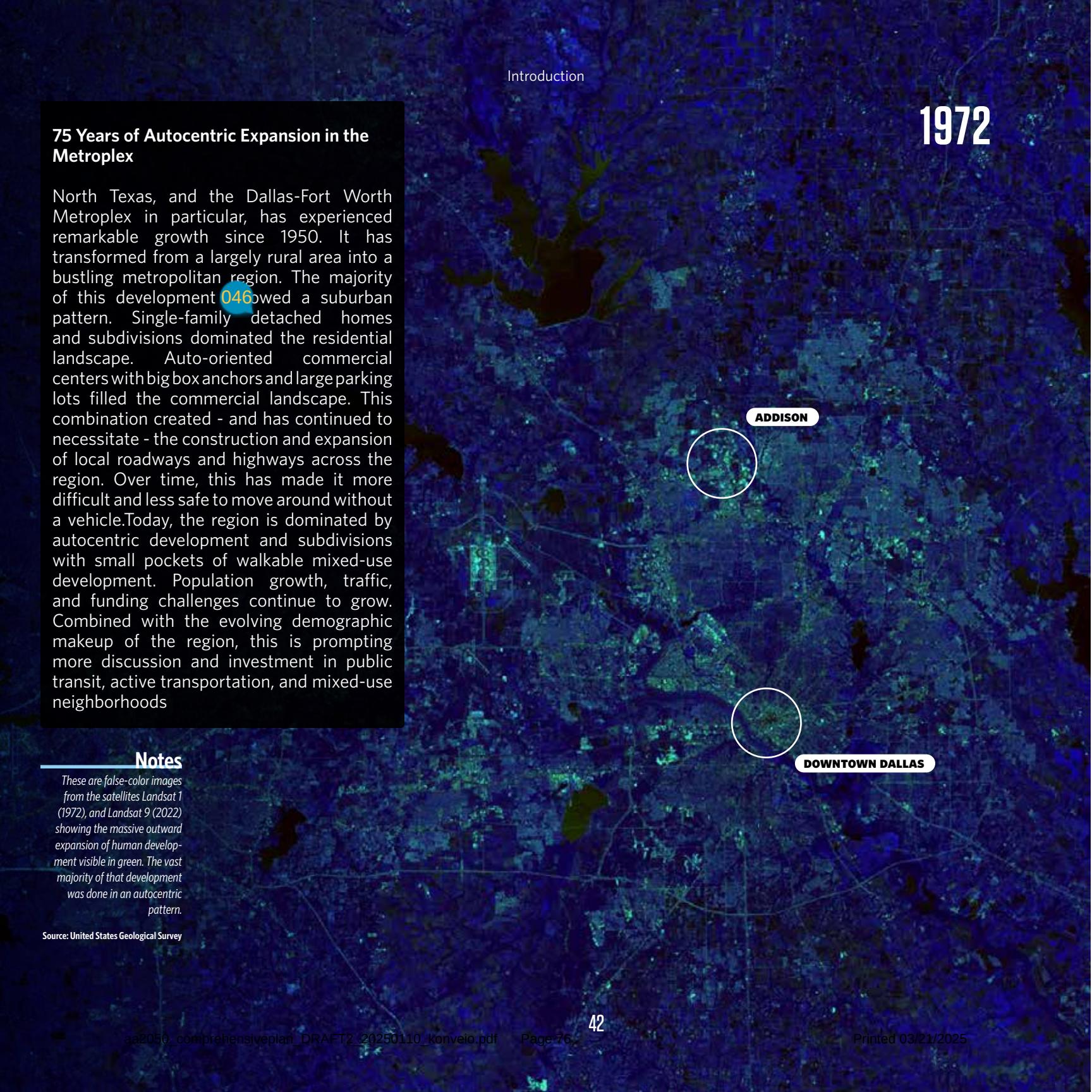
#045

Posted by **Susan M. Halpern** on **02/23/2025** at **2:40pm** [Comment ID: 4486] - Link
Suggestion
Agree: 0, Disagree: 0
I see now that this is reordered, I don't like the reordering. The prior order had different types then the discussion about suburban growth. Makes more sense to me.

> Reply by **Jade** on **02/25/2025** at **4:23pm** [Comment ID: 4693] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit requested at this time.
>
> Re: Sue - understood. March draft changes the layout a bit to make this section more clearly educational, and we believe it resolves this concern.

75 Years of Autocentric Expansion in the Metroplex

North Texas, and the Dallas-Fort Worth Metroplex in particular, has experienced remarkable growth since 1950. It has transformed from a largely rural area into a bustling metropolitan region. The majority of this development 046owed a suburban pattern. Single-family detached homes and subdivisions dominated the residential landscape. Auto-oriented commercial centers with big box anchors and large parking lots filled the commercial landscape. This combination created - and has continued to necessitate - the construction and expansion of local roadways and highways across the region. Over time, this has made it more difficult and less safe to move around without a vehicle.Today, the region is dominated by autocentric development and subdivisions with small pockets of walkable mixed-use development. Population growth, traffic, and funding challenges continue to grow. Combined with the evolving demographic makeup of the region, this is prompting more discussion and investment in public transit, active transportation, and mixed-use neighborhoods



Notes

These are false-color images from the satellites Landsat 1 (1972), and Landsat 9 (2022) showing the massive outward expansion of human development visible in green. The vast majority of that development was done in an autocentric pattern.

Source: United States Geological Survey

aa2050_comprehensiveplan_DRAFT2_20250110_konveio.pdf Page 76 Printed 03/21/2025

#046

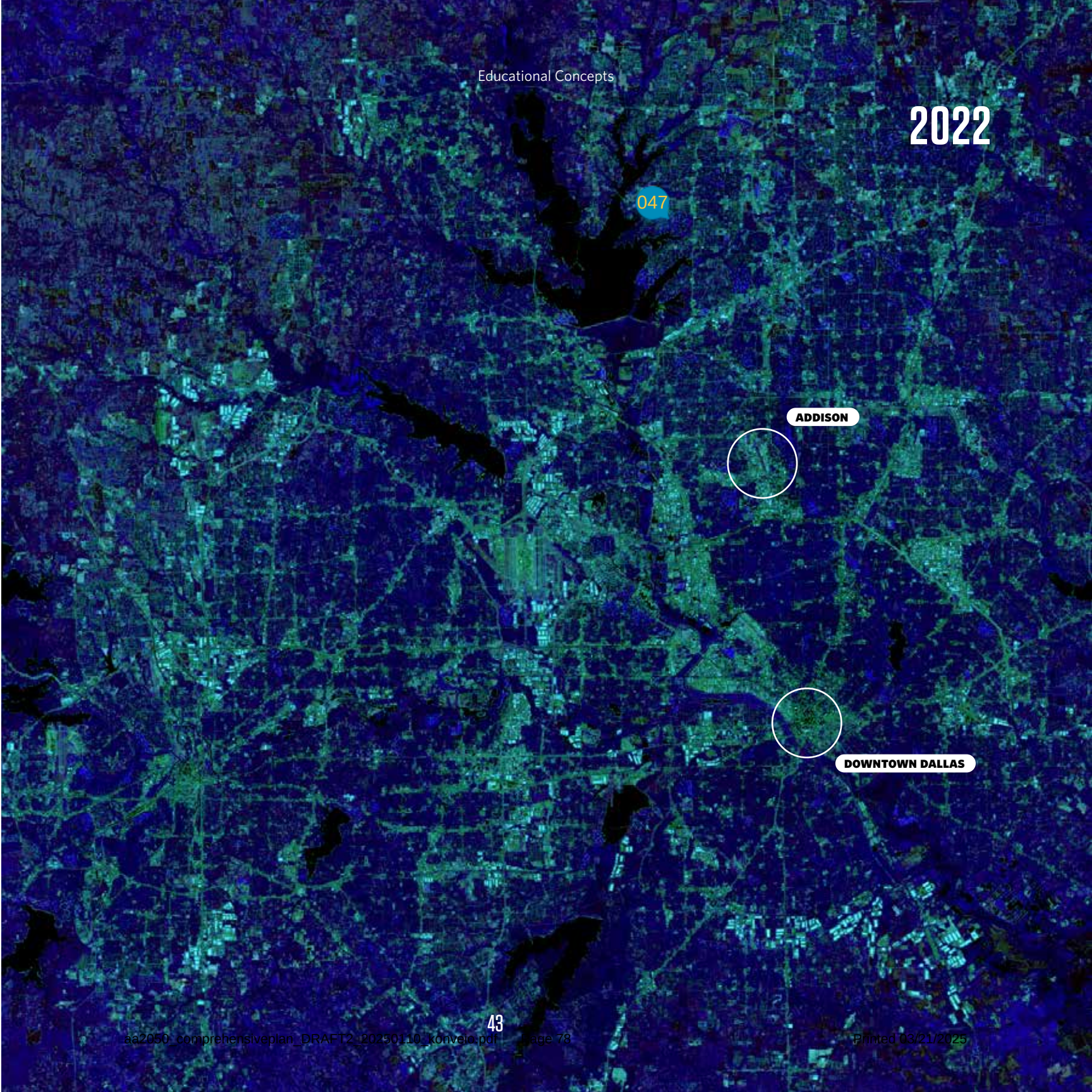
Posted by **Susan M. Halpern** on **02/23/2025** at **2:41pm** [Comment ID: 4487] - Link

Suggestion

Agree: 0, Disagree: 0

Still have justification issues.

> Reply by **Jade** on **02/25/2025** at **4:22pm** [Comment ID: 4692] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> This will be adjusted in the March draft.


2022
047
ADDISON
DOWNTOWN DALLAS

#047

Posted by **Susan M. Halpern** on **02/23/2025** at **2:43pm** [Comment ID: 4488] - Link
Suggestion
Agree: 0, Disagree: 0
I just don't think the two maps are persuasive or make the point.

> Reply by **Jade** on **02/25/2025** at **4:24pm** [Comment ID: 4694] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary at this time.
>
> Re: Sue - noted.

The Effects of Rate and Pattern of Growth

Note

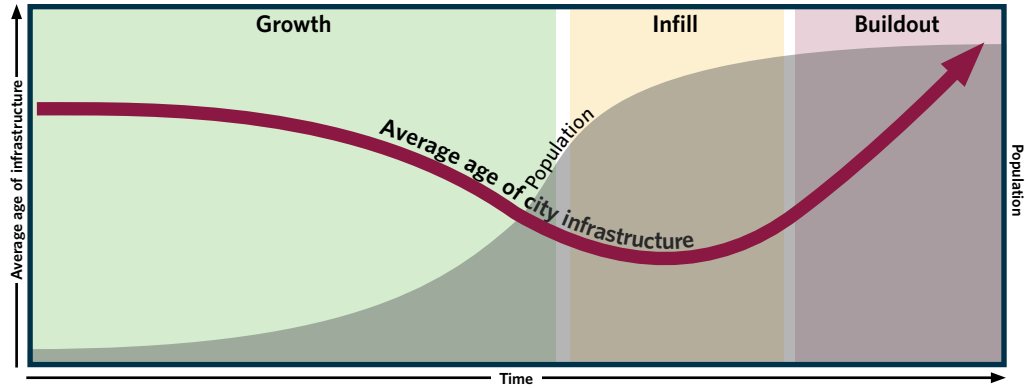
Being landlocked by surrounding municipalities has restricted Addison's outward expansion and limited the amount of infrastructure the Town has to maintain. Population has been added incrementally over time to gradually increase the Town's population density and help keep taxes and the cost per household affordable. Because of this combination, Addison is not facing massive infrastructure and service funding gaps like many suburbs are beginning to struggle with.

048

As the suburban growth model gained popularity, cities across the country embraced rapid growth without fully considering its long-term impacts. Developers built subdivision after subdivision, with a promise of additional rooftops and tax revenue, but also added miles of new infrastructure "at no cost to the city". This created what Marohn calls an "illusion of wealth," where the majority of the community appears new and affluent, and cities often have surplus budgets due to rapidly growing property and sales tax revenues and minimal infrastructure maintenance.

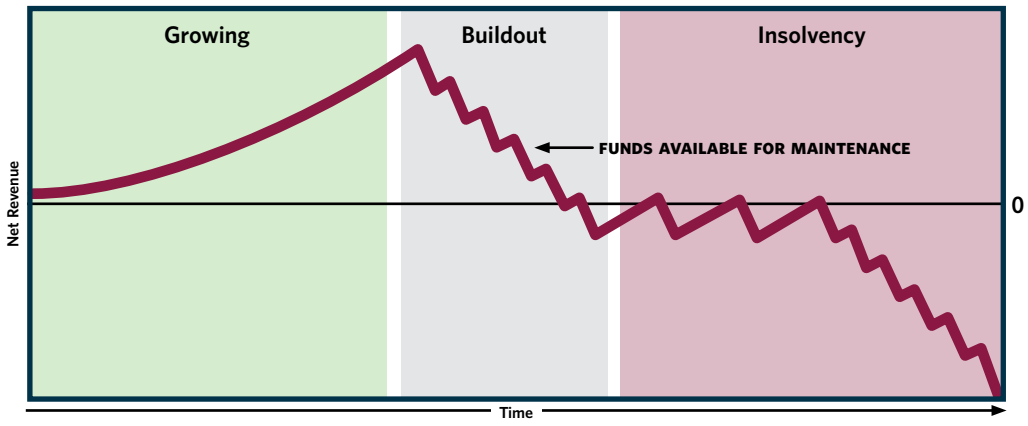
Today, the costs of this approach are becoming clear. As cities age and expand, the revenue boost from new development slows, and infrastructure built decades ago requires significant maintenance or replacement. Community leaders struggle to meet expectations for basic services with limited resources, leading to a cycle of patching what they can and postponing the rest. Eventually, neighborhoods deteriorate, prompting those who can afford it to leave, while others are left in declining conditions.

Illusion of Wealth



Typically, as a city reaches buildout, the average age of infrastructure (streets & utilities) outpaces the ability of the city's population to fund maintenance costs.

Cycle of Decline



While a city grows, new revenue comes in. No major maintenance is required because infrastructure is brand new. When a city stops growing, the existing infrastructure is older and repairs are needed. It is impossible to recover from those repair expenses if the development patterns are never adjusted.

#048

Posted by **Susan M. Halpern** on **02/23/2025** at **2:46pm** [Comment ID: 4489] - Link

Suggestion

Agree: 1, Disagree: 0

This is important and distinguishes us, it should be emphasized. Why place it in such a small note.

> Reply by **Tyler Wright - CPAC** on **02/23/2025** at **4:47pm** [Comment ID: 4523] - Link
>
> *Agree: 0, Disagree: 0*
>
> Agreed, this is a big, bold, capital A Advantage that we have against almost every other city in the metroplex. This is main body material

> Reply by **Jade** on **02/25/2025** at **4:25pm** [Comment ID: 4695] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Staff is adjusting notes in the March draft to make key takeaways like this more prominent.

Land Use Fiscal Analysis

WHY IT'S IMPORTANT

To align development, services, and revenues, cities need a common framework to address challenges and develop shared solutions. Land use fiscal analysis is a powerful tool for guiding discussions and informing decisions on land use, development, infrastructure, and budgeting. This analysis examines property taxes and general fund service costs at a parcel level, using property tax revenue per acre and net revenue per acre to map the fiscal productivity (revenue minus service costs) of each property in the city. By quantifying revenues and costs per parcel and per acre, it reveals how different land uses and development patterns perform and identifies which parcels generate enough revenue to cover service costs, versus those that require subsidies from other parts of the city.

MEASURING THE VALUE OF DEVELOPMENT PATTERNS

Not all types of development yield the same return on investment. Our most financially productive areas, measured by property tax revenue per acre, are often clustered around older downtown developments and walkable neighborhoods. Studies nationwide show that small-lot, street-front businesses in compact, walkable areas—like historic main streets—are far more productive per acre than suburban, auto-oriented sites with larger lots and parking areas. This development style requires less infrastructure and adapts easily to new uses, unlike big box and strip centers, which consume more land, need more infrastructure, and are harder to repurpose as markets change.

NOTABLE CONNECTION: INTRODUCTION

Many concepts on this page tie directly to the Land Use Fiscal Analysis that begins on page 86.

Dallas County Parcels, Assessed Value



Dallas County Parcels, Assessed Value per Acre



Notes

The parcel-level analysis of Dallas County's assessed values (left map) shows a fairly even distribution across the county. However, the right map, illustrating value per acre, reveals a strong concentration in the urban core, particularly downtown Dallas, extending north into Highland and University Parks—and notably, Addison stands out as a concentrated value hub even at this scale. Across both maps, darker greens represent higher value.

#049

Posted by **Susan M. Halpern** on **02/23/2025** at **2:48pm** [Comment ID: 4490] - Link

Suggestion

Agree: 0, Disagree: 0

The maps are hard to read and not persuasive in making the point.

> Reply by **Jade** on **02/25/2025** at **4:28pm** [Comment ID: 4696] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Add a notable takeaway reference to the vision, value, and priority outcomes survey next to these maps. The map illustrates that a higher value per acre is available in the urban core, which supports Addison's vision and values survey results that showed growth in an urbanized/urbanizing context as a high priority.

Commercial Development Pattern Values

NOTABLE CONNECTION:
INTRODUCTION

Public support for development patterns that provide higher revenue to the city was found throughout the engagement process. More information on the engagement that went into this plan can be found startin on page 18.

Different patterns of commercial development can produce significantly different values on a per acre basis. Since value per acre gives the most apples-to-apples comparison of properties, it is a useful metric to understand what patterns are going to help Addison become a more financially strong and sustainable place without overburdening taxpayers. Denser commercial patterns with vertical buildings and structured parking provide a sizable increase in revenue per acre over those that are more spread out with large parking lots. Addison has a healthy mix of commercial patterns. Continuing to evaluate and encourage a commitment to walkable, mixed-use commercial development will further strengthen Addison's tax base and relieve tax pressure on residents.

Suburban Strip Center
ADDISON TOWN CENTER, ADDISON



Total Assessed Value	Total Acres
$ 42,042,920	40.86

Assessed Value Per Acre
$ 1,028,951

Semi-Walkable Commercial Center
VILLAGE ON THE PARKWAY, ADDISON



Total Assessed Value	Total Acres
$ 109,441,910	31.70

Assessed Value Per Acre
$ 3,452,426

Commercial Mixed-Use Town Center
LEGACY WEST, PLANO



Total Assessed Value	Total Acres
$ 605,093,413	38.86

Assessed Value Per Acre
$ 15,571,112

Notes

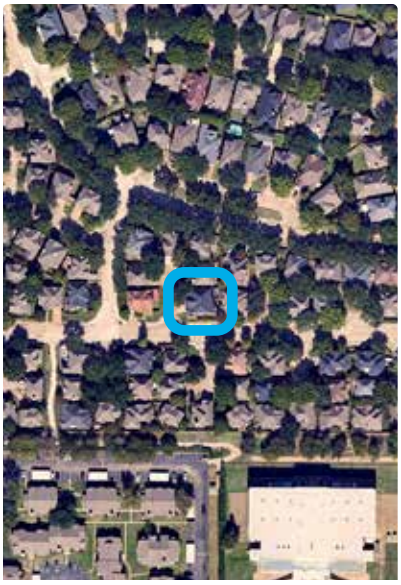
Market research and input from local business leaders reinforced a shift in commercial preference toward more walkable, mixed-use development. The Town should monitor these trends and look for opportunities to retrofit and/or redevelop commercial properties to maintain its identity and strong fiscal position.

Acreages shown are rounded to the hundredth of an acre, and values per acre are calculated from these rounded parcel sizes. Parcel measurements at the central appraisal district can be more precise than this, and calculating value per acre to the thousandth or ten-thousandth of an acre will result in very slightly different values.

Residential Development Pattern Values

The incorporation of diverse residential products can also impact the town's taxable value in a positive way. Residential development is often described as a "loss leader" that costs more to serve than it produces in revenue, with the expectation that commercial development will make up the difference. However, there are some residential typologies that are more productive in terms of revenue per acre while still being affordable, such as townhomes and smallplexes. Addison's balance of suburban single family homes and more dense, urban options has resulted in a robust tax base for the city, enabling Town leaders to keep the tax rate at an affordable level.

Suburban Single-Family
LES LACS



Total Assessed Value	Total Acres
$ 473,739	0.13

Assessed Value Per Acre
$ 3,644,146

Urban Townhomes
ADDISON CIRCLE



Total Assessed Value	Total Acres
$ 22,179,540	2.22

Assessed Value Per Acre
$ 9,990,784

Residential, with Mixed-Use Component
ADDISON CIRCLE



Total Assessed Value	Total Acres
$ 96,278,330	7.05

Assessed Value Per Acre
$ 13,656,501

Notes

Addison is a mature community with established single family and urban mixed-use neighborhoods. The Place Types, Spectrum of Change map, and implementation recommendations to create neighborhood-specific action plans provide the framework to customize the pace and character of change in the different parts of the Town as market conditions and resident preferences evolve.

Acreages shown are rounded to the hundredth of an acre, and values per acre are calculated from these rounded parcel sizes. Parcel measurements at the central appraisal district can be more precise than this, and calculating value per acre to the thousandth or ten-thousandth of an acre will result in very slightly different values.

Creating a Fiscally Informed Plan

This document is intended to be a plan for the future of Addison that is directly informed by, and adapted to, the fiscal realities of the community. Addison's past commitment to compact, urban style development has put the Town in a fairly strong fiscal position, but there are parts of the town that are aging and in need of reinvestment. Intentionally guiding development and redevelopment into certain areas of the town and in particular patterns can increase revenues, improve service efficiency and limit costs, and strengthen the Town's fiscal position even further over time. In order to create this type of plan and recommend strategies to ensure a resilient future for the Town, there are a few questions to consider:

1. ***What policies support a fiscally productive and resilient pattern?***

   This is crucial. In many areas, the most fiscally productive development patterns are either restricted by current codes and design standards or face strong "Not in My Backyard" (NIMBY) opposition. This Comprehensive Plan emphasizes educating the community and refining policies to enable these productive development approaches.

2. ***How are the current development patterns in the town performing?***

   More frequent financial reports on land use performance and future infrastructure liabilities will inform the Town of each development type's financial impact and contribution to overall fiscal health.

3. ***What people and organizations can partner with the Town to build quality infill and small projects?***

   Over the past 60 to 80 years, much of the rapid growth, especially in North Texas, has been driven by large multi-regional and national firms. Addison has benefited from these larger developers, but to continue thriving, small infill and redevelopment projects will become increasingly important. This requires actively seeking local developers willing to build one building, parcel, or block at a time and connecting them to the necessary resources for success.

4. ***How can the current development pattern change to provide more value per acre?***

   The fiscal analysis identifies properties with the highest and lowest values per acre. High-value properties generate enough tax revenue to cover service costs, while low-value properties do not. Understanding the financial impact of each development type helps the Town capitalize on infill, redevelopment, or greenfield opportunities to maximize returns on public investments and offset service costs of underperforming properties.

Factors Affecting Affordability and Fiscal Sustainability

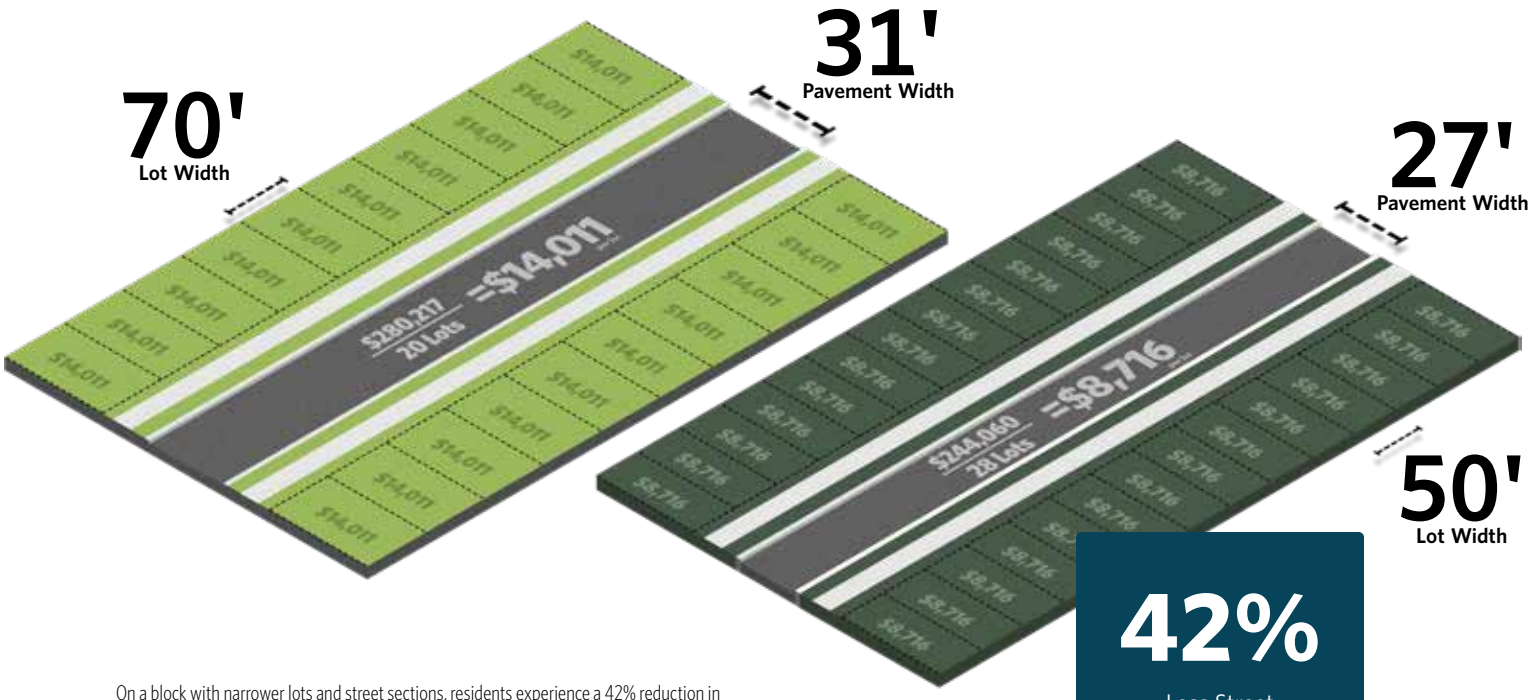
STREET AND LOT WIDTHS

Street maintenance and replacement is typically paid for through property taxes. The width of a street and the number of lots located along that street directly impact the proportionate amount each lot or household should contribute to maintain the street. The wider the street, the more expensive it is to maintain and rebuild - anywhere from $750,000 to $2 million per 11' lane-mile, depending on if the street is asphalt or concrete, sidewalk widths, and other features.

The household or lot's share of the replacement cost is impacted by the number of properties fronting the street. The greater the lot width (70' in this example) the fewer lots on the street, resulting in a higher share of the street cost per lot. Smaller lot widths (50' in this example) mean more lots can be created on the same length of street, spreading the cost among more lots, which reduces each lot's share.

Note

Addison has a limited amount of arterials to maintain, and residential development tends to have narrower streets and compact lots more in line with the example on the right of this graphic.



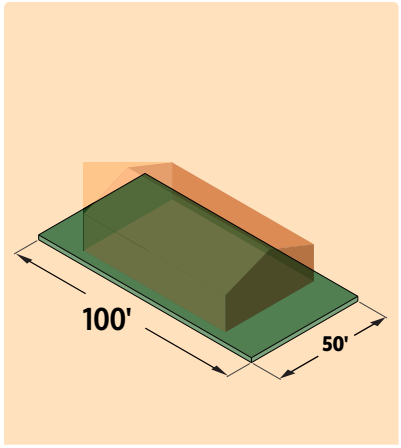
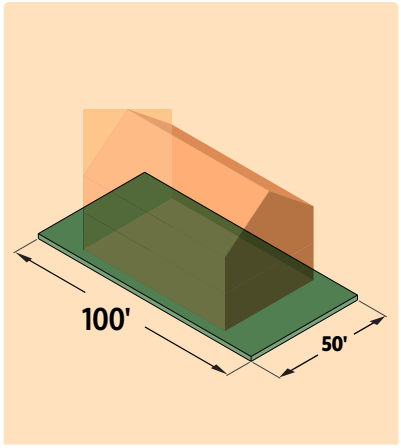
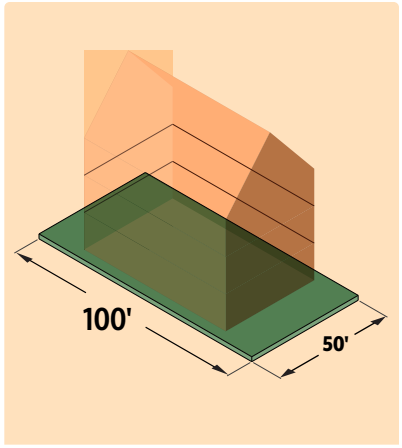
On a block with narrower lots and street sections, residents experience a 42% reduction in infrastructure replacement costs, significantly decreasing their individual financial burden. When applied citywide, these savings greatly reduce the cost burden on taxpayers, helping to maintain more affordable property taxes and allowing residents to benefit from lower municipal expenses. This reduction in individual cost can make a meaningful difference in keeping household expenses manageable.

BUILDING HEIGHT

NOTABLE CONNECTION:
INTRODUCTION

Value per acre is an important metric for developed parcels because infrastructure like streets and their maintenence, should be able to be paid for by the property taxes generated by that parcel. Information about street replacement costs can be found on page 87.

Building additional stories on a parcel significantly increases its value by expanding usable space without requiring more land. Adding a second story almost doubles the improvement value, and each additional story further boosts it, substantially raising the total taxable value of the property. For the city, this means a multiplier effect on tax revenue, providing crucial funding for public services like schools, parks, and infrastructure. Simply put, building upwards greatly enhances property value and generates significant tax revenue to support community needs.

Single Story	Two Story	Three Story
		
5,000 Square Foot Lot	5,000 Square Foot Lot	5,000 Square Foot Lot
48% Lot Coverage	48% Lot Coverage	48% Lot Coverage
$706,000 Appraised Value	$1.125M Appraised Value	$1.554M Appraised Value
$6.42M Value Per Acre	$10.23M Value Per Acre	$14.13M Value Per Acre

Note

This graphic demonstrates how increasing the development intensity of a parcel by building vertically can lead to higher property tax revenue for the city. Using real Addison data from the 2023 tax year, average residential land values per square foot were calculated to determine land value, while average home values per square foot were calculated for one-, two-, and three-story homes. These values were then applied to hypothetical 5,000-square-foot lots and each of the successively larger homes, at 2,400, 4,800, and 7,200 square feet. The appraised values represent the sum of the calculated land and

#050

Posted by **Aaron Benjamin** on **02/22/2025** at **10:18am** [Comment ID: 4467] - Link

Suggestion

Agree: 0, Disagree: 0

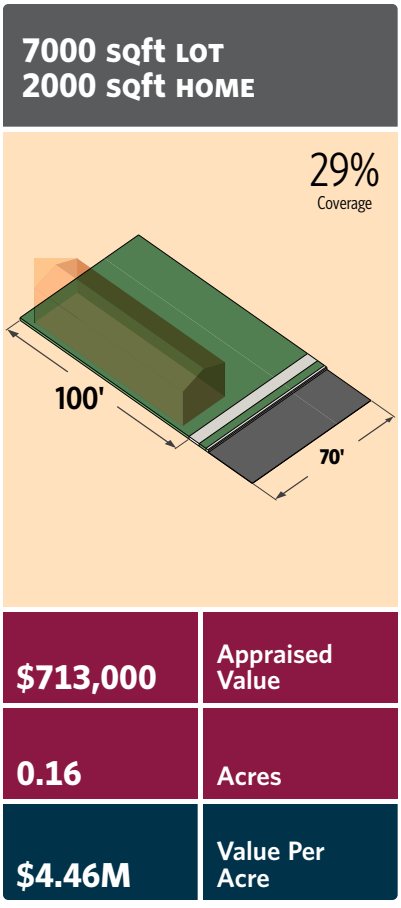
Looks like this note got cut off.

> Reply by **Jade** on **02/25/2025** at **12:17pm** [Comment ID: 4667] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Yes. Notes being adjusted in March draft.

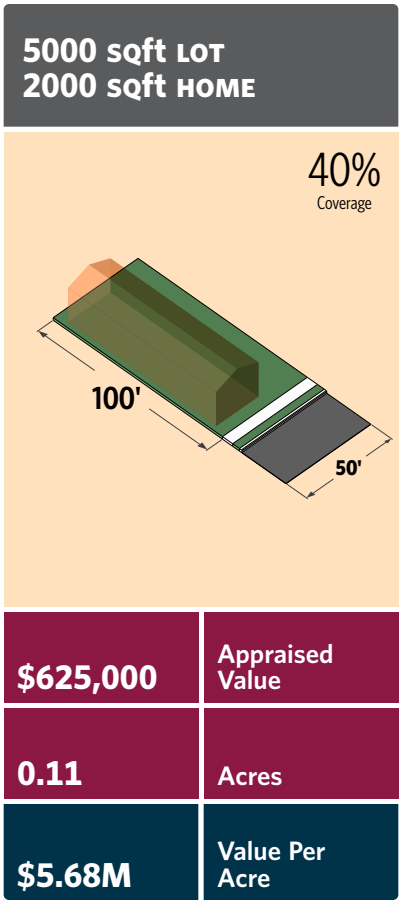
LOT COVERAGE 051

When more of a parcel of land is developed, the overall property value increases because value is created by the improvements made on the land. The taxable value of a property is the sum of the land value and the improvement value, so a larger building results in a higher taxable value. This means the city collects more in property taxes, generating additional revenue that funds public services such as parks, infrastructure, and schools. In essence, maximizing the use of a parcel increases property value, leading to higher tax revenues that support community services and further development.

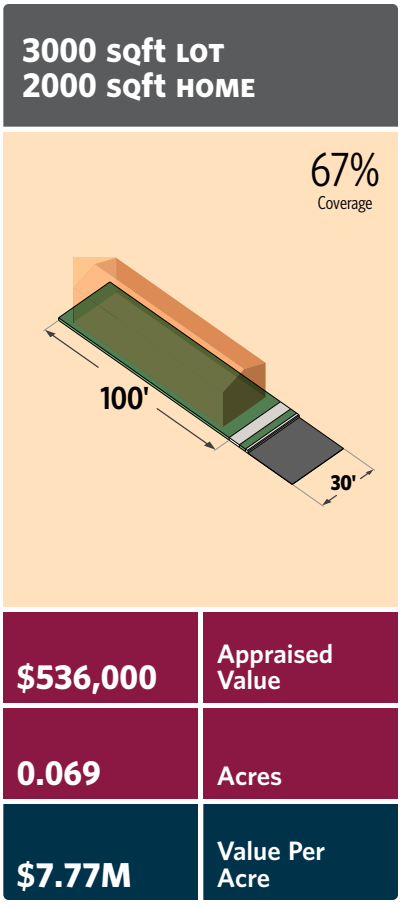
Low Lot Coverage



Mid-Level Lot Coverage



High Lot Coverage



Note

This graphic demonstrates how increasing the development intensity of a parcel by more efficiant use of the parcel itself can lead to higher property tax revenue for the city. Using real Addison data from the 2023 tax year, average residential land values per square foot were calculated to determine land value, while the average home value per square foot of a one-story home calculated. These values were then applied to hypothetical 2,000-square-foot home and each of the successively smaller lots. The appraised values represent the sum of the calculated land and home values.

#051

Posted by **Aaron Benjamin** on **02/22/2025** at **10:20am** [Comment ID: 4468] - Link

Suggestion

Agree: 1, Disagree: 0

I would put lot coverage before building height, as lot coverage comes up as a concept in the building height section, but not the other way around.

> Reply by **Jade** on **02/25/2025** at **12:17pm** [Comment ID: 4668] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> Swap order of pages 50/51

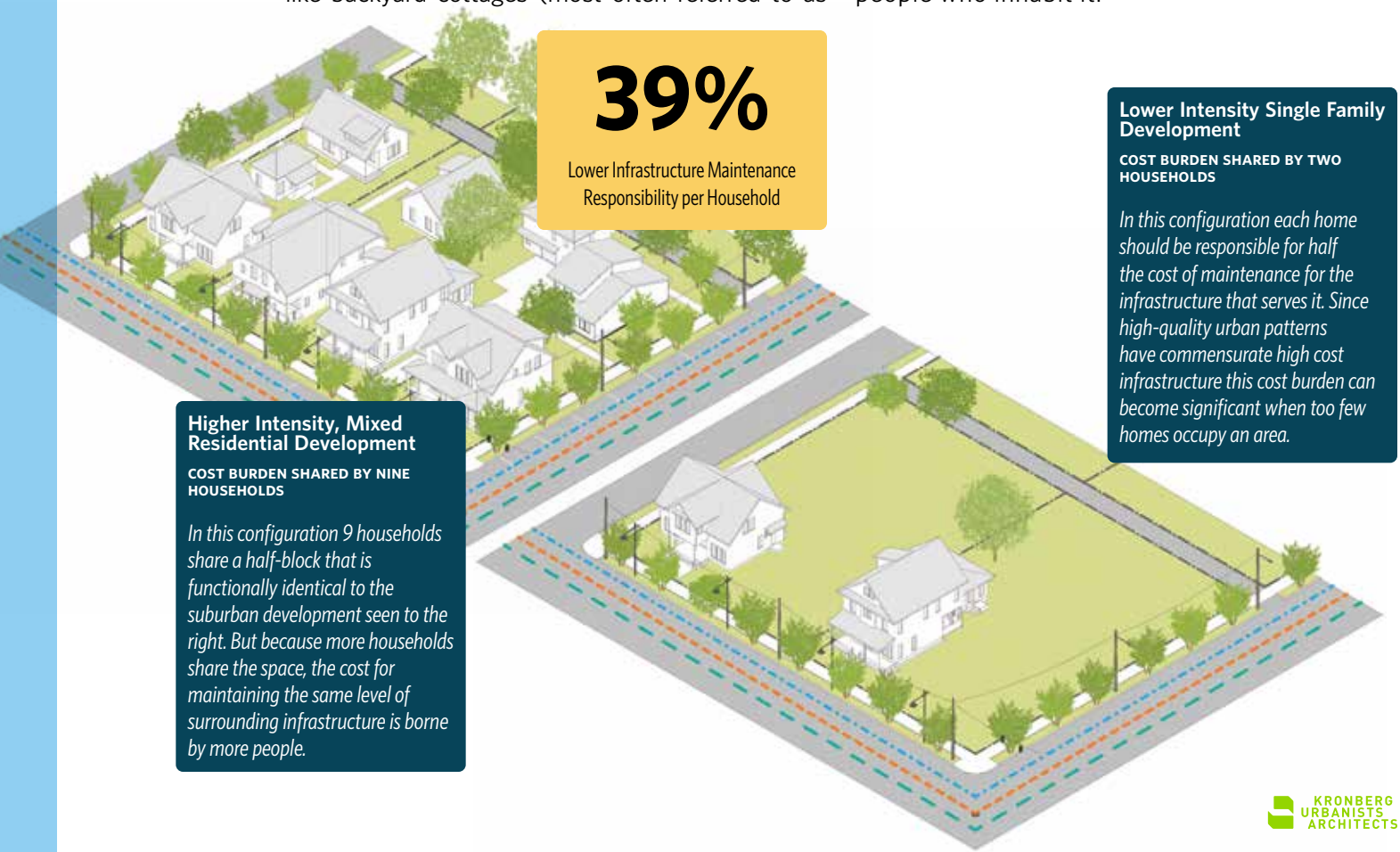
INTENSITY OF DEVELOPMENT

Note

Addison's higher density, mixed-use development maximizes infrastructure and allows costs for infrastructure and public services to be distributed across more households. This limits tax obligations for property owners and allows the Town to focus more resources on quality services and public amenities.

The intensity of a development pattern significantly affects the city's ability to cover its costs. In the graphics below, Kronberg Urbanists + Architects illustrate how two similar blocks incur the same infrastructure costs for power, water, and wastewater access. However, one block spreads these costs across two properties, while the other distributes them across many more, resulting in a different tax burden for residents. When costs are distributed over more properties, the individual tax burden is lower, making it easier for residents to manage expenses. Additionally, housing types like backyard cottages (most often referred to as Accessory Dwelling Units, or ADUs) and duplexes offer an added benefit by creating a revenue stream for property owners, enabling them to age in place or maintain quality of life as they grow older.

Many residents assume that higher-density development leads to a crowded and unpleasant neighborhood. However, as illustrated, a higher intensity of development can still create a neighborhood that feels similar to the streets many of us grew up on—provided that the building form is scaled appropriately to the people who inhabit it.



ELEMENTS OF WALKABILITY

Improving walkability and creating a fully walkable community is a more holistic endeavor than just building sidewalks. Efforts were made throughout the planning process to share educational content about walkability with the community and explore opportunities and challenges in different areas of the Town. One of the primary resources referenced was Jeff Speck, a renowned city planner, urban designer and author of two best-selling books on walkability in cities. His "General Theory of Walkability" outlines four essential elements of walkability: usefulness, safety, comfort, and interest. The following pages expand on steps that can be taken to improve these four elements and references to the Planning Components that incorporate them. By focusing on these four elements simultaneously, Addison can create environments that encourage walking, leading to a healthier, more vibrant, and sustainable community.

Walkability is an important part of Addison's identity today, and continuing to enhance access, connections, and the experience for people moving around the Town outside a vehicle will be important to recruiting and retaining residents and businesses in the future. Throughout the planning process, residents and business stakeholders mentioned the desire and need for Addison to become more walkable. Residents would like neighborhoods to be better connected to each other, commercial centers, and public spaces while current and future employers cite walkability and human-scale experience as key factors when choosing where to locate their business. Additionally, recent studies from organizations such as AARP (formerly the American Association of Retired Professionals) and the National Association of Realtors have highlighted the emerging importance of walkability, particularly to the aging population and young professionals.

Improving walkability and creating a fully walkable community is a more holistic endeavor than just building sidewalks. Efforts were made throughout the planning process to share educational content about walkability with the community and explore opportunities and challenges in different areas of the Town. One of the primary resources referenced was Jeff Speck, a renowned city planner, urban designer and author of two best-selling books on walkability in cities. His "Gen Theory of Walkability" outlines four essential elements of walkability: usefulness, safety, comfort, and interest. The following pages expand on steps that can be taken to improve these four elements and references to the Planning Components that incorporate them. By focusing on these four elements simultaneously, Addison can create environments that encourage walking, leading to a healthier, more vibrant, and sustainable community.

052



Note

Land use, housing and commercial typologies, and infrastructure all work together to enhance (or hinder) walkability. As such, all three components in this Plan expand on the elements of walkability and include recommendations that will work together to enhance walkability in Addison.

#052

Posted by **Aaron Benjamin** on **02/22/2025** at **10:27am** [Comment ID: 4471] - Link
Suggestion
Agree: 0, Disagree: 0
This same passage is included twice.

> Reply by **Jade** on **02/25/2025** at **4:30pm** [Comment ID: 4698] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> This is being edited in the March draft.

#053

Posted by **Aaron Benjamin** on **02/22/2025** at **10:25am** [Comment ID: 4470] - Link
Suggestion
Agree: 0, Disagree: 0
Add callback to page 24 of the introduction where 87% of respondents said they wanted improved walkability?

> Reply by **Jade** on **02/25/2025** at **4:29pm** [Comment ID: 4697] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Staff to discuss which "callback" should be referenced in the notable connections part.

Element

1 USEFULNESS

Notes

According to the 2023 Community & Transportation Preference Survey commissioned by the National Association of Realtors, respondents who strongly agree that there are "lots of places to walk nearby" are more likely to be satisfied with their quality of life.

NOTABLE CONNECTION:
LAND USE & DEVELOPMENT CHARACTER

Place Types, which are first discussed on page 113, and then explored in-depth beginning on page 118 both are directly related to "Mix the uses" and "Get the parking right".

NOTABLE CONNECTION:
HOUSING & NEIGHBORHOODS

"Mix the uses" connects directly to Neighborhood Typologies onpage 161

NOTABLE CONNECTION:
MOBILITY & CONNECTIVITY

Topics connected to "Let transit work" including the Addison Station TOD, and local circulator service are covered in this Planning Component beginning on page 169.

For a walk to be useful, it must connect people to the places they need to go, such as work, shops, parks, and schools. This means having a mix of land uses within walking distance, so that daily errands can be accomplished on foot. A walkable city ensures that essential amenities are conveniently located, reducing the need for car travel.

HOW TO MAKE WALKS MORE USEFUL

1. ***Put cars in their place:*** Don't try to design everywhere for cars and people. Prioritize places for cars and places for people and design accordingly.
2. ***Mix the uses:*** Integrate residential, employment, shopping, dining, and entertainment uses together.
3. ***Get the parking right:*** Parking lots consume valuable land, hurt walkability, and encourage driving. Development and infrastructure must be transformed together to reduce the need for parking.
4. ***Let transit work:*** Incorporate a range of public transportation options (not just light rail) to support the "first and last mile" for people to get to and from their front door to the larger transportation systems such as DART and the airport.







#054

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:54pm** [Comment ID: 4525] - Link
Agree: 0, Disagree: 0
Word, people look down on busses but they are the most powerful and flexible tool a transit agency has.

> Reply by **Jade** on **02/25/2025** at **4:30pm** [Comment ID: 4699] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> No edit necessary.

#055

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:53pm** [Comment ID: 4524] - Link
Agree: 0, Disagree: 0
Excellent pictures here, I want to visit all these places

> Reply by **Jade** on **02/25/2025** at **4:33pm** [Comment ID: 4700] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.

Element 2

SAFETY

Safety in walkability involves protecting pedestrians from traffic and crime. This can be achieved through well-designed crosswalks, pedestrian signals, and traffic calming measures like narrower streets and speed bumps. Additionally, good lighting and active street fronts with plenty of eyes on the street contribute to a sense of security.

HOW TO MAKE WALKS SAFER

1. ***Protect the pedestrian:*** Design corridors, sidewalks, and intersections to limit vehicle-pedestrian conflict points and when these points exist, design them to protect the pedestrian first.

2. ***Welcome bikes:*** Cycling and walkability go hand-in-hand; when cyclists feel comfortable, so do pedestrians. Building a network of well-designed bike facilities is a cost-effective way to bridge the gap between driving and walking and support the first/last-mile needs to supplement the public transit system.







Notes

Millennials, more than any other generation, want their community leaders to provide convenient alternatives to driving - such as walking, biking, and public transportation. This comes from the 2023 Community & Transportation Preference Survey.

NOTABLE CONNECTION:
MOBILITY & CONNECTIVITY

Ways to make walks safer are covered extensively in the Mobility & Connectivity component, including topics such as designing for context on page 177, traffic calming options on page 179, as well as active transportation on page 182.

Element

3 COMFORT







Comfort refers to the walk's physical environment. Sidewalks should be wide, well-maintained, shaded, and offer seating. Buildings should create a sense of enclosure, making the street feel like an outdoor living room. Comfortable walks encourage outdoor activity and strengthen community bonds.

Note

Shaping the built environment and the spaces that people inhabit is one of the principal jobs of municipal planning. As such shaping space is covered across all planning components. Specific elements in various Planning Components that tie directly to shaping spaces are referenced below.

NOTABLE CONNECTION: LAND USE & DEVELOPMENT CHARACTER

Place Types, 113.

NOTABLE CONNECTION: HOUSING & NEIGHBORHOODS

Neighborhood Typologies, page 161. *Completing Neighborhoods*, page 166.

NOTABLE CONNECTION: MOBILITY & CONNECTIVITY

Calming Traffic in Different Contexts, page 178. *Prioritizing Active Transportation...*, page 182.

HOW TO MAKE WALKS MORE COMFORTABLE

1. ***Shape the spaces:*** Prioritize aesthetics in design of streets, buildings, and public spaces and fill in vacant lots and sidewalk gaps.

056

#056

Posted by **Susan M. Halpern** on **02/23/2025** at **2:57pm** [Comment ID: 4491] - Link
Question
Agree: 0, Disagree: 0
Specify use of trees to create a canopy?

> Reply by **Jade** on **02/25/2025** at **4:34pm** [Comment ID: 4701] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Incorporate Sue's commentary into the edited layout for walkability. Canopy and shade are essentail elements for comfort.

Element

4 ENGAGING

A walk must be engaging, with diverse, visually appealing buildings, public art, and lively streets. Unique shops, cafes, and attractions along the way enhance the experience, making walking more appealing than other transportation options.

HOW TO MAKE WALKS MORE ENGAGING

1. ***Make friendly and unique (building) faces:*** Design public realm and building facades to be visually appealing and encourage interaction.

2. ***Pick your winners:*** Not everywhere can be fully walkable. Prioritize areas that have the fewest barriers and most potential, focus efforts in these places, and then connect the rest of the town together.





Notes

According to the 2023 Community & Transportation Preference Survey, Gen Z is willing to spend more for a dwelling in a walkable community - more so than any other generation.

NOTABLE CONNECTION:
LAND USE & DEVELOPMENT CHARACTER

***Place Types*, (113, 118-117) and Spectrum of Change (page 135) are connected to making buildings more friendly and unique and picking your walkability winners.**

NOTABLE CONNECTION:
HOUSING & NEIGHBORHOODS

See *Completing Neighborhoods* page 166.

NOTABLE CONNECTION:
MOBILITY & CONNECTIVITY

Supporting transit in the places it makes sense is part of picking your winners. Transit is covered beginning on page 180.

INTRODUCTION TO ADDISON



A HISTORY OF INNOVATION

Addison has always been an innovative and progressive place. Throughout the Town's history, Town leaders have routinely made decisions that intentionally differentiated Addison from other cities in the region.

The Town of Addison was settled as early as 1846 but was not incorporated until June 1953. The foundation of Addison's development started with construction of the Cotton Belt rail line in 1888 and expanded in 1956 with the construction of Addison Airport. In the early 1970s, the Dallas North Tollway (DNT) was being extended to the north and proposed to run through Addison. With Addison well positioned to capitalize on growth but with a limited land footprint, this is when the first progressive decisions were made by Town leaders. First, the Town paid to build the mainlanes of the tollway below ground (versus at or above grade). While the highway did create a barrier between east and west Addison, this decision limited the amount of land required for above ground structures and maintained sight lines to adjacent properties on both sides of the corridor. Second, in 1975, town leaders held a special liquor sales election which would allow the sale of alcoholic beverages. With many of the surrounding communities still "dry", this was seen as a progressive decision that turned out to be a great economic catalyst for the Town. This decision and subsequent approval vote set the foundation for Addison to develop a premier group of quality restaurants and hotel destinations in the region with the intersection of Belt Line and the DNT as the epicenter. Finally, beginning in 1975 the Town began the process of purchasing the Addison Airport with a Federal Aviation Administration (FAA) grant, making it an asset the Town would control and benefit from going forward.

#057

Posted by **Susan M. Halpern** on **02/23/2025** at **3:01pm** [Comment ID: 4492] - Link

Suggestion

Agree: 0, Disagree: 0

I think "barrier" is inappropriately negative. It was a necessity to allow continuity along Beltline Road and also shielded us from at least some of the noise.

> Reply by **Jade** on **02/25/2025** at **4:36pm** [Comment ID: 4702] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Edit "barrier" to say "While the highway did bisect east and west Addison,..."



The Town has also been a regional leader in the residential development realm. After some research and careful consideration of the existing office and retail uses and limited land area available, Town leaders found aspects of New Urbanism development to be a good fit for the Town. This approach prioritized placemaking, walkability, and mixing of uses and residential types. This was in stark contrast from the suburban pattern being built throughout the region, which prioritized single-family detached homes on larger lots and autocentric commercial in the form of strip centers and "big box" retail. The first development to incorporate these principles was Addison Circle. Higher-density housing in a mixed-use environment with office, retail and other commercial uses took root, and this became the default approach used for new residential and commercial developments throughout the Town. Developments have been enhanced with high quality public spaces and parks, and the Town continues to work to expand the network of trails and public art that further enhances the appeal, safety, and vibrance of the community. Newer developments like Vitruvian continue to embrace this approach.

In the last decade, development has transitioned to more of a redevelopment and infill context. The 2013 Comprehensive Plan identified specific areas that needed to be redeveloped and reinvented as well as areas that needed to be preserved and protected. The roadmap laid out in the Comprehensive Plan was followed up with several special area studies including plans for the Addison Circle and TOD area, the Inwood Road Enhancement Zone, and Midway South. Several of Addison's most successful developments have been a result of these more focused planning initiatives.

Notes

Addison's commitment to innovation with walkable urbanism began in the 1970s, was illustrated at Addison Circle, and was further cemented with the 2013 Comprehensive Plan.

Information for this historical narrative pulled from the 2013 Town of Addison Comprehensive Plan.

#058

Posted by **Liz Oliphant** on **02/24/2025** at **3:16pm** [Comment ID: 4597] - Link
Agree: 0, Disagree: 0
Upper right photo - Where is this? Not Addison, I don't believe.

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **5:03pm** [Comment ID: 4634] - Link
> *Agree: 0, Disagree: 0*
> It's a view of the district 1 townhomes looking towards the southwest, looks like it was captured over the allegro apartments
>
> Reply by **Jade** on **02/25/2025** at **4:38pm** [Comment ID: 4703] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary
>
> This is a photo of District A Townhomes in Addison

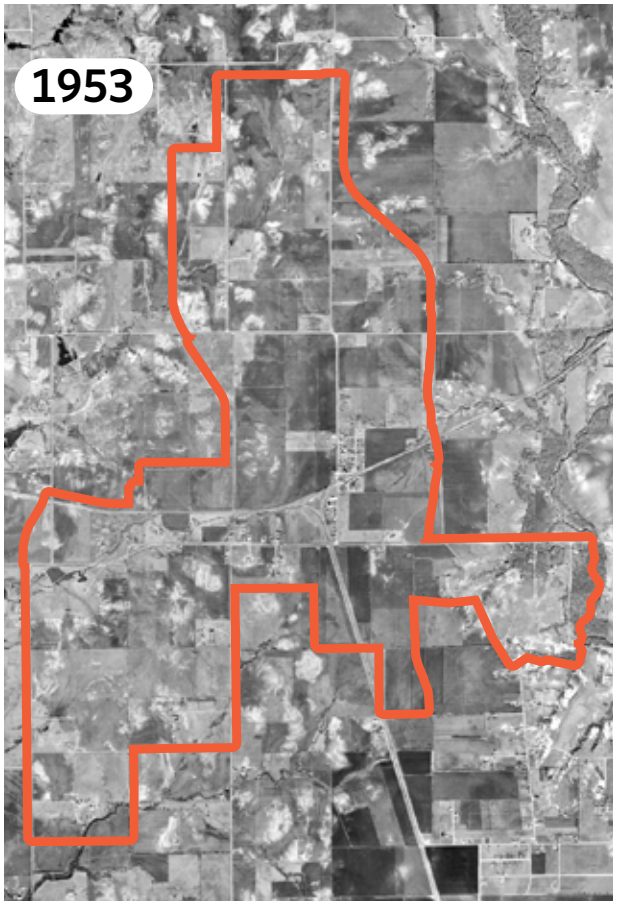
#059

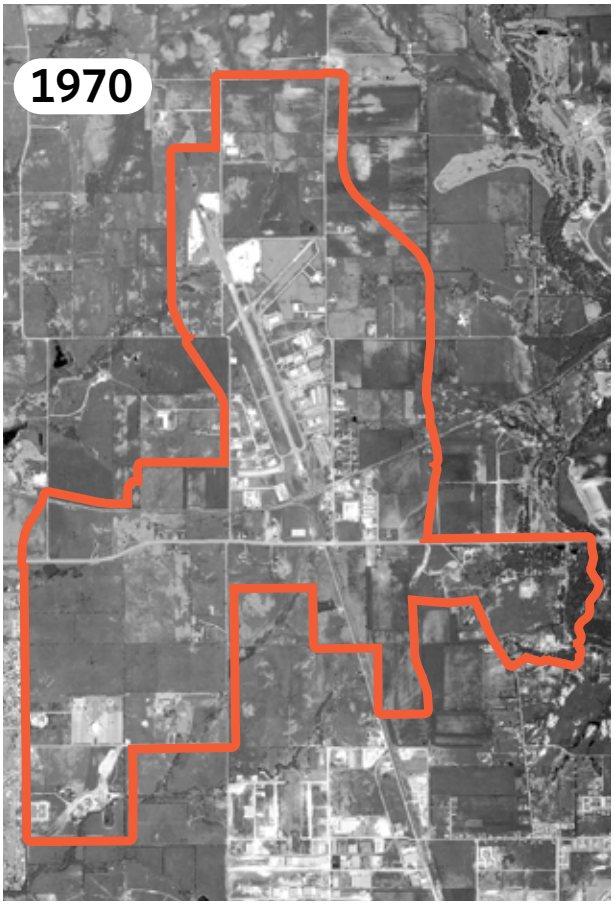
Posted by **Susan M. Halpern** on **02/23/2025** at **3:04pm** [Comment ID: 4493] - Link
Suggestion
Agree: 0, Disagree: 0
I have the same comment again. If these studies were specifically incorporated in the 2013 plan, then we should explain that and tie it back to the discussion of how the plan can change. What did the amendment "including" other studies look like?

> Reply by **Jade** on **02/25/2025** at **4:44pm** [Comment ID: 4704] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Edit text to make this more clear that the actions outlined in the Comprehensive Plan are fulfilled by doing additional studies, and don't require we amend the Comprehensive Plan itself.
>
> Re: Sue - The Addison Circle Special Area Study, Midway South Special Area Study, Inwood Enhancement Zone, and Sam's Club Special Area Study are examples of how

each separate plan can be adopted "as part of the Comprehensive Plan" or "per the direction given in the Comprehensive Plan" via ordinance and action at City Council meetings. See here: https://developmentservices.addisontx.gov/Data-Reports/Special-Area-Studies

ADDISON, PAST & PRESENT





1953 Addison is incorporated
1953 Much of Downtown destroyed by fire
1956 Construction begins at Addison Airport
1956 First street light installed
1957 Addison Airport opens
1959 Greenhill School opens
1961 Addison Airport gets FAA Tower
1967 First shopping center opens at Marsh & Spring Valley

1970 Dallas North Tollway (DNT) extended through Addison
1970 Addison Methodist and Addison Baptist close
1972 Walden School opens with 110 students
1975 Local option for liquor by the drink passes
1976 Trinity Christian Academy moves to Addison
1964 Addison School closes
1979 TX Supreme Court awards White Rock Chapel Church ownership title

Note

Aerial imagery from 1953 to 2023 is shown on these pages, with today's Town Limits superimposed across each, for context. Nearly every acre of Addison's current area has been developed in that time.

#060

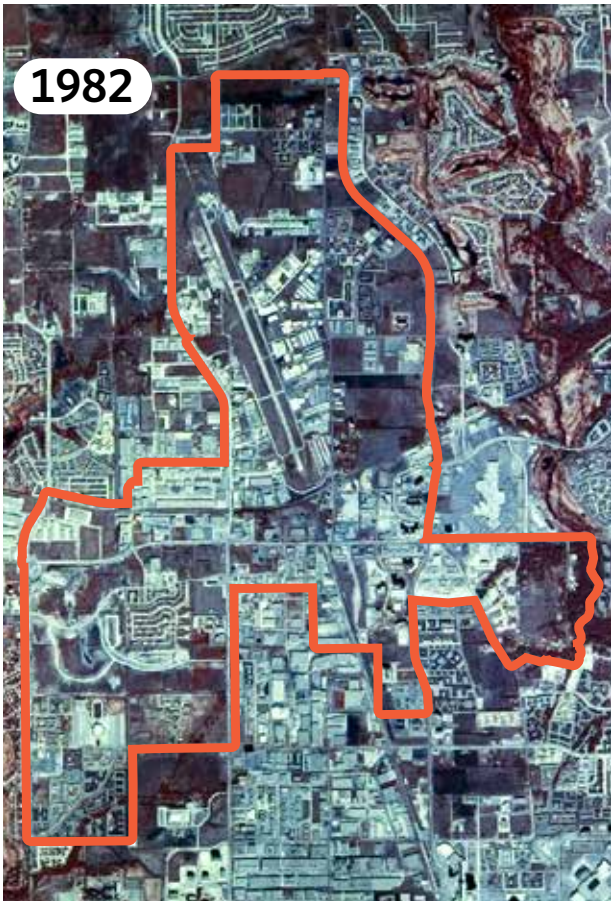
Posted by **Aaron Benjamin** on **02/22/2025** at **10:38am** [Comment ID: 4472] - Link

Suggestion

Agree: 0, Disagree: 0

This entry is not in chronological order.

> Reply by **Jade** on **02/25/2025** at **4:45pm** [Comment ID: 4705] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Reorder list.





Aerial Imagery Sources: United States Geological Survey, Maxar

1980 Intercontinental Hotel opens
1982 City Charter names "Town of Addison"
1985 First Kaboom Town event held
1988 Water Tower Theater Opens
1988 Council-Manager government adopted
1989 Grand Prix of Dallas held at Airport grounds
1991 Addison 2020 Vision Project was created
1995 Mary Kay buys Sunbelt Savings building
1999 Toll tunnel dedicated
1999 Transit center opens
2000 Blueprints sculpture dedicated
2001 First Shakespeare in the Park
2003 Addison Circle and fountain opens
2009 Methodist Hospital construction begins
2013 Whole Foods opens in Village on the Parkway
2013 Comprehensive Plan Adopted
2016 Master Transportation Plan Adopted
2019 Beltline Master Plan Adopted
2021 Trail Master Plan Adpoted
2022 Midway South Special Area Study Adopted

HISTORICAL DATA SOURCES: 2013 ADDISON COMPREHENSIVE PLAN, TOWN OF ADDISON

ADDISON'S REGIONAL CONTEXT

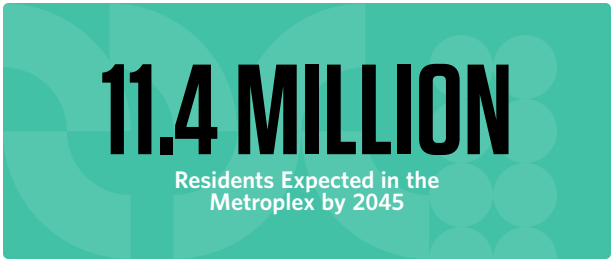
The Dallas-Fort Worth-Arlington metro area has experienced significant growth in the past decade, with an almost 17 percent increase from 2010 to 2020. This trend of growth is anticipated to continue for the next 25 years. Per the North Central Texas Council of Governments (NCTCOG) 2045 Mobility Plan, the Dallas-Fort Worth-Arlington metro area population is projected to reach 11.4 million people in 2045. As more people begin to call North Texas home, impacts to housing, transportation and utilities will be felt throughout the region.

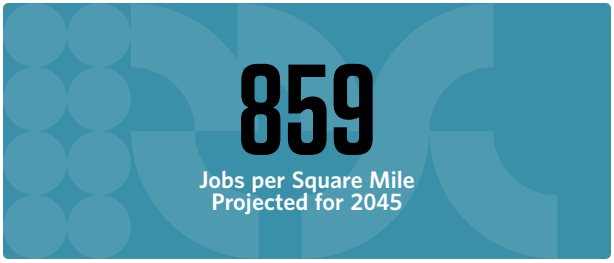
Availability and affordability of housing has been a nationwide topic in recent years. While North Texas continues to be more affordable than many parts of the country, home prices throughout the region have been rising at a rapid rate, and the supply is not keeping up with demand. In order to keep pace with demand while also keeping housing affordable at different levels, it's imperative for communities throughout the region to build a more diverse mix of housing types, sizes, and price options.

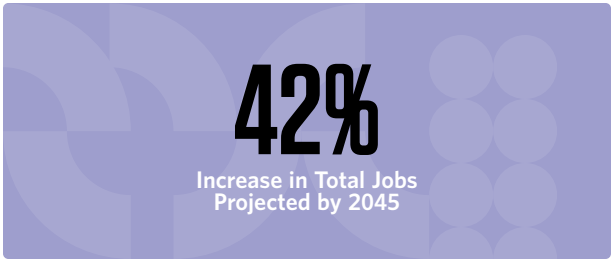
From a mobility standpoint, North Texas is evolving. The region's road system will not support the projected population growth on its own. Coordinated efforts to design local neighborhoods and cities to be more compact and walkable can help reduce vehicular trips. Expanding the region's public transit system to connect cities and regional destinations together is also a critical next step for the evolution of the region. As living and mobility preferences in the Metroplex continue to evolve, Addison is well-positioned to attract those seeking to get around more without a car.

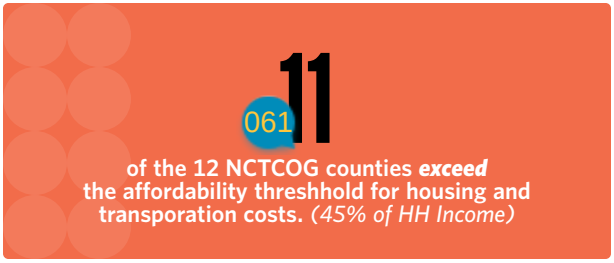
Note

The impacts of projected population growth, housing needs, and rising cost of living are expanded upon further in each of the Planning Components









SOURCE: NCTCOG MOBILITY 2045 PLAN

#061

Posted by **Susan M. Halpern** on **02/23/2025** at **3:07pm** [Comment ID: 4494] - Link

Suggestion

Agree: 0, Disagree: 0

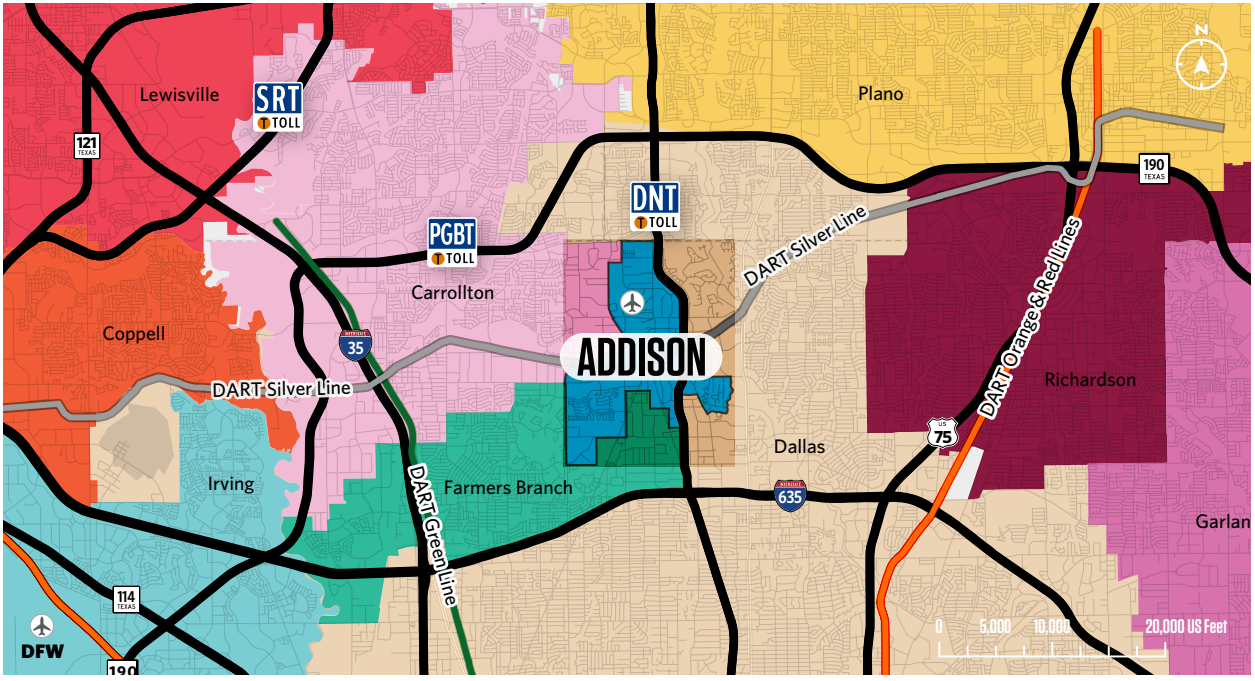
No comment to my prior comment?

> Reply by **Jade** on **02/25/2025** at **6:12pm** [Comment ID: 4706] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> This edit not necessary. Staff is editing these infographics to be consistent and more helpful.
>
> Re: Sue - this statistic is referencing current conditions according to the NCTCOG 2045 Mobility Plan, Social Considerations Chapter page 1. See the "Did you Know" box for reference. Link: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://nctcog.org/getmedia/5f1cd2b1-ba4d-4c34-8a49-c69a95eb9788/3-Social-Considerations_2.pdf

Addison's Prime Location in the Region

Addison is an "oasis" in the middle of the bustling DFW region. Located roughly halfway between downtown Dallas and Frisco at the crossroads of the Dallas North Tollway, President George Bush Turnpike, and Interstate 635, Addison is attractive to employers and residents alike. Businesses and major employers can pull from the most populated part of the region in less than a 15 minute drive radius, and residents have quick access to major highways in any direction. The Addison Airport, which is owned and operated by the Town, is a general aviation airport that offers the shortest Customs service in the Metroplex. It is consistently ranked 063 of the busiest general aviation airports of its kind by the Federal Aviation Administratio 062 FAA). These mobility options will be enhanced even further when the DART Silver Line and Addison Station open in 2026. The Silver Line will connect Addison directly to Dallas-Fort Worth (DFW) International Airport via a short 30 minute ride, and provide access to the rest of the DART system that connects cities and destinations throughout the Dallas side of the Metroplex. Addison's past commitment to a more walkable, urban development pattern combined with enhanced multimodal connectivity and access DART will make it possible for many of those wanting to live, work, and play without a car to do so comfortably in Addison. *This puts Addison in a truly unique position in the region, should it choose to capitalize on these assets.*

Regional Context Map



#062

Posted by **Susan M. Halpern** on **02/23/2025** at **3:08pm** [Comment ID: 4496] - Link
Suggestion
Agree: 0, Disagree: 0
Again: Is there a citation to the FAA's rankings?

> Reply by **Jade** on **02/25/2025** at **6:18pm** [Comment ID: 4708] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Airport staff to provide source

#063

Posted by **Susan M. Halpern** on **02/23/2025** at **3:08pm** [Comment ID: 4495] - Link
Suggestion
Agree: 0, Disagree: 0
AS one?

> Reply by **Jade** on **02/25/2025** at **6:12pm** [Comment ID: 4707] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> edit to say "as one"

RELATED PLANS AND INITIATIVES

Addison's last Comprehensive Plan was completed in 2013. That document recommended a number of special studies to explore064as of the town in more detail. Additionally, the Town has completed several master plans and an economic development strategic plan. Each of these documents are valuable, and while some are in need of updating, they contain recommendations that are still relevant. A cursory review of these plans was completed to develop a base understanding of the development context and history in the community and identify key themes and recommendations that needed to be explored and considered for integration into the new Comprehensive Plan.

In order to facilitate better integration of these existing plans as well as future updates or new master plans with this Comprehensive Plan, the *Planning Components* section has been formatted to allow for insertion of these documents. This Plan includes a series of pages summarizing the significant takeaways from each of these adopted documents and recommendations that were integrated into the *Implementation* section. In the future when updates or new master plans are created for areas such as parks, facilities, transportation, infrastructure, drainage, or special areas, they can be inserted into the *Planning Components* section of this document, and other parts of the main document can be amended as necessary. This will ensure that this Comprehensive Plan becomes even more "comprehensive" over time.



#064

Posted by **Susan M. Halpern** on **02/23/2025** at **3:09pm** [Comment ID: 4497] - Link

Suggestion

Agree: 0, Disagree: 0

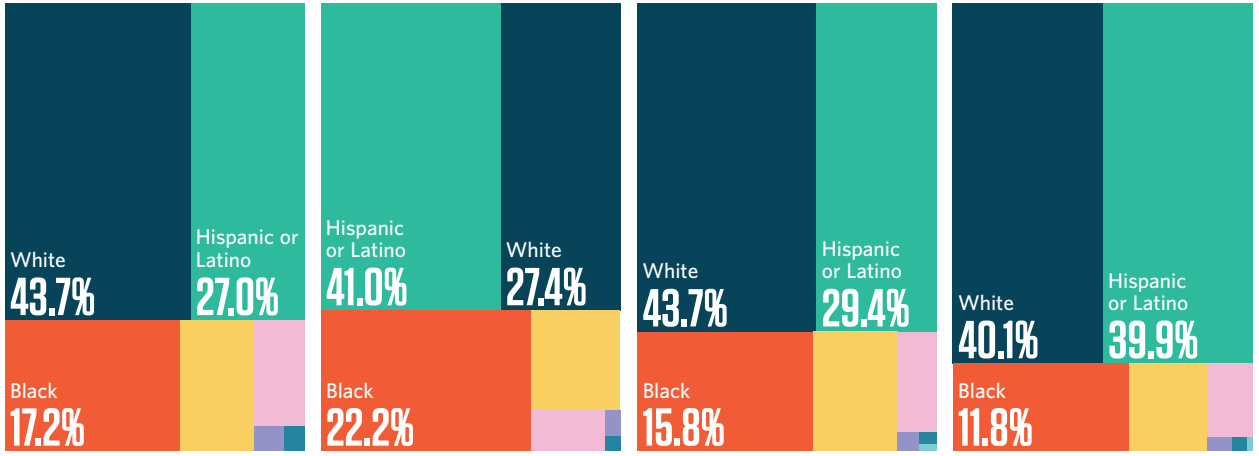
"certain" areas

> Reply by **Jade** on **02/25/2025** at **6:18pm** [Comment ID: 4709] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> add "certain"

2022 KEY DEMOGRAPHIC STATISTICS

	ADDISON	DALLAS COUNTY	DFW-ARLINGTON METRO[1]	TEXAS
Population	17,026	2,604,053	7,673,379	29,243,342
Households	AVERAGE SIZE 1.8 9,561	AVERAGE SIZE 2.7 959,184	AVERAGE SIZE 2.7 2,759,356	AVERAGE SIZE 2.7 10,490,553
Median Age	34.0	33.8	35.3	35.2

Race



	ADDISON	DALLAS COUNTY	DFW-ARLINGTON METRO[1]	TEXAS
Asian	7.1%	6.6%	7.5%	5.1%
Two or More Races	4.1%	2.3%	2.9%	2.6%
Other	0.6%	0.3%	0.3%	0.3%
Amer. Indian	0.4%	0.2%	0.2%	0.2%
Pacific Islander	0.0%	0.0%	0.1%	0.1%

SOURCE: ACS 2022 5-YEAR ESTIMATES, S0101, S1101, DP05

Note

[1]*This item represents the Metropolitan Statistical Area named **Dallas-Fort Worth-Arlington, Texas Metro Area***

Quick Facts about Addison

Median Household Income

$78,153

Male to Female Ratio

1.007:1

Mean Travel Time to Work

23.6
Minutes

High School Graduate or Higher
PERSONS OVER 25

95.3%

Labor Force Participation
PERSONS OVER 16

80.6%

Bachelor's Degree or Higher
PERSONS OVER 25

58.1%

Housholds with Access to a Computer

99.2%

Poverty Rate

8.4%

SOURCE: ACS 2022 5-YEAR ESTIMATES, S0101, S0801, S1501, S1701, S1901, S2801, DP03

#065

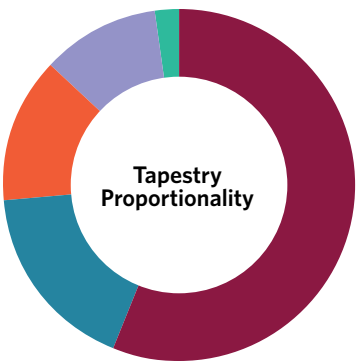
Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:57pm** [Comment ID: 4526] - Link
Agree: 0, Disagree: 0
Seriously? This is unacceptable (and directly tied to housing costs)

> Reply by **Jade** on **02/25/2025** at **6:19pm** [Comment ID: 4710] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit is necessary. Demographics being updated in March draft.

ESRI Tapestry Segmentation

ESRI Tapestry Segmentation is a robust database that describes the diverse mix of U.S. neighborhoods by painting a comprehensive picture of who lives where, describing their lifestyle choices, and highlighting how they spend their money and their free time. There are 67 segments that are further divided into fourteen LifeMode groups, which share similar demographic characteristics and consumer behavior patterns, and six Urbanization groups that are based on the segment's geographic and physical features. ESRI compiles this information using a combination of data from communities across the country and proprietary formulas. This information was used in conjunction with the census data and community surveys to develop a holistic picture of community residents and their preferences.

At first glance, the senior population in Addison may not seem to be represented in these segments. However, seniors in Addison specifically are likely embedded in the *Enterprising Professionals* and *Urban Chic* categories, as their lifestyle habits and median incomes are more aligned with these segments than the LifeModes and criteria that represent most seniors across the country and in most communities.



TAPESTRY	%
MR	56.3
YR	17.4
EP	13.5
UC	10.7
EC	2.1

Metro Renters (MR)

Young urban professionals, prioritize city living, spending significantly on rent, tech, and fashion. They embrace technology for daily tasks and prefer walking or taxis for commuting.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
1.67	32.5	$67,000

Young & Restless (YR)

Young urban professionals, under 35 and striving for success, heavily use tech and live in rental housing. Their incomes lag behind the national average, with a significant presence in the Southern US.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.04	29.8	$40,500

Enterprising Professionals (EP)

STEM professionals, often on the move, opt for urban rentals. Earning well above average, they supplement income with investments and enjoy premium digital entertainment.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.48	35.3	$86,600

Urban Chic (UC)

Urban Chic professionals, mainly married or single and around 43, lead sophisticated lives, enjoying culture, environmentalism, and financial stability.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.39	43.3	$109,400

Emerald City (EC)

Young, educated Emerald City residents favor urban living, internet, healthy lifestyles, "foodie" culture, and the arts, with frequent travel.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.06	37.4	$59,200

SOURCE: ESRI

NOTABLE CONNECTION:
APPENDIX

More information about ESRI tapestries can be found in the Appendix.

ESRI Indexes

ESRI also establishes measures (indexes) to better explain certain characteristics in a community. When compared to the region (both Dallas County and the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) in which Addison resides), Addison is less affordable and has slightly lower average income. This is a somewhat unique position due to Addison's combination of more affluent seniors and retirees that reside in more expensive homes and young professionals with lower incomes who rent. Addison's residents are slightly less diverse than the region.

Housing Affordability Index (HAI)

An index greater than 100 indicates that homes are affordable. An HAI less than 100 indicates homes are less affordable and median income is insufficient for purchase of a home with a median (or mid-point) value.

Wealth Index (WI)

The Wealth Index is compiled from a number of indicators of affluence that include average household income and average net worth. The index represents the wealth of an area relative to the national level. Values exceeding 100 represent above-average wealth.

Diversity Index (DI)

The Diversity Index from ESRI represents the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. Values above 100 indicate an above average level of diversity compared to the US. Values below 100 indicate a below level of diversity occurring compared to the US.

82	066 69	80.2	ADDISON
88	85	88	DALLAS COUNTY
91	105	82.6	DFW-ARLINGTON METRO

SOURCE: 2023 ESRI BUSINESS ANALYST

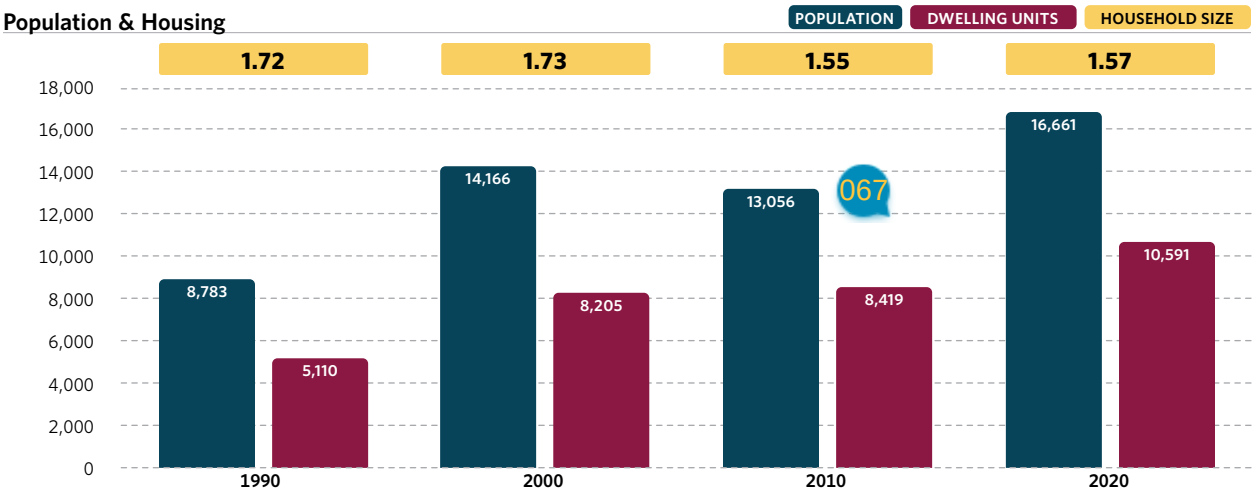
#066

Posted by **Carol Rennesund** on **02/24/2025** at **4:55pm** [Comment ID: 4628] - Link
Question
Agree: 0, Disagree: 0
Is this figure accurate? It seems too low.

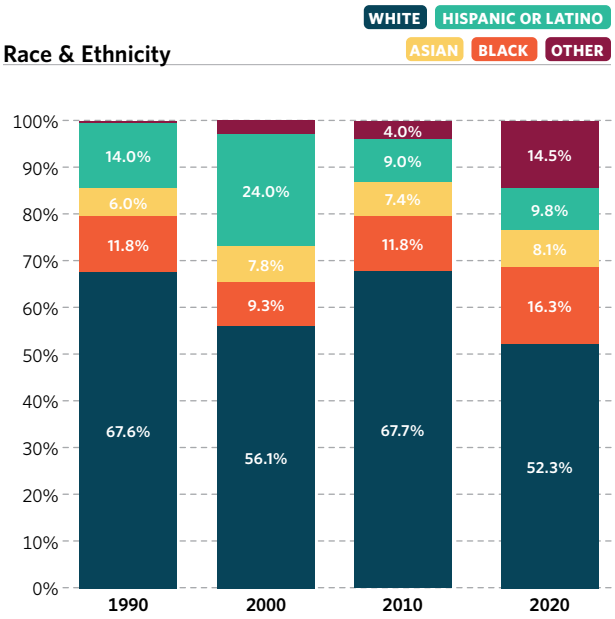
> Reply by **Jade** on **02/25/2025** at **6:20pm** [Comment ID: 4711] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. Yes, Esri's affordability index ranks Addison as a 69/100.

Demographic Trends in Addison

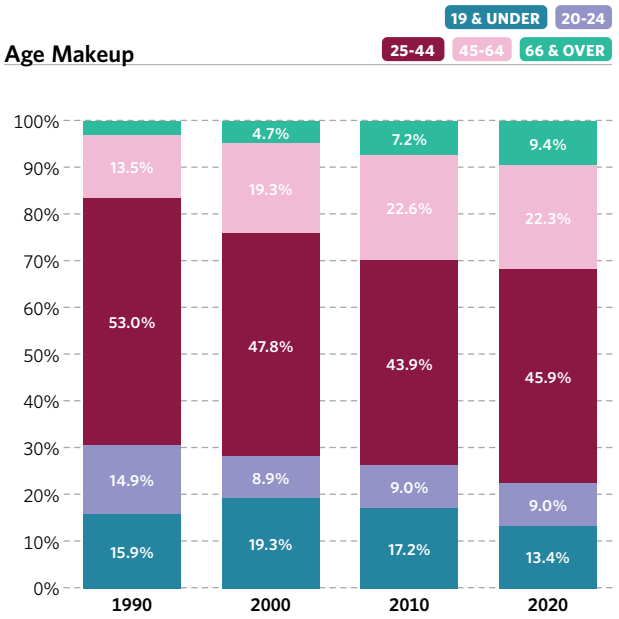
Population & Housing



Race & Ethnicity



Age Makeup



SOURCE: DECENNIAL US CENSUSES, P1, H1

Notes

This information is drawn from the Decennial Census, and as a result of this can be updated every 10 years.

Dwelling units are a simply a count of how many habitable units the city has. This is different than households, which is a count of occupied dwelling units.

#067

Posted by **Aaron Benjamin** on **02/22/2025** at **10:48am** [Comment ID: 4473] - Link

Suggestion

Agree: 0, Disagree: 0

Can we add a note about this temporary decrease in population being linked to the construction of Virtuvian?

> Reply by **Jade** on **02/25/2025** at **6:21pm** [Comment ID: 4712] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Yes, staff to edit borrowing language from 2022 Housing FAQ that details via side note the purpose of population decrease.

HOUSING IN ADDISON

NOTABLE CONNECTION:
HOUSING & NEIGHBORHOODS

Housing in Addison is an important topic and more information about how this plan aims to increase housing supply and plan for future growth is covered in the Housing & Neighborhoods Planning Component which begins on page 155. Implementation items related to housing begins on page 217.

NOTABLE CONNECTION:
APPENDIX

Additional information on existing residential development can be found in the full Market Position Report in the Appendix.

Addison's residential context is unique compared to other communities in the region and state. The Town's commitment to a higher density development pattern and urban living has produced a wide variety of housing and neighborhood options ranging from large lot single-family homes to condos, townhomes, and apartments. The Town's higher density and demographic makeup have played a key role in attracting commercial development, and the combination has resulted in a robust and resilient tax base.

When comparing Addison to Dallas County and the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA), the Town has a higher renter occupancy rate and lower owner occupancy rate, and the amount of income devoted to housing costs in Addison is higher. While affordability is not a major concern of residents who own homes in Addison, renters frequently mentioned the absence of attainable ownership options and rising rental rates as a major concern and something that might force them to leave Addison.

The ratio of apartments to fee-simple home ownership options continues to be a prevalent issue in the community. Some residents are concerned about the impacts of more apartments, but high land values and the Town's built-out development context make it difficult for developers to build lower density ownership options. The Town published a Housing FAQ document in July 2022 and held several Town Hall conversations to share data and context with residents. The Market Position Report highlighted later in this section provides updated data and additional context on Addison's residential and commercial make-up. One key takeaway from the report is that there are opportunities to add more individually owned condos and smaller homes, but to make them profitable for developers, they need to be integrated into mixed-use developments that include rental opportunities as well.

When considering this information holistically, Addison is at a tipping point. On one hand, the region's growth, demographic shifts, and demand for walkable neighborhoods present an opportunity for the Town to continue to attract residents and businesses, but doing so in a manner that encourages and allows more people to move around without a vehicle so that traffic impacts are minimized. On the other end of the spectrum, the Town could put policies in place to limit additional multifamily housing, but this could impact commercial development and housing attainability. As redevelopment of properties within the Town continues, opportunities for development of varying housing types will be considered in a manner that balances the needs of current and future residents.



#068

Posted by **David Collins** on **02/17/2025** at **1:46pm** [Comment ID: 4441] - Link

Suggestion

Agree: 0, Disagree: 0

This issue seems to be addressed in an almost casual way. Regarding the stats on the following page-80%+ apartments currently and with approved projects will be pushing 90%. I believe that this is one of the larger stories of Addison. The goal of implementing a robust process to balance this skewed structure should be a larger goal of the Comp Plan.

> Reply by **Jade** on **02/20/2025** at **3:48pm** [Comment ID: 4452] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Plan recommendations HN3 & HN4 support this as a significant focus area of the Comprehensive Plan. Several actions in the matrix were added under HN4 to ensure thorough analysis is run annually to ensure an accurate housing count is preseted to Council and evaluated with each development proposal in the future. See actions HN4.A through HN4.I. Staff is currently exploring software to assist with this analysis, beginning in 2025.

#069

Posted by **Carol Rennesund** on **02/24/2025** at **5:29pm** [Comment ID: 4642] - Link

Suggestion

Agree: 0, Disagree: 0

"make them pencil for developers" - it appears that some text may have dropped off here.

> Reply by **Jade** on **02/25/2025** at **6:23pm** [Comment ID: 4713] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Edit text to compare to page 48 in November draft. Text was not carried forward properly.

#070

Posted by **David Collins** on **02/17/2025** at **1:39pm** [Comment ID: 4440] - Link

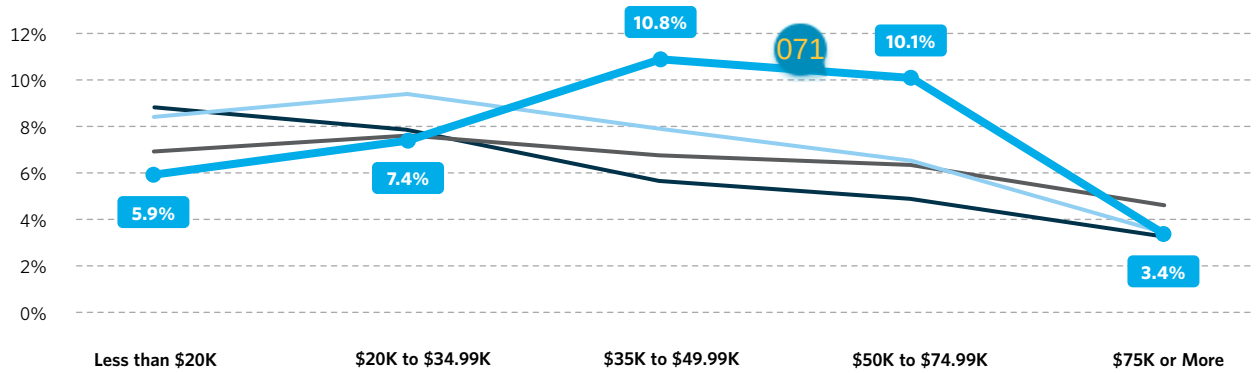
Suggestion
Agree: 0, Disagree: 0
This is not the complete picture. The issue of incentives needs to be addressed as a tool to further the goal of more fee simple residential home ownership (as noted by resident input).

> Reply by **Jade** on **02/20/2025** at **4:47pm** [Comment ID: 4453] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Staff: Discuss how to include this sentiment in our May public input phase.
>
> Dave: At CPAC meeting 3 on 5/9/24, we discussed that ownership product in Addison would likely be through condo or townhome development and that condos require high-rises with complicated financial structures due to Texas law on liability insurance, etc. The committee responded by stating that incentives for ownership housing should not be a priority of the Town at this time. Knowing that our vision, values, and priority outcomes survey gathered several responses about increasing housing diversity, matrix item HN3.C was added to state that a housing study should be done by 2027 to determine the best housing strategies. The results of this study may or may not include Town incentives. To prepare for this housing study and respond to housing concerns in the immediate term, several actions were added in HN4 to start analyzing our housing mix percentages accurately, as this was done with the Housing FAQ in 2022, but is not yet regular practice in Development Services. Our team aims to respond with a data-driven approach to this ongoing dialogue in the immediate term, which is why the action has 2025 assigned to the date. This effort is being pursued currently. The highest priority from CPAC that emerged was the regulation of quality standards for private development and discussion regarding incentives for infrastructure. The proposed TIRZ district supports this dialogue.

2022 Key Housing Statistics

	ADDISON	DALLAS COUNTY	DFW-ARLINGTON METRO	TEXAS
Ownership & Rental Mix				
OWN	17.3%	50.5%	59.9%	62.4%
RENT	82.7%	49.5%	40.1%	37.6%
Median Home Value	$431,800	$252,200	$299,000	$238,000
Housing Vacancy Rate	9.6%	7.8%	6.9%	10.0%

Percent of Income Bracket Where Housing Costs Exceed 30% of Income



SOURCE: ACS 2022 5-YEAR ESTIMATES, DP04, S2503

Note

The Housing Vacancy Rate is calculated by the Census Bureau from the occupied and vacant unit counts. This is pulled from census table DP04 and represents the percentage of housing units of all types that are vacant town-wide. The Census Bureau also estimates the vacancy rates for owner-occupied units (.4%) and rental units (8.6%).

#071

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:01pm** [Comment ID: 4527] - Link

Question

Agree: 0, Disagree: 0

This is such an interesting graph. It implies to me that Addison has a good amount of high quality housing that is well used by the rich, and a lot of old, cheaper, lower quality housing that can support those making a lower income. It's the middle market that suffers here, because Addison doesn't really have one.

What is the town's interpretation of this chart?

> Reply by **Jade** on **02/25/2025** at **6:25pm** [Comment ID: 4714] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.
>
> The graph illustrates that our middle income folks ranging from 35k - 75k per household are the most impacted by a lack of affordable/attainable housing.

2022 Housing Quick Facts About Addison

Notes

Units are separated livable spaces, they can be either occupied or unoccupied. This is not a function of number of bedrooms. For single-family homes this is the entire home, for a multifamily building this is each apartment unit, regardless of its bedroom count.

The Current, and Approved Housing Units listed on this page represent both single-family and multifamily units.

Current Housing Units

11,543

Median Home Value

$431,800

Approved Housing Units

15,689

Median Monthly Mortgage Cost

$2,448

Median Number of Rooms in Hom072

3.4

Median Gross Rent

$1,620

SOURCE: TOWN OF ADDISON, DECEMBER 2023, ACS 2022 5-YEAR ESTIMATES, DP04

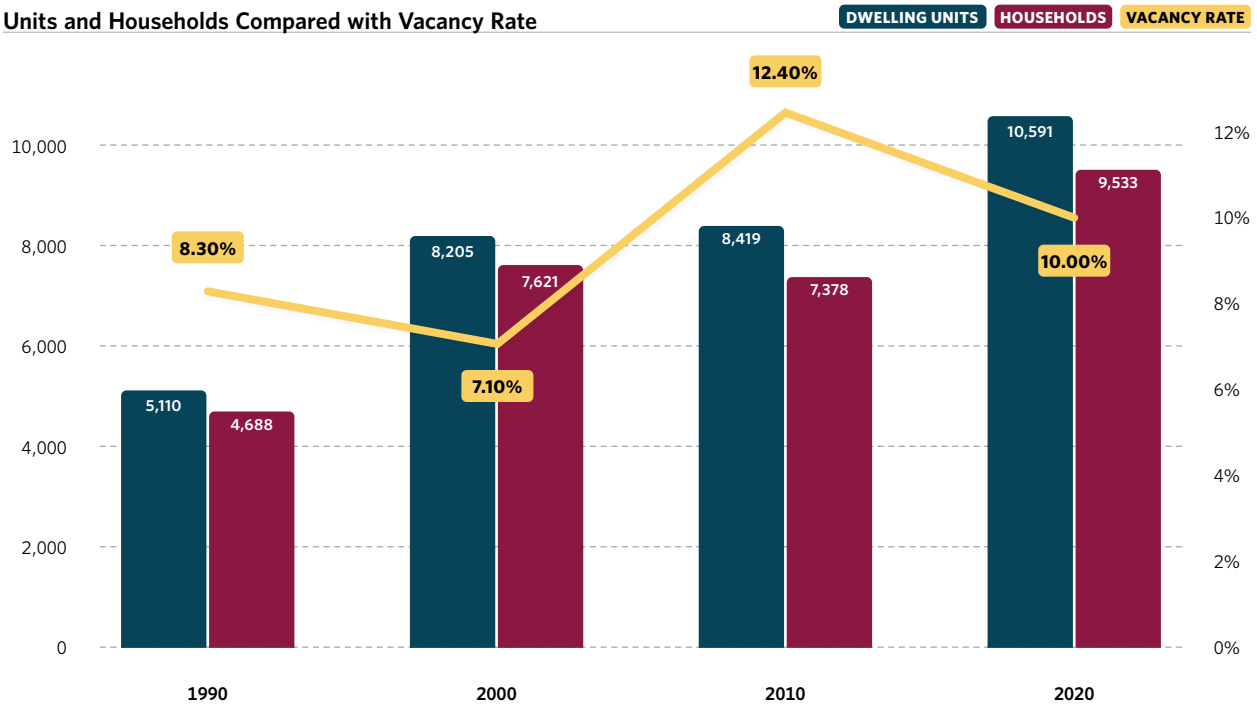
#072

Posted by **Carol Rennesund** on **02/24/2025** at **5:00pm** [Comment ID: 4630] - Link
Question
Agree: 0, Disagree: 0
Is this a reference to bedrooms, or rooms in total?

> Reply by **Jade** on **02/25/2025** at **6:26pm** [Comment ID: 4715] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> Bedrooms.

Housing Trends In Addison

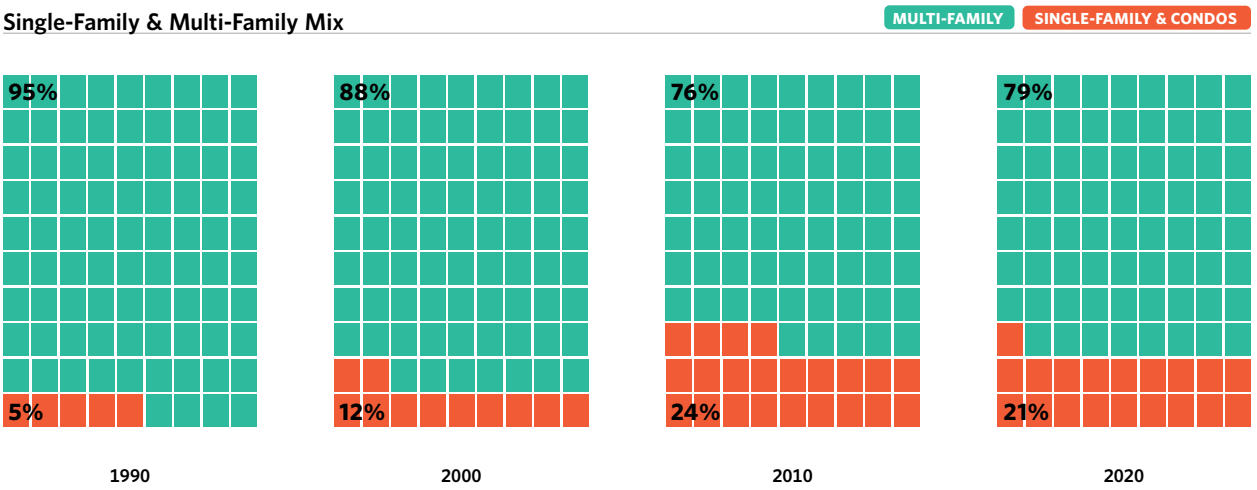
Units and Households Compared with Vacancy Rate



Notes

Dwelling units are a simply a count of how many habitable units the city has. This is different than households, which is a count of occupied dwelling units.

Single-Family & Multi-Family Mix



SOURCES: DECENNIAL US CENSUSES, H001, DP1, H003, TOWN OF ADDISON, DECEMBER 2023

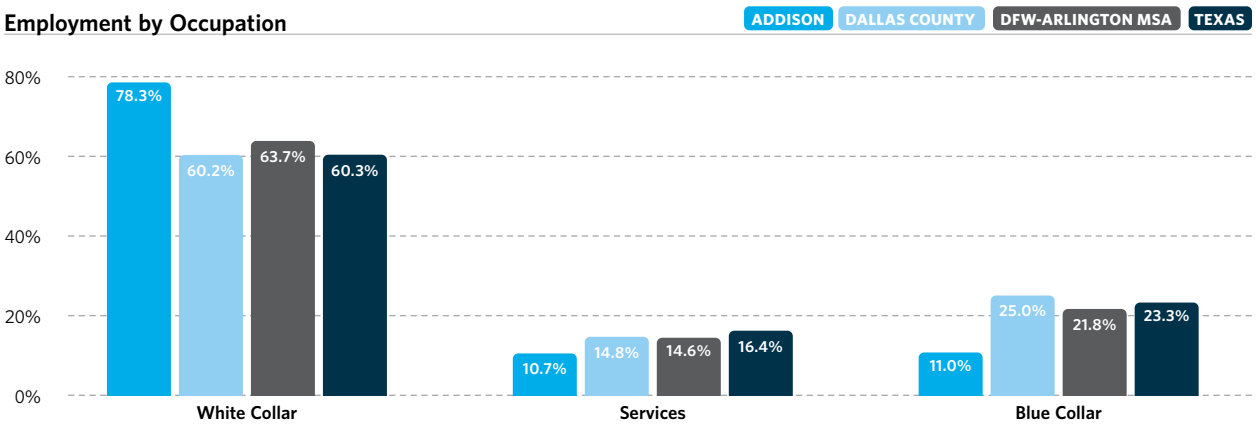
THE BUSINESS ENVIRONMENT IN ADDISON

Notes

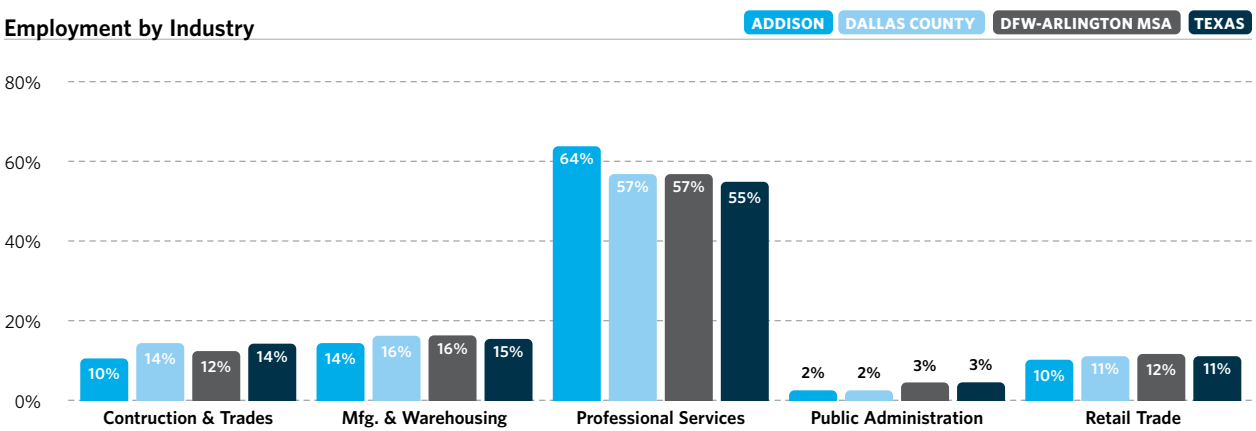
White collar represents occupations ranging from management, business, science, sales and office occupations. Service represents service occupations. Blue collar represents occupations ranging from production, transportation, material moving, natural resources, construction and maintenance occupations.

A Market Position Report was prepared by Hawes Hill & Associates as part of the planning process. This report summarizes where the Town currently stands in the overall marketplace and where it has potential to be if it were to build upon its unique set of strengths. It provides a detailed assessment of Addison's performance across common residential and commercial metrics as compared to six "peer places" that were identified by Town staff. Finally, the report provides recommendations to nudge Addison in a direction that will keep it competitive for decades to come. Highlights from this report are summarized across the following pages and key recommendations and actions from the report are incorporated into the implementation matrix. The full Market Position Report is included in the Appendices.

Employment by Occupation



Employment by Industry



SOURCE: ACS 2022 5-YEAR ESTIMATES, S2401, S2403

#073

Posted by **Carol Rennesund** on **02/24/2025** at **5:01pm** [Comment ID: 4632] - Link

Suggestion

Agree: 0, Disagree: 0

Pls add a space here.

> Reply by **Jade** on **02/25/2025** at **6:26pm** [Comment ID: 4716] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Add space

Understanding Market Position

Communities are in constant competition. They are consistently vying to077ng in new residents, businesses, and employment opportunities. At the same time, they compete to 078 their current population, business owners and employees content. They also make an effort to draw in visitors along with their sales tax revenue and their hotel occupancy tax revenue. Those communities that are competitive in the marketplace will enjoy a level of stability076growth. Those that do not are risking stagnation and loss.

The Town of Addison knows that to be successful it must be market competitive. To best be competitive it must understand its current market position - where it 075in today's marketplace and what it is capable of becoming. From the perspective of the marketplace the Town of Addison is the sum of two parts: the products it has to offer and the perceived level of satisfaction that the investor t074s will result from investing in the ***products*** and services offered by the community, or Addison's ***experiences***.

Addison's market position is the combination of what it offers and the level of investment it draws. This is particularly true in comparison to peer places, as well as Addison's own potential.

The Perspective of the Marketplace





ADDISON®

#074

Posted by **Carol Rennesund** on **02/24/2025** at **5:05pm** [Comment ID: 4638] - Link
Suggestion
Agree: 0, Disagree: 0
Change "thinks" to "believes"

> Reply by **Jade** on **02/25/2025** at **6:29pm** [Comment ID: 4721] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> change to "believes"

#075

Posted by **Carol Rennesund** on **02/24/2025** at **5:04pm** [Comment ID: 4637] - Link
Suggestion
Agree: 0, Disagree: 0
Change "sits" to "lies"

> Reply by **Jade** on **02/25/2025** at **6:29pm** [Comment ID: 4720] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> change to "lies"

#076

Posted by **Carol Rennesund** on **02/24/2025** at **5:04pm** [Comment ID: 4636] - Link
Suggestion
Agree: 0, Disagree: 0
change "or" to "and/or"

> Reply by **Jade** on **02/25/2025** at **6:29pm** [Comment ID: 4719] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> change "or" to "and"

#077

Posted by **Carol Rennesund** on **02/24/2025** at **5:03pm** [Comment ID: 4633] - Link
Suggestion
Agree: 0, Disagree: 0
Change "bring in" to "attract"

> Reply by **Jade** on **02/25/2025** at **6:27pm** [Comment ID: 4717] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> change to "attract"

#078

Posted by **Carol Rennesund** on **02/24/2025** at **5:03pm** [Comment ID: 4635] - Link
Suggestion
Agree: 0, Disagree: 0
Change "keep" to "maintain"

> Reply by **Jade** on **02/25/2025** at **6:27pm** [Comment ID: 4718] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> change to "maintain"

ADDISON'S INTERNAL AREAS OF STUDY

Discussions with investors highlighted a number of key areas within Addison; each area performs a different role for the community. In addition to analyzing peer communities, these key areas were also measured.

Addison Circle



The mixed-use heart of the community and soon to be home to the DART Silver Line station and accompanying transit oriented development.

Office Corridor



The area primarily along the North Dallas Tollway that features the majority of highly visible office buildings in Addison.

Village on the Parkway



The well-known and highly frequented development featuring many of Addison's highest performing restaurants clustered within a single area.

Restaurant Row



The commercial strip along Belt Line Road that has historically been known to house Addison's restaurants and shopping opportunities.

Airport Centric



The large area that includes the airport as well as surrounding industrial and heavy commercial activity.

Vitruvian Park



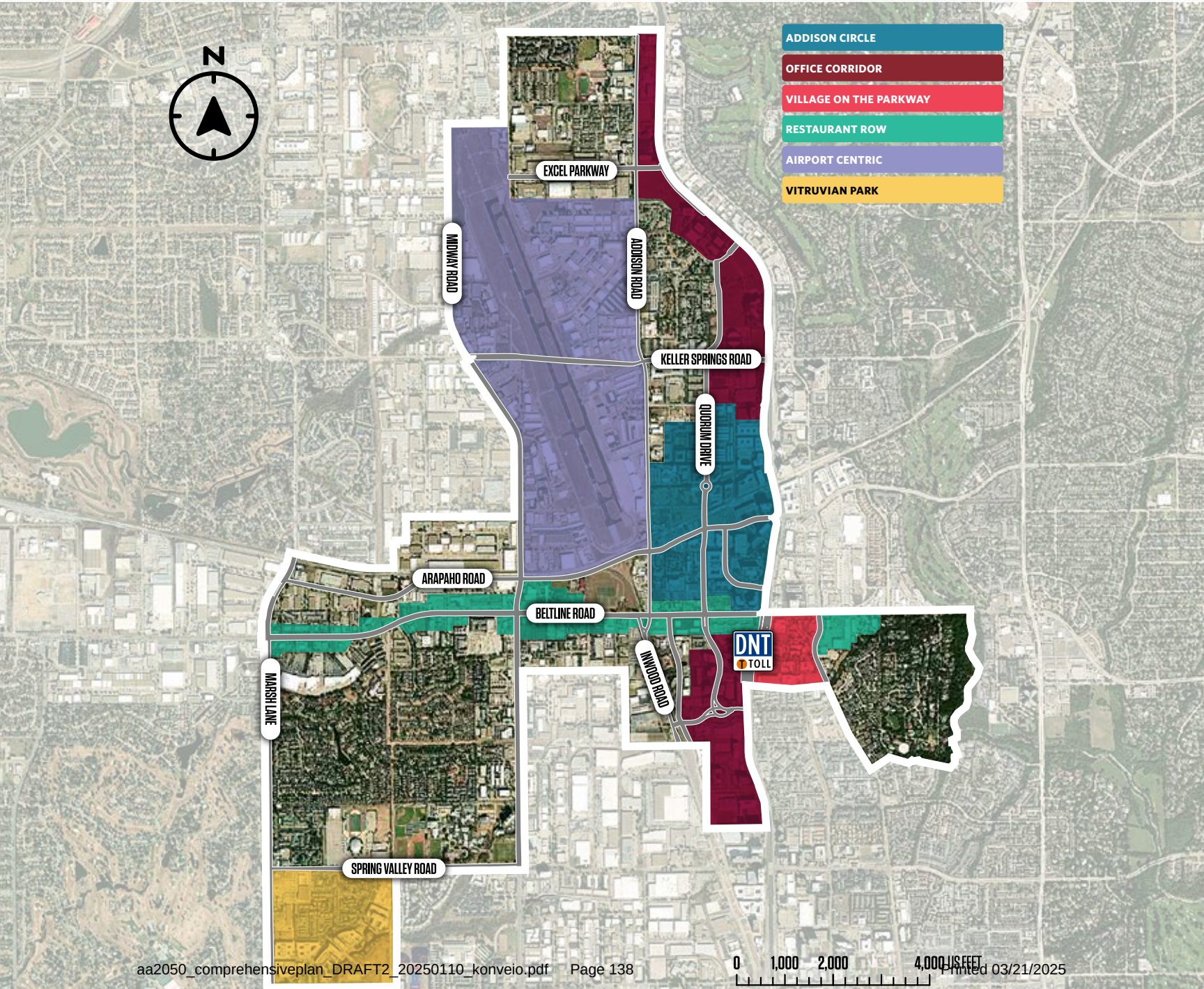
The ongoing, large scale mixed-use development located along the edge of Addison near Farmer's Branch

#079

Posted by **Carol Rennesund** on **02/24/2025** at **5:15pm** [Comment ID: 4639] - Link
Suggestion
Agree: 0, Disagree: 0
that are located

> Reply by **Jade** on **02/25/2025** at **6:30pm** [Comment ID: 4722] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> no edit necessary

KEY AREAS MAP



PEER PLACES

NOTABLE CONNECTION:
APPENDIX

The content that begins with "The Business Environment in Addison" on page 74 and continues through "Market Analysis Takeaways" on page 85 is derived from the Addison Market Position Report created by Hawes Hill & Associates. This complete report is available in the Appendix.

Traditionally a community is measured against other communities as peers. Addison is different - literally by design. Put simply, analysis against other communities would be complicated by the traits of Addison and its core in Addison Circle. For that reason, peer analysis for Addison is place-based.

The list of select places identified as competition were compiled based upon the perceptions of staff and key local investors. In total, six development areas were selected based upon commonalities in some cases and local competitive conditions in others.

1. ***Las Colinas, Irving TX***
2. ***Legacy Town Center (LTC), Plano TX***
3. ***Preston Center, Dallas TX***
4. ***The Domain, Austin TX***
5. ***West 7th Street, Ft. Worth TX***
6. ***Buckhead Village, Atlanta GA***

Analysis was based upon the core of each place and comparative data was pulled for the area located within a five minute drive time of the core's center. For example, Legacy Town Center and the area surrounding it is expansive, as is Las Colinas. However, each has a central core. In Addison, the core is Addison Circle.

Las Colinas, Irving TX



Las Colinas is a master planned community in all senses of the term. Initiated in 1973, the community offers a large scale mix of residential and commercial uses, including office, retail and dining. The core of Las Colinas includes amenities such as Mandalay Canal and the Toyota Music Factory. Las Colinas is served by DART and accessible by SH 114. Visit Irving dubs Las Colinas as the "Ultimate Entertainment District" for its numerous restaurants and activities, including trails and numerous lakes.

Legacy Town Center (LTC), Plano TX



As noted by the Congress for New Urbanism, "Legacy Town Center represents the first instance of a new urban town center being applied to an existing corporate office development." Constructed in 2001, LTC is a highly walkable location that injects a dynamic mix of shopping, dining, and entertainment, urban residental and office space combined with outdoor activities and open spaces. The strong success of LTC has spurred similar development in nearby areas including LTC North and Legacy West.

Preston Center, Dallas TX



Preston Center has been an established office and retail center for north Dallas since the 1950s. The area has evolved over that time to adapt and remain competitive. Like Addison, Preston Center is located along the North Dallas Tollway. Unlike other peer areas, the core of Preston Center currently lacks an urban residential component; however, a recent proposal for redevelopment could add both residential and additional office space.

West 7th Street, Ft. Worth TX



The core of West 7th Street was constructed in 2010 on property that previously served in part as the headquarters for Acme Brick. Redevelopment helped to transform West 7th into a pedestrian-focused mixed use center that has become one of Fort Worth's key areas for entertainment. The success of the initial development continues to make surrounding properties ripe for reinvestment, including interest for additional residential. The area of study includes redeveloped and adjacent areas.

The Domain, Austin TX



The Domain began construction in 2007 on property previously owned and occupied by IBM. Described by local economic development leaders as "transformative", The Domain introduced a new luxury retail and dining center to Austin with a unique mix of national and local brands. Built over three phases, The Domain includes a mix of residential, office and retail activities as well as ample open space that together make it a successful destination both day and night.

Buckhead Village, Atlanta GA



Buckhead Village was developed in 2014 as part of a master plan to create a "heart" of Buckhead that features urban densities and a vibrant mix of uses intended for live, work and play. Buckhead Village benefits by its location at the intersection of several major roadways, as well as the buying power of surrounding Buckhead neighborhoods. The area of study selected for analysis is a reflection of both old and new development and is part of recent efforts to remain competitive.

WHAT INVESTORS ARE SAYING

Understanding local market position begins with what people say and think about Addison, particularly those parties that have historically or actively invested their time, effort, and/or money in the community. A series of surveys, interviews, and focus groups were held with business owners, brokers, developers and other partners to get feedback on Addison's current and prospective future market position. Together they represent investors in a variety of products in Addison, including housing, office space, retail and restaurants, and the airport. Six clear themes were themes were identified from these discussions.

- Walkability and Experience are Increasingly Crucial to Investors of all Types
- Proximity and Location Matters
- The Addison Product Could Also Use a Change
- The Airport is a Definite Asset
- Arrival of the DART Station, Multimodal Travel and Accompanying TOD Adds to Addison
- Benefits of Addison's Daytime Population and Housing Market Evolution
- Town Staff are Great, but Codes and Policies Could use Clarity

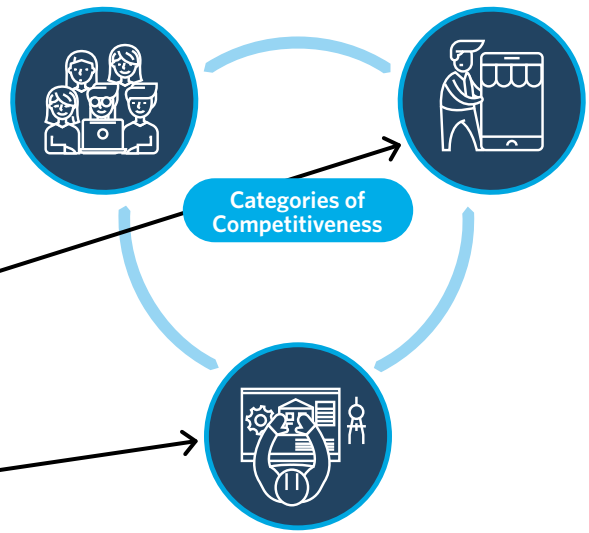
CATEGORIES OF COMPETITIVENESS

The Market Position of Addison is measured by analysis of three key areas:

Audiences
Represents the residents and employees that invest in Addison.

Business Environment
Represents traits of local businesses, including local destinations, major employers, business composition, and sales.

Built Environment
Represents all physical aspects from location and proximity to various traits of office, retail, multifamily and industrial structures.



#080

Posted by **Carol Rennesund** on **02/24/2025** at **5:20pm** [Comment ID: 4640] - Link

Suggestion

Agree: 0, Disagree: 0

Note: "Definite Asset" has the appearance of a defined term. Am unsure if this should remain or be shown in lower caps.

> Reply by **Jade** on **02/25/2025** at **6:31pm** [Comment ID: 4723] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary. All text is capitalized, apart from conjunctions.

ANALYSIS OF CATEGORIES OF COMPETITIVENESS

Audiences

Residents within a five-minute drive of Addison Circle tend to be young, well-educated, more likely to live alone and have less disposable income in comparison to *Peer Places*. While well-educated, the resident pool surrounding Addison Circle rated nearly last in population with a bachelors degree or higher. A comparison of income and wealth variables consistently place Addison Circle next to last with The Domain at the bottom. Median household income in the area surrounding Preston Village exceeds $180,255 in comparison to $71,295 around Addison Circle. The Wealth Index in the area surrounding Addison Circle is 64 – well below comparison to the national average. People surrounding Addison Circle are more likely to work in finance, healthcare support, protective service, office administration, or installation/maintenance repair than peer places.

The number of employees surrounding Addison Circle helps to confirm the community's role as an employment focused community. The area within a five-minute drive of Addison Circle includes approximately 88,977 employees providing an employee to resident ratio of 2.5 to 1. Only the area surrounding Legacy Town Center had a higher number of employees. The daytime population surrounding Addison Circle is a very impressive 123,230 people, placing the area highest among peers.



Note

Full Investor notes and quotes are provided in the full Market Position Report located in the Appendix, or on the Town Website, or in the Comprehensive Plan Baseline Assessment & Engagement Summary published in June 2024.

#081

Posted by **Carol Rennesund** on **02/24/2025** at **5:21pm** [Comment ID: 4641] - Link

Suggestion

Agree: 0, Disagree: 0

Add a hyphen between "five" and "minute".

> Reply by **Jade** on **02/25/2025** at **6:32pm** [Comment ID: 4724] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.

Business Environment

Visitors and locals alike are drawn to a variety of places. Depending upon the strength of the attraction, that draw can result in retail sales, overnight stays, or the decision to live or work in a particular area. For purposes of measuring economic potential, places are defined as attractors, nodes and destinations.

The Town of Addison has a wide array of attractors, including a number of park spaces in walkable areas. It has two very strong nodes in Addison Circle and Village on the Parkway with the possibility of a third node at Vitruvian Park. Addison Circle, while well designed, currently lacks the critical mass sufficient to be considered a destination but that may change once the DART station and transit-oriented development are in place. Similarly, Village on the Parkway is exceptional in its ability to draw traffic but it lacks the boutique shopping component, housing, comfortable walkability, and common outdoor space that promote lingering.

Approximately 6,590 businesses are located within five minutes of Addison Circle, a number that is easily highest among peer places. The average business surrounding Addison Circle is likely to be smaller than in other peer places. Sales are also healthy in the area around Addison Circle. In 2023 total sales registered within a five minute drive time reached $16.4 billion – again the highest among peer places. Sales figures for retail, food and beverage service within five minutes of Addison Circle are also strong, however not as strong as some other peer places. However, when measured on a per acre basis, only Buckhead Village fared better. Thus, while the Town may lack a strong destination, it continues to see strong retail sales.

Attractors, Nodes, and Destinations



*An **attractor** can be a park, a very popular restaurant or business, an entertainment venue, or other amenity that is sufficiently unique and interesting that it draws a people regularly on its own.*



*A **node** is a combination of one or more attractors and complementary uses or amenities in a highly walkable, clustered area. The combination amplifies the magnetic draw of the place and the amount of time often spent there.*

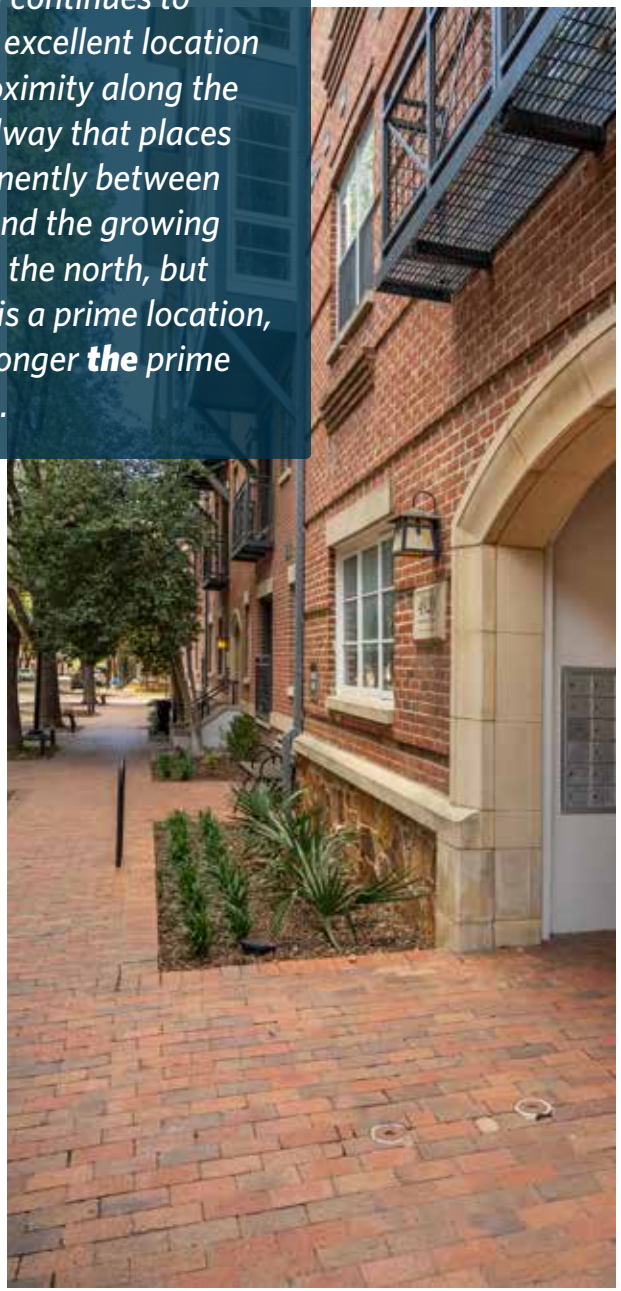


*A **destination** is a node with strong appeal, offering at least 10 boutique shops, 10 unique restaurants, and 10 businesses open past 6pm, plus amenities like outdoor or social spaces. This mix increases the chances guests will spend 4-6 hours and visit multiple spots.*

Built Environment

Addison is recognized for its office environment and restaurants, serving as a regional employment hub. However, its buildings and sites are aging, with limited new office and retail development since 2000. Much of the Office Corridor along the Mid Tollway dates back to the 1980s. While Addison's location remains prime, it is no longer the prime location, as newer developments elsewhere draw more demand.

*Addison continues to offer an excellent location with proximity along the Mid Tollway that places it prominently between Dallas and the growing areas to the north, but while it is a prime location, it is no longer **the** prime location.*



NOTABLE CONNECTION:
APPENDIX & IMPLEMENTATION

Supporting data and strategies to address these challenges are included in the full Market Position Report in the Appendix, and specific recommendations and actions are included in the Implementation section.

Rental and vacancy rates reflect this shift. Addison Circle ranks fifth in office rents and last in rental rates compared to peers like Legacy Town Center and Preston Center, and has the second-highest office vacancy rate. However, clustered, walkable areas like Addison Circle and Village on the Parkway command higher rents than more linear developments along major roads. Office rents in Addison Circle are notably higher than the rest of the Office Corridor and the Town overall, though retail rents in Addison Circle lag behind other areas, despite its central, walkable appeal[082]

The multifamily market, boosted by new construction in Vitruvian Park, is strong but still offers some of the lowest rental rates compared to peer communities. Addison's hotel sector underperforms significantly in both Revenue per Available Room (RevPAR) and Average Daily Rate compared to Dallas. Addison's industrial space, largely built in the 1970s, is aging and considered lower quality, though it remains a steady, if quiet, strength. Addison Airport continues to be recognized as a high-quality alternative to Love Field and Dallas Executive Airport.

