PLANNING AND ZONING COMMISSION
WORK SESSION

TUESDAY, SEPTEMBER 16, 2025

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

5:00 P.M. WORK SESSION

The Planning and Zoning Commission WORK SESSION will be held at the Addison Town Hall, 5300 Belt Line Road, Dallas, Texas 75254 on Tuesday, September 16, 2025 at 5:00 PM. For more information on the meeting location and ways to view the meeting, please contact Korrie Becht prior to 3:00 PM on the day of the meeting at 972-450-2848 or by emailing zoninginput@addisontx.gov. The meeting will be live streamed on Addison's website at www.addisontx.gov.

Call Meeting to Order

1. Status update on recent Planning and Zoning Commission cases and planning policy items.

2. Discussion regarding items on the agenda for the September 16, 2025 Planning and Zoning Commission Regular Meeting:
   - August 19, 2025 Planning and Zoning Commission Meeting Minutes.
   - Special Use Permit request for Flight Club, a restaurant with indoor entertainment, at Village on the Parkway (Case 1936-SUP).
   - Rezoning request from Mixed-Use Center (M-4) zoning district to Mixed-Use Suburban Corridor (M-2) zoning district for 4850 Airport Parkway for fee-simple townhomes (Case 1941-Z).
   - Planned Development Amendment for AMLI Treehouse, Phase 1 to

modify the Permitted Use and Development Standards and Development Plans for fee-simple townhomes (Case 1940-Z).
- Planned Development Amendment for AMLI Treehouse, Phase 2 to modify the Permitted Use and Development Standards and Development Plans for fee-simple townhomes (Case 1942-Z).

3. Present and discuss the latest draft of Advance Addison 2050.

Adjourn Meeting

NOTE: The Planning & Zoning Commission 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: _____
Korrie Becht, Development Services Assistant Director
DATE POSTED: _____
TIME POSTED: _____
DATE REMOVED FROM BULLETIN BOARD: _____
REMOVED BY: _____

Planning & Zoning Commission Work Session **2.**

Meeting Date: 09/16/2025

Agenda Caption:

Discussion regarding items on the agenda for the September 16, 2025 Planning and Zoning Commission Regular Meeting:

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Planning & Zoning Commission Work Session **3.**

Meeting Date: 09/16/2025

Agenda Caption:

Present and discuss the latest draft of Advance Addison 2050.

Recommendation:

Discussion only. No action required.

Attachments

Sept 2025 AA2050 Plan (Clean)
Sept 2025 AA2050 Appendix (Clean)
May 2025 AA2050 Plan (Public Comment)
May 2025 AA2050 Plan (Redline)

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 C & LANDMARK BOULEVARD & LANDMARK PLACE & LAUREL LANE & LE GRANDE DRIVE & LEADVILL ONT LANE & LES LACS AVENUE & LEWIS PLACE & LEXUS AVENUE & LINDBERGH DRIVE & LOCHINVAR RT & 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

ADVANCE ADDISON 2050

A Comprehensive Plan for the Town of Addison, Texas

ACKNOWLEDGEMENTS

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Chelsey Smith	MEMBER
Alan Then	MEMBER
Tyler Wright	MEMBER
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Diane Chavez	FORMER MEMBER
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EXECUTIVE SUMMARY

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 generation of businesses and residents. For Addison, this means becoming an even more 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.

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

The Advance Addison 2050 Comprehensive Plan is a commitment 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.

Introduction
p. 7-78

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.

Planning Components
p. 79-276

3

IMPLEMENTATION
This section outlines how to implement the plan's recommendations, emphasizing community involvement and alignment with Town values.

Implementation
p. 177-216

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.

PLACE TYPES

New development proposals must align with the Place Types Map to be considered compatible and receive a positive recommendation from staff.

Detailed Descriptions
p. 90-101

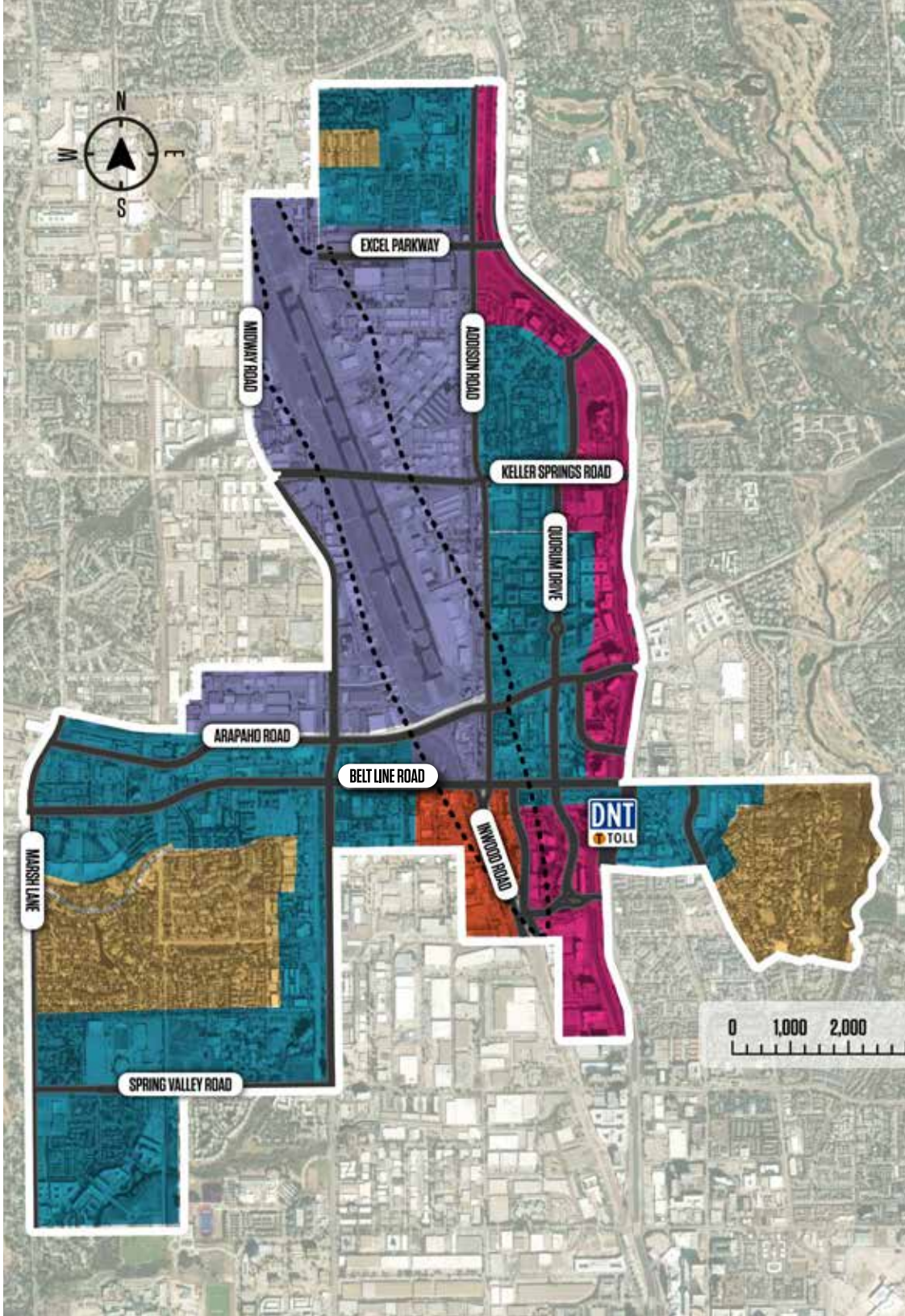
RESIDENTIAL LIVING
The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment.

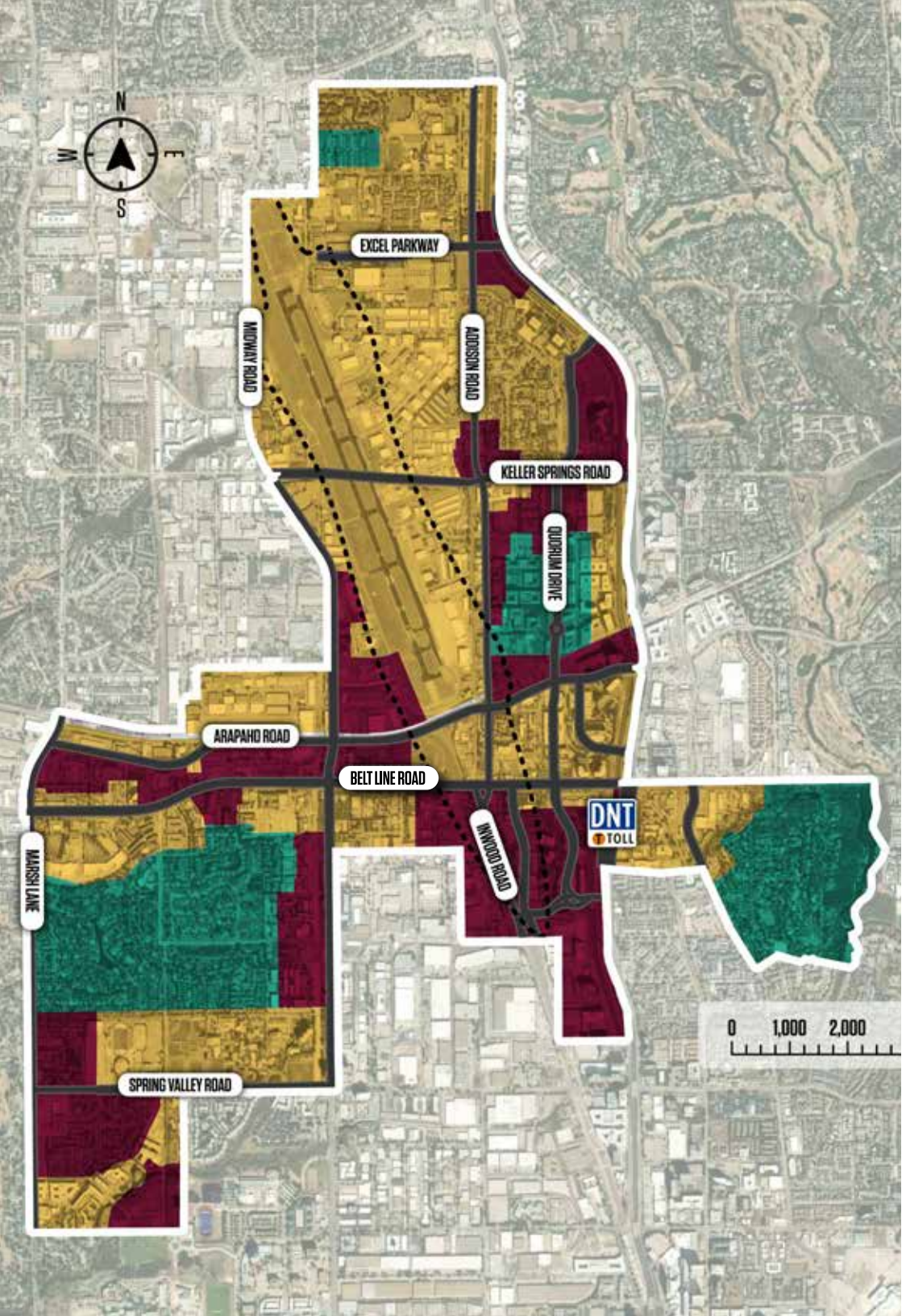
URBAN VILLAGE
The Urban Village Place Type is bifurcated into a suburban and urbanizing context, but both types of Urban Village require strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods.

HIGH-INTENSITY URBAN CENTER
The High Intensity Urban Center place type is the most intense, and it suggests heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT).

AVIATION & INDUSTRY
The Aviation and Industry Place Type encourages an increasingly competitive mix of lighter industrial uses (offices, clean technology) and heavier industrial uses (aircraft fueling, warehouses) in our aging industrial areas of Town that surround the Addison Airport.

INWOOD INNOVATION AREA
The Inwood Innovation Area Place Type focuses on cultural enrichment, innovation in industry, creative retail, and other special services.





SPECTRUM OF CHANGE

New development proposals must align with the Spectrum of Change Map to be considered compatible and receive a positive recommendation from staff.

Detailed Descriptions
p. 109-111

Preserve

These areas are expected to retain their current character, with occasional infill or maintenance to preserve value and appeal.

Enhance

These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements.

Develop/Redevelop

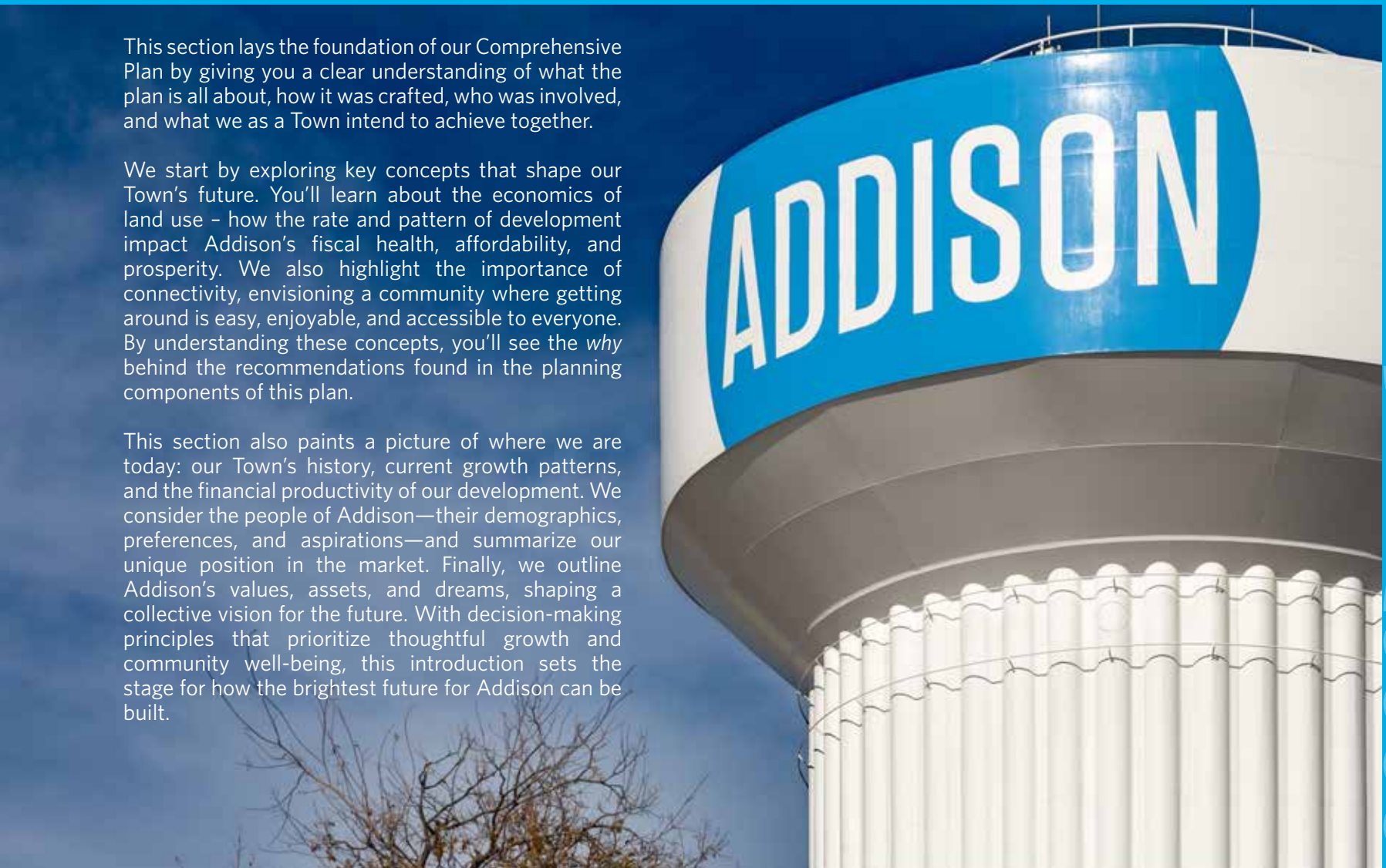
Properties in these areas are expected to undergo significant development or redevelopment, increasing the mix and intensity of uses to align with the area's envisioned place type.

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 connectivity, envisioning a community where getting around 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?

This Comprehensive Plan is 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.

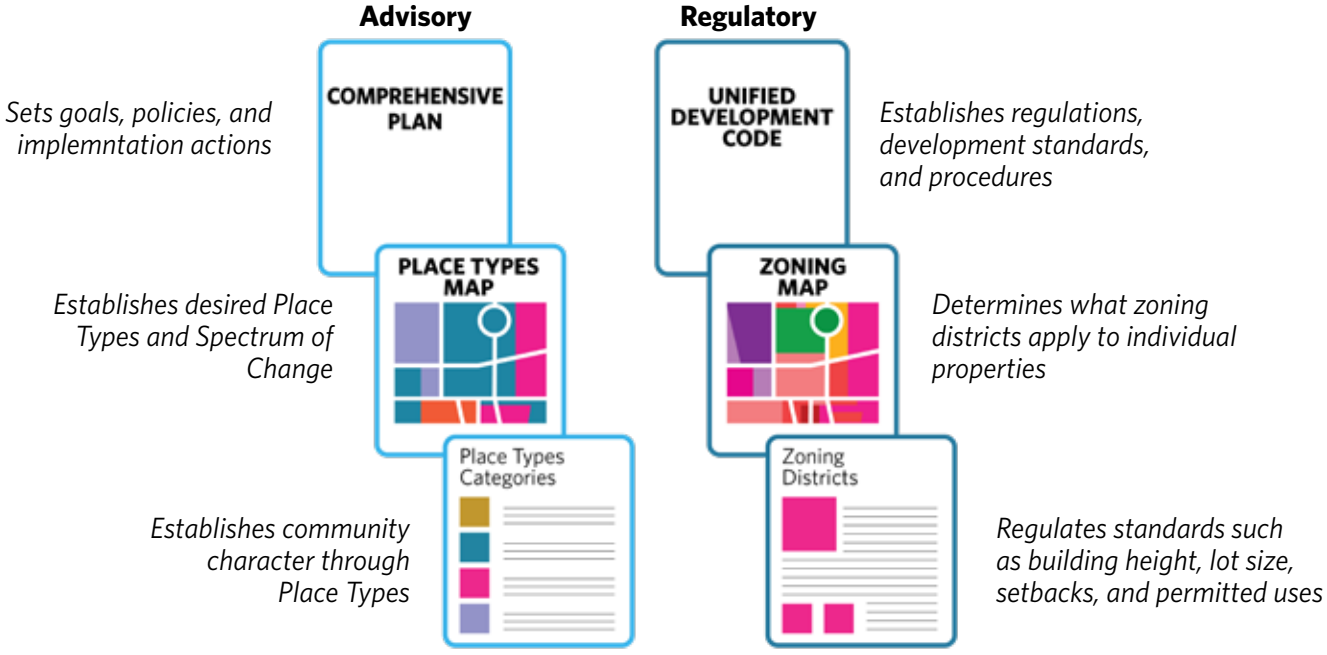
The Comprehensive Plan consists of visual components like maps, graphics, and illustrations to depict future land uses and clarify concepts. The text components summarize current context, including existing conditions and input from residents and businesses, and describe Addison's desired future. It 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

Through its commitment to high quality, higher density, mixed-use development, celebrated public spaces, and high design standards, Addison has produced a robust tax base and strong fiscal health. These efforts have also fostered a variety of neighborhoods and businesses, along with 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.

Connectivity
p. 148

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 has 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-evolving 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...	WHERE WE ADDRESS THIS...
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?**	*Fiscal Health* p. 66-75
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?**	*Town History & Identity* p. 40-41 p. 17-19
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?**	*Land Use & Development* p. 81-130
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?**	*Implementation* p. 177-216
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?**	*Engagement* p. 21-39 *Additional Information* **Advance Addison 2050 Dashboard**

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 will implement the path laid out. 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:

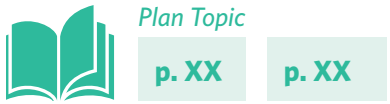
1. **Introduction:**
   What the Plan is about, who was involved, and what the Town intends to achieve.

2. **Planning Components:**
   A series of elements that align with Town priorities, projects, and policies.

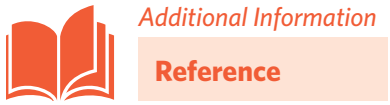
3. **Implementation:**
   How to work toward the recommendations.

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.



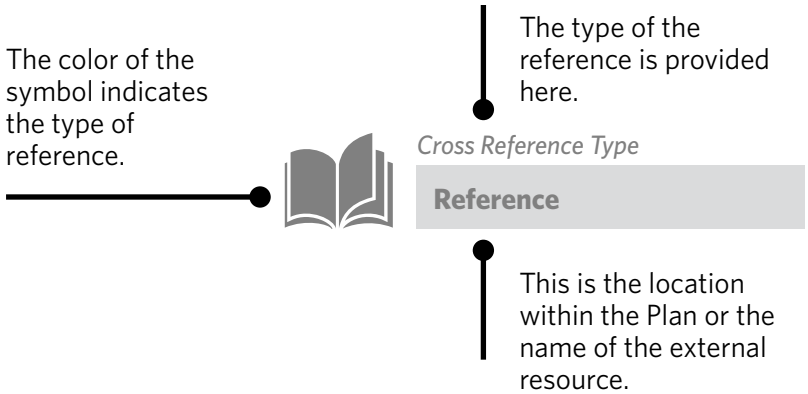
This symbol directs you to another section of the Plan for more information on this topic.



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.



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 or 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 Place Types and Spectrum of Change maps 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 Town's fiscal goals, both in the short and long term?**

Implementation
p. 177-216

	PLAN TYPE	EXAMPLE PLANS	APPROXIMATE FREQUENCY
1	COMPREHENSIVE PLAN	Advance Addison 2050 Comprehensive Plan	New Plan = 20 years Major Updates = 10 years
2	MASTER PLANS	Master Transportation Plan Airport Master Plan Economic Development Strategic Plan	New Plan = 15 years Major Updates = 5-10 years
3	AREA PLANS	Addison Circle Special Area Study Inwood Road Enhancement Zone Study	New Plan = 15-20 years Major Updates = 5-10 years

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.

PLANNING COMPONENT FRAMEWORK

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

Land Use & Development **p. 81-130**

Housing & Neighborhoods **p. 131-144**

Mobility & Connectivity **p. 145-164**

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 & Initiatives. As older, related plans are replaced by newer ones, the amendment process should remove outdated references.

Related Plans & Initiatives **p. 165-176**

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 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 townwide, either through specific recommendations and actions being in this Plan, or the recommendations of other plans being pointed to by the Related Plans recommendations.

Implementation **p. 177-216**

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

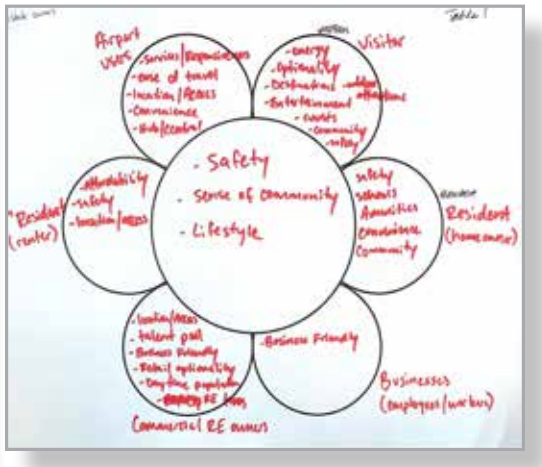
The identity of Addison is articulated through a Vision Story that tells a clear and compelling narrative about how Addison and its residents envision their future. This vision serves as a guiding light, reflecting the community's shared understanding of who they are and where they aim to be in the years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

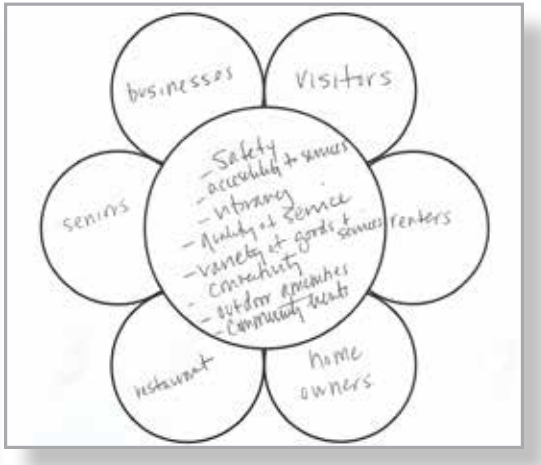
To ensure that Addison's future aligns with this vision, a set of Decision-Making Principles has been crafted. These principles offer a framework for making choices that keep the community on track toward realizing the future they have collectively envisioned.

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 Comprehensive Plan Advisory Committee 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: *Members of Addison's Comprehensive Plan Advisory Committee, Planning & Zoning 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 with the flower activity. 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.*

Below: *A few flower activity responses.*





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 multi-modal 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

J Addison is an urban town in the heart of the DFW Metroplex.
H We are the pacesetter for walkable, mixed-use communities
B 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
L 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,
C 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,
A 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
N our past success and continue being the best place to live, work, and visit. We aim to further our competitive edge by
E investing in a safe and complete mobility network, place-
M and experience-based businesses, and a diversity of housing options so that residents of all ages will have the highest quality of life available.

G We are intentional with our development, choosing projects, designs, and materials that live up to our high standards
D 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,
I leveraging our community's location and transportation assets, and building an increased sense of place and
F 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
K 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 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.

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. 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 was encapsulated in the Vision Story and Decision-Making Principles that guide the development of the Comprehensive 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.

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

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 (CPAC):
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):
Participated in 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.

Vision Story p. 19

Additional Information **Engagement Supplemental Materials (Appendix A)**

THE COMPREHENSIVE PLAN PROCESS

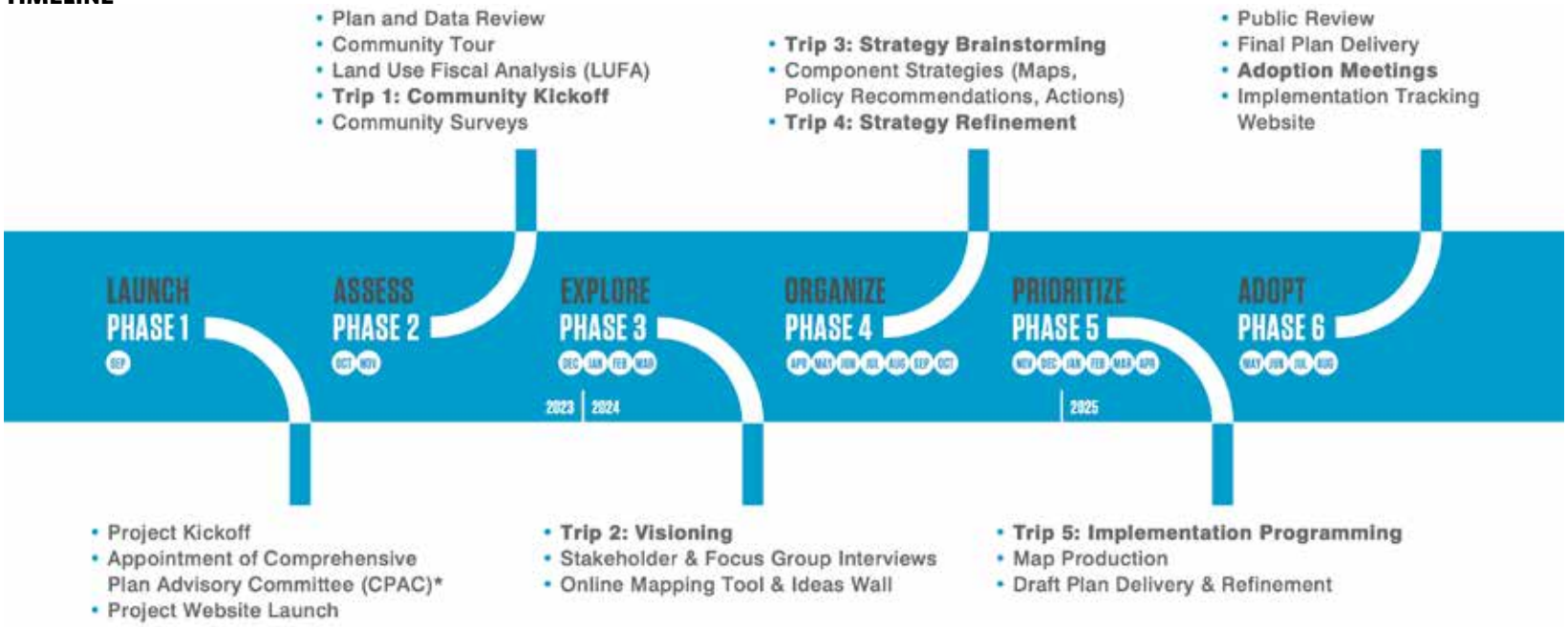
This Comprehensive Plan was broken up into six major phases. The first two phases focused on project initiation, data analysis, and completing a quantitative and qualitative assessment of existing conditions. Commercial development is critical to Addison's identity and fiscal health, so a detailed Market 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.

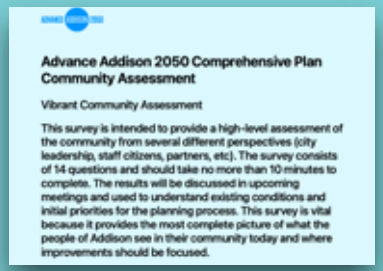
The final phase involved public hearings and adoption of the Plan, as well as the launch of a tracking tool that the Town will use to communicate progress on the Plan's implementation actions. After adoption of the Plan, successful implementation and meaningful and measured refinement will take place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

October 3-16, 2023

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 (Appendix A)

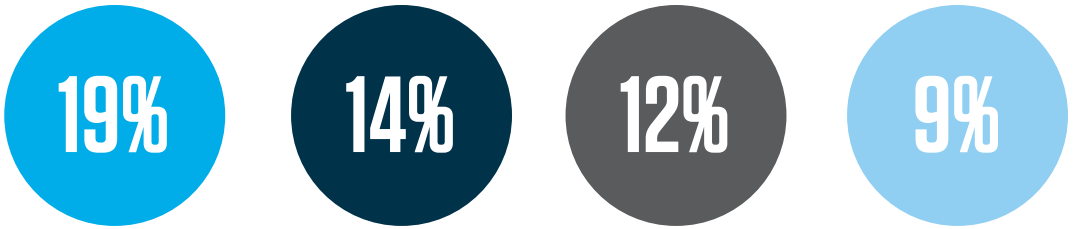
VIBRANCY AVERAGE: 6.41

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 training and development they need to thrive long-term? **5.72**
9. How proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them? **6.16**
10. To what extent are Town programs and services aligned and successful 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

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.

60 ATTENDEES

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.

Left: *CPAC members meet City Council and City Manager.*

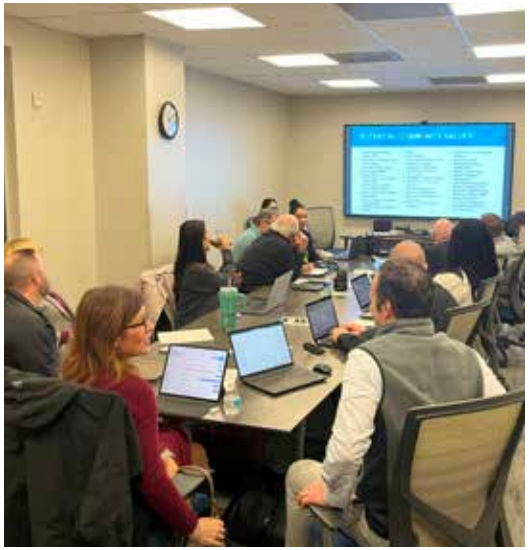
Middle: *CPAC member shares how to invest in Addison.*

Right: *Addison resident shares what she loves about Addison.*

STAFF WORKSHOPS

January 2024

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 was referenced throughout the process to ensure that suggestions from the community and consultant recommendations are realistically implementable.



2 WORKSHOPS

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.

All photos: *Town staff during workshops discussing the greatest opportunities and challenges Addison faces.*

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETINGS

November 2023 – April 2025

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.

12
CPAC Meetings

2
Joint Meetings with CPAC, P&Z and CC

25 MEMBERS

TOPICS DISCUSSED

- Land Use Fiscal Analysis
- Community Values and Assets
- Aspirations and Vision Story
- Market Assessment
- Place Types
- Housing Mix Prioritization
- Mobility and Connectivity
- Transformational Developments
- Implementation Actions
- Plan Document Review

All photos: *CPAC members and Town staff reviewing and discussing a draft of the Comprehensive Plan at a CPAC meeting.*

JOINT CITY COUNCIL & PLANNING AND ZONING MEETINGS

October 17, 2023, January 24 & July 11, 2024

3 JOINT MEETINGS

Three joint meetings with the City Council and Planning & Zoning Commission 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 needed 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.
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

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 to develop the communities' shared Values, Assets, Aspirations, and Vision Story.

751 RESPONSES

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

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).

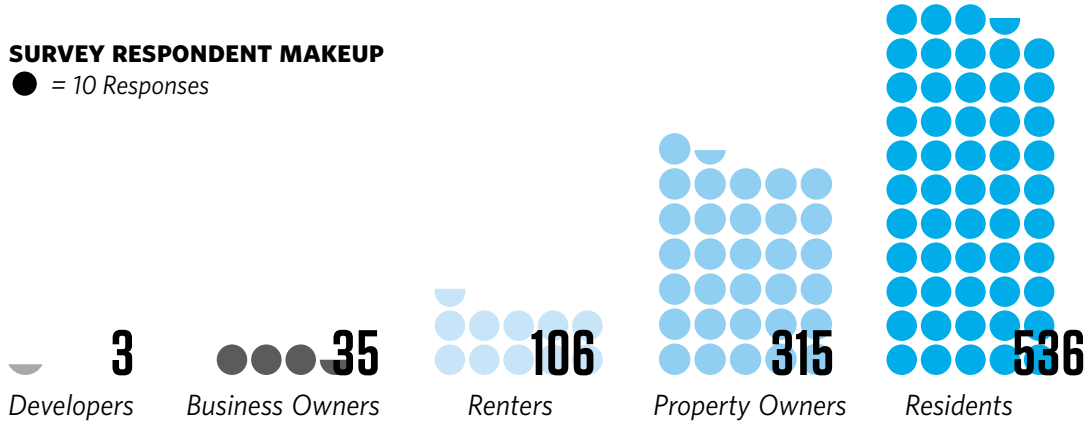
CENTRAL LOCATION IN THE REGION
Addison's location was selected by respondents as the #1 reason to love Addison.

Additional Information

Vision, Values, & Priorities Survey (Appendix D)

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 with 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

Dunn Brothers Coffee

Ida Claire

AMLI Addison

Java & Hopps

Hawkers Asian Street Food

Spectrum Center

Ascension Coffee

Astoria Caffe

POP-UP LOCATIONS

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'd lived in Addison, whether they owned or rented 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 the greater Addison community 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 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 introduced the concept of walkability. 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 Story. 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.

Additional Information

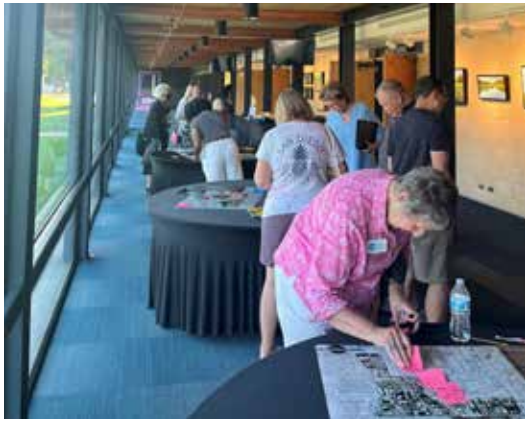
TEDTalk - Walkable City

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.



All Photos: *Residents provide feedback.*

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.

Additional Information

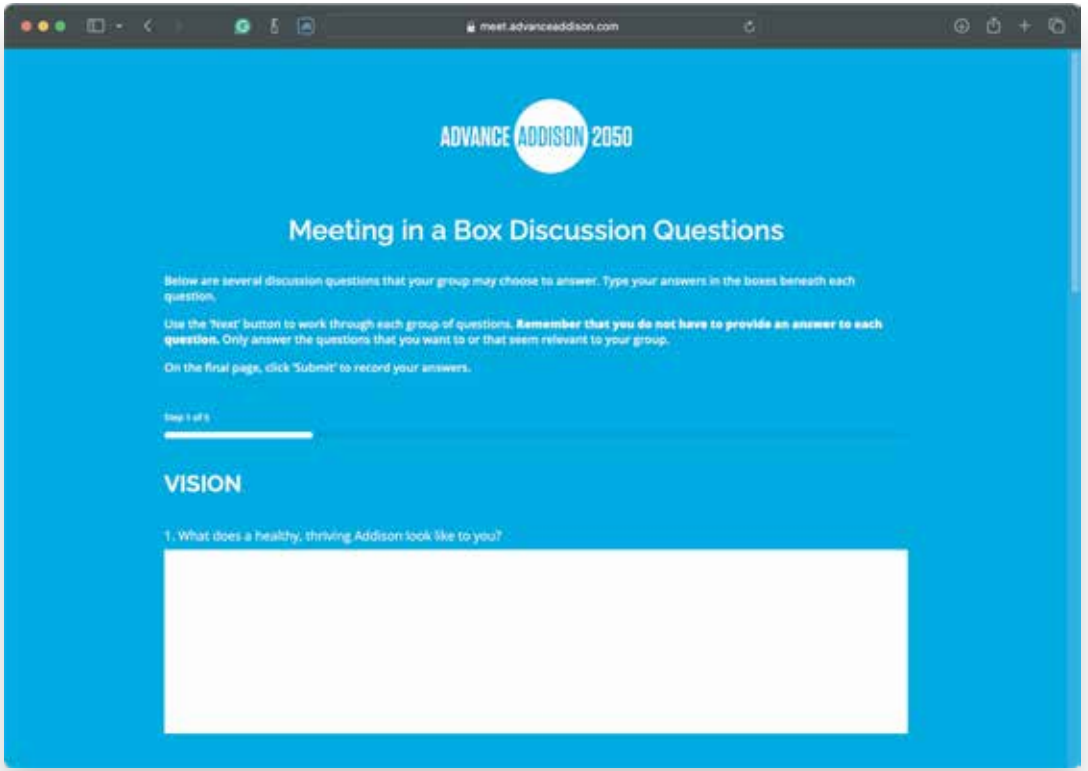
Vision, Values, & Priorities Survey (Appendix D)

5 RESIDENT-LED MEETINGS

29 RESPONSES

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.



Right: *Meeting-in-a-box discussion questions example.*

MAPPING TOOL

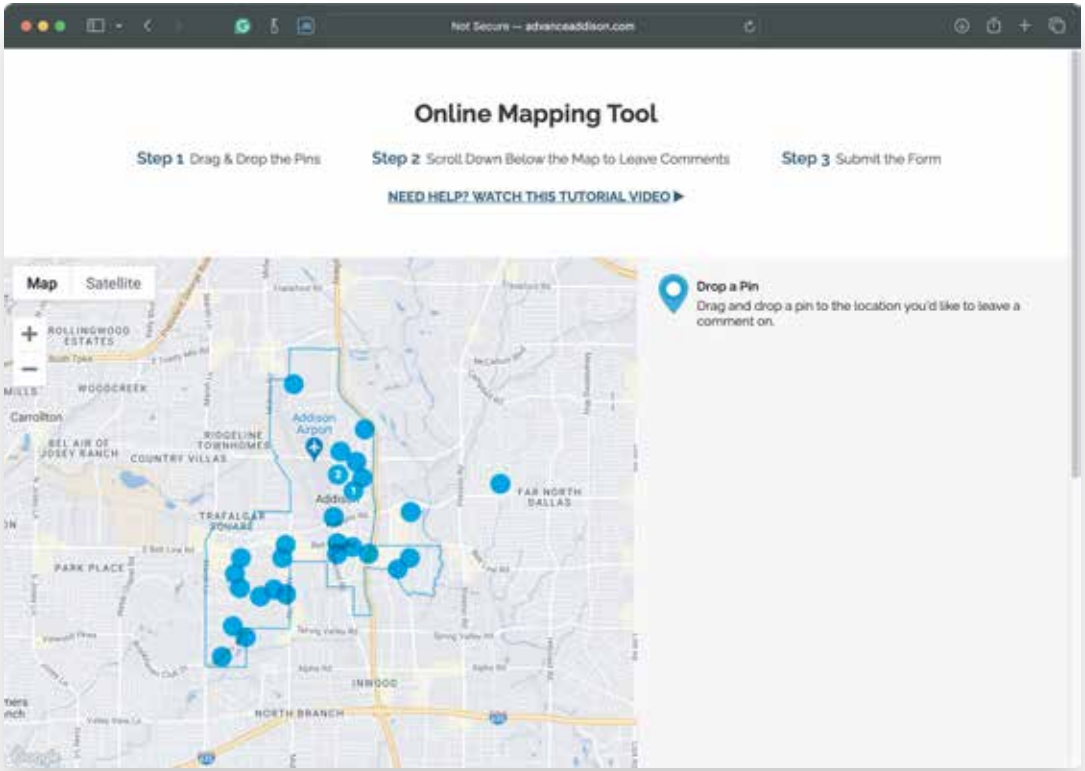
January 25, 2024

An online mapping tool activity was conducted during 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 was expanded for the next phase of the project to include pins for different categories that provided 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.



Right: *Mapping tool website home page.*

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 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.

All Photos: *Screen captures from the Virtual Room.*

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 facing higher vacancies, 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.

Engagement Input

Input provided was formed prior to the virtual room engagement opportunity. The virtual room activity was framed around the feedback provided earlier in the process.

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

Above: *At one engageent event, residents were asked 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.

Left and middle: *Residents provide feedback.*

CHARACTER TOPIC

- *Land Use & Development*
- *Housing*
- *Mobility & Connectivity*
- *Economic Development*
- *Innovation*

"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 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 Addison. 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 Addison. 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.

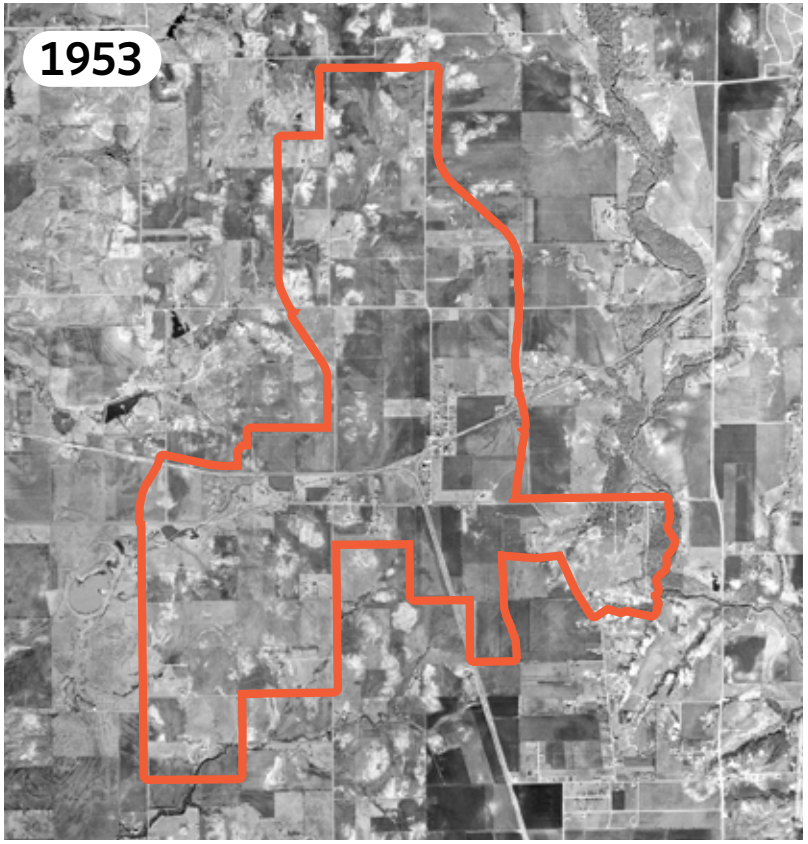
Connection to Advance Addison

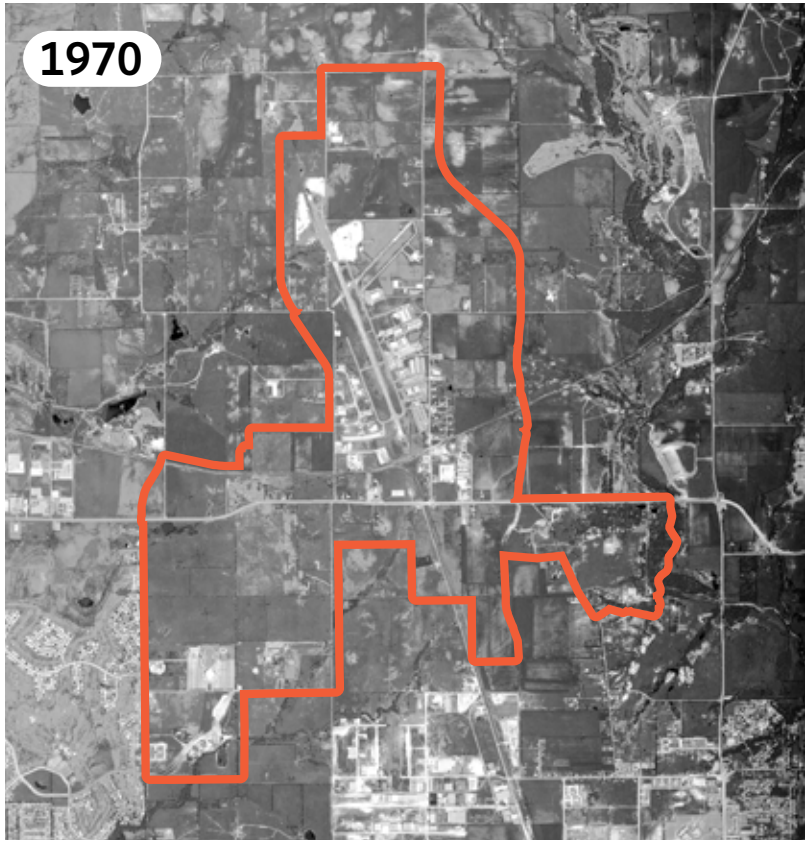
Addison's commitment to innovation with walkable urbanism began in the 1970s, was illustrated at Addison Circle, and was further cemented with the 2013 Comprehensive Plan. Information for this historical narrative pulled from the 2013 Town of Addison Comprehensive Plan.

Additional Information

2013 Comprehensive Plan

ADDISON, PAST & PRESENT



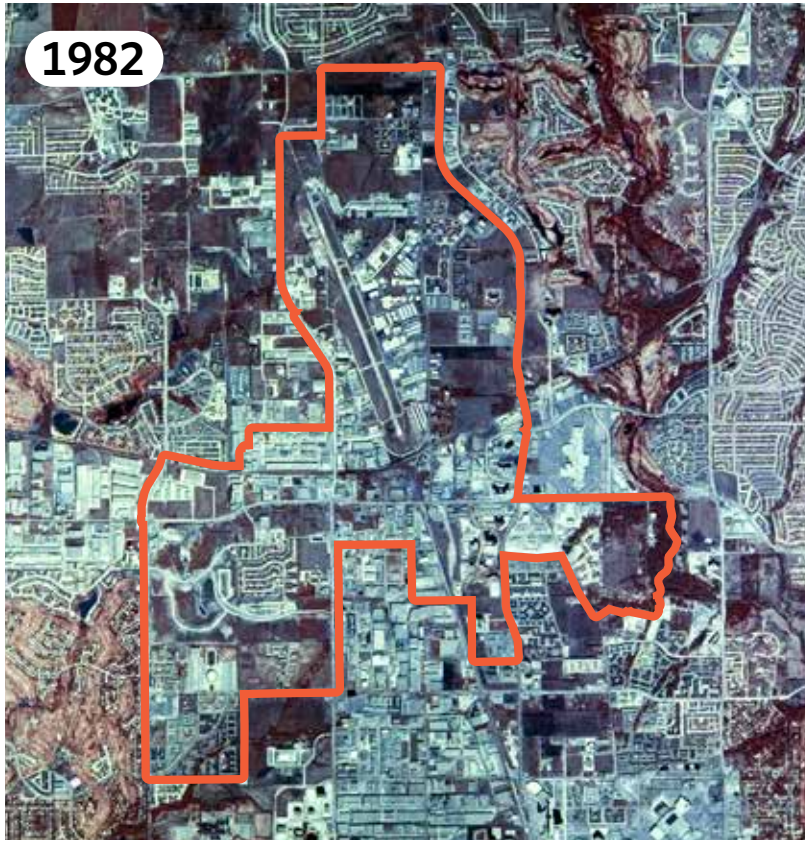


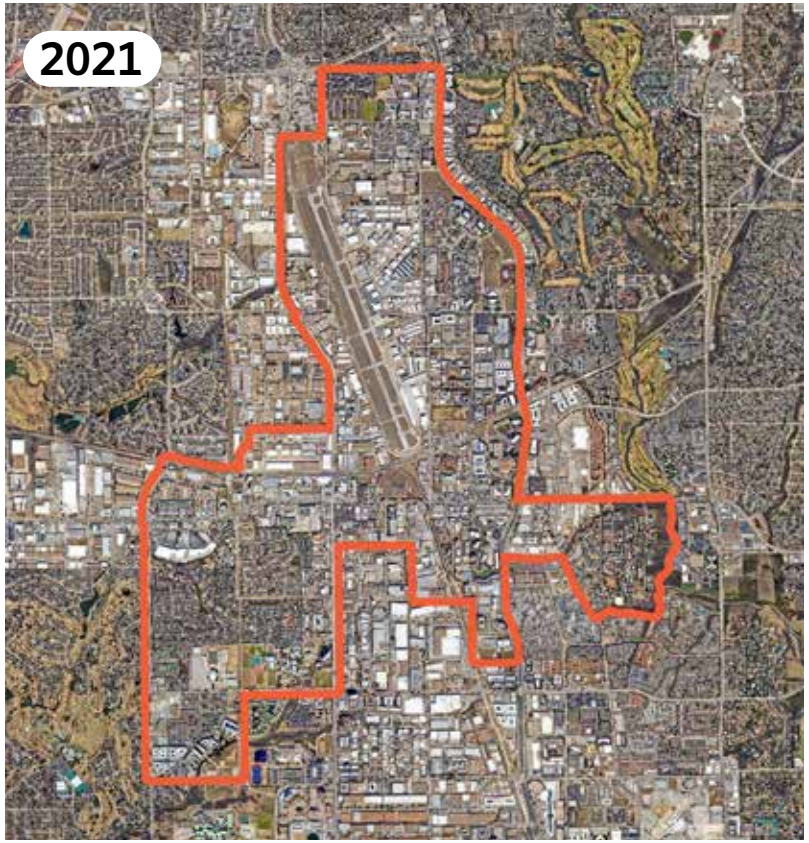
Note

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





1980 Intercontinental Hotel opens
1982 City Charter names "Town of Addison"
1985 First Kaboom Town event held
1988 WaterTower Theatre 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 Belt Line Master Plan Adopted
2021 Trail Master Plan Adopted
2022 Midway South Special Area Study Adopted

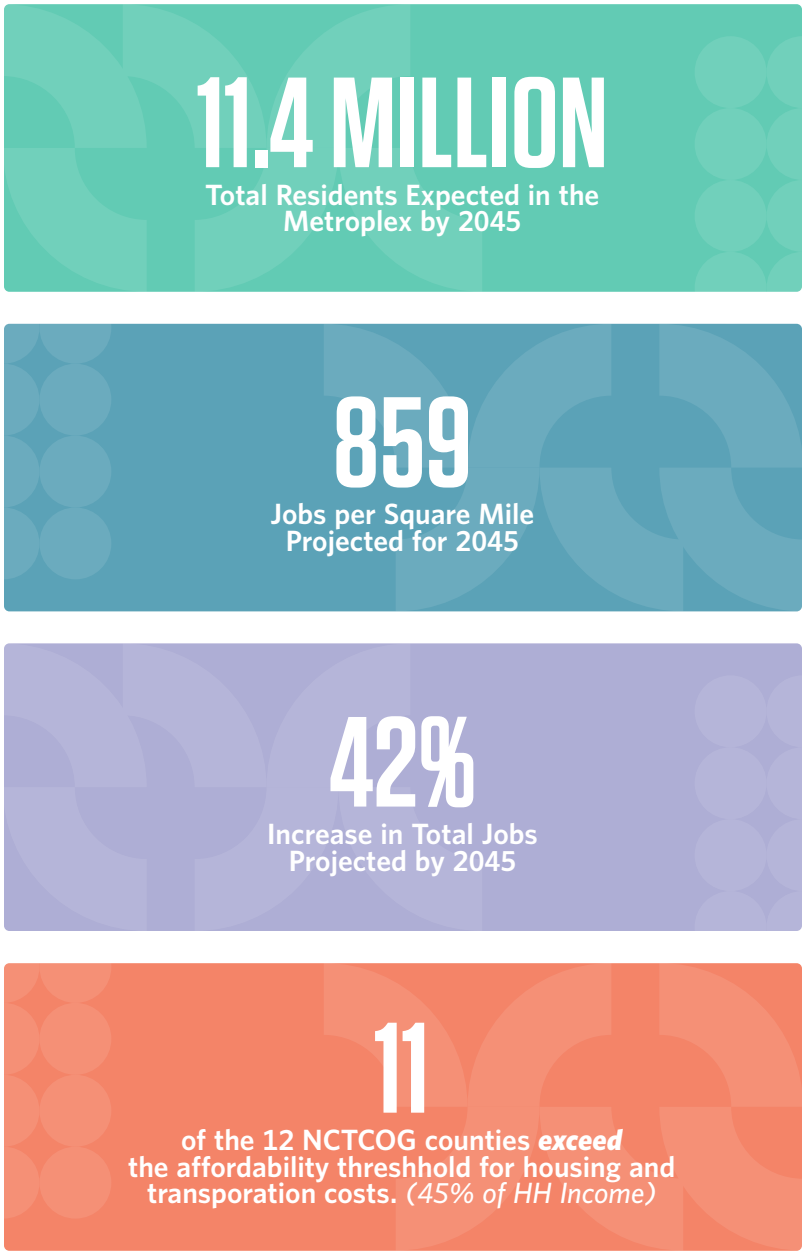
Historical Data Sources: 2013 Addison Comprehensive Plan, Town of Addison
Aerial Imagery Sources: United States Geological Survey, Maxar

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.