#082

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:09pm** [Comment ID: 4528] - Link
Suggestion
Agree: 2, Disagree: 0
I would put a good amount of money on it being mostly due to MAA and other apartment slumlords are actually terrible at being office and retail partners.

I am glad the rental inspection program passed, these companies need a lot more accountability

> Reply by **David Collins** on **02/24/2025** at **10:07am** [Comment ID: 4550] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Tyler's appointment may be valid, but this issue has a long history. The office component of the circle is some of the newer build in town. The walkability factor regarding the office component is unique in Addison and has great appeal. The retail piece has always struggled due to the visibility/parking issues etc that are well known by staff.
>
> Reply by **Jade** on **02/25/2025** at **6:33pm** [Comment ID: 4725] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> Tyler - noted.

Built Environment, continued

Addison commands higher rents in comparison to similar linear development along Addison's main thoroughfares. Office rents in Addison Circle are higher than the remainder of the Office Corridor and the town as a whole. Similarly, retail rents in Village on the Parkway are higher than the rest of Restaurant Row or the town. Unfortunately, the same cannot be said of retail rents in Addison Circle, despite being considered the heart of the community and the most walkable area of town.

With the exception of the hotel industry, other segments of the built environment perform well. The multifamily market has performed well in Addison thanks in part to new construction in Vitruvian Park and other locations. However, here too, rental rates are among the lowest in comparison to peer communities. The hotel sector in Addison has been less successful. In terms of both Revenue per Available Room (RevPAR) and Average Daily Rate, local hotels were significantly outperformed by those in Dallas. Local industrial is a longstanding and quietly aging strength for Addison; however, the majority of the 2.8 million square feet of industrial space was constructed in the 1970s and is considered of lower quality to the commercial real estate industry. Addison Airport takes up a substantial portion of the built environment but continues to be recognized as a high-quality alternative to options at Love Field and Dallas Executive Airport.



#083

Posted by **Aaron Benjamin** on **02/23/2025** at **5:57pm** [Comment ID: 4540] - Link
Suggestion
Agree: 0, Disagree: 0
Should this refer to “Addison Circle”, not “Addison”?

> Reply by **Jade** on **02/25/2025** at **6:33pm** [Comment ID: 4726] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Yes - edit to add "Circle"

#084

Posted by **Aaron Benjamin** on **02/23/2025** at **5:59pm** [Comment ID: 4541] - Link
Suggestion
Agree: 0, Disagree: 0
This paragraph seems very similar to the last paragraph on the previous page.

> Reply by **Jade** on **02/25/2025** at **6:35pm** [Comment ID: 4727] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Staff will consolidate and delete repetitive text in the March draft.

MARKET ANALYSIS TAKEAWAYS

Addison Circle was a groundbreaking, first-of-its-kind development in the Dallas region. It paved the way for a renaissance of place-based, pedestrian-focused development that was supported by a strong office presence along the North Dallas Tollway and a thriving retail scene along Restaurant Row (Belt Line Road). Today, the community and Addison Circle face much stiffer competition. New development in the region has learned from both the elements done well in Addison Circle and its shortfalls, and master-planned urban mixed-use projects like Legacy Town Center have emerged.

The Town of Addison remains a popular and marketable location, but its built environment is aging in a time when trends in all of the major industries are rapidly evolving, and the average age of residents is also gradually increasing. Addison must reinvent some of its aging commercial places to continue to attract and retain businesses, workers, and residents. Steering redevelopment in a manner that embraces the emerging trends of place, experience, and walkability can not only keep Addison competitive, but differentiate the Town by further enhancing the authentic, human-scale level of mixed-use Addisonites have come to love.

Recommendations in the *Market Position Report* focus generally on place-based economics, maintaining and enhancing the local workforce and Addison as a place for work, and diversifying the market and civic revenue streams. Suggested strategies and actions are organized by each of Addison's geographic areas. However, all recommendations can be traced back to seven overarching themes.

New Addison, better than the old Addison and different from the pack.

Addison's future success depends on continuing to be distinct rather than trying to catch up with surrounding areas.

Placemaking, attractions, and destination building.

Addison needs to evolve its existing spaces and create new activity hubs in areas like Restaurant Row and the Office Corridor.

Walkability, connectivity, and corridors.

Addison must focus on becoming a highly walkable, connected, and marketable community by revitalizing key areas like Restaurant Row and the Office Corridor.

Addison as "The Office."

Addison can become known as a place where people work from anywhere, by enhancing public spaces and promoting the town's unique office alternatives.

Addison Airport as an Economic Engine.

The airport offers a strategic advantage and revenue source that Addison should leverage to grow both air traffic and local business.

Industry - Addison's Secret Weapon.

Addison's industrial sector is a major economic asset, poised for growth as technology and distribution trends evolve.

Be Aggressive - Both Fast and Slow.

Addison should act swiftly on high-impact projects like Addison Circle, while allowing more gradual development in industrial areas.

Note

A more detailed explaination of these seven themes are covered in the full Market Position Report viewable in the Appendix of this Comprehensive Plan or on the Town of Addison website.

#085

Posted by **Carol Rennesund** on **02/24/2025** at **7:00pm** [Comment ID: 4649] - Link
Suggestion
Agree: 0, Disagree: 0
Perhaps change "shortcomings" to "attributes"?

> Reply by **Jade** on **02/25/2025** at **6:38pm** [Comment ID: 4730] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. Shortcomings is an accurate word, and staff will expand upon what those are.

#086

Posted by **Susan M. Halpern** on **02/23/2025** at **3:17pm** [Comment ID: 4498] - Link
Suggestion
Agree: 0, Disagree: 0
What are the shortcomings and how do they impact future planning?

> Reply by **Jade** on **02/25/2025** at **6:37pm** [Comment ID: 4729] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Staff to edit text to expand upon shortcomings, like parking visibility and first floor retail vacancy.

#087

Posted by **Liz Oliphant** on **02/24/2025** at **4:00pm** [Comment ID: 4602] - Link
Agree: 0, Disagree: 0
There seems to be a consistent picture of putting down Addison Circle throughout the document. Think more review needs to made whenever the Circle is mentioned.

> Reply by **Jade** on **02/25/2025** at **6:36pm** [Comment ID: 4728] - Link
> *Answer*
> *Agree: 0, Disagree: 0*

No edit necessary on this comment.

Liz - noted. Other comments echo this sentiment and the paragraph text tone will be edited accordingly.

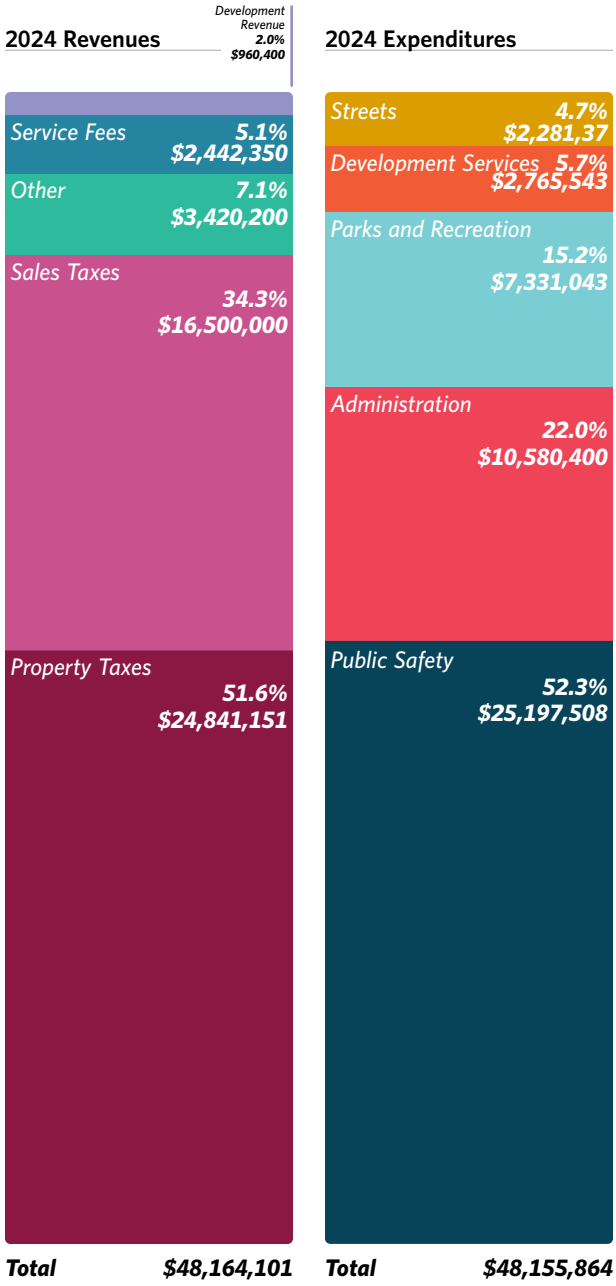
ADDISON'S BUDGET AND FISCAL HEALTH

NOTABLE CONNECTION:
APPENDIX

Additional details on the Town's general fund budget and expenditures, current costs, and projected future infrastructure needs are provided in the full Land Use Fiscal Analysis, included in the Appendix.

The Current Budget

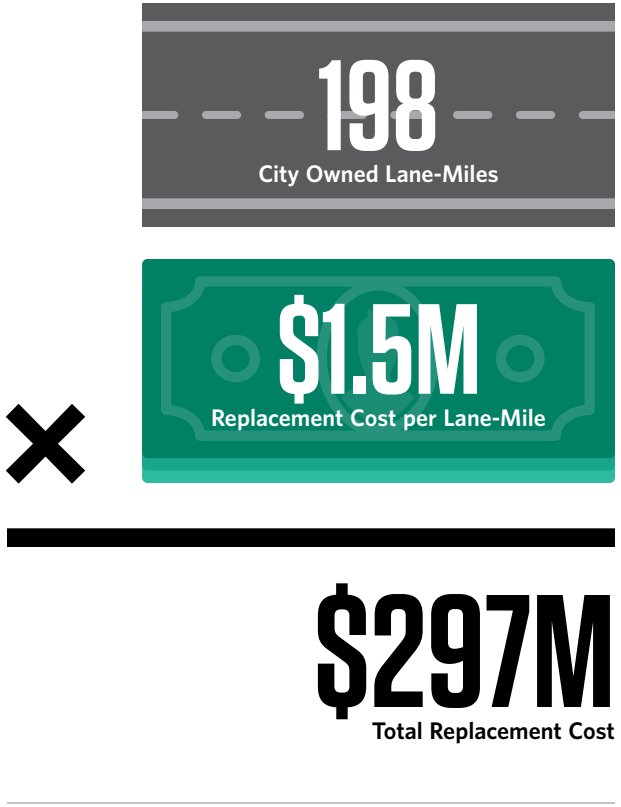
Addison is in a much stronger fiscal position than most communities thanks to its more compact, semi-urban development pattern, vibrant neighborhoods (and property values), and sound fiscal policies. General fund revenues have been steadily growing over the past five years. While the amounts from property tax and sales tax have both been increasing year over year, the percentage of the general fund revenues coming from property tax has been rising while the sales tax share is dropping. Property tax is a more stable and predictable revenue stream, so having more than half of the general fund come from property tax puts the Town in a financially strong and resilient position. This means sales tax, fees, and other more volatile revenues can be invested in quality of life and economic development (instead of having to cover basic services and infrastructure). Expenses have also been growing over the past five years, but they are in line with revenues and distributed equitably and sensibly between departments. Additionally, the Town has done a good job of managing its infrastructure assets and planning for future replacement costs, so funding for future liabilities should not be a major challenge as long as the Town continues to keep this a priority with policymakers and taxpayers.

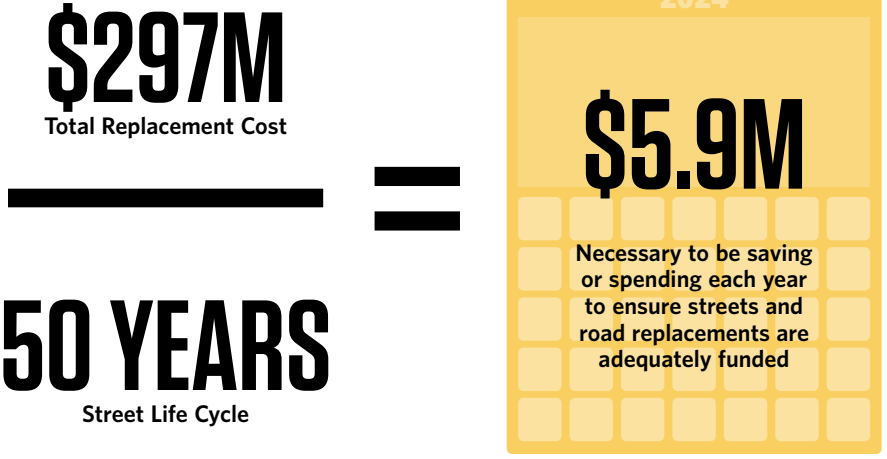


QUANTIFYING ADDISON'S STREET REPLACEMENT COSTS

Based on information provided by staff, Addison has 200 11' lane-miles of roadway to maintain. Using a replacement cost of $1.5M per 11' lane mile means that it would require over $297M to replace the existing streets when they reach the end of their life cycle. Averaged over a 50-year life cycle period, this would require the Town to be saving or spending an average of $5.9M per year on street reconstruction. Addison is mostly built out, so this number should remain relatively flat going forward (except to adjust for inflation).

In the current budget, the Town has allocated roughly $2.3M from the general fund toward street maintenance. The Capital Improvement Program funded by the recent bond election provides additional money to cover more significant reconstruction projects. Going forward, continuing to implement an aggressive preventative maintenance program and utilizing surplus funds and debt responsibly for larger projects should enable Addison to maintain public streets and sidewalks in good condition for years to come.





#088

Posted by **Susan M. Halpern** on **02/23/2025** at **3:23pm** [Comment ID: 4500] - Link
Suggestion
Agree: 0, Disagree: 0
Comment belongs here, not the prior pages. No way to delete comments. There should be.

Here's my comment: The 2019 Bond Election provided funding for the rebuilding of significant roads. This should reduce future maintenance costs. Indication that staff would add detail about road replacement, status of design and funding to provide needed context, but I don't see any changes?

> Reply by **Jade** on **02/25/2025** at **6:44pm** [Comment ID: 4732] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Staff is discussing how best to adjust this page considering recently constructed or funded infrastructure improvements into the March draft.
>
> Re: Sue - comments may be deleted so long as you login to Konveio. Please email Jade with any IT related concerns. I have deleted the duplicate comment from pg. 86 per your request.

BASELINE LAND USE FISCAL ANALYSIS

NOTABLE CONNECTION: APPENDIX

The full Land Use Fiscal Analysis includes more detail on the methodology, calculations, and analysis. A copy is included in the Appendix.

Notes

The Land Use Fiscal Analysis focuses on property tax revenue and the portion of General Fund costs covered from property taxes. When development incorporates more of the patterns that have higher value per acre, the Town can capture more property tax revenue without having to raise the tax rate. When there is more property tax revenue to cover basic services and infrastructure maintenance, it frees up sales tax to be used for growth and amenity-focused efforts.

An in-depth analysis of the fiscal productivity of Addison's development pattern and service model was performed as part of the comprehensive planning process. A parcel-level analysis of the property taxes and general fund service costs for the various land uses and development patterns in the Town provides a glimpse into which perform better than others in terms of their ability to generate sufficient property tax revenue to cover their share of service costs, including long-term roadway maintenance. The analysis used the metrics of property tax revenue per acre and net revenue per acre to map the net fiscal productivity (revenue minus each parcel's proportionate share of service costs) of all parcels in the city.

Three levels of analysis were completed to understand the fiscal performance of development today and when costs for future infrastructure replacement are considered.

1. ***Property Tax Revenue Per Acre***
2. ***Net Revenue Per Acre with Current Budget Expenditures***
3. ***Net Revenue Per Acre with Current Budget and Projected Future Street Costs***

Certain development patterns will hold their value and remain positive, even with the additional cost burden, while others will decrease significantly. The following pages provide the maps and additional detail on each level of the analysis, followed by a summary of key takeaways from the analysis. Results of this baseline modeling and context helps explain the connection between Addison's compact, semi-urban development pattern and its strong fiscal health.

Level 1 Analysis: Property Tax Revenue Per Acre

The first level of the analysis process involves mapping the revenue side of the fiscal equation. Property data and property tax levy amounts were pulled directly from the 2023 certified tax roll data obtained from the Dallas County Appraisal District. Levy amounts were verified with the Town of Addison's FY23/24 budget and then the appraised value, assessed value, and actual levy paid after exemptions were mapped to the parcel level. Exempt parcels such as government-owned properties, churches, and other tax-exempt areas such as street rights-of-way were removed from the analysis.

089

The map on the adjacent page illustrates the property tax revenue per acre for parcels in Addison, ranging from $0/acre to more than $20,000/acre. As expected, properties along the Tollway and in and around Addison Circle are the most productive.

#089

Posted by **Aaron Benjamin** on **02/23/2025** at **6:09pm** [Comment ID: 4544] - Link

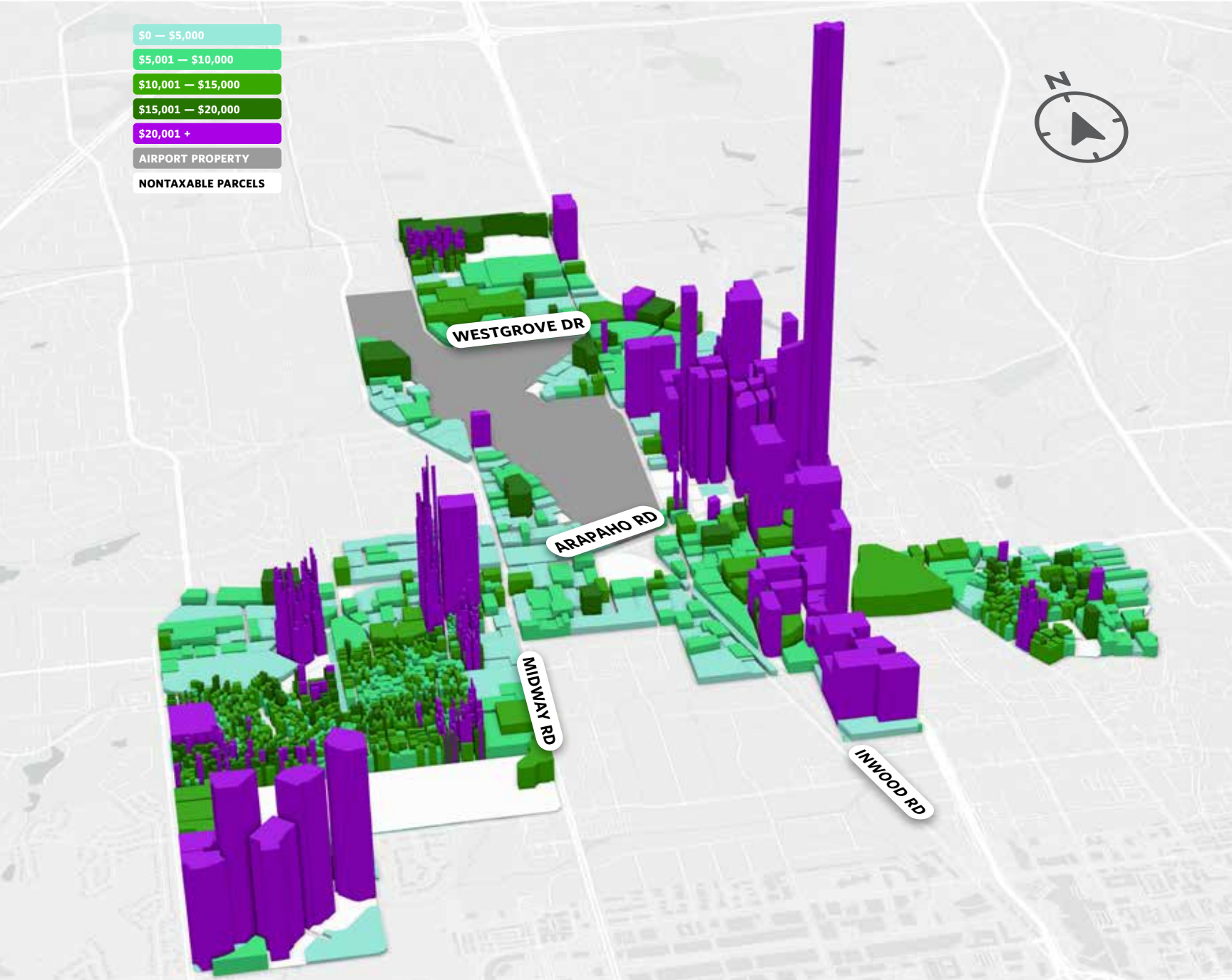
Suggestion

Agree: 0, Disagree: 0

Does this include the airport and related properties? I do not see any explanation for why the airport is excluded from the calculations, but is also not the same color as nontaxed properties.

> Reply by **Jade** on **02/25/2025** at **6:46pm** [Comment ID: 4733] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Edit text to clarify that the airport is a government-owned facility.

PROPERTY TAX REVENUE PER ACRE MAP



Level 2 Analysis: Net Revenue Per Acre with Current Budget Expenditures

The revenue per acre mapping alone does not tell the full story. In order to understand the fiscal impacts of different development patterns, costs for services and infrastructure must also be taken into account. The second level of fiscal analysis focuses on allocating general fund service costs from the current year's budget to the parcels. As an initial step, the general fund costs ($48.1M) were split into public service costs ($38.5M) and infrastructure (street and park related) costs ($9.6M). After this, the amount being covered by property tax was determined using the ratio of general fund revenues coming from property taxes in the city's budget (51.6%), which equals $19.9M for public services and $5M for infrastructure. Developed properties were assumed to carry 88% of the public service (non-infrastructure related) costs, while undeveloped properties carried the other 12%. These amounts were then allocated to individual parcels based on proportionate area. Infrastructure costs were allocated to individual parcels based on their proportionate area, so the larger properties have higher infrastructure cost burdens than smaller properties. The Town's Public Works and Engineering department has a robust asset management system in place to track and plan for future infrastructure costs. When evaluating annual budget, tax rate, CIP, or utility rate decisions, Council and staff should take future replacement costs into consideration and set rates that balance current affordability with long-term financial sustainability.

This analysis considered only costs covered by the general fund and property taxes. Water and wastewater, solid waste, and other fee-based utilities were not factored in, as those are funded through separate enterprise funds tied to rates and consumption. It's important to note that just like streets, as more of the town's utilities reach the end of their lifecycle, funds will be needed to replace them. Council and staff should take these future costs into consideration when setting utility rates.

Adding these costs generates a "red/green" or "profit/loss" map that illustrates the net value per acre for each parcel when you take the revenue it generates from property tax and subtract the proportionate costs from the current budget as calculated above. Any parcels shown in red cost more to serve than they generate in property tax, while those in the other colors (green and purple) on this map are generating a surplus amount to cover current conditions. This map and the supporting data and analysis behind it demonstrate that under the current budget and tax rate structure, there are some development patterns and properties in the Town that generate a significant surplus, while roughly half of the properties do not generate enough revenue from property tax to cover the proportionate costs. In current budget conditions, these gaps are made up with revenue from other funding sources, most notably sales tax and/or addressed through bond-funded efforts paid for with the Interest and Sinking Fund (I&S) portion of the tax rate.

#090

Posted by **Jim Decuir** on **02/16/2025** at **2:52pm** [Comment ID: 4433] - Link
Suggestion
Agree: 1, Disagree: 0
spelling
through

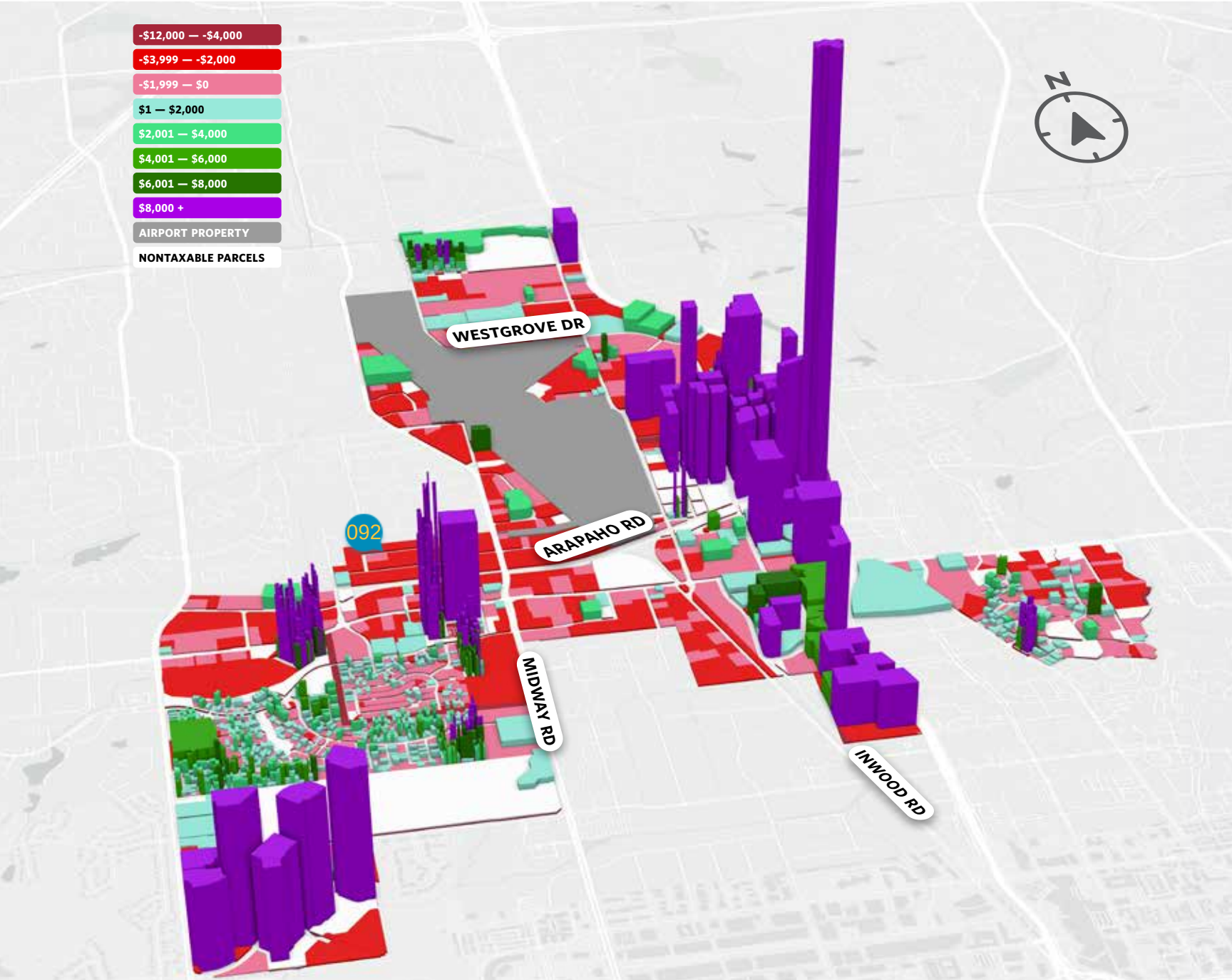
> Reply by **Jade** on **02/25/2025** at **6:47pm** [Comment ID: 4734] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> edit to "through"

#091

Posted by **Susan M. Halpern** on **02/23/2025** at **3:25pm** [Comment ID: 4501] - Link
Suggestion
Agree: 0, Disagree: 0
No analysis regarding utilities, staff comment relates to roads.

> Reply by **Jade** on **02/25/2025** at **6:48pm** [Comment ID: 4735] - Link
> *Question*
> *Agree: 0, Disagree: 0*
> No edit requested. Unclear as to what is meant by "staff comment"

NET PROPERTY TAX REVENUE PER ACRE MAP (with Current Budget Expenditures)



#092

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:59pm** [Comment ID: 4542] - Link

Agree: 0, Disagree: 0

We should absolutely keep the negative values here. I saw Korrie's note in the staff redline. It must be clear what inefficient land use costs us

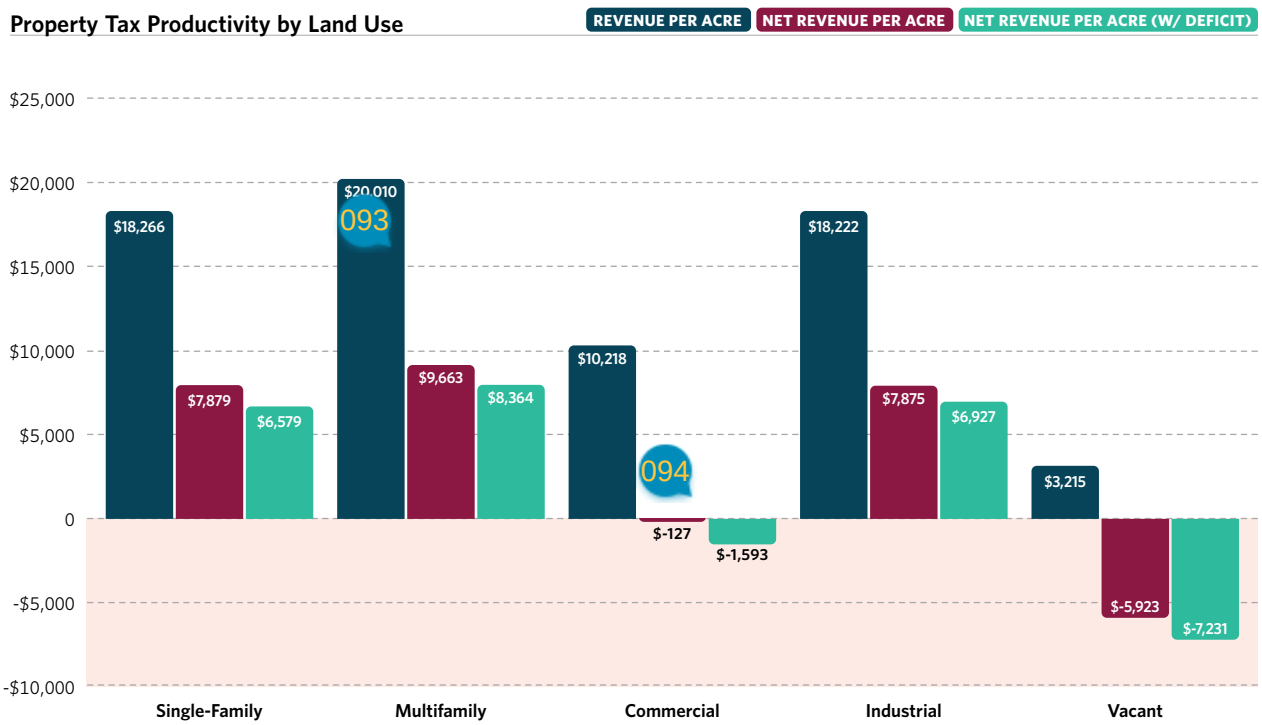
> Reply by **Jade** on **02/25/2025** at **6:49pm** [Comment ID: 4736] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Staff to discuss this mapping exercise. Remapping may not fit well on page.

Level 3 Analysis: Net Revenue Per Acre with Current Budget and Projected Future Street Costs

The third and final step in the baseline analysis projects what additional revenue the Town would need to replace existing streets when they reach the end of their life cycle. Typically, cities budget an annual amount for preventative maintenance and fund a few capital improvement plan (CIP) projects through surplus sales tax revenue or bond programs every 3-5 years, but these only address a portion of the overall street network. While the majority of these costs are often out in the future, having a plan to reserve and build up funds annually will ensure the funding is there when it's needed.

The amount it would take for the city to replace existing street infrastructure was estimated as roughly $297 million over 50 years. A straight average over a 50-year life cycle for concrete pavement was calculated to be roughly $5.9M per year, and then these additional costs were allocated to each parcel based on a similar proportionality process. This second version of the "red/green" map shows how different parcels and development patterns perform fiscally when considering the true infrastructure burden and assuming 100% of these additional costs are covered from property tax revenue.

This step only accounts for replacement of existing streets. Addison is mostly built out, so if there are additional local streets built with new development, the additional costs would be minimal.



#093

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:18pm** [Comment ID: 4529] - Link
Agree: 0, Disagree: 0
Many of the highest value per acre parcels include the tollway office towers, what category do those fit into?

> Reply by **Jade** on **02/25/2025** at **6:52pm** [Comment ID: 4738] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> Commercial.

#094

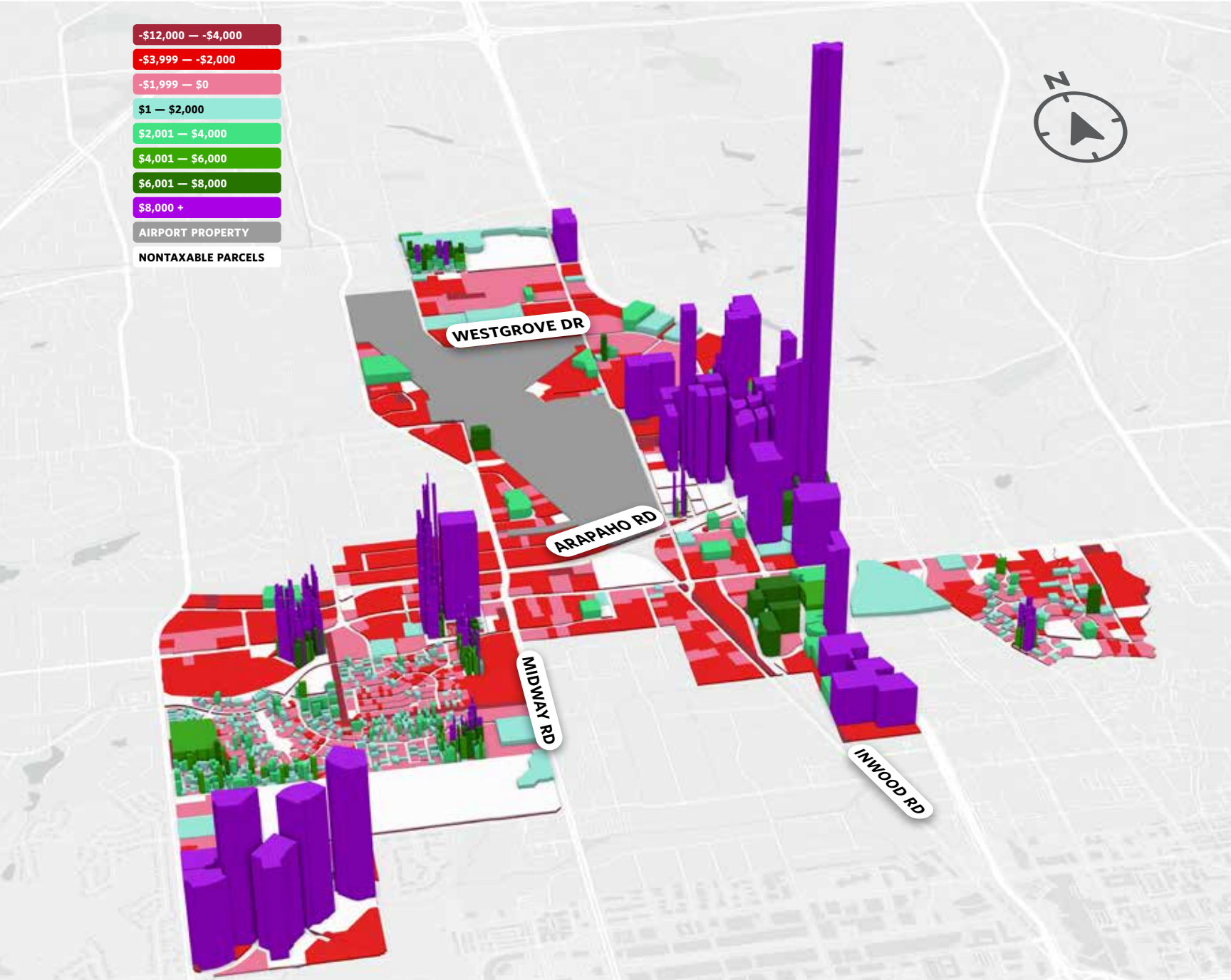
Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:22pm** [Comment ID: 4530] - Link
Agree: 1, Disagree: 0
Okay, if the tollway office towers are included in the Commercial and Commercial overall is in the red.... Are the big box, high parking, old strip centers etc dragging us down that hard??

That is incredible... and alarming.

Could we get some clarification in the next draft of what kinds of properties exist in these more broad categories? (or a reminder note of where that clarification is if I missed it?)

> Reply by **Jade** on **02/25/2025** at **6:51pm** [Comment ID: 4737] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Staff to edit draft to add clarity via note or page highlight and detail what uses are included in these categories. May consider adding a reference to the glossary and detailing there.

NET PROPERTY TAX REVENUE PER ACRE MAP (with Current Budget and Projected Future Street Costs)



FISCAL ANALYSIS TAKEAWAYS

Addison is in a much stronger fiscal position than most cities. Addison's strong commercial base and associated sales tax revenue is part of the equation, but the Town's development pattern also plays a significant and arguably more important role. The Town's smaller footprint and more compact, semi-urban development has limited the amount of streets and infrastructure to be maintained and improves efficiency of public services. The Town has a significant amount of high-density development along the Tollway and in Addison Circle that produces much higher tax revenue per acre than lower density autocentric development typically found in suburban style cities. This high-density development boosts the Town's property tax revenues without having to rely on a high tax rate, which keeps the cost burden on residents more affordable. This same pattern also supports more businesses and employers in the local area, which also contributes to the sales tax.

095

Addison's decision to build in a more urban manner while other surrounding cities embraced the more spread out, autocentric suburban model could also become a strong differentiator in the years ahead. Whereas Addison's infrastructure and service costs are manageable and aligned with revenues and residents' ability to pay today and well into the future, many suburbs are facing skyrocketing infrastructure costs that current budgets, property values and tax rate structures will not cover. As values and/or costs continue to rise in these communities, some of these residents may look to relocate to a community like Addison that is in a more financially stable and resilient position and offers a high quality of life for a reasonable cost.

Factors Contributing to Addison's Fiscal Productivity



Small City Footprint & Service Area

The entire Town measures 4.4 square miles. This compact and defined footprint limits infrastructure and service costs and allows the Town to focus resources on quality.



Compact Lots

Even in Addison's most exclusively residential areas, lots are generally more compact. This creates more value from a given area and spreads infrastructure costs across more properties.



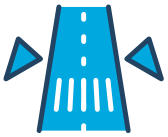
High Percentage of Lot Coverage

A high ratio of building footprint to lot size increases taxable value of property. Addison's code provides the opportunity for high lot coverage in many situations.



Multi-Story Buildings

Especially in urban parts of Addison, building up is common. This means that a single parcel of land often has a lot more building on it, increasing its overall taxable value.



Narrow Streets & Short Blocks

Narrow streets cost less to maintain, and short blocks make for a more pleasant pedestrian experience which raises property values.

#095

Posted by **Aaron Benjamin** on **02/23/2025** at **6:12pm** [Comment ID: 4545] - Link

Suggestion

Agree: 0, Disagree: 0

Should we add a callback to the introduction where this concept, where denser development decreases individual share of infrastructure cost, is explained?

> Reply by **Jade** on **02/25/2025** at **6:55pm** [Comment ID: 4739] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Add callout to page 41

CURRENT REGIONAL AND NATIONAL TRENDS

096

As technology, market conditions, and other factors continue to evolve, Addison will also need to evolve to keep and attract people and businesses to the Town. While focusing on local context and resources are the starting point, it's also important to be aware of regional, national, and global trends that are impacting where and how people choose to live, work, shop, and play.

The Importance of Place and Human Interaction



Place is of great importance to people of all ages. In particular, the "third place", a term coined by Ray Oldenburg. Third places are places outside of home or work where people like to gather and interact, such as coffee shops, cafes, sports bars, pubs, and bookstores. Connectedness is a priority for these groups, and walkable neighborhoods are greatly valued. They seek the celebration of differences in people, cultures, and neighborhoods. Authenticity is a high priority, and many cities do not offer this.

Retail





The Global Pandemic took an already fracturing retail structure into hyperdrive. Convenience focused brick and mortar retail and many national brands operators have proven to be most susceptible to two major trends: E-commerce and the growing demand for experience, particularly outdoors. The result has been a maturing renaissance for place-based retail that began at the larger scale with major destinations but is now being pushed to smaller scale clustered commercial within walkable or bikeable distance. Local business will continue to be the greatest potential beneficiary of these trends. Not only do they have the opportunity to market and sell online to expand their reach, but the path to brick and mortar or a viable alternative has never been easier. Retailers now have opportunities to ease beyond the home through incubators, trucks, markets, kiosks, shared retail, community kitchens, ghost kitchens and more – many of which are also a strong means of adding value to existing places.

#096

Posted by **Aaron Benjamin** on **02/23/2025** at **6:18pm** [Comment ID: 4546] - Link

Suggestion

Agree: 0, Disagree: 0

Is there any data we could point to in order to support the assertions made in “Current Regional and National Trends”? A lot of large, sweeping statements but I have no way to verify if they are true or not.

> Reply by **Jade** on **02/25/2025** at **6:56pm** [Comment ID: 4740] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Staff to provide source data on this page or in the appendix.

Office



The office sector experienced the greatest and most obvious upheaval of any market as a result of the Global Pandemic by accelerating trends that were underway and proving to many that a new way to "office" was not only possible but inevitable. Today's market will continue to adapt as employees, particularly those of the Gen Z and Millennial generation, have actively embraced the concept of "work from home". Companies and property owners will continue to adapt as the trend matures. The "flight to quality" was already underway and it only continues at the same or a faster pace as employees demand a location that is walkable and highly experiential. More employees seek a different workplace lifestyle with more amenities, opportunities for socialization (but also greater demand for personal space) and the chance to be either close to home or at home. At the same time, a younger generation has increased interest in entrepreneurship and small business ownership, providing an additional push for home-based business and affordable entry into the office market. With the pandemic dust settling, property owners are responding by including office options for coworking, flex space, and satellite offices that make office space attractive to a broader audience; adding amenities to enhance the office experience; and in some cases, bringing in additional uses such as residential and institutional.

Industry



While not as obvious as retail and office, the industry sector will continue to witness substantial changes with the greatest continuing to be in technology and automation. From augmented intelligence and robotics to the industrial version of the "Internet of Things" companies will continue to discover ways to operate more efficiently and, equally important, with the ability to pivot to adapt to market demands. Reshoring continues to drive opportunities for growth as does the move toward greater sustainability. The global pandemic and international conflicts are driving the sector to push for multi-sourcing to avoid market disruptions which, combined with new technology, is spurring a trend toward microfactories. The drive to smaller, smarter facilities creates an opportunity for a new brand of business incubation and a potential merger into areas such as the Inwood Corridor where innovative industrial activity at a smaller scale could be developed incrementally in spaces alongside other activities.

Mobility



Mobility preferences are changing as people shift how they live, shop, dine, and work. The National Association of Realtors' Community and Transportation Preferences Survey shows growing demand for walkable, bikeable, and transit-friendly communities, with Gen Z and Millennials willing to "pay a lot more" for these features. This trend toward walkability aligns with preferences for experience-based shopping, dining, and entertainment over convenience-based strip malls, pushing communities to redesign roads with safer speeds and enhanced bike/pedestrian infrastructure.

Consumer preferences are also impacting air travel, including the airport in Addison. The ability to navigate by car, transit, bike, or on foot is increasingly important, with a growing desire for stronger "first mile to last mile" connections, including ties to local transit. Executive services will continue expanding, leading to facility upgrades, while technology such as unmanned aircraft and artificial intelligence (AI) will further disrupt the airline industry.

Housing



Many cities are finding that retaining talent requires offering a variety of housing types to meet diverse needs. However, most places have not adapted to changing demographics, with shrinking household sizes and a growing desire for appropriately sized homes. Housing diversity also supports affordability and allows for the mixing of socioeconomic groups, which appeals to Millennials, Gen Z, and Gen Alpha.

Missing middle housing includes styles between single-family homes and mid-rise apartments, blending into neighborhoods while offering more units and boosting the tax base without raising service costs. These housing types, such as townhouses, duplexes, and courtyard apartments, were common before the 1940s and are being rediscovered today as a way to create high-value properties that generate more tax revenue than they cost to serve.

ADDISON'S IDENTITY

The identity of Addison is articulated through a vision story that tells a clear and compelling narrative about how the Town of Addison and its residents envision their future. This vision serves as a guiding light, reflecting the community's shared understanding of who they are and where they aim to be in the years ahead.

To ensure that Addison's future aligns with this vision, a set of decision-making principles has been crafted. These principles offer a framework for making choices that keep the community on track toward realizing the future they have collectively envisioned.

The foundation of Addison's identity is rooted in community input. At the start of the process, results of the Vibrant Community Assessment were used to establish a preliminary baseline. Through the public engagement process of the Plan, residents, business owners, employees, Town visitors, and the CPAC were invited to identify Addison's shared community values, unique assets to be preserved or enhanced, and aspirations. This feedback shaped and informed both the vision story and the decision-making principles, ensuring that Addison's future reflects the priorities and desires of its people , businesses, and developer partners.



Note

Members of Addison's Comprehensive Plan Advisory Committee, Planning Commission, and City Council collaborated to craft and refine the Vision Story, drawing from the community's identified Values, Assets, and Aspirations gathered through the engagement process. This thoughtful approach to shaping Addison's identity ensures that the resulting Vision is an authentic and accurate reflection of the community as a whole.

Vibrant Community Assessment

A modified version of the Vibrant Community Assessment, a tool created by Quint Studer and referenced in his book, Building a Vibrant Community, was used at the outset of this process. The assessment included ten questions that asked respondents to rank the town's performance in key aspects of a vibrant community on a 1-10 scale. Three additional questions explored the Town's biggest opportunity, challenge, and citizens' commitment to improving their community. While the Town could elect to use this survey on an annual basis to evaluate progress, the main purpose of this initial survey was to give the planning team a baseline and context as to how the community feels about different elements of a vibrant community.

NOTABLE TAKEAWAYS

Most responses ranged from 5.7 to 6.8, indicating a gap between participants' perception of the town and their ideal version of its performance. The lowest score (4.94) concerned the Town's education system, understandable as Addison lacks its own school district. The next lowest scores (5.66 and 5.70) related to citizen engagement and community investment, highlighting an opportunity validated in the planning process. Respondents rated Addison well for overall vibrancy (7.87) and attractiveness to new businesses and talent (6.84), and believe the Town's programs and services generally enhance quality of life (6.75). Housing issues, especially reducing apartments, were seen as the top challenge and opportunity, followed by improving walkability and bikeability. Finally, respondents expressed strong commitment to Addison's success, with an average score of 8.25.

VCA Summary Results



Notes

A complete summary of the Vibrant Community Survey results is included in the Plan Appendix. For some questions, such as questions 11 and 12, respondents provided their answers in short phrases. The answers presented here are the words and phrases that appeared more frequently, but some responses are understandably more nuanced than a few words. Therefore, for greater clarity, reviewing the full results is recommended.

#097

Posted by **David Collins** on **02/24/2025** at **10:18am** [Comment ID: 4551] - Link

Suggestion

Agree: 0, Disagree: 0

It is interesting that this issue is seen as the top challenge by residents who completed the survey but I still believe not adequately addressed. As there have been continuing changes to this draft, I will reserve judgment until I get through the entire document. This is a place marker at this point.

> Reply by **Jade** on **02/25/2025** at **7:11pm** [Comment ID: 4743] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.
>
> Re: Dave - copying response to comment from page 70 here. Dave: At CPAC meeting 3 on 5/9/24, we discussed that ownership product in Addison would likely be through condo or townhome development and that condos require high-rises with complicated financial structures due to Texas law on liability insurance, etc. The committee responded by stating that incentives for ownership housing should not be a priority of the Town at this time. Knowing that our vision, values, and priority outcomes survey gathered several responses about increasing housing diversity, matrix item HN3.C was added to state that a housing study should be done by 2027 to determine the best housing strategies. The results of this study may or may not include Town incentives. To prepare for this housing study and respond to housing concerns in the immediate term, several actions were added in HN4 to start analyzing our housing mix percentages accurately, as this was done with the Housing FAQ in 2022, but is not yet regular practice in Development Services. Our team aims to respond with a data-driven approach to this ongoing dialogue in the immediate term, which is why the action has 2025 assigned to the date. This effort is being pursued currently. The highest priority from CPAC that emerged was the regulation of quality standards for private development and discussion regarding incentives for infrastructure. The proposed TIRZ district supports this dialogue.

#098

Posted by **Liz Oliphant** on **02/24/2025** at **2:10pm** [Comment ID: 4580] - Link
Agree: 0, Disagree: 0
In items 8,9 and 10 the word "and" is attached to the preceding or following word. Needs a space.

> Reply by **Jade** on **02/25/2025** at **7:08pm** [Comment ID: 4741] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> adjust "and" to add a space in items 8, 9, and 10.

#099

Posted by **Liz Oliphant** on **02/24/2025** at **2:12pm** [Comment ID: 4581] - Link
Agree: 0, Disagree: 0
Items 11 and 12 have color blocks behind them which make the tiny type very difficult to read. The color blocks may match some previous color coding but if that is the case, it should be explained somewhere previously or with an asterisk.

> Reply by **Jade** on **02/25/2025** at **7:09pm** [Comment ID: 4742] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Remove color blocks from text

THE FOUNDATION OF ADDISON'S IDENTITY

The foundation for the Vision Story and Decision-Making Principles was laid through three elements: *Values, Assets, and Aspirations*. Through extensive public engagement, the community identified its qualities, key strengths, and desired outcomes. These insights not only reflect what the community members of Addison care about but also what they hope for in the future. The Vision Story captures the Town's collective ambitions, while the Decision-Making Principles provide guardrails for discussions and decisions to ensure that future actions align with the community's priorities and long-term goals.

Values

- **A** ***Fiscal Responsibility and Financial Sustainability.*** *Services, development, and resources must be managed to ensure quality services remain affordable for taxpayers now and in the future.*
- **B** ***Connectivity, Walkability, and Pedestrian Safety.*** *Most residents value the human-scale design and enjoy the ability to walk through neighborhoods and public spaces.*
- **C** ***Innovation.*** *Addison's commitment to innovation has been, and should continue to be, a core community value.*
- **D** ***Safety and Comfort****. The Town's public safety presence and well-designed environment help residents and visitors feel secure.*
- **E** ***Economic Opportunity and Prosperity.*** *Maintaining Addison's strong commercial base is essential to attract residents, workers, and visitors while keeping property taxes manageable.*

Assets

- **F** ***Mix and Availability of Dining, Entertainment, and Shopping.*** *Addison's dining and entertainment options are a strength, with room to grow in boutique shopping and arts businesses.*
- **G** ***Quality Design, Materials, and Aesthetics in the Built Environment.*** *High-quality design in urban development, parks, and buildings enhances the safety and appeal of Addison.*
- **H** ***History of Innovation in Walkable Development.*** *Addison has led in creating walkable, neighborhoods that stand out from more auto-centric developments in the region.*
- **I** ***Addison Airport.*** *Addison's centrally located airport is a significant asset, with growing opportunities in private and advanced aviation.*
- **J** ***Location and Proximity to Regional Destinations.*** *Addison's central location and access to highways and the upcoming DART Silver Line keep it well-connected for development and employment.*

Aspirations

- **K** ***Dramatically increase walkability, bike connections, and transit options.*** *Expanding trails and transit will meet growing demand for car-free movement and benefit both residents and employers.*
- **L** ***Become a place where more experience-based and locally-owned businesses can thrive.*** *There is a strong preference for local boutique businesses, especially in arts and entertainment, with interest in developing a creative, makerspace vibe in areas like Inwood corridor.*
- **M** ***Increased diversity of housing options.*** *Expanding ownership and rental options for all ages while maintaining high-quality neighborhoods is a priority for both renters and homeowners.*
- **N** ***Build on prior successes through innovation to make Addison more competitive.*** *To stay competitive, Addison must embrace walkability and leverage assets like the airport and DART to capitalize on trends in mobility and human-scale development.*

ADDISON'S VISION STORY 101

Addison is an urban town in the heart of the DFW Metroplex. We are the pacesetter for walkable, mixed-use communities in Texas and beyond, creating a town which is fully connected to itself and the region.We set the standard by prioritizing multimodal mobility options for moving in and around Addison, including walking, biking, and internal public transit options, creating a people-first design to foster a diverse and thriving community and local economy in a safe, vibrant, and connected environment.

As we look ahead to 2050, we recognize that our strength lies not in emulating others or in appealing to all, but in embracing what sets us apart. We understand that we may not be the sprawling community that appeals to everyone, but we offer something far more valuable: a distinct flavor of walkability, safety, opportunity, and quality of life that resonates with those who prioritize human interaction, community connection, innovation and environmental sustainability over mere suburban sprawl. We're doubling down on what it has always meant to be Addison, attracting a diverse range of individuals who share our vision and values. Together, we're shaping a future where Addison stands as the leader in providing the highest quality of life and service to our residents and business partners: this is the Addison Way.

Our history as an innovative leader drives us to build on our past success and continue being the best place to live, work, and visit. We aim to further our competitive edge by investing in a safe and complete mobility network, place- and experience-based businesses, and a diversity of housing options so that residents of all ages will have the highest quality of life available.

We are intentional with our development, choosing projects, designs, and materials that live up to our high standards because we know that how safe we feel in our community has just as much to do with the care we put into developing and maintaining our built environment as the capabilities of our emergency response units.

By further connecting our neighborhoods and destinations, leveraging our community's location and transportation assets, and building an increased sense of place and vibrance, we will be uniquely positioned to attract and retain businesses, residents, commuters and visitors in the emerging place-based economy. In an increasingly competitive context, with new mixed-use districts being built all over the Metroplex, we can establish ourselves as the benchmark for decades to come by better connecting our most vibrant parts of town and redeveloping our aging suburban places to become more walkable, bikeable, and navigable by public transit - organically evolving into the next level of walkable community that has been our vision from the Town's inception.

#100

Posted by **David Collins** on **02/24/2025** at **10:20am** [Comment ID: 4552] - Link
Suggestion
Agree: 0, Disagree: 0
I feel this entire section is entirely too judgmental. It is ok to say we offer a distinct flavor etc but I disagree with the tone.

> Reply by **Jade** on **02/25/2025** at **7:20pm** [Comment ID: 4745] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit requested. This vision story gained approval from the public and the committee after robust input and revision.

#101

Posted by **Liz Oliphant** on **02/24/2025** at **2:22pm** [Comment ID: 4582] - Link
Agree: 0, Disagree: 0
I don't think this is the final version of the vision - several of the committee members felt that the Town was NOT "the pacesetter for walkable, mixed use communities" and asked that this be edited. In fact, the entire first paragraph could be rewritten.

Item K - I don't believe a walkable community was the Town's vision from "inception".

> Reply by **Jade** on **02/25/2025** at **7:19pm** [Comment ID: 4744] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> This is the vision story that the committee and the public approved.

DECISION-MAKING PRINCIPLES

The Decision-Making Principles are a set of guidelines designed to ensure that everyday choices made by the Town of Addison align with the community's long-term vision. These principles act as a compass, helping decision-makers consistently evaluate actions through the lens of the values, assets, and aspirations identified by the community. When applied consistently, the principles will guide Addison toward a future that reflects the Vision Story, ensuring that progress is purposeful and aligned with the collective ambitions of the town's residents.

1 PEOPLE FIRST

In Addison, people come first. We prioritize our residents and visitors over their cars.

2 AESTHETICS MATTER

We have built and continue to improve upon a place which has a high caliber of design and materials.

3 LEADERSHIP

Our community has been an innovative leader its entire history. We intend to lead far into the future.

4 HIGH QUALITY OF LIFE

Our residents expect, and our leaders desire to provide the highest quality of life in North Texas.

5 ECONOMIC PROSPERITY

Access to local employers, retail and entertainment is critical to Addison's cultural and fiscal health. We prioritize development and investments that keep Addison positioned as a place where businesses and talent want to be.

PLANNING COMPONENTS

This section of the Plan includes a series of components for elements that typically align with city departments and functions. While the content of each element is customized to best represent the information related to that respective subject, each component is generally organized in the same structure. Each component begins with a list of recommendations, followed by a snapshot of existing conditions. Next, maps and strategies that support the community's shared vision and priority outcomes are presented. Finally, each component closes with anticipated barriers to success and suggested solutions to address them.

This Comprehensive Plan includes three Planning Components: *Land Use & Development Character*, *Housing & Neighborhoods*, and *Mobility & Connectivity*. The Town may choose to create additional components in the future to integrate elements including but not limited to *Facilities*, *Parks and Trails*, *Infrastructure*, and/or *Economic Development*. An *integrated* component called *Related Plans & Initiatives* also houses summaries of other more targeted planning initiatives. For these, a brief summary of key information and recommendations that are integrated into the *Implementation* section has been included.

LU

The Land Use & Development Character component establishes the Town's overall land use pattern and identifies the type of development and housing desired for the future.

NH

The Housing & Neighborhoods component provides guidance on the building blocks of different neighborhoods and the features that will make them more successful. Cues for arranging blocks and accommodating residents are included.

MC

The Mobility & Connectivity component looks at how people get around and provides an approach that works toward improving walkability and multimodal connectivity across the city.

RP

The *integrated* component, Related Plans & Initiatives operates as a home within the comprehensive plan for Addison's other planning efforts. This part of the plan is expected to be updated every time a new related plan is adopted or updated.

PLANNING COMPONENT

LAND USE & DEVELOPMENT CHARACTER



aa2050_comprehensiveplan_DRAFT2_20250110_konveio.pdf Page 182 Printed 03/21/2025

ADDISON'S LAND USE & DEVELOPMENT CHARACTER

SUMMARY

Note

Less that 5% of Addison's land area is vacant. This means that the Town is approaching full buildout, and has to approach new development in different ways that communities with substantially arable land. A larger focus on enhancing existing development, and redeveloping under-performing places will be critical to the Town's future..

Addison does not have much vacant land left. 102 The context of development is shifting to revitalization and infill. It is critical that the community understands how development works and the dynamics and economics that underpin it. The Land Use & Development Character planning component lays out the recommendations to guide growth and development in Addison. A snapshot of the town's existing land use breakdown and zoning districts provides additional insight into where and how certain types of development can be built today.



The heart of this Comprehensive Plan focuses on continuing to enhance the walkable, mixed-use development pattern that has put the Town in a strong financial position and made it attractive to businesses and residents. Strategically guiding addition of commercial uses and more residential units into existing areas and connecting them with transit and trails will make neighborhoods more complete and the entire town even more walkable and vibrant. Place types are introduced, which are crafted to guide Addison's character and development pattern. Appropriate locations for these place types are presented on the Future Land Use Map (FLUM). The place types and the FLUM were shaped by extensive community feedback.

Alongside the FLUM and the place type descriptions, a Spectrum of Change map uses categories of preserve, enhance, and (re)develop. These categories illustrate the amount of change that can be expected in different areas. The combination of existing context and market demand for infill and/or redevelopment influences the amount of expected change. Finally, examples of transitional development to improve walkability are explored for four of the most common contexts in Addison. These include arterial roadway corridors, auto-oriented commercial centers, high-density urban office and mixed-use development along the Tollway, and industrial properties like those located along the Inwood Corridor and around Addison Airport.

Prioritizing walkability in North Texas can bring certain challenges, so a few of the anticipated barriers to success that Addison may encounter are highlighted and discussed at the end of the component.

#102

Posted by **David Collins** on **02/24/2025** at **10:22am** [Comment ID: 4553] - Link

Suggestion

Agree: 0, Disagree: 0

I always like specifics--a percentage would be more effective.

> Reply by **Jade** on **02/25/2025** at **7:21pm** [Comment ID: 4746] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> See note to the left.

RECOMMENDATIONS

LU1 ***Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.*** Mixed-use developments can enhance quality of life and economic growth by reducing commutes and fostering social connections. Incremental neighborhood evolution promotes sustainability without dramatic changes.

LU2 ***Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.*** Working with developers and leveraging infrastructure will provide needed housing, services, and entertainment, meeting neighborhood needs through infill and redevelopment.

LU3 ***Transform autocentric places into more pedestrian friendly, mixed-use destinations.*** Many commercial areas are aging. Revitalizing these spaces into pedestrian-friendly destinations with open spaces and varied businesses will help foster a unique local identity.

LU4 ***Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.*** The Silver Line Station, set to begin operation in 2026, should serve as a community asset to attract residents, visitors, and businesses, catalyzing the next level of development in the surrounding area.

LU5 ***Enhance the design of the public realm across the Town.*** The appeal of the public realm has long set Addison apart. As the Town recommits to pedestrian-oriented needs and developments, the public realm should remain a focus for safety, comfort, and interaction.

LU6 ***Encourage high-quality, harmonious development alongside the Dallas North Tollway.*** The remaining undeveloped land along the Dallas North Tollway has great potential for high-intensity office and residential development that is cohesive and well connected to create more complete neighborhoods and competes with other urban mixed-use centers in the region.

LU7 ***Design the built environment/ redevelopment to interact with and respond to the adjacent land uses.*** All development, whether infill or new, should be context-sensitive to enhance the area and nearby neighborhoods, rather than disrupting the character and fabric of the surrounding area. 103

#103

Posted by **David Collins** on **02/24/2025** at **10:26am** [Comment ID: 4554] - Link

Suggestion

Agree: 0, Disagree: 0

This may be imbedded in the range of all of these comments but I believe that one of the most important land use issues is connecting the various nodes so that apartments /hotels offices can connect with the retail. The proposed pedestrian access across the Tollway on Beltline is a good example.

> Reply by **Jade** on **02/25/2025** at **7:24pm** [Comment ID: 4747] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.

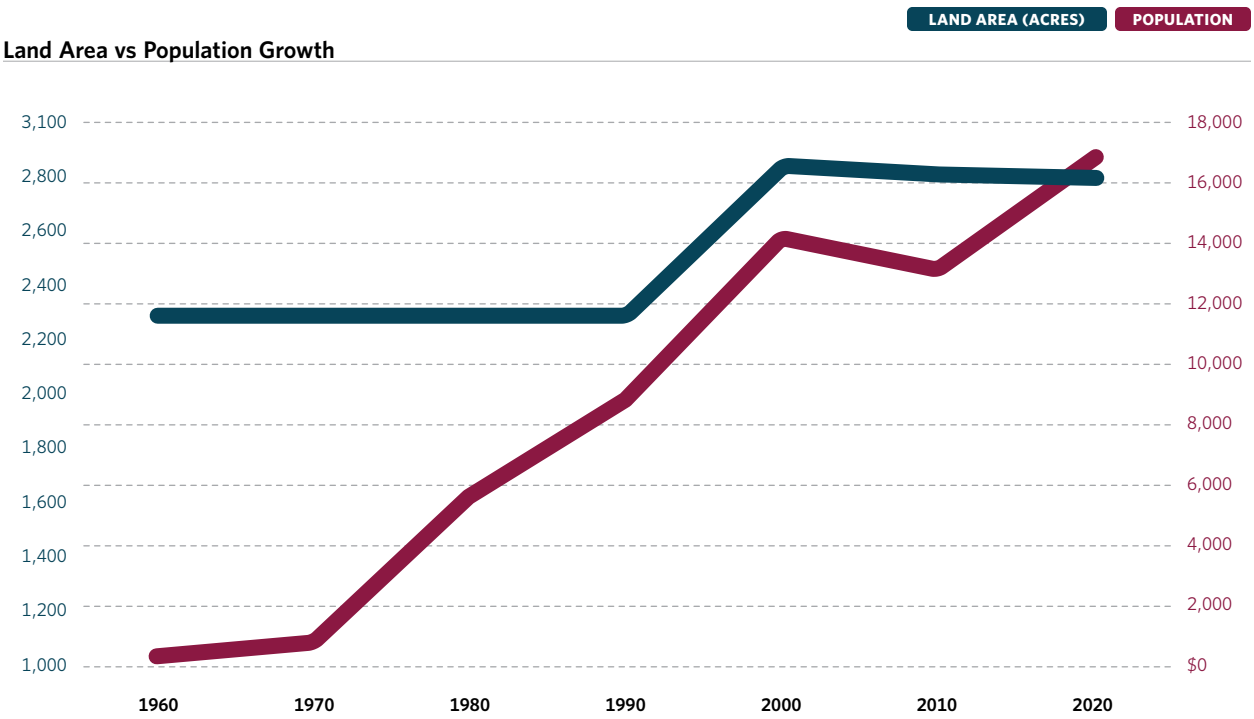
SNAPSHOT

WORKING TOWARD SUSTAINABLE, INCLUSIVE GROWTH

Land is the most valuable resource a city has. When land is developed, it is often done with current conditions and immediate benefits in mind, such as additional rooftops, businesses, and the tax base that comes with them. However, what is built also has long term impacts on the community. Housing mix and affordability, pedestrian safety and walkability, infrastructure condition, water quality and supply, and the financial health and resilience of the city are all examples of things that are impacted by development decisions over time. Therefore, decisions about where and how development occurs must look at both short and long-term implications.

Addison's past development has put the Town in a good position to balance these demands. Going forward, Addison's challenge will be guiding infill and redevelopment efforts in a manner that continues to keep the community and its neighborhoods vibrant, sustainable, and affordable for those seeking to live, work, and visit here. The Land Use & Development Character component provides the framework for guiding decisions and setting policy about what will be built, where, and when so the Town can capitalize on near term opportunities while also ensuring long-term sustainability and affordability.

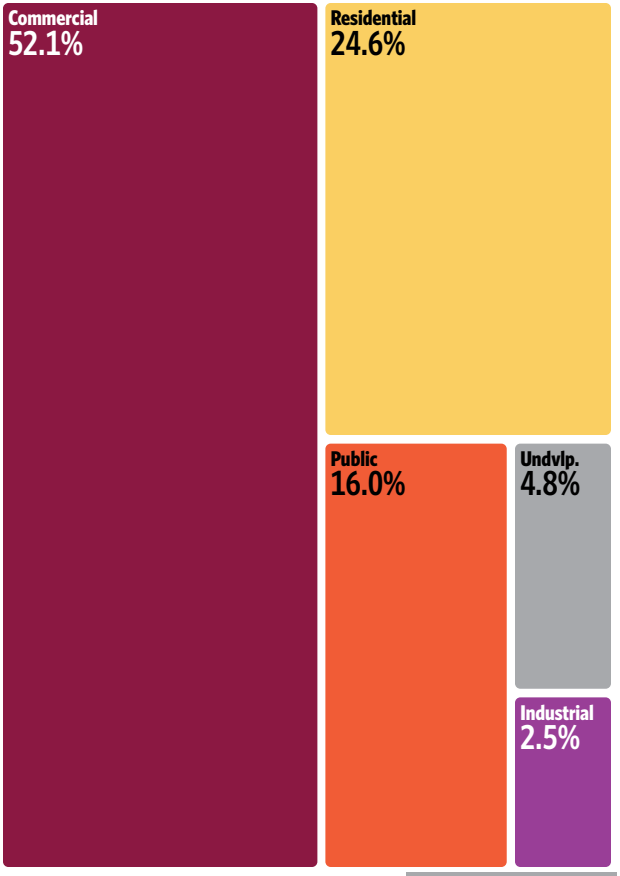
Land Area vs Population Growth



CURRENT LAND USE BREAKDOWN

The majority of Addison's land area is dedicated to non-residential development. Commercial developments are a balance between a walkable, mixed-use context and more auto-oriented, corridor style. Getting to these areas on foot feels dangerous. The commercial uses generally follow the major traffic corridors. Residential development makes up essentially one quarter of the town's footprint, and is split between single family detached neighborhoods and urban living, mainly townhomes and apartments.

Current Land Uses



SOURCE: TOWN OF ADDISON

VACANT LOT ANALYSIS

Undeveloped land is limited to just a few parcels scattered across the town, and makes up less than 5% of the town's total land area. Of the 133 acres of vacant property, more than 100 acres is zoned for commercial use. Just 6% of land (8 acres) is zoned for single-family residential and senior housing, with an equal split between them (3% each). The lack of property zoned for single-family is one of the reasons it's been difficult for the Town to get more single-family ownership housing develope

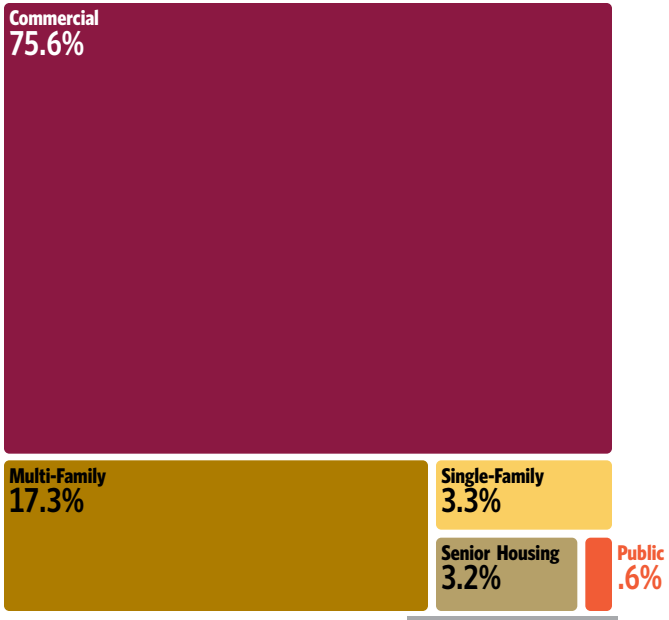
104

LESS THAN 5%
Town Land Area, Undeveloped

> 100 ACRES
Undeveloped Land, Zoned Commercial

8 ACRES
Undeveloped Land, Zoned Residential

Distribution of Vacant Land Area by Zoned or Planned Land Use



SOURCE: TOWN OF ADDISON

Note

The Addison Airport, though industrial in its nature, is classified as Public as a land use because it is owned by the Town of Addison.

#104

Posted by **David Collins** on **02/24/2025** at **10:31am** [Comment ID: 4555] - Link

Suggestion

Agree: 1, Disagree: 0

Yes but-there is more to this. There has been strong rezoning interest by MF operators because there is demand and the land costs pencil out. As a Town, we have stated that we want more fee simple ownership but available parcel sizes, land costs and location are challenges. Shouldn't the comp plan address these issues head on with recommended solutions?

> Reply by **Jade** on **02/25/2025** at **7:27pm** [Comment ID: 4748] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> This draft did not adequately incorporate staff and CPAC's comments to edit this text and address this dynamic. March draft will edit this text to expand upon this sentiment that lack of available zoned land creates constraints. We acknowledge that the constraints go far beyond lack of single-family zoned land.

CURRENT ZONING

A city's zoning code controls the types of land uses allowed within a certain area of a city. The zoning map shows what type of development is allowed by right on every parcel in the city, and the accompanying regulations outline parameters such as setbacks, building coverage, building heights, and parking.

Addison's zoning regulations establish 16 zoning districts, including the PD designation. Many PDs have been approved with unique development standards. Aside from the PD zoning district, there are 3 residential districts, 6 commercial districts and 3 industrial districts. During the Comprehensive Plan process, Town staff were also completing revisions to the Unified Development Code (UDC), which were formally adopted in March 2025. Zoning districts and other criteria in the UDC were modified to align with the Place Types and other recommendations in this Plan, where amendments to existing zoning districts and additional zoning districts and uses were proposed.

42%

1,073 acres of land is zoned as a Planned District. That is 42% of total land area.

57 ACRES

The Urban Center District which covers Addison Circle is just under 2% of total land area, or 57 acres.

6%

Addison's two single-family districts (R-1 and R-16) make up 163 acres of land, or 6% of total land area.

#105

Posted by **Susan M. Halpern** on **02/23/2025** at **3:30pm** [Comment ID: 4502] - Link
Suggestion
Agree: 1, Disagree: 0
Awkward, repeating the 42%

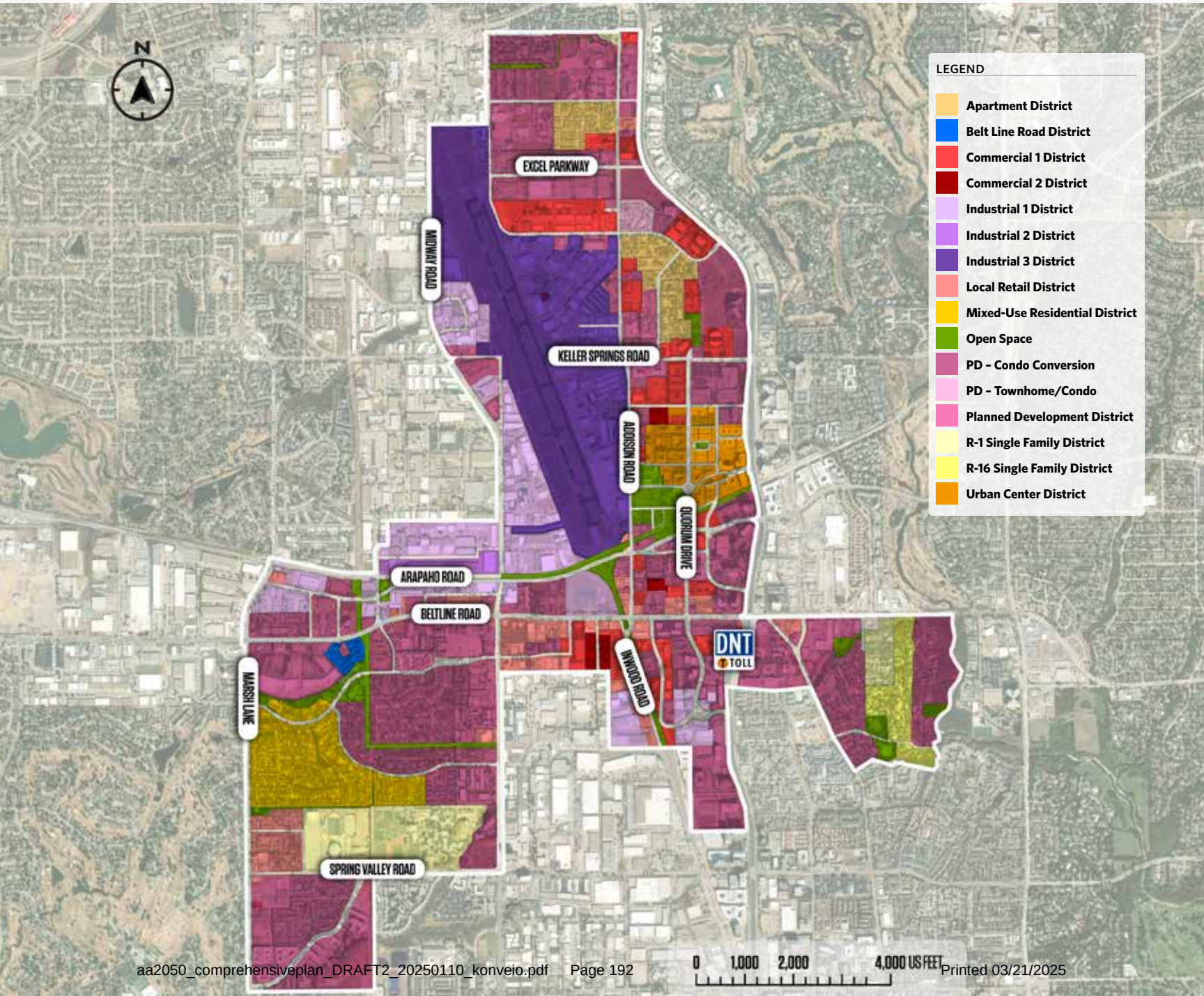
> Reply by **Jade** on **02/25/2025** at **7:28pm** [Comment ID: 4749] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Agree. This draft did not adequately address staff's comments to make these statistics useful and uniform. This page will be changed to include a zoning classification chart.

#106

Posted by **Susan M. Halpern** on **02/23/2025** at **3:31pm** [Comment ID: 4503] - Link
Suggestion
Agree: 0, Disagree: 0
that not which I find repeating the numbers to be awkward.

> Reply by **Jade** on **02/25/2025** at **7:28pm** [Comment ID: 4750] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Agree. This draft did not adequately address staff's comments to make these statistics useful and uniform. This page will be changed to include a zoning classification chart.

CURRENT ZONING MAP



#107

Posted by **Aaron Benjamin** on **02/23/2025** at **6:27pm** [Comment ID: 4547] - Link

Suggestion

Agree: 0, Disagree: 0

Zoning Maps change often, is this page going to need to be updated every time that occurs? I might either change the title or add a note about it being current at time of adoption.

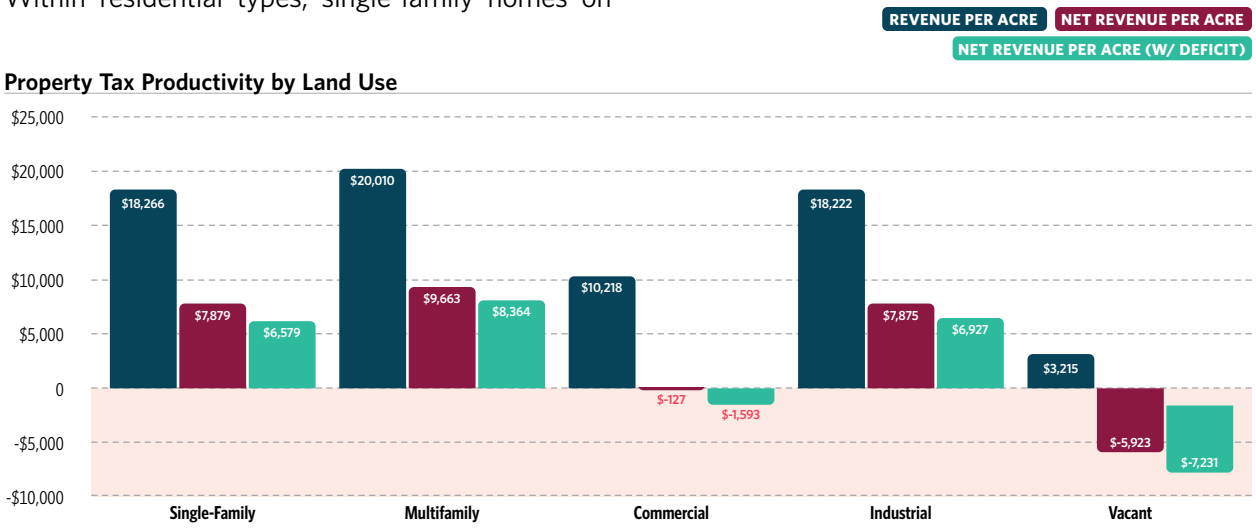
> Reply by **David Collins** on **02/24/2025** at **10:35am** [Comment ID: 4556] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> To Aarons point, the UDC that is P & Z just approved should be noted--probably here?
>
> Reply by **Jade** on **02/25/2025** at **7:29pm** [Comment ID: 4751] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Add a subtitle or map footnote that includes the date. Bookmark this page to be updated with the new zoning map presented after UDC adoption.

LAND USE PRODUCTIVITY

The Land Use Fiscal Analysis that begins on page 88 shows that some development patterns generate more property tax revenue per acre and are net positive when accounting for general fund and street replacement costs. Single-family homes, multi-family units, and industrial developments all generate positive revenue, even when considering deferred street liabilities. Commercial development falls slightly short in property tax but compensates with significant sales tax contributions.

Within residential types, single-family homes on lots over 5,000 square feet result in a net financial loss for the town, despite generally having high value homes built on them. Smaller lots, especially those under 3,000 square feet, drive the overall positive performance of single-family homes and are also the most affordable. Most multi-family properties generate enough revenue to cover their costs, with newer developments featuring structured parking being more fiscally productive than older, surface-parked complexes.

Property Tax Productivity by Land Use



Single-Family Productivity by Parcel Size

Parcel Sizes (sqft)	Average Revenue	Parcel Count	Average Improvement Value	Average Rev/Acre	Net Rev/Acre COVERING BUDGET	Net Rev/Acre COVERING BUDGET & UNFUNDED STREETS
0 - 3,000	$684,704	496	$350,820	$35,832	$25,485	$24,206
3,000 - 5,000	$405,198	296	$366,027	$14,802	$4,455	$3,221
5,000 - 7,000	$840,361	554	$417,931	$11,326	$980	**$(299)**
7,000 - 10,000	$468,592	284	$456,847	$9,009	**$(1,338)**	**$(2,675)**
10,000 - 25,000	$288,681	83	$928,030	$8,890	**$(1,452)**	**$(2,913)**
25,000 - 50,000	$302,469	42	$1,598,873	$8,598	**$(1,749)**	**$(3,321)**
>50,000	$790,190	26	$7,405,582	$15,684	$5,337	$3,744
Total	**$3,780,195**	**1,781**	**$550,451**	**$18,226**	**$7,879**	**$6,579**

Note

Smaller lots provide a win-win for Addison, offering the highest net revenue per acre while being the most affordable for residents.Some of the largest single-family residential lots are a net loss for the city, effectively requiring other development to subsidize these 7,000-50,000 sqft l

108 109

#108

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:33pm** [Comment ID: 4531] - Link
Agree: 1, Disagree: 0
Thank you for making this clear as day

#109

Posted by **David Collins** on **02/24/2025** at **10:41am** [Comment ID: 4557] - Link
Agree: 0, Disagree: 0
This is a value judgement/conclusion that I don't agree with. The complex issue of quality of life and other service costs are being ignored here. If I take the to it's implied conclusion, smaller is always better.

> Reply by **Jade** on **02/25/2025** at **7:47pm** [Comment ID: 4752] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Staff to discuss how to integrate this sentiment into public input phase.
>
> Re: Dave - noted. This page details land use productivity and pg. 35 summarizes that an urban pattern is desirable for land use, and the market report on pg.85 summarizes the need to remain competitive and act swiftly [to support] high-impact projects like Addison Circle, which represents an urban development pattern. There has been opposition to apartments, but land use productivity has not been cited as the reason for that opposition. The predominant source of opposition is a desire for affordable ownership opportunity. See pg. 19, 20, for example.

STRATEGIC FRAMEWORKS & CONCEPTS

PLACE TYPES

After the Industrial Revolution, cities began focusing on separating different land uses to protect quality of life. Zoning laws formalized this approach, and the rise of cars contributed to suburban development patterns. While still common, this model is evolving as cities adopt more flexible, organic land use regulations. The shift is driven by the recognition that strict separation of uses limits how buildings and neighborhoods can adapt to market changes. It also increases the need for costly infrastructure (roads, water, sewer), putting pressure on city resources. Car dependence, in particular, strains roads and makes driving unavoidable.

Recently, there's been a growing demand for "complete" neighborhoods that blend residential, office, and retail spaces. This change, influenced by shifting demographics and social behaviors, has proven more fiscally productive, flexible, and resilient. These developments often take the form of mixed-use zoning districts, planned developments (PDs), or areas guided by form-based codes.

Switching from single-use zoning to *place types* allows cities to incorporate key zoning concepts while creating neighborhoods that meet a variety of needs close to home. This approach fosters fiscal productivity, flexibility, and resilience, and encourages walkable, vibrant places where multiple transportation options exist. Active streetscapes, with pedestrians and cyclists alongside cars, build a sense of community. Design elements such as landscaping, open space, building scale, and sidewalks help blend different uses and densities, making higher-density areas more inviting. As mentioned earlier, higher density is also advantageous from a financial perspective, as it maximizes revenue per acre, reduces maintenance costs, and strengthens a city's fiscal resilience.

In Addison, past development has included both walkable, mixed-use neighborhoods and car-centered commercial and residential areas. The 2013 Comprehensive Plan, along with Special Area Studies, zoning, and development standards, have guided this high-quality development. However, the process has been time-consuming and resource-intensive.

This Plan adopts the place type approach. When combined with updated zoning and standards that align with this Comprehensive Plan, Town staff will be better equipped to efficiently guide future development, helping Addison achieve its long-term vision.

The place types identified for the Town of Addison are:

1. Residential Living
2. Urban Village
3. High-Intensity Urban Center
4. Aviation & Industry
5. Innwood Innovation Area

Place Type Attributes

As you navigate the place types themselves you will find the specific attributes of each defined. They include a definition of the place type, along with a series of criteria that help define its character. These definitions were collaboratively crafted and refined with community input. There are also photos that visually represent these places today, as well as aspirational images from similar cities. These photos serve as inspiration rather than prescribing a specific architectural design or style, and many were selected through votes by CPAC, P&Z, and Council members, and the community during various engagement activities in-person and online.

Each of these place types, along with the Future Land Use Map (FLUM), is the result of months of study, research, and discussions with Town staff, elected and appointed officials, the CPAC, and local community. At the top of each place type spread, you will notice a colored title ribbon whose color corresponds to the FLUM. The FLUM shows where these place types are expected to continue or emerge over time.

APPROPRIATE BUILDING TYPOLOGIES

The design and aesthetics of the buildings are some of, if not the most important elements of how a particular place looks and feels. The range of building typologies referenced in the place type spreads are explained further on page 128.

INTENSITY LEVEL

LOW INTENSITY

At this level, there is more space between buildings compared to medium and high intensities. It is reflective of the suburban residential neighborhoods seen in Addison today, with lower building heights and a focus on private yards and vehicle access. Pedestrian infrastructure is minimal, as the development pattern prioritizes individual lot space and lower overall densities. This intensity level is shown in red.

MEDIUM INTENSITY

At this level, buildings are moderately spaced but may begin to include more compact layouts. Building heights are generally between two to four stories, and pedestrian pathways become more prominent alongside vehicle access. This intensity level balances private space with shared public or commercial spaces, supporting a mix of uses.This intensity level is shown in orange.

HIGH INTENSITY

High-intensity development is characterized by tall, closely spaced buildings, maximizing land use efficiency. Structures are often multi-story and densely packed, creating a more vertical urban form. This development pattern emphasizes pedestrian access, public transit, and shared spaces, as parking becomes more constrained and vehicle dependence decreases. This intensity level is shown in green.

#110

Posted by **Aaron Benjamin** on **02/23/2025** at **6:36pm** [Comment ID: 4548] - Link

Suggestion

Agree: 0, Disagree: 0

I would remove the word “aesthetics”. Typologies may support desired aesthetics but they are more fundamentally about design at a broader level, (building massing, places, intended uses, etc.). Whether a mixed use building or a strip mall is built on a property is much more important than if the proposed building uses red brick or beige brick.

> Reply by **Jade** on **02/25/2025** at **7:48pm** [Comment ID: 4753] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit requested.
>
> Aesthetics has often been cited in Addison's long-range documents as a desirable quality in buildings and landscape elements.

TARGET BLOCK LENGTH

Shorter blocks make an area more walkable and human-scaled by increasing the number of intersections and interaction points. In contrast, longer blocks are typical of auto-oriented development and facilitate faster travel across larger areas. The block length values in the Place Type spreads are targets, while specific measurements are defined in the Town's Unified Development Ordinance.

TYPICAL BUILDING HEIGHT

This metric refers to the average height of the buildings that should be expected in the area for it to have the appropriate density and character. Ultimately, specific values for minimum and maximum building heights are defined in the Town's Unified Development Ordinance and based on the zoning of a given parcel.

THOROUGHFARE TYPES

The design of street and thoroughfares and how the right-of-way is allocated between travel lanes, bike and pedestrian facilities, and streetscape has an impact on the walkability of an area, but also the type and character of adjacent development. Current typical sections and additional details for the referenced thoroughfare types can be found in pages 42-47 of the 2016 Master Transportation Plan.

PUBLIC PARKS AND FACILITIES

The 2019 Parks, Recreation and Open Space Master Plan provides details on the location and characteristics of current and proposed parks and public facilities. Details for the referenced park typologies can be found in the *Appendices*. Future development should be designed to support and enhance these facilities.

PARKING TYPES



DRIVEWAY

Vehicles are parked in driveways or garages, often associated with a residence.



STREET

Streets are designed to accommodate parallel or head-in parking spaces.



SURFACE

Surface parking lots that vary in size depending on the size of building(s) they are serving.



HIDDEN SURFACE

Hidden surface parking lots should be placed behind buildings, rather than just screened by trees or shrubs, to improve the street experience for pedestrians.

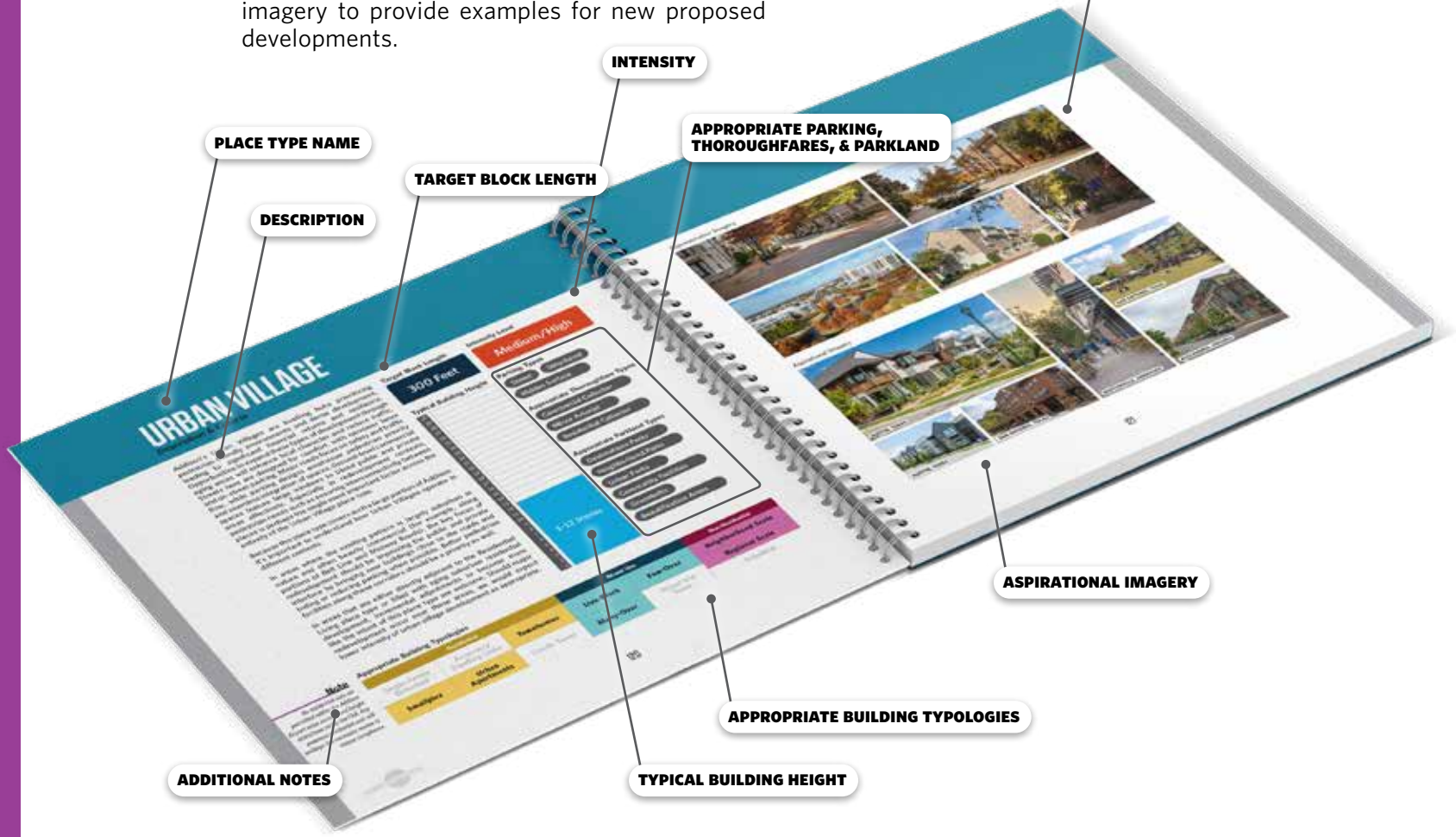


STRUCTURED

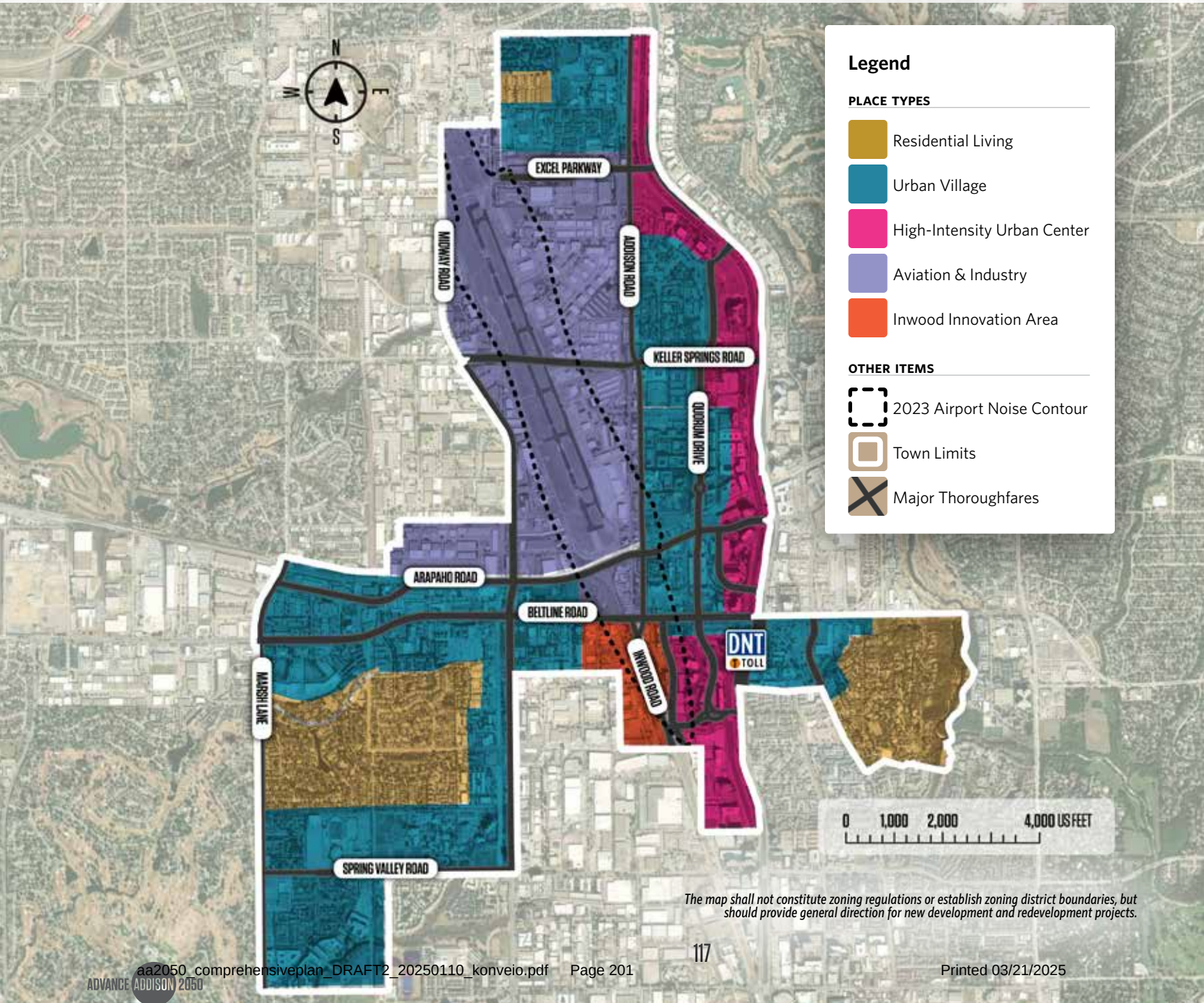
Multi-story parking garages that are designed to accommodate higher volumes associated with larger buildings and higher intensity development.

Understanding the Place Type Spreads

The place types attributes work together to illustrate the different elements that proposed developments and areas should contain. On the left hand page, a description of the place type, appropriate building typologies and typical building height to expect is shown. Additional urban design elements, such as target block length, parking types and appropriate thoroughfare and parkland types, and use intensity are listed. On the right hand page, representative imagery that exists in Addison is shown as well as aspirational imagery to provide examples for new proposed developments.



FUTURE LAND USE MAP 111



The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

#111

Posted by **David Collins** on **02/24/2025** at **10:47am** [Comment ID: 4559] - Link

Agree: 0, Disagree: 0

My issue with this is the interrelation between the residential and urban Village. I don't believe that future development should play out where by we have "ceded" the residential to the urban village. On the margins, I think that some of the areas this map shows as urban village can be "reclaimed" by more traditional residential.

> Reply by **Jade** on **02/25/2025** at **7:50pm** [Comment ID: 4754] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit requested.
>
> The urban village place type details that suburban and urban contexts differ. The Unified Development Code (UDC) establishes technical standards to ensure that this is managed.

RESIDENTIAL LIVING

Description & Criteria

This place type is generally comprised of existing exclusively residential uses in Addison. Housing types in this place are generally single-family and detached. Townhomes and low-density multifamily housing types are also appropriate in more intense parts of the place type. Some properties, like those adjacent to Lake Forest, Bellbrook, and Winnwood areas, are typically situated on larger lots, presenting a unique opportunity for multi-generational living. These properties are more likely to accommodate the construction of accessory dwelling units or modifications to the main home to include additional living spaces.

Commercial activities visible from the street are generally not suitable in this place type. However, home-based businesses should be allowed. Large, car-centric commercial developments are not compatible with the character of this area.

Improving connectivity is crucial, with a focus on making walking and biking more convenient. This includes designing streets to accommodate pedestrians and cyclists, connecting to town-wide trails, and providing access to small local parks. Parking should be on-street or accessible via driveways or alleys. In any redevelopment, avoiding creating dead-end streets or cul-de-sacs is essential. Instead, streets should be interconnected, offering multiple routes to destinations. Redevelopment efforts should contemplate creating pedestrian shortcuts with aesthetic and landscape enhancements to provide access to nearby commercial or public areas.

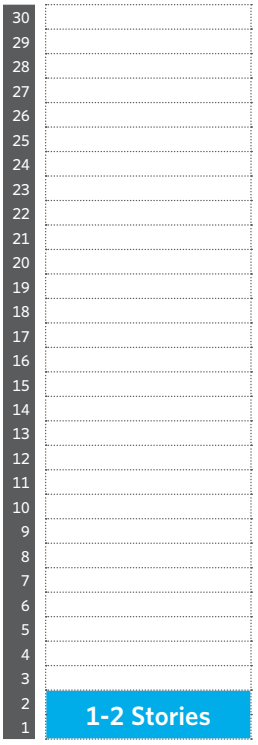
Target Block Length

350 Feet

Intensity Level

Low

Typical Building Height



Parking Types

- Driveway

Appropriate Thoroughfare Types

- Residential Local
- Residential Collector

Appropriate Parkland Types

- Neighborhood Parks
- Community Facilities
- Greenbelts

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	**Accessory Dwelling Units**	**Townhomes**	**Live-Work**	Few-Over	Neighborhood Scale
Smallplex	Urban Apartments	Condo Tower	Many-Over	Mixed Use Tower	Regional Scale
					Industrial

#112

Posted by **Carol Rennesund** on **02/24/2025** at **4:40pm** [Comment ID: 4623] - Link
Suggestion
Agree: 0, Disagree: 0
homes

> Reply by **Jade** on **02/25/2025** at **7:52pm** [Comment ID: 4755] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary
>
> Homes and places are distinctly different and "places" is intentionally used here to include the elements of residential living that make it residential, but are not specifically homes, like parks and sidewalks, etc.

#113

Posted by **David Collins** on **02/24/2025** at **10:44am** [Comment ID: 4558] - Link
Suggestion
Agree: 0, Disagree: 0
Define this more thoroughly-wide open door if not careful

> Reply by **Jade** on **02/25/2025** at **7:53pm** [Comment ID: 4756] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Adjust text to state that this includes home occupations as defined in the UDC. This requested edit was not carried forward as requested on the November draft.

Representative Imagery









Aspirational Imagery













URBAN VILLAGE

Description & Criteria

Addison's Urban Villages are bustling hubs prioritizing pedestrian-friendly environments and dense development, leading to significant financial returns and resilience. Opportunities to expand these types of development through aging areas will enhance local character and reduce traffic. Streets here are designed for comfort, with narrower lanes and on-street parking. Major roads focus on safety and traffic flow, while parking designs emphasize pedestrian priority and seamless integration of spaces. Ground-level commercial spaces feature large windows to blend public and private areas effectively. Especially in redevelopment contexts, pedestrian needs such as ensuring interconnectivity between places is perhaps the single most important factor across the entirety of the Urban Village place type.

Because this place type covers such a large portion of Addison it's important to understand how Urban Villages operate in different contexts.

In areas where the existing pattern is largely suburban in nature and often heavily commercial (for example, along portions of Belt Line and Midway Roads), the key focus of redevelopment should be improving the public and private interface by bringing new buildings close to the roads and hiding or reducing parking when possible. Better pedestrian facilities along these corridors should be a priority as well.

In areas that are either directly adjacent to the Residential Living place type or filled with aging suburban residential development, incremental adjustments to become more like the intent of this place type are welcome. Should major redevelopment occur near these areas, we would expect lower intensity of urban village development as appropriate.

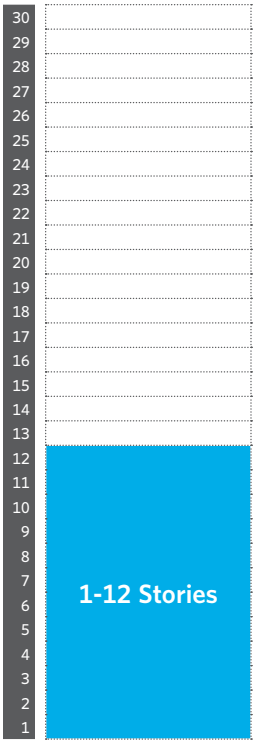
Target Block Length

300 Feet

Intensity Level

Medium/High

Typical Building Height



Parking Types

- Street
- Structured
- Hidden Surface

Appropriate Thoroughfare Types

- Commercial Collector
- Minor Arterial
- Residential Collector

Appropriate Parkland Types

- Destinations Parks
- Neighborhood Parks
- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

Note

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	**Townhomes**	**Live-Work**	**Few-Over**	**Neighborhood Scale**
Smallplex	**Urban Apartments**	Condo Tower	**Many-Over**	Mixed Use Tower	**Regional Scale**
					Industrial

Representative Imagery







Aspirational Imagery













HIGH-INTENSITY URBAN CENTER

Description & Criteria

An Urban Center is the next increment of development intensity above Urban Village. This place maintains the urban form of Urban Village, with gridded streets and multimodal connectivity, but allows for larger and often denser developments.

In Addison, this place type generally hugs the western boundary of the Dallas North Tollway, and the largest buildings should orient themselves closest to this corridor. Allowing for very high-density condominium towers in this area provides more users for nearby businesses while keeping these highest-intensity uses geographically restrained. All commercial uses make sense in these areas as long as the building form treats pedestrians as the principal user. Active ground-floor interfaces between the building and the public realm will be an important part of making this area feel logically connected to existing developed urban villages like Addison Circle.

Target Block Length

250 Feet

Intensity Level

High

Typical Building Height



Parking Types

- Street
- Structured

Appropriate Thoroughfare Types

- Commercial Collector
- Minor Arterial

Appropriate Parkland Types

- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes	Live-Work	Few-Over	Neighborhood Scale
Smallplex	**Urban Apartments**	**Condo Tower**	**Many-Over**	**Mixed Use Tower**	**Regional Scale**
					Industrial

Representative Imagery





Aspirational Imagery



SEATTLE, WASHINGTON



THE WHARF, WASHINGTON D.C.



KINGSTON, ONTARIO



NAVY YARD, D.C.



DALLAS, TEXAS

AVIATION & INDUSTRY

Description & Criteria

This place type consists primarily of commercial or industrial uses in larger and less expensive building types on and surrounding the Addison Airport. Historically, the nuisance-laden nature of industry encouraged the far-flung placement of industrial operations. Today, thanks to technology, these uses have evolved, improved efficiencies, and become better neighbors. In Addison, this place type includes technology industries, light to heavy manufacturing, warehouse showrooms, warehousing, distribution centers, and aviation-related uses.

These areas should be located along roadways that have adequate capacity to serve their daily vehicle trip generation which include employees, customers and larger industrial vehicles. However, it is important that the ability to mix uses inside an industrial building is maintained as well as allowing supportive commercial businesses nearby.

In arranging sites, the placement of more human-scale elements like showrooms, offices, and lodging should be located along the property edges, intersecting roadways and other place types to aesthetically enhance the site from a user perspective and act as buffers from the heavier operations. Parking requirements should be determined by the users of the development but should generally be placed behind structures and away from roadways.

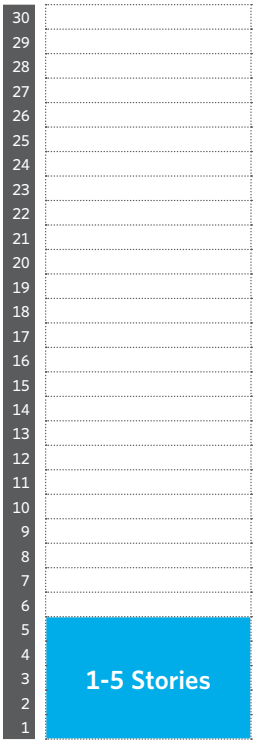
Target Block Length

600 Feet

Intensity Level

Medium/High

Typical Building Height



Parking Types

- Street
- Surface

Appropriate Thoroughfare Types

- Commercial Collector
- Minor Arterial

Appropriate Parkland Types

- Urban Parks
- Community Facilities
- Beautification Areas

Note

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes	**Live-Work**	**Few-Over**	**Neighborhood Scale**
Smallplex	**Urban Apartments**	Condo Tower	**Many-Over**	Mixed Use Tower	Regional Scale
					Industrial

Representative Imagery









Aspirational Imagery









INWOOD INNOVATION AREA

Description & Criteria

Much of Inwood Road is primarily made up of storage and industrial buildings with retail uses directly along the frontage of Inwood. These uses utilize large amounts of parking surrounding them and little in the way of pedestrian connectivity between them. There is a desire for this area to adapt and redevelop in a way that creates more connectivity across the area and is generally more pleasant for the public to inhabit. All development approaches in the 2017 Inwood Enhancement Zone study promoted better connectivity both for automobiles and pedestrians.

This area has the capacity to grow into a destination with a unique character if more flexibility is allowed in redevelopment. Small-scale redevelopment that operates one parcel at a time should be encouraged, with the principal concern of the Town being that each new development provides an incremental improvement to connectivity and the built environment. While a significant redevelopment opportunity that creates a more urban and mixed-use character should be encouraged, smaller-scale opportunities are more likely to be owned and operated by locals, something many residents consider a priority.

In transforming Inwood Road's frontage, there's a shared vision to create a vibrant, interconnected space that supports small businesses and emerging entrepreneurs. The Town's departments are exploring innovative uses for the area, such as business incubators, a transition of warehouses into design districts, food truck parks, and venues for emerging sports like e-gaming and pickleball. These initiatives aim to cultivate dynamic places, encouraging local ownership and incremental development. By offering incentives for these types of projects, the Town seeks to foster an environment where creativity and entrepreneurship can thrive, making the Inwood Innovation Area a unique and engaging destination.114

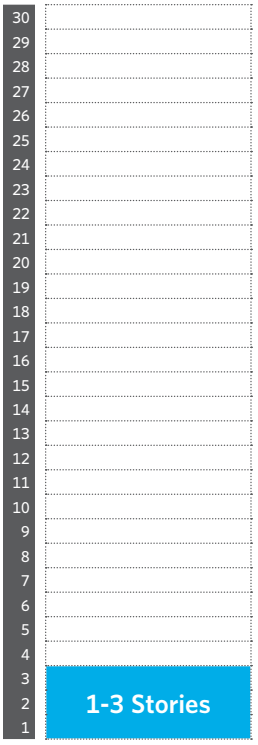
Target Block Length

300 Feet

Intensity Level

Medium/High

Typical Building Height



Parking Types

- Street
- Structured
- Hidden Surface

Appropriate Thoroughfare Types

- Commercial Collector
- Minor Arterial
- Residential Collector

Appropriate Parkland Types

- Destinations Parks
- Neighborhood Parks
- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

Note

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	**Accessory Dwelling Units**	**Townhomes**	**Live-Work**	**Few-Over**	**Neighborhood Scale**
Smallplex	**Urban Apartments**	Condo Tower	**Many-Over**	Mixed Use Tower	**Regional Scale**
					Industrial

#114

Posted by **David Collins** on **02/24/2025** at **10:50am** [Comment ID: 4560] - Link

Suggestion

Agree: 0, Disagree: 0

The incremental approach has not been successful. This may be an area for a grand vision of land assemblage to create a more unified statement. Incentives may be a major factor here as well.

> Reply by **Jade** on **02/25/2025** at **7:55pm** [Comment ID: 4757] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.
>
> Noted.

Representative Imagery









Aspirational Imagery









BUILDING TYPOLOGIES

A building typology groups buildings based on shared characteristics. Each section describing a building typology includes a brief overview of its features along with representative photos. These images are not exhaustive but provide a sample showing the variety of buildings that fit within the typology. Not every image is meant to suggest that its specific architecture or aesthetic is suitable for Addison; rather, the goal is to illustrate the diversity in style, scale, and design within each category.

Additionally, offering a diverse mix of housing, non-residential, and mixed-use buildings is essential for achieving various price points and home sizes to meet the needs of today's amd tomorrow's Addisonites. Addison residents have expressed support for attracting and retaining people at different life stages and socioeconomic levels, making it crucial to encourage a wide range of building typologies in the Town.

RESIDENTIAL

SINGLE-FAMILY DETACHED

The most common housing style which can be found in a wide range of development types. These vary from small modular, prefabricated homes on compact lots to large estate-style houses on large lots. Multiple single-family homes on one lot can be a good way to reduce infrastructure cost while adding housing capacity.


FLOWER MOUND, TEXAS


NORTON COMMONS, KENTUCKY


WAXAHACHIE, TEXAS


GARLAND, TEXAS


CHARLOTTE, NORTH CAROLINA


NEW BRAUNFELS, TEXAS

RESIDENTIAL (SOMETIMES NON-RESIDENTIAL)

ACCESSORY UNIT

Accessory Units are typically found with detached single-family homes, which often have unused land. However, they can be added to any building typology with available space. In residential areas, they are known as Accessory Dwelling Units (ADUs). A variation is the Accessory Commercial Unit, used for business purposes.


WAXAHACHIE, TEXAS


OKLAHOMA CITY, OKLAHOMA


WAXAHACHIE, TEXAS


CHARLOTTE, NC

RESIDENTIAL

TOWNHOMES

Townhouses typically consist of two to eight small- to medium-sized single-family units attached side by side, with each unit usually having its own street frontage.


WAXAHACHIE, TEXAS


AUSTIN, TEXAS


AUSTIN, TEXAS


UPPER EAST SIDE, NYC

RESIDENTIAL

SMALLPLEX

A smallplex, or small multiplex, is a single structure with 2 to 10 units. The smallest types include duplexes, triplexes, and quadplexes. Units can be arranged side by side or stacked. Thoughtfully designed smallplexes blend well into residential neighborhoods. In quadplexes, for example, a single entry door often leads to a hallway with access to first-floor units and stairs to the second floor, making the exterior resemble a large single-family home. Larger smallplexes may have individual or shared entrances along the front.


AUSTIN, TEXAS


AUSTIN, TEXAS


OKLAHOMA CITY, OKLAHOMA


OKLAHOMA CITY, OKLAHOMA


OKLAHOMA CITY, OKLAHOMA


WAXAHACHIE, TEXAS


SHREVEPORT, LOUISIANA


BRADY, TEXAS

RESIDENTIAL

URBAN APARTMENTS

In Addison, apartments should align with an urban context. Urban apartments are typically a single structure that contains 50-300 units. In mixed-use or high-intensity areas, urban multi-family types and townhomes, with buildings brought up to the street and parking hidden, are more appropriate and effective than suburban-style apartments. These urban forms offer better integration with the surrounding environment and support walkability and access to services. In less intense neighborhoods smaller apartments with 16-20 units are preferred to blend with existing homes. In no areas should large *suburban* complexes be encouraged.


AUSTIN, TEXAS


AUSTIN, TEXAS


AUSTIN, TEXAS

RESIDENTIAL

CONDO TOWER

A residential condo tower is a high-rise building consisting of individually owned units, often with shared amenities such as parking, fitness centers, and common areas. These towers are typically located in urban or high-density areas, with ground-floor retail or services to enhance street activity. The design prioritizes vertical living, with convenient access to public transit, services, and recreation, making them ideal for walkable, mixed-use environments.


LENINSKY DISTRICT, MOSCOW


LEWISHAM, LONDON


ROSTOV-ON-DON, ROSTOV OBLAST

MIXED-USE

LIVE-WORK

These are small- to medium-sized structures that include a dwelling unit above or behind a non-residential unit. These structures may be attached or detached. The non-residential use has the flexibility of being used for a variety of commercial uses that are compatible with the residential use. Both units are owned by the same entity and occupied by the same tenant or property owner.


SEABROOK, WASHINGTON


LOCKHART, TEXAS


GAITHERSBURG, MARYLAND


WHEELER DISTRICT, OKLAHOMA

MIXED-USE

FEW-OVER

Few-Over describes a mixed-use building where a small number of units, either office or residential, are on a floor above a commercial use (generally retail). Office over retail is common in downtowns and main streets where there is not presently a demand for residential use. For these spaces to adapt and change over time to suit the needs of the community, it is important that the uses allowed inside these buildings be as broad as possible. Generally these buildings will not be more than three stories, and often not more than two.


ALYS BEACH, FLORIDA


SEASIDE, FLORIDA


SHREVEPORT, LOUISIANA


FORT WORTH, TEXAS


FORT WORTH, TEXAS


TRILITH, GEORGIA

MIXED-USE

MANY-OVER

Many-Over describes a mixed-use building where a large number of units, either office or residential, are on floors above a commercial use (generally retail). Office over retail is common in downtowns and Main Streets where there is not a large demand for residential presently. In modern mixed use developments, these are generally retail on the ground floor with apartments above. This allows an immediate and nearby group of patrons for the commercial uses downstairs.


FORT WORTH, TEXAS


CHELSEA, NEW YORK CITY


TRILITH, GEORGIA

MIXED-USE

MIXED-USE TOWER

A Mixed-Use Tower is a high-rise building that combines residential units (rental and fee-simple condo units) with other uses, such as hotels, retail on the ground floor or offices integrated within the structure. This typology promotes active street-level engagement through shops, restaurants, or services, while upper floors are dedicated to residences or commercial spaces. Mixed-Use Towers are expected in Addison's High Intensity Urban Center place type.


DUBAI, UNITED ARAB EMIRATES


AUSTIN, TEXAS


CALGARY, ALBERTA

NON-RESIDENTIAL

NEIGHBORHOOD SCALE

These are light- to medium-intensity commercial uses, located within and around neighborhoods to serve the surrounding communities; easily accessible by foot or car. These uses consist of those that are essential to the community such as restaurants, general retail stores, medical offices, and fuel stations, and sometimes small residential units.


SEATTLE, WASHINGTON


WHEELER DISTRICT, OKLAHOMA


OKLAHOMA CITY, OKLAHOMA


SEABROOK, WASHINGTON

NON-RESIDENTIAL

REGIONAL SCALE

These areas serve nearby neighborhoods and attract larger tenants from the broader region, featuring a mix of restaurants, entertainment, retail, office campuses, and higher-density residential. While similar developments in other cities are often auto-oriented, Addison prioritizes pedestrian comfort and safety. Parking needs to be integrated into a more urban context, with hidden or structured parking. Many of these auto-oriented developments can be adapted into mixed-use projects, allowing residential to be added to previously commercial-only spaces, with some overlap in the Many-Over building type.



THE WHARF, WASHINGTON D.C.


KYLE, TEXAS


ATLANTA, GEORGIA


THE WHARF, WASHINGTON D.C.


SEABROOK, WASHINGTON

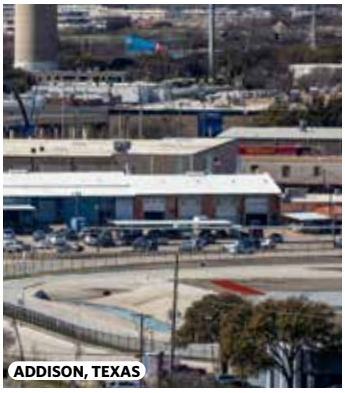
NON-RESIDENTIAL

INDUSTRIAL

Industrial buildings consist of primarily intense commercial or industrial uses that may not be compatible with lower intensity and residential uses. At a slightly lower scale these building can house technology industries, light to mid-level manufacturing, and outdoor operations and storage.


GEORGETOWN, TEXAS


AUSTIN, TEXAS


ADDISON, TEXAS


ADDISON, TEXAS

SPECTRUM OF CHANGE

Managing development in a mostly built-out community like Addison differs from guiding growth in cities with abundant vacant land. Addison's location, development pattern, and focus on high-quality services, amenities, and design have made it an attractive place for both businesses and residents. As a result, land, homes, and commercial properties have appreciated in value, increasing the cost of living and doing business.

Today, some areas of Addison are aging and need reinvestment to maintain their appeal, while other areas are ripe for enhancement or more intensive development. Context-sensitive strategies are essential to preserving, enhancing, and redeveloping properties in a way that balances residential, employment, and commercial needs. At the same time, current property owners seek confidence in the level of development activity around them.

By focusing growth in certain areas and preserving the character of others, Addison can continue to offer diverse lifestyle options, maintain property values, increase tax revenues, ensure reliable services, and promote more complete, walkable neighborhoods.

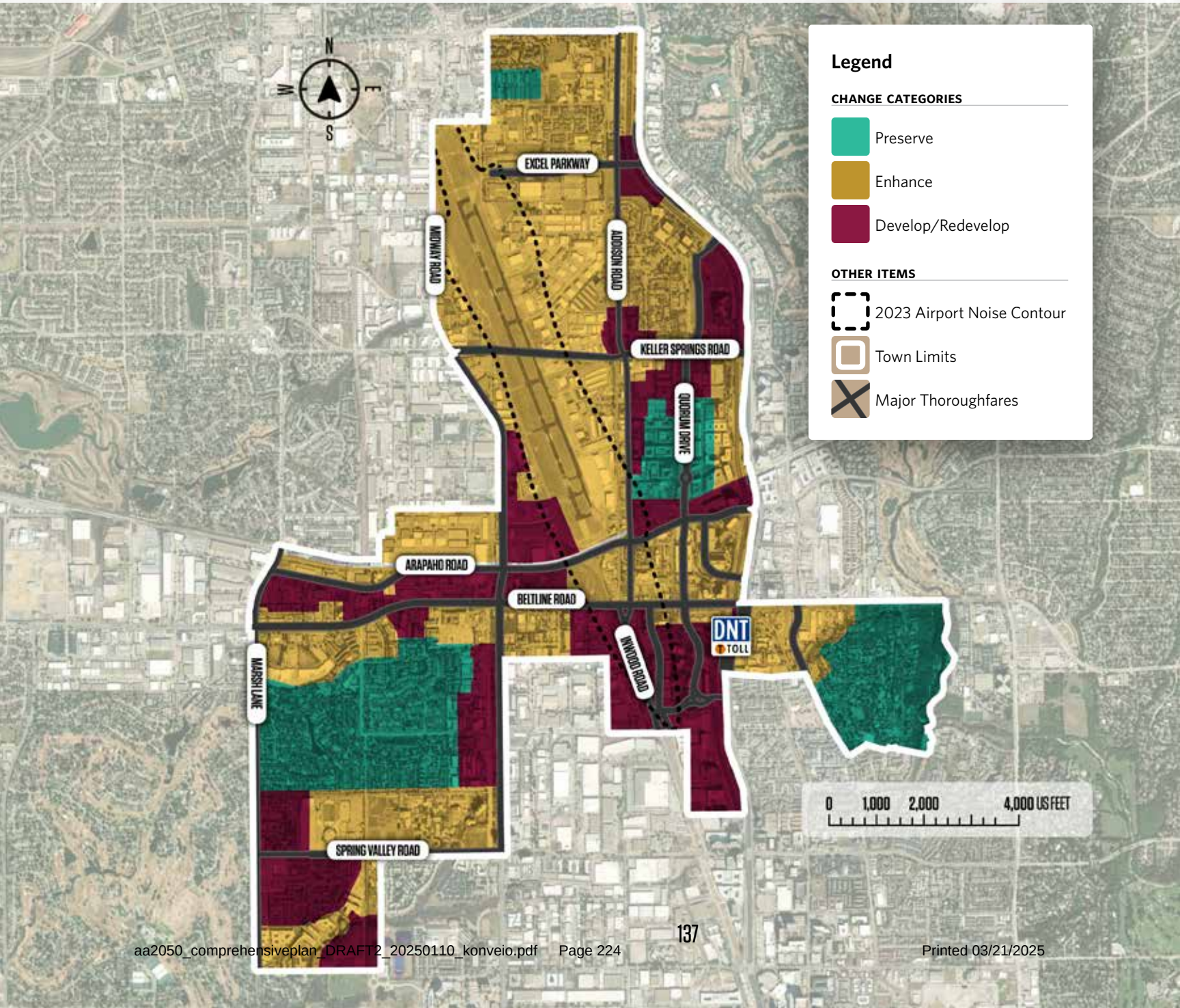
The Spectrum of Change classifications and accompanying map outline the expected rate of change across different sites in the town. The three classifications, detailed on the next page, align with the map on page 137, which reflects Addison's growth management approach.



Spectrum Classifications

Preserve	Enhance	Develop/Redevelop
These areas are expected to retain their current character, with occasional infill or maintenance to preserve value and appeal. Most properties are in single-family subdivisions and Addison Circle. In single-family areas, improvements may include enhancing streets for pedestrian safety and connectivity, and adding ADUs where allowed. In Addison Circle, efforts will focus on maintaining buildings, uses, and public spaces consistent with the current form and character.	*These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements. Development may include building renovations, adding mixed uses (residential, commercial, or both), creating public spaces and amenities, and upgrading local streets for better pedestrian safety and connectivity to nearby services.*	*Properties in these areas are expected to undergo significant development or redevelopment, increasing the mix and intensity of uses to align with the area's envisioned place type. This may include adding a substantial population in diverse housing types, higher development intensities, and creating local streets to improve pedestrian safety and connectivity within the development and to nearby services.*
		

SPECTRUM OF CHANGE MAP 115



#115

Posted by **David Collins** on **02/24/2025** at **10:55am** [Comment ID: 4561] - Link

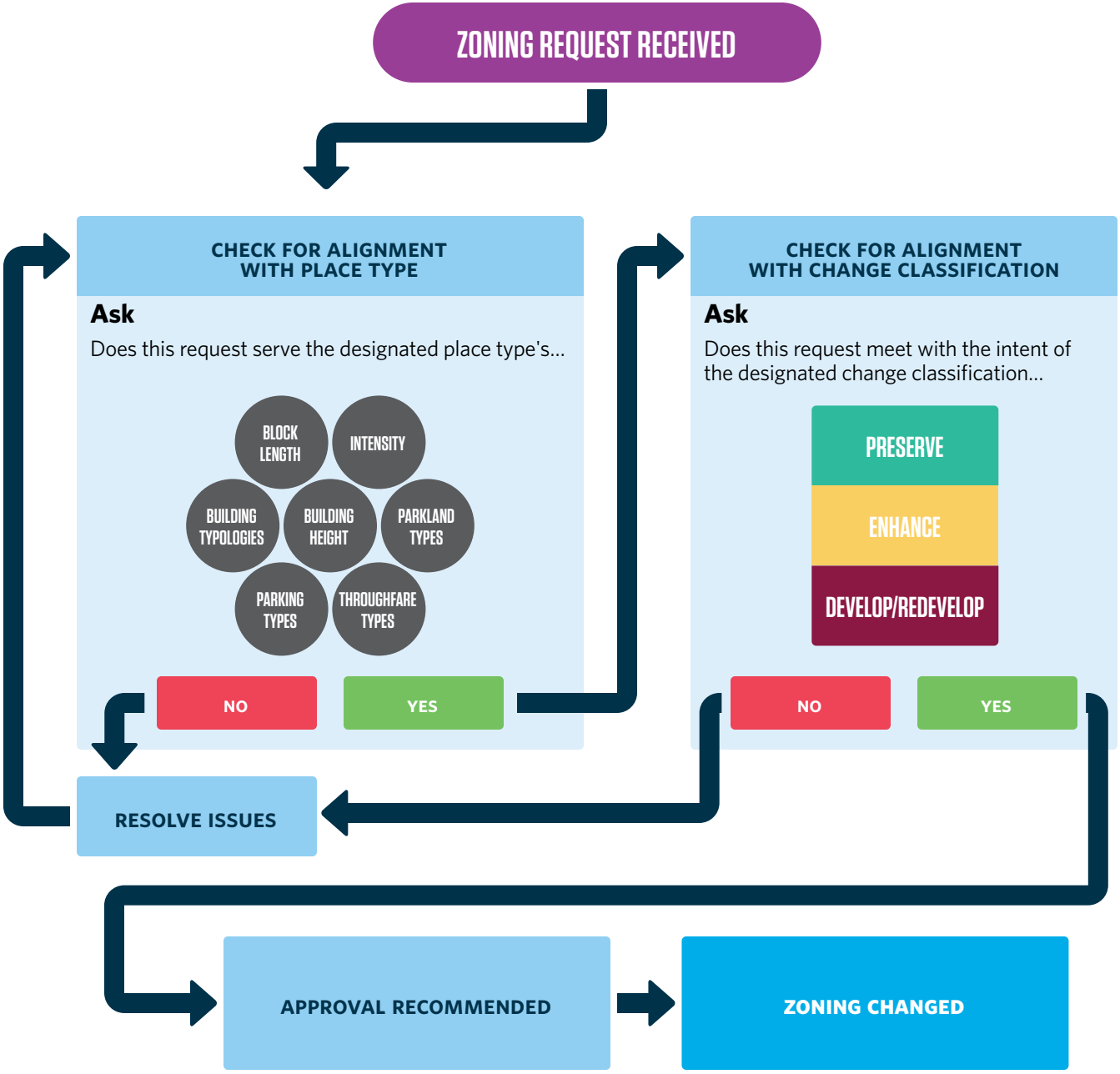
Suggestion

Agree: 0, Disagree: 0

It would be helpful to put a percentage to the land amount of the these various groupings. As a note, virtually all of Midway, Beltline and Addison Road are either enhance or re-develop!

> Reply by **Jade** on **02/25/2025** at **7:56pm** [Comment ID: 4758] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Staff to discuss making map adjustments by % in each category for March draft.

Applying Place Types, and a Spectrum of Change to Zoning 116



#116

Posted by **David Collins** on **02/24/2025** at **10:58am** [Comment ID: 4562] - Link

Question

Agree: 0, Disagree: 0

Is this a fundamental change to the zoning process? If so, it needs much more discussion.

> Reply by **Jade** on **02/25/2025** at **7:58pm** [Comment ID: 4759] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No - this is current practice outlined visually, with detail added that draws attention to the new Place Type and Spectrum of Change maps.

TRANSITIONAL DEVELOPMENT

The transition to a more walkable Addison will occur at different paces depending on owner preference and market conditions. Some properties may see gradual, incremental improvements, while vacant parcels or high-demand areas may undergo more rapid redevelopment. The four primary contexts for this transition are described below and illustrated on the following pages. While specific sites are highlighted, these concepts can apply to similar properties throughout the town.

1 Auto Corridor to Complete Street

Several arterial corridors in Addison are currently designed primarily for vehicles. To become a more walkable, connected community, these corridors must evolve to provide safe mobility options for all users, including walkers, bikers, and transit riders. Enhancements could include adding on-street parking, transit stops, buffered bike lanes, wider sidewalks, trees, and improved streetscapes. Adjacent properties should be encouraged to move buildings closer to the street to enhance the pedestrian experience.

2 Industrial Redevelopment

The areas around Addison Airport and Inwood Road are primarily industrial and likely to stay autocentric. However, they offer opportunities to attract new businesses like microfactories, sports-related ventures, and incubators for entrepreneurs and creatives. Many residents expressed interest in a more artsy, gritty destination mixing art, food, and entertainment. The Inwood area, in particular, offers potential for smaller, incremental changes in the north and larger redevelopment in the south.

3 Dense Urban Greenfield Development

Development of vacant properties and retrofits to existing office towers along the Tollway provide opportunities to create high intensity urban neighborhoods. Construction of multi-story office and residential buildings along with higher intensity mixed-use and programmed public spaces will attract larger employers and their workforce and provide housing options for residents seeking a more robust urban environment.

117

4 Aging Commercial to Urban Village

Addison has several autocentric shopping centers that can be enhanced to serve as mixed-use centers for the surrounding neighborhoods. Small, subtle enhancements such as parklets and increased landscaping can be made to improve the safety, aesthetics, and walkable experience for users once they get out of their cars. Over time, market opportunities will likely emerge to make more significant improvements to these sites with the addition of buildings and uses, replacement of surface parking with garage parking, and enhanced public spaces and amenities.

#117

Posted by **Sharon Simmons - CPAC** on **02/20/2025** at **2:09pm** [Comment ID: 4445] - Link
Agree: 0, Disagree: 0
This description of Dense Urban Greenfield Development reads great now.

> Reply by **Jade** on **02/25/2025** at **7:58pm** [Comment ID: 4760] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit necessary

Transitional Building Blocks

The development concept renderings,beginning on page 144, incorporate and highlight a spectrum of improvements to buildings and the public realm to help those places transition to higher levels of walkability. These building blocks range in scale, and type and articulated here to illustrate and explain their purpose.

Not every item ennumerated here is shown on the development concept renderings but all of these are elements that can be used to help a place transition to a more walkable, and pedestrian environment. Thus, when any development, or redevelopment is being considered taking note of how many of these building blocks are a meaningful part of the project is a useful way to assess how walkable it might be.

SITE-SPECIFIC & BUILDING ELEMENTS

1 ADDED 'MISSING MIDDLE' HOUSING



Townhomes, or smaller multiplexes, cottage courts, to put more patrons closer to business to provided added support to them.

2 BUILDINGS/PATIOS BROUGHT UP TO STREET



This creates a more intimate feel on the street, like a walkable main street, and hides parking behind the buildings.

3 ADAPTIVE FLEXIBLE SPACES



These are spaces that serve many purposes: studio, office, or minor industrial uses (such as breweries and tap houses).

4 ART STUDIOS/PUBLIC ART DISPLAYS



These displays often repurpose older buildings, providing for the creation, display, and sale of artwork.

5 INTEGRATED OR COMMON SERVICE AREA



A central area for services like deliveries and services like dumpsters so that these elements are not spread across the property.

BENEFICIAL/ACTIVE USES

6 HIGH INTENSITY HOUSING (TYPE 1)



Many-over, podium-style buildings – often mixed use, often apartments.

7 HIGH INTENSITY HOUSING (TYPE 2)



Tower condominiums, often dozens of stories, are typically individually-owned units, though they may also be leased.

8 GARAGE (STRUCTURED) PARKING



Parking studies should be used to determine real demand, and that demand can be met with structured parking.

9 REDUCED SURFACE PARKING



Limited surface parking lots.

10 SMALLER, MORE COMPACT BLOCKS



These blocks provide for more pedestrian connectivity and increases choices for alternate routes.

11 EXPERIENTIAL RETAIL



Dining and retail uses are designed to create memories of exciting experiences for patrons. Food halls are a common concept in this category.

12 DAILY SERVICE BUSINESSES



Businesses such as grocery stores, pharmacies and clinics that meet daily needs closer to where people live.

13 OUTDOOR ENTERTAINMENT SPACES



Places where performances can happen outside.

14 COWORKING/INCUBATOR SPACE



Locations for small and new businesses to get a start in a low risk environment.

15 SHARED KITCHEN, FOOD HALL, FOOD TRUCK PARK



These function effectively as an incubator for restaurant concepts, allowing Addison to be a bigger part of the DFW Metroplex food scene.

16 MAKER/CREATIVE SPACE



A space with tools and equipment to allow people to build and create in a community environment.

17 RESTAURANT/ENTERTAINMENT HYBRIDS



Indoor activity centers, brewpubs, and concepts that blend new ideas together.

18 MORE DIVERSE MIX OF USES ALLOWED



By allowing most uses, including specialty uses like local breweries and bars, diverse mixes are possible.

19 LARGE EMPLOYMENT USES



Large corporate campus development, or office buildings.

PARKS/OPEN SPACE

20 POCKET GREENS & GATHERING SPACES



Small spaces that function as places to gather without an obvious intention to sell a product.

21 OUTSIDE AMENITIES



Furniture, shade structure, interactive water fountains, sports facilities and public art that simply make the space more pleasant to inhabit.

22 MIX OF SMALL AND LARGE PUBLIC OPEN SPACES



Public spaces which are lined with retail and commercial spaces at various sizes.

MAJOR MOBILITY ELEMENTS

23 INTERNAL RIDE-SHARE/CIRCULATOR



A dedicated network to circulate people on a shuttle system, and/or designated ride-share drop-off/pick-up zones.

SMALLER MOBILITY ELEMENTS

24 NARROW LANES TO SLOW TRAFFIC



Wide lanes inherently create faster, and more unsafe traffic flow for pedestrians. Narrower lanes produce the opposite effect.

25 ON-STREET PARKING



Parking that lines the street, and protects pedestrians on the sidewalk from automobiles traveling at speed.

26 DEDICATED BUS/CIRCULATOR LANE



Safe and comfortable transit stops integrated into the street landscape.

27 MULTI-USE MEDIAN



A flexible space that can be used for many purposes like parking, activities, festivals but would be planted and pleasant year-round.

28 FULLY MULTIMODAL SUPPORT



Bike, transit, and microtransit support throughout development.

29 PEDESTRIAN PROTECTIONS



Design elements like mid-block pedestrian crossings, raised crosswalks, extended bulb-outs.

30 ENHANCED SIDEWALKS



More, wider and higher quality sidewalks as pleasant places to walk, or rest with elements like furniture, awnings, and lighting.

31 DEDICATED, BUFFERED BIKE LANES



Lanes with some protection built between them and the faster automobile traffic.

32 SHARED USE PATHS



"These 10'+ wide paths are often used as a combination bike lane and sidewalk, carrying all non-automobile traffic.

33 BETTER PEDESTRIAN INFRASTRUCTURE



Improved walkways, lighting, signage, and landscaping.

Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an auto-oriented corridor could evolve to become more walkable over time. ***These layouts are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*

Transitional Development: Auto Corridor to Complete Street



Converting Auto-Oriented Corridors to Better Serve Addison's Residents

Many of Addison's arterials are currently six-lane roads carrying high-speed traffic, making them unsafe for pedestrians and cyclists. Adjacent development is auto-oriented, with surface parking lots separating buildings from the street. These corridors offer 118 Town a chance to enhance multimodal mobility and partner with businesses to create more people-friendly, experience-focused environments. 119

Transformation can happen in phases. These graphics show incremental change over time by first converting an outer lane into on-street parking, transit stops, enhanced landscaping, and separated bike lanes and sidewalks to slow traffic and encourage walking and biking.

Eventually, buildings can move closer to the street, sidewalks can be expanded for a more pleasant pedestrian experience, and restaurants can add outdoor seating. Relocating parking behind buildings or into hidden lots or garages is the final step in making these auto-oriented places the kind of locations where people want to be out, about, and enjoying Addison.

#118

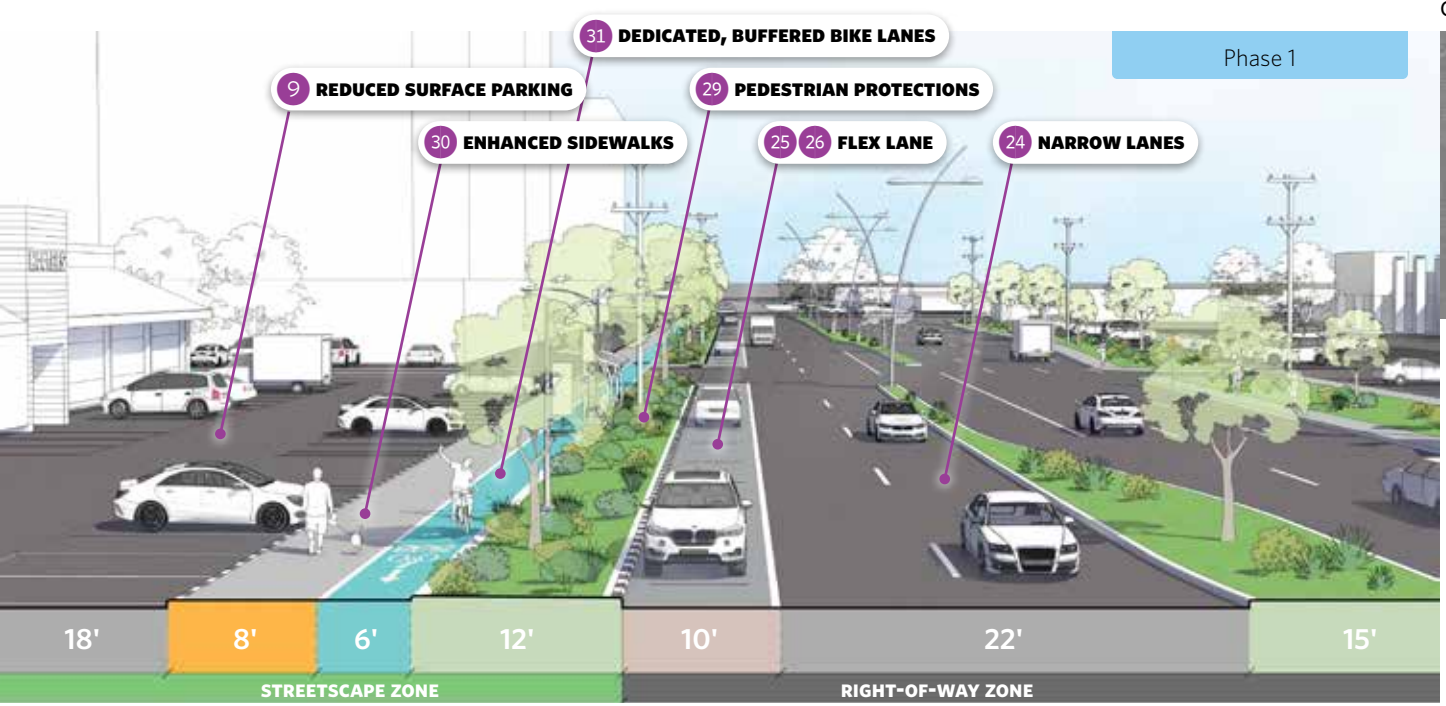
Posted by **Susan M. Halpern** on **02/23/2025** at **3:41pm** [Comment ID: 4504] - Link
Suggestion
Agree: 0, Disagree: 0
We need to make it clear that we are not recommending these changes for Beltline/Midway. I don't think the note is sufficient. This is an important enough point to address in the text. These are simply theoretical discussions that might be considered at a future time, but they are NOT recommendations at this time.

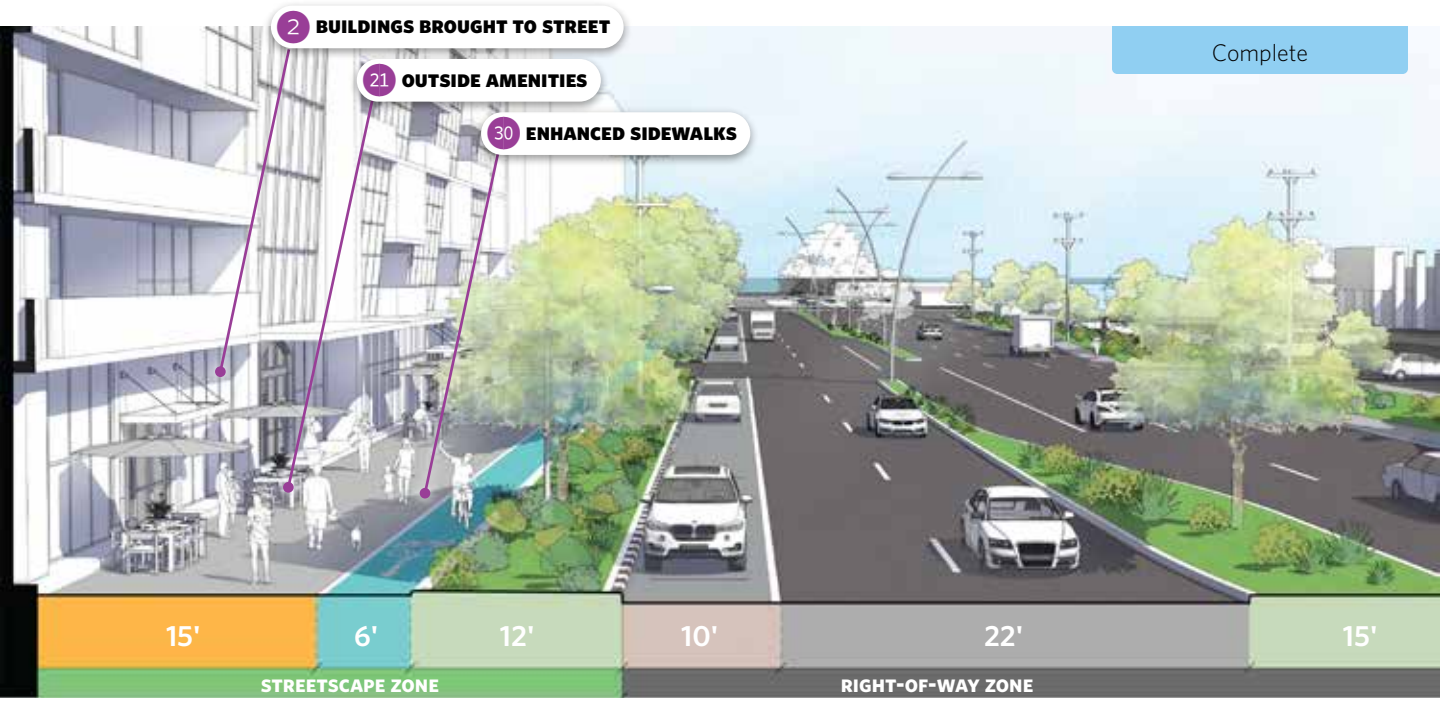
> Reply by **David Collins** on **02/24/2025** at **11:02am** [Comment ID: 4563] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> I think there are ways to look at this incrementally. I believe there is a significant difference of opinion among the Committee members on this issue and that it should be discussed more fully.

#119

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:37pm** [Comment ID: 4532] - Link
Agree: 1, Disagree: 0
But can we make this a recommendation though? I think the Belt Line Road diet is the "big visionary" project this version of the comp plan needs. It would be so awesome

> Reply by **Jade** on **02/25/2025** at **8:05pm** [Comment ID: 4761] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> November draft implementation item MC6.A addresses this. Staff to discuss revisions to matrix and consolidation/expansion to be a bit more specific.





Context Map



LEGEND

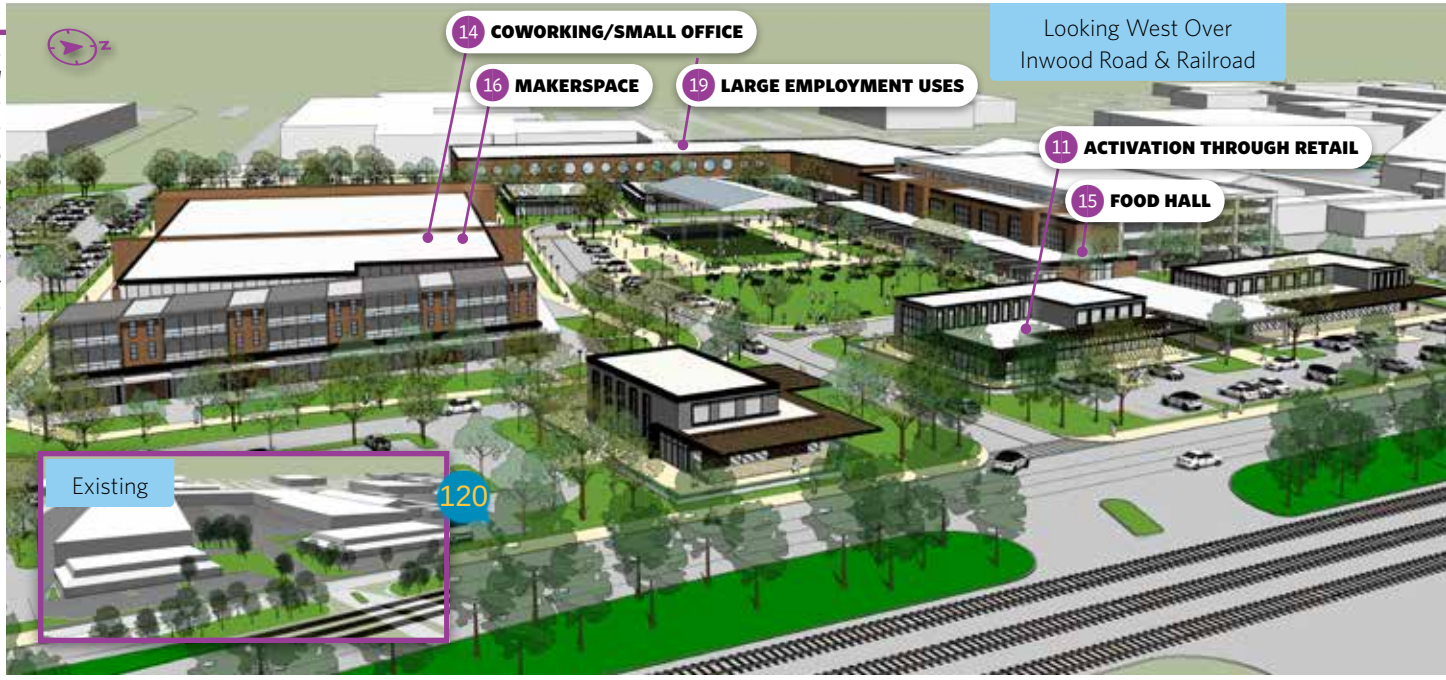
Featured Site
Belt Line Road

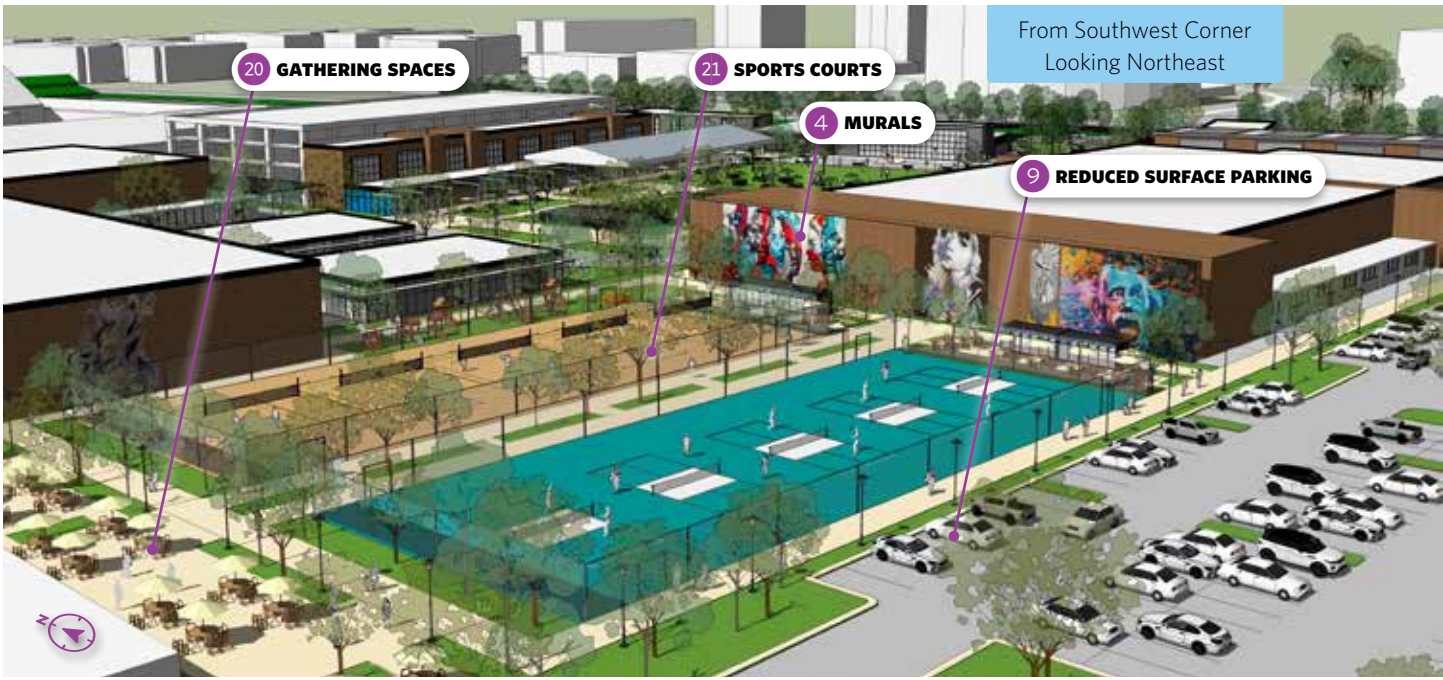
Similar Locations
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road

Transitional Development: Industrial Redevelopment

Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an aging industrial area could evolve to become more walkable over time. ***These layouts are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*





#120

Posted by **Susan M. Halpern** on **02/23/2025** at **3:43pm** [Comment ID: 4505] - Link

Suggestion

Agree: 0, Disagree: 0

I still think these diagrams are somewhat unhelpful in illustrating the area.

> Reply by **Jade** on **02/25/2025** at **8:06pm** [Comment ID: 4762] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> This diagram will be edited in March draft. Existing viewpoint is muddied and will be reorganized.



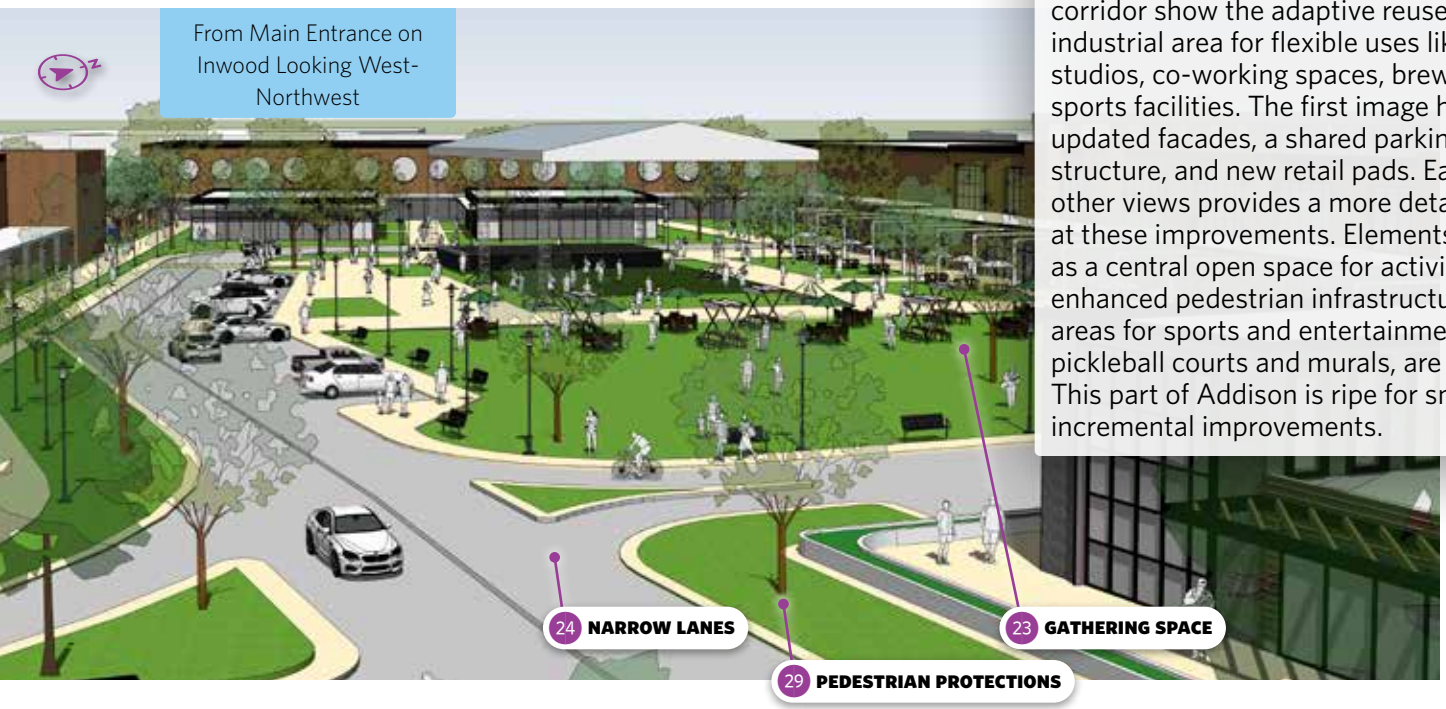
Context Map



LEGEND

Featured Site
Inwood Corridor

Similar Locations
Midway/Dooley
Surveyor/Lindbergh

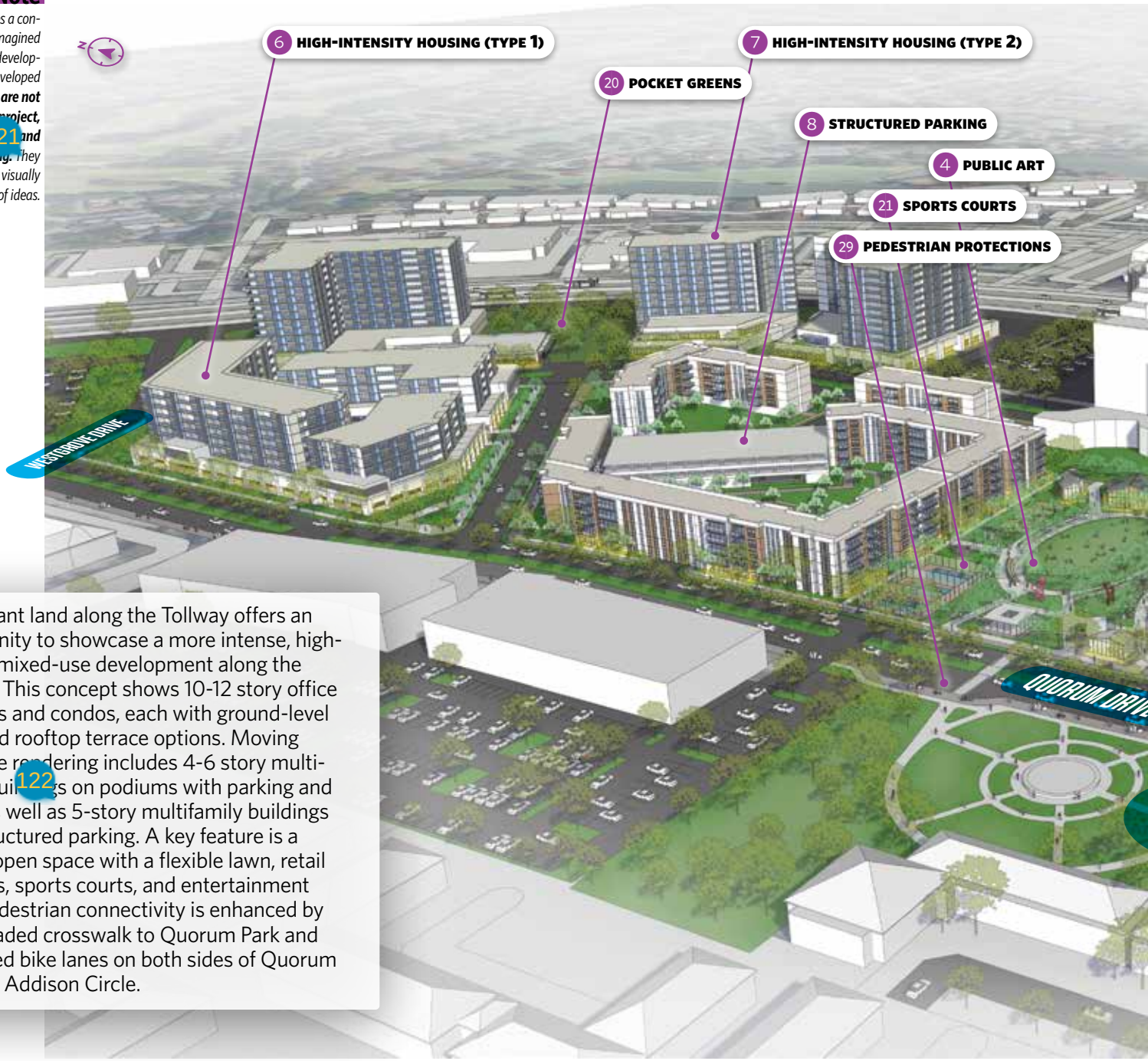


These renderings of an imagined development along the Inwood Road corridor show the adaptive reuse of an industrial area for flexible uses like art studios, co-working spaces, breweries, or sports facilities. The first image highlights updated facades, a shared parking structure, and new retail pads. Each of the other views provides a more detailed look at these improvements. Elements such as a central open space for activities, enhanced pedestrian infrastructure, and areas for sports and entertainment, like pickleball courts and murals, are visible. This part of Addison is ripe for smaller incremental improvements.

Note

This page showcases a conceptual layout for an imagined walkable mixed-use development on largely undeveloped land. ***These layouts are not part of a proposed project, have not been funded and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*

Transitional Development: Dense Urban Greenfield Development



121

The vacant land along the Tollway offers an opportunity to showcase a more intense, high-density mixed-use development along the Tollway. This concept shows 10-12 story office buildings and condos, each with ground-level retail and rooftop terrace options. Moving west, the rendering includes 4-6 story multi-family buildings on podiums with parking and retail, as well as 5-story multifamily buildings with structured parking. A key feature is a central open space with a flexible lawn, retail pavilions, sports courts, and entertainment uses. Pedestrian connectivity is enhanced by an upgraded crosswalk to Quorum Park and dedicated bike lanes on both sides of Quorum down to Addison Circle.

122

#121

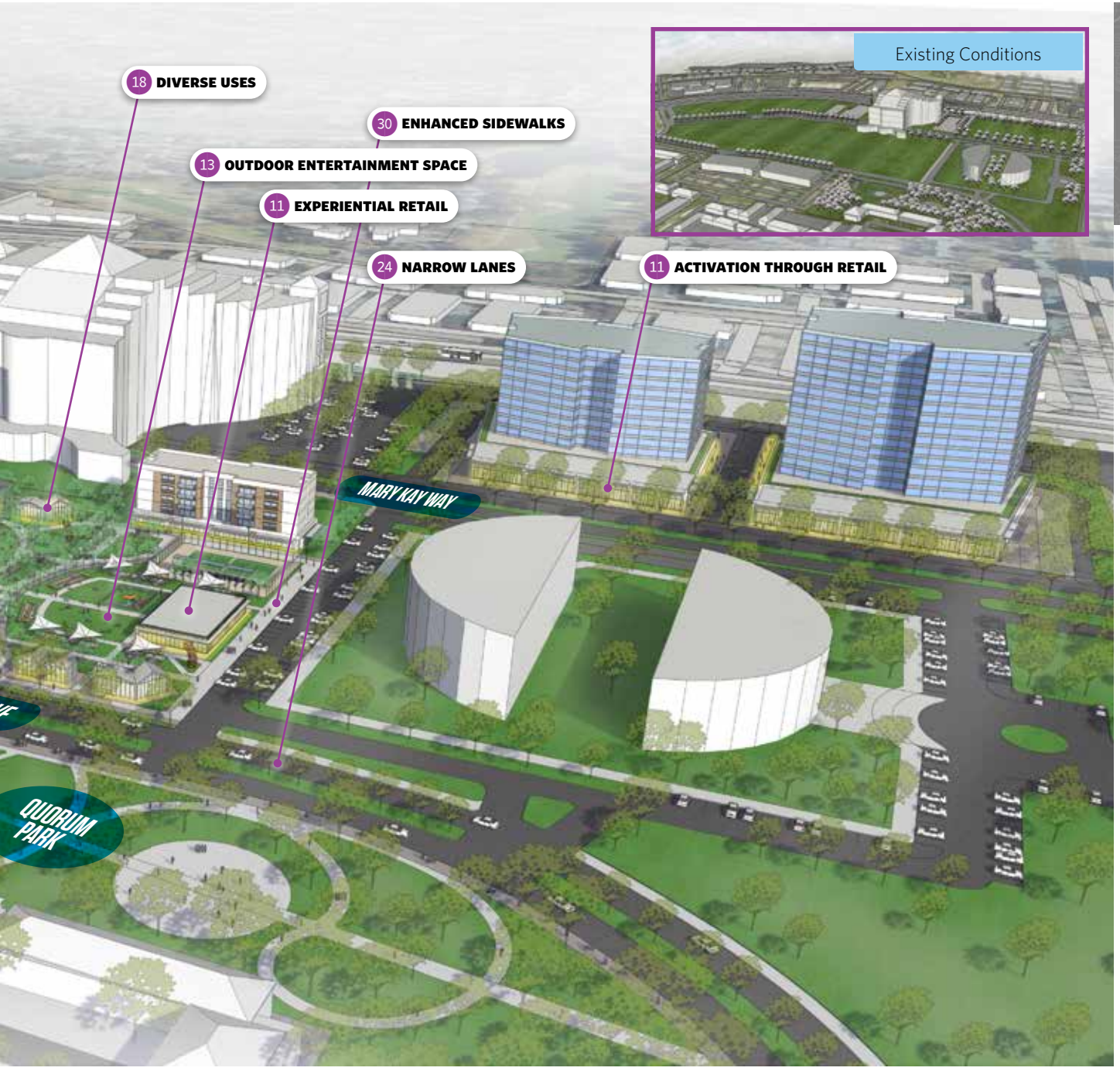
Posted by **Sharon Simmons - CPAC** on **02/20/2025** at **2:11pm** [Comment ID: 4446] - Link
Agree: 0, Disagree: 0
Wording is terrific

> Reply by **Jade** on **02/25/2025** at **8:07pm** [Comment ID: 4763] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit needed

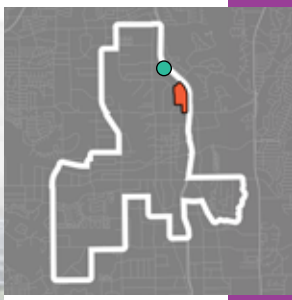
#122

Posted by **Sharon Simmons - CPAC** on **02/20/2025** at **2:12pm** [Comment ID: 4447] - Link
Agree: 0, Disagree: 0
This page description reads great now. Mary Kay is very pleased with how this is presented. Thank you for removing the MK reference.

> Reply by **Jade** on **02/25/2025** at **8:07pm** [Comment ID: 4764] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit needed.



Context Map



LEGEND

Featured Site
Quorum/Westgrove

Similar Locations
Addison/Excel

Transitional Development: Aging Commercial to Urban Village

Transitioning aging, auto-oriented commercial centers to mixed-use hubs that enhance surrounding neighborhoods is a key challenge and opportunity for Addison. Big box sites can evolve through master-planned redevelopments or incremental changes, while areas like Village on the Parkway will require phased, intensive investment.

In each phase, more elements are added. Early improvements include updated facades, enhanced materials, and rebuilding existing retail with creative office space. Parking spaces are strategically removed to expand pedestrian-friendly paseos. Later phases mirror these upgrades on adjacent blocks, adding new ground-level retail, creative offices, and green spaces. The final phase introduces mixed-use multifamily and office over retail, replaces parking lots with new developments, and widens pedestrian areas by reconfiguring street sections. A new park and green corridor create space for public programming, anchored by experiential retail and entertainment uses.





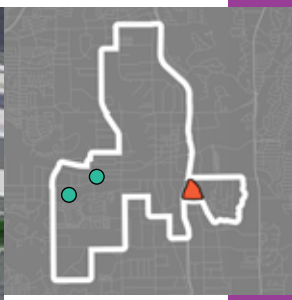
Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an existing commercial development could evolve to become more walkable over time. ***These are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*





Context Map



LEGEND

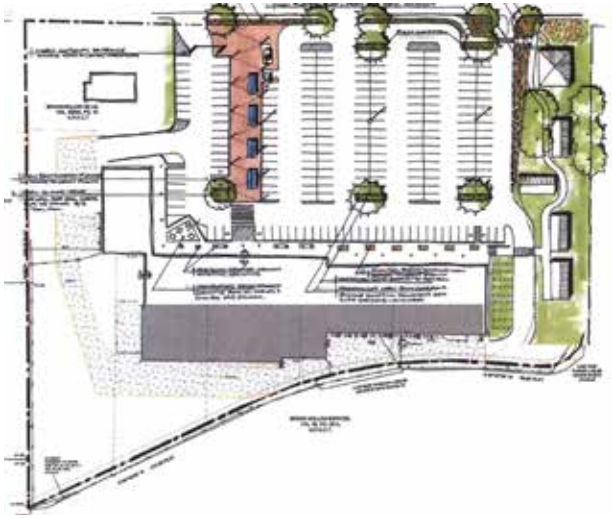
Featured Site
Village on the Parkway

Similar Locations
Addison Town Center
Restaurant Row

LOCALISM & INCREMENTALISM

Supporting Small Developers

There has been a recent resurgence of small developers—local residents interested in adding housing, owning property, or starting businesses in their neighborhoods. Unlike large developers who acquire big tracts and build multiple lots at once, small developers focus on unique, context-sensitive projects on single lots that can revitalize commercial centers and aging neighborhoods. Organizations like the Incremental Development Alliance and Neighborhood Evolution support this growing group. The Town should encourage incremental development, especially for infill projects and adaptive reuse where more intense redevelopment is not desire 123



Above: This project in DeSoto, Texas, is converting a vacant Ace Hardware building and parking lot into a neighborhood commercial node with the main building redone as a business incubator for office, retail, and restaurants, and the parking area filled in with a food trailer plaza, kiosks, open space, and micro apartments.





Top: This project provided a new mixed-use building in the heart of downtown Duncanville, Texas. The building is designed to frame the street corner with parking behind the building, and includes a mix of office, art, restaurant, and residential spaces.

Bottom: This new urbanist style neighborhood is being built in Midlothian, Texas incrementally over 20 years. A neighborhood commercial urban center has been built one building at a time, and a combination of single and multifamily residential and public space is being built in phases around it.

#123

Posted by **David Collins** on **02/24/2025** at **11:04am** [Comment ID: 4564] - Link
Question
Agree: 0, Disagree: 0
Is this the place to mention the use of targeted incentives?

> Reply by **Jade** on **02/25/2025** at **8:10pm** [Comment ID: 4765] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit requested.
>
> See response to earlier comments stating the committee did not support this, nor did staff. Implementation matrix item HN3.C

Making Tactical Placemaking Improvements

It can sometimes take a while for redevelopment to happen. That doesn't mean there aren't things that can be done right now to enhance the pedestrian experience with minimal resources. Sometimes just a little bit of paint, plantings, signage, lighting, or outdoor seating is all that's needed to get started and build support for more robust improvements.













❶ *Parklet/outdoor seating*
❷ *Temporary/demonstration bike lane*
❸ *Painted Crosswalk*
❹ *Temporary Curb Bumpout & Landscaping*
❺ *Food Trucks*
❻ *String/Bistro Lights*

BARRIERS TO SUCCESS

Every community faces challenges that can make it harder to achieve its stated goals. Listed here are several obstacles that could hinder Addison's progress toward meeting its Land Use & Development Character recommendations. By recognizing these barriers and actively working to overcome them, Addison can better position itself to achieve its broader, town-wide objectives.

INCOMPLETE FISCAL ANALYSIS OF PROPOSED DEVELOPMENT

Currently, when new development is presented to the Town, there is not a complete process to evaluate the short- and long-term fiscal impacts on revenues, services, and infrastructure liabilities for its taxpayers. As discussed earlier in this plan, this means that the costs associated with long-term maintenance are not fully accounted for, if considered at all. Without a robust fiscal analysis on incoming development projects, officials are deprived of a complete and honest picture of any given project and thus hindered in their ability to determine what will fit with the Town's finances today and in the future.

AUTOCENTRIC CORRIDORS & COMMERCIAL DEVELOPMENT

Addison Circle was designed as a walkable, mixed-use hub, but most of Addison caters to vehicular traffic. Belt Line and Midway, major roads with many dining, retail, and entertainment businesses, handle high traffic volumes. While some aging strip centers need reinvestment to stay competitive in the experience-based economy, they remain popular. Making these corridors safer and more walkable will require a gradual, coordinated effort with property owners, businesses, and developers.

COMPLEX CODES & DEVELOPMENT PROCESSES

Addison residents desire attractive developments that preserve quality of life while enhancing visual appeal and walkability. However, piecemeal approaches and complex zoning regulations—such as reliance on negotiated standards like Planned Development (PD) Districts—create uncertainty and are difficult for developers to interpret. This alters the desired proposed development character, extends timelines, increases costs, and curbs cohesive integration of existing and new developments. Navigating this complexity requires extensive community knowledge and significant time from Town staff. Alignment of the United Development Code (UDC) with the Comprehensive Plan's vision will optimize resources and ensure developments meet community expectations.

#124

Posted by **Susan M. Halpern** on **02/23/2025** at **3:48pm** [Comment ID: 4506] - Link

Suggestion

Agree: 0, Disagree: 0

Why characterize these as barriers. Really, they are issues we face and should consider. Incomplete fiscal analysis is not a barrier, it's failing to meet the obligation to fully vet a project (see Addison Grove for reference). I just think we're unnecessarily burdening a process by suggesting that issues to be considered are somehow "barriers."

#125

Posted by **Susan M. Halpern** on **02/23/2025** at **3:57pm** [Comment ID: 4509] - Link

Suggestion

Agree: 0, Disagree: 0

These aren't "barriers," they are simply issues that should be addressed or considered. Except for the comments about PDs. I disagree with them.

#126

Posted by **Jim Decuir** on **02/24/2025** at **5:00pm** [Comment ID: 4631] - Link

Agree: 0, Disagree: 0

See my comments on page 206 G2.a

If the problem has already been addressed and corrected then this paragraph is not necessary.

#127

Posted by **Susan M. Halpern** on **02/23/2025** at **3:55pm** [Comment ID: 4507] - Link

Suggestion

Agree: 0, Disagree: 0

I say again that PD's are not barriers, but allow for control of projects to ensure quality. Not all the things in a PD can be legislated, that's the advantage of PD's. And, while a PD process is typically longer than a simple rezoning, I say again that PD's allow SIGNIFICANT control that ensures higher quality in developments. Because it is a quasi-contractual type of arrangement, it can address concerns that are not typically included in building codes, or

the UDC. I think this needs further discussion. We should NOT discourage the use of PD's in appropriate circumstances. They are NOT barriers, they are simply a tool that provides significant control of future developments. And I don't buy the argument that they cause uncertainty. Look at the most recent PDs (as any good developer would do) and you'll see exactly what the Town is concerned about.

> Reply by **Tyler Wright - CPAC** on **02/23/2025** at **5:42pm** [Comment ID: 4533] - Link
> *Agree: 0, Disagree: 0*
> I'm definitely deferring most of the relevance on PD commentary to people who have been here longer and seen more of them. However, would PDs become an issue in the future as town leadership transitions generations? Right now we have a cadre of well meaning, well educated leaders that have been involved for decades. They will not be with us forever. As the torch is passed and new leaders pick up the mantle, will they have the context they need to properly administer the PDs established by those that came before?
>
> Not a rhetorical question, stated more simply, are PDs understandable by town staff and officials that weren't there to seem them instantiated?
>
> Reply by **Aaron Benjamin** on **02/23/2025** at **9:08pm** [Comment ID: 4549] - Link
> *Agree: 0, Disagree: 0*
> I would agree with the current draft that PDs can be a barrier to successful development. The goal of creating a Comprehensive Plan and Unified Development Code is to set priorities and standards at a town wide scale, rather than piecemeal through PDs. PDs can add significant time and cost for both the Town and the developers. Big developers can spend the thousands of dollars and months of time needed to negotiate a new PD, but if we want to attract small developers they will not have the resources to create a PD and will continue to avoid developing in Addison.
>
> > Reply by **David Collins** on **02/24/2025** at **11:09am** [Comment ID: 4565] - Link
> > *Suggestion*
> > *Agree: 0, Disagree: 0*
> > PD's have their place--particularly for large projects. Compare and contrast this issue with the fact that developers need a level of certainty in navigating the approval process for a proposed project. Based on the above comments, this issue needs to be a meaningful discussion point at our upcoming

meeting.

#128

Posted by **Susan M. Halpern** on **02/23/2025** at **3:56pm** [Comment ID: 4508] - Link

Suggestion

Agree: 0, Disagree: 0

I disagree vehemently with these comments. Needs discussion at the CPAC level.

#129

Posted by **Liz Oliphant** on **02/24/2025** at **4:22pm** [Comment ID: 4608] - Link

Agree: 0, Disagree: 0

Town staff is opposed to PDs because they take up time. I don't know how you build in more flexibility so that small developers or "one-off" owners can try something different. Maybe a contractor/ombudsman position could be created to deal with small PDs.

PLANNING COMPONENT

HOUSING & NEIGHBORHOODS

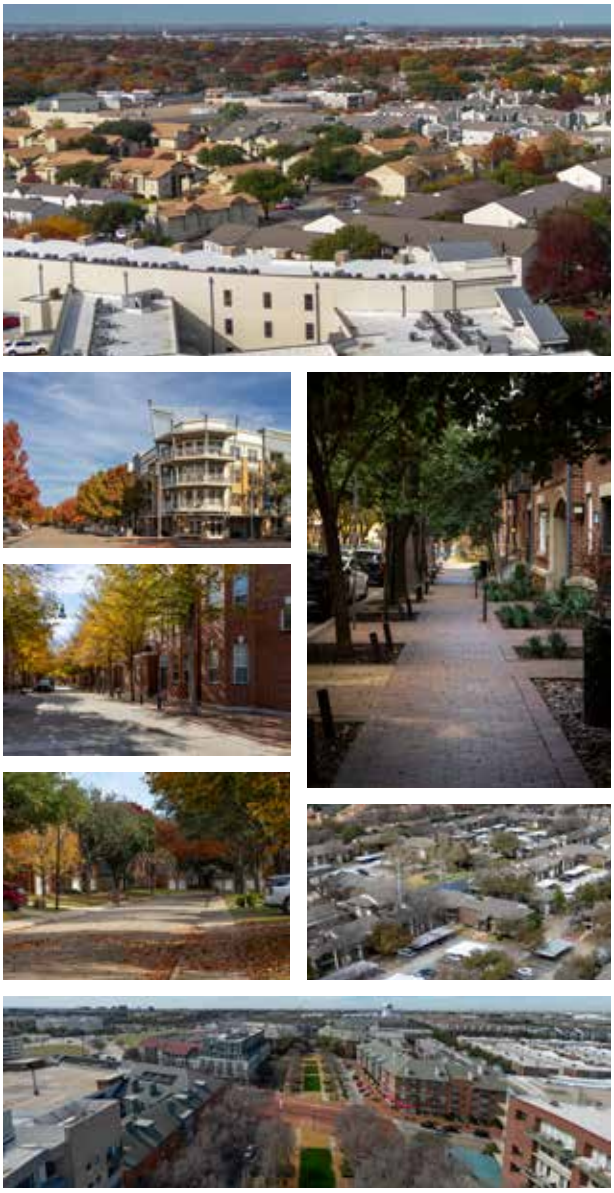


ADDISON'S HOUSING & NEIGHBORHOODS

SUMMARY

Addison's approach to residential development stands out from much of North Texas. There are fewer subdivisions with single-family detached homes, and more urban offerings in a mixed-use context. The split between owner and renters skews heavily toward renters, and portions of the community have been advocating for more ownership options. An aspect that all Addison neighborhoods exhibit is varying degrees of walkability due to existing and planned pedestrian connections outlined in the Master Trails Plan. Additional enhancement in the biking and walking experience and connectivity within and between neighborhoods, parks, and commercial center is highly desired by residents.

The Housing and Neighborhoods component reviews Addison's current housing and neighborhood conditions and offers recommendations for creating more diverse, walkable, and complete neighborhoods. The Snapshot builds on introductory housing data, highlighting challenges like housing attainability, ownership options, and evolving neighborhoods. This section explores distinctions between neighborhoods and subdivisions, the design hierarchy of neighborhood types, and the need for a diverse housing supply. Strategies to enhance existing neighborhoods to align with place types and improve walkability and connectivity are provided, along with a discussion of barriers the Town may face in meeting the needs of current and future residents.



#130

Posted by **David Collins** on **02/24/2025** at **11:12am** [Comment ID: 4566] - Link

Suggestion

Agree: 0, Disagree: 0

Putting this a place marker as it is a very important part of the community dialogue on housing and needs to be appropriately addressed by the comp plan.

> Reply by **Jade** on **02/25/2025** at **8:13pm** [Comment ID: 4766] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> No edit needed.
>
> See earlier comments on housing studies scheduled in the implementation matrix and the adustments that will be strategically created as a result of said studies.

RECOMMENDATIONS

131 132

HN1 ***Support the creation of complete and cohesive neighborhoods throughout the Town.*** For neighborhoods to be complete, they must contain elements of housing, commerce, outdoor space, streets, and programming. They are flexible places that evolve and change, with a unique character that unites people. This can be accomplished in both existing and new neighborhoods around the Town.

HN2 ***Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.*** By enhancing active transportation, pedestrian and cycling paths, and mobility systems, the Town can ensure easy access to services and amenities. Strategically linking neighborhoods boosts convenience and quality of life, reduces traffic, and supports local economic development.

HN3 ***Provide for household types that support the ability for residents to age in place within Addison.*** Expanding housing options is key to building a diverse, sustainable community that attracts and retains residents of all family sizes and lifestyles, fostering vibrant neighborhoods.

HN4 ***Provide denser housing options in Addison's urban and transitional areas***. Allowing dense housing is essential for offering alternatives to single-family units. Options like condo towers, townhomes, and live-work spaces fit well in Urban Village and High-Intensity Urban Center areas.

HN5 ***Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.*** Addison's reputation for high-quality, contextually appropriate design attracts new development and residents. Recommitting to this standard will continue to drive growth.

133

HN6 ***Create more places for intentional gathering and recreation within existing and new neighborhoods.*** Residents value gathering spaces for connection and vibrancy. The Town can transform underutilized areas and new developments into dynamic hubs for recreation and socializing, becoming the community's heartbeat and reflecting Addison's unique appeal.

#131

Posted by **David Collins** on **02/24/2025** at **11:14am** [Comment ID: 4567] - Link

Question

Agree: 0, Disagree: 0

Per my earlier comment, I don't think these recommendations adequately address the stated goal of many of Addison residents of increasing fee simple ownership.

#132

Posted by **Liz Oliphant** on **02/24/2025** at **2:56pm** [Comment ID: 4589] - Link

Agree: 0, Disagree: 0

Not every neighborhood needs to be "complete". Some, specifically, do not want to be. "Accomplishing this in both existing and new neighborhoods" just opens a whole can of worms and give opponents an opening to oppose the plan's adoption.

#133

Posted by **Susan M. Halpern** on **02/23/2025** at **4:01pm** [Comment ID: 4510] - Link

Suggestion

Agree: 0, Disagree: 0

As suggested in the prior draft, much of this is achieved through the use of PDs.

SNAPSHOT

30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

Note

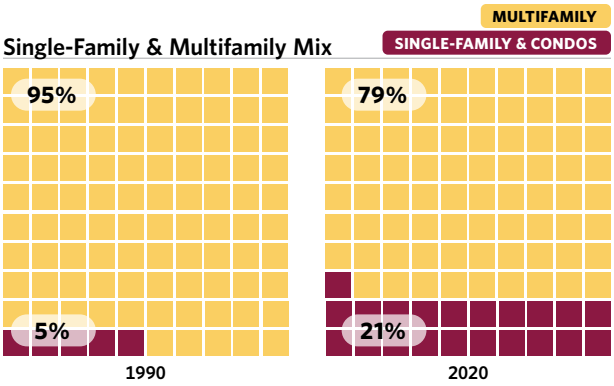
When CPAC was surveyed on their desire for the Town to incentivize ownership housing, the interest was very low. The majority expressed that they do not think taxpayer dollars should be used for this purpose, and preferred to let the market drive housing and development. Staff will update the housing analysis and revisit the incentive discussion on a bi-annual basis.

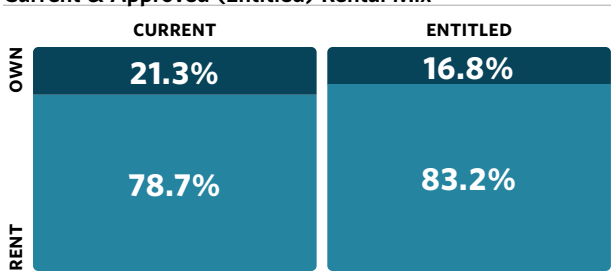
In 1990, Addison's residential mix consisted of 95% multifamily units and just 5% single-family homes. The Town's early focus on multifamily housing in a mixed-use setting played a key role in attracting a significant number of businesses and commercial developments. Addison Circle, a highly innovative and progressive development when it was built, was and still is reliant on a high concentration of residents in a compact area, which naturally demands more multifamily housing. Most of the multifamily developments from that time were urban, apartment-style buildings, which typically cater to renters rather than homeowners.

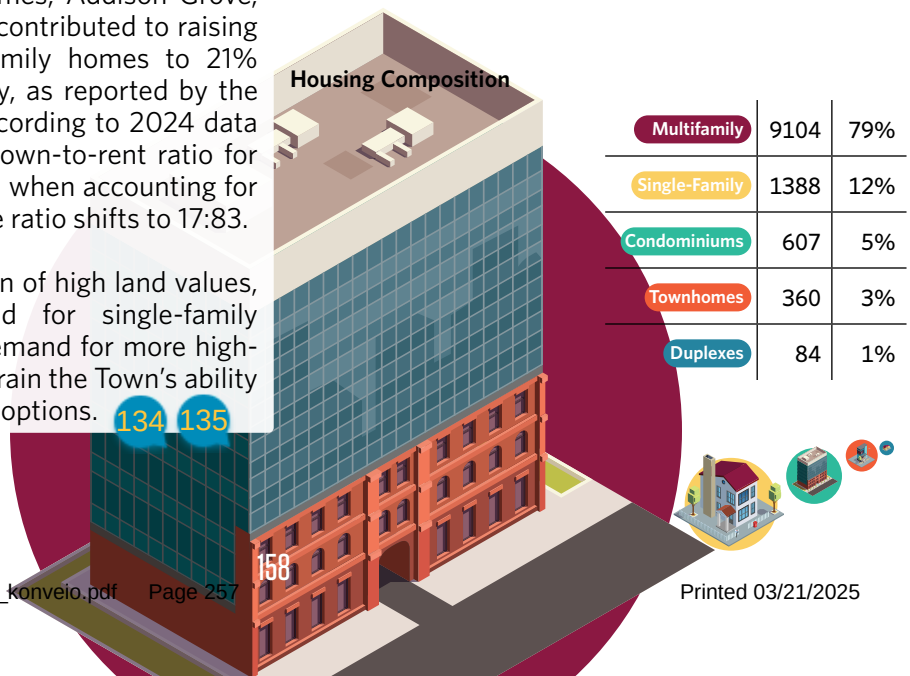
While this strong focus on urban living units was crucial for attracting commercial growth and highly educated young professionals, some Addison residents began to express a desire for more single-family homes and ownership opportunities. Over the past 30 years, Town staff and leadership have made concerted efforts to increase the number of single-family residential units. Developments like Morris Avenue Townhomes, Addison Grove, and District A Condos have contributed to raising the percentage of single-family homes to 21% of the town's housing supply, as reported by the 2020 Decennial Census. According to 2024 data from the Town, the current own-to-rent ratio for residential units is 21:79, and when accounting for approved (entitled) units, the ratio shifts to 17:83.

Looking ahead, a combination of high land values, limited vacant land zoned for single-family development, and market demand for more high-quality rental units will constrain the Town's ability to further expand ownership options.

SOURCE: TOWN OF ADDISON, JULY 2024







#134

Posted by **David Collins** on **02/24/2025** at **11:20am** [Comment ID: 4568] - Link
Suggestion
Agree: 0, Disagree: 0
The 1990 base is not a good reference point. A more telling statistic is the current comparison with State of Texas. When all approved MF and fee simple developments are completed, I believe that ratio will skew towards 90% MF. This is a real issue for many of Addison residents and we need more discussion and concrete recommendations to address this issue.

> Reply by **Jade** on **02/25/2025** at **8:19pm** [Comment ID: 4768] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Staff to discuss how to include this sentiment in public input.
>
> The 1990 benchmark is helpful to show that the % of rental dwellings has decreased significantly over time due to specific planning policies put in place with this goal in mind. Staff created a Housing FAQ in 2022 that analyzes these dynamics, and the implementation matrix outlines items in HN3 for staff to regularly analyze and report on it to Council, as well as require development proposals to be considered with this metric in mind.

#135

Posted by **Liz Oliphant** on **02/24/2025** at **2:58pm** [Comment ID: 4591] - Link
Agree: 0, Disagree: 0
To my knowledge, no vacant land is zoned for single-family development.

> Reply by **Jade** on **02/25/2025** at **8:15pm** [Comment ID: 4767] - Link
> *Agree: 0, Disagree: 0*
> No edit needed

INCREASING AFFORDABILITY CONCERNS

The term "affordable housing" is often understood as housing that is subsidized in some way to make it accessible to people who otherwise couldn't afford the same space at market rates. However, housing affordability in a broader sense refers to whether a person has the means to afford a given home, either for rent or purchase.

It is generally accepted that a household can afford to spend up to 30% of its income on housing, including rent or mortgage payments and utilities. In 2022, the median household income in Addison was $78,153, meaning housing costs for someone earning that amount should not exceed $1,954 per month. This same method applies to home buying: a household can typically afford a home priced at up to 2.5 times their annual income. In this case, a buyer could afford a home priced at $195,383. However, according to Realtor.com Economic Research, the median price was $527,725, which is $332,342 beyond the reach of a median-income household.

One of the primary factors impacting housing affordability is the trend toward building mostly single-family detached homes that are much bigger and on larger lots. Larger homes cost more to build, live in, and maintain, and the larger lots require more infrastructure that cities need more tax revenue to maintain. The combination of these results in higher home values, property taxes, and maintenance burdens on homeowners.

Addison's residents are primarily divided into two groups: more affluent, older homeowners living in high-value single-family homes, and younger individuals, couples, or retirees renting in more urbanized areas like Addison Circle. Approximately 83% of homes in Addison are rentals, which is about double the percentage in the DFW region (40%) and the state (38%). Since 1990, the town has more than doubled its number of dwelling units, from 5,110 in 1990 to 10,591 in 2020, and its households, from 4,688 to 9,533 during the same period. While this housing mix has worked well so far, both homeowners and renters have voiced concerns about rising housing costs. To retain and attract residents, Addison will need to continue expanding and diversifying its housing options in the future.

Big houses are being built, small houses are needed 136

Do we really need more than three times as much living space per person as we did in 1950? Can we afford to buy or rent, heat, cool and care for such large homes?

	1950	2020	CHANGE
Median square footage of new single-family homes	983	2,261	⬆ 2.3×
Number of people per household	3.8	2.5	⬇ 1.5×
Square feet of living space per person	292	904	⬆ 3.1×

Fact: ADUs house more people per square foot of living area than single-family homes do.

Note

Graphic *Redrawn and modified from AARP's The ABCs of ADUs, 2nd Edition*

© AARP 2021

#136

Posted by **David Collins** on **02/24/2025** at **11:21am** [Comment ID: 4569] - Link

Suggestion

Agree: 0, Disagree: 0

This its a value judgement and does not belong in the comp plan.

> Reply by **Jade** on **02/26/2025** at **8:30am** [Comment ID: 4769] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Staff to discuss how to edit AARP language with March draft and to integrate this sentiment into the public input phase.

SUBDIVISIONS, OR NEIGHBORHOODS?

Note

More information on the concept of complete neighborhoods can be found in the book "The 15-Minute City" by Carlos Moreno. An offshoot of this concept commonly referred to as the "20 minute suburb" is emerging in the U.S. as a more feasible option for autocentric communities seeking to become more walkable.

Most large developers in Texas primarily build subdivisions, which typically exclude commercial spaces and diverse housing types. This design fo[137] residents to drive for daily needs and limits options for those who can't afford or prefer alternatives to single-family homes. While subdivisions often include sidewalks and aim for pedestrian-friendly streets, the wide roads and longer blocks encourage highe[140]hicle speeds, making the area less safe for walking, biking, or outdoor play.

Neighborhoods are design[139]to mix residential, commercial, and recreation[138]uses in a compact layout, placing most daily needs within a quarter mile or a 15-minute walk. They generate higher value per acre and tax rev[138]ue than subdivisions while offering diverse ho[138]g options for all life stages and incomes. Life-cycle housing includes a variety of home types—such as large and small lots, townhomes, lofts, multifamily units, and assisted living facilities—catering to everyone from young singles to seniors. Non-residential uses like coffee shops, corner stores, and small services with limited parking can be integrated to enhance access to daily needs. Streets and public spaces prioritize walkability and social interaction with narrower lanes, shorter blocks, grid networks, and abundant sidewalks, trails, bike paths, and pocket parks.

Mixed-use neighborhoods can vary in scale and adapt over time as mobility infrastructure and community needs evolve. Addison has a variety of neighborhoods, some of which are unlikely to change, while other areas would benefit from infill and continued evolution. As such, the combination of the place types, Spectrum of Change map, and UDC will be used to manage the character and pace of change in each specific neighborhood.

Residential Subdivision



Neighborhood



#137

Posted by **Susan M. Halpern** on **02/24/2025** at **2:44pm** [Comment ID: 4585] - Link
Suggestion
Agree: 0, Disagree: 0
"forces" is inaccurate in my view. I'm not "forced" to drive anywhere, I choose to live where driving is how I get to many places. "Forces" carries a negative connotation that in my view is unwarranted.

> Reply by **Jade** on **02/26/2025** at **8:31am** [Comment ID: 4770] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> edit to say "this design prioritizes driving for daily needs..."

#138

Posted by **Susan M. Halpern** on **02/24/2025** at **2:47pm** [Comment ID: 4587] - Link
Suggestion
Agree: 0, Disagree: 0
Also, Addison's neighborhoods do meet these criteria. I can walk to a lot of stores in 15 minutes, and the AAC is a shorter walk than that. So how does this description relate to Addison?

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **4:45pm** [Comment ID: 4625] - Link
> *Agree: 0, Disagree: 0*
> Google maps lists the following walking times to the closest grocery stores from my Addison Circle Apartment:
>
> Wal-Mart: 20 minutes, 1 mile
> Whole Foods: 26 minutes, 1.2 miles

> Reply by **Jade** on **02/26/2025** at **8:55am** [Comment ID: 4773] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit requested. See response to Liz's comment for edit being made to address this concern.

#139

Posted by **Liz Oliphant** on **02/24/2025** at **4:29pm** [Comment ID: 4613] - Link

Agree: 0, Disagree: 0

Think this first sentence should say "Complete neighborhoods are designed..." but at least two or three of our neighborhoods were designed, intentionally, NOT to have a lot of pedestrians or commercial opportunities and the residents like it that way.

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **4:41pm** [Comment ID: 4624] - Link
>
> *Agree: 0, Disagree: 0*
>
> wait, I know you're just reporting the news Liz so this isn't on you, but these people don't want it to be safe, comfortable, or fun to walk in their own neighborhoods?

> Reply by **Jade** on **02/26/2025** at **8:52am** [Comment ID: 4772] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Edit the sentence to add "Complete" before Neighborhoods, and change title of this page to reflect "Subdivisions, or Complete Neighborhoods?"

#140

Posted by **Susan M. Halpern** on **02/24/2025** at **2:45pm** [Comment ID: 4586] - Link

Suggestion

Agree: 0, Disagree: 0

An issue easily solved with user-friendly speed bumps, such as those on Willow south of Jesuit. I have long thought they were warranted in Midway Meadows.

> Reply by **Jade** on **02/26/2025** at **8:39am** [Comment ID: 4771] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Add a notable connection to mobility and connectivity chapter - pages 178/179 on the January draft. This makes the connection to context-sensitive design clearer, and in the
>
> Re: Sue - March draft will expand upon traffic calming measures based on street type. Kimley-Horn, the consultant doing our Master Transportation Plan Update, suggested we include Intersection Enhancements, Pedestrian Scrambles, Raised

intersections, Tighter Corner Radii, Speed feedback signs, etc.

NEIGHBORHOOD TYPOLOGIES

Addison has long prioritized neighborhood design over the more common subdivision approach, recognizing that the built environment plays a key role in shaping how people interact. This focus on creating cohesive neighborhoods has given Addison a unique character, where public spaces, housing design, and proximity to amenities foster a sense of community. However, while the Town has embraced a neighborhood-centered approach, many areas still lack the pedestrian infrastructure, variety of housing, and local commercial spaces needed to create truly "complete" neighborhoods. These gaps can hinder the sense of connection between residents and limit opportunities for people to live, work, and shop within their own neighborhoods.

As Addison continues to grow, being intentional about the scale, design, and pace of infill development and redevelopment is critical. Thoughtful planning can enhance the quality of life by improving walkability, increasing housing diversity, and introducing local businesses that serve daily needs. This strategy will not only strengthen community ties but also keep Addison both attractive and affordable for a broader range of residents. Achieving these goals requires balancing modern development trends with Addison's unique character, ensuring that neighborhoods evolve in ways that benefit all.

A Continuum of Walkability

Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, where residents can walk or bike to nearby shops, parks, and services. Between these two extremes are transitional neighborhoods, which blend elements of both, offering some walkable amenities but still requiring cars for many daily activities.

The goal for Addison is to gradually move more neighborhoods along this continuum toward becoming more complete, enhancing walkability and reducing car dependency. This shift can be achieved by investing in infrastructure such as sidewalks, bike lanes, and street trees, and by encouraging mixed-use development that places homes, businesses, and services close to poeples homes. As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

NOTABLE CONNECTION:
LAND USE & DEVELOPMENT CHARACTER

The Place Types and Spectrum of Change maps provide details for the type of desired development and pace of change.

Note

Areas identified as the Residential Living place type and as Preserve in the spectrum of change are on the auto-oriented end of the scale (Suburban Neighborhoods) and are not envisioned to experience much change. The majority of the town is more urban and mixed use in nature (Transitional Neighborhoods). These areas can be expected to evolve both in density and use mix as property owner interest and market conditions dictate. Where more significant redevelopment is expected, staff will prepare Neighborhood Transition Plans to capture input from property owners and potential developers and outline more specific details.

Neighborhood Continuum



#141

Posted by **Susan M. Halpern** on **02/24/2025** at **2:52pm** [Comment ID: 4588] - Link

Suggestion

Agree: 0, Disagree: 0

I repeat my prior comment: There are folks who choose to live in such neighborhoods, who have plenty of connections and a great sense of community. We should respect that fact, rather than implying that unless a neighborhood has all elements, there can't be a strong sense of community. Jade made comments to my prior comment, but I see no changes in the text here.

> Reply by **Jade** on **02/26/2025** at **9:01am** [Comment ID: 4774] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Staff will edit text in the March draft to follow-through on November draft commentary. The consultant team did not adequately address this.
>
> Repeat from November: Carry forward the sentiments found on "answers" on pg. 138 to emphasize we aim to preserve the traditional neighborhoods that exist. Tone should address that while our mixed use areas provide highest ROI/value per acre, the existing neighborhoods provide value, too. Perhaps carry forward sentiment that long term residents offer social capital by way of investing in Addison's culture, drawing back to the Addison Way.
>
> Answers from pg. 138 stated to edit -- "Addison's neighborhoods exhibit a relatively high degree of walkability due to existing and planned pedestrian connections outlined in the Master Trails Plan, or something similar." and to add an item to the Intro chapter that includes the data supporting that Addison develops in a more mixed-use context than other cities in the North Texas region.

SUBURBAN NEIGHBORHOODS

These neighborhoods are located exclusively in the Residential Living place type. Amenities and non-residential uses in suburban areas are limited and usually require driving to get to. Those living in suburban areas can expect to have fewer neighbors, private yards, and less cyclists and pedestrians.







TRANSITIONAL NEIGHBORHOODS

Today, *Transitional Neighborhoods* are most commonly found in the Urban Village place type and are intended to have a mix of residential options with pockets of neighborhood scale commercial located within walking distance. Because of the focus on residential, some commercial uses will be consolidated into larger neighborhood and regional commercial nodes that are accessible via a short drive. Streets and public space in these neighborhoods should prioritize pedestrians and walkability with a few collector style corridors that balance slow speed vehicular access and shared use trail connections to the larger citywide network.









COMPLETE NEIGHBORHOODS

Today, *Complete Neighborhoods* are most commonly found in a few places designated as Urban Village, and are most complete in terms of use mix, access, and activity. Addison Circle and Vitruvian (when completely built out) are the most prominent examples. Looking forward, all future development in Urban Village, and High-Intensity Urban Center should endeavour to meet the intent of the *Complete Neighborhood.* Those living in these neighborhoods should expect constant change where the scale and use of properties is incrementally evolving to meet the residential and commercial needs of those living and working there. Residential and commercial uses can be mixed on the same block or grouped into small nodes that make the majority of needs convenient and accessible by biking or walking. Streets and public spaces are designed to prioritize pedestrians, walkability, and human interaction. Where higher levels of vehicular access are required, streets are designed to be slow-speed and accommodate on-street parking. It's important to understand that the goal of any *Transitional Neighborhood* is to become incrementally more complete over time.











STRATEGIC FRAMEWORKS & CONCEPTS

EMBRACING HIGHER INTENSITY OWNERSHIP OPTIONS

There continues to be a desire for more ownership options in Addison, both from current owners desiring a different option and renters who would like to own but cannot afford current options. There is an understanding, though, that more single-family homes are not realistic due to lack of vacant land and land values that necessitate higher density development. Multiple developers interviewed during the planning process indicated that under conditions, the only way to make ownership housing pencil out in Addison is to make it part of a larger mixed-use context with rental housing and commercial uses integrated together - and even with this, opportunities are limited.

Continuing to prioritize options like duplexes and townhomes of different scales and price points, particularly in the Urban Village place type, can help close this gap. Construction of new condo towers in the High Intensity Urban Center place type along the Tollway and conversion of existing underperforming hotels and office buildings to condo style residential are also options the staff intend to explore in further detail. In general, building more housing of all types in Addison will help mitigate increases in the cost of ownership and rental housing in Addison.





In Addison, condo towers (top) and townhomes (bottom) are the most viable forms of ownership housing due to high land costs and limited undeveloped land. Major undeveloped areas will likely support only condo or mixed-use towers, while infill development offers the best opportunities for building townhomes. These types of housing provide ownership options that align with Addison's evolving urban landscape.

EXPANDING HOUSING OPTIONS TO ENSURE AFFORDABILITY FOR A

142

As housing prices rise in both Addison and across the state, it is crucial for the Town to ensure a sufficient supply of housing with a diverse range of options that align with the needs and preferences of those looking to live here. Attainability and quality of life vary from person to person, so it's essential for the Town and its developer partners to work together to understand and meet these differing expectations. In a semi-urban community like Addison, where land values are high and most land is already developed, this likely involves allowing new development in existing neighborhoods, such as accessory units and smallplexes, and building higher-density condo-style buildings in the more urbanized areas along the Tollway.

It's important to note that quality and affordability don't have to be mutually exclusive. Quality housing can be provided at different price points. One approach is to reduce the size of units or increase the number of units to meet market value. Smaller, high-quality units in compact neighborhoods with smaller lots can still meet demand and price expectations. Additionally, bringing new units to market can have a down-market effect, freeing up lower-cost housing options for those at the bottom of the economic ladder. Higher-end buyers and renters can benefit from urban townhomes or condos in walkable, human-scale areas.

To curb escalating housing costs and maintain affordability, Addison should focus on increasing the overall housing supply, diversifying the housing stock, and expanding options for both owners and renters—all while maintaining the high design quality that is a hallmark of Addison's identity.





Diverse housing options create affordability by offering homes at various scales, from compact units to larger residences. This range allows for greater flexibility in pricing, meeting the needs of different income levels and fostering a more inclusive, accessible community.

#142

Posted by **David Collins** on **02/24/2025** at **11:27am** [Comment ID: 4570] - Link

Suggestion

Agree: 1, Disagree: 0

This will likely elicit a number of responses but Addison is not going to be a truly "affordable" option. It is an inner suburb that is built out with relatively high land costs. In my opinion, we need to discuss this issue further as it appears to be an overarching theme of this comp plan.

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **1:46pm** [Comment ID: 4577] - Link
>
> *Agree: 0, Disagree: 0*
>
> David is right here, there is only so much Addison can do about affordability in its limited land area. For my part I think the strategy posed here in this document is the best one we have to moderate pricing.
>
> I second his callout for potential discussion in the next meeting here, as I am really curious as to what affordable means to the committee.
>
> I'm well past putting in my 2 cents, but for my 200 dollars worth my take on affordability is that the person who works in my favorite coffee shop could afford to live as close to work as I do, but it is not realistic to expect that we would be living in the exact same type of housing. Maybe they only need a studio, while I need a slightly larger place to share with my partner, but we both deserve to live in Addison and enjoy the amenities is my point.
>
> Reply by **Jade** on **02/26/2025** at **9:02am** [Comment ID: 4775] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Change title to state "Attainability"

COMPLETING NEIGHBORHOODS

Addison's aim is to be a neighborhood-centric community with a range of options. From a planning perspective, this means shifting thinking from what all residents need at the townwide scale to what is needed by people in different parts of the town at a more local scale, and then mixing different types of neighborhoods together across the town to offer a variety of housing types, supportive land uses, amenities and open space. Areas identified as the Residential Living place type and Preserve in the Spectrum of Change map will have minimal change. In other parts of the town, staff will work with current owners and prospective developers to enhance walkability and use-mix in accordance with the corresponding place types and spectrum of change designation.

Neighborhood planning needs can typically be categorized into the following three tiers. However, due to Addison's small size, the development and townwide zones are blended together.

NEIGHBORHOOD SCALE

In the neighborhood scale where residents spend most of their time, most of their daily needs should be met here. Amenities are often within walking distance, and traffic should prioritize pedestrians and cyclists. Housing and uses are mixed. Since neighborhoods vary, planning must incorporate significant resident input to address local needs.

DEVELOPMENT ZONE

The development zone is the midpoint between the neighborhood and citywide scales, offering services not available locally, like fire stations, community parks, and libraries. It should also provide commercial services that fill gaps in nearby neighborhoods, such as supermarkets.

TOWNWIDE SCALE

At the citywide scale are services and amenities that serve the entire population, and sometimes the broader region. These include City Hall, the post office, regional retail and commercial centers, large parks and conservation areas, athletic complexes, high schools, and regionally connected trails.

#143

Posted by **Susan M. Halpern** on **02/24/2025** at **2:57pm** [Comment ID: 4590] - Link

Suggestion

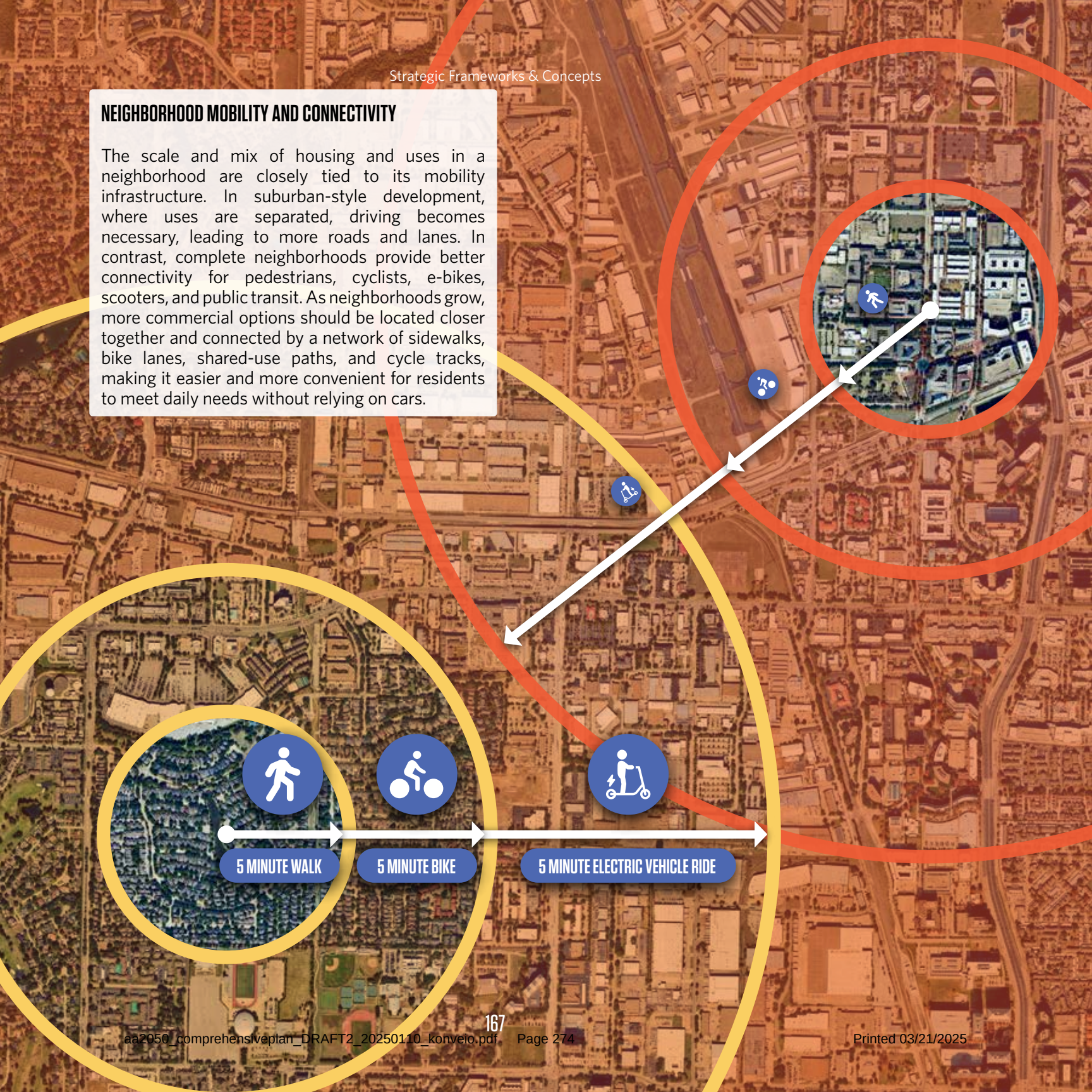
Agree: 0, Disagree: 0

Still need to work on this sentence. New sentence isn't much better than the old sentence.

> Reply by **Jade** on **02/26/2025** at **9:05am** [Comment ID: 4776] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> This was not adequately addressed by the consultant team. Rephrase to state "Most resident's daily needs should be met at the neighborhood scale where they spend most of their time."

NEIGHBORHOOD MOBILITY AND CONNECTIVITY

The scale and mix of housing and uses in a neighborhood are closely tied to its mobility infrastructure. In suburban-style development, where uses are separated, driving becomes necessary, leading to more roads and lanes. In contrast, complete neighborhoods provide better connectivity for pedestrians, cyclists, e-bikes, scooters, and public transit. As neighborhoods grow, more commercial options should be located closer together and connected by a network of sidewalks, bike lanes, shared-use paths, and cycle tracks, making it easier and more convenient for residents to meet daily needs without relying on cars.



BARRIERS TO SUCCESS

NOTABLE CONNECTION:
LAND USE & DEVELOPMENT CHARACTER

The Place Types (page 113) and Spectrum of Change map (page 137) provide a framework for managing the rate and scale of infill and redevelopment town-wide.

Note

As needs dictate, staff will consider preparing Neighborhood Transition Plans that capture input from property owners and prospective developers and outline more specific details for what to expect.

The region's explosive growth and growing demand for walkable cities and neighborhoods is going to continue to drive interest in Addison from people and businesses. More housing is needed to accommodate this growth, which will in turn encourage retention and expansion of businesses. It is important to note that Addison's limited land and existing roads cannot accommodate much more traffic or surface parking. Encouraging new development to prioritize walkability so that traffic and parking impacts can be minimized is critical.

Several barriers that could hinder progress are summarized below. The plan's recommendations and actions detailed in the implementation chapter were crafted to address these challenges and help the Town achieve its broader objectives and desired future.By recognizing these barriers and actively working to overcome them, Addison can better position itself to achieve its broader, town-wide objectives.

OPPOSITION TO INFILL FROM EXISTING RESIDENTS

Addison needs additional housing and commercial development within and adjacent to existing neighborhoods. Residents have sometimes opposed past projects that sought to add this, citing concerns about additional traffic and negative impact on property values. Efforts should continue to be made to listen to these concerns, but also to educate about how incremental evolution of neighborhoods is critical to making them more complete and walkable, as well to ensuring housing remains attainable for those seeking to live and work in Addison well into the future.

COMPLEX CODES AND DEVELOPMENT PROCESSES

The majority of development in Addison occurs through Planned Developments, or PDs. These take a significant amount of time for developers and staff to negotiate. Updating development processes and regulations to allow the next increment of development by right and allow more development approaches that support walkability, intensification of housing options, and integration of more local retail and commercial within neighborhoods could help expedite work with developers, saving staff time and developers money.

LACK OF NEIGHBORHOOD-SCALE COMMERCIAL USES

Most of Addison's commercial areas outside Addison Circle are heavily auto-focused, making access by bike, foot, or public transit challenging and often unsafe. Education on the benefits of neighborhood-scale commercial development, refining development regulations, and supporting local small developers can help bring appropriately scaled commercial spaces closer to residential areas.

MARKET THAT FAVORS LARGER DEVELOPERS & PROJECTS

Addison's land values, market conditions, and bank financing requirements favor larger multifamily projects led by experienced developers, while smaller or unconventional projects, like hotel-to-condo conversions, face funding challenges. To promote ownership housing and incremental neighborhood evolution, the Town should consider partnerships or targeted incentives to bridge financing gaps. Resources from groups like the Dallas Housing Coalition, Strong Towns, and Neighborhood Evolution offer innovative solutions. Additionally, educating the community about small development models can help identify and support local investors and builders for smaller projects.

#144

Posted by **Susan M. Halpern** on **02/24/2025** at **3:04pm** [Comment ID: 4593] - Link
Suggestion
Agree: 1, Disagree: 0
I reiterate my earlier comment. These things aren't "barriers." They are issues that require attention. Barriers has a negative connotation to it.

> Reply by **Jade** on **02/26/2025** at **9:06am** [Comment ID: 4777] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Propose we rephrase all "Barriers to Success" pages to state "Challenges to Address"

#145

Posted by **David Collins** on **02/24/2025** at **11:31am** [Comment ID: 4572] - Link
Agree: 0, Disagree: 0
Sounding like a broken record but this is an assumptive comment. Does Addison really need additional housing? Please explain why.

> Reply by **Jade** on **02/26/2025** at **9:53am** [Comment ID: 4781] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Add notable connection to Addison's Regional Context on pg. 40.
>
> Re: Dave - The # of people in the metroplex is increasing, and the demand for housing remains high. Increasing housing supply is a key factor in planning for population growth, which is anticipated in Addison. Implementation matrix item MC8.A serves this end, as well, given that the regional mobility champions conduct analysis that highlights increased population and ridership, which impacts housing demand. Not all studies are published yet, but are in progress.

#146

Posted by **Susan M. Halpern** on **02/24/2025** at **3:03pm** [Comment ID: 4592] - Link
Suggestion

Agree: 0, Disagree: 0

I again bristle at the attacks on PDs. We are 4 1/2 square miles with very limited room for development/redevelopment. If someone wants to do a project here, it just isn't that hard to see what Addison has done in prior PD's. PD's are advantageous for a community like ours, providing maximum control to ensure quality construction. I also believe that most of the PD's are relatively consistent. It just isn't that hard to find out what Addison is looking for in a project.

> Reply by **Jade** on **02/26/2025** at **9:46am** [Comment ID: 4780] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Edit text to state this: "Approximately [X]% of development in Addison has occurred through Planned Developments, or PDs, which create unique development regulations to ensure the most innovative and highest quality of development is achieved. The intended purpose of PD's has not always been met, and several PD ordinances include unclear standards that make it difficult to administer or improve PD sites over time. The Unified Development Code (UDC) [adopted] in 2025 updated development regulations to allow more development approaches by right that support walkability, intensification of housing options, and integration of more local retail within appropriate mixed-use districts. Development regulations should be analyzed consistently to ensure that high-quality, integrated development is achieved by right, saving staff time and developers money."

#147

Posted by **Carol Rennesund** on **02/24/2025** at **4:24pm** [Comment ID: 4609] - Link

Question

Agree: 0, Disagree: 0

Can the G4 section include an action that suggests that Fire Station No. 2 continue to work with nearby residents to maintain legal decibel levels when performing emergency calls? Note: Last year, the levels exceeded 100 db and I broached this with Fire Chief Jones and there's been a big improvement. Would like to see continued focus here.

> Reply by **Jade** on **02/26/2025** at **9:09am** [Comment ID: 4779] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.

Re: Carol - I have emailed this request to the Fire Department & Code Enforcement. Noise level regulations are established in the Addison Code of Ordinances, and the path of least resistance is a direct request to staff on a case-by-case basis. I recommend using the FixIt app to report these issues and maintaining a relationship with the Fire Chief & our Neighborhood Services division.

#148

Posted by **Carol Rennesund** on **02/24/2025** at **4:25pm** [Comment ID: 4610] - Link
Suggestion
Agree: 0, Disagree: 0
Just a comment that the white text on red is difficult to read on a physical copy.

> Reply by **Jade** on **02/26/2025** at **9:07am** [Comment ID: 4778] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Change challenges to address boxes to an easier to read color, or no color at all. Red indicates negative.

#149

Posted by **David Collins** on **02/24/2025** at **11:33am** [Comment ID: 4573] - Link
Suggestion
Agree: 0, Disagree: 0
Per my earlier comment-I am not opposed to this but this requires significantly more discussion as it is a major conceptual shift.

> Reply by **Jade** on **02/26/2025** at **9:57am** [Comment ID: 4784] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> See revised commentary under Sue's comment.

#150

Posted by **Susan M. Halpern** on **02/24/2025** at **3:06pm** [Comment ID: 4594] - Link
Suggestion

Agree: 1, Disagree: 0

Why would we suggest that something in our town is "unsafe?" Even from a liability standpoint, this makes no sense. Some routes are more challenging for walkers, but not unsafe.

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **4:54pm** [Comment ID: 4627] - Link
> *Agree: 0, Disagree: 0*
> I was curious about this idea, and found an interactive map of pedestrian fatalities since 2008.
>
> Dallas is a hotspot, but our area in Addison is relatively safe. The deaths near or in Addison do happen in Addison seem to involve people older than 60 most of the time. The only one I could confirm in Addison was at Keller Springs and Quorum, which is definitely a nasty intersection. That's on us.
>
> https://smartgrowthamerica.org/dangerous-by-design/dbd-interactive-map/
>
> Reply by **Jade** on **02/26/2025** at **9:56am** [Comment ID: 4782] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> remove "and often unsafe" -- Engineering requested that data analysis be conducted to prove unsafety before we use language like this, to Sue and Tyler's point.

#151

Posted by **David Collins** on **02/24/2025** at **11:30am** [Comment ID: 4571] - Link
Agree: 0, Disagree: 0

Thank you for including this in this draft.

> Reply by **Jade** on **02/26/2025** at **9:56am** [Comment ID: 4783] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary

PLANNING COMPONENT

MOBILITY & CONNECTIVITY



aa2050_comprehensiveplan_DRAFT2_20250110_konveio.pdf Page 280 Printed 03/21/2025

MOBILITY & CONNECTIVITY IN ADDISON

SUMMARY

Transportation and land use work together to shape the look and feel of a community. If a city or town develops around auto-oriented neighborhoods, it will have a more spread-out form with separated residential, shopping, and employment areas, requiring more infrastructure and generating more traffic. By prioritizing walkable, complete neighborhoods, more uses are integrated closer together, reducing driving trips and the need for extensive roadway infrastructure. As Addison continues to grow, it must balance using arterials to move high volumes of vehicles while also encouraging infill development and multi-modal improvements that can accommodate more people without adding more vehicular trips.

The Mobility and Connectivity component references and builds on concepts from the 2016 Master Transportation Plan, and provides recommendations to continue Addison's progress toward building out a multimodal system where people can move around the town via car, bike, walking, and microtransit. It explains the critical relationship between travel speeds and pedestrian safety, and highlights strategies that will make moving around without a car more safe, convenient, and appealing. It also highlights the importance of designing Addison's arterials to move high volumes of vehicles at slower speeds that make it safe for cyclists and pedestrians. Opportunities related to the DART Silver Line station and TOD are also covered. The final section outlines potential barriers to transitioning to a multimodal system in the autocentric environment of North Texas.

The recommendations and associated implementation actions complement the place types and complete neighborhood goals, and establish a foundation for the next update of the Master Transportation Plan, anticipated to be completed in 2025.



RECOMMENDATIONS

MC1 ***Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.*** The DART Silver Line rail station provides an incredible opportunity to make Addison more walkable locally and more connected regionally. Existing and future mobility options should complement the Silver Line Station to make it the mobility heart of Addison.

MC2 ***Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.*** Building and maintaining a well-connected network of sidewalks and bike facilities will ensure those who want or need to get around the community without a car can do so safely and conveniently.

MC3 ***Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.*** Currently, most arterial roadways have an auto-centric feel. These corridors present opportunities to evolve into multimodal, complete streets that are more aesthetically attractive and support mixed-use development and human-scale places.

MC4 ***Make safe movement of cars, bikes, and pedestrians on arterials the priority.*** Historically, arterial corridors have prioritized efficient movement of vehicles across a city. However, Addison envisions its arterials as corridors for all modes of transportation, ensuring the safety of all users.

MC5 ***Design neighborhood streets to prioritize people, place and productive development.*** To build complete neighborhoods and mixed-use centers that generate above-average value per acre, streets in these areas must prioritize human interaction, pedestrian mobility, and placemaking over traffic speed.

MC6 ***Facilitate build-out of Addison as a major North Dallas transportation Hub.*** With direct access to the Dallas North Tollway, proximity to 635, Addison Airport, above-average walkability, and the new DART station coming online, Addison is well-positioned to attract a wide range of employers and their workforce.

#152

Posted by **Susan M. Halpern** on **02/24/2025** at **3:10pm** [Comment ID: 4595] - Link

Suggestion

Agree: 0, Disagree: 0

We just spent $40 million on Midway Road, what is it that we're suggesting about it? Is this a suggestion to shut Midway (and Beltline) down? Beautification is one thing, but moving traffic is another. And our businesses need that traffic!

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **4:36pm** [Comment ID: 4621] - Link
>
> *Agree: 0, Disagree: 0*
>
> I don't think we need to shut these streets down, it's more about activating them properly. Through traffic doesn't do our businesses any good, but complete streets have many documented cases of being great for business.
>
> a short blog: https://www.ourstreetsmn.org/2025/02/14/bikes-are-good-for-business/
>
> A longer study: https://smartgrowthamerica.org/wp-content/uploads/2016/08/safer-streets-stronger-economies.pdf
>
> We don't want people to drive through Addison, we want them to drive to Addison.
>
> Reply by **Jade** on **02/26/2025** at **10:02am** [Comment ID: 4785] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary.
>
> This is not a suggestion to shut Belt Line Down. See action items under MC3 in matrix and item MC6.A which states "as necessary" and names no specific roadway. Per Tyler's earlier comment, staff will again discuss adding specificity in items under MC3, but the Master Transportation Plan will likely be the source of this specificity given that CPAC requested specific roadways be removed from these implementation items.

#153

Posted by **David Collins** on **02/24/2025** at **11:33am** [Comment ID: 4574] - Link

Suggestion

Agree: 0, Disagree: 0

Need to clarify what this means.

> Reply by **Jade** on **02/26/2025** at **10:37am** [Comment ID: 4786] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> edit text to say "Addison is well positioned to serve as an inter-connected place of commerce, attracting new employers and their workforce."

SNAPSHOT

BECOMING A WALKABLE CITY

While Addison is generally more walkable than most cities in the region, many Addisonites still get around primarily by car. Vehicular traffic is a combination of commuters driving through or to Addison, and local residents moving about the town. Residents are active walkers, but in more of a recreational context. Cyclists in Addison are limited to more experienced riders who are comfortable navigating the auto dominated environment. While Addison's central location and proximity to several regional highways does make it a convenient place to reach by car, the town itself has been committed to a development pattern that prioritizes people and place more than the automobile.

Input received from the majority of residents and business community reinforced the desire for Addison to be an even more walkable and connected town where people can access anything they need safely and conveniently without a car. Improving connectivity and enhancing multimodal options can also support commuting to/from work, and help the Town's 120,000 daytime population move around the town. The town's development pattern is highly walkable in some places (most notably the Addison Circle and TOD area), but other areas such as the Inwood corridor are particularly unwalkable. The Town's 2016 Master Transportation Plan and 2019 Trails Master Plan provided an excellent framework for building out the envisioned mobility system. The construction of priority projects from these plans and the opening of the DART station have moved the Town closer to its vision. However, continuing to invest in bike, pedestrian, and public transit infrastructure and programs is needed to improve first- and last-mile connections and make walking more useful, safe, comfortable, and interesting. Continuing down this path will make Addison one of the first and only fully walkable communities in North Texas, which will in turn be a key advantage in attracting residents and businesses in the future.

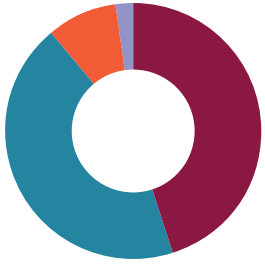
Proportion of Addisonites that Commute to Work



Median Travel Time to Work

23.6
Minutes

Household Access to Vehicles



VEHICLES AVAILABLE	%
2 Vehicles	45.1
1 Vehicle	43.7
3 or More Vehicles	9.1
No Vehicles	2.0

SOURCE: ACS 2022 5-YEAR ESTIMATES, S0801, DP04

#154

Posted by **Sharon Simmons - CPAC** on **02/20/2025** at **2:18pm** [Comment ID: 4448] - Link

Agree: 0, Disagree: 0

This depiction works well for the topic.

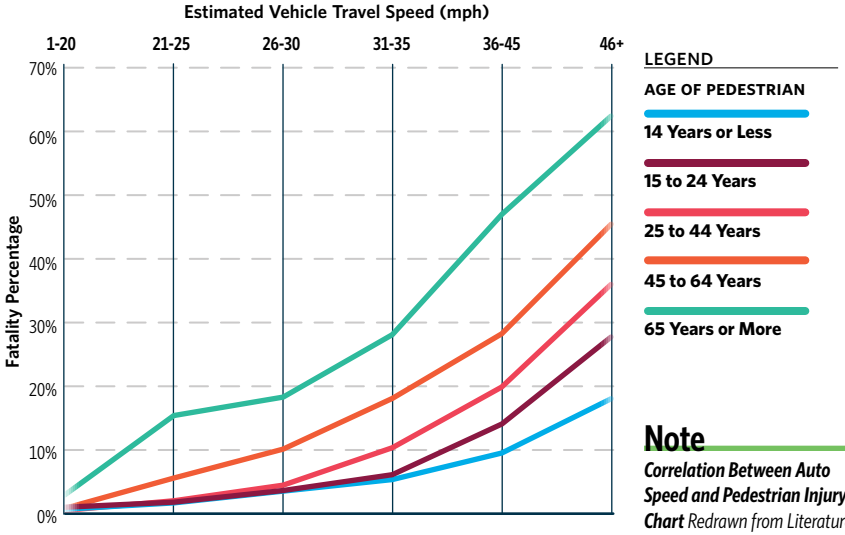
TRAVEL SPEEDS & SAFETY

To encourage and accommodate more walking and biking in Addison, it is essential that pedestrians and cyclists feel safe and comfortable, particularly in areas where they must interact with vehicles. Vehicle speed is a critical factor in safety. At higher speeds, drivers' fields of vision narrow, and the time and distance needed to stop increase significantly. National studies show that the risk of fatal injury for pedestrians rises dramatically when vehicles travel faster than 30 mph. As a result, streets in areas where pedestrians and vehicles coexist should be designed to keep speeds under 30 mph. In zones with higher travel speeds, pedestrian crossings should be minimized, and travel lanes should be separated from sidewalks and bike paths as much as possible. Adding physical barriers between vehicle lanes and bike/pedestrian facilities can further enhance safety and comfort.

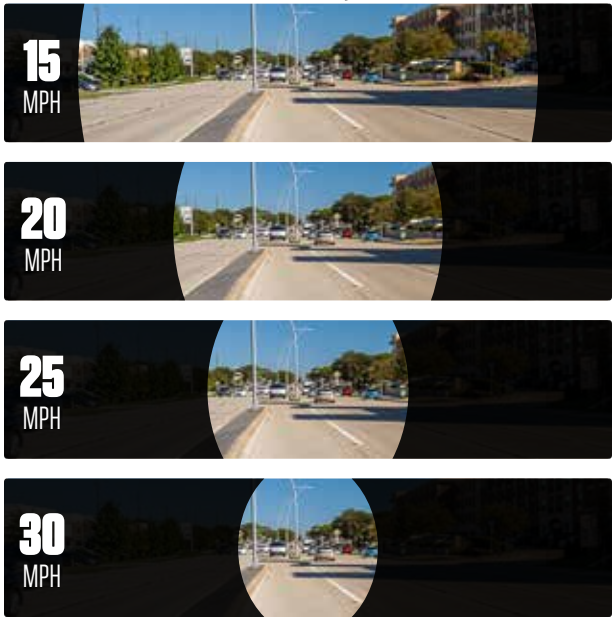
Addison already performs better than many surrounding suburbs in managing vehicle speeds and limiting pedestrian-vehicle conflicts. Unlike neighboring areas with wide thoroughfares, expansive residential streets, and car-oriented designs, Addison's residential neighborhoods and mixed-use developments feature narrower lanes and streets designed for slower speeds, typically ranging from 20 to 35 mph. These areas are already perceived as safe, so efforts should focus on targeted, context-specific improvements to further enhance access, comfort, and connectivity to key destinations.

On Addison's arterial streets, high traffic volumes and frequent turning movements generally keep speeds between 30 and 40 mph, which is safer for pedestrians than typical suburban arterials. However, to encourage more walking and biking along these corridors, additional traffic-calming measures, improved intersections, and enhanced bike/pedestrian infrastructure will still be necessary.

Correlation Between Auto Speed and Pedestrian Fatlities



Drivers' Visual Cone at Various Speeds



Note

Correlation Between Auto Speed and Pedestrian Injury Chart *Redrawn from Literature Review on Vehicle Travel Speeds and Pedestrian Injuries, 1999 Figure 2 U. S. Department of Transportation National Highway Traffic Safety Administration*

PUBLIC TRANSIT IN ADDISON

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The Town joined DART (Dallas Area Rapid Transit) in 1983, and has long served as an example to the region for how to develop walkable, transit-oriented neighborhoods. Today the town is served by 11 local service bus routes and the Addison Transit Center located at Arapaho Road and Quorum. According to DART's Capital Planning team, Addison Transit Center has the second highest bus ridership in the system, and the Town is seventh (out of thirteen DART cities) in overall city ridership. The opening of the DART Silver Line and Addison Station will make it possible for residents, employees, and visitors to commute to and from DFW Airport and other parts of the region without a car, further enhancing Addison's walkability potential. Continued improvements to first- and last-mile connections will further enhance the access and ridership of public transit in the town, positioning Addison to be one of the first communities in Texas where it is safe, convenient, and comfortable to get anywhere one needs to go without a car.

DART Silver Line Addison Station Facts

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Pedestrian Connections
ADDISON EVENT CENTER, ADDISON CIRCLE PARK, COTTON BELT REGIONAL TRAIL, AND OTHER PUBLIC GATHERING SPACES

Parking Spaces Available
300+

Anticipated daily ridership (by 2040)
1,205

156

Projected travel times
32 MIN. TO DFW AIRPORT TERMINAL B
27 MIN. TO SHILOH ROAD STATION IN PLANO

SOURCE: DART, JULY 2024

DART's Point B Strategic Plan

DART published a new Strategic Plan in June 2024, entitled *Point B - A New Vision for Mobility in North Texas*. This document summarizes how the continued population growth in North Texas, changes in demographic and market preferences, and capacity of the region's roadway system will drive an increase in the demand for public transit. As part of developing the Point B Plan, DART updated demographic and ridership data, and worked with each of its member cities and stakeholders to understand successes, challenges, and future opportunities. This analysis and feedback was synthesized into the final document, which focuses on three main themes:

1. Operational Integrity: Best-in-Class, First-in-Mind
2. Seamless Mobility: Moving People, Not Cars
3. Strategic Relationships: Enrolling Partners, Creating Fantastic Spaces

Following the publication of the Point B Plan, DART held focus group discussions with Addison representatives to discuss the plan's goals and priorities and explore mutually beneficial opportunities. Improvements to existing services were identified to explore further. Those were:

1. Route 229 (Belt Line)
2. Route 239 (Quorum)
3. Expansion of GoLink
4. Partnerships for an internal town circulator

#155

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:48pm** [Comment ID: 4534] - Link
Agree: 0, Disagree: 0
This is a significant improvement over the november draft, thank you

> Reply by **Jade** on **02/26/2025** at **10:38am** [Comment ID: 4787] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary

#156

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:49pm** [Comment ID: 4535] - Link
Agree: 0, Disagree: 0
This is kind of a bummer, isn't it? This should be higher, and Addison leadership should push for things that would increase ridership like higher frequencies. We can't have the silver line let us down

> Reply by **David Collins** on **02/24/2025** at **11:37am** [Comment ID: 4575] - Link
> *Agree: 0, Disagree: 0*
> Tyler, don't disagree. The stats quoted by virtually every transit agency in the country regularly overstate the ridership. It is unfortunate as we make billion dollar decisions based on these estimates. I hope to be proven wrong, but in my opinion, this is actually overstating the daily ridership. All for working to improve it, but we are one piece of a larger music.
>
> > Reply by **Tyler Wright - CPAC** on **02/24/2025** at **1:19pm** [Comment ID: 4576] - Link
> > *Agree: 0, Disagree: 0*
> > Wait I think I just realized something, this is the ridership at Addison Station, not the entire line. With that context it makes more sense, this number should still be higher and see my comment I originally planned to write below.
> >
> > ---
> >
> > For our part, Addison is working to create a great TOD that will have a bunch

of attractions and give people a reason to visit the town via the silver line.

DART is the one that needs to step up Frequency here, they have stated before that the Silver line can support 20 minute frequencies with existing hardware and trainsets. They need to do this, or at least push 30 minutes all day instead of only at peak.

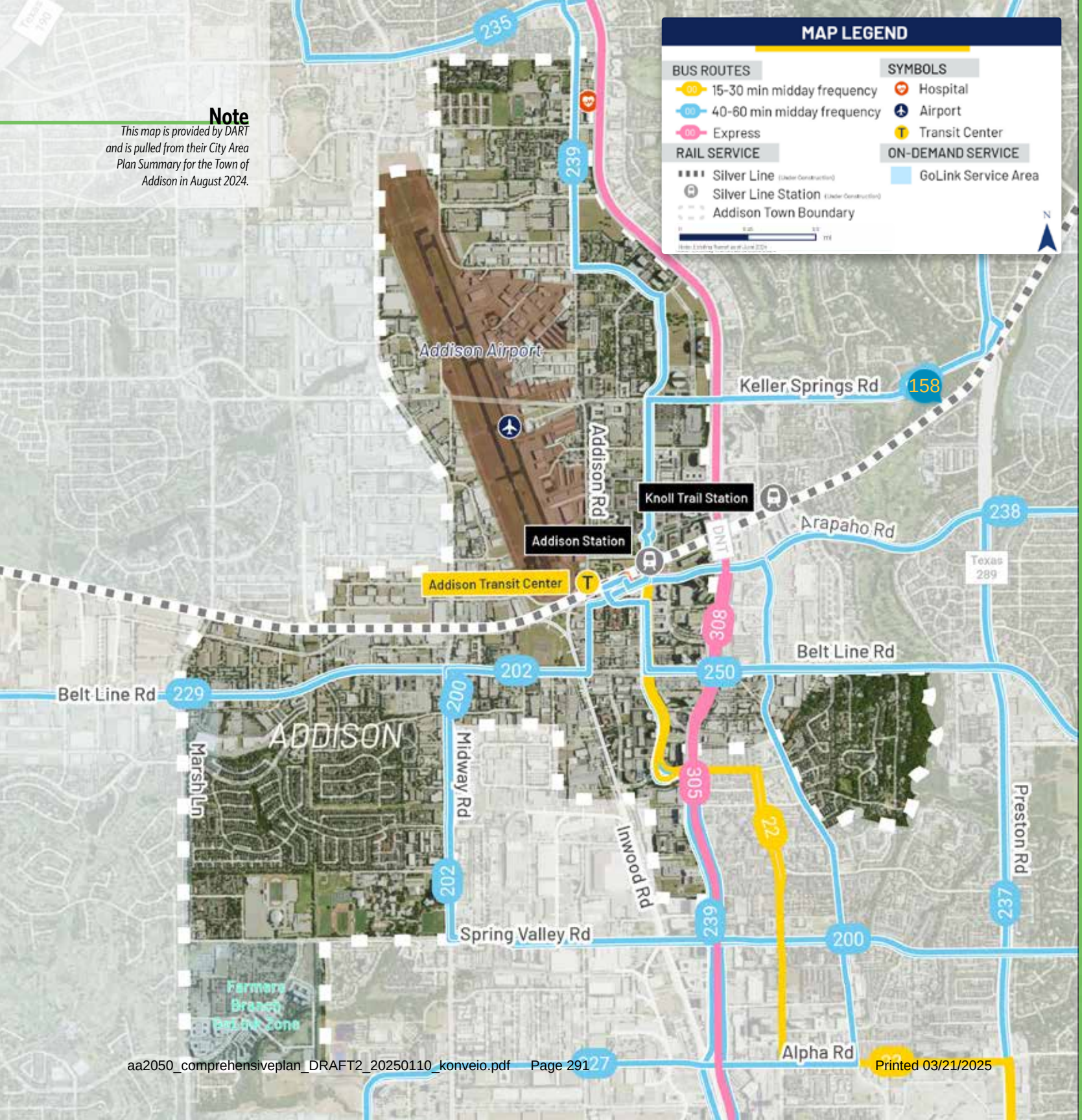
TexRail is the peer rail line in ft worth to the silver line and it has impressive ridership (50k low end-100k monthly and growing) for the same reasons Silver line should have. Those being, Airport service, high impact destination TODs (Grapevine station), and consistent/daily 30 minute service. The answer for how to make excellent commuter rail in DFW is already here, the towns and DART need to do their part.

Reply by **Jade** on **02/26/2025** at **10:40am** [Comment ID: 4789] - Link
Answer
Agree: 0, Disagree: 0
No edit necessary

#157

Posted by **Susan M. Halpern** on **02/24/2025** at **3:35pm** [Comment ID: 4598] - Link
Suggestion
Agree: 1, Disagree: 0
I'm seeing a line across the page, not sure what that's about.

Reply by **Jade** on **02/26/2025** at **10:38am** [Comment ID: 4788] - Link
Resolution
Agree: 0, Disagree: 0
Remove line from March draft


MAP LEGEND
BUS ROUTES
15-30 min midday frequency
40-60 min midday frequency
Express
RAIL SERVICE
Silver Line
Silver Line Station
Addison Town Boundary
SYMBOLS
Hospital
Airport
Transit Center
ON-DEMAND SERVICE
GoLink Service Area
N
Note
This map is provided by DART and is pulled from their City Area Plan Summary for the Town of Addison in August 2024.
Addison Airport
Keller Springs Rd
158
Addison Rd
Knoll Trail Station
Addison Station
Addison Transit Center
Arapaho Rd
238
DNT
Texas 289
308
Belt Line Rd
250
202
229
200
ADDISON
Marsh Ln
Midway Rd
305
22
Inwood Rd
Preston Rd
237
239
Spring Valley Rd
Farmers Branch Parking Zone
Alpha Rd
127

#158

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:50pm** [Comment ID: 4536] - Link

Agree: 0, Disagree: 0

You have the note there which is perfectly fair, but these routes have changed again since Aug 2024. the 236 is now routed along knoll trail instead of going through Addison circle.

Can't expect his to be a perfectly accurate map as this comp plan ages, but I'm sure the most recent service map available will be published in the final draft.

> Reply by **Jade** on **02/26/2025** at **10:43am** [Comment ID: 4790] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Staff to contact DART for updated map and insert in Comp Plan with updated note signifying date of draft.

STRATEGIC FRAMEWORKS & CONCEPTS

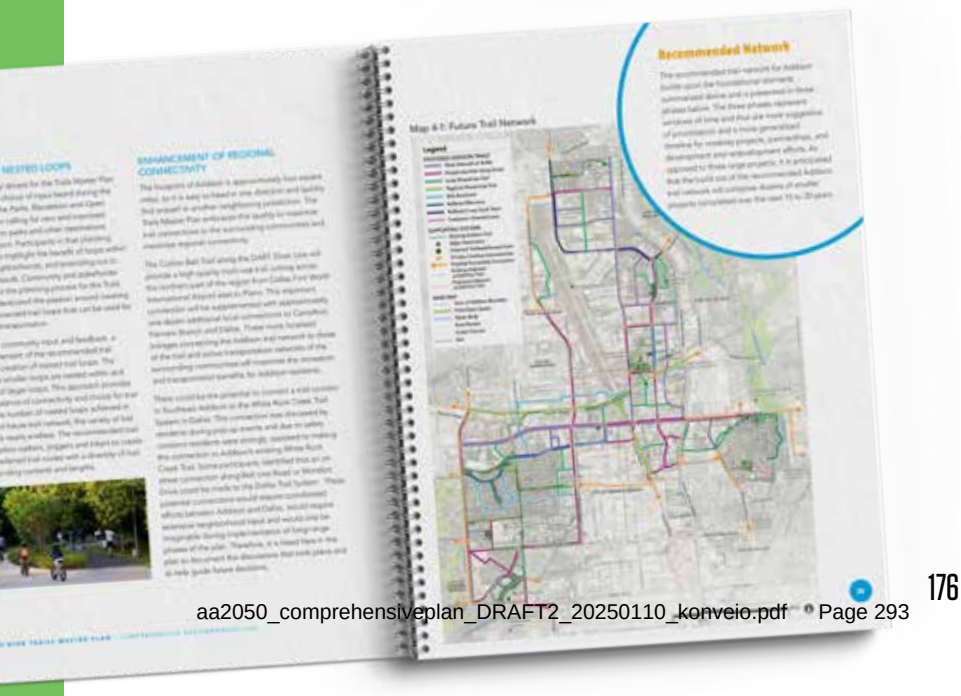
IMPROVING PEDESTRIAN ACCESS AND CONNECTIVITY

NOTABLE CONNECTION:
LAND USE & DEVELOPMENT CHARACTER

The Place Types and Spectrum of Change maps provide details for where and how to focus infill and redevelopment to encourage more multimodal mobility and reduce demand on the town's roadways.

Pages 113 - 137

Addison's roadway network is effectively built out. Belt Line and Midway are the two primary arterials that move high volumes of vehicles through the Town and provide access to commercial and employment destinations. Residential neighborhoods were built in the suburban style prevalent in the 1970s and 80s when the Town was developing, where cul-de-sacs and fewer access points limit traffic in the residential areas and then collector roadways funnel traffic to the major thoroughfares. This approach necessitates more driving (which leads to more congestion), and often discourages walking and cycling due to higher speeds and the distance between homes and daily needs. Addison Circle and many of the Town's mixed-use developments built more recently are designed with a traditional grid of narrower streets and shorter blocks. This design increases route options and disperses traffic across the grid, which in turn allows for narrower lanes that slow cars down and make biking and walking more safe and convenient.



In order for Addison to accommodate the anticipated growth and become the fully walkable city it aspires to be, three things have to be done. As these efforts work together over time, it will make biking and walking more useful and interesting, and enable those who want or need to move around by bike or foot to reach all areas of town safely and conveniently.

1. The Town should continue to prioritize projects that enhance first- and last-mile connections between existing residences, commercial destinations, and the DART Transit Center/TOD. The Trails Master Plan and Master Transportation Plan provide more details on where connections are needed and priority projects.

2. New development will have to be designed in a manner that brings more daily needs closer to residents, especially those in the Urban Village place type. The character and pace of this development will be guided by the Place Type and Spectrum of Change maps.

3. In the longer term, as some of the more autocentric commercial areas redevelop into mixed-use and the community attracts more walkers than drivers, incremental transformation of the arterial corridors into more multimodal, complete streets should be explored.

aa2050_comprehensiveplan_DRAFT2_20250110_konveio.pdf Page 293

Printed 03/21/2025

#159

Posted by **Susan M. Halpern** on **02/24/2025** at **3:39pm** [Comment ID: 4599] - Link

Suggestion

Agree: 0, Disagree: 0

I don't think we have to be negative about driving. Some residents choose that life. Within the neighborhoods, lower speeds (and if we consider speed bumps) allow bikes and pedestrians to easily and safely co-exist. It's not always a negative!

> Reply by **Jade** on **02/26/2025** at **10:46am** [Comment ID: 4791] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Edit "This approach" sentence to read "This approach necessitates more driving which can lead to more congestion, and may discourage walking and cycling due to the distance between homes and daily needs in some areas."
>
> Note we removed "higher speeds" as Engineering has concerns with this as well.

#160

Posted by **Susan M. Halpern** on **02/24/2025** at **3:41pm** [Comment ID: 4600] - Link

Suggestion

Agree: 0, Disagree: 0

Still suggesting a shut down of Midway/Beltline... People will interpret this as a goal... We need to move traffic through our town. Our businesses need tourism.

> Reply by **Jade** on **02/26/2025** at **10:47am** [Comment ID: 4792] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit requested.
>
> Implementation matrix establishes the specific actions and recommendations to be followed and does not state a shut down of Belt Line is a goal. Readers will be directed to the matrix and staff will adminster this to ensure compliance.



IMPLEMENTING CONTEXT-SENSITIVE DESIGN

161

Transitioning from an auto-centric road network to a multi-modal system requires a shift toward complete streets. By definition, complete streets are corridors that are designed to accommodate more or all modes of transportation and support users of all ages and abilities. How the right-of-way gets allocated between vehicles, cyclists, transit, and pedestrians depends on understanding the current and desired future function of the street, along with the surroundings, or context. Key features that create context are:

1. Land use;
2. Site design and urban form (including building orientation and setback, parking type and orientation, and block length); and
3. Building design (including building height and thoroughfare enclosure, building width, building scale and variety, and building entries).

Sometimes, a corridor is redesigned to better support existing development. In other cases, transformation of the corridor into a more complete street is needed to catalyze redevelopment of adjacent properties to mixed-use. As Addison continues to evolve toward a more urban, walkable community, efforts to align land use and transportation through context-sensitive design are critical.

The 2016 Master Transportation Plan (MTP) introduced context-sensitive design and a spectrum of typical cross-sections to provide guidance for roadway reconstruction and retrofits to support the ongoing development and redevelopment. Since the 2016 MTP was done, organizations like CNU-ITE, NACTO, and MUTCD have produced design guidelines for complete streets, urban bikeways, and intersections that incorporate national best practices for designing safe, accessible, and functional multimodal systems for different contexts. Addison does not have any TxDOT roads, so the Town has full discretion on what standards to apply to the design of every street in the community.

Notes

A new version of the Master Transportation Plan is being prepared in 2025. The update will support the vision, decision-making principles, land use and development character recommendations included in this Comprehensive Plan and incorporate the most modern and innovative multimodal design standards. Together with the Trails Master Plan, these documents will provide the framework to build a highly customized, context-sensitive, multimodal system in Addison.

The CNU-ITE Manual and various guides by NACTO provide further detail on context sensitive design for thoroughfares.

#161

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:51pm** [Comment ID: 4537] - Link
Agree: 0, Disagree: 0
great stuff!

> Reply by **Jade** on **02/26/2025** at **10:52am** [Comment ID: 4793] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary

CALMING TRAFFIC IN DIFFERENT CONTEXTS

NOTABLE CONNECTION:
HOUSING & NEIGHBORHOODS

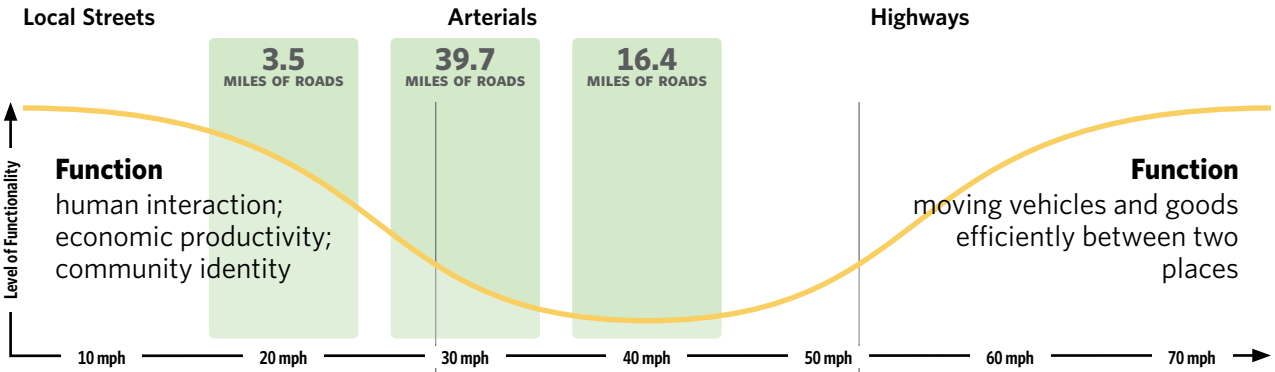
The degree and type of traffic calming measures should align with the existing context and desired amount of walkability of the neighborhood.

See pages 160 - 163.

As explained earlier, for people of all ages and abilities to feel safe biking or walking, controlling vehicle speeds and managing human-vehicle conflict points are critical. The average travel speeds on Addison's roads are relatively slow compared to most North Texas suburbs, so traffic calming efforts are more focused on enhancing the pedestrian experience as opposed to reducing fatalities that occur on higher speed roads. Streets in Addison's residential areas and mixed-use developments are generally already designed for speeds under 25mph, so improvements here should mainly focus on intersections. Minor Arterials such as Quorum Drive already have redevelopment to more mixed-use that will likely generate increase in multi-modal modes, so more aggressive improvements to slow cars and enhance visibility and safety for cyclists and pedestrians are needed. Principal Arterials (such as Belt Line and Midway) carry significant traffic volumes, but the combination of the traffic itself along with travel lane widths (typically 11') and constant turning movements in and out of adjacent businesses help to keep speeds under 40mph. While these speeds are slower, they can still present safety concerns, so separating bike/ped facilities from travel lanes and improving design of intersections to protect pedestrians is critically important.

Note

This data is based on the Town of Addison's GIS data and excludes road segments that are maintained privately, by the Airport, or the State. The Town of Addison maintains no roads which have posted speeds above 40 miles per hour, and maintains less than one mile of roadway with a posted speed limit below 20 miles per hour.



Addison's local streets are low-speed areas that allow for human activity and interaction. They range from cul-de-sacs in quiet residential neighborhoods to part of larger, mixed-use environments like Addison Circle where people and vehicles interact to create economic centers. They prioritize pedestrians but are usable by all.

Addison's arterials connect its local streets and urbanized areas with adjacent communities and higher speed regional roadways like the DNT. They carry high volumes of cars and use signalized intersections to manage turning movements and provide places for pedestrians to cross. While speeds on Addison's arterials rarely exceed 35-40mph, these speeds are still high enough to make most people uncomfortable using crosswalks, sidewalks, or bike lanes. When mixing users in these environments, extra care must be taken to protect those outside a vehicle.