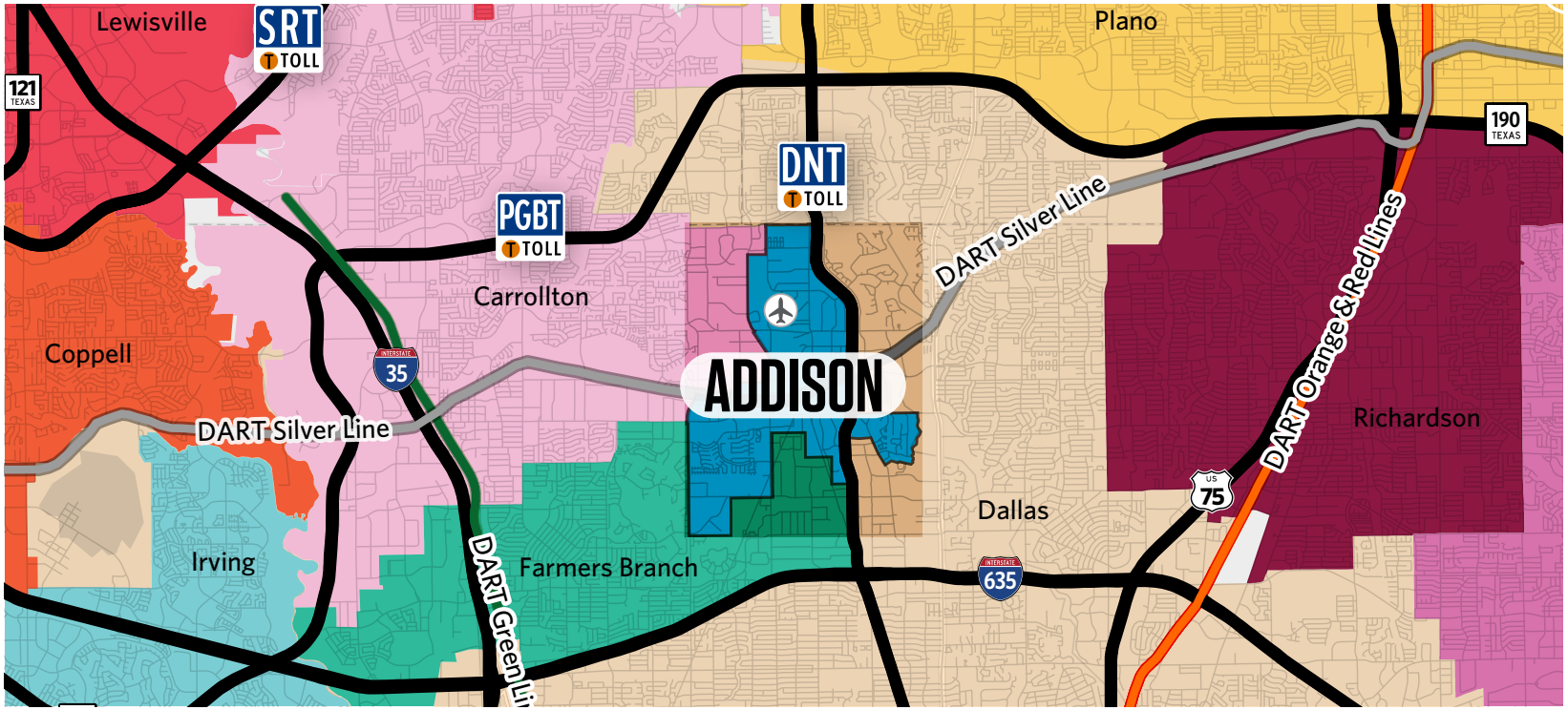
Source: NCTCOG Mobility 2045 Plan

ADDISON'S PRIME LOCATION IN THE REGION

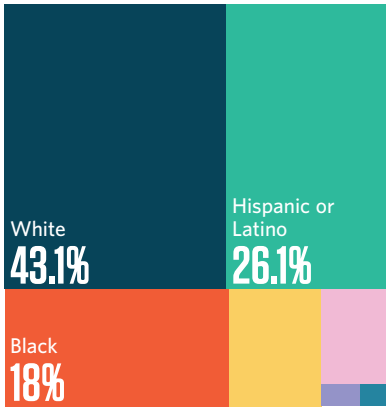
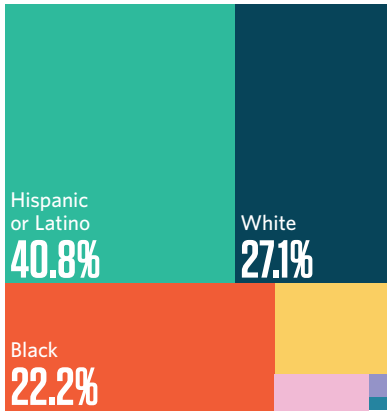
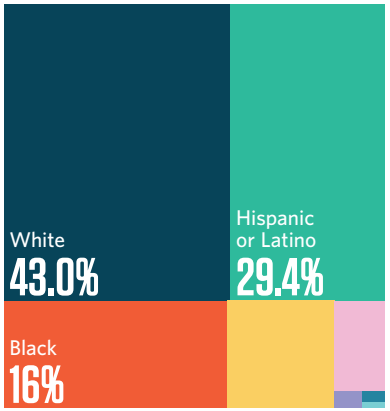
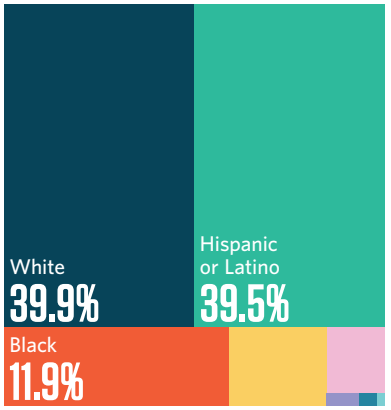
Addison is an "oasis" in the middle of the bustling DFW region. Located roughly halfway between downtown Dallas and Frisco at the crossroads of the Dallas North Tollway, President George Bush Turnpike, and a few miles north of Interstate 635, Addison is attractive to employers and residents alike. Businesses 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 U.S. 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 connects 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 to DART 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



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%

Note

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

Source: ACS 2023 5-Year Estimates, S0101, S1101, DP05

QUICK FACTS ABOUT ADDISON

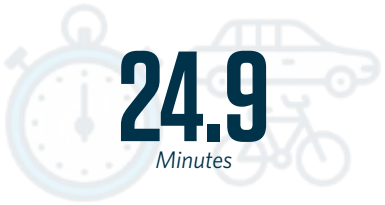
MEDIAN HOUSEHOLD INCOME

$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%

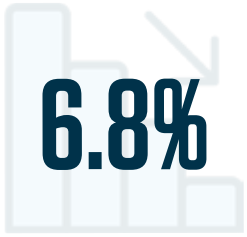
BACHELOR'S DEGREE OR HIGHER - PERSONS OVER 25

61.5%

HOUSHOLDS WITH ACCESS TO A COMPUTER

99.1%

POVERTY RATE



6.8%

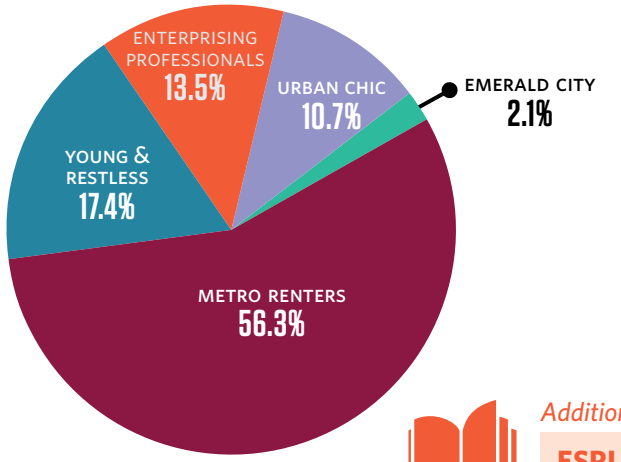
Source: ACS 2023 5-Year Estimates, S0101, S0801, S1501, S1701, S1901, S2801, DP03

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.

TAPESTRY PROPORTIONALITY



Additional Information

ESRI Tapestries (Appendix F)

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

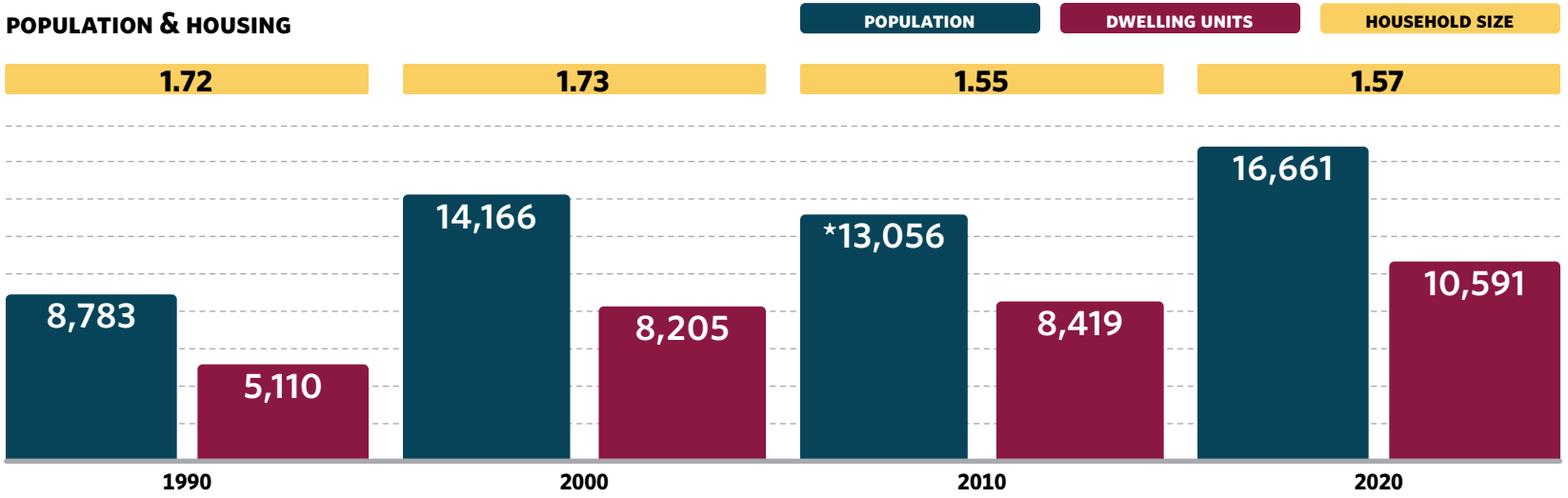
Housing & Neighborhoods p. 131-144

Race & Ethnicity p. 46

Source: 2023 ESRI Business Analyst

DEMOGRAPHIC TRENDS IN ADDISON

POPULATION & HOUSING



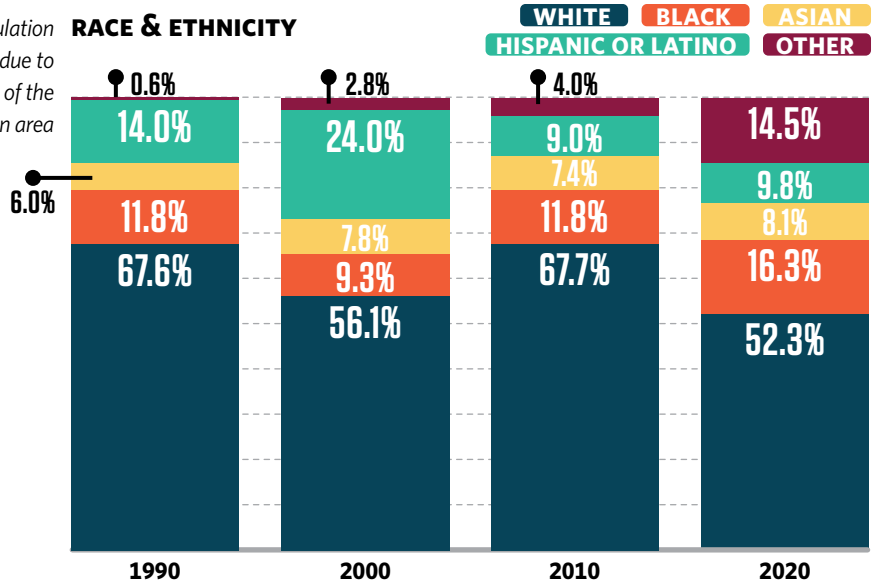
Data Note

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

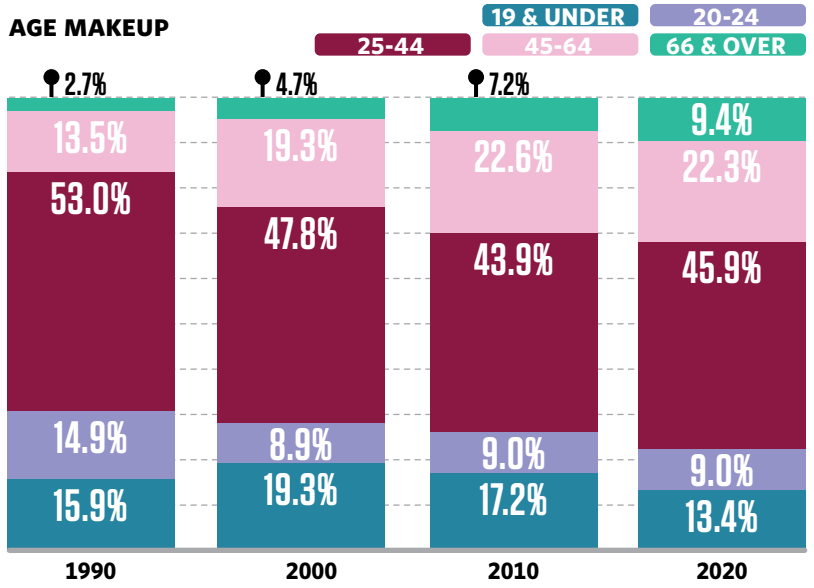
Dwelling units are simply a count of how many habitable units the Town has. This is different than households, which is a count of occupied dwelling units.

**Temporary population decrease likely due to the redevelopment of the Vitruvian area*

RACE & ETHNICITY



AGE MAKEUP



Median Age	1990	2000	2010	2020
	29.7	31.6	32.5	33.3

Source: Decennial US Censuses, P1, H1

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.

Housing & Neighborhoods
p. 131-144

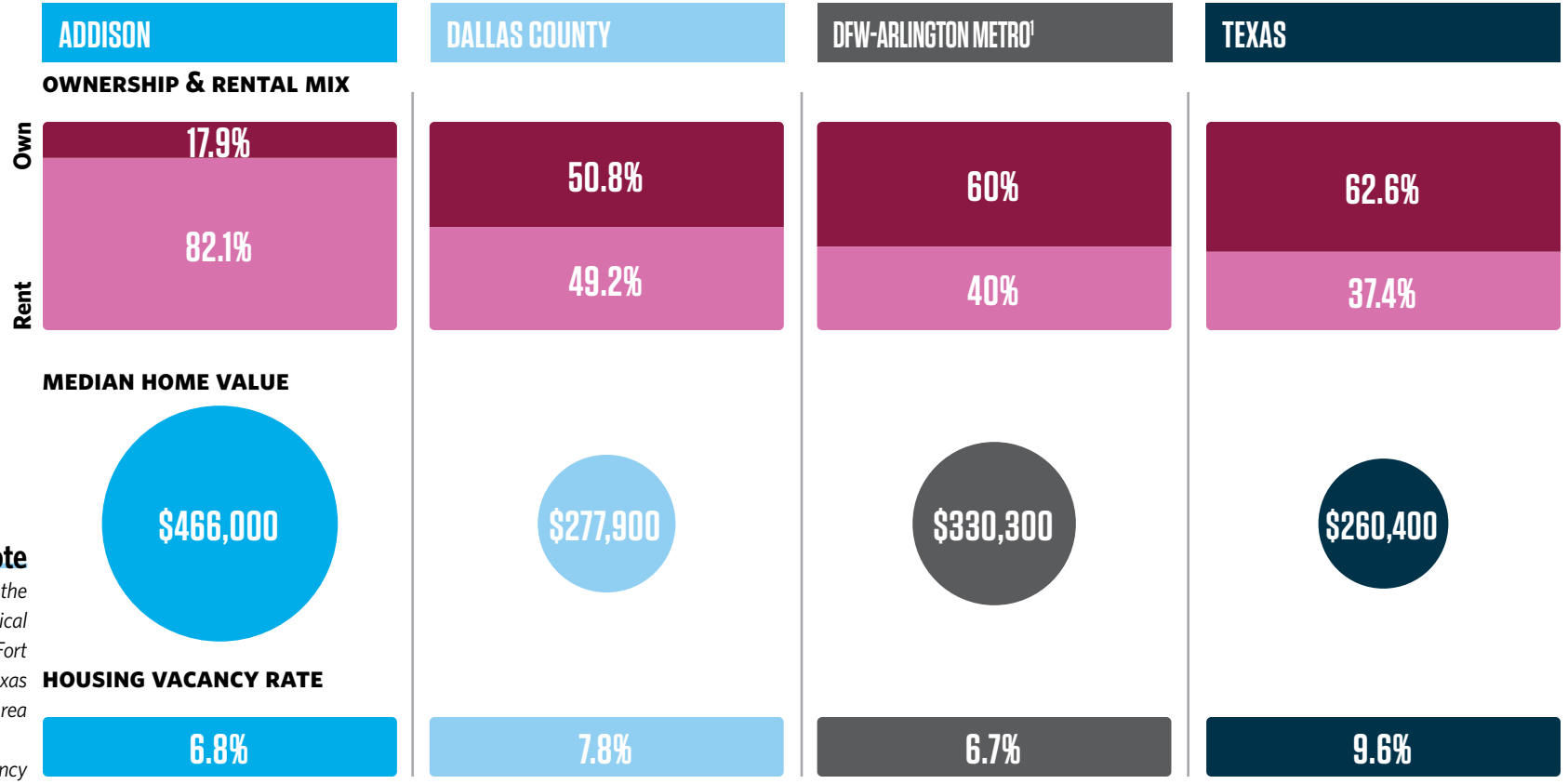
Housing & Neighborhoods Implementation
p. 199-204

Additional Information
Advance Addison Market Report

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.

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. 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.

2023 KEY HOUSING STATISTICS

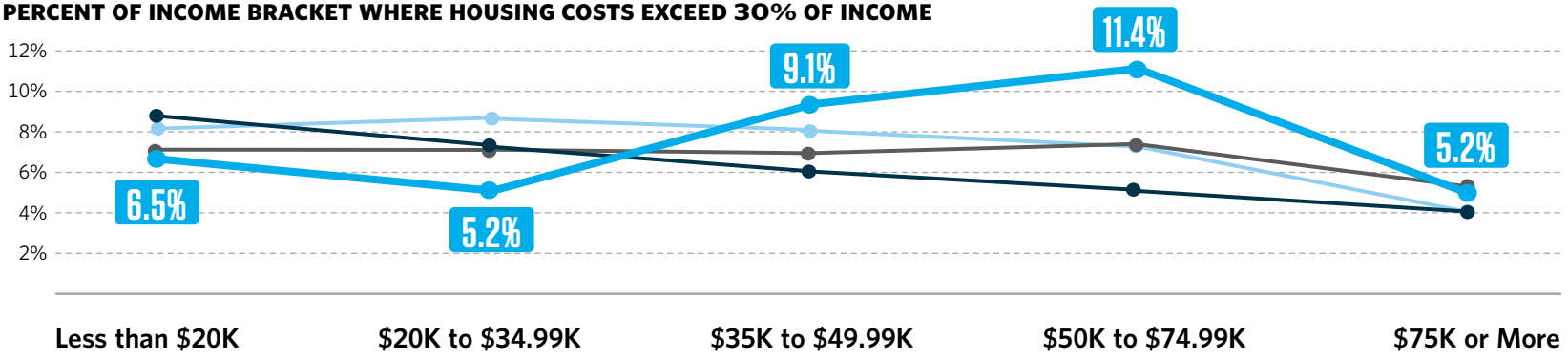


Date Note

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

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%).

PERCENT OF INCOME BRACKET WHERE HOUSING COSTS EXCEED 30% OF INCOME



Source: ACS 2023 5-Year Estimates, DP04, S2503

2023 HOUSING QUICK FACTS ABOUT ADDISON

CURRENT HOUSING UNITS

10,772

MEDIAN HOME VALUE

$466,000

EXISTING & APPROVED HOUSING UNITS - TOWN OF ADDISON HOUSING COUNTS

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, March 2025, ACS 2023 5-Year Estimates, DP04

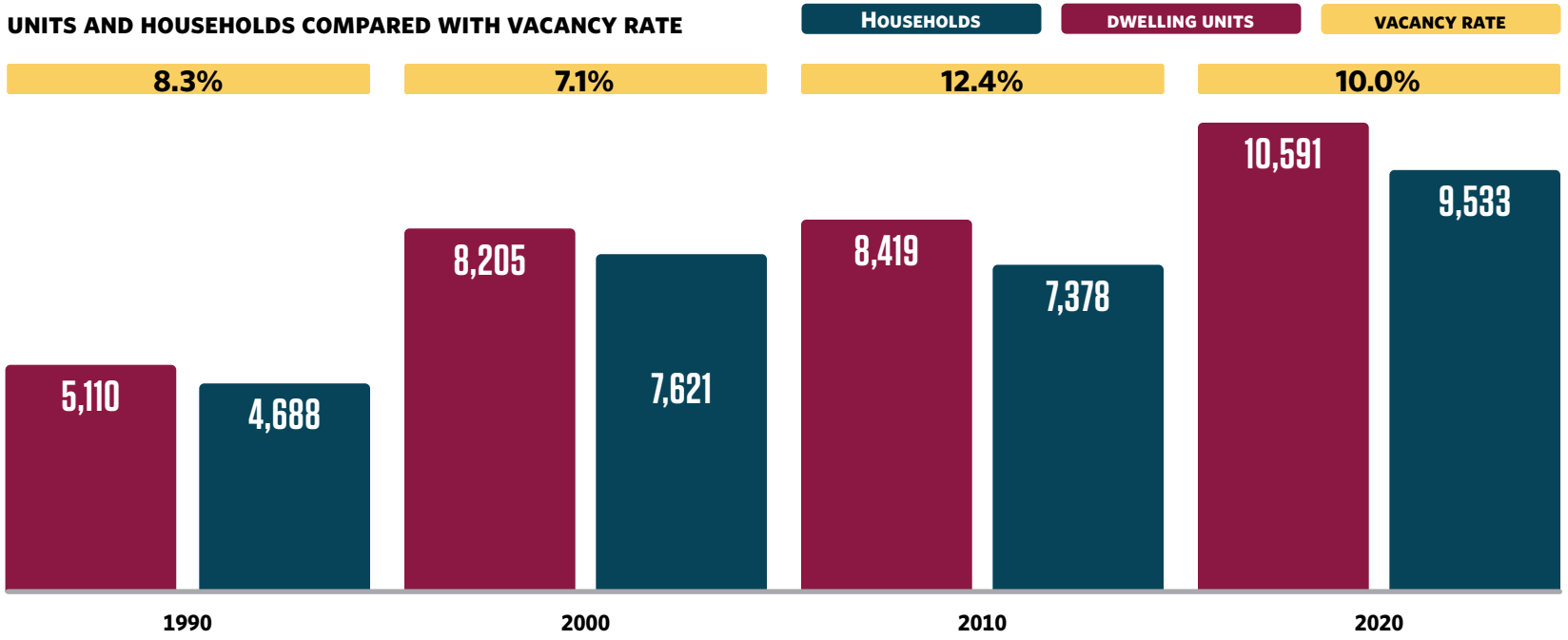
Data Note

Units are separated livable spaces, they can be either occupied or unoccupied. For single-family homes this is the entire home, for a multifamily building this is each apartment unit, regardless of its bedroom count.

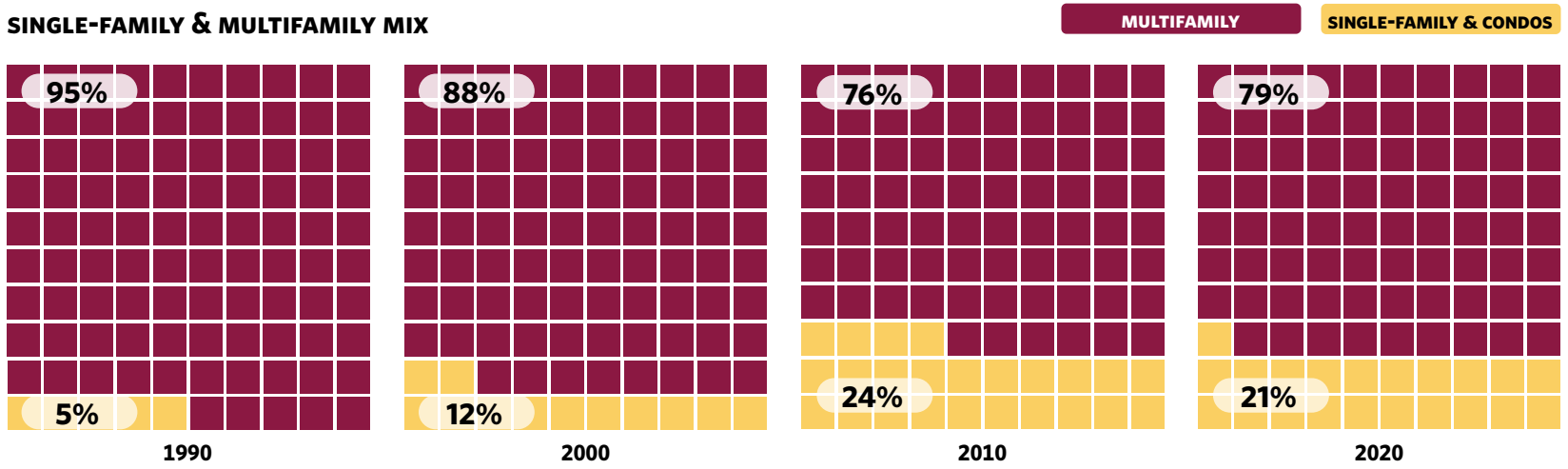
The Current and Approved Housing Units listed on this page represent both single-family and multifamily units.

HOUSING TRENDS IN ADDISON

UNITS AND HOUSEHOLDS COMPARED WITH VACANCY RATE



SINGLE-FAMILY & MULTIFAMILY MIX



Date 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.

Sources: Decennial US Censuses, H001, DP1, H003, Town of Addison, December 2023

THE BUSINESS ENVIRONMENT IN ADDISON

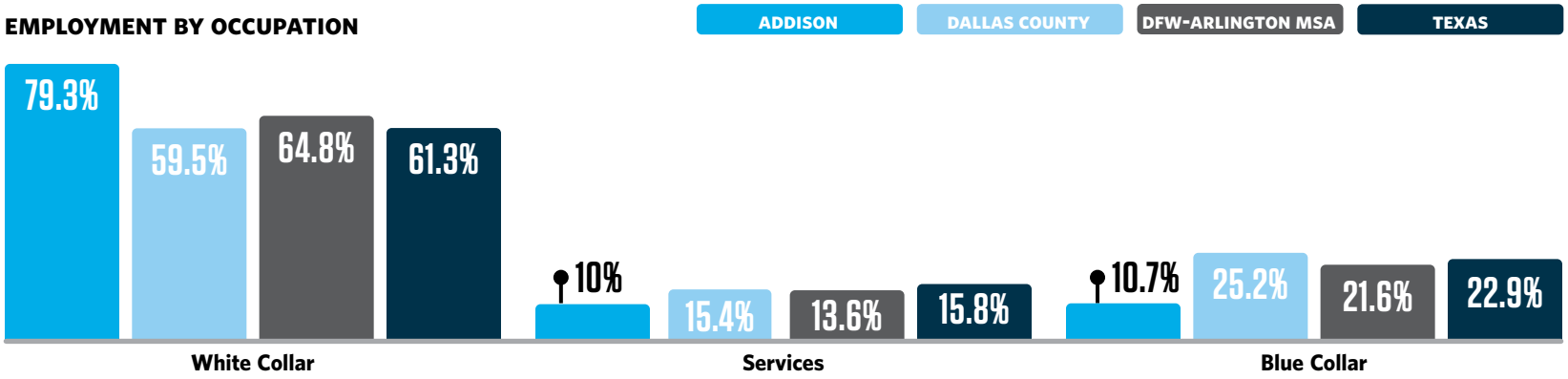
A *Market Position Report* was prepared by Hawes Hill & Associates as part of the planning process. This report summarizes where the Town currently stands in the overall marketplace and where it has potential to be if it were to build upon its unique set of strengths. It provides a detailed assessment 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.

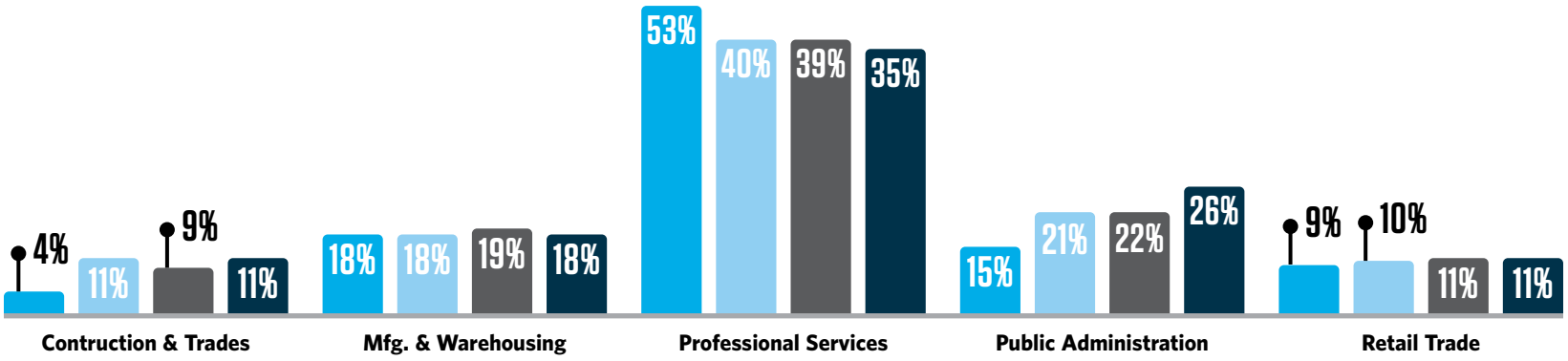
Additional Information

Advance Addison Market Report

EMPLOYMENT BY OCCUPATION



EMPLOYMENT BY INDUSTRY



Source: ACS 2023 5-Year Estimates, S2401, S2403

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.

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.

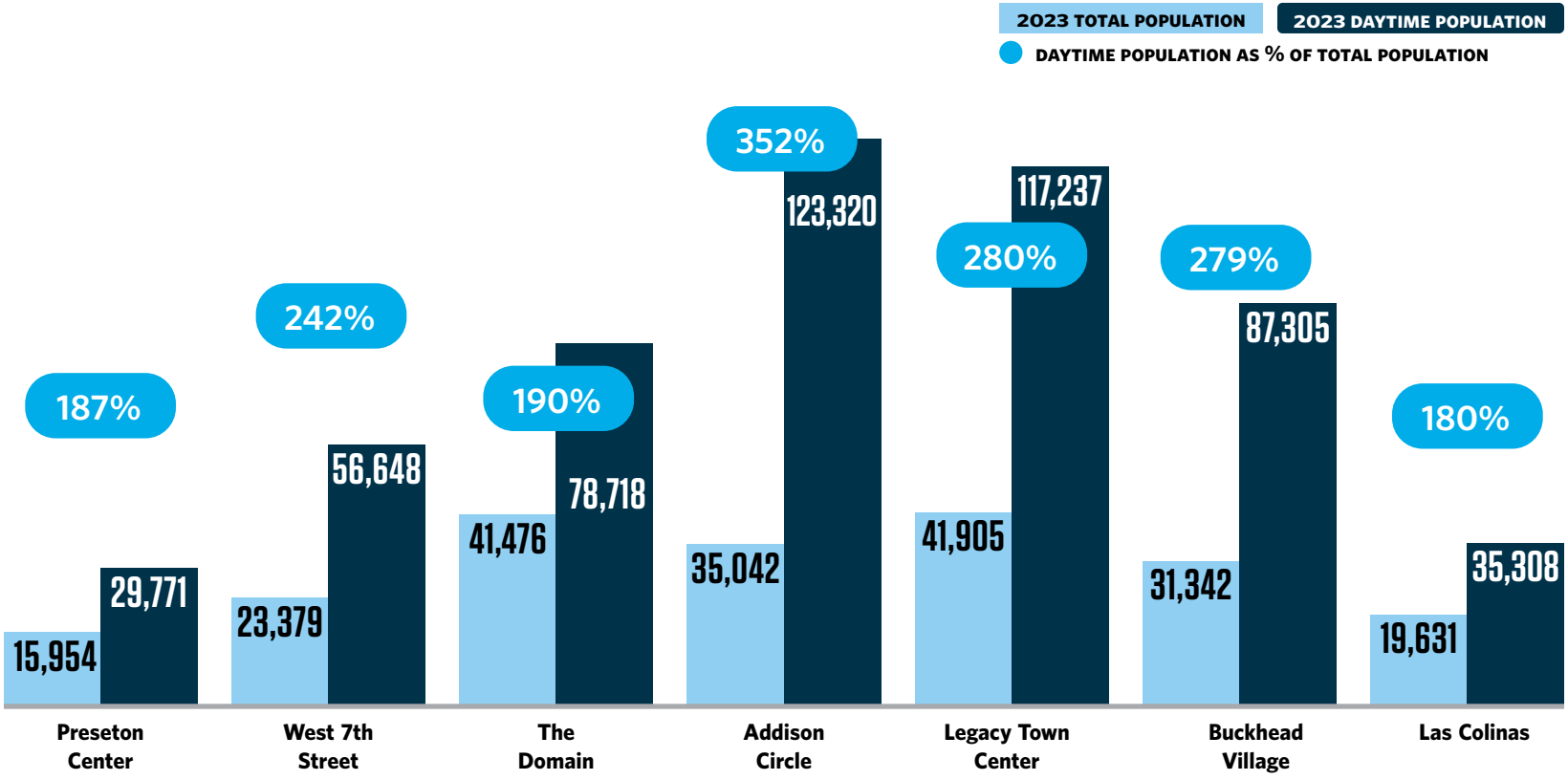
Additional Information

Advance Addison Market Report

THE PERSPECTIVE OF THE MARKETPLACE

DAYTIME POPULATION

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 of2.5 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 its peers. The substantial employment population explains investor comments that daytime service tends to be higher than evening service at local retail establishments. It is important to note that the five-minute driving window includes areas outside of Addison. As a result, while the numbers are substantial, they are not all within the community.



Additional Information

Advance Addison Market Report

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 Addison Station and accompanying transit-oriented development.

OFFICE CORRIDOR

The area primarily along the Dallas North 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

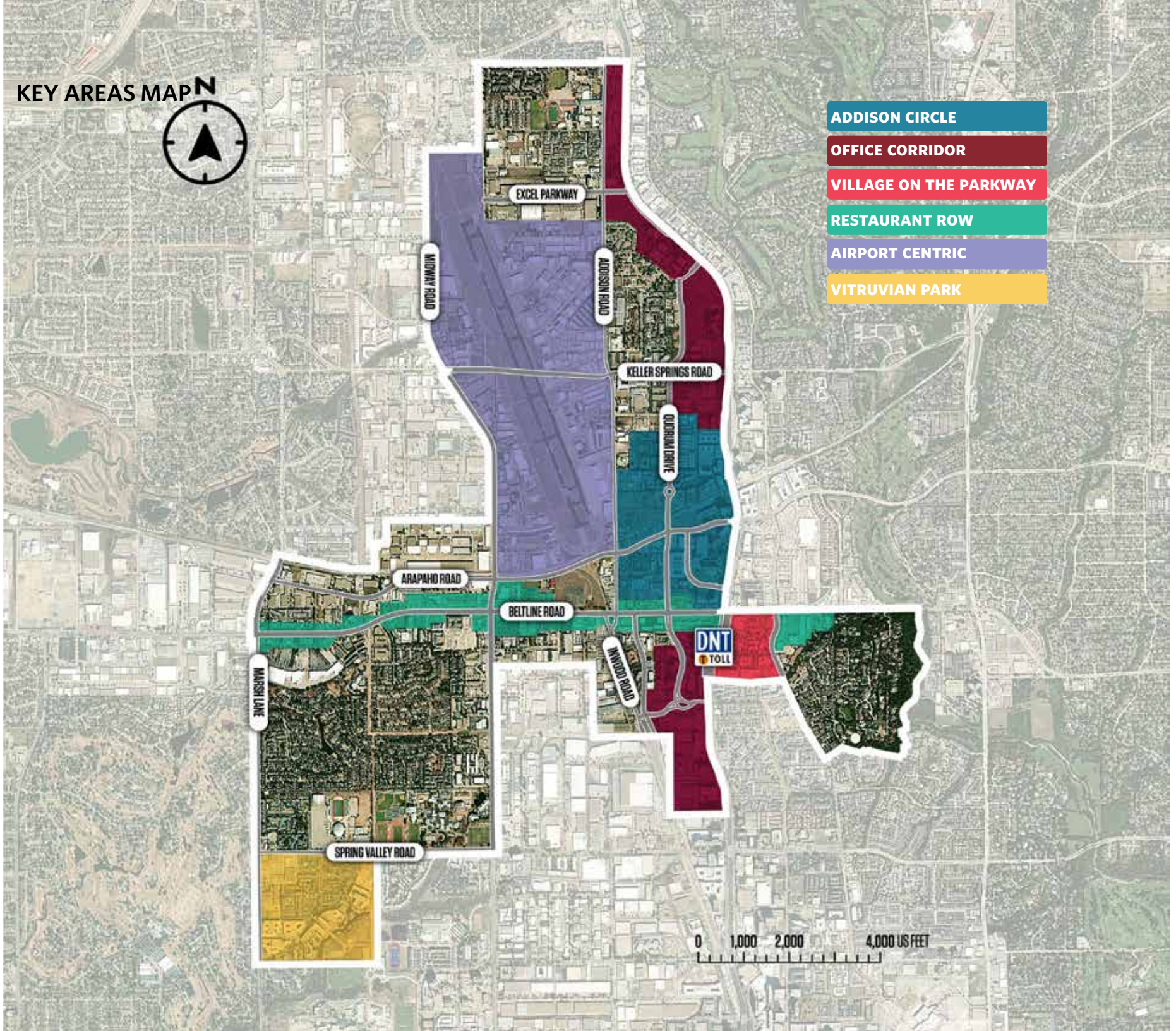
The commercial strip along Belt Line Road that has historically been known to house Addison's restaurants and shopping opportunities.

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 Farmers Branch.


KEY AREAS MAP
N
ADDISON CIRCLE
OFFICE CORRIDOR
VILLAGE ON THE PARKWAY
RESTAURANT ROW
AIRPORT CENTRIC
VITRUVIAN PARK
EXCEL PARKWAY
MIDWAY ROAD
ADDISON ROAD
KELLER SPRINGS ROAD
QUORUM DRIVE
ARAPAHO ROAD
BELTLINE ROAD
MARSH LANE
INWOOD ROAD
DNT
TOLL
SPRING VALLEY ROAD
0
1,000
2,000
4,000 US FEET

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.

Business Environment in Addison

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Additional Information

Advance Addison Market Report

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 Dallas North 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.

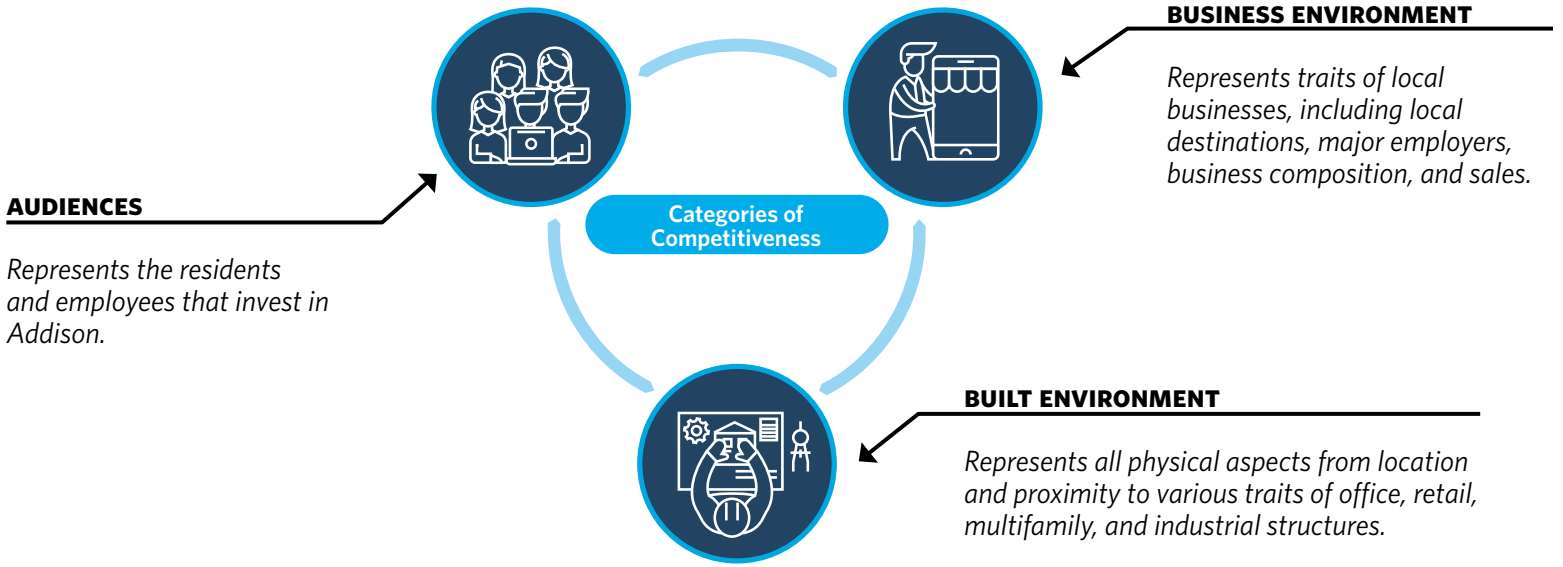
WHAT INVESTORS ARE SAYING

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. Seven clear 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:



ANALYSIS OF CATEGORIES OF COMPETITIVENESS

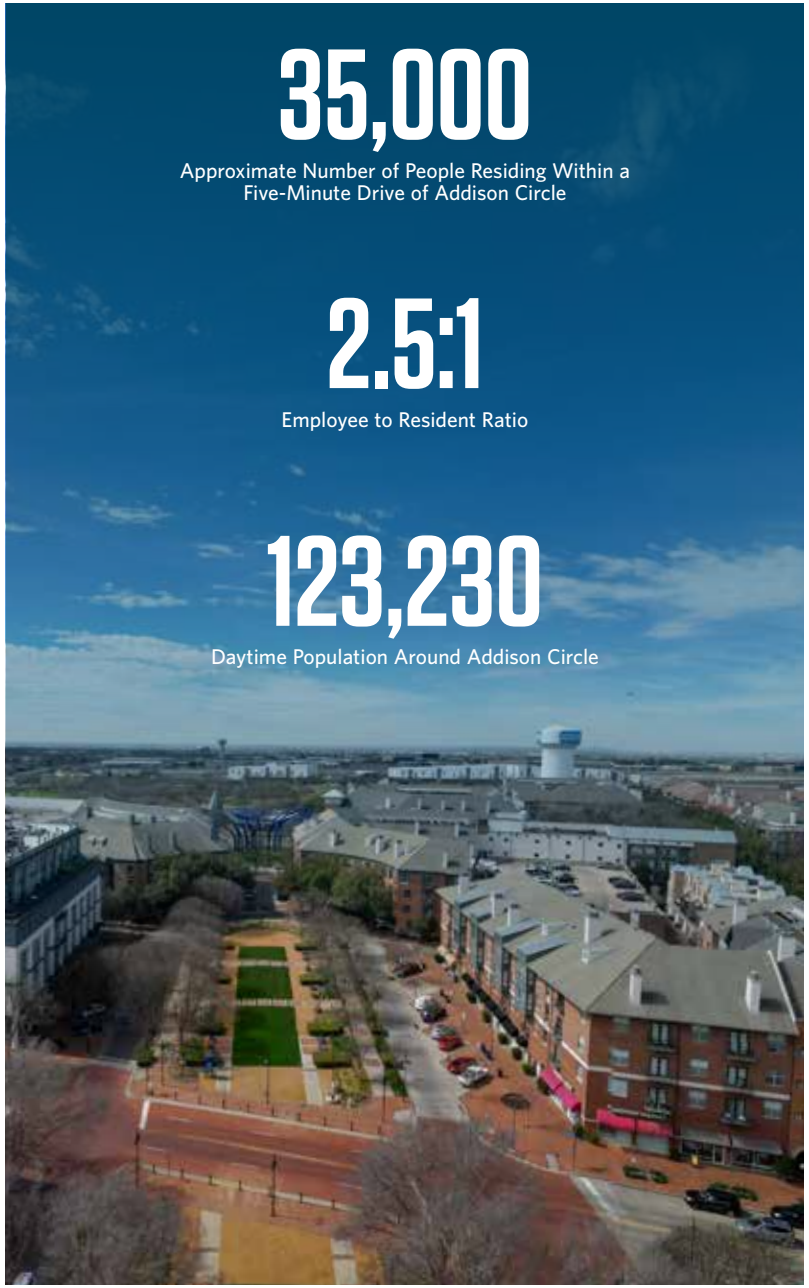
AUDIENCES

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 Center 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



ANALYSIS OF CATEGORIES OF COMPETITIVENESS CONTINUED

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; but 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 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.*

ANALYSIS OF CATEGORIES OF COMPETITIVENESS CONTINUED

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 developers' most favored 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.

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. 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.

Additional Information

Advance Addison Market Report

Location

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. While it is a prime location, it is no longer the prime location.

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 Dallas North 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. 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 will 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.

Additional Information

Advance Addison Market Report

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.

ADDISON'S BUDGET AND FISCAL HEALTH

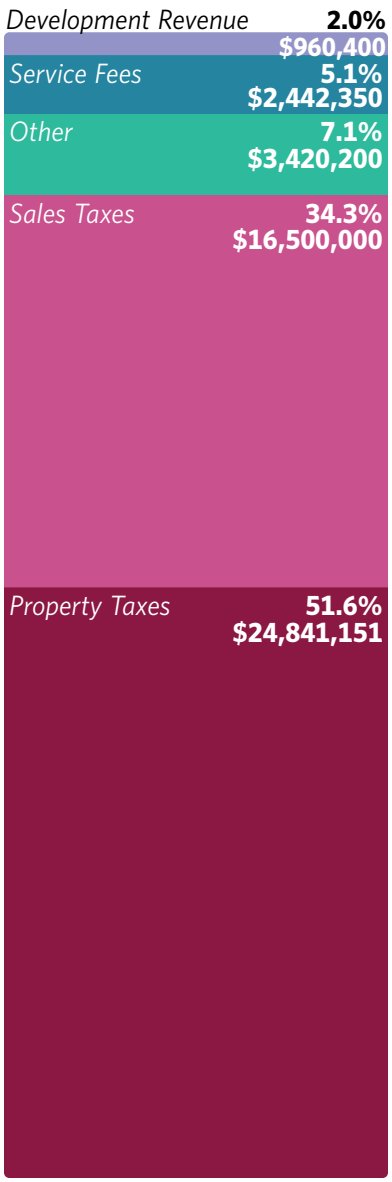
THE CURRENT BUDGET

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

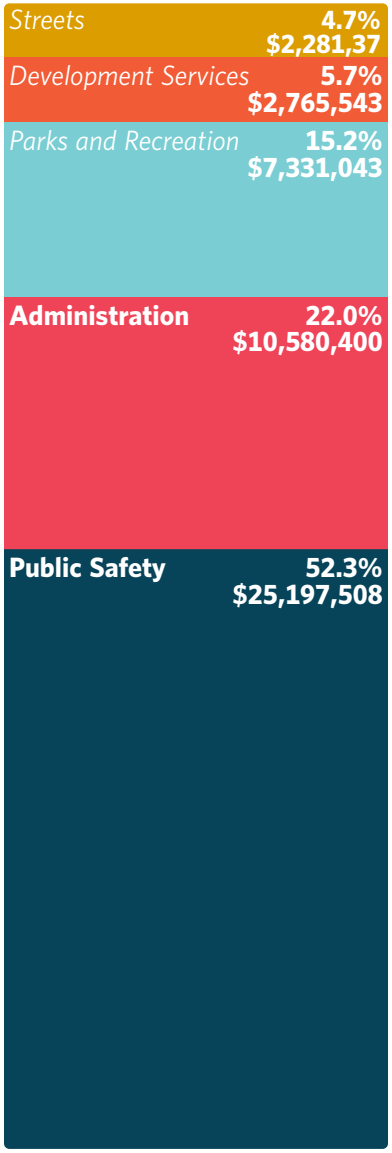
Adopted Town Budgets

2024 REVENUES



TOTAL $48,164,101

2024 EXPENDITURES



TOTAL $48,155,864

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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.

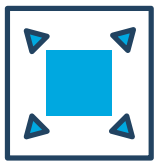
Additional Information

Airport Economic Impact Study

FACTORS CONTRIBUTING TO ADDISON'S FISCAL PRODUCTIVITY

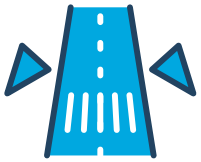
Small Town Footprint & Service Area
The entire Town measures 4.4 square miles. This compact and defined footprint limits infrastructure and service costs and allows the Town to focus resources on quality.

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.

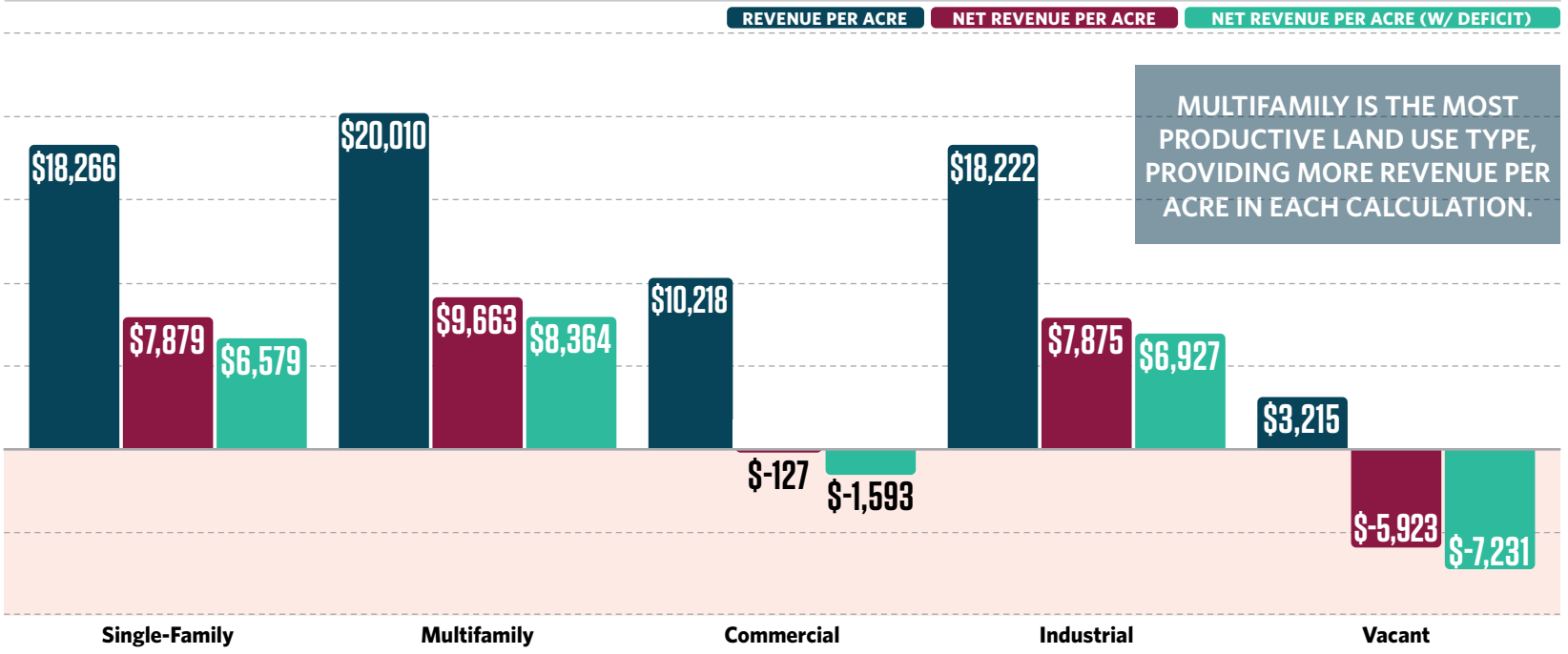
LEVEL 1 ANALYSIS: PROPERTY TAX REVENUE PER ACRE

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.

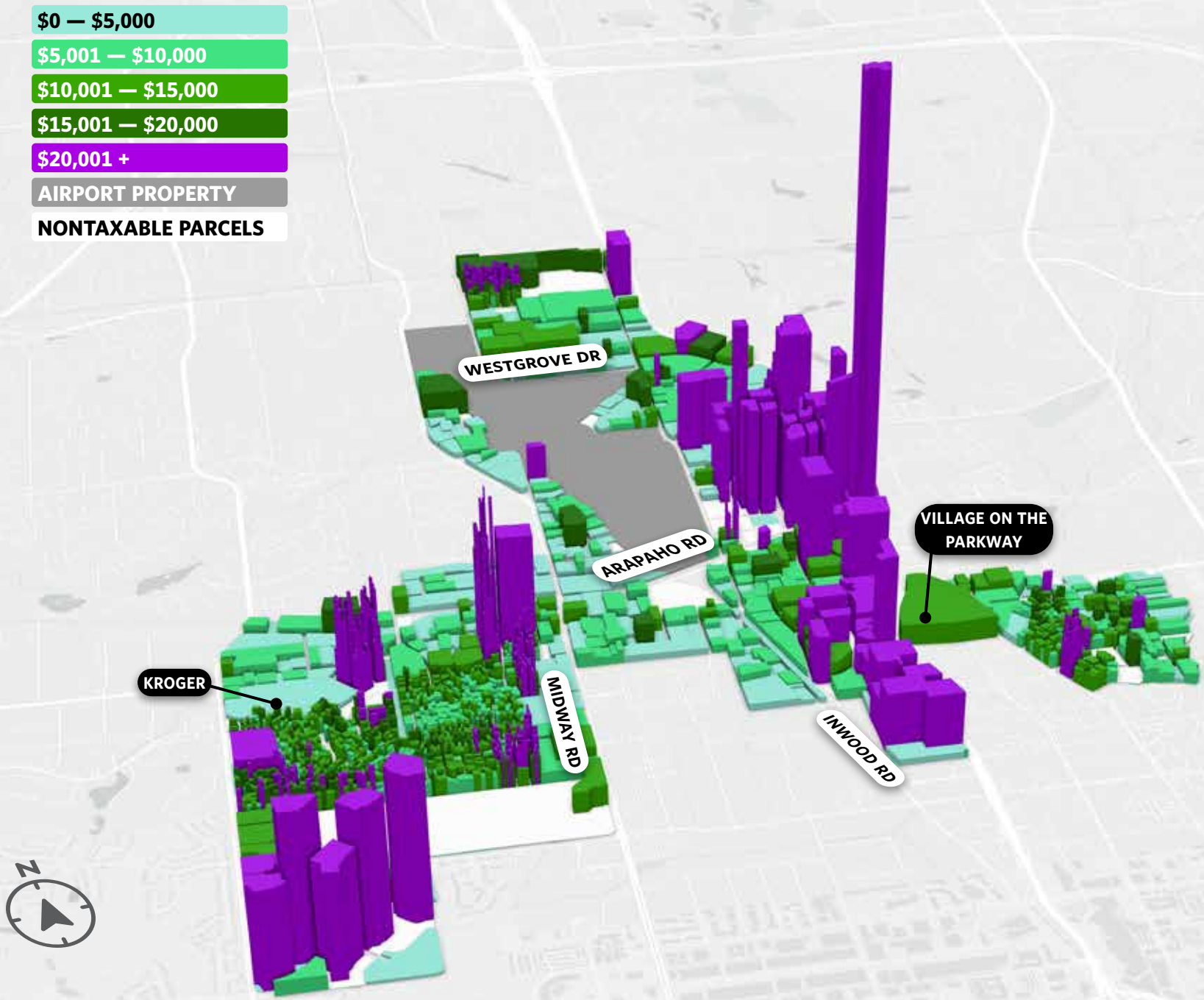
When development incorporates more of the patterns that have higher value per acre, the Town can capture more property tax revenue without having to raise the tax rate. When there is more property tax revenue to cover basic services and infrastructure maintenance, it frees up sales tax to be used for growth and amenity-focused efforts.

PROPERTY TAX 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.

PROPERTY TAX REVENUE PER ACRE MAP



LEVEL 2 ANALYSIS: NET REVENUE PER ACRE (with Current Budget Expenditures)

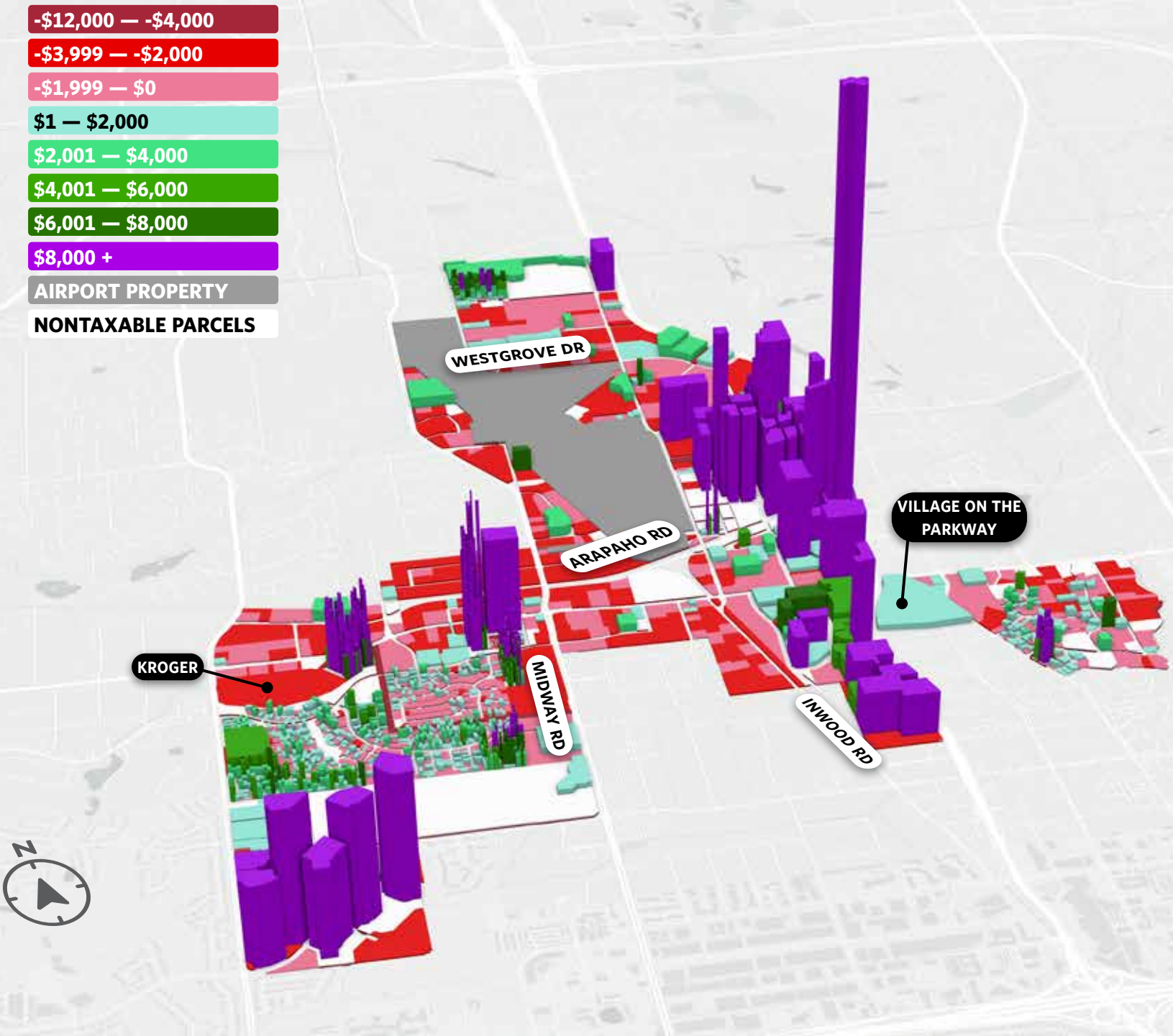
The revenue per acre mapping alone does not tell the full story. In order to understand the fiscal impacts of different development patterns, costs for services and infrastructure must also be taken into account. The second level of fiscal analysis focuses on allocating general fund service costs from 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.

Right: *The Colonnade building and surrounding area produces the largest property tax revenue per acre, as represented by the purple spike on the following page.*

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



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.

Additional Information

Appendix

PLACE AND HUMAN INTERACTION

Place is of great importance to people of all ages. In particular, "third places", a term coined by Ray Oldenburg, 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 the 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.

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. Consumer preferences are also impacting air travel, including Addison Airport. Executive services will continue expanding, leading to facility and technology upgrades, such as unmanned aircraft and artificial intelligence (AI).

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 various generations from Millennials and younger.

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.

PLANNING COMPONENTS

This Comprehensive Plan includes three Planning Components:

1. **Land Use & Development Character**
2. **Housing & Neighborhoods**
3. **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
- 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 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 Planning Components Section includes elements that align with Town priorities, projects, and policies, which directly connect to the actions and recommendations in the implementation matrix. 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. **Snapshot**
   This provides a succinct overview of existing conditions that are relevant and useful to the understanding of this planning component.

2. **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.

3. **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.

4. **Recommendations**
   Each of these are listed, and a basic overview is given.

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, the last component provides other planning items a place 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.

Refining & Updating this Plan
p. 14

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 the 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 Place Types Map. The Place Types were shaped by extensive community feedback.

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.

Above: *The Colonnade, pictured above-left, at the intersection of Arapaho Road and Dallas Pkwy in Addison*

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 than 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.

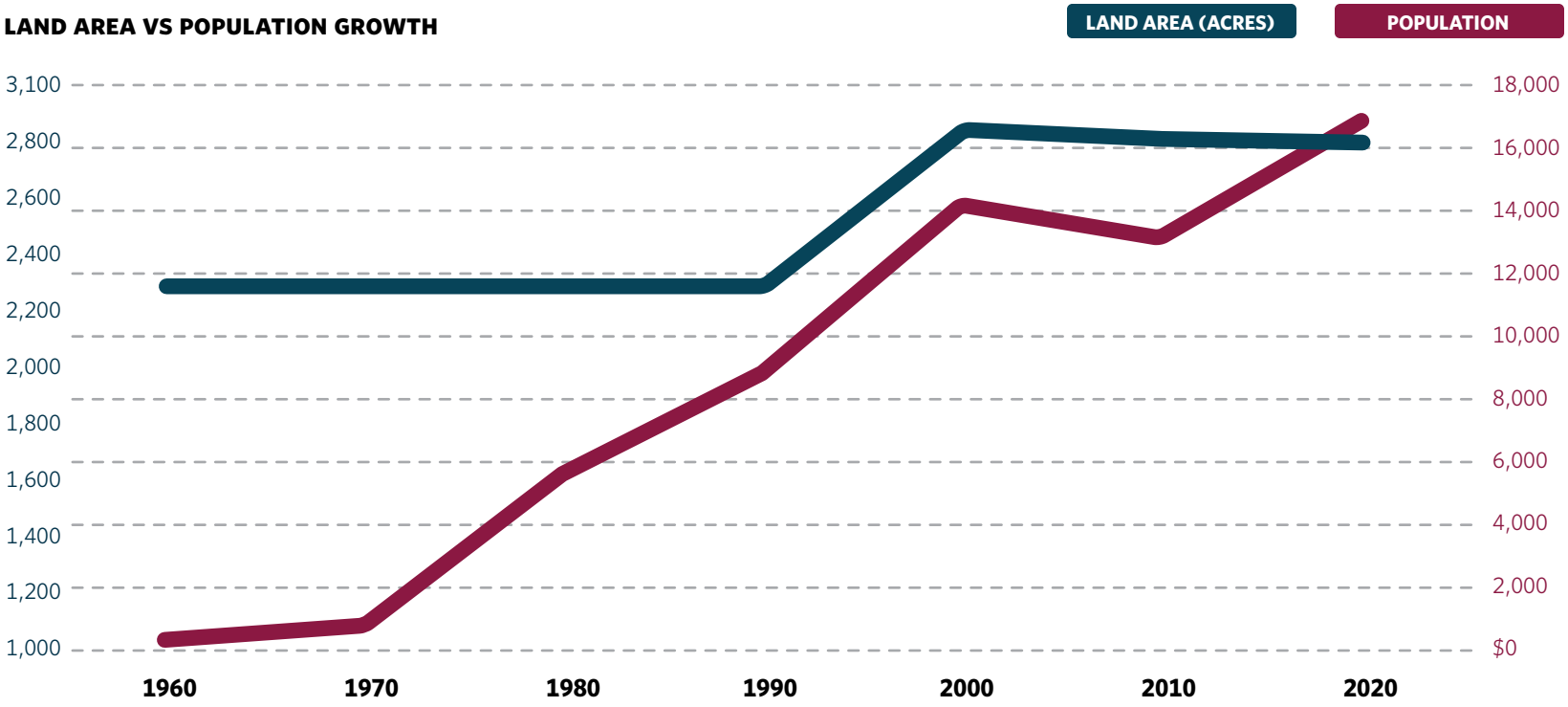
SNAPSHOT

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.

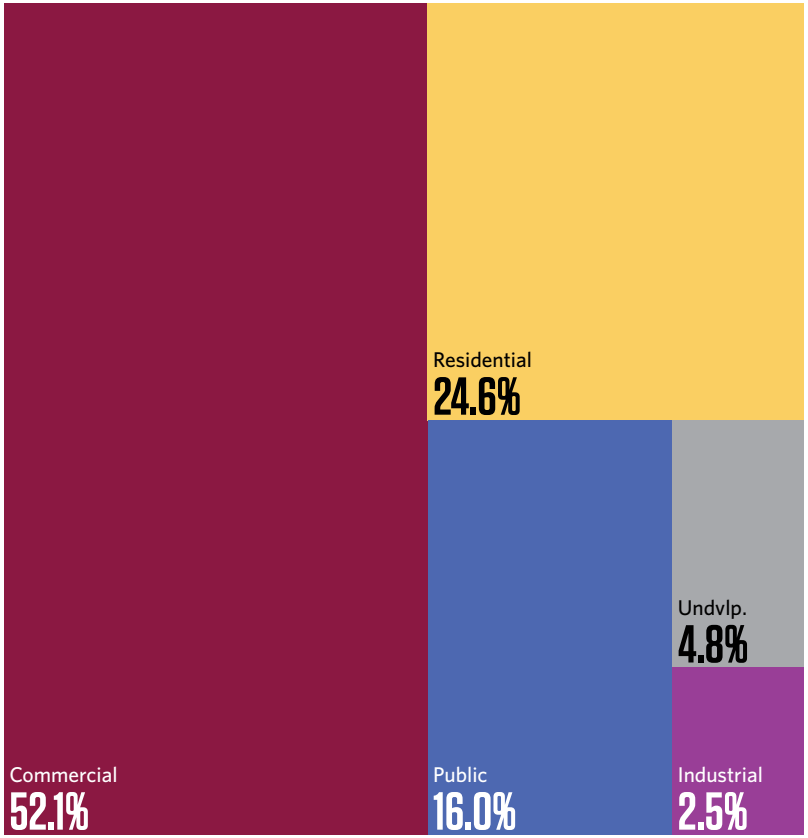
LAND AREA VS POPULATION GROWTH



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



VACANT LOT ANALYSIS

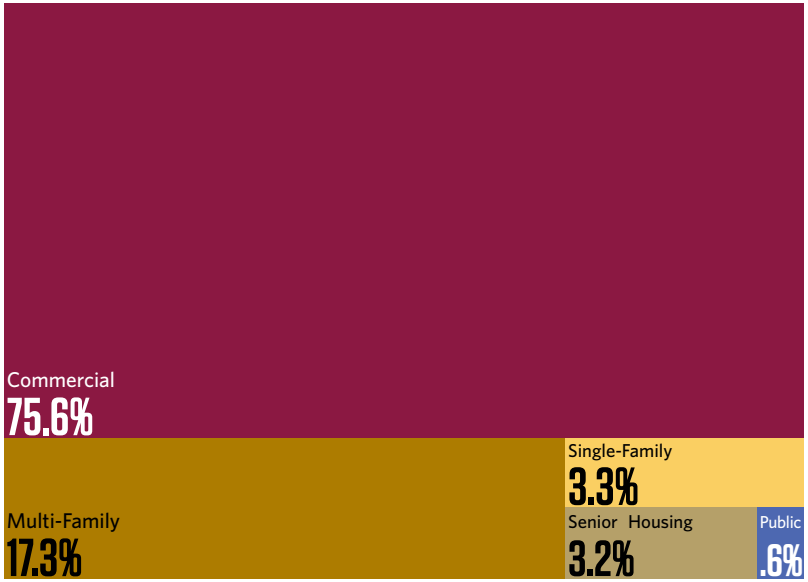
Undeveloped land is limited to just a few parcels scattered across the town, and makes up less than 5% of the Town's total land area. The lack of property zoned for single-family is one of the reasons it's been difficult for the Town to get more single-family ownership housing developed. Other constraints 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

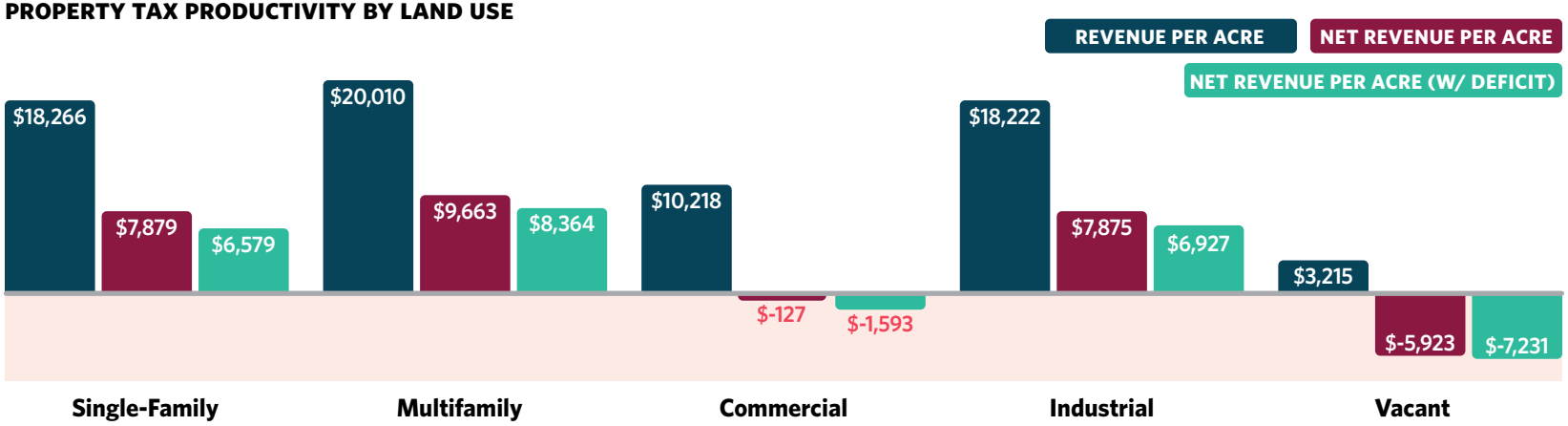


LAND USE PRODUCTIVITY

The Land Use Fiscal Analysis 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. 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**

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 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

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 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, Council members, and the community during various engagement activities in-person and online.

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.

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. 120-126

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 Code.

Additional Information
Unified Development Code

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 Code and based on the zoning of a given parcel.

Additional Information
Unified Development Code

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.

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.

Additional Information

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.

Additional Information

Parks, Recreation and Open Space Master Plan

PLACE TYPES DESIGNATIONS

RESIDENTIAL LIVING

The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment. Reinvestment in these areas should focus largely on low density housing, and enhanced pedestrian and cycling connections to places of interest like parks, trails, and commercial areas. Read page(s) 92-93 for a full description.

URBAN VILLAGE

The Urban Village Place Type is bifurcated into a suburban and urbanizing context, but both types of Urban Village require strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods. To read more on how the built environment can shift to form a distinct, pleasant neighborhood feel, read page(s) 94-95.

HIGH-INTENSITY URBAN CENTER

The High Intensity Urban Center place type is the most intense, and it requires heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT). For a full description of HIUC, read pag(s) 96-97.

AVIATION & INDUSTRY

The Aviation and Industry Place Type encourages an increasingly competitive mix of lighter industrial uses (offices, clean technology) and heavier industrial uses (aircraft fueling, warehouses) in our aging industrial areas of Town that surround the Addison Airport. Read pages 98-99 for a full description of this Place Type.

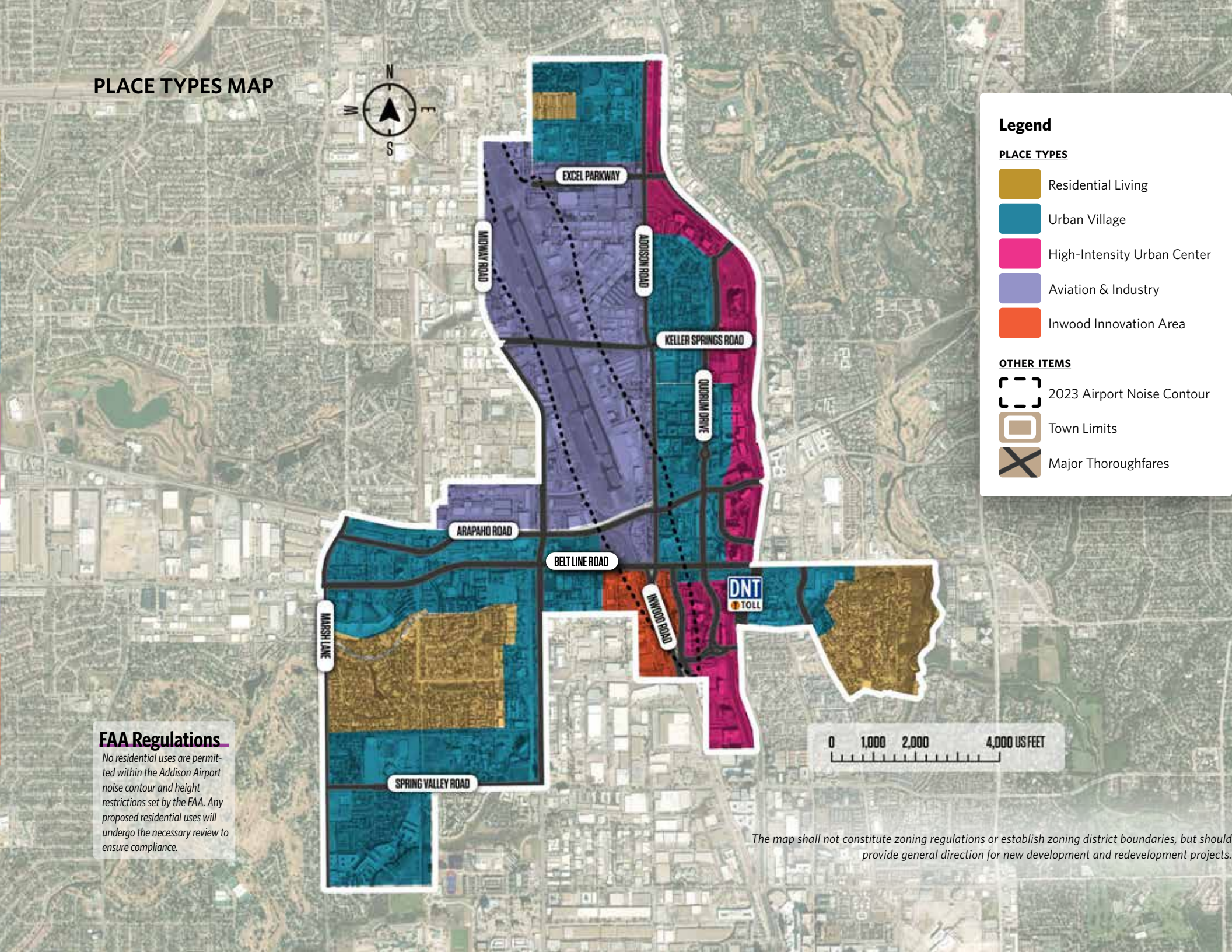
INWOOD INNOVATION AREA

Due to its storied past and slower redevelopment progress, the Inwood Innovation Area has been positioned as a distinct Placet Type focusing on cultural enrichment, innovation in industry, creative retail, and other special services. For a full description of HIUC, read pag(s) 100-101.

Additional Information

Planning & Development Map

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 typically comprised of existing exclusively residential places in Addison. Housing types in this Place Type are generally single-family and detached. Townhomes and low-density multifamily housing types are also appropriate in more intense parts of this 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 townwide 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 - ADDISON, TX

ASPIRATIONAL IMAGERY

URBAN VILLAGE

Addison's Urban Villages are bustling hubs that prioritize pedestrian-friendly environments and dense development, resulting in strong financial returns and resilience. Expanding this type of development into aging areas will enhance local character and reduce traffic. Streets are designed for comfort, with narrower lanes and on-street parking. Major roads emphasize safety and traffic flow, while parking prioritizes pedestrians and integrates seamlessly into the surroundings. Ground-level commercial spaces use large windows to connect public and private areas. In redevelopment contexts, pedestrian interconnectivity is often the most critical factor across the Urban Village Place Type.

Because this Place Type spans much of Addison, it's important to understand how Urban Villages function in different contexts.

In areas with a largely suburban, commercial character (e.g., parts of Belt Line and Midway Roads), redevelopment should focus on improving the public-private interface by bringing buildings closer to the street and minimizing visible parking. Enhancing pedestrian facilities along these corridors is also key.

In areas adjacent to Residential Living or aging suburban neighborhoods, gradual adjustments toward this Place Type are encouraged. If major redevelopment occurs nearby, a lower intensity of Urban Village development may be more appropriate.

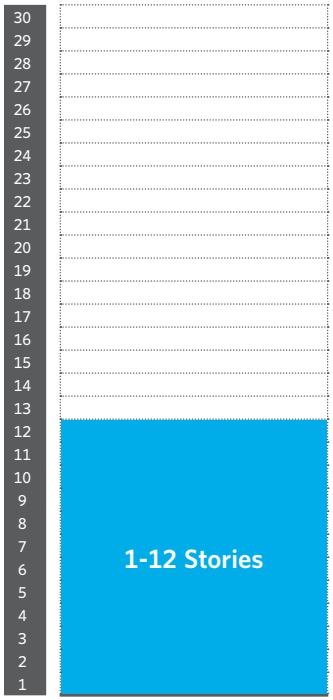
TARGET BLOCK LENGTH

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 - ADDISON, TX

ASPIRATIONAL IMAGERY

AUSTIN, TEXAS

AUSTIN, TEXAS

SAN ANTONIO, TEXAS

BENTONVILLE, ARKANSAS

SAN ANTONIO, TEXAS

ALEXANDRIA, VIRGINIA

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 - ADDISON, TX

ASPIRATIONAL IMAGERY

SEATTLE, WASHINGTON

THE WHARF, WASHINGTON D.C.

NAVY YARD, D.C.

DALLAS, TEXAS

KINGSTON, ONTARIO

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*

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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 - ADDISON, TX

ASPIRATIONAL IMAGERY

BENTONVILLE, ARKANSAS

FORT WORTH, TEXAS

IRVINE, CALIFORNIA

INWOOD INNOVATION AREA

Much of Inwood Road consists of storage and industrial buildings, with retail uses along the frontage. These uses are surrounded by large parking areas and lack pedestrian connectivity. There's a desire for the area to redevelop in a way that improves connectivity and makes it more pleasant for the public. The 2017 Inwood Enhancement Zone study promoted better connectivity for both cars and pedestrians.

The area has potential to become a unique destination if redevelopment is made more flexible. Small-scale, parcel-by-parcel redevelopment should be encouraged, with the Town prioritizing incremental improvements to connectivity and the built environment. While larger, mixed-use redevelopment is also encouraged, smaller projects are more likely to be locally owned and operated—something many residents value.

There is a shared vision for Inwood Road's frontage to become a vibrant, interconnected space that supports small businesses and entrepreneurs. The Town is exploring innovative uses, including business incubators, converting warehouses into design districts, food truck parks, and venues for emerging sports like e-gaming and pickleball. These initiatives aim to create dynamic spaces, encourage local ownership, and support incremental development. By offering project incentives, the Town hopes to foster a creative, entrepreneurial environment that makes 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*

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APPROPRIATE BUILDING TYPOLOGIES

Residential			Mixed Use		Non-Residential
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Smallplex	**Urban Apartments***	Condo Tower	**Many-Over**	Mixed Use Tower	**Regional Scale**
					Industrial

REPRESENTATIVE IMAGERY - ADDISON, TX

ASPIRATIONAL IMAGERY

SAN ANTONIO, TEXAS

CHARLOTTE, NC

WHEELER DISTRICT, OKLAHOMA

CHICAGO, ILLINOIS

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 and 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.

Building typologies shown are examples of various land uses. Refer to Place Types for guidance on where they apply.

Places Types
p. 90-101

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 and are 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, 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

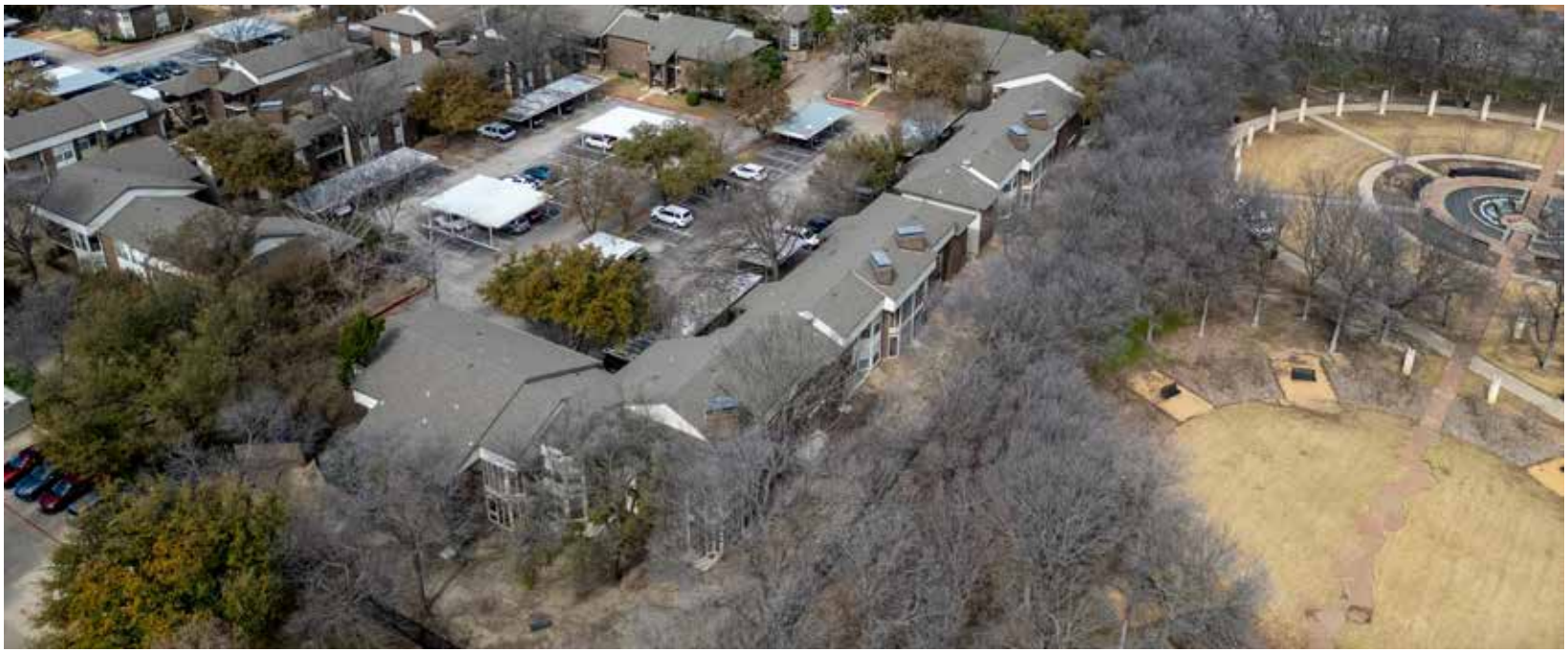
SPECTRUM OF CHANGE

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 OF CHANGE 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.

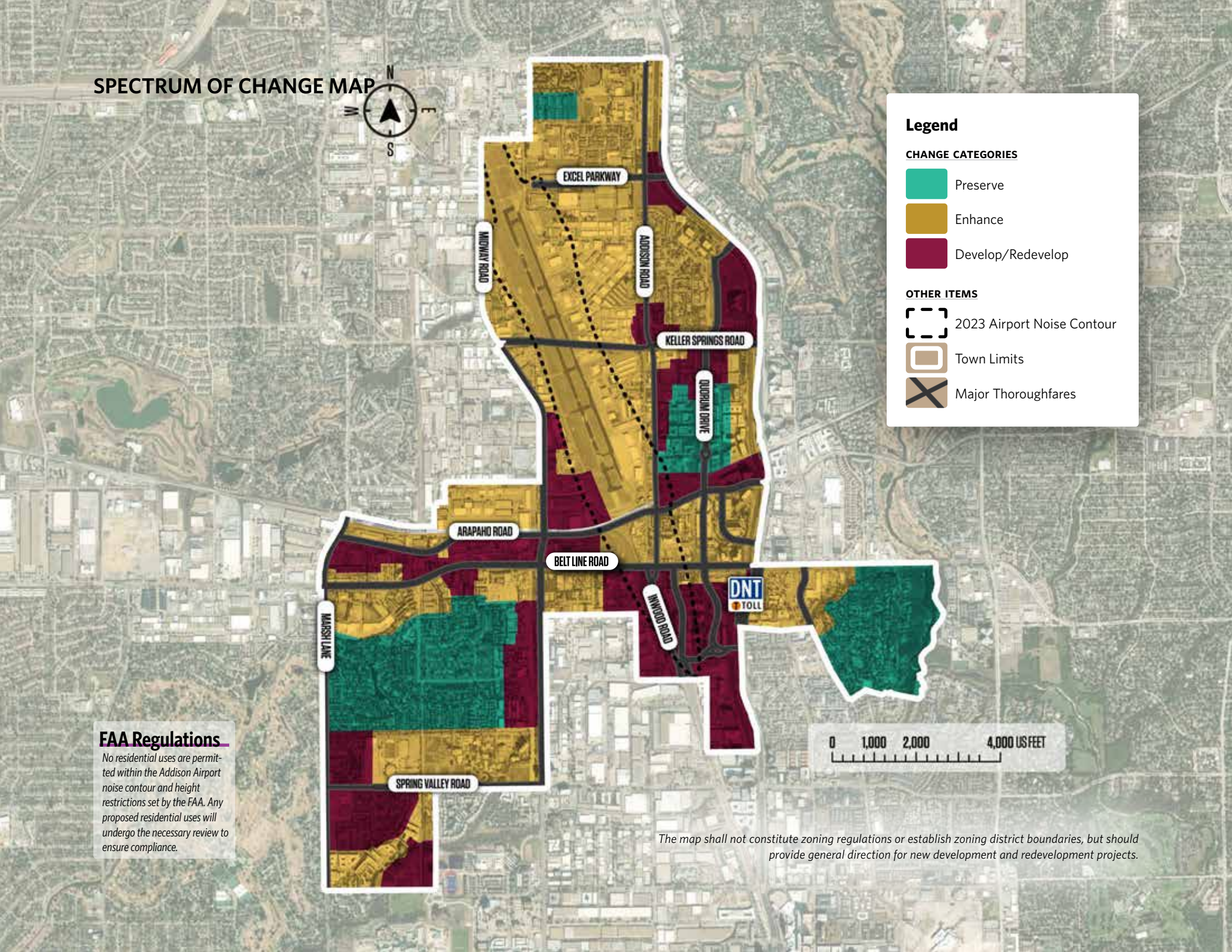
Develop/Redevelop

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.

Additional Information

Planning & Development Map

SPECTRUM OF CHANGE MAP

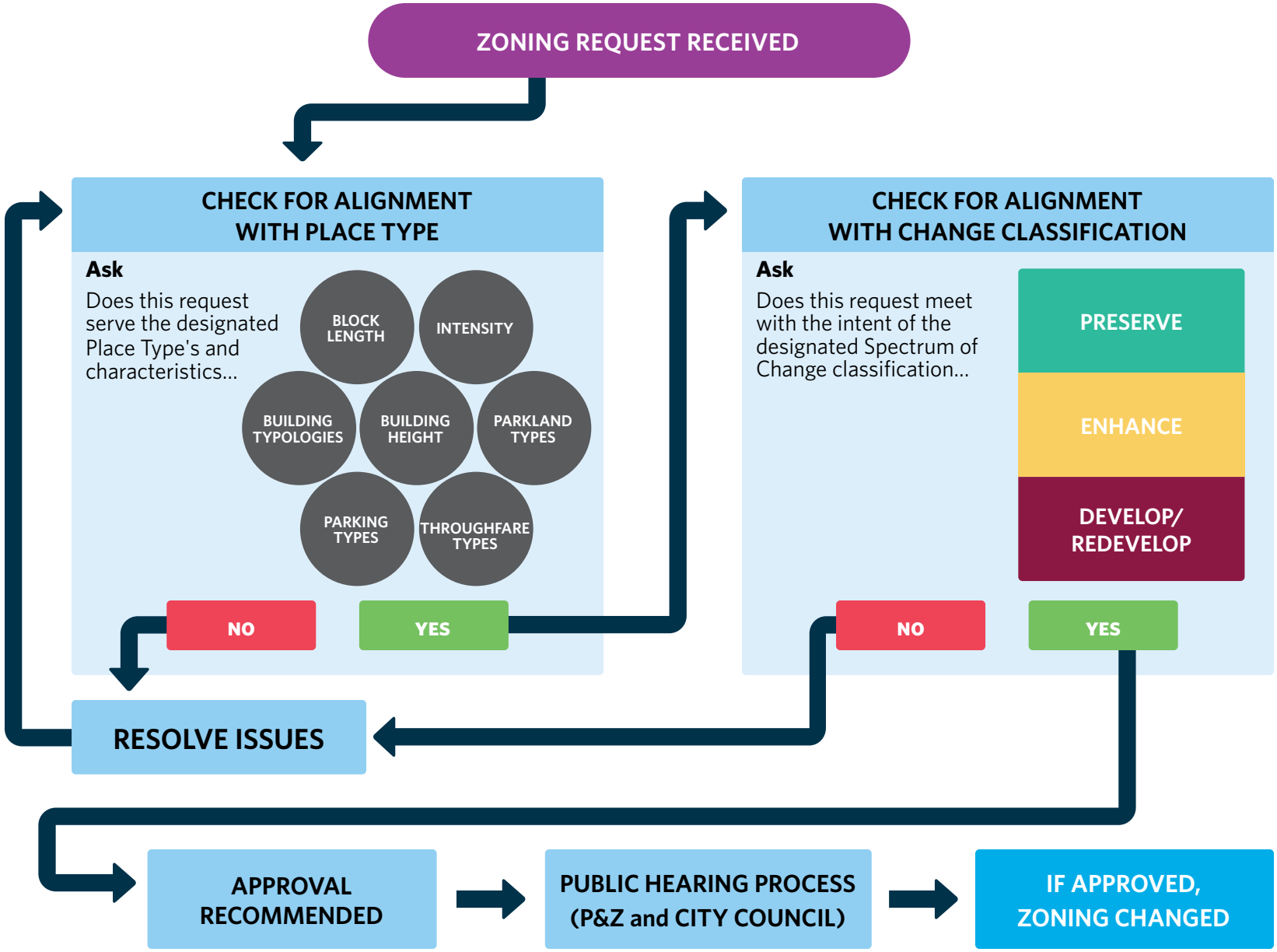


FAA Regulations

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 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 DEVELOPMENT CONTINUED

TRANSITIONAL BUILDING BLOCKS

The development concept renderings 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 are 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.

Development Renderings

p. 118-125

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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 that can be met with structured parking.

9 REDUCED SURFACE PARKING
Limited surface parking lots.

BENEFICIAL/ACTIVE USES

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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.

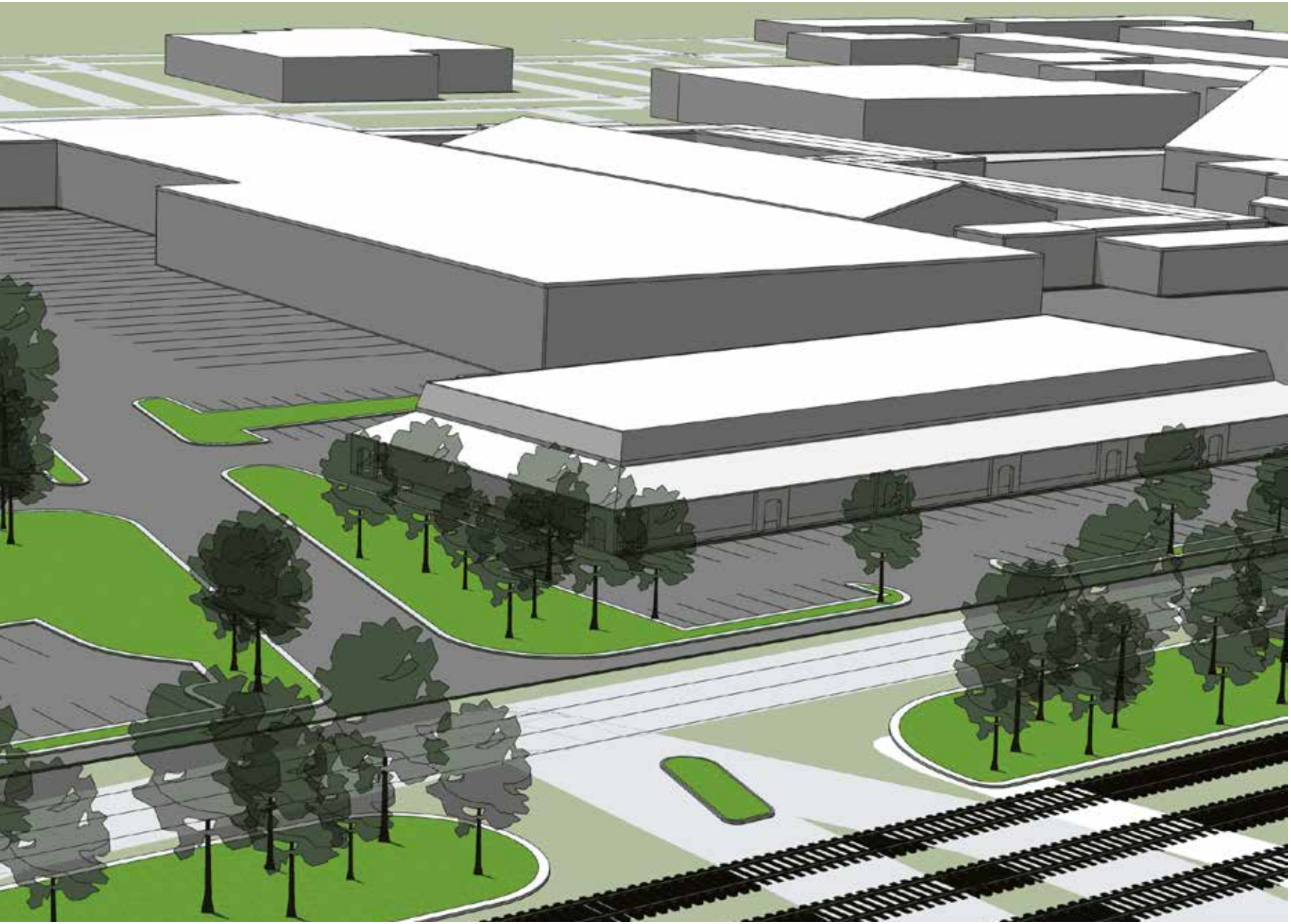
30 ENHANCED SIDEWALKS
More, wider, and higher quality sidewalks as pleasant places to walk, or rest with elements like furniture, awnings, and lighting.

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



CONTEXT MAP

LEGEND

Featured Site
Inwood Corridor

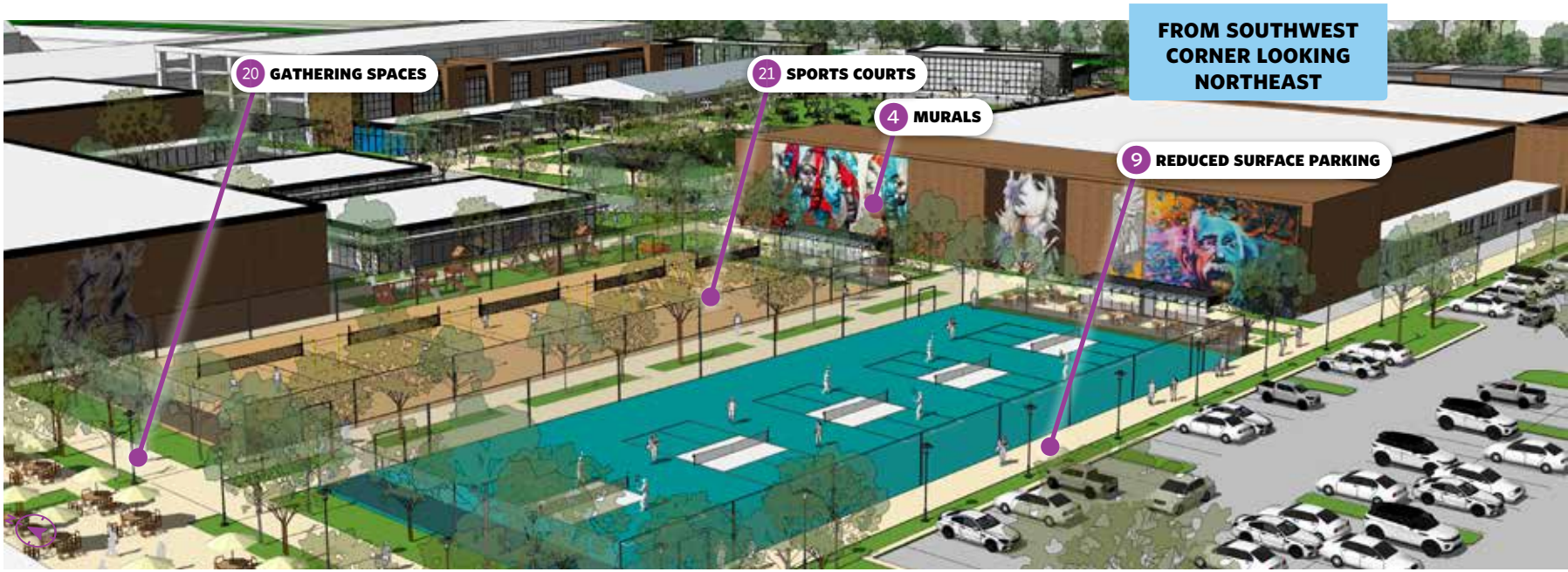
Similar Locations
Midway/
Dooley

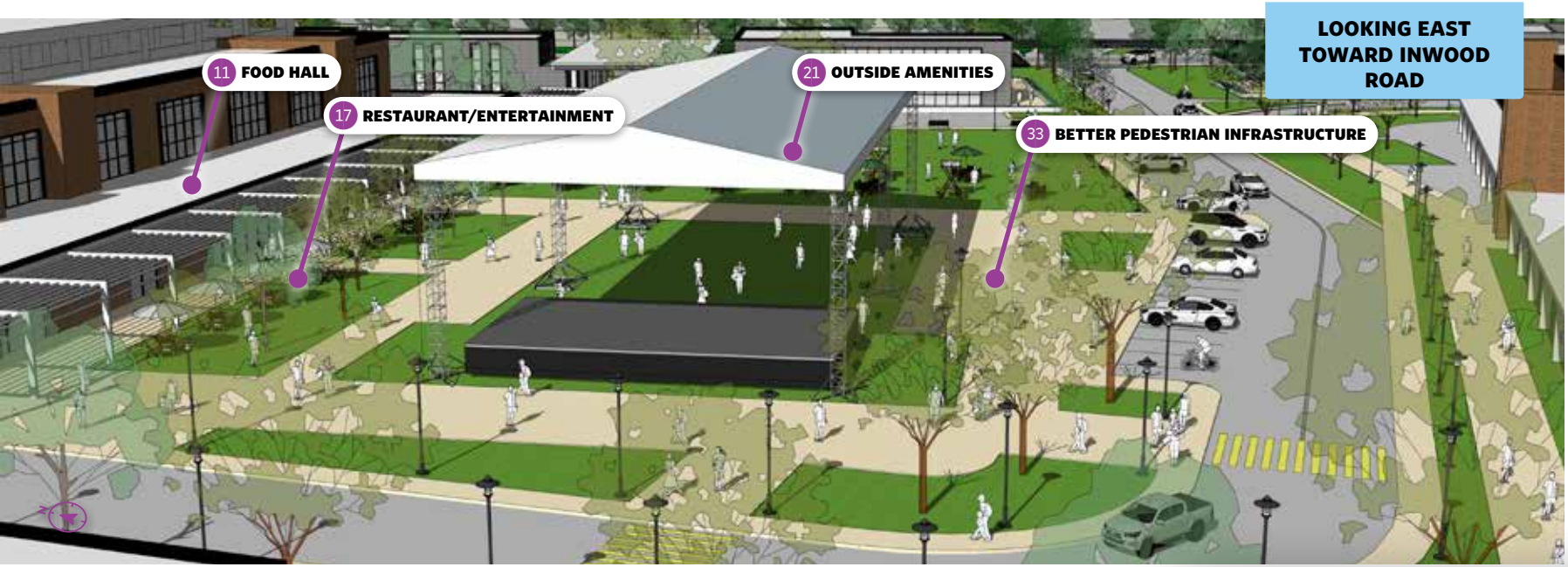
Surveyor/
Lindbergh

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

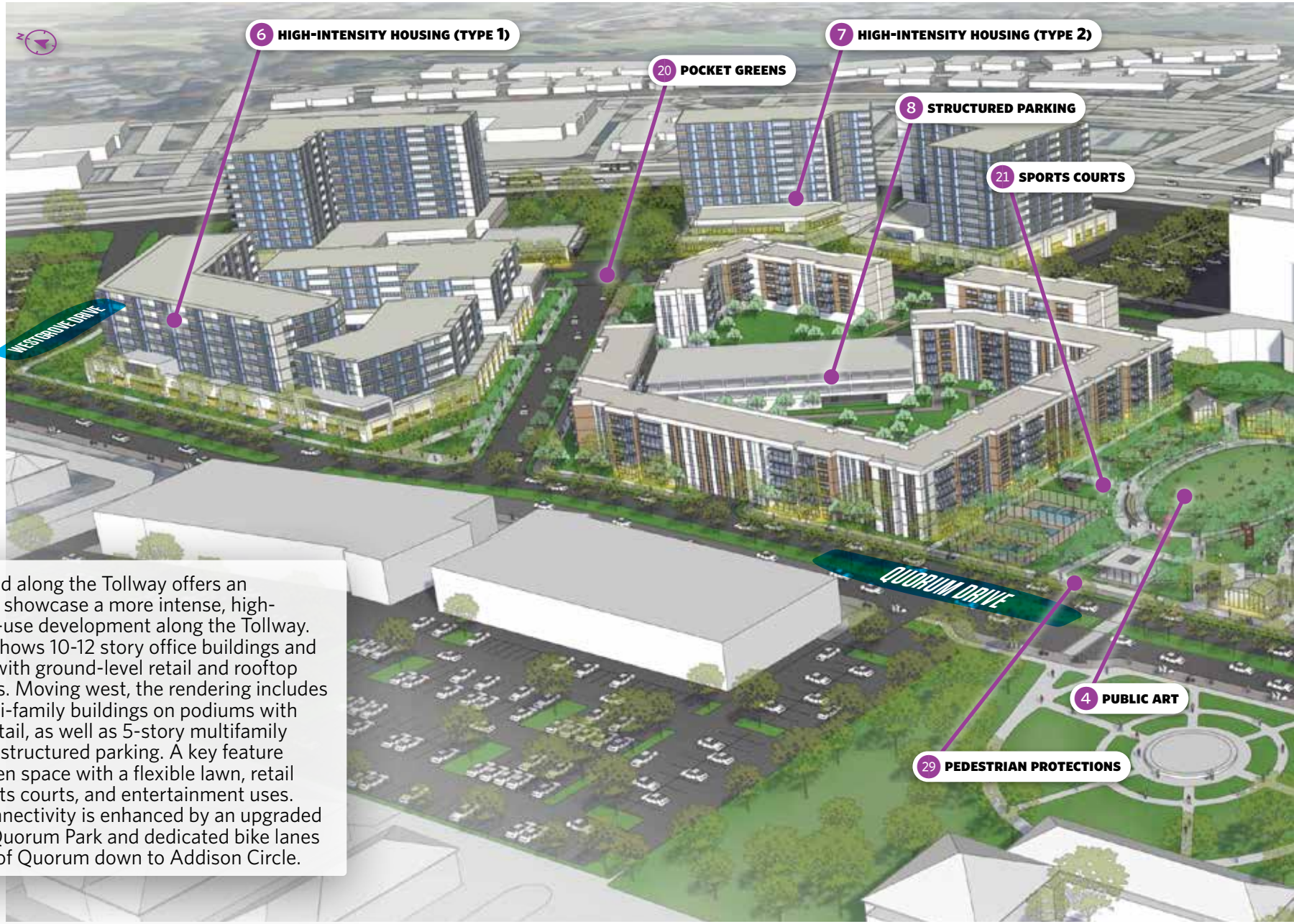
Surveyor/ Lindbergh

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.

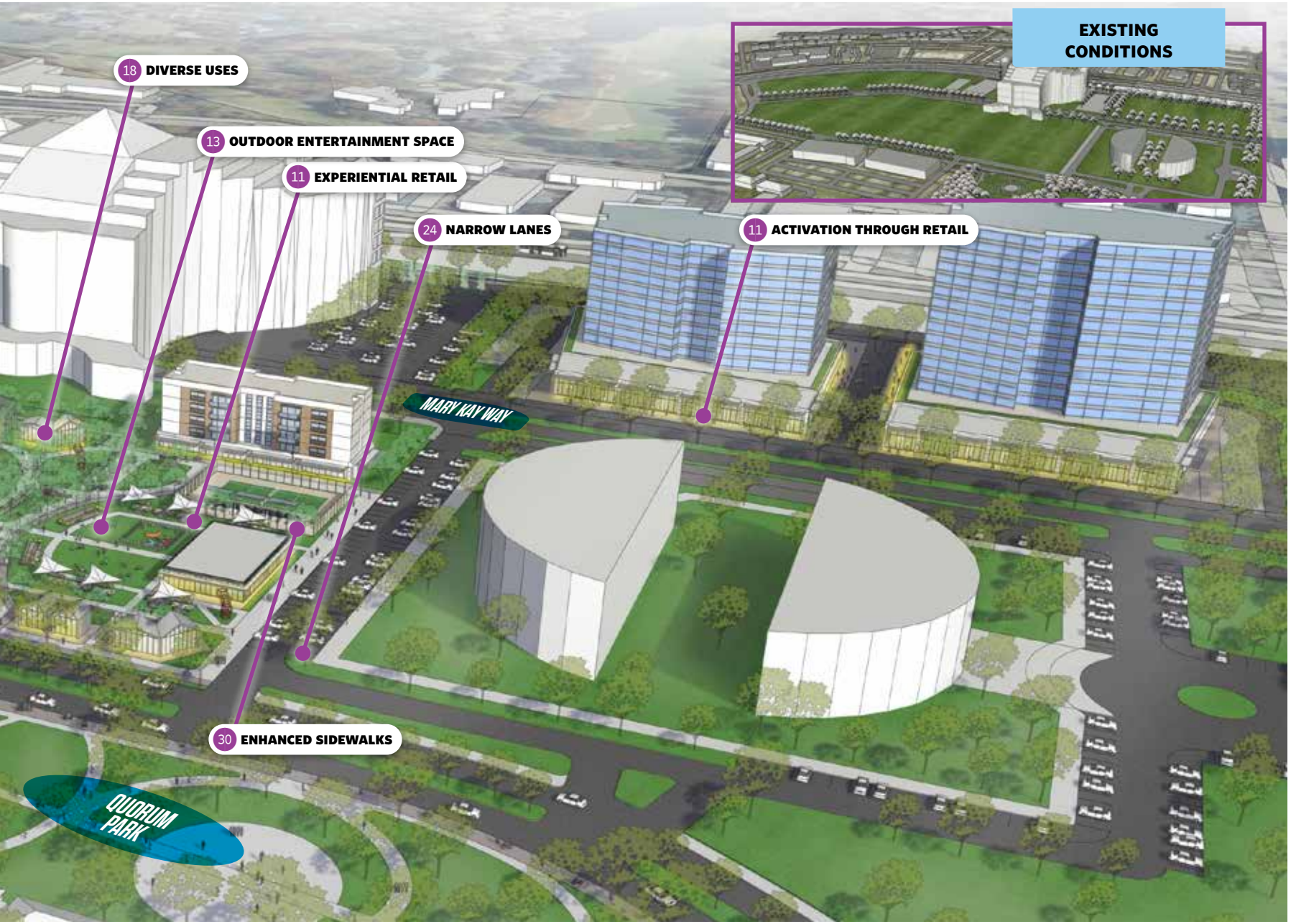
TRANSITIONAL DEVELOPMENT: DENSE URBAN GREENFIELD DEVELOPMENT

Note

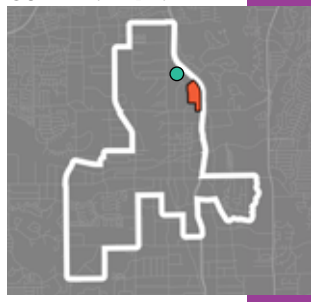
This page showcases conceptual layouts for an imagined transitional process, illustrating how an existing commercial development could evolve to become more walkable over time. ***These are not part of a proposed project, have not been funded, and are not seeking funding.*** *They are purely intended 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

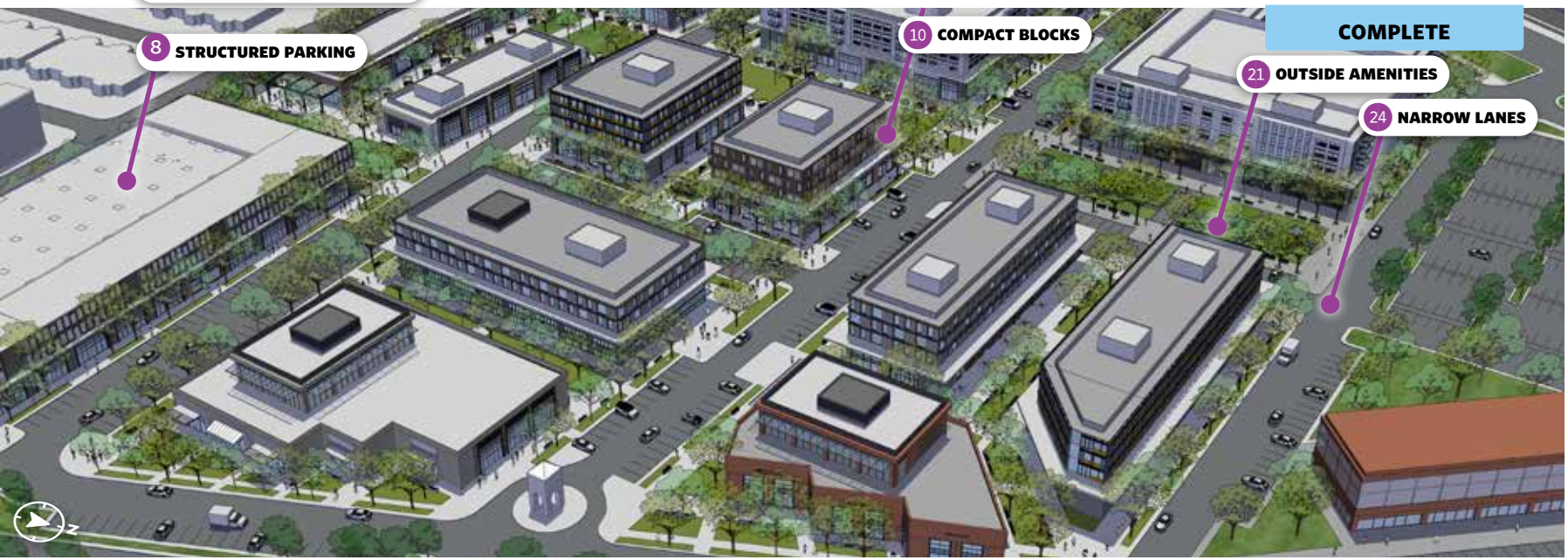
TRANSITIONAL DEVELOPMENT: AGING COMMERCIAL TO URBAN VILLAGE

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.

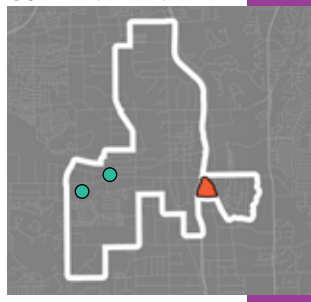
In each phase, more elements are added. Early improvements include updated facades, enhanced materials, and rebuilding existing retail with creative office space. Parking spaces are strategically removed to expand pedestrian-friendly walkways. Later phases mirror these upgrades on adjacent blocks, adding 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

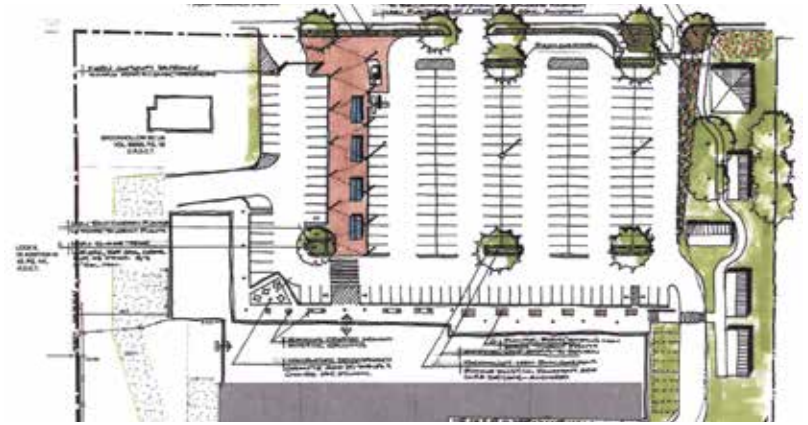
Restaurant Row

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.

1 PARKLET/OUTDOOR SEATING

3 PAINTED CROSSWALK

5 FOOD TRUCKS

2 TEMPORARY/DEMONSTRATION BIKE LANE

4 TEMPORARY CURB BUMPOUT & LANDSCAPING

6 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.

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.

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.

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.

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.

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 Addison 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.

Land Use & Development Implementation

p. 192-198

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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 Trails Master 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.

SNAPSHOT

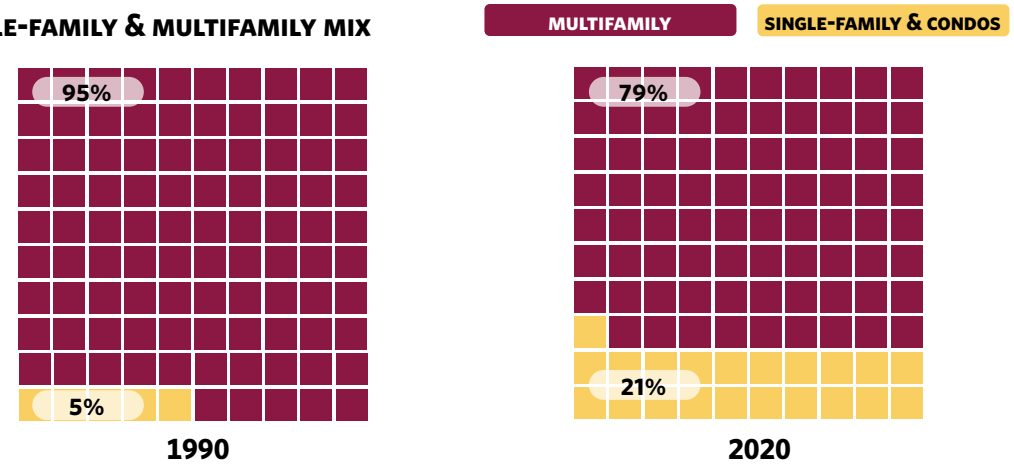
30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

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 2025

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.

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 housing units 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. To retain and attract residents, Addison will need to continue expanding and diversifying its housing options in the future.

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.

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

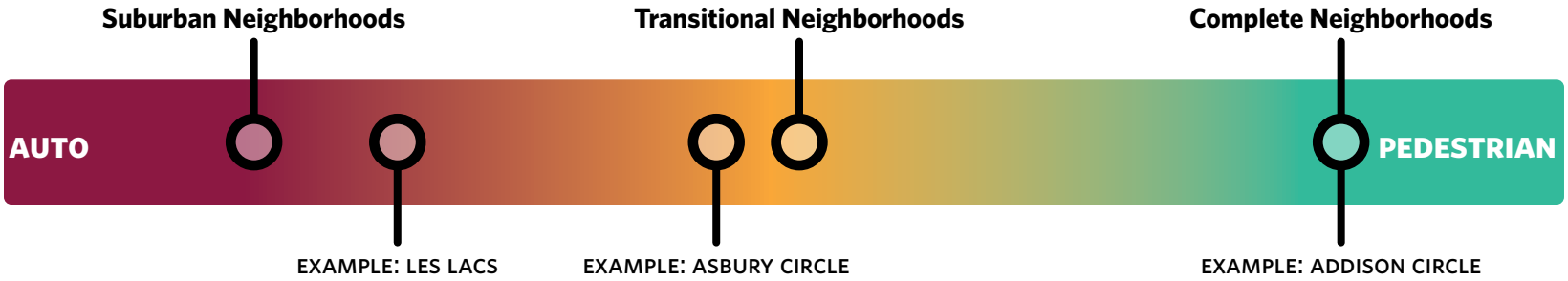
Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, 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 provide greater connectivity for neighborhoods, so residents can choose to reduce car dependency, if desired. As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

Place Types **p. 90-101**

Spectrum of Change **p. 109-111**

NEIGHBORHOOD CONTINUUM



Neighborhood Continuum, Place Types, and Spectrum of Change

Areas identified as the Residential Living Place Type and as Preserve in the Spectrum of Change are more auto-oriented (Suburban Neighborhoods) and are not envisioned to experience much change. The more urban and mixed use areas (Transitional Neighborhoods) 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.

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 existing conditions, 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.

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.

Photos: *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.

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.