Addison does not have any high speed roads in its town limits other than the Dallas North Tollway. The primary function of a road is to move people and goods quickly between places. Here, the automobile is clearly prioritized and higher speeds are appropriate. In order to maintain safety and traffic speeds, driveways and intersections are limited. Pedestrian and bike facilities are not encouraged unless they are separated by significant horizontal distance or vertically with a structure.

#162

Posted by **Susan M. Halpern** on **02/24/2025** at **3:45pm** [Comment ID: 4601] - Link
Suggestion
Agree: 0, Disagree: 0
I'm not sure I agree that most people are uncomfortable...

> Reply by **Tyler Wright - CPAC** on **02/24/2025** at **4:26pm** [Comment ID: 4611] - Link
> *Agree: 0, Disagree: 0*
> Can confirm I'm uncomfortable when crossing arterial roads. Speed is only one factor here, the slip lanes at intersection, the number of lanes in general on belt line or midway make it no mean feat to cross.
>
> We don't hear people complain about the difficulty about crossing these roads on foot because I don't think people even consider it an option. I love to bike and walk, but Literally some days I don't even have the mental fortitude to do it because the caution and alertness required to avoid injury or death crossing the road is so exhausting.
>
> Reply by **Jade** on **02/26/2025** at **10:53am** [Comment ID: 4794] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.

CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS

Traffic calming will be a major focus of the 2025 update to the Master Transportation Plan. A combination of education, enforcement, signage, and horizontal and vertical deflection measures such as those shown below will be employed to control speeds and support continued expansion of the Town's bike and pedestrian trail network.



Chicanes

Chicanes and lane deflections create an S-shaped travel path by incorporating features like alternating parking, curb extensions, or edge islands. This design naturally reduces vehicle speeds.



Raised Crossings

Similar to speed humps but featuring a flat top, these are typically 20–30 feet long. These are known as speed tables when not integrated with pedestrian crossings.



Pinchpoints

Pinchpoints narrow the roadway at mid-block locations, often paired with speed tables to create safer, high-quality pedestrian crossings. On low-volume, two-way streets, they can also encourage motorists to yield to one another.



Narrow Lanes

Narrow lanes reduce vehicle speeds and minimize crashes by limiting the roadway width, and encouraging drivers to stay alert. The reclaimed space can be repurposed for pedestrians, cycling facilities, or green infrastructure.

Note

The visuals presented to illustrate various methods of traffic calming were created by NACTO as part of the Global Street Design Guide which was created in partnership with the Global Designing Cities Initiative. This document is accessible via NACTO's website. (https://nacto.org)

ADDISON STATION TOD

NOTABLE CONNECTION:
HOUSING & NEIGHBORHOODS

The DART line, increased active transportation opportunities, and future circulator will enhance the ability to access all areas of the town without a car. This will support the goal of more complete neighborhoods and making Addison a 15 Minute City.

See pages 166 -167.

In order to be a truly walkable city, quality public transit service is a must. The opening of Addison Station and the DART Silver Line in 2026 will make this possible. Addison Circle has long been known as the heart of the town, but it is aging a bit and in need of some reinvestment to keep it market competitive. The open164 165he nearby DART station,In order to become a fully walkable city, quality public transit service is a must. As mentioned earlier, Addison's transit center and bus system have some of the highest ridership in DART's system. However, the reach of the bus system is limited and many parts of the town lack convenient connections to get to the transit center or bus routes. As a result, some people who might otherwise take transit for some of their trips are forced to drive. From a development perspective, Addison Circle (the area around the transit center) has long been known as the heart of the town, but input received from developers, businesses, and residents suggests the area is aging and in need of reinvestment to keep it market competitive and up to Addison's aesthetic standards.

The opening of Addison Station and the DART Silver Line in 2026 will provide the most important piece to completing Addison's public transit system. The li166rail will enable people to get to/from DFW Airport and other parts of the region more conveniently than driving or riding the bus. Discussions between the Town, DART, and other groups about partnering to build and operate a local circulator system have been started, which will provide more connectivity between employment centers along the Tollway and Belt Line and Addison Circle. Finally, expansion of Addison Circle Park and future new high-intensity mixed-use development in the expanded Transit-Oriented Development (TOD) area will bring new businesses, residents, and activities, which should in turn catalyze reinvestment in the older parts of Addison Circle. Combining these projects with the Town's ongoing efforts to build out the trail network and convert more town roads to complete streets is positioning Addison to be a community where people seeking to live without a car are able to do so.

Addison Station TOD Boundaries163



#163

Posted by **Liz Oliphant** on **02/24/2025** at **3:12pm** [Comment ID: 4596] - Link
Agree: 0, Disagree: 0
According to the drawing, boundaries of the TOD extend into Addison Circle Park. Is that correct? Will be a rude shock to the park planners if it is as they plan to use Festival Way.

Somewhere in the text we need to remind readers that, thanks to the foresight of the Town's leadership, the land for the TOD was purchased by the Town more than 30 years ago in preparation of DART's eventual arrival. That entire paragraph could be edited to (1) delete the reference to Addison Circle "aging" and (2) delete some concept duplications.

> Reply by **Jade** on **02/26/2025** at **11:09am** [Comment ID: 4797] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Edit March draft to include a reference to the glossary that outlines what a TOD is, or include that definition in the text here. Near the sentence beginning with "From a development persepctive" add a reference to the full Market Report, which will be linked on the Town's website. Lesley to provide updated boundary of TOD for final draft.

#164

Posted by **Jim Decuir** on **02/16/2025** at **2:54pm** [Comment ID: 4434] - Link
Suggestion
Agree: 1, Disagree: 0
Revise this sentence to

Quality public transit is a must in order to become a fully walkable city.

> Reply by **Jade** on **02/20/2025** at **3:34pm** [Comment ID: 4451] - Link
> *Resolution*
> *Agree: 1, Disagree: 0*
> Remove "The opening of the nearby DART station,"

#165

Posted by **Liz Oliphant** on **02/24/2025** at **4:40pm** [Comment ID: 4622] - Link
Agree: 0, Disagree: 0
Computer rail to the north Dallas folks mean chugging, smoke spewing engines in their backyard.

> Reply by **Jade** on **02/26/2025** at **10:55am** [Comment ID: 4796] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Change references to "commuter rail" to "regional rail" to be consistent with DART's messaging.

#166

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:53pm** [Comment ID: 4538] - Link
Suggestion
Agree: 0, Disagree: 0
I don't think the silver line is technically "light rail", but I know that term is pretty fungible. Perhaps just put "Commuter rail" here? Not a hill I'm dying on

> Reply by **Jade** on **02/26/2025** at **10:54am** [Comment ID: 4795] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Change "light rail" to "regional rail" to be consistent with DART terminology

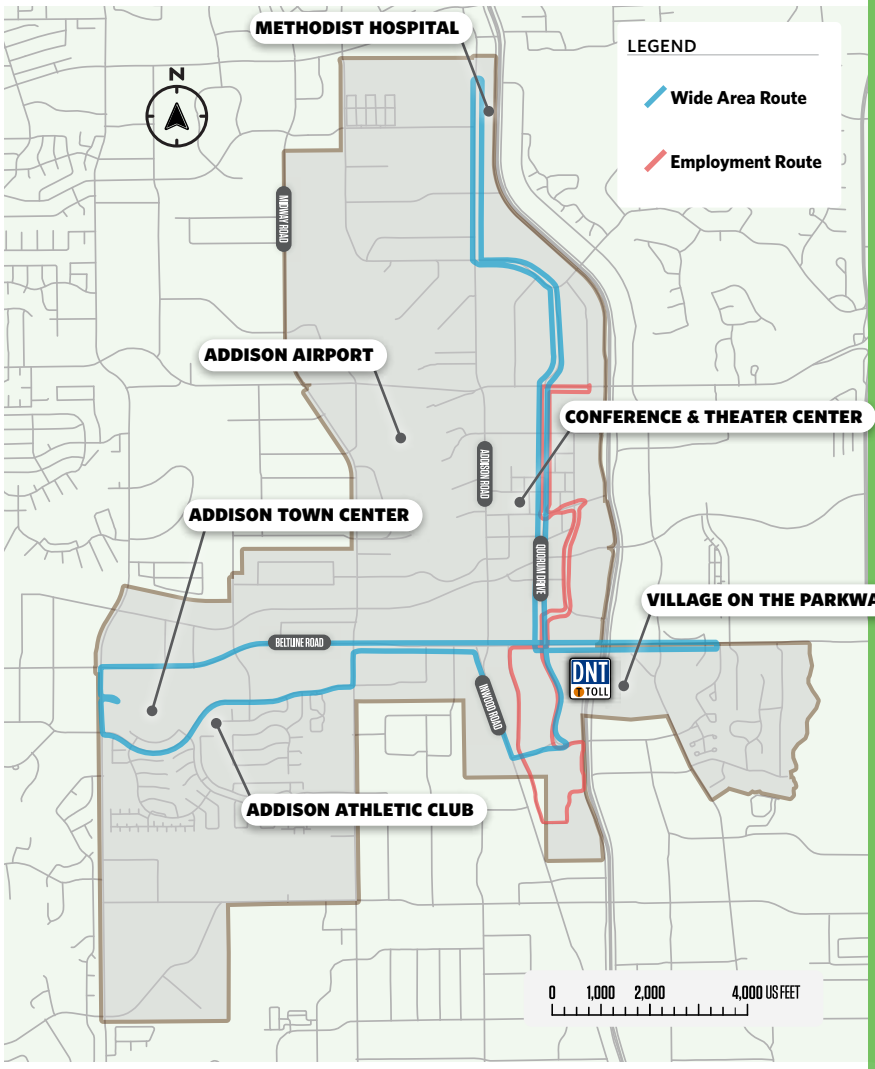
CREATING A LOCAL CIRCULATOR

Once the new station is operational, expanding public transportation options beyond the TOD will be a key focus. Addison's residents and employers understand the importance of moving around town safely and conveniently without relying on a car. While rideshare services like Uber are available, both employers and residents expressed strong support for an Addison-branded circulator service during recent engagement activities. Whether it's workers commuting from offices in north Addison to Addison Circle for lunch, or residents from Les Lacs heading to Village on the Parkway for a night out, the interest in circulator to supplement other mobility options was strong.

The map on this page shows two potential routes identified by CPAC for such a circulator service. The blue route would provide wide area coverage, connecting many parts of Addison, while the red route focuses on the employment areas, providing frequent service where it's needed most. A locally branded circulator with these strategically planned routes could not only address mobility needs but also become an attraction in itself, much like the McKinney Avenue Trolley has for Uptown Dallas. Key destinations like Addison Circle, the DART TOD, Village on the Parkway, and major employment hubs along the Tollway were frequently mentioned as high priority stops.

Recent discussions between DART and town officials highlighted the importance of routes 229 (Belt Line Road) and 239 (Quorum Drive), identifying them as prime candidates for increased frequency as "express lines." As Addison updates its Master Transportation Plan, further discussions with DART and other potential partners will be essential in making this circulator service a reality.

Possible Circulator Routes







#167

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **5:55pm** [Comment ID: 4539] - Link
Agree: 1, Disagree: 0
Why yes, I do fully support a street car being built on a road dieted Belt Line. Please do this immediately.

In all honesty, I'm glad we put out the idea of a street car in this document.

> Reply by **Jade** on **02/26/2025** at **11:20am** [Comment ID: 4802] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Update all "short-term" items in March draft to include a completion year.
>
> See matrix item MC1E. Mid-term and long-term items will be left up to elected officials and city management to set priorities for future study and funding. Note that MC4E was edited to 2026, prioritizing it higher than the previous completion date of 2029. See also action matrix items MC6A, MC6D, MC6E.

#168

Posted by **Carol Rennesund** on **02/24/2025** at **4:30pm** [Comment ID: 4615] - Link
Suggestion
Agree: 0, Disagree: 0
locally branded circulator transport service

> Reply by **Jade** on **02/26/2025** at **11:11am** [Comment ID: 4800] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. Service is an appropriate description for this use.

#169

Posted by **Carol Rennesund** on **02/24/2025** at **4:30pm** [Comment ID: 4616] - Link
Suggestion
Agree: 0, Disagree: 0

would

> Reply by **Jade** on **02/26/2025** at **11:11am** [Comment ID: 4801] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. "Could" is a more accurate description, whereas "would" implies that this has been solidified when it is in progress.

#170

Posted by **Carol Rennesund** on **02/24/2025** at **4:31pm** [Comment ID: 4618] - Link
Suggestion
Agree: 0, Disagree: 0
transport

> Reply by **Jade** on **02/26/2025** at **11:22am** [Comment ID: 4804] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. Service is an appropriate description for this use.

#171

Posted by **Carol Rennesund** on **02/24/2025** at **4:29pm** [Comment ID: 4612] - Link
Suggestion
Agree: 0, Disagree: 0
and Lyft

> Reply by **Jade** on **02/26/2025** at **11:09am** [Comment ID: 4798] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> add "and Lyft"

#172

Posted by **Carol Rennesund** on **02/24/2025** at **4:29pm** [Comment ID: 4614] - Link
Suggestion
Agree: 0, Disagree: 0

transport

> Reply by **Jade** on **02/26/2025** at **11:10am** [Comment ID: 4799] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. Service is an appropriate description for this use.

#173

Posted by **Carol Rennesund** on **02/24/2025** at **4:31pm** [Comment ID: 4617] - Link
Suggestion
Agree: 0, Disagree: 0
Routes

> Reply by **Jade** on **02/26/2025** at **11:21am** [Comment ID: 4803] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit required. "routes" is the appropriate capitalization

PRIORITIZING ACTIVE TRANSPORTATION TO IMPROVE COMMUNITY CONNECTIONS AND PUBLIC HEALTH

Expanding public transportation options with the DART light rail, bus network, and potential circulator is part of building out a multimodal transportation system. The town's active transportation network is the other. Active transportation refers to the aspects of the system that are human powered, most notably walking and cycling. These modes of transportation serve a dual purpose, as they provide non-motorized options to get around the community while also providing opportunities for exercise and improving public health. Building more of these facilities in a manner that prioritizes safety and high quality is a way the Town can demonstrate its commitment to serving all users. Converting more daily trips to active transportation options also helps mitigate the air, noise, and water quality impacts that come from motorized transportation modes.

Addison174already an active community, where the residents enjoy being outside and interacting with neighbors, so expanding opportunities for people to get around more on foot or bikes fits well within the town's existing culture and character. However, it is important to note that users will have a wide variety of abilities and needs when it comes to walking or cycling in the public realm - particularly in areas where high volumes of vehicles are present. Special care to design facilities to be appealing to even the most casual user is important if the goal is to maximize walkability and use of all elements of the Town's mobility network.

Building out a safe, accessible, and functional bike and pedestrian network in an environment that is mostly built out requires careful planning and flexible design and construction methods. The 2016 Master Transportation Plan introduced active transportation as a priority, and the planning and prioritization of routes was further enhanced with the 2019 Trails Master Plan. The Town has been building out segments of the off-street trails, partnering with developers where possible to make connections in redeveloping properties and existing right-of-way, and organizing pilot projects to explore potential on-street bike lane opportunities, like the recently completed Quorum Drive project. The updated Unified Development Code includes a new Park Development Fee, which will provide additional funds from developers that can be used to continue building out these facilities throughout the Town.

Active Transportation Examples



INDIANAPOLIS CULTURAL TRAIL **INDIANAPOLIS, INDIANA**



BELTLINE **ATLANTA, GEORGIA**

#174

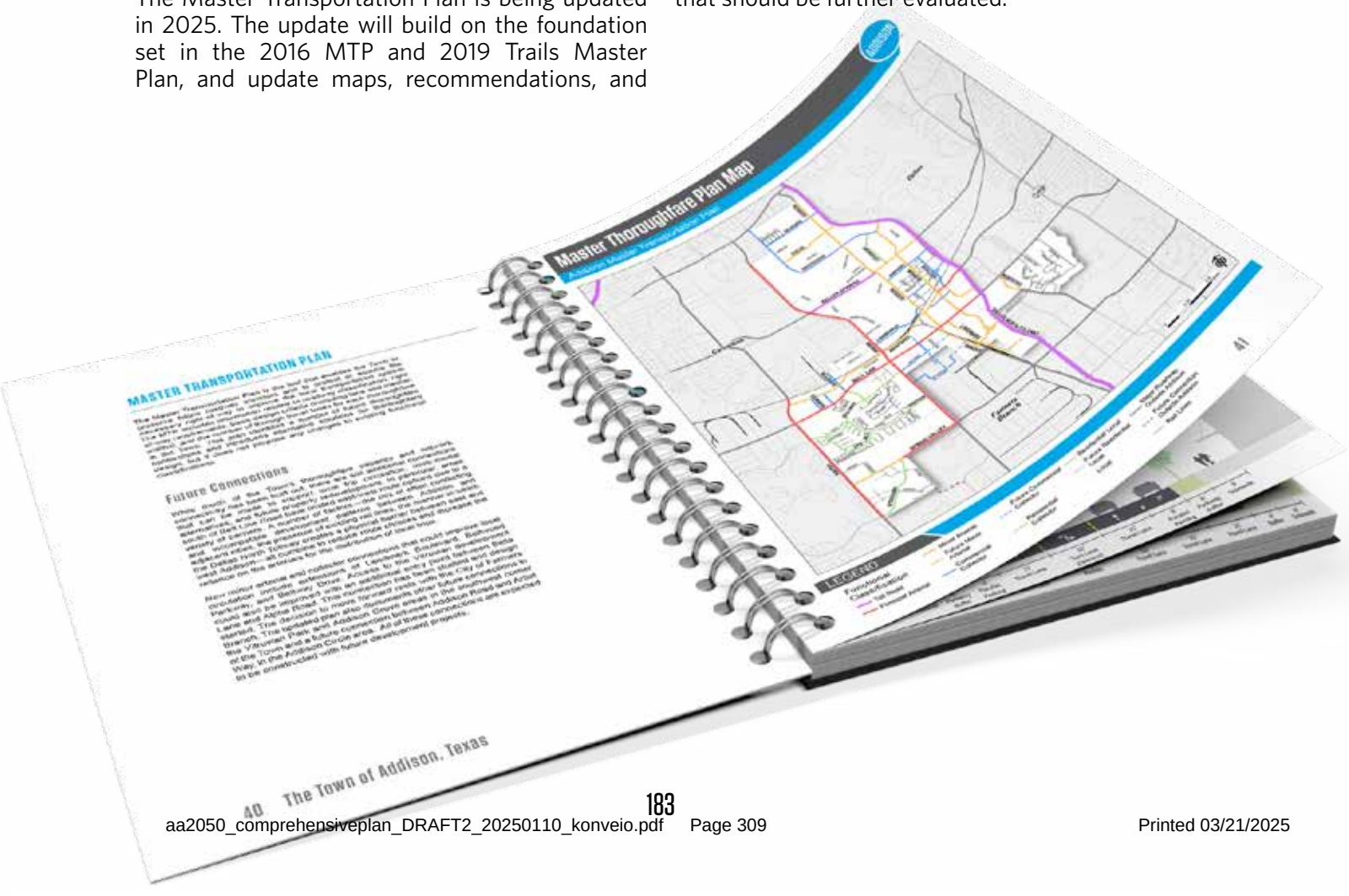
Posted by **Carol Rennesund** on **02/24/2025** at **4:32pm** [Comment ID: 4619] - Link
Suggestion
Agree: 0, Disagree: 0
Addison already has an active community...

> Reply by **Jade** on **02/26/2025** at **11:23am** [Comment ID: 4805] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> The language drafted as is names "Addison" as a community where the proposed language changes the intent of the text to state that "the community" is a specific group of active individuals.

UPDATING THE 2016 MASTER TRANSPORTATION PLAN

The Town's last Master Transportation Plan was adopted in 2016. This plan provided maps, typical sections, and additional guidance for building out a multimodal mobility system in Addison that is generally in accordance with the vision and priorities outlined in this Comprehensive Plan. The 2016 plan includes a range of typical roadway sections that serve the spectrum between more autocentric context and a more urbanized, walkable context. Additionally, the plan speaks to the importance of context sensitive design, active transportation, and public transit.

The Master Transportation Plan is being updated in 2025. The update will build on the foundation set in the 2016 MTP and 2019 Trails Master Plan, and update maps, recommendations, and implementation projects and priorities to align with the vision, principles, land use, and development context as defined in this Comprehensive Plan. As the Town has confirmed its desire to become a more walkable, connected community, this plan update should explore opportunities to move more aggressively toward the walkable, urban context by making all of its corridors more safe and accessible for all users, including converting Principal Arterials to complete streets. Expanding the active transportation network to connect neighborhoods and destinations together and defining steps to put a local circulator in place are other priorities that should be further evaluated.



#175

Posted by **Carol Rennesund** on **02/24/2025** at **4:33pm** [Comment ID: 4620] - Link
Suggestion
Agree: 0, Disagree: 0
replace "confirmed" with "expressed"

> Reply by **Jade** on **02/26/2025** at **11:25am** [Comment ID: 4806] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Add a notable connection to pg. 32 "challenges and opportunities" that highlights the community input confirmed a desire for walkability and connection.
>
> Confirmed is an accurate statement.

BARRIERS TO SUCCESS

Building out a multimodal network in an auto-dominated culture like the one in North Texas is difficult. Listed here are several obstacles that could hinder Addison's progress toward becoming a fully walkable community. Implementation actions and priorities that address these barriers and accomplish the recommendations are included in the Implementation chapter.

OVER-RELIANCE ON HIGH-VOLUME ROADS

Belt Line, Midway, and the Dallas North Tollway have traditionally served as the primary routes for commuting, commerce, and deliveries, but Addison's growth and daytime population have put these corridors at capacity. The heavy traffic concentration on Addison's principal arterials creates bottlenecks, prolongs travel durations, limits pedestrian access, and puts excessive pressure on the existing infrastructure. Opportunities to add or extend roads to accommodate more traffic are minimal, so it is essential to leverage public transit and enhance other mobility options within the town to improve mobility and connectivity to, from, and within Addison.

STREET DESIGN OPTIMIZED EXCLUSIVELY FOR CARS

To become more walkable, pedestrians and cyclists must feel safe, especially when sharing space with vehicles. Well-designed bike and pedestrian facilities encourage people of all ages and abilities—not just experienced cyclists or regular transit users—to use sidewalks, trails, cycle tracks, and transit. While most of Addison's streets have slower speeds, they were originally designed with cars as the focus. Redesigning local streets and minor arterials to prioritize people over cars will maintain safe vehicle speeds without disrupting traffic flow, enhance connectivity, and support Addison's evolution into a walkable community.

MOBILITY NETWORK INSUFFICIENT FOR NEW DEVELOPMENT

Addison is at a tipping point, transitioning from a car-centric town to a walkable community where people choose to walk, bike, or use public transit. With minimal vacant land and limited space to expand roads or parking, future growth must reduce auto dependency. Diversifying the transportation network to prioritize public transit and active transportation will accommodate growth, limit additional cars, and potentially reduce traffic over time.

PHYSICAL CONSTRAINTS CHALLENGE NEW BIKE & PEDESTRIAN CONNECTIONS

As a built-out community, Addison has limited opportunities to secure new easements or rights-of-way for trails. Physical barriers like the Dallas North Tollway, the DART rail line, and major roads require significant planning and funding to create safe pedestrian crossings. The 2019 Trails Master Plan identifies feasible locations for expanding bike and pedestrian facilities, prioritizing projects that improve first- and last-mile transit connections and link residential areas to commercial and employment hubs. Key strategies include repurposing street rights-of-way for bike lanes and partnering with developers to enhance connectivity as properties redevelop. Some street rights-of-way, including converting vehicle travel lanes into bike lanes. As properties redevelop, the Town will also have opportunities to collaborate with developers to enhance facilities and improve connectivity.

#176

Posted by **Susan M. Halpern** on **02/24/2025** at **4:09pm** [Comment ID: 4603] - Link
Suggestion
Agree: 0, Disagree: 0
I still don't like "barriers." these are just issues

> Reply by **Jade** on **02/26/2025** at **11:26am** [Comment ID: 4807] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> See note on prior sections - update "barriers to success" to "challenges to address"

#177

Posted by **Susan M. Halpern** on **02/24/2025** at **4:10pm** [Comment ID: 4606] - Link
Suggestion
Agree: 0, Disagree: 0
This is sometimes true but not always. Obviously at peak hours...

> Reply by **Jade** on **02/26/2025** at **11:46am** [Comment ID: 4809] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary. Kimley Horn and Engineering reviewed this section for accuracy.

#178

Posted by **Susan M. Halpern** on **02/24/2025** at **4:09pm** [Comment ID: 4604] - Link
Suggestion
Agree: 0, Disagree: 0
Not obstacles. Just issues.

> Reply by **Jade** on **02/26/2025** at **11:26am** [Comment ID: 4808] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> change "obstacles" to "issues"

#179

Posted by **Jim Decuir** on **02/16/2025** at **2:58pm** [Comment ID: 4435] - Link

Agree: 1, Disagree: 0

There is a period after develop. The following words do not flow
Correct as necessary

> Reply by **Jade** on **02/26/2025** at **11:47am** [Comment ID: 4810] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> Remove extra period

INTEGRATED COMPONENT

RELATED PLANS & INITIATIVES



ADDISON'S RELATED PLANS & INITIATIVES

OVERVIEW

Over the past decade, Addison has undertaken multiple significant planning initiatives. While some of these plans require updates, many recommendations remain relevant. Key insights from these documents are summarized in this minor component and integrated into the overall implementation strategy.

INCORPORATION OF OTHER PLANNING INITIATIVES

This Comprehensive Plan is intended as a central hub for all of Addison's planning efforts. If and when older plans are updated *and expanded* they should be incorporated into the Comprehensive Plan as *Planning Components*. To be integrated, each initiative must follow the same framework as current components. City Council can then amend the Comprehensive Plan by adding new components, removing outdated references, and incorporating new recommendations and actions.

More detailed plans, like targeted master plans and small area plans are incorporated into the Comprehensive plan via this minor planning component. For each new initiative, a summary page should be created, outlining key findings and recommendations. Then, actions should be generally added to recommendation ***RP1*** to indicate, within the Comprehensive Plan, that the tenets of that newly adopted detailed plan are a focus of this plan as well.

PLAN TYPES FOUND IN THIS INTEGRATED COMPONENT

Master Plans

Large-scale master plans, like transportation plans, address specific community needs by outlining infrastructure and mobility strategies. They guide the development of efficient transportation systems, supporting growth and sustainability. In a comprehensive plan, these plans are crucial references, ensuring that mobility solutions align with broader goals, such as land use and economic development, while enhancing connectivity and accessibility.

Small Area Plans

Small area plans focus on specific neighborhoods or districts, offering targeted solutions for localized issues such as land use, infrastructure, and community needs. These plans address unique challenges and opportunities in particular areas, allowing for more detailed, site-specific strategies. Incorporating small area plans into a comprehensive plan ensures that broader goals are tailored to local contexts, showing how city-wide visions translate into concrete actions and improvements in individual areas. This helps bridge the gap between larger strategies and on-the-ground implementation.

RECOMMENDATIONS

RP1 ***Continue to implement recommendations outlined in existing plans per the specified timelines.*** The Town has several existing master plans and small area plans that were recently completed and support the vision, principles, and goals outlined in this plan. The Town should continue to implement the recommendations and projects outlined in these plans.

RP2 ***Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.*** Some of the Town's plans are older and need updating. As these plans are revised, they should include recommendations and projects that support the vision, principles, and priorities included in this Comprehensive Plan.

MASTER PLAN

2021 TRAILS MASTER PLAN



The Town's 2021 Trails Master Plan outlined safe and comfortable pedestrian and bicycle facilities to connect local and regional recreation, amenities, and destinations. Through community engagement, stakeholder interviews, and analysis, a Future Trail Network was created for implementation. The Plan includes a vision, guiding principles, and goals for city-wide trails, with each proposed segment and trail typology aligned to these elements.

The Future Trail Network provides a long-term vision for a fully developed trail system that fills gaps and connects Addison's residents and visitors to key destinations. The network features various trail typologies that specify preferred widths, accommodate different users, promote compatibility with the surroundings, and recommend buffers. Implementing this network will significantly improve connectivity within Addison and the broader region. While these recommendations align with the Comprehensive Plan, they do not encompass the full scope of the Trails Master Plan recommendations.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Improvements along several principal and minor arterials, including:

- Widened sidewalks with buffers along Marsh Lane, as well as an improved crossing at Pebble Beach Drive.
- Widened sidewalks with buffers and shared-use paths along Belt Line Road extending from QuorumDrive east to Winnwood Park, as well as an improved connection across Belt Line Drive at Prestonwood Boulevard.
- Shared-use path extending north along Quorum Drive from Airport Parkway to Westgrove Drive.
- Widened sidewalks with buffers along Addison Road from Westgrove Drive north to Trinity Christian Academy.

2. Improvements to complete loops and create additional connections within several parts of Addison

- **Southwest Addison**
  - Extension of shared-use paths along Spring Valley Road from Woodway Drive to Marsh Lane.
  - Wide sidewalks with buffers along Sidney Drive from Woodway Drive to Marsh Lane.
- **South Quorum**
  - Regional shared-use trail connection along the railroad east of Inwood Road.
  - A local shared-use trail running east and west across South Quorum in partnership with landowners.
- **East Addison**
  - A local shared-use trail along the Dallas North Tollway frontage road on the east side of the tollway.
- **Central Addison**
  - Widened sidewalks with buffers along Spectrum Drive.
- **North Addison**
  - Widened sidewalks with buffers along Excel Parkway from Westgrove Drive to Addison Road.
  - Shared-use path along Sojourn Drive extending from Westgrove Drive to Addison Road.
  - A local shared-use trail connecting Addison Road to existing trails west on the Trinity Christian Academy campus and in North Addison Park.

MASTER PLAN

2019 PARKS, RECREATION, AND OPEN SPACE MASTERPLAN



The Parks, Recreation, and Open Space Master Plan analyzed Addison's current park and recreation system while considering evolving community needs. This Master Plan serves as a blueprint for enhancing and managing the Town's recreational assets, proposing forward-thinking initiatives, desired programming, and strategic investments in both existing and new amenities, as well as a range of transformative projects.

The Plan aims to achieve five key goals:

- Recreation
- Social Cohesiveness
- Economic Vitality
- Environmental Stewardship
- Placemaking.

Recommendations are grouped into three distinct categories: game-changing initiatives, transformative projects, and supporting strategies. Key initiatives include asset management, the Cotton Belt Rail Station, Addison Central, trail connectivity, park activation, and economic development.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Use the new asset management tool to reevaluate costs, track the lifecycle of park assets, and implement an annual replacement schedule.
2. Set aside funds for the future replacement and refreshing of parks, facilities, and landscaping that will all need attention in a small timeframe.
3. Enhance pedestrian/bike connectivity from the Cotton Belt to other trails and destinations in Addison as per trail and connectivity recommendations.
4. Acquire easements, plan, and develop approximately 10 miles of hard-surface off-street trails to enhance bike and pedestrian connectivity and improve access to key parks.
5. Provide pedestrian crossings across Quorum Drive and Landmark Place to allow for safe points of connection between notes of activity.
6. Partner with local offices and businesses to program South Quorum with indoor and outdoor pop-up events, social activities, and programs.

MASTER PLAN

2019 ECONOMIC DEVELOPMENT STRATEGIC PLAN



The 2019 Economic Development Strategic Plan is a document that outlines Addison's economic goals and strategies for a local self-sustaining economy, as well as the capitalization of regional opportunities. The Economic Development Strategic Plan includes a regional assessment as well as an assessment of the Town's zoning, land use, infrastructure, and mobility. By doing this, the strategic plan could conduct an educated target industry analysis along with the Town's regional positioning.

The strategic plan also included community input from several different audiences, ranging from stakeholders and employers to residents to the City Council. This allowed for the production of an updated vision and goals for the Town of Addison's economic development department.

The four goals produced in this plan focused on:

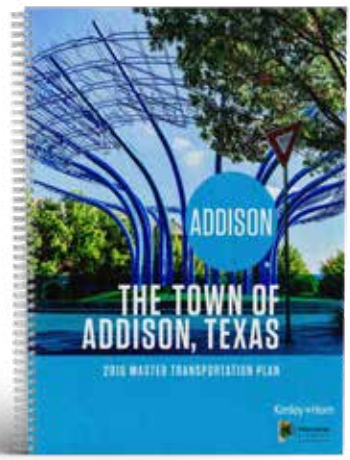
- Promotion as a place of choice
- Maintenance of business climate,
- Promotion of key assets and points of difference
- Leveraging Addison's quality of place.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Create an administrative approval process for zoning tools, including but not limited to Form-Based Codes, that implement walkable mixed-use by right.
2. Host events that bring Addison's entrepreneurs together for networking opportunities. This will help build the entrepreneurial culture in the region and provide entrepreneurs with the opportunity to learn from each other.
3. Catalog all existing resources for businesses in Addison, as well as those resources available at the regional and state level. This may include resources that are not provided by the Town but by a partner organization.
4. Maximize economic development opportunities with a focus on meeting the lifestyle needs of today's workforce by enhancing and creating vibrant, connected places and neighborhoods through development/redevelopment of locations based on adjoining content and market opportunities.
5. Consider appropriate transitions between existing, mature neighborhoods, major corridors, and future redevelopment though the Town, to retain and enhance existing communities.
6. Prioritize walkability and connectivity infrastructure projects as a primary driver for investment and redevelopment.

MASTER PLAN

2016 MASTER TRANSPORTATION PLAN



The Master Transportation Plan (MTP) is the guiding document for major transportation improvements in Addison. It covers all modes of transportation—automobile, pedestrian, bicycle, and public transit—setting goals and standards for each. Since Addison is largely built out, the MTP focuses on strategic investments to improve connectivity, boost network efficiency, and expand alternative transportation options.

This Plan consists of seven goals:

- Enhance active transportation options like walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places
- Improve east/west connectivity (particularly across the DNT)
- Increase route options
- Support economic development objectives
- Secure rail service in the Cotton Belt corridor

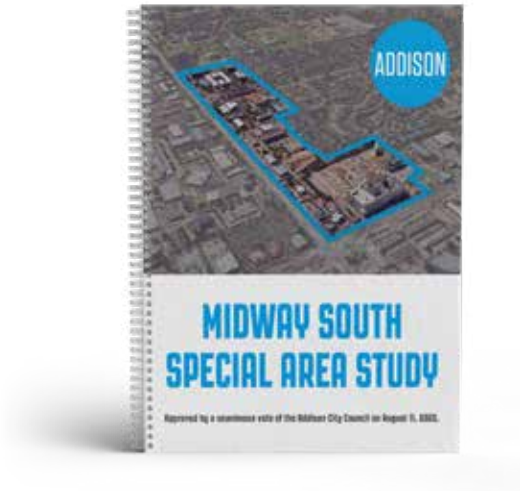
The MTP's elements, including the street classification system, multi-modal options, and recommended improvements, aim to achieve these goals.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Continue to advocate for the timely construction of rail to connect Addison with points east and west.
2. Explore the possibility of a partnership between DART, the Town, area hotels and restaurants, and major employers to develop a local shuttle/circulator system.
3. Rebuild the parkway along Belt Line Road to include wide sidewalks, street trees, and other pedestrian-friendly amenities.
4. Add pedestrian and landscape enhancements to transition from the Addison Circle environment to the southern end of Quorum Drive.
5. Develop a concept and implement a pilot program of cycling-oriented improvements in one or more of the Active Transporation corridors.
6. Develop a program to address missing sidewalk links and repair needs.

SMALL AREA PLAN

2022 MIDWAY SOUTH SPECIAL AREA STUDY



The 2022 Midway South Special Area Study analyzed the existing conditions and potential scenarios of development of this area, bounded by Belt Line Road on the north, Midway Road on the east, Hornet Rd. on the south, and the easterly boundaries of the existing residential developments on the west. The study focused on enhancing area attractiveness, compatibility with the existing adjacent neighborhoods, incorporating usable public green space, and built-in flexibility for current and future market conditions.

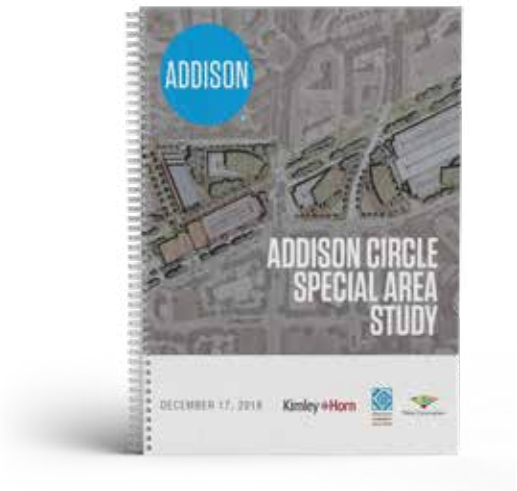
The area plan study produced policies related to design principles and form and character that would elevate the area while also being mindful of the residential development that it borders. Additionally, descriptions with illustrative images of the building form and orientation, streetscape, and parking elements for different place types within the area were included. The following policies and recommendations reflect the intent of the Comprehensive Plan but does not reflect the entirety of policies and recommendations stated in the 2022 Midway South Special Area Study.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Create a network of connected trails and open spaces and orient development to engage and activate public open space destinations.
2. Allow building heights and uses that respect the existing neighborhoods and recognize market potential.
3. Accommodate lifecycle housing options for a broad range of household types and leverage any investment in housing to serve as a catalyst for broader reinvestment in the Study Area.
4. Redevelopment areas should be organized with a focus on pedestrian-scale blocks and walkability. Streets, trail corridors, parks, and civic spaces should serve as neighborhood focal points and should be engaged as much as possible by active building frontages such as porches, patios, and balconies.
5. The new open spaces should be accessible to residents and business patrons of the new developments through walkable and bikeable connections within the developments.
6. Public art and elevated landscape design treatment should be utilized to create focal points within the Study Area.

SMALL AREA PLAN

2018 ADDISON CIRCLE SPECIAL AREA STUDY



The 2018 Addison Circle Special Area Study looked at an area of undeveloped and underdeveloped properties near Addison Circle and the soon-be-operating DART Silver Line rail station. The study identified two sub-areas within the Addison Circle area: Addison Central and Addison Central West. This special area study established a desired vision or goal for these areas, while also documenting the unique challenges and opportunities that exist.

The focus for the Addison Central sub-area was the establishment and preliminary guidance for the area to develop as a regional destination with the upcoming DART Silver Line Rail Station and the construction of the Cotton Belt regional trail. The analysis of the Addison Central West sub-area consisted of the extension of the Addison Circle neighborhood to and north along Addison Road. Additional supporting tourism, conference, and event uses were considered in this area. The following policies and recommendations reflect the intent of the Comprehensive Plan but not the entirety of the recommendations stated in the 2018 Addison Circle Special Area Study.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Maximize the benefits of the new DART Cotton Belt Station to Addison and create a destination with opportunities for appropriate and successful new development on some of the last remaining undeveloped land in Addison.

2. Development along the Dallas North Tollway should continue the existing pattern of high-rise office development.

3. Between the Cotton Belt Station and Addison Circle Park, new development should be designed so that these two appealing amenities contribute to residential or business locations unlike anything else in the region.

4. The high-quality design and amenities of Addison Circle's existing residences should be included in new residential developments as well.

5. Immediately adjacent to the Addison Conference Centre, new uses that support tourism, conferences and events are an appropriate extension of Addison Circle's character and activities.

SMALL AREA PLAN

2017 INWOOD ENHANCEMENT ZONE



The 2017 Inwood Enhancement Zone study conducted an existing conditions analysis, community engagement for desired outcomes, and potential scenarios of desired developments in the Inwood Enhancement Zone. This area is bounded by Belt Line Road on the north, Inwood Road on the west, and Farmers Branch on the west and south sides. This area has experienced deterioration and underutilization but is the southern gateway into the Town of Addison. Therefore, the redevelopment of this area in a vibrant manner is of great importance to the Town of Addison and the community, overall.

Two different scenarios *(Civic Square and Village)* were produced with the established transportation, economic development, urban design, and open space goals in mind. The study provided goals for future development to meet as well as zoning and financial strategies to be utilized by the Town.

SUMMARY OF THIS PLAN'S FINDINGS

1. The four zoning strategies that were identified in the study were standard zoning, creation of an overlay district, implementation of a form-based code, or planned development approach.

2. Several financing strategies were identified, such as developer-financed, Public Improvement District *(PID)*, Public-Private Partnership *(P3)*, and Tax Increment Finance. The study took a deeper dive into the TIF approach as a viable option for activating development in the area.

IMPLEMENTATION



This section outlines the path needed to achieve the plan's recommendations. It provides a thorough explanation of the key elements of the Implementation Plan, including the strategies, timelines, and responsible entities involved. The section also includes detailed matrices that offer step-by-step guidance for turning recommendations into actionable steps. Successful implementation will require collaboration between the Town, its residents, property owners, local businesses, and regional agencies, ensuring that policies, programs, and projects align with Addison's long-term goals.

ADDISON'S IMPLEMENTATION PLAN

PLANNING FOR SUCCESS

The success of this Plan depends on adopting policies, launching programs, and executing projects that achieve the recommended outcomes. This process is known as plan implementation. Implementing the Comprehensive Plan is not the sole responsibility of the Town—it requires ongoing collaboration between the Town, its citizens, community organizations, developers, property owners, and other governmental agencies in the region.

The proposed implementation program includes a set of general recommendations covering a wide range of topics and recommendations specific to each planning component as well as recommendations that deal with Addison's related plans and initiatives. Each recommendation is supported by a narrative to provide further clarity. Since recommendations can be broad, a series of actions has been provided to break them down into more manageable parts. Detailed implementation tables accompany these actions, offering key information such as action timing, alignment with Addison's decision-making principles, direct connection to the Council's Key Focus Areas, the responsible Town department, and the type of action needed for successful completion.

The Comprehensive Plan Life Cycle



aa2050_comprehensiveplan_DRAFT2_20250110_konveio.pdf Page 325 Printed 03/21/2025

IMPLEMENTATION APPROACH

INCREMENTAL

Achieving the Town's larger objectives begins with small, manageable actions that build momentum over time. Early successes build confidence, align efforts with resources, and establish a foundation for accelerated progress. An incremental approach ensures each action, however small, contributes meaningfully to broader goals without straining capacity or budget.

This Implementation Plan is organized by the Planning Components. The Town should first prioritize actions designated for 2025, developing specific plans to address them. Simultaneously, continuous actions—those without a fixed completion year—should be integrated into daily operations to build strong habits.

NEIGHBORHOOD CENTRIC

The Implementation Plan's principal strategy focuses on maximizing impact at the neighborhood level. Recommendations are grouped by planning component to align related elements, fostering cohesive, meaningful change. This neighborhood-centric approach enhances local quality of life, driving higher property values, increased city revenues, and improved resident well-being.

The model emphasizes achievable improvements that align with city resources and community interests. It empowers residents, businesses, and community partners to actively contribute to neighborhood enhancements, reflecting their shared vision for a thriving community.

Implementation Hierarchy



Level 1

Recommendations are arranged by planning component to comprise an Implementation Plan.

Level 2

Recommendations are each broken into a series of actions.

Level 3

Prioritized actions are outlined so that the Town may lead execution.

ELEMENTS OF THE IMPLEMENTATION PLAN

RECOMMENDATIONS

Recommendations can also be read as goals for the Town of Addison. While recommendations are generally broad, they serve to illuminate needs of the citizens and the community at large. As recommendations are completed, new ones with accompanying actions that align with Addison's *Vision Story*, and are filtered through Addison's *Decision-Making Principles* should be created. See *Refining and Updating this Plan* in the I*ntroduction Section* for more information on this process.

ACTIONS

Actions are specific tasks designed to achieve the recommendation they support.

GUIDELINES

Plans and design guidelines that are used to guide development of the functional and visual environment throughout the Town or within certain areas.



TACTICAL/COMMUNITY

Easily-funded projects that can be executed by residents and other partners to address safety and quality of life items and test ideas while waiting for funds to become available for more permanent improvements.



PARTNERSHIPS

Specific partnerships and collaborative efforts that are needed or that can help to achieve the desired vision for Addison.



EDUCATION & COMMUNICATION

Programs and activities that inform, engage and connect residents, local businesses and agency partners, and help with promotion of the community to prospective residents, developers and employers.



REGULATIONS

Ordinances and adopted policies that are used to guide and enforce development patterns in the Town, most notably the zoning and subdivision ordinances.



CAPITAL INVESTMENTS

Infrastructure projects and other Town investments that help preserve and enhance economic growth, property values and quality of life.



FINANCIAL & PROCESS INCENTIVES

A city can encourage desired development with incentives like reduced fees, tax rebates, grants, and faster approvals to save developers time and money.



ECONOMIC DEVELOPMENT

A city can cultivate a robust environment for entrepreneurship through programs, plans, and events that generate support or offer assistance. While the size of businesses varies, they are all reliant on local assistance and investment.



DECISION-MAKING PRINCIPLES

These five principles (expanded upon page 102) were utilized in the creation of the proposed recommendations and implementation actions.

1. *People First*
2. *Aesthetics Matter*
3. *Leadership*
4. *High Quality of Life*
5. *Economic Prosperity*

CITY COUNCIL STRATEGIC PLAN KEY FOCUS AREAS

The implementation actions in the Advance Addison Comprehensive Plan have been crafted to tightly integrate with the Addison City Council's strategic objectives. This Plan's actions are aligned with the Council's Key Focus Areas.

1. *Public Safety*
2. *Economic Development and Revitalization*
3. *Mobility and Connectivity Timing*
4. *Infrastructure Development and Maintenance*
5. *Financial Health and Organizational Excellence*
6. *Vibrant Active Community*

TIMING

The Year column indicates the recommended completion year for each item (represented as a two-digit year). For recurring actions, it lists the initial completion year, with the repetition schedule noted in the following columns. If no year is listed, the action *could* be started immediately and *should* continue regularly. Flexibility has been allowed for Town staff to determine the best timing to begin on this particular subset of actions.

CHAMPIONS AND SUPPORTERS

Each entity that can lead or support an action is identified in the implementation tables. Town Departments designated to lead appear in the Champion column by name. For supporting entities, which are often numerous, each is represented by a unique two- or three-character code in the Support column to simplify identification.

TOWN DEPARTMENTS

Airport (AIR) The Town department that oversees compliance, operation and maintenance of the Addison Airport facilities and tenants.

Building Safety Division (BSD) The Town division, which is housed under the Department of Development and Neighborhood Services, that oversees review of building plans, issuance of permits and inspections.

City Council (CC) The group of elected officials who enact legislation, adopt budgets, determine policies and maintain the best interests of their residents and Town at the forefront.

City Manager's Office (CMO) The Town department which houses the chief administrator of the Town and ensures that the Council's policies are executed.

Economic Development (ED) This Town department works to stimulate Addison's economy by attracting new businesses and supporting existing ones.

Finance (FIN) This Town department is in charge of financial reporting, procurement, and budget management.

Fire (FD) The Town Department that provides fire protection and emergency services across Addison.

180

Marketing and Tourism (MKT) The Town department that manages comprehensive marketing efforts and initiatives that foster community engagement and support economic growth.

Neighborhood Services Division (NS) The Town division, which is housed under the Department of Development and Neighborhood Services, that oversees code compliance, environmental health, short-term rental registration and signs.

Planning Division (PLN) The Town division, which is housed under the Department of Development and Neighborhood Services, that oversees long-range land use planning and reviews platting, zoning and other development requests.

Planning and Zoning Commission (P&Z) The Town advisory body that considers and makes recommendations in matters related to land use, zoning and platting.

Parks and Recreation (P&R) The Town Department that oversees the maintenance and creation of parks, trails, recreational facilities and special programming.

Police (PD) The department that is the law enforcement branch which maintains the public safety of the Town of Addison.

Public Works and Engineering (PWE) The Town department that oversees implementation and maintenance of capital improvements and provides engineering review of all new developments and inspection services.

SUPPORT GROUPS

Community Volunteers (VOL) Individuals with Addison that will contribute their time and effort to improve the Town via volunteerism, promotion of events and initiatives and engaging other residents.

Developers/Business Community (DEV) Developers and business owners/operators that would come together to share insights, collaborate and offer mutual support.

Local Non-Profit Organizations (NPO) These organizations will be located in Addison or adjacent cities that provide services, advocate for causes and build community.

Regional Planning/Transportation Agencies (RA) These are agencies that the Town should communicate and coordinate efforts and initiatives with regularly to ensure that actions and important goals are being accomplished. Agencies may include but are not limited to North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), North Texas Tollway Authority (NTTA), and Texas Department of Transportation (TxDOT).

#180

Posted by **Jim Decuir** on **02/16/2025** at **3:01pm** [Comment ID: 4436] - Link

Suggestion

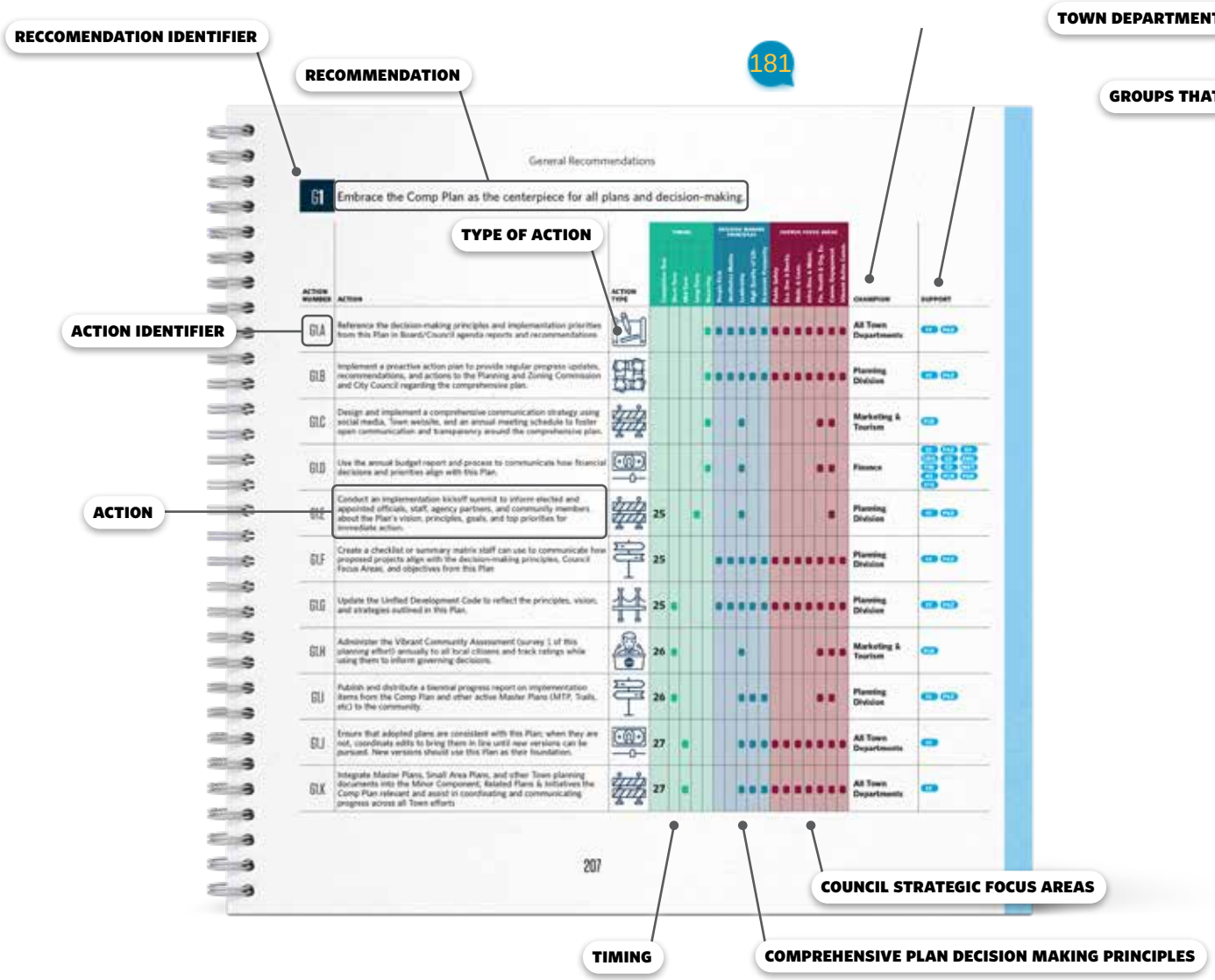
Agree: 1, Disagree: 0

Add IT as it was referenced in G.2A

> Reply by **Jade** on **02/26/2025** at **11:48am** [Comment ID: 4811] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Add IT to list of groups and per Liz's comment remove or adjust color blocking from behind the groups in the matrix as it's hard to read in print.

Understanding the Implementation Tables

Each Implementation table follows a standard format to clearly convey the information readers and Town Staff need to initiate the implementation of this Comprehensive Plan. Each table represents a single recommendation and includes all actions associated with it. The image of the General 1 recommendation below highlights the location of each element within the implementation tables.



#181

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:10pm** [Comment ID: 4513] - Link
Agree: 0, Disagree: 0
Great Explainer! Thanks for adding this

> Reply by **Jade** on **02/26/2025** at **11:48am** [Comment ID: 4812] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit requested.

RECOMMENDATIONS

GENERAL

1. Embrace the Comp Plan as the centerpiece for all plans and decision-making.
2. Establish and apply tools to collect data and assess projects and initiatives
3. Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.
4. Design the Town's public safety fleet and response approaches to support a people- and place-based community.
5. Seek opportunities to make the Town more environmentally resilient.
6. Cultivate a culture of trust and collaboration in the community.
7. Continue to invest in and maintain Addison's infrastructure systems.
8. Explore opportunities for consolidating and/or expanding Town facilities.

LAND USE

1. Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.
2. Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.
3. Transform autocentric places into more pedestrian friendly, mixed-use destinations.
4. Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.
5. Enhance the design of the public realm across the Town.
6. Encourage high-quality, harmonious development alongside the Dallas North Tollway.
7. Design the built environment/ redevelopment to interact with and respond to the adjacent land uses.

HOUSING & NEIGHBORHOODS

1. Support the creation of complete and cohesive neighborhoods throughout the Town.
2. Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.
3. Provide for household types that support the ability for residents to age in place within Addison.
4. Provide denser housing options in Addison's urban and transitional areas.
5. Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.
6. Create more places for intentional gathering and recreation within existing and new neighborhoods.

MOBILITY & CONNECTIVITY

1. Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.
2. Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.
3. Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.
4. Make safe movement of cars, bikes, and pedestrians on arterials the priority.
5. Design neighborhood streets to prioritize people, place and productive development.
6. Facilitate build-out of Addison as a major North Dallas transportation Hub.

RELATED PLANS & INITIATIVES

1. Continue to implement recommendations outlined in existing plans per the specified timelines.
2. Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

INTRODUCTION TO GENERAL RECOMMENDATIONS

In the context of this Comprehensive Plan, General Recommendations represent guidance that extends beyond the defined planning components. These recommendations address topics that may not fall neatly within existing categories or pertain to emerging issues for which a dedicated planning component has not yet been established. Their inclusion ensures flexibility, enabling the Town to adapt to evolving needs and opportunities while maintaining a cohesive strategic approach.

The structure used to present recommendations and associated actions for planning components also applies here. Each general recommendation is coupled with actionable steps designed to guide implementation. These steps help ensure that even broad or overarching objectives can be translated into tangible progress, aligning with the overall vision and decision-making principles outlined in this Plan.

This section underscores the importance of adaptability in planning, acknowledging that not all challenges or opportunities can be fully anticipated. By embracing this forward-thinking approach, the Town of Addison positions itself to proactively address issues as they arise, ensuring continued alignment with community values and aspirations.

As you review this section, consider the broader context of these recommendations and their potential to complement and enhance the more specific guidance provided in the planning components. Together, they form a comprehensive framework to guide Addison toward its envisioned future, balancing clarity, flexibility, and strategic intent.







Note

General Recommendations include topics that exist outside of the Planning Components. Major Infrastructure, Environmental Sustainability, and Town Facilities are some topics covered by these recommendations.

GENERAL RECOMMENDATIONS

G1 ***Embrace the Comp Plan as the centerpiece for all plans and decision-making.*** A unified community vision and shared objectives are essential for effective governance. By aligning everyday decisions with this plan, the Town can balance economic growth, well-being, and sustainable development to create a prosperous and inclusive Addison.

G2 ***Establish and apply tools to collect data and assess projects and initiatives.*** The Town can enhance decision-making efficiency by incorporating tools that measure fiscal impacts and consider this plan's priorities. Proactive reviews will help identify successes, challenges, and areas for improvement.

G3 ***Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.*** Addison's prime location attracts regional businesses. As the market shifts toward a place-based economy, cultivating more local businesses while supporting existing ones will ensure community and economic resilience.

G4 ***Design the Town's public safety fleet and response approaches to support a people- and place-based community.*** Traditional fire response vehicles require large roads. To become more walkable, the Town should adapt its response vehicles and approaches to an urban, pedestrian-friendly context, enhancing community safety and accessibility.

G5 ***Seek opportunities to make the Town more environmentally resilient.*** Development policies should adopt environmentally resilient practices that balance function, stewardship, and placemaking, supporting the Town's long-term sustainability.

G6 ***Cultivate a culture of trust and collaboration in the community.*** Strong communities have transparent, communicative leaders; developers aligned with the community's vision; and engaged residents. Building this culture strengthens Addison's vision and priorities.

G7 ***Continue to invest in and maintain Addison's infrastructure systems.*** Quality infrastructure underpins the Town's quality of life and competitiveness. Leveraging asset management can ensure service reliability and enhance the Town's visual appeal.

G8 ***Explore opportunities for consolidating and/or expanding Town facilities.*** As Addison grows, modernizing and expanding public facilities will become necessary. A facilities master plan can help locate and design facilities for service efficiency and resident accessibility.

G1 Embrace the Comp Plan as the centerpiece for all plans and decision-making.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G1.A	Reference the Decision-Making Principles and Implementation Recommendations from this Plan in Board/Council agenda reports and recommendations.						●	●	●	●	●	●	●	●	●	●	●	●	●	**All Town Departments**	CC 183
G1.B	Evaluate the need to update the Unified Development Code to reflect the principles, vision, and strategies outlined in this Plan.						●	●	●	●	●	●	●	●	●	●	●	●	●	**Planning Division**	CC, P&Z
G1.C	Design and implement a comprehensive communication strategy using social media, Town website, and an annual meeting schedule to foster open communication and transparency around the Comprehensive Plan.						●			●							●	●		**Marketing and Tourism**	PLN
G1.D	Use the annual budget report and process to communicate how financial decisions and priorities align with this Plan.						●			●							●	●		**Finance**	BS, CC, CMO, ED, FIN, FD, MKT, NS, PLN, P&R, PWE, P&Z
G1.E	Conduct an implementation kickoff summit to inform elected and appointed officials, staff, agency partners, and community members about the Plan's vision, principles, goals, and top priorities for immediate action.		**25**	●						●								●		**Planning Division**	CC, P&Z
G1.F	Create a checklist or summary matrix staff can use to communicate how proposed projects align with the decision-making principles, Council Focus Areas, and objectives from this Plan.		**25**	●				●	●	●	●	●	●	●	●	●	●	●	●	**Planning Division**	CC, P&Z
G1.G	Administer the Vibrant Community Assessment annually to all local citizens and business community and track ratings while using them to inform governing decisions.						●			●							●	●	●	**Marketing and Tourism**	PLN
G1.H	Publish and distribute a biennial progress report on implementation items from the Comp Plan and other active Master Plans (MTP, Trails, etc) to the community, including residents, employees, and businesses.		**26**	●			●			●	●	●					●	●		**Planning Division**	CC, P&Z
G1.I	Implement a proactive action plan to provide regular progress updates, recommendations, actions and re-evaluation to the Planning and Zoning Commission and City Council regarding the Comprehensive Plan.		**30**		●		●	●	●	●	●	●	●	●	●	●	●	●	●	**Planning Division**	CC, P&Z
G1.J	Evaluate and update the Comprehensive Plan to reflect the principles, vision, and strategies identified by the results of this Plan's various implementation priorities at regular long-term intervals.		**35**			●	●	●	●	●	●	●	●	●	●	●	●	●	●	**City Council**	AIR, BS, CC, CMO, ED, FIN, FD, GEN, IT, MKT, NS, PLN, POL, P&R, PWE, P&Z, DEV, NPO, RA, VOL

#182

Posted by **Aaron Benjamin** on **02/24/2025** at **6:15pm** [Comment ID: 4643] - Link

Suggestion

Agree: 0, Disagree: 0

I've noticed the timing categories have changed from being defined by specific year lengths, to the more general "Short-", "Mid-", and "Long-" Term. I personally preferred giving the more concrete definitions previously used. Even if they are not always hit, it gives everyone a goal to aim for, this seems like it might be flexible to the point that the actions can be indefinitely delayed. Could we somewhere define what timeline is envisioned for these different categories?

> Reply by **Jade** on **02/26/2025** at **11:49am** [Comment ID: 4813] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> March draft will include timing, this was not adequately adddresed by the consultant team. Short range will be 0-5 years, mid range 6-15 years, and long range 16+ years.

#183

Posted by **Liz Oliphant** on **02/24/2025** at **2:29pm** [Comment ID: 4583] - Link

Agree: 1, Disagree: 0

Throughout the the charts on the next 10 or more pages, the color blocks in the "Support" column make it very difficult to read the abbreviations of responsibility. It would be much more readable with just black type.

> Reply by **Jade** on **02/26/2025** at **11:49am** [Comment ID: 4814] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Remove or adjust color blocking as it is hard to read, but keep distinction from Town staff and external groups.

G2 Establish and apply tools to collect data and assess projects and initiatives.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G2.A	Apply fiscal impact analysis to proposed development projects and integrate the findings into memo presentations for the Planning and Zoning Commission and City Council.						●			●		●		●			●			**Planning Division**	FIN, IT, PWE, DEV
G2.B	Evaluate the UDC to ensure it contains market responsive regulatory incentives for incremental redevelopment in alignment with the Comprehensive Plan.						●			●				●						**Planning Division**	CC, CMO, ED, FIN
G2.C	Create an existing conditions report of Addison and comparable municipalities and regional entites that may include but are not limited to budget comparisons, population trends, demographic information, housing unit counts and any other relevant benchmark data.		25	●						●				●			●			**Planning Division**	ED
G2.D	Perform a comprehensive evaluation of the development review process, to identify gaps in data and areas of needed improvement in data sharing.		26		●					●							●			**City Manager's Office**	CC, PLN
G2.E	Establish fiscal performance targets for new development and capital projects and regularly update them as necessary.		26	●						●		●		●			●			**Finance**	CC, PLN, PWE, P&Z
G2.F	Create and establish a Buildable Land Inventory (BLI) that highlights existing undeveloped or underutilized land at the parcel level.		26	●						●		●		●			●			**Planning Division**	ED, P&R, PWE
G2.G	Establish an easily accessible data portal and archive that visualizes, maps, and reports recently constructed developments for use with development or utility councils.		26	●				●			●	●				●				**Planning Division**	CMO, ED, MKT
G2.H	Conduct an analysis on the types of land improvements that can be promoted or incentived to increase property productivity.		27		●					●		●		●			●			**Planning Division**	ED, PWE
G2.I	Set up a utility council to allow all utility companies and applicable school districts to be kept informed about developments and proactively coordinate.		27							●						●		●		**Planning Division**	PWE

#184

Posted by **Jim Decuir** on **02/16/2025** at **3:12pm** [Comment ID: 4439] - Link

Agree: 1, Disagree: 0

I agree 100% with this statement. Council needs to know how proposed projects affect the Towns finances.
I suspect Staff already does the forecasting/estimating/updating of costs of proposed and existing developments before presenting to Council.
The formal documentation of this process provides a written history of due diligence done to maintain Addison's financial position.

> Reply by **Jade** on **02/26/2025** at **11:50am** [Comment ID: 4815] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit requested

G3 Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G3.A	Promote public art, placemaking, programming and dining options to attract visitors to Addison.						●	●	●		●	●		●					●	**Parks and Recreation**	ED, MKT
G3.B	Create development-funded incentives for incremental improvements in the Inwood Innovation Area.						●	●	●		●	●		●					●	**Economic Development**	CC, PLN
G3.C	Create a local business incubator program in collaboration with local investors to offer participants tools, training, and support.			●						●		●		●				●		**Economic Development**	CMO, PLN, DEV
G3.D	Create, maintain, and promote a database of small spaces throughout Addison that can support small and local businesses and entrepreneurs.		**27**	●						●		●		●						**Economic Development**	CC, MKT, PLN
G3.E	Create a new economic development advertising strategy and campaign that market's Addison's brand, uniqueness and "Addison Way" for the attrraction of new businesses.		**27**	●						●		●		●						**Economic Development**	CC, MKT

G4 Design the Town's public safety fleet and response approaches to support a people- and place-based community.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G4.A	Conduct a Strategic Emergency Response Plan with elements analyzing the possibility of improving response times with increased density, reducing fire lanes, turning radii and evaluation of smaller emergency vehicles.		**30**		●			●			●		●							**Fire**	PLN, PWE
G4.B	Train the Town's EMS personnel and upgrade fleet equipment to support more human-scale neighborhoods and redevelopments.						●	●			●		●							**Fire**	CC, POL
G4.C	Conduct a workshop with public safety staff to discuss and outline ways to prepare for increased density.			●				●		●	●		●							**Police**	CC, FD

#185

Posted by **Jim Decuir** on **02/16/2025** at **3:03pm** [Comment ID: 4437] - Link

Suggestion

Agree: 0, Disagree: 0

spelling - incresing ?
increasing

> Reply by **Jade** on **02/26/2025** at **11:50am** [Comment ID: 4816] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> Change to "increasing"

G5 Seek opportunities to make the Town more environmentally resilient.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G5.A	Evaluate and consider a Zero Net Energy (ZNE) code for all new buildings and substantial renovations.		28							●	●					●				**Building Safety Division**	CC, P&Z
G5.B	Achieve Level 2 Airport Carbon Accreditation at Addison Airport for carbon reduction operations.		28							●	●					●				**Airport**	CC
G5.C	Prepare a Sustainability Plan that includes climate resilience, natural resource stewardship, and disaster mitigation elements.				●						●					●				**Fire**	CC, PLN

G6 Cultivate a culture of trust and collaboration in the community.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G6.A	Partner with Town adjacent organizations to communicate Addison's vision and story. Make sure that the organizations have an open line of communication to both Town staff, and elected officials.						●	●		●								●	●	**City Manager's Office**	CC
G6.B	Promote Addison's culture and story by ensuring that access to this plan is accessible widely. Make sure bound copies are available at all town facilities.		25	●			●	●		●								●	●	**City Manager's Office**	CC, PLN
G6.C	Expansion of the Addison's Citizen Academy should be evaluated along with potential partnerships with local higher education institutions to equip local leaders for public service, elected and appointment positions.			●				●		●								●	●	**City Manager's Office**	CC

#186

Posted by **Aaron Benjamin** on **02/24/2025** at **6:22pm** [Comment ID: 4645] - Link
Question
Agree: 0, Disagree: 0
What are "Town adjacent organizations"?

> Reply by **Jade** on **02/26/2025** at **11:52am** [Comment ID: 4819] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> change "Town adjacent" to "local organizations impacted by planning and development"

#187

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **6:06pm** [Comment ID: 4543] - Link
Agree: 0, Disagree: 0
Another consideration, how do we maintain or support walkability and connectivity in a hotter, wetter Texas?

> Reply by **Jade** on **02/26/2025** at **11:51am** [Comment ID: 4818] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit requested

#188

Posted by **Aaron Benjamin** on **02/24/2025** at **6:20pm** [Comment ID: 4644] - Link
Suggestion
Agree: 0, Disagree: 0
Would G5.A and G5.B be considered Mid-Term Actions?

> Reply by **Jade** on **02/26/2025** at **11:51am** [Comment ID: 4817] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Add dot to short-term for G5A and G5B.

G7 Continue to invest in and maintain Addison's infrastructure systems.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G7.A	Continue to utilize the Town's asset management system to track the quantity and condition of infrastructure and proactively manage maintenance and replacement projects.						●			●	●					●	●			**Public Works and Engineering**	FIN, PLN
G7.B	Conduct a fiscal impact analysis on infrastructure investments, and update the Future Land Use Map if those expenditures require higher returning development to remain solvent.						●					●				●	●			**Public Works and Engineering**	PLN
G7.C	Conduct a citywide assessment of existing utilities to determine where additional capacity will be required to support the increased density proposed in the various Place Types.		**30**		●			●	●		●	●				●	●			**Public Works and Engineering**	PLN
G7.D	Produce a Facilities & Infrastructure Planning Component using the framework outlined in the Introduction of this plan to assess needs, engage the public, make recommendations, generate actions, and implement the plan.					●				●	●	●				●	●			**Public Works and Engineering**	CC, CMO, PLN

G8 Explore opportunities for consolidating and/or expanding Town facilities.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G8.A	Conduct a study to identify strategies to consolidate, enhance, and adequately locate Town services within the most efficient collection of Town buildings.				●				●	●						●	●			**General Services**	BS, CC, CMO, ED, FIN, MKT, NS, PLN, P&R, PWE
G8.B	Strategically locate Town facilities in areas where more complete neighborhoods is desired by identifying key areas that align with the Town's growth and key planning objectives.				●				●	●						●	●			**General Services**	BS, CC, CMO, ED, FIN, MKT, NS, PLN, P&R, NPO

#189

Posted by **Aaron Benjamin** on **02/24/2025** at **6:27pm** [Comment ID: 4646] - Link

Agree: 0, Disagree: 0

"Facilities & Infrastructure" would seem to relate to both these recommendations: Infrastructure is G7 and Facilities is G8. Should it be an action item in both?

> Reply by **Jade** on **02/26/2025** at **11:55am** [Comment ID: 4821] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary. Avoid duplicative action items.

#190

Posted by **Carol Rennesund** on **02/24/2025** at **4:14pm** [Comment ID: 4607] - Link

Suggestion

Agree: 0, Disagree: 0

Re Section G.7., it may be good to add that infrastructure should be evaluated such that it meets Federal and State standards, e.g., the Town's review of the utility infrastructure for lead pipes.

> Reply by **Jade** on **02/26/2025** at **11:54am** [Comment ID: 4820] - Link
>
> *Answer*
>
> *Agree: 0, Disagree: 0*
>
> No edit necessary. Engineering Design Manuals address this, not a Comprehensive Plan. View design criteria here: https://www.addisontx.gov/Government/Departments/Public-Works-and-Engineering/Engineering-and-Construction-Inspections/Design-Standards

LAND USE & DEVELOPMENT CHARACTER RECOMMENDATIONS

LU1 ***Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.*** Mixed-use developments can enhance quality of life and economic growth by reducing commutes and fostering social connections. Incremental neighborhood evolution promotes sustainability without dramatic changes.

LU2 ***Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.*** Working with developers and leveraging infrastructure will provide needed housing, services, and entertainment, meeting neighborhood needs through infill and redevelopment.

LU3 ***Transform autocentric places into more pedestrian friendly, mixed-use destinations.*** Many commercial areas are aging. Revitalizing these spaces into pedestrian-friendly destinations with open spaces and varied businesses will help foster a unique local identity.

LU4 ***Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.*** The Silver Line Station, set to begin operation in 2026, should serve as a community asset to attract residents, visitors, and businesses, catalyzing the next level of development in the surrounding area.

LU5 ***Enhance the design of the public realm across the Town.*** The appeal of the public realm has long set Addison apart. As the Town recommits to pedestrian-oriented needs and developments, the public realm should remain a focus for safety, comfort, and interaction.

LU6 ***Encourage high-quality, harmonious development alongside the Dallas North Tollway.*** The remaining undeveloped land along the Dallas North Tollway has great potential for high-intensity office and residential development that is cohesive and well connected to create more complete neighborhoods and competes with other urban mixed-use centers in the region.

LU7 ***Design the built environment/ redevelopment to interact with and respond to the adjacent land uses.*** All development, whether infill or new, should be context-sensitive to enhance the area and nearby neighborhoods, rather than disrupting the character and fabric of the surrounding area.

LU1 Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools..

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU1.A	Ensure new development incorporates the characteristics defined for each Place Type in the comprehensive plan (e.g. scale, building typologies, housing types, etc.).						●	●	●		●	●					●		●	**Planning Division**	CC, P&Z
LU1.B	Calibrate development standards to allow the type of development envisioned within each Place Type.						●	●	●	●	●	●		●						**Planning Division**	CC, P&Z
LU1.C	Ensure that all building typologies deemed appropriate in the Place Types are allowed by zoning districts that will be approved in those places types in the UDC Update.						●	●	●		●	●	●	●					●	**Planning Division**	CC, DEV
LU1.D	Create a series of informational tools that explains what development is encouraged in each Place Type and in what context so that property owners can look for development/redevelopment opportunities that align with the community's goals.		26	●				●	●	●	●	●						●	●	**Planning Division**	CC, ED, MKT
LU1.E	Proactively rezone properties to incentivize revitalization and encourage development activity in appropriate locations that closely align with Place Types, Spectrum of Change and the Buildable Land Inventory analysis.		27		●					●		●		●						**Planning Division**	CC, P&Z
LU1.F	Evaluate and update Recommendations, Future Land Use Map (FLUM), Spectrum of Change Map, and accompanying elements of this Plan to reflect current conditions.						●	●	●	●	●	●								**Planning Division**	CC, P&Z

LU2 Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU2.A	Create and utilize a Buildable Land Inventory database to leverage aging real estate into more active and vibrant uses, or to redevelop these spaces into needed amenities.			●			●				●	●		●					●	**Marketing and Tourism**	ED, PLN
LU2.B	Adopt a Strategic Hotel Activation Plan to support the intent of the Buildable Lands Inventory.				●				●			●		●						**Economic Development**	CC, PLN, P&Z
LU2.C	Adopt a Strategic Office Activation Plan to support the intent of the Buildable Lands Inventory to support the inclusion of residential uses and supportive amenities.				●				●			●		●						**Economic Development**	CC, PLN, P&Z
LU2.D	Encourage a mixture of land uses in infill and small-scale development areas that would meet the needs in adjacent neighborhoods.						●	●	●		●	●	●	●	●					**Planning Division**	CC
LU2.E	Evaluate the UDC to remove or reduce parking requirements for small-scale and infill developments.				●			●		●		●			●					**Planning Division**	CC
LU2.F	Generate an online map to direct developers and realtors to potential infill and small-scale development areas within Addison, emphasizing advantages and existing infrastructure capacity with emphasis on the Buildable Land Inventory database.			●								●		●			●	●	●	**Planning Division**	ED, MKT
LU2.G	Develop an online development aide specifically tailored to educate and attract developers interested in small-scale projects.			●					●	●	●	●						●	●	**Planning Division**	CC, ED
LU2.H	Evaluate the UDC to allow small scale non-residential uses by right in residential zoning districts.				●						●	●		●						**Planning Division**	CC

#191

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:08pm** [Comment ID: 4511] - Link
Agree: 0, Disagree: 0
Don't think I didn't see the removal of the year '25 from the november Draft ;). Hopefully the council will provide some good direction on parking in their UDC discussions.

> Reply by **Jade** on **02/26/2025** at **12:04pm** [Comment ID: 4822] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> This is being evaluated. Staff to discuss timing and if moved to short-term, a year will be added for completion.

#192

Posted by **Tyler Wright - CPAC** on **02/23/2025** at **4:10pm** [Comment ID: 4512] - Link
Agree: 1, Disagree: 0
6-15 years out is too far, we can do this sooner. Could we move this to the "upper end" of short term at least? This is totally worth revisiting within 4 years

> Reply by **Jade** on **02/26/2025** at **12:08pm** [Comment ID: 4823] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> Staff to discuss timing of this item and adjust according to direction provided by elected/appointed groups. Will update timing based on UDC discussion 3/4/25.

LU3 Transform autocentric places into more pedestrian friendly, mixed-use destinations.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU3.A	Encourage transition of parking spaces into outdoor space and green space where appropriate.						●		●	●	●	●						●		**Planning Division**	P&R
LU3.B	Promote creation of more outdoor dining options and common spaces for small music or limited scale activities.						●				●	●		●				●	●	**Planning Division**	ED, MKT
LU3.C	Encourage structured parking in mixed-use developments to reduce the amount of surface lot parking in Addison where appropriate, based on market demand.						●	●	●	●		●		●	●	●	●			**Planning Division**	CC, ED, PWE
LU3.D	Collaborate with property management entities to conduct pilot programs of parklets and other public spaces on commercial, auto-oriented properties.			●					●	●	●	●		●			●			**Parks and Recreation**	ED, PLN
LU3.E	Activate underutilized areas and areas whose primary use fluctuates with temporary uses such as food trucks, farmer's markets, pop-ups, and so on.			●				●	●	●	●	●		●				●	●	**Planning Division**	ED, NS
LU3.F	Remove barriers to temporary uses of 6 months or less that activate otherwise auto-oriented spaces.		**30**		●				●	●	●	●	●	●					●	**Planning Division**	CC, NS
LU3.G	Undertake a program to regularly conduct feasibility studies regarding converting a suburban commercial auto-centric shopping center to a walkable mixed-use place. These studies should include property owners and the broad Addison community.				●					●	●	●	●	●			●	●	●	**Planning Division**	CC, ED, DEV

LU4 Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU4.A	Ensure that multimodal facilities are integrated into Transit Oriented Development (TOD) developments inlcuding but not limited to bike parking, accessible connections to Addison's trail systems, and high-quality lighting.						●		●		●	●	●		●				●	**Planning Division**	CC, ED
LU4.B	Consider a location for food trucks, kiosks or other "pop-up" opportunities to activate more pedestrian activity in the area to activate the area as soon as the Silver Line opens.		**26**	●				●			●	●		●					●	**Parks and Recreation**	CC, ED, MKT, NS, PLN
LU4.C	Conduct a study that results in an inventory of outdoor spaces ripe for activation using the identified amenities in the Addison Circle Area Plan and integation of the Silver Line as a guide.				●		●		●		●	●	●	●					●	**Parks and Recreation**	CC, ED, PLN, P&Z
LU4.D	Coordinate efforts of the Addison Circle Park Vision Plan to create synergistic relationship between Addison Circle Park, the TOD, and along highly utilized points of connection, like major roadways.		**27**	●					●	●	●	●					●		●	**Parks and Recreation**	CC, PLN, P&Z

LU5 Enhance the design of the public realm across the Town.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU5.A	Incorporate art into rights of way where appropriate.						●		●		●								●	**Public Works and Engineering**	CC, NPO
LU5.B	Adopt a Gateway Improvement Study Timeline, which sets specific goals for accomplishing the visual improvements at key gateways called for in the 2024-2025 Council Strategic Plan.		**30**		●				●		●	●							●	**Marketing and Tourism**	CC, ED
LU5.C	Adopt a Wayfinding System Plan to be implemented throughout the Town.		**26**	●						●	●	●	●					●	●	**Marketing and Tourism**	CC, ED, PLN, P&R
LU5.D	Collaborate with property owners and management companies to reimagine landscaping and open spaces that would attract the creation of third places. 193				●			●	●		●	●	●	●				●	●	**Economic Development**	PLN, P&R, PWE
LU5.E	Pursue flexible marketing territories within Addison's subdistricts with distinct boundaries. 194		**28**		●					●	●	●		●				●	●	**Marketing and Tourism**	CC, ED, PLN
LU5.F	Create a street tree management program to provide shade canopy and enhance pedestrian experience while respecting business visibility.				●				●	●	●		●		●	●			●	**Parks and Recreation**	CC, PLN, PWE

#193

Posted by **Carol Rennesund** on **02/24/2025** at **4:10pm** [Comment ID: 4605] - Link
Suggestion
Agree: 0, Disagree: 0
In LU5.D., is "third places" defined elsewhere? If not, a definition would be useful.

> Reply by **Jade** on **02/26/2025** at **12:10pm** [Comment ID: 4824] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Add "third places" to glossary

#194

Posted by **Aaron Benjamin** on **02/24/2025** at **9:38pm** [Comment ID: 4650] - Link
Suggestion
Agree: 0, Disagree: 0
This seems to be a new action item, and as someone not familiar with marketing, I do not understand what “flexible marketing territories” means. Could this be revised for clarity?

> Reply by **Jade** on **02/26/2025** at **12:13pm** [Comment ID: 4825] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> Edit to reflect November draft language from item LU5E that stated "Revise Addison branding to account for various character areas throughout the Town" This is also short-term, not mid-term.

LU6 Encourage high-quality, harmonious development along the Dallas North Tollway

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU6.A	Create a special area plan study for the undeveloped land along the DNT with an established boundary and detailed examples of desired development types and connectivity pathways.				●			●	●	●	●	●		●	●		●	●	●	**Planning Division**	CC, ED, P&R, PWE, P&Z
LU6.B	Engage property owners and representatives of the undeveloped land along the DNT to convey the Town's vision for the area.				●				●	●	●	●		●				●	●	**Economic Development**	CC, MKT, PLN, P&Z
LU6.C	Conduct an area parking study to examine aspects such as parking requirements, parking structures shared by multiple users and owners, use of private parking for Town facilities and special events, and any related funding issues.				●			●			●	●	●			●			●	**Public Works and Engineering**	CC, ED, PLN, P&R, PWE, P&Z

LU7 Design the built environment/redevelopment to interact with and respond to the adjacent land uses.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU7.A	When reviewing proposed infill, redevelopment and greenfield projects, require that the proposed development fits the style and feel of the area/neighborhood, keeping its unique character intact.						●		●		●								●	**Planning Division**	CC, P&Z
LU7.B	Support design and elements that add value to the pedestrian realm such as outdoor seating, small-scale plazas, landscaping, welcoming entrances and other streetscape features.						●		●		●	●		●					●	**Planning Division**	CC, MKT, P&Z
LU7.C	Consider a facade/site improvement grant to encourage existing sites and buildings to make architectural and site improvements that would be comptatible with redevelopment proposals.				●				●		●		●	●					●	**Economic Development**	CC, MKT, PLN

HOUSING & NEIGHBORHOODS RECOMMENDATIONS

HN1 ***Support the creation of complete and cohesive neighborhoods throughout the Town.*** For neighborhoods to be complete, they must contain elements of housing, commerce, outdoor space, streets, and programming. They are flexible places that evolve and change, with a unique character that unites people. This can be accomplished in both existing and new neighborhoods around the Town.

HN2 ***Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.*** By enhancing active transportation, pedestrian and cycling paths, and mobility systems, the Town can ensure easy access to services and amenities. Strategically linking neighborhoods boosts convenience and quality of life, reduces traffic, and supports local economic development.

HN3 ***Provide for household types that support the ability for residents to age in place within Addison.*** Expanding housing options is key to building a diverse, sustainable community that attracts and retains residents of all family sizes and lifestyles, fostering vibrant neighborhoods.

HN4 ***Provide denser housing options in Addison's urban and transitional areas***. Allowing dense housing is essential for offering alternatives to single-family units. Options like condo towers, townhomes, and live-work spaces fit well in Urban Village and High-Intensity Urban Center areas.

HN5 ***Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.*** Addison's reputation for high-quality, contextually appropriate design attracts new development and residents. Recommitting to this standard will continue to drive growth.

HN6 ***Create more places for intentional gathering and recreation within existing and new neighborhoods.*** Residents value gathering spaces for connection and vibrancy. The Town can transform underutilized areas and new developments into dynamic hubs for recreation and socializing, becoming the community's heartbeat and reflecting Addison's unique appeal.

#195

Posted by **Susan M. Halpern** on **02/24/2025** at **4:46pm** [Comment ID: 4626] - Link
Suggestion
Agree: 0, Disagree: 0
Not true for all neighborhoods

> Reply by **Jade** on **02/26/2025** at **12:18pm** [Comment ID: 4827] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit requested.
>
> See response under Liz's comment.

#196

Posted by **Liz Oliphant** on **02/24/2025** at **2:34pm** [Comment ID: 4584] - Link
Agree: 0, Disagree: 0
This needs to be reworded as there are some neighborhoods who DO NOT wish to be "complete" with commercial ventures - some "wiggle room" needs to be included in the plan, especially for the two neighborhoods marked "preserve".

> Reply by **Jade** on **02/26/2025** at **12:17pm** [Comment ID: 4826] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> Add "in accordance with the Place Types and Spectrum of Change maps" to the end of this first sentence, for clarity that this Plan does not support "complete neighborhoods" as defined here in every area of Addison, but in specific areas of Addison. Update reference to the implementation matrix as well.

HN1 Support the creation of complete and cohesive neighborhoods throughout the Town.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN1.A	Partner with residents to create Neighborhood Enhancement Plans that identify small projects that can be done to incrementally enhance each neighborhood.				●			●	●		●	●						●		**Planning Division**	VOL
HN1.B	Review the neighborhood and service areas mentioned in existing plans and create a citywide neighborhood framework that can be used across all plans going forward.		**30**		●			●	●		●	●						●		**Planning Division**	CMO, ED, MKT
HN1.C	Conduct a complete neighborhood assessment and accompanying workshop in each neighborhood to identify an initial list of missing and/or desired services by residents.		**26**	●				●	●		●	●						●		**Planning Division**	ED, P&R
HN1.D	Create a database of local developers who can build small, neighborhood-scale infill projects that are identified through the Neighborhood Enhancement Planning process.		**30**		●					●		●		●				●		**Planning Division**	ED, DEV, VOL
HN1.E	Identify a resident champion(s) for each neighborhood with whom the Town staff can coordinate assessment and improvement efforts.			●				●	●		●	●						●		**Planning Division**	VOL
HN1.F	Identify properties in each neighborhood that could potentially be developed or redeveloped to fill the needs identified by residents.			●				●	●		●	●		●						**Planning Division**	ED
HN1.G	Partner with developers to build infill and redevelopment projects that move neighborhoods closer to the Place Types and Neighborhood Enhancement Plans.						●	●			●	●		●						**Planning Division**	ED, DEV

HN2 Make it more safe, comfortable and convenient for Addisonites to get around their neighborhoods and to nearby services.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN2.A	Conduct a neighborhood safety and mobility assessment to gather resident's and stakeholders' feedback regarding their transportation needs and preferences.			●					●		●				●				●		**Public Works and Engineering**	CC, MKT, PLN, P&R, VOL
HN2.B	Coordinate and collaborate with residents and stakeholders to create and conduct tactical projects that would address safety, comfort and convenient issues.			●				●			●				●				●		**Public Works and Engineering**	CC, MKT, PLN, P&R, VOL
HN2.C	Adopt budget items to implement identified strategies permanently.				●			●			●				●						**Public Works and Engineering**	CC, FIN, PLN, P&R

HN3 Provide for household types that support the ability for residents to age in place within Addison.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN3.A	Provide community education and engagement initiatives to raise awareness about the benefits of housing diversity within existing neighborhoods and address any concerns or misconceptions among residents.						●	●										●		**Planning Division**	CC, MKT
HN3.B	Offer technical assistance and streamlined permitting processes for those seeking infill housing projects within existing neighborhoods.						●			●	●			●						**Planning Division**	CC
HN3.C	Conduct a housing study to determine what sites and areas would benefit from construction of additional housing and strategies that could achieve a broad mix of housing types.		27	●						●	●			●					●	**Planning Division**	CMO, ED

HN4 Provide denser housing options in Addison's urban and transitional areas.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN4.A	Establish relationships with small-scale developers familiar with infill and transitional development products.						●	●				●		●						**Economic Development**	PLN
HN4.B	Maintain a high quality of housing at diverse price points while finding creative ways to reduce development costs for mixed-use developments with residential components.						●		●	●	●	●		●						**Planning Division**	CC, CMO, ED, FIN, P&Z, DEV, NPO
HN4.C	Establish an annual housing count analysis that calculate the percentage of ownership and rental housing units relative to each individual development proposal and its impact on Townwide percentages.		25	●						●	●			●						**Planning Division**	CMO
HN4.D	Establish a standard projection for population and existing and needed housing counts to incorporate in all relevant Board/Council agenda reports and recommendations.		25	●				●		●	●	●		●						**Planning Division**	CC, CMO, ED, P&Z
HN4.E	Create a required development proposals analysis template to ensure a fair and competitive distribution of housing that meets the intent of the housing counts analysis.		26	●				●			●	●		●						**Planning Division**	CC, CMO, ED, P&Z
HN4.F	Set a standard for a number or percentage of housing units to serve each household income bracket based on current and projected future employment base in Addison.		26	●				●			●	●		●						**Planning Division**	CC, CMO, P&Z
HN4.G	Implement zoning changes for mixed-use and/or multgenerational developments that include various homes types, values and amenities.				●			●			●	●		●						**Planning Division**	CC, P&Z
HN4.H	Identify and modify primary non-residential zoning districts where supporting housing types could be permitted by right.					●		●			●	●		●						**Planning Division**	CC, P&Z
HN4.I	Update the UDC to include inclusionary zoning or housing policies, requring a portion of new development to be set aside for affordable housing.					●		●			●	●		●						**Planning Division**	CC, CMO, P&Z

197

#197

Posted by **Aaron Benjamin** on **02/24/2025** at **10:02pm** [Comment ID: 4651] - Link

Agree: 0, Disagree: 0

Love the first have of this sentence, but the second half is a bit unclear to me. Is the goal a portion of each new development be affordable? Or that a certain percentage of all development activity needs to affordable? This is the type of change the town is really going to want to study before implementing, so I might recommend we leave ourselves a bit more flexibility.

> Reply by **Jade** on **02/26/2025** at **12:21pm** [Comment ID: 4828] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Change "update" to "analyze" and change "to include" to "to consider including"

HN5 Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN5.A	Implement quality design standards for new developments that ensure compatibility with surrounding areas.			●					●	●	●	●							●	**Planning Division**	CC
HN5.B	Encourage high-quality, durable building construction that is flexible and encourages reinvestment over time.		**26**	●					●	●	●	●							●	**Building Safety Division**	CC, PLN
HN5.C	Regularly survey or host workshops to collect community preferences on architecture and amenities residents would like to see.						●		●		●								●	**Planning Division**	CC, MKT, VOL

HN6 Provide denser housing options in Addison's urban and transitional areas.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN6.A	Consider privately-owned public open spaces in conjunction with the multi-story office, retail, and residential complexes, as well as parks on structured parking rooftops and/or underground parking.						●		●		●	●			●				●	**Parks and Recreation**	CC, PLN
HN6.B	Build parks with open edges to establish synergies with surrounding uses and businesses.						●		●		●	●			●					**Parks and Recreation**	ED, PLN
HN6.C	Bolster outdoor programs to activate park sites quarterly with activities such as yoga in the park, walking group meet ups, pop-up programs/ local business vendors and interactive play oppportunities.		**27**	●							●								●	**Parks and Recreation**	ED, MKT
HN6.D	Survey or host workshops to collect community preferences on potential locations and gathering and recreation amenities residents would like to see in their neighborhoods.		**27**			●			●		●	●						●		**Parks and Recreation**	CC, MKT, PLN, VOL
HN6.E	Expand mobile recreation equipment and pop-up offerings that can be temporarily located in different parks across the Town, particularly areas that improve connections to the business community.		**27**			●			●		●								●	**Parks and Recreation**	CC

MOBILITY & CONNECTIVITY RECOMMENDATIONS

MC1 ***Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.*** The DART Silver Line rail station provides an incredible opportunity to make Addison more walkable locally and more connected regionally. Existing and future mobility options should complement the Silver Line Station to make it the mobility heart of Addison.

MC2 ***Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.*** Building and maintaining a well-connected network of sidewalks and bike facilities will ensure those who want or need to get around the community without a car can do so safely and conveniently.

MC3 ***Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.*** Currently, most arterial roadways have an auto-centric feel. These corridors present opportunities to evolve into multimodal, complete streets that are more aesthetically attractive and support mixed-use development and human-scale places.

MC4 ***Make safe movement of cars, bikes, and pedestrians on arterials the priority.*** Historically, arterial corridors have prioritized efficient movement of vehicles across a city. However, Addison envisions its arterials as corridors for all modes of transportation, ensuring the safety of all users.

MC5 ***Design neighborhood streets to prioritize people, place and productive development.*** To build complete neighborhoods and mixed-use centers that generate above-average value per acre, streets in these areas must prioritize human interaction, pedestrian mobility, and placemaking over traffic speed.

MC6 ***Facilitate build-out of Addison as a major North Dallas transportation Hub.*** With direct access to the Dallas North Tollway, proximity to 635, Addison Airport, above-average walkability, and the new DART station coming online, Addison is well-positioned to attract a wide range of employers and their workforce.

MC1 Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.

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MC1.A	Identify matching grant opportunities, compile eligibility criteria and deadlines, develop a strategic grant application plan, submit applications, and track progress to maximize the impact of existing funds for multi-mobility enhancement projects.						●	●	●			●	●		●					**Public Works and Engineering**	PLN, P&R, PWE, NPO, RA
MC1.B	In alignment with the Town's Trail Master Plan, conduct annual assessment of trail conditions and usage data for trails surrounding the Addison Silver Line Station.			●				●	●	●	●	●			●				●	**Parks and Recreation**	PLN, PWE
MC1.C	Ensure the built environment accommodates emerging technologies, including autonomous vehicles, personal delivery devices, and air mobility, by integrating future-proof infrastructure into planning and development projects.						●	●	●	●	●	●	●		●					**Public Works and Engineering**	MKT, PLN, DEV
MC1.D	Explore the feasibility of a pilot program to extend DART services to key Addison destinations, such as the Vitruvian Area and other developing locations, by conducting a demand analysis, assessing ridership potential, and identifying service gaps.			●				●			●	●			●					**City Manager's Office**	CMO, ED, MKT, PLN, P&R, PWE
MC1.E	Determine the optimal design and route for a shuttle or circulator route, along with other shared-use systems, by conducting a thorough analysis of local transit needs, traffic patterns, and key destination points.			●				●	●		●				●					**Public Works and Engineering**	PLN, PWE
MC1.F	Evaluate transit alternatives by analyzing their potential to improve connectivity and reduce congestion.			●				●	●		●	●	●		●					**Public Works and Engineering**	PLN, PWE, NPO, RA
MC1.G	Install bicycle parking to connect residents, employees, and visitors to nearby destinations by identifying high-traffic areas for bike racks and docking stations.			●					●		●	●	●		●				●	**Parks and Recreation**	PLN, PWE, NPO
MC1.H	Adopt ordinances to support and regulate micro-mobility options, such as bike-share and scooter-share programs, by outlining clear guidelines for safety, parking, speed limits, designated areas of operation abd in alo[198]t with the Texas Transportation Code.			●				●	●	●	●		●		●				●	**Planning Division**	PWE
MC1.I	Design the Addison Circle area to be a cycling destination by incorporating the findings of the NCTCOG DART Silver Line Station Quorum Pilot Program.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, DEV

#198

Posted by **Jim Decuir** on **02/16/2025** at **3:05pm** [Comment ID: 4438] - Link

Question

Agree: 0, Disagree: 0

spelling of alignment
what is abd ?

> Reply by **Jade** on **02/26/2025** at **12:22pm** [Comment ID: 4829] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> fix "and" and "alignment" typos

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

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MC2.A	Incorporate recommendations and projects from the 2021 Trails Master Plan into the 2025 Master Transportation Plan update.		25	●				●	●		●	●	●		●				●	**All Town Departments**	CC, P&Z
MC2.B	Ensure future developments and redevelopments are designed in a manner that places pedestrian and bicyclists' experience as the highest priority.						●	●	●		●	●	●		●				●	**All Town Departments**	CC, P&Z
MC2.C	Utilize the Park Development Fee to build out trails and amenity projects that support walkability throughout the town.						●	●	●		●				●				●	**Parks and Recreation**	FIN, RA
MC2.D	Identify other location(s) to conduct tactical projects modeled after the Quorum Drive project and implement as budget allows.			●				●	●		●	●	●		●				●	**Parks and Recreation**	PLN, PWE
MC2.E	Identify and secure funding for bicycle and pedestrian connections over the Dallas North Tollway.		26	●					●		●	●	●		●				●	**City Manager's Office**	PLN, PWE, RA
MC2.F	Incorporate recommendations for projects from the Trails Master Plan into the upcoming update to the Master Transportation Plan.		26	●				●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.G	Complete the Cotton Belt Trail with connections to existing sys[199]and trailhead at the DART station.			●				●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.H	Incorporate recommendations for Belt Line Road enhancements and other east/west projects from the Trails Master Plan into the upcoming update to the Master Transportation Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.I	Design bike/ped crossing of Dallas North Tollway based on input from the concepts that have been considered.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.J	Complete Beltway Drive bike/ped enhancements as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.K	Complete the Redding Trail connection along the Oncor utility easement between Midway Road and Inwood Road in accordance with the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R

#199

Posted by **Aaron Benjamin** on **02/24/2025** at **10:08pm** [Comment ID: 4652] - Link
Suggestion
Agree: 0, Disagree: 0
Should this be under MC1?

> Reply by **Jade** on **02/26/2025** at **12:23pm** [Comment ID: 4830] - Link
> *Answer*
> *Agree: 0, Disagree: 0*
> No edit necessary.
>
> No, cotton belt trail is separate from Silver Line station and relates to ped improvements.

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

Continued From Previous Page

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MC2.L	Complete Quorum Drive multi-modal (complete street) enhancements as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.M	Complete Westgrove Drive two-way cycle track as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.N	Complete Inwood "Rail Trail" to Addison central as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.O	Complete Addison Road Trail bike/ped enhancements as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R

MC3 Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.

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MC3.A	When designing intersection reconfigurations, prioritize pedestrian comfort and safety from the outset by incorporating features such as, but not limited to, clearly marked crosswalks, pedestrian signals with adequate crossing times, curb extensions, and traffic calming measures.						●	●			●		●		●				●	**Public Works and Engineering**	PLN
MC3.B	Coordinate efforts for reconfiguration of arterials with the 2021 Trails Master Plan to incorporate other pathways for users other than vehicles within existing rights of way.						●	●			●		●		●				●	**Public Works and Engineering**	PLN, P&R
MC3.C	Adopt a Grand Boulevards approach to Addison's major corridors.				●			●			●		●		●				●	**Public Works and Engineering**	PLN, P&R
MC3.D	Create a matrix to prioritize enhanced visual appeal and community experience while ensuring the design supports efficient traffic flow and promotes safety and accessibility for all users.			●				●			●		●		●				●	**Public Works and Engineering**	PLN, P&R
MC3.E	Identify arterial roadways for implementing a signature landscape palette with focus on corridors that serve as key entry points or connectors within the community.			●							●				●				●	**Planning Division**	CC, P&R, PWE, P&Z

MC4 Make safe movement of cars, bikes, and pedestrians on arterials the priority.

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MC4.A	Adopt adaptive road designs that allow for future conversion of existing roadways into different types of thoroughfares, as needed.			●				●	●		●		●		●				●	**Public Works and Engineering**	PLN
MC4.B	Update rights of way design standards to provide maximum separation and physical barriers to protect pedestrians and cyclists in the Master Transportation Plan.		25	●				●	●		●		●		●				●	**Public Works and Engineering**	PLN
MC4.C	Identify intersections and implement the appropriate traffic calming measurements.			●				●	●		●		●		●				●	**Public Works and Engineering**	FD, PLN
MC4.D	Identify arterial roadways where parkways can be enhanced with wide sidewalks, street trees and other pedestrian-friendly amenities.			●				●	●		●		●		●				●	**Planning Division**	FD, P&Z
MC4.E	Create a four month pilot program for adaptive restriping along a major arterial.		26	●				●	●		●		●		●				●	**Public Works and Engineering**	CC, CMO, PLN
MC4.F	Report recommended changes in Town policy to City Council dependent upon results of adaptive restriping pilot program including, but not limited to analysis of traffic counts, travel time, and public sentiment.		27	●				●	●		●		●		●				●	**Public Works and Engineering**	CC, CMO, PLN

MC5 Design neighborhood streets to prioritize people, place and productive development.

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MC5.A	Update codes and design standards to encourage short block lengths and a gridded street pattern with new and redevelopment.			●				●	●		●		●		●				●	**Planning Division**	CMO
MC5.B	Implement traffic calming elements that force drivers to go slow.						●	●	●		●		●		●				●	**Public Works and Engineering**	PLN, DEV
MC5.C	Incorporate a Complete Streets policy for neighborhoods demonstrating a commitment to multiple transportation options as a result of Neighborhood Planning and the Master Transportation Plan Policies.		**32**		●			●		●	●		●		●				●	**Public Works and Engineering**	CC, CMO, PLN, P&Z, VOL
MC5.D	Develop a program to address missing sidewalk links and repair needs.				●			●	●		●		●		●				●	**Public Works and Engineering**	PLN
MC5.E	Partner with residents to identify areas of opportunities that will improve pedestrian safety and mobility within and between neighborhoods and activity centers.				●			●	●	●	●		●		●				●	**Planning Division**	CC, P&Z, VOL

MC6 Facilitate build-out of Addison as a major North Dallas transportation Hub.

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MC6.A	Continue to work with outside agencies to promote regional mobility improvements and initiatives (DART, NCTCOG, NTTA, TxDOT).						●	●			●				●				●	**All Town Departments**	NPO, RA
MC6.B	Research and apply for relevant grants, public-private partnerships, and local or federal funding programs or opportunities to support the development of desired amenities.						●	●		●		●			●				●	**Planning Division**	CC, CMO, FIN, P&R, PWE, P&Z, NPO, RA
MC6.C	Identify and prioritize projects that will enhance regional connections, considering factors like feasiblity, impact and cost-effectiveness.						●				●	●			●				●	**All Town Departments**	CC, P&Z
MC6.D	Identify and coordinate with bike- and scooter-share programs to be strategically placed in destinations ripe for walkable redevelopment around the Town for usage.		**32**		●			●			●				●				●	**Planning Division**	CMO, ED, MKT, P&R, PWE
MC6.E	Implement a measurement system to assess the effectiveness of regional connectivity initiatives, including user satisfaction and improved accessibility.				●			●	●		●				●				●	**Marketing and Tourism**	CC, CMO, PLN, PWE, P&Z

RELATED PLANS & INITIATIVES RECOMMENDATIONS

RP1 ***Continue to implement recommendations outlined in existing plans per the specified timelines.*** The Town has several existing master plans and small area plans that were recently completed and support the vision, principles, and goals outlined in this plan. The Town should continue to implement the recommendations and projects outlined in these plans.

RP2 ***Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.*** Some of the Town's plans are older and need updating. As these plans are revised, they should include recommendations and projects that support the vision, principles, and priorities included in this Comprehensive Plan.

RP1 Continue to implement recommendations outlined in existing plans per the specified timelines.

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RP1.A	Continue to implement recommendations outlined in the 2019 Parks, Recreation, and Open Space Master Plan.						●				●	●				●			●	**Parks and Recreation**	CC, CMO, ED, MKT, PLN, PWE, DEV
RP1.B	Continue to implement recommendations and projects outlined in the 2021 Trails Master Plan.						●	●			●	●		●	●	●				**Parks and Recreation**	CC, CMO, ED, PLN, PWE, DEV, RA
RP1.C	Implement recommendations and projects outlined in the 2025 Addison Circle Park Vision Plan.						●	●	●		●	●		●	●				●	**Parks and Recreation**	CC, CMO, ED, MKT, PLN, PWE
RP1.D	Build two-year strategic redevelopment plans for the areas outlined in the Market Competitiveness Report (Appendix to the Comprehensive Plan) that considers Town policy reform, funding strategies, and redevelopment incentives, as applicable through the Econonic Development Strategic Plan.		28	●				●	●	●	●	●		●					●	**Economic Development**	AIR, CC, CMO, PLN, P&Z
RP1.E	Implement the individual two-year plans for the areas outlined in the strategic redevelopment plans.					●		●	●	●	●	●		●					●	**Economic Development**	CC, CMO, MKT, PLN, PWE, DEV
RP1.F	Implement the recommendations and projects outlined in the Quorum South Placemaking Plan.			●	●			●	●		●	●		●	●	●			●	**Parks and Recreation**	CC, ED, MKT, PLN
RP1.G	Utilize the recommendations and projects outlined in the Addison Circle Special Area Study to determine high priority improvements to be made with the Comprehensive Plan.			●	●			●	●		●	●		●	●				●	**Planning Division**	CC, CMO, ED, MKT, P&R, PWE, P&Z
RP1.H	Utilize the recommendations and projects outlined in the Master Transportation Plan to determine high priority improvements to be made with the Comprehensive Plan.			●	●			●	●		●	●		●	●			●		**Public Works and Engineering**	CC, CMO, ED, PLN, P&R
RP1.I	Utilize the recommendations and projects outlined in the Airport Master Plan to determine high priority improvements to be made with the Comprehensive Plan.			●	●			●	●		●	●				●				**Airport**	CC, CMO, ED, PLN, PWE
RP1.J	Utilize the recommendations and projects outlined in the Facilities Master Plan to determine high priority improvements to be made with the Comprehensive Plan.			●	●			●	●		●	●					●			**General Services**	CC, CMO, ED, PLN, P&R, PWE
RP1.K	Utilize the recommendations and projects outlined in the Midway South Special Area Plan to determine high priority improvements to be made with the Comprehensive Plan.			●	●			●	●		●	●		●	●				●	**Planning Division**	CC, CMO, ED, MKT, P&R, PWE, P&Z
RP1.L	Utilize the recommendations and projects outlined in the Inwood Enhancement Zone Study to determine high priority improvements to be made with the Comprehensive Plan.			●	●			●	●		●	●		●					●	**Planning Division**	CC, CMO, ED, MKT, P&R, PWE, P&Z

RP2 Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term	TIMING: Mid-Term	TIMING: Long-Term	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
RP2.A	Integrate Master Plans, Small Area Plans, and other Town planning documents into the Related Plans & Initiatives and assist in coordinating and communicating progress across all Town efforts.				●					●	●	●	●	●	●	●	●	●	●	**All Town Departments**	CC
RP2.B	Ensure that adopted plans are consistent with this Plan; when they are not, coordinate edits to bring them in line until new versions can be pursued. New versions should use this Plan as their foundation.				●					●	●	●	●	●	●	●	●	●	●	**All Town Departments**	CC
RP2.C	Update or replace the 2016 Master Transportation Plan to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan, particularly those in the Mobility and Connectivity comp			●				●			●	●			●					**Public Works and Engineering**	CC, CMO, ED, PLN, P&R
RP2.D	Update the 2018 Addison Circle Special Area Study to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan and in coordination with the Addison Circle Park Vision Plan.			●							●	●		●	●				●	**Planning Division**	CC, CMO, ED, P&R, PWE, DEV, RA
RP2.E	Actively pursue uses and development called for from the Addison Circle Area Plan that will bolster activity within the TOD.						●				●	●		●			●			**Economic Development**	CC, P&Z
RP2.F	Update or replace the 2019 Economic Development Strategic Plan to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan and the accompanying Market Competitiveness Report.			●						●	●	●		●						**Economic Development**	CC, CMO, PLN, P&R, DEV, RA
RP2.G	Update or replace the Airport Master Plan to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan and the accompanying Market Competitiveness Report.			●							●			●		●				**Airport**	CC, CMO, ED, PLN, PWE
RP2.H	Update the 2017 Inwood Enhancement Zone Study to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan.			●					●		●	●		●						**Planning Division**	CC, CMO, ED, P&R, PWE, DEV
RP2.I	Update the 2022 Midway South Special Area Study to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan.			●							●	●		●						**Planning Division**	CC, CMO, ED, P&R, PWE, DEV
RP2.J	Promote Addison's culture and story by ensuring that access to existing plans is accessible widely. Make sure bound copies are available at all town facilities.				●					●	●							●		**Marketing & Tourism**	CC

#200

Posted by **Aaron Benjamin** on **02/24/2025** at **10:16pm** [Comment ID: 4653] - Link

Suggestion

Agree: 0, Disagree: 0

Isn’t a new Master Transportation Plan already in progress? Should this action item be about integrating this document into that ongoing process?

> Reply by **Jade** on **02/26/2025** at **12:27pm** [Comment ID: 4831] - Link
>
> *Suggestion*
>
> *Agree: 0, Disagree: 0*
>
> Timing should be updated here, yes, upon further discussion with Engineering. Update text to state "Integrate the vision, principles, and recommendations outlined in this Comprehensive Plan, particularly those in the Mobility and Connectivity component, into the 2024 Master Transportation Plan update.

GLOSSARY

Adaptive Reuse

The redevelopment of existing built stock that is not intended for its original use but rather for the purposes of contemporary living and other operations.

(What Is Adaptive Reuse? | Planopedia. (n.d.). Www.planetizen.com. https://www.planetizen.com/definition/adaptive-reuse)

Built Environment

The elements of the environment that are generally built or made by people as contrasted with natural processes.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Complete Neighborhoods

A neighborhood where access to housing, jobs, education, essential needs, services, and amenities are all organized around the human scale.

(Program Kickoff. (2022). https://www.mhp.net/assets/resources/documents/Complete-Neighborhoods-Partnership-Webinar-03-10-22_v2.pdf)

Complete Streets

Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities

(Smart Growth America. (2023). Complete Streets. Smart Growth America. https://smartgrowthamerica.org/what-are-complete-streets/)

Congress for New Urbanism (CNU)

A member-based 501(c)(3) nonprofit championing better design of cities and towns to improve lives and strengthen communities for all.

(CNU. (n.d.). CNU. https://www.cnu.org/)

Congress for New Urbanism and Institute of Transportaion Engineers (CNU-ITE)

Jointly created manuals that that focus on the design and elements for walkable urban 201roghfares.

(amckeag. (2015, June 11). CNU / ITE Manual. CNU. https://www.cnu.org/our-projects/cnu-ite-manual)

Dallas Area Rapit Transit (DART)

Dallas Area Rapid Transit is a transit agency serving the Dallas–Fort Worth metroplex of Texas. It operates buses, light rail, commuter rail, and high-occupancy vehicle lanes in Dallas and twelve of its suburbs, including the Town of Addison.

(DART.org - Dallas Area Rapid Transit. (n.d.). Dart.org. https://dart.org)

Dallas North Tollway (DNT)

A 33-mile controlled-access toll roadway operated by the North Texas Tollway Authority, which runs from Interstate 35 near Downtown Dallas, to West First Street in Prosper

(Dallas North Tollway (DNT) | NTTA. (2023). Ntta.org. https://www.ntta.org/dallas-north-tollway-dnt)

Federal Aviation Agency (FAA)

A U.S. federal government agency within the U.S. Department of Transportation which regulates civil aviation in the Unites States and surrounding international waters.

(Federal Aviation Administration. (2019). Federal Aviation Administration. Faa.gov. https://www.faa.gov/)

#201

Posted by **Carol Rennesund** on **02/24/2025** at **4:59pm** [Comment ID: 4629] - Link

Suggestion

Agree: 0, Disagree: 0

Typo - sb thoroughfare

> Reply by **Jade** on **02/26/2025** at **12:39pm** [Comment ID: 4833] - Link
>
> *Resolution*
>
> *Agree: 0, Disagree: 0*
>
> update spelling to "thoroughfare"

Human Scale

Elements in the built environment that are proportional to the human body.

(Jackson, J. (2023, July 14). What is human scale? Bike Walk Life. https://bikewalk.life/2023/07/what-is-human-scale/)

Metropolitan planning organization (MPO)

(See also regional planning agency)

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Manual on Uniform Traffic Control Devices (MUTCD)

Manual for providing minimum standards and guidance of traffic control devises on roadways.

(MUTCD Overview - FHWA MUTCD. (n.d.). Mutcd.fhwa.dot.gov. https://mutcd.fhwa.dot.gov/kno-overview.htm)

National Association of City Transportation Officals (NACTO)

An association of 100 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

(National Association of City Transportation Officials. (n.d.). National Association of City Transportation Officials. https://nacto.org)

Not In My Back Yard (NIMBY)

A colloquialism signifying one's opposition to the locating of something considered undesirable in one's neighborhood.

(Kinder, P. (2024, September 22). NIMBY | Meaning, Examples, & Facts | Britannica. Www.britannica.com. https://www.britannica.com/topic/NIMBY)

North Central Texas Council of Governments (NCTCOG)

a voluntary association of, by and for local governments in the North Central Texas region, established to assist in regional planning.

About Us. (2021). Http://Www.twitter.com/NCTCOGtrans. https://nctcog.org/about-us)

Regional planning agency

An organization engaged in areawide comprehensive and functional planning.

((A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf))

Stroad 202

A multi-laned thoroughfare that has elements of both a street and a road.

(Strong Towns. (2018, March 2). What's a STROAD and Why Does It Matter? Strong Towns. https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter)

#202

Posted by **Aaron Benjamin** on **02/24/2025** at **6:29pm** [Comment ID: 4647] - Link
Question
Agree: 0, Disagree: 0
Do we actually use the word "Stroad" anywhere in this document? I remember discussing it but don't remember coming across it in this draft.

> Reply by **Aaron Benjamin** on **02/24/2025** at **6:35pm** [Comment ID: 4648] - Link
> *Agree: 0, Disagree: 0*
> I will add, if it is not in this document, it is a good, useful comment that I think we should consider including.
>
> Reply by **Jade** on **02/26/2025** at **12:41pm** [Comment ID: 4834] - Link
> *Resolution*
> *Agree: 0, Disagree: 0*
> No edit necessary.

Tax Increment Financing (TIF)

A tool used by cities and other development authorities to finance certain types of development costs. The public purposes of TIF are the redevelopment of blighted areas, construction of low- and moderate income housing, provision of employment opportunities, and improvement of the tax base. With TIF, a city "captures" the additional property taxes generated by the development that would have gone to other taxing jurisdictions and uses the "tax increments" to finance the development costs.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Texas Department of Transportation (TxDOT)

A Texas state government agency responsible for construction and maintenance of the state's highway infrastructure.

(Texas Department of Transportation (State of Texas. (2012). Texas Department of Transportation. Txdot.gov. https://www.txdot.gov/)

Transit-Oriented Development (TOD)

The creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality train systems.

(Transit Oriented Development Institute. (2018). Transit Oriented Development. Tod.org. http://www.tod.org/)

Unified Development Code (UDC)

The combining of development regulation and procedures, including but not limited to zoning and subdivision codes, sign and floodplain regulations, historic preservation provisions, administrative and hearings procedures, and commission bylaws, into a single unified code.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Yes In My Backyard (YIMBY)

Advocates who support housing development as response to the outcomes of restrictive zoning and planning policies.

(What Is a YIMBY? | Planopedia. (n.d.). Www.planetizen.com. https://www.planetizen.com/definition/yimbys)

COLOPHON

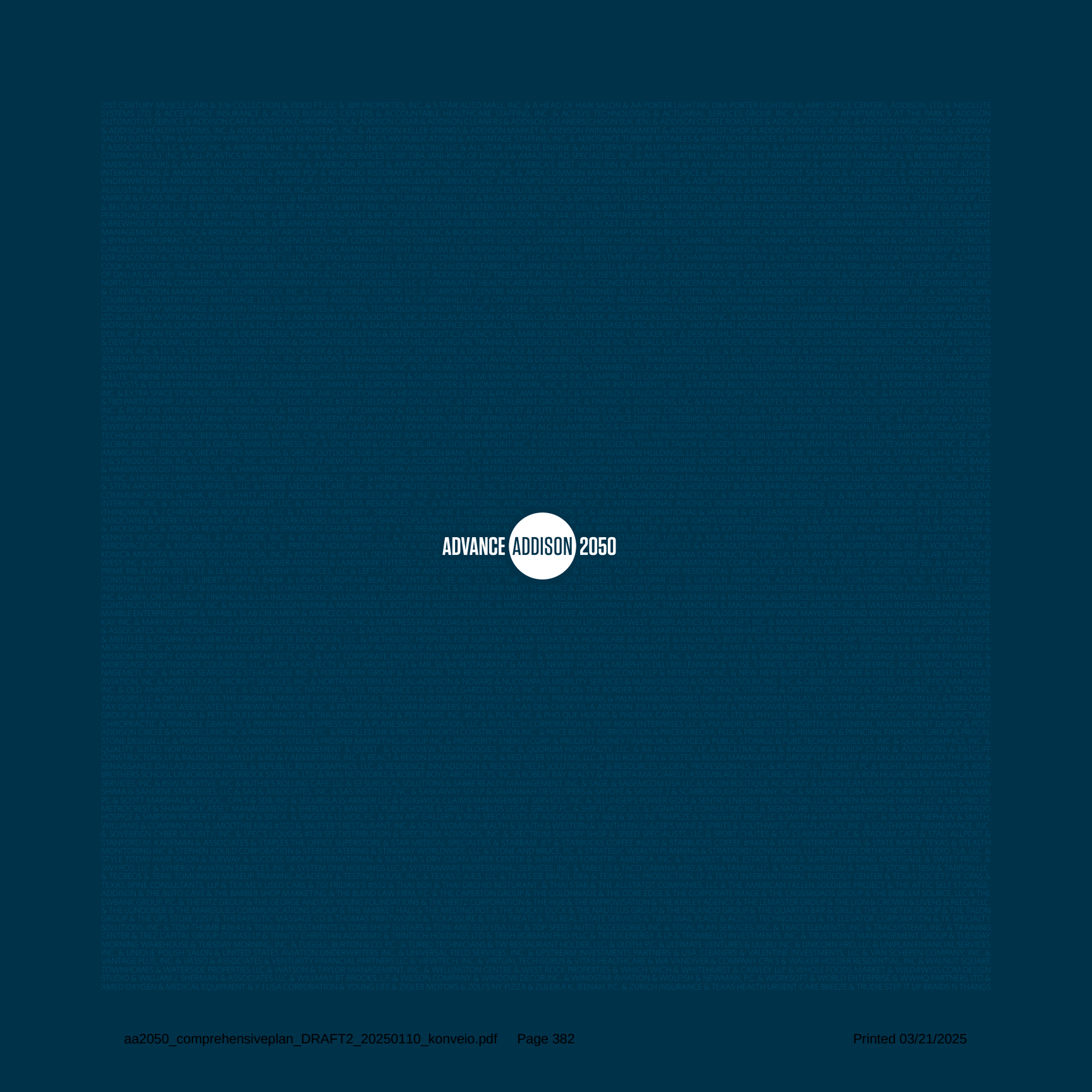
This document principally employs the typeface Whitney in running text and a number of headline styles – it was designed by Tobias Frere-Jones. Primary headlines are set in Tungsten in its semibold weight – it was designed by Tobias Frere-Jones with Jonathon Hoefler, and was used here to tie this document together with the adopted brand that the Town of Addison employs across its communication channels.

The document was laid out and typeset, and graphic elements were designed by Marshall Hines in Adobe InDesign, Illustrator, and Photoshop on Macintosh Computers. Layouts generally conform to a two-column setup, though notably, not here. Across the document, a 14-point baseline grid is utilized, though exceptions are found where needed. Maps were generated by Katherine Linares, Maddie Capshaw, Matt Meals, and Antonela Stoica in ArcGIS on Windows computers. Some maps were prepared for publication in Adobe Illustrator.

IMAGERY CREDITS

Engagement Imagery – TOWN OF ADDISON 20
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All Other Images – MARSHALL HINES *Various*

In limited instances maps or imagery was gathered from institutional sources. Those sources are denoted in line with the images themselves throughout this plan.


ADVANCE ADDISON 2050


ADVANCE ADDISON 2050

ADDISON CIRCLE & ADDISON ROAD & AIRBORN DRIVE & AIRPORT PARKWAY & ALLEGRO PLACE & AMBERWOOD DRIVE & AMELIA EARHART DRIVE & ARAPAHO ROAD & ARTIST WAY & ASBURY LANE & ASPEN COURT & AZURE LANE & BEAU PARK LANE & BEDIVERE COURT & BELLA LANE & BELLBROOK DRIVE & BELLBROOK WAY & BELT LINE ROAD & BELTWAY DRIVE & BELTWOOD PARKWAY & BENTWATER COURT & BERKLEE DRIVE & BILLY MITCHELL DRIVE & BLUEBERRY COURT & BOBBIN LANE & BREEDLOVE PLACE & BROADWAY STREET & BROOKWOOD LANE & BUCKINGHAM COURT & BUSINESS AVENUE & CALLOWAY DRIVE & CAMBRIDGE COURT & CAMDEN LANE & CAMELOT COURT & CANOT LANE & CELESTIAL PLACE & CELESTIAL ROAD & CENTURION WAY & CHANCEY STREET & CHATHAM COURT DRIVE & CLAIRE CHENNAULT DRIVE & COMMERCIAL DRIVE & CURTIS COURT & DALLAS NORTH TOLLWAY & DALLAS PARKWAY & DARTMOUTH COURT & DICKENSON COURT & DOME DRIVE & DOOLEY ROAD & DOVE COURT & EARHART DRIVE & EASTMAN WAY & EDDIE RICKENBACKER DRIVE & EDWIN LEWIS DRIVE & EMERALD COURT & EVERGREEN COURT & EVERWOOD LANE & EXCEL PARKWAY & FESTIVAL WAY & FLANDERS COURT & FRANK LUKE DRIVE & GEORGE HADDAWAY DRIVE & GLENN CURTISS DRIVE & GOODMAN AVENUE & GREENHILL SCHOOL STREET & GREENLEAF COURT & HAMPTON COURT & HAVENSHIRE PLACE & HAWTHORNE COURT & HEMINGWAY COURT & HERITAGE LANE & HOLLY CIRCLE & HOLLY STREET & HORNET ROAD & INWOOD ROAD & JIMMY DOOLITTLE DRIVE & JULIAN STREET & JULIARD COURT & JULIARD DRIVE & JULIARD LANE & KELLER SPRINGS ROAD & KELLWAY CIRCLE & KNOTS LANDING & LAKE FOREST DRIVE & LAKECREST DRIVE & LAKEVIEW COURT & LAKEWAY COURT & LANDMARK BOULEVARD & LANDMARK PLACE & LAUREL LANE & LE GRANDE DRIVE & LEADVILLE PLACE & LEDGEMONT LANE & LES LACS AVENUE & LEWIS PLACE & LEXUS AVENUE & LINDBERGH DRIVE & LOCHINVAR COURT & LOCHINVAR DRIVE & LONGFELLOW COURT & MAGNOLIA CIRCLE & MAGNOLIA STREET & MAIDEN COURT & MARCUS AVENUE & MARSH LANE & MARY KAY WAY & MCENTIRE PLACE & MEADOWCREEK CIRCLE & MERIDIAN LANE & MIDWAY ROAD & MILDRED PLACE & MONTFORT DRIVE & MORMAN LANE & MORRIS AVENUE & OAK CIRCLE & OAK STREET & OAKS NORTH DRIVE & OAKS NORTH PLACE & OBERLIN WAY & OLD TOWN ROAD & PALADIUM DRIVE & PARK PLACE & PARK ROAD & PARKER COURT & PARKVIEW PLACE & PASCHAL PLACE & PEABODY COURT & PEABODY LANE & PLAGE LANE & PLANTERS ROW & POE COURT & POKOLODI CIRCLE & PONDER COURT & PONTE AVENUE & PRINCETON COURT & PROTON DRIVE & PROTON ROAD & QUORUM DRIVE & RATLIFF LANE & RICHARD BYRD DRIVE & RIDGELAKE COURT & RINGO PLACE & RIVE LANE & RUNYON ROAD & RUSH CIRCLE & SEABOLT PLACE & SHERLOCK DRIVE & SHERRY LANE & SIDNEY DRIVE & SOJOURN DRIVE & SOJOURN PLACE & SOPRAS CIRCLE & SOUTHFORK DRIVE & SPECTRUM DRIVE & SPRING VALLEY ROAD & SPRUILL AVENUE & STANFORD COURT & STRATFORD COURT & SUGAR TREE WAY & SUNBELT DRIVE & SURVEYOR BOULEVARD & TOWN HALL DRIVE & TOWNE GREEN CIRCLE & TOWNE LAKE CIRCLE & TRAFALGAR COURT & UPPER BAY ROAD & VINLAND DRIVE & VINTAGE LANE & VITRUVIAN WAY & WALDEN COURT & WATERFORD DRIVE & WATERSIDE COURT & WATERVIEW CIRCLE & WAYSIDE COURT & WELLER RUN COURT & WESTGATE LANE & WESTGROVE DRIVE & WHISPER LANE & WHISPER LANE & WHITMAN COURT & WILEY POST ROAD & WINDSOR COURT & WINDWARD LANE & WINNWOOD ROAD & WINTER PARK LANE & WITT PLACE & WOODSHADOW LANE & WOODWAY DRIVE & WRIGHT BROTHERS DRIVE

ADVANCE ADDISON 2050

A Comprehensive Plan for the Town of Addison, Texas

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EXECUTIVE SUMMARY

INTRODUCTION TO THE ADVANCE ADDISON 2050 COMPREHENSIVE PLAN

This is a critical time for Addison. After four decades of robust growth cultivating an identity, local economy, and urban development model that is unique to north Texas, the Town is now transitioning to a focus on revitalization and retention. The vision, plans, and policies that have served Addison well during its growth phase must now be updated to prioritize maintenance, infill, and redevelopment. Existing infrastructure, buildings, and public spaces must be reimagined to provide the framework needed to attract and retain the next generations of businesses and residents. For Addison, this means becoming an even more walkable and connected community.