All photos: *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

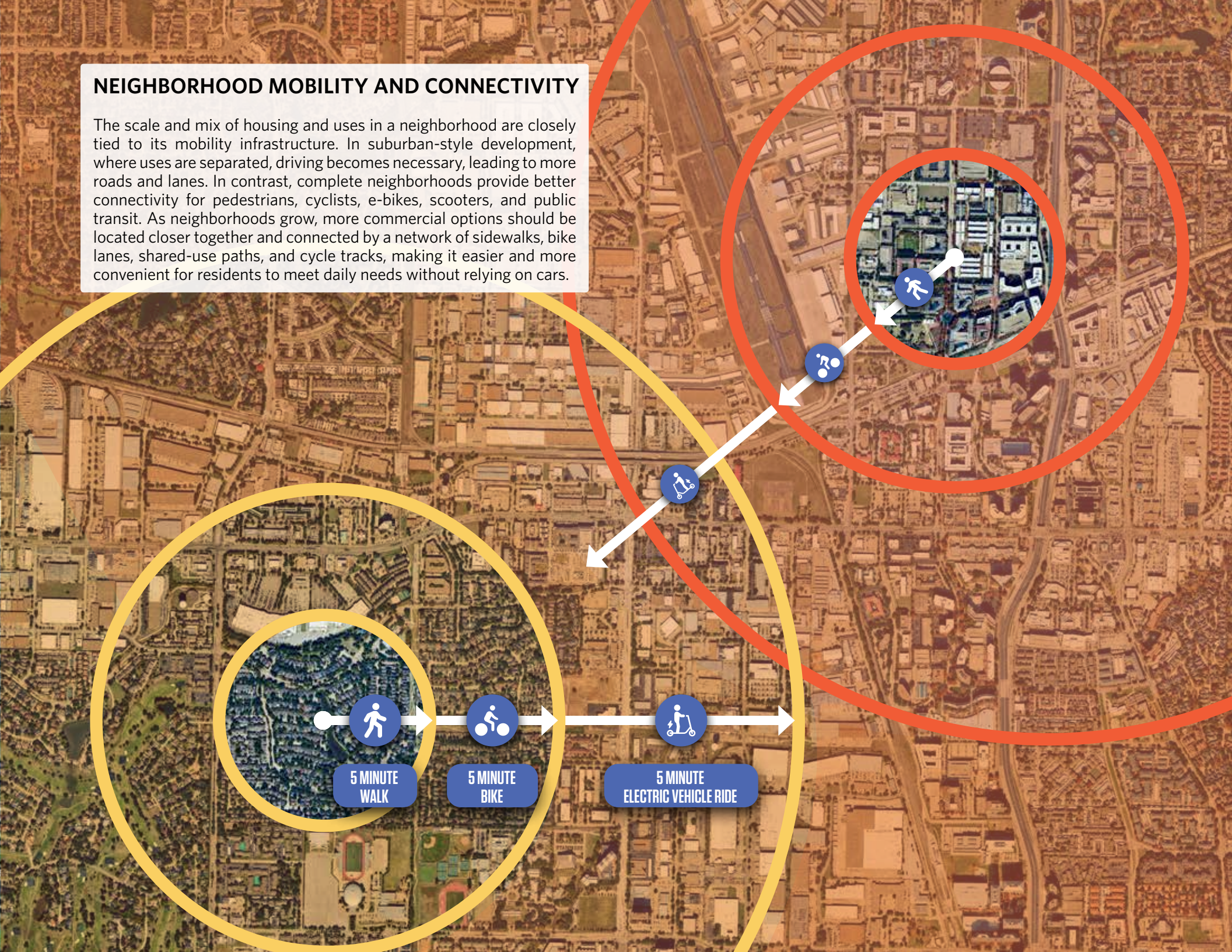
The development zone is the midpoint between the neighborhood and citywide scales, offering services not available locally, like fire stations, community parks, and libraries. It should also provide commercial services that fill gaps in nearby neighborhoods, such as supermarkets.

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.

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.

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 and address 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. 44-45

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. Additionally, educating the community about small development models can help identify and support local investors and builders for smaller projects.

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.

Additional Information

Advance Addison Market Report

RECOMMENDATIONS

HN1 ***Support the creation of complete and cohesive neighborhoods in accordance with the Place Types and Spectrum of Change Maps.***

For neighborhoods to be complete, they must have access to 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.

Housing & Neighborhoods Implementation

p. 199-204

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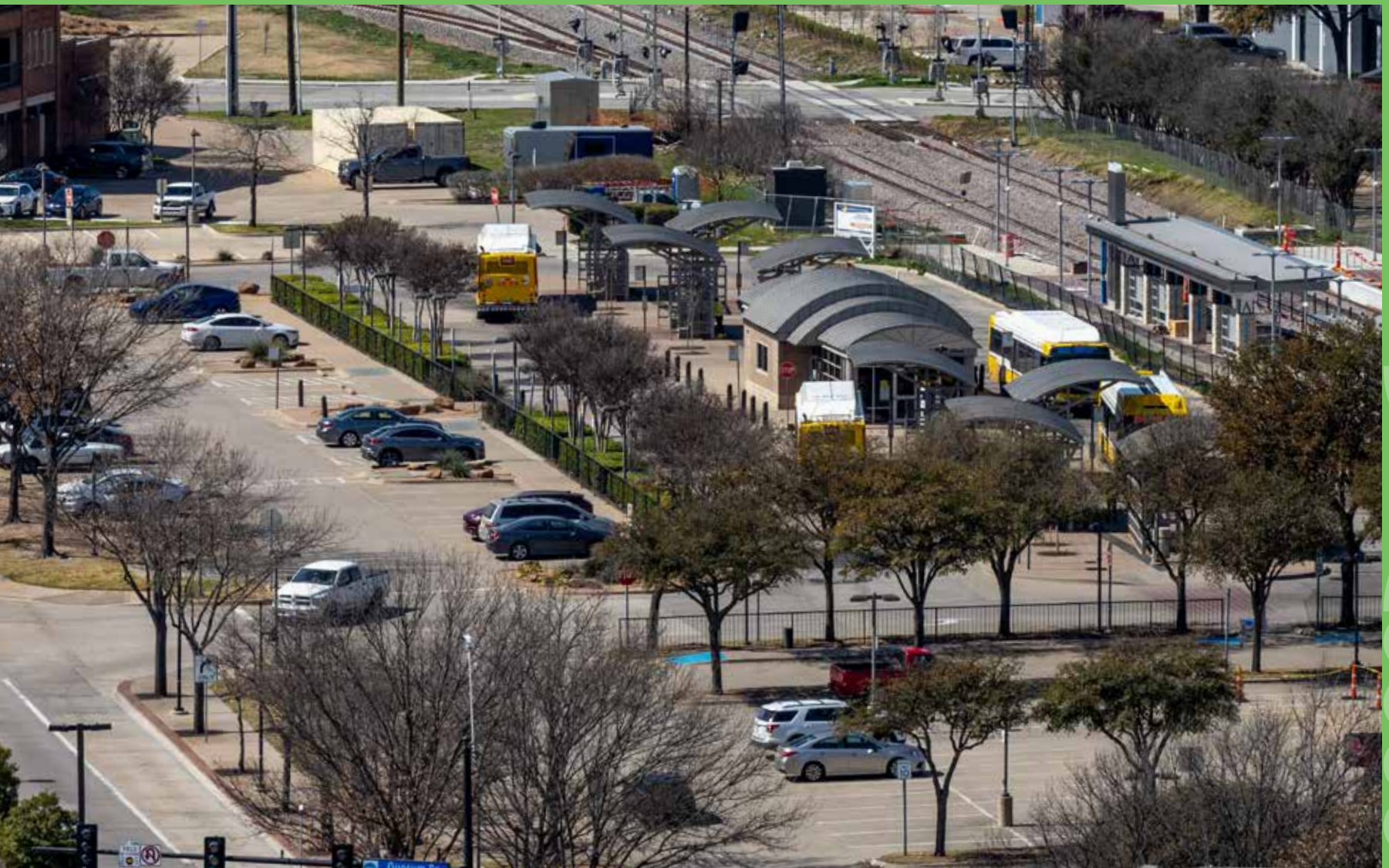
PLANNING COMPONENT

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 Addison 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.

SNAPSHOT

BECOMING A WALKABLE CITY

Walk Score ranks Addison as somewhat walkable (67/100) and bikeable (60/100), despite the fact that Addison has invested in walkable areas like Addison Circle, and the TOD district. 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.

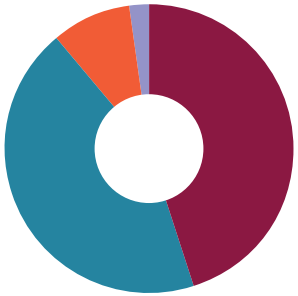
Input received from the majority of residents and business community reinforced the desire for Addison to be an even more walkable and connected town where people can access anything they need safely and conveniently without a car. Improving connectivity and enhancing multimodal options can also support commuting to/from work, and help the Town's 120,000 daytime population move around the own. 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

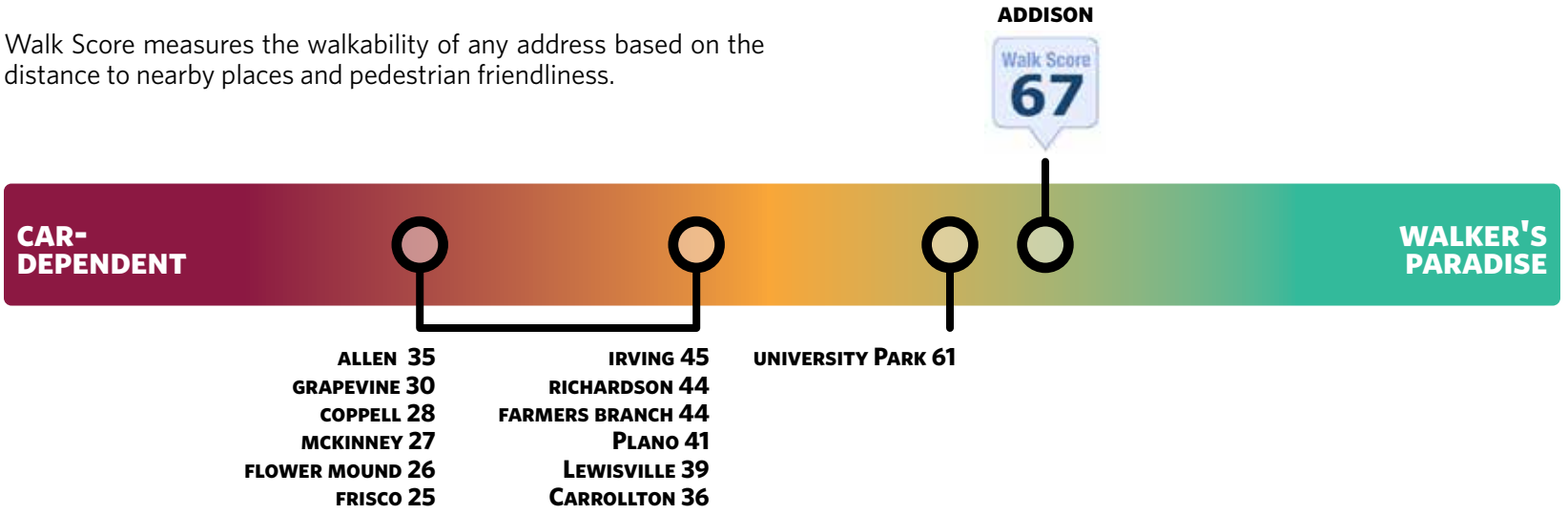


VEHICLES AVAILABLE	%
2 Vehicles	42.1
1 Vehicle	48.9
3 or More Vehicles	7.8
No Vehicles	1.2

Source: ACS 2023 5-Year Estimates, S0801

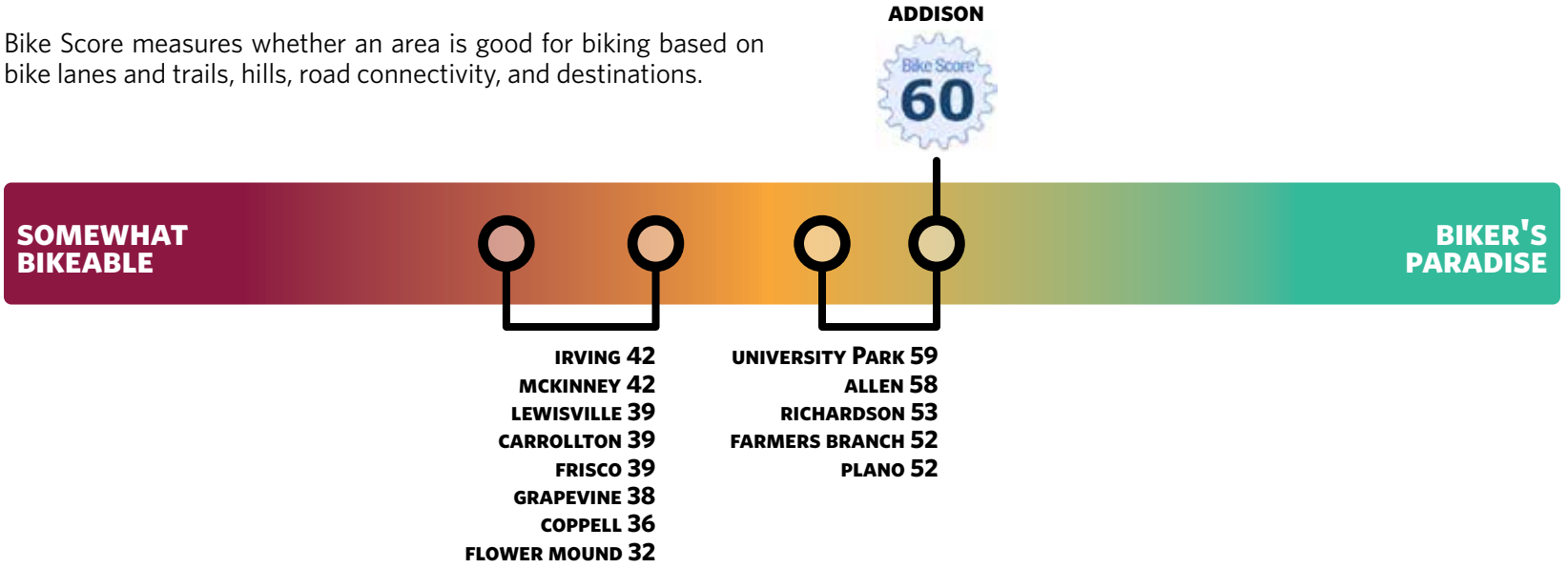
WALK SCORE

Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.



BIKE SCORE

Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.



Note

The Walk Score and Bike Score data was gathered using the 'Living in CITY' scores rather than specific commute data, since Addison has not been scored as an entire town. As a result, the highest score among the available ranked commutes to downtown was used.

Source: WalkScore.com, April 17, 2025.

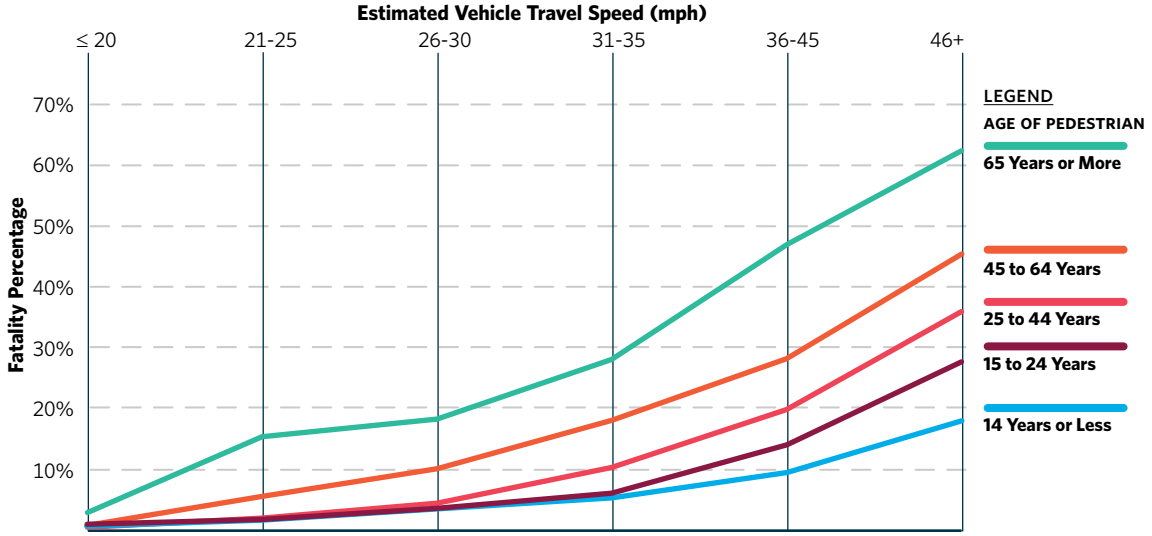
TRAVEL SPEEDS & SAFETY

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 Addison is served by 11 local service bus routes and the Addison Transit Center located at Arapaho Road and Quorum Drive. 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

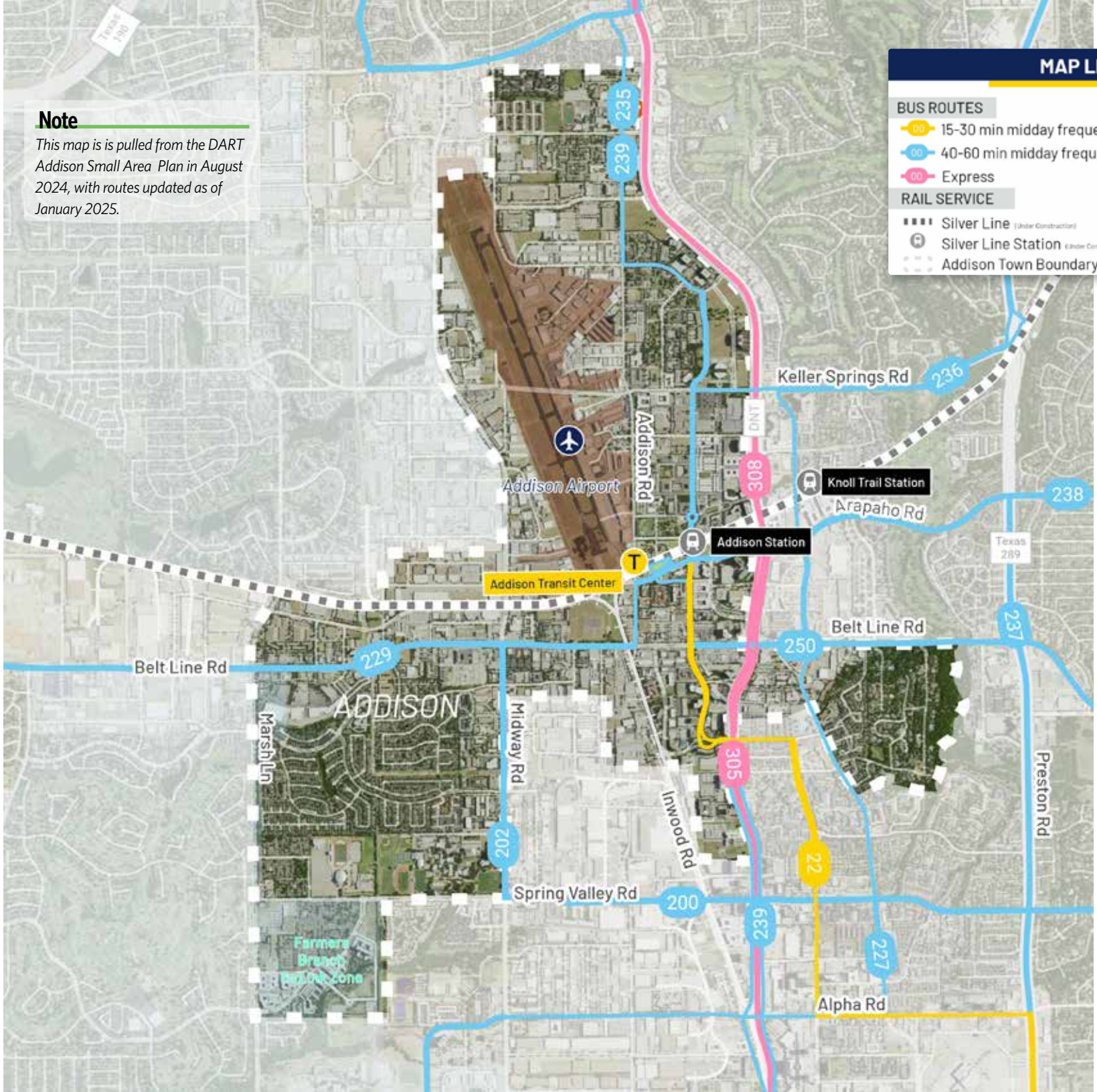
Pedestrian Connections
THE ADDISON, ADDISON CIRCLE PARK, COTTON BELT REGIONAL TRAIL, AND OTHER PUBLIC GATHERING SPACES

Anticipated daily ridership (by 2040)
1,205

Parking Spaces Available
300+

Projected travel times
32 MIN. TO DFW AIRPORT TERMINAL B
27 MIN. TO SHILOH ROAD STATION IN PLANO

Source: DART, July 2024

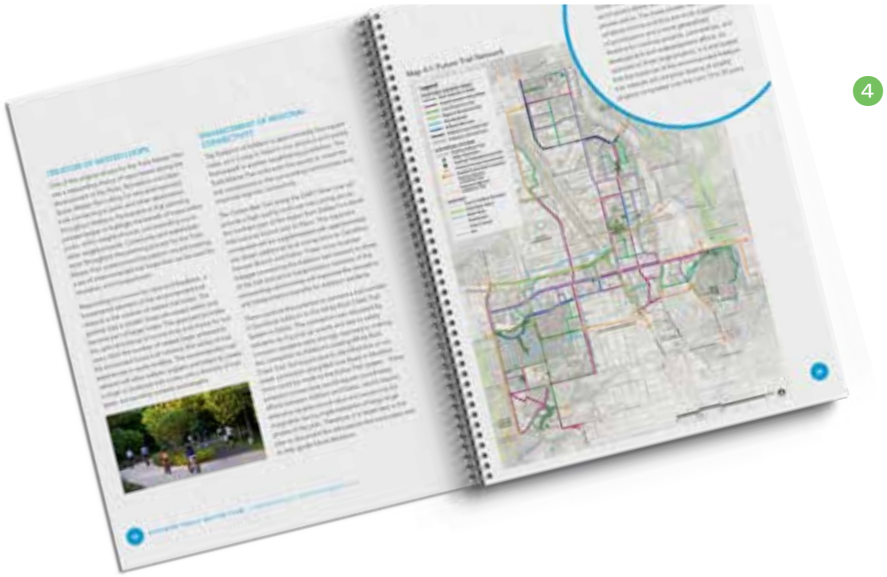

Note
This map is is pulled from the DART Addison Small Area Plan in August 2024, with routes updated as of January 2025.
MAP LEGEND
BUS ROUTES
15-30 min midday frequency
40-60 min midday frequency
Express
RAIL SERVICE
Silver Line (Under Construction)
Silver Line Station (Under Construction)
Addison Town Boundary
SYMBOLS
Hospital
Airport
Transit Cente
ON-DEMAND SERV
GoLink Servi
Keller Springs Rd
Addison Rd
DNT
Addison Airport
Knoll Trail Station
Arapaho Rd
Addison Station
Addison Transit Center
Belt Line Rd
ADDISON
Marsh Ln
Midway Rd
Inwood Rd
Preston Rd
Spring Valley Rd
Farmers Branch GoLink Zone
Alpha Rd
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.

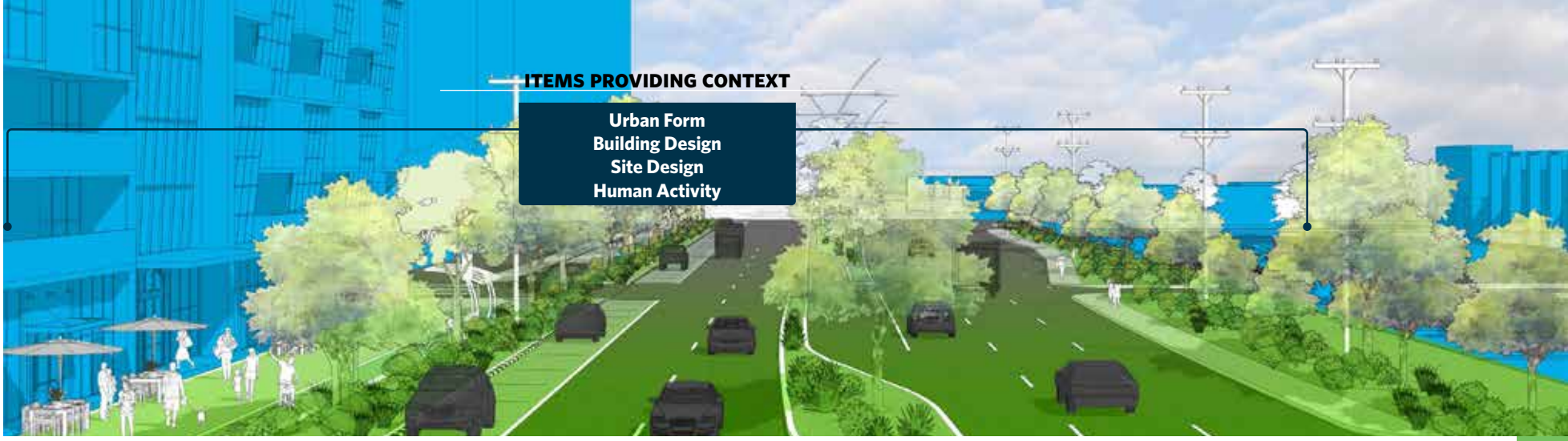
4. In the longer term, as some of the more autocentric commercial areas redevelop into mixed-use and the community attracts more walkers than drivers, incremental transformation of the arterial corridors into more multimodal, complete streets should be explored.

Place Types **p. 90-101**

Traffic Calming **p. 156-158**

Spectrum of Change **p. 109-111**

Active Transportation **p. 160**



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).

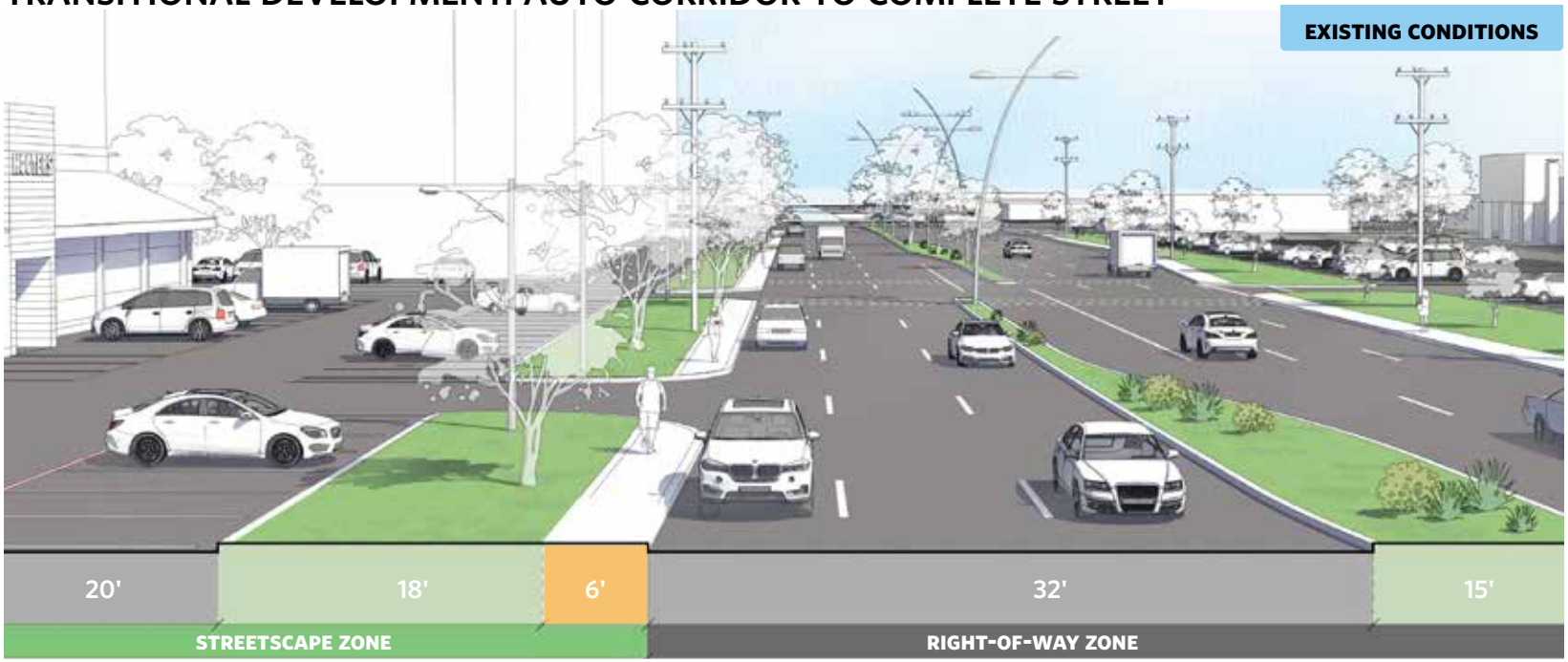
Approaching roadway improvements incrementally using context-sensitive design allows for enhanced safety for all users, sparks economic development, and helps to create more livable neighborhoods. In other cases, transformation of the corridor into a more complete street is needed to catalyze redevelopment 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

The new 2025 M Transportation Plan supports the Comprehensive P incorporates mod multi-modal desig standards. Togeth the Trails Master Addison's establis a framework to bu a highly customiz context-sensitive modal system.

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.*

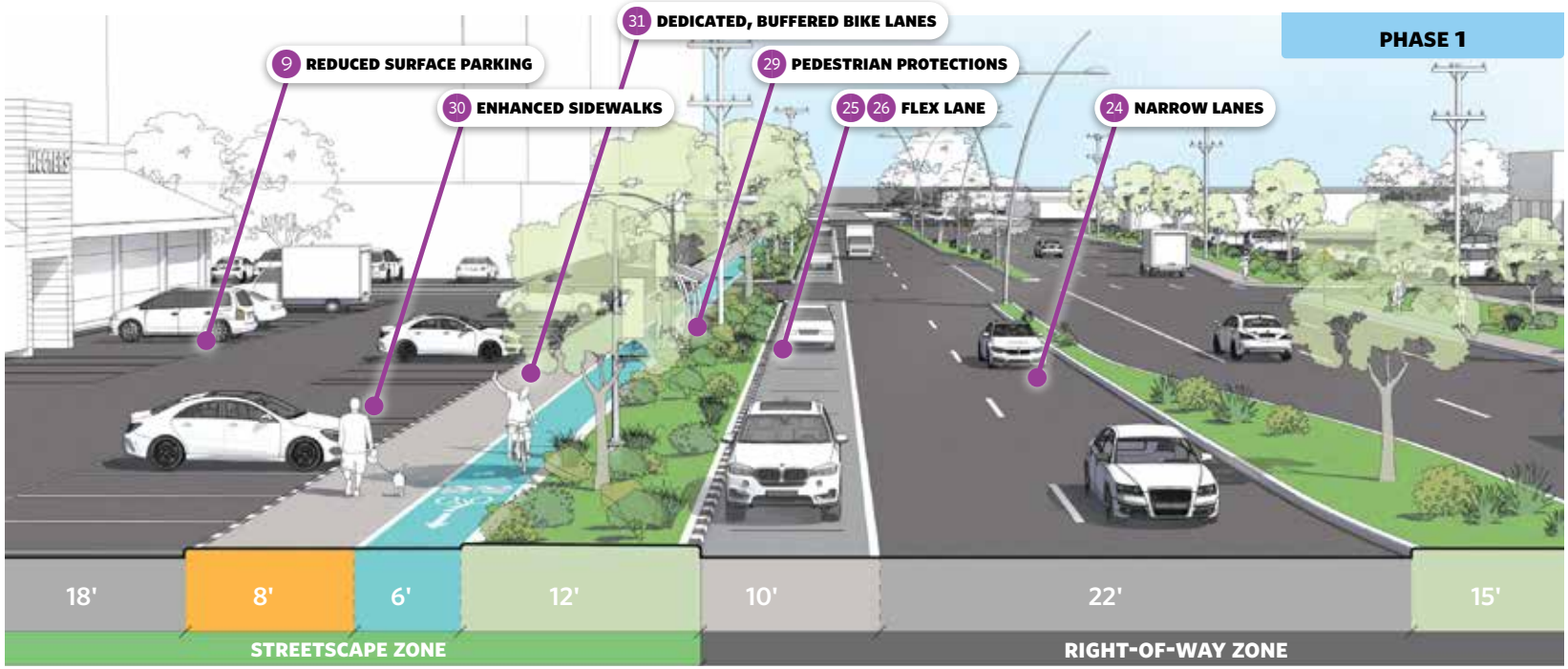
CONVERTING AUTO-ORIENTED CORRIDORS TO BETTER SERVE ADDISON'S RESIDENTS

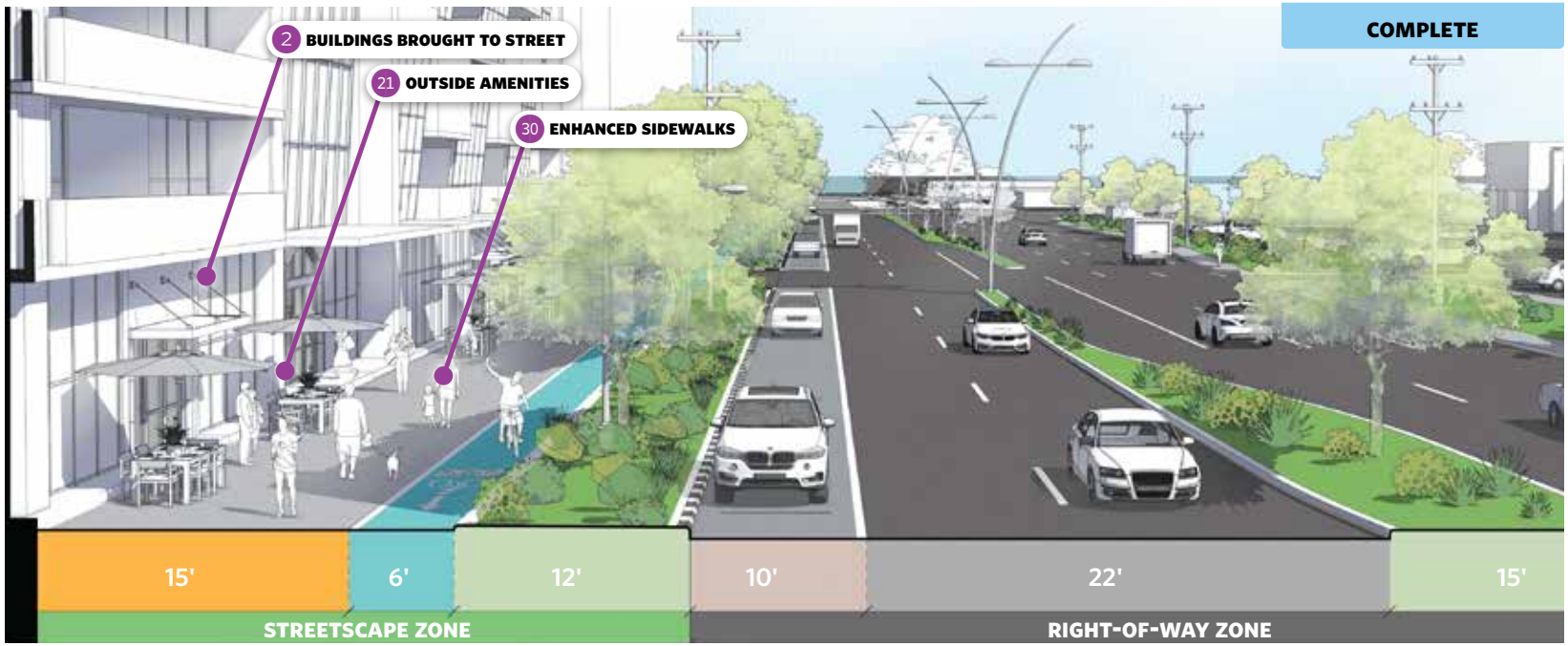
Many of Addison's arterials are currently six-lane roads carrying high-speed traffic, making them unsafe for pedestrians and cyclists. Adjacent development is auto-oriented, with surface parking lots separating buildings from the street. These corridors offer the Town a chance to enhance multimodal mobility 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 introducing elements like on-street parking, transit stops, enhanced landscaping, sidewalks, and bike lanes to slow traffic and encourage multimodal activity.

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.

Neighborhood Typologies
p. 136-138





CONTEXT MAP

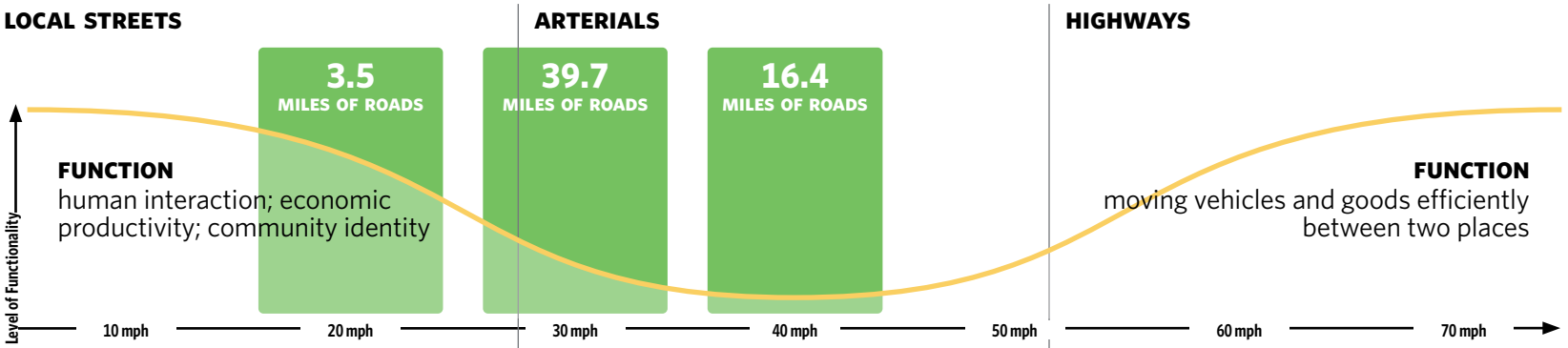
LEGEND

Featured Site
Belt Line Road

Similar Locations
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road

CALMING TRAFFIC IN DIFFERENT CONTEXTS

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 Road and Midway Road) 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.



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.

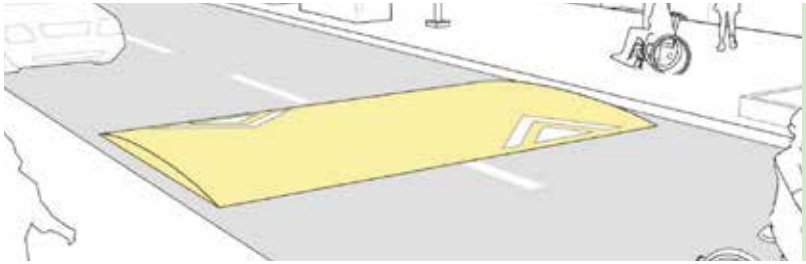
Addison does not have any high speed roads in its town limits other than the Dallas North Tollway. The primary function of a road is to move people and goods quickly between places. Here, the automobile is clearly prioritized and higher speeds are appropriate. In order to maintain safety and traffic 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.

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.



SPEED HUMPS

Speed humps are formed by raising sections of the road to slow cars and match the target street speed. This targeted speed reduction helps pedestrians and cyclists in and around rights of way become more noticeable to drivers.

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.

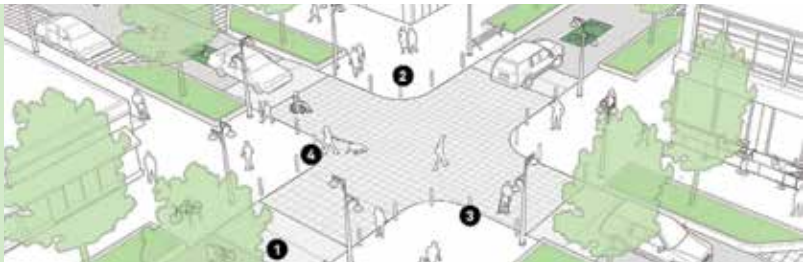
Note

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

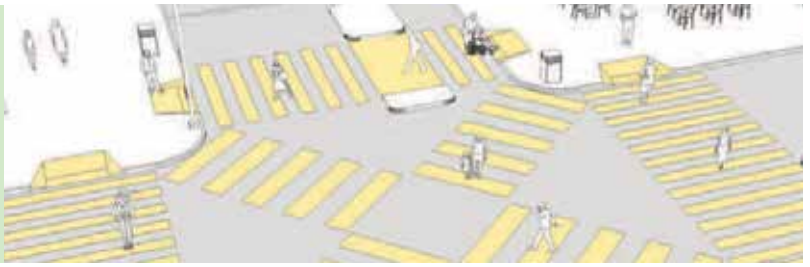
INTERSECTION ENHANCEMENTS

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.

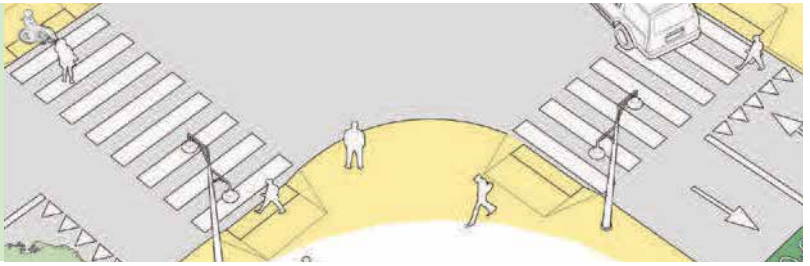


RAISED INTERSECTIONS

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'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 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 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 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 BOUNDARIES

Google Earth

Completing Neighborhoods **p. 141**

Neighborhood Mobility & Connectivity **p. 142**

Additional Information

Advance Addison Market Report

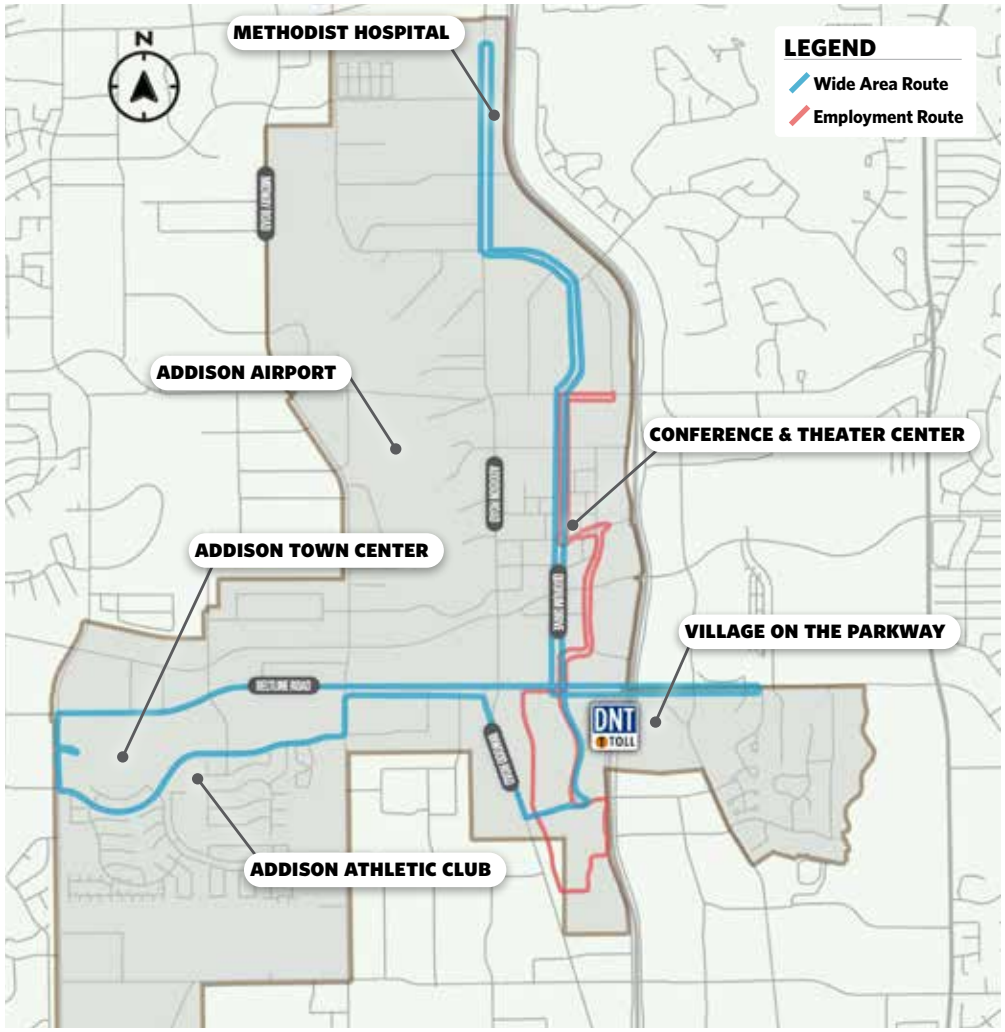
CREATING A LOCAL CIRCULATOR

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, during recent engagement activities, both employers and residents expressed strong support for an Addison-branded circulator service 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. Addison'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

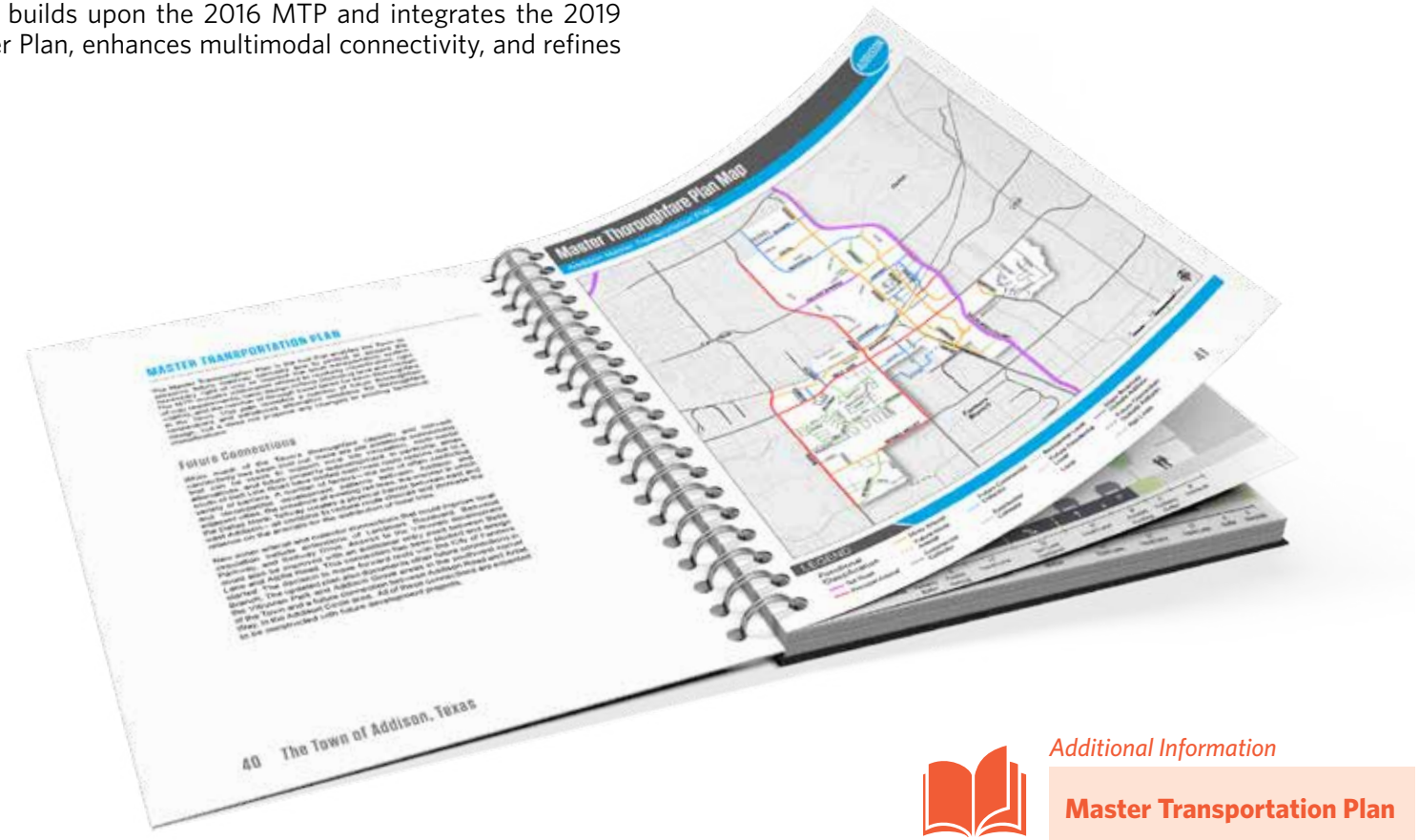
INDIANAPOLIS CULTURAL TRAIL **INDIANAPOLIS, INDIANA**

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.



Additional Information

Master Transportation Plan

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 Road, Midway Road, 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 entering an exciting new chapter, moving toward becoming a community where walking, biking, and public transit are natural, convenient choices. With limited space for expanding roads and parking, the town's future growth offers an opportunity to focus on a more balanced transportation system. By investing in a variety of travel options, Addison can create a connected network that supports residents and visitors, encourages active lifestyles, and helps manage 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.

RECOMMENDATIONS

MC1 ***Make the DART Silver Line Addison Station the hub of an incrementally-built out multi-mobility system.***

The DART Silver Line provides an incredible opportunity to make Addison more walkable locally and more connected regionally. Existing and future mobility options should complement the Silver Line Addison Station to make it the mobility heart of Addison.

MC2 ***Improve multi-directional bike/pedestrian 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-mobility 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.

Mobility & Connectivity Implementation

p. 205-212

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 in the Implementation Plan to indicate, within the Comprehensive Plan, that the tenets of that newly adopted detailed plan are a focus of this plan as well.

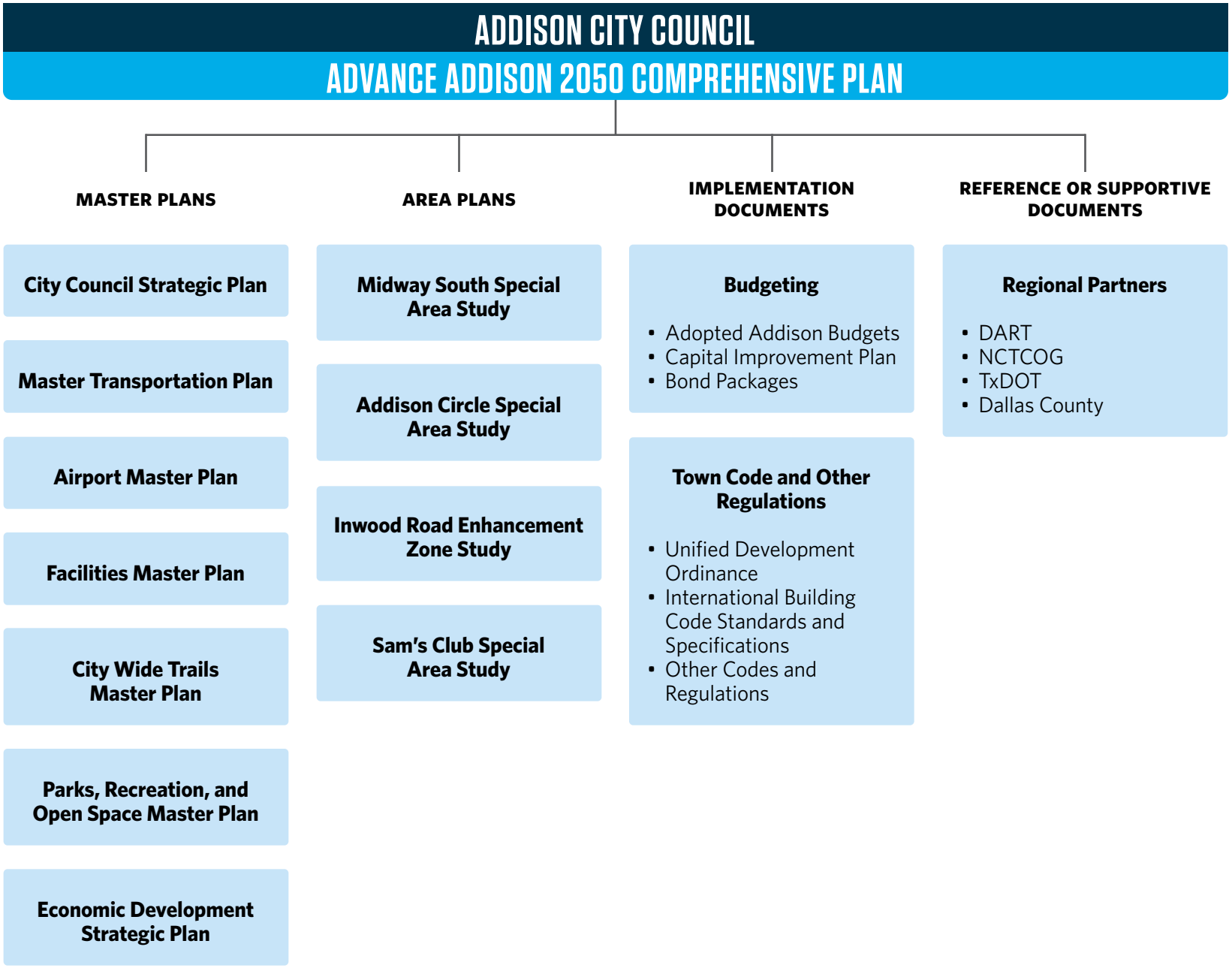
PLAN TYPES

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.

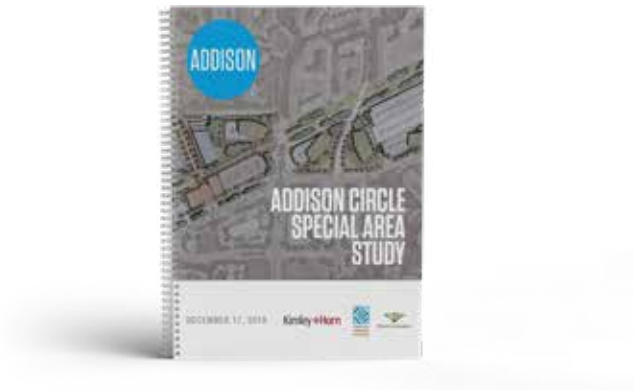
SMALL AREA PLANS

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.


ADDISON CITY COUNCIL
ADVANCE ADDISON 2050 COMPREHENSIVE PLAN
MASTER PLANS
City Council Strategic Plan
Master Transportation Plan
Airport Master Plan
Facilities Master Plan
City Wide Trails Master Plan
Parks, Recreation, and Open Space Master Plan
Economic Development Strategic Plan
AREA PLANS
Midway South Special Area Study
Addison Circle Special Area Study
Inwood Road Enhancement Zone Study
Sam's Club Special Area Study
IMPLEMENTATION DOCUMENTS
Budgeting
• Adopted Addison Budgets
• Capital Improvement Plan
• Bond Packages
Town Code and Other Regulations
• Unified Development Ordinance
• International Building Code Standards and Specifications
• Other Codes and Regulations
REFERENCE OR SUPPORTIVE DOCUMENTS
Regional Partners
• DART
• NCTCOG
• TxDOT
• Dallas County

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 Addison 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 Addison 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 Silver Line 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 Silver Line Addison 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

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 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 throughout town to retain and enhance existing communities.
6. Prioritize walkability and connectivity infrastructure projects as a primary driver for investment and redevelopment.

Additional Information

Economic Development Strategic Plan

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 Addison. Therefore, the redevelopment of this area in a vibrant manner is of great importance to the Town 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.

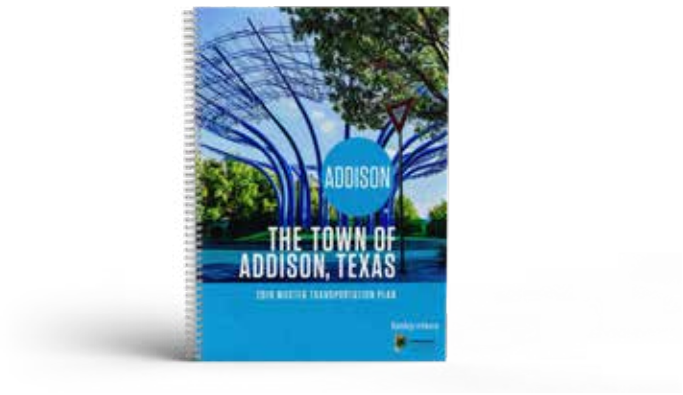
2. Several financing strategies were identified, such as developer-financed, Public Improvement District (PID), Public-Private Partnership (P3), and Tax Increment Finance (TIF). The study took a deeper dive into the TIF approach as a viable option for activating development in the area.

Additional Information

Inwood Enhancement Zone

MASTER TRANSPORTATION PLAN

MASTER PLAN



The 2016 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 Dallas North Tollway)
- 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.

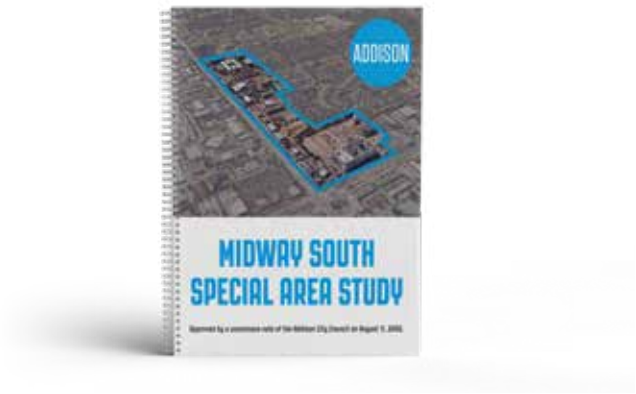
Additional Information

Master Transportation Plan

Major Projects

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 Road 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

PARKS, RECREATION, AND OPEN SPACE MASTER PLAN

MASTER PLAN

The 2019 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 Trail 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 nodes 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

Major Projects

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 Quorum Drive east to Winnwood Park, as well as an improved connection across Belt Line Road 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.

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.

Related Plans & Initiatives Implementation

p. 231-234

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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

Addison will implement this Plan by 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 as short term, 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.

MEASURES OF SUCCESS & REPORTING

The Advance Addison 2050 dashboard should be an online interactive dashboard that serves as the public-facing tool to track the progress and implementation of the Comprehensive Plan. It will provide real-time updates (on a regular basis) on key metrics tied to the Plan's recommendations, offering transparency and accountability. The dashboard will also visually highlight which actions from the Plan have been completed and which are still in progress, ensuring continuous monitoring of success and areas for improvement. Regular updates will allow stakeholders to stay informed and engaged with the Plan's ongoing implementation.

Additional Information

Advance Addison 2050 Dashboard

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.

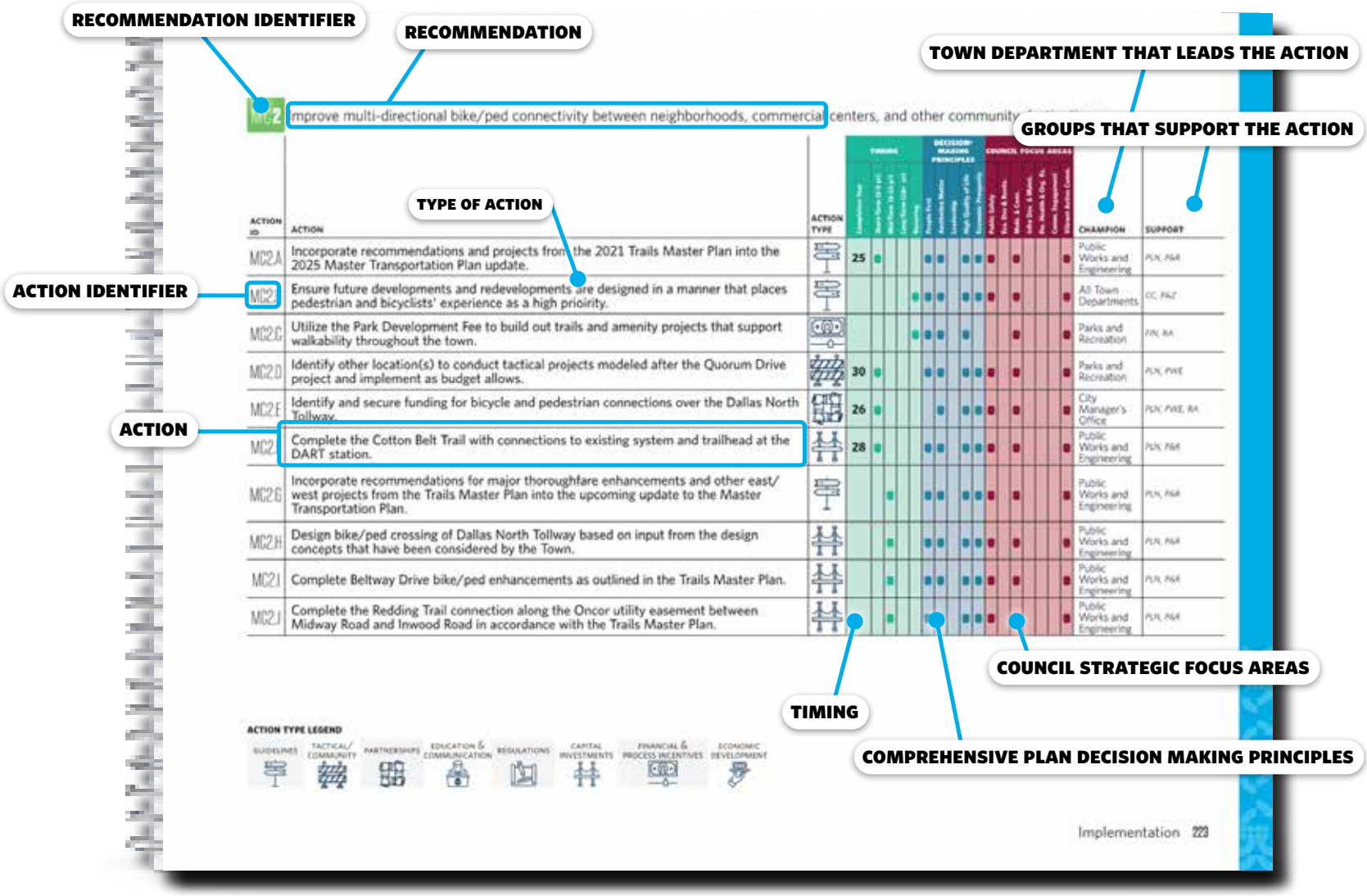
Level 3

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

ELEMENTS OF THE IMPLEMENTATION PLAN

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 a recommendation below highlights the location of each element within the Implementation Tables.



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 Vision Story, and are filtered through Decision-Making Principles, should be created.

Decision-Making Principles p. 20

Refining & Updating this Plan p. 19

ACTIONS

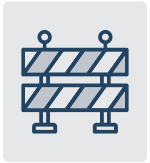
Actions are specific tasks designed to achieve the recommendation they support.

GUIDELINES

Plans and design guidelines that are used to guide development of the functional and visual environment throughout the Town or within certain areas.

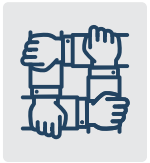
TACTICAL/COMMUNITY

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 town 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 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

Decision-Making Principles

p. 20

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

Additional Information

City Council Strategic Plan

TIMING

The Year column indicates the recommended completion year for short-term actions (represented as a two-digit year). For recurring actions, it lists the initial completion year, with the repetition schedule noted in the following columns. 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 Development and Neighborhood Services department, 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 City 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.

CHAMPIONS AND SUPPORTERS CONTINUED

Marketing & 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 Development and Neighborhood Services department, that oversees code compliance, environmental health, short-term rental registration and signs.

Planning Division (PLN) The Town division, which is housed under the Development and Neighborhood Services department, that oversees long-range land use planning and reviews platting, zoning and other development requests.

Planning & Zoning Commission (P&Z) The Town advisory body that considers and makes recommendations in matters related to land use, zoning, and platting.

Parks & 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 & 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 and 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).

RECOMMENDATIONS

GENERAL

1. Embrace the Comprehensive 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 & DEVELOPMENT CJARACTER

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, high-density, 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 in accordance with the Place Types and Spectrum of Change Maps.
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.

Land Use & Development
p. 81-130

Housing & Neighborhoods
p. 131-144

MOBILITY & CONNECTIVITY

1. Make the DART Silver Line Addison Station the hub of an incrementally-built out multi-mobility system.
2. Improve multi-directional bike/pedestrian connectivity between neighborhoods, commercial centers, and other community destinations.
3. Reimagine Addison's arterial roadways as beautified, functional, multi-mobility 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.

Mobility & Connectivity
p. 145-164

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.

Related Plans & Initiatives
p. 165-176

GENERAL RECOMMENDATIONS

G1 ***Embrace the Comprehensive 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 Addison'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.

G1 Embrace the Comprehensive Plan as the centerpiece for all plans and decision-making.

ACTION ID	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
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 & 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 residents and business community and track ratings while using them to inform governing decisions.						●			●							●	●	●	Marketing & 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G2 Establish and apply tools to collect data and assess projects and initiatives.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G3 Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.

ACTION ID	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 ID	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 and 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G5 Seek opportunities to make the Town more environmentally resilient.

ACTION ID	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
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.

ACTION ID	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
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 and elected/appointed positions.		27	●				●		●								●	●	City Manager's Office	*CC*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G7 Continue to invest in and maintain Addison's infrastructure systems.

ACTION ID	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
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 ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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 Addison 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.

Land Use & Development
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LU1 Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools.

ACTION ID	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.

ACTION ID	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
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 & 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

LU3 Transform autocentric places into more pedestrian-friendly, mixed-use destinations.

ACTION ID	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.		
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 ID	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 & 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 & 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 & 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 ID	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 ID	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 ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HOUSING & NEIGHBORHOODS RECOMMENDATIONS

HN1 ***Support the creation of complete and cohesive neighborhoods in accordance with the Place Types and Spectrum of Change Maps.***

For neighborhoods to be complete, they must have access to elements of housing, commerce, outdoor space, streets, and programming. They are flexible places that evolve and change, with a unique character that unites people.

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.

Housing & Neighborhoods
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HN1 Support the creation of complete and cohesive neighborhoods in accordance with the Place Types and Spectrum of Change Maps.

ACTION ID	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
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, as part of the neighborhood planning process outlines in HN1.A.			●				●	●		●	●						●		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 ID	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 residentss 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 ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN4 Provide denser housing options in Addison's urban and transitional areas.

ACTION ID	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 multigenerational 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.					●		●			●	●		●						Planning Division	*CC, CMO, P&Z*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN5 Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN6 Create more places for intentional gathering and recreation within existing and new neighborhoods.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MOBILITY & CONNECTIVITY RECOMMENDATIONS

MC1

Make the DART Silver Line Addison Station the hub of an incrementally-built out multi-mobility system.

The DART Silver Line provides an incredible opportunity to make Addison more walkable locally and more connected regionally. Existing and future mobility options should complement the Silver Line Addison Station to make it the mobility heart of Addison.

MC2

Improve multi-directional bike/pedestrian 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-mobility 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.

Mobility & Connectivity
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MC1 Make the DART Silver Line Addison Station the hub of an incrementally-built out multi-mobility system.

ACTION ID	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.		
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 Silver Line Addison 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC2 Improve multi-directional bike/pedestrian connectivity between neighborhoods, commercial centers, and other community destinations.

ACTION ID	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 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 the 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

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ACTION ID	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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC3 Reimagine Addison's arterial roadways as beautified, functional, multi-mobility corridors that complement the redevelopment we seek along them.

ACTION ID	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.		
MC3.A	When designing intersection reconfigurations, prioritize pedestrian comfort and safety 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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC4 Make safe movement of cars, bikes, and pedestrians on arterials the priority.

ACTION ID	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 per the Master Transportation Plan (MTP).		25	●				●	●		●		●		●				●	Public Works and Engineering	*PLN*
MC4.C	Identify intersections and implement the appropriate traffic calming measurements identified in the 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	Consider a pilot program for adaptive restriping along roadways.		29	●				●	●		●		●		●				●	Public Works and Engineering	*CC, CMO, PLN*
MC4.F	Report recommended changes in Town policy to the 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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC5 Design neighborhood streets to prioritize people, place, and productive development.

ACTION ID	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
MC5.A	Implement traffic calming elements that encourage drivers to go slow.						●	●	●		●		●		●				●	Public Works and Engineering	*PLN, DEV*
MC5.B	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.C	Develop a program to address missing sidewalk links and repair needs.				●			●	●		●		●		●				●	Public Works and Engineering	*PLN*
MC5.D	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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC6 Facilitate build-out of Addison as a major North Dallas transportation Hub.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES · TACTICAL/ COMMUNITY · PARTNERSHIPS · EDUCATION & COMMUNICATION · REGULATIONS · CAPITAL INVESTMENTS · FINANCIAL & PROCESS INCENTIVES · 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.

Related Plans & Initiatives
p. 165-176

RP1 Continue to implement recommendations outlined in existing plans per the specified timelines.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

RP2 Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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GLOSSARY

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
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)
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.

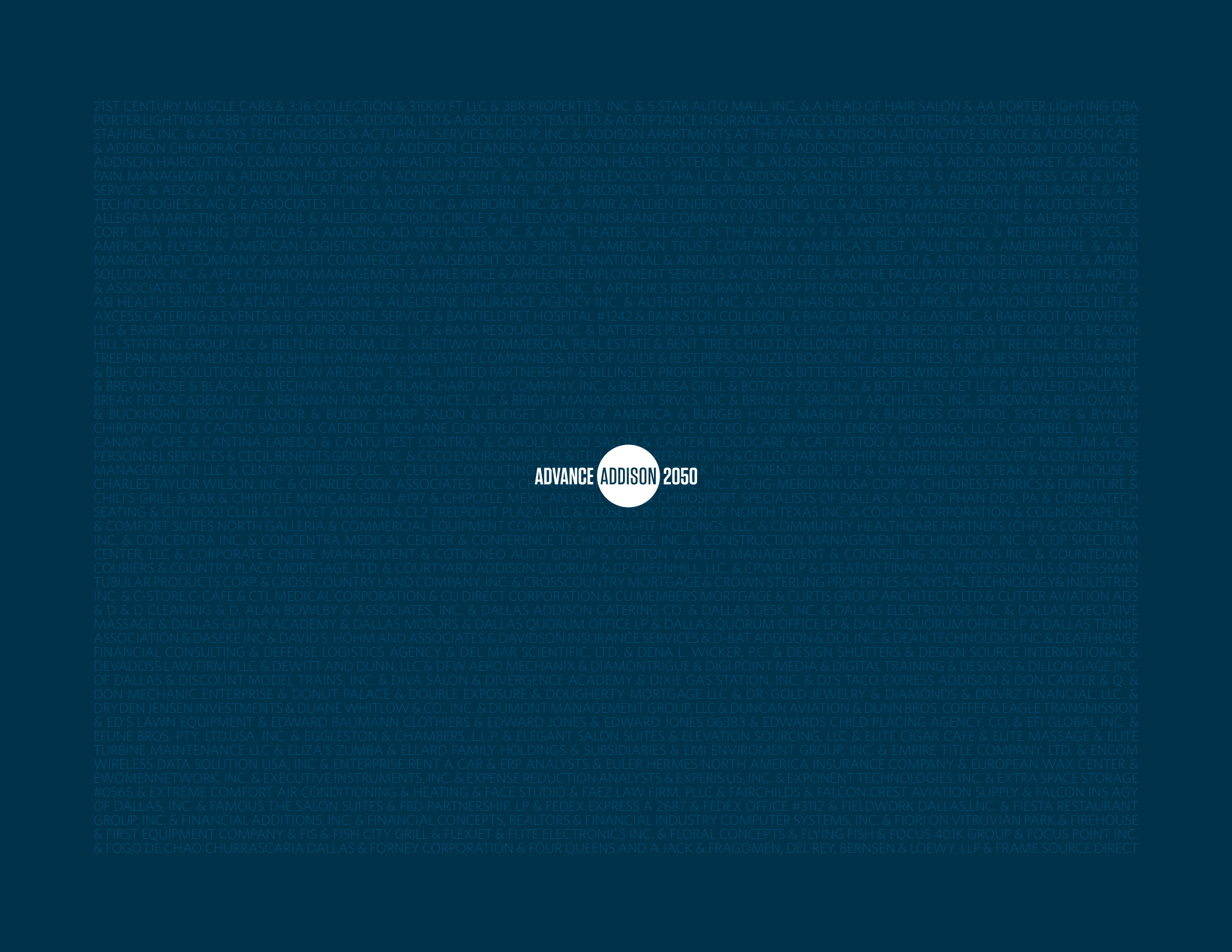
(Transit Oriented Development Institute. (2018). Transit Oriented Development. Tod.org. http://www.tod.org/)

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)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Appendix A: Summary of Engagement

PHASE 2 - ASSESS (OCTOBER-NOVEMBER, 2023)

SURVEY #1(VIBRANT COMMUNITY ASSESSMENT) - OCTOBER 3, 2023 - OCTOBER 23, 2023

158 responses were collected. See Appendix B

CITY COUNCIL/PLANNING AND ZONING COMMISSION PRE-MEETING SURVEY #1 - OCTOBER 17, 2023

Before the first joint City Council and Planning and Zoning (P&Z) Commission workshop meeting, a short, informal survey was given to the City Council and Planning and Zoning Commission members. The Town officials were asked to rank seven (7) policy priorities and what they believed were the Town of Addison's top three (3) opportunities and top three (3) challenges. See Appendix C.

COUNCIL/PZ WORKSHOP #1 - OCTOBER 17, 2023

The first City Council/PZ workshop meeting took place on the evening of Tuesday, October 17, 2023. This workshop consisted of the introduction of the consultants, City Council, Planning and Zoning Commission, and Town staff. During the presentation, a brief background was given regarding the importance of a living and applicable Comprehensive Plan by staff. Additional information consisting of the project plan structure and timeline was provided to the Council and Commission. An interactive dialogue over 5 different community aspects as the ones utilized in the Community Engagement Kick-Off event took place amongst the Council and Commission in the second half of the workshop.

COMMUNITY ENGAGEMENT EVENT #1 - OCTOBER 18, 2023

The Community Kick-Off event consisted of a brief presentation by Town staff and Verdunity in which an explanation of a Comprehensive Plan and its impacts were discussed, the project timeline, and ways to get engaged were reviewed and followed up with an interactive activity for attendees. There were two main activities. The first activity consisted of five (5) stations, where attendees were asked "How Might We…" regarding the following topics: revitalize aging buildings and commercial centers, provide quality housing options for everyone, improve connectivity and walking/cycling options, enhance and increase our supply of public spaces and attract and retain businesses and their workforces. Attendees would write down their ideas and suggestions for each topic and stick it on the corresponding poster board.

The second activity was themed "Tell Us What You Love About Addison!" This activity allowed for attendees to write and/or draw aspects of Addison that they loved on white butcher paper. Additionally,

there was a tablet set up to encourage attendees to record their responses as well.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #1 - NOVEMBER 1, 2023

In this workshop, Verdunity introduced themselves to the Comprehensive Plan Advisory Committee. A brief presentation regarding the importance of a comprehensive plan, the timeline of the project, and the duties and expectations of the committee was provided. Additionally, short descriptions of the upcoming workshops and virtual format were discussed.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #2 - DECEMBER 15, 2023

In this workshop, Verdunity presented preliminary data on the Town for the following aspects: demographics/psychographics, land use fiscal analysis (LUFA), and a review of current plans and preliminary takeaways. Additionally, the activity, "Meeting in a Box", was introduced and explained to the committee as an engagement mechanism for them to spearhead within their networks.

SURVEY #2(VISION, VALUES AND PRIORITY OUTCOMES SURVEY) - OCTOBER 27, 2023 - JANUARY 31, 2024

751 responses received. See Appendix D.

PHASE 3 - EXPLORE (DECEMBER 2023 - MARCH 2024)

COMMUNITY POP-UPS - JANUARY 23-25, 2024

During the days of January 23rd – 25th, 2024, multiple community pop-ups were hosted throughout the Town to meet the community at popular gathering locations. During these pop-ups, various prompts were presented to the community ranging from what is their biggest hope for Addison to what are Addison's 3 biggest values to what could help Addison cultivate entrepreneurs and local businesses. An estimated 85 people attended across all pop-ups The following schedule was followed:

Tuesday, January 23, 2024

- 8:00AM – 9:30AM: Dunn Brothers Coffee, 3725 Belt Line Road, Addison TX 75001
- 12:00PM – 1:00PM: Ida Claire, 5001 Belt Line Road, Addison TX 75254
- 4:30PM – 5:30PM: AMLI Addison, 15250 Quorum Drive, Addison, TX 75001

Wednesday, January 24, 2024

- 8:00AM – 9:30AM: Java & Hoops, 4970 Addison Circle, Addison TX 75001

- 12:00PM – 1:00PM: Hawkers Asian Street Food, 5100 Belt Line Road #430, Addison TX 75254
- 4:00PM – 5:00PM: Acram Office, 5080 Spectrum Drive, Addison, TX 75001

Thursday, January 25, 2024

- 8:00AM – 9:30AM: Ascension Coffee, 14131 Midway Road, Addison TX 75001
- 12:00PM – 1:00PM: Ida Claire, 15701 Quorum Drive, Addison TX 75001

TOWN STAFF LEADERSHIP VISIONING WORKSHOP - JANUARY 23, 2024

During the mid-morning of January 23rd, 2024, the project team met with key Town staff to discuss the community's vision, biggest challenges, opportunities, shortcomings, and strengths. There was also a values exercise where staff members were asked to identify and rank the five (5) values, they believe to be representative of Addison and an identity statement exercise where staff members wrote their version of an identity statement based on the group's discussion around the top five (5) values.

COMMUNITY FOCUS GROUP WORKSHOPS - JANUARY 23-25, 2024

Focus groups engaging residents were conducted during the Engagement Tour to discuss their visions for Addison's future. Residents were selected based on their residence location within the town and their different interests. The requested participants reflect a wide cross-section of the residents in age, longevity in Addison, property ownership status, and so on. Participants were asked questions that included things like, "Why do you live in Addison?", "What do you love about Addison and want to preserve?" and "What do you want to change or improve?" Participants also were engaged in a values exercise where they were asked to identify the five (5) values they believe to be representative of Addison.

CITY COUNCIL/P&Z COMMISSION/COMPREHENSIVE PLAN ADVISORY COMMITTEE WORKSHOP - JANUARY 24, 2024

On the evening of January 24th, 2024, a joint City Council, Planning and Zoning Commission, and Comprehensive Plan Advisory Committee workshop was held. During this workshop, a project update was provided, and two exercises were conducted: the "flower" exercise and a community value ranking exercise. The "flower" exercise was an activity that allowed the elected and appointed Town officials to analyze the different groups of people that live in the Town of Addison and discover their fundamental similarities to what the Town serves them. The second activity consisted of each group ranking proposed community values that the Town of Addison embodies and/or wants to embrace. The workshop was finalized with a brief summary of conducting a "Meeting in a Box" with organized groups of the

community.

COMMUNITY ENGAGEMENT EVENT #2 - JANUARY 25, 2024

On the evening of January 24th, 2024, a community workshop focusing on values and visions was held. The workshop began with a project update and was followed by a community value ranking exercise, similar to the Town officials exercise that was held the evening before. After this exercise and discussion, residents were encouraged to engage with the four (4) engagement activities available. The four (4) engagement stations were located across the room and consisted of the following:

1. Station 1 was a sticky note activity that asked, "What is your biggest hope for Addison?"
2. Station 2 was a handout activity that asked participants to describe their vision for Addison and how we might achieve it.
3. Station 3 was a sticky note activity that asked, "What are some unique assets/characteristics in the community that you want to protect and enhance?"
4. Station 4 was an aerial map and online mapping tool where people could point out specific places on a map of Addison to give more granular feedback.

Additionally, there was an online mapping tool made available to attendees to interact with.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #3 - FEBRUARY 21, 2024

During this committee meeting, Verdunity presented a brief overview of the Town's Development history, and demographics and proceeded to provide a more in-depth presentation of the land use fiscal analysis (LUFA) that was conducted. Additional information related to the fiscal productivity of the airport was provided. This was followed up by Hawes Hills and Associates presenting the preliminary market study findings conducted for the Town. The committee meeting was concluded by providing a brief overview of emerging themes and takeaways resulting from the engagement, survey results and stakeholder interviews conducted to this point.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #4 - MARCH 20, 2024

During this committee meeting, Verdunity presented the values, assets, aspirations, and vision story that were compiled from the January Engagement tour as well as any community engagement that had been conducted to that point. The committee engaged with the project team and staff on elements that resonated with them, suggestions they had, and in what ways the proposed vision story applied to the town and its future direction.

PHASE 4 - ORGANIZE (APRIL 2024 - OCTOBER 2024)

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #5 - APRIL 18, 2024

During this committee meeting, Verdunity presented a revised version of values, assets, aspirations, and vision story that reflected commentary the committee had in the March 2024 workshop as well as further refinement with assistance from Town staff. The project team presented the four different types of "walks" (based on "Walkable City: How Downtown Can Save America, One Step at a Time" by Jeff Speck) that were envisioned when producing the community identity and vision story. The committee provided feedback on the revised language and ideas with a consensus on moving forward with what was proposed. Towards the end of the workshop, an introduction of the proposed Place Types was given as well as an announcement of the launch of the virtual engagement activities rooms.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #6 - MAY 9, 2024

During this committee meeting, Verdunity provided insight into the different housing products and where they can land on the own-to-rent spectrum as well as intensity. Key themes related to housing in Addison were showcased in Addison and compiled from community input feedback conversations with staff and residents were highlighted and a facilitated discussion with CPAC members was conducted. Following this discussion, CPAC members were asked to engage in an activity where they were asked to circle the building typology images, they thought would be compatible with the Town and in which place type they should exist.

ONLINE ENGAGEMENT ACTIVITY #3 - APRIL 26, 2024 - MAY 19, 2024

Two (2) different virtual "rooms" were set up - one 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 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. The summary of assets, aspirations, and values is found below.

Assets

Item	Total Score	Aggregate Rank
Mix and availability of dining, entertainment (and to a lesser extent, shopping) options The number and variety of dining and entertainment options available to residents was recognized as one of the most common strengths of Addison and something that makes it unique compared to other surrounding cities. If there is a need, it would be to expand small, boutique style shopping and arts-based businesses and activities.	280	1
Quality design, materials, and aesthetics in the built environment Addison has always prioritized high quality design, particularly as it relates to the urban form of development, public parks and spaces, streetscape and landscaping, and building materials. Residents recognize how these items relate to the safety and appeal of the Town.	265	2
A history of innovation driven by the prioritization of a more walkable environment The Town's commitment to more compact, walkable development in the 80s and 90s positioned Addison as the early leader in new urbanist style neighborhoods in north Texas. Other cities have since built some "urban village" developments, but many of these remain very auto-centric and lack the more nuanced details that Addison offers in terms of a network of neighborhoods, public spaces, and commercial/employment nodes that, with some fairly modest enhancements, can be one of the only places in the region where people of all ages and stages of life can live, work, and enjoy 24-7 without a car.	260	3
Location and proximity to regional destinations and mobility network Addison has been described by some as an "oasis" in the middle of Dallas and surrounding suburban development. Its location on the DNT centrally located between Dallas and Frisco, quick access to multiple highways in all directions, and soon-to-be access to the regional rail system via the DART Silver Line will keep the town at the forefront of development and employment activity in the region.	174	4
Addison Airport Few communities own and operate their own airport, so just having one in the town is an asset. The airport's central location within the region, past performance and service, and increasing opportunities related to the growth in private business, personal flights and advanced aeronautical mobility options will further expand opportunities into the future.	146	5

Aspirations

Item	Total Score	Aggregate Rank
Dramatically increase walkability, bike connections, and transit options so that most trips can be made without a car A portion of current Addisonites value the ability to move around freely without a car, with younger people strongly supportive of more bike and transit facilities, and some seniors in favor of enhanced transit options. However, demographic and market trends show that the percentage of people seeking to go without a vehicle is expected to continue to increase, so expanding trails and adding local transit to improve the walkability and bikeability in Addison is going to be important for both residents and employers. Figuring out the specific locations, extent, and phasing of various improvements will be a key focus of the remainder of the planning effort.	239	1
Become a place where more experience-based and locally-owned businesses can thrive – particularly with a focus on arts and entertainment Conversations with developers and business owners made it clear that the future of development evolves around walkability, place, and experience. Residents' input suggested a need for expansion of shopping, arts, and entertainment, and a preference for local boutique style businesses over larger chain-type options. Some also expressed an interest in developing the Inwood corridor into an area that had more of a gritty, makerspace type of vibe to it.	207	2
Build on our successes through innovation to make Addison more competitive with nearby districts and cities Addison was the innovative leader in regional development once before when it pioneered the combination of new urbanist design in a suburban context with Addison Circle and later, Vitruvian. Other cities have caught up to Addison with competitive urban village developments like Legacy Town Center in Plano and West 7th in Fort Worth. To recapture Addison's position as a leader in the next evolution of development in north Texas and beyond, it must be innovative in how it embraces walkability and leverages assets like the airport and DART to capitalize on emerging trends for alternative mobility, remote work, and places to congregate and interact with others in a human scale environment.	158	3
Increased diversity of housing options There is a shared interest from renters and owners in the community for the town to continue to diversify housing options so that people at all ages and stages of life can live comfortably in Addison. Providing more ownership options was brought up as both a concern and aspiration, so exploring ways to accomplish this with existing land, zoning, and market restraints will be a priority. Maintaining the high quality of housing and neighborhoods is also important to all Addisonites, whether its rental or ownership properties.	156	4

Values

Item	Total Score	Aggregate Rank
Fiscal Responsibility and Financial Sustainability This is the central tenet of the entire plan. Services, development and resources must be managed in a manner that respects taxpayers' and investors' assets and ensures the Town can continue providing quality services at a cost that is affordable now and in the future.	351	1
Safety and comfort The combination of the Town's public safety presence, emergency response times, and the human-scale design of the built environment makes locals and visitors feel safe.	298	2
Connectivity, walkability, and pedestrian safety The spectrum of interest in expanding walkability varies, but the majority of people in Addison appreciate the human-scale design of neighborhoods and public areas and enjoy the ability to move around on foot.	288	3
Economic opportunity and prosperity Addison's economy, fiscal health, and identity are all critically dependent on its longstanding reputation as a regional destination and the amount and mix of employment, dining, and entertainment options. Doing what is necessary to maintain Addison's strong commercial base to attract and retain residents, workers, and visitors and keep residents' property tax burden manageable was widely recognized as being a priority looking forward as well.	218	4
Innovation Town leaders, residents, and the developer/business community all mentioned Addison's commitment to innovation as something that has been and should continue to be a core value.	180	5

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #7 - MAY 30, 2024

During this committee meeting, the committee members were shown the TED Talk "4 Ways to Make a City Walkable" video by Jeff Speck. Upon completion of the video, Verdunity facilitated a discussion on how walkability is imperative for Addison, the connection to the proposed vision story, and where efforts towards walkability have been achieved successfully. Following this discussion, the committee members took part in an activity where they illustrated routes that cannot be presently taken and described in four(4) categories – useful, safe, comfortable, and interesting - they would like to take within the Town but presently cannot and describe how these routes could potentially be enhanced.

COMMUNITY ENGAGEMENT EVENT #3 - JUNE 26, 2024

On the evening of June 26th, 2024, a community workshop was held. The community event began with a viewing of the TED Talk "4 Ways to Make a City Walkable" video by Jeff Speck. After this discussion, residents were encouraged to engage with the four (4) engagement activities available. was held. The workshop began with a project update and was followed by a community value ranking exercise, similar to the Town officials exercise that was held the evening before. After this exercise and discussion, residents were encouraged to engage with the four (4) engagement activities available. The four engagement stations were located across the room and consisted of the following:

- Station 1 was a sticky note activity that asked, "What is your biggest hope for Addison?"
- Station 2 was a handout activity that asked participants to describe their vision for Addison and how we might achieve it.
- Station 3 was a sticky note activity that asked, "What are some unique assets/characteristics in the community that you want to protect and enhance?"
- Station 4 was an aerial map and online mapping tool where people could point out specific places on a map of Addison to give more granular feedback.

CITY COUNCIL/PZ/WORKSHOP COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING - JULY 11, 2024

On the evening of July 11th, 2024, a joint City Council, Planning and Zoning Commission, and Comprehensive Plan Advisory Committee workshop was held. This meeting focused on capturing input to help identify themes and desired elements of catalyst redevelopment sites. A brief discussion on the different types of redevelopments and development was discussed with the attendees. This was followed by an exercise where individuals were asked to select urban design elements and characteristics, they would like each type of development to encompass in to produce illustrative images and future development plans.

FOCUS GROUP MEETINGS - AUGUST 5-7, 2024

Over three (3) days, five (5) 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 around staff leadership, regional mobility partners, and different industry partners (office, hotel, incremental developer, etc.). The first two (2) 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 (3) latter focus group meetings gathered insight on how to achieve the desired redevelopment of industries identified in the Comprehensive Plan and potential economic development strategies and partnerships.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #8 - AUGUST 8, 2024

During this committee meeting, the committee members were shown the development scenario renderings for potential future redevelopment sites for discussion. Following this discussion, the committee members took part in an activity where they were asked to use the plan's Decision-Making Principles to create plan-specific action items that support the recommendations in the plan. These served as the foundation to the Implementation Plan Chapter.

PHASE 5 - PRIORITIZE (NOVEMBER 2024 - APRIL 2025)

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #9 - NOVEMBER 6, 2024

During this committee meeting, the committee members were shown the first full draft Comprehensive Plan in the meeting agenda packets, and were provided instructions on how to review the Plan and issue commentary, along with City Council and the Planning and Zoning Commission, Town Staff, and relevant Town consultant teams.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #10 - FEBRUARY 12, 2025

During this committee meeting, the committee members were shown the second full draft Comprehensive Plan. The meeting agenda packets were accompanied by a copy of the first draft with roughly 900 review comments that were addressed in the second draft. The CPAC was given instruction on how to review the latest draft Plan and issue commentary, along with City Council and the Planning and Zoning Commission, Town Staff, and relevant Town consultant teams. The Committee conducted live polls on each of the planning components. When asked for their comfort level on the Plan draft, the average score was 6.8/10 and median score was an 8/10.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #11 - MARCH 27, 2025

During this committee meeting, the committee members were shown the third full draft Comprehensive Plan. The meeting agenda packets were accompanied by a copy of the second draft with roughly 200 review comments that were addressed in the third draft. The CPAC was given instruction on how to review the latest draft Plan and issue commentary. The Committee did a brief table read of the Plan, issued commentary as a group, and conducted live polls on key themes. When asked for their comfort level on the Plan draft, the average score was 8/10 and median score was tied for both an 8/10 and 9/10.

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETING #12 - APRIL 30, 2025

During this committee meeting, the committee members were shown the fourth full draft Comprehensive Plan. The meeting agenda packets were accompanied by a copy of the third draft with roughly 40 review comments that were addressed in the fourth draft. The CPAC was given the opportunity to recommend approval of the fourth draft for public release. The Committee was thanked for their service to the Town and when asked to recommend approval, did so unanimously, with one minor change to a graphic element.

PHASE 6 - ADOPT (MAY - AUGUST 2025)

COMMUNITY ENGAGEMENT EVENT #4 - MAY 19, 2025

A summary of this event will be included in the final Appendix.

Appendix B: Survey #1 Vibrant Community Assessment

SURVEY 1 – SUMMARY RESULTS

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 training and development they need to thrive long-term?	5.75
9	How proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them?	6.16
10	To what extent are Town programs and services aligned and successful at working together to create a better quality of life for your community?	6.75

11 What is the Town's biggest opportunity for improvement.

- **19.40%** Fewer Apartments
- **14.18%** Walkability & Bikeability
- **11.94%** Redevelopment
- **8.96%** Government & Communication

12 In a short phrase describe what you feel the Town's biggest challenge is.

13	How committed are you to making your community the best it can be?	8.25

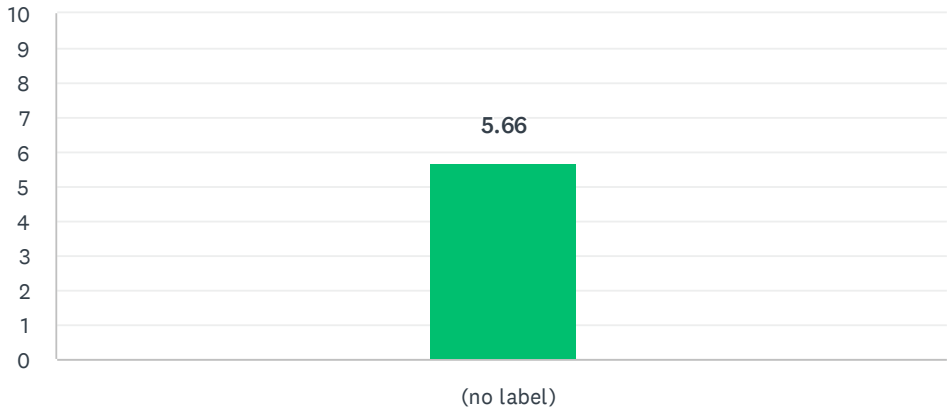
ADVANCE ADDISON 2050

SURVEY 1

ALL DATA

Q1 CITIZEN ENGAGEMENT On a scale of 1 to 10, how engaged are your community's citizens? Score of 1:Few people vote. Even fewer attend public meetings. Few attempts are made to promote dialogue between community leaders and citizens.Most public commentary on local issues has a tone of disillusionment, pessimism, and anger. In the past when people have given their input, they haven't seen results so they've given up trying.Score of 10:Voter turnout is high. Public meetings and events attract a large and diverse crowd. Civic leaders communicate with citizens often and through various avenues. While not everyone agrees on the issues, there's plenty of spirited debate. There's a sense of optimism in the air, volunteerism is high, and neighbors reach out and help neighbors.

Answered: 158 Skipped: 0

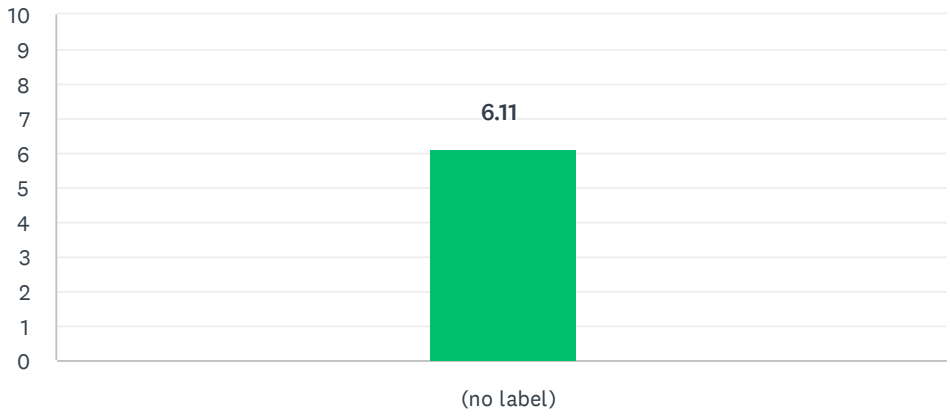


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	2.53% 4	4.43% 7	12.03% 19	12.66% 20	15.82% 25	11.39% 18	18.99% 30	15.19% 24	3.16% 5	3.80% 6	158	5.66

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	6.00	5.66	2.16

Q2 ABILITY TO KEEP TALENT AT HOME On a scale of 1 to 10, how likely is it that young people will live and work in the community after graduating from high school or college?Score of 1:There are few good jobs and little in the way of nightlife and entertainment. Many young people have already left, so there are few opportunities for a social life.Score of 10:Good jobs are plentiful. The Town is thriving, with an abundance of cool restaurants, bars, and coffee shops. And young people have lots of opportunities to socialize—a healthy population of Millennials/Gen Z already lives here.

Answered: 158 Skipped: 0

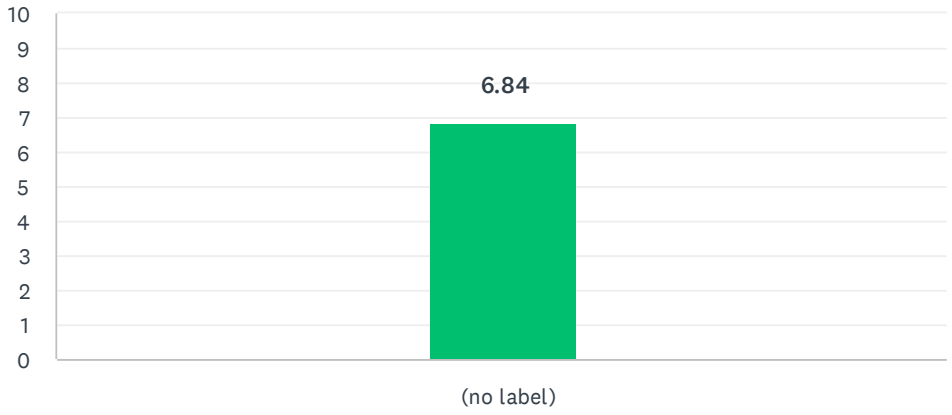


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.16% 5	5.06% 8	9.49% 15	9.49% 15	12.03% 19	7.59% 12	16.46% 26	24.68% 39	6.96% 11	5.06% 8	158	6.11

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	7.00	6.11	2.35

Q3 ABILITY TO ATTRACT NEW BUSINESSES/TALENT On a scale of 1 to 10, how attractive is your town to new businesses and/or talent?Score of 1:We struggle to attract business investment. We don’t have the strong economy, education system, vibrant quality of life, or thriving population of young people that companies look for.Score of 10:Companies compete to relocate here, and talent gravitates to us. We have strong schools, a great healthcare system, great neighborhoods, and urban centers. We know our strengths and communicate them well to attract the kinds of businesses we want. In fact, we don’t typically have to court investors. Growth here happens organically.

Answered: 158 Skipped: 0

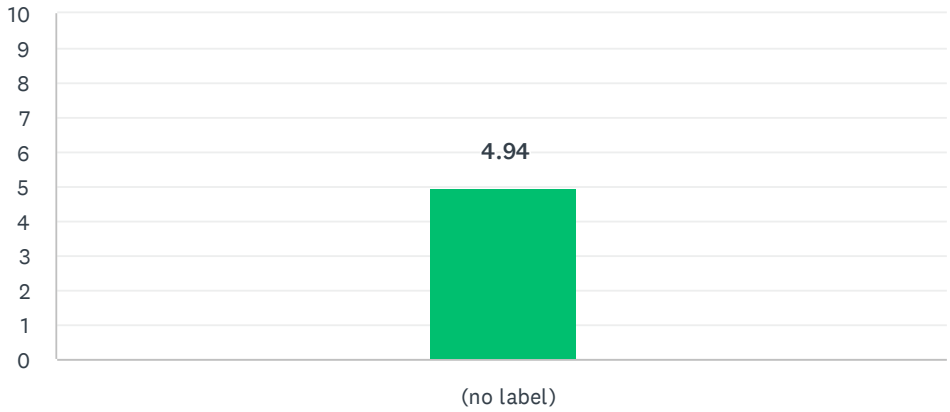


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	1.27% 2	1.90% 3	1.90% 3	6.33% 10	13.92% 22	13.29% 21	16.46% 26	28.48% 45	9.49% 15	6.96% 11	158	6.84

BASIC STATISTICS				
Minimum 1.00	Maximum 10.00	Median 7.00	Mean 6.84	Standard Deviation 1.94

Q4 QUALITY OF EDUCATION On a scale of 1 to 10, how strong is your education system?Score of 1:We have high poverty rates and the low kindergarten readiness rates that go along with them. Not surprisingly, our high school graduation rates are low as well. Our schools do little to prepare graduates for the workforce, so it’s tough to attract business investment.Score of 10:Education is thriving. There’s a strong focus on early childhood development and, as a result, kids enter kindergarten ready to learn. Twelve years down the road, our high school graduation rates reflect this. Our schools are on top of what it takes to prepare young people for the future, making our community attractive to all types of businesses that want to set up shop here.

Answered: 158 Skipped: 0

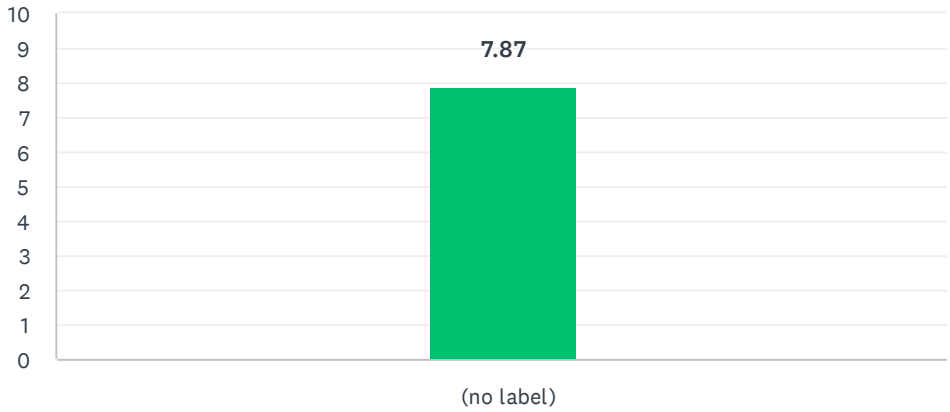


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	11.39% 18	4.43% 7	10.76% 17	12.03% 19	22.15% 35	14.56% 23	8.86% 14	11.39% 18	1.90% 3	2.53% 4	158	4.94

BASIC STATISTICS				
Minimum 1.00	Maximum 10.00	Median 5.00	Mean 4.94	Standard Deviation 2.29

Q5 VIBRANCY OF THE TOWN On a scale of 1 to 10, how vibrant is your Town?Score of 1:It’s practically a ghost town. There are lots of boarded-up buildings, few restaurants and shops, and very little foot traffic. No one wants to live or work in Addison. Weekends are dead, as people drive out of town en masse to dine and shop in other cities nearby.Score of 10:There’s always something going on in Addison: a festival, a concert, a farmer’s market. There are tons of places to eat, drink, and shop. Lots of (non-retail) small businesses are moving in too, and the housing market has exploded (it’s especially popular with young people and empty-nesters). There’s always new construction happening, and tax values are soaring.

Answered: 158 Skipped: 0

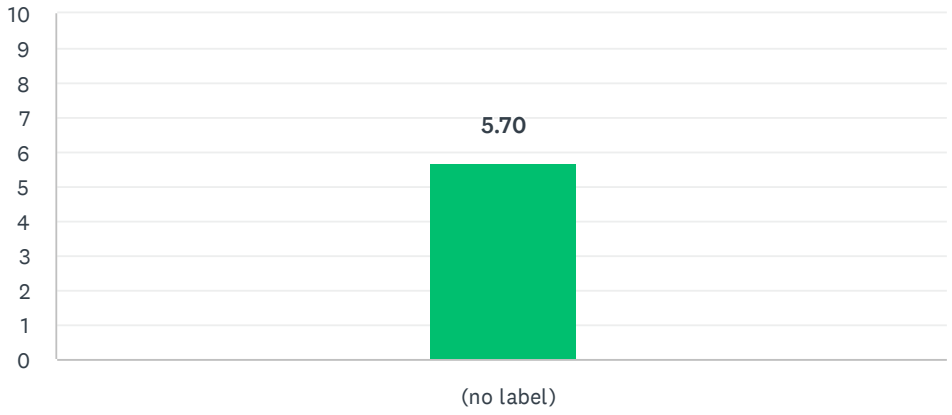


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	0.63% 1	0.63% 1	1.27% 2	3.16% 5	3.80% 6	9.49% 15	12.66% 20	27.22% 43	25.32% 40	15.82% 25	158	7.87

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	8.00	7.87	1.75

Q6 ABILITY TO GET WEALTH OFF THE SIDELINES On a scale of 1 to 10, how successful are you at getting wealth off the sidelines and encouraging people to invest in the community?Score of 1:Community philanthropy is almost nonexistent. There are citizens and businesses with the resources to invest, but no one helps them envision what they could help the community become.Score of 10:Community philanthropy is thriving. Leaders are good at seeking out local sources of benevolent wealth and helping them see the value of investing locally. The satisfaction of helping make life better for everyone is the best return on investment there is.

Answered: 158 Skipped: 0

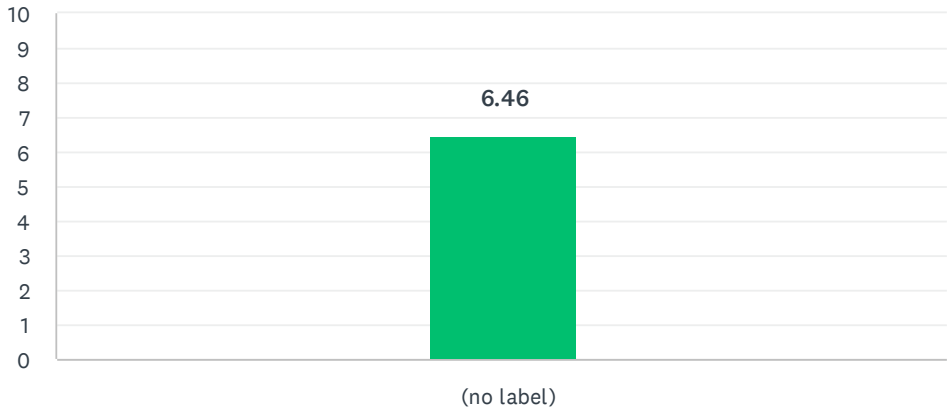


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.80% 6	5.70% 9	6.96% 11	8.86% 14	14.56% 23	22.15% 35	20.25% 32	10.76% 17	5.06% 8	1.90% 3	158	5.70

BASIC STATISTICS				
Minimum 1.00	Maximum 10.00	Median 6.00	Mean 5.70	Standard Deviation 2.07

Q7 EASE OF DOING BUSINESS On a scale of 1 to 10, how easy is it to create and run a business in your community?Score of 1:It’s not easy at all. Government officials are inaccessible to entrepreneurs. Zoning rules are vague, and codes are inconsistently applied and enforced. Incompatible businesses are placed next to each other, and vacant buildings abound.Score of 10:Local government does a great job of establishing clear business processes, smart zoning laws, and unambiguous codes. Everyone knows what to expect. Rules and guidelines are consistently enforced. Officials are accessible and easy to work with. For all of these reasons, we’re experiencing brisk economic growth.

Answered: 158 Skipped: 0

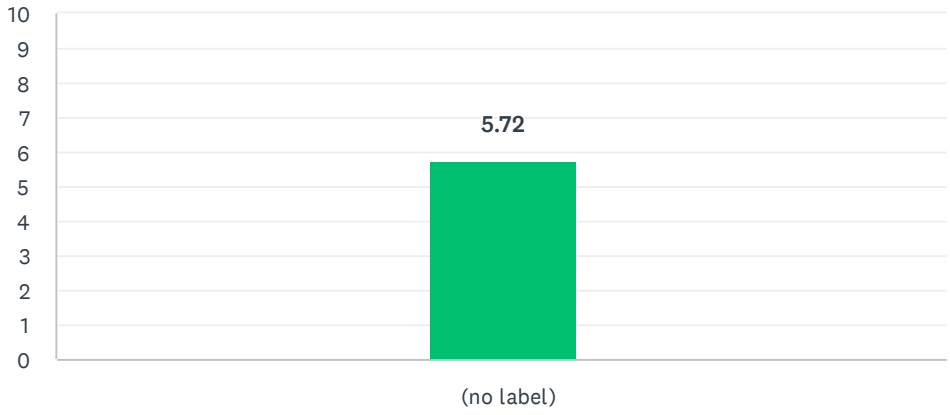


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	0.63% 1	2.53% 4	5.70% 9	4.43% 7	25.32% 40	5.70% 9	20.25% 32	22.15% 35	6.96% 11	6.33% 10	158	6.46

BASIC STATISTICS				
Minimum 1.00	Maximum 10.00	Median 7.00	Mean 6.46	Standard Deviation 2.01

Q8 TRAINING AND DEVELOPMENT OF SMALL BUSINESS On a scale of 1 to 10, how likely are small business owners to receive the training and development they need to thrive long-term?Score of 1:There are few, if any, mentors or skill-building resources available to entrepreneurs. As a result, many new businesses fail within a few years.Score of 10:Few entrepreneurs start out with strong business and leadership skills. That's why we make it a priority to provide the support and the resources they need. We have mentorship programs and regular training and development events in place. Local business leaders are galvanized and on fire to help each other and move the community toward vibrancy.

Answered: 158 Skipped: 0

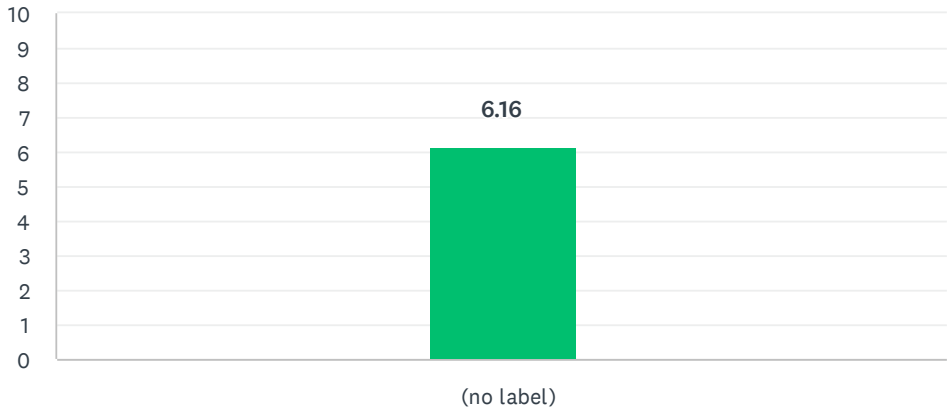


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	2.53% 4	3.16% 5	3.80% 6	8.23% 13	34.81% 55	12.03% 19	18.35% 29	11.39% 18	3.80% 6	1.90% 3	158	5.72

BASIC STATISTICS				
Minimum 1.00	Maximum 10.00	Median 5.00	Mean 5.72	Standard Deviation 1.83

Q9 OBJECTIVE MEASUREMENT & TRACKING OF OUTCOMES On a scale of 1 to 10, how proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them?Score of 1:We don’t have a good system in place to gather data and track the metrics that gauge the state of our community. As a result, we make decisions haphazardly, based on opinions or personal preferences rather than pressing problems we face.Score of 10:We religiously measure and track our community’s key indicators (graduation rates, per capita income, crime, etc.). We keep critical data updated and on a dashboard so we can see it at a glance. This allows us to share the facts with decision-makers and citizens alike.

Answered: 158 Skipped: 0

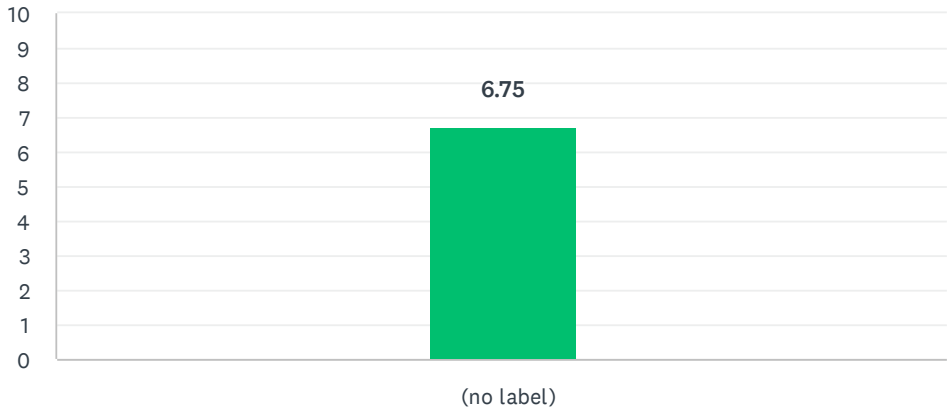


	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.80% 6	2.53% 4	8.23% 13	6.96% 11	18.35% 29	11.39% 18	15.19% 24	17.09% 27	13.29% 21	3.16% 5	158	6.16

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	6.00	6.16	2.25

Q10 ALIGNMENT OF TOWN PROGRAMS AND SERVICES On a scale of 1 to 10, to what extent are Town programs and services aligned and successful at working together to create a better quality of life for your community?Score of 1:They are not aligned at all. Various departments are siloed in their goal-setting and decision-making. The Town frequently ignores crucial quality of life factors for current residents. Therefore little progress is made.Score of 10:Town leaders do a great job of bringing together various departments to work toward common goals. Leaders share data and regularly communicate and collaborate with each other. There is a strong sense among citizens that Town officials are working hard to create a better quality of life inside the community.

Answered: 158 Skipped: 0



	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.80% 6	4.43% 7	3.16% 5	6.33% 10	10.76% 17	8.23% 13	17.72% 28	19.62% 31	15.82% 25	10.13% 16	158	6.75

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	7.00	6.75	2.40

Q11 In a short phrase, please describe what you feel the Town's biggest opportunity to improve is.