This Comprehensive Plan is intended to provide the overarching vision, principles, strategic framework, and implementation program to guide Addison's development over the next decade. Over the course of nearly two years, a series of engagement activities were conducted with residents, business owners, developers, Advisory Committee members, staff, and elected and appointed officials to inform and refine this Plan. Early on, analysis of existing conditions data was combined with community input on assets, values, and aspirations to craft the Town's Vision Story and Decision-Making Principles. These highlight Addison's longstanding commitment to fiscal responsibility, innovation, mixed-use semi-urban development, and high quality services, amenities, and public spaces. Looking forward, Addison must continue to diversify and expand multimodal transportation options, enhance connectivity within and between neighborhoods and commercial centers, and repurpose aging office, hotel, and other commercial properties.

This document was intentionally designed to be truly comprehensive in nature. The Introduction section includes information on demographic, housing, and market data and trends that staff will likely want to update on a regular basis. This section also includes educational content to illustrate how Addison's development pattern has contributed to the Town's strong fiscal position and quality of life, as well as information on why and how walkability is important to keeping Addison attractive to current and future Addisonites, businesses, and employers. The second section is set up to include separate "Organizational Components" for different aspects of the Town. This version includes components that include additional snapshot data, strategies, and recommendations for Land Use and Development Character, Housing and Neighborhoods, and Mobility and Connectivity, as well as support information for Related Plans and Initiatives. In the future, additional components could be prepared in a similar structure and added for elements such as Parks, Facilities, Infrastructure, and Economic Development. The final section of the document is dedicated to Implementation. This section includes each component's recommendations as well as some general, Town-wide recommendations, and breaks each recommendation down into a series of small, specific actions that, when completed, will guide the community toward its desired future. The matrix format illustrates how each action connects back to the decision-making principles and City Council's strategic priorities, identifies lead and and support departments, and recommends timing for completion. For the Plan to remain current and relevant, an annual review led by the Town staff with regular updates to the City Council and residents is encouraged.

Finally, this Plan is more than just an internal guideline for decision-making for the Town staff and officials. It is a commitment entered into with the broader resident and business community to responsibly manage and invest the Town's resources to keep Addison vibrant, healthy, and sustainable for generations to come.

HOW THIS PLAN IS ORGANIZED

1

INTRODUCTION
This section introduces the plan, explaining its purpose, creation process, and key concepts.



2

EDUCATIONAL CONCEPTS
This section introduces the plan, explaining its purpose, creation process, and key concepts.

3

PLANNING COMPONENTS
The second section includes a series of components for elements that align with Town priorities, projects, and policies. While the content of each element is customized to best represent the information related to that respective subject, each component is generally organized in the same structure.



4

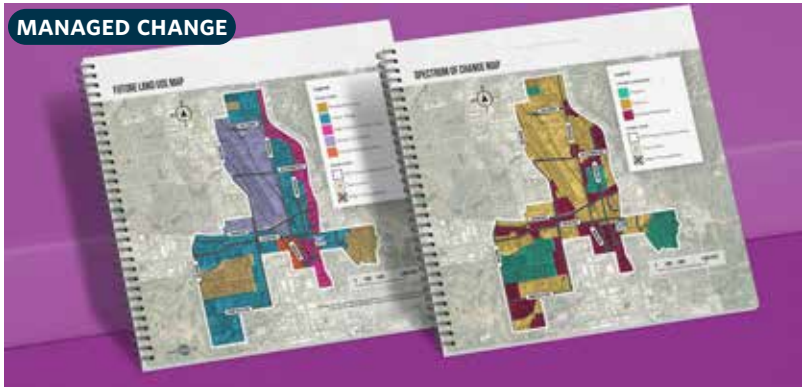
IMPLEMENTATION
This section outlines how to implement the plan's recommendations, emphasizing community involvement and alignment with town values.



PLAN HIGHLIGHTS



Demographic and market trends favor walkable, mixed-use environments, making Addison increasingly attractive. Younger generations seek convenience, empty nesters value accessibility, and businesses benefit from vibrant, well-connected spaces. Addison's walkability, amenities, and business-friendly atmosphere position it to thrive in this shifting landscape.



While Addison has walkable areas, some parts remain auto-centric and aging. Preserving certain areas while enhancing others with added uses and density can create more complete, adaptable places. The Place Type and Spectrum of Change maps guide this balance, ensuring strategic growth strengthens neighborhoods, improves connectivity, and supports Addison's long-term success.



Housing in Addison is expensive, with a strong rental market reflecting its semi-urban character. Expanding homeownership remains a priority where feasible, with diverse housing types like townhomes and condos creating more ownership opportunities while preserving Addison's connected, high-quality environment.



Already one of North Texas' most walkable communities, Addison can further enhance connectivity with the Silver Line, enabling seamless, car-free mobility. Investing in public spaces and expanding bike and pedestrian networks will improve quality of life, support the economy, and reinforce Addison's appeal as a vibrant, people-friendly destination.

INTRODUCTION

This section lays the foundation of our Comprehensive Plan by giving you a clear understanding of what the plan is all about, how it was crafted, who was involved, and what we as a town intend to achieve together.

We start by exploring key concepts that shape our town's future. You'll learn about the economics of land use – how the rate and pattern of development impact Addison's fiscal health, affordability, and prosperity. We also highlight the importance of walkability, envisioning a community where getting around on foot is easy, enjoyable, and accessible to everyone. By understanding these concepts, you'll see the *why* behind the recommendations found in the planning components of this plan.

This section also paints a picture of where we are today: our town's history, current growth patterns, and the financial productivity of our development. We consider the people of Addison—their demographics, preferences, and aspirations—and summarize our unique position in the market. Finally, we outline Addison's values, assets, and dreams, shaping a collective vision for the future. With decision-making principles that prioritize thoughtful growth and community well-being, this introduction sets the stage for how the brightest future for Addison can be built.



INTRODUCTION TO THE PLAN

WHAT IS A COMPREHENSIVE PLAN?

Leading a city is challenging, balancing daily operations with long-term planning. Consider this Comprehensive Plan Addison's official policy statement and direction related to future growth and development. It serves as a constant guide for changing elected and appointed officials by outlining clear expectations and responsibilities that expresses the goals and direction of the community.

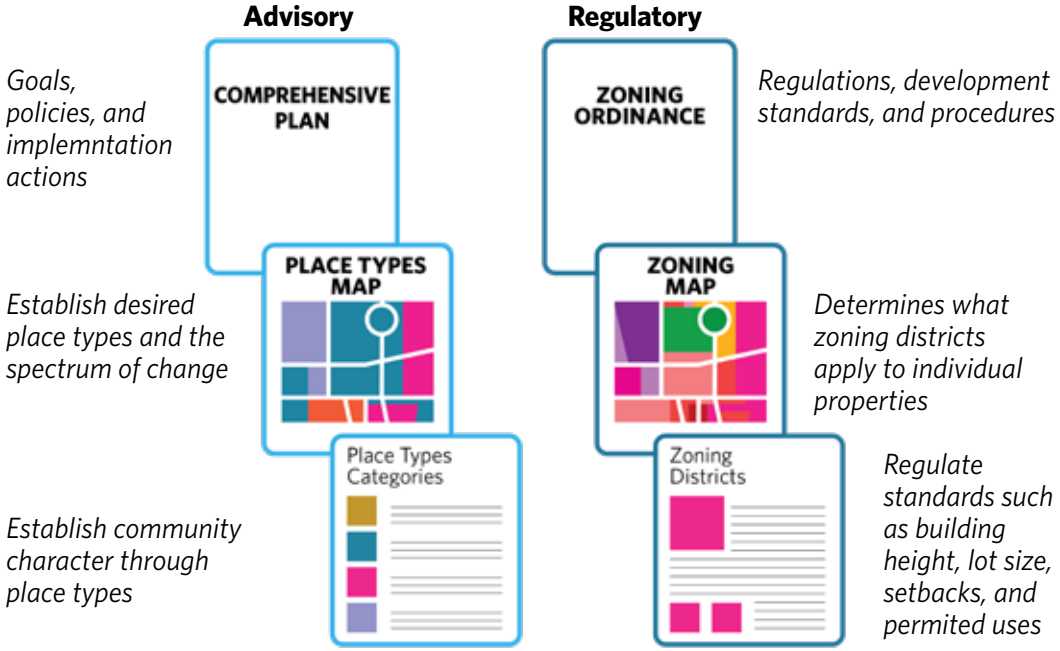
The Comprehensive Plan consists of visual components like maps, graphics, and illustrations to depict future land uses and clarify concepts. The text components summarize current context, including existing conditions and input from residents and businesses, and describes Addison's desired future. It integrates analysis of land use, development character, housing, neighborhoods, and mobility, while incorporating considerations for parks, facilities, and infrastructure. Addison's authority to Comprehensively Plan is outlined in Texas Local Government Code Chapter 213.

The vision is achieved when Town officials, staff, residents, and the business community embrace the plan implementation strategy, take ownership of its goals, and drive its execution. Together, they can shape Addison's future and ensure its continued success.

Additional Information

Texas Local Government Code 213.002

COMPREHENSIVE PLAN & ZONING





WHY DO WE NEED A NEW PLAN?



TO GAIN CLARITY AROUND THE COMMUNITY'S FUTURE

Addison's past commitment to high quality, higher density, mixed-use development, celebrated public spaces and high design standards has produced a robust tax base and strong fiscal health, a variety of neighborhoods and businesses, and a community that is more walkable and human-scale than surrounding suburbs. Land values, changing demographics, and market trends support Addison incrementally evolving to become more dense and better connected. Developers have expressed interest in continuing to build multifamily product and redeveloping the Town's aging commercial properties while some residents remain concerned about additional apartments. Comprehensive planning is about listening to different perspectives, educating on market realities, and determining a vision for growth that's in Addison's best interest. Gaining clarity on the future asks the community to compromise and establish a shared vision for sustained reinvestment.



TO KEEP THE CITY PROACTIVE, AND NOT REACTIVE

The Town's 2013 Comprehensive Plan and subsequent special area plans produced successful mixed-use developments and enhancements to public parks and infrastructure over the past decade. Recognizing that market conditions have evolved and that our community likewise changed over time, it is prudent to reexamine Addison's plan for the future. To keep Addison vibrant, relevant, and responsive to market trends and the needs and desires of our ever-elvolving population, a new Plan that reflects updated context, market data, and trends is needed.



FOR CONSISTENCY, COMMUNICATION, & ACCOUNTABILITY

Addison is a dynamic community where expectations of residents, businesses, and developers are diverse and evolving. Town leaders are charged with guiding the community in a direction that benefits the majority of Addisonites and balances short and long-term needs. Establishing a shared vision, decision-making principles, and implementation priorities helps clarify roles, manage expectations, inform decisions, and focus resources. Connecting decisions back to the Plan and measuring and communicating progress provides transparency and accountability.

WHAT ARE THE OBJECTIVES OF THIS PLAN?

WE AIM TO ACCOMPLISH...	WE DO THIS BY ASKING...
UNDERSTANDING OUR CURRENT NEEDS AND FORECASTING FUTURE ONES To remain fiscally solvent, a town must develop in a manner that generates sufficient revenue to cover liabilities, not just today, but in the future.	**What can the Town, and its residents, afford?**
TELLING THE STORY OF ADDISON Having a clear identity and set of values helps Addison avoid becoming "just another city" in the Dallas – Fort Worth Metroplex and distinguishes it from the surrounding communities.	**What defines Addison today, and in the future?**
GETTING THE BIG STUFF RIGHT Creating priorities for land, infrastructure, and economic development decisions is essential. Doing so maximizes return on investment. It also builds a high quality of life today and for years to come.	**How, why, and where do we want to grow?**
ESTABLISGHING CLEAR EXPECTATIONS AND CONSISTENT, PREDICTABLE DECISIONS A process that leads to elected officials, staff, and partners acting in a unified, efficient and proactive manner is critical.	**What does a successful implementation program look like?**
CREATING AN INFORMED AND ENGAGED PUBLIC Engaged residents and business leaders support Town leadership and bring ideas forward. They actively participate in decisions for the betterment of Addison. Most importantly, they contribute to positive change and develop future leaders.	**How do we empower our residents to contribute to this process and share in its successes?**

WHY SHOULD THIS MATTER TO YOU AS AN ADDISON COMMUNITY MEMBER?

1

YOU HAVE TIME, TALENT AND A HEART FOR ADDISON.

There is a place for every community member to step up and contribute to the shared vision. In doing so, they also become a part of the solutions. This input is critical to achieving the vision expressed in this plan.

2

YOU EXPECT ACCOUNTABILITY AND TRANSPARENCY FROM YOUR DECISION-MAKERS.

Your decision-makers likewise rely on insights and assistance from you. This plan creates the common language necessary to connect decision-makers and broader Addison community. With this common language there will be more productive dialogue between groups. This common language makes it simple to measure the success of implementing the plan. These measures can be shared in an open and transparent way.

3

YOU CARE ABOUT THE FUTURE.

You choose to live, work, or visit Addison. You may have loved ones who rely on the future of Addison. Shaping the future of the community is a collective duty and a mutual effort. This plan contains a path to that future.

4

YOU BELIEVE IN BEING PROACTIVE RATHER THAN REACTIVE.

If Addison embraces this Plan, it will be the conduit for proactive action. This action can keep the Town in a position of leadership and influence in the region rather than falling behind. It can keep it on a path of community pride and engagement rather than apathy. Lastly, it can place Addison on a path of connection rather than disconnection.

5

YOU WANT TO UNDERSTAND HOW DECISIONS ARE MADE.

Upon adoption, the Town of Addison should be getting to work implementing the path laid out here. Every discussion and decision reached should have a strong relationship to this plan. By being familiar with its contents, you will have insight into why and how Town officials make judgment calls. In addition, you will be well-equipped to participate in those processes.

UTILIZING THIS PLAN

PLAN ORGANIZATION

This Comprehensive Plan has been organized so as to be useful to the Town staff and elected and appointed officials who will use the document to underpin and support their day-to-day work – but special consideration has been made to ensure that the plan is understandable and approachable to the community it aims to serve. The document is organized into four main parts:

1. **Introduction:** what the plan is about, who was involved, and what the Town intends to achieve
2. **Educational Concepts:** explains foundational urban planning concepts that the plan relies heavily on.
3. **Planning Components:** focuses on a series of elements that align with Town priorities, projects, and policies.
4. **Implementation:** focuses on how to work toward the recommendations.

CROSS REFERFENCES

Cross references are provided throughout the Comprehensive Plan. These help to identify related information within the Plan or provide links to valuable information outside the Plan. Identified cross references are not exhaustive, as other relationships may also exist.



Plan Topic

p. 56 **p. 106**

This symbol directs you to another section of the Plan for more information on this topic.



Additional Information

Reference

This symbol directs you to an external source, such as a master plan, report, or study not contained within the Plan.

HOW THE CROSS REFERENCES WORK

Click on this graphic throughout the Plan to be redirected to the cross referenced topic or external resource for more information on this topic.

The color of the symbol indicates the type of reference.

The type of the reference is provided here.



Cross Reference Type

Reference

This is the location within the Plan or the name of the external resource.

HOW YOU CAN USE THIS PLAN

When a plan is adopted, the work of a community truly begins. There is a part for every person in Addison to play, and that begins with a complete understanding of how each person can participate. Below are ways that community members and leaders can act, starting today.

Residents & Other Locals

1. Be familiar with the Plan and its contents, and ensure any groups or associations you are part of are as well. Knowledge is power.
2. Volunteer to get involved. Coordinate events, set goals, and address issues in line with the Plan. Connect with those assigned to tasks you're interested in—collaborating helps overcome resource constraints.
3. Rally local wealth for community projects. Invest collectively in small businesses, and work together to revive buildings or lots, rather than waiting for outside developers. Create more opportunities for local businesses to thrive.
4. Participate in the Town's Plan reviews. This is a great chance to propose new ideas, solutions, and highlight changing community needs to adapt the path forward.
5. Recognize that progress depends on both Town officials and locals like you. Contribute, celebrate achievements, and support open assessments of what isn't working—without framing it as government versus residents.

Town Staff & Officials

1. Be familiar with the Plan's contents, and align the budget, capital improvements, regulations, agendas, proposed developments, and reporting accordingly. This happens more when vision, values, and long-term priorities are central to every discussion.
2. Facilitate resident and local group involvement. Encourage participation, tapping into local resources. Many want to help but don't know where to start.
3. Use the Plan as the primary guide in Town discussions, demonstrating leadership's commitment. Integrate it into meetings, reports, and public resources.
4. Commit to an annual review of the Plan, updating it regularly. Mark completed items, add new goals, and gather input from neighborhoods and diverse groups.
5. Share the Plan widely, making it accessible. Show how it informs decisions to help citizens connect the vision to actions.
6. Reference the Plan for special projects and opportunities, basing decisions on the Future Land Use Map and ensuring vision, values, and principles guide all choices.

REFINING AND UPDATING THIS PLAN

This Plan, and all of its parts, should be regularly reviewed and updated to reflect the changing nature of the Town of Addison and its goals. Serious thought should be given before amending, or editing the foundational elements that represent feedback collected from Addison's citizens. If these do need to be updated, a process of exhaustive public engagement designed to hear and incorporate diverse voices must be completed.

In executing an incremental implementation program with focused, resource-efficient actions and shorter timeframes, recommendations and their actions require frequent review. As existing recommendations are completed, new ones should be introduced to guide the Town toward its envisioned future. Staff's frontline work offers valuable insight for necessary adjustments, while the City Council should conduct an annual review of recommendations.

Public input should also be gathered on a regular schedule to help inform staff and Council's work. An inexpensive way of doing this would be to solicit feedback on a specific element of each major component during high-turnout public events. For example, "What matters most to you when new commercial growth happens near your neighborhood?" The answers to this single question could be gathered and presented to Council. Then, the Council would determine what new recommendations should be added to the *Land Use & Development Character* component.

Whenever considering new recommendations, it's important to ask three key questions:

1. **Does this recommendation align with the community's vision and identity?**
2. **Is it consistent with the adopted decision-making principles?**
3. **Does it support the City's fiscal goals, both in the short and long term?**



Implementation

p. xx **p. xx**

PLAN STRUCTURE

PLANNING COMPONENTS

This Comprehensive Plan serves as the central hub for all of Addison's major and minor planning efforts. Major planning initiatives should be incorporated as distinct planning components. These could include (but are not necessarily limited to) areas such as Facilities & Infrastructure, Coordination & Governance, Sustainability, Economic Development, and Parks & Natural Resources.

To integrate a planning initiative into the Plan, it must follow the established framework of the existing planning components. The Plan can then be amended by City Council, which involves adding the new component and integrating its recommendations and actions into the implementation section of the plan.

RELATED PLANS & INITIATIVES

Smaller, more targeted planning initiatives that will not become full planning components should still be included in the Comprehensive Plan through the amendment process.

For these items, a summary should be provided, describing the purpose, key findings, and recommendations. These elements should be added to the dedicated minor component Related Plans and Initiatives.

As older, related plans are replaced by newer ones, the amendment process should remove outdated references. For example, when the 2016 Master Transportation Plan is updated, the reference to the older plan will be replaced with the updated plan in the same format.

PLANNING COMPONENT FRAMEWORK

1. **Introduction:** Clearly states the purpose of the component and the topics it will address.
2. **Recommendations:** Lists and explains the improvements identified through the planning process.
3. **Snapshot:** Provides an overview of the current state of affairs relevant to the component, giving readers context about Addison's challenges and opportunities.
4. **Strategic Frameworks & Concepts:** Outlines the tools, techniques, and knowledge needed by the Town to achieve the listed recommendations.
5. **Issues to Address:** Identifies and explains potential obstacles that could hinder the implementation of the component's recommendations.

IMPLEMENTATION

When new planning components are adopted and added to this plan or new planning initiatives are undertaken and the resulting plans are adopted (and added to the minor component Related Plans & Initiatives), it is essential that their recommendations and associated actions (see page 12 for more details on drafting these) are also included in the Implementation section through the same amendment process. The Implementation section must serve as a central location for all planning recommendations Town-wide. Either through specific recommendations and actions being in this Plan, or the recommendations of other plans being pointed to by the Related Plans recommendations.

PLAN STRUCTURE

MEANINGFUL RECOMMENDATIONS

Recommendations, while broad, exist along a spectrum of generality. Some are highly overarching, setting a wide-reaching vision, while others are somewhat more focused, offering clearer guidance within a specific area. Each recommendation serves to move the community forward and is often aligned with a specific planning component.

To illustrate how recommendations and actions work together Imagine a simple recommendation unrelated to Addison:

Feed a group of 10 people.

Alone, this recommendation isn't clear enough, it must be further broken down into specific achievable actions.

USEFUL ACTIONS

Actions are specific tasks that serve to accomplish recommendations. It is easy to think of these as a checklist that, when finished, allows the community to call a recommendation complete. The example recommendation to feed a group of 10 people could have the following actions:

1. Decide which meal you want to serve these people, and ask them if they have any dietary restrictions.
2. Prepare a menu that meets with the needs and desires of your group.
3. Collect and organize the ingredients, tools, and support staff needed to prepare the meal.
4. Prepare and serve the meal to your group.

IMPLEMENTATION HIERARCHY



Level 1

Recommendations are arranged by planning component to comprise an implementation plan.

Level 2

Recommendations are each broken into a series of actions.

Level 3

Prioritized actions are outlined so that the Town may lead execution.

ADDISON'S IDENTITY

The identity of Addison is articulated through a vision story that tells a clear and compelling narrative about how the Town of Addison and its residents envision their future. This vision serves as a guiding light, reflecting the community's shared understanding of who they are and where they aim to be in the years ahead.

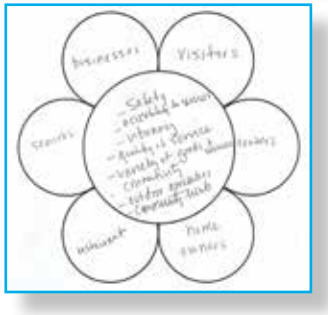
To ensure that Addison's future aligns with this vision, a set of decision-making principles has been crafted. These principles offer a framework for making choices that keep the community on track toward realizing the future they have collectively envisioned.

The foundation of Addison's identity is rooted in community input. At the start of the process, results of the Vibrant Community Assessment were used to establish a preliminary baseline. Through the public engagement process of the Plan, residents, business owners, employees, Town visitors, and the CPAC were invited to identify Addison's shared community values, unique assets to be preserved or enhanced, and aspirations. This feedback shaped and informed both the vision story and the decision-making principles, ensuring that Addison's future reflects the priorities and desires of its people , businesses, and developer partners.









Above: *A few flower activity responses.*
Left: *Members of Addison's Comprehensive Plan Advisory Committee, Planning Commission, and City Council collaborated to craft and refine the Vision Story, drawing from the community's identified Values, Assets, and Aspirations gathered through the engagement process. This thoughtful approach to shaping Addison's identity ensures that the resulting Vision is an authentic and accurate reflection of the community as a whole.*

THE FOUNDATION OF ADDISON'S IDENTITY

The foundation for the Vision Story and Decision-Making Principles was laid through three elements: *Values, Assets, and Aspirations*. Through extensive public engagement, the community identified its qualities, key strengths, and desired outcomes. These insights not only reflect what the community members of Addison care about but also what they hope for in the future. The Vision Story captures the Town's collective ambitions, while the Decision-Making Principles provide guardrails for discussions and decisions to ensure that future actions align with the community's priorities and long-term goals.

VALUES

- **A** ***Fiscal Responsibility and Financial Sustainability.*** Services, development, and resources must be managed to ensure quality services remain affordable for taxpayers now and in the future.
- **B** ***Connectivity, Walkability, and Pedestrian Safety.*** Most residents value the human-scale design and enjoy the ability to walk through neighborhoods and public spaces.
- **C** ***Innovation.*** Addison's commitment to innovation has been, and should continue to be, a core community value.
- **D** ***Safety and Comfort.*** The Town's public safety presence and well-designed environment help residents and visitors feel secure.
- **E** ***Economic Opportunity and Prosperity.*** Maintaining Addison's strong commercial base is essential to attract residents, workers, and visitors while keeping property taxes manageable.

ASSETS

- **F** ***Mix and Availability of Dining, Entertainment, and Shopping.*** Addison's dining and entertainment options are a strength, with room to grow in boutique shopping and arts businesses.
- **G** ***Quality Design, Materials, and Aesthetics in the Built Environment.*** High-quality design in urban development, parks, and buildings enhances the safety and appeal of Addison.
- **H** ***History of Innovation in Walkable Development.*** Addison has led in creating walkable, neighborhoods that stand out from more auto-centric developments in the region.
- **I** ***Addison Airport.*** Addison's centrally located airport is a significant asset, with growing opportunities in private and advanced aviation.
- **J** ***Location and Proximity to Regional Destinations.*** Addison's central location and access to highways and the upcoming DART Silver Line keep it well-connected for development and employment.

ASPIRATIONS

- **K** ***Dramatically increase walkability, bike connections, and transit options.*** Expanding trails and transit will meet growing demand for car-free movement and benefit both residents and employers.
- **L** ***Become a place where more experience-based and locally-owned businesses can thrive.*** There is a strong preference for local boutique businesses, especially in arts and entertainment, with interest in developing a creative, makerspace vibe in areas like Inwood corridor.
- **M** ***Increased diversity of housing options.*** Expanding ownership and rental options for all ages while maintaining high-quality neighborhoods is a priority for both renters and homeowners.
- **N** ***Build on prior successes through innovation to make Addison more competitive.*** To stay competitive, Addison must embrace walkability and leverage assets like the airport and DART to capitalize on trends in mobility and human-scale development.

ADDISON'S VISION STORY

Addison is an urban town in the heart of the DFW Metroplex. We are the pacesetter for walkable, mixed-use communities in Texas and beyond, creating a town which is fully connected to itself and the region.We set the standard by prioritizing multimodal mobility options for moving in and around Addison, including walking, biking, and internal public transit options, creating a people-first design to foster a diverse and thriving community and local economy in a safe, vibrant, and connected environment.

As we look ahead to 2050, we recognize that our strength lies not in emulating others or in appealing to all, but in embracing what sets us apart. We understand that we may not be the sprawling community that appeals to everyone, but we offer something far more valuable: a distinct flavor of walkability, safety, opportunity, and quality of life that resonates with those who prioritize human interaction, community connection, innovation and environmental sustainability over mere suburban sprawl. We're doubling down on what it has always meant to be Addison, attracting a diverse range of individuals who share our vision and values. Together, we're shaping a future where Addison stands as the leader in providing the highest quality of life and service to our residents and business partners: this is the Addison Way.

Our history as an innovative leader drives us to build on our past success and continue being the best place to live, work, and visit. We aim to further our competitive edge by investing in a safe and complete mobility network, place- and experience-based businesses, and a diversity of housing options so that residents of all ages will have the highest quality of life available.

We are intentional with our development, choosing projects, designs, and materials that live up to our high standards because we know that how safe we feel in our community has just as much to do with the care we put into developing and maintaining our built environment as the capabilities of our emergency response units.

By further connecting our neighborhoods and destinations, leveraging our community's location and transportation assets, and building an increased sense of place and vibrance, we will be uniquely positioned to attract and retain businesses, residents, commuters and visitors in the emerging place-based economy. In an increasingly competitive context, with new mixed-use districts being built all over the Metroplex, we can establish ourselves as the benchmark for decades to come by better connecting our most vibrant parts of town and redeveloping our aging suburban places to become more walkable, bikeable, and navigable by public transit - organically evolving into the next level of walkable community that has been our vision from the Town's inception.

DECISION-MAKING PRINCIPLES

The Decision-Making Principles are a set of guidelines designed to ensure that everyday choices made by the Town of Addison align with the community's long-term vision. These principles act as a compass, helping decision-makers consistently evaluate actions through the lens of the values, assets, and aspirations identified by the community. When applied consistently, the principles will guide Addison toward a future that reflects the Vision Story, ensuring that progress is purposeful and aligned with the collective ambitions of the town's residents.

1 PEOPLE FIRST

In Addison, people come first. We prioritize our residents and visitors over their cars.

2 AESTHETICS MATTER

We have built and continue to improve upon a place which has a high caliber of design and materials.

3 LEADERSHIP

Our community has been an innovative leader its entire history. We intend to lead far into the future.

4 HIGH QUALITY OF LIFE

Our residents expect, and our leaders desire to provide the highest quality of life in North Texas.

5 ECONOMIC PROSPERITY

Access to local employers, retail and entertainment is critical to Addison's cultural and fiscal health. We prioritize development and investments that keep Addison positioned as a place where businesses and talent want to be.

ENGAGEMENT

A variety of engagement activities were employed as part of the comprehensive planning process. Efforts were designed to be a combination of capturing input from stakeholders, sharing information to inform and educate on the process and key concepts, and two-way dialogue to build trust and better understand various perspectives. A combination of in-person events and online tools were used to capture both quantitative and qualitative input on broad ideas and specific topics. Activities were intentionally designed to meet people in different locations throughout the community and offer a spectrum of time options as well.

Through the engagement process, the community, the Comprehensive Plan Advisory Committee (CPAC), Planning & Zoning Commission (P&Z), and the City Council provided input and feedback on what makes Addison special, key topics of concern, opportunities, and aspirations. Engagement activities were designed to explore these and other topics further to categorize feedback into shared values, assets, and aspirations. Bringing these elements together provides a clear and meaningful picture of how the residents of Addison see themselves and their community now, and how they wish to be in the future. This information will be encapsulated in a vision story and decision-making principles that guides the development of the plan and implementation priorities. Activities held in various project phases gave the community opportunities to provide more granular input on each of the main planning components.

Vision Story
p. 15

Additional Information
Engagement Supplemental Materials

ENGAGEMENT ACTIVITY HIGHLIGHTS

October 2023 - March 2024

2 Public Meetings	**120+** Public Attendees
3,156 People Engaged in the Field	**15,187** Direct Mailer/ Postcards Sent
11 Pop-Up Events	**5+** Resident-Led Meetings-In-A-Box
158 Responses to Survey 1	**751** Responses to Survey 2

WHO HAS BEEN INVOLVED:

Residents and Community Members:
Meetings, online activities, and focus group discussions to capture input from residents, business owners, and other members of the Addison community.

Developers and Business Leaders:
Surveys, focus groups, and individual interviews to capture input from current and prospective developers and businesses.

Comprehensive Plan Advisory Committee:
Met monthly to get updates, vet ideas, and provide input on proposed strategies and priorities.

City Council:
Appointed CPAC members, participated in joint workshops, reviewed progress deliverables, and voted to adopt the final plan.

Planning & Zoning Commission (P&Z):
Joint workshops, reviewed progress, and recommended the final plan to City Council.

Town Staff:
Provided ongoing input and review to ensure the plan is accurate and actionable.

Consultant:
Conducted analysis; coordinated with Staff, CPAC, P&Z, and Council; facilitated public meetings; designed a practical plan for daily decision-making.

THE COMPREHENSIVE PLAN DEVELOPMENT PROCESS

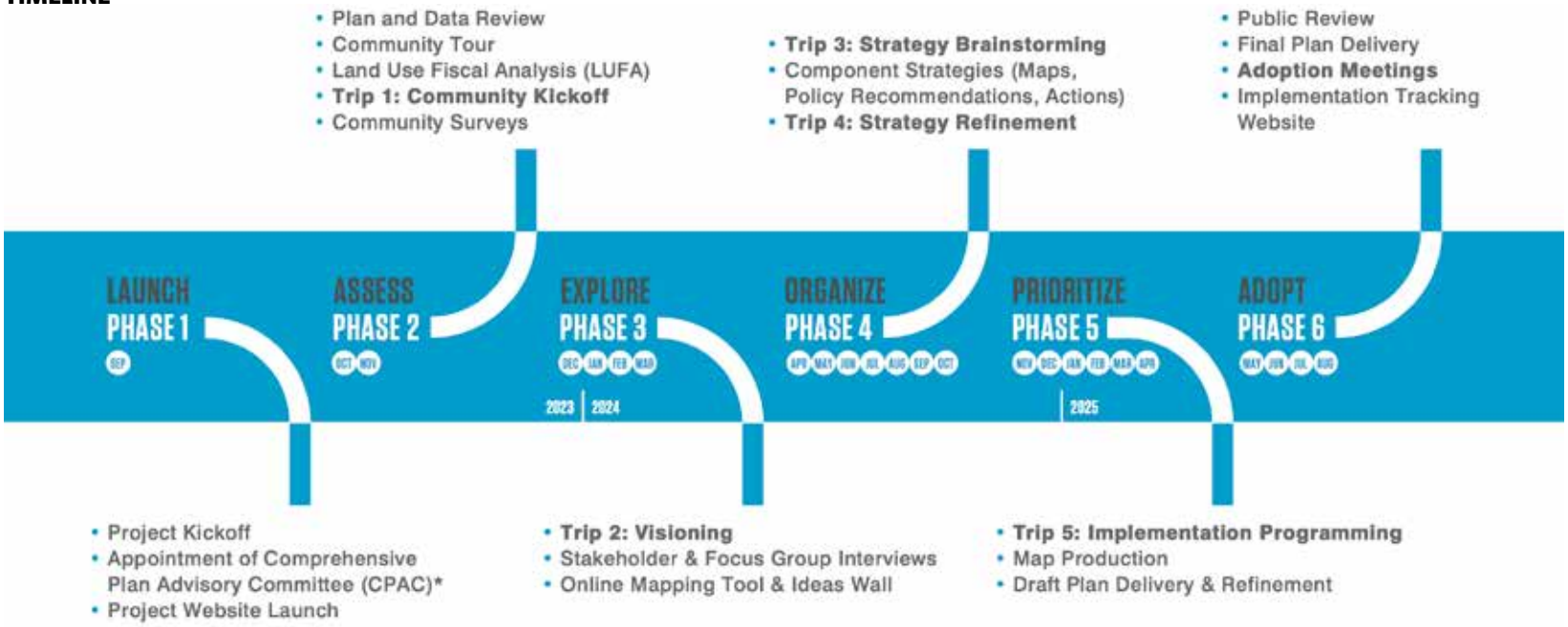
This Comprehensive Plan was broken up into six major phases. The first two phases focused on project initiation, data analysis, and completing a quantitative and qualitative assessment of existing conditions. Commercial development is critical to Addison's identity and fiscal health, so a detailed Market Competitiveness Report was prepared to understand how Addison's various sectors performed, where the market is headed, issues to be addressed, and opportunities.

The third phase included education efforts to explore the connection between the Town's development pattern and fiscal health and what it means to be a walkable city - two concepts that emerged as the most important to the future of Addison. Results of the assessments and input from residents, businesses, staff and Town leaders were used to develop a vision story and decision-making principles, which were used to inform the strategies and priorities in the Plan.

Phases 4 and 5 focused on further refinement of strategies and recommendations for each component of the Plan, and creation of a detailed implementation program to move the community toward its desired future. A series of plan drafts were created, reviewed, and refined based on input from CPAC, staff, Town leaders, residents, businesses, and developers.

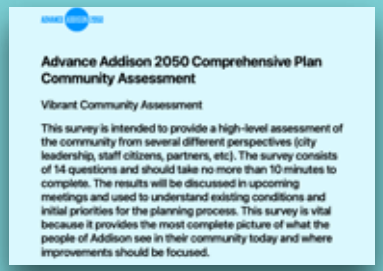
The final phase involved public hearings and adoption of the Plan, as well as the launch of a tracking tool that the Town will use to communicate progress on the Plan's implementation actions. After adoption of the Plan, successful implementation and meaningful and measured refinement should take place over time.

TIMELINE



HOW ENGAGEMENT INFORMED THIS PLAN

Vibrant Community Assessment



Advance Addison 2050 Comprehensive Plan
Community Assessment

Vibrant Community Assessment

This survey is intended to provide a high-level assessment of the community from several different perspectives (city leadership, staff citizens, partners, etc). The survey consists of 14 questions and should take no more than 10 minutes to complete. The results will be discussed in upcoming meetings and used to understand existing conditions and initial priorities for the planning process. This survey is vital because it provides the most complete picture of what the people of Addison see in their community today and where improvements should be focused.

BASELINE ESTABLISHED

Engagement Opportunities





IDENTIFIED

- *Values*
- *Assets*
- *Aspirations*

Work Sessions

COUNCIL, PLANNING COMMISSION, & CPAC





REFINED RECOMMENDATIONS & ACTIONS
INFORMED DECISION MAKING PRINCIPLES

VIBRANT COMMUNITY ASSESSMENT

A modified version of the Vibrant Community Assessment, a tool created by Quint Studer and referenced in his book, Building a Vibrant Community, was used at the outset of this process. The assessment included ten questions that asked respondents to rank the town's performance in key aspects of a vibrant community on a 1-10 scale. Three additional questions explored the Town's biggest opportunity, challenge, and citizens' commitment to improving their community. While the Town could elect to use this survey on an annual basis to evaluate progress, the main purpose of this initial survey was to give the planning team a baseline and context as to how the community feels about different elements of a vibrant community.



Additional Information

Engagement Supplemental Materials

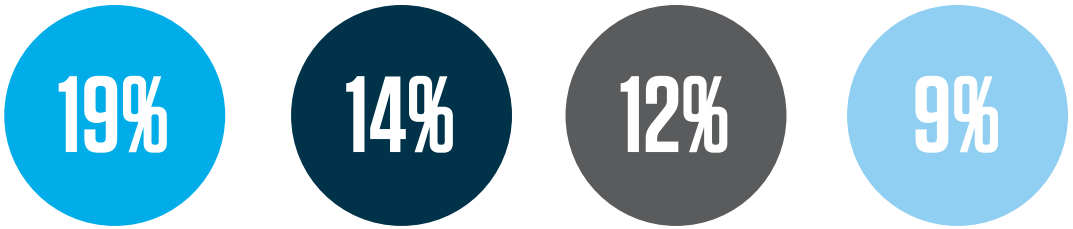
VIBRANCY AVERAGE: 6.41

158 RESPONSES

NOTABLE TAKEAWAYS

1. How engaged are your community's citizens? **5.66**
2. How likely is it that young people will live and work in the community after graduating from high school or college? **6.11**
3. How attractive is your town to new businesses and/or talent? **6.84**
4. How strong is your education system? **4.94**
5. How vibrant is your Town? **7.87**
6. How successful are you at getting wealth off the sidelines and encouraging people to invest in the community? **5.70**
7. How easy is it to create and run a business in your community? **6.46**
8. How likely are small business owners to receive the trainingand development they need to thrive long-term? **5.72**
9. How proficient is your community at measuring, tracking, andreporting outcomes and results and making objective decisions based on them? **6.16**
10. To what extent are Town programs and services aligned andsuccessful at working together to create a better quality of life for your community? **6.75**
11. Please describe what you feel the Town's biggest opportunity to improve is.
    - Fewer Apartments
    - Walkability & Bikeability
    - Redevelopment
    - Government & Communication
12. Please describe what you feel the Town's biggest challenge is.
    - Apartments
    - Traffic
    - Crime
13. How committed are you to making your community the best it can be? **8.25**

BIGGEST OPPORTUNITY FOR IMPROVEMENT IDENTIFIED BY RESPONDENTS



Fewer Apartments/ Housing

Walkability & Bikeability

Redevelopment

Government & Communication

COMMUNITY KICKOFF EVENT

October 18, 2023

60 ATTENDEES

The first face-to-face opportunity for community engagement took place during the Project Kickoff week. This public event featured a briefing by Town officials and their consulting team, which covered the goals, methodology, and schedule of the Comprehensive Plan, as well as how the community can stay involved.

Attendees were able to give input at a series of interactive stations. In the first interactive segment, participants explored potential solutions to challenges such as rejuvenating old structures and business areas, offering diverse housing options, improving walkability and cycling routes, augmenting public spaces, and supporting local businesses and their employees through "How Might We..." inquiries. The second part of the event, titled "Tell Us What You Love About Addison!", invited participants to write, sketch, or record their thoughts on a designated "drawing wall" and tablets.

NOTABLE TAKEAWAYS

- Revitalization of aging buildings and commercial centers is a top concern, but also viewed as an opportunity. Addisonites recognize the role commercial development has played in the community's identity and fiscal health, and acknowledged some of the Town's commercial areas are aging. Residents and business owners said they would like to see the declining commercial areas invested in and redeveloped in ways that will appeal to current and future residents and visitors.
- Owners and renters are concerned about housing in Addison. The majority of Addison's residential options are rentals, so some residents would like to see more ownership options offered. The concern is more about an increase in supply and options, and less about density. People who currently rent expressed concern about the absence of affordable housing options and rising rent and living costs.
- Connectivity and walkability are valued, but opinions on the importance and extent of future enhancements vary. Responses and discussion on this topic provoked ideas and suggestions ranging from improving walkability within neighborhoods only, to expanding bike facilities, to an emphasis on fully embracing a multimodal mobility network that would incorporate robust bike/walk options along with a local circulator and the regional DART system.



CPAC Members meet City Council and City Manager



CPAC Member Shares How to Invest in Addison



Addison Resident Shares What She Loves

STAFF WORKSHOPS

January 2024

2 WORKSHOPS

The staff are often a good barometer for how things are going in the community, particularly when it comes to development and infrastructure. The consultant team held two meetings with city management and department heads to discuss the community's strengths, challenges, opportunities, and vision. The second meeting included a values exercise where staff members were asked to identify and rank the five values they believe to be representative of Addison, and an identity statement exercise where attendees were separated into groups and asked to develop their version of an identity statement based on the group's discussion around the top five values. Staff feedback will be referenced throughout the process to ensure that suggestions from the community and consultant recommendations are realistically implementable.

NOTABLE TAKEAWAYS

- One of Addison's biggest challenges is competing with other places – one staff member said the "lowest hanging fruit has been picked" and economic opportunities are becoming increasingly challenging.
- One of the biggest opportunities is to create a development pattern that is more dense and connected.
- Fiscal responsibility, sustainability, public safety and emergency response are at the top of the values list for staff.

Below and Right: *Staff during workshops discussing the greatest opportunities and challenges Addison faces.*





COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETINGS

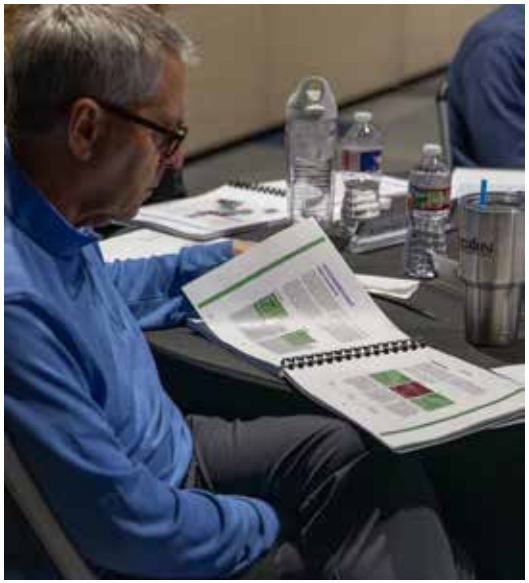
November 2023 – April 2025

27 MEMBERS

The Comprehensive Plan Advisory Committee (CPAC) was an advisory committee of engaged and representative community members of Addison. The purpose of this advisory committee was to serve as a sounding board for City Council by gathering input on emerging themes of the Comprehensive Plan, obtaining feedback on various components and assisting in the promotion of the Comprehensive Plan to the public. This committee met a total of [TWELVE] times over the course of the project. Together, the CPAC discussed interim plan deliverables that impacted plan text, graphics, maps, and actions to properly vet the Comprehensive Plan prior to its presentation to City Council.

TOPICS DISCUSSED

- Land Use Fiscal Analysis
- Values, Assets, Aspirations and Vision Story
- Housing
- Mobility and Connectivity
- Implementation Actions







JOINT CITY COUNCIL & PLANNING AND ZONING MEETINGS

October 17, 2023, January 24 & July 11, 2024

3 JOINT MEETINGS

Three joint meeting with the City Council and Planning and Zoning Commission (P&Z) were held to provide progress updates and seek input. The first meeting was held during the Project Kickoff week and included an introduction of the consultant team, an overview of the process, and an exercise where Town officials were asked to discuss what they believe to be the most important thing the plan needs to address. The meeting closed with a facilitated discussion to get initial thoughts from the group on five key issues the plan needs to address:

1. revitalization of aging buildings and commercial centers;
2. providing quality housing options for everyone;
3. improving connectivity and walking/cycling options;
4. enhancing public spaces; and
5. business retention and expansion.

The second and third meetings included City Council, P&Z, and CPAC. The January 24th meeting focus was on identifying and prioritizing the top ten community values. The July 11th meeting focused on desired elements for four types of transitional development in Addison. After a brief discussion on redevelopment and development types, attendees participated in an exercise selecting urban design characteristics to inform illustrative images and future development plans.

NOTABLE TAKEAWAYS

Common Concerns

- Redevelopment of aging areas
- Capitalization of the pending DART station
- Improving east-west connectivity across the Dallas North Tollway

Top Values

- Fiscal Responsibility & Sustainability
- Reinvestment & Revitalization
- Economic Prosperity / Business-Friendly Culture
- Innovation & New Ideas

Desired Outcomes for the Plan/Process

- Prioritization of goals, principles and aspirations to guide Town leaders and future decisions.
- Identify catalytic development that will continue to take Addison to the next level.
- Leverage past and future planning efforts to ensure that all new development meets or exceeds the Town's high standards for quality and design aesthetics.

"When you dissect the values and interests of renters and owners, there's a lot of commonality that was our biggest takeaway..."

– Workshop Participant





Left: *City Council, CPAC, and Consultant at Joint Meeting.* ***Right:*** *CPAC and Town Staff at Joint Meeting*

VISION, VALUES, AND PRIORITY OUTCOMES SURVEY

October 27, 2023 - January 31, 2024

751 RESPONES

This was the second and most robust survey for the project. This survey was made available to participants online and in print form. An abbreviated version was also offered and promoted in Spanish. The survey was advertised to residents, daytime workers, business owners and developers in the community through a combination of the Town's email newsletter, direct mailers, yard signs, social media, and in-person promotions. Survey results were used alongside feedback from other engagement input included on pages [INSERT PAGES] to develop the communities' shared values, assets, aspirations, and vision story.

87%

WANT INVESTMENT TO IMPROVE WALKABILITY

Respondents supported investment "in projects that improve connectivity, safety and convenience for people walking".

#1

PUBLIC SAFETY

Over 45% of respondents selected Public Safety as one of their top five priorities (the highest recurrence of selection).

CENTRAL LOCATION IN THE REGION

Addison's location was selected by respondents as the #1 reason to love Addison.

Additional Information

Vision, Values, & Priorities Survey

NOTABLE TAKEAWAYS

Where Addison is Above Average

- Community events and festivals
- Landscaping and maintenance of public areas and properties
- Community character and appeal

Major Strengths of Addison's Commercial and Industrial Areas

- Mix and availability of shopping and dining options
- Addison Airport
- Access to everyday goods and services

Major Strengths of Addison's Housing and Residential Areas

- Neighborhood safety and walkability
- Proximity to open space and amenities
- Housing that appeals to young professionals

Major Strengths for Operating a Business in Addison

- Community reputation
- Community character
- Community spirit and culture

Major Strengths of Addison's Transportation Network

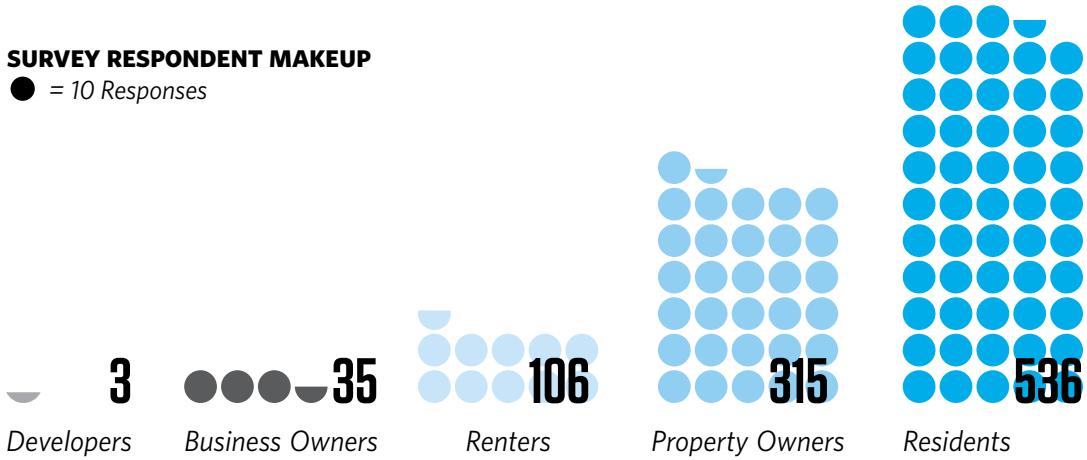
- Regional connectivity and access to major highways/tollways
- Condition and connectivity of greenways and trails
- Condition of local roads and streets.

Major Strengths of Addison's Parks and Recreation Facilities

- Neighborhood parks
- Community parks
- Proximity and access to local parks and recreation facilities

SURVEY RESPONDENT MAKEUP

● = 10 Responses



Note

Survey respondents were able to self-identify in a number of categories. This was not a required question. Respondent Makeup represents the group that chose to self-identify.

POP-UPS & ON THE STREET ENGAGEMENT

January 23-25, 2024

Pop-up events were held in various restaurants, and lounges in apartments and office buildings, in order to engage with the public and gather feedback as people went about their daily routines. Additionally, the team conducted five "on the street" engagement sessions at different locations like the Athletic Club, Vitruvian, Village on the Parkway, and several parks, aiming to discuss the same questions and encourage attendance at the community meeting. This approach was designed to directly engage individuals in their everyday environments, reaching a broader audience that might not typically participate in traditional public meetings or events. The chosen venues and locations were strategically selected to engage diverse groups within the community, including employees, renters, and daytime visitors, with content tailored to the audience present at different times.

At each pop-up and street session, engagement boards invited attendees to share their thoughts via sticky notes on questions about what makes Addison unique, the Town's core values, their greatest hopes for its future, and the reasons someone might choose to live or work in Addison 30 years from now. These activities also focused on how the Town could support the growth of entrepreneurs and local businesses, facilitating a wide range of community input on the town's future direction.

8 POP-UPS

165 CITIZENS MET

NOTABLE TAKEAWAYS

What are unique elements about Addison that you want to protect?

- Parks and public spaces
- Events hosted within the Town

What could help Addison cultivate entrepreneurs and local businesses?

- Creating spaces or events that would allow for the networking of entrepreneurs to one another and investors or mentors
- Improved public transportation

What is your biggest hope for Addison?

- Continue the wide range and quality of restaurants available as well as add more entertainment options.
- Vibrancy of Addison to continue via walkability, maintenance, and beautification of the Town

Think 30 years in the future: why would someone choose to live in Addison?

- Safety was identified as the main reason
- Variety of activities and events that are found in the town

Think 30 years in the future: why would someone choose to work in Addison?

- Quality of diverse restaurants was a recurring response to this prompt
- Central Location

What are Addison's 3 biggest values?

- Safety
- Community
- Parks and recreation

Pop-Up Locations



Dunn Brothers Coffee



Ida Claire



AMLI Addison



Java & Hopps



Hawkers Asian Street Food



Spectrum Center



Ascension Coffee



Astoria Caffe

FOCUS GROUPS

January - August 2024

During the Engagement Tour (January 23-25, 2024) two resident focus groups were held to delve deeper into various issues and opportunities from different viewpoints. Town staff carefully chose participants to ensure a diverse mix of ages, how long they've lived in Addison, whether they own or rent property, and their interests. Participants shared their reasons for living in Addison, aspects of the town they cherish and wish to maintain, areas they believe need change or improvement, and their top five values they see as emblematic of Addison. They also explored actions that could support the community in embodying these values.

During the first week of August (August 5-7, 2024), five focus groups were held to delve deeper into issues and opportunities related to mobility and development within and adjacent to Addison and developers' perspectives. The focus groups were organized by staff leadership, regional mobility partners, and economic development strategies. The focus group discussions were centered around the implementation of multi-modal options within Addison and regional projects that the Town would be impacted by. The three latter focus groups gathered insight on how to achieve the desired redevelopment of industries identified in the Plan.

7 FOCUS GROUPS

61 RESPONES

NOTABLE TAKEAWAYS

- People live in Addison for its small-town feel with big city convenience and amenities.
- People want to maintain Addison's sense of place, beauty and high-quality aesthetics.
- People want to improve pedestrian connectivity (citywide and within neighborhoods) and add more arts and entertainment amenities that would appeal to all ages such as public gathering spaces, theaters and libraries.
- The families that choose to live in Addison prefer raising their kids in an open and engaging "human scale" environment over the more auto-centric context of the suburbs. Seniors in the groups also expressed similar opinions.
- A circulator pilot program could be possible to implement in the near future.
- The DART Silver Line Station is scheduled to operate in 2026 with the Cotton Belt Trail construction to begin in 2025.
- The office industry is changing to a smaller building footprint with the integration of additional amenities for their tenants.
- Office and hotel uses would greatly benefit from a Town circulator to transport their tenants and occupants to desired entertainment and restaurant locations.











All photos: *Staff, residents, and consultants discuss Addison at Focus Groups.*

COMMUNITY MEETING: VALUES AND VISION

January 25, 2024

This community meeting featured an interactive exercise where community values were ranked using polling software. This interactive session set the stage for more detailed discussions across four distinct areas within the room, each dedicated to a specific question. At the first station, participants used sticky notes to express their greatest hopes for Addison. The second station provided handouts for attendees to detail their vision for Addison and potential paths to realization. The third station, also utilizing sticky notes, invited insights into the unique assets or characteristics of the community that attendees felt should be preserved and enhanced. Finally, the fourth station offered an aerial map and an online tool, allowing individuals to pinpoint specific areas in Addison and provide more detailed feedback.

60 ATTENDEES

NOTABLE TAKEAWAYS

Hopes for Addison

- Safe and comfortable walkability for pedestrians
- Continue to develop stronger, more diverse areas and business/ commercial bases
- More walkability and continued investment in parks and community centers by prioritizing pedestrians, crosswalks, bike lanes and other pedestrian-focused elements.

Assets to preserve and enhance

- Parks, trails, and recreation amenities and facilities
- Beautification of landscaping
- Addison Airport, Athletic Club

Specific Geographic Area Comments

- *East Addison/Village on the Parkway area:* improve intersections across Monfort Drive
- *Addison Circle/Quorum North area:* improve commercial occupancy rates in Addison Circle area and nearby.
- *West Addison area:* expressed their love for their area.Vibrancy of Addison to continue via walkability, maintenance, and beautification of the Town

VALUES OF NOTE

PUBLIC SAFETY
#1 Value Prioritized by Attendees

DIVERSITY
Value Identified as Important via Write-In Option

Note

"Public Safety" included feeling safe in the built environment, as well as police/fire personnel





Left: *Residents provide feedback.* ***Right:*** *Staff and Mayor discuss input.*

COMMUNITY MEETING: STRATEGY REFINEMENT

June 26, 2024

This community meeting featured a viewing of the TED Talk "4 Ways to Make a City Walkable" video of Jeff Speck. This set the foundation for showcasing the final vision story that was crafted with community input. Attendees were asked to vote on a scale of 1 to 5 for their support of the vision statement. The remainder of the community meeting consisted of several activities where attendees provided their input on the proposed Place Type Map and appropriate building typologies, Spectrum of Change map, preliminary recommendations for the four components of the plan, and how to make their neighborhoods more complete.

VOTING AVERAGE: 4.6

46 ATTENDEES

NOTABLE TAKEAWAYS

- The result of the voting exercise was an average of 4.6 out of 5, indicating strong support from the majority.



Additional Information

TEDTalk - Walkable City

MEETING-IN-A-BOX

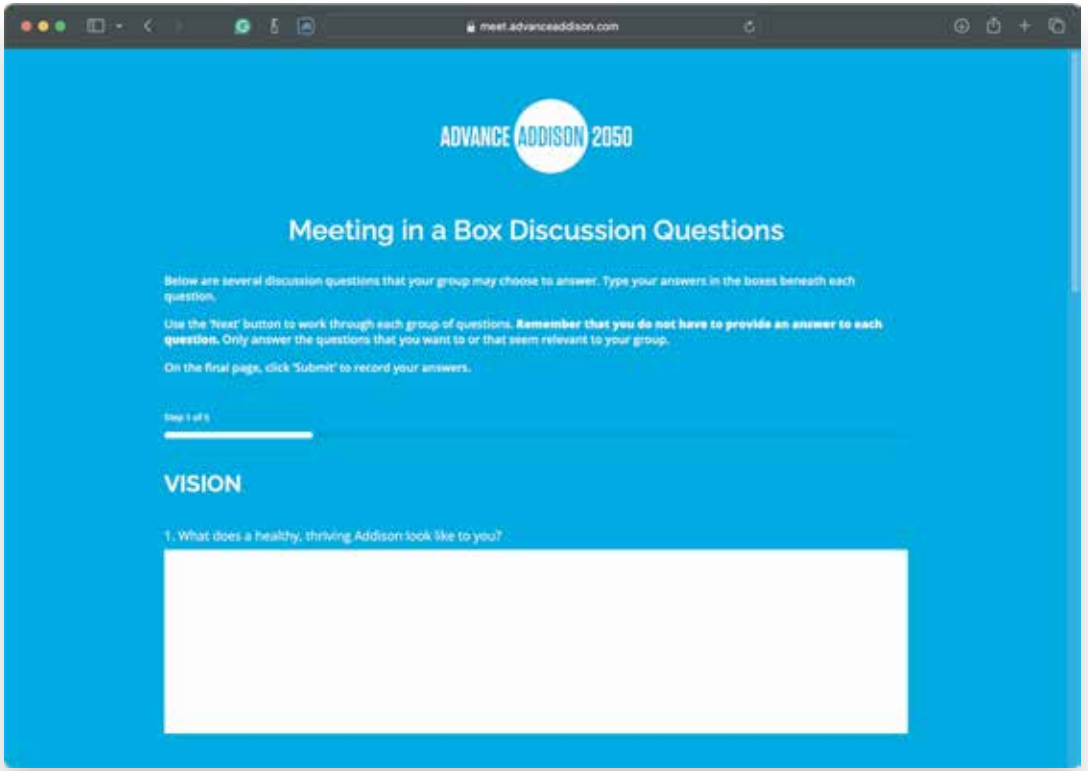
January - February 2024

Meeting-in-a-Box was an engagement option offered to allow members of the community to facilitate more intimate engagement events in smaller groups and submit responses via a specially designed section of the project website. The activity was set up to include questions similar to those asked in the Values, Vision, and Priority Outcomes survey.

5 RESIDENT-LED MEETINGS

NOTABLE TAKEAWAYS

- In the future people would live and work in Addison due to its location in the region and proximity to amenities, like dining, trails, and quality Town services.
- Across the meetings that took place, there was a desire to protect and enhance the open spaces that exist within the Town.
- Participants suggested different ideas to make walking and moving around Town more safe and inviting such as better crossing opportunities through busy roadways via traffic controls and wider sidewalks.



Additional Information

Values, Vision, and Priority Outcomes Survey

MAPPING TOOL

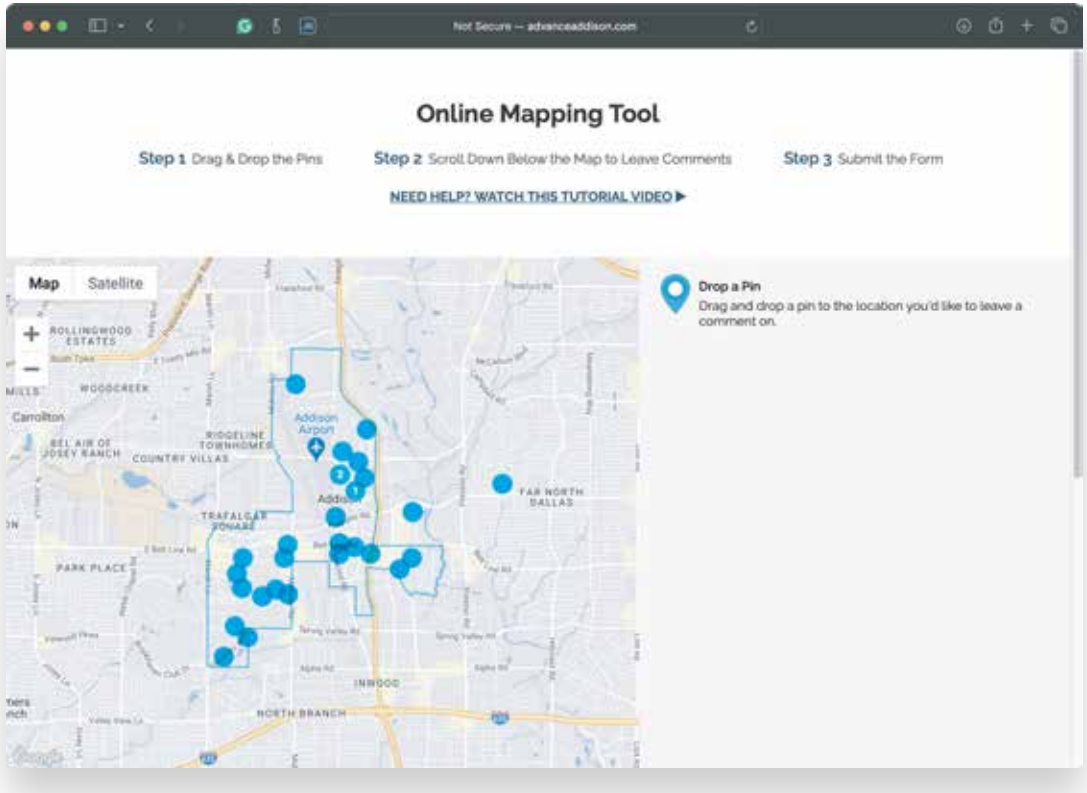
January 25, 2024

An online mapping tool activity was introduced the evening of January 25, 2024 at the second community event. This online activity allowed participants to drop a pin at any location within the town and provide comments about that specific place. This activity is being expanded for the next phase of the project to include pins for different categories that will provide more specific input on favorite destinations, safety concerns, connectivity gaps, and more.

29 RESPONSES

NOTABLE TAKEAWAYS

- Comments related to connectivity to desired locations and places have been highlighted.
- Locations where redevelopment is desired have been identified.
- Suggested improvements to open space areas have been made.



Additional Information

Mapping Tool

VIRTUAL ROOM

April – May 2024

Two different virtual "rooms" were available for participation from April 26, 2024 to May 19, 2024. One room was for feedback on the community identity and vision, and a second room for input on place types and development. The community identity and vision "room" allowed for participants to rank in order of importance the values, assets, and aspirations, while also providing a forum for general commentary on the proposed vision story. In the place types and development "room", the first station was a mapping station where participants could drop pins to indicate specific properties or areas that should be preserved in their current context, incrementally enhanced or evolved, or redeveloped in a completely new context. Following the first station, there was a series of five stations where participants were able to select images that they believed were representative of the corresponding place type.

799 RESPONSES

NOTABLE TAKEAWAYS

Values Ranking

1. Fiscal Responsibility and Financial Sustainability
2. Safety and Comfort
3. Connectivity, walkability, and pedestrian safety
4. Economic opportunity and prosperity
5. Innovation

Assets Ranking

1. Mix and availability of dining, entertainment (and to a lesser extent, shopping) options.
2. Quality design, materials and aesthetics in the built environment.
3. A history of innovation driven by the prioritization of a more walkable environment
4. Location and proximity to regional destinations and mobility network.
5. Addison Airport.

Aspirations Ranking

1. Dramatically increase walkability, bike connections, and transit options so that most trips can be made without a car.
2. Become a place where more experience-based and local-opened businesses can thrive – particularly with a focus on arts and entertainment.
3. Build on our success through innovation to make Addison more competitive with nearby districts and cities.
4. Increased diversity of housing options

Vision Story: The provided draft vision story received relatively positive responses.

Place Types Map: This station received a total of 36 comments commenting on different Place Types designation locations.





SUMMARIZING COMMUNITY INPUT

CHALLENGES AND OPPORTUNITIES

1. **Redevelopment of Aging Areas**
Some commercial centers and offices need reinvestment, with corridors like Belt Line Road and Inwood highlighted for redevelopment to uphold Addison's image and market position.

2. **Housing for Everyone**
Housing is both a challenge and a strength for Addison. Its diverse housing mix, especially rentals, is a regional asset as demand for renting grows. Increasing interest in ownership options faces land and market constraints.

3. **Improving Connectivity**
Residents, businesses, and developers emphasize walkability and mobility. Residents seek improved trails and connections, while businesses and developers value walkability, bikeability, and the human experience in location decisions.

4. **Reimagining Office Space**
Office towers are less popular, but Addison's Tollway offices face fewer vacancies than Dallas. Proactive efforts with owners and tenants are crucial to keeping these spaces vibrant for the local economy.

5. **Leveraging DART and Addison Airport**
These unique assets offer opportunities to enhance housing and jobs, aligning with growing interest in car-free mobility.

COMMUNITY STRENGTHS

1. **Financial Health**
Addison's strategy ensures strong revenues, balanced costs, and high-quality services, infrastructure, and aesthetics.

2. **Location and Access**
Addison's central location and mobility access by train, plane, and car benefit residents, businesses, and visitors.

3. **Parks and Recreation**
Addison's parks, events, and Athletic Club offer unique resident benefits and regional appeal.

4. **Public Safety and Comfort**
Responsive public safety and neighborly design create a strong sense of safety and a "small-town feel" for residents.

5. **Welcoming Public Realm**
The Town's streets, public spaces, and buildings prioritize quality materials and design, resulting in an aesthetically pleasing environment.

6. **Reputation for Innovation**
Addison is a Metroplex leader, known for its commitment to mixed-use development and urban design.

Engagement Input

Input provided was formed prior to the virtual room engagment opportunity.

IN THE WORDS OF ADDISONITES



Note

At one engagment event, residents were sked to write down what they love about Addison.



Quotes have been directly extracted from surveys, interactive post-it note boards, and transcriptions of recorded conversations. This compilation is not merely anecdotal; it serves as a crucial barometer for understanding the pulse of the community, prioritizing the issues that resonate most profoundly with the populace.The quotes were selected to encapsulate a broad spectrum of topics that emerged as significant through the engagement exercises. They offer an authentic glimpse into the collective mindset of Addisonites, granting stakeholders a unique opportunity to hear the local voice on topics that matter.

Many of these items underscore themes that play a crucial role in the planning components, and utilizing them to inform policy responses means that the community's genuine sentiments and priorities are represented in those policies.

CHARACTER TOPIC

- *Land Use & Development*
- *Housing*
- *Innovation*
- *Economic Development*
- *Mobility & Connectivity*





"Quality and beauty should be our priority in everything we do."

"Addison's walkability and density relative to other towns north of Dallas is a big reason I like living here. I think the city has great potential to capitalize upon its best qualities and create a truly unique and livable urban space – and in many ways it really has to in order to keep up with population growth."

"My biggest hope for Addison is to stay innovative and ahead of modern and progressive initiatives."

"More home ownership. Monitor existing apartment management for quality."

"We should push the needle more on pedestrian/bike/public transit options."

"[My big idea is for] bike, ped, and transit connectivity to rival the car infrastructure."

"More diverse shops near housing (e.g. florist, escape room, board games - basically not just restaurants and bars)"

"Homeowners block progress of building out and redevelopment, causing Addison to lose major growth and sustainability to other neighboring cities."

"I'd love a community that you can grow with from apartment to townhome to single-family housing."

"Greater real estate options for home ownership"

"Make it easier for those interested in starting a business to rent temporary stalls/spaces within an entrepreneur hub/building while they work on establishing themselves more permanently - a central location like this gives people hunting for interesting work or goods/services somewhere to look and connect."

"Addison is well positioned to be a proper urban village, with great walkability, trails, urban parks, and a range of housing from single-family to town homes to medium to large apartment developments to condo towers."

"It'd be great to have more consistent walkability quality in all of Addison, instead of just select areas."

"Restore dismally lost quality of life and quality of restaurant establishments to regain a par with surrounding regions"

"I think Addison can be THE go-to example of a high quality, strong urban town in Texas. Addison should continue to promote density, walkability, transit, etc. There is a lot of demand for this kind of living, however most cities in the DFW metroplex appeal to car-centric, single-family neighborhoods. I think a good goal for the Town would be to strive to develop '15 minute neighborhoods': areas where most daily necessities and services, such as work, shopping, education, healthcare, and leisure can be easily reached by a 15-minute walk, bike ride, or public transit ride."

"Quiet, car-limited/free streets that are green and have plenty of people walking and biking encourage local restaurants, cafes, and other stores to put seating outside which further enhances the friendly community atmosphere and makes it easier for people of all ages to meet and network."

"Foster a diversified and innovative economy that attracts businesses, entrepreneurs, and future generations."

"Reduction of parking in favor of more 'place'. Connection between retail-commercial-residential without a car."

"Anything we do should be with the mindset that Addison approaches every issue with 'out of the box' thinking."

"Encourage developers to build multifamily housing (duplexes to condos) that's for sale in addition to the current rental units."

"When you dissect the values and interests of renters and owners, there's a lot of commonality – that was our biggest takeaway..."

"I always think of Addison as businesses and apartments rather than accessible neighborhoods, but perhaps if there was a focus on mid-range family friendly housing opportunities, Addison could be seen as more of a place to settle."

"Addison used to be considered bold and visionary, but it has lost its edge in some ways."

"Bring in more DART buses/trains. We need sustainable growth and car centric development is not the way to do it."

"Walkability investments need to "swing for the fences" because there is much more competition now and Addison really needs to set itself apart."

"Get more locally owned business in and big box retailers out."

"Unleash creativity and innovation."

"We are at the center of everything."

"Modern return to urban living without cars."

"In the 'near future' it would be great to see a trolley or streetcar type loop start and stop at the upcoming DART Silver Line station and making a loop down Belt Line, allowing access to all the areas, shops, restaurants, and entertainment to any visitors who might be partaking and utilizing the excellent dart transportation system. It would also be lovely to see a way to bridge the east and west sides of Addison divided by the tollway."

INTRODUCTION TO ADDISON



















A HISTORY OF INNOVATION

Addison has always been an innovative and progressive place. Throughout the Town's history, Town leaders have routinely made decisions that intentionally differentiated Addison from other cities in the region.

The Town of Addison was settled as early as 1846 but was not incorporated until June 1953. The foundation of Addison's development started with construction of the Cotton Belt rail line in 1888 and expanded in 1956 with the construction of Addison Airport. In the early 1970s, the Dallas North Tollway (DNT) was being extended to the north and proposed to run through Addison. With Addison well positioned to capitalize on growth but with a limited land footprint, this is when the first progressive decisions were made by Town leaders. First, the Town paid to build the mainlanes of the tollway below ground (versus at or above grade). While the highway did bisect east and west Addison, this decision limited the amount of land required for above ground structures and maintained sight lines to adjacent properties on both sides of the corridor. Second, in 1975, town leaders held a special liquor sales election which would allow the sale of alcoholic beverages. With many of the surrounding communities still "dry", this was seen as a progressive decision that turned out to be a great economic catalyst for the Town. This decision and subsequent approval vote set the foundation for Addison to develop a premier group of quality restaurants and hotel destinations in the region with the intersection of Belt Line and the DNT as the epicenter. Finally, beginning in 1975 the Town began the process of purchasing the Addison Airport with a Federal Aviation Administration (FAA) grant, making it an asset the Town would control and benefit from going forward.

The Town has also been a regional leader in the residential development realm. After some research and careful consideration of the existing office and retail uses and limited land area available, Town leaders found aspects of New Urbanism development to be a good fit for the Town. This approach prioritized placemaking, walkability, and











mixing of uses and residential types. This was in stark contrast from the suburban pattern being built throughout the region, which prioritized single-family detached homes on larger lots and autocentric commercial in the form of strip centers and "big box" retail. The first development to incorporate these principles was Addison Circle. Higher-density housing in a mixed-use environment with office, retail and other commercial uses took root, and this became the default approach used for new residential and commercial developments throughout the Town. Developments have been enhanced with high quality public spaces and parks, and the Town continues to work to expand the network of trails and public art that further enhances the appeal, safety, and vibrance of the community. Newer developments like Vitruvian continue to embrace this approach.

In the last decade, development has transitioned to more of a redevelopment and infill context. The 2013 Comprehensive Plan identified specific areas that needed to be redeveloped and reinvented as well as areas that needed to be preserved and protected. The roadmap laid out in the Comprehensive Plan was followed up with several special area studies including plans for the Addison Circle and TOD area, the Inwood Road Enhancement Zone, and Midway South. Several of Addison's most successful developments have been a result of these more focused planning initiatives.

Connection to Advance Addison

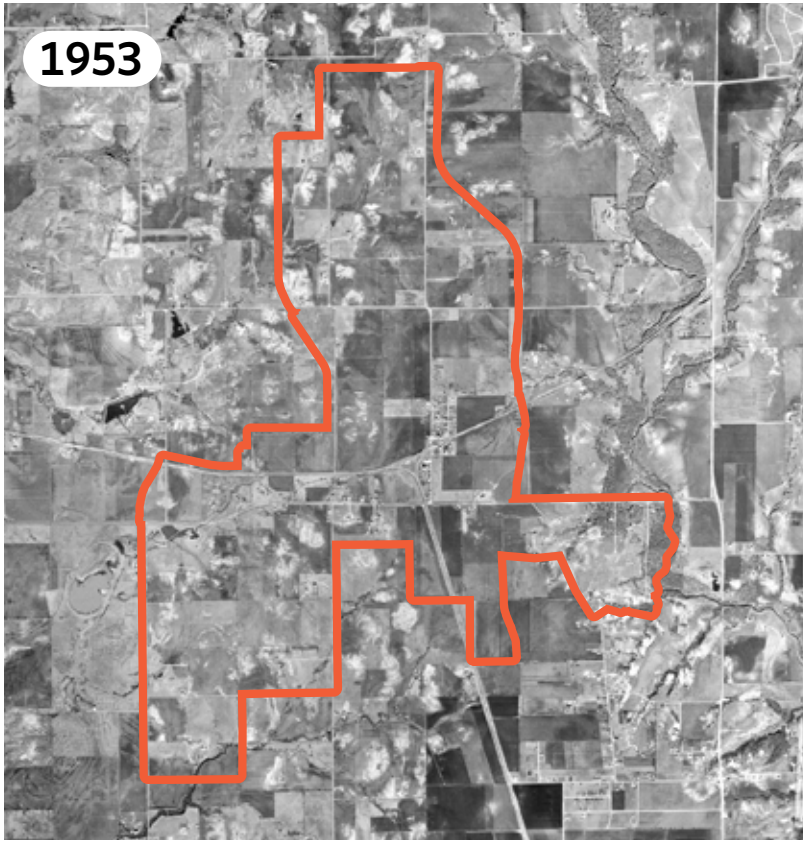
Addison's commitment to innovation with walkable urbanism began in the 1970s, was illustrated at Addison Circle, and was further cemented with the 2013 Comprehensive Plan.

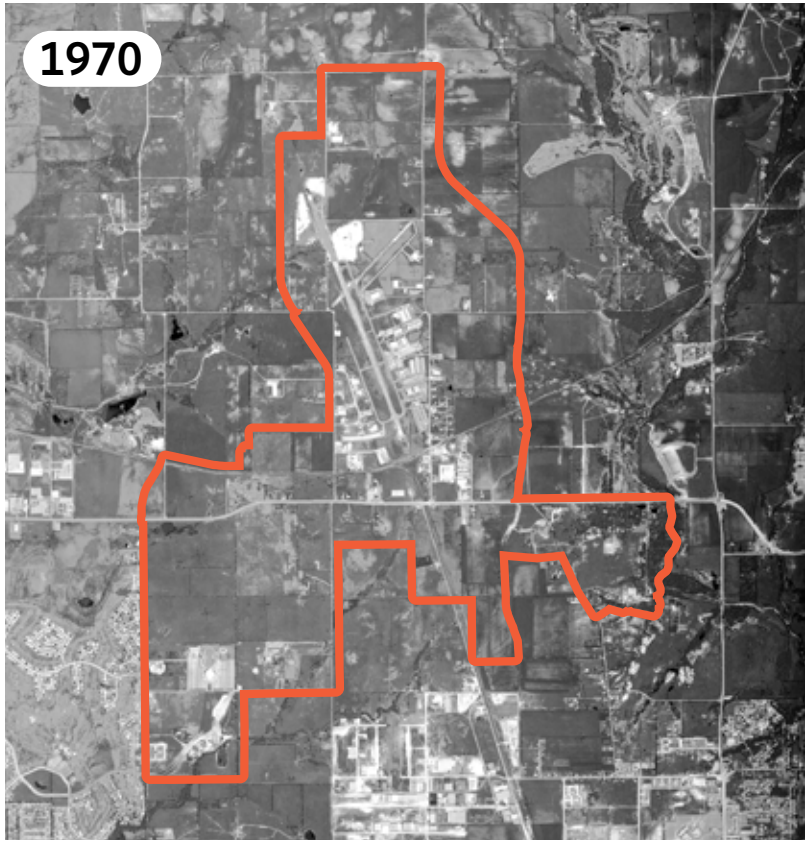
Information for this historical narrative pulled from the 2013 Town of Addison Comprehensive Plan.

Additional Information

2013 Comprehensive Plan

ADDISON, PAST & PRESENT



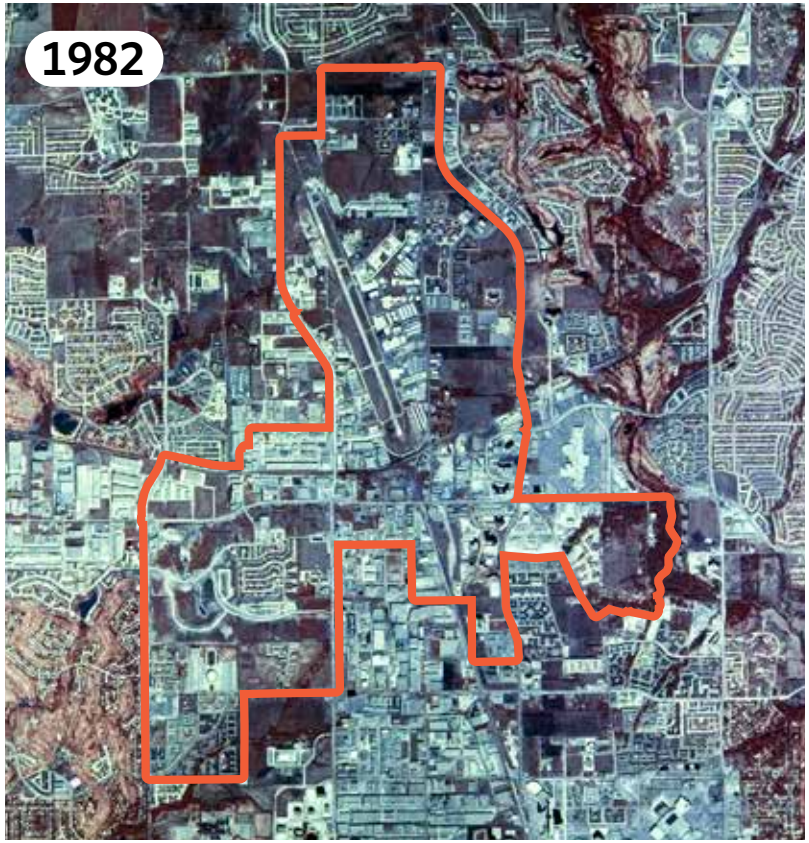


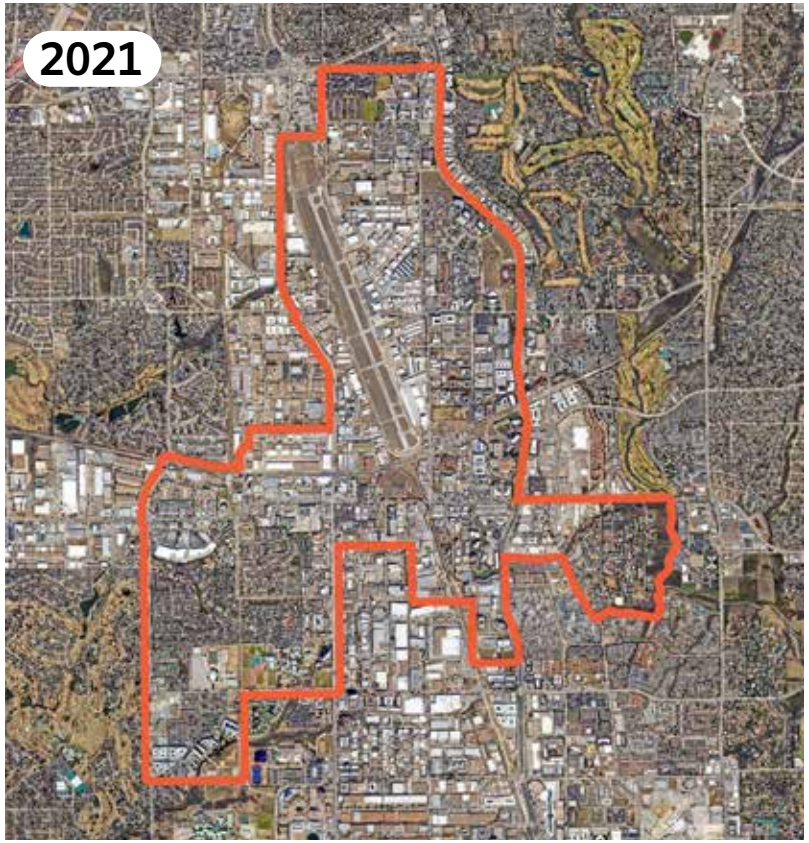
Note

Aerial imagery from 1953 to 2023 is shown with today's Town Limits superimposed across each, for context. Nearly every acre of Addison's current area has been developed in that time.

1953 Addison is incorporated
1953 Much of Downtown destroyed by fire
1956 Construction begins at Addison Airport
1956 First street light installed
1957 Addison Airport opens
1959 Greenhill School opens
1961 Addison Airport gets FAA Tower
1964 Addison School closes

1967 First shopping center opens at Marsh & Spring Valley
1970 Dallas North Tollway (DNT) extended through Addison
1970 Addison Methodist and Addison Baptist close
1972 Walden School opens with 110 students
1975 Local option for liquor by the drink passes
1976 Trinity Christian Academy moves to Addison
1979 TX Supreme Court awards White Rock Chapel Church ownership title





1980 Intercontinental Hotel opens
1982 City Charter names "Town of Addison"
1985 First Kaboom Town event held
1988 Water Tower Theater Opens
1988 Council-Manager government adopted
1989 Grand Prix of Dallas held at Airport grounds
1991 Addison 2020 Vision Project was created
1995 Mary Kay buys Sunbelt Savings building
1999 Toll tunnel dedicated
1999 Transit center opens

2000 Blueprints sculpture dedicated
2001 First Shakespeare in the Park
2003 Addison Circle and fountain opens
2009 Methodist Hospital construction begins
2013 Whole Foods opens in Village on the Parkway
2013 Comprehensive Plan Adopted
2016 Master Transportation Plan Adopted
2019 Beltline Master Plan Adopted
2021 Trail Master Plan Adpoted
2022 Midway South Special Area Study Adopted

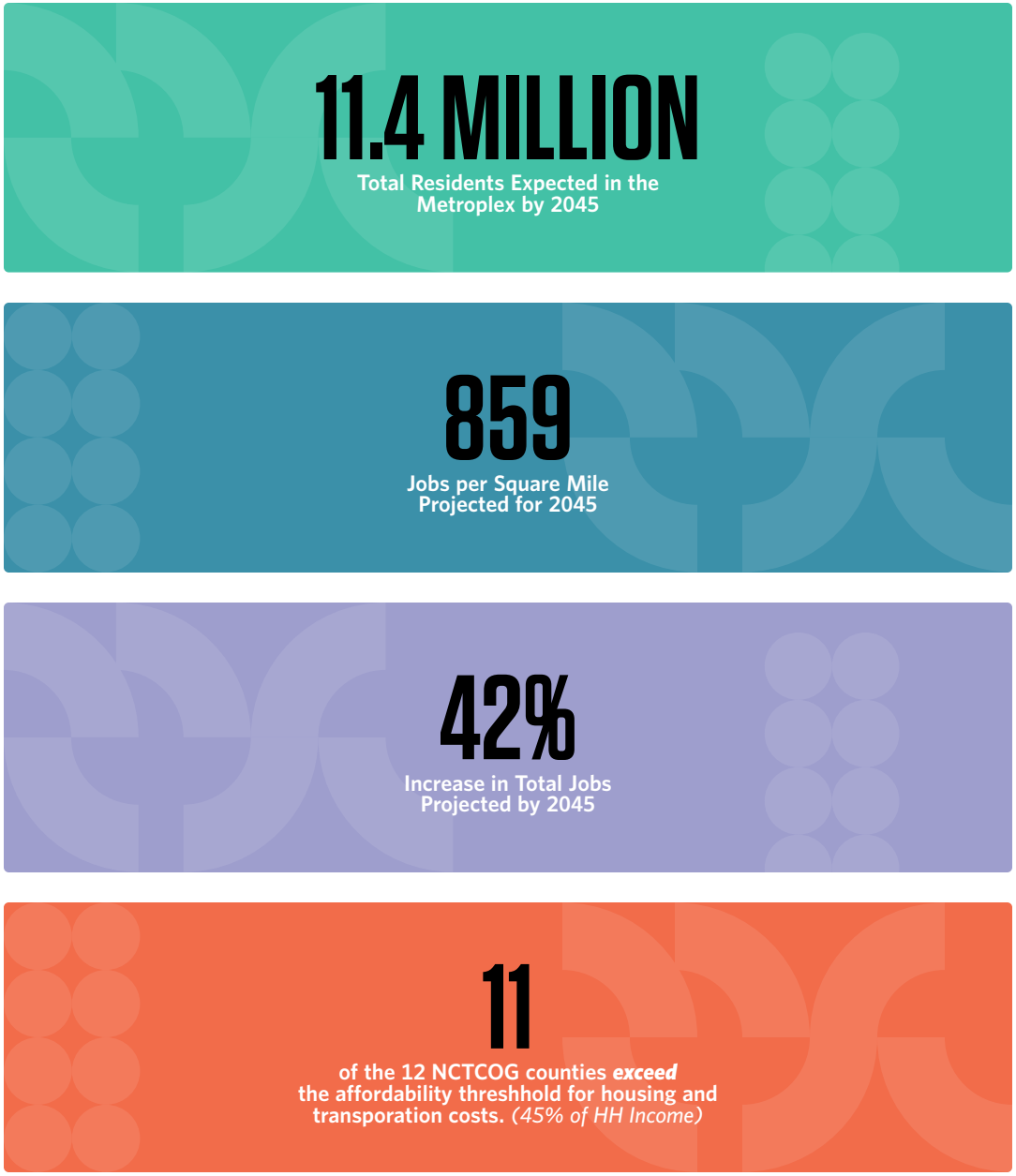
Historical Data Sources: 2013 Addison Comprehensive Plan, Town of Addison
Aerial Imagery Sources: United States Geological Survey, Maxar

ADDISON'S REGIONAL CONTEXT

The Dallas-Fort Worth-Arlington metro area has experienced significant growth in the past decade, with an almost 17 percent increase from 2010 to 2020. This trend of growth is anticipated to continue for the next 25 years. Per the North Central Texas Council of Governments (NCTCOG) 2045 Mobility Plan, the Dallas-Fort Worth-Arlington metro area population is projected to reach 11.4 million people in 2045. As more people begin to call North Texas home, impacts to housing, transportation and utilities will be felt throughout the region.

Availability and affordability of housing has been a nationwide topic in recent years. While North Texas continues to be more affordable than many parts of the country, home prices throughout the region have been rising at a rapid rate, and the supply is not keeping up with demand. In order to keep pace with demand while also keeping housing affordable at different levels, it's imperative for communities throughout the region to build a more diverse mix of housing types, sizes, and price options.

From a mobility standpoint, North Texas is evolving. The region's road system will not support the projected population growth on its own. Coordinated efforts to design local neighborhoods and cities to be more compact and walkable can help reduce vehicular trips. Expanding the region's public transit system to connect cities and regional destinations together is also a critical next step for the evolution of the region. As living and mobility preferences in the Metroplex continue to evolve, Addison is well-positioned to attract those seeking to get around more without a car.

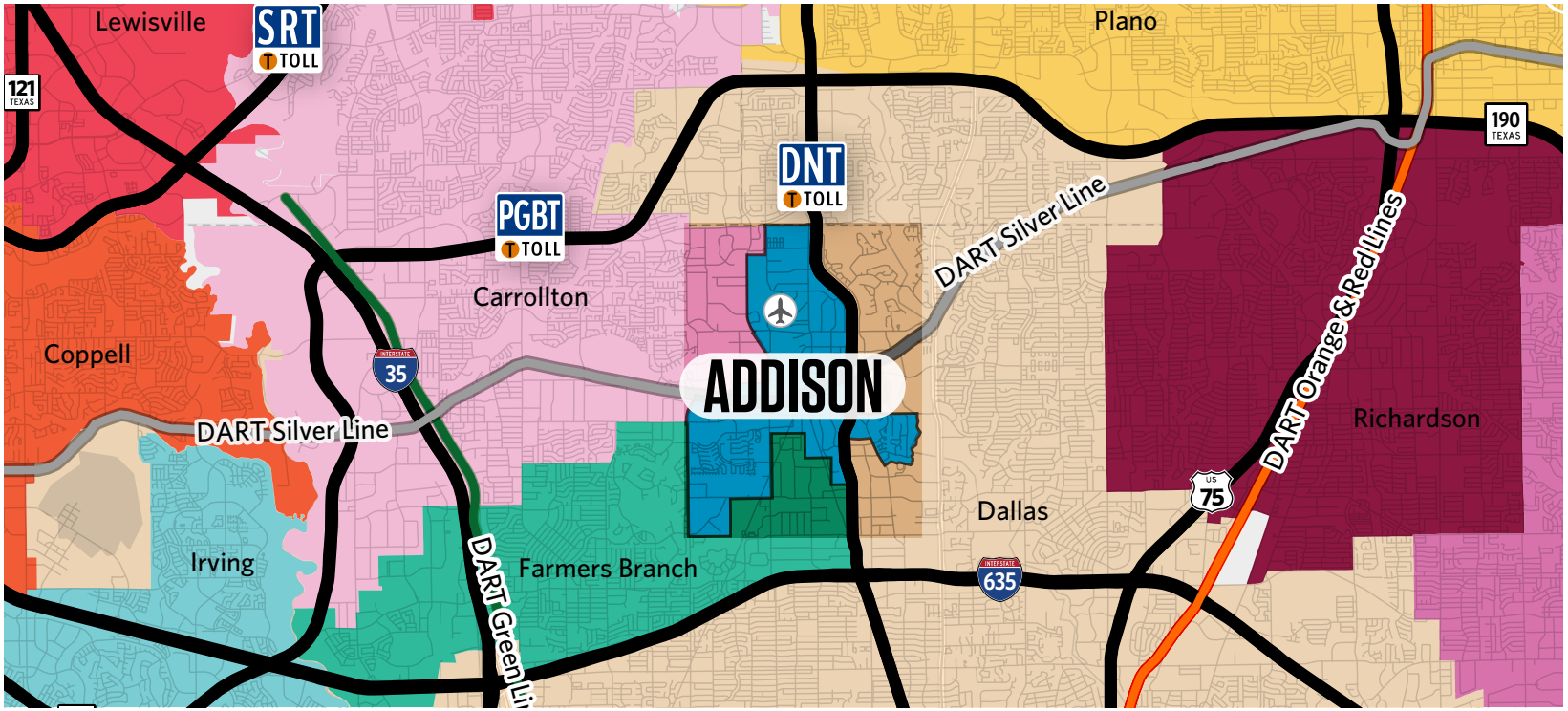


Source: NCTCOG Mobility 2045 Plan

ADDISON'S PRIME LOCATION IN THE REGION

Addison is an "oasis" in the middle of the bustling DFW region. Located roughly halfway between downtown Dallas and Frisco at the crossroads of the Dallas North Tollway, President George Bush Turnpike, and a few miles north of Interstate 635, Addison is attractive to employers and residents alike. Businesses and major employers can pull from the most populated part of the region in less than a 15 minute drive radius, and residents have quick access to major highways in any direction. The Addison Airport, which is owned and operated by the Town, is a general aviation airport that offers the shortest Customs service in the Metroplex. These mobility options will be enhanced even further when the DART Silver Line and Addison Station open in 2026. The Silver Line will connect Addison directly to Dallas-Fort Worth (DFW) International Airport via a short 30 minute ride, and provide access to the rest of the DART system that connects cities and destinations throughout the Dallas side of the Metroplex. The airport generates over $7 million in annual revenue and is fully self-supporting. Addison's past commitment to a more walkable, urban development pattern combined with enhanced multimodal connectivity and access DART will make it possible for many of those wanting to live, work, and play without a car to do so comfortably in Addison. *This puts Addison in a truly unique position in the region, should it choose to capitalize on these assets.*

REGIONAL CONTEXT MAP



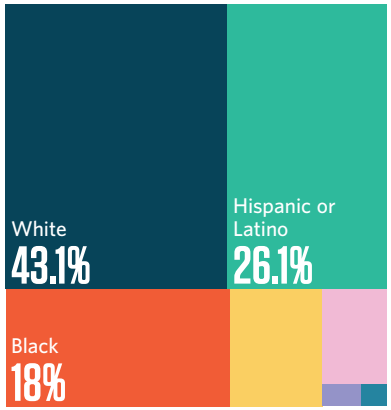
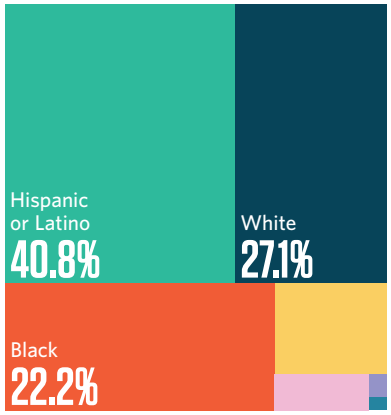
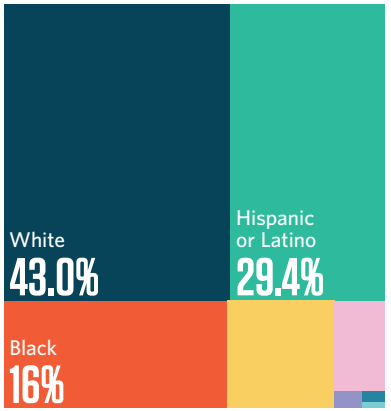
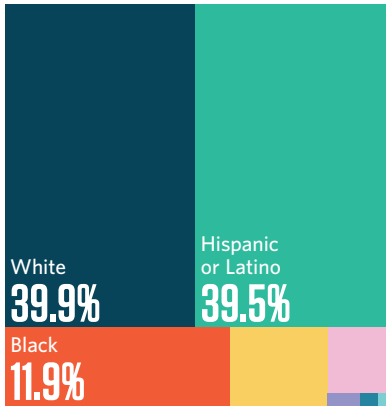
RELATED PLANS AND INITIATIVES

Addison's last Comprehensive Plan was completed in 2013. That document recommended a number of special studies to explore certain areas of the town in more detail. Additionally, the Town has completed several master plans and an economic development strategic plan. Each of these documents are valuable, and while some are in need of updating, they contain recommendations that are still relevant. A cursory review of these plans was completed to develop a base understanding of the development context and history in the community and identify key themes and recommendations that needed to be explored and considered for integration into the new Comprehensive Plan.

In order to facilitate better integration of these existing plans as well as future updates or new master plans with this Comprehensive Plan, the *Planning Components* section has been formatted to allow for insertion of these documents. This Plan includes a series of pages summarizing the significant takeaways from each of these adopted documents and recommendations that were integrated into the *Implementation* section. In the future when updates or new master plans are created for areas such as parks, facilities, transportation, infrastructure, drainage, or special areas, they can be inserted into the *Planning Components* section of this document, and other parts of the main document can be amended as necessary. This will ensure that this Comprehensive Plan becomes even more "comprehensive" over time.



2023 KEY DEMOGRAPHIC STATISTICS

	ADDISON	DALLAS COUNTY	DFW-ARLINGTON METRO[1]	TEXAS
Population	17,128	2,603,816	7,807,555	29,640,343
Households	AVERAGE SIZE 1.71 10,042	AVERAGE SIZE 2.65 971,690	AVERAGE SIZE 2.73 2,825,878	AVERAGE SIZE 2.7 10,747,240
Median Age	35.6	34	35.5	35.5
Race				
	Asian 7.2%	Asian 6.8%	Asian 7.8%	Asian 5.3%
	Two or More Races 4.6%	Two or More Races 2.6%	Two or More Races 3.2%	Two or More Races 2.9%
	Other 0.7%	Other 0.3%	Other 0.4%	Other 0.4%
	Amer. Indian 0.4%	Amer. Indian 0.2%	Amer. Indian 0.2%	Amer. Indian 0.2%
	Pacific Islander 0.0%	Pacific Islander 0.0%	Pacific Islander 0.1%	Pacific Islander 0.1%

Source: ACS 2023 5-Year Estimates, S0101, S1101, DP05

Note

[1]This item represents the Metropolitan Statistical Area named Dallas-Fort Worth-Arlington, Texas Metro Area

QUICK FACTS ABOUT ADDISON

MEDIAN HOUSEHOLD INCOME

$82,858

MALE TO FEMALE RATIO

0.996:1

MEAN TRAVEL TIME TO WORK

24.9
Minutes

HIGH SCHOOL GRADUATE OR HIGHER - PERSONS OVER 25

96.6%

LABOR FORCE PARTICIPATION - PERSONS OVER 16

81.2%

BACHELOR'S DEGREE OR HIGHER - PERSONS OVER 25

61.5%

HOUSHOLDS WITH ACCESS TO A COMPUTER

99.1%

POVERTY RATE

6.8%

Source: ACS 2023 5-Year Estimates, S0101, S0801, S1501, S1701, S1901, S2801, DP03

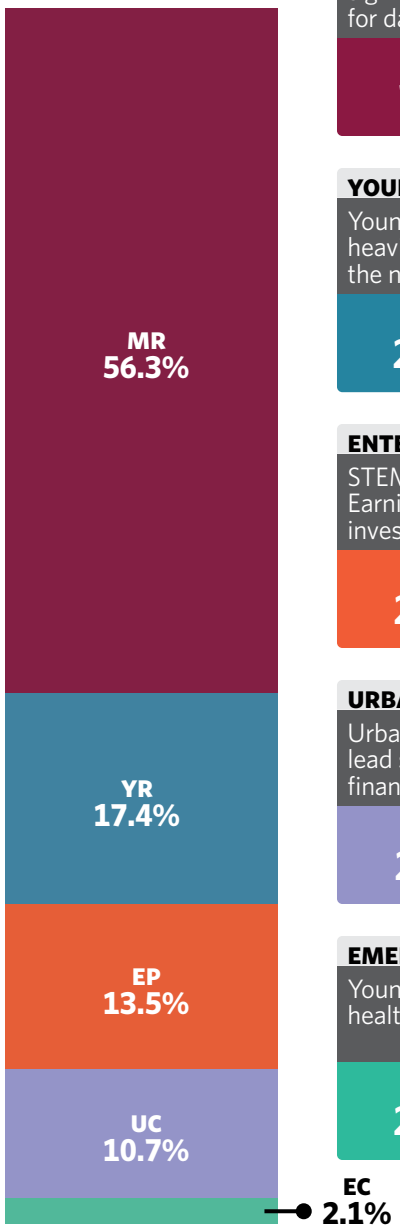
ESRI TAPESTRY SEGMENTATION

ESRI Tapestry Segmentation is a robust database that describes the diverse mix of U.S. neighborhoods by painting a comprehensive picture of who lives where, describing their lifestyle choices, and highlighting how they spend their money and their free time. There are 67 segments that are further divided into fourteen LifeMode groups, which share similar demographic characteristics and consumer behavior patterns, and six Urbanization groups that are based on the segment's geographic and physical features. ESRI compiles this information using a combination of data from communities across the country and proprietary formulas. This information was used in conjunction with the census data and community surveys to develop a holistic picture of community residents and their preferences.

At first glance, the senior population in Addison may not seem to be represented in these segments. However, seniors in Addison specifically are likely embedded in the Enterprising Professionals and Urban Chic categories, as their lifestyle habits and median incomes are more aligned with these segments than the LifeModes and criteria that represent most seniors across the country and in most communities.

Additional Information

ESRI Tapestries



METRO RENTERS (MR)

Young urban professionals, prioritize city living, spending significantly on rent, tech, and fashion. They embrace technology for daily tasks and prefer walking or taxis for commuting.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
1.67	32.5	$67,000

YOUNG & RESTLESS (YR)

Young urban professionals, under 35 and striving for success, heavily use tech and live in rental housing. Their incomes lag behind the national average, with a significant presence in the Southern US.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.04	29.8	$40,500

ENTERPRISING PROFESSIONALS (EP)

STEM professionals, often on the move, opt for urban rentals. Earning well above average, they supplement income with investments and enjoy premium digital entertainment.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.48	35.3	$86,600

URBAN CHIC (UC)

Urban Chic professionals, mainly married or single and around 43, lead sophisticated lives, enjoying culture, environmentalism, and financial stability.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.39	43.3	$109,400

EMERALD CITY (EC)

Young, educated Emerald City residents favor urban living, internet, healthy lifestyles, "foodie" culture, and the arts, with frequent travel.

HH SIZE	MEDIAN AGE	MEDIAN HH INCOME
2.06	37.4	$59,200

Source: ESRI

ESRI INDEXES

ESRI also establishes measures (indexes) to better explain certain characteristics in a community. When compared to the region (both Dallas County and the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA) in which Addison resides), Addison is less affordable and has slightly lower average income. This is a somewhat unique position due to Addison's combination of more affluent seniors and retirees that reside in more expensive homes and young professionals with lower incomes who rent. Addison's residents are slightly less diverse than the region.

HOUSING AFFORDABILITY INDEX (HAI)

An index greater than 100 indicates that homes are affordable. An HAI less than 100 indicates homes are less affordable and median income is insufficient for purchase of a home with a median (or mid-point) value.

WEALTH INDEX (WI)

The Wealth Index is compiled from a number of indicators of affluence that include average household income and average net worth. The index represents the wealth of an area relative to the national level. Values exceeding 100 represent above-average wealth.

DIVERSITY INDEX (DI)

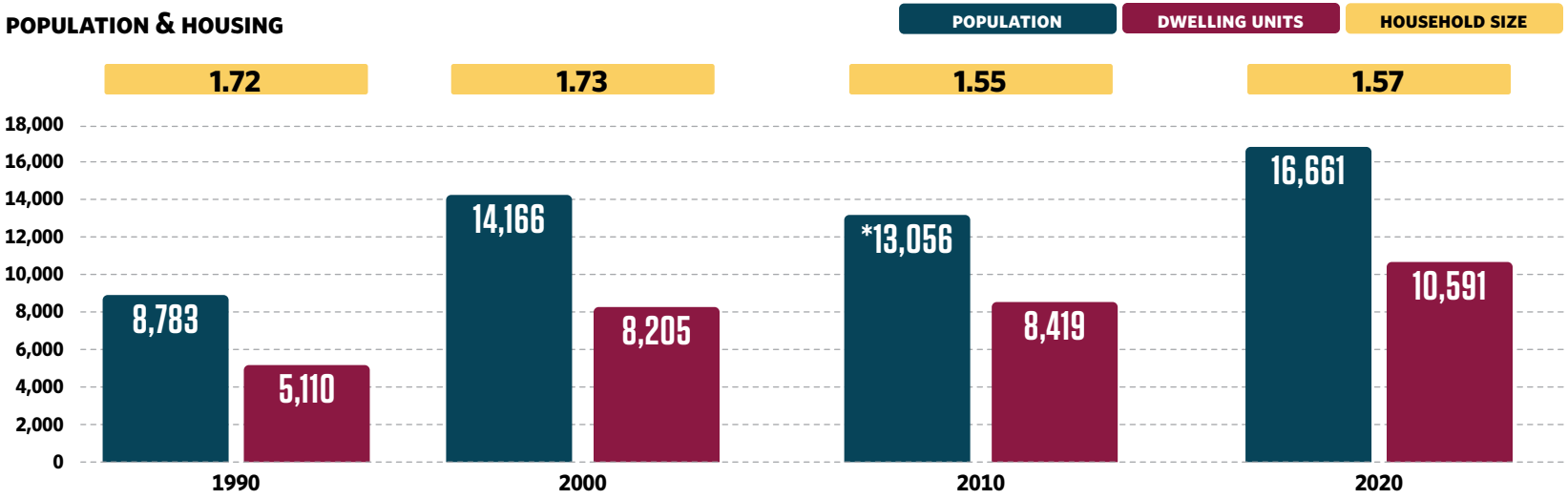
The Diversity Index from ESRI represents the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. Values above 100 indicate an above average level of diversity compared to the US. Values below 100 indicate a below level of diversity occurring compared to the US.

ADDISON	82	69	80.2
DALLAS COUNTY	88	85	88
DFW-ARLINGTON METRO	91	105	82.6

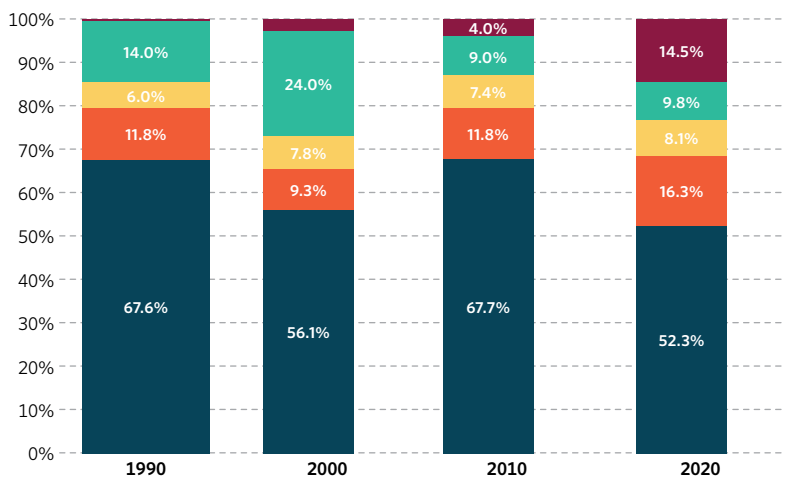
Source: 2023 ESRI Business Analyst

DEMOGRAPHIC TRENDS IN ADDISON

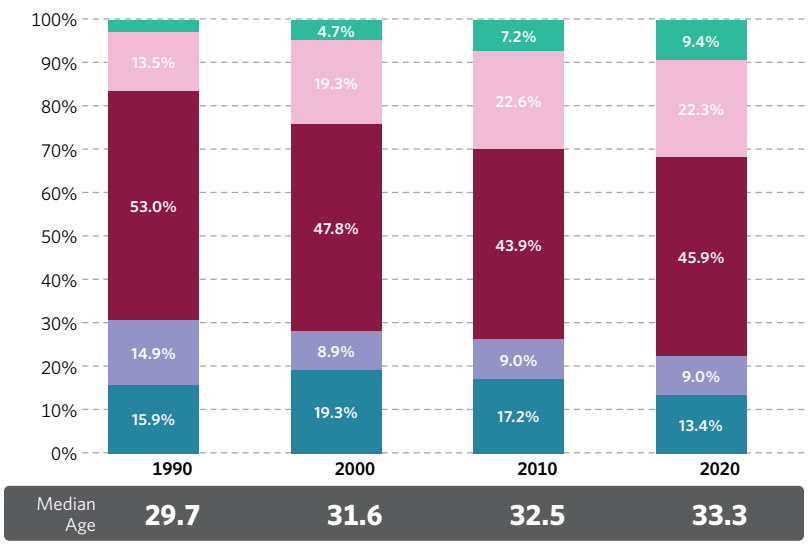
POPULATION & HOUSING



RACE & ETHNICITY



AGE MAKEUP



Source: Decennial US Censuses, P1, H1

Trends

This information is drawn from the Decennial Census, and as a result this can be updated every 10 years.

Dwelling units are simply a count of how many habitable units the town has. This is different than households, which is a count of occupied dwelling units.

**Temporary population decrease likely due to the redevelopment of the Vitruvian area*

HOUSING IN ADDISON

Addison's residential context is unique compared to other communities in the region and state. The Town's commitment to a higher density development pattern and urban living has produced a wide variety of housing and neighborhood options ranging from large lot single-family homes to condos, townhomes, and apartments. The Town's higher density and demographic makeup have played a key role in attracting commercial development, and the combination has resulted in a robust and resilient tax base.

When comparing Addison to Dallas County and the Dallas-Fort Worth-Arlington Metropolitan Statistical Area (MSA), the Town has a higher renter occupancy rate and lower owner occupancy rate, and the amount of income devoted to housing costs in Addison is higher. While affordability is not a major concern of residents who own homes in Addison, renters frequently mentioned the absence of attainable ownership options and rising rental rates as a major concern and something that might force them to leave Addison.

The ratio of apartments to fee-simple home ownership options continues to be a prevalent issue in the community. Some residents are concerned about the impacts of more apartments, but high land values and the Town's built-out development context make it difficult for developers to build lower density ownership options. The Town published a Housing FAQ document in July 2022 and held several Town Hall conversations to share data and context with residents. The Market Position Report highlighted later in this section provides updated data and additional context on Addison's residential and commercial make-up. One key takeaway from the report is that there are opportunities to add more individually owned condos and smaller homes, but to make them pencil for developers, they need to be integrated into mixed-use developments that include rental opportunities as well.

When considering this information holistically, Addison is at a tipping point. On one hand, the region's growth, demographic shifts, and demand for walkable neighborhoods present an opportunity for the Town to continue to attract residents and businesses, but doing so in a manner that encourages and allows more people to move around without a vehicle so that traffic impacts are minimized. On the other end of the spectrum, the Town could put policies in place to limit additional multifamily housing, but this could impact commercial development and housing attainability. As redevelopment of properties within the Town continues, opportunities for development of varying housing types will be considered in a manner that balances the needs of current and future residents.

Housing & Neighborhoods
p. 155 p. 217

Additional Information
Market Report



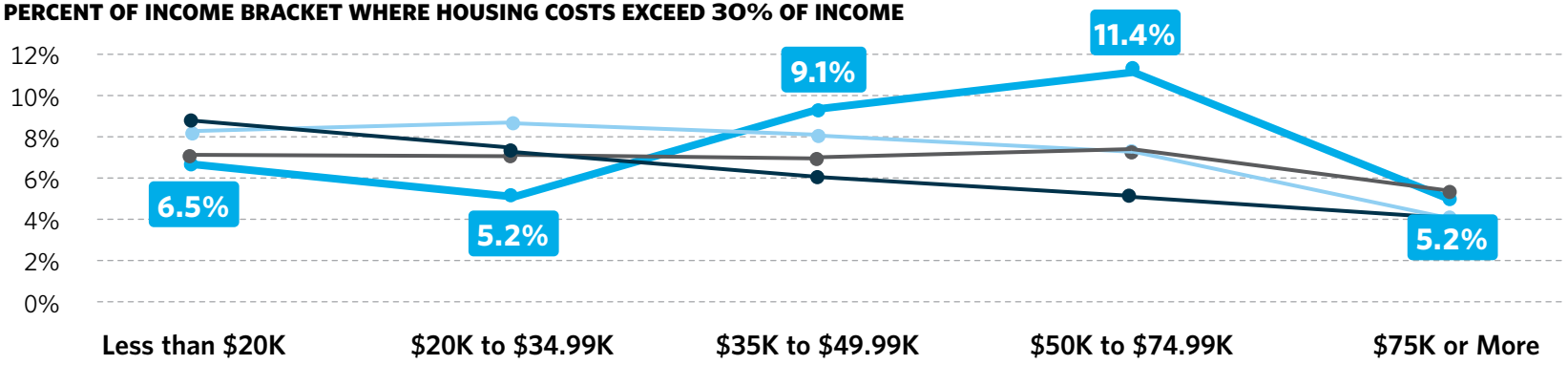
2023 KEY HOUSING STATISTICS

	ADDISON	DALLAS COUNTY	DFW-ARLINGTON METRO[1]	TEXAS
OWNERSHIP & RENTAL MIX				
Own	17.9%	50.8%	60%	62.6%
Rent	82.1%	49.2%	40%	37.4%
MEDIAN HOME VALUE	$466,000	$277,900	$330,300	$260,400
HOUSING VACANCY RATE	6.8%	7.8%	6.7%	9.6%

Note

[1]This item represents the Metropolitan Statistical Area named Dallas-Fort Worth-Arlington, Texas Metro Area

PERCENT OF INCOME BRACKET WHERE HOUSING COSTS EXCEED 30% OF INCOME



Source: ACS 2023 5-Year Estimates, DP04, S2503

Note

The Housing Vacancy Rate is calculated by the Census Bureau from the occupied and vacant unit counts. This is pulled from census table DP04 and represents the percentage of housing units of all types that are vacant town-wide. The Census Bureau also estimates the vacancy rates for owner-occupied units (0%) and rental units (7.3%).

2023 HOUSING QUICK FACTS ABOUT ADDISON

Note

Units are separated livable spaces, they can be either occupied or unoccupied. This is not a function of number of bedrooms. For single-family homes this is the entire home, for a multifamily building this is each apartment unit, regardless of its bedroom count.

The Current and Approved Housing Units listed on this page represent both single-family and multifamily units.

CURRENT HOUSING UNITS

10,772

MEDIAN HOME VALUE

$466,000

APPROVED HOUSING UNITS - TOWN OF ADDISON HOUSING COUNT

15,960

MEDIAN MONTHLY MORTGAGE COST

$2,675

MEDIAN NUMBER OF ROOMS IN HOME

3.4

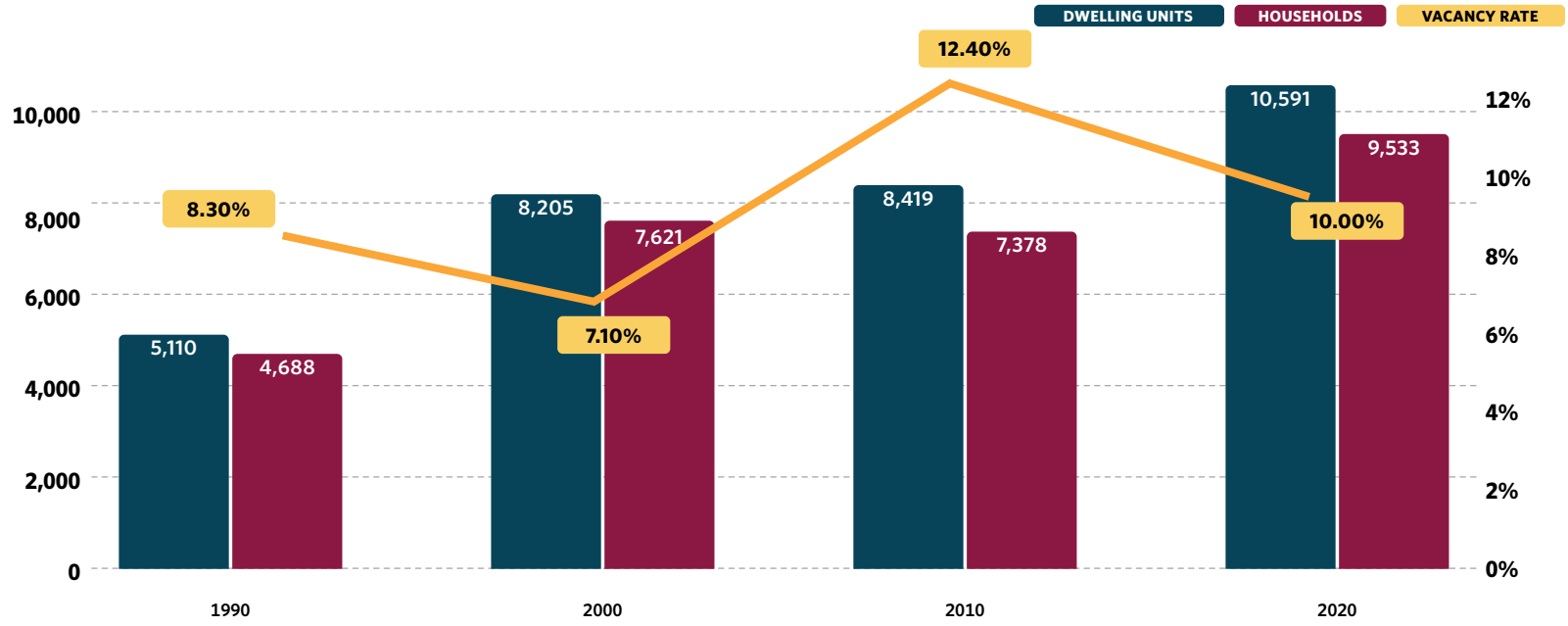
MEDIAN GROSS RENT

$1,717

Source: Town of Addison, July 2024, ACS 2023 5-Year Estimates, DP04

HOUSING TRENDS IN ADDISON

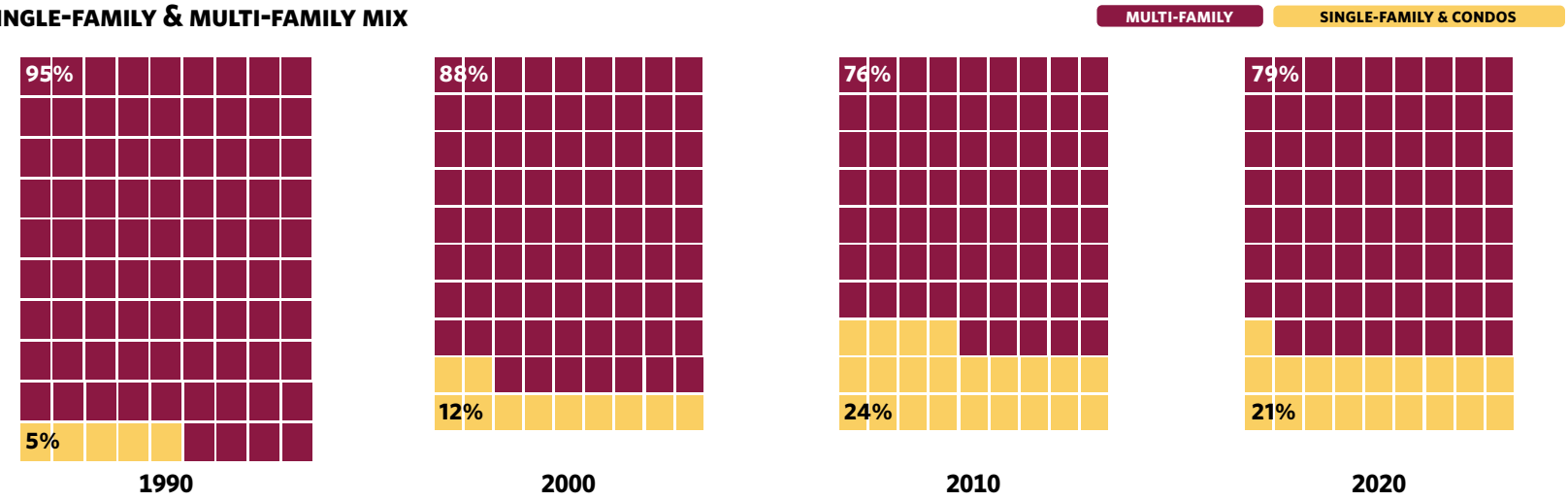
UNITS AND HOUSEHOLDS COMPARED WITH VACANCY RATE



Note

Dwelling units are a simply a count of how many habitable units the city has. This is different than households, which is a count of occupied dwelling units.

SINGLE-FAMILY & MULTI-FAMILY MIX



Sources: Decennial US Censuses, H001, DP1, H003, Town of Addison, December 2023

THE BUSINESS ENVIRONMENT IN ADDISON

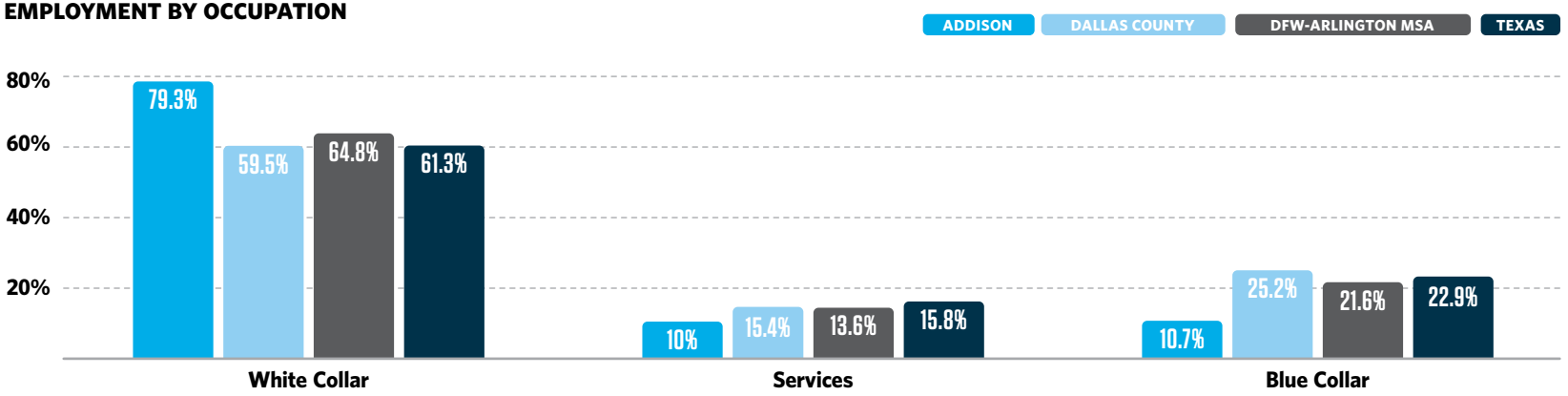
Data Groupings

White collar represents occupations ranging from management, business, science, sales and office occupations. Service represents service occupations. Blue collar represents occupations ranging from production, transportation, material moving, natural resources, construction and maintenance

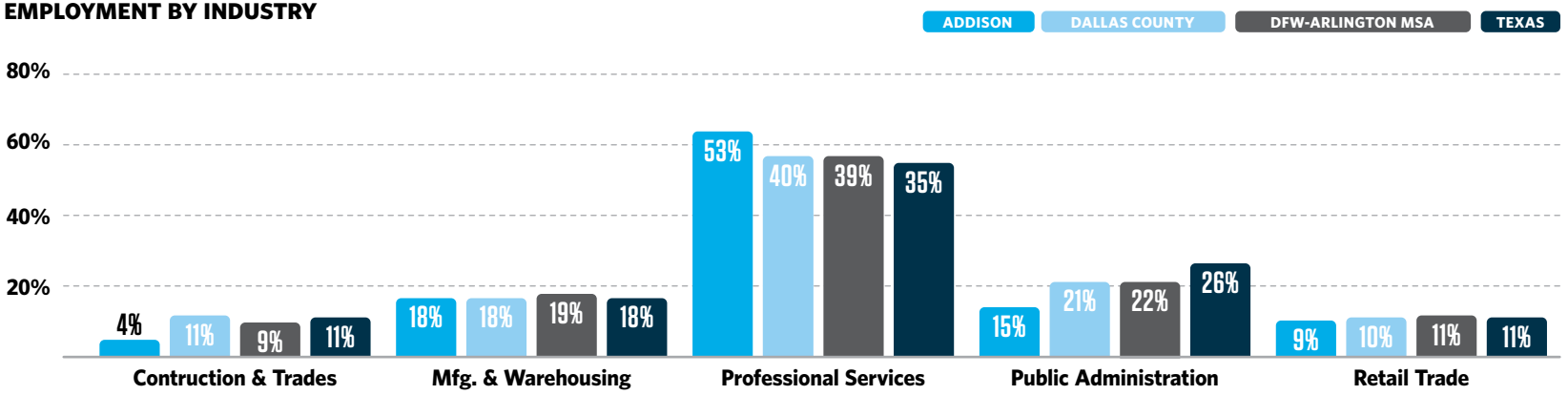
A Market Position Report was prepared by Hawes Hill & Associates as part of the planning process. This report summarizes where the Town currently stands in the overall marketplace and where it has potential to be if it were to build upon its unique set of strengths. It provides a detailed assessment of Addison's performance across common residential and commercial metrics as compared to six "peer places" that were identified by Town staff. Finally, the report provides recommendations to nudge Addison in a direction that will keep it competitive for decades to come.