Answered: 134 Skipped: 24

#	RESPONSES	DATE
1	Quality residents	10/23/2023 4:02 PM
2	Innovation Stay innovative, efficient and maintain the Addison way	10/23/2023 1:31 PM
3	Fewer Apartments Less apartments and more home ownership.	10/23/2023 1:19 PM
4	Innovation Catalysts for innovative growth in the region.	10/23/2023 8:07 AM
5	Updated/new infrastructure Updating and adding needed infrastructure including roads and adequate sidewalks	10/22/2023 8:13 PM
6	Connectivity Walkability/Bikeability More walkability/bike lanes for less congestion	10/22/2023 9:41 AM
7	Connectivity More connectivity between north Addison and central Addison	10/21/2023 1:11 PM
8	Affordable Housing Affordable housing	10/21/2023 7:47 AM
9	Updated/new infrastructure Internet connectivity in residences and public spaces is behind our neighboring cities.	10/21/2023 7:28 AM
10	Not sure	10/20/2023 6:37 PM
11	Safety Keeping Addison safe with good amenities	10/19/2023 8:46 PM
12	Affordable Housing Rental Housing Provide more affordable residential rental options	10/19/2023 1:44 PM
13	Connectivity Transit Walkability/Bikeability Improve internal mobility systems - trails, internal bus, safe bike lanes	10/19/2023 8:16 AM
14	Gov't/Communication All Addison employees.	10/18/2023 10:25 PM
15	Redevelopment Redevelopment of poorer rental units/extended stay hotels.	10/18/2023 9:04 PM
16	Small Businesses Wrap up all construction and bring back more business	10/18/2023 8:02 PM
17	Connectivity Walkability/Bikeability Connect Vitruvian to Addison Circle for bikes/pedestrian to improve town unity.	10/18/2023 7:42 PM
18	Affordable Housing Fewer Apartments Increased home ownership and fewer apartments	10/18/2023 6:24 PM
19	I am a new resident, so I'm not sure.	10/18/2023 4:48 PM
20	Walkability/Bikeability Safer biking routes	10/18/2023 3:40 PM
21	lower taxes	10/18/2023 2:33 PM
22	Gov't/Communication Keeping residents informed of changes going on!	10/18/2023 11:06 AM
23	Redevelopment Walkability/Bikeability Redevelopment of the Inwood Road corridor, and development of the transit oriented development.	10/17/2023 2:07 PM
24	Small Businesses To promote assist small buis. that have helped Addison grow.	10/17/2023 11:11 AM
25	Fewer Apartments STOP BUILDING APARTMENTS! They tower over the streets. It's not a "Town" anymore, it's overbuilt.	10/17/2023 9:51 AM
26	Walkability/Bikeability Developing neighborhoods that make it easy to walk to service businesses. Prepare for World Cup.	10/17/2023 8:16 AM
27	Fewer Apartments Stop bldg apartments	10/17/2023 7:53 AM

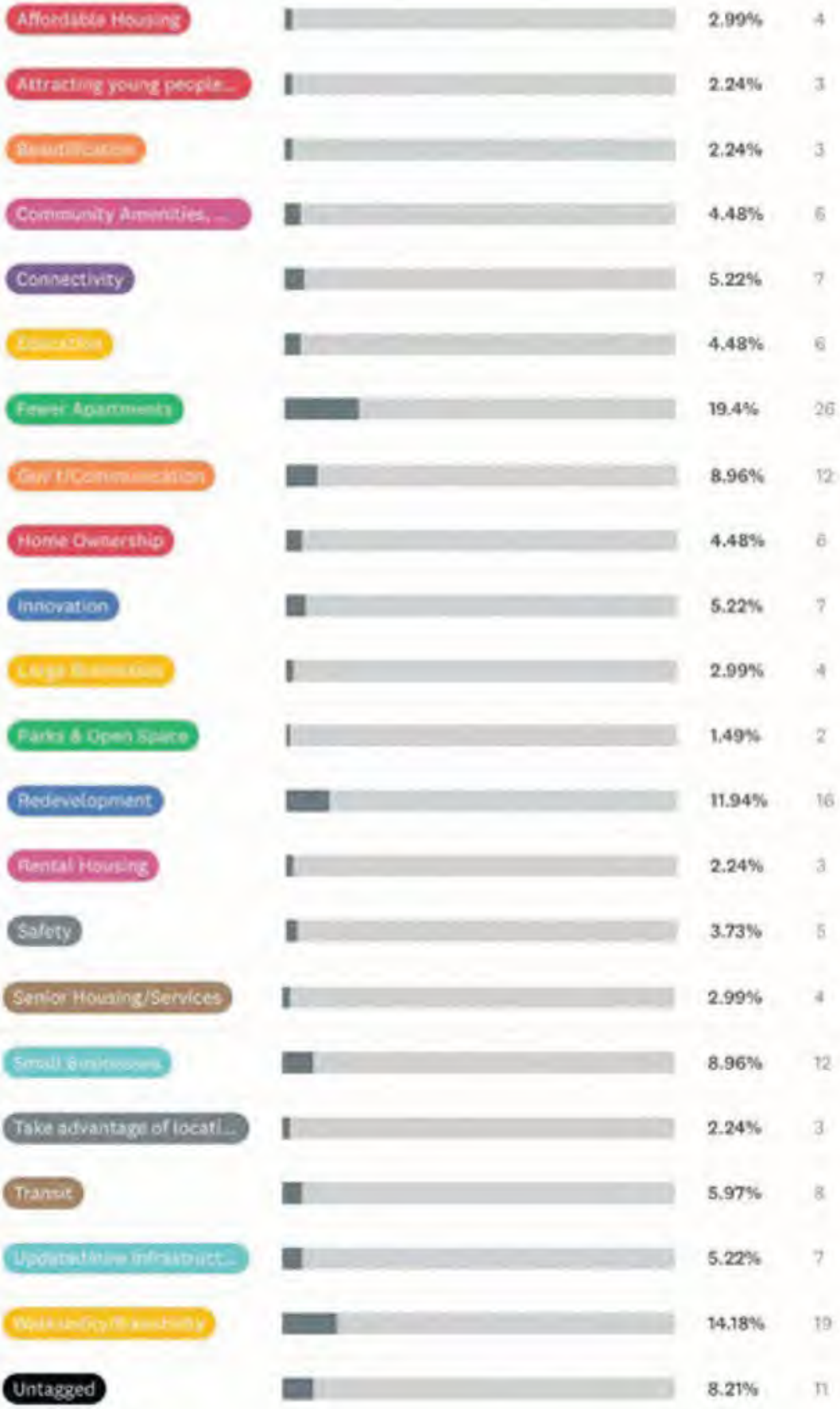
28	Walkability/Bikeability More cycling support in city planning	10/16/2023 8:06 PM
29	Education Library/education	10/16/2023 6:32 PM
30	Parking for events at Addison circle.	10/16/2023 6:04 PM
31	Education Public education.	10/16/2023 6:02 PM
32	Fewer Apartments No more rental’s	10/16/2023 1:20 PM
33	Take advantage of location Location	10/16/2023 10:56 AM
34	Addison Town Center	10/16/2023 9:54 AM
35	Updated/new infrastructure Addressing climate change and it's impact on utilities.	10/16/2023 9:47 AM
36	Education Need a school system. if we want to attract families with school aged children.	10/16/2023 7:33 AM
37	Affordable Housing Attracting young people/families Fewer Apartments Attracting and keeping young people and families. More long term housing.	10/16/2023 4:26 AM
38	Small Businesses Unique shops and restaurants	10/15/2023 9:06 PM
39	Redevelopment Re-development for office, business, and restaurants. Capitalize on our location in the DFW area.	10/15/2023 8:04 PM
40	Education DISD is lowsy and anyone who wants to send their child to public school does not remain in Addison.	10/15/2023 2:07 PM
41	Fewer Apartments No more apartments	10/15/2023 2:04 PM
42	Fewer Apartments Improve in NOT adding rental properties	10/15/2023 1:45 PM
43	Take advantage of location Addison can become a commercial and financial hub because of its location.	10/15/2023 1:36 PM
44	Innovation Bringing the town into this century	10/15/2023 1:35 PM
45	Updated/new infrastructure Traffic and road systems	10/15/2023 1:09 PM
46	Small Businesses Provide a variety of restaurants and shops in the circle area	10/15/2023 1:09 PM
47	Fewer Apartments Less rental property unit’s lessening transients	10/15/2023 12:19 PM
48	Redevelopment Inwood road south of beltline needs re-development.	10/15/2023 11:52 AM
49	Senior Housing/Services (I don't know about big opportunities but) I'd like to see more senior residences, grocery stores	10/15/2023 10:25 AM
50	Gov't/Communication Go back to the way Addison was and listen to citizens. Quit trying to become Dallas!!!!	10/15/2023 9:49 AM
51	Fewer Apartments Less apartments	10/15/2023 8:30 AM
52	Beautification The landscape along Belt Line Road near Midway	10/15/2023 8:24 AM
53	Fewer Apartments Parks & Open Space More parks. Less apartments!!!	10/14/2023 8:18 PM
54	Fewer Apartments No more apartments	10/14/2023 2:48 PM
55	Innovation Transit Updated/new infrastructure Walkability/Bikeability Reduce traffic, provide innovative transportation.	10/14/2023 12:57 PM
56	Connectivity Walkability/Bikeability Walkability to stores and services from residential areas.	10/14/2023 12:05 PM
57	Walkability/Bikeability Further density and walkability	10/14/2023 10:28 AM
58	Large Businesses Continue to encourage expansion/relocation of businesses and other organizations to Addison.	10/14/2023 10:09 AM
59	Rental Housing More apartments	10/14/2023 8:57 AM
60	Attracting young people/families Gov't/Communication Pipeline for young leadership in city	10/14/2023 8:44 AM

	government.	
61	Gov't/Communication Single family homes have no code enforcement	10/14/2023 5:58 AM
62	Small Businesses More shopping, unique businesses	10/14/2023 5:54 AM
63	Walkability/Bikeability Building Dense, complete, communities that minimize the need to Drive	10/14/2023 4:18 AM
64	Senior Housing/Services Housing for senior citizens	10/13/2023 8:29 PM
65	Senior Housing/Services Broaden the scale of businesses, including Senior facilities.	10/13/2023 7:54 PM
66	Redevelopment Transit Walkability/Bikeability Development along the Silver Line	10/13/2023 7:35 PM
67	Transit Hop on and off Trollies, use of golf carts	10/13/2023 7:04 PM
68	Community Amenities, Character & Diversity Need more community events	10/13/2023 5:30 PM
69	Community Amenities, Character & Diversity Diversity	10/13/2023 4:01 PM
70	Home Ownership Single family one story homes	10/13/2023 4:00 PM
71	Innovation The Addison Way needs to be honestly reviewed in context of post COVID world	10/13/2023 3:39 PM
72	Fewer Apartments Home Ownership Prevent crowding by reducing apartments and increasing single housing	10/13/2023 3:25 PM
73	Fewer Apartments More owners, less renters	10/13/2023 3:11 PM
74	Small Businesses Attracting businesses that are not restaurants/clubs	10/13/2023 3:10 PM
75	Community Amenities, Character & Diversity more diverse governance; city council members are all home-owners (who know each other)	10/13/2023 11:52 AM
76	Connectivity Walkability/Bikeability East-West pedestrian and cycling connectivity	10/13/2023 8:33 AM
77	Safety Walkability/Bikeability Walkability and security. The Town should only hire Addison consultants.	10/13/2023 7:34 AM
78	Everything	10/12/2023 9:03 PM
79	Walkability/Bikeability sidewalks for pedestrian traffic	10/12/2023 8:55 PM
80	Redevelopment Transit Walkability/Bikeability Transit oriented development at the future Dart station	10/12/2023 8:16 PM
81	Fewer Apartments limit apartment growth	10/12/2023 4:02 PM
82	Large Businesses Small Businesses Embrace growing and profitable businesses that bring jobs and economic benefit	10/12/2023 8:44 AM
83	Beautification Parks & Open Space Small Businesses City living such as parks and restaurants	10/11/2023 8:43 PM
84	Walkability/Bikeability More pedestrian friendly trails and walkable areas.	10/11/2023 3:16 PM
85	Fewer Apartments Creative uses of vacant or deteriorating spaces instead of more rentals	10/10/2023 11:47 AM
86	Gov't/Communication Keep up with the “little things”. Code enforcement, parking enforcement .	10/9/2023 5:02 PM
87	Fewer Apartments Make Addison a home. Less transient. We are a very unique place; it needs to remain special.	10/9/2023 2:51 PM
88	Innovation Staying relevant with the changing social dynamic.	10/9/2023 2:36 PM
89	Education Small Businesses Education and more businesses in Addison circle	10/9/2023 2:23 PM
90	Large Businesses Redevelopment Small Businesses Attracting redevelopment so that empty businesses and hotels can become thriving business.	10/9/2023 1:43 PM
91	Updated/new infrastructure Infrastructure, roads & traffic	10/9/2023 1:05 PM

92	Fewer Apartments Home Ownership Less apartments and more single family homes	10/9/2023 1:00 PM
93	Innovation Redevelopment Revitalizing existing areas that have seen office and retail vacancies	10/9/2023 12:51 PM
94	Rental Housing Provide more rental housing so people can also live/play in the area.	10/9/2023 10:46 AM
95	Home Ownership Increased single family residential development.	10/9/2023 9:12 AM
96	Fewer Apartments Stop new apartment development.	10/9/2023 7:33 AM
97	Redevelopment Get Addison Cit filled again!	10/8/2023 3:18 PM
98	Large Businesses Redevelopment Small Businesses We need more Class A office space and we need to resurrect our lower class office space..	10/8/2023 2:05 PM
99	Community Amenities, Character & Diversity Continue and expand on special events (Kaboomtown, Taste, etc.)	10/8/2023 10:02 AM
100	Safety More police presence - need more patrols, visibility in neighborhoods.	10/7/2023 4:45 PM
101	Manage construction to a livable level	10/7/2023 1:12 PM
102	Fewer Apartments No more apartments	10/7/2023 12:53 PM
103	Gov't/Communication Properly train city council members	10/7/2023 10:45 AM
104	Gov't/Communication Listening to the residents and voting according to what the residents want.	10/7/2023 10:15 AM
105	Not sure	10/7/2023 7:41 AM
106	Fewer Apartments Stop building apartments.	10/7/2023 6:22 AM
107	Fewer Apartments No more apartments so much traffic congestion and crime already	10/7/2023 3:37 AM
108	Fewer Apartments Home Ownership Reduction in apartments and increasing home, townhomes and condo ownership options.	10/6/2023 9:28 PM
109	Transit Walkability/Bikeability Walkable and in city transport	10/6/2023 7:54 PM
110	Senior Housing/Services Focus on seniors too	10/6/2023 7:42 PM
111	Updated/new infrastructure Infrastructure	10/6/2023 7:04 PM
112	Education Improved non-private education	10/6/2023 6:33 PM
113	Home Ownership Raising residential home ownership percentage	10/6/2023 5:03 PM
114	Community Amenities, Character & Diversity Have some missing community amenities like it’s own library	10/6/2023 4:48 PM
115	Fewer Apartments Less apartments	10/6/2023 4:04 PM
116	Attracting young people/families To engage youth and encourage families to live here	10/6/2023 3:52 PM
117	Hmmm	10/6/2023 3:47 PM
118	Fewer Apartments Safety more police presence, stop building non-ownership living (i.e., apts)	10/6/2023 3:18 PM
119	Redevelopment Transit New development - especially the TOD	10/6/2023 8:14 AM
120	Connectivity Connectivity between hubs within the city	10/5/2023 10:03 PM
121	Redevelopment attract developers to fill vacant land and rebuild/improve older areas.	10/5/2023 3:23 PM
122	Fewer Apartments Safety No more apartments, More Law Enforcement Officers	10/5/2023 3:03 PM
123	Opportunity to make Addison better place to live	10/4/2023 2:19 PM
124	Redevelopment Some of the towns buildings need to be updated.	10/4/2023 10:39 AM
125	Gov't/Communication Consolidating as many town services as possible - too spread out	10/4/2023 9:51 AM

126	Gov't/Communication Employee compensation is abysmal compared to surrounding communities.	10/4/2023 9:02 AM
127	Gov't/Communication Transparency of information and Town processes used by residents and businesses.	10/4/2023 8:35 AM
128	Beautification Redevelopment Revitalize older buildings, enforcing appearance codes with penalties for non-compliance	10/3/2023 9:32 PM
129	Redevelopment Small Businesses Focusing on development on the west side of town to bring vibrant businesses	10/3/2023 9:14 PM
130	Gov't/Communication Redevelopment Better Public buildings.	10/3/2023 3:53 PM
131	Community Amenities, Character & Diversity Promote racial reconciliation	10/3/2023 3:39 PM
132	Transit Cotton Belt Trail and DART Silverline	10/3/2023 3:36 PM
133	Take advantage of location Town has become infill and centrally located	10/3/2023 2:06 PM
134	Walkability/Bikeability Better walk ability	10/3/2023 1:01 PM

Tags


Affordable Housing
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Attracting young people...
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Community Amenities, ...
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Connectivity
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Fewer Apartments
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Gov't/Communication
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Home Ownership
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Innovation
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4
Parks & Open Space
1.49%
2
Redevelopment
11.94%
16
Rental Housing
2.24%
3
Safety
3.73%
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Senior Housing/Services
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Q11 In a short phrase, please describe what you feel the Town's biggest opportunity to improve is.

Q12 In a short phrase, please describe what you feel the Town's biggest challenge is.

Q12 In a short phrase, please describe what you feel the Town’s biggest challenge is.

Answered: 134 Skipped: 24

#	RESPONSES	DATE
1	Aging citizens	10/23/2023 4:02 PM
2	Revitalization of unproductive areas and fee simple ownership	10/23/2023 1:31 PM
3	Getting the younger people involved	10/23/2023 1:19 PM
4	We need to make balanced data-driven decisions	10/23/2023 8:07 AM
5	Attracting new large employers	10/22/2023 8:13 PM
6	Ensuring that we keep building apartments and engage renters in local politics	10/22/2023 9:41 AM
7	Balancing amenities with the exploding population	10/21/2023 1:11 PM
8	Senior services	10/21/2023 7:47 AM
9	We need to stand out and differentiate ourselves from Frisco and Plano.	10/21/2023 7:28 AM
10	Too much group think by a small group of residents who want to control this town.	10/20/2023 6:37 PM
11	Vagrants and crime taking over	10/19/2023 8:46 PM
12	Competing with other nearby suburbs	10/19/2023 1:44 PM
13	Traffic management.	10/19/2023 8:16 AM
14	Follow through by leadership and employees.	10/18/2023 10:25 PM
15	Prioritizing funding of projects. Not all can be financially done short term.	10/18/2023 9:04 PM
16	Insufficient number of young people. Current population is mostly aging.	10/18/2023 8:02 PM
17	Preserve town's character and safety while influx of (aging!) rental units.	10/18/2023 7:42 PM
18	Incoming dart line and maintaining current quality of AC Park	10/18/2023 6:24 PM
19	Traffic congestion and thoughtful development of multi-family housing	10/18/2023 4:48 PM
20	Defeating the “not in my backyard” voices so that apartments can be built by investors	10/18/2023 3:40 PM
21	too many town employees	10/18/2023 2:33 PM
22	Reduction in crime	10/18/2023 11:06 AM
23	Staying committed to premium office space.	10/17/2023 2:07 PM
24	Community outreach	10/17/2023 11:11 AM
25	Stop apartment developers from running the show! Do better business developmnt on failed properties!	10/17/2023 9:51 AM
26	Keeping up with infrastructure improvements.	10/17/2023 8:16 AM
27	Too many apartments, rising crimes	10/17/2023 7:53 AM
28	Public school system will prevent young families from staying in the city long term.	10/16/2023 8:06 PM
29	Participation/civic engagement	10/16/2023 6:32 PM
30	Traffic and parking during large events and rush hour	10/16/2023 6:04 PM
31	Public education.	10/16/2023 6:02 PM

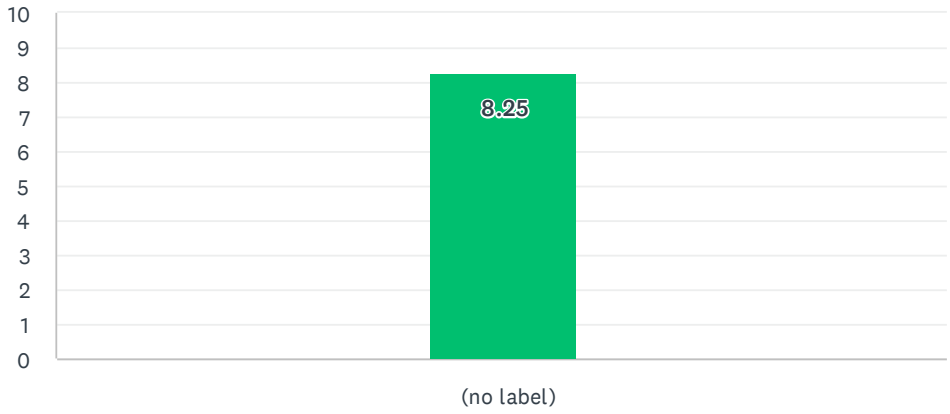
32	Traffic	10/16/2023 1:20 PM
33	Too many apartments	10/16/2023 10:56 AM
34	Too many apartments. Lack of ability to build single family homes	10/16/2023 9:54 AM
35	Sustaining our major industry i.e. the restaurant businesses	10/16/2023 9:47 AM
36	Land locked!	10/16/2023 7:33 AM
37	Controlling apartments and growth	10/16/2023 4:26 AM
38	Strips of underused/closed businesses	10/15/2023 9:06 PM
39	Strong competition from newer areas attracting businesses.	10/15/2023 8:04 PM
40	Retaining young families, because of the school situation.	10/15/2023 2:07 PM
41	No more apartments	10/15/2023 2:04 PM
42	The challenge is NOT adding dense rental properties	10/15/2023 1:45 PM
43	To attract the right businesses, and to use the budget wisely.	10/15/2023 1:36 PM
44	How to move the town into the next century and not alienate everyone	10/15/2023 1:35 PM
45	Having people stay in Addison longer term and live here longer	10/15/2023 1:09 PM
46	Traffic on Belt Line	10/15/2023 1:09 PM
47	Crime, population	10/15/2023 12:19 PM
48	Maintaining infrastructure and city services without raising property tax.	10/15/2023 11:52 AM
49	Prioritize businesses, houses; current apartment & condo building seems excessive.	10/15/2023 10:25 AM
50	Finding good town leadership. We certainly don’t have it now.	10/15/2023 9:49 AM
51	Alartments	10/15/2023 8:30 AM
52	Some of the older motels/hotels and retail bldgs on Belt Line not visually appealing	10/15/2023 8:24 AM
53	Way too many apartments! Traffic is getting unbearable. Crime is increasing.	10/14/2023 8:18 PM
54	No more apartments	10/14/2023 2:48 PM
55	It has prioritized revenue over other quality of life factors.	10/14/2023 12:57 PM
56	Residential property ownership. Limited availability	10/14/2023 12:05 PM
57	Traffic	10/14/2023 10:28 AM
58	Street repair needs to be pursued vigorously.	10/14/2023 10:09 AM
59	Opposition apartments	10/14/2023 8:57 AM
60	Communication and citizen involvement	10/14/2023 8:44 AM
61	Over seeing out single family home neighborhoods	10/14/2023 5:58 AM
62	Transients -	10/14/2023 5:54 AM
63	Affordability of Housing	10/14/2023 4:18 AM
64	Housing for senior citizens	10/13/2023 8:29 PM
65	No more apartments or restaurants. Revitalize west side of town.	10/13/2023 7:54 PM
66	Aging infrastructure needs to be on a replacement schedule with funding allocated.	10/13/2023 7:35 PM
67	To get easy from A-B without a car or Uber or bycycle	10/13/2023 7:04 PM
68	Better education	10/13/2023 5:30 PM
69	Not sure	10/13/2023 4:01 PM

70	Employees need to challenged to improve their jobs.	10/13/2023 4:00 PM
71	Crime prevention, law enforcement and public safety	10/13/2023 3:39 PM
72	Crime is high	10/13/2023 3:25 PM
73	Involving the renters in the community and government	10/13/2023 3:11 PM
74	Attracting businesses that's not a restaurant	10/13/2023 3:10 PM
75	governance of a majority renter population being governed by a council consisting of home-owners	10/13/2023 11:52 AM
76	The Tollway splitting the Town in half	10/13/2023 8:33 AM
77	Security & the planning department incompetence, it is a shame what it is happening in Belt/Midway.	10/13/2023 7:34 AM
78	New green areas	10/12/2023 9:03 PM
79	Attracting bars and restaurants that appeal to gen Y, Z	10/12/2023 8:55 PM
80	Balance between homes and apartments	10/12/2023 8:16 PM
81	limit apartment growth	10/12/2023 4:02 PM
82	Limited space; older, run down properties that no longer fit the community profile	10/12/2023 8:44 AM
83	Competing with other suburbs	10/11/2023 8:43 PM
84	Village on the Parkway should be more walkable and less surface-lot parking lots.	10/11/2023 3:16 PM
85	No more apartment/townhome rentals even if it means raising taxes	10/10/2023 11:47 AM
86	Remaining relevant and innovative.	10/9/2023 5:02 PM
87	Balancing homeownership vs others; and poor code enforcement. More to say, but no space.	10/9/2023 2:51 PM
88	Keeping your up and coming talent local.	10/9/2023 2:36 PM
89	Rising rent prices	10/9/2023 2:23 PM
90	A minority of outspoken residents who vocally fight redevelopment, apartments, etc.	10/9/2023 1:43 PM
91	With the increase in population, traffic and crime are the biggest challenges.	10/9/2023 1:05 PM
92	Attracting families	10/9/2023 1:00 PM
93	Addison has little undeveloped land so the challenge is to keep existing properties "vibrant'	10/9/2023 12:51 PM
94	unfounded theories from the community about the negative impact rental housing has	10/9/2023 10:46 AM
95	Available developable land.	10/9/2023 9:12 AM
96	Too many apartment residents.	10/9/2023 7:33 AM
97	Too slow to react, setup advocacy group desperately for those w/spec. i.e., disabled...	10/8/2023 3:18 PM
98	We have a few hotels operating like apartments. We need to enforce Town Ordinance NO. 019-010.	10/8/2023 2:05 PM
99	Residential hotels	10/8/2023 10:02 AM
100	Police enforce the current ordinances. Limit apartments.	10/7/2023 4:45 PM
101	Maintaining the small town feel while growing population	10/7/2023 1:12 PM
102	Council listens to staff more than its citizens	10/7/2023 12:53 PM
103	No tax breaks to developers building multi-family housing	10/7/2023 10:45 AM
104	TOO MANY APARTMENTS, NOT ENOUGH CONDOS & SINGLE FAMILY HOMES	10/7/2023 10:15 AM
105	Balancing housing and business needs	10/7/2023 7:41 AM
106	Elected leaders not following the wishes of the people.	10/7/2023 6:22 AM

107	Crime and traffic	10/7/2023 3:37 AM
108	Not enough long term investments	10/6/2023 9:28 PM
109	Density and the city services needed	10/6/2023 7:54 PM
110	Overcome the NIMBY attitude of the most wealthy citizens	10/6/2023 7:42 PM
111	Homeless, drugs, and crime	10/6/2023 7:04 PM
112	Residence owner engagement when it comes to new development	10/6/2023 6:33 PM
113	Encouraging developers to develop fee-simple housing	10/6/2023 5:03 PM
114	Keeping crime fairly low	10/6/2023 4:48 PM
115	Too many apartments	10/6/2023 4:04 PM
116	People who do want to be involved are not effectively utilized	10/6/2023 3:52 PM
117	Hmmm	10/6/2023 3:47 PM
118	Traffic has increased substantially with the growth in apartments - crime along with it.	10/6/2023 3:18 PM
119	NIMBY attitudes of some	10/6/2023 8:14 AM
120	Reducing commercial vacancies	10/5/2023 10:03 PM
121	gain consensus among the residential pockets with very different perspectives and demographics	10/5/2023 3:23 PM
122	Density, congestion and crime	10/5/2023 3:03 PM
123	Reduction of crime	10/4/2023 2:19 PM
124	Land locked. Homeless seems to be on the rise	10/4/2023 10:39 AM
125	Keeping up with growth - funding staffing to continue to meet needs.	10/4/2023 9:51 AM
126	Old, outdated Town buildings. Woefully inadequate facilities.	10/4/2023 9:02 AM
127	Residents desires don't match the market demands.	10/4/2023 8:35 AM
128	N/A	10/3/2023 9:32 PM
129	Residents who attempt to suppress progressive development of the town	10/3/2023 9:14 PM
130	Aging public buildings. Not equipped for the future.	10/3/2023 3:53 PM
131	Attracting churches and a religious community	10/3/2023 3:39 PM
132	Overpopulation of restaurants which eventually die	10/3/2023 3:36 PM
133	Lack of vacant land so we have to redevelop to grow.	10/3/2023 2:06 PM
134	Traffic control	10/3/2023 1:01 PM

Q13 On a scale of 1 to 10, with 10 being the most committed, how committed are you to making your community the best it can be?

Answered: 134 Skipped: 24



	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	0.75% 1	0.75% 1	0.75% 1	0.75% 1	6.72% 9	5.22% 7	13.43% 18	16.42% 22	24.63% 33	30.60% 41	134	8.25

BASIC STATISTICS				
Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	9.00	8.25	1.81

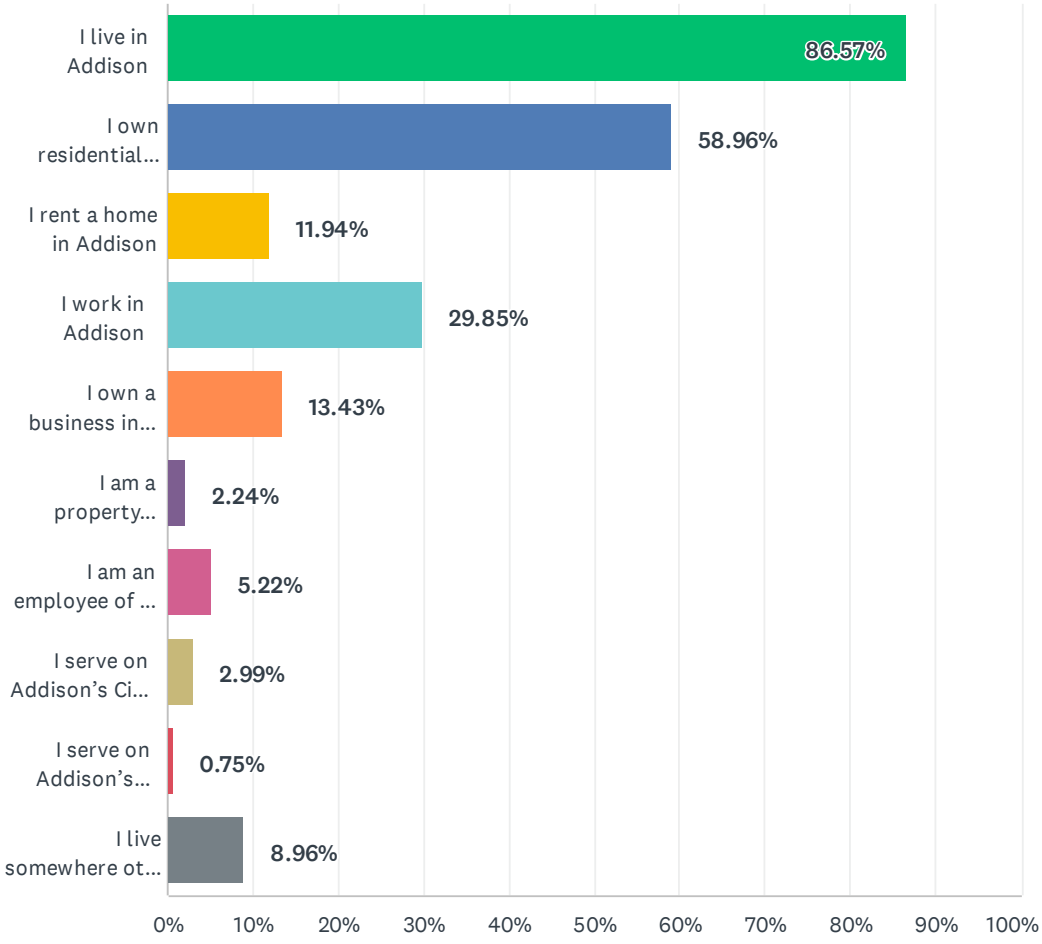
#	IF YOU RATED YOUR COMMITMENT AN 8 OR BELOW, WHAT IS NEEDED TO MOVE IT INTO THE 9 OR 10 RANGE?	DATE
1	More opportunities	10/23/2023 1:19 PM
2	Think it is too difficult to break up the group think of these controlling residents who want to run this town.	10/20/2023 6:37 PM
3	Listen to the citizens who live West of the Dallas Pkwy!	10/18/2023 10:25 PM
4	I am not much of a social person to help and if had more money would support town more, but income is really tight. Tax increase would be good though.	10/18/2023 9:04 PM
5	If by commitment you mean volunteering in the community or joining a committee, I am unable to do so at this time.	10/18/2023 4:48 PM
6	lower taxes, less public employees, lower crime	10/18/2023 2:33 PM
7	Communication	10/18/2023 11:06 AM
8	As the owner of Addison Automotive I want to continue to see Addison grow and expand. Addison Automotive has been a successful small business in Addison for 46 years	10/17/2023 11:11 AM
9	Listen to residents when they show up at meetings to protest apartments. Many people are giving up and don't care now. Is that what the town wants?	10/17/2023 9:51 AM
10	Execution	10/17/2023 8:16 AM
11	Town run by few people, don't act on opinions other than small group of insiders	10/17/2023 7:53 AM
12	I support Addison continuing to improve, but my home/family life is more important to me than	10/16/2023 8:06 PM

	spending time/energy focused on city engagement	
13	Starting a family here.	10/16/2023 6:32 PM
14	More attention paid by Council to homeowners.	10/16/2023 10:56 AM
15	A little more time. I'm new to the area. Information about opportunities	10/16/2023 9:54 AM
16	Better understanding of direction and commitments needed.	10/16/2023 7:33 AM
17	Have town council listen and act on the citizens' suggestions. Not just give lip service and then do what they want.	10/15/2023 2:04 PM
18	Transparency and better communication	10/15/2023 1:36 PM
19	Finding time	10/15/2023 1:35 PM
20	More resources for the community to grow	10/15/2023 1:09 PM
21	I am a cog a wheel and unless you're connected you are not going to have a chance to move the needle. Sad and true.	10/15/2023 12:19 PM
22	Surveys such as this one that gets my input. Especially surveys from city council folks that should represent the will of the people who elected them.	10/15/2023 11:52 AM
23	I've given up. Town council doesn't listen to citizens and neither do the professionals that work for the city. It's just a waste of time. A losing battle.	10/15/2023 9:49 AM
24	Listen to ALL residents-not just your buddies/upscale neighbors	10/14/2023 2:48 PM
25	I would want to be inspired by efforts by those in city management, including those on Council. You do surveys and let us put little stickers on pictures, but I still don't see enhancement in walkability, beauty, emphasis & efforts for ecosystem quality, reduction in car mess, including during Kaboom Town, etc. Show me real, innovative, vision and I'll be at 9 or 10. I'm turned off by the increase in multi-family construction, in some cases virtually adjacent to the street. If you consider the lovely places to visit, dine, shop, or live, anywhere, it's not where there's concrete upon concrete with lots of cars and few trees. Take more responsibility for reducing carbon emissions in Addison. Show me efforts to encourage businesses to implement recycling. Put bins for recycling in the parks.	10/14/2023 12:57 PM
26	Commitment to improving livability beyond just catering to business interests	10/14/2023 10:28 AM
27	My church, doctors, and other daily activity centers are located outside Addison. These focal points of my life are under the control of others for their choice of location. I would probably be more involved in making Addison the best it can be if equivalent activity centers were located in Addison, but they are not.	10/14/2023 10:09 AM
28	I have reached out to the city about my concerns and I always get the same answer. We can't fix it. We don't have codes that enforce single family homes.	10/14/2023 5:58 AM
29	The Ability to afford a house here	10/14/2023 4:18 AM
30	?	10/13/2023 8:29 PM
31	To be committed to a community, you have to feel part of the community. Addison is no longer a community, it is just another City dealing with the day to day business.	10/13/2023 7:54 PM
32	Take town meetings serious. It seems that voices are not heard, and it seems that decisions have been already reached, e.g. developments	10/13/2023 7:04 PM
33	The public dialouge at these Town meetings is a disgrace. It is a clown show. No shame at all however.	10/13/2023 3:39 PM
34	Faster moving government	10/13/2023 3:11 PM
35	Belief that the Town governance could flex to include representation from among the majority renters.	10/13/2023 11:52 AM
36	I am very committed, but feels like the tools and means are not there; for example, I am architect willing to work with the city, I am sure there are hundreds of professionals willing to do the same within the the Town.	10/13/2023 7:34 AM

37	Looking for more opportunities to become involved in the community	10/12/2023 8:44 AM
38	Change the votes to build even more rentals instead of condo/home ownership units by existing home/condo neighborhoods. Recent votes have me wanting to move as soon as I can.	10/10/2023 11:47 AM
39	Clear definition of mission and vision through the community.	10/9/2023 2:36 PM
40	So much of Addison is business oriented that I feel unqualified to have much effect on economic development. At the residential level, I participate in feedback and elections, but not much engagement beyond that. I guess more free time from job demands would allow more time to commit to communication efforts, but not in the near term	10/9/2023 12:51 PM
41	I don't live in the community.	10/9/2023 9:12 AM
42	Stop new apartment development.	10/9/2023 7:33 AM
43	More business nerd to move here it's so far sfter the peak of COVID19 yet no retail looks like a ghost town figure it out and soon!!	10/8/2023 3:18 PM
44	I expect to move out of state in 3 years.	10/7/2023 1:12 PM
45	Listen to residents not staff	10/7/2023 12:53 PM
46	The council doesn't listen to the desires of the residents: the White Rock Chapel zoning should have been approved and the mixed use/apartments on Surveyor should have been voted down.	10/7/2023 10:15 AM
47	Not sure	10/7/2023 7:41 AM
48	More hours in a day. My full time job is a time eater	10/6/2023 7:42 PM
49	Personal lifestyle changes	10/6/2023 6:33 PM
50	Taking real strategic approaches to overcoming challenges, instead of simply waiving guidelines each time a specific case arises	10/6/2023 5:03 PM
51	Need more time but stay pretty busy	10/6/2023 4:48 PM
52	To feel like it is worth my time	10/6/2023 3:52 PM
53	Hmmm	10/6/2023 3:47 PM
54	N/A	10/3/2023 9:32 PM

Q14 Please check all that apply.

Answered: 134 Skipped: 24



ANSWER CHOICES	RESPONSES	
I live in Addison (1)	86.57%	116
I own residential property in Addison (2)	58.96%	79
I rent a home in Addison (3)	11.94%	16
I work in Addison (4)	29.85%	40
I own a business in Addison (5)	13.43%	18
I am a property developer in Addison (6)	2.24%	3
I am an employee of the Town of Addison (7)	5.22%	7
I serve on Addison's City Council (8)	2.99%	4
I serve on Addison's Planning and Zoning Commission (9)	0.75%	1
I live somewhere other than Addison (10)	8.96%	12
Total Respondents: 134		

BASIC STATISTICS

Minimum	Maximum	Median	Mean	Standard Deviation
1.00	10.00	2.00	2.70	2.24

Appendix C: City Council and Planning and Zoning Commission Pre-Meeting Survey Results

	Opportunity #1	Opportunity #2	Opportunity #3	Challenge #1	Challenge #2	Challenge #3
CC #1	Developing unique, creative, and innovative destinations to keep Addison in the forefront of the attention of locals and visitors. Vibrant and relevant TOD needs to be a major focus area.	Implementing people-moving systems to provide various methods of connectivity throughout the Addison entertainment/dining district.	Taking advantage of Addison's excellent location within the region and vibrant lifestyle opportunities in order to attract more businesses, while having a generous pool of talent available for hire within the community.	Oversupply of less desirable office space during a time of decreasing demand from businesses which will likely be ongoing.	Areas of declining appeal and value due to under-performing commercial properties.	Dealing with issues around the homeless population, generally surrounding Addison and frequently becoming an issue for police and residents/businesses to contend with.
CC #2	Drive economic vibrancy positioning Addison to attract businesses and restaurants	Further walkability to restaurants and retail	Building form/scale and streetscape design	Balance housing types and ownership/rental mix	Aging developments and infrastructure	Gathering resident input and educating residents
CC #3	Creating a better vision for the Inwood Road Corridor.	Consideration of other options once currently owned Town Facility properties are vacated such as the Finance Building and Town Hall.	Consider adding more airport related zoning on the west side of the airport. The extension of Taxiway Bravo should provide us more land use opportunities.	Staying committed to premium office space.	Locking down what we want the Belt Line Road Corridor to be.	Better illustrate the conceptual look and feel of our various districts.
CC #4	Create a more robust comprehensive plan without being too prescriptive	leverage the UDC codes in the plan.	Reinforce the vision, path and development of the vibrant urban setting we have been and continue to be.	How will the town participate in sustainable growth and urban planning while allowing top level services for its citizens to continue.	Public safety must be a consideration in all action items.	Engagement of Addison Business. Unite business with residential for a more aligned understanding of staying economically strong.
CC #5	Look at underutilized areas/space; address redevelopment issues such as vacant office, declining Inwood Rd corridor, west Beltline, etc.	Develop strong Economic Development plan	Connectivity/mobility	Addressing Town facilities and aging infrastructure	educating on Housing issues	Fiscal and economic growth in a highly uncertain and challenging market.
CC #6	Transit Oriented Development	Change in noise corridors for Airport (Inwood Road)	Redevelopment of West Addison	Limited single family home options	Transit Oriented Development	Residents aging and resistant to change
PZ #1	Maintaining the residential appeal of Addison	Building the Inwood Road corridor	Updating Addison Town Center	Ridding the town of rundown hotels/motels	Being mindful of traffic congestion	Being mindful of construction fatigue in the area
PZ #2	Business development around new transit station	airport development and viability	Marketing the town and drawing in young families	housing mix/rentals and public opinion	extended stay rentals	Retail revitalization west of midway
PZ #3	Fiscal Sustainability	Growth and development	Infrastructure and mobility	Housing	Social amenities	Infrastructure and mobility
PZ #4	Redevelopment/Revitalization	improving mixed use or adjacent uses where appropriate	changes from a suburb to an infill location as the MSA population grows	Lack of developable land	changes of demand for specific types of real estate	aging buildings/infrastructure

	Policy Priority #1	Policy Priority #2	Policy Priority #3	Policy Priority #4	Policy Priority #5	Policy Priority #6	Policy Priority #7
CC #1	Economic growth and resiliency	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Transportation network (streets and public transit)	Parks and recreation, and Town facilities	Trail and sidewalk connectivity	Housing types and ownership/rental mix	Building form/scale and streetscape design
CC #2	Economic growth and resiliency	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Building form/scale and streetscape design	Housing types and ownership/rental mix	Parks and recreation, and Town facilities	Trail and sidewalk connectivity	Transportation network (streets and public transit)
CC #3	Economic growth and resiliency	Building form/scale and streetscape design	Parks and recreation, and Town facilities	Transportation network (streets and public transit)	Housing types and ownership/rental mix	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Trail and sidewalk connectivity
CC #4	Economic growth and resiliency	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Parks and recreation, and Town facilities	Transportation network (streets and public transit)	Trail and sidewalk connectivity	Housing types and ownership/rental mix	Building form/scale and streetscape design
CC #5	Economic growth and resiliency	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Parks and recreation, and Town facilities	Trail and sidewalk connectivity	Transportation network (streets and public transit)	Building form/scale and streetscape design	Housing types and ownership/rental mix
CC #6	Economic growth and resiliency	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Housing types and ownership/rental mix	Parks and recreation, and Town facilities	Transportation network (streets and public transit)	Building form/scale and streetscape design	Trail and sidewalk connectivity
PZ #1	Housing types and ownership/rental mix	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Economic growth and resiliency	Building form/scale and streetscape design	Trail and sidewalk connectivity	Parks and recreation, and Town facilities	Transportation network (streets and public transit)
PZ #2	Economic growth and resiliency	Housing types and ownership/rental mix	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Parks and recreation, and Town facilities	Transportation network (streets and public transit)	Building form/scale and streetscape design	Trail and sidewalk connectivity
PZ #3	Economic growth and resiliency	Transportation network (streets and public transit)	Parks and recreation, and Town facilities	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Trail and sidewalk connectivity	Building form/scale and streetscape design	Housing types and ownership/rental mix
PZ #4	Economic growth and resiliency	Redevelopment, reinvestment (public and private), and neighborhood enhancement	Parks and recreation, and Town facilities	Housing types and ownership/rental mix	Building form/scale and streetscape design	Transportation network (streets and public transit)	Trail and sidewalk connectivity

Appendix D: Survey #2 - Vision, Values, and Priority Outcomes Survey

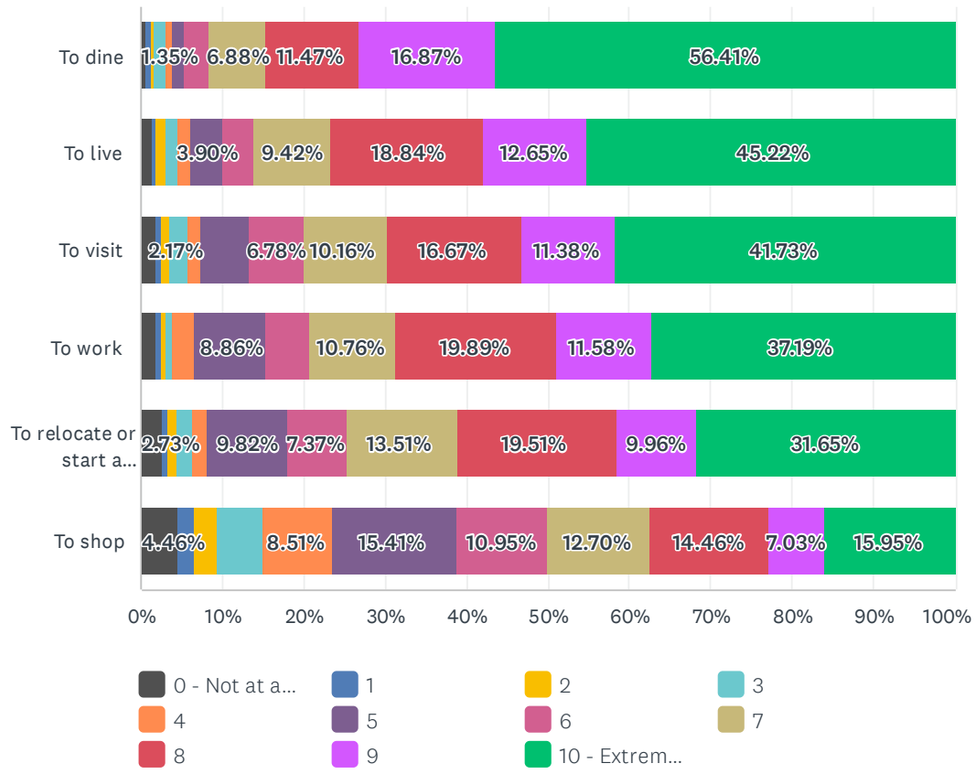
ADVANCE ADDISON 2050

SURVEY 2

ALL DATA

Q1 Compared to other places in the region, how likely are you to recommend Addison as a place:

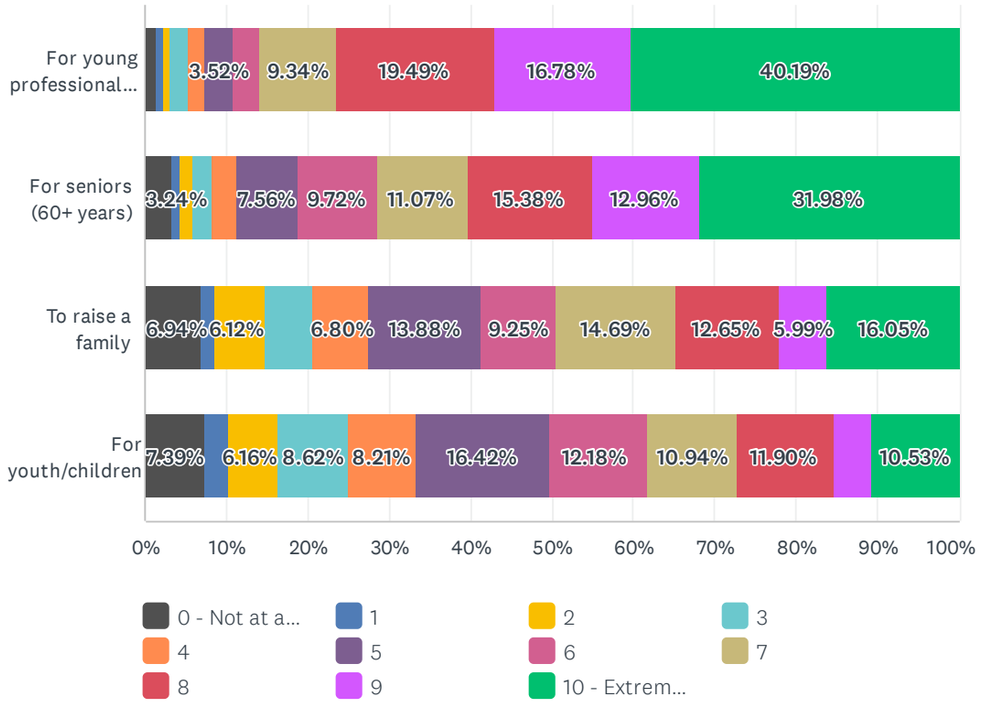
Answered: 745 Skipped: 4



	0 - NOT AT ALL LIKELY	1	2	3	4	5	6	7	8	9	10 - EXTREMELY LIKELY	T
To dine	0.67% 5	0.54% 4	0.40% 3	1.35% 10	0.94% 7	1.48% 11	2.97% 22	6.88% 51	11.47% 85	16.87% 125	56.41% 418	
To live	1.35% 10	0.54% 4	1.21% 9	1.48% 11	1.48% 11	3.90% 29	3.90% 29	9.42% 70	18.84% 140	12.65% 94	45.22% 336	
To visit	1.76% 13	0.68% 5	1.08% 8	2.17% 16	1.76% 13	5.83% 43	6.78% 50	10.16% 75	16.67% 123	11.38% 84	41.73% 308	
To work	1.77% 13	0.68% 5	0.54% 4	0.82% 6	2.72% 20	8.86% 65	5.18% 38	10.76% 79	19.89% 146	11.58% 85	37.19% 273	
To relocate or start a business	2.73% 20	0.55% 4	1.23% 9	1.77% 13	1.91% 14	9.82% 72	7.37% 54	13.51% 99	19.51% 143	9.96% 73	31.65% 232	
To shop	4.46% 33	2.03% 15	2.97% 22	5.54% 41	8.51% 63	15.41% 114	10.95% 81	12.70% 94	14.46% 107	7.03% 52	15.95% 118	

Q2 Compared to other places in the region, how likely are you to recommend Addison as a place:

Answered: 744 Skipped: 5

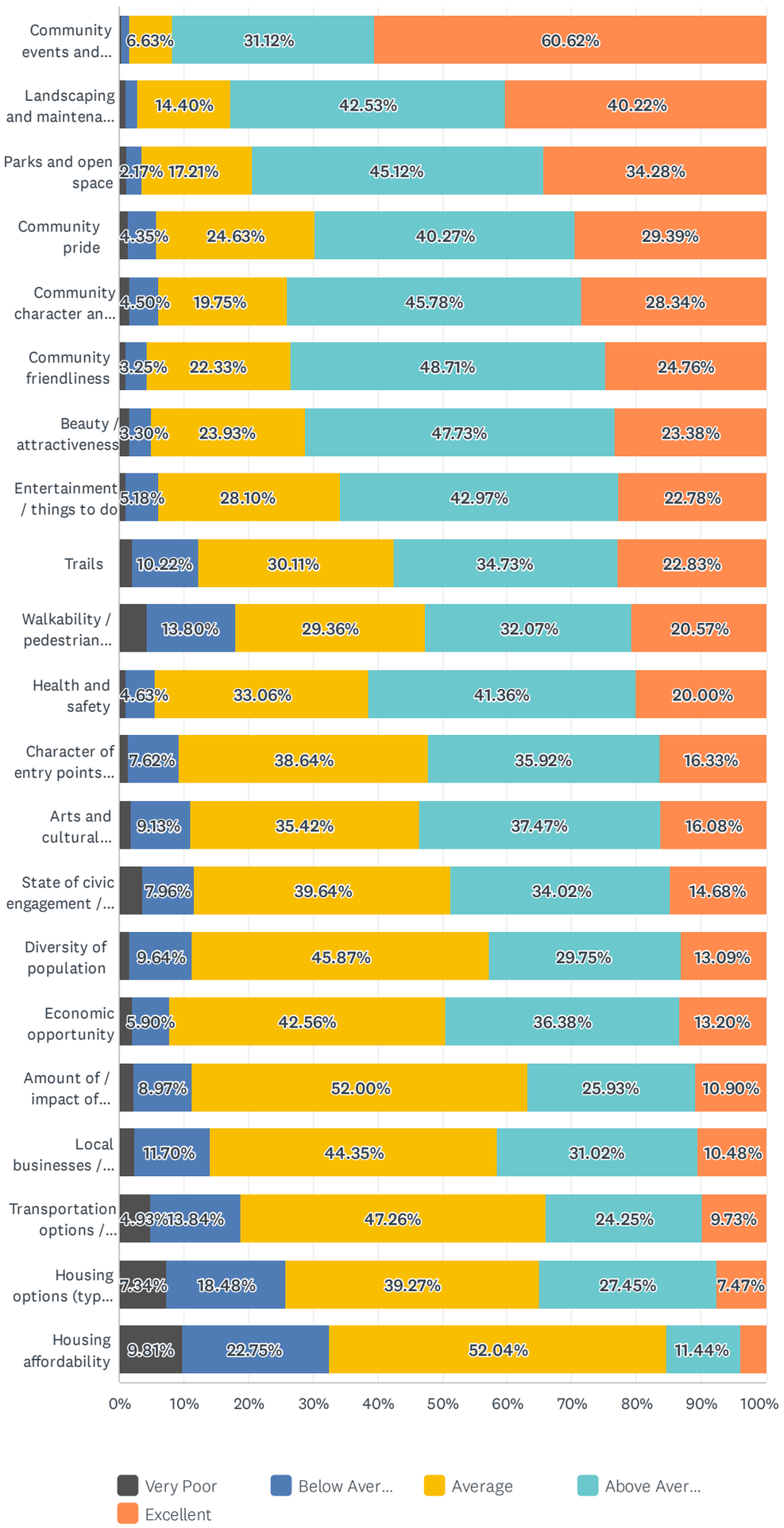


	0 - NOT AT ALL LIKELY	1	2	3	4	5	6	7	8	9	10 - EXTREMELY LIKELY
For young professionals (18-35 years)	1.49% 11	0.81% 6	0.68% 5	2.30% 17	2.03% 15	3.52% 26	3.38% 25	9.34% 69	19.49% 144	16.78% 124	40.19% 297
For seniors (60+ years)	3.24% 24	1.08% 8	1.62% 12	2.29% 17	3.10% 23	7.56% 56	9.72% 72	11.07% 82	15.38% 114	12.96% 96	31.98% 237
To raise a family	6.94% 51	1.63% 12	6.12% 45	5.99% 44	6.80% 50	13.88% 102	9.25% 68	14.69% 108	12.65% 93	5.99% 44	16.05% 118
For youth/children	7.39% 54	2.87% 21	6.16% 45	8.62% 63	8.21% 60	16.42% 120	12.18% 89	10.94% 80	11.90% 87	4.79% 35	10.53% 77

Q3 How would you currently rate Addison on the following?

Answered: 740 Skipped: 9

Please select a response for each item using the dropdown.

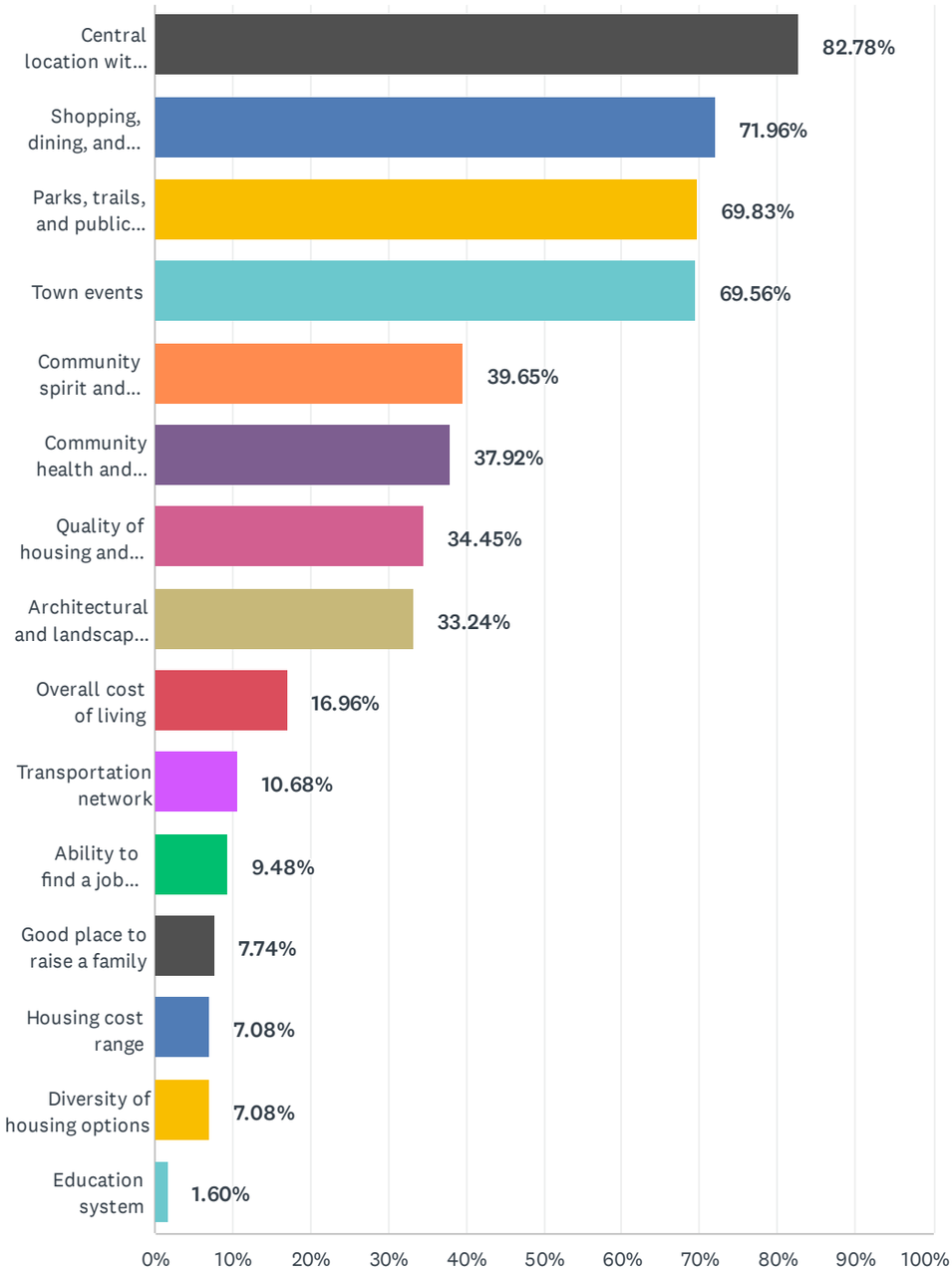


Please select a response for each item using the dropdown.

	VERY POOR	BELOW AVERAGE	AVERAGE	ABOVE AVERAGE	EXCELLENT	TOTAL
Community events and festivals	0.41% 3	1.22% 9	6.63% 49	31.12% 230	60.62% 448	739
Landscaping and maintenance of public areas and properties	0.95% 7	1.90% 14	14.40% 106	42.53% 313	40.22% 296	736
Parks and open space	1.22% 9	2.17% 16	17.21% 127	45.12% 333	34.28% 253	738
Community pride	1.36% 10	4.35% 32	24.63% 181	40.27% 296	29.39% 216	735
Community character and appeal	1.63% 12	4.50% 33	19.75% 145	45.78% 336	28.34% 208	734
Community friendliness	0.95% 7	3.25% 24	22.33% 165	48.71% 360	24.76% 183	739
Beauty / attractiveness	1.65% 12	3.30% 24	23.93% 174	47.73% 347	23.38% 170	727
Entertainment / things to do	0.95% 7	5.18% 38	28.10% 206	42.97% 315	22.78% 167	733
Trails	2.10% 15	10.22% 73	30.11% 215	34.73% 248	22.83% 163	714
Walkability / pedestrian connectivity	4.19% 31	13.80% 102	29.36% 217	32.07% 237	20.57% 152	739
Health and safety	0.95% 7	4.63% 34	33.06% 243	41.36% 304	20.00% 147	735
Character of entry points into the community	1.50% 11	7.62% 56	38.64% 284	35.92% 264	16.33% 120	735
Arts and cultural amenities	1.91% 14	9.13% 67	35.42% 260	37.47% 275	16.08% 118	734
State of civic engagement / involvement	3.70% 27	7.96% 58	39.64% 289	34.02% 248	14.68% 107	729
Diversity of population	1.65% 12	9.64% 70	45.87% 333	29.75% 216	13.09% 95	726
Economic opportunity	1.97% 14	5.90% 42	42.56% 303	36.38% 259	13.20% 94	712
Amount of / impact of community organizations & non-profits	2.21% 16	8.97% 65	52.00% 377	25.93% 188	10.90% 79	725
Local businesses / unique retail	2.45% 18	11.70% 86	44.35% 326	31.02% 228	10.48% 77	735
Transportation options / mobility	4.93% 36	13.84% 101	47.26% 345	24.25% 177	9.73% 71	730
Housing options (type and quality)	7.34% 54	18.48% 136	39.27% 289	27.45% 202	7.47% 55	736
Housing affordability	9.81% 72	22.75% 167	52.04% 382	11.44% 84	3.95% 29	734

Q4 What do you love about Addison? Choose your top 5 reasons from the list below.

Answered: 749 Skipped: 0



ANSWER CHOICES	RESPONSES	
Central location within the region	82.78%	620
Shopping, dining, and entertainment options	71.96%	539
Parks, trails, and public spaces	69.83%	523
Town events	69.56%	521
Community spirit and culture	39.65%	297
Community health and safety	37.92%	284
Quality of housing and neighborhoods	34.45%	258
Architectural and landscape character	33.24%	249
Overall cost of living	16.96%	127
Transportation network	10.68%	80
Ability to find a job and/or start a business in Addison	9.48%	71
Good place to raise a family	7.74%	58
Housing cost range	7.08%	53
Diversity of housing options	7.08%	53
Education system	1.60%	12
Total Respondents: 749		

Q5 In one word, what should Addison be known for?

Answered: 618 Skipped: 131

#	RESPONSES	DATE
1	vibrancy	1/31/2024 11:12 PM
2	Hospitality	1/31/2024 5:47 PM
3	Connectivity	1/30/2024 3:38 PM
4	Destination	1/30/2024 3:27 PM
5	Alluring	1/30/2024 1:31 PM
6	Friendly	1/29/2024 4:49 PM
7	Trees	1/29/2024 3:41 PM
8	highdensity	1/29/2024 11:13 AM
9	Trolley	1/29/2024 11:07 AM
10	Community	1/29/2024 8:52 AM
11	Dining	1/28/2024 12:48 PM
12	Restaurants	1/27/2024 4:32 PM
13	Vibrant	1/27/2024 1:51 PM
14	Community	1/27/2024 9:58 AM
15	Central	1/27/2024 8:41 AM
16	Events	1/27/2024 8:20 AM
17	Uniqueness	1/26/2024 8:24 PM
18	energetic	1/26/2024 5:29 PM
19	Art, the Artwork	1/26/2024 4:03 PM
20	Dining	1/26/2024 3:38 PM
21	Entertainment	1/25/2024 6:28 PM
22	Excitement	1/25/2024 5:45 PM
23	Accessibility	1/25/2024 5:33 PM
24	Hospitality	1/25/2024 3:55 PM
25	events	1/25/2024 12:32 PM
26	Vibrant	1/25/2024 12:07 PM
27	Community	1/25/2024 11:40 AM
28	Utopia	1/24/2024 8:28 PM
29	Oktoberfest	1/24/2024 7:54 PM
30	Oktoberfest	1/24/2024 7:53 PM
31	Safety	1/24/2024 3:43 PM
32	Food	1/24/2024 7:49 AM
33	Location	1/23/2024 8:01 PM
34	lifestyle	1/23/2024 7:30 AM
35	location	1/22/2024 9:19 AM
36	Urban	1/21/2024 2:51 PM
37	Cleanliness	1/21/2024 11:38 AM
38	Community	1/21/2024 9:11 AM
39	Community	1/20/2024 2:32 PM
40	mixed use/urbanism	1/20/2024 10:32 AM
41	Families	1/19/2024 6:13 PM
42	Centrality	1/19/2024 4:27 PM
43	Food	1/19/2024 4:11 PM
44	Action	1/19/2024 3:34 PM

45	exciting	1/19/2024 3:14 PM
46	parks	1/18/2024 8:45 PM
47	Safety	1/18/2024 2:42 PM
48	Programming	1/18/2024 1:21 PM
49	Walkability	1/18/2024 12:03 PM
50	Safe Place To Live	1/18/2024 11:53 AM
51	Accessibility	1/18/2024 10:41 AM
52	friendly	1/17/2024 6:12 AM
53	Hospitality	1/16/2024 1:27 PM
54	Friendliness	1/15/2024 9:50 PM
55	Safety	1/15/2024 3:58 PM
56	Community	1/15/2024 9:06 AM
57	Community	1/14/2024 6:33 PM
58	Entertainment	1/14/2024 4:36 PM
59	Walkability	1/14/2024 10:10 AM
60	Parks	1/13/2024 7:09 PM
61	Community	1/12/2024 6:04 PM
62	Hospitality	1/12/2024 5:06 PM
63	Entertainment	1/12/2024 4:15 PM
64	Service	1/12/2024 3:53 PM
65	Food	1/12/2024 1:48 PM
66	Quality	1/12/2024 7:20 AM
67	Food	1/11/2024 8:06 PM
68	Construction	1/11/2024 10:05 AM
69	Beauty	1/11/2024 7:51 AM
70	Culture	1/10/2024 5:56 PM
71	Events	1/10/2024 9:20 AM
72	Urbanism	1/9/2024 8:32 PM
73	Livability	1/9/2024 10:43 AM
74	Quality	1/8/2024 9:20 PM
75	Prosperity	1/7/2024 5:58 PM
76	Events	1/7/2024 8:43 AM
77	location	1/7/2024 8:14 AM
78	safe	1/6/2024 3:42 PM
79	Quality	1/6/2024 11:48 AM
80	Coziness	1/6/2024 8:27 AM
81	Small town feel	1/5/2024 8:44 PM
82	Fun	1/5/2024 6:38 PM
83	Entertainment	1/5/2024 6:34 PM
84	Hones	1/5/2024 5:33 PM
85	Overcrowding	1/5/2024 4:17 PM
86	Loyalty	1/5/2024 4:15 PM
87	Value	1/5/2024 3:37 PM
88	Restaurants	1/5/2024 3:29 PM
89	startups	1/4/2024 10:18 PM
90	Fiberoptics	1/4/2024 9:04 AM
91	Safety	1/3/2024 1:24 PM
92	Comfort	1/3/2024 12:40 PM
93	Community	1/3/2024 10:54 AM
94	Collaboration	1/2/2024 1:36 PM

95	restaurants	12/31/2023 9:34 PM
96	Party	12/31/2023 6:14 PM
97	Livability	12/31/2023 3:41 PM
98	Welcoming	12/31/2023 3:37 PM
99	friendliness	12/31/2023 2:40 PM
100	Inclusivity	12/31/2023 1:51 PM
101	Entertainment	12/31/2023 1:37 PM
102	Modernization	12/31/2023 12:41 PM
103	Advantage	12/31/2023 10:47 AM
104	Party!	12/31/2023 10:27 AM
105	Entertainment	12/31/2023 8:29 AM
106	greatness	12/31/2023 5:13 AM
107	Dining	12/30/2023 11:02 PM
108	Macro	12/30/2023 10:24 PM
109	Commerce	12/30/2023 5:06 PM
110	Kind	12/30/2023 2:36 PM
111	Unique	12/30/2023 12:07 PM
112	location	12/30/2023 9:59 AM
113	Events	12/30/2023 9:50 AM
114	Engaging	12/30/2023 8:37 AM
115	Secluded	12/30/2023 12:27 AM
116	Events	12/29/2023 8:07 PM
117	security	12/29/2023 6:31 PM
118	Entertainment	12/29/2023 5:45 PM
119	Festivals	12/29/2023 4:22 PM
120	Class	12/29/2023 4:17 PM
121	parks	12/29/2023 10:22 AM
122	Nature	12/29/2023 9:48 AM
123	Events	12/29/2023 9:31 AM
124	Colorful!	12/28/2023 5:47 PM
125	Oktoberfest	12/28/2023 1:59 PM
126	Beauty of Community	12/28/2023 8:45 AM
127	Apartment City.	12/27/2023 6:35 PM
128	Uniqueness	12/26/2023 11:34 PM
129	Walkability	12/26/2023 8:07 PM
130	Lifestyle	12/26/2023 11:41 AM
131	Entertainment	12/26/2023 10:53 AM
132	community	12/26/2023 10:18 AM
133	Unique	12/26/2023 9:10 AM
134	Centralized	12/25/2023 7:56 PM
135	Innovation	12/24/2023 7:24 PM
136	Quaint-ness	12/24/2023 6:32 PM
137	Park	12/24/2023 7:31 AM
138	Live, Eat, Fun, Shop	12/23/2023 7:58 PM
139	Sustainable	12/23/2023 6:09 PM
140	Dining	12/23/2023 2:24 PM
141	Multifarious	12/23/2023 1:07 PM
142	community	12/23/2023 11:28 AM
143	Fun	12/23/2023 8:56 AM
144	Safety	12/23/2023 8:07 AM

145	Events	12/23/2023 7:29 AM
146	Restaurants	12/23/2023 7:05 AM
147	Gym	12/22/2023 7:41 PM
148	Progressive	12/22/2023 7:38 PM
149	Welcoming	12/22/2023 5:58 PM
150	safety	12/22/2023 4:58 PM
151	nightlife	12/22/2023 4:46 PM
152	Amenities	12/22/2023 4:20 PM
153	City Services.	12/22/2023 4:12 PM
154	Vibrant	12/22/2023 3:28 PM
155	Parks	12/22/2023 3:26 PM
156	Fun	12/22/2023 3:17 PM
157	Location	12/22/2023 1:47 PM
158	Events	12/22/2023 12:34 PM
159	Accessibility	12/22/2023 12:16 PM
160	Food	12/22/2023 8:30 AM
161	Urbanlivingatitsbest	12/22/2023 7:58 AM
162	Fun and safe	12/21/2023 11:04 PM
163	Special Events	12/21/2023 1:29 PM
164	Community	12/21/2023 12:43 PM
165	livable	12/21/2023 9:28 AM
166	Dining	12/21/2023 9:15 AM
167	Restaurants	12/21/2023 8:28 AM
168	Safety	12/21/2023 7:28 AM
169	Food	12/20/2023 10:38 PM
170	Atmosphere	12/20/2023 6:20 PM
171	Safe	12/20/2023 5:50 PM
172	Restaurants and bars	12/20/2023 5:48 PM
173	Entertainment	12/20/2023 11:06 AM
174	Lively	12/20/2023 10:42 AM
175	Parks	12/19/2023 6:24 PM
176	Dining	12/19/2023 5:47 PM
177	Neighborhoods	12/19/2023 3:04 PM
178	Resturants	12/19/2023 1:37 PM
179	Lively	12/19/2023 1:17 PM
180	Connectedness	12/18/2023 9:44 PM
181	efficiency	12/18/2023 7:42 PM
182	Pretty	12/18/2023 4:13 PM
183	Services	12/18/2023 3:33 PM
184	Family	12/18/2023 2:23 PM
185	Events	12/18/2023 10:38 AM
186	Seclusion	12/18/2023 9:21 AM
187	quality	12/17/2023 8:58 PM
188	Dining	12/17/2023 6:27 PM
189	Location	12/17/2023 3:45 PM
190	Entertainment	12/17/2023 1:41 PM
191	Central	12/17/2023 1:39 PM
192	Dining	12/17/2023 12:55 PM
193	AFFORDABLE	12/17/2023 8:55 AM
194	Vibrance	12/17/2023 8:10 AM

195	Trails	12/17/2023 7:20 AM
196	Vibrant	12/17/2023 1:31 AM
197	Walkability	12/16/2023 7:24 PM
198	Entertainment	12/16/2023 7:09 PM
199	Dining	12/16/2023 4:07 PM
200	Beauty	12/16/2023 3:47 PM
201	Ease	12/16/2023 12:17 PM
202	walkability	12/16/2023 12:04 PM
203	Walking	12/16/2023 11:06 AM
204	Food	12/16/2023 11:05 AM
205	Walkability	12/16/2023 9:43 AM
206	Entertainment	12/16/2023 9:37 AM
207	Food	12/16/2023 9:35 AM
208	Events	12/16/2023 9:33 AM
209	Vibe	12/16/2023 7:58 AM
210	quiet	12/15/2023 10:57 PM
211	Convenience	12/15/2023 5:32 PM
212	Culture	12/15/2023 4:59 PM
213	Hospitality	12/15/2023 4:27 PM
214	Diversity	12/15/2023 4:22 PM
215	Convenience	12/15/2023 2:55 PM
216	Bars	12/15/2023 2:22 PM
217	Community	12/15/2023 1:55 PM
218	Walking paths	12/15/2023 1:06 PM
219	Livability	12/15/2023 1:00 PM
220	Character	12/15/2023 10:53 AM
221	Integrity	12/15/2023 9:50 AM
222	Being a hidden gem	12/15/2023 7:47 AM
223	Services	12/15/2023 7:16 AM
224	Dining	12/15/2023 6:40 AM
225	Easy	12/14/2023 5:38 PM
226	Convenience	12/14/2023 4:00 PM
227	Pretty	12/14/2023 3:48 PM
228	Quality	12/14/2023 2:53 PM
229	Convenient	12/14/2023 1:47 PM
230	Safe	12/14/2023 12:31 PM
231	Tollwayaccess	12/14/2023 12:22 PM
232	Restaurants	12/14/2023 10:44 AM
233	Restaurants	12/14/2023 7:18 AM
234	Addison park	12/13/2023 9:14 PM
235	Community	12/13/2023 8:25 PM
236	service	12/13/2023 6:09 PM
237	Beauty	12/13/2023 5:41 PM
238	Culture	12/13/2023 5:08 PM
239	Food	12/13/2023 4:54 PM
240	Safety	12/13/2023 4:17 PM
241	Booming	12/13/2023 1:12 PM
242	Walkability	12/13/2023 11:30 AM
243	Dining	12/13/2023 5:58 AM
244	Safety	12/12/2023 9:07 PM

245	Comfort	12/12/2023 5:50 PM
246	Food	12/12/2023 5:46 PM
247	Everything	12/12/2023 4:53 PM
248	Safety	12/12/2023 4:45 PM
249	Inclusion	12/12/2023 4:19 PM
250	Affluence	12/12/2023 4:02 PM
251	Vitality	12/12/2023 2:39 PM
252	Healthy	12/12/2023 2:33 PM
253	Restaurants	12/12/2023 2:33 PM
254	Events	12/12/2023 11:33 AM
255	Diversity	12/12/2023 11:14 AM
256	Business	12/11/2023 4:40 PM
257	Expensive	12/11/2023 4:29 PM
258	Food	12/11/2023 3:40 PM
259	Fun	12/11/2023 1:54 PM
260	Apartments	12/11/2023 12:27 PM
261	Home	12/11/2023 12:20 PM
262	Location	12/11/2023 12:07 PM
263	Opportunity	12/11/2023 11:10 AM
264	Location	12/11/2023 10:01 AM
265	Safety	12/11/2023 9:29 AM
266	community	12/11/2023 9:21 AM
267	Inclusivity	12/11/2023 8:37 AM
268	Safety	12/11/2023 8:34 AM
269	Business	12/11/2023 7:52 AM
270	Entertainment	12/11/2023 7:50 AM
271	Quality	12/11/2023 7:07 AM
272	Community	12/11/2023 6:54 AM
273	Apartments	12/11/2023 6:19 AM
274	Pedestrian	12/11/2023 12:04 AM
275	Dinning	12/10/2023 11:08 PM
276	Culture	12/10/2023 10:12 PM
277	Community	12/10/2023 8:50 PM
278	Quality	12/10/2023 8:09 PM
279	Walkability	12/10/2023 6:15 PM
280	dining	12/10/2023 6:01 PM
281	Engagement	12/10/2023 4:38 PM
282	entertainment	12/10/2023 3:51 PM
283	Opportunity	12/10/2023 3:51 PM
284	Art	12/10/2023 2:59 PM
285	Location	12/10/2023 1:38 PM
286	Parks	12/10/2023 12:44 PM
287	Best place to live	12/10/2023 12:07 PM
288	Fun	12/10/2023 11:38 AM
289	Childless	12/10/2023 9:12 AM
290	Safe	12/10/2023 7:53 AM
291	Central	12/10/2023 6:27 AM
292	Urban Diversity	12/10/2023 5:57 AM
293	Parks	12/10/2023 5:35 AM
294	Peace	12/9/2023 10:46 PM

295	Beautiful	12/9/2023 7:20 PM
296	location	12/9/2023 6:15 PM
297	Being excellent	12/9/2023 5:11 PM
298	Dining	12/9/2023 5:00 PM
299	Apartments	12/9/2023 4:44 PM
300	Walkability	12/9/2023 4:33 PM
301	Food	12/9/2023 4:31 PM
302	Safe	12/9/2023 4:29 PM
303	Uniqueness	12/9/2023 4:20 PM
304	Pride of ownership	12/9/2023 3:05 PM
305	Restaurants	12/9/2023 3:00 PM
306	Restaurants	12/9/2023 2:57 PM
307	Parks	12/9/2023 2:43 PM
308	Bars and restaurants	12/9/2023 2:27 PM
309	Safety	12/9/2023 1:15 PM
310	Distinction	12/9/2023 1:05 PM
311	Safe	12/9/2023 12:56 PM
312	Dining Destination	12/9/2023 12:38 PM
313	Fun	12/9/2023 10:30 AM
314	Convenient	12/9/2023 9:52 AM
315	Lifestyle	12/9/2023 9:18 AM
316	solid	12/9/2023 9:07 AM
317	Community	12/9/2023 8:36 AM
318	Walkability	12/9/2023 8:33 AM
319	community	12/9/2023 8:27 AM
320	Safety	12/9/2023 8:11 AM
321	Great	12/9/2023 7:58 AM
322	Community	12/9/2023 7:32 AM
323	Vibe	12/9/2023 2:06 AM
324	Bustling	12/8/2023 10:55 PM
325	Safety	12/8/2023 10:07 PM
326	value	12/8/2023 9:37 PM
327	Weakness	12/8/2023 9:05 PM
328	Community	12/8/2023 8:32 PM
329	Entertainment	12/8/2023 8:23 PM
330	Entertainment	12/8/2023 6:53 PM
331	Charm	12/8/2023 6:47 PM
332	Life	12/8/2023 5:51 PM
333	Apartments	12/8/2023 5:26 PM
334	Quality	12/8/2023 5:02 PM
335	Walkability	12/8/2023 4:46 PM
336	restaurants	12/8/2023 4:28 PM
337	Dining	12/8/2023 4:04 PM
338	Dining	12/8/2023 4:03 PM
339	Business	12/8/2023 3:43 PM
340	Restaurant	12/8/2023 3:38 PM
341	Too many festivals	12/8/2023 3:22 PM
342	Promising	12/8/2023 3:20 PM
343	Restaurant	12/8/2023 3:17 PM
344	safety	12/8/2023 2:52 PM

345	Engagement	12/8/2023 2:45 PM
346	Variety	12/8/2023 2:33 PM
347	Restaurants	12/8/2023 2:26 PM
348	Community	12/8/2023 1:36 PM
349	It’s event life	12/8/2023 12:47 PM
350	Safety	12/8/2023 11:36 AM
351	Creativity	12/8/2023 10:52 AM
352	Lifestyle	12/8/2023 10:29 AM
353	Maintenance	12/8/2023 9:22 AM
354	Entertainment	12/8/2023 9:03 AM
355	Pleasant	12/8/2023 8:50 AM
356	Entertainment/Dining	12/8/2023 8:47 AM
357	TooManyApartments	12/8/2023 6:16 AM
358	Dining	12/7/2023 10:30 PM
359	BETTER	12/7/2023 8:39 PM
360	Walkability	12/7/2023 8:27 PM
361	Urbanism	12/7/2023 8:27 PM
362	livability	12/7/2023 8:18 PM
363	Excellence	12/7/2023 8:13 PM
364	Parks!	12/7/2023 8:02 PM
365	Inclusion	12/7/2023 5:36 PM
366	Circle park	12/7/2023 5:04 PM
367	Restaurants	12/7/2023 4:58 PM
368	Community	12/7/2023 4:57 PM
369	Events	12/7/2023 4:44 PM
370	Diversity	12/7/2023 4:20 PM
371	Community	12/7/2023 4:20 PM
372	Ugly	12/7/2023 4:16 PM
373	Events	12/7/2023 4:05 PM
374	Apartments	12/7/2023 4:05 PM
375	Very safe	12/7/2023 4:04 PM
376	Dining	12/7/2023 3:55 PM
377	Restaurants	12/7/2023 3:47 PM
378	diversity	12/7/2023 3:29 PM
379	Progressive	12/7/2023 3:27 PM
380	entertainment	12/7/2023 3:18 PM
381	Community	12/7/2023 3:04 PM
382	Community	12/7/2023 2:39 PM
383	Dining	12/7/2023 2:20 PM
384	Beautiful	12/7/2023 1:17 PM
385	Thriving	12/7/2023 12:04 PM
386	Friendly	12/7/2023 10:31 AM
387	Community	12/7/2023 7:50 AM
388	Changed	12/7/2023 5:13 AM
389	Community	12/6/2023 11:54 PM
390	Connectivity	12/6/2023 6:39 PM
391	Events	12/6/2023 4:53 PM
392	Community	12/6/2023 3:20 PM
393	Food	12/6/2023 1:41 PM
394	Family	12/6/2023 12:39 PM

395	community	12/6/2023 12:31 PM
396	Community	12/6/2023 10:08 AM
397	Food	12/6/2023 9:13 AM
398	Community	12/6/2023 8:51 AM
399	Clean	12/6/2023 8:47 AM
400	innovation	12/6/2023 8:42 AM
401	Restaurants	12/6/2023 8:36 AM
402	Opportunity	12/6/2023 7:27 AM
403	Community	12/6/2023 6:34 AM
404	Cool	12/5/2023 6:28 PM
405	Accessability	12/5/2023 5:31 PM
406	Convenient	12/5/2023 5:10 PM
407	Food	12/5/2023 4:31 PM
408	Parks	12/5/2023 3:25 PM
409	Clean	12/5/2023 2:18 PM
410	Festive	12/5/2023 1:40 PM
411	Parks	12/5/2023 12:48 PM
412	Too Many Apartments!	12/5/2023 12:14 PM
413	Dining	12/5/2023 12:08 PM
414	Events	12/5/2023 11:44 AM
415	Exceptional	12/5/2023 11:44 AM
416	Community	12/5/2023 11:36 AM
417	Location	12/5/2023 11:12 AM
418	Food	12/5/2023 10:12 AM
419	Comfort	12/5/2023 9:56 AM
420	Innovative	12/5/2023 9:43 AM
421	4th of july	12/5/2023 9:15 AM
422	Wuality	12/5/2023 9:14 AM
423	Walkability	12/5/2023 9:13 AM
424	Restaurants	12/5/2023 8:59 AM
425	Friendliness	12/4/2023 9:34 PM
426	location	12/4/2023 1:21 PM
427	PARTIES	12/4/2023 1:08 PM
428	Community	12/4/2023 12:38 PM
429	Safe	12/4/2023 12:11 PM
430	Friendliness	12/4/2023 12:09 PM
431	Innovation	12/4/2023 10:45 AM
432	Community	12/4/2023 10:42 AM
433	Chapel	12/4/2023 10:37 AM
434	Being well-run.	12/4/2023 10:27 AM
435	Safety	12/4/2023 10:26 AM
436	Fun	12/4/2023 10:24 AM
437	Exciting	12/4/2023 6:27 AM
438	Events	12/3/2023 7:53 PM
439	Entertainment	12/3/2023 6:52 PM
440	Parks	12/3/2023 4:24 PM
441	Best Restaurants	12/3/2023 3:28 PM
442	Location	12/3/2023 3:21 PM
443	Food	12/3/2023 3:14 PM
444	Walkability	12/3/2023 2:32 PM

445	Efficient	12/3/2023 2:25 PM
446	Community	12/3/2023 2:05 PM
447	Culture	12/3/2023 1:01 PM
448	Clean parks	12/3/2023 12:42 PM
449	Fun	12/3/2023 9:42 AM
450	failure	12/3/2023 8:44 AM
451	Community	12/3/2023 8:13 AM
452	Central	12/3/2023 7:50 AM
453	Boomtown	12/3/2023 6:56 AM
454	Community	12/2/2023 7:26 PM
455	Parks	12/2/2023 7:04 PM
456	walkable	12/2/2023 4:12 PM
457	Safety	12/2/2023 3:51 PM
458	Parks	12/2/2023 3:49 PM
459	Walkability	12/2/2023 2:11 PM
460	Diversity	12/2/2023 1:08 PM
461	Food	12/2/2023 12:37 PM
462	accessibility	12/2/2023 10:13 AM
463	Events	12/2/2023 7:55 AM
464	Convenience	12/2/2023 12:58 AM
465	Friendliness	12/1/2023 10:53 PM
466	Community	12/1/2023 9:34 PM
467	Dinning out	12/1/2023 9:17 PM
468	Fun	12/1/2023 8:42 PM
469	Active	12/1/2023 7:11 PM
470	Dining	12/1/2023 5:00 PM
471	Caring	12/1/2023 4:46 PM
472	Kaboomtown	12/1/2023 4:26 PM
473	Community	12/1/2023 3:58 PM
474	Safety	12/1/2023 3:34 PM
475	Opportunity	12/1/2023 3:18 PM
476	Centrality	12/1/2023 3:15 PM
477	Entertainment	12/1/2023 10:46 AM
478	Location	12/1/2023 7:20 AM
479	Pride	11/30/2023 8:42 PM
480	Potential	11/30/2023 7:04 PM
481	Community-centered	11/30/2023 6:28 PM
482	Oktoberfest	11/30/2023 5:02 PM
483	Kaboom Town	11/30/2023 3:23 PM
484	Food	11/30/2023 3:06 PM
485	Festivals	11/30/2023 5:31 AM
486	Memories	11/29/2023 9:28 PM
487	Community	11/29/2023 8:55 PM
488	Vibrancy	11/29/2023 4:27 PM
489	Quality	11/27/2023 11:36 AM
490	community	11/27/2023 8:08 AM
491	Livability	11/25/2023 8:31 PM
492	Entertainment	11/24/2023 11:55 AM
493	Energy	11/23/2023 8:28 AM
494	Home ownership	11/23/2023 8:09 AM

495	Fun	11/23/2023 7:40 AM
496	Welcoming	11/23/2023 5:48 AM
497	Engaging	11/23/2023 4:13 AM
498	Beauty	11/23/2023 12:31 AM
499	Energy	11/22/2023 9:26 PM
500	Sustainability	11/22/2023 8:34 PM
501	Resort	11/22/2023 6:06 PM
502	Unique	11/22/2023 5:15 PM
503	Uniqueness	11/22/2023 4:44 PM
504	Restaurants	11/22/2023 3:58 PM
505	Parks	11/22/2023 3:50 PM
506	Central	11/22/2023 3:47 PM
507	Safety	11/22/2023 3:29 PM
508	Quality	11/21/2023 3:07 PM
509	Development	11/20/2023 7:32 AM
510	Events	11/19/2023 8:32 PM
511	Entertainment	11/19/2023 8:13 PM
512	Uniqueness	11/19/2023 6:47 AM
513	Location	11/18/2023 10:13 PM
514	Accessible (not Ada)	11/18/2023 1:49 PM
515	Sacety3	11/18/2023 11:00 AM
516	Integrity	11/18/2023 1:28 AM
517	Safety	11/17/2023 8:07 PM
518	Location	11/17/2023 5:33 PM
519	friendliness	11/17/2023 4:47 PM
520	Spirit	11/17/2023 4:25 PM
521	safety	11/17/2023 4:20 PM
522	Restaurants	11/17/2023 4:10 PM
523	Fun	11/17/2023 3:35 PM
524	Liveability	11/17/2023 3:16 PM
525	Safety low crime	11/16/2023 5:41 AM
526	Community	11/15/2023 8:19 PM
527	Fireworks	11/15/2023 12:34 PM
528	Entertainment	11/15/2023 9:43 AM
529	Accessibility	11/15/2023 8:04 AM
530	Lifestyle	11/14/2023 9:51 PM
531	Safety	11/14/2023 4:27 PM
532	Forward Thinking	11/14/2023 11:25 AM
533	Restaurants	11/14/2023 10:07 AM
534	Apartments too many	11/14/2023 8:54 AM
535	Business	11/14/2023 8:48 AM
536	Community	11/14/2023 8:42 AM
537	Restaurants	11/13/2023 1:00 PM
538	Innovation	11/12/2023 4:19 PM
539	Entertaining	11/11/2023 1:01 PM
540	Trees	11/11/2023 12:11 PM
541	Safety	11/11/2023 8:26 AM
542	Community	11/11/2023 8:05 AM
543	Town	11/11/2023 6:56 AM
544	Fun	11/11/2023 6:54 AM

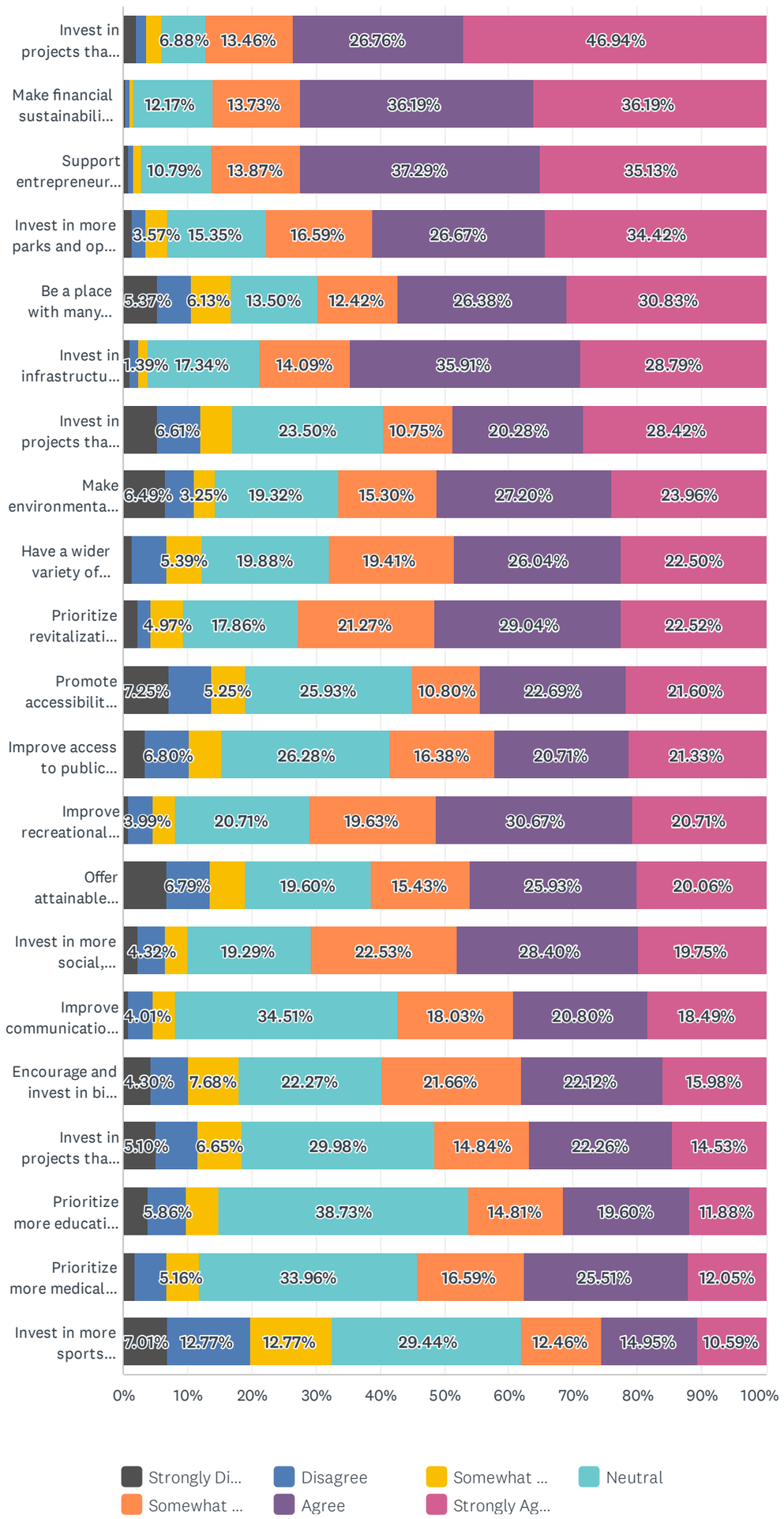
545	Kaboom Town	11/11/2023 6:25 AM
546	Liveable	11/10/2023 10:16 PM
547	Location	11/10/2023 10:08 PM
548	Friendliness	11/10/2023 9:35 PM
549	Bars and crime	11/10/2023 4:43 PM
550	Convenience	11/10/2023 4:19 PM
551	Festival	11/9/2023 2:52 AM
552	Lifestyle	11/7/2023 8:48 PM
553	Outdoor living	11/7/2023 2:06 PM
554	Dining	11/7/2023 11:56 AM
555	UNIQUE	11/7/2023 10:56 AM
556	Safety	11/7/2023 8:21 AM
557	Community	11/6/2023 10:05 PM
558	Events	11/6/2023 11:23 AM
559	Living	11/5/2023 9:00 AM
560	Community	11/5/2023 6:35 AM
561	TreeCity	11/4/2023 6:18 PM
562	quality	11/4/2023 2:53 PM
563	Security	11/4/2023 2:33 PM
564	Resiliant	11/4/2023 11:49 AM
565	Quality	11/4/2023 9:44 AM
566	Entertainment	11/4/2023 6:32 AM
567	Exuberence	11/4/2023 5:43 AM
568	Service	11/3/2023 10:01 PM
569	Safety	11/3/2023 8:59 PM
570	Food	11/3/2023 8:28 PM
571	Small-town feel	11/3/2023 8:10 PM
572	Restaurants	11/3/2023 7:13 PM
573	restaurants	11/3/2023 6:03 PM
574	Culture	11/3/2023 5:55 PM
575	Culture	11/3/2023 5:28 PM
576	Unique	11/3/2023 5:24 PM
577	Quality	11/3/2023 5:21 PM
578	Fairness	11/3/2023 4:49 PM
579	Destination	11/3/2023 3:32 PM
580	Fun	11/3/2023 2:01 PM
581	Affordable housing	11/3/2023 10:09 AM
582	Entertainment	11/3/2023 9:31 AM
583	Unique	11/3/2023 9:15 AM
584	Fun	11/2/2023 10:07 PM
585	Quality	11/2/2023 6:46 PM
586	Food	11/2/2023 5:34 PM
587	Excellence	11/2/2023 5:26 PM
588	Innovation	11/2/2023 1:58 PM
589	Entertainment	11/2/2023 1:42 PM
590	Community	11/2/2023 12:41 PM
591	Active	11/2/2023 12:00 PM
592	Community	11/2/2023 11:56 AM
593	Community	11/2/2023 11:20 AM
594	Convenient	11/2/2023 11:05 AM

595	Trees	11/2/2023 10:39 AM
596	Community	11/2/2023 10:31 AM
597	Walkability	11/2/2023 10:28 AM
598	Events	11/2/2023 10:18 AM
599	Revitalized	11/2/2023 10:15 AM
600	Parks	11/2/2023 9:56 AM
601	GREAT COMMUNITY	11/1/2023 8:02 PM
602	Walkability	11/1/2023 7:08 PM
603	Jobs	11/1/2023 5:08 PM
604	Overcrowding	11/1/2023 4:11 PM
605	Classy	11/1/2023 2:57 PM
606	opportunity	11/1/2023 2:46 PM
607	comunity	11/1/2023 2:41 PM
608	urban, walkable city	11/1/2023 2:41 PM
609	Food	11/1/2023 2:19 PM
610	Innovative	11/1/2023 2:02 PM
611	Unique	11/1/2023 1:37 PM
612	Connection	11/1/2023 10:07 AM
613	Accessible	11/1/2023 8:41 AM
614	connectivity	11/1/2023 7:42 AM
615	Cozy	10/31/2023 6:30 PM
616	Opportunity	10/31/2023 10:23 AM
617	fun	10/31/2023 9:55 AM
618	Walkable	10/30/2023 8:22 PM

Q6 Addison should...

Answered: 657 Skipped: 92

Please select a response for each item using the dropdown.



Please select a response for each item using the dropdown.

	STRONGLY DISAGREE	DISAGREE	SOMEWHAT DISAGREE	NEUTRAL	SOMEWHAT AGREE	AGREE	STRONGLY AGREE	TOTAL
Invest in projects that improve connectivity, safety and convenience for people walking	1.99% 13	1.68% 11	2.29% 15	6.88% 45	13.46% 88	26.76% 175	46.94% 307	654
Make financial sustainability a priority	0.31% 2	0.62% 4	0.78% 5	12.17% 78	13.73% 88	36.19% 232	36.19% 232	641
Support entrepreneurship and local businesses	0.77% 5	0.92% 6	1.23% 8	10.79% 70	13.87% 90	37.29% 242	35.13% 228	649
Invest in more parks and open space	1.40% 9	2.02% 13	3.57% 23	15.35% 99	16.59% 107	26.67% 172	34.42% 222	645
Be a place with many different types of housing options for all different stages of life	5.37% 35	5.37% 35	6.13% 40	13.50% 88	12.42% 81	26.38% 172	30.83% 201	652
Invest in infrastructure maintenance	0.93% 6	1.55% 10	1.39% 9	17.34% 112	14.09% 91	35.91% 232	28.79% 186	646
Invest in projects that improve cycling	5.38% 35	6.61% 43	5.07% 33	23.50% 153	10.75% 70	20.28% 132	28.42% 185	651
Make environmental sustainability a priority	6.49% 42	4.48% 29	3.25% 21	19.32% 125	15.30% 99	27.20% 176	23.96% 155	647
Have a wider variety of shops and restaurants	1.39% 9	5.39% 35	5.39% 35	19.88% 129	19.41% 126	26.04% 169	22.50% 146	649
Prioritize revitalization and redevelopment	2.33% 15	2.02% 13	4.97% 32	17.86% 115	21.27% 137	29.04% 187	22.52% 145	644
Promote accessibility, cultural diversity and inclusivity	7.25% 47	6.48% 42	5.25% 34	25.93% 168	10.80% 70	22.69% 147	21.60% 140	648
Improve access to public transit options	3.40% 22	6.80% 44	5.10% 33	26.28% 170	16.38% 106	20.71% 134	21.33% 138	647
Improve recreational and active lifestyle opportunities	0.77% 5	3.99% 26	3.53% 23	20.71% 135	19.63% 128	30.67% 200	20.71% 135	652
Offer attainable housing for key community members such as teachers, service industry workers, and public safety officers	6.79% 44	6.79% 44	5.40% 35	19.60% 127	15.43% 100	25.93% 168	20.06% 130	648
Invest in more social, cultural and entertainment opportunities	2.16% 14	4.32% 28	3.55% 23	19.29% 125	22.53% 146	28.40% 184	19.75% 128	648
Improve communication efforts from government agencies and departments	0.77% 5	4.01% 26	3.39% 22	34.51% 224	18.03% 117	20.80% 135	18.49% 120	649
Encourage and invest in big, aspirational ideas and projects	4.30% 28	5.99% 39	7.68% 50	22.27% 145	21.66% 141	22.12% 144	15.98% 104	651

Invest in projects that improve vehicular mobility	5.10% 33	6.65% 43	6.65% 43	29.98% 194	14.84% 96	22.26% 144	14.53% 94	647
Prioritize more education options	3.86% 25	5.86% 38	5.25% 34	38.73% 251	14.81% 96	19.60% 127	11.88% 77	648
Prioritize more medical options	1.88% 12	4.85% 31	5.16% 33	33.96% 217	16.59% 106	25.51% 163	12.05% 77	639
Invest in more sports facilities/leagues	7.01% 45	12.77% 82	12.77% 82	29.44% 189	12.46% 80	14.95% 96	10.59% 68	642

Q7 As the community evolves and grows, what key words or phrases do you think should be part of Addison's long-range vision statement and guiding principles?

Answered: 560 Skipped: 189

#	RESPONSES	DATE
1	progressive, modern, dynamic, small town with big attitude, walkability, beautiful, full of character, worldly, small town pride.	1/31/2024 11:12 PM
2	welcoming inclusive business opportunity	1/31/2024 5:47 PM
3	Sustainability, Flexibility, Connectivity, Reinvestment	1/30/2024 3:38 PM
4	Diversity, safety, accessibility	1/30/2024 3:27 PM
5	Walk-ability & accessibility for a semi small town feel in the thriving DFW metropolis.	1/30/2024 1:31 PM
6	Connectivity; Tree Lined Streets;Outstanding Parks and Recreational Areas for Families and all residents	1/29/2024 4:49 PM
7	Economic stability and maintain the city of trees.	1/29/2024 3:41 PM
8	mixed use neighborhoods, walkability, access to parks and trails, variety of retail options	1/29/2024 11:13 AM
9	Creating a community that doesn't require cars to move around.	1/29/2024 11:07 AM
10	More housing options and less apartments. Finish Midway!	1/29/2024 8:52 AM
11	Nature, trails, events, entertainment	1/28/2024 12:48 PM
12	Affordablility and safety	1/27/2024 4:32 PM
13	Vibrant, and accessible in a safe environment!	1/27/2024 1:51 PM
14	Community feel with long term vision	1/27/2024 9:58 AM
15	Iconic	1/27/2024 8:41 AM
16	The circle should be a shopping food destination. A place to come for events fun and the entertainment hub of Dallas	1/27/2024 8:20 AM
17	No more apartments, restaurants or extended stay hotels. More creative economic development including development that would encourage people to visit or live in Addison.	1/26/2024 8:24 PM
18	Integrity, Value, Quality	1/26/2024 5:29 PM
19	entertainment, food, modern, artistic, scenic, modurban, the circle, parks, outdoors	1/26/2024 4:03 PM
20	Safety for all ages and walks of life	1/26/2024 3:38 PM
21	Remain competitive with other areas in the region to remain a great place to work and offer multiple entertainment options	1/25/2024 6:28 PM
22	Increase quality of life, access to local businesses, and maintain roads and public transportation	1/25/2024 5:45 PM
23	Inclusive	1/25/2024 5:33 PM
24	Family values	1/25/2024 3:55 PM
25	customer service	1/25/2024 12:32 PM
26	Revolutionary, intentional, inclusive, accessible, exciting	1/25/2024 12:07 PM
27	Walkability	1/25/2024 11:40 AM
28	Environmental friendly, modern, safe, economic development, sustainable, pet friendly	1/24/2024 8:28 PM
29	Oktoberfest, walkability	1/24/2024 7:54 PM
30	Oktoberfest and more unique dining options	1/24/2024 7:53 PM
31	Safety(police), high quality public services (fire, emergency, trash) , trail's & recreation, excellent dining options	1/24/2024 3:43 PM
32	We are available to listen to you	1/24/2024 7:49 AM
33	Cozy	1/23/2024 8:01 PM
34	growth with purpose	1/23/2024 7:30 AM
35	opportunity, inclusiveness, modern amenities, community safety, continue great city services	1/22/2024 9:19 AM
36	Addison should prioritize its central location in the metroplex, its clean streets and safety, and should emphasize opportunity for young professionals.	1/21/2024 11:38 AM
37	Diversity of options across industries	1/21/2024 9:11 AM

38	Together	1/20/2024 2:32 PM
39	more mixed use development & walkability	1/20/2024 10:32 AM
40	Stop the building of more apartments/condos and concentrate on single family homes. Addison is losing its character and becoming "apartment city".	1/19/2024 6:13 PM
41	Fun for everyone from everywhere.	1/19/2024 4:27 PM
42	a highly desirable community to live, learn, work and relax. Maintained its close community feel while maturing into an attractive, vibrant, and sustainable city.	1/19/2024 4:11 PM
43	Entertainment	1/19/2024 3:34 PM
44	financial transparency; project execution	1/19/2024 2:41 PM
45	Safety Great rec center Beautiful neighborhoods	1/18/2024 2:42 PM
46	Inclusive / Accessible / Multi-Dimensional (live, work, play, experience)	1/18/2024 1:21 PM
47	Affordable housing, walkability, connections to public transportation to reduce traffic, pet and child friendliness, maybe more unique shopping/dining as I've been told we are very commercial so that might attract people outside of Addison	1/18/2024 12:03 PM
48	Safety - Housing Balance	1/18/2024 11:53 AM
49	inclusive, smart growth and revitalization, commmunity and data driven	1/16/2024 1:27 PM
50	diversity, equity and inclusion; affordable housing	1/15/2024 9:50 PM
51	Safety, security	1/15/2024 3:58 PM
52	Walkability, fiscal responsibility, quiet	1/15/2024 9:06 AM
53	Growth, Opportunity, Involvement, Community	1/14/2024 6:33 PM
54	Entertainment, unique food options (non-chain), SHOPPING.	1/14/2024 4:36 PM
55	Safe place to live every stage of life Unique places to visit Addison a small town in the big city	1/14/2024 10:10 AM
56	European Architecture	1/13/2024 7:09 PM
57	Connection - connecting residents, business, and visitors	1/12/2024 6:04 PM
58	Small Town feel within a large city.	1/12/2024 5:26 PM
59	IDK	1/12/2024 5:06 PM
60	Quality of life Affordable Entertainment	1/12/2024 4:15 PM
61	Modern	1/12/2024 3:53 PM
62	Inclusivity	1/12/2024 1:48 PM
63	Transparency, accountability, fail-safe planning, testing/research of those plans, economic sustainability, resiliency,	1/12/2024 7:20 AM
64	Experimentation, curiosity, openness	1/11/2024 8:06 PM
65	The construction is AWEFUL. It never ends.	1/11/2024 10:05 AM
66	Great place to work,play,visit abd live	1/11/2024 7:51 AM
67	See bright future	1/10/2024 5:56 PM
68	Urbanism, TOD, Walkability, Friendliness, Architecture	1/9/2024 8:32 PM
69	maintain Addison's small town mentality	1/9/2024 10:43 AM
70	Family, Diversity, Inclusivity,	1/8/2024 9:20 PM
71	Adaptability, forward thinking, visionary, game changer	1/7/2024 5:58 PM
72	Government that listens to its citizens	1/7/2024 8:14 AM
73	The place to be	1/6/2024 3:42 PM
74	. remain friendly . supportive . easy to access people, facilities, and events	1/6/2024 11:48 AM
75	Walkability, nature preservation, quiet, community :)	1/6/2024 8:27 AM
76	Quaint and safe	1/5/2024 8:44 PM
77	Safety/sustainable/fun/high tech	1/5/2024 6:38 PM
78	No more apartments	1/5/2024 6:34 PM
79	Safety	1/5/2024 5:33 PM
80	Safe, secure and engaging	1/5/2024 4:38 PM
81	Less density of apartments	1/5/2024 4:17 PM
82	Affordability of housing	1/5/2024 4:15 PM
83	great "bang for the buck" regardless living here or owning a business here.	1/5/2024 3:37 PM
84	In-migration	1/4/2024 10:18 PM

85	Excellence. (Make city comparisons to University Park, Highland Park, other Texas cities of excellence not the 13 cities that make us look good.)	1/4/2024 9:04 AM
86	Public transport, safety, housing.	1/3/2024 12:40 PM
87	Addison should be more financially and fiscally conservative. More frugal. Only undertake those projects that have a PROVABLE payback and then prove it--with harf facts. No opinions or guesses.	1/2/2024 4:31 PM
88	Business Forward; Entertainment Central; Centrally Located; Gateway Stay & Play; Citizen Friendly; Foodtastic	1/2/2024 1:36 PM
89	invest in Addison for life. live, work retire and thrive here.	12/31/2023 9:34 PM
90	Create an affordable place to live in DFW	12/31/2023 6:14 PM
91	emphasis on positive "The Addison Way"	12/31/2023 3:37 PM
92	law abiding citizens; extremely safe place to live; very responsive community services like fire, EMS, police, city services etc. strong Christ centered community; many restaurant options both in taste and price range	12/31/2023 2:40 PM
93	Continuing the inclusivity, eclectic approach. Maintaining current businesses, while supporting small businesses. Ensuring community members are greatly involved in voting, and ensuring the longevity of such a great city.	12/31/2023 1:51 PM
94	community envolvement; safe, kind enviroment to live; global awareness	12/31/2023 1:37 PM
95	Addison should be the gold standard for how all cities should invest in their citizens, offer high standard of living, showcase walk ability, safety and world class parks, trails and outdoor spaces.	12/31/2023 12:41 PM
96	Affordability, Diversity, Fiscal Responsibility, Transportation	12/31/2023 10:47 AM
97	Maintain our success and invest on West side infrastructure. SHUT DOWN the extended stays off Beltline!	12/31/2023 10:27 AM
98	Pride in where you call home	12/31/2023 8:29 AM
99	More revenue from sales tax	12/31/2023 5:13 AM
100	Remember the small people who made the diversity that started the town. Small business owners looking for a good, complex business opportunity in a town, outside of one the largest metropolitan areas in the US.	12/30/2023 10:24 PM
101	Fewer apartments	12/30/2023 5:06 PM
102	Walkability, friendly, environmentally conscious, unique local businesses	12/30/2023 2:36 PM
103	Addison's unique ability to be urban, yet suburban, with amazing facilities for everyone	12/30/2023 12:07 PM
104	availability to all	12/30/2023 9:59 AM
105	Vibrant	12/30/2023 8:37 AM
106	Environmentally sustainable.	12/30/2023 12:27 AM
107	Public transportation, inclusiveness, sustainability	12/29/2023 8:07 PM
108	safety.	12/29/2023 6:31 PM
109	Entertainment, accessibility, revitalization, business-friendly, entrepreneurial	12/29/2023 5:45 PM
110	Urban village	12/29/2023 4:22 PM
111	Elite	12/29/2023 4:17 PM
112	diverse, nature, healthy, walking	12/29/2023 10:22 AM
113	Preserve historical landmarks alongside development	12/29/2023 9:48 AM
114	Accessible community for all socioeconomic groups	12/29/2023 9:31 AM
115	Vibrant, inclusive, safe, accessible.	12/28/2023 5:47 PM
116	Affordability, welcoming, clean, maintained (road construction & potholes), less tolls, less traffic congestion, affordable rent, affordable rent, giving people all over access to their own special park, events, restaurants, grocery, shopping, cleaning up areas of higher crime, bringing back anchor businesses & restaurants, new restaurants & businesses, record/movie shop, keep the Addison improv!	12/28/2023 1:59 PM
117	No more multi-family apartment living.	12/28/2023 8:45 AM
118	No more apartments.	12/27/2023 6:35 PM
119	Sustainability, reliability, character	12/26/2023 11:34 PM
120	Walk ability and accessibility	12/26/2023 8:07 PM
121	Safety, Leading Edge, Convenient, Aspirational	12/26/2023 11:41 AM
122	Unique repurposing of existing, outdated commercial/residential real estate	12/26/2023 10:53 AM
123	Solid infrastructure. Great restaurants and parks.	12/26/2023 10:18 AM
124	Community, convenience and comfort.	12/26/2023 9:10 AM

125	Welcoming to all Core services offered Well maintained & safe	12/25/2023 7:56 PM
126	Sustainability, innovation, community and quality of life.	12/24/2023 7:24 PM
127	An adorable, small, and safe community where everyone is welcome.	12/24/2023 6:32 PM
128	Diversity, welcoming, accessibility, community outreach, sustainability	12/24/2023 7:31 AM
129	We are happy and proud to be here.	12/23/2023 7:58 PM
130	Sustainable, recreation, walkability	12/23/2023 6:09 PM
131	Financial responsibility of government	12/23/2023 2:24 PM
132	Growing through Civic Engagement	12/23/2023 1:07 PM
133	smart growth, mixed use development, access to parks and recreation	12/23/2023 11:28 AM
134	Parking, staying relevant, don't try to be everything to everybody—keep Addison what it is.	12/23/2023 8:56 AM
135	Reduction in airport traffic and apartment building.	12/23/2023 8:07 AM
136	Local businesses	12/23/2023 7:29 AM
137	?	12/22/2023 7:41 PM
138	Ever-evolving to remain a leader in the DFW metroplex	12/22/2023 7:38 PM
139	Addison: A home for everyone to live, work and play.	12/22/2023 5:58 PM
140	Attract businesses other than retail/restaurant/service industry to promote higher earning careers.	12/22/2023 4:58 PM
141	Arts, Entertainment, Diversity, Cultural destination	12/22/2023 4:46 PM
142	vision statement not important	12/22/2023 4:40 PM
143	Community, diversity, growing	12/22/2023 4:20 PM
144	Focus on providing services for it's limited citizenry to make it especially appealing to younger families.	12/22/2023 4:12 PM
145	environmental sustainability and community	12/22/2023 3:26 PM
146	Focus, revitalization, community	12/22/2023 3:17 PM
147	Please don't let it grow too much, let's not tear down parks to build apartments	12/22/2023 1:47 PM
148	Na	12/22/2023 12:34 PM
149	For every stage of life - (single, family, elderly)	12/22/2023 12:16 PM
150	We need a City Center.	12/22/2023 8:30 AM
151	More housing ownership vs rentals and motels	12/22/2023 7:58 AM
152	Safety, community, accessibility	12/21/2023 11:04 PM
153	Attract small, and medium businesses, and develop an art/artist community similar to Dallas.	12/21/2023 1:29 PM
154	Age diversity Middle class to upscale Healthy Niche	12/21/2023 12:43 PM
155	safe affordable convienent	12/21/2023 9:28 AM
156	Safe, Great, and Affordable	12/21/2023 7:28 AM
157	Employ Addison residents to work for the Town of Addison. Helps to have actual residents to develop the town	12/20/2023 10:38 PM
158	Innovation, development, active, family-oriented	12/20/2023 6:20 PM
159	Redevelopment More permanent housing No more apts More police Better safety like it used to be Pay the police more Get rid of the old apts and cheap hotels and motels Upgrade Addison to where it used to be	12/20/2023 5:50 PM
160	Entertainment, Live / Work / Play	12/20/2023 5:48 PM
161	Inclusivity, creativity, positivity, and growth. "Change is a direction, not a destination"	12/20/2023 11:06 AM
162	More single family homes and condominiums and townhomes that are all owned not leased	12/20/2023 10:42 AM
163	Cultural hub	12/19/2023 6:24 PM
164	A Place of the Future	12/19/2023 5:47 PM
165	Great neighborhoods	12/19/2023 3:04 PM
166	Affordable housing	12/19/2023 1:37 PM
167	Greenery Lively neighborhood Sports and cultural livelyhood	12/19/2023 1:17 PM
168	Great amenities, best of both natural and built environments	12/18/2023 9:44 PM
169	Inclusiveness with safety. Quiet culture.	12/18/2023 4:13 PM
170	Sustainable, fiscally responsible growth and services, with walkability being a guiding principle for traffic management	12/18/2023 3:33 PM

171	Diverse Town that welcomes everyone	12/18/2023 2:23 PM
172	Family	12/18/2023 9:21 AM
173	community a city for everyone to enjoy	12/17/2023 8:58 PM
174	Finically responsibility	12/17/2023 6:27 PM
175	Convenience	12/17/2023 3:45 PM
176	vibrant community thriving hospitality the Manhattan of DFW	12/17/2023 1:41 PM
177	Balanced development with a focus on arts and recreation	12/17/2023 1:39 PM
178	Sustainability, adaptability and financial stability	12/17/2023 12:55 PM
179	Affordable housing	12/17/2023 8:55 AM
180	The place to be. A night out. Quaint and never boring. Relaxation and peace. Fit and educated.	12/17/2023 8:10 AM
181	Friendly-healthy lifestyle	12/17/2023 7:20 AM
182	Future-proof (tech and infrastructure)	12/17/2023 1:31 AM
183	Friendly people welcome!	12/16/2023 4:07 PM
184	Character community restaurants beauty trails Outdoors safety	12/16/2023 3:47 PM
185	Ease, access, variety, living well	12/16/2023 12:17 PM
186	Density, walkability, transit connectivity, and socio-economic diversity. We need more affordable "missing middle" housing options (condos, rowhouses, duplexes, fourplexes, etc).	12/16/2023 12:04 PM
187	Walking city sidewalks connect	12/16/2023 11:06 AM
188	Increase population density, decrease car dependency.	12/16/2023 11:05 AM
189	Walk ability	12/16/2023 9:43 AM
190	Leader of entertainment, dining, and recreational activities. Advice: keep townhome and other rental prices down. Last 3 years has been tough to continue to stay here.	12/16/2023 9:37 AM
191	Unique community	12/16/2023 9:35 AM
192	Schools	12/16/2023 9:33 AM
193	Acceptance, accessible	12/16/2023 7:58 AM
194	It'snice and quiet leave it alone	12/15/2023 10:57 PM
195	Working on all the empty commercial spaces we have instead of seeking big businessesmoving into our community. Get rid of STR hotels. Clean up the homelessness along Dallas Parkway & more focus on crime at our existing busy shopping & dining areas	12/15/2023 5:32 PM
196	"The Addison Way"	12/15/2023 4:59 PM
197	All are Welcome, safety, healthy.	12/15/2023 4:27 PM
198	Diverse, Safety, Business Opportunities, Transportation, Education, Connectivity	12/15/2023 4:22 PM
199	'One stop' town. Affordable housing and renting. Permanent residency. Sports and recreational options. Open, variety of parks.	12/15/2023 2:55 PM
200	Restrict smoking regulations	12/15/2023 2:22 PM
201	Addison has a unique opportunity to be a hub for people to gather with all the parks, events, things to do etc. Parts of Addison have great walkability but others are lacking. We need to find ways to have safe walkable and bikeable paths from the circle to vitruvian or the resturant district and grocery stores. Pedestrian bridges over the toll road. Better sidewalks. This would make Addison so appealing for the next generations. Also help it stand out in the concrete driving hellscape that is Dallas.	12/15/2023 1:55 PM
202	Safety and offering of medical health facilities for its citizens.	12/15/2023 1:06 PM
203	Affordable urbanism, density/walkability, sustainable development	12/15/2023 1:00 PM
204	Biggest small city in DFW	12/15/2023 10:53 AM
205	Diversity Unity Growth	12/15/2023 9:50 AM
206	Safety, family, welcoming, practice the golden rule	12/15/2023 7:47 AM
207	Responsiveness	12/15/2023 7:16 AM
208	Family, food, fun	12/15/2023 6:40 AM
209	Parks, walkable, business	12/14/2023 5:38 PM
210	More pedestrian friednly!	12/14/2023 3:48 PM
211	High Quality of Living Sense of community Public Safety Economic hub Best place to live and work for quality of life Outdoorsy Diverse and Innovative	12/14/2023 2:53 PM
212	Safety	12/14/2023 1:47 PM
213	Financial transparency and accountability.	12/14/2023 12:31 PM
214	Listen to your citizens	12/14/2023 12:22 PM