Highlights from this report are summarized across the following pages and key recommendations and actions from the report are incorporated into the implementation matrix. The full Market Position Report is included in the Appendices.

EMPLOYMENT BY OCCUPATION



EMPLOYMENT BY INDUSTRY



Source: ACS 2023 5-Year Estimates, S2401, S2403

UNDERSTANDING MARKET POSITION

Communities are in constant competition. They are consistently vying to attract new residents, businesses, and employment opportunities. At the same time, they compete to maintain their current population, business owners and employees content. They also make an effort to draw in visitors along with their sales tax revenue and their hotel occupancy tax revenue. Those communities that are competitive in the marketplace will enjoy a level of stability and growth. Those that do not are risking stagnation and loss.

The Town of Addison knows that to be successful it must be market competitive. To best be competitive it must understand its current market position - where it lies in today's marketplace and what it is capable of becoming. From the perspective of the marketplace the Town of Addison is the sum of two parts: the products it has to offer and the perceived level of satisfaction that the investor thinks will result from investing in the ***products*** and services offered by the community, or Addison's ***experiences***.

Addison's market position is the combination of what it offers and the level of investment it draws. This is particularly true in comparison to peer places, as well as Addison's own potential.

THE PERSPECTIVE OF THE MARKETPLACE

PRODUCTS



EXPERIENCES



+

ADDISON®

ADDISON'S INTERNAL AREAS OF STUDY

Discussions with investors highlighted a number of key areas within Addison; each area performs a different role for the community. In addition to analyzing peer communities, these key areas were also measured.

ADDISON CIRCLE



The mixed-use heart of the community and soon to be home to the DART Silver Line station and accompanying transit oriented development.

OFFICE CORRIDOR



The area primarily along the North Dallas Tollway that features the majority of highly visible office buildings in Addison.

VILLAGE ON THE PARKWAY



The well-known and highly frequented development featuring many of Addison's highest performing restaurants clustered within a single area.

RESTAURANT ROW



The commercial strip along Belt Line Road that has historically been known to house Addison's restaurants and shopping opportunities.

AIRPORT CENTRIC



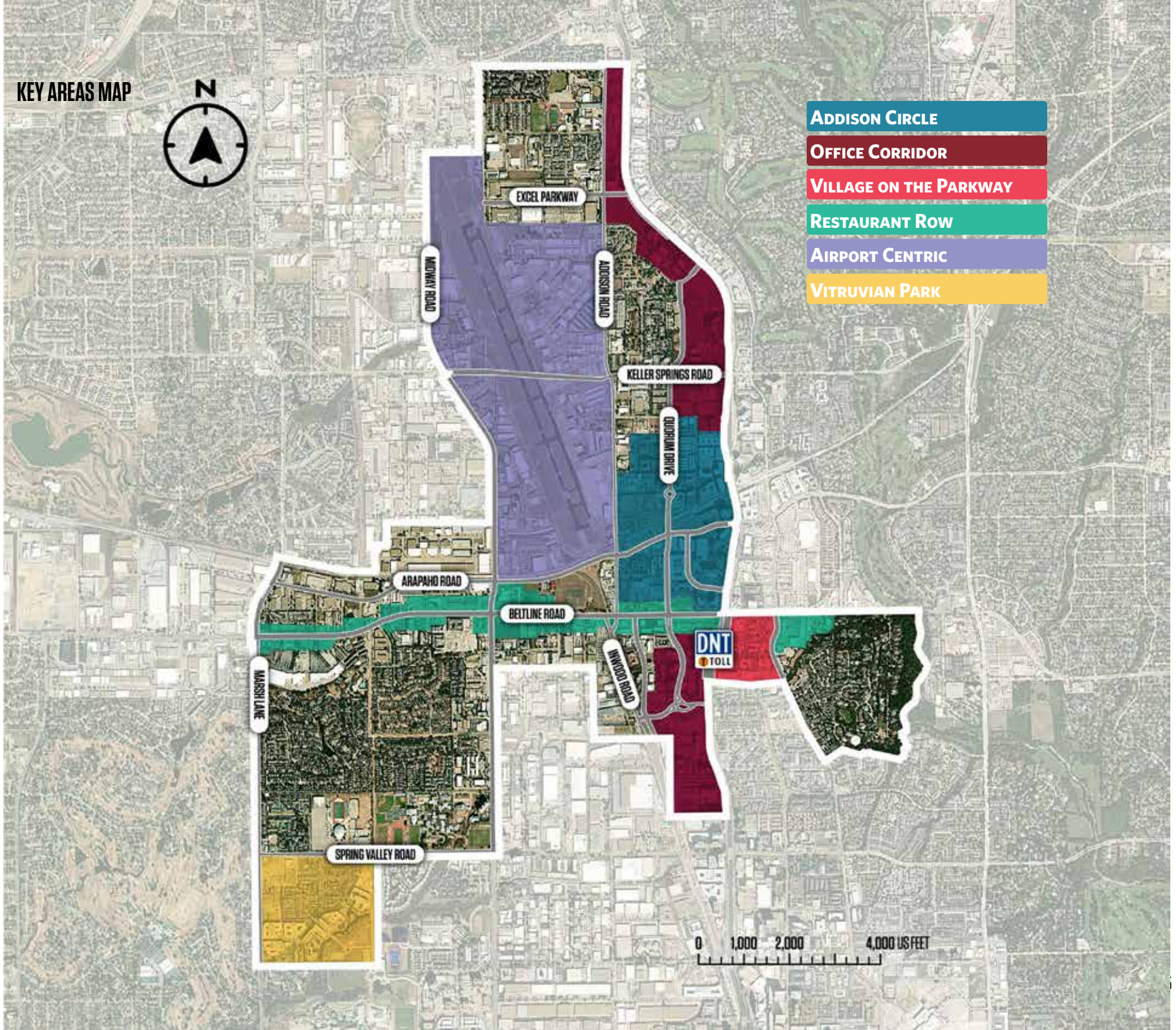
The large area that includes the airport as well as surrounding industrial and heavy commercial activity.

VITRUVIAN PARK



The ongoing, large scale mixed-use development located along the edge of Addison near Farmer's Branch

KEY AREAS MAP



PEER PLACES

Traditionally a community is measured against other communities as peers. Addison is different - literally by design. Put simply, analysis against other communities would be complicated by the traits of Addison and its core in Addison Circle. For that reason, peer analysis for Addison is place-based.

The list of select places identified as competition were compiled based upon the perceptions of staff and key local investors. In total, six development areas were selected based upon commonalities in some cases and local competitive conditions in others.

1. **Las Colinas, Irving TX**
2. **Legacy Town Center (LTC), Plano TX**
3. **Preston Center, Dallas TX**
4. **The Domain, Austin TX**
5. **West 7th Street, Ft. Worth TX**
6. **Buckhead Village, Atlanta GA**

Analysis was based upon the core of each place and comparative data was pulled for the area located within a five minute drive time of the core's center. For example, Legacy Town Center and the area surrounding it is expansive, as is Las Colinas. However, each has a central core. In Addison, the core is Addison Circle.

Addison Market Position Report

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LAS COLINAS, IRVING TX

Las Colinas is a master planned community in all senses of the term. Initiated in 1973, the community offers a large scale mix of residential and commercial uses, including office, retail and dining. The core of Las Colinas includes amenities such as Mandalay Canal and the Toyota Music Factory. Las Colinas is served by DART and accessible by SH 114. Visit Irving dubs Las Colinas as the "Ultimate Entertainment District" for its numerous restaurants and activities, including trails and numerous lakes.



LEGACY TOWN CENTER (LTC), PLANO TX

As noted by the Congress for New Urbanism, "Legacy Town Center represents the first instance of a new urban town center being applied to an existing corporate office development." Constructed in 2001, LTC is a highly walkable location that injects a dynamic mix of shopping, dining, and entertainment, urban residental and office space combined with outdoor activities and open spaces. The strong success of LTC has spurred similar development in nearby areas including LTC North and Legacy West.

Additional Information

Addison Market Position (Full Report)



PRESTON CENTER, DALLAS TX

Preston Center has been an established office and retail center for north Dallas since the 1950s. The area has evolved over that time to adapt and remain competitive. Like Addison, Preston Center is located along the North Dallas Tollway. Unlike other peer areas, the core of Preston Center currently lacks an urban residential component; however, a recent proposal for redevelopment could add both residential and additional office space.



WEST 7TH STREET, FORT WORTH TX

The core of West 7th Street was constructed in 2010 on property that previously served in part as the headquarters for Acme Brick. Redevelopment helped to transform West 7th into a pedestrian-focused mixed use center that has become one of Fort Worth's key areas for entertainment. The success of the initial development continues to make surrounding properties ripe for reinvestment, including interest for additional residential. The area of study includes redeveloped and adjacent areas.



THE DOMAIN, AUSTIN TX

The Domain began construction in 2007 on property previously owned and occupied by IBM. Described by local economic development leaders as "transformative", The Domain introduced a new luxury retail and dining center to Austin with a unique mix of national and local brands. Built over three phases, The Domain includes a mix of residential, office and retail activities as well as ample open space that together make it a successful destination both day and night.



BUCKHEAD VILLAGE, ATLANTA GA

Buckhead Village was developed in 2014 as part of a master plan to create a "heart" of Buckhead that features urban densities and a vibrant mix of uses intended for live, work and play. Buckhead Village benefits by its location at the intersection of several major roadways, as well as the buying power of surrounding Buckhead neighborhoods. The area of study selected for analysis is a reflection of both old and new development and is part of recent efforts to remain competitive.

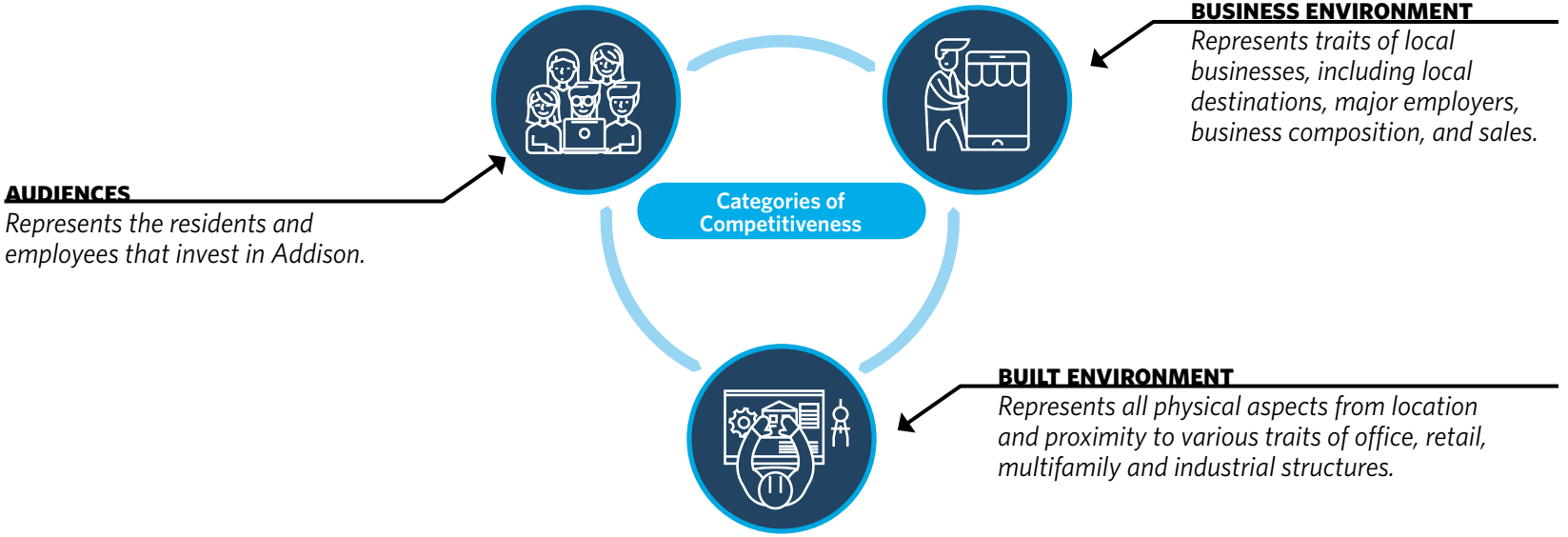
WHAT INVESTORS ARE SAYING

Understanding local market position begins with what people say and think about Addison, particularly those parties that have historically or actively invested their time, effort, and/or money in the community. A series of surveys, interviews, and focus groups were held with business owners, brokers, developers and other partners to get feedback on Addison's current and prospective future market position. Together they represent investors in a variety of products in Addison, including housing, office space, retail and restaurants, and the airport. Six clear themes were themes were identified from these discussions.

- Walkability and Experience are Increasingly Crucial to Investors of all Types
- Arrival of the DART Station, Multimodal Travel and Accompanying TOD Adds to Addison
- Benefits of Addison's Daytime Population and Housing Market Evolution
- Proximity and Location Matters
- The Addison Product Could Also Use a Change
- Town Staff are Great, but Codes and Policies Could use Clarity
- The Airport is a Definite Asset

CATEGORIES OF COMPETITIVENESS

The Market Position of Addison is measured by analysis of three key areas:



AUDIENCES
Represents the residents and employees that invest in Addison.

BUSINESS ENVIRONMENT
Represents traits of local businesses, including local destinations, major employers, business composition, and sales.

BUILT ENVIRONMENT
Represents all physical aspects from location and proximity to various traits of office, retail, multifamily and industrial structures.

ANALYSIS OF CATEGORIES OF COMPETITIVENESS

Audiences

Residents within a five minute drive of Addison Circle tend to be young, well-educated, more likely to live alone and have less disposable income in comparison to *Peer Places*. While well-educated, the resident pool surrounding Addison Circle rated nearly last in population with a bachelors degree or higher. A comparison of income and wealth variables consistently place Addison Circle next to last with The Domain at the bottom. Median household income in the area surrounding Preston Village exceeds $180,255 in comparison to $71,295 around Addison Circle. The Wealth Index in the area surrounding Addison Circle is 64 – well below comparison to the national average. People surrounding Addison Circle are more likely to work in finance, healthcare support, protective service, office administration, or installation/maintenance repair than peer places.

The number of employees surrounding Addison Circle helps to confirm the community's role as an employment focused community. The area within a five-minute drive of Addison Circle includes approximately 88,977 employees providing an employee to resident ratio of 2.5 to 1. Only the area surrounding Legacy Town Center had a higher number of employees. The daytime population surrounding Addison Circle is a very impressive 123,230 people, placing the area highest among peers.



Additional Information

Baseline Assessment & Engagement Summary

BUSINESS ENVIRONMENT

Visitors and locals alike are drawn to a variety of places. Depending upon the strength of the attraction, that draw can result in retail sales, overnight stays, or the decision to live or work in a particular area. For purposes of measuring economic potential, places are defined as attractors, nodes and destinations.

The Town of Addison has a wide array of attractors, including a number of park spaces in walkable areas. It has two very strong nodes in Addison Circle and Village on the Parkway with the possibility of a third node at Vitruvian Park. Addison Circle, while well designed, currently lacks the critical mass sufficient to be considered a destination but that may change once the DART station and transit-oriented development are in place. Similarly, Village on the Parkway is exceptional in its ability to draw traffic but it lacks the boutique shopping component, housing, comfortable walkability, and common outdoor space that promote lingering.

Approximately 6,590 businesses are located within five minutes of Addison Circle, a number that is easily highest among peer places. The average business surrounding Addison Circle is likely to be smaller than in other peer places. Sales are also healthy in the area around Addison Circle. In 2023 total sales registered within a five minute drive time reached $16.4 billion – again the highest among peer places. Sales figures for retail, food and beverage service within five minutes of Addison Circle are also strong, however not as strong as some other peer places. However, when measured on a per acre basis, only Buckhead Village fared better. Thus, while the Town may lack a strong destination, it continues to see strong retail sales.

ATTRACTORS, NODES, AND DESTINATIONS



*An **attractor** can be a park, a very popular restaurant or business, an entertainment venue, or other amenity that is sufficiently unique and interesting that it draws a people regularly on its own.*



*A **node** is a combination of one or more attractors and complementary uses or amenities in a highly walkable, clustered area. The combination amplifies the magnetic draw of the place and the amount of time often spent there.*



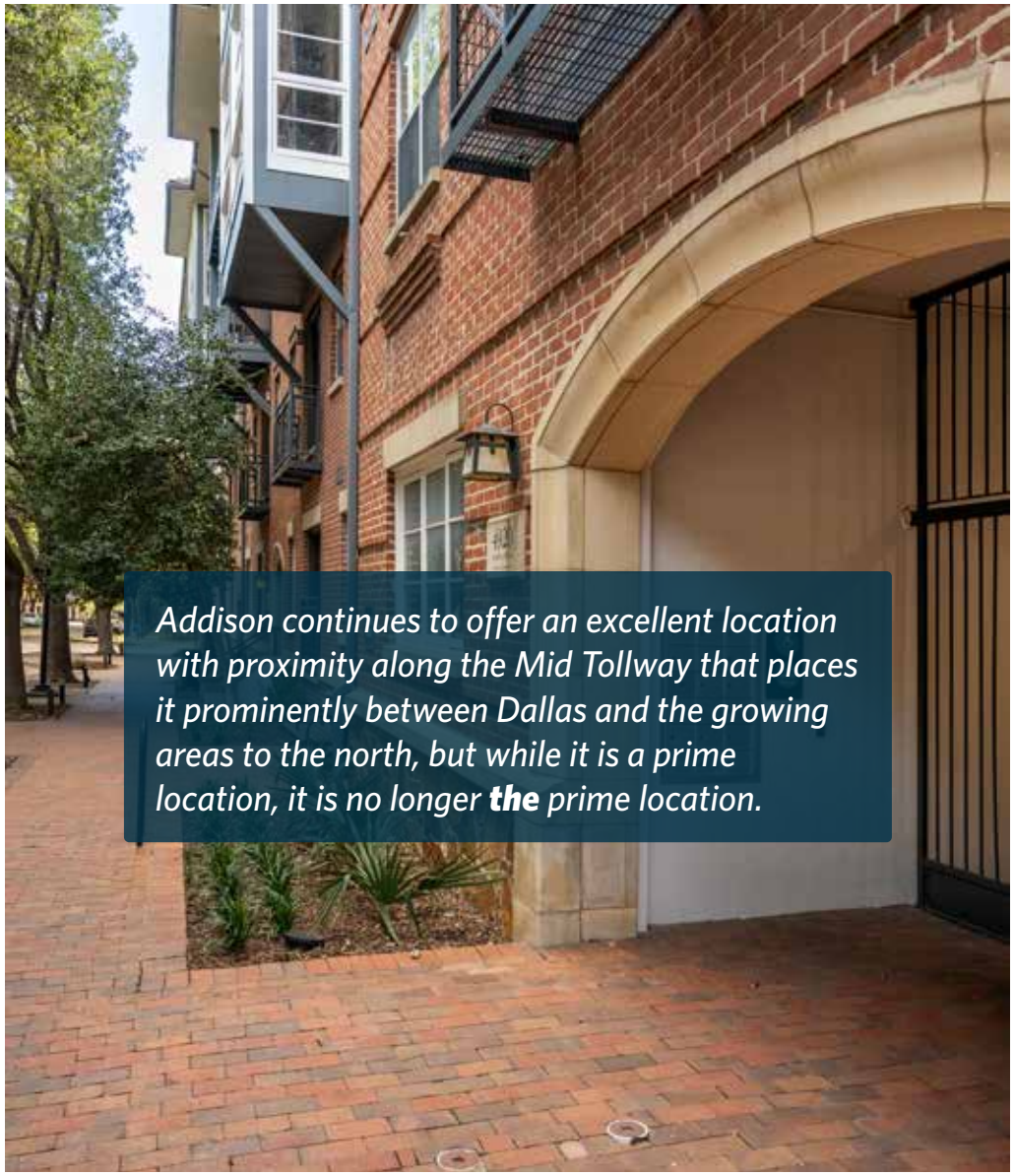
*A **destination** is a node with strong appeal, offering at least 10 boutique shops, 10 unique restaurants, and 10 businesses open past 6pm, plus amenities like outdoor or social spaces. This mix increases the chances guests will spend 4-6 hours and visit multiple spots.*

Built Environment

Addison is recognized for its office environment and restaurants, serving as a regional employment hub. However, its buildings and sites are aging, with limited new office and retail development since 2000. Much of the Office Corridor along the Mid Tollway dates back to the 1980s. While Addison's location remains prime, it is no longer the prime location, as newer developments elsewhere draw more demand.

Rental and vacancy rates reflect this shift. Addison Circle ranks fifth in office rents and last in rental rates compared to peers like Legacy Town Center and Preston Center, and has the second-highest office vacancy rate. However, clustered, walkable areas like Addison Circle and Village on the Parkway command higher rents than more linear developments along major roads. Office rents in Addison Circle are notably higher than the rest of the Office Corridor and the Town overall, though retail rents in Addison Circle lag behind other areas, despite its central, walkable appeal.

The multifamily market, boosted by new construction in Vitruvian Park, is strong but still offers some of the lowest rental rates compared to peer communities. Addison's hotel sector underperforms significantly in both Revenue per Available Room (RevPAR) and Average Daily Rate compared to Dallas. Addison's industrial space, largely built in the 1970s, is aging and considered lower quality, though it remains a steady, if quiet, strength. The majority of the 2.8 million square feet of industrial space was constructed in the 1970s and is considered of lower quality to the commercial real estate industry.



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Additional Information

Market Position Report

BUILT ENVIRONMENT, CONTINUED

Addison Circle commands higher rents in comparison to similar linear development along Addison's main thoroughfares. Office rents in Addison Circle are higher than the remainder of the Office Corridor and the town as a whole. Similarly, retail rents in Village on the Parkway are higher than the rest of Restaurant Row or the town. Unfortunately, the same cannot be said of retail rents in Addison Circle, despite being considered the heart of the community and the most walkable area of town.

With the exception of the hotel industry, other segments of the built environment perform well. The multifamily market has performed well in Addison thanks in part to new construction in Vitruvian Park and other locations. However, here too, rental rates are among the lowest in comparison to peer communities. The hotel sector in Addison has been less successful. In terms of both Revenue per Available Room (RevPAR) and Average Daily Rate, local hotels were significantly outperformed by those in Dallas. The majority of the 2.8 million square feet of industrial space was constructed in the 1970s and is considered of lower quality to the commercial real estate industry. Addison Airport continues to be recognized as a high-quality alternative to Love Field and Dallas Executive Airport. The Airport takes up a substantial portion of the built environment but continues to be recognized as a high-quality alternative to options at Love Field and Dallas Executive Airport.



MARKET ANALYSIS TAKEAWAYS

Addison Circle was a groundbreaking, first-of-its-kind development in the Dallas region. It paved the way for a renaissance of place-based, pedestrian-focused development that was supported by a strong office presence along the North Dallas Tollway and a thriving retail scene along Restaurant Row (Belt Line Road). Today, the community and Addison Circle face much stiffer competition. New development in the region has learned from both the elements done well in Addison Circle and its shortcomings, like parking visibility and first floor retail vacancy, and master-planned urban mixed-use projects like Legacy Town Center have emerged that adapt the built environment to respond to those issues.

The Town of Addison remains a popular and marketable location, but its built environment is aging in a time when trends in all of the major industries are rapidly evolving, and the average age of residents is also gradually increasing. Addison must reinvent some of its aging commercial places to continue to attract and retain businesses, workers, and residents. Steering redevelopment in a manner that embraces the emerging trends of place, experience, and walkability can not only keep Addison competitive, but differentiate the Town by further enhancing the authentic, human-scale level of mixed-use Addisonites have come to love.

Recommendations in the *Market Position Report* focus generally on place-based economics, maintaining and enhancing the local workforce and Addison as a place for work, and diversifying the market and civic revenue streams. Suggested strategies and actions are organized by each of Addison's geographic areas. However, all recommendations can be traced back to seven overarching themes.

New Addison, better than the old Addison and different from the pack.
Addison's future success depends on continuing to be distinct rather than trying to catch up with surrounding areas.

Placemaking, attractions, and destination building.
Addison needs to evolve its existing spaces and create new activity hubs in areas like Restaurant Row and the Office Corridor.

Walkability, connectivity, and corridors.
Addison must focus on becoming a highly walkable, connected, and marketable community by revitalizing key areas like Restaurant Row and the Office Corridor.

Addison as "The Office."
Addison can become known as a place where people work from anywhere, by enhancing public spaces and promoting the town's unique office alternatives.

Addison Airport as an Economic Engine.
The airport offers a strategic advantage and revenue source that Addison should leverage to grow both air traffic and local business.

Industry - Addison's Secret Weapon.
Addison's industrial sector is a major economic asset, poised for growth as technology and distribution trends evolve.

Be Aggressive - Both Fast and Slow.
Addison should act swiftly on high-impact projects like Addison Circle, while allowing more gradual development in industrial areas.



Additional Information

Market Position Report

ADDISON'S BUDGET AND FISCAL HEALTH

THE CURRENT BUDGET

Addison is in a much stronger fiscal position than most communities thanks to its more compact, semi-urban development pattern, vibrant neighborhoods (and property values), and sound fiscal policies. General fund revenues have been steadily growing over the past five years. While the amounts from property tax and sales tax have both been increasing year over year, the percentage of the general fund revenues coming from property tax has been rising while the sales tax share is dropping. Property tax is a more stable and predictable revenue stream, so having more than half of the general fund come from property tax puts the Town in a financially strong and resilient position. This means sales tax, fees, and other more volatile revenues can be invested in quality of life and economic development (instead of having to cover basic services and infrastructure). Expenses have also been growing over the past five years, but they are in line with revenues and distributed equitably and sensibly between departments. Additionally, the Town has done a good job of managing its infrastructure assets and planning for future replacement costs, so funding for future liabilities should not be a major challenge as long as the Town continues to keep this a priority with policymakers and taxpayers.

Additional Information

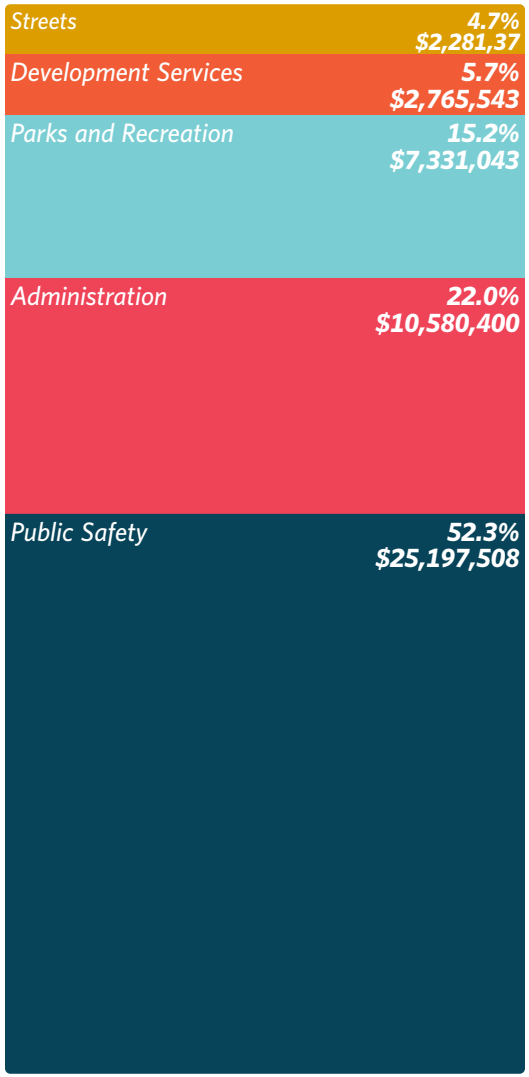
Land Use & Fiscal Analysis

2024 Revenues



Total **$48,164,101**

2024 Expenditures



Total **$48,155,864**

QUANTIFYING ADDISON'S STREET REPLACEMENT COSTS

Based on information provided by staff, Addison has 200 11' lane-miles of roadway to maintain. Using a replacement cost of $1.5M per 11' lane mile means that it would require over $297M to replace the existing streets when they reach the end of their life cycle. Averaged over a 50-year life cycle period, this would require the Town to be saving or spending an average of $5.9M per year on street reconstruction. Addison is mostly built out, so this number should remain relatively flat going forward (except to adjust for inflation).

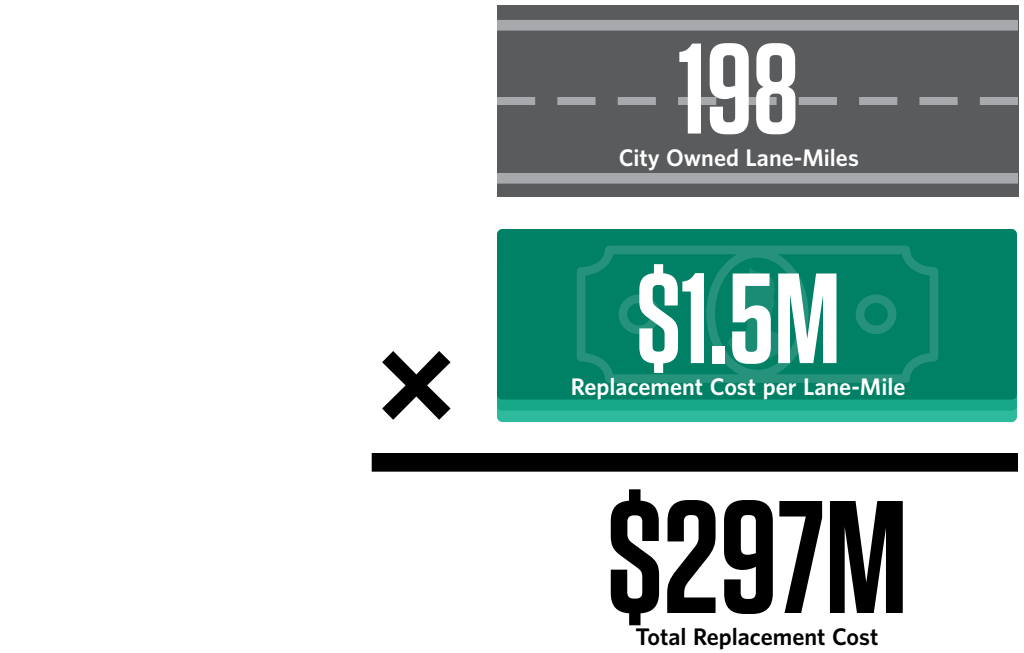
Going forward, continuing to implement an aggressive preventative maintenance program and utilizing surplus funds and debt responsibly for larger projects should enable Addison to maintain public streets and sidewalks in good condition for years to come. Funding priorities are managed using the Town's Asset Management Sytem. Taking additional Pavement Condition Indeces into account, each fiscal year budget will provide detail on the cost of street maintenance and replacement. In the adopted FY24-25 budget, the Town allocated roughly $2.3M from the general fund toward streets. The Infrastructure Investment Fund balance is projected to be $3.1M for cash funded non-routine capital projects. Additionally, bond elections provide money to cover more significant reconstruction projects and fund the Capital Improvements Program.

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Additional Information

Adopted Town Budgets



BASELINE LAND USE FISCAL ANALYSIS

An in-depth analysis of the fiscal productivity of Addison's development pattern and service model was performed as part of the comprehensive planning process. A parcel-level analysis of the property taxes and general fund service costs for the various land uses and development patterns in the Town provides a glimpse into which perform better than others in terms of their ability to generate sufficient property tax revenue to cover their share of service costs, including long-term roadway maintenance. The analysis used the metrics of property tax revenue per acre and net revenue per acre to map the net fiscal productivity (revenue minus each parcel's proportionate share of service costs) of all parcels in the city.

Three levels of analysis were completed to understand the fiscal performance of development today and when costs for future infrastructure replacement are considered.

1. **Property Tax Revenue Per Acre**
2. **Net Revenue Per Acre with Current Budget Expenditures**
3. **Net Revenue Per Acre with Current Budget and Projected Future Street Costs**

Certain development patterns will hold their value and remain positive, even with the additional cost burden, while others will decrease significantly. The following pages provide the maps and additional detail on each level of the analysis, followed by a summary of key takeaways from the analysis. Results of this baseline modeling and context helps explain the connection between Addison's compact, semi-urban development pattern and its strong fiscal health.



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Additional Information

Land Use & Fiscal Analysis

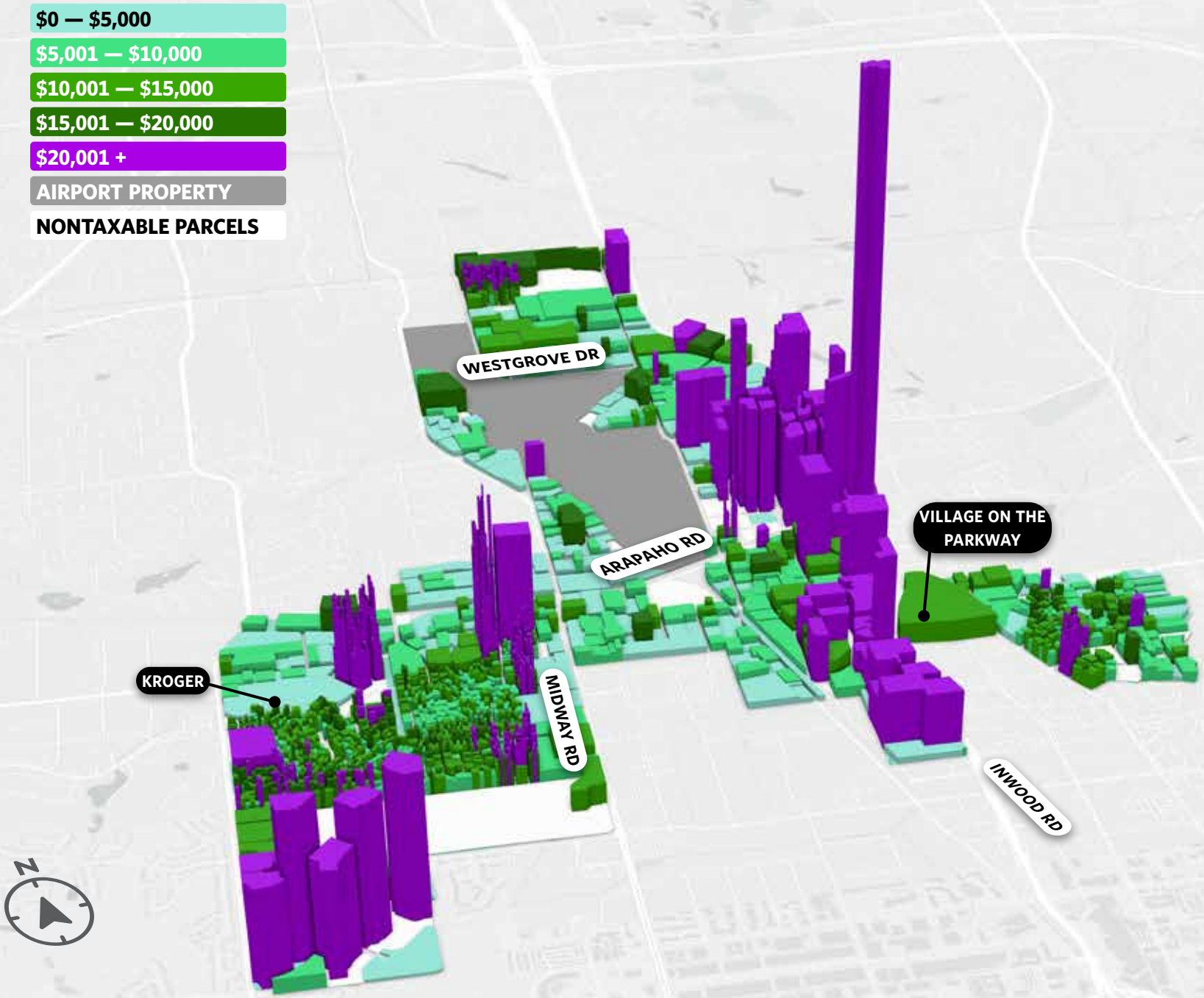
LEVEL 1 ANALYSIS: PROPERTY TAX REVENUE PER ACRE

The first level of the analysis process involves mapping the revenue side of the fiscal equation. Property data and property tax levy amounts were pulled directly from the 2023 certified tax roll data obtained from the Dallas County Appraisal District. Levy amounts were verified with the Town of Addison's FY23/24 budget and then the appraised value, assessed value, and actual levy paid after exemptions were mapped to the parcel level. Exempt parcels such as government-owned properties, churches, and other tax-exempt areas such as street rights-of-way and the airport were removed from the analysis.

The property tax revenue per acre for parcels in Addison, range from $0/acre to more than $20,000/acre. As expected, properties along the Tollway and in and around Addison Circle are the most productive. The Land Use Fiscal Analysis focuses on property tax revenue and the portion of General Fund costs covered from property taxes.

When development incorporates more of the patterns that have higher value per acre, the Town can capture more property tax revenue without having to raise the tax rate. When there is more property tax revenue to cover basic services and infrastructure maintenance, it frees up sales tax to be used for growth and amenity-focused efforts.

PROPERTY TAX REVENUE PER ACRE MAP



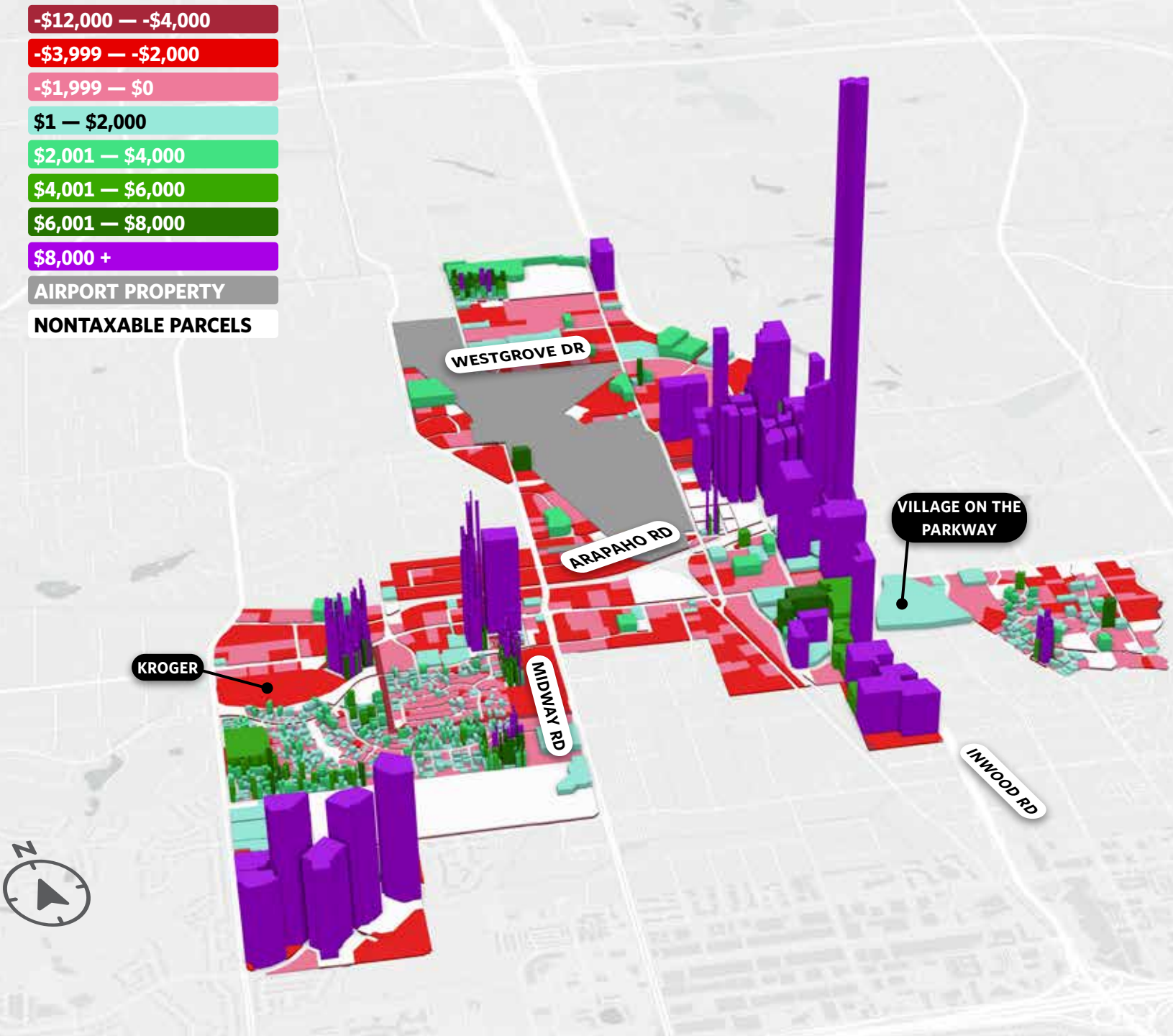
LEVEL 2 ANALYSIS: NET REVENUE PER ACRE WITH CURRENT BUDGET EXPENDITURES

The revenue per acre mapping alone does not tell the full story. In order to understand the fiscal impacts of different development patterns, costs for services and infrastructure must also be taken into account. The second level of fiscal analysis focuses on allocating general fund service costs from the current year's budget to the parcels. As an initial step, the general fund costs ($48.1M) were split into public service costs ($38.5M) and infrastructure (street and park related) costs ($9.6M). After this, the amount being covered by property tax was determined using the ratio of general fund revenues coming from property taxes in the city's budget (51.6%), which equals $19.9M for public services and $5M for infrastructure. Developed properties were assumed to carry 88% of the public service (non-infrastructure related) costs, while undeveloped properties carried the other 12%. These amounts were then allocated to individual parcels based on proportionate area. Infrastructure costs were allocated to individual parcels based on their proportionate area, so the larger properties have higher infrastructure cost burdens than smaller properties. The Town's Public Works and Engineering department has a robust asset management system in place to track and plan for future infrastructure costs. When evaluating annual budget, tax rate, CIP, or utility rate decisions, Council and staff should take future replacement costs into consideration and set rates that balance current affordability with long-term financial sustainability.

This analysis considered only costs covered by the general fund and property taxes. Water and wastewater, solid waste, and other fee-based utilities were not factored in, as those are funded through separate enterprise funds tied to rates and consumption. It's important to note that just like streets, as more of the town's utilities reach the end of their life cycle, funds will be needed to replace them. Council and staff should take these future costs into consideration when setting utility rates.

Adding these costs generates a "red/green" or "profit/loss" map that illustrates the net value per acre for each parcel when you take the revenue it generates from property tax and subtract the proportionate costs from the current budget as calculated above. Any parcels shown in red cost more to serve than they generate in property tax, while those in the other colors (green and purple) on this map are generating a surplus amount to cover current conditions. This map and the supporting data and analysis behind it demonstrate that under the current budget and tax rate structure, there are some development patterns and properties in the Town that generate a significant surplus, while roughly half of the properties do not generate enough revenue from property tax to cover the proportionate costs. In current budget conditions, these gaps are made up with revenue from other funding sources, most notably sales tax and/or addressed through bond-funded efforts paid for with the Interest and Sinking Fund (I&S) portion of the tax rate.

NET PROPERTY TAX REVENUE PER ACRE MAP (with Current Budget Expenditures)



LEVEL 3 ANALYSIS: NET REVENUE PER ACRE WITH CURRENT BUDGET AND PROJECTED FUTURE STREET COSTS

The baseline analysis projects the Town's needed revenue to replace existing streets when they reach the end of their life cycle. Typically, cities budget an annual amount for preventative maintenance and fund a few capital improvement plan (CIP) projects through surplus sales tax revenue or bond programs every 3-5 years, but these only address a portion of the overall street network. While the majority of these costs are often out in the future, having a plan to reserve and build up funds annually will ensure the funding is there when it's needed.

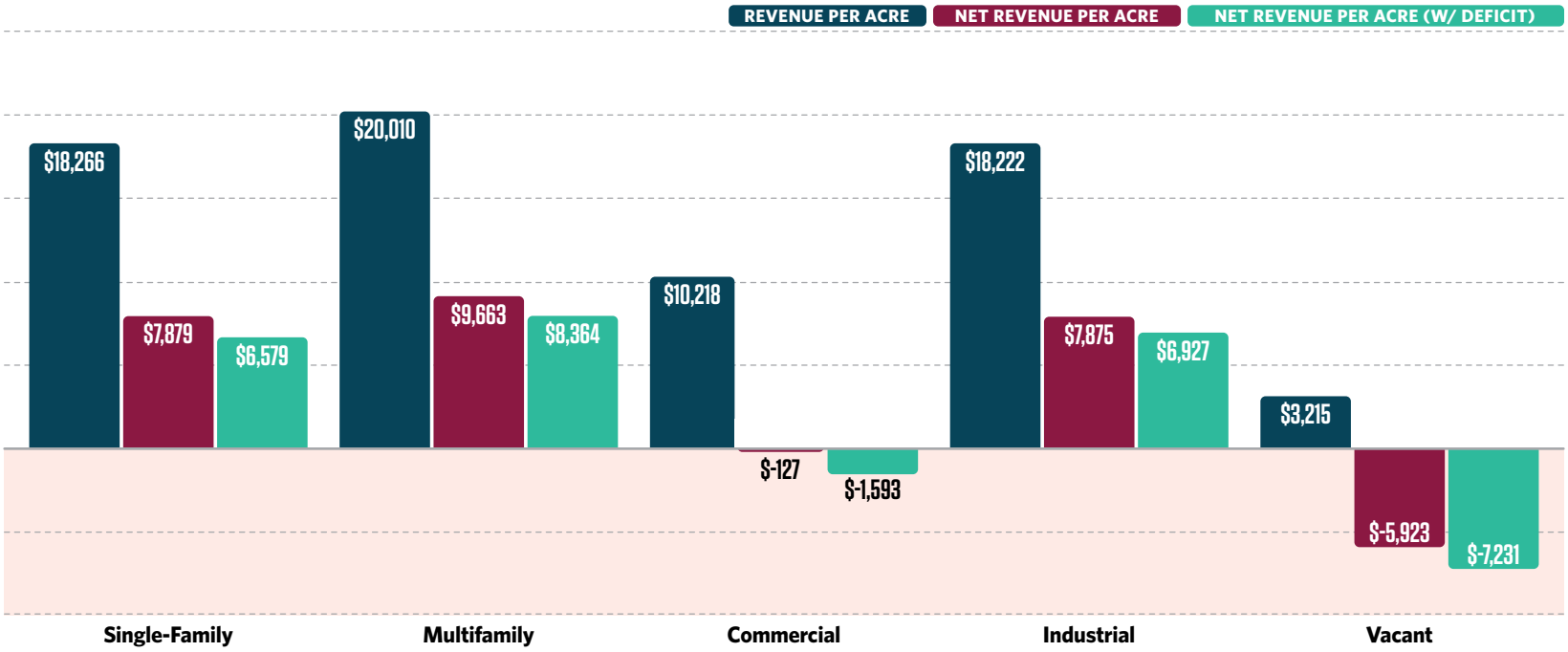
The amount it would take for the city to replace existing street infrastructure was estimated as roughly $297 million over 50 years. A straight average over a 50-year life cycle for concrete pavement was calculated to be roughly $5.9M per year, and then these additional costs were allocated to each parcel based on a similar proportionality process. This second version of the "red/green" map shows how different parcels and development patterns perform fiscally when considering the true infrastructure burden and assuming 100% of these additional costs are covered from property tax revenue.

This step only accounts for replacement of existing streets. Addison is mostly built out, so if there are additional local streets built with new development, the additional costs would be minimal.

Additional Information

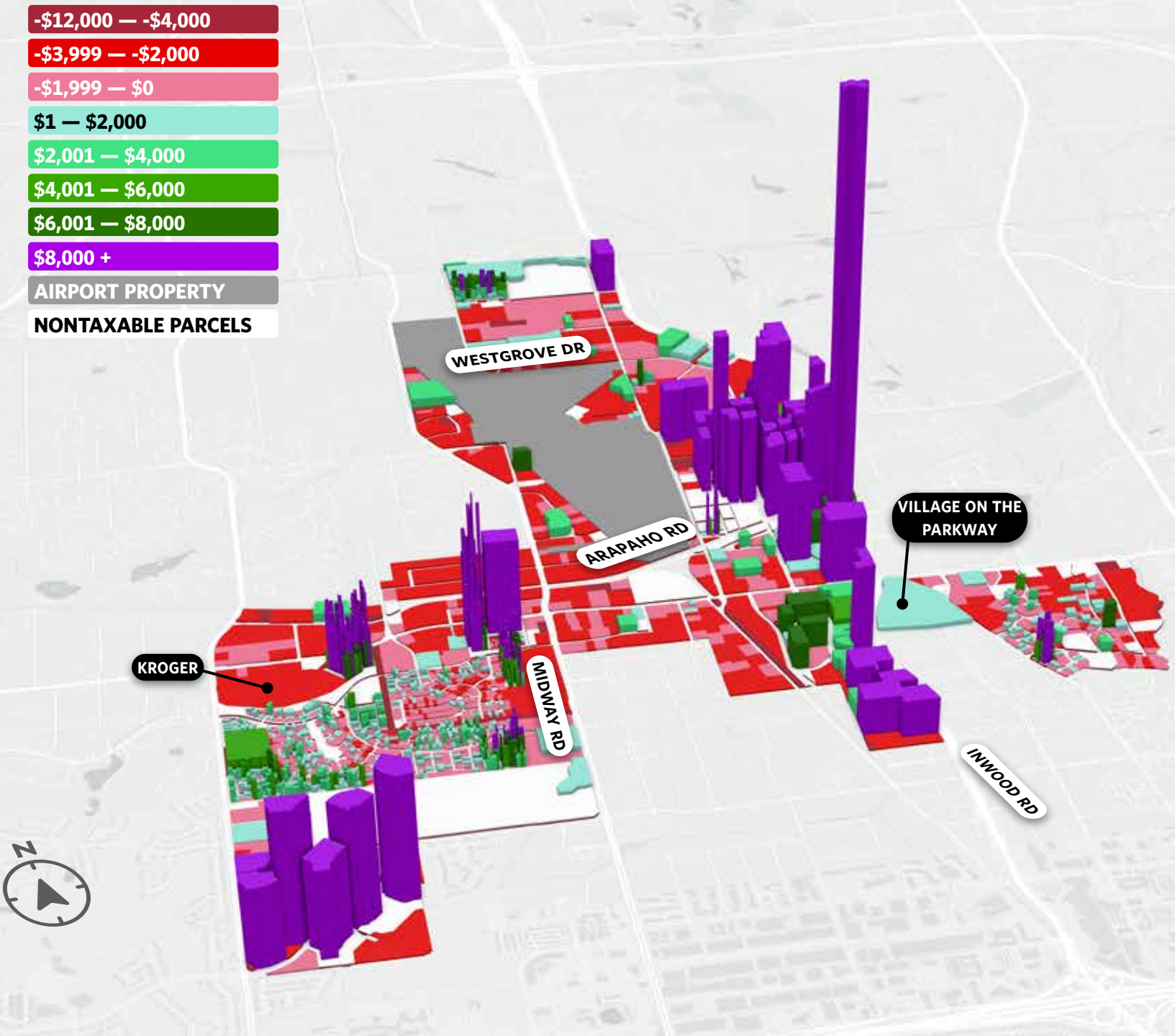
Unified Development Code

PROPERTY TAX PRODUCTIVITY BY LAND USE



View the Unified Development Code (UDC) section 4.2.7 Table of Allowed Uses for a full list of land use classifications.

NET PROPERTY TAX REVENUE PER ACRE MAP (with Current Budget and Projected Future Street Costs)



FISCAL ANALYSIS TAKEAWAYS

Addison is in a much stronger fiscal position than most cities. Addison's strong commercial base and associated sales tax revenue is part of the equation, but the Town's development pattern also plays a significant and arguably more important role. The Town's smaller footprint and more compact, semi-urban development has limited the amount of streets and infrastructure to be maintained and improves efficiency of public services. The Town has a significant amount of high-density development along the Tollway and in Addison Circle that produces much higher tax revenue per acre than lower density autocentric development typically found in suburban style cities. This high-density development boosts the Town's property tax revenues without having to rely on a high tax rate, which keeps the cost burden on residents more affordable. This same pattern also supports more businesses and employers in the local area, which also contributes to the sales tax.

Addison's decision to build in a more urban manner while other surrounding cities embraced the more spread out, autocentric suburban model could also become a strong differentiator in the years ahead. Whereas Addison's infrastructure and service costs are manageable and aligned with revenues and residents' ability to pay today and well into the future, many suburbs are facing skyrocketing infrastructure costs that current budgets, property values and tax rate structures will not cover. As values and/or costs continue to rise in these communities, some of these residents may look to relocate to a community like Addison that is in a more financially stable and resilient position and offers a high quality of life for a reasonable cost.



The Value of Different Development Patterns

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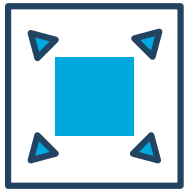
FACTORS CONTRIBUTING TO ADDISON'S FISCAL PRODUCTIVITY



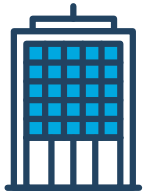
Small Town Footprint & Service Area
The entire Town measures 4.4 square miles. This compact and defined footprint limits infrastructure and service costs and allows the Town to focus resources on quality.



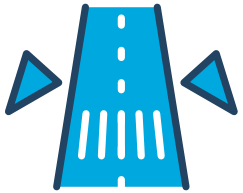
Compact Lots
Even in Addison's most exclusively residential areas, lots are generally more compact. This creates more value from a given area and spreads infrastructure costs across more properties.



High Percentage of Lot Coverage
A high ratio of building footprint to lot size increases taxable value of property. Addison's code provides the opportunity for high lot coverage in many situations.



Multi-Story Buildings
Especially in urban parts of Addison, building up is common. This means that a single parcel of land often has a lot more building on it, increasing its overall taxable value.



Narrow Streets & Short Blocks
Narrow streets cost less to maintain, and short blocks make for a more pleasant pedestrian experience which raises property values.

CURRENT REGIONAL AND NATIONAL TRENDS

As technology, market conditions, and other factors continue to evolve, Addison will also need to evolve to keep and attract people and businesses to the Town. While focusing on local context and resources are the starting point, it's also important to be aware of regional, national, and global trends that are impacting where and how people choose to live, work, shop, and play.

Place and Human Interaction

Place is of great importance to people of all ages. In particular, the "third place", a term coined by Ray Oldenburg. Third places are places outside of home or work where people like to gather and interact, such as coffee shops, cafes, sports bars, pubs, and bookstores. Connectedness is a priority for these groups, and walkable neighborhoods are greatly valued. They seek the celebration of differences in people, cultures, and neighborhoods. Authenticity is a high priority, and many cities do not offer this.

Additional Information

Appendix



Retail

The Global Pandemic took an already fracturing retail structure into hyperdrive. Convenience focused brick and mortar retail and many national brands operators have proven to be most susceptible to two major trends: E-commerce and the growing demand for experience, particularly outdoors. The result has been a maturing renaissance for place-based retail that began at the larger scale with major destinations but is now being pushed to smaller scale clustered commercial within walkable or bikeable distance. Local business will continue to be the greatest potential beneficiary of these trends. Not only do they have the opportunity to market and sell online to expand their reach, but the path to brick and mortar or a viable alternative has never been easier. Retailers now have opportunities to ease beyond the home through incubators, trucks, markets, kiosks, shared retail, community kitchens, ghost kitchens and more – many of which are also a strong means of adding value to existing places.

Office

The office sector experienced the greatest and most obvious upheaval of any market as a result of the Global Pandemic by accelerating trends that were underway and proving to many that a new way to "office" was not only possible but inevitable. Today's market will continue to adapt as employees, particularly those of the Gen Z and Millennial generation, have actively embraced the concept of "work from home". Companies and property owners will continue to adapt as the trend matures. The "flight to quality" was already underway and it only continues at the same or a faster pace as employees demand a location that is walkable and highly experiential. More employees seek a different workplace lifestyle with more amenities, opportunities for socialization (but also greater demand for personal space) and the chance to be either close to home or at home. At the same time, a younger generation has increased interest in entrepreneurship and small business ownership, providing an additional push for home-based business and affordable entry into the office market. With the pandemic dust settling, property owners are responding by including office options for coworking, flex space, and satellite offices that make office space attractive to a broader audience; adding amenities to enhance the office experience; and in some cases, bringing in additional uses such as residential and institutional.

INDUSTRY

While not as obvious as retail and office, the industry sector will continue to witness substantial changes with the greatest continuing to be in technology and automation. From augmented intelligence and robotics to the industrial version of the "Internet of Things" companies will continue to discover ways to operate more efficiently and, equally important, with the ability to pivot to adapt to market demands. Reshoring continues to drive opportunities for growth as does the move toward greater sustainability. The global pandemic and international conflicts are driving the sector to push for multi-sourcing to avoid market disruptions which, combined with new technology, is spurring a trend toward microfactories. The drive to smaller, smarter facilities creates an opportunity for a new brand of business incubation and a potential merger into areas such as the Inwood Corridor where innovative industrial activity at a smaller scale could be developed incrementally in spaces alongside other activities.



MOBILITY

Mobility preferences are changing as people shift how they live, shop, dine, and work. The National Association of Realtors' Community and Transportation Preferences Survey shows growing demand for walkable, bikeable, and transit-friendly communities, with Gen Z and Millennials willing to "pay a lot more" for these features. This trend toward walkability aligns with preferences for experience-based shopping, dining, and entertainment over convenience-based strip malls, pushing communities to redesign roads with safer speeds and enhanced bike/pedestrian infrastructure.

Consumer preferences are also impacting air travel, including the airport in Addison. The ability to navigate by car, transit, bike, or on foot is increasingly important, with a growing desire for stronger "first mile to last mile" connections, including ties to local transit. Executive services will continue expanding, leading to facility upgrades, while technology such as unmanned aircraft and artificial intelligence (AI) will further disrupt the airline industry.



HOUSING

Many cities are finding that retaining talent requires offering a variety of housing types to meet diverse needs. However, most places have not adapted to changing demographics, with shrinking household sizes and a growing desire for appropriately sized homes. Housing diversity also supports affordability and allows for the mixing of socioeconomic groups, which appeals to Millennials, Gen Z, and Gen Alpha.

Missing middle housing includes styles between single-family homes and mid-rise apartments, blending into neighborhoods while offering more units and boosting the tax base without raising service costs. These housing types, such as townhouses, duplexes, and courtyard apartments, were common before the 1940s and are being rediscovered today as a way to create high-value properties that generate more tax revenue than they cost to serve.





EDUCATIONAL CONCEPTS



Addison's strong fiscal health is due in large part to the Town embracing a development model over past decades that was more dense and pedestrian-focused than much of the region, and had a better integrated land use mix, which created a more urban feel. Looking forward, Addison is well positioned to capitalize on the growing demand for walkable, mixed-use communities.

This section provides educational content on the fiscal impacts of the rate and pattern of growth. It also explains a broader context for how to think about walkability and ways to enhance the walkable experience. These core concepts are expanded upon and connected more directly to Addison in latter parts of the Plan.

ECONOMICS OF LAND USE

THE SUBURBAN GROWTH EXPERIMENT

For thousands of years, cities all over the world were built and grew incrementally out (horizontally), up (vertically) and more intensely (higher density) as resources allowed. This traditional pattern of development was characterized by a compact grid, narrower streets, and diverse building types (whose uses were flexible) all geared toward a human scale, and it was built in increments when the demand and money were available. New structures or streets were built next to existing buildings or infrastructure, because this was the most cost-effective way of growing.

When the automobile was invented, it led to what engineer and Strong Towns founder Charles Marohn coined the "suburban experiment." The creation of the highway system, increasing car ownership, and mass-scale housing programs rolled out after WWII combined to create a new environment where developers were able to purchase and develop land out on the edge for lower costs, and the suburbs were born. Streets and buildings became more spread out than ever before, and residential, commercial, and other uses were separated. Unlike the previous incremental growth, cities began to see massive amounts of housing, streets, and infrastructure being built over a much larger area in a short amount of time - typically just one or two decades.

While the vast majority of DFW has grown in this more autocentric, suburban pattern, Addison committed to more walkable, mixed-use development with pockets of higher density.



An aerial View of Dallas' Arapaho Park and the surrounding area, Belt Line Road is visible in the distance. The Dallas-Forth Worth Metroplex has favored suburban, auto-oriented growth for more than half a century.
Source: Dallas Municipal Archives

THE VALUE OF DIFFERENT DEVELOPMENT PATTERNS

Where, when, and how a city develops has a direct impact on a city's fiscal health. The form and process by which property develops in a community is its development pattern. Development patterns are caused by varied wants, needs, and desires amongst community leaders, residents, and developers. Below are three of the most common development patterns seen in Texas and across the United States: rural, suburban, and urban. Each of these patterns accommodates a certain amount of people, requires different amounts of infrastructure and public services, and consumes varying amounts of land.

Understanding the economic constraints these patterns present is key to helping build a resilient and fiscally sustainable place. The economics of land use, at a high level, pertains to how these different development patterns generate revenue back to the city in the form of property tax, sales tax, and other revenues. The development patterns also generate costs and liabilities in the form of services, property, and infrastructure that require maintenance over time. To be financially sustainable, a City's development pattern and taxing structure must generate sufficient revenue to pay for services and infrastructure; not just today, but over time.

RURAL: NON-ADDISON



Value Per Acre	LOW
Infrastructure Costs	LOW
Service Levels	LOW
Population Per Acre	LOW
Cost Per Household	LOW
% in Addison	

SUBURBAN: BELLBROOK ESTATES

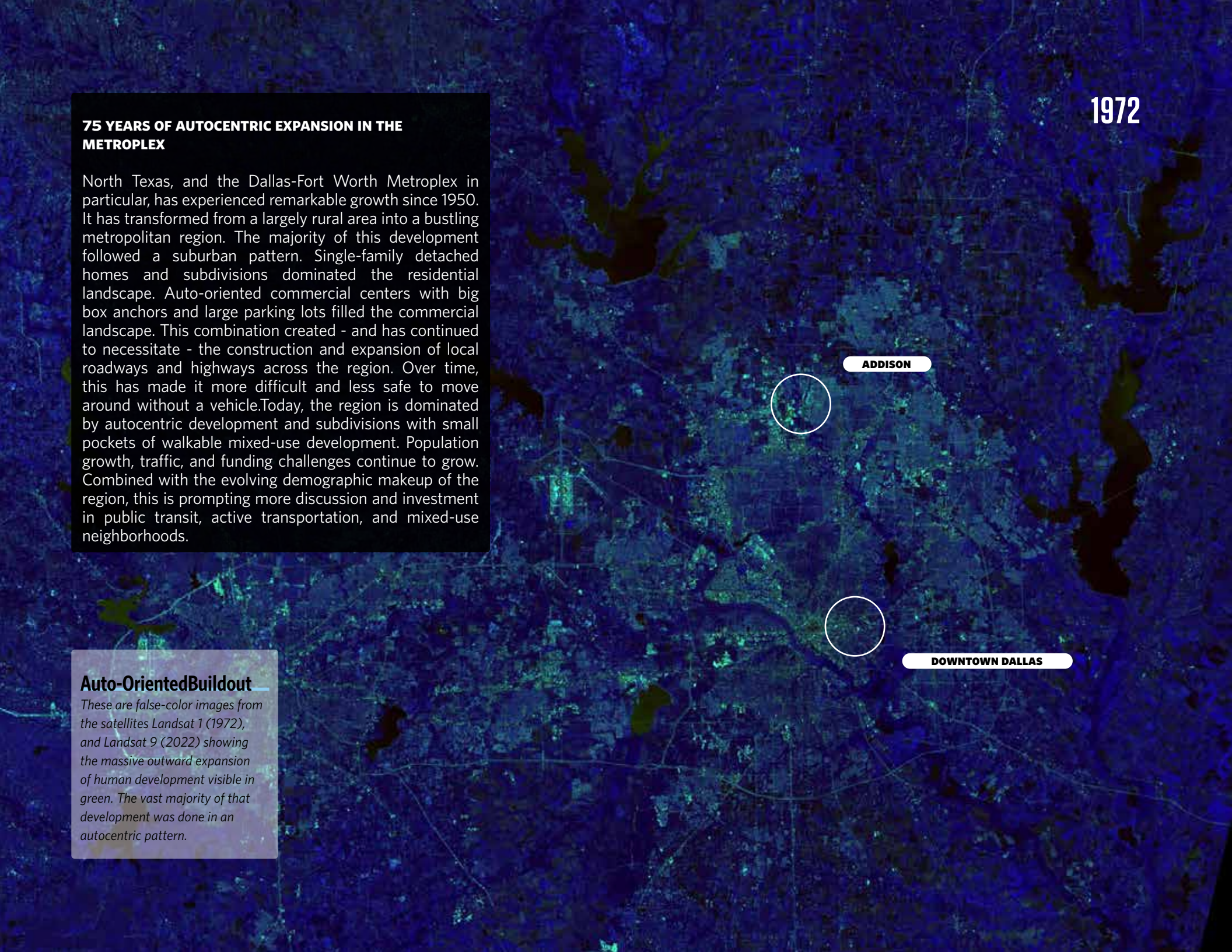


Value Per Acre	MID
Infrastructure Costs	HIGH
Service Levels	HIGH
Population Per Acre	MID
Cost Per Household	HIGH
% in Addison	

URBAN: ADDISON CIRCLE



Value Per Acre	HIGH
Infrastructure Costs	HIGH
Service Levels	HIGH
Population Per Acre	HIGH
Cost Per Household	LOW
% in Addison	

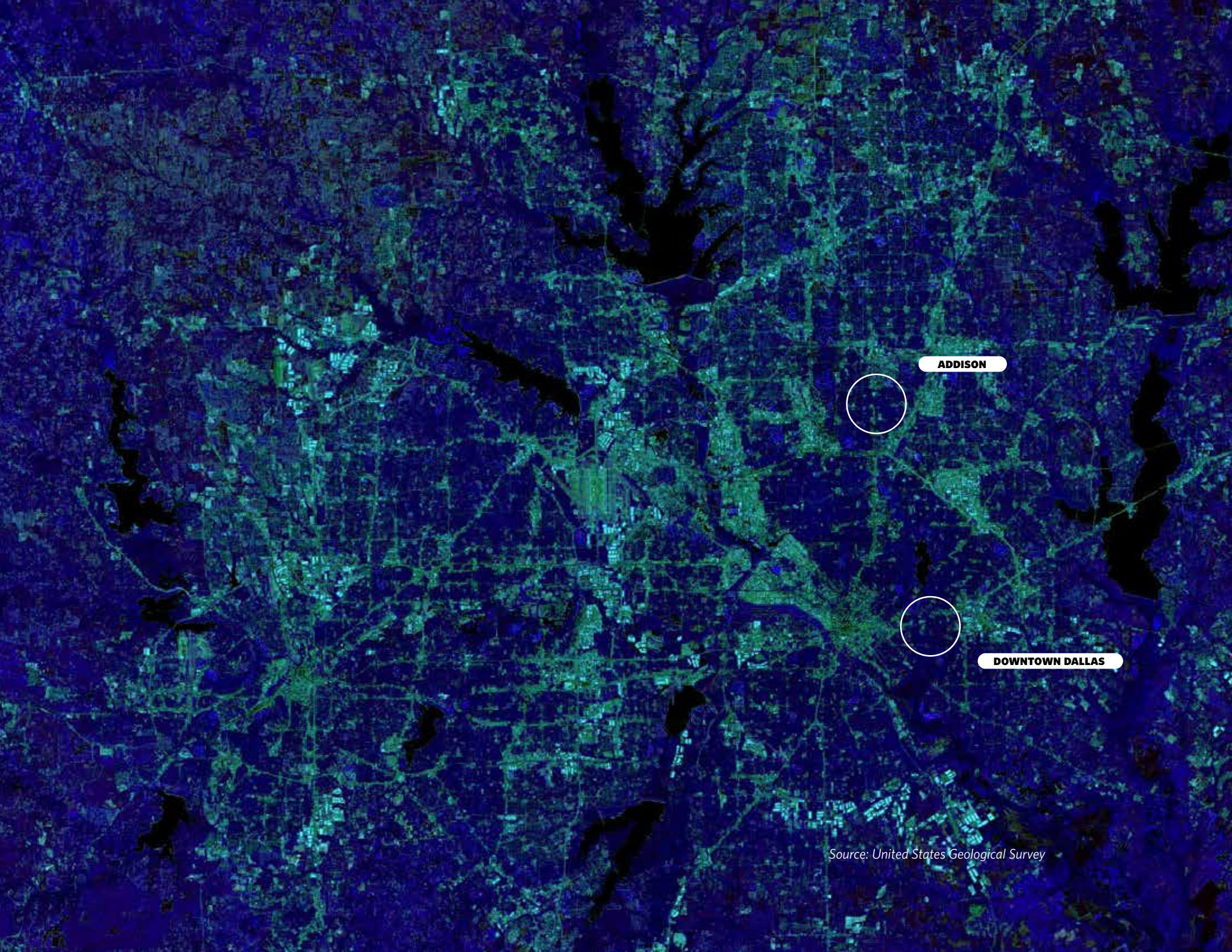


75 YEARS OF AUTOCENTRIC EXPANSION IN THE METROPLEX

North Texas, and the Dallas-Fort Worth Metroplex in particular, has experienced remarkable growth since 1950. It has transformed from a largely rural area into a bustling metropolitan region. The majority of this development followed a suburban pattern. Single-family detached homes and subdivisions dominated the residential landscape. Auto-oriented commercial centers with big box anchors and large parking lots filled the commercial landscape. This combination created - and has continued to necessitate - the construction and expansion of local roadways and highways across the region. Over time, this has made it more difficult and less safe to move around without a vehicle.Today, the region is dominated by autocentric development and subdivisions with small pockets of walkable mixed-use development. Population growth, traffic, and funding challenges continue to grow. Combined with the evolving demographic makeup of the region, this is prompting more discussion and investment in public transit, active transportation, and mixed-use neighborhoods.

Auto-OrientedBuildout

These are false-color images from the satellites Landsat 1 (1972), and Landsat 9 (2022) showing the massive outward expansion of human development visible in green. The vast majority of that development was done in an autocentric pattern.



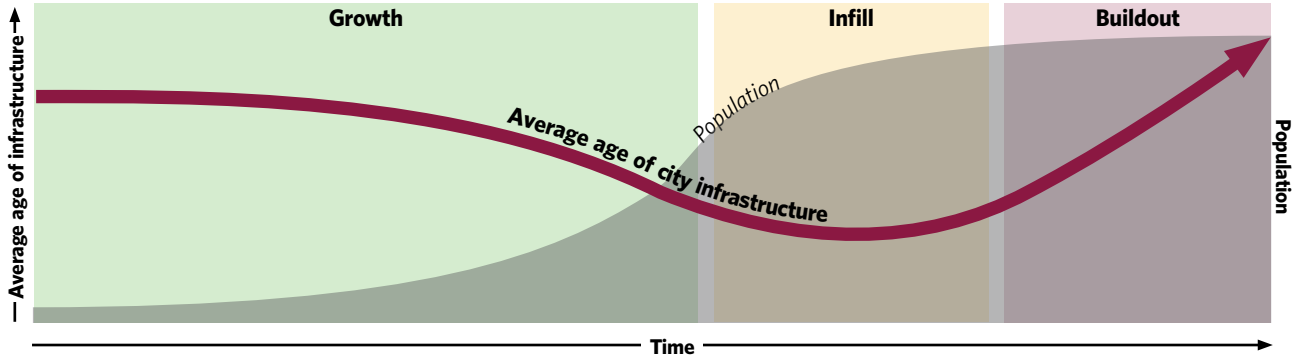
Source: United States Geological Survey

THE EFFECTS OF RATE AND PATTERN OF GROWTH

As the suburban growth model gained popularity, cities across the country embraced rapid growth without fully considering its long-term impacts. Developers built subdivision after subdivision, with a promise of additional rooftops and tax revenue, but also added miles of new infrastructure "at no cost to the city". This created what Marohn calls an "illusion of wealth," where the majority of the community appears new and affluent, and cities often have surplus budgets due to rapidly growing property and sales tax revenues and minimal infrastructure maintenance. Today, the costs of this approach are becoming clear. As cities age and expand, the revenue boost from new development slows, and infrastructure built decades ago requires significant maintenance or replacement. Community leaders struggle to meet expectations for basic services with limited resources, leading to a cycle of patching what they can and postponing the rest. Eventually, neighborhoods deteriorate, prompting those who can afford it to leave, while others are left in declining conditions. Being landlocked by surrounding municipalities has restricted Addison's outward expansion and limited the amount of infrastructure the Town has to maintain. Population has been added incrementally over time to gradually increase the Town's population density and help keep taxes and the cost per household affordable. Because of this combination, Addison is not facing massive infrastructure and service

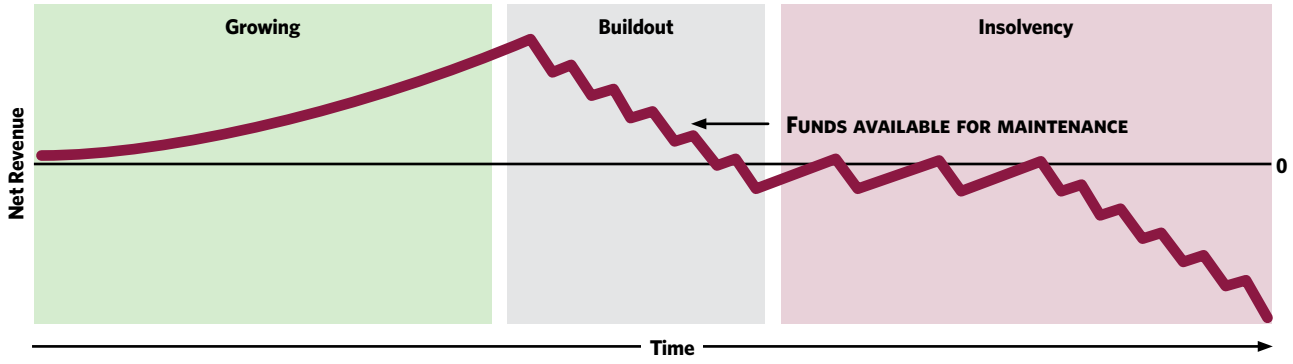
Illusion of Wealth

Typically, as a city reaches buildout, the average age of infrastructure (streets & utilities) outpaces the ability of the city's population to fund maintenance costs.



Cycle of Decline

While a city grows, new revenue comes in. No major maintenance is required because infrastructure is brand new. When a city stops growing, the existing infrastructure is older and repairs are needed. It is impossible to recover from those repair expenses if the development patterns are never adjusted.



LAND USE FISCAL ANALYSIS

WHY IT'S IMPORTANT

To align development, services, and revenues, cities need a common framework to address challenges and develop shared solutions. Land use fiscal analysis is a powerful tool for guiding discussions and informing decisions on land use, development, infrastructure, and budgeting. This analysis examines property taxes and general fund service costs at a parcel level, using property tax revenue per acre and net revenue per acre to map the fiscal productivity (revenue minus service costs) of each property in the city. By quantifying revenues and costs per parcel and per acre, it reveals how different land uses and development patterns perform and identifies which parcels generate enough revenue to cover service costs, versus those that require subsidies from other parts of the city.

MEASURING THE VALUE OF DEVELOPMENT PATTERNS

Not all types of development yield the same return on investment. Our most financially productive areas, measured by property tax revenue per acre, are often clustered around older downtown developments and walkable neighborhoods. Studies nationwide show that small-lot, street-front businesses in compact, walkable areas—like historic main streets—are far more productive per acre than suburban, auto-oriented sites with larger lots and parking areas. This development style requires less infrastructure and adapts easily to new uses, unlike big box and strip centers, which consume more land, need more infrastructure, and are harder to repurpose as markets change.

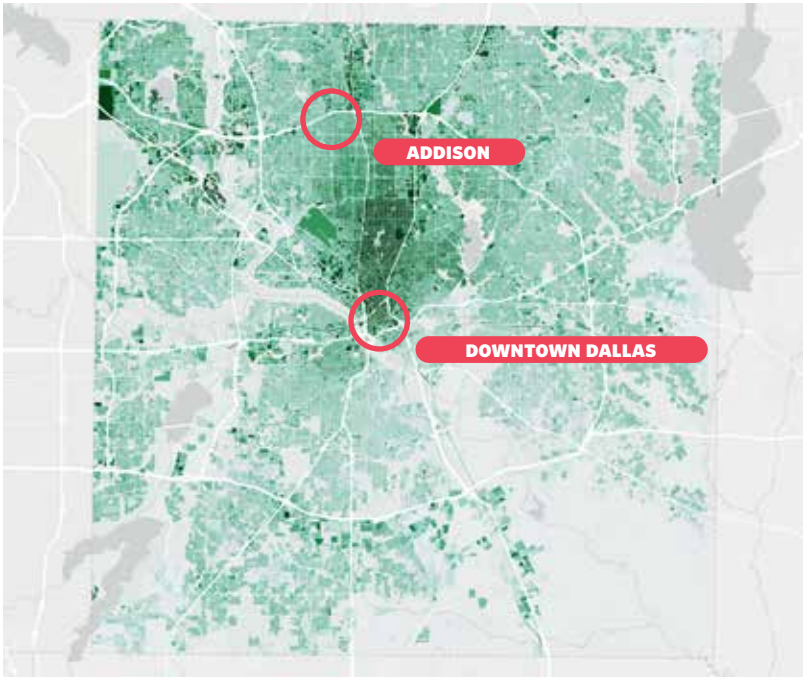
Land Use Fiscal Analysis

p. xx

DALLAS COUNTY PARCELS, ASSESSED VALUE



DALLAS COUNTY PARCELS, ASSESSED VALUE PER ACRE



Note

The parcel-level analysis of Dallas County's assessed values (left map) shows a fairly even distribution across the county. However, the right map, illustrating value per acre, reveals a strong concentration in the urban core, particularly downtown Dallas, extending north into Highland and University Parks—and notably, Addison stands out as a concentrated value hub even at this scale. Across both maps, darker greens represent higher value.

COMMERCIAL DEVELOPMENT PATTERN VALUES

Different patterns of commercial development can produce significantly different values on a per acre basis. Since value per acre gives the most apples-to-apples comparison of properties, it is a useful metric to understand what patterns are going to help Addison become a more financially strong and sustainable place without overburdening taxpayers. Denser commercial patterns with vertical buildings and structured parking provide a sizable increase in revenue per acre over those that are more spread out with large parking lots. Addison has a healthy mix of commercial patterns. Continuing to evaluate and encourage a commitment to walkable, mixed-use commercial development will further strengthen Addison's tax base and relieve tax pressure on residents.

Public Support for Development through Engagement

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Retrofitting

Market research and input from local business leaders reinforced a shift in commercial preference toward more walkable, mixed-use development. The Town should monitor these trends and look for opportunities to retrofit and/or redevelop commercial properties to maintain its identity and strong fiscal position.

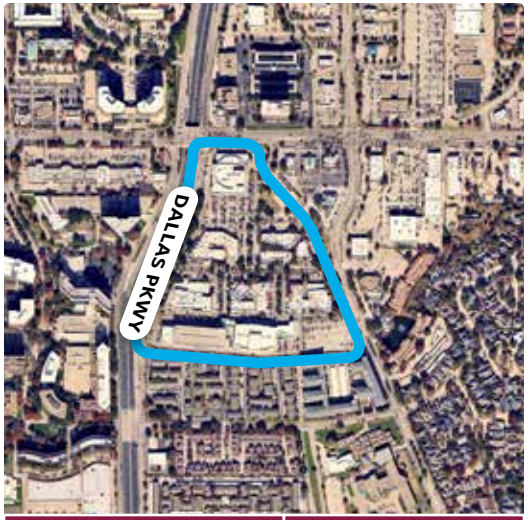
Suburban Strip Center
ADDISON TOWN CENTER, ADDISON



Total Assessed Value	Total Acres
$ 42,042,920	40.86

Assessed Value Per Acre
$ 1,028,951

Semi-Walkable Commercial Center
VILLAGE ON THE PARKWAY, ADDISON



Total Assessed Value	Total Acres
$ 109,441,910	31.70

Assessed Value Per Acre
$ 3,452,426

Commercial Mixed-Use Town Center
LEGACY WEST, PLANO



Total Assessed Value	Total Acres
$ 605,093,413	38.86

Assessed Value Per Acre
$ 15,571,112

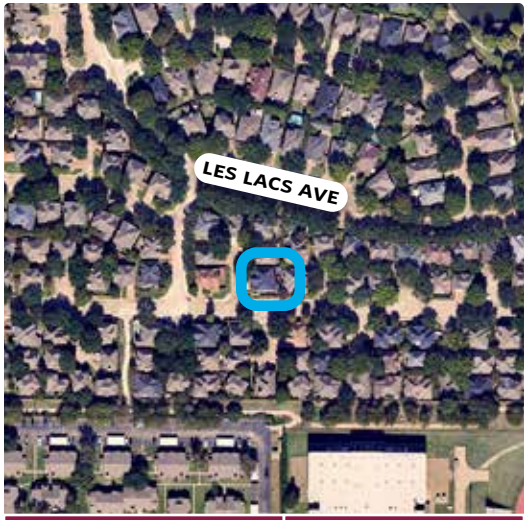
RESIDENTIAL DEVELOPMENT PATTERN VALUES

The incorporation of diverse residential products can also impact the town's taxable value in a positive way. Residential development is often described as a "loss leader" that costs more to serve than it produces in revenue, with the expectation that commercial development will make up the difference. However, there are some residential typologies that are more productive in terms of revenue per acre while still being affordable, such as townhomes and smallplexes. Addison's balance of suburban single family homes and more dense, urban options has resulted in a robust tax base for the city, enabling Town leaders to keep the tax rate at an affordable level.

Public Support for Development through Engagement

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Suburban Single-Family
LES LACS



Total Assessed Value	Total Acres
$ 473,739	0.13

Assessed Value Per Acre
$ 3,644,146

Urban Townhomes
ADDISON CIRCLE



Total Assessed Value	Total Acres
$ 22,179,540	2.22

Assessed Value Per Acre
$ 9,990,784

Residential, with Mixed-Use Component
ADDISON CIRCLE



Total Assessed Value	Total Acres
$ 96,278,330	7.05

Assessed Value Per Acre
$ 13,656,501

CREATING A FISCALLY INFORMED PLAN

This document is intended to be a plan for the future of Addison that is directly informed by, and adapted to, the fiscal realities of the community. Addison's past commitment to compact, urban style development has put the Town in a fairly strong fiscal position, but there are parts of the town that are aging and in need of reinvestment. Intentionally guiding development and redevelopment into certain areas of the town and in particular patterns can increase revenues, improve service efficiency and limit costs, and strengthen the Town's fiscal position even further over time.

LAND USE FISCAL ANALYSIS: NET PROPERTY TAX REVENUE PER ACRE MAP WITH CURRENT EXPENDITURES



In order to create this type of plan and recommend strategies to ensure a resilient future for the Town, there are a few questions to consider:

1. **What policies support a fiscally productive and resilient pattern?**
This is crucial. In many areas, the most fiscally productive development patterns are either restricted by current codes and design standards or face strong "Not in My Backyard" (NIMBY) opposition. This Comprehensive Plan emphasizes educating the community and refining policies to enable these productive development approaches.

2. **How are the current development patterns in the town performing?**
More frequent financial reports on land use performance and future infrastructure liabilities will inform the Town of each development type's financial impact and contribution to overall fiscal health.

3. **What people and organizations can partner with the Town to build quality infill and small projects?**
Over the past 60 to 80 years, much of the rapid growth, especially in North Texas, has been driven by large multi-regional and national firms. Addison has benefited from these larger developers, but to continue thriving, small infill and redevelopment projects will become increasingly important. This requires actively seeking local developers willing to build one building, parcel, or block at a time and connecting them to the necessary resources for success.

4. **How can the current development pattern change to provide more value per acre?**
The fiscal analysis identifies properties with the highest and lowest values per acre. High-value properties generate enough tax revenue to cover service costs, while low-value properties do not. Understanding the financial impact of each development type helps the Town capitalize on infill, redevelopment, or greenfield opportunities to maximize returns on public investments and offset service costs of underperforming properties.

Net Propert Tax Revenue per Acre
p. XX

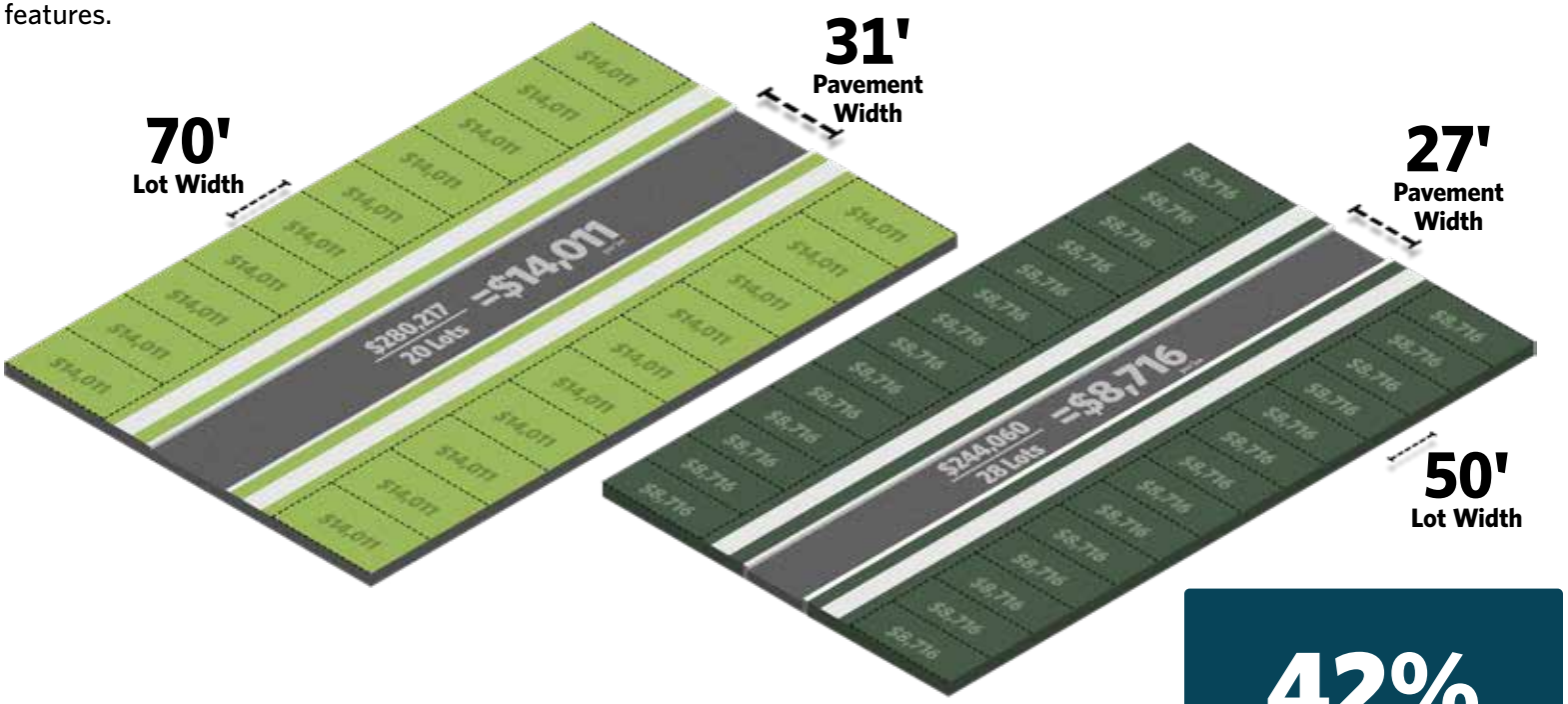
FACTORS AFFECTING AFFORDABILITY AND FISCAL SUSTAINABILITY

STREET AND LOT WIDTHS

Street maintenance and replacement is typically paid for through property taxes. The width of a street and the number of lots located along that street directly impact the proportionate amount each lot or household should contribute to maintain the street. The wider the street, the more expensive it is to maintain and rebuild - anywhere from $750,000 to $2 million per 11' lane-mile, depending on if the street is asphalt or concrete, sidewalk widths, and other features.

The household or lot's share of the replacement cost paid through ad velorum taxes is impacted by the number of properties fronting the street. The greater the lot width (70' in this example) the fewer lots on the street, resulting in a higher share of the street cost per lot. Smaller lot widths (50' in this example) mean more lots can be created on the same length of street, spreading the cost among more lots, which reduces each lot's share.

Addison has a limited amount of arterials to maintain, and residential development tends to have narrower streets and compact lots more in line with the example on the right of this graphic.



On a block with narrower lots and street sections, residents experience a 42% reduction in infrastructure replacement costs, significantly decreasing their individual financial burden. When applied citywide, these savings greatly reduce the cost burden on taxpayers, helping to maintain more affordable property taxes and allowing residents to benefit from lower municipal expenses. This reduction in individual cost can make a meaningful difference in keeping household expenses manageable.

42%
Less Street Replacement Cost per Lot

LOT COVERAGE

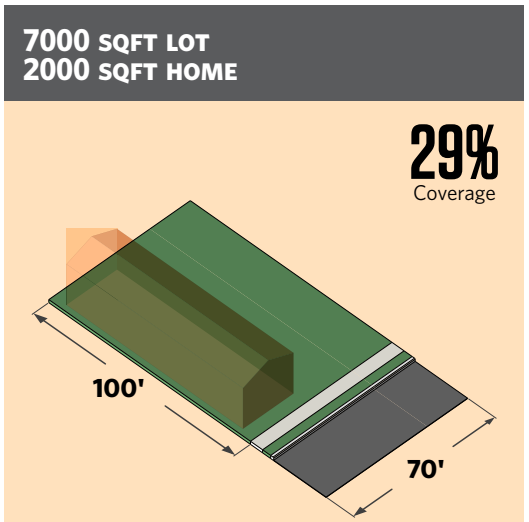
When more of a parcel of land is developed, the overall property value increases because value is created by the improvements made on the land. The taxable value of a property is the sum of the land value and the improvement value, so a larger building results in a higher taxable value. This means the city collects more in property taxes, generating additional revenue that funds public services such as parks, infrastructure, and schools. In essence, maximizing the use of a parcel increases property value, leading to higher tax revenues that support community services and further development.

High Coverage

Increasing the development intensity of a parcel by more efficiant use of the parcel itself can lead to higher property tax revenue for the city. Using real Addison data from the 2023 tax year, average residential land values per square foot were calculated to determine land value, while the average home value per square foot of a one-story home was calculated for a 2,000 sq ft home. These values were then applied to a hypothetical 2,000-square-foot home and each of the successively smaller lots. The appraised values represent the sum of the calculated land and home values.

Low Lot Coverage

7000 SQFT LOT
2000 SQFT HOME

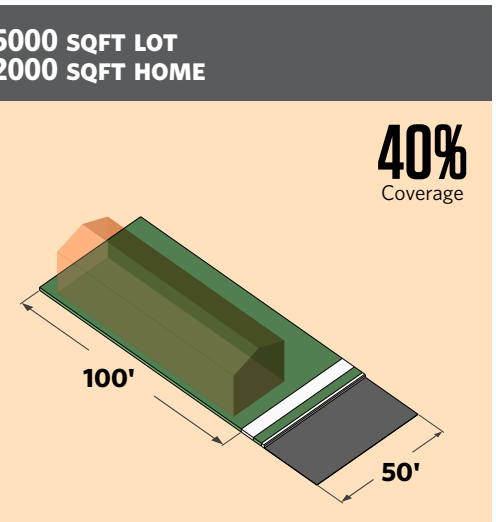


Appraised Value	Acres
$ 713,000	0.16

Value Per Acre
$ 4.46M

Mid-Level Lot Coverage

5000 SQFT LOT
2000 SQFT HOME

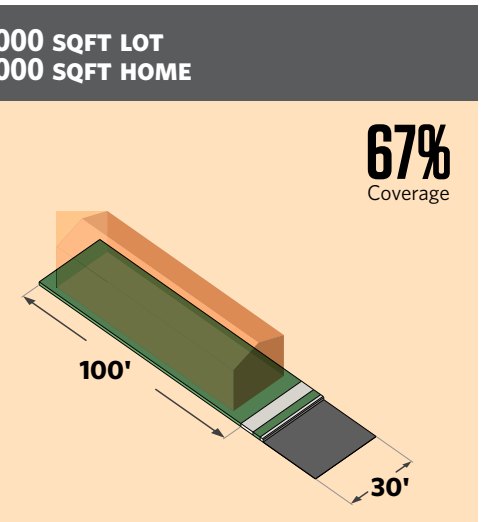


Appraised Value	Acres
$ 625,000	0.11

Value Per Acre
$ 5.68M

High Lot Coverage

3000 SQFT LOT
2000 SQFT HOME



Appraised Value	Total Acres
$ 536,000	0.069

Assessed Value Per Acre
$ 7.77M

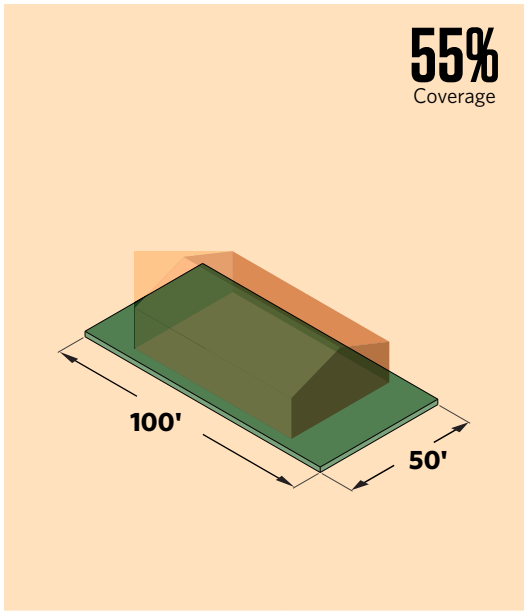
BUILDING HEIGHT

Building additional stories on a parcel can increase its value by expanding usable space without requiring more land. Adding a second story almost doubles the improvement value, and each additional story further boosts it, substantially raising the total taxable value of the property. For the city, this means a multiplier effect on tax revenue, providing crucial funding for public services like schools, parks, and infrastructure. Simply put, building upwards greatly enhances property value and generates significant tax revenue to support community needs.

Street Replacement Costs

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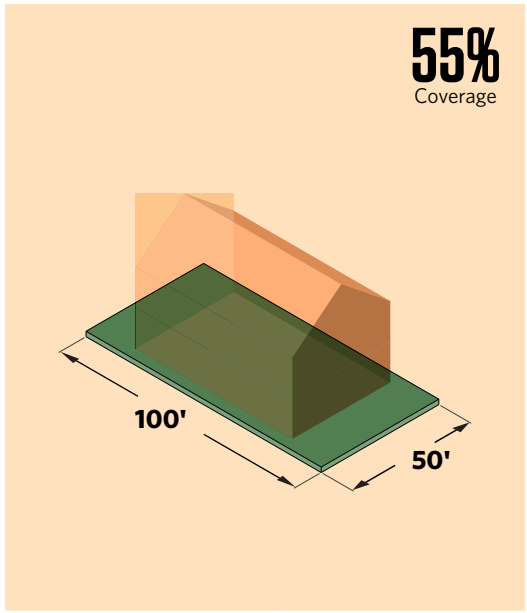
Single Story



Appraised Value	Square Feet
$ 706,000	5,000

Value Per Acre
$ 6.42M

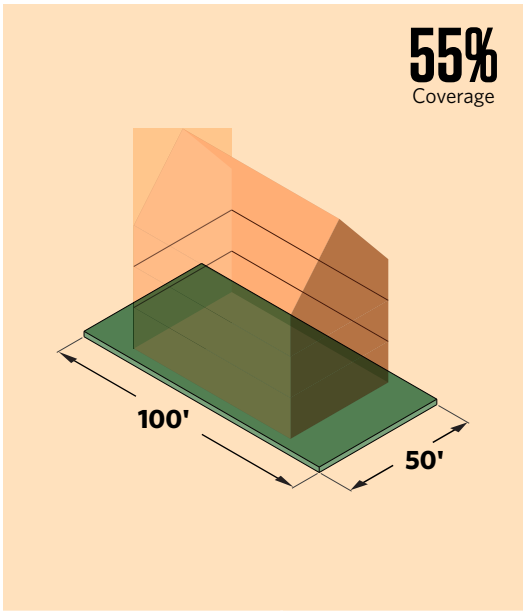
Two Story



Appraised Value	Square Feet
$ 1.125M	5,000

Value Per Acre
$ 10.23M

Three Story



Appraised Value	Square Feet
$ 1.554M	5,000

Assessed Value Per Acre
$ 14.13M

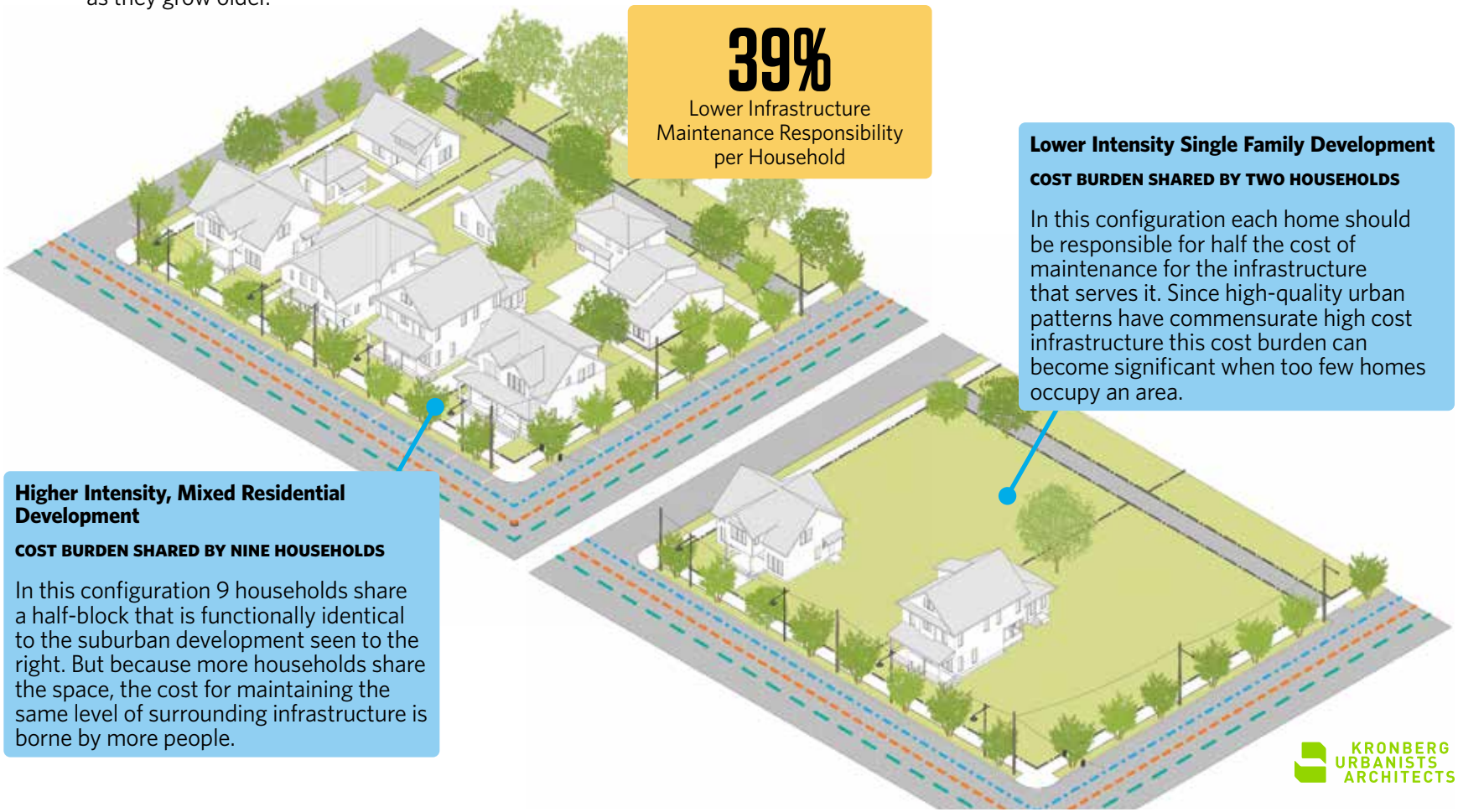
Building Up

Increasing the development intensity of a parcel by building vertically can lead to higher property tax revenue for the city. Using real Addison data from the 2023 tax year, average residential land values per square foot were calculated to determine land value, while average home values per square foot were calculated for one-, two-, and three-story homes. The appraised values represent the sum of the calculated land and home values.

INTENSITY OF DEVELOPMENT

The intensity of a development pattern significantly affects the city's ability to cover its costs. In the graphics below, Kronberg Urbanists + Architects illustrate how two similar blocks incur the same infrastructure costs for power, water, and wastewater access. However, one block spreads these costs across two properties, while the other distributes them across many more, resulting in a different tax burden for residents. When costs are distributed over more properties, the individual tax burden is lower, making it easier for residents to manage expenses. Additionally, housing types like backyard cottages (most often referred to as Accessory Dwelling Units, or ADUs) and duplexes offer an added benefit by creating a revenue stream for property owners, enabling them to age in place or maintain quality of life as they grow older.

Many residents assume that higher-density development leads to a crowded and unpleasant neighborhood. However, as illustrated, a higher intensity of development can still create a neighborhood that feels similar to the streets many of us grew up on, provided that the building form is scaled appropriately to the people who inhabit it.

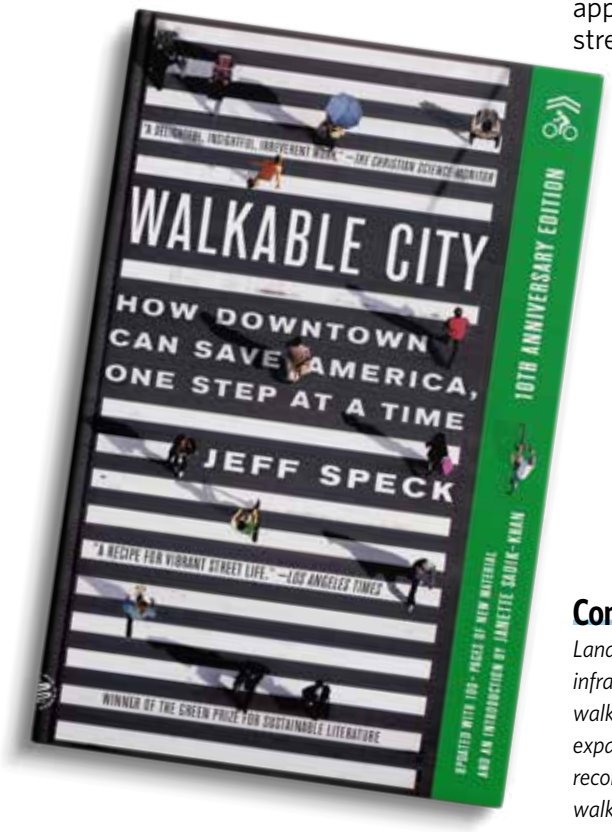


ELEMENTS OF WALKABILITY

Improving walkability and creating a fully walkable community is a more holistic endeavor than just building sidewalks. Efforts were made throughout the planning process to share educational content about walkability with the community and explore opportunities and challenges in different areas of the Town. One of the primary resources referenced was Jeff Speck, a renowned city planner, urban designer and author of two best-selling books on walkability in cities. His "General Theory of Walkability" outlines four essential elements of walkability: usefulness, safety, comfort, and interest. The following pages expand on steps that can be taken to improve these four elements and references to the Planning Components that incorporate them. By focusing on these four elements simultaneously, Addison can create environments that encourage walking, leading to a healthier, more vibrant, and sustainable community.

Walkability is an important part of Addison's identity today, and continuing to enhance access, connections, and the experience for people moving around the Town outside a vehicle will be important to recruiting and retaining residents and businesses in the future. Throughout the planning process, residents and business stakeholders mentioned the desire and need for Addison to become more walkable. Residents would like neighborhoods to be better connected to each other, commercial centers, and public spaces while current and future employers cite walkability and human-scale experience as key factors when choosing where to locate their business.

Additionally, recent studies from organizations such as AARP (formerly the American Association of Retired Professionals) and the National Association of Realtors have highlighted the emerging importance of walkability, particularly to the aging population and young professionals.



ELEMENTS

Usefullness: connect people to the places they need to go

Safety: protect pedestrians from traffic and crime.

Comfort: strengthen aesthetic design of streets and esnure pedestrian pathways are shaded by tree canopy and well-maintained.

Engaging: engage, with diverse, visually appealing buildings, public art, and lively streets.

Connection to Advance Addison 2050

Land use, housing and commercial typologies, and infrastructure all work together to enhance (or hinder) walkability. As such, all three components in this Plan expand on the elements of walkability and include recommendations that will work together to enhance walkability in Addison.

ELEMENTS OF WALKABILITY

USEFULNESS

For a walk to be useful, it must connect people to the places they need to go, such as work, shops, parks, and schools. This means having a mix of land uses within walking distance, so that daily errands can be accomplished on foot. A walkable city ensures that essential amenities are conveniently located, reducing the need for car travel.





SAFETY

Safety in walkability involves protecting pedestrians from traffic and crime. This can be achieved through well-designed crosswalks, pedestrian signals, and traffic calming measures like narrower streets and speed bumps. Additionally, good lighting and active street fronts with plenty of eyes on the street contribute to a sense of security.







COMFORT

Comfort refers to the walk's physical environment. Sidewalks should be wide, well-maintained, shaded, and offer seating. Buildings should create a sense of enclosure, making the street feel like an outdoor living room. Comfortable walks encourage outdoor activity and strengthen community bonds.





ENGAGING

A walk must be engaging, with diverse, visually appealing buildings, public art, and lively streets. Unique shops, cafes, and attractions along the way enhance the experience, making walking more appealing than other transportation options.





HOW TO MAKE WALKS MORE:

USEFULNESS

Put cars in their place: Don't try to design everywhere for cars and people. Prioritize places for cars and places for people and design accordingly.

Mix the uses: Integrate residential, employment, shopping, dining, and entertainment uses together.

Get the parking right: Parking lots consume valuable land, hurt walkability, and encourage driving. Development and infrastructure must be transformed together to reduce the need for parking.

Let transit work: Incorporate a range of public transportation options (not just light rail) to support the "first and last mile" for people to get to and from their front door to the larger transportation systems such as DART and the airport.



Place Types **p. xx**

Neighborhood Typologies **p. xx**

TOD & Local Circulator **p. xx**

SAFETY

Protect the pedestrian: Design corridors, sidewalks, and intersections to limit vehicle-pedestrian conflict points and when these points exist, design them to protect the pedestrian first.

Welcome bikes: Cycling and walkability go hand-in-hand; when cyclists feel comfortable, so do pedestrians. Building a network of well-designed bike facilities is a cost-effective way to bridge the gap between driving and walking and support the first/last-mile needs to supplement the public transit system.



Design for Context **p. xx**

Traffic Calming **p. xx**

Active Transportation **p. xx**

COMFORT

Shape the spaces: Prioritize aesthetics in design of streets, buildings, and public spaces and fill in vacant lots and sidewalk gaps.



Place Types **p. xx**

Completing Neighborhoods **p. xx**

Neighborhood Typologies **p. xx**

Traffic Calming **p. xx**

Active Transportation **p. xx**

ENGAGING

Make friendly and unique (building) faces: Design public realm and building facades to be visually appealing and encourage interaction.

Pick your winners: Not everywhere can be fully walkable. Prioritize areas that have the fewest barriers and most potential, focus efforts in these places, and then connect the rest of the town together.



Place Types **p. xx**

Spectrum of Change **p. xx**

Completing Neighborhoods **p. xx**

Transit **p. xx**

PLANNING COMPONENTS

This Comprehensive Plan includes three Planning Components: *Land Use & Development Character*, *Housing & Neighborhoods*, and *Mobility & Connectivity*. The Town may choose to create additional components in the future to integrate elements including but not limited to *Facilities*, *Parks and Trails*, *Infrastructure*, and/or *Economic Development*. An *integrated* component called *Related Plans & Initiatives* also houses summaries of other more targeted planning initiatives. For these, a brief summary of key information and recommendations that are integrated into the *Implementation* section has been included.

LU

The Land Use & Development Character component establishes the Town's overall land use pattern and identifies the type of development and housing desired for the future.

NH

The Housing & Neighborhoods component provides guidance on the building blocks of different neighborhoods and the features that will make them more successful. Cues for arranging blocks and accommodating residents are included.

MC

The Mobility & Connectivity component looks at how people get around and provides an approach that works toward improving walkability and multimodal connectivity across the city.

RP

The integrated component, Related Plans & Initiatives operates as a home within the comprehensive plan for Addison's other planning efforts. This part of the plan is expected to be updated every time a new related plan is adopted or updated.

The second section includes a series of components for elements that align with Town priorities, projects, and policies. While the content of each element is customized to best represent the information related to that respective subject, each component is generally organized in the same structure.

1. ***Recommendations***
   Each of these are listed, and a basic overview is given.

2. ***Snapshot***
   This provides a succinct overview of existing conditions that are relevant and useful to the understanding of this planning component.

3. ***Strategic Frameworks & Concepts***
   Maps, Strategies, and other conceptual material that assist the Comprehensive Plan reader's and administrators' ability to make meaningful changes that are aligned with the recommendations laid out.

4. ***Issues to Address***
   A series of items which, if not accounted for, may stand in the way of completing the recommendations for this planning component are provided.

LAND USE & DEVELOPMENT CHARACTER

This component establishes the Town's overall land use pattern and identifies the type and character of development desired for the future. It also identifies the spectrum of change anticipated for different areas of the town so those currently or considering living in the vicinity have an understanding of how much (or little) development activity could occur in the future.

HOUSING & NEIGHBORHOODS

This component provides guidance on the building blocks of different neighborhoods and the contextualized features that can make them more successful. Cues for arranging blocks and accommodating residents are included.

MOBILITY & CONNECTIVITY

This component focuses on improving walkability and multimodal connectivity in Addison, reflecting the town's top priority for future development. Enhancing walkable, human-scaled neighborhoods and commercial areas boosts economic productivity while promoting residents' health and happiness.

Additionally, a final component has been provided to give other planning items a home under the Comprehensive Plan's umbrella.

RELATED PLANS & INITIATIVES

This integrated component provides a home for other planning initiatives that the Town has undertaken. Summaries of these plans, as well as an overview of each of the recommendations is included.

PLANNING COMPONENT

LAND USE & DEVELOPMENT CHARACTER



ADDISON'S LAND USE & DEVELOPMENT CHARACTER

SUMMARY

Addison does not have much vacant land left, so the context of development is shifting to revitalization and infill. It is critical that the community understands how development works and the dynamics and economics that underpin it. The Land Use & Development Character planning component lays out the recommendations to guide growth and development in Addison. A snapshot of the town's existing land use breakdown and zoning districts provides additional insight into where and how certain types of development can be built today.

The heart of this Comprehensive Plan focuses on continuing to enhance the walkable, mixed-use development pattern that has put the Town in a strong financial position and made it attractive to businesses and residents. Strategically guiding addition of commercial uses and more residential units into existing areas and connecting them with transit and trails will make neighborhoods more complete and the entire town even more walkable and vibrant. Place types are introduced, which are crafted to guide Addison's character and development pattern. Appropriate locations for these place types are presented on the Future Land Use Map (FLUM). The place types and the FLUM were shaped by extensive community feedback.



Above: *The Colonnade, pictured above-left, at the intersection of Arapaho Road and Dallas Pkwy in Addison*

Alongside the Place Types map and descriptions, a Spectrum of Change map uses categories of preserve, enhance, and (re)develop. These categories illustrate the amount of change that can be expected in different areas. The combination of existing context and market demand for infill and/or redevelopment influences the amount of expected change. Finally, examples of transitional development to improve walkability are explored for four of the most common contexts in Addison. These include arterial roadway corridors, auto-oriented commercial centers, high-density urban office and mixed-use development along the Tollway, and industrial properties like those located along the Inwood Corridor and around Addison Airport.

Prioritizing walkability in North Texas can bring certain challenges, so a few of the anticipated barriers to success that Addison may encounter are highlighted and discussed at the end of the component.

Developable Land

Less that 5% of Addison's land area is vacant. This means that the Town is approaching full buildout, and has to approach new development in different ways that communities with substantially arable land. A larger focus on enhancing existing development, and redeveloping under-performing places will be critical to the Town's future.

RECOMMENDATIONS

LU1 ***Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.***
Mixed-use developments can enhance quality of life and economic growth by reducing commutes and fostering social connections. Incremental neighborhood evolution promotes sustainability without dramatic changes.

LU2 ***Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.***
Working with developers and leveraging infrastructure will provide needed housing, services, and entertainment, meeting neighborhood needs through infill and redevelopment.

LU3 ***Transform autocentric places into more pedestrian friendly, mixed-use destinations.***
Many commercial areas are aging. Revitalizing these spaces into pedestrian-friendly destinations with open spaces and varied businesses will help foster a unique local identity.

LU4 ***Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.***
The Silver Line Station, set to begin operation in 2026, should serve as a community asset to attract residents, visitors, and businesses, catalyzing the next level of development in the surrounding area.

LU5 ***Enhance the design of the public realm across the Town.***
The appeal of the public realm has long set Addison apart. As the Town recommits to pedestrian-oriented needs and developments, the public realm should remain a focus for safety, comfort, and interaction.

LU6 ***Encourage high-quality, high-density, harmonious development alongside the Dallas North Tollway.***
The remaining undeveloped land along the Dallas North Tollway has great potential for high-intensity office and residential development that is cohesive and well connected to create more complete neighborhoods and competes with other urban mixed-use centers in the region.

LU7 ***Design the built environment/redevelopment to interact with and respond to the adjacent land uses.***
All development, whether infill or new, should be context-sensitive to enhance the area and nearby neighborhoods, rather than disrupting the character and fabric of the surrounding area.

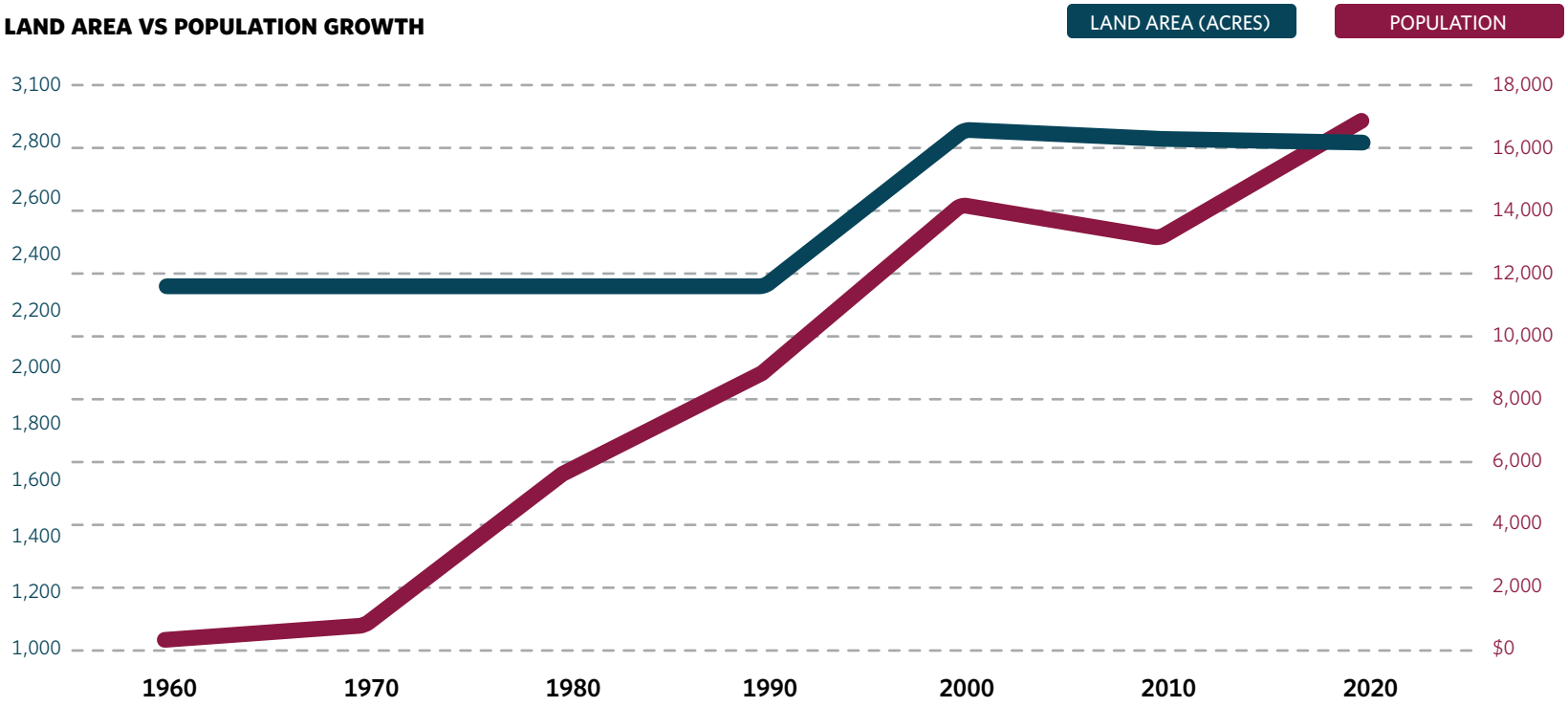
SNAPSHOT

WORKING TOWARD SUSTAINABLE, INCLUSIVE GROWTH

Land is the most valuable resource a city has. When land is developed, it is often done with current conditions and immediate benefits in mind, such as additional rooftops, businesses, and the tax base that comes with them. However, what is built also has long term impacts on the community. Housing mix and affordability, pedestrian safety and walkability, infrastructure condition, water quality and supply, and the financial health and resilience of the city are all examples of things that are impacted by development decisions over time. Therefore, decisions about where and how development occurs must look at both short and long-term implications.

Addison's past development has put the Town in a good position to balance these demands. Going forward, Addison's challenge will be guiding infill and redevelopment efforts in a manner that continues to keep the community and its neighborhoods vibrant, sustainable, and affordable for those seeking to live, work, and visit here. The Land Use & Development Character component provides the framework for guiding decisions and setting policy about what will be built, where, and when so the Town can capitalize on near term opportunities while also ensuring long-term sustainability and affordability.

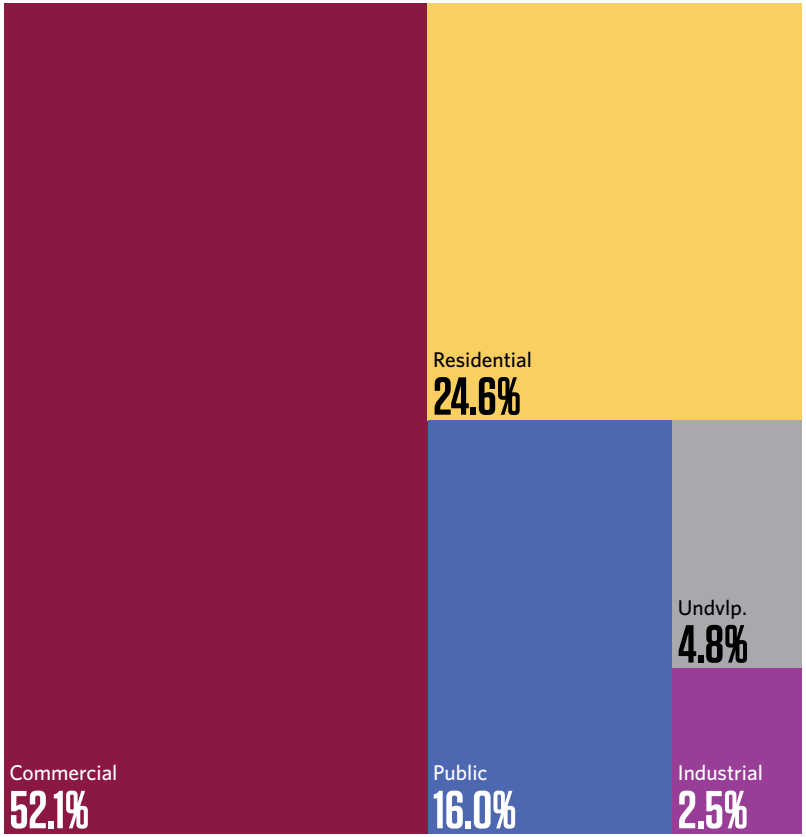
LAND AREA VS POPULATION GROWTH



CURRENT LAND USE BREAKDOWN

The majority of Addison's land area is dedicated to non-residential development. Commercial developments are a balance between a walkable, mixed-use context and more auto-oriented, corridor style. Getting to these areas on foot feels dangerous. The commercial uses generally follow the major traffic corridors. Residential development makes up essentially one quarter of the town's footprint, and is split between single family detached neighborhoods and urban living, mainly townhomes and apartments.

CURRENT LAND USES



Source: Town of Addison

VACANT LOT ANALYSIS

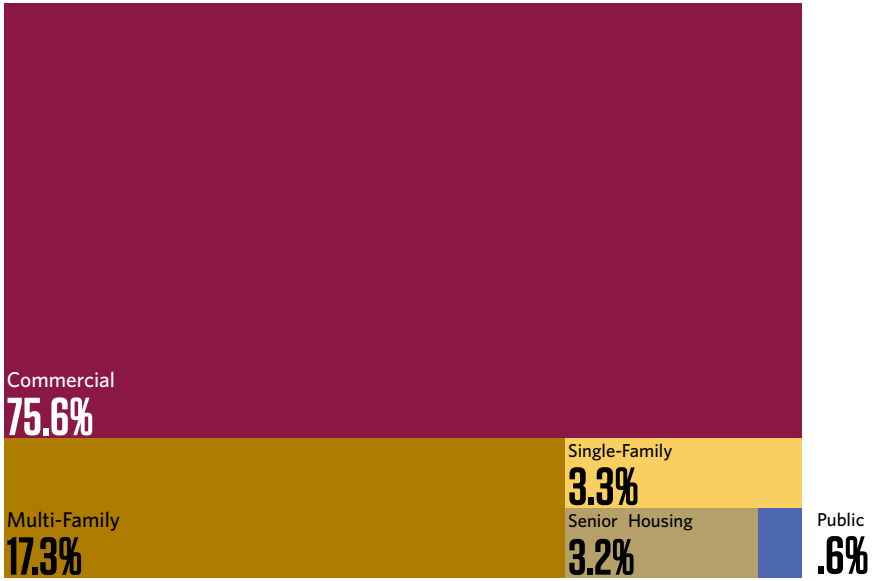
Undeveloped land is limited to just a few parcels scattered across the town, and makes up less than 5% of the town's total land area. The lack of property zoned for single-family is one of the reasons it's been difficult for the Town to get more single-family ownership housing developed. Other constraints include high land value, unfeasible sites for low density single-family development, and costs to construct high-quality developments with competitive amenities. Due to this, the primary method of incorporating new single-family development is in a mixed-use context, through townhomes on portions of phased developments, or potential office or hotel conversions to condominiums.

LESS THAN 5%
Town Land Area, Undeveloped

> 100 ACRES
Undeveloped Land, Zoned Commercial

8 ACRES
Undeveloped Land, Zoned Residential

DISTRIBUTION OF VACANT LAND AREA BY ZONED OR PLANNED LAND USE

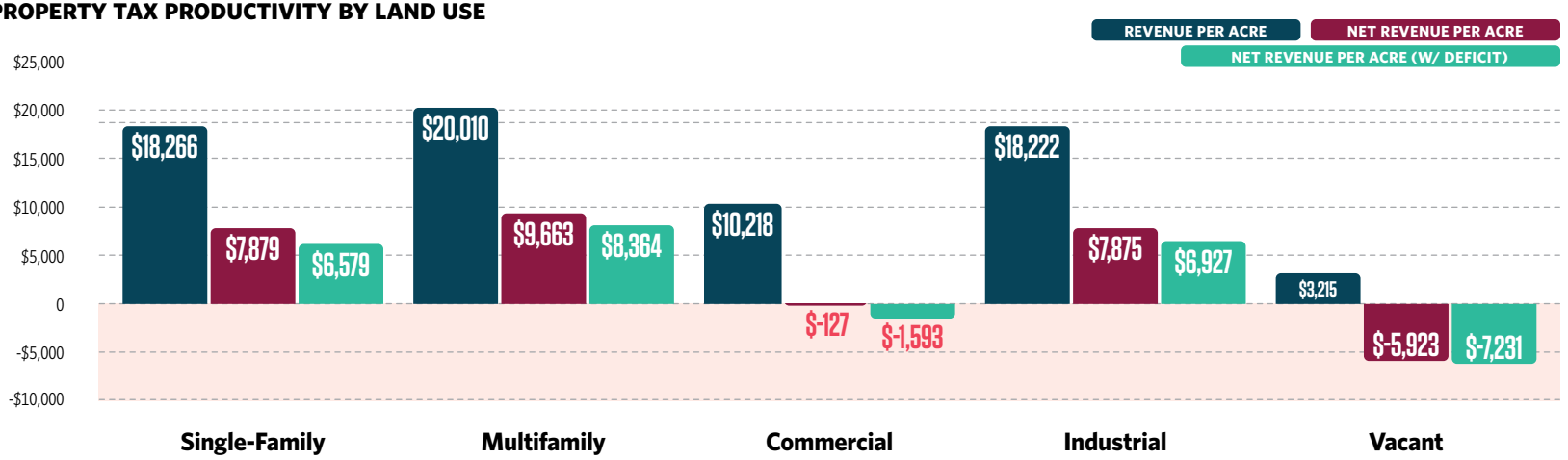


LAND USE PRODUCTIVITY

The Land Use Fiscal Analysis that begins on page 88 shows that some development patterns generate more property tax revenue per acre and are net positive when accounting for general fund and street replacement costs. Single-family homes, multi-family units, and industrial developments all generate positive revenue, even when considering deferred street liabilities. Commercial development falls slightly short in property tax but compensates with significant sales tax contributions.

Within residential types, single-family homes on lots over 5,000 square feet result in a net financial loss for the town, despite generally having high value homes built on them. Smaller lots, especially those under 3,000 square feet, drive the overall positive performance of single-family homes and are also the most affordable. Most multi-family properties generate enough revenue to cover their costs, with newer developments featuring structured parking being more fiscally productive than older, surface-parked complexes.

PROPERTY TAX PRODUCTIVITY BY LAND USE



Winning Small

Smaller lots provide a win-win for Addison, offering the highest net revenue per acre while being the most affordable for residents. Some of the largest single-family residential lots are a net loss for the city, effectively requiring other development to subsidize these 7,000-50,000 sqft lots.

SINGLE-FAMILY PRODUCTIVITY BY PARCEL SIZE

Parcel Sizes (sqft)	Average Revenue	Parcel Count	Average Improvement Value	Average Rev/Acre	Net Rev/Acre COVERING BUDGET	Net Rev/Acre COVERING BUDGET & UNFUNDED STREETS
0 - 3,000	$684,704	496	$350,820	$35,832	$25,485	$24,206
3,000 - 5,000	$405,198	296	$366,027	$14,802	$4,455	$3,221
5,000 - 7,000	$840,361	554	$417,931	$11,326	$980	**$(299)**
7,000 - 10,000	$468,592	284	$456,847	$9,009	**$(1,338)**	**$(2,675)**
10,000 - 25,000	$288,681	83	$928,030	$8,890	**$(1,452)**	**$(2,913)**
25,000 - 50,000	$302,469	42	$1,598,873	$8,598	**$(1,749)**	**$(3,321)**
>50,000	$790,190	26	$7,405,582	$15,684	$5,337	$3,744
Total	**$3,780,195**	**1,781**	**$550,451**	**$18,226**	**$7,879**	**$6,579**

PLACE TYPES

After the Industrial Revolution, cities began focusing on separating different land uses to protect quality of life. Zoning laws formalized this approach, and the rise of cars contributed to suburban development patterns. While still common, this model is evolving as cities adopt more flexible, organic land use regulations. The shift is driven by the recognition that strict separation of uses limits how buildings and neighborhoods can adapt to market changes. It also increases the need for costly infrastructure (roads, water, sewer), putting pressure on city resources. Car dependence, in particular, strains roads and makes driving unavoidable.
Recently, there's been a growing demand for "complete" neighborhoods that blend residential, office, and retail spaces. This change, influenced by shifting demographics and social behaviors, has proven more fiscally productive, flexible, and resilient. These developments often take the form of mixed-use zoning districts, planned developments (PDs), or areas guided by form-based codes.

Switching from single-use development character to Place Types allows cities to incorporate key zoning concepts while creating neighborhoods that meet a variety of needs close to home. This approach fosters fiscal productivity, flexibility, and resilience, and encourages walkable, vibrant places where multiple transportation options exist. Active streetscapes, with pedestrians and cyclists alongside cars, build a sense of community. Design elements such as landscaping, open space, building scale, and sidewalks help blend different uses and densities, making higher-density areas more inviting. As mentioned earlier, higher density is also advantageous from a financial perspective, as it maximizes revenue per acre, reduces maintenance costs, and strengthens a city's fiscal resilience.

In Addison, past development has included both walkable, mixed-use neighborhoods and car-centered commercial and residential areas. The 2013 Comprehensive Plan, along with Special Area Studies, zoning, and development standards, have guided this high-quality development. However, the process has been time-consuming and resource-intensive.
This Plan adopts the Place Type approach. When combined with updated zoning and standards that align with this Comprehensive Plan, Town staff will be better equipped to efficiently guide future development, helping Addison achieve its long-term vision.

The place types identified for the Town of Addison are:

1. Residential Living
2. Urban Village
3. High-Intensity Urban Center
4. Aviation & Industry
5. Innwood Innovation Area

PLACE TYPE ATTRIBUTES

As you navigate the place types themselves you will find the specific attributes of each defined. They include a definition of the place type, along with a series of criteria that help define its character. These definitions were collaboratively crafted and refined with community input. There are also photos that visually represent these places today, as well as aspirational images from similar cities. These photos serve as inspiration rather than prescribing a specific architectural design or style, and many were selected through votes by CPAC, P&Z, and Council members, and the community during various engagement activities in-person and online.

APPROPRIATE BUILDING TYPOLOGIES

The design and aesthetics of the buildings are some of, if not the most important elements of how a particular place looks and feels.



Building Typologies
p. 128

INTENSITY LEVEL

LOW INTENSITY

At this level, there is more space between buildings compared to medium and high intensities. It is reflective of the suburban residential neighborhoods seen in Addison today, with lower building heights and a focus on private yards and vehicle access. Pedestrian infrastructure is minimal, as the development pattern prioritizes individual lot space and lower overall densities. This intensity level is shown in red.

MEDIUM INTENSITY

At this level, buildings are moderately spaced but may begin to include more compact layouts. Building heights are generally between two to four stories, and pedestrian pathways become more prominent alongside vehicle access. This intensity level balances private space with shared public or commercial spaces, supporting a mix of uses.This intensity level is shown in orange.

HIGH INTENSITY

High-intensity development is characterized by tall, closely spaced buildings, maximizing land use efficiency. Structures are often multi-story and densely packed, creating a more vertical urban form. This development pattern emphasizes pedestrian access, public transit, and shared spaces, as parking becomes more constrained and vehicle dependence decreases. This intensity level is shown in green.

TARGET BLOCK LENGTH

Shorter blocks make an area more walkable and human-scaled by increasing the number of intersections and interaction points. In contrast, longer blocks are typical of auto-oriented development and facilitate faster travel across larger areas. The block length values in the Place Type spreads are targets, while specific measurements are defined in the Town's Unified Development Ordinance.

TYPICAL BUILDING HEIGHT

Shorter blocks make an area more walkable and human-scaled by increasing the number of intersections and interaction points. In contrast, longer blocks are typical of auto-oriented development and facilitate faster travel across larger areas. The block length values in the Place Type spreads are targets, while specific measurements are defined in the Town's Unified Development Ordinance.

THOROUGHFARE TYPES

The design of street and thoroughfares and how the right-of-way is allocated between travel lanes, bike and pedestrian facilities, and streetscape has an impact on the walkability of an area, but also the type and character of adjacent development. Current typical sections and additional details for the referenced thoroughfare types can be found in pages 42-47 of the 2016 Master Transportation Plan.

PUBLIC FARKS AND FACILITIES

The 2019 Parks, Recreation and Open Space Master Plan provides details on the location and characteristics of current and proposed parks and public facilities. Details for the referenced park typologies can be found in the Appendices. Future development should be designed to support and enhance these facilities.

PARKING TYPES



DRIVEWAY

Vehicles are parked in driveways or garages, often associated with a residence.



SURFACE

Surface parking lots that vary in size depending on the size of building(s) they are serving.



STRUCTURED

Multi-story parking garages that are designed to accommodate higher volumes associated with larger buildings and higher intensity development.



STREET

Streets are designed to accommodate parallel or head-in parking spaces.

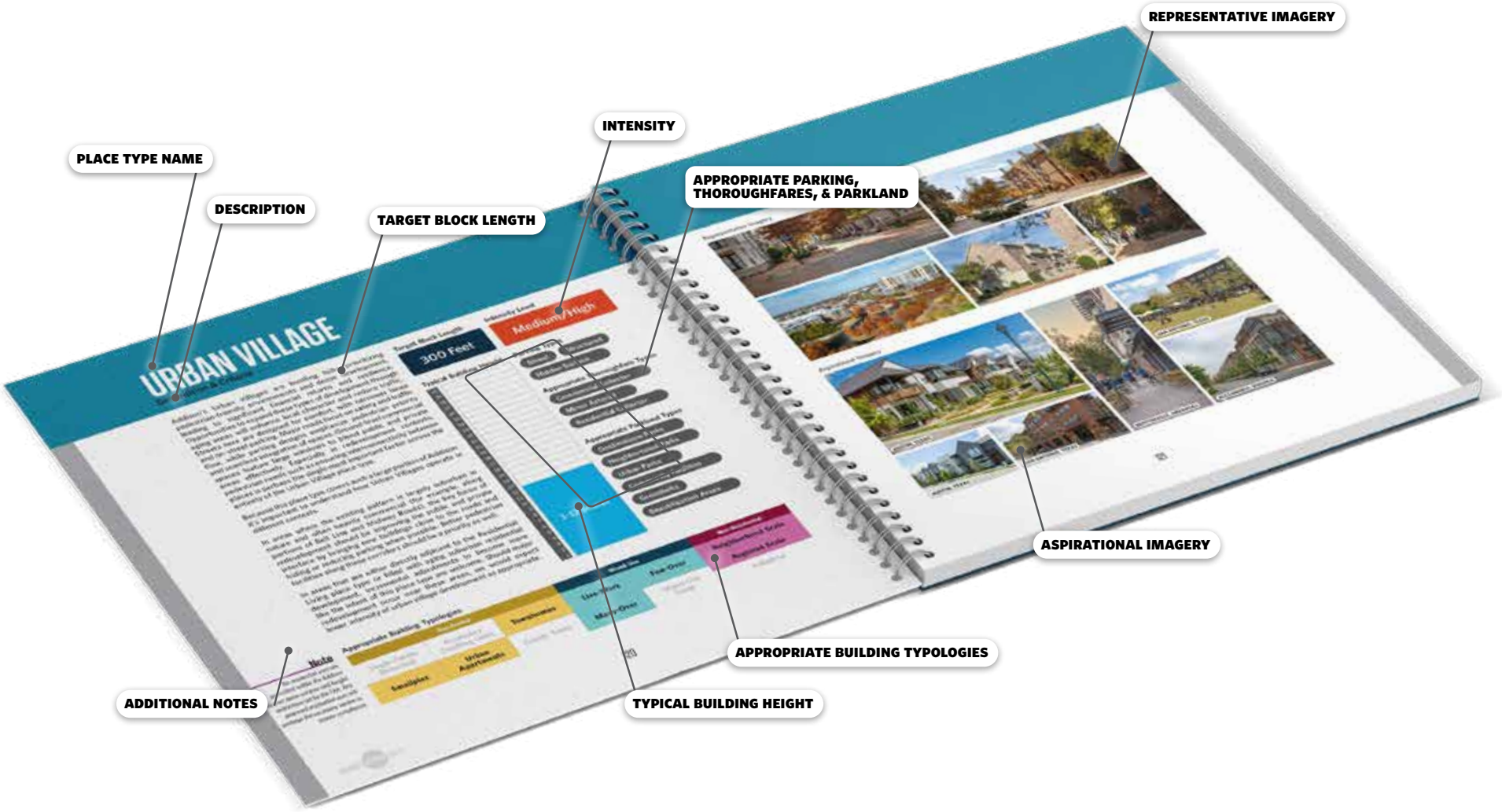


HIDDEN SURFACE

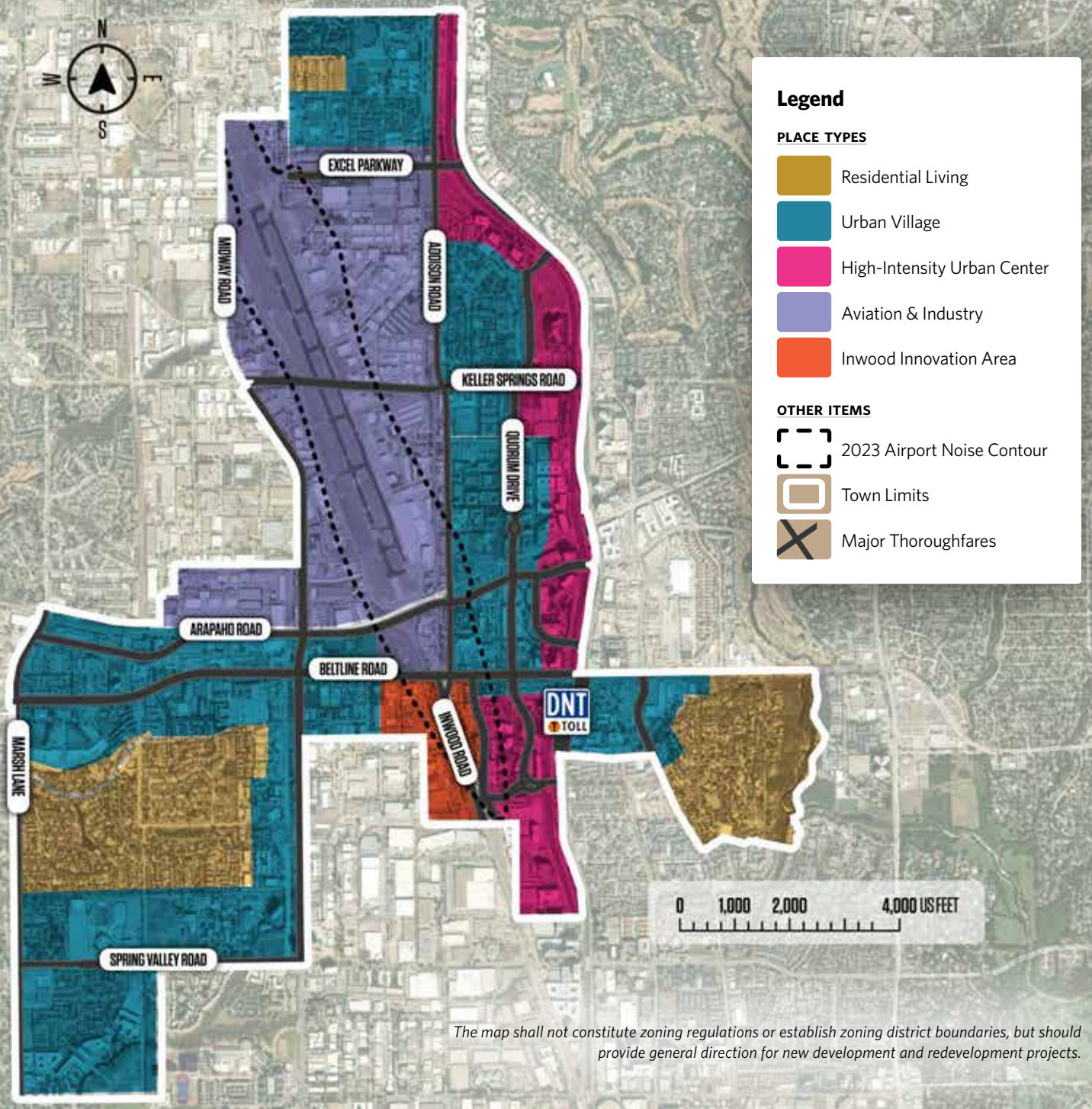
Hidden surface parking lots should be placed behind buildings, rather than just screened by trees or shrubs, to improve the street experience for pedestrians.

UNDERSTANDING THE PLACE TYPE SPREADS

The place types attributes work together to illustrate the different elements that proposed developments and areas should contain. On the left hand page, a description of the place type, appropriate building typologies and typical building height to expect is shown. Additional urban design elements, such as target block length, parking types and appropriate thoroughfare and parkland types, and use intensity are listed. On the right hand page, representative imagery that exists in Addison is shown as well as aspirational imagery to provide examples for new proposed developments.



PLACE TYPES MAP



Legend

PLACE TYPES

- Residential Living
- Urban Village
- High-Intensity Urban Center
- Aviation & Industry
- Inwood Innovation Area

OTHER ITEMS

- 2023 Airport Noise Contour
- Town Limits
- Major Thoroughfares

FAA Regulations

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

RESIDENTIAL LIVING

This place type is generally comprised of existing exclusively residential places in Addison. Housing types in this place are generally single-family and detached. Townhomes and low-density multifamily housing types are also appropriate in more intense parts of the place type. Some properties, like those adjacent to Lake Forest, Bellbrook, and Winnwood areas, are typically situated on larger lots, presenting a unique opportunity for multi-generational living. These properties are more likely to accommodate the construction of accessory dwelling units or modifications to the main home to include additional living spaces.

Commercial activities visible from the street are generally not suitable in this place type. However, home-based businesses as permitted in the UDC should be allowed. Large, car-centric commercial developments are not compatible with the character of this area.

Improving connectivity is crucial, with a focus on making walking and biking more convenient. This includes designing streets to accommodate pedestrians and cyclists, connecting to town-wide trails, and providing access to small local parks. Parking should be on-street or accessible via driveways or alleys. In any redevelopment, avoiding creating dead-end streets or cul-de-sacs is essential. Instead, streets should be interconnected, offering multiple routes to destinations. Redevelopment efforts should contemplate creating pedestrian shortcuts with aesthetic and landscape enhancements to provide access to nearby commercial or public areas.

Target Block Length

350 Feet

Intensity Level

Low

Typical Building Height



Parking Types

- Driveway

Appropriate Thoroughfare Types

- Residential Local
- Residential Collector

Appropriate Parkland Types

- Neighborhood Parks
- Community Facilities
- Greenbelts

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	**Accessory Dwelling Units**	**Townhomes**	**Live-Work**	Few-Over	Neighborhood Scale
Smallplex	Urban Apartments	Condo Tower	Many-Over	Mixed Use Tower	Regional Scale
					Industrial

Representative Imagery









Aspirational Imagery













URBAN VILLAGE

Addison's Urban Villages are bustling hubs prioritizing pedestrian-friendly environments and dense development, leading to significant financial returns and resilience. Opportunities to expand these types of development through aging areas will enhance local character and reduce traffic. Streets here are designed for comfort, with narrower lanes and on-street parking. Major roads focus on safety and traffic flow, while parking designs emphasize pedestrian priority and seamless integration of spaces. Ground-level commercial spaces feature large windows to blend public and private areas effectively. Especially in redevelopment contexts, pedestrian needs such as ensuring interconnectivity between places is perhaps the single most important factor across the entirety of the Urban Village place type.

Because this place type covers such a large portion of Addison it's important to understand how Urban Villages operate in different contexts.

In areas where the existing pattern is largely suburban in nature and often heavily commercial (for example, along portions of Belt Line and Midway Roads), the key focus of redevelopment should be improving the public and private interface by bringing new buildings close to the roads and hiding or reducing parking when possible. Better pedestrian facilities along these corridors should be a priority as well.

In areas that are either directly adjacent to the Residential Living place type or filled with aging suburban residential development, incremental adjustments to become more like the intent of this place type are welcome. Should major redevelopment occur near these areas, we would expect lower intensity of urban village development as appropriate.

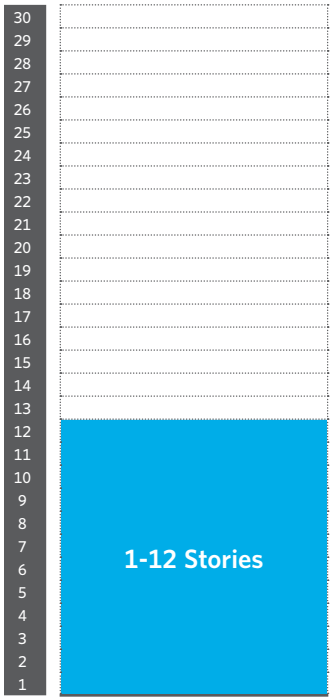
Target Block Length

300 Feet

Intensity Level

Medium/High

Typical Building Height



Parking Types

- Street
- Structured
- Hidden Surface

Appropriate Thoroughfare Types

- Commercial Collector
- Residential Collector
- Minor Arterial

Appropriate Parkland Types

- Destinations Parks
- Neighborhood Parks
- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

FAA Regulations

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	**Townhomes**	**Live-Work**	**Few-Over**	**Neighborhood Scale**
Smallplex	**Urban Apartments**	Condo Tower	**Many-Over**	Mixed Use Tower	**Regional Scale**
					Industrial

Representative Imagery











Aspirational Imagery













HIGH-INTENSITY URBAN CENTER

An Urban Center is the next increment of development intensity above Urban Village. This place maintains the urban form of Urban Village, with gridded streets and multimodal connectivity, but allows for larger and often denser developments.

In Addison, this place type generally hugs the western boundary of the Dallas North Tollway, and the largest buildings should orient themselves closest to this corridor. Allowing for very high-density condominium towers in this area provides more users for nearby businesses while keeping these highest-intensity uses geographically restrained. All commercial uses make sense in these areas as long as the building form treats pedestrians as the principal user. Active ground-floor interfaces between the building and the public realm will be an important part of making this area feel logically connected to existing developed urban villages like Addison Circle.

Target Block Length

250 Feet

Intensity Level

High

Typical Building Height



Parking Types

- Street
- Structured

Appropriate Thoroughfare Types

- Commercial Collector
- Minor Arterial

Appropriate Parkland Types

- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes	Live-Work	Few-Over	Neighborhood Scale
Smallplex	**Urban Apartments**	**Condo Tower**	**Many-Over**	**Mixed Use Tower**	**Regional Scale**
					Industrial

Representative Imagery





Aspirational Imagery



SEATTLE, WASHINGTON



THE WHARF, WASHINGTON D.C.



KINGSTON, ONTARIO



NAVY YARD, D.C.



DALLAS, TEXAS

AVIATION & INDUSTRY

This place type consists primarily of commercial or industrial uses in larger and less expensive building types on and surrounding the Addison Airport. Historically, the nuisance-laden nature of industry encouraged the far-flung placement of industrial operations. Today, thanks to technology, these uses have evolved, improved efficiencies, and become better neighbors. In Addison, this place type includes technology industries, light to heavy manufacturing, warehouse showrooms, warehousing, distribution centers, and aviation-related uses.

These areas should be located along roadways that have adequate capacity to serve their daily vehicle trip generation which include employees, customers and larger industrial vehicles. However, it is important that the ability to mix uses inside an industrial building is maintained as well as allowing supportive commercial businesses nearby.

In arranging sites, the placement of more human-scale elements like showrooms, offices, and lodging should be located along the property edges, intersecting roadways and other place types to aesthetically enhance the site from a user perspective and act as buffers from the heavier operations. Parking requirements should be determined by the users of the development but should generally be placed behind structures and away from roadways.

Target Block Length

600 Feet

Intensity Level

Medium/High

Typical Building Height



Parking Types

- Street
- Surface

Appropriate Thoroughfare Types

- Commercial Collector
- Minor Arterial

Appropriate Parkland Types

- Urban Parks
- Community Facilities
- Beautification Areas

FAA Regulations

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes	**Live-Work**	**Few-Over**	**Neighborhood Scale**
Smallplex	**Urban Apartments**	Condo Tower	**Many-Over**	Mixed Use Tower	Regional Scale
					Industrial

Representative Imagery









Aspirational Imagery



BENTONVILLE, ARKANSAS





FORT WORTH, TEXAS



IRVINE, CALIFORNIA

INWOOD INNOVATION AREA

Much of Inwood Road is primarily made up of storage and industrial buildings with retail uses directly along the frontage of Inwood. These uses utilize large amounts of parking surrounding them and little in the way of pedestrian connectivity between them. There is a desire for this area to adapt and redevelop in a way that creates more connectivity across the area and is generally more pleasant for the public to inhabit. All development approaches in the 2017 Inwood Enhancement Zone study promoted better connectivity both for automobiles and pedestrians.

This area has the capacity to grow into a destination with a unique character if more flexibility is allowed in redevelopment. Small-scale redevelopment that operates one parcel at a time should be encouraged, with the principal concern of the Town being that each new development provides an incremental improvement to connectivity and the built environment. While a significant redevelopment opportunity that creates a more urban and mixed-use character should be encouraged, smaller-scale opportunities are more likely to be owned and operated by locals, something many residents consider a priority.

In transforming Inwood Road's frontage, there's a shared vision to create a vibrant, interconnected space that supports small businesses and emerging entrepreneurs. The Town's departments are exploring innovative uses for the area, such as business incubators, a transition of warehouses into design districts, food truck parks, and venues for emerging sports like e-gaming and pickleball. These initiatives aim to cultivate dynamic places, encouraging local ownership and incremental development. By offering incentives for these types of projects, the Town seeks to foster an environment where creativity and entrepreneurship can thrive, making the Inwood Innovation Area a unique and engaging destination.

Target Block Length

300 Feet

Intensity Level

Medium/High

Typical Building Height



Parking Types

- Street
- Structured
- Hidden Surface

Appropriate Thoroughfare Types

- Commercial Collector
- Residential Collector
- Minor Arterial

Appropriate Parkland Types

- Destinations Parks
- Neighborhood Parks
- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

FAA Regulations

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

Appropriate Building Typologies

Residential			Mixed Use		Non-Residential
Single-Family Detached	**Accessory Dwelling Units**	**Townhomes**	**Live-Work**	**Few-Over**	**Neighborhood Scale**
Smallplex	**Urban Apartments**	Condo Tower	**Many-Over**	Mixed Use Tower	**Regional Scale**
					Industrial

Representative Imagery









Aspirational Imagery









BUILDING TYPOLOGIES

A building typology groups buildings based on shared characteristics. Each section describing a building typology includes a brief overview of its features along with representative photos. These images are not exhaustive but provide a sample showing the variety of buildings that fit within the typology. Not every image is meant to suggest that its specific architecture or aesthetic is suitable for Addison; rather, the goal is to illustrate the diversity in style, scale, and design within each category.

Additionally, offering a diverse mix of housing, non-residential, and mixed-use buildings is essential for achieving various price points and home sizes to meet the needs of today's amd tomorrow's Addisonites. Addison residents have expressed support for attracting and retaining people at different life stages and socioeconomic levels, making it crucial to encourage a wide range of building typologies in the Town.

RESIDENTIAL

SINGLE-FAMILY DETACHED

The most common housing style which can be found in a wide range of development types. These vary from small modular, prefabricated homes on compact lots to large estate-style houses on large lots. Multiple single-family homes on one lot can be a good way to reduce infrastructure cost while adding housing capacity.


FLOWER MOUND, TEXAS


NORTON COMMONS, KENTUCKY


WAXAHACHIE, TEXAS


GARLAND, TEXAS


CHARLOTTE, NORTH CAROLINA


NEW BRAUNFELS, TEXAS

RESIDENTIAL | NON-RESIDENTIAL

ACCESSORY UNIT | ACCESSORY COMMERCIAL UNIT

Accessory Units are typically found with detached single-family homes, which often have unused land. However, they can be added to any building typology with available space. In residential areas, they are known as Accessory Dwelling Units (ADUs). A variation is the Accessory Commercial Unit, used for business purposes.


WAXAHACHIE, TEXAS


OKLAHOMA CITY, OKLAHOMA


WAXAHACHIE, TEXAS


CHARLOTTE, NC

RESIDENTIAL

TOWNHOMES

Townhouses typically consist of two to eight small- to medium-sized single-family units attached side by side, with each unit usually having its own street frontage.


WAXAHACHIE, TEXAS


AUSTIN, TEXAS


AUSTIN, TEXAS


UPPER EAST SIDE, NYC

RESIDENTIAL

SMALLPLEX

A smallplex, or small multiplex, is a single structure with 2 to 10 units. The smallest types include duplexes, triplexes, and quadplexes. Units can be arranged side by side or stacked. Thoughtfully designed smallplexes blend well into residential neighborhoods. In quadplexes, for example, a single entry door often leads to a hallway with access to first-floor units and stairs to the second floor, making the exterior resemble a large single-family home. Larger smallplexes may have individual or shared entrances along the front.


AUSTIN, TEXAS


OKLAHOMA CITY, OKLAHOMA


AUSTIN, TEXAS


OKLAHOMA CITY, OKLAHOMA


OKLAHOMA CITY, OKLAHOMA


SHREVEPORT, LOUISIANA


WAXAHACHIE, TEXAS


BRADY, TEXAS

RESIDENTIAL

URBAN APARTMENTS

In Addison, apartments should align with an urban context. Urban apartments are typically a single structure that contains 50-300 units. In mixed-use or high-intensity areas, urban multi-family types and townhomes, with buildings brought up to the street and parking hidden, are more appropriate and effective than suburban-style apartments. These urban forms offer better integration with the surrounding environment and support walkability and access to services. In less intense neighborhoods smaller apartments with 16-20 units are preferred to blend with existing homes. In no areas should large suburban complexes be encouraged.


AUSTIN, TEXAS


AUSTIN, TEXAS


AUSTIN, TEXAS

RESIDENTIAL

CONDO TOWER

A residential condo tower is a high-rise building consisting of individually owned units, often with shared amenities such as parking, fitness centers, and common areas. These towers are typically located in urban or high-density areas, with ground-floor retail or services to enhance street activity. The design prioritizes vertical living, with convenient access to public transit, services, and recreation, making them ideal for walkable, mixed-use environments.



LENINSKY DISTRICT, MOSCOW



LEWISHAM, LONDON



ROSTOV-ON-DON, ROSTOV OBLAST

MIXED-USE

LIVE-WORK

These are small- to medium-sized structures that include a dwelling unit above or behind a non-residential unit. These structures may be attached or detached. The non-residential use has the flexibility of being used for a variety of commercial uses that are compatible with the residential use. Both units are owned by the same entity and occupied by the same tenant or property owner.



SEABROOK, WASHINGTON



LOCKHART, TEXAS



GAITHERSBURG, MARYLAND



WHEELER DISTRICT, OKLAHOMA

MIXED-USE

FEW-OVER

Few-Over describes a mixed-use building where a small number of units, either office or residential, are on a floor above a commercial use (generally retail). Office over retail is common in downtowns and main streets where there is not presently a demand for residential use. For these spaces to adapt and change over time to suit the needs of the community, it is important that the uses allowed inside these buildings be as broad as possible. Generally these buildings will not be more than three stories, and often not more than two.


SEASIDE, FLORIDA


ALYS BEACH, FLORIDA


FORT WORTH, TEXAS


FORT WORTH, TEXAS


TRILITH, GEORGIA

MIXED-USE

MANY-OVER

Many-Over describes a mixed-use building where a large number of units, either office or residential, are on floors above a commercial use (generally retail). Office over retail is common in downtowns and Main Streets where there is not a large demand for residential presently. In modern mixed use developments, these are generally retail on the ground floor with apartments above. This allows an immediate and nearby group of patrons for the commercial uses downstairs.


FORT WORTH, TEXAS


CHELSEA, NEW YORK CITY


TRILITH, GEORGIA

MIXED-USE

MIXED-USE TOWER

A Mixed-Use Tower is a high-rise building that combines residential units (rental and fee-simple condo units) with other uses, such as hotels, retail on the ground floor or offices integrated within the structure. This typology promotes active street-level engagement through shops, restaurants, or services, while upper floors are dedicated to residences or commercial spaces. Mixed-Use Towers are expected in Addison's High Intensity Urban Center place type.


DUBAI, UNITED ARAB EMIRATES


AUSTIN, TEXAS


CALGARY, ALBERTA

NON-RESIDENTIAL

NEIGHBORHOOD SCALE

These are light- to medium-intensity commercial uses, located within and around neighborhoods to serve the surrounding communities; easily accessible by foot or car. These uses consist of those that are essential to the community such as restaurants, general retail stores, medical offices, and fuel stations, and sometimes small residential units.


SEATTLE, WASHINGTON



WHEELER DISTRICT, OKLAHOMA


OKLAHOMA CITY, OKLAHOMA


SEABROOK, WASHINGTON

NON-RESIDENTIAL

REGIONAL SCALE

These areas serve nearby neighborhoods and attract larger tenants from the broader region, featuring a mix of restaurants, entertainment, retail, office campuses, and higher-density residential. While similar developments in other cities are often auto-oriented, Addison prioritizes pedestrian comfort and safety. Parking needs to be integrated into a more urban context, with hidden or structured parking. Many of these auto-oriented developments can be adapted into mixed-use projects, allowing residential to be added to previously commercial-only spaces, with some overlap in the Many-Over building type.



THE WHARF, WASHINGTON D.C.


KYLE, TEXAS


ATLANTA, GEORGIA


SEABROOK, WASHINGTON


THE WHARF, WASHINGTON D.C.

NON-RESIDENTIAL

INDUSTRIAL

Industrial buildings consist of primarily intense commercial or industrial uses that may not be compatible with lower intensity and residential uses. At a slightly lower scale these building can house technology industries, light to mid-level manufacturing, and outdoor operations and storage.


AUSTIN, TEXAS


GEORGETOWN, TEXAS


ADDISON, TEXAS


ADDISON, TEXAS

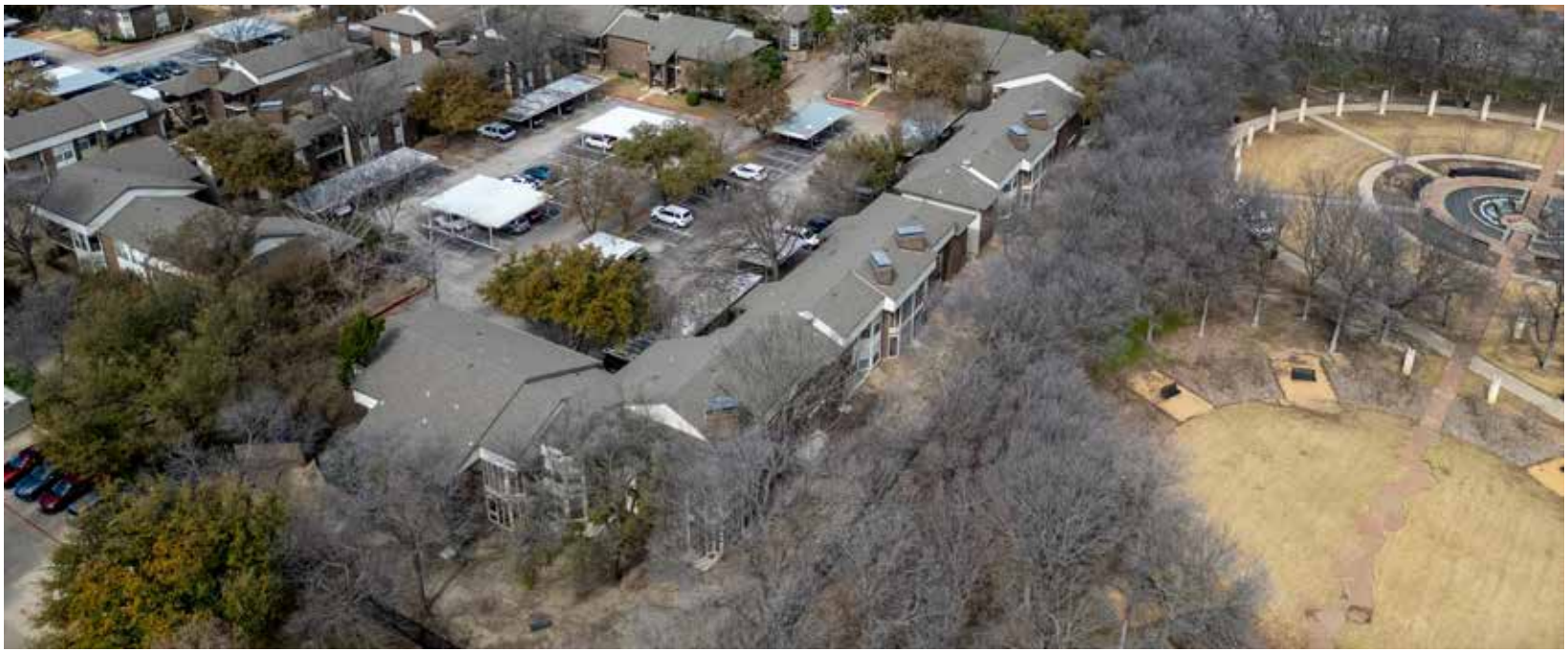
SPECTRUM OF CHANGE

Managing development in a mostly built-out community like Addison differs from guiding growth in cities with abundant vacant land. Addison's location, development pattern, and focus on high-quality services, amenities, and design have made it an attractive place for both businesses and residents. As a result, land, homes, and commercial properties have appreciated in value, increasing the cost of living and doing business.

Today, some areas of Addison are aging and need reinvestment to maintain their appeal, while other areas are ripe for enhancement or more intensive development. Context-sensitive strategies are essential to preserving, enhancing, and redeveloping properties in a way that balances residential, employment, and commercial needs. At the same time, current property owners seek confidence in the level of development activity around them.

By focusing growth in certain areas and preserving the character of others, Addison can continue to offer diverse lifestyle options, maintain property values, increase tax revenues, ensure reliable services, and promote more complete, walkable neighborhoods. The Spectrum of Change classifications and accompanying map outline the expected rate of change across different sites in the town. The three classifications reflect Addison's growth management approach.

Below: *Quorum Park near the Bent Tree neighborhood in Addison*



SPECTRUM CLASSIFICATIONS

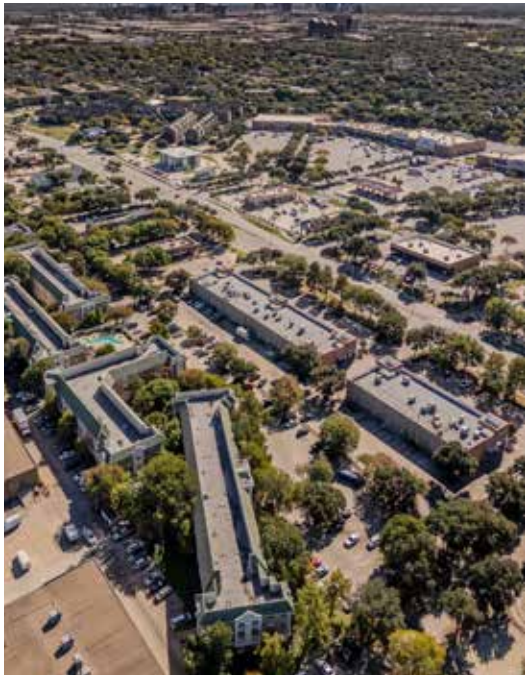
Preserve

These areas are expected to retain their current character, with occasional infill or maintenance to preserve value and appeal. Most properties are in single-family subdivisions and Addison Circle. In single-family areas, improvements may include enhancing streets for pedestrian safety and connectivity, and adding ADUs where allowed. In Addison Circle, efforts will focus on maintaining buildings, uses, and public spaces consistent with the current form and character.



Enhance

These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements. Development may include building renovations, adding mixed uses (residential, commercial, or both), creating public spaces and amenities, and upgrading local streets for better pedestrian safety and connectivity to nearby services.

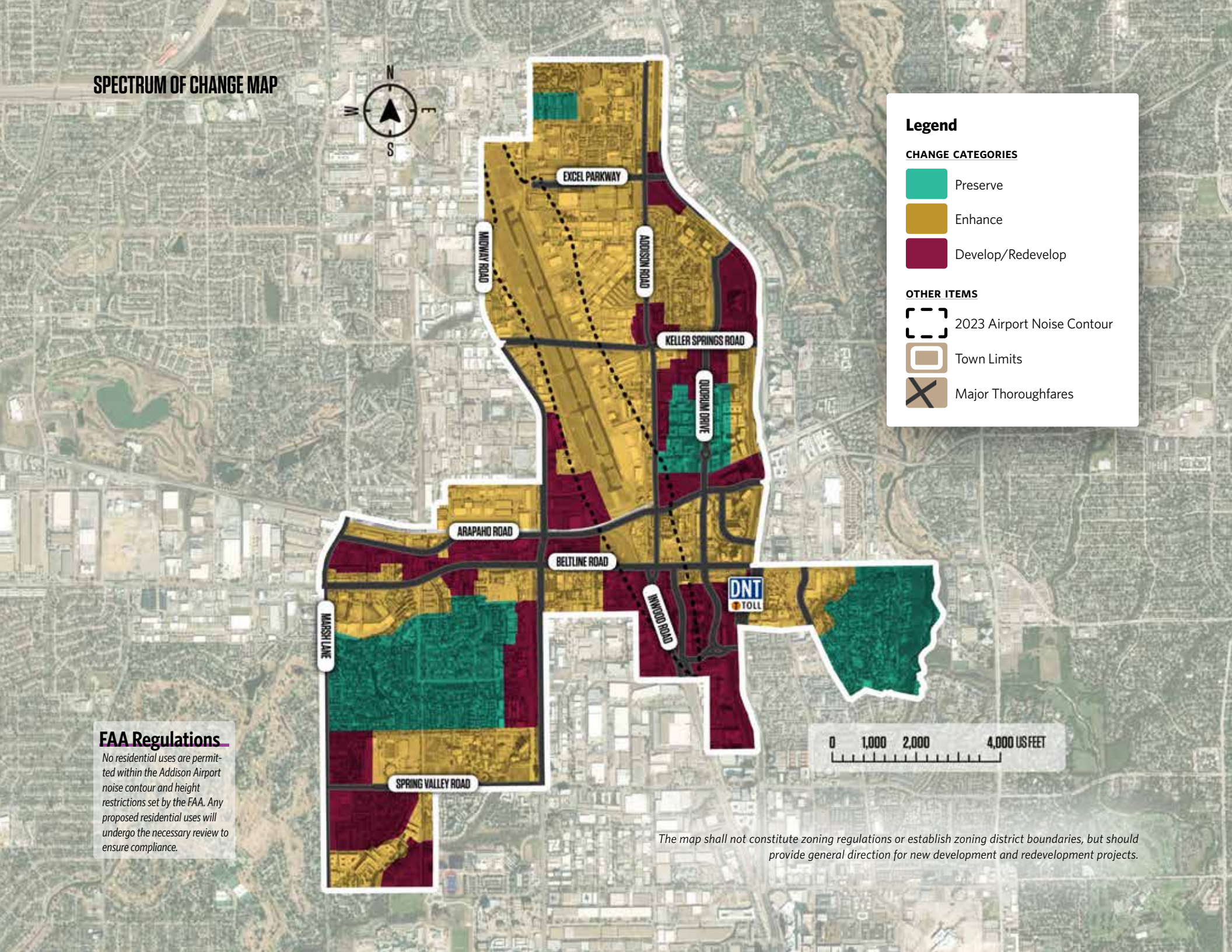


Develop/Redevelop

Properties in these areas are expected to undergo significant development or redevelopment, increasing the mix and intensity of uses to align with the area's envisioned place type. This may include adding a substantial population in diverse housing types, higher development intensities, and creating local streets to improve pedestrian safety and connectivity within the development and to nearby services.



SPECTRUM OF CHANGE MAP

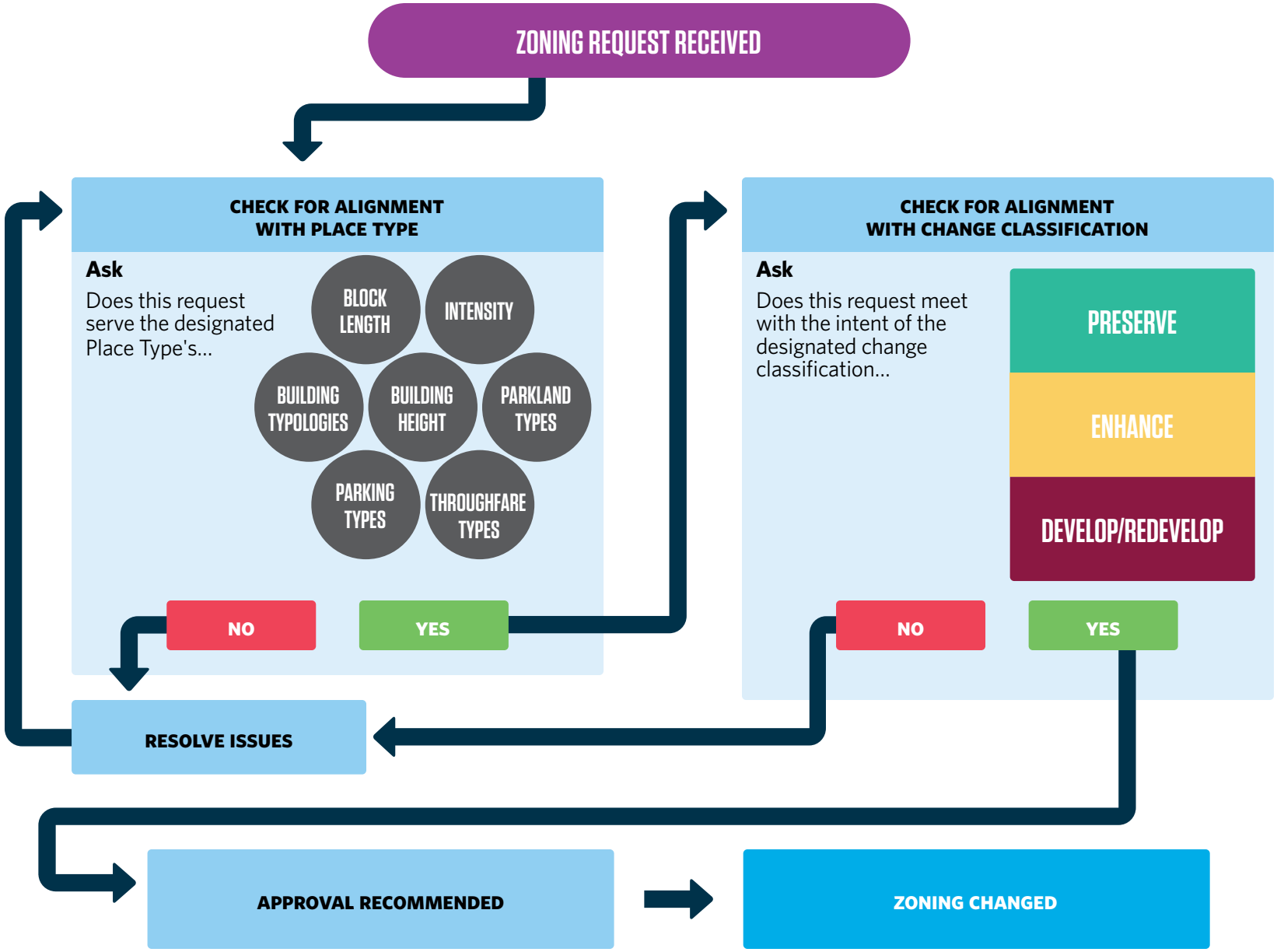


FAA Regulations

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

APPLYING PLACE TYPES, AND A SPECTRUM OF CHANGE TO ZONING



TRANSITIONAL DEVELOPMENT

The transition to a more walkable Addison will occur at different paces depending on owner preference and market conditions. Some properties may see gradual, incremental improvements, while vacant parcels or high-demand areas may undergo more rapid redevelopment. The four primary contexts for this transition are described below and illustrated on the following pages. While specific sites are highlighted, these concepts can apply to similar properties throughout the town.

1 Auto Corridor to Complete Street

Several arterial corridors in Addison are currently designed primarily for vehicles. To become a more walkable, connected community, these corridors must evolve to provide safe mobility options for all users, including walkers, bikers, and transit riders. Enhancements could include adding on-street parking, transit stops, buffered bike lanes, wider sidewalks, trees, and improved streetscapes. Adjacent properties should be encouraged to move buildings closer to the street to enhance the pedestrian experience.

2 Industrial Redevelopment

The areas around Addison Airport and Inwood Road are primarily industrial and likely to stay autocentric. However, they offer opportunities to attract new businesses like microfactories, sports-related ventures, and incubators for entrepreneurs and creatives. Many residents expressed interest in a more artsy, gritty destination mixing art, food, and entertainment. The Inwood area, in particular, offers potential for smaller, incremental changes in the north and larger redevelopment in the south.

3 Dense Urban Greenfield Development

Development of vacant properties and retrofits to existing office towers along the Tollway provide opportunities to create high intensity urban neighborhoods. Construction of multi-story office and residential buildings along with higher intensity mixed-use and programmed public spaces will attract larger employers and their workforce and provide housing options for residents seeking a more robust urban environment.

4 Aging Commercial to Urban Village

Addison has several autocentric shopping centers that can be enhanced to serve as mixed-use centers for the surrounding neighborhoods. Small, subtle enhancements such as parklets and increased landscaping can be made to improve the safety, aesthetics, and walkable experience for users once they get out of their cars. Over time, market opportunities will likely emerge to make more significant improvements to these sites with the addition of buildings and uses, replacement of surface parking with garage parking, and enhanced public spaces and amenities.

TRANSITIONAL BUILDING BLOCKS

The development concept renderings,beginning on page 178, incorporate and highlight a spectrum of improvements to buildings and the public realm to help those places transition to higher levels of walkability. These building blocks range in scale, and type and articulated here to illustrate and explain their purpose.

Not every item ennumerated here is shown on the development concept renderings but all of these are elements that can be used to help a place transition to a more walkable, and pedestrian environment. Thus, when any development, or redevelopment is being considered taking note of how many of these building blocks are a meaningful part of the project is a useful way to assess how walkable it might be.

SITE-SPECIFIC & BUILDING ELEMENTS

1 **ADDED 'MISSING MIDDLE' HOUSING**

Townhomes, or smaller multiplexes, cottage courts, to put more patrons closer to business to provided added support to them.



2 **BUILDINGS/PATIOS BROUGHT UP TO STREET**

This creates a more intimate feel on the street, like a walkable main street, and hides parking behind the buildings.



3 **ADAPTIVE FLEXIBLE SPACES**

These are spaces that serve many purposes: studio, office, or minor industrial uses (such as breweries and tap houses).



4 **ART STUDIOS/PUBLIC ART DISPLAYS**

These displays often repurpose older buildings, providing for the creation, display, and sale of artwork.



5 **INTEGRATED OR COMMON SERVICE AREA**

A central area for services like deliveries and services like dumpsters so that these elements are not spread across the property.



BENEFICIAL/ACTIVE USES

6 MANY-OVER

Many-over, podium-style buildings – often mixed use, often apartments.



7 CONDO TOWER

Tower condominiums, often dozens of stories, are typically individually-owned units, though they may also be leased.



8 STRUCTURED PARKING

Parking studies should be used to determine real demand, and that demand can be met with structured parking.



9 REDUCED SURFACE PARKING

Limited surface parking lots.



10 SMALLER, MORE COMPACT BLOCKS

These blocks provide for more pedestrian connectivity and increases choices for alternate routes.



11 EXPERIENTIAL RETAIL

Dining and retail uses are designed to create memories of exciting experiences for patrons. Food halls are a common concept in this category.



12 DAILY SERVICE BUSINESSES

Businesses such as grocery stores, pharmacies and clinics that meet daily needs closer to where people live.



13 OUTDOOR ENTERTAINMENT SPACES

Places where performances can happen outside.



14 COWORKING/ INCUBATOR SPACE

Locations for small and new businesses to get a start in a low risk environment.



BENEFICIAL/ACTIVE USES CONTINUED

15 SHARED KITCHEN, FOOD HALL,FOOD TRUCK PARK

These function effectively as an incubator for restaurant concepts, allowing Addison to be a bigger part of the DFW Metroplex food scene.



16 MAKER/CREATIVE SPACE

A space with tools and equipment to allow people to build and create in a community environment.



17 RESTAURANT/ ENTERTAINMENT HYBRIDS

Indoor activity centers, brewpubs, and concepts that blend new ideas together.



18 MORE DIVERSE MIX OF USES ALLOWED

By allowing most uses, including specialty uses like local breweries and bars, diverse mixes are possible.



19 LARGE EMPLOYMENT USES

Large corporate campus development, or office buildings.



PARKS/OPEN SPACE

20 POCKET GREENS & GATHERING SPACES

Small spaces that function as places to gather.



21 OUTSIDE AMENITIES

Furniture, shade structure, interactive water fountains, sports facilities and public art that simply make the space more pleasant to inhabit.



22 MIX OF SMALL AND LARGE PUBLIC OPEN SPACES

Public spaces which are lined with retail and commercial spaces at various sizes.



MAJOR MOBILITY ELEMENTS

23 INTERNAL RIDE-SHARE/ CIRCULATOR

A dedicated network to circulate people on a shuttle system, and/ or designated ride-share drop-off/pick-up zones.



24 NARROW LANES TO SLOW TRAFFIC

Wide lanes inherently create faster, and more unsafe traffic flow for pedestrians. Narrower lanes produce the opposite effect.



25 ON-STREET PARKING

Parking that lines the street, and protects pedestrians on the sidewalk from automobiles traveling at speed.



26 DEDICATED BUS/ CIRCULATOR LANE

Safe and comfortable transit stops integrated into the street landscape.



27 MULTI-USE MEDIAN

A flexible space that can be used for many purposes like parking, activities, festivals but would be planted and pleasant year-round.



28 FULLY MULTIMODAL SUPPORT

Bike, transit, and microtransit support throughout development.



SMALLER MOBILITY ELEMENTS

29 PEDESTRIAN PROTECTIONS

Design elements like mid-block pedestrian crossings, raised crosswalks, extended bulb-outs.



30 ENHANCED SIDEWALKS

More, wider and higher quality sidewalks as pleasant places to walk, or rest with elements like furniture, awnings, and lighting.



31 DEDICATED, BUFFERED BIKE LANES

Lanes with some protection built between them and the faster automobile traffic.



32 SHARED USE PATHS

These 10'+ wide paths are often used as a combination bike lane and sidewalk, carrying all non-automobile traffic.



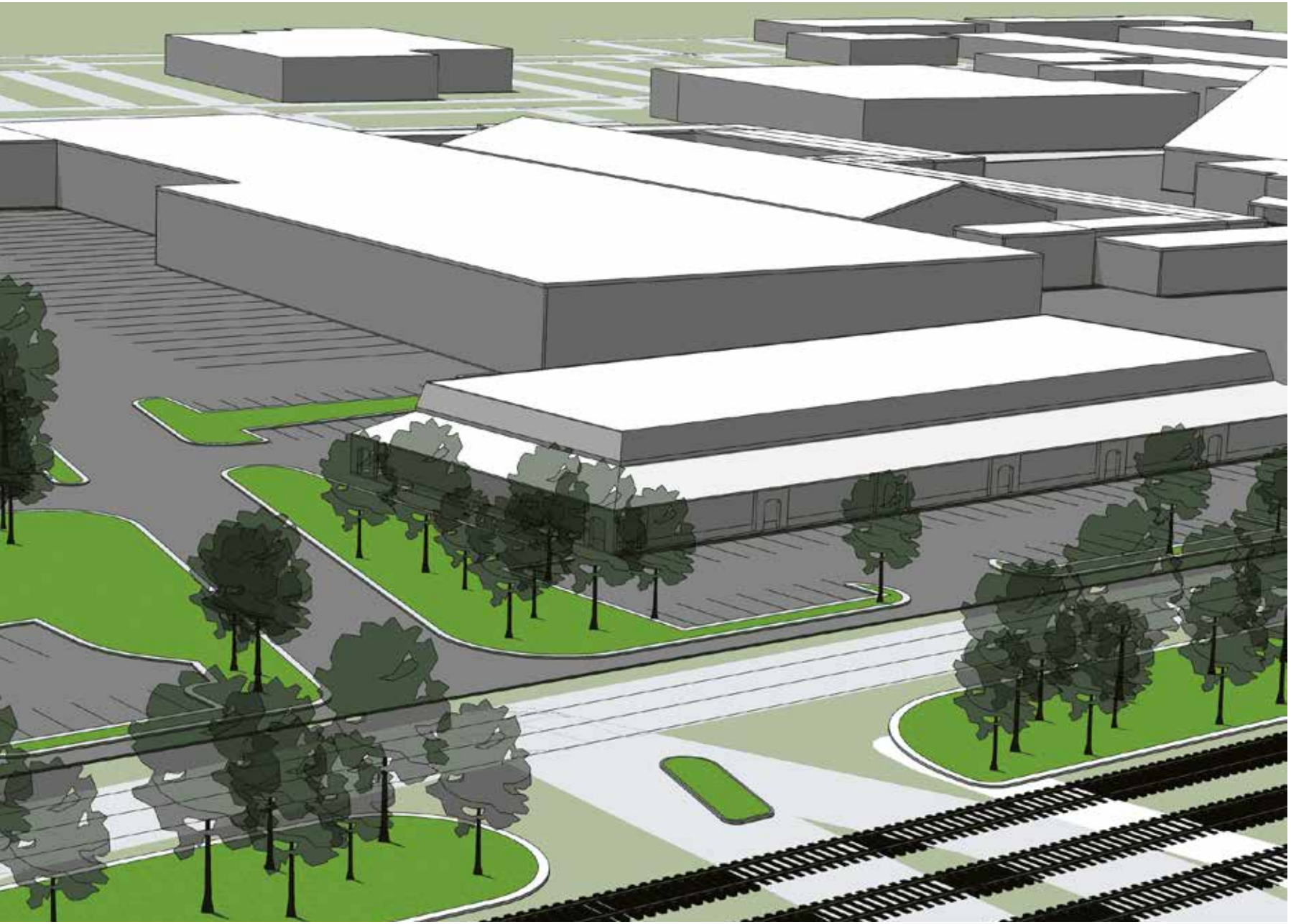
33 BETTER PEDESTRIAN INFRASTRUCTURE

Improved walkways, lighting, signage, and landscaping.



TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT



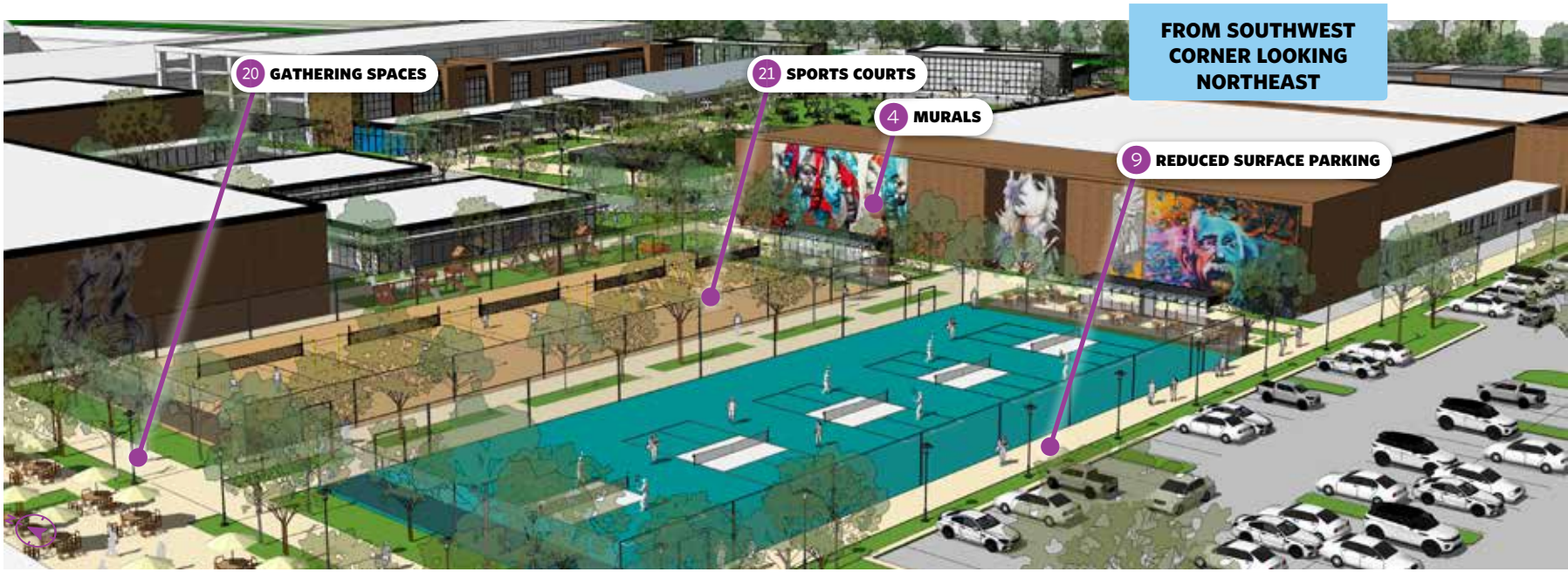


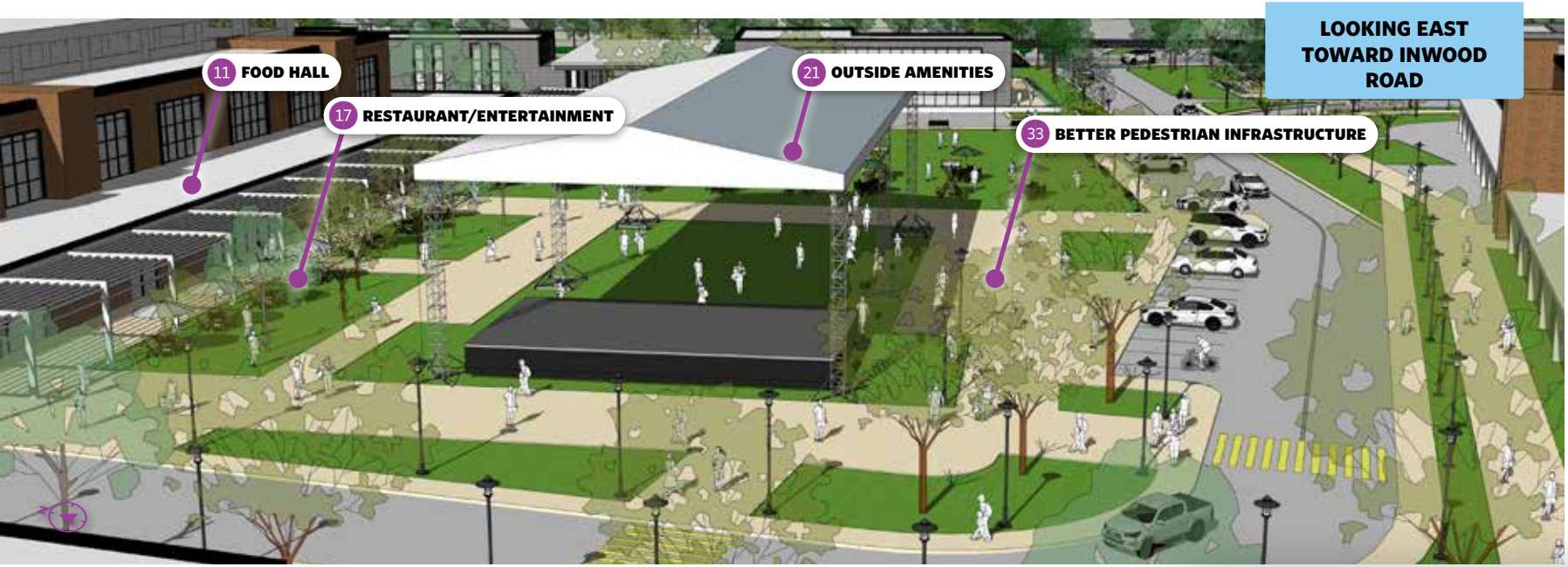
TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT

Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an existing commercial development could evolve to become more walkable over time. ***These are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*









CONTEXT MAP



LEGEND

Featured Site
Inwood Corridor

Similar Locations
Midway/ Dooley

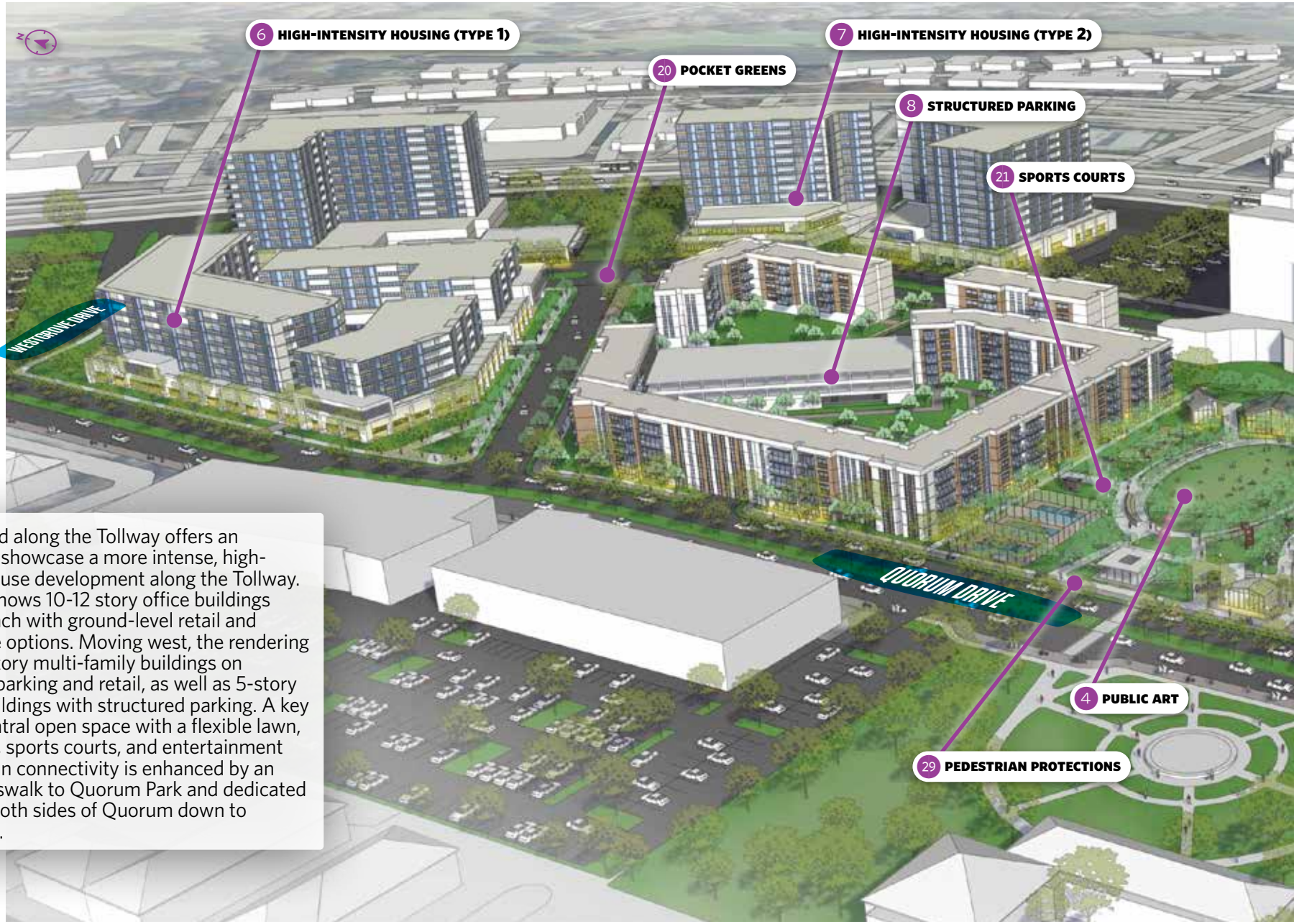
Surveyor/ Lindbergh

These renderings of an imagined development along the Inwood Road corridor show the adaptive reuse of an industrial area for flexible uses like art studios, co-working spaces, breweries, or sports facilities. The first image highlights updated facades, a shared parking structure, and new retail pads. Each of the other views provides a more detailed look at these improvements. Elements such as a central open space for activities, enhanced pedestrian infrastructure, and areas for sports and entertainment, like pickleball courts and murals, are visible. This part of Addison is ripe for smaller incremental improvements.

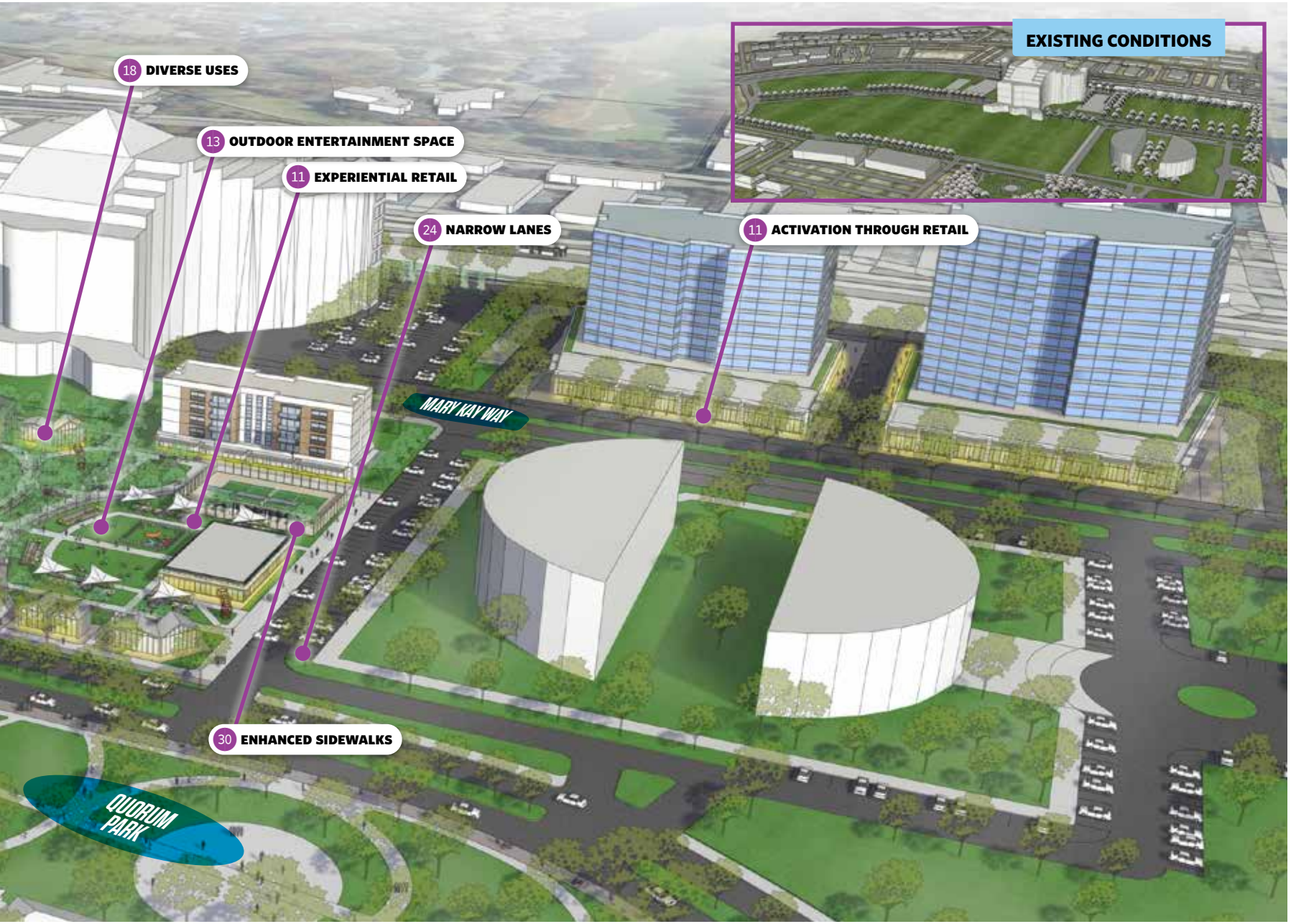
TRANSITIONAL DEVELOPMENT: DENSE URBAN GREENFIELD DEVELOPMENT

Note

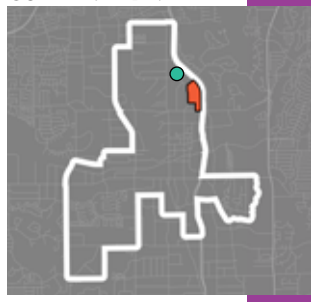
This page showcases conceptual layouts for an imagined transitional process, illustrating how an existing commercial development could evolve to become more walkable over time. ***These are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*



The vacant land along the Tollway offers an opportunity to showcase a more intense, high-density mixed-use development along the Tollway. This concept shows 10-12 story office buildings and condos, each with ground-level retail and rooftop terrace options. Moving west, the rendering includes 4-6 story multi-family buildings on podiums with parking and retail, as well as 5-story multifamily buildings with structured parking. A key feature is a central open space with a flexible lawn, retail pavilions, sports courts, and entertainment uses. Pedestrian connectivity is enhanced by an upgraded crosswalk to Quorum Park and dedicated bike lanes on both sides of Quorum down to Addison Circle.



CONTEXT MAP



LEGEND

Featured Site
Quorum/
Westgrove

Similar Locations
Addison/Excel

TRANSITIONAL DEVELOPMENT: AGING COMMERCIAL TO URBAN VILLAGE

Transitioning aging, auto-oriented commercial centers to mixed-use hubs that enhance surrounding neighborhoods is a key challenge and opportunity for Addison. Big box sites can evolve through master-planned redevelopments or incremental changes, while areas like Village on the Parkway will require phased, intensive investment.

In each phase, more elements are added. Early improvements include updated facades, enhanced materials, and rebuilding existing retail with creative office space. Parking spaces are strategically removed to expand pedestrian-friendly paseos. Later phases mirror these upgrades on adjacent blocks, adding new ground-level retail, creative offices, and green spaces. The final phase introduces mixed-use multifamily and office over retail, replaces parking lots with new developments, and widens pedestrian areas by reconfiguring street sections. A new park and green corridor create space for public programming, anchored by experiential retail and entertainment uses.

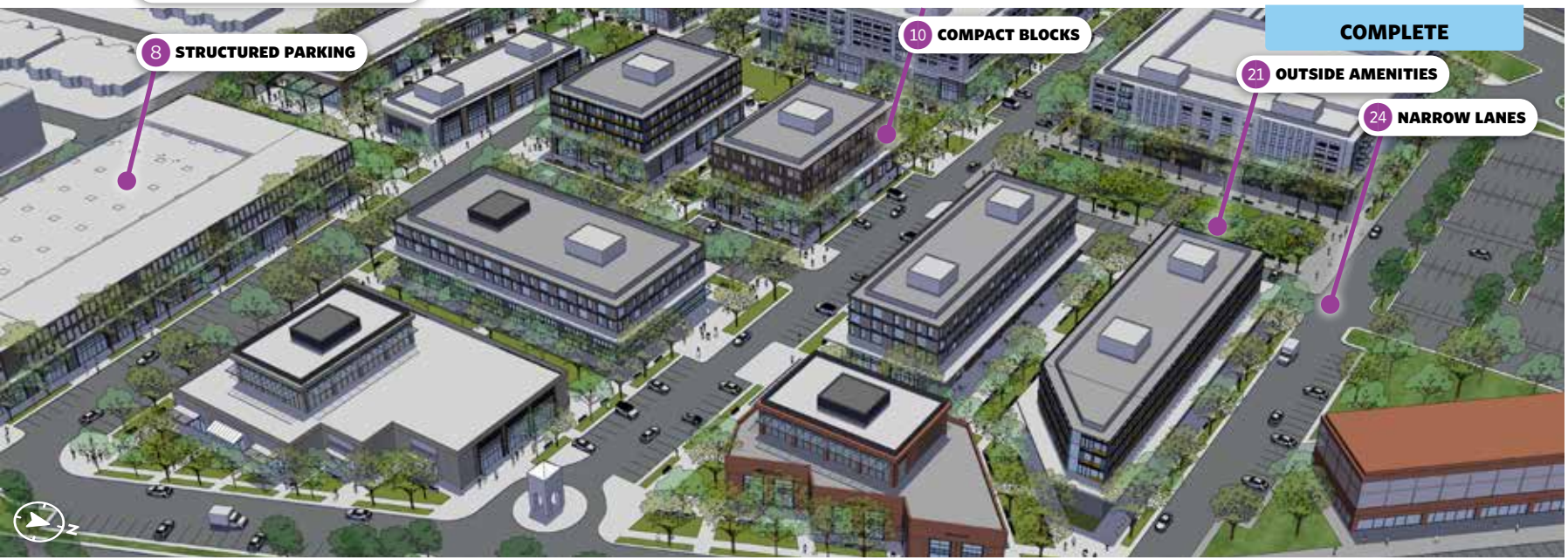




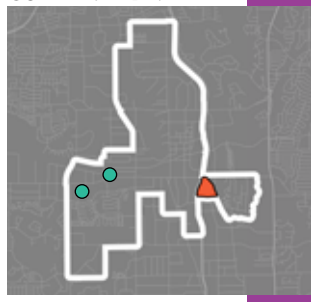
Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an existing commercial development could evolve to become more walkable over time. ***These are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*





CONTEXT MAP



LEGEND

Featured Site
Village on the Parkway

Similar Locations
Addison Town Center

Restaurant Row

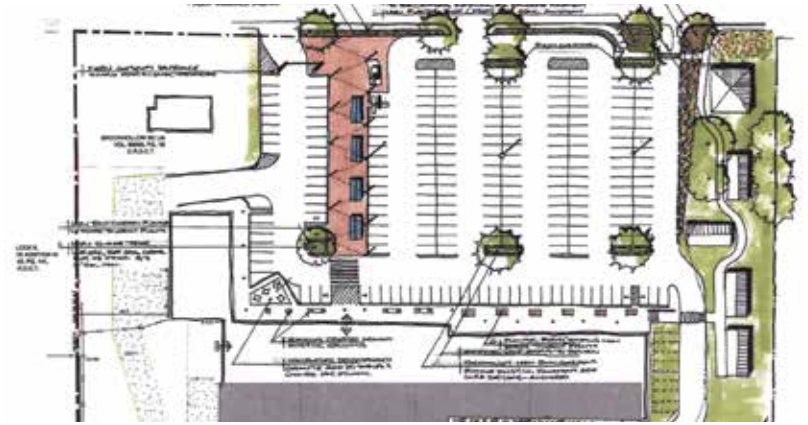
LOCALISM & INCREMENTALISM

Supporting Small Developers

There has been a recent resurgence of small developers—local residents interested in adding housing, owning property, or starting businesses in their neighborhoods. Unlike large developers who acquire big tracts and build multiple lots at once, small developers focus on unique, context-sensitive projects on single lots that can revitalize commercial centers and aging neighborhoods. Organizations like the Incremental Development Alliance and Neighborhood Evolution support this growing group. The Town should encourage incremental development, especially for infill projects and adaptive reuse where more intense redevelopment is not desired.



Above: *This new urbanist style neighborhood is being built in Midlothian, Texas incrementally over 20 years. A neighborhood commercial urban center has been built one building at a time, and a combination of single and multifamily residential and public space is being built in phases around it.*



Above: *This project in DeSoto, Texas, is converting a vacant Ace Hardware building and parking lot into a neighborhood commercial node with the main building redone as a business incubator for office, retail, and restaurants, and the parking area filled in with a food trailer plaza, kiosks, open space, and micro apartments.*



Above: *This project provided a new mixed-use building in the heart of downtown Duncanville, Texas. The building is designed to frame the street corner with parking behind the building, and includes a mix of office, art, restaurant, and residential spaces.*

Making Tactical Placemaking Improvements

It can sometimes take a while for redevelopment to happen. That doesn't mean there aren't things that can be done right now to enhance the pedestrian experience with minimal resources. Sometimes just a little bit of paint, plantings, signage, lighting, or outdoor seating is all that's needed to get started and build support for more robust improvements.

❶ Parklet/outdoor seating



❸ Painted Crosswalk



❺ Food Trucks



❷ Temporary/demonstration bike lane



❹ Temporary Curb Bumpout & Landscaping



❻ String/Bistro Lights



ISSUES TO ADDRESS

Every community faces challenges that can make it harder to achieve its stated goals. Listed here are several issues that could hinder Addison's progress toward meeting its Land Use & Development Character recommendations. By recognizing these barriers and actively working to overcome them, Addison can better position itself to achieve its broader, town-wide objectives.

INCOMPLETE FISCAL ANALYSIS OF PROPOSED DEVELOPMENT

Currently, when new development is presented to the Town, there is not a complete process to evaluate the short- and long-term fiscal impacts on revenues, services, and infrastructure liabilities for its taxpayers. As discussed earlier in this plan, this means that the costs associated with long-term maintenance are not fully accounted for, if considered at all. Without a robust fiscal analysis on incoming development projects, officials are deprived of a complete and honest picture of any given project and thus hindered in their ability to determine what will fit with the Town's finances today and in the future.

COMPLEX CODES & DEVELOPMENT PROCESSES

Addison residents desire attractive developments that preserve quality of life while enhancing visual appeal and walkability. However overly heavy reliance on negotiated standards like Planned Development (PD) Districts can sometimes create uncertainty and can be difficult for developers to interpret. This can alter desired proposals, extend timelines, increase costs, and curb cohesive integration of existing and new developments. Navigating this complexity requires community knowledge and additional time from Town staff to ensure high quality development is achieved.

AUTO CENTRIC CORRIDORS & COMMERCIAL DEVELOPMENT

Addison Circle was designed as a walkable, mixed-use hub, but most of Addison caters to vehicular traffic. Belt Line and Midway, major roads with many dining, retail, and entertainment businesses, handle high traffic volumes. While some aging strip centers need reinvestment to stay competitive in the experience-based economy, they remain popular. Making these corridors safer and more walkable will require a gradual, coordinated effort with property owners, businesses, and developers.

RISING HOUSING COSTS & RESISTANCE TO ALTERNATIVES

Addison seeks attractive developments that enhance appeal, walkability, and quality of life. However, a fragmented approach creates uncertainty for owners and developers. Misalignment between the 2017 Housing Policy, market conditions, and community goals challenges cohesive development. Updating the Unified Development Code (UDC) to align with the Comprehensive Plan as market conditions and community desires change will help ensure developments meet community expectations.

PLANNING COMPONENT

HOUSING & NEIGHBORHOODS



ADDISON'S HOUSING & NEIGHBORHOODS

Addison's approach to residential development stands out from much of North Texas. There are fewer subdivisions with single-family detached homes, and more urban offerings in a mixed-use context. The split between owner and renters skews heavily toward renters, and portions of the community have been advocating for more ownership options. All Addison neighborhoods exhibit varying degrees of walkability due to existing and planned pedestrian connections outlined in the Master Trails Plan. An enhanced biking and walking experience is highly desired by residents who look forward to additional connectivity within and between neighborhoods, parks, and commercial centers.

This component reviews Addison's current housing and neighborhood conditions and offers recommendations for creating more diverse, walkable, and complete neighborhoods. The snapshot builds on introductory housing data to highlight challenges like housing attainability, ownership options, and evolving neighborhoods. This section explores distinctions between neighborhoods and subdivisions, the design hierarchy of neighborhood types, and the need for a diverse housing supply. Strategies to enhance existing neighborhoods to align with place types and improve walkability and connectivity are provided, along with a discussion of barriers the Town may face in meeting the needs of current and future residents.















RECOMMENDATIONS

HN1

Support the creation of complete and cohesive neighborhoods throughout the Town.
For neighborhoods to be complete, they must contain elements of housing, commerce, outdoor space, streets, and programming. They are flexible places that evolve and change, with a unique character that unites people. This can be accomplished in both existing and new neighborhoods around the Town.

HN2

Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.
By enhancing active transportation, pedestrian and cycling paths, and mobility systems, the Town can ensure easy access to services and amenities. Strategically linking neighborhoods boosts convenience and quality of life, reduces traffic, and supports local economic development.

HN3

Provide for household types that support the ability for residents to age in place within Addison.
Expanding housing options is key to building a diverse, sustainable community that attracts and retains residents of all family sizes and lifestyles, fostering vibrant neighborhoods.

HN4

Provide denser housing options in Addison's urban and transitional areas.
Allowing dense housing is essential for offering alternatives to single-family units. Options like condo towers, townhomes, and live-work spaces fit well in Urban Village and High-Intensity Urban Center areas.

HN5

Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.
Addison's reputation for high-quality, contextually appropriate design attracts new development and residents. Recommitting to this standard will continue to drive growth.

HN6

Create more places for intentional gathering and recreation within existing and new neighborhoods.
Residents value gathering spaces for connection and vibrancy. The Town can transform underutilized areas and new developments into dynamic hubs for recreation and socializing, becoming the community's heartbeat and reflecting Addison's unique appeal.

SNAPSHOT

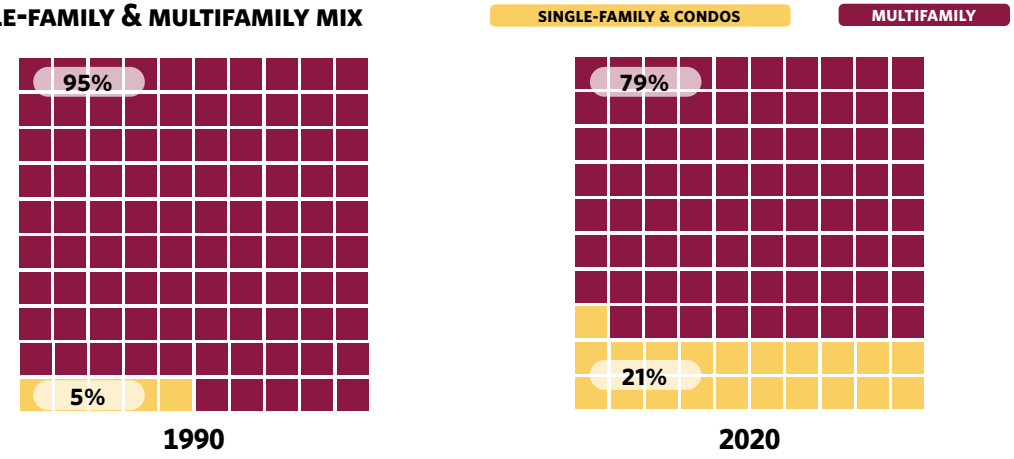
30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

The Town's early focus on multifamily housing in a mixed-use setting played a key role in attracting a significant number of businesses and commercial developments. Addison Circle, a highly innovative and progressive development when it was built, was and still is reliant on a high concentration of residents in a compact area, which naturally demands more multifamily housing. Most of the multifamily developments from that time were urban, apartment-style buildings, which typically cater to renters rather than homeowners.

While this strong focus on urban living units was crucial for attracting commercial growth and highly educated young professionals, some Addison residents began to express a desire for more single-family homes and ownership opportunities. Over the past 30 years, Town staff and leadership have made concerted efforts to increase the number of single-family residential units. Developments like Morris Avenue Townhomes, Addison Grove, and District A Condos have contributed to raising the percentage of single-family homes to 21% of the town's housing supply, as reported by the 2020 Decennial Census. According to 2024 data from the Town, the current own-to-rent ratio for residential units is 21:79, and when accounting for approved (entitled) units, the ratio shifts to 17:83.

Looking ahead, a combination of high land values, limited vacant land zoned for single-family development, and market demand for more high-quality rental units will constrain the Town's ability to further expand ownership options.

SINGLE-FAMILY & MULTIFAMILY MIX



CURRENT & APPROVED (ENTITLED) RENTAL MIX



Source: Town of Addison, February 20205



HOUSING COMPOSITION

Multifamily	9104	79%
Single-Family	1388	12%
Condominiums	607	5%
Townhomes	360	3%
Duplex	84	1%



INCREASING AFFORDABILITY CONCERNS

The term "affordable housing" is often understood as housing that is subsidized in some way to make it accessible to people who otherwise couldn't afford the same space at market rates. However, housing affordability in a broader sense refers to whether a person has the means to afford a given home, either for rent or purchase.

It is generally accepted that a household can afford to spend up to 30% of its income on housing, including rent or mortgage payments and utilities. In 2022, the median household income in Addison was $78,153, meaning housing costs for someone earning that amount should not exceed $1,954 per month. This same method applies to home buying: a household can typically afford a home priced at up to 2.5 times their annual income. In this case, a buyer could afford a home priced at $195,383. However, according to Realtor.com Economic Research, the median price was $527,725, which is $332,342 beyond the reach of a median-income household.

One of the primary factors impacting housing affordability is the trend toward building mostly single-family detached homes that are much bigger and on larger lots. Larger homes cost more to build, live in, and maintain, and the larger lots require more infrastructure that cities need more tax revenue to maintain. The combination of these results in higher home values, property taxes, and maintenance burdens on homeowners.

Addison's residents are primarily divided into two groups: more affluent, older homeowners living in high-value single-family homes, and younger individuals, couples, or retirees renting in more urbanized areas like Addison Circle. Approximately 83% of homes in Addison are rentals, which is about double the percentage in the DFW region (40%) and the state (38%). Since 1990, the town has more than doubled its number of dwelling units, from 5,110 in 1990 to 10,591 in 2020, and its households, from 4,688 to 9,533 during the same period. While this housing mix has worked well so far, both homeowners and renters have voiced concerns about rising housing costs. To retain and attract residents, Addison will need to continue expanding and diversifying its housing options in the future.

Big houses are being built, small houses are needed

Do we really need more than three times as much living space per person as we did in 1950?

Can we afford to buy or rent, heat, cool and care for such large homes?

	1950	2020	CHANGE
Median square footage of new single-family homes	983	2,261	↑ 2.3×
Number of people per household	3.8	2.5	↓ 1.5×
Square feet of living space per person	292	904	↑ 3.1×

Fact: ADUs house more people per square foot of living area than single-family homes do.

Note

Graphic Redrawn and modified from AARP's The ABCs of ADUs, 2nd Edition

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SUBDIVISIONS OR COMPLETE NEIGHBORHOODS?

Most large developers in Texas primarily build subdivisions, which typically exclude commercial spaces and diverse housing types. This design prioritizes driving for daily needs and limits options for those who can't afford or prefer alternatives to single-family homes. While subdivisions often include sidewalks and aim for pedestrian-friendly streets, the wide roads and longer blocks encourage higher vehicle speeds, making the area less safe for walking, biking, or outdoor play.

Complete neighborhoods are designed to mix residential, commercial, and recreational uses in a compact layout, placing most daily needs within a quarter mile or a 15-minute walk. They generate higher value per acre and tax revenue than subdivisions while offering diverse housing options for all life stages and incomes. Life-cycle housing includes a variety of home types—such as large and small lots, townhomes, lofts, multifamily units, and assisted living facilities—catering to everyone from young singles to seniors. Non-residential uses like coffee shops, corner stores, and small services with limited parking can be integrated to enhance access to daily needs. Streets and public spaces prioritize walkability and social interaction with narrower lanes, shorter blocks, grid networks, and abundant sidewalks, trails, bike paths, and pocket parks.

Mixed-use neighborhoods can vary in scale and adapt over time as mobility infrastructure and community needs evolve. Addison has a variety of neighborhoods, some of which are unlikely to change, while other areas would benefit from infill and continued evolution. As such, the combination of the Place Types, Spectrum of Change map, and UDC will be used to manage the character and pace of change in each specific neighborhood.

RESIDENTIAL SUBDIVISION



NEIGHBORHOOD



Mobility and Connectivity
p. 178 p. 179

NEIGHBORHOOD TYPOLOGIES

Addison has long prioritized neighborhood design over the more common subdivision approach, recognizing that the built environment plays a key role in shaping how people interact. This focus on creating cohesive neighborhoods has given Addison a unique character, where public spaces, housing design, and proximity to amenities foster a sense of community. However, while the Town has embraced a neighborhood-centered approach in many "Preserve" and "Residential Living" areas, several areas that are ripe for redevelopment still lack the pedestrian infrastructure, variety of housing, and local commercial spaces needed to create truly "complete" neighborhoods. These gaps can hinder the sense of connection between residents and limit opportunities for people to live, work, and shop within their own neighborhoods.

As Addison continues to grow, being intentional about the scale, design, and pace of infill development and redevelopment is critical. Thoughtful planning can enhance the quality of life by improving walkability, increasing housing diversity, and introducing local businesses that serve daily needs. This strategy will not only strengthen community ties but also keep Addison both attractive and affordable for a broader range of residents. Achieving these goals requires balancing modern development trends with Addison's unique character, ensuring that neighborhoods evolve in ways that benefit all.

A CONTINUUM OF WAKABILITY

Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, where residents can walk or bike to nearby shops, parks, and services. Between these two extremes are transitional neighborhoods, which blend elements of both, offering some walkable amenities but still requiring cars for many daily activities.

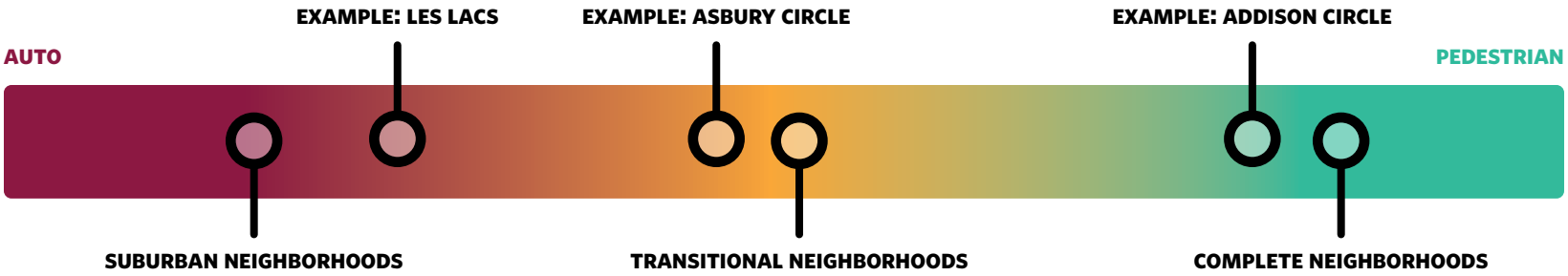
The goal for Addison is to gradually move more neighborhoods along this continuum toward becoming more complete, enhancing walkability and reducing car dependency. This shift can be achieved by investing in infrastructure such as sidewalks, bike lanes, and street trees, and by encouraging mixed-use development that places homes, businesses, and services close to poeples homes. As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

Preserving Neighborhoods

Areas identified as the Residential Living place type and as Preserve in the spectrum of change are on the auto-oriented end of the scale (Suburban Neighborhoods) and are not envisioned to experience much change. The majority of the town is more urban and mixed use in nature (Transitional Neighborhoods). These areas can be expected to evolve both in density and use mix as property owner interest and market conditions dictate. Where more significant redevelopment is expected, staff will prepare Neighborhood Transition Plans to capture input from property owners and potential developers and outline more specific details.

Desired Development Types
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NEIGHBORHOOD CONTINUUM



SUBURBAN NEIGHBORHOODS

These neighborhoods are located exclusively in the Residential Living place type. Amenities and non-residential uses in suburban areas are limited and usually require driving to get to. Those living in suburban areas can expect to have fewer neighbors, private yards, and less cyclists and pedestrians.







TRANSITIONAL NEIGHBORHOODS

Today, *Transitional Neighborhoods* are most commonly found in the Urban Village place type and are intended to have a mix of residential options with pockets of neighborhood scale commercial located within walking distance. Because of the focus on residential, some commercial uses will be consolidated into larger neighborhood and regional commercial nodes that are accessible via a short drive. Streets and public space in these neighborhoods should prioritize pedestrians and walkability with a few collector style corridors that balance slow speed vehicular access and shared use trail connections to the larger citywide network.











COMPLETE NEIGHBORHOODS

Today, *Complete Neighborhoods* are most commonly found in a few places designated as Urban Village, and are most complete in terms of use mix, access, and activity. Addison Circle and Vitruvian (when completely built out) are the most prominent examples. Looking forward, all future development in Urban Village, and High-Intensity Urban Center should endeavour to meet the intent of the *Complete Neighborhood*. Those living in these neighborhoods should expect constant change where the scale and use of properties is incrementally evolving to meet the residential and commercial needs of those living and working there. Residential and commercial uses can be mixed on the same block or grouped into small nodes that make the majority of needs convenient and accessible by biking or walking. Streets and public spaces are designed to prioritize pedestrians, walkability, and human interaction. Where higher levels of vehicular access are required, streets are designed to be slow-speed and accommodate on-street parking. It's important to understand that the goal of any *Transitional Neighborhood* is to become incrementally more complete over time.











STRATEGIC FRAMEWORKS & CONCEPTS

EMBRACING HIGHER INTENSITY OWNERSHIP OPTIONS

There continues to be a desire for more ownership options in Addison, both from current owners desiring a different option and renters who would like to own but cannot afford current options. There is an understanding, though, that more single-family homes are not realistic due to lack of vacant land and land values that necessitate higher density development. Multiple developers interviewed during the planning process indicated that under conditions, the only way to make ownership housing pencil out in Addison is to make it part of a larger mixed-use context with rental housing and commercial uses integrated together - and even with this, opportunities are limited.

Continuing to prioritize options like duplexes and townhomes of different scales and price points, particularly in the Urban Village place type, can help close this gap. Construction of new condo towers in the High Intensity Urban Center place type along the Tollway and conversion of existing underperforming hotels and office buildings to condo style residential are also options the staff intend to explore in further detail. In general, building more housing of all types in Addison will help mitigate increases in the cost of ownership and rental housing in Addison.

In Addison, mixed-use development (left), condo towers (right) and townhomes (middle) are the most viable forms of ownership housing due to high land costs and limited undeveloped land. Major undeveloped areas will likely support only condo or mixed-use towers, while infill development offers the best opportunities for building townhomes. These types of housing provide ownership options that align with Addison's evolving urban landscape.







EXPANDING HOUSING OPTIONS TO ENSURE ATTAINABILITY FOR ALL

As housing prices rise in both Addison and across the state, it is crucial for the Town to ensure a sufficient supply of housing with a diverse range of options that align with the needs and preferences of those looking to live here. Attainability and quality of life vary from person to person, so it's essential for the Town and its developer partners to work together to understand and meet these differing expectations. In a semi-urban community like Addison, where land values are high and most land is already developed, this likely involves allowing new development in existing neighborhoods, such as accessory units and smallplexes, and building higher-density condo-style buildings in the more urbanized areas along the Tollway.

It's important to note that quality and affordability don't have to be mutually exclusive. Quality housing can be provided at different price points. One approach is to reduce the size of units or increase the number of units to meet market value. Smaller, high-quality units in compact neighborhoods with smaller lots can still meet demand and price expectations. Additionally, bringing new units to market can have a down-market effect, freeing up lower-cost housing options for those at the bottom of the economic ladder. Higher-end buyers and renters can benefit from urban townhomes or condos in walkable, human-scale areas.

To curb escalating housing costs and maintain affordability, Addison should focus on increasing the overall housing supply, diversifying the housing stock, and expanding options for both owners and renters—all while maintaining the high design quality that is a hallmark of Addison's identity.



Diverse housing options create affordability by offering homes at various scales, from compact units to larger residences. This range allows for greater flexibility in pricing, meeting the needs of different income levels and fostering a more inclusive, accessible community.



COMPLETING NEIGHBORHOODS

Addison's aim is to be a neighborhood-centric community with a range of options. From a planning perspective, this means shifting thinking from what all residents need at the townwide scale to what is needed by people in different parts of the town at a more local scale, and then mixing different types of neighborhoods together across the town to offer a variety of housing types, supportive land uses, amenities and open space. Areas identified as the Residential Living place type and Preserve in the Spectrum of Change map will have minimal change. In other parts of the town, staff will work with current owners and prospective developers to enhance walkability and use-mix in accordance with the corresponding place types and spectrum of change designation. Neighborhood planning needs can typically be categorized into the following three tiers. However, due to Addison's small size, the development and townwide zones are blended together.

Neighborhood Scale

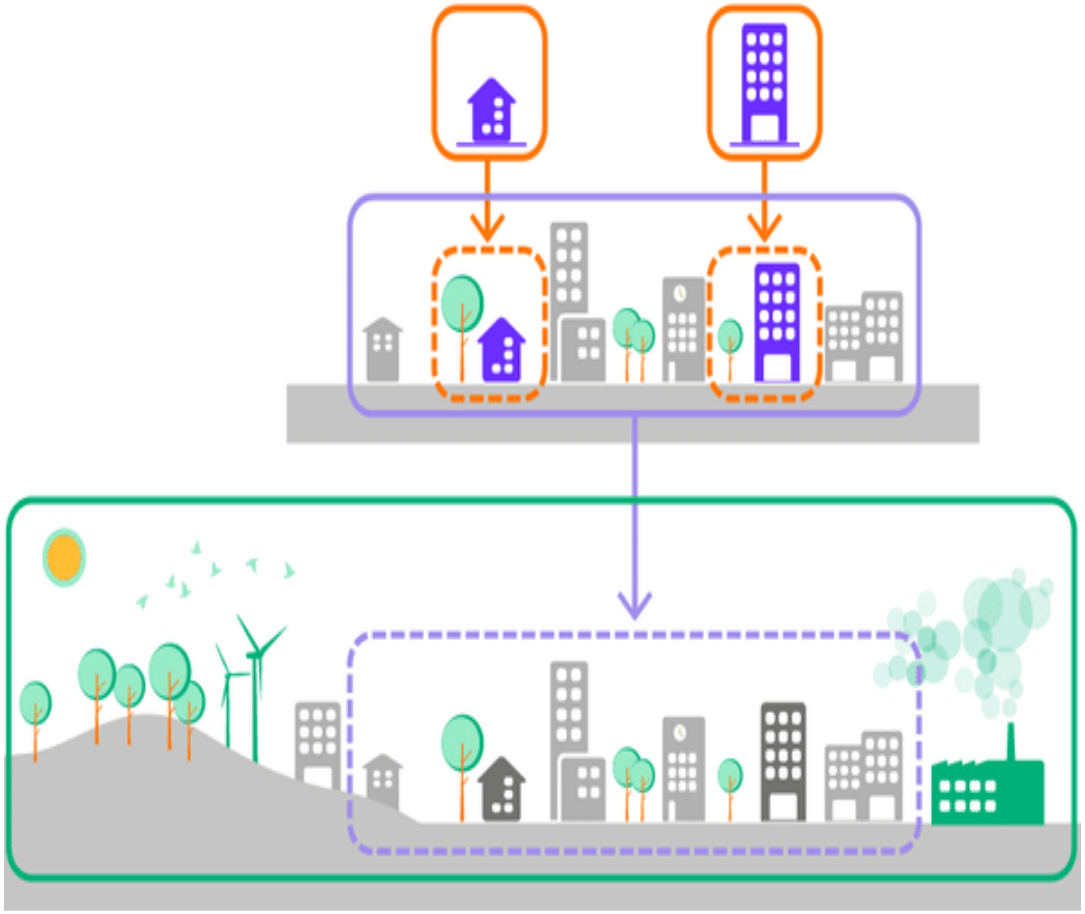
Most resident's daily needs should be met at the neihborhood scale where they spend most of their time. Amenities are often within walking distance, and traffic should prioritize pedestrians and cyclists. Housing and uses are mixed. Since neighborhoods vary, planning must incorporate significant resident input to address local needs.

Development Zone

The development zone is the midpoint between the neighborhood and citywide scales, offering services not available locally, like fire stations, community parks, and libraries. It should also provide commercial services that fill gaps in nearby neighborhoods, such as supermarkets.

Townwide Scale

At the citywide scale are services and amenities that serve the entire population, and sometimes the broader region. These include City Hall, the post office, regional retail and commercial centers, large parks and conservation areas, athletic complexes, high schools, and regionally connected trails.



NEIGHBORHOOD MOBILITY AND CONNECTIVITY

The scale and mix of housing and uses in a neighborhood are closely tied to its mobility infrastructure. In suburban-style development, where uses are separated, driving becomes necessary, leading to more roads and lanes. In contrast, complete neighborhoods provide better connectivity for pedestrians, cyclists, e-bikes, scooters, and public transit. As neighborhoods grow, more commercial options should be located closer together and connected by a network of sidewalks, bike lanes, shared-use paths, and cycle tracks, making it easier and more convenient for residents to meet daily needs without relying on cars.



ISSUES TO ADDRESS

The region's explosive growth and growing demand for walkable cities and neighborhoods is going to continue to drive interest in Addison from people and businesses. More housing is needed to accommodate this growth, which will in turn encourage retention and expansion of businesses. It is important to note that Addison's limited land and existing roads cannot accommodate much more traffic or surface parking. Encouraging new development to prioritize walkability so that traffic and parking impacts can be minimized is critical.

Opposition to Infill from Existing Residents

Addison needs additional housing and commercial development within and adjacent to existing neighborhoods. Residents have sometimes opposed past projects that sought to do this, citing concerns about additional traffic and negative impact on property values. Efforts should continue to be made to listen to these concerns, but also to educate about how incremental evolution of neighborhoods is critical to making them more complete and walkable, as well to ensuring housing remains attainable for those seeking to live and work in Addison well into the future.



Addison's Regional Context

p. XX p. XX

Complex Codes & Development Processes

Approximately 40% of development in Addison has occurred through Planned Developments, or PDs, which create unique development regulations to ensure the most innovative and highest quality of development is achieved. The intended purpose of PD's has not always been met, and several PD ordinances include unclear standards that make it difficult to administer or improve PD sites over time. The Unified Development Code (UDC) adopted in 2025 updated development regulations to allow more development approaches by right that support walkability, intensification of housing options, and integration of more local retail within appropriate mixed-use districts. Development regulations should be analyzed consistently to ensure that high-quality, integrated development is achieved by right, saving staff time and developers money.

Lack of Neighborhood-Scale Commercial Uses

Most of Addison's commercial areas outside Addison Circle are heavily auto-focused, making access by bike, foot, or public transit challenging. Educating on the benefits of neighborhood-scale commercial development, refining development regulations, and supporting local small developers can help bring appropriately scaled commercial spaces closer to residential areas.

Market That Favors Larger Developers & Projects

Addison's land values, market conditions, and bank financing requirements favor larger multifamily projects led by experienced developers, while smaller or unconventional projects, like hotel-to-condo conversions, face funding challenges. To promote ownership housing and incremental neighborhood evolution, the Town should consider partnerships or targeted incentives to bridge financing gaps. Resources from groups like the Dallas Housing Coalition, Strong Towns, and Neighborhood Evolution offer innovative solutions. Additionally, educating the community about small development models can help identify and support local investors and builders for smaller projects.

PLANNING COMPONENT

MOBILITY & CONNECTIVITY



MOBILITY & CONNECTIVITY IN ADDISON

Transportation and land use work together to shape the look and feel of a community. If a Town develops around auto-oriented neighborhoods, it will have a more spread-out form with separated residential, shopping, and employment areas, requiring more infrastructure and generating more traffic. By prioritizing walkable, complete neighborhoods, more uses are integrated closer together, reducing driving trips and the need for extensive roadway infrastructure. As Addison continues to grow, it must balance using arterials to move high volumes of vehicles while also encouraging infill development and multi-modal improvements that can accommodate more people without adding more vehicular trips.

The Mobility and Connectivity component references and builds on concepts from the 2016 Master Transportation Plan, and provides recommendations to continue Addison's progress toward building out a multimodal system where people can move around the town via car, bike, walking, and microtransit. It explains the critical relationship between travel speeds and pedestrian safety, and highlights strategies that will make moving around without a car more safe, convenient, and appealing. It also highlights the importance of designing Addison's arterials to move high volumes of vehicles at slower speeds that make it safe for cyclists and pedestrians. Opportunities related to the DART Silver Line station and TOD are also covered. The final section outlines potential barriers to transitioning to a multimodal system in the autocentric environment of North Texas.

The recommendations and associated implementation actions complement the place types and complete neighborhood goals, and establish a foundation for the next update of the Master Transportation Plan, anticipated to be completed in 2025.



RECOMMENDATIONS

MC1

Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.
The DART Silver Line rail station provides an incredible opportunity to make Addison more walkable locally and more connected regionally. Existing and future mobility options should complement the Silver Line Station to make it the mobility heart of Addison.

MC2

Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.
Building and maintaining a well-connected network of sidewalks and bike facilities will ensure those who want or need to get around the community without a car can do so safely and conveniently.

MC3

Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.
Currently, most arterial roadways have an auto-centric feel. These corridors present opportunities to evolve into multimodal, complete streets that are more aesthetically attractive and support mixed-use development and human-scale places.

MC4

Make safe movement of cars, bikes, and pedestrians on arterials the priority.
Historically, arterial corridors have prioritized efficient movement of vehicles across a city. However, Addison envisions its arterials as corridors for all modes of transportation, ensuring the safety of all users.

MC5

Design neighborhood streets to prioritize people, place and productive development.
To build complete neighborhoods and mixed-use centers that generate above-average value per acre, streets in these areas must prioritize human interaction, pedestrian mobility, and placemaking over traffic speed.

MC6

Facilitate build-out of Addison as a major North Dallas transportation Hub.
With direct access to the Dallas North Tollway, proximity to 635, Addison Airport, above-average walkability, and the new DART station coming online, Addison is well positioned to serve as an inter-connected place of commerce, attracting new employers and their workforce.

SNAPSHOT

BECOMING A WALKABLE CITY

Walkscore ranks Addison as somewhat walkable (59/100) and bikeable (57/100), despite the fact that Addison has invested in walkable areas like Addison Circle, and the TOD district. Additionally, many Addisonites still get around primarily by car. Vehicular traffic is a combination of commuters driving through or to Addison, and local residents moving about the town. Residents are active walkers, but in more of a recreational context. Cyclists in Addison are limited to more experienced riders who are comfortable navigating the auto dominated environment. While Addison's central location and proximity to several regional highways does make it a convenient place to reach by car, the town itself has been committed to a development pattern that prioritizes people and place more than the automobile.

Input received from the majority of residents and business community reinforced the desire for Addison to be an even more walkable and connected town where people can access anything they need safely and conveniently without a car. Improving connectivity and enhancing multimodal options can also support commuting to/from work, and help the Town's 120,000 daytime population move around the town. The town's development pattern is highly walkable in some places (most notably the Addison Circle and TOD area), but other areas such as the Inwood corridor are particularly unwalkable. The Town's 2016 Master Transportation Plan and 2019 Trails Master Plan provided an excellent framework for building out the envisioned mobility system. The construction of priority projects from these plans and the opening of the DART station have moved the Town closer to its vision. However, continuing to invest in bike, pedestrian, and public transit infrastructure and programs is needed to improve first- and last-mile connections and make walking more useful, safe, comfortable, and interesting. Continuing down this path will make Addison one of the first and only fully walkable communities in North Texas, which will in turn be a key advantage in attracting residents and businesses in the future.

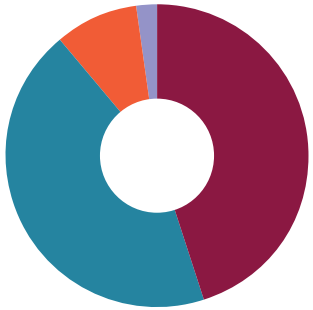
Proportion of Addisonites that Commute to Work



Median Travel Time to Work

24.9
Minutes

Household Access to Vehicles



VEHICLES AVAILABLE	%
2 Vehicles	42.1
1 Vehicle	48.9
3 or More Vehicles	7.8
No Vehicles	1.2

Source: ACS 2023 5-Year Estimates, S0801

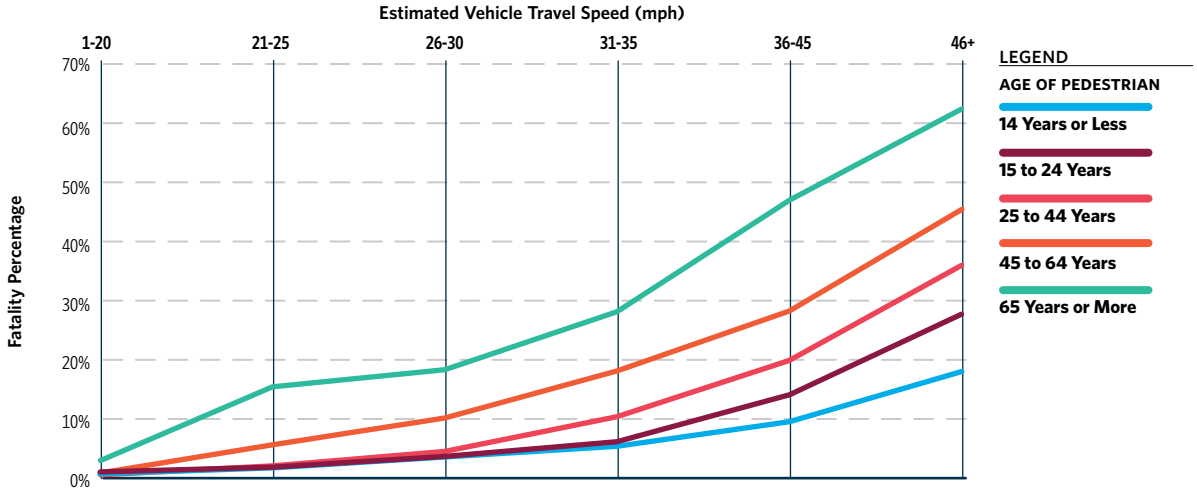
TRAVEL SPEEDS & SAFETY

To encourage and accommodate more walking and biking in Addison, it is essential that pedestrians and cyclists feel safe and comfortable, particularly in areas where they must interact with vehicles. Vehicle speed is a critical factor in safety. At higher speeds, drivers' fields of vision narrow, and the time and distance needed to stop increase significantly. National studies show that the risk of fatal injury for pedestrians rises dramatically when vehicles travel faster than 30 mph. As a result, streets in areas where pedestrians and vehicles coexist should be designed to keep speeds under 30 mph. In zones with higher travel speeds, pedestrian crossings should be minimized, and travel lanes should be separated from sidewalks and bike paths as much as possible. Adding physical barriers between vehicle lanes and bike/pedestrian facilities can further enhance safety and comfort.

Addison already performs better than many surrounding suburbs in managing vehicle speeds and limiting pedestrian-vehicle conflicts. Unlike neighboring areas with wide thoroughfares, expansive residential streets, and car-oriented designs, Addison's residential neighborhoods and mixed-use developments feature narrower lanes and streets designed for slower speeds, typically ranging from 20 to 35 mph. These areas are already perceived as safe, so efforts should focus on targeted, context-specific improvements to further enhance access, comfort, and connectivity to key destinations.

On Addison's arterial streets, high traffic volumes and frequent turning movements generally keep speeds between 30 and 40 mph, which is safer for pedestrians than typical suburban arterials. However, to encourage more walking and biking along these corridors, additional traffic-calming measures, improved intersections, and enhanced bike/pedestrian infrastructure will still need to be tailored to each roadway type in the future.

CORRELATION BETWEEN AUTO SPEED AND PEDESTRIAN FATLITIES



DRIVERS' VISUAL CONE AT VARIOUS SPEEDS



Note

Correlation Between Auto Speed and Pedestrian Injury Chart *Redrawn from Literature Review on Vehicle Travel Speeds and Pedestrian Injuries, 1999 Figure 2 U. S. Department of Transportation National Highway Traffic Safety Administration*

PUBLIC TRANSIT IN ADDISON

The Town joined DART (Dallas Area Rapid Transit) in 1983, and has long served as an example to the region for how to develop walkable, transit-oriented neighborhoods. Today the town is served by 11 local service bus routes and the Addison Transit Center located at Arapaho Road and Quorum. According to DART's Capital Planning team, Addison Transit Center has the second highest bus ridership in the system, and the Town is seventh (out of thirteen DART cities) in overall city ridership. The opening of the DART Silver Line and Addison Station will make it possible for residents, employees, and visitors to commute to and from DFW Airport and other parts of the region without a car, further enhancing Addison's walkability potential. Continued improvements to first- and last-mile connections will further enhance the access and ridership of public transit in the town, positioning Addison to be one of the first communities in Texas where it is safe, convenient, and comfortable to get anywhere one needs to go without a car.

DART'S POINT B STRATEGIC PLAN

DART published a new Strategic Plan in June 2024, entitled Point B - A New Vision for Mobility in North Texas. This document summarizes how the continued population growth in North Texas, changes in demographic and market preferences, and capacity of the region's roadway system will drive an increase in the demand for public transit. As part of developing the Point B Plan, DART updated demographic and ridership data, and worked with each of its member cities and stakeholders to understand successes, challenges, and future opportunities. This analysis and feedback was synthesized into the final document, which focuses on three main themes:

1. Operational Integrity: Best-in-Class, First-in-Mind
2. Seamless Mobility: Moving People, Not Cars
3. Strategic Relationships: Enrolling Partners, Creating Fantastic Spaces

Following the publication of the Point B Plan, DART held focus group discussions with Addison representatives to discuss the plan's goals and priorities and explore mutually beneficial opportunities. Improvements to existing services were identified to explore further. Those were:

1. Route 229 (Belt Line)
2. Route 239 (Quorum)
3. Expansion of GoLink
4. Partnerships for an internal town circulator

DART SILVER LINE ADDISON STATION FACTS

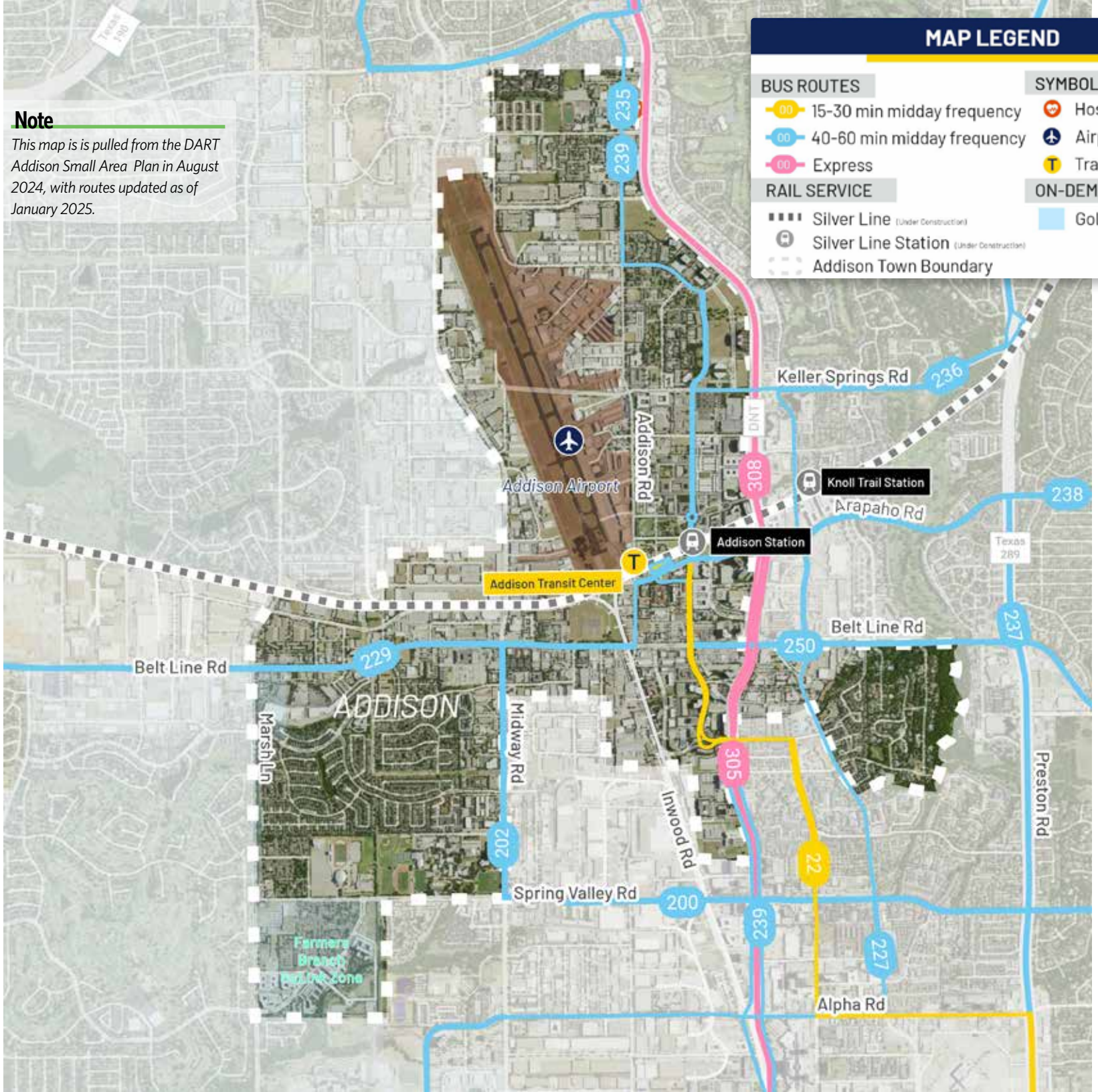
Pedestrian Connections
ADDISON EVENT CENTER, ADDISON CIRCLE PARK, COTTON BELT REGIONAL TRAIL, AND OTHER PUBLIC GATHERING SPACES

Parking Spaces Available
300+

Anticipated daily ridership (by 2040)
1,205

Projected travel times
32 MIN. TO DFW AIRPORT TERMINAL B
27 MIN. TO SHILOH ROAD STATION IN PLANO

Source: DART, July 2024


MAP LEGEND
BUS ROUTES
15-30 min midday frequency
40-60 min midday frequency
Express
RAIL SERVICE
Silver Line (Under Construction)
Silver Line Station (Under Construction)
Addison Town Boundary
SYMBOLS
Hospital
Airport
Transit Center
ON-DEMAND SERVICE
GoLink Service Area
Note
This map is is pulled from the DART Addison Small Area Plan in August 2024, with routes updated as of January 2025.
Keller Springs Rd
Addison Rd
Addison Airport
Knoll Trail Station
Arapaho Rd
Addison Station
Addison Transit Center
Belt Line Rd
ADDISON
Midway Rd
Marsh Ln
Inwood Rd
Spring Valley Rd
Preston Rd
Alpha Rd
Farmers Branch GoLink Zone
DNT
Texas 289
235
239
236
308
238
229
250
237
305
202
22
200
227

STRATEGIC FRAMEWORKS & CONCEPTS

IMPROVING PEDESTRIAN ACCESS AND CONNECTIVITY

Addison's roadway network is effectively built out. Belt Line and Midway are the two primary arterials that move high volumes of vehicles through the Town and provide access to commercial and employment destinations. Residential neighborhoods were built in the suburban style prevalent in the 1970s and 80s when the Town was developing, where cul-de-sacs and fewer access points limit traffic in the residential areas and then collector roadways funnel traffic to the major thoroughfares. This approach necessitates more driving which can lead to more congestion, and may discourage walking and cycling due to the distance between homes and daily needs in some areas. Addison Circle and many of the Town's mixed-use developments built more recently are designed with a traditional grid of narrower streets and shorter blocks. This design increases route options and disperses traffic across the grid, which in turn allows for narrower lanes that slow cars down and make biking and walking more safe and convenient.

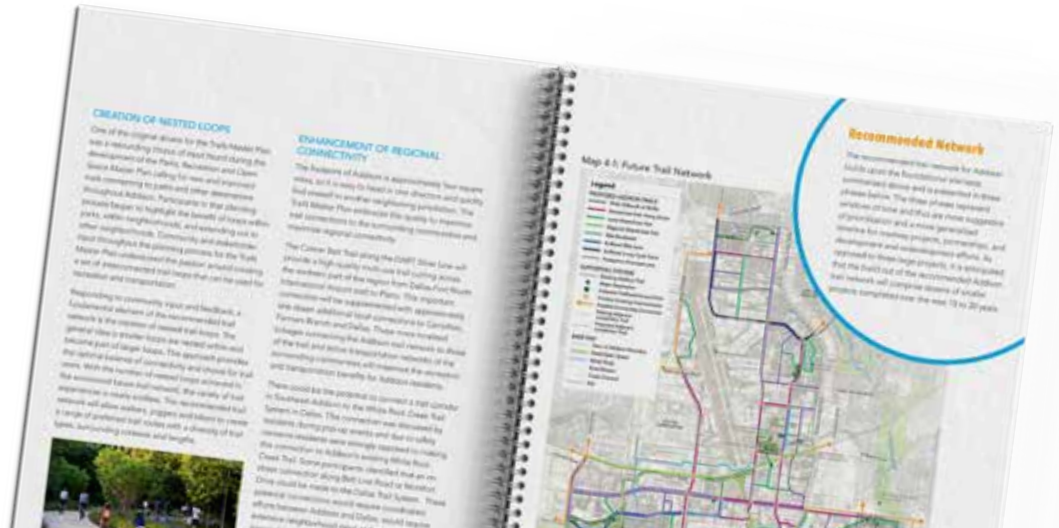
In order for Addison to accommodate the anticipated growth and become the fully walkable city it aspires to be, four things have to be done. As these efforts work together over time, it will make biking and walking more useful and interesting, and enable those who want or need to move around by bike or foot to reach all areas of town safely and conveniently. The Place Types and Spectrum of Change maps provide details for where and how to focus infill and redevelopment to encourage more multimodal mobility and reduce demand on the town's roadways.

1. Pedestrian access and safety need to be addressed through the addition of crosswalk enhancements, crossing frequency, and ADA compliance to support first-mile and last-mile connections.

2. The Town should continue to prioritize projects that enhance first- and last-mile connections between existing residences, commercial destinations, and the DART Transit Center/TOD. The Trails Master Plan and Master Transportation Plan provide more details on where connections are needed and priority projects.

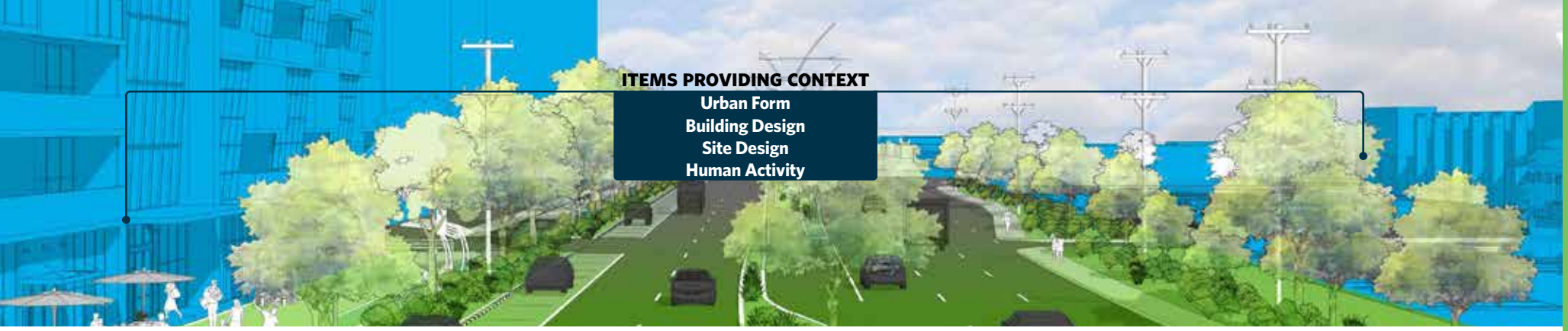
3. New development will have to be designed in a manner that brings more daily needs closer to residents, especially those in the Urban Village place type. The character and pace of this development will be guided by the Place Type and Spectrum of Change maps.

4. In the longer term, as some of the more autocentric commercial areas redevelop into mixed-use and the community attracts more walkers than drivers, incremental transformation of the arterial corridors into more multimodal, complete streets should be explored.



Land Use & Development

p. xx



IMPLEMENTING CONTEXT-SENSITIVE DESIGN

Transitioning from an auto-centric road network to a multi-modal system requires a shift toward complete streets. By definition, complete streets are corridors that are designed to accommodate more or all modes of transportation and support users of all ages and abilities. How the right-of-way gets allocated between vehicles, cyclists, transit, and pedestrians depends on understanding the current and desired future function of the street, along with the surroundings, or context. Key features that create context are:

1. Land use;
2. Site design and urban form (including building orientation and setback, parking type and orientation, and block length); and
3. Building design (including building height and thoroughfare enclosure, building width, building scale and variety, and building entries).

Approaching roadway improvements incrementally using context-sensitive design allows for enhanced safety for all users, sparks economic development, and helps to create more livable neighborhoods. In other cases, transformation of the corridor into a more complete street is needed to catalyze redevelopment of adjacent properties to mixed-use. As Addison continues to evolve toward a more urban, walkable community, efforts to align land use and transportation through context-sensitive design are critical.

The 2016 Master Transportation Plan (MTP) introduced context-sensitive design and a spectrum of typical cross-sections to provide guidance for roadway reconstruction and retrofits to support the ongoing development and redevelopment. Since the 2016 MTP was done, organizations like CNU-ITE, NACTO, and MUTCD have produced design guidelines for complete streets, urban bikeways, and intersections that incorporate national best practices for designing safe, accessible, and functional multimodal systems for different contexts. Addison does not have any TxDOT roads, so the Town has full discretion on what standards to apply to the design of every street in the community.

Note

A new version of the Master Transportation Plan is being prepared in 2025. The update will support the vision, decision-making principles, land use and development character recommendations included in this Comprehensive Plan and incorporate the most modern and innovative multimodal design standards. Together with the Trails Master Plan, these documents will provide the framework to build a highly customized, context-sensitive, multimodal system in Addison.

The CNU-ITE Manual and various guides by NACTO provide further detail on context sensitive design for thoroughfares.

TRANSITIONAL DEVELOPMENT: AUTO CORRIDOR TO COMPLETE STREET

Note

This page showcases conceptual layouts for an imagined transitional process, illustrating how an auto-oriented corridor could evolve to become more walkable over time. ***These layouts are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended to visually represent a series of ideas.*

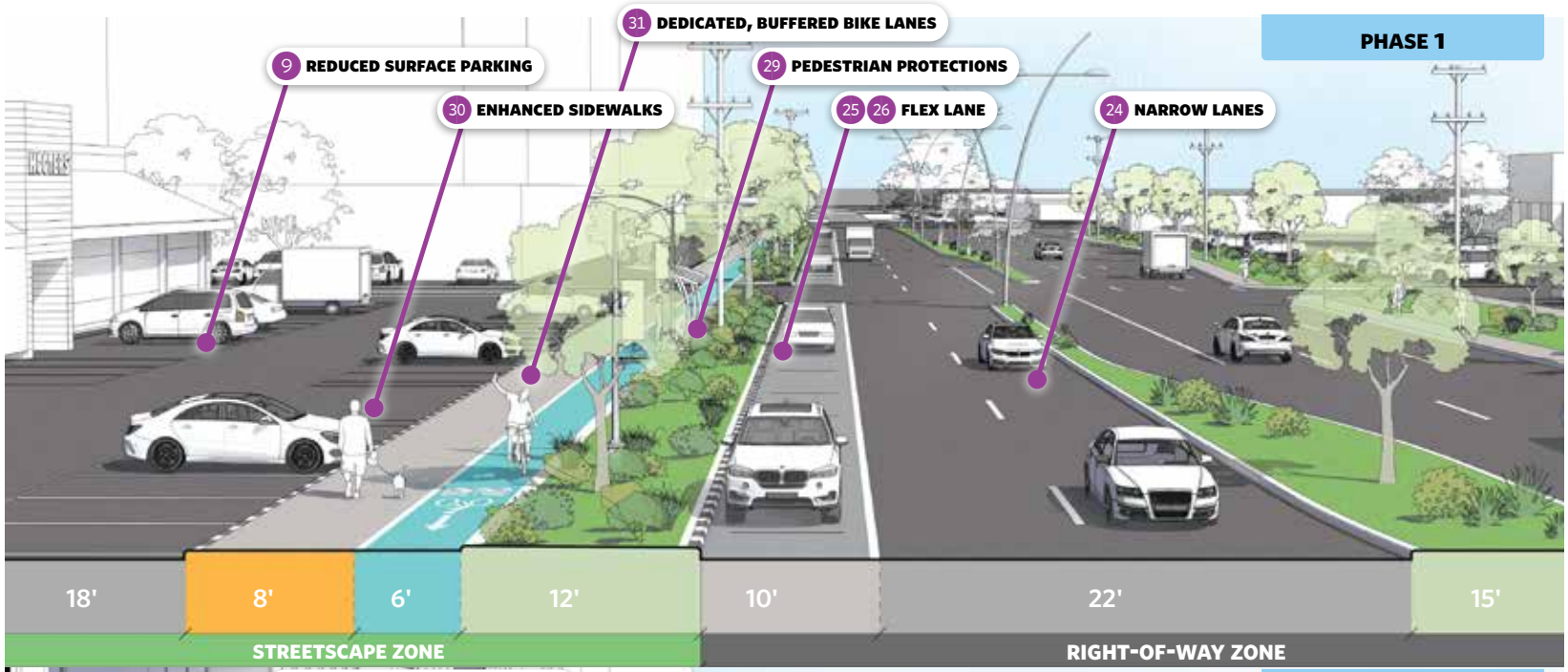


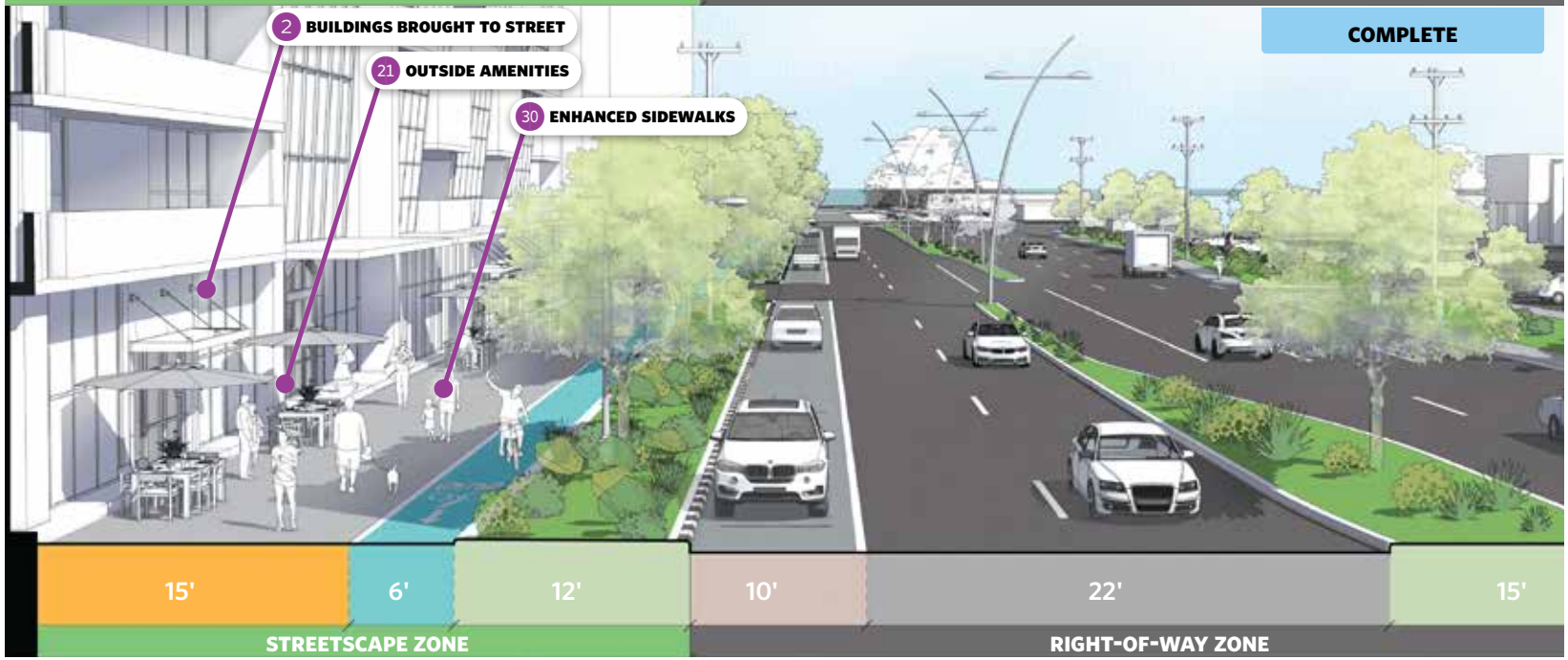
CONVERTING AUTO-ORIENTED CORRIDORS TO BETTER SERVE ADDISON'S RESIDENTS

Many of Addison's arterials are currently six-lane roads carrying high-speed traffic, making them unsafe for pedestrians and cyclists. Adjacent development is auto-oriented, with surface parking lots separating buildings from the street. These corridors offer the Town a chance to enhance multimodal mobility and partner with businesses to create more people-friendly, experience-focused environments.

Transformation can happen in phases. These graphics show incremental change over time by first converting an outer lane into on-street parking, transit stops, enhanced landscaping, and separated bike lanes and sidewalks to slow traffic and encourage walking and biking.

Eventually, buildings can move closer to the street, sidewalks can be expanded for a more pleasant pedestrian experience, and restaurants can add outdoor seating. Relocating parking behind buildings or into hidden lots or garages is the final step in making these auto-oriented places the kind of locations where people want to be out, about, and enjoying Addison.





CONTEXT MAP



LEGEND

Featured Site
Belt Line Road

Similar Locations
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road

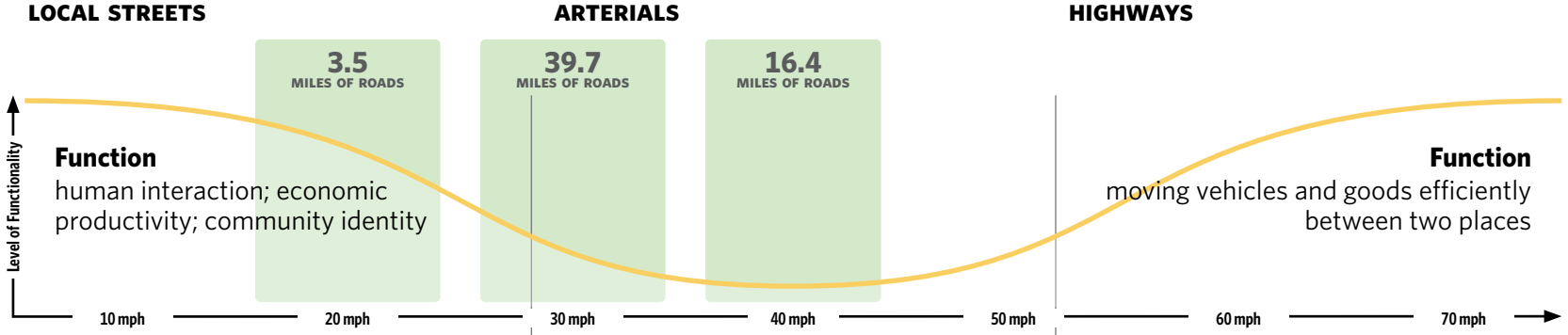
CALMING TRAFFIC IN DIFFERENT CONTEXTS

Note

This data is based on the Town of Addison's GIS data and excludes road segments that are maintained privately, by the Airport, or the State. The Town of Addison maintains no roads which have posted speeds above 40 miles per hour, and maintains less than one mile of roadway with a posted speed limit below 20 miles per hour.

As explained earlier, for people of all ages and abilities to feel safe biking or walking, controlling vehicle speeds and managing human-vehicle conflict points are critical. The average travel speeds on Addison's roads are relatively slow compared to most North Texas suburbs, so traffic calming efforts are more focused on enhancing the pedestrian experience as opposed to reducing fatalities that occur on higher speed roads. Streets in Addison's residential areas and mixed-use developments are generally already designed for speeds under 25mph, so improvements here should mainly focus on intersections. Minor Arterials such as Quorum Drive already have redevelopment to more mixed-use that will likely generate increase in multi-modal modes, so more aggressive improvements to slow cars and enhance visibility and safety for cyclists and pedestrians are needed. Principal Arterials (such as Belt Line and Midway) carry significant traffic volumes, but the combination of the traffic itself along with travel lane widths (typically 11') and constant turning movements in and out of adjacent businesses help to keep speeds under 40mph. While these speeds are slower, they can still present safety concerns, so separating bike/ped facilities from travel lanes and improving design of intersections to protect pedestrians is critically important. Looking forward, continuing the use of temporary installations and roadway pilot programs like the 2024 Quorum Drive pop-up bike lane will help decipher which context sensitive or complete street improvements benefit Addison the most.

Housing and Neighborhoods
p. 160-163



Addison's local streets are low-speed areas that allow for human activity and interaction. They range from cul-de-sacs in quiet residential neighborhoods to part of larger, mixed-use environments like Addison Circle where people and vehicles interact to create economic centers. They prioritize pedestrians but are usable by all.

Addison's arterials connect its local streets and urbanized areas with adjacent communities and higher speed regional roadways like the DNT. They carry high volumes of cars and use signalized intersections to manage turning movements and provide places for pedestrians to cross. While speeds on Addison's arterials rarely exceed 35-40mph, these speeds are still high enough to make most people uncomfortable using crosswalks, sidewalks, or bike lanes. When mixing users in these environments, extra care must be taken to protect those outside a vehicle.

Addison does not have any high speed roads in its town limits other than the Dallas North Tollway. The primary function of a road is to move people and goods quickly between places. Here, the automobile is clearly prioritized and higher speeds are appropriate. In order to maintain safety and traffic speeds, driveways and intersections are limited. Pedestrian and bike facilities are not encouraged unless they are separated by significant horizontal distance or vertically with a structure.

CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS

Traffic calming will be a major focus of the 2025 update to the Master Transportation Plan. A combination of education, enforcement, signage, and horizontal and vertical deflection measures such as those shown below will be employed to control speeds and support continued expansion of the Town's bike and pedestrian trail network. Measures can be adjusted based on each street type.



CHICANES

Chicanes and lane deflections create an S-shaped travel path by incorporating features like alternating parking, curb extensions, or edge islands. This design naturally reduces vehicle speeds.



RAISED CROSSINGS

Similar to speed humps but featuring a flat top, these are typically 20–30 feet long. These are known as speed tables when not integrated with pedestrian crossings.



PINCHPOINTS

Pinchpoints narrow the roadway at mid-block locations, often paired with speed tables to create safer, high-quality pedestrian crossings. On low-volume, two-way streets, they can also encourage motorists to yield to one another.



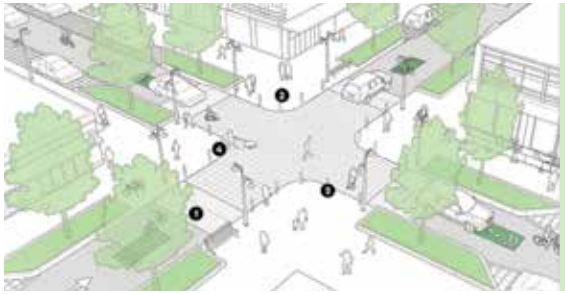
NARROW LANES

Narrow lanes reduce vehicle speeds and minimize crashes by limiting the roadway width, and encouraging drivers to stay alert. The reclaimed space can be repurposed for pedestrians, cycling facilities, or green infrastructure.

Note

The visuals presented to illustrate various methods of traffic calming were created by NACTO as part of the Global Street Design Guide which was created in partnership with the Global Designing Cities Initiative. This document is accessible via NACTO's website. (https://nacto.org)

CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS CONTINUED



INTERSECTION ENHANCEMENTS

Design elements like raised intersections, curb extensions, bollards, and small turn radii help to increase pedestrian visibility and slow vehicle speeds.



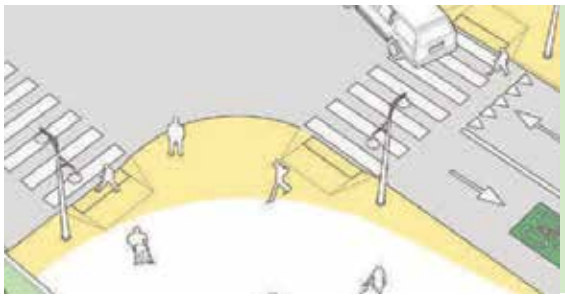
PEDESTRIAN SCRAMBLES

This diagonal crossing creates a dedicated phase that allows pedestrians to cross the intersection in every direction at the same time. During this phase all vehicular traffic is stopped.



RAISED INTERSECTIONS

Speed tables can be combined with pedestrian crossings to create raised intersections. These function similarly to large speed bumps that are meant to slow vehicle traffic and make pedestrians more comfortable.



TIGHTER CORNER RADII

Tight corner radii intentionally increase the tightness of a turn a vehicle needs to make in an intersection. This slows traffic and reduces the distance a pedestrian needs to comfortably cross the roadway.

Note

The visuals presented to illustrate various methods of traffic calming were created by NACTO as part of the Global Street Design Guide which was created in partnership with the Global Designing Cities Initiative. This document is accessible via NACTO's website. (https://nacto.org)

ADDISON STATION TOD

In order to be a truly walkable city, quality public transit service is a must. The opening of Addison Station and the DART Silver Line in 2026 will make this possible. Addison Circle has long been known as the heart of the town, but it is aging a bit and in need of some reinvestment to keep it market competitive. As mentioned earlier, Addison's transit center and bus system have some of the highest ridership in DART's system. However, the reach of the bus system is limited and many parts of the town lack convenient connections to get to the transit center or bus routes. As a result, some people who might otherwise take transit for some of their trips are forced to drive. From a development perspective, Addison Circle (the area around the transit center) has long been known as the heart of the town, but input received from developers, businesses, and residents suggests the area is aging and in need of reinvestment to keep it market competitive and up to Addison's aesthetic standards.

The opening of Addison Station and the DART Silver Line in 2026 will provide the most important piece to completing Addison's public transit system. The regional rail will enable people to travel to/from DFW Airport and other parts of the region more conveniently than driving or riding the bus. Discussions between the Town, DART, and other groups about partnering to build and operate a local circulator system have been started, which will provide more connectivity between employment centers along the Tollway and Belt Line and Addison Circle. Finally, expansion of Addison Circle Park and future new high-intensity mixed-use development in the expanded **Transit-Oriented Development (TOD)** area will bring new businesses, residents, and activities, which should in turn catalyze reinvestment in the older parts of Addison Circle. Combining these projects with the Town's ongoing efforts to build out the trail network and convert more town roads to complete streets is positioning Addison to be a community where people seeking to live without a car are able to do so.

15 Minute City
p. 166-167

Additional Information
Market Report

ADDISON STATION TOD BOUNDARIES



Google Earth

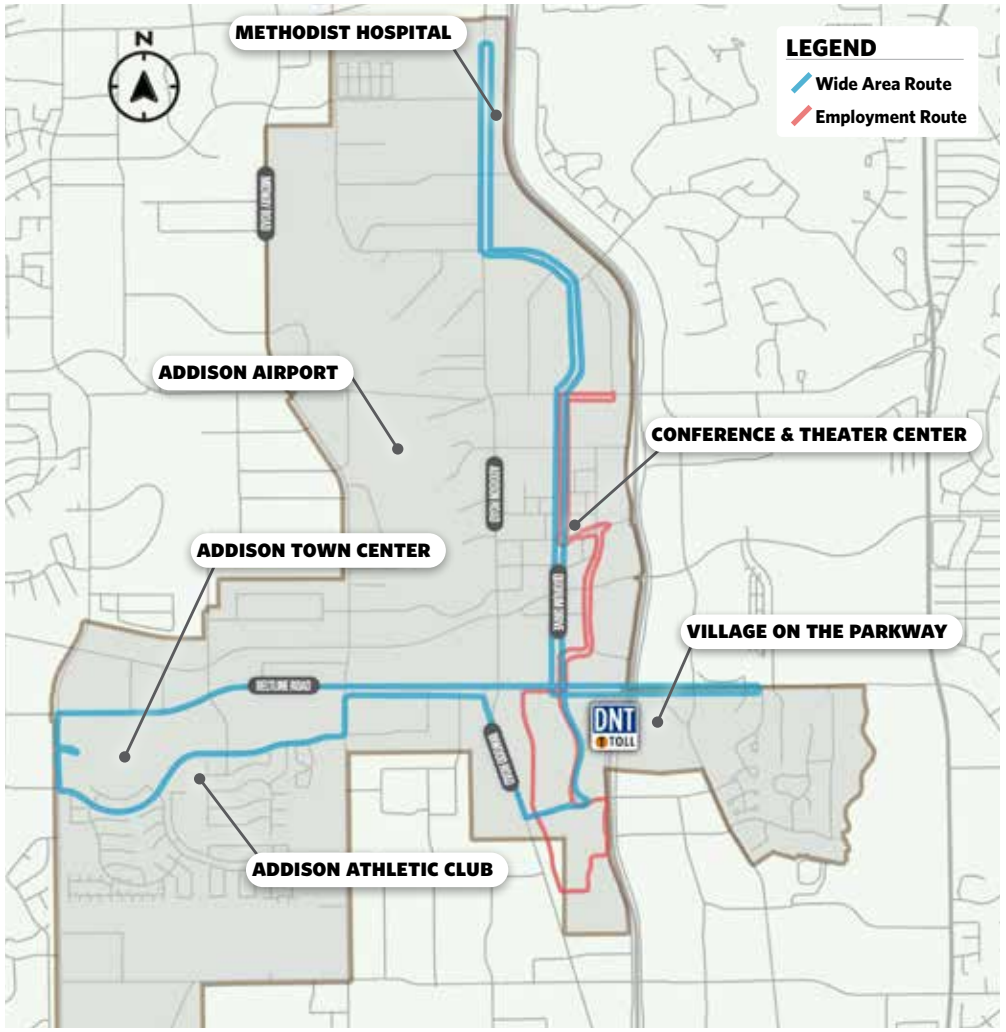
CREATING A LOCAL CIRCULATOR

Once the new station is operational, expanding public transportation options beyond the TOD will be a key focus. Addison's residents and employers understand the importance of moving around town safely and conveniently without relying on a car. While rideshare services like Uber and Lyft are available, both employers and residents expressed strong support for an Addison-branded circulator service during recent engagement activities to further support economic activity and diversify modes of travel. Whether it's workers commuting from offices in north Addison to Addison Circle for lunch, or residents from Les Lacs heading to Village on the Parkway for a night out, the interest in circulator to supplement other mobility options was strong.

The map to the right shows two potential routes identified by CPAC for such a circulator service. The blue route would provide wide area coverage, connecting many parts of Addison, while the red route focuses on the employment areas, providing frequent service where it's needed most. A locally branded circulator with these strategically planned routes could not only address mobility needs but also become an attraction in itself, much like the McKinney Avenue Trolley has for Uptown Dallas. Key destinations like Addison Circle, the DART TOD, Village on the Parkway, the Addison Athletic Club, and major employment hubs along the Tollway were frequently mentioned as high priority stops.

Recent discussions between DART and town officials highlighted the importance of routes 229 (Belt Line Road) and 239 (Quorum Drive), identifying them as prime candidates for increased frequency as "express lines." As Addison updates its Master Transportation Plan, further discussions with DART and other potential partners will be essential in making this circulator service a reality.

POSSIBLE CIRCULATOR ROUTES




KANSAS CITY, MISSOURI


DALLAS, TEXAS

PRIORITIZING ACTIVE TRANSPORTATION TO IMPROVE COMMUNITY CONNECTIONS AND PUBLIC HEALTH

Expanding public transportation options with the DART light rail, bus network, and potential circulator is part of building out a multimodal transportation system. The town's active transportation network is the other. Active transportation refers to the aspects of the system that are human powered, most notably walking and cycling. These modes of transportation serve a dual purpose, as they provide non-motorized options to get around the community while also providing opportunities for exercise and improving public health. Building more of these facilities in a manner that prioritizes safety and high quality is a way the Town can demonstrate its commitment to serving all users. Converting more daily trips to active transportation options also helps mitigate the air, noise, and water quality impacts that come from motorized transportation modes.

Addison is already an active community, where the residents enjoy being outside and interacting with neighbors, so expanding opportunities for people to get around more on foot or bikes fits well within the town's existing culture and character. However, it is important to note that users will have a wide variety of abilities and needs when it comes to walking or cycling in the public realm - particularly in areas where high volumes of vehicles are present. Special care to design facilities to be appealing to even the most casual user is important if the goal is to maximize walkability and use of all elements of the Town's mobility network.

Building out a safe, accessible, and functional bike and pedestrian network in an environment that is mostly built out requires careful planning and flexible design and construction methods. The 2016 Master Transportation Plan introduced active transportation as a priority, and the planning and prioritization of routes was further enhanced with the 2019 Trails Master Plan. The Town has been building out segments of the off-street trails, partnering with developers where possible to make connections in redeveloping properties and existing right-of-way, and organizing pilot projects to explore potential on-street bike lane opportunities, like the recently completed Quorum Drive project. The 2025 Master Transportation Plan expands upon these mobility efforts with an integrated focus on multimodal mobility in Addison's roadway network. The updated Unified Development Code includes a new Park Development Fee, which will provide additional funds from developers that can be used to continue building out these facilities throughout the Town.

ACTIVE TRANSPORTATION EXAMPLES



INDIANAPOLIS CULTURAL TRAIL **INDIANAPOLIS, INDIANA**

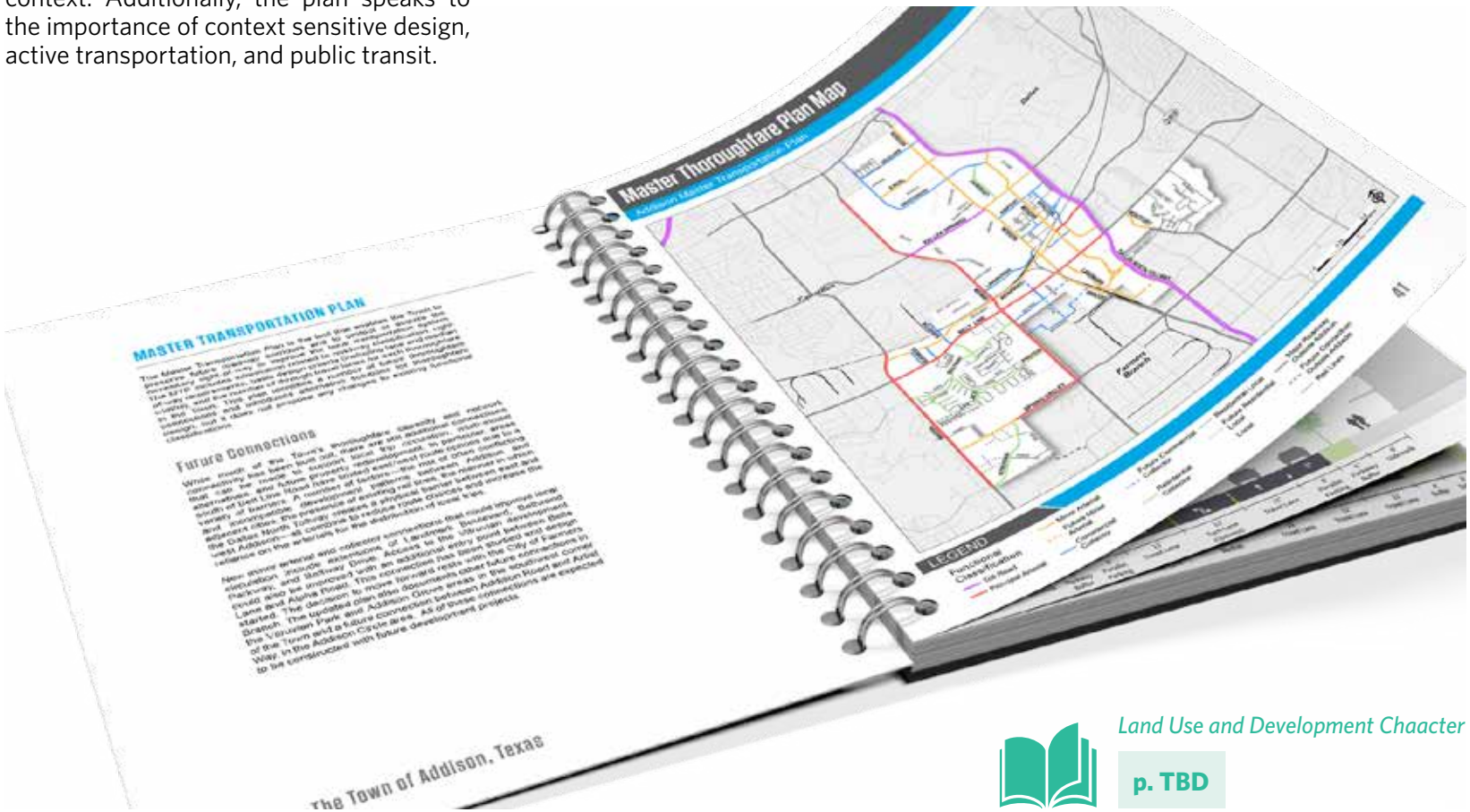


BELTLINE **ATLANTA, GEORGIA**

UPDATING THE 2016 MASTER TRANSPORTATION PLAN

The Town's last Master Transportation Plan was adopted in 2016. This plan provided maps, typical sections, and additional guidance for building out a multimodal mobility system in Addison that is generally in accordance with the vision and priorities outlined in this Comprehensive Plan. The 2016 plan includes a range of typical roadway sections that serve the spectrum between more autocentric context and a more urbanized, walkable context. Additionally, the plan speaks to the importance of context sensitive design, active transportation, and public transit.

In 2025, The Master Transportation Plan was updated to build on this foundation and reflect Addison's evolving mobility priorities. This update builds upon the 2016 MTP and integrates the 2019 Trails Master Plan, enhances multimodal connectivity, and refines street typologies, implementation strategies, and priority projects to align with the Advance Addison 2050 vision for a more walkable, connected community. As the Town has confirmed its desire to become a more walkable, connected community, this plan update should explore opportunities to move more aggressively toward the walkable, urban context by making all of its corridors more safe and accessible for all users, including converting Principal Arterials to complete streets. Expanding the active transportation network to connect neighborhoods and destinations together and defining steps to put a local circulator in place are other priorities that should be further evaluated.



Land Use and Development Chaacter

p. TBD

ISSUES TO ADDRESS

Building out a multimodal network in an auto-dominated culture like the one in North Texas can be difficult. Listed here are several issues that could hinder Addison's progress toward becoming a fully walkable community. Implementation actions and priorities that address these barriers and accomplish the recommendations are included in the Implementation chapter.

OVER-RELIANCE ON HIGH-VOLUME ROADS

Belt Line, Midway, and the Dallas North Tollway have traditionally served as the primary routes for commuting, commerce, and deliveries, but Addison's growth and daytime population have put these corridors at capacity. The heavy traffic concentration on Addison's primary arterials creates bottlenecks, prolongs travel durations, limits pedestrian access, and puts excessive pressure on the existing infrastructure. Opportunities to add or extend roads to accommodate more traffic are minimal, so it is essential to leverage public transit and optimize signal timing to enhance other mobility options within the town to improve mobility and connectivity to, from, and within Addison.

STREET DESIGN OPTIMIZED FOR CARS

To become more walkable, pedestrians and cyclists must feel safe, especially when sharing space with vehicles. Well-designed bike and pedestrian facilities encourage people of all ages and abilities—not just experienced cyclists or regular transit users—to use sidewalks, trails, cycle tracks, and transit. While most of Addison's streets have slower speeds, they were originally designed with cars as the focus. While thoughtful enhancements have been constructed with improvements along Belt Line Road and Midway Road, continued improvement along local streets and minor arterials can be achieved through implementing the 2025 Master Transportation Plan. Wherever possible, prioritizing people over cars will maintain safe vehicle speeds without disrupting traffic flow, enhance connectivity, and support Addison's evolution into a walkable community.

MOBILITY NETWORK INSUFFICIENT FOR NEW DEVELOPMENT

Addison is at a tipping point, transitioning from a car-centric town to a walkable community where people choose to walk, bike, or use public transit. With minimal vacant land and limited space to expand roads or parking, future growth must reduce auto dependency. Diversifying the transportation network to prioritize public transit and active transportation will accommodate growth, limit additional cars, and potentially reduce traffic over time.

PHYSICAL CONSTRAINTS CHALLENGE NEW BIKE & PEDESTRIAN CONNECTIONS

As a built-out community, Addison has limited opportunities to secure new easements or rights-of-way for trails. Physical barriers like the Dallas North Tollway, the DART rail line, and major roads require significant planning and funding to create safe pedestrian crossings. The 2019 Trails Master Plan identifies feasible locations for expanding bike and pedestrian facilities, prioritizing projects that improve first- and last-mile transit connections and link residential areas to commercial and employment hubs. Key strategies include repurposing street rights-of-way for bike lanes and partnering with developers to enhance connectivity as properties redevelop. street rights-of-way, including converting vehicle travel lanes into bike lanes. As properties redevelop, the Town will also have opportunities to collaborate with developers to enhance facilities and improve connectivity.

INTEGRATED COMPONENT

RELATED PLANS & INITIATIVES



ADDISON'S RELATED PLANS & INITIATIVES

Over the past decade, Addison has undertaken multiple significant planning initiatives. While some of these plans require updates, many recommendations remain relevant. Key insights from these documents are summarized in this minor component and integrated into the overall implementation strategy. The following policies and recommendations reflect the intent of the Comprehensive Plan but not the entirety of the recommendations stated in each study or plan.

INCORPORATION OF OTHER PLANNING INITIATIVES

This Comprehensive Plan is intended as a central hub for all of Addison's planning efforts. If and when older plans are updated and expanded they should be incorporated into the Comprehensive Plan as Planning Components. To be integrated, each initiative must follow the same framework as current components. City Council can then amend the Comprehensive Plan by adding new components, removing outdated references, and incorporating new recommendations and actions.

More detailed plans, like targeted master plans and small area plans are incorporated into the Comprehensive plan via this minor planning component. For each new initiative, a summary page should be created, outlining key findings and recommendations. Then, actions should be generally added to recommendation RP1 to indicate, within the Comprehensive Plan, that the tenets of that newly adopted detailed plan are a focus of this plan as well.

PLAN TYPES FOUND IN THIS INTEGRATED COMPONENT

MASTER PLANS

Large-scale master plans, like transportation plans, address specific community needs by outlining infrastructure and mobility strategies. They guide the development of efficient transportation systems, supporting growth and sustainability. In a comprehensive plan, these plans are crucial references, ensuring that mobility solutions align with broader goals, such as land use and economic development, while enhancing connectivity and accessibility.

SMALL AREA PLANS

Small area plans focus on specific neighborhoods or districts, offering targeted solutions for localized issues such as land use, infrastructure, and community needs. These plans address unique challenges and opportunities in particular areas, allowing for more detailed, site-specific strategies. Incorporating small area plans into a comprehensive plan ensures that broader goals are tailored to local contexts, showing how city-wide visions translate into concrete actions and improvements in individual areas. This helps bridge the gap between larger strategies and on-the-ground implementation.

Plan Hierarchy Graphic

2021 TRAILS MASTER PLAN

MASTER PLAN



The Town's 2021 Trails Master Plan outlined safe and comfortable pedestrian and bicycle facilities to connect local and regional recreation, amenities, and destinations. Through community engagement, stakeholder interviews, and analysis, a Future Trail Network was created for implementation. The Plan includes a vision, guiding principles, and goals for city-wide trails, with each proposed segment and trail typology aligned to these elements.

The Future Trail Network provides a long-term vision for a fully developed trail system that fills gaps and connects Addison's residents and visitors to key destinations. The network features various trail typologies that specify preferred widths, accommodate different users, promote compatibility with the surroundings, and recommend buffers. Implementing this network will significantly improve connectivity within Addison and the broader region. While these recommendations align with the Comprehensive Plan, they do not encompass the full scope of the Trails Master Plan recommendations.

Additional Information

Trails Master Plan

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Improvements along several principal and minor arterials, including:
   - Widened sidewalks with buffers along Marsh Lane, as well as an improved crossing at Pebble Beach Drive.
   - Widened sidewalks with buffers and shared-use paths along Belt Line Road extending from QuorumDrive east to Winnwood Park, as well as an improved connection across Belt Line Drive at Prestonwood Boulevard.
   - Shared-use path extending north along Quorum Drive from Airport Parkway to Westgrove Drive.
   - Widened sidewalks with buffers along Addison Road from Westgrove Drive north to Trinity Christian Academy.
2. Improvements to complete loops and create additional connections within several parts of Addison
   - **Southwest Addison**
     - Extension of shared-use paths along Spring Valley Road from Woodway Drive to Marsh Lane.
     - Wide sidewalks with buffers along Sidney Drive from Woodway Drive to Marsh Lane.
   - **South Quorum**
     - Regional shared-use trail connection along the railroad east of Inwood Road.
     - A local shared-use trail running east and west across South Quorum in partnership with landowners.
   - **East Addison**
     - A local shared-use trail along the Dallas North Tollway frontage road on the east side of the tollway.
   - **Central Addison**
     - Widened sidewalks with buffers along Spectrum Drive.
   - **North Addison**
     - Widened sidewalks with buffers along Excel Parkway from Westgrove Drive to Addison Road.
     - Shared-use path along Sojourn Drive extending from Westgrove Drive to Addison Road.
     - A local shared-use trail connecting Addison Road to existing trails west on the Trinity Christian Academy campus and in North Addison Park.

2019 PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

MASTER PLAN



The Parks, Recreation, and Open Space Master Plan analyzed Addison's current park and recreation system while considering evolving community needs. This Master Plan serves as a blueprint for enhancing and managing the Town's recreational assets, proposing forward-thinking initiatives, desired programming, and strategic investments in both existing and new amenities, as well as a range of transformative projects.

The Plan aims to achieve five key goals:

- Recreation
- Social Cohesiveness
- Economic Vitality
- Environmental Stewardship
- Placemaking.

Recommendations are grouped into three distinct categories: game-changing initiatives, transformative projects, and supporting strategies. Key initiatives include asset management, the Cotton Belt Rail Station, Addison Central, trail connectivity, park activation, and economic development.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Use the new asset management tool to reevaluate costs, track the lifecycle of park assets, and implement an annual replacement schedule.
2. Set aside funds for the future replacement and refreshing of parks, facilities, and landscaping that will all need attention in a small timeframe.
3. Enhance pedestrian/bike connectivity from the Cotton Belt to other trails and destinations in Addison as per trail and connectivity recommendations.
4. Acquire easements, plan, and develop approximately 10 miles of hard-surface off-street trails to enhance bike and pedestrian connectivity and improve access to key parks.
5. Provide pedestrian crossings across Quorum Drive and Landmark Place to allow for safe points of connection between notes of activity.
6. Partner with local offices and businesses to program South Quorum with indoor and outdoor pop-up events, social activities, and programs.

Additional Information

Parks, Recreation, and Open Space Master Plan

Additional Information

Major Projects

2019 ECONOMIC DEVELOPMENT STRATEGIC PLAN

MASTER PLAN



The 2019 Economic Development Strategic Plan is a document that outlines Addison's economic goals and strategies for a local self-sustaining economy, as well as the capitalization of regional opportunities. The Economic Development Strategic Plan includes a regional assessment as well as an assessment of the Town's zoning, land use, infrastructure, and mobility. By doing this, the strategic plan could conduct an educated target industry analysis along with the Town's regional positioning.

The strategic plan also included community input from several different audiences, ranging from stakeholders and employers to residents to the City Council. This allowed for the production of an updated vision and goals for the Town of Addison's economic development department.

The four goals produced in this plan focused on:

- Promotion as a place of choice
- Maintenance of business climate
- Promotion of key assets and points of difference
- Leveraging Addison's quality of place

Additional Information

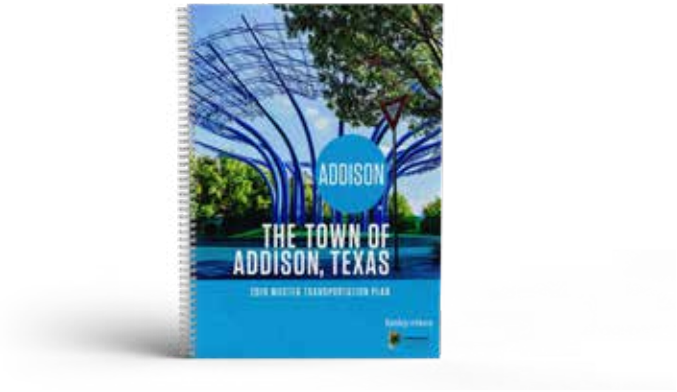
Economic Development Strategic Plan

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Create an administrative approval process for zoning tools, including but not limited to Form-Based Codes, that implement walkable mixed-use by right.
2. Host events that bring Addison's entrepreneurs together for networking opportunities. This will help build the entrepreneurial culture in the region and provide entrepreneurs with the opportunity to learn from each other.
3. Catalog all existing resources for businesses in Addison, as well as those resources available at the regional and state level. This may include resources that are not provided by the Town but by a partner organization.
4. Maximize economic development opportunities with a focus on meeting the lifestyle needs of today's workforce by enhancing and creating vibrant, connected places and neighborhoods through development/redevelopment of locations based on adjoining content and market opportunities.
5. Consider appropriate transitions between existing, mature neighborhoods, major corridors, and future redevelopment though the Town, to retain and enhance existing communities.
6. Prioritize walkability and connectivity infrastructure projects as a primary driver for investment and redevelopment.

2016 MASTER TRANSPORTATION PLAN

MASTER PLAN



The Master Transportation Plan (MTP) is the guiding document for major transportation improvements in Addison. It covers all modes of transportation—automobile, pedestrian, bicycle, and public transit—setting goals and standards for each. Since Addison is largely built out, the MTP focuses on strategic investments to improve connectivity, boost network efficiency, and expand alternative transportation options.

This Plan consists of seven goals:

- Enhance active transportation options like walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places
- Improve east/west connectivity (particularly across the DNT)
- Increase route options
- Support economic development objectives
- Secure rail service in the Cotton Belt corridor

The MTP's elements, including the street classification system, multi-modal options, and recommended improvements, aim to achieve these goals.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Continue to advocate for the timely construction of rail to connect Addison with points east and west.
2. Explore the possibility of a partnership between DART, the Town, area hotels and restaurants, and major employers to develop a local shuttle/circulator system.
3. Rebuild the parkway along Belt Line Road to include wide sidewalks, street trees, and other pedestrian-friendly amenities.
4. Add pedestrian and landscape enhancements to transition from the Addison Circle environment to the southern end of Quorum Drive.
5. Develop a concept and implement a pilot program of cycling-oriented improvements in one or more of the Active Transporation corridors.
6. Develop a program to address missing sidewalk links and repair needs.

Additional Information

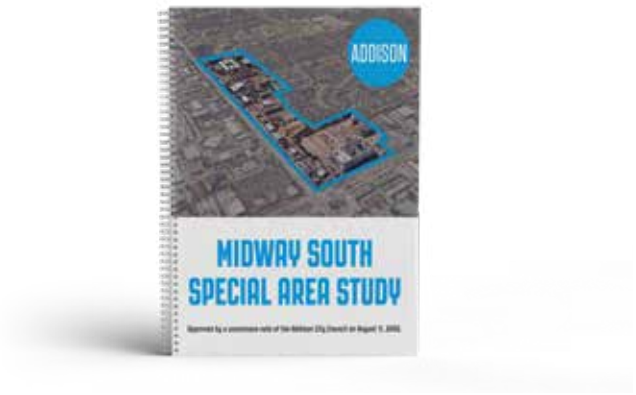
Master Transportation Plan

Additional Information

Major Projects

2022 MIDWAY SOUTH SPECIAL AREA STUDY

SMALL AREA PLAN



The 2022 Midway South Special Area Study analyzed the existing conditions and potential scenarios of development. This area is bounded by Belt Line Road on the north, Midway Road on the east, Hornet Rd. on the south, and the easterly boundaries of the existing residential developments on the west. The study focused on enhancing area attractiveness, compatibility with the existing adjacent neighborhoods, incorporating usable public green space, and built-in flexibility for current and future market conditions.

The area plan study produced policies related to design principles and form and character that would elevate the area while also being mindful of the residential development that it borders. Additionally, descriptions with illustrative images of the building form and orientation, streetscape, and parking elements for different place types within the area were included. The following policies and recommendations reflect the intent of the Comprehensive Plan but does not reflect the entirety of policies and recommendations stated in the 2022 Midway South Special Area Study.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

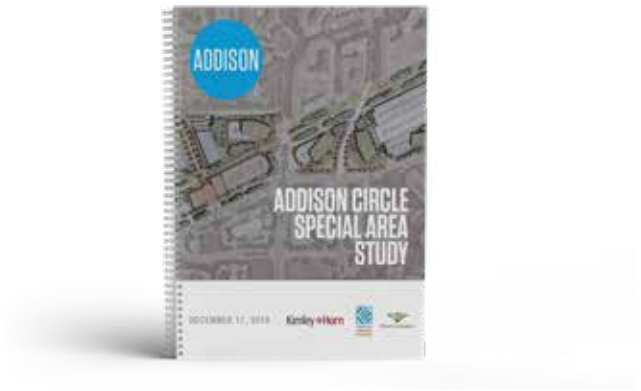
1. Create a network of connected trails and open spaces and orient development to engage and activate public open space destinations.
2. Allow building heights and uses that respect the existing neighborhoods and recognize market potential.
3. Accommodate lifecycle housing options for a broad range of household types and leverage any investment in housing to serve as a catalyst for broader reinvestment in the Study Area.
4. Redevelopment areas should be organized with a focus on pedestrian-scale blocks and walkability. Streets, trail corridors, parks, and civic spaces should serve as neighborhood focal points and should be engaged as much as possible by active building frontages such as porches, patios, and balconies.
5. The new open spaces should be accessible to residents and business patrons of the new developments through walkable and bikeable connections within the developments.
6. Public art and elevated landscape design treatment should be utilized to create focal points within the Study Area.

Additional Information

Midway South Special Area Study

2018 ADDISON CIRCLE SPECIAL AREA STUDY

SMALL AREA PLAN



The 2018 Addison Circle Special Area Study looked at an area of undeveloped and underdeveloped properties near Addison Circle and the soon-be-operating DART Silver Line rail station. The study identified two sub-areas within the Addison Circle area: Addison Central and Addison Central West. This special area study established a desired vision or goal for these areas, while also documenting the unique challenges and opportunities that exist.

The focus for the Addison Central sub-area was the establishment and preliminary guidance for the area to develop as a regional destination with the upcoming DART Silver Line Rail Station and the construction of the Cotton Belt regional trail. The analysis of the Addison Central West sub-area consisted of the extension of the Addison Circle neighborhood to and north along Addison Road. Additional supporting tourism, conference, and event uses were considered in this area.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

1. Maximize the benefits of the new DART Cotton Belt Station to Addison and create a destination with opportunities for appropriate and successful new development on some of the last remaining undeveloped land in Addison.
2. Development along the Dallas North Tollway should continue the existing pattern of high-rise office development.
3. Between the Cotton Belt Station and Addison Circle Park, new development should be designed so that these two appealing amenities contribute to residential or business locations unlike anything else in the region.
4. The high-quality design and amenities of Addison Circle's existing residences should be included in new residential developments as well.
5. Immediately adjacent to the Addison Conference Centre, new uses that support tourism, conferences and events are an appropriate extension of Addison Circle's character and activities.

Additional Information

Addison Circle Special Area Study

2017 INWOOD ENHANCEMENT ZONE

SMALL AREA PLAN



The 2017 Inwood Enhancement Zone study conducted an existing conditions analysis, community engagement for desired outcomes, and potential scenarios of desired developments in the Inwood Enhancement Zone. This area is bounded by Belt Line Road on the north, Inwood Road on the west, and Farmers Branch on the west and south sides. This area has experienced deterioration and underutilization but is the southern gateway into the Town of Addison. Therefore, the redevelopment of this area in a vibrant manner is of great importance to the Town of Addison and the community, overall. Two different scenarios (Civic Square and Village) were produced with the established transportation, economic development, urban design, and open space goals in mind. The study provided goals for future development to meet as well as zoning and financial strategies to be utilized by the Town.

SUMMARY OF THIS PLAN'S FINDINGS

1. The four zoning strategies that were identified in the study were standard zoning, creation of an overlay district, implementation of a form-based code, or planned development approach.

2. Several financing strategies were identified, such as developer-financed, Public Improvement District (PID), Public-Private Partnership (P3), and Tax Increment Finance (TIF). The study took a deeper dive into the TIF approach as a viable option for activating development in the area.

Additional Information

Inwood Enhancement Zone

IMPLEMENTATION

This section outlines the path needed to achieve the plan's recommendations. It provides a thorough explanation of the key elements of the Implementation Plan, including the strategies, timelines, and responsible entities involved. The section also includes detailed matrices that offer step-by-step guidance for turning recommendations into actionable steps. Successful implementation will require collaboration between the Town, its residents, property owners, local businesses, and regional agencies, ensuring that policies, programs, and projects align with Addison's long-term goals.



ADDISON'S IMPLEMENTATION PLAN

PLANNING FOR SUCCESS

The success of this Plan depends on adopting policies, launching programs, and executing projects that achieve the recommended outcomes. This process is known as plan implementation. Implementing the Comprehensive Plan is not the sole responsibility of the Town—it requires ongoing collaboration between the Town, its citizens, community organizations, developers, property owners, and other governmental agencies in the region.

The proposed implementation program includes a set of general recommendations covering a wide range of topics and recommendations specific to each planning component as well as recommendations that deal with Addison's related plans and initiatives. Each recommendation is supported by a narrative to provide further clarity. Since recommendations can be broad, a series of actions has been provided to break them down into more manageable parts. Detailed implementation tables accompany these actions, offering key information such as action timing, alignment with Addison's decision-making principles, direct connection to the Council's Key Focus Areas, the responsible Town department, and the type of action needed for successful completion.

THE COMPREHENSIVE PLAN LIFE CYCLE



IMPLEMENTATION APPROACH

INCREMENTAL

Achieving the Town's larger objectives begins with small, manageable actions that build momentum over time. Early successes build confidence, align efforts with resources, and establish a foundation for accelerated progress. An incremental approach ensures each action, however small, contributes meaningfully to broader goals without straining capacity or budget.

This Implementation Plan is organized by the Planning Components. The Town should first prioritize actions designated for 2025, developing specific plans to address them. Simultaneously, continuous actions—those without a fixed completion year—should be integrated into daily operations to build strong habits.

IMPLEMENTATION HIERARCHY



Level 1

Recommendations are arranged by planning component to comprise an implementation plan.

Level 2

Recommendations are each broken into a series of actions.

Level 3

Prioritized actions are outlined so that the Town may lead execution.

ELEMENTS OF THE IMPLEMENTATION PLAN

RECOMMENDATIONS

Recommendations can also be read as goals for the Town of Addison. While recommendations are generally broad, they serve to illuminate needs of the citizens and the community at large. As recommendations are completed, new ones with accompanying actions that align with Addison's Vision Story, and are filtered through Addison's Decision-Making Principles should be created.

Decision-Making Principles
p. xx

Refining & Updating this Plan
p. xx

ACTIONS

Actions are specific tasks designed to achieve the recommendation they support.

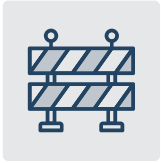
GUIDELINES

Plans and design guidelines that are used to guide development of the functional and visual environment throughout the Town or within certain areas.



TACTICAL/COMMUNITY

Easily-funded projects that can be executed by residents and other partners to address safety and quality of life items and test ideas while waiting for funds to become available for more permanent improvements.



PARTNERSHIPS

Specific partnerships and collaborative efforts that are needed or that can help to achieve the desired vision for Addison.



EDUCATION & COMMUNICATION

Programs and activities that inform, engage and connect residents, local businesses and agency partners, and help with promotion of the community to prospective residents, developers and employers.



REGULATIONS

Ordinances and adopted policies that are used to guide and enforce development patterns in the Town, most notably the zoning and subdivision ordinances.



CAPITAL INVESTMENTS

Infrastructure projects and other Town investments that help preserve and enhance economic growth, property values and quality of life.



FINANCIAL & PROCESS INCENTIVES

A city can encourage desired development with incentives like reduced fees, tax rebates, grants, and faster approvals to save developers time and money.



ECONOMIC DEVELOPMENT

A city can cultivate a robust environment for entrepreneurship through programs, plans, and events that generate support or offer assistance. While the size of businesses varies, they are all reliant on local assistance and investment.



DECISION-MAKING PRINCIPLES

These five principles (expanded upon page 102) were utilized in the creation of the proposed recommendations and implementation actions.

1. *People First*
2. *Aesthetics Matter*
3. *Leadership*
4. *High Quality of Life*
5. *Economic Prosperity*

CITY COUNCIL STRATEGIC PLAN KEY FOCUS AREAS

The implementation actions in the Advance Addison Comprehensive Plan have been crafted to tightly integrate with the Addison City Council's strategic objectives. This Plan's actions are aligned with the Council's Key Focus Areas.

1. *Public Safety*
2. *Economic Development and Revitalization*
3. *Mobility and Connectivity Timing*
4. *Infrastructure Development and Maintenance*
5. *Financial Health and Organizational Excellence*
6. *Vibrant Active Community*

TIMING

The Year column indicates the recommended completion year for short-term actions (represented as a two-digit year). For recurring actions, it list the initial completion year, with the repetition schedule noted in the following columns. If no year is listed, the action could be started immediately and should continue regularly. Flexibility has been allowed for Town staff to determine the best timing to begin on this particular subset of actions.

CHAMPIONS AND SUPPORTERS

Each entity that can lead or support an action is identified in the implementation plan. Town Departments designated to lead appear in the Champion column by name. For supporting entities, which are often numerous, each is represented by a unique two- or three-character code in the Support column to simplify identification.

TOWN DEPARTMENTS

Airport (AIR) The Town department that oversees compliance, operation and maintenance of the Addison Airport facilities and tenants.

Building Safety Division (BSD) The Town division, which is housed under the Department of Development and Neighborhood Services, that oversees review of building plans, issuance of permits and inspections.

City Council (CC) The group of elected officials who enact legislation, adopt budgets, determine policies and maintain the best interests of their residents and Town at the forefront.

City Manager's Office (CMO) The Town department which houses the chief administrator of the Town and ensures that the Council's policies are executed.

Economic Development (ED) This Town department works to stimulate Addison's economy by attracting new businesses and supporting existing ones.

Finance (FIN) This Town department is in charge of financial reporting, procurement, and budget management.

Fire (FD) The Town Department that provides fire protection and emergency services across Addison.

Information Technology (IT) The Town Department that provides technical support and secuirty to the Town of Addison.

Marketing and Tourism (MKT) The Town department that manages comprehensive marketing efforts and initiatives that foster community engagement and support economic growth.

Neighborhood Services Division (NS) The Town division, which is housed under the Department of Development and Neighborhood Services, that oversees code compliance, environmental health, short-term rental registration and signs.

Planning Division (PLN) The Town division, which is housed under the Department of Development and Neighborhood Services, that oversees long-range land use planning and reviews platting, zoning and other development requests.

Planning and Zoning Commission (P&Z) The Town advisory body that considers and makes recommendations in matters related to land use, zoning and platting.

Parks and Recreation (P&R) The Town Department that oversees the maintenance and creation of parks, trails, recreational facilities and special programming.

Police (PD) The department that is the law enforcement branch which maintains the public safety of the Town of Addison.

Public Works and Engineering (PWE) The Town department that oversees implementation and maintenance of capital improvements and provides engineering review of all new developments and inspection services.

SUPPORT GROUPS

Community Volunteers (VOL) Individuals with Addison that will contribute their time and effort to improve the Town via volunteerism, promotion of events and initiatives and engaging other residents.

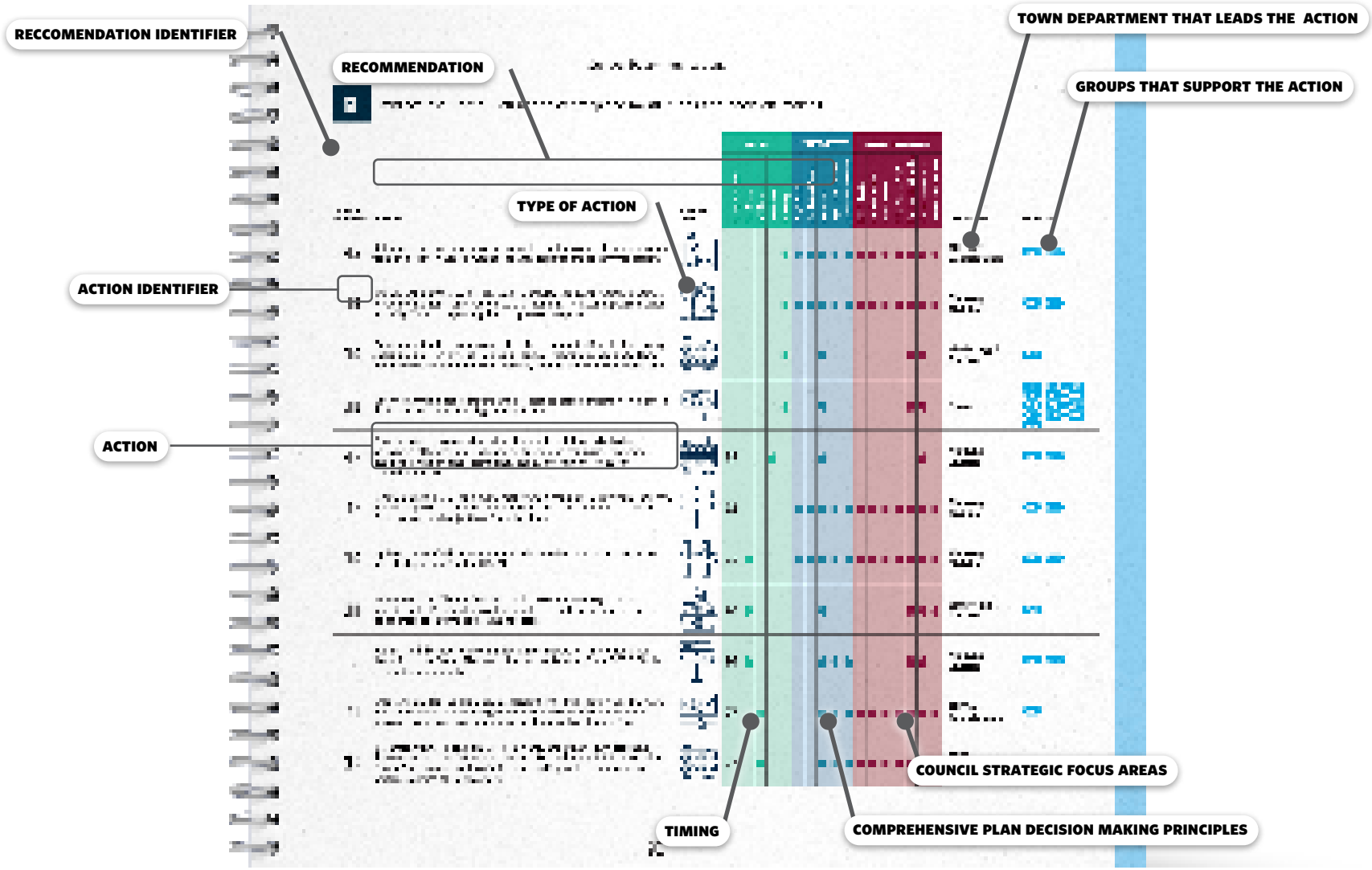
Developers/Business Community (DEV) Developers and business owners/operators that would come together to share insights, collaborate and offer mutual support.

Local Non-Profit Organizations (NPO) These organizations will be located in Addison or adjacent cities that provide services, advocate for causes and build community.

Regional Planning/Transportation Agencies (RA) These are agencies that the Town should communicate and coordinate efforts and initiatives with regularly to ensure that actions and important goals are being accomplished. Agencies may include but are not limited to North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), North Texas Tollway Authority (NTTA), and Texas Department of Transportation (TxDOT).

UNDERSTANDING THE IMPLEMENTATION TABLES

Each Implementation table follows a standard format to clearly convey the information readers and Town Staff need to initiate the implementation of this Comprehensive Plan. Each table represents a single recommendation and includes all actions associated with it. The image of the General 1 recommendation below highlights the location of each element within the implementation tables.



RECOMMENDATIONS

GENERAL

1. Embrace the Comp Plan as the centerpiece for all plans and decision-making.
2. Establish and apply tools to collect data and assess projects and initiatives
3. Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.
4. Design the Town's public safety fleet and response approaches to support a people- and place-based community.
5. Seek opportunities to make the Town more environmentally resilient.
6. Cultivate a culture of trust and collaboration in the community.
7. Continue to invest in and maintain Addison's infrastructure systems.
8. Explore opportunities for consolidating and/or expanding Town facilities.

MOBILITY & CONNECTIVITY

1. Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.
2. Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.
3. Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.
4. Make safe movement of cars, bikes, and pedestrians on arterials the priority.
5. Design neighborhood streets to prioritize people, place and productive development.
6. Facilitate build-out of Addison as a major North Dallas transportation Hub.

LAND USE

1. Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.
2. Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.
3. Transform autocentric places into more pedestrian friendly, mixed-use destinations.
4. Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.
5. Enhance the design of the public realm across the Town.
6. Encourage high-quality, harmonious development alongside the Dallas North Tollway.
7. Design the built environment/redevelopment to interact with and respond to the adjacent land uses.

RELATED PLANS & INITIATIVES

1. Continue to implement recommendations outlined in existing plans per the specified timelines.
2. Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

HOUSING & NEIGHBORHOODS

1. Support the creation of complete and cohesive neighborhoods throughout the Town.
2. Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.
3. Provide for household types that support the ability for residents to age in place within Addison.
4. Provide denser housing options in Addison's urban and transitional areas.
5. Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.
6. Create more places for intentional gathering and recreation within existing and new neighborhoods.

INTRODUCTION TO GENERAL RECOMMENDATIONS

In the context of this Comprehensive Plan, General Recommendations represent guidance that extends beyond the defined planning components. These recommendations address topics that may not fall neatly within existing categories or pertain to emerging issues for which a dedicated planning component has not yet been established. Their inclusion ensures flexibility, enabling the Town to adapt to evolving needs and opportunities while maintaining a cohesive strategic approach.

The structure used to present recommendations and associated actions for planning components also applies here. Each general recommendation is coupled with actionable steps designed to guide implementation. These steps help ensure that even broad or overarching objectives can be translated into tangible progress, aligning with the overall vision and decision-making principles outlined in this Plan.

This section underscores the importance of adaptability in planning, acknowledging that not all challenges or opportunities can be fully anticipated. By embracing this forward-thinking approach, the Town of Addison positions itself to proactively address issues as they arise, ensuring continued alignment with community values and aspirations.

As you review this section, consider the broader context of these recommendations and their potential to complement and enhance the more specific guidance provided in the planning components. Together, they form a comprehensive framework to guide Addison toward its envisioned future, balancing clarity, flexibility, and strategic intent.

Engagement Summary

p. 32-33







Note

General Recommendations include topics that exist outside of the Planning Components. Major Infrastructure, Environmental Sustainability, and Town Facilities are some topics covered by these recommendations.

GENERAL RECOMMENDATIONS

G1 ***Embrace the Comp Plan as the centerpiece for all plans and decision-making.***
A unified community vision and shared objectives are essential for effective governance. By aligning everyday decisions with this plan, the Town can balance economic growth, well-being, and sustainable development to create a prosperous and inclusive Addison.

G2 ***Establish and apply tools to collect data and assess projects and initiatives.***
The Town can enhance decision-making efficiency by incorporating tools that measure fiscal impacts and consider this plan's priorities. Proactive reviews will help identify successes, challenges, and areas for improvement.

G3 ***Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.***
Addison's prime location attracts regional businesses. As the market shifts toward a place-based economy, cultivating more local businesses while supporting existing ones will ensure community and economic resilience.

G4 ***Design the Town's public safety fleet and response approaches to support a people- and place-based community.***
Traditional fire response vehicles require large roads. To become more walkable, the Town should adapt its response vehicles and approaches to an urban, pedestrian-friendly context, enhancing community safety and accessibility.

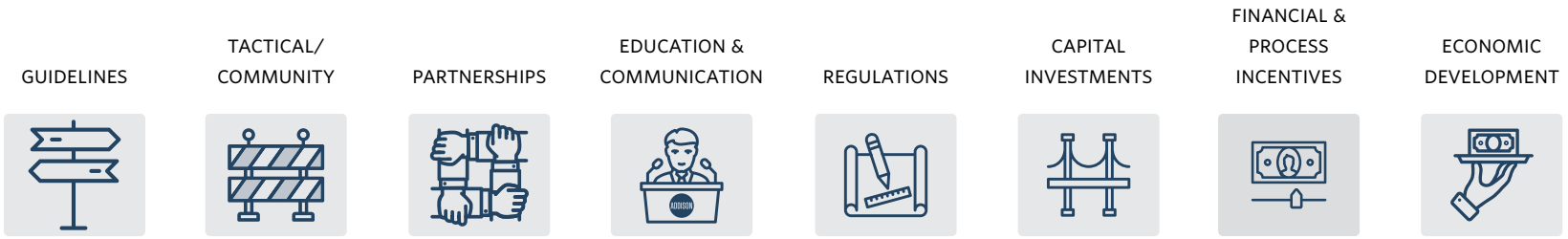
G5 ***Seek opportunities to make the Town more environmentally resilient.***
Development policies should adopt environmentally resilient practices that balance function, stewardship, and placemaking, supporting the Town's long-term sustainability.

G6 ***Cultivate a culture of trust and collaboration in the community.***
Strong communities have transparent, communicative leaders; developers aligned with the community's vision; and engaged residents.

G7 ***Continue to invest in and maintain Addison's infrastructure systems.***
Quality infrastructure underpins the Town's quality of life and competitiveness. Leveraging asset management can ensure service reliability and enhance the Town's visual appeal.

G8 ***Explore opportunities for consolidating and/or expanding Town facilities.***
As Addison grows, modernizing and expanding public facilities and fleet will become necessary. A facilities master plan can help locate and design facilities for service efficiency and resident accessibility.

ACTION TYPE LEGEND



G1 Embrace the Comprehensive Plan as the centerpiece for all plans and decision-making.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
G1.A	Reference the Decision-Making Principles and Implementation Recommendations from this Plan in Board/Council agenda reports and recommendations.						●	●	●	●	●	●	●	●	●	●	●	●	●	**All Town Departments**	CC, P&Z
G1.B	Evaluate the need to update the Unified Development Code to reflect the principles, vision, and strategies outlined in this Plan.						●	●	●	●	●	●	●	●	●	●	●	●	●	**Planning Division**	CC, P&Z
G1.C	Design and implement a comprehensive communication strategy using social media, Town website, and an annual meeting schedule to foster open communication and transparency around the Comprehensive Plan.						●			●							●	●		**Marketing and Tourism**	PLN
G1.D	Use the annual budget report and process to communicate how financial decisions and priorities align with this Plan.						●			●							●	●		**Finance**	BS, CC, CMO, ED, FIN, FD, MKT, NS, PLN, P&R, PWE, P&Z
G1.E	Conduct an implementation kickoff summit to inform elected and appointed officials, staff, agency partners, and community members about the Plan's vision, principles, goals, and top priorities for immediate action.		25	●						●								●		**Planning Division**	CC, P&Z
G1.F	Create a checklist or summary matrix staff can use to communicate how proposed projects align with the decision-making principles, Council Key Focus Areas, and objectives from this Plan.		25	●				●	●	●	●	●	●	●	●	●	●	●	●	**Planning Division**	CC, P&Z
G1.G	Administer the Vibrant Community Assessment annually to local citizens and business community and track ratings while using them to inform governing decisions.						●			●							●	●	●	**Marketing and Tourism**	PLN
G1.H	Publish and distribute a biennial progress report on implementation items from the Comp Plan and other active Master Plans (MTP, Trails, etc) to the community, including residents, employees, and businesses.		26	●			●			●	●	●					●	●		**Planning Division**	CC, P&Z
G1.I	Implement a proactive action plan to provide regular progress updates, recommendations, actions and re-evaluation to the Planning and Zoning Commission and City Council regarding the Comprehensive Plan.		30		●		●	●	●	●	●	●	●	●	●	●	●	●	●	**Planning Division**	CC, P&Z
G1.J	Evaluate and update the Comprehensive Plan to reflect the principles, vision, and strategies identified by the results of this Plan's various implementation priorities at regular long-term intervals.		35			●	●	●	●	●	●	●	●	●	●	●	●	●	●	**City Council**	AIR, BS, CC, CMO, ED, FIN, FD, GEN, IT, MKT, NS, PLN, POL, P&R, PWE, P&Z, DEV, NPO, RA, VOL

G2 Establish and apply tools to collect data and assess projects and initiatives.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
G2.A	Apply fiscal impact analysis to proposed development projects and integrate the findings into memos and presentations for the Planning and Zoning Commission and City Council.						●			●		●		●			●			**Planning Division**	FIN, IT, PWE, DEV
G2.B	Evaluate the UDC to ensure it contains market responsive regulatory incentives for incremental redevelopment in alignment with the Comprehensive Plan.						●			●				●						**Planning Division**	CC, CMO, ED, FIN
G2.C	Create an existing conditions report of Addison and comparable municipalities and regional entites that may include but are not limited to budget comparisons, population trends, demographic information, housing unit counts and any other relevant benchmark data.		26	●						●				●			●			**Planning Division**	ED
G2.D	Perform a comprehensive evaluation of the development review process, to identify gaps in data and areas of needed improvement in data sharing.				●					●							●			**City Manager's Office**	CC, PLN
G2.E	Establish fiscal performance targets for new development and capital projects and regularly update them as necessary.		26	●						●		●		●			●			**Finance**	CC, PLN, PWE, P&Z
G2.F	Create and establish a Buildable Land Inventory (BLI) that highlights existing undeveloped or underutilized land at the parcel level.		28	●						●		●		●			●			**Planning Division**	ED, P&R, PWE
G2.G	Establish an easily accessible data portal and archive that visualizes, maps, and reports recently constructed developments for use with development or utility councils.		27	●				●			●	●				●				**Planning Division**	CMO, ED, MKT
G2.H	Conduct an analysis on the types of land improvements that can be promoted or incentived to increase property productivity.		27		●					●		●		●			●			**Planning Division**	ED, PWE
G2.I	Set up a utility council to allow all utility companies and applicable school districts to be kept informed about developments and proactively coordinate.		27	●						●						●		●		**Planning Division**	PWE

G3 Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G3.A	Promote public art, placemaking, programming and dining options to attract visitors to Addison.						●	●	●		●	●		●					●	**Parks and Recreation**	ED, MKT
G3.B	Create development-funded incentives for incremental improvements in the Inwood Innovation Area.						●	●	●		●	●		●					●	**Economic Development**	CC, PLN
G3.C	Create a local business incubator program in collaboration with local investors to offer participants tools, training, and support.		27	●						●		●		●				●		**Economic Development**	CMO, PLN, DEV
G3.D	Create, maintain, and promote a database of small spaces throughout Addison that can support small and local businesses and entrepreneurs.		26	●						●		●		●						**Economic Development**	CC, MKT, PLN
G3.E	Create a new economic development advertising strategy and campaign that market's Addison's brand, uniqueness and "Addison Way" for the attrraction of new businesses.		27	●						●		●		●						**Economic Development**	CC, MKT

G4 Design the Town's public safety fleet and response approaches to support a people- and place-based community.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
G4.A	Conduct a Strategic Emergency Response Plan with elements analyzing the possibility of increasing response times with increased density, reducing fire lanes, turning radii and evaluation of smaller emergency vehicles.		30		●			●			●		●							**Fire**	PLN, PWE
G4.B	Conduct a workshop with public safety staff to discuss and outline ways to prepare for increased density.		26	●				●		●	●		●							**Police**	CC, FD

G5 Seek opportunities to make the Town more environmentally resilient.

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G5.A	Evaluate and consider a Zero Net Energy (ZNE) code for all new buildings and substantial renovations.		28	●						●	●					●				**Building Safety Division**	CC, P&Z
G5.B	Achieve Level 2 Airport Carbon Accreditation at Addison Airport for carbon reduction operations.		28	●						●	●					●				**Airport**	CC
G5.C	Prepare a Sustainability Plan that includes climate resilience, natural resource stewardship, and disaster mitigation elements.				●						●					●				**Fire**	CC, PLN
G5.D	Integrate risk information from the Dallas County Hazard Mitigation Action Plan to require all new developments to confirm to the highest mitigation standards				●						●					●				**Fire**	PLN

G6 Cultivate a culture of trust and collaboration in the community.

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G6.A	Partner with local organizations impacted by planning and development to communicate Addison's vision and story. Make sure that the organizations have an open line of communication to both Town staff, and elected officials.						●	●		●									●	●	**City Manager's Office**	CC
G6.B	Promote Addison's culture and story by ensuring that access to this plan is accessible widely. Make sure bound copies are available at all town facilities.		25	●			●	●		●									●	●	**City Manager's Office**	CC, PLN
G6.C	Expansion of the Addison's Citizen Academy should be evaluated along with potential partnerships with local higher education institutions to equip local leaders for public service, elected and appointment positions.		27	●				●		●									●	●	**City Manager's Office**	CC

G7 Continue to invest in and maintain Addison's infrastructure systems.

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G7.A	Continue to utilize the Town's asset management system to track the quantity and condition of infrastructure and proactively manage maintenance and replacement projects.						●			●	●					●	●			**Public Works and Engineering**	FIN, PLN
G7.B	Conduct a fiscal impact analysis on infrastructure investments, and update the Future Land Use Map if those expenditures require higher returning development to remain solvent.						●					●				●	●			**Public Works and Engineering**	PLN
G7.C	Conduct a citywide assessment of existing utilities to determine where additional capacity will be required to support the increased density proposed in the various Place Types.		30		●			●	●		●	●				●	●			**Public Works and Engineering**	PLN
G7.D	Produce a Facilities & Infrastructure Planning Component using the framework outlined in the Introduction of this plan to assess needs, engage the public, make recommendations, generate actions, and implement the plan.					●				●	●	●				●	●			**Public Works and Engineering**	CC, CMO, PLN

G8 Explore opportunities for consolidating and/or expanding Town facilities.

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G8.A	Conduct a study to identify strategies to consolidate, enhance, and adequately locate Town services within the most efficient collection of Town buildings.				●				●	●						●	●			**General Services**	BS, CC, CMO, ED, FIN, MKT, NS, PLN, P&R, PWE
G8.B	Strategically locate Town facilities in areas where more complete neighborhoods is desired by identifying key areas that align with the Town's growth and key planning objectives.				●				●	●						●	●			**General Services**	BS, CC, CMO, ED, FIN, MKT, NS, PLN, P&R, NPO

LAND USE & DEVELOPMENT CHARACTER RECOMMENDATIONS

LU1 ***Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.*** Mixed-use developments can enhance quality of life and economic growth by reducing commutes and fostering social connections. Incremental neighborhood evolution promotes sustainability without dramatic changes.

LU2 ***Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.*** Working with developers and leveraging infrastructure will provide needed housing, services, and entertainment, meeting neighborhood needs through infill and redevelopment.

LU3 ***Transform autocentric places into more pedestrian friendly, mixed-use destinations.*** Many commercial areas are aging. Revitalizing these spaces into pedestrian-friendly destinations with open spaces and varied businesses will help foster a unique local identity.

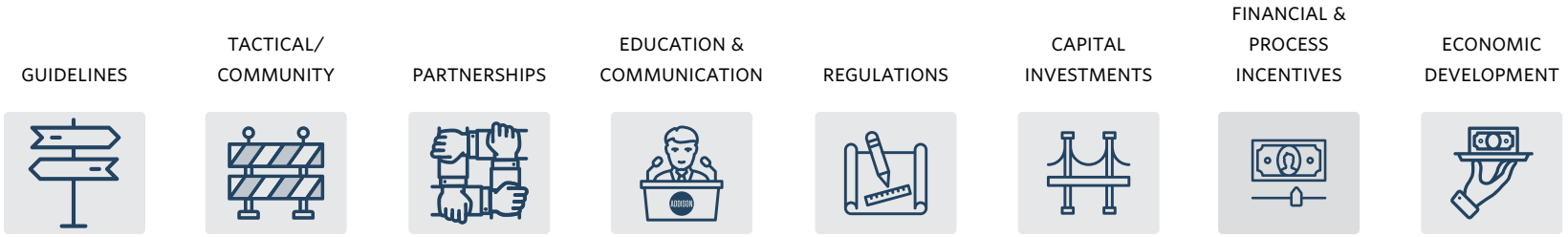
LU4 ***Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.*** The Silver Line Station, set to begin operation in 2026, should serve as a community asset to attract residents, visitors, and businesses, catalyzing the next level of development in the surrounding area.

LU5 ***Enhance the design of the public realm across the Town.*** The appeal of the public realm has long set Addison apart. As the Town recommits to pedestrian-oriented needs and developments, the public realm should remain a focus for safety, comfort, and interaction.

LU6 ***Encourage high-quality, harmonious development alongside the Dallas North Tollway.*** The remaining undeveloped land along the Dallas North Tollway has great potential for high-intensity office and residential development that is cohesive and well connected to create more complete neighborhoods and competes with other urban mixed-use centers in the region.

LU7 ***Design the built environment/redevelopment to interact with and respond to the adjacent land uses.*** All development, whether infill or new, should be context-sensitive to enhance the area and nearby neighborhoods, rather than disrupting the character and fabric of the surrounding area.

ACTION TYPE LEGEND



LU1 Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools..

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU1.A	Ensure new development incorporates the characteristics defined for each Place Type in the comprehensive plan (e.g. scale, building typologies, housing types, etc.).						●	●	●		●	●					●		●	**Planning Division**	CC, P&Z
LU1.B	Calibrate development standards to allow the type of development envisioned within each Place Type.						●	●	●	●	●	●		●						**Planning Division**	CC, P&Z
LU1.C	Ensure that all building typologies deemed appropriate in the Place Types are allowed by comparable zoning districts in the Unified Development Code (UDC).						●	●	●		●	●	●	●					●	**Planning Division**	CC, DEV
LU1.D	Create a series of informational tools that explains what development is encouraged in each Place Type and in what context so that property owners can look for development/ redevelopment opportunities that align with the community's goals.		26	●				●	●	●	●	●						●	●	**Planning Division**	CC, ED, MKT
LU1.E	Proactively rezone properties to incentivize revitalization and encourage development activity in appropriate locations that closely align with Place Types, Spectrum of Change and the Buildable Land Inventory analysis.		29		●					●		●		●						**Planning Division**	CC, P&Z
LU1.F	Evaluate and update Recommendations, Place Type Map, Spectrum of Change Map, and accompanying elements of this Plan to reflect current conditions.						●	●	●	●	●	●								**Planning Division**	CC, P&Z

ACTION TYPE LEGEND

GUIDELINES

TACTICAL/ COMMUNITY

PARTNERSHIPS

EDUCATION & COMMUNICATION

REGULATIONS

CAPITAL INVESTMENTS

FINANCIAL & PROCESS INCENTIVES

ECONOMIC DEVELOPMENT

LU2 Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.

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LU2.A	Create and utilize a Buildable Land Inventory database to leverage aging real estate into more active and vibrant uses, or to redevelop these spaces into needed amenities.			●			●				●	●		●					●	**Marketing and Tourism**	ED, PLN
LU2.B	Adopt a Strategic Hotel Activation Plan to support the intent of the Buildable Lands Inventory.				●				●			●		●						**Economic Development**	CC, PLN, P&Z
LU2.C	Adopt a Strategic Office Activation Plan to support the intent of the Buildable Lands Inventory to support the inclusion of residential uses and supportive amenities.				●				●			●		●						**Economic Development**	CC, PLN, P&Z
LU2.D	Encourage a mixture of land uses in infill and small-scale development areas that would meet the needs in adjacent neighborhoods.						●	●	●		●	●	●	●	●					**Planning Division**	CC
LU2.E	Evaluate the UDC to remove or reduce parking requirements for small-scale and infill developments.				●			●		●		●			●					**Planning Division**	CC
LU2.F	Generate an online map to direct developers and realtors to potential infill and small-scale development areas within Addison, emphasizing advantages and existing infrastructure capacity with emphasis on the Buildable Land Inventory database.			●								●		●			●	●	●	**Planning Division**	ED, MKT
LU2.G	Develop an online development aide specifically tailored to educate and attract developers interested in small-scale projects.			●					●	●	●	●						●	●	**Planning Division**	CC, ED
LU2.H	Evaluate the UDC to allow small scale non-residential uses by right in residential zoning districts.				●						●	●		●						**Planning Division**	CC

ACTION TYPE LEGEND

GUIDELINES

TACTICAL/ COMMUNITY

PARTNERSHIPS

EDUCATION & COMMUNICATION

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FINANCIAL & PROCESS INCENTIVES

ECONOMIC DEVELOPMENT

LU3 Transform autocentric places into more pedestrian friendly, mixed-use destinations.

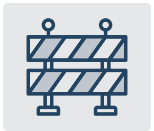
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LU3.A	Encourage transition of parking spaces into outdoor space and green space where appropriate.						●		●	●	●	●						●		**Planning Division**	P&R
LU3.B	Promote creation of more outdoor dining options and common spaces for small music or limited scale activities.						●				●	●		●				●	●	**Planning Division**	ED, MKT
LU3.C	Encourage structured parking in mixed-use developments to reduce the amount of surface lot parking in Addison where appropriate, based on market demand.						●	●	●	●		●		●	●	●	●			**Planning Division**	CC, ED, PWE
LU3.D	Collaborate with property management entities to conduct pilot programs of parklets and other public spaces on commercial, auto-oriented properties.		27	●					●	●	●	●		●			●			**Parks and Recreation**	ED, PLN
LU3.E	Activate underutilized areas and areas whose primary use fluctuates with temporary uses such as food trucks, farmer's markets, pop-ups, and so on.						●	●	●	●	●	●		●				●	●	**Planning Division**	ED, NS
LU3.F	Remove barriers to temporary uses of 6 months or less that activate otherwise auto-oriented spaces.		30		●				●	●	●	●	●	●					●	**Planning Division**	CC, NS
LU3.G	Undertake a program to regularly conduct feasibility studies regarding converting a suburban commercial auto-centric shopping center to a walkable mixed-use place. These studies should include property owners and the broad Addison community.				●					●	●	●	●	●			●	●	●	**Planning Division**	CC, ED, DEV

ACTION TYPE LEGEND

GUIDELINES



TACTICAL/ COMMUNITY



PARTNERSHIPS



EDUCATION & COMMUNICATION



REGULATIONS



CAPITAL INVESTMENTS



FINANCIAL & PROCESS INCENTIVES



ECONOMIC DEVELOPMENT



LU4 Leverage the upcoming DART Transit Oriented Development (TOD) as a catalyst site that enhances the surrounding area.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
LU4.A	Ensure that multimodal facilities are integrated into Transit Oriented Development (TOD) developments inlcuding but not limited to bike parking, accessible connections to Addison's trail systems, and high-quality lighting.						●		●		●	●	●		●				●	**Planning Division**	CC, ED
LU4.B	Consider a location for food trucks, kiosks or other "pop-up" opportunities to activate more pedestrian activity in the area to activate the area surrounding the Addison Silver Line Transit Center.		**26**	●				●			●	●		●					●	**Parks and Recreation**	CC, ED, MKT, NS, PLN
LU4.C	Conduct a study that results in an inventory of outdoor spaces ripe for activation using the identified amenities in the Addison Circle Area Plan and integation of the Silver Line as a guide.				●		●		●		●	●	●	●					●	**Parks and Recreation**	CC, ED, PLN, P&Z
LU4.D	Coordinate efforts of the Addison Circle Park Vision Plan to create synergistic relationship between Addison Circle Park, the TOD, and along highly utilized points of connection, like major roadways.		**27**	●					●	●	●	●					●		●	**Parks and Recreation**	CC, PLN, P&Z

ACTION TYPE LEGEND

GUIDELINES

TACTICAL/ COMMUNITY

PARTNERSHIPS

EDUCATION & COMMUNICATION

REGULATIONS

CAPITAL INVESTMENTS

FINANCIAL & PROCESS INCENTIVES

ECONOMIC DEVELOPMENT

LU5 Enhance the design of the public realm across the Town.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
LU5.A	Incorporate art into rights of way where appropriate.						●		●		●								●	**Public Works and Engineering**	CC, NPO
LU5.B	Adopt a Gateway Improvement Study Timeline, which sets specific goals for accomplishing the visual improvements at key gateways called for in the 2024-2025 Council Strategic Plan.		**30**		●				●		●	●							●	**Marketing and Tourism**	CC, ED
LU5.C	Adopt a Wayfinding System Plan to be implemented throughout the Town.		**25**	●						●	●	●	●					●	●	**Marketing and Tourism**	CC, ED, PLN, P&R
LU5.D	Collaborate with property owners and management companies to reimagine landscaping and open spaces that would attract the creation of **Third Places**.				●			●	●		●	●	●	●				●	●	**Economic Development**	PLN, P&R, PWE
LU5.E	Revise Addison branding to account for various character areas throughout the Town.		**28**	●						●	●	●		●				●	●	**Marketing and Tourism**	CC, ED, PLN
LU5.F	Create a street tree management program to provide shade canopy and enhance pedestrian experience while respecting business visibility.				●				●	●	●		●		●	●			●	**Parks and Recreation**	CC, PLN, PWE

ACTION TYPE LEGEND

GUIDELINES

TACTICAL/ COMMUNITY

PARTNERSHIPS

EDUCATION & COMMUNICATION

REGULATIONS

CAPITAL INVESTMENTS

FINANCIAL & PROCESS INCENTIVES

ECONOMIC DEVELOPMENT

LU6 Encourage high-quality, harmonious development along the Dallas North Tollway

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU6.A	Create a special area plan study for the undeveloped land along the Dallas North Tollway (DNT) with an established boundary and detailed examples of desired development types and connectivity pathways.				●			●	●	●	●	●		●	●		●	●	●	**Planning Division**	CC, ED, P&R, PWE, P&Z
LU6.B	Engage property owners and representatives of the undeveloped land along the DNT to convey the Town's vision for the area.				●				●	●	●	●		●				●	●	**Economic Development**	CC, MKT, PLN, P&Z
LU6.C	Conduct an area parking study to examine aspects such as parking requirements, parking structures shared by multiple users and owners, use of private parking for Town facilities and special events, and any related funding issues.				●			●			●	●	●			●			●	**Public Works and Engineering**	CC, ED, PLN, P&R, PWE, P&Z

LU7 Design the built environment/redevelopment to interact with and respond to the adjacent land uses.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
LU7.A	When reviewing proposed infill, redevelopment and greenfield projects, require that the proposed development fits the style and feel of the area/neighborhood, keeping its unique character intact.						●		●		●								●	**Planning Division**	CC, P&Z
LU7.B	Support design and elements that add value to the pedestrian realm such as outdoor seating, small-scale plazas, landscaping, welcoming entrances and other streetscape features.						●		●		●	●		●					●	**Planning Division**	CC, MKT, P&Z
LU7.C	Expand the facade/site improvement grant to encourage existing sites and buildings to make architectural and site improvements that would be comptatible with redevelopment proposals.				●				●		●		●	●					●	**Economic Development**	CC, MKT, PLN

HOUSING & NEIGHBORHOODS RECOMMENDATIONS

HN1 ***Support the creation of complete and cohesive neighborhoods throughout the Town in accordance with the Place Types and Spectrum of Change maps.***
For neighborhoods to be complete, they must contain elements of housing, commerce, outdoor space, streets, and programming. They are flexible places that evolve and change, with a unique character that unites people. This can be accomplished in both existing and new neighborhoods around the Town.

HN2 ***Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.***
By enhancing active transportation, pedestrian and cycling paths, and mobility systems, the Town can ensure easy access to services and amenities. Strategically linking neighborhoods boosts convenience and quality of life, reduces traffic, and supports local economic development.

HN3 ***Provide for household types that support the ability for residents to age in place within Addison.***
Expanding housing options is key to building a diverse, sustainable community that attracts and retains residents of all family sizes and lifestyles, fostering vibrant neighborhoods.

HN4 ***Provide denser housing options in Addison's urban and transitional areas***.
Allowing dense housing is essential for offering alternatives to single-family units. Options like condo towers, townhomes, and live-work spaces fit well in Urban Village and High-Intensity Urban Center areas.

HN5 ***Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.***
Addison's reputation for high-quality, contextually appropriate design attracts new development and residents. Recommitting to this standard will continue to drive growth.

HN6 ***Create more places for intentional gathering and recreation within existing and new neighborhoods.***
Residents value gathering spaces for connection and vibrancy. The Town can transform underutilized areas and new developments into dynamic hubs for recreation and socializing, becoming the community's heartbeat and reflecting Addison's unique appeal.

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT



HN1 Support the creation of complete and cohesive neighborhoods throughout the Town in accordance with the Place Types and Spectrum of Change maps.

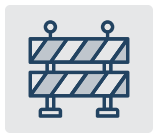
ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
HN1.A	Partner with residents to create Neighborhood Enhancement Plans that identify small projects that can be done to incrementally enhance each neighborhood.				●			●	●		●	●						●		**Planning Division**	VOL
HN1.B	Review the neighborhood and service areas mentioned in existing plans and create a citywide neighborhood framework that can be used across all plans going forward.		**30**		●			●	●		●	●						●		**Planning Division**	CMO, ED, MKT
HN1.C	Conduct a complete neighborhood assessment and accompanying workshop in each neighborhood to identify an initial list of missing and/or desired services by residents.		**26**	●				●	●		●	●						●		**Planning Division**	ED, P&R
HN1.D	Create a database of local developers who can build small, neighborhood-scale infill projects that are identified through the Neighborhood Enhancement Planning process.		**30**		●					●		●		●				●		**Planning Division**	ED, DEV, VOL
HN1.E	Identify a resident champion(s) for each neighborhood with whom the Town staff can coordinate assessment and improvement efforts.			●				●	●		●	●						●		**Planning Division**	VOL
HN1.F	Identify properties in each neighborhood that could potentially be developed or redeveloped to fill the needs identified by residents.			●				●	●		●	●		●						**Planning Division**	ED
HN1.G	Partner with developers to build infill and redevelopment projects that move neighborhoods closer to the Place Types and Neighborhood Enhancement Plans.						●	●			●	●		●						**Planning Division**	ED, DEV

ACTION TYPE LEGEND

GUIDELINES



TACTICAL/ COMMUNITY



PARTNERSHIPS



EDUCATION & COMMUNICATION



REGULATIONS



CAPITAL INVESTMENTS



FINANCIAL & PROCESS INCENTIVES



ECONOMIC DEVELOPMENT



HN2 Make it more safe, comfortable and convenient for Addisonites to get around their neighborhoods and to nearby services.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN2.A	Conduct a neighborhood safety and mobility assessment to gather resident's and stakeholders' feedback regarding their transportation needs and preferences.		27	●					●		●				●			●		**Public Works and Engineering**	CC, MKT, PLN, P&R, VOL
HN2.B	Coordinate and collaborate with residents and stakeholders to create and conduct tactical projects that would address safety, comfort and convenience issues.						●	●			●				●			●		**Public Works and Engineering**	CC, MKT, PLN, P&R, VOL
HN2.C	Adopt budget items to implement identified strategies permanently.				●			●			●				●					**Public Works and Engineering**	CC, FIN, PLN, P&R

HN3 Provide for household types that support the ability for residents to age in place within Addison.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN3.A	Provide community education and engagement initiatives to raise awareness about the benefits of housing diversity within existing neighborhoods and address any concerns or misconceptions among residents.						●	●										●		**Planning Division**	CC, MKT
HN3.B	Offer technical assistance and streamlined permitting processes for those seeking infill housing projects within existing neighborhoods.						●			●	●			●						**Planning Division**	CC
HN3.C	Conduct a housing study to determine what sites and areas would benefit from construction of additional housing and strategies that could achieve a broad mix of housing types.		27	●						●	●			●					●	**Planning Division**	CMO, ED

HN4 Provide denser housing options in Addison's urban and transitional areas.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
HN4.A	Establish relationships with small-scale developers familiar with infill and transitional development products.						●	●				●		●						**Economic Development**	PLN
HN4.B	Maintain a high quality of housing at diverse price points while finding creative ways to reduce development costs for mixed-use developments with residential components.						●		●	●	●	●		●						**Planning Division**	CC, CMO, ED, FIN, P&Z, DEV, NPO
HN4.C	Establish an annual housing count analysis that calculates the percentage of ownership and rental housing units relative to each individual development proposal and its impact on Townwide percentages.		**26**	●						●	●			●						**Planning Division**	CMO
HN4.D	Establish a standard projection for population and existing and needed housing counts to incorporate in all relevant Board/Council agenda reports and recommendations.		**26**	●				●		●	●	●		●						**Planning Division**	CC, CMO, ED, P&Z
HN4.E	Create a required development proposals analysis template to ensure a fair and competitive distribution of housing that meets the intent of the housing counts analysis.		**26**	●				●			●	●		●						**Planning Division**	CC, CMO, ED, P&Z
HN4.F	Analyze the number or percentage of housing units available to serve current and projected future employment base in Addison.		**26**	●				●			●	●		●						**Planning Division**	CC, CMO, P&Z
HN4.G	Implement zoning changes for mixed-use and/or multgenerational developments that include various homes types, values and amenities.				●			●			●	●		●						**Planning Division**	CC, P&Z
HN4.H	Identify and modify primary non-residential zoning districts where supporting housing types could be permitted by right.					●		●			●	●		●						**Planning Division**	CC, P&Z
HN4.I	Analyze the Unified Development Code (UDC) to consider including inclusionary zoning or housing policies, requring a portion of new development to be set aside for affordable housing.					●		●			●	●		●						**Planning Division**	CC, CMO, P&Z

HN5 Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN5.A	Implement quality design standards for new developments that ensure compatibility with surrounding areas.		25	●					●	●	●	●							●	**Planning Division**	CC
HN5.B	Encourage high-quality, durable building construction that is flexible and encourages reinvestment over time.		26	●					●	●	●	●							●	**Building Safety Division**	CC, PLN
HN5.C	Regularly survey or host workshops to collect community preferences on architecture and amenities residents would like to see.						●		●		●								●	**Planning Division**	CC, MKT, VOL

HN6 Create more places for intentional gathering and recreation within existing and new neighborhoods.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
HN6.A	Consider privately-owned public open spaces in conjunction with the multi-story office, retail, and residential complexes, as well as parks on structured parking rooftops and/or underground parking.						●		●		●	●			●				●	**Parks and Recreation**	CC, PLN
HN6.B	Build parks with open edges to establish synergies with surrounding uses and businesses.						●		●		●	●			●					**Parks and Recreation**	ED, PLN
HN6.C	Bolster outdoor programs to activate park sites quarterly with activities such as yoga in the park, walking group meet ups, pop-up programs/local business vendors and interactive play oppportunities.		27	●							●								●	**Parks and Recreation**	ED, MKT
HN6.D	Survey or host workshops to collect community preferences on potential locations and gathering and recreation amenities residents would like to see in their neighborhoods.		27			●			●		●	●						●		**Parks and Recreation**	CC, MKT, PLN, VOL
HN6.E	Expand mobile recreation equipment and pop-up offerings that can be temporarily located in different parks across the Town, particularly areas that improve connections to the business community.		27			●			●		●								●	**Parks and Recreation**	CC

MOBILITY & CONNECTIVITY RECOMMENDATIONS

MC1

Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.
The DART Silver Line rail station provides an incredible opportunity to make Addison more walkable locally and more connected regionally. Existing and future mobility options should complement the Silver Line Station to make it the mobility heart of Addison.

MC2

Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.
Building and maintaining a well-connected network of sidewalks and bike facilities will ensure those who want or need to get around the community without a car can do so safely and conveniently.

MC3

Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.
Currently, most arterial roadways have an auto-centric feel. These corridors present opportunities to evolve into multimodal, complete streets that are more aesthetically attractive and support mixed-use development and human-scale places.

MC4

Make safe movement of cars, bikes, and pedestrians on arterials the priority.
Historically, arterial corridors have prioritized efficient movement of vehicles across a city. However, Addison envisions its arterials as corridors for all modes of transportation, ensuring the safety of all users.

MC5

Design neighborhood streets to prioritize people, place and productive development.
To build complete neighborhoods and mixed-use centers that generate above-average value per acre, streets in these areas must prioritize human interaction, pedestrian mobility, and placemaking over traffic speed.

MC6

Facilitate build-out of Addison as a major North Dallas transportation Hub.
With direct access to the Dallas North Tollway, proximity to 635, Addison Airport, above-average walkability, and the new DART station coming online, Addison is well positioned to serve as an inter-connected place of commerce, attracting new employers and their workforce

ACTION TYPE LEGEND

GUIDELINES



TACTICAL/ COMMUNITY



PARTNERSHIPS



EDUCATION & COMMUNICATION



REGULATIONS



CAPITAL INVESTMENTS



FINANCIAL & PROCESS INCENTIVES



ECONOMIC DEVELOPMENT



MC1 Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ y r)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
MC1.A	Identify matching grant opportunities, compile eligibility criteria and deadlines, develop a strategic grant application plan, submit applications, and track progress to maximize the impact of existing funds for multi-mobility enhancement projects.						●	●	●			●	●		●					**Public Works and Engineering**	PLN, P&R, PWE, NPO, RA
MC1.B	In alignment with the Town's Trail Master Plan, conduct an annual assessment of trail conditions and usage data for trails surrounding the Addison Silver Line Station.		27	●				●	●	●	●	●			●				●	**Parks and Recreation**	PLN, PWE
MC1.C	Ensure the built environment accommodates emerging technologies, including autonomous vehicles, personal delivery devices, and air mobility, by integrating future-proof infrastructure into planning and development projects.						●	●	●	●	●	●	●		●					**Public Works and Engineering**	MKT, PLN, DEV
MC1.D	Explore the feasibility of a pilot program to extend DART services to key Addison destinations, such as the Vitruvian Area and other developing locations, by conducting a demand analysis, assessing ridership potential, and identifying service gaps.		30	●				●			●	●			●					**City Manager's Office**	CMO, ED, MKT, PLN, P&R, PWE
MC1.E	Determine the optimal design and route for a shuttle or circulator route, along with other shared-use systems, by conducting a thorough analysis of local transit needs, traffic patterns, and key destination points.		29	●				●	●		●				●					**Public Works and Engineering**	PLN, PWE
MC1.F	Evaluate transit alternatives by analyzing their potential to improve connectivity and reduce congestion.		28	●				●	●		●	●	●		●					**Public Works and Engineering**	PLN, PWE, NPO, RA
MC1.G	Install bicycle parking to connect residents, employees, and visitors to nearby destinations by identifying high-traffic areas for bike racks and docking stations.		28	●					●		●	●	●		●				●	**Parks and Recreation**	PLN, PWE, NPO
MC1.H	Adopt ordinances to support and regulate micro-mobility options, such as bike-share and scooter-share programs, by outlining clear guidelines for safety, parking, speed limits, designated areas of operation and in alignment with the Texas Transportation Code.		27	●				●	●	●	●		●		●				●	**Planning Division**	PWE
MC1.I	Design the Addison Circle area to be a cycling destination by incorporating the findings of the NCTCOG DART Silver Line Station Quorum Pilot Program.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, DEV

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
MC2.A	Incorporate recommendations and projects from the 2021 Trails Master Plan into the 2025 Master Transportation Plan update.		25	●				●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.B	Ensure future developments and redevelopments are designed in a manner that places pedestrian and bicyclists' experience as a high prioirity.						●	●	●		●	●	●		●				●	**All Town Departments**	CC, P&Z
MC2.C	Utilize the Park Development Fee to build out trails and amenity projects that support walkability throughout the town.						●	●	●		●				●				●	**Parks and Recreation**	FIN, RA
MC2.D	Identify other location(s) to conduct tactical projects modeled after the Quorum Drive project and implement as budget allows.		30	●				●	●		●	●	●		●				●	**Parks and Recreation**	PLN, PWE
MC2.E	Identify and secure funding for bicycle and pedestrian connections over the Dallas North Tollway.		26	●					●		●	●	●		●				●	**City Manager's Office**	PLN, PWE, RA
MC2.F	Complete the Cotton Belt Trail with connections to existing system and trailhead at the DART station.		28	●				●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.G	Incorporate recommendations for major thoroughfare enhancements and other east/west projects from the Trails Master Plan into the upcoming update to the Master Transportation Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.H	Design bike/ped crossing of Dallas North Tollway based on input from the design concepts that have been considered by the Town.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.I	Complete Beltway Drive bike/ped enhancements as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.J	Complete the Redding Trail connection along the Oncor utility easement between Midway Road and Inwood Road in accordance with the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

Continued From Previous Page

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
MC2.K	Complete Quorum Drive multi-modal enhancements as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.L	Complete Westgrove Drive two-way cycle track as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.M	Complete Inwood "Rail Trail" to Addison central as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R
MC2.N	Complete Addison Road Trail bike/ped enhancements as outlined in the Trails Master Plan.				●			●	●		●	●	●		●				●	**Public Works and Engineering**	PLN, P&R

ACTION TYPE LEGEND

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ECONOMIC DEVELOPMENT

MC3 Reimagine Addison's arterial roadways as beautified, functional, multi-modal corridors that complement the redevelopment we seek along them.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
MC3.A	When designing intersection reconfigurations, prioritize pedestrian comfort and safety from the outset by incorporating features such as, but not limited to, clearly marked crosswalks, pedestrian signals with adequate crossing times, curb extensions, and traffic calming measures.						●	●			●		●		●				●	**Public Works and Engineering**	PLN
MC3.B	Coordinate efforts for reconfiguration of arterials with the 2021 Trails Master Plan to incorporate other pathways for users other than vehicles within existing rights of way.						●	●			●		●		●				●	**Public Works and Engineering**	PLN, P&R
MC3.C	Adopt a Grand Boulevards approach to Addison's major corridors.				●			●			●		●		●				●	**Public Works and Engineering**	PLN, P&R
MC3.D	Create a matrix to prioritize enhanced visual appeal and community experience while ensuring the design supports efficient traffic flow and promotes safety and accessibility for all users.		**26**	●				●			●		●		●				●	**Public Works and Engineering**	PLN, P&R
MC3.E	Identify arterial roadways for implementing a signature landscape palette with a focus on corridors that serve as key entry points or connectors within the community.		**26**	●							●				●				●	**Planning Division**	CC, P&R, PWE, P&Z

ACTION TYPE LEGEND

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ECONOMIC DEVELOPMENT

MC4 Make safe movement of cars, bikes, and pedestrians on arterials the priority.

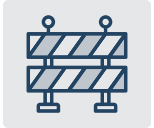
ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
MC4.A	Adopt adaptive road designs that allow for future conversion of existing roadways into different types of thoroughfares, as needed.		25	●				●	●		●		●		●				●	**Public Works and Engineering**	PLN
MC4.B	Update rights of way design standards to provide maximum separation and physical barriers to protect pedestrians and cyclists in the 2025 Master Transportation Plan (MTP).		25	●				●	●		●		●		●				●	**Public Works and Engineering**	PLN
MC4.C	Identify intersections and implement the appropriate traffic calming measurements identified in the 2025 MTP.		26	●				●	●		●		●		●				●	**Public Works and Engineering**	FD, PLN
MC4.D	Identify arterial roadways where parkways can be enhanced with wide sidewalks, street trees and other pedestrian-friendly amenities.		26	●				●	●		●		●		●				●	**Planning Division**	FD, P&Z
MC4.E	Create a four month pilot program for adaptive restriping along a major arterial.		29	●				●	●		●		●		●				●	**Public Works and Engineering**	CC, CMO, PLN
MC4.F	Report recommended changes in Town policy to City Council dependent upon results of adaptive restriping pilot program including, but not limited to analysis of traffic counts, travel time, and public sentiment.		29	●				●	●		●		●		●				●	**Public Works and Engineering**	CC, CMO, PLN

ACTION TYPE LEGEND

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ECONOMIC DEVELOPMENT



MC5 Design neighborhood streets to prioritize people, place and productive development.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ y r)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
MC5.A	Update codes and design standards to encourage short block lengths and a gridded street pattern with new and redevelopment.		25	●				●	●		●		●		●				●	**Planning Division**	CMO
MC5.B	Implement traffic calming elements that force drivers to go slow.						●	●	●		●		●		●				●	**Public Works and Engineering**	PLN, DEV
MC5.C	Incorporate a Complete Streets policy for neighborhoods demonstrating a commitment to multiple transportation options as a result of Neighborhood Planning and the 2025 Master Transportation Plan Policies.		32		●			●		●	●		●		●				●	**Public Works and Engineering**	CC, CMO, PLN, P&Z, VOL
MC5.D	Develop a program to address missing sidewalk links and repair needs.				●			●	●		●		●		●				●	**Public Works and Engineering**	PLN
MC5.E	Partner with residents to identify areas of opportunities that will improve pedestrian safety and mobility within and between neighborhoods and activity centers.				●			●	●	●	●		●		●				●	**Planning Division**	CC, P&Z, VOL

ACTION TYPE LEGEND

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ECONOMIC DEVELOPMENT

MC6 Facilitate build-out of Addison as a major North Dallas transportation Hub.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ yr)	TIMING: Recurring	DECISION MAKING PRINCIPLES: People First	DECISION MAKING PRINCIPLES: Aesthetics Matter	DECISION MAKING PRINCIPLES: Leadership	DECISION MAKING PRINCIPLES: High Quality of Life	DECISION MAKING PRINCIPLES: Economic Prosperity	COUNCIL FOCUS AREAS: Public Safety	COUNCIL FOCUS AREAS: Eco. Dev & Revitz.	COUNCIL FOCUS AREAS: Mobi. & Conn.	COUNCIL FOCUS AREAS: Infra Dev. & Maint.	COUNCIL FOCUS AREAS: Fin. Health & Org. Ex.	COUNCIL FOCUS AREAS: Comm. Engagement	COUNCIL FOCUS AREAS: Vibrant Active Comm.	CHAMPION	SUPPORT
MC6.A	Continue to work with outside agencies to promote regional mobility improvements and initiatives (DART, NCTCOG, TxDOT).						●	●			●				●				●	**All Town Departments**	NPO, RA
MC6.B	Research and apply for relevant grants, public-private partnerships, and local or federal funding programs or opportunities to support the development of desired amenities.						●	●		●		●			●				●	**Planning Division**	CC, CMO, FIN, P&R, PWE, P&Z, NPO, RA
MC6.C	Identify and prioritize projects that will enhance regional connections, considering factors like feasiblity, impact and cost-effectiveness.						●				●	●			●				●	**All Town Departments**	CC, P&Z
MC6.D	Identify and coordinate with bike- and scooter-share programs to be strategically placed in destinations ripe for walkable redevelopment around the Town for usage.				●			●			●				●				●	**Planning Division**	CMO, ED, MKT, P&R, PWE
MC6.E	Implement a measurement system to assess the effectiveness of regional connectivity initiatives, including user satisfaction and improved accessibility.				●			●	●		●				●				●	**Marketing and Tourism**	CC, CMO, PLN, PWE, P&Z

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ECONOMIC DEVELOPMENT



RELATED PLANS & INITIATIVES RECOMMENDATIONS

RP1

Continue to implement recommendations outlined in existing plans per the specified timelines.

The Town has several existing master plans and small area plans that were recently completed and support the vision, principles, and goals outlined in this plan. The Town should continue to implement the recommendations and projects outlined in these plans.

RP2

Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

Some of the Town's plans are older and need updating. As these plans are revised, they should include recommendations and projects that support the vision, principles, and priorities included in this Comprehensive Plan.

ACTION TYPE LEGEND

GUIDELINES



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CAPITAL INVESTMENTS



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ECONOMIC DEVELOPMENT



RP1 Continue to implement recommendations outlined in existing plans per the specified timelines.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
RP1.A	Continue to implement recommendations outlined in the 2019 Parks, Recreation, and Open Space Master Plan.						●				●	●				●			●	**Parks and Recreation**	CC, CMO, ED, MKT, PLN, PWE, DEV
RP1.B	Continue to implement recommendations and projects outlined in the 2021 Trails Master Plan.						●	●			●	●		●	●	●				**Parks and Recreation**	CC, CMO, ED, PLN, PWE, DEV, RA
RP1.C	Implement recommendations and projects outlined in the 2025 Addison Circle Park Vision Plan.						●	●	●		●	●		●	●				●	**Parks and Recreation**	CC, CMO, ED, MKT, PLN, PWE
RP1.D	Build two-year strategic redevelopment plans for the areas outlined in the Market Competitiveness Report (Appendix to the Comprehensive Plan) that considers Town policy reform, funding strategies, and redevelopment incentives, as applicable through the Econonic Development Strategic Plan.		28	●				●	●	●	●	●		●					●	**Economic Development**	AIR, CC, CMO, PLN, P&Z
RP1.E	Implement the individual two-year plans for the areas outlined in the strategic redevelopment plans.					●		●	●	●	●	●		●					●	**Economic Development**	CC, CMO, MKT, PLN, PWE, DEV
RP1.F	Implement the recommendations and projects outlined in the Quorum South Placemaking Plan.				●			●	●		●	●		●	●	●			●	**Parks and Recreation**	CC, ED, MKT, PLN
RP1.G	Utilize the recommendations and projects outlined in the Addison Circle Special Area Study to determine high priority improvements to be made with the Comprehensive Plan.				●			●	●		●	●		●	●				●	**Planning Division**	CC, CMO, ED, MKT, P&R, PWE, P&Z
RP1.H	Utilize the recommendations and projects outlined in the 2025 Master Transportation Plan to determine high priority improvements to be made with the Comprehensive Plan.				●			●	●		●	●		●	●			●		**Public Works and Engineering**	CC, CMO, ED, PLN, P&R
RP1.I	Utilize the recommendations and projects outlined in the Airport Master Plan to determine high priority improvements to be made with the Comprehensive Plan.				●			●	●		●	●				●				**Airport**	CC, CMO, ED, PLN, PWE
RP1.J	Utilize the recommendations and projects outlined in the Facilities Master Plan to determine high priority improvements to be made with the Comprehensive Plan.				●			●	●		●	●					●			**General Services**	CC, CMO, ED, PLN, P&R, PWE
RP1.K	Utilize the recommendations and projects outlined in the Midway South Special Area Plan to determine high priority improvements to be made with the Comprehensive Plan.				●			●	●		●	●		●	●				●	**Planning Division**	CC, CMO, ED, MKT, P&R, PWE, P&Z
RP1.L	Utilize the recommendations and projects outlined in the Inwood Enhancement Zone Study to determine high priority improvements to be made with the Comprehensive Plan.				●			●	●		●	●		●					●	**Planning Division**	CC, CMO, ED, MKT, P&R, PWE, P&Z

RP2 Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

ACTION NUMBER	ACTION	ACTION TYPE	TIMING					DECISION MAKING PRINCIPLES					COUNCIL FOCUS AREAS							CHAMPION	SUPPORT
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitz.	Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.		
RP2.A	Integrate Master Plans, Small Area Plans, and other Town planning documents into the Related Plans & Initiatives and assist in coordinating and communicating progress across all Town efforts.				●					●	●	●	●	●	●	●	●	●	●	**All Town Departments**	CC
RP2.B	Ensure that adopted plans are consistent with this Plan; when they are not, coordinate edits to bring them in line until new versions can be pursued. New versions should use this Plan as their foundation.				●					●	●	●	●	●	●	●	●	●	●	**All Town Departments**	CC
RP2.C	Integrate the vision, principles, and recommendations outlined in this Comprehensive Plan, particularly those in the Mobility and Connectivity component, into the 2025 Master Transportation Plan update.		**25**	●				●			●	●			●					**Public Works and Engineering**	CC, CMO, ED, PLN, P&R
RP2.D	Update the 2018 Addison Circle Special Area Study to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan and in coordination with the Addison Circle Park Vision Plan.				●						●	●		●	●				●	**Planning Division**	CC, CMO, ED, P&R, PWE, DEV, RA
RP2.E	Actively pursue uses and development called for from the Addison Circle Area Plan that will bolster activity within the Transit Oriented Development (TOD).						●				●	●		●			●			**Economic Development**	CC, P&Z
RP2.F	Update or replace the 2019 Economic Development Strategic Plan to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan and the accompanying Market Competitiveness Report.		**29**	●						●	●	●		●						**Economic Development**	CC, CMO, PLN, P&R, DEV, RA
RP2.G	Update or replace the Airport Master Plan to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan and the accompanying Market Competitiveness Report.		**27**	●								●		●		●				**Airport**	CC, CMO, ED, PLN, PWE
RP2.H	Update the 2017 Inwood Enhancement Zone Study to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan.		**30**	●					●		●	●		●						**Planning Division**	CC, CMO, ED, P&R, PWE, DEV
RP2.I	Update the 2022 Midway South Special Area Study to reflect the vision, principles, and recommendations outlined in this Comprehensive Plan.				●						●	●		●						**Planning Division**	CC, CMO, ED, P&R, PWE, DEV

GLOSSARY

Adaptive Reuse
The redevelopment of existing built stock that is not intended for its original use but rather for the purposes of contemporary living and other operations.

(What Is Adaptive Reuse? | Planopedia. (n.d.). Www.planetizen.com. https://www.planetizen.com/definition/adaptive-reuse)

Built Environment
The elements of the environment that are generally built or made by people as contrasted with natural processes.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Complete Neighborhoods
A neighborhood where access to housing, jobs, education, essential needs, services, and amenities are all organized around the human scale.

(Program Kickoff. (2022). https://www.mhp.net/assets/resources/documents/Complete-Neighborhoods-Partnership-Webinar-03-10-22_v2.pdf)

Complete Streets
Complete Streets is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities

(Smart Growth America. (2023). Complete Streets. Smart Growth America. https://smartgrowthamerica.org/what-are-complete-streets/)

Congress for New Urbanism (CNU)
A member-based 501(c)(3) nonprofit championing better design of cities and towns to improve lives and strengthen communities for all.

(CNU. (n.d.). CNU. https://www.cnu.org/)

Congress for New Urbanism and Institute of Transportaion Engineers (CNU-ITE)
Jointly created manuals that that focus on the design and elements for walkable urban thoroghfares.

(amckeag. (2015, June 11). CNU / ITE Manual. CNU. https://www.cnu.org/our-projects/cnu-ite-manual)

Dallas Area Rapit Transit (DART)
Dallas Area Rapid Transit is a transit agency serving the Dallas–Fort Worth metroplex of Texas. It operates buses, light rail, commuter rail, and high-occupancy vehicle lanes in Dallas and twelve of its suburbs, including the Town of Addison.

(DART.org - Dallas Area Rapid Transit. (n.d.). Dart.org. https://dart.org)

Dallas North Tollway (DNT)
A 33-mile controlled-access toll roadway operated by the North Texas Tollway Authority, which runs from Interstate 35 near Downtown Dallas, to West First Street in Prosper

(Dallas North Tollway (DNT) | NTTA. (2023). Ntta.org. https://www.ntta.org/dallas-north-tollway-dnt)

Federal Aviation Agency (FAA)
A U.S. federal government agency within the U.S. Department of Transportation which regulates civil aviation in the Unites States and surrounding international waters.

(Federal Aviation Administration. (2019). Federal Aviation Administration. Faa.gov. https://www.faa.gov/)

Human Scale
Elements in the built environment that are proportional to the human body.

(Jackson, J. (2023, July 14). What is human scale? Bike Walk Life. https://bikewalk.life/2023/07/what-is-human-scale/)

Metropolitan planning organization (MPO)
(See also regional planning agency)

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Manual on Uniform Traffic Control Devices (MUTCD)
Manual for providing minimum standards and guidance of traffic control devises on roadways.

(MUTCD Overview - FHWA MUTCD. (n.d.). Mutcd.fhwa.dot.gov. https://mutcd.fhwa.dot.gov/kno-overview.htm)

National Association of City Transportation Officals (NACTO)
An association of 100 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

(National Association of City Transportation Officials. (n.d.). National Association of City Transportation Officials. https://nacto.org)

Not In My Back Yard (NIMBY)
A colloquialism signifying one's opposition to the locating of something considered undesirable in one's neighborhood.

(Kinder, P. (2024, September 22). NIMBY | Meaning, Examples, & Facts | Britannica. Www.britannica.com. https://www.britannica.com/topic/NIMBY)

North Central Texas Council of Governments (NCTCOG)
A voluntary association of, by and for local governments in the North Central Texas region, established to assist in regional planning.

About Us. (2021). Http://Www.twitter.com/NCTCOGtrans. https://nctcog.org/about-us)

Public Improvement District (PID)
A special assessment area created at the request of the property owners in a specific district. Property owners pay a supplemental assessment with their taxes, which the PID uses for services above and beyond existing Town services. The assessment allows each PID to have its own work program, which may consist of eligible activities such as marketing the area, providing additional security, landscaping and lighting, street cleaning, and cultural or recreational improvements.

(2017 Inwood Road Enhancement Zone (Financing Strategy, 3-11))

Public-Private Partnership
A partnership between the local municipality and the developer where both entities have a significant interest in the success of the project, typically through financial contribution.

(2017 Inwood Road Enhancement Zone (Financing Strategy, 3-11))

Regional planning agency
An organization engaged in areawide comprehensive and functional planning.

((A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf))

Stroad
A multi-laned thoroughfare that has elements of both a street and a road.

(Strong Towns. (2018, March 2). What's a STROAD and Why Does It Matter? Strong Towns. https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter)

Tax Increment Financing (TIF)
A tool used by cities and other development authorities to finance certain types of development costs. The public purposes of TIF are the redevelopment of blighted areas, construction of low- and moderate income housing, provision of employment opportunities, and improvement of the tax base. With TIF, a city "captures" the additional property taxes generated by the development that would have gone to other taxing jurisdictions and uses the "tax increments" to finance the development costs.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Texas Department of Transportation (TxDOT)
A Texas state government agency responsible for construction and maintenance of the state's highway infrastructure.

(Texas Department of Transportation (State of Texas. (2012). Texas Department of Transportation. Txdot.gov. https://www.txdot.gov/)

Third Place
A place other than home (first place) or work (second place) meant for informal community gathering.

(The Great Good Place, (Ray Oldenburg, 1982))

Transit-Oriented Development (TOD)
The creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality train systems.

(Transit Oriented Development Institute. (2018). Transit

Oriented Development. Tod.org. http://www.tod.org/)

Unified Development Code (UDC)
The combining of development regulation and procedures, including but not limited to zoning and subdivision codes, sign and floodplain regulations, historic preservation provisions, administrative and hearings procedures, and commission bylaws, into a single unified code.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Yes In My Backyard (YIMBY)
Advocates who support housing development as response to the outcomes of restrictive zoning and planning policies.

(What Is a YIMBY? | Planopedia. (n.d.). Www.planetizen.com. https://www.planetizen.com/definition/yimbys)

COLOPHON

This document principally employs the typeface Whitney in running text and a number of headline styles – it was designed by Tobias Frere-Jones. Primary headlines are set in Tungsten in its semibold weight – it was designed by Tobias Frere-Jones with Jonathon Hoefler, and was used here to tie this document together with the adopted brand that the Town of Addison employs across its communication channels.

The document was laid out and typeset, and graphic elements were designed by Marshall Hines in Adobe InDesign, Illustrator, and Photoshop on Macintosh Computers. Layouts generally conform to a two-column setup, though notably, not here. Across the document, a 14-point baseline grid is utilized, though exceptions are found where needed. Maps were generated by Katherine Linares, Maddie Capshaw, Matt Meals, and Antonela Stoica in ArcGIS on Windows computers. Some maps were prepared for publication in Adobe Illustrator.

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