215	Modernization	12/14/2023 10:44 AM
216	Supporting locally owned businesses	12/14/2023 7:18 AM
217	Local businesses	12/13/2023 8:25 PM
218	Stop apartments. If there is space make it a park.	12/13/2023 6:09 PM
219	Continue to grow, slow and solid communities.	12/13/2023 5:41 PM
220	Better housing options and environment sustainability	12/13/2023 5:08 PM
221	Cultural hub catering to all	12/13/2023 4:54 PM
222	Safe for all, No more apartments, no congested side roads, improved compassion for animals both domestic & wildlife, no loose dogs, pride in home ownership, open space, relaxed, entertaining	12/13/2023 4:17 PM
223	Continuous growth and opportunity	12/13/2023 1:12 PM
224	Walkability, Condos, More home ownership, subsidized businesses	12/13/2023 11:30 AM
225	Forward Thinking Ecologically Responsible	12/13/2023 5:58 AM
226	Make it more environmentally friendly and investing careless ways to get around, bike, walk, trails and public transportation	12/12/2023 9:07 PM
227	Safety, mobility, maintain property values, walking trails	12/12/2023 5:50 PM
228	Stability	12/12/2023 5:46 PM
229	Be the place in DFW that says "yes" -- to housing, entrepreneurs, and businesses.	12/12/2023 4:53 PM
230	Modern, Progressive, Clean, Sustainable, Safe, Inclusive	12/12/2023 4:45 PM
231	Community inclusivity should be a vision that Addison strive for long-term.	12/12/2023 4:19 PM
232	Not everyone can live, enjoy, and have a desirable home or living area. Work hard to live in a desirable neighborhood.	12/12/2023 4:02 PM
233	Multi-generational community	12/12/2023 2:39 PM
234	Healthy living	12/12/2023 2:33 PM
235	Connected, involved, innovative	12/12/2023 2:33 PM
236	Young Family event-oriented	12/12/2023 11:33 AM
237	Optimize land space. Keep Addison green. Diverse population. Excellent public transportation. Excellent gym to encourage active life style. Excellent parks.	12/12/2023 11:14 AM
238	Value based sustainability	12/11/2023 4:40 PM
239	Affordable living	12/11/2023 4:29 PM
240	Safety Parks Home ownership Open Markets	12/11/2023 3:40 PM
241	Inclusive	12/11/2023 1:54 PM
242	Apartments or Bust.	12/11/2023 12:27 PM
243	Sustainable living, affordability working parents & seniors	12/11/2023 12:20 PM
244	Everyone is welcome here	12/11/2023 12:07 PM
245	Opportunity, innovation, community	12/11/2023 11:10 AM
246	Location, walkability (ex: across DNT such as deck park), very business friendly, redevelop along DNT to be a leading location.	12/11/2023 10:01 AM
247	City development should not rely solely on adding more apartments.	12/11/2023 9:29 AM
248	Addison should be a safe friendly all inclusive community	12/11/2023 9:21 AM
249	Growth, environmentalism, eventful	12/11/2023 8:37 AM
250	opportunity, education and safety	12/11/2023 7:52 AM
251	Less apartments	12/11/2023 7:50 AM
252	public safety, beauty, friendliness, clean	12/11/2023 7:07 AM
253	-Special needs friendly city. -Diversity training for city staff. -Educational opportunities with APD & AFD to help prepare residents.	12/11/2023 6:54 AM
254	Protecting neighborhoods from zoning violations	12/11/2023 6:19 AM
255	NOT building Amli's new project on Festival Way that (greedy government cares or not) will DESTROY the Addison circle park as it's known to currently be. Ppl as myself live in Addison for a reason, because it's NOT shops at legacy, uptown, etc. We live here for the healthy parks, the safety, the clean grounds etc. Amlis new project will destroy everything we love about the healthy, pedestrian friendly, safe, green grounds of Addison Circle Park. If we wanted to be surrounded by high rises I guarantee we wouldn't be living here!. Shame on Chow and everyone else 2 yrs ago who was apart of that deal.	12/11/2023 12:04 AM
256	Not raise rent for current residents. Help homeless.	12/10/2023 11:08 PM

257	Sustainability, affordability, nature-centric spaces.	12/10/2023 10:12 PM
258	Safety, building community, ensuring property ownrrs' safety and maintain housing integrin while keeping any additional residential apartments kit of Addison	12/10/2023 8:50 PM
259	Maintain the highest quality residential neighborhoods, businesses and parks.	12/10/2023 8:09 PM
260	Walkability and integrated community	12/10/2023 6:15 PM
261	safety, accessibility to outdoor activities, parks, walkability, single family home ownership	12/10/2023 6:01 PM
262	Connectivity, Retool office building for next stage of development (i.e. work form home), adopt a more offense style development plan	12/10/2023 4:38 PM
263	Affordable diverse housing	12/10/2023 3:51 PM
264	Opportunity Community Engagement Pride of Ownership	12/10/2023 3:51 PM
265	Y'all Means All.	12/10/2023 2:59 PM
266	Maintain and enhance the aesthetics of the city (think Coppell). Maintained/beautify medians, require business to maintain exterior/presentable appearance. When you enter Addison, it should be noticeable from Carrollton and Dallas as you enter.	12/10/2023 11:38 AM
267	no increase in population, don't promote to families, decrease homeowner's taxes	12/10/2023 9:12 AM
268	A safe place to live Hub for entrepreneurs	12/10/2023 7:53 AM
269	Hub to DFW Central meeting place Work, live, play	12/10/2023 6:27 AM
270	Safety	12/10/2023 5:57 AM
271	Protect home owners	12/10/2023 5:35 AM
272	Cleanliness, beauty, peaceful	12/9/2023 10:46 PM
273	healthy lifestyle	12/9/2023 7:20 PM
274	A gem in the middle of the metroplex	12/9/2023 6:15 PM
275	Safety: make the city more pedestrian friendly, especially at night. More lighting and better sidewalks. It would be nice to be able to walk to a restaurant, to the movie theater, etc.	12/9/2023 5:00 PM
276	Govt. transparency, safety (lower crime rate), more single family/owner occupied homes, top notch senior living	12/9/2023 4:44 PM
277	Walkability density mixed-use up-zoning	12/9/2023 4:33 PM
278	Local Community and Transportation	12/9/2023 4:31 PM
279	Safe, clean, civic pride	12/9/2023 4:29 PM
280	diversity, sustainability, open spaces	12/9/2023 4:20 PM
281	Progressive. Inclusive. Transparent.	12/9/2023 3:05 PM
282	The place to be!	12/9/2023 3:00 PM
283	"We will eventually pave the roads, especially Keller Springs between Addison Road and Tollway"	12/9/2023 2:57 PM
284	Opportunities for all	12/9/2023 2:43 PM
285	Something for everyone	12/9/2023 2:27 PM
286	Build more houses and less condos and apartments. The infrastructure cannot support our current population.	12/9/2023 1:15 PM
287	Great place to live, work and play	12/9/2023 1:05 PM
288	Clean, safe, stable, financially strong, forward-looking	12/9/2023 12:56 PM
289	Don't know	12/9/2023 12:38 PM
290	A fun place to live work and play	12/9/2023 10:30 AM
291	Cultural and entertainment hub; Fun and safe; Accessibility;	12/9/2023 9:18 AM
292	financial strength, citizen respect and consideration by city staff and elected officials,	12/9/2023 9:07 AM
293	Climate sustainability	12/9/2023 9:02 AM
294	Safe, walkable/easy access, community focused.	12/9/2023 8:36 AM
295	Culture Walkability	12/9/2023 8:33 AM
296	character, small town in a big city	12/9/2023 8:27 AM
297	Public Safety	12/9/2023 8:11 AM
298	Vibrant	12/9/2023 7:58 AM
299	Increase true ownership and community involvement	12/9/2023 7:32 AM
300	More support for small businesses.	12/9/2023 2:06 AM
301	Pushing Forward with Innovative Technology	12/8/2023 10:55 PM

302	No more apartments!!!	12/8/2023 10:07 PM
303	make Addison more affordable	12/8/2023 9:37 PM
304	Support the current citizens that pay taxes	12/8/2023 9:05 PM
305	safe, community, clean, central	12/8/2023 8:32 PM
306	Entertaining and culturally diverse	12/8/2023 8:23 PM
307	more affordable housing	12/8/2023 5:56 PM
308	Think you should listen to the people regarding apartments and white rock church and other subjects. You don't listen to the public's wishes at all. I am so disappointed in the council and mayor.	12/8/2023 5:26 PM
309	Internal connectivity, non-car transport options	12/8/2023 4:46 PM
310	Sustainable	12/8/2023 4:04 PM
311	Affordable housing; traffic improvements	12/8/2023 3:43 PM
312	Greater sensitivity to resident concerns, better police visibility, better ordinances, clearer thinking around the scheduling of events.	12/8/2023 3:22 PM
313	Embrace Tomorrow - A Town for All Ages, Incomes, and Races	12/8/2023 3:20 PM
314	Reduce the building of apartments	12/8/2023 3:17 PM
315	Big-town amenities, small-town community	12/8/2023 2:52 PM
316	Not too big. Tight Neighborhood feeling. Activities & festivals.	12/8/2023 2:45 PM
317	More bike paths/trails	12/8/2023 2:33 PM
318	Entertainment, local businesses, high end, prestige	12/8/2023 2:26 PM
319	Home owners	12/8/2023 1:36 PM
320	Innovation and culture	12/8/2023 12:47 PM
321	Addison should be a place that has it all. Safety, beauty, outdoors, entertainment, shopping, good public schools. Family friendly. Good for all phases of life.	12/8/2023 11:36 AM
322	Stop building high-rise apartments	12/8/2023 10:58 AM
323	Diversity, inclusion, sustainability, art, creativity	12/8/2023 10:52 AM
324	Destination	12/8/2023 10:29 AM
325	A City with the of people	12/8/2023 9:22 AM
326	The gem inside Dallas.	12/8/2023 9:03 AM
327	Forward-thinking	12/8/2023 8:50 AM
328	Keep it clean neat and crime free	12/8/2023 8:47 AM
329	Nature within the metroplex. We need more parks and space for walking. Stop all the apartments going up. This is getting ridiculous!	12/8/2023 6:16 AM
330	Safe, friendly, entertainment center	12/7/2023 10:30 PM
331	Clean, progressive, inclusive, affordable, diverse, more walkable spaces and publictransportation, sustainable, healthy	12/7/2023 8:39 PM
332	Walkable, safe, diverse town with excellent schools	12/7/2023 8:27 PM
333	Vanguard, urban ,	12/7/2023 8:27 PM
334	Excellence in urban planning	12/7/2023 8:13 PM
335	Beautiful scenery, diverse community, safe streets, and great food!	12/7/2023 8:02 PM
336	More viable retail. Inclusivity. Addressing homelessness.	12/7/2023 5:36 PM
337	Public transport, walkability, multifamily housing, pedestrian safety	12/7/2023 5:04 PM
338	Addison is an open place where any and everyone are welcome and able to live comfortably.	12/7/2023 4:58 PM
339	Life work play the Addison way	12/7/2023 4:57 PM
340	Improve public education. Bush Elementary is NOT a good place to send kids to school and the #1 reason young families leave Addison	12/7/2023 4:44 PM
341	Inclusivity multicultural diversity inclusion - great place to live and grow - glow up with Addison glow and drown with Addison	12/7/2023 4:20 PM
342	Growth through Change for People	12/7/2023 4:20 PM
343	Get rid of those Dart buses and cycling and lean more towards cars. Entrepreneurship, business investing, and jobs.	12/7/2023 4:16 PM
344	Friendly	12/7/2023 4:05 PM
345	Clean up all the homeless that are just sleeping in the sidewalks and under the bridges	12/7/2023 3:47 PM
346	Forward thinking, leadership, opportunity, exceptionalism, aspirational.	12/7/2023 3:27 PM

347	Include senior living	12/7/2023 2:39 PM
348	More business industrial development along Inwood Road	12/7/2023 2:20 PM
349	Safety, stability, vital, trusted	12/7/2023 1:17 PM
350	Thriving, growing, vibrant, upscale, modern, creative, cutting edge, quality of life, clean, beauty, prosperity, productivity, professionalism, business	12/7/2023 12:04 PM
351	Community in action	12/7/2023 7:50 AM
352	Get rid of those metal statues and stop building apartments. You have ruined the character of the town. I moved into 30 years now ago. Plus there is too much maintenance going on and planting flowers that are gonna die anyway and I'm paying taxes for flowers that are going to die. There are too many Addison maintenance vehicles on the roads and I hate it.	12/7/2023 5:13 AM
353	Community & family first	12/6/2023 11:54 PM
354	Connecting People, Cultures and Business	12/6/2023 6:39 PM
355	Inclusive	12/6/2023 4:53 PM
356	Visionary, walkable, transform	12/6/2023 3:20 PM
357	Freedom to thrive as a community with the least amount of government interference as possible. Freedom to thrive as a commnuty who values business with the least amount of government interference as possible. Freedom to be a community that values God, Family, and Country.	12/6/2023 12:39 PM
358	Accessibility, inclusivity, viability, culturally diverse	12/6/2023 12:31 PM
359	community	12/6/2023 10:08 AM
360	affordable housing	12/6/2023 9:13 AM
361	Engagement	12/6/2023 8:51 AM
362	Together	12/6/2023 8:47 AM
363	open to all, financial sustainability, revitalize, continue to set example	12/6/2023 8:42 AM
364	Community / Respect / Safety / Character	12/6/2023 8:36 AM
365	Accessibility, ending car-dependence, walk ability, renters' rights	12/6/2023 7:27 AM
366	Inclusion	12/6/2023 6:34 AM
367	Establish a free trolley service to reduce traffic and lack of parking issues. With all the apartments (one to two cars per units), the hotels, and resturants, shopping, special events, a trolley in Addison would be a great asset to our community	12/6/2023 6:02 AM
368	Environmental sustainability, empowering sustainable change, improved public health outcomes, healthy open spaces.	12/5/2023 5:31 PM
369	Fun, healthy, convenient	12/5/2023 5:10 PM
370	Safety, invest in parks	12/5/2023 3:25 PM
371	Addison in the long run	12/5/2023 2:18 PM
372	more festivals, a lot more christmas decoration and a tree, other engaging festivals like business meet up, chamber of commerce events, affordable cost of living	12/5/2023 1:40 PM
373	Grvg	12/5/2023 12:48 PM
374	Lower Taxes (Property tax increased 42% over last 3-yrs)	12/5/2023 12:14 PM
375	Neighborhood	12/5/2023 12:08 PM
376	Culture, Entrepreneurship, Events, Economic development	12/5/2023 11:44 AM
377	Affordable housing to own with long-term residential options (duplexes, villas, garden homes) Stop building so many apartments-- people rent and Addison is known for transient folks. Sustain the beautiful parks, trails for community activities, fitness and healthy lifestyles. Walking options to annual events.	12/5/2023 11:44 AM
378	Community events and entertainment	12/5/2023 11:36 AM
379	Affordability	12/5/2023 11:12 AM
380	Diversity and sustainability	12/5/2023 10:12 AM
381	Stop building so many apartment complexes	12/5/2023 9:56 AM
382	Innovation, inviting to live and entertain in the town, better ingress/road maintenance into the town aside from only using Beltline Rd.	12/5/2023 9:43 AM
383	support local business,make it eaisier for the work environment.	12/5/2023 9:15 AM
384	Welcome	12/5/2023 9:14 AM
385	Walkability, active, safety	12/5/2023 9:13 AM
386	Economic development, Open, Entrepreneurial, Unique, Equal opportunity, Transparent administration and governance, Central to the region	12/5/2023 8:59 AM

387	Home town feel, connected community, safe, friendly, helpful	12/4/2023 9:34 PM
388	Safety for all.	12/4/2023 3:14 PM
389	no more apartments	12/4/2023 1:21 PM
390	SOULD BE: "Elected Officials Listen to Addison Citizens!"	12/4/2023 1:08 PM
391	Give strong support for your tax paying citizens not outsiders who do not live in ADDISON AND WANT TO CHANGE OUR CITY WE HAVE LIVED IN 25 years. We should count but we know we are not. Why has this report come out on the date of the VOTE on WRC - Event Center!!!!!!!!!	12/4/2023 1:04 PM
392	Providing citizens with strong police and fire services and invest in ways to help with homelessness and the shortage of affordable housing. Provide healthy lifestyle options for citizens like the athletic club.	12/4/2023 12:38 PM
393	Safe place to live	12/4/2023 12:11 PM
394	Keep town services as good and strong as they are now, as this makes Addison stand out in the north Texas area.	12/4/2023 12:09 PM
395	Thriving and Inclusive, Sustainable and Forward-thinking, Healthy and Engaged, Unleashing creativity and innovation, Economic vibrancy and resilience, Smart infrastructure and connectivity, Safety and Security	12/4/2023 10:45 AM
396	Place for all people to thrive	12/4/2023 10:42 AM
397	Future	12/4/2023 10:37 AM
398	Crime, getting out of DISD, cleanliness.	12/4/2023 10:27 AM
399	Grow local businesses, keep it safe, keep traffic down	12/4/2023 10:26 AM
400	Inclusive	12/4/2023 10:24 AM
401	Innovative	12/4/2023 6:27 AM
402	Cleanliness in Some of these delapidated apartments.	12/3/2023 6:52 PM
403	Open space, parks, nature, clean, traditional not modern	12/3/2023 4:24 PM
404	Growth, vitality, beauty	12/3/2023 3:28 PM
405	Be a welcome home for all young professions!	12/3/2023 3:21 PM
406	People in apartments are the lifeblood of this community. Prioritize renter happiness, not just homeowners'.	12/3/2023 2:32 PM
407	Sustainable, relevant, great place to live, nice, convenient	12/3/2023 2:05 PM
408	Culture. Diversity, cutting edge, innovative, creative, arts	12/3/2023 1:01 PM
409	Diversity, sustainability, and education.	12/3/2023 9:42 AM
410	Focus on the tax paying citizens of Addison. Not what outside businesses or individuals who don't live, work or pay taxes in Addison want.	12/3/2023 8:44 AM
411	No more apartments.	12/3/2023 7:50 AM
412	future urban lifestyle	12/3/2023 6:56 AM
413	Walkability connectedness ease of community enjoyment	12/2/2023 7:26 PM
414	Walkability Equity Third spaces Uplifting community members	12/2/2023 7:04 PM
415	To live enjoyably.	12/2/2023 4:12 PM
416	Lifestyle Safety, Friendly, Active Lifestyle Community Activities	12/2/2023 3:51 PM
417	QUALITY OF LIFE SAFETY HOME OWNERSHIP PARKS AND TRAILS	12/2/2023 3:49 PM
418	Connected, build community through third places, human-powered, shared spaces, human/pedestrian-friendly transportation, mixed transportation to meet mixed needs.	12/2/2023 2:11 PM
419	Sustainable development Improved pedestrian access and safety	12/2/2023 1:08 PM
420	accessibility, people centric rather than car centric	12/2/2023 10:13 AM
421	Unique, convenient, beautiful	12/2/2023 12:58 AM
422	Inclusivity	12/1/2023 10:53 PM
423	Be more connected - Addison has lots of lovely pockets but you have to drive. When events occur, parking is a nightmare.	12/1/2023 9:34 PM
424	Entertainment, outdoor opportunities, walkability	12/1/2023 9:17 PM
425	Relevant	12/1/2023 8:42 PM
426	Become known as a pillar of outdoor active living in North Texas	12/1/2023 7:11 PM
427	Practically and fiscal prudence	12/1/2023 5:04 PM
428	Better place to raise a family. Right not schools are so bad around here not a place people can afford to raise a family.	12/1/2023 5:00 PM

429	Great place to work, play, and live	12/1/2023 4:46 PM
430	Community Easy access Safety	12/1/2023 3:58 PM
431	Safety, green space, traffic control, growth	12/1/2023 3:34 PM
432	Excellence in governance	12/1/2023 3:18 PM
433	Offer more individual housing spaces for home ownership and less apartments	12/1/2023 3:15 PM
434	No more apartment buildings. I have many friends and family members that love the location and small town feel of Addison but are completely turned off by the amount of apartments.	12/1/2023 7:20 AM
435	Sustainable growth, long term considerations, fiscal responsibility. Thoughtful planning. Pausing. Patience.	11/30/2023 8:42 PM
436	Arts, youth, Brooklyn-style housing, nature, theatre. Also, better parking in Addison circle.	11/30/2023 7:04 PM
437	Community centered, community openness, and community friendly. More public art work, trails, parks, events, etc	11/30/2023 6:28 PM
438	Les Big Comnercial projects - too many apartments already & traffic has become huge issue	11/30/2023 3:23 PM
439	Togetherness The place for any person, any activity during any season	11/30/2023 3:06 PM
440	Safe and fun! A happening community that is thriving. This is where you wanna be!	11/30/2023 5:31 AM
441	Inclusive community Innovation and technology Sustainable development Economic growth Cultural enrichment Quality of life Accessibility and connectivity Community engagement Safety and security Green spaces and recreation, including EV charging options	11/29/2023 9:28 PM
442	Safety, community, togetherness, fun, enriching.	11/29/2023 8:55 PM
443	Growth	11/29/2023 4:27 PM
444	Quality of Life, Financial stability, desirable place to work & live	11/27/2023 11:36 AM
445	luxury living walkable community local owned business	11/27/2023 8:08 AM
446	Inclusive of all socio / economic groups. Opportunities and locations for interaction with other residents.	11/25/2023 8:31 PM
447	Addison-the best Metroplex destination	11/24/2023 11:55 AM
448	Consistent quality-continued quick response from police and fire-include people across Addison in key government roles (vast majority are from the west side)	11/23/2023 8:28 AM
449	Home ownwrship	11/23/2023 8:09 AM
450	Fun for every stage of life	11/23/2023 7:40 AM
451	Welcoming to all Conveniently located Family Friendly Serving All Ages	11/23/2023 5:48 AM
452	Community pride. Thoughtful growth	11/23/2023 4:13 AM
453	Continuously strive to be a vibrant, safe, welcoming community for people of all ages	11/22/2023 9:26 PM
454	Cool, culture, inspiration, fun, togetherness, friends, safe, everything you need it here.	11/22/2023 6:06 PM
455	less trying to look like Dallas - no more apartments/housing and more green spaces. Addison as rapidly losing its special character and is beginning to look like any other big town	11/22/2023 5:43 PM
456	Invest in public Art	11/22/2023 5:15 PM
457	Safety	11/22/2023 3:58 PM
458	Lifestyle	11/22/2023 3:50 PM
459	Community involvement	11/22/2023 3:47 PM
460	Sustainability	11/22/2023 3:29 PM
461	Honesty	11/21/2023 4:49 PM
462	Sustainable impact, protect neighborhoods, maintain quality services	11/21/2023 3:07 PM
463	Transit Orientated Developments, Incremental Development, Multimodal, accessible and active transportation.	11/20/2023 7:32 AM
464	-town, not urban -events -financial strength -parks	11/19/2023 8:32 PM
465	Desirable to visit and enjoy	11/19/2023 8:13 PM
466	senior living facilities	11/19/2023 7:59 AM
467	Sustainability Addison Way	11/19/2023 6:47 AM
468	Nature refuges included	11/18/2023 10:13 PM
469	Steady and selective/exclusive. Let demand outpace availability.	11/18/2023 1:49 PM
470	Quit building aoartments! We DONT NEED ANY MORE APARTMENTS at all. Let's NOT be apartment city USA!	11/18/2023 11:00 AM
471	Listen to citizen concerns with regard to housing area & development of projects that adversely impact existing residential areas.	11/18/2023 1:28 AM
472	Safe and friendly environment	11/17/2023 8:07 PM

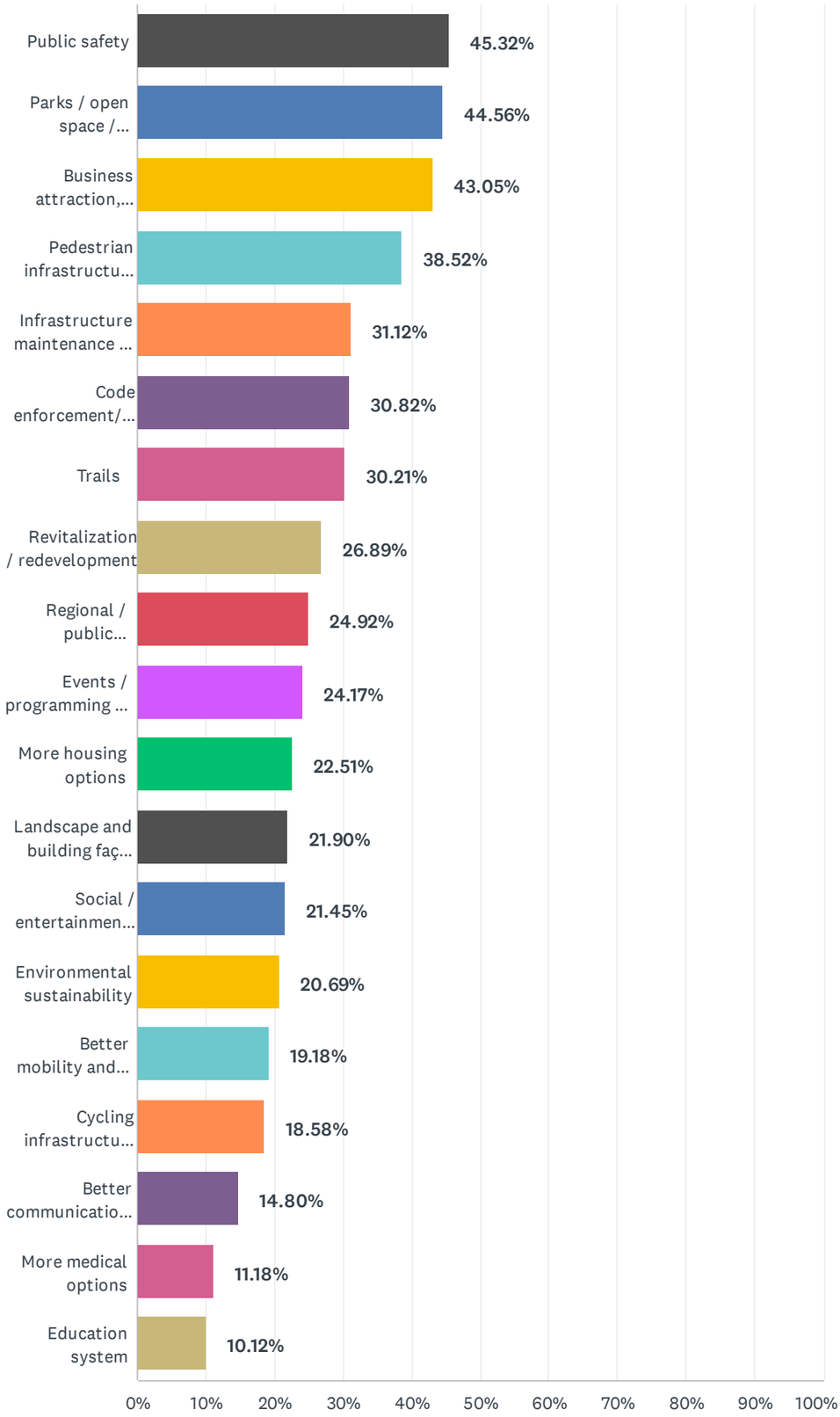
473	Stop multi-unit housing growth	11/17/2023 5:33 PM
474	try to create a small-town atmosphere in the midst of a big city	11/17/2023 4:47 PM
475	Convenient, Welcoming, Active, Provides variety, Vibrant	11/17/2023 4:25 PM
476	Continue to make Addison a great and safe place to live.	11/17/2023 4:20 PM
477	Less Apartments	11/17/2023 4:10 PM
478	Affordability, inclusivity, ways to be more green with transportation options with DART with ways to get to the transit center to use the train in 2026-forward	11/17/2023 3:35 PM
479	Financially sound Walkable	11/17/2023 3:16 PM
480	Low crime	11/16/2023 5:41 AM
481	Growth, high-end housing areas, entertainment districts	11/15/2023 12:34 PM
482	Improve recreational and active lifestyle opportunities	11/15/2023 9:43 AM
483	Community	11/15/2023 8:04 AM
484	Improve what is old and outdated. Make it safer for pedestrians to walk. As new business's develop, improve landscaping and beautify parking lots. Move ugly gas stations/convenience stores behind landscaped ingress/egress so it looks less like a Route 1 mish mash.	11/14/2023 9:51 PM
485	Family	11/14/2023 4:27 PM
486	Best in class technology. Safety is priority. High Level Support of Addison residents. Destination for shopping and entertainment.	11/14/2023 11:25 AM
487	Hip	11/14/2023 10:07 AM
488	No moreapartments	11/14/2023 8:54 AM
489	Greater real estate options for home ownership , excluding apartments.	11/14/2023 8:48 AM
490	Strength in Diversity and Variety, A Unique Community at the Crossroads of Dallas, A great place to live, work and play. You can eat, drink, and be merry in Addison!	11/14/2023 8:42 AM
491	Maintain what we currently have as opposed to building more	11/13/2023 1:00 PM
492	Environment priority; Reduction of rentals; Community focus	11/12/2023 4:19 PM
493	A place to work, live and play. A place that can offer both Urban holistic lifestyle or a suburban oasis	11/11/2023 1:01 PM
494	Oasis. Trees. Ecosystem wisdom & beauty. Art. No-car zones. Quiet. Spaciousness. Design with Nature. Innovative solutions that are inspired. Fresh air.	11/11/2023 12:11 PM
495	Affordability, walkability, ethical government	11/11/2023 8:26 AM
496	Families, safety, affordability	11/11/2023 8:05 AM
497	I do not know.	11/11/2023 6:56 AM
498	More housing developments. Not apartments. Also, in the future, I think there should be "quiet" hours for single engine planes as laid out by the ATC because they're extremely loud.	11/11/2023 6:54 AM
499	Pursue developers & land use for single family, owner occupied homes and senior living	11/11/2023 6:25 AM
500	Senior living and more green space	11/10/2023 10:08 PM
501	We welcome new residents Your business will thrive here We encourage your participation	11/10/2023 9:35 PM
502	Fairness for all	11/10/2023 4:43 PM
503	Diverse, safe, a place to call home, we love our residents	11/9/2023 2:52 AM
504	Single family homes that bring in tax revenue and no more apartments. Non chain restaurants- focus on unque restaurants that Dallas has.	11/7/2023 10:56 AM
505	Community	11/7/2023 8:21 AM
506	I think Addison should think about preserving its past. So much has been torn down or plans to remove.	11/6/2023 10:05 PM
507	Livability	11/6/2023 11:23 AM
508	No more apartments	11/5/2023 7:02 AM
509	A great place to live, work, and play.	11/5/2023 6:35 AM
510	don't need key anything. less large corporate and multifamily. there is enough. Traffic is bad and construction is noisy and never ending. create a more lakewood or highland park environment with living, social, shop eat school and park/trail environment. Stop with the multifamily corporate projects. The stick fence on Beltway is cheap and will not last. Please build a wall to hide it. Many home properties are run down and need inspection for viability. Town meetings should be on zoom and open to slido. There are those that can't attend due to long work hours and other commitments. Why did the Trammell Crow project get approved and that church did not get approved? This new council seems to be similar to the past council in approvals without guidance.	11/4/2023 2:53 PM
511	Low density and Senior apartments only	11/4/2023 2:33 PM

512	Be Pro-active	11/4/2023 11:49 AM
513	The Addison way. Trees. Quality. More home ownership. Monitor existing apartment management for quality	11/4/2023 9:44 AM
514	family-friendly and safety	11/4/2023 6:32 AM
515	Inclusive	11/4/2023 5:43 AM
516	Provocative, engaged, innovative, courageous	11/3/2023 10:01 PM
517	NO MORE APARTMENTS!!!	11/3/2023 8:59 PM
518	Houses	11/3/2023 8:28 PM
519	Community, green spaces, visitors	11/3/2023 8:10 PM
520	Better and more responsive police	11/3/2023 7:13 PM
521	too many apartments - no more!	11/3/2023 6:03 PM
522	Safe, clean, beautiful, cultural, active	11/3/2023 5:55 PM
523	Outdoorsy, cultural powerhouse, loft and ambitious goals	11/3/2023 5:28 PM
524	AddVision	11/3/2023 5:24 PM
525	Live up to your previous housing commitments.	11/3/2023 5:21 PM
526	We are a community with 10, 15, 25 year plans. We do this through the proper mix of affordable apartments And homes, With the proper mix of businesses.	11/3/2023 4:49 PM
527	Visionary and competitive	11/3/2023 3:32 PM
528	Dynamic accessible welcoming thriving innovative walkable	11/3/2023 9:31 AM
529	Easy to work with. Quality projects not trends.	11/3/2023 9:15 AM
530	Fun, vibrant, fiscal strength, community	11/2/2023 10:07 PM
531	Quality	11/2/2023 6:46 PM
532	Not being overcrowded by apartment complexes.Helping to ensure safety and quietness	11/2/2023 5:34 PM
533	Traffic issues, management of road repair/replacement (timeframe of Midway was ridiculous)	11/2/2023 5:26 PM
534	Innovation, competitiveness, balancing the "wants" of a few residents against the needs of the entire community.	11/2/2023 1:58 PM
535	Lifestyle options	11/2/2023 1:42 PM
536	Fiscal responsibility	11/2/2023 12:41 PM
537	Revitalize and renovate. Balance of business, working, living, and transportation.	11/2/2023 12:00 PM
538	Safety, stay true to roots, prioritize community	11/2/2023 11:56 AM
539	Fewer apartments and multi family living places. Control traffic. Maintain high level of Town of Addison services. Keep our first responders great, like they are now.	11/2/2023 11:05 AM
540	Quality Built Environment, Environmentally sensitive development, Protect the Trees and Canopy streets, Realistic Housing Development Expectations	11/2/2023 10:39 AM
541	Leader in non-vehicular transportation. Modern return to urban living without cars.	11/2/2023 10:28 AM
542	yes	11/2/2023 10:18 AM
543	Addison Revitalized!	11/2/2023 10:15 AM
544	Future, proud, responsibility, satisfaction	11/2/2023 9:56 AM
545	redevelopment or aging infrastructure improved walk ability	11/1/2023 8:02 PM
546	- Walkable - Safe - Fiscally sustainable - Environmentally sustainable - Friendly & inviting - Enjoyable	11/1/2023 7:08 PM
547	Promote good paying professional jobs and not just service industry jobs.	11/1/2023 5:08 PM
548	Safe small town feeling	11/1/2023 4:11 PM
549	vibrant, welcoming,walkable,dining and entertainment, dynamic	11/1/2023 2:46 PM
550	Diversity Accessibility Environmental stability	11/1/2023 2:41 PM
551	sustainable, walkable, safe, small businesses	11/1/2023 2:41 PM
552	low taxes, free-markets	11/1/2023 2:19 PM
553	Quick, Innovative, Decisive, Invest big now for a better tomorrow	11/1/2023 2:02 PM
554	Responsible Development. It seems Addison's leaders have turned their backs on the voters.	11/1/2023 1:37 PM
555	Sustainability, resiliency, walkability, transit, active lifestyles	11/1/2023 10:07 AM
556	Financial prudence Acknowledging this is a city	11/1/2023 8:41 AM
557	Environmental Stewardship, Preparedness, A place for All, Best of DFW, Connectivity, world class entertainment	11/1/2023 7:42 AM

558	Support local business. Revitalization should be a focus. A lot of vacant/unkept buildings	10/31/2023 6:30 PM
559	Needs to be the destination to go to for surrounding communities or place to stop for those going up and down tollway.	10/31/2023 9:55 AM
560	Peaceful	10/30/2023 8:22 PM

Q8 In planning for the future, what should Addison focus on?Choose your top 5 priorities from the list below.

Answered: 662 Skipped: 87



ANSWER CHOICES	RESPONSES	
Public safety	45.32%	300
Parks / open space / recreation facilities	44.56%	295
Business attraction, retention, and development (economic development)	43.05%	285
Pedestrian infrastructure and amenities	38.52%	255
Infrastructure maintenance / replacement	31.12%	206
Code enforcement/neighborhood preservation	30.82%	204
Trails	30.21%	200
Revitalization / redevelopment	26.89%	178
Regional / public transportation (rail station, trolley, shuttle, etc.)	24.92%	165
Events / programming / tourism	24.17%	160
More housing options	22.51%	149
Landscape and building façade upgrades / public art	21.90%	145
Social / entertainment opportunities	21.45%	142
Environmental sustainability	20.69%	137
Better mobility and connectivity	19.18%	127
Cycling infrastructure and amenities	18.58%	123
Better communication efforts from government agencies	14.80%	98
More medical options	11.18%	74
Education system	10.12%	67
Total Respondents: 662		

Q9 What are your big ideas for the future of Addison?

Answered: 512 Skipped: 237

#	RESPONSES	DATE
1	Continue to be a dynamic place for both businesses and residents while maintaining its beautiful surroundings, walkability and active spaces.	1/31/2024 11:12 PM
2	Less traffic congestion by improving cycling, access to public transportation and perhaps a trolley/shuttle.	1/31/2024 5:47 PM
3	Create a network of Complete Streets radiating from the DART Station, including removing car lanes along Addison Road and Arapaho. Encourage larger scale mixed use development along Beltline to replace existing single story buildings. Remove all parking minimums. Work with Mary Kay and other land owners to expand Addison Circle to the north. Offer additional incentives such as increased density or height to developers willing to build for sale housing (as opposed to condos).	1/30/2024 3:38 PM
4	Addison being an all in place where you can raise a family & stay for your retirement without getting lost in all the shuffle that can happen in bigger cities.	1/30/2024 1:31 PM
5	Connect our residents enhancing the Addison community. Clearly Special Events is a pillar of Addison's success. And in Addison's own words, Addison Special Events "produces quality events designed to attract tourism and enhance the spirit and brand of Addison." Another way to enhance the spirit of Addison, is to connect our communities. Improved sidewalk / cycle paths/ public transportation can also serve as a connector to our residents. Currently Addison residents rely on individual automobile transportation to our shopping, services, entertainment and the primary park district - Addison Circle. Our part time residents, office and other workers, are regularly seen walking along one of the busier corridors - Belt Line. Worse, these individuals, often attempt to cross this primary Addison thoroughfare. Developing a shuttle program from Marsh to Preston, connecting Addison residents to our various services and shopping, will help create a connection between the east and west sides of the city as well as provide a safer mode of transportation for our community. Easier access may also encourage shopping local and develop a connections between Addison residents and our business communities.	1/29/2024 4:49 PM
6	Addison: A place to visit, a place to stay, a place to live.	1/29/2024 3:41 PM
7	Traveling in Addison does not require car - bike, ped, and transit connectivity rivalsthe car infrastructure	1/29/2024 11:13 AM
8	There should be a trolley on Quorum! Connect the Addison circle with the apartments North on Quorum to the Addison circle, then down to the DART station, and even further down to Belt Line where there are more shops and restaurants. It would be a great way to get folks from other Dallas suberbs to spend their money here, and a great reason to move to Addison. Connecting it to the DART station would make Addison one of the most public transportation accessible places in Dallas (because there is no city / suberb in Dallas that is easily accessible via public transportation). Having a community that does not require cars opens up doors for so much development and diversity. It makes our community safer and less noisy. We already have the big DART station, and when the silver line is complete it will stop in Addison. INVEST IN TRAINS AND TROLLEYS!	1/29/2024 11:07 AM
9	Have mor options for home ownership instead of rental. Enforce laws and codes to keep neighborhoods clean and safe.	1/29/2024 8:52 AM
10	Improving transportation options between Addison and Dallas	1/27/2024 4:32 PM
11	I don't have any big ideas but whatever we do going forward do it well! We cannot have everything that everyone wants. Several times in this survey you have requested for us to identify the top priorities from much to choose from. Whatever the top five are do them WELL! Nothing is free in this world we have to pay for everything and I suspect not everyone in town will be up for that!	1/27/2024 1:51 PM
12	Support development in the Addison circle area. A lot of vacant buildings. Focus more on filling vacant spots over building more	1/27/2024 9:58 AM
13	Add/Improve sidewalks and and add trails.	1/27/2024 8:41 AM
14	The circle should be the spot for entertainment shopping etc. we need to invest promote advertise. And fill up the empty store fronts.	1/27/2024 8:20 AM
15	Different types of Senior housing and more destination businesses/museums to draw visitors to Addison. Something that makes Addison unique again. We lost our identity and uniqueness when we re-branded and have become just any old city.	1/26/2024 8:24 PM
16	Improve Quality of businesses in Addison	1/26/2024 5:29 PM
17	more art. Bigger traffic jams. many lights. food and more food. outdoor events, octoberfest, best 4th of july.	1/26/2024 4:03 PM
18	To become more involved	1/26/2024 3:38 PM
19	More unique non-chain restaurants and developing an actual nightlife, with clubs and bars	1/25/2024 5:45 PM
20	I would like to help Addison to become multi generation	1/25/2024 3:55 PM

21	More opportunities for young professionals to connect within Addison, more town events, more local businesses, and programs to help our local homeless community.	1/25/2024 12:07 PM
22	Have it be the Barcelona of Dallas	1/25/2024 11:40 AM
23	Help the environment by enforcing more eco friendly living conditions. Welcome businesses to improve economy and entertainment. Organize more neighborhood events to become a more diverse and open minded community. Provide safety to current and future residents by increasing police patrols and surveillance technology.	1/24/2024 8:28 PM
24	Increase in affordable housing and walkable areas	1/24/2024 7:54 PM
25	Oktoberfest and walkability	1/24/2024 7:53 PM
26	Possibly a well designed senior living facility?	1/24/2024 3:43 PM
27	A place for every one not just a few	1/24/2024 7:49 AM
28	Grow while keeping it small	1/23/2024 8:01 PM
29	Make SAFE our montra. Safety Addison First Everyway	1/23/2024 7:30 AM
30	keep the strong city identity and leadership going!!	1/22/2024 9:19 AM
31	I think Addison is doing great work overall. I believe Addison should try to develop housing where possible. I would also maybe like to see an increase in local fields such as baseball and softball fields for the youth. Lastly, I would like to see Addison continue to emphasize how critical it is to the metro area.	1/21/2024 11:38 AM
32	Do it the Addison way	1/20/2024 2:32 PM
33	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 City 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.	1/20/2024 10:32 AM
34	Keeping the city's character by stopping the building of more and more apartments.	1/19/2024 6:13 PM
35	Ride your bike EVERYWHERE!!	1/19/2024 4:27 PM
36	I have lived here for 5 years and love it! I just hope I can afford a house one day to build my family! I think more unique restaurants and less chains would also up our appeal! Architectural forefront when developing should be important as well.	1/19/2024 4:11 PM
37	Less Apartments	1/19/2024 3:34 PM
38	Continued modernization of streets and infrastructure, with an eye toward realistic project timelines and financial stewardship. Business attraction and development while prioritizing home ownership (regardless of type) versus more rental units (which appear to be detracting from the Addison experience).	1/19/2024 2:41 PM
39	revitalization	1/18/2024 8:45 PM
40	Less apartments. Less big box stores. More restaurants, gastropubs, live music, live theater. More outdoor events during Spring and Fall when the weather is nice	1/18/2024 2:42 PM
41	Needs to be inclusive and welcoming for new community members, visitors, and those who WORK here.	1/18/2024 1:21 PM
42	I would love it if people outside of Addison could use public transportation get here and just walk anywhere and have events or places they would want to come to. I think it would bring money to the area and be good for the people who are already here	1/18/2024 12:03 PM
43	A more walkable, liveable community with character	1/16/2024 1:27 PM
44	Having more affordable housing available for lower income residents to increase diversity of economic backgrounds of residents, allowing Budget Suites residents to use Addison Athletic Club and participate in Addison special events, have residents from a wide range of economic backgrounds participate in future planning, promoting equity instead of criticizing it	1/15/2024 9:50 PM
45	Stop allowing zoning changes to quiet neighborhoods.	1/15/2024 3:58 PM
46	Walkable, quiet and well maintained	1/15/2024 9:06 AM
47	More trails and public green spaces	1/14/2024 6:33 PM
48	An outdoor shopping center. Building a Central Market	1/14/2024 4:36 PM
49	Not having to use a car and have all my destinations within walking distance	1/14/2024 10:10 AM
50	European style planning, where nature meets architecture	1/13/2024 7:09 PM
51	No more apartments!!!	1/13/2024 1:30 AM
52	The only place for Addison residents to all connect as a community is the AAC. Unfortunately it is not easily accessible to all in the community - especially 18 year-olds or older living with their parents unless they are going to college which is discriminatory. I believe since there are not churches or a central school system where community usually connects. We need a larger community center that welcomes all stages of life as there is not room for many programs.	1/12/2024 6:04 PM
53	More fee simple housing in the future of Addison!	1/12/2024 5:26 PM

54	Affordable housing	1/12/2024 5:06 PM
55	Addison is competition with newer communities to the north such as Frisco, Allen, and Prospser. We need to improve our infrastructure such as roads, internet availability, walking paths, and cycling paths.	1/12/2024 4:15 PM
56	Improve communication	1/12/2024 3:53 PM
57	No MORE Construction. More diverse events for people of color.	1/11/2024 10:05 AM
58	Equal housing and work	1/11/2024 7:51 AM
59	Tourism and education	1/10/2024 5:56 PM
60	Build more houses or condos, not just apartments and townhomes	1/10/2024 9:20 AM
61	Grocery store in Addison Circle!! Pedestrian thoroughfare across DNT, Belt line, Montfort!!	1/9/2024 8:32 PM
62	Provide a safe pedestrian and cycling avenue to the surrounding retail areas	1/9/2024 10:43 AM
63	A place that welcomes all and has options for everyone at all stages in life it have a balanced, healthy life.	1/8/2024 9:20 PM
64	Make Addison a place people want to come to and live in.	1/7/2024 5:58 PM
65	Listen to the citizens	1/7/2024 8:14 AM
66	no more apts.	1/6/2024 3:42 PM
67	Focus on those 50-years old and more as people live and are active longer, work longer (including from home or local spots), and socialize locally.	1/6/2024 11:48 AM
68	work w/either private or public to bring pickleball facility to Addison	1/6/2024 9:10 AM
69	I would love for Addison to be the example of suburban walkability and coexistence with nature and wildlife! It's pretty good in those areas already but when I worked on quorum and Verde valley, I would have loved to be able to walk as it's only about a mile from my house, but there are some sections of belt line that made that really difficult. But as for my immediate neighborhood, pedestrian lights were recently installed that I think are brilliant! So continuing in that direction throughout Addison would be great I think. Something else I love that I've seen around Irving is letting nature go in the spring at least - the wildflowers and natural grasses (even weeds) are much nicer to look at than mowed, yellow turfgrass and the sound of lawn mowers most mornings is not ideal.	1/6/2024 8:27 AM
70	Stop the absorption of space by building apartments and utilize it for something appealing like a park or single family homes. Addison has become just like North Dallas with all the apartment saturation. Crime has increased and it needs to stop. It is no longer an exclusive community.	1/5/2024 8:44 PM
71	We would like a state-of-the-art Library. JSX Airlines or comparable to Addison Airport. Four Seasons Hotel to Addison.	1/5/2024 6:38 PM
72	Slow the building of apartments	1/5/2024 6:34 PM
73	Safety	1/5/2024 5:33 PM
74	Stop building apartments.	1/5/2024 4:17 PM
75	Make Midway and Beltline more of a gateway to Addison	1/5/2024 4:15 PM
76	Get rid of low-rate hotels	1/5/2024 3:29 PM
77	1. Work with Oncor and others to harden our electric grid against extreme heat or possible attacks. This might include a local network using EVs and PowerWalls. 2. Be able to market Addison as an ALL fiberoptic, multi-gigabit/sec, town.	1/4/2024 9:04 AM
78	Safety	1/3/2024 1:24 PM
79	Many more sidewalks, cycling paths, buses/trains, non-single-family homes (family condos, townhomes).	1/3/2024 12:40 PM
80	That Addison stops permitting the building of any more apartments. Period.	1/2/2024 4:31 PM
81	Fun stay & play as the Gateway between cities.	1/2/2024 1:36 PM
82	I'd like to see some retirement options so we keep our talent in town.	12/31/2023 9:34 PM
83	Cost of housing reduced	12/31/2023 6:14 PM
84	Keep the growth limited especially the high rise apartments.	12/31/2023 3:41 PM
85	Need a retirement community here	12/31/2023 3:37 PM
86	We moved here 30 years ago because of Addison's safety record, its low crime statistics and the incredible responsiveness of the Addison town hall departments, fire department, police department, EMS, etc. This must be maintained!	12/31/2023 2:40 PM
87	A renewed sense of appreciation for our neighbors, rich or poor. A striving of our government city officials to reach out and ensure the public voice is being heard. With this survey being an amazing start to it all!	12/31/2023 1:51 PM
88	safe trails and parks; a place where you can grow, love and be kind. To not worry about theft.	12/31/2023 1:37 PM
89	Addison has the opportunity to create an ideal modern city who invests in its residents and offers above and beyond amenities and entertainment.	12/31/2023 12:41 PM

90	Maintain the small community feel in a growing city.	12/31/2023 10:47 AM
91	Attract businesses, rehabilitate Beltline west of Midaway and shut down the Extended Stays on Beltline!	12/31/2023 10:27 AM
92	Focus on keeping the town clean and safe	12/31/2023 8:29 AM
93	Less taxes on residents and more on bursiness	12/31/2023 5:13 AM
94	A place where a healthy community, rotates through with small business values. This continues on, with your young professional community growing through the established community that teaches.	12/30/2023 10:24 PM
95	Fewer apartments. Replace aging apartments with owner-occupied housing. Make more of airport. Attract businesses.	12/30/2023 5:06 PM
96	Safe and walkable	12/30/2023 2:36 PM
97	Continue in way you are moving	12/30/2023 12:07 PM
98	convention center rental options for non profits at low price and availability, this would bring many organizations to Addison to eat and socialize before and after events/meetings	12/30/2023 9:59 AM
99	Contract negotiations. It seems prices are on the rise and no one is thinking about cutting costs. Ex: Trash pick up. Plano and Frisco have trash pick up once a week and Addison has it every three days. We don't need it and it could save the residents money if the contract was renegotiated. Save the residents some money not just forward the expenses every year.	12/30/2023 9:50 AM
100	fostering community involvement	12/30/2023 8:37 AM
101	Not to be crowded.	12/30/2023 12:27 AM
102	more one level housing, and senior facilities with all levels of care.	12/29/2023 6:31 PM
103	Transform Belt Line Road into a grand boulevard similar to other great cities.	12/29/2023 4:22 PM
104	Integrate independent and senior, living options alongside other stages of life.	12/29/2023 9:48 AM
105	As a teacher myself, I really like the idea of focusing on creating housing for members of society that may be priced out in other North Texas areas, such as teachers and firefighters. I would love to live in Addison permanently (this is my fourth year in an apartment here) but assumed I was priced out of owning a home here and had planned on looking elsewhere once I start home buying in the future. 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 for the many who are looking for homes in North Texas. With more families settling, there would then be more interest and buy-in when it comes to events, arts, culture, recreation, local government, and more money spent in the local economy.	12/29/2023 9:31 AM
106	A safe, affordable, optimistic environment.	12/28/2023 5:47 PM
107	I'd love to see areas cleaned up, construction finished, roads widened, ability to get around without 40-80$ tolls!! Cheaper rent, more things to do, new restaurants, cool stores, a barcade, LESS HIGHWAY/ROAD/ENGINE NOISE ALL DAY EVERYDAY. Buses change lanes by us and it sounds like I'm having a heart attack, all day and night there's racing on the tollway, I've worn earplugs for 5 years, my gf too. We wanted to move here, settle down & have a kid but rent won't stop going up, no one hires locally, I love Addison-I was born in Carrollton. Addison is just short of being the greatest place around without being the richest, the fanciest, we have plenty to be thankful for & we are modest & most of us are nice.	12/28/2023 1:59 PM
108	No more multi-family apartment dwelling	12/28/2023 8:45 AM
109	Keeping it walkable and accessible for everyone, somewhere where public transportation can take you everywhere	12/26/2023 8:07 PM
110	Uniquely desirable	12/26/2023 11:41 AM
111	I'd love Addison to be the European city of Dallas. Great walkability, bike-able, healthy citizens, with trails, parks, and strategically-placed shops and restaurants.	12/26/2023 10:53 AM
112	A town that maintains it's roads and infrastructure. A place that attracts businesses during the day and people looking for a good dining at night. Great neighborhoods that are safe, clean, and walkable.	12/26/2023 10:18 AM
113	Maintenance of appeal as a centrally located clean ,safe oasis with conveniences of dining, shopping.	12/26/2023 9:10 AM
114	Better grocery stores- Kroger on Beltline is a mess and embarrassment for our community and corporate Kroger should be ashamed. Tom Thumb nicer looking but store is poorly run and stocked . HEB should be allowed in!	12/25/2023 7:56 PM
115	Continued development that promotes pedestrian friendly options.	12/24/2023 7:24 PM
116	The hub where everyone comes and hangs out, almost akin to Deep Ellum, but more laid back. Affordable and safe, making it an ideal area for people to live right outside the city.	12/24/2023 6:32 PM
117	Recycling! A more inclusive and sustainable future for everyone. Social programs for the homeless population.	12/24/2023 7:31 AM
118	Beautiful modern city.	12/23/2023 7:58 PM
119	Need long, uninterrupted biking trails	12/23/2023 6:09 PM

120	Public safety and police engagement must be a priority.	12/23/2023 2:24 PM
121	Expand commuting options.	12/23/2023 1:07 PM
122	environmentally sustainable growth that focuses on walkable, mixed used development. increasing nightlife and entertainment options would be great for young professionals, and increasing access to nature would be great for families	12/23/2023 11:28 AM
123	Addison is for active people. Pickleball community is a perfect example of this. Need more parking to support local businesses.	12/23/2023 8:56 AM
124	Police enforcement	12/23/2023 8:07 AM
125	Revitalize/Tear down and replace the crown plaza hotel. It is an eye sore and security concern the longer is stays derelict	12/23/2023 7:29 AM
126	"bridging" either side of the tollway over Beltline would be great, so walking is safe.	12/23/2023 7:05 AM
127	Better quality restaurants - not so many chains - and more shopping. Nicer hotels.	12/22/2023 7:41 PM
128	Redevelop Inwood Road area, maybe into a small indoor/outdoor concert/food truck area	12/22/2023 7:38 PM
129	???	12/22/2023 5:58 PM
130	???? Give me a break.	12/22/2023 4:40 PM
131	More trails, greenery, ponds	12/22/2023 4:20 PM
132	Elevate city services to the highest in the state. Go next level w regards to beautification, education, after school initiatives, early childhood development...leveraging partnerships w local entities such as DISD, Collin College, Greenhill, TCA etc.	12/22/2023 4:12 PM
133	Improve restaraunt scene in Addison Circle.	12/22/2023 3:28 PM
134	expansion of parks and green spaces through trails, biking, and walkways.	12/22/2023 3:26 PM
135	More events!	12/22/2023 1:47 PM
136	Na	12/22/2023 12:34 PM
137	Walking trails like the Katy trail with a cushioned track surface that's better for joints.	12/22/2023 12:16 PM
138	A City Center. Addison at this time is not a destination town. Maybe a trolley system would help.	12/22/2023 8:30 AM
139	More ownership options condos, townhomes single family better landscaping of roads and housing communities better lighting. Needs to feel upscale modern urban living. More greenary required - people visiting Addison should feel like this is the best place in Dallas to visit and live in.	12/22/2023 7:58 AM
140	Definitely a walkable city. We needs to add glass to our recycling program.	12/21/2023 11:04 PM
141	Addison expands into more of a creator and creative community that adds to the fabric of the workforce.	12/21/2023 1:29 PM
142	More shopping and a few more nicer/unique dinning options. Free weights at gym	12/21/2023 12:43 PM
143	I hope that crime rates decrease, that people keep Addison clean by properly disposing of their trash, and that a park will be built for the children in our community.	12/21/2023 7:28 AM
144	More events. They do great and people love Addison Circle	12/20/2023 10:38 PM
145	More cultural events (i.e., plays, theatrical events, music events)	12/20/2023 6:20 PM
146	Redevelopment with more permanent housing Get rid of the old apts More police Better paid police More new and less old	12/20/2023 5:50 PM
147	More homeowners, enough rentals. Maximize great location but do any redevelopment more strategically - less reliance on out of town developers who make a ton then are gone and we are left with apartments with limited life cycle and changes to our community culture through transience just for a bump on property taxes that is likely not sustainable.	12/20/2023 5:48 PM
148	To become the next Bishop Arts with better infrastructure and environmental consciousness	12/20/2023 11:06 AM
149	Better government that does cvs what the tax paying citizens want.	12/20/2023 10:42 AM
150	More community involvement and local businesses	12/19/2023 6:24 PM
151	Community that's Family	12/19/2023 5:47 PM
152	Protect neighborhoods from overdevelopment	12/19/2023 3:04 PM
153	Alamo drafthouse	12/19/2023 1:37 PM
154	Increased housing options (rental and ownership) without compromising on open space or amenities	12/18/2023 9:44 PM
155	Add some local transportation opportunities, like shuttles, between neighborhoods and walking trails.	12/18/2023 7:42 PM
156	Make it a safe,intellectually stimulating and happy place for residents and visitors, rich or poor.	12/18/2023 4:13 PM
157	Compete to stay relevant in the metroplex. We are now the more urban so make it a more walkable area and limit the quantity of large apartment complexes	12/18/2023 3:33 PM
158	Affordable single-family housing.	12/18/2023 2:23 PM

159	Buying a house	12/18/2023 9:21 AM
160	More trails	12/17/2023 3:45 PM
161	Addison is known for the festivals and events, as well as the airport and restaurants. But what about why people choose to live here? * It's a small community surrounded by a large metro area * It's a great place for different stages of life - from beginning your career to downsizing; * Walk ability to restaurants and trails is good; Addison is a vibrant community that is unique in North Texas. That's why we call it "The Manhattan of DFW."	12/17/2023 1:41 PM
162	Be the center and hub of greater Dallas	12/17/2023 1:39 PM
163	Environmental sustainability, continued business interaction and innovation and community development	12/17/2023 12:55 PM
164	For people of all economic backgrounds to have a safe space to live	12/17/2023 8:55 AM
165	I'd say Addison has slipped from being a cultural hub of entertainment and happenings to an aged crowd with mediocre dining/entertainment. I didn't grow up here, but I hear stories about how lively this place used to be. Seems like all the major happenings are up north. Look at frisco, legacy west area etc. Addison is not competitive for dining and entertainment in that regard. Addison came first and then it shifted elsewhere. Addison needs to reclaim. Connecting the train to downtown and ensuring safety is a major selling point to those that want to go out downtown but don't want to drive. Addison has great centrality. Let's bring exciting business here. Let's build a concert hall or a sports facility close by. Let's highlight all of Addison and expand it vs just the circle area. Truthfully, I don't know if this should become a place to raise families. This should be a place of fun for 20-40 somethings. Become a cultural highlight and you'll bring the $$ with it. Look at some of the efforts deep ellum is doing with their Friday nights. Connect the community to the people!	12/17/2023 8:10 AM
166	Better connect / align residential area around the Athletic Center with Addison Circle's charm. Also, ensure all areas in Addison have access to the highest internet speeds (currently restricted to 100Mbps) due to restricted infratstructure in Townhomes of Addison neighborhood. This is critical for small business owners and those of us who WFH	12/17/2023 1:31 AM
167	World class cancer center	12/16/2023 4:07 PM
168	A beautiful inviting space of community and safety With beautiful outdoor possibilities for recreation and rest	12/16/2023 3:47 PM
169	Tear down the old strip malls on Belt Line that make Addison look cheap and outdated Belt Line and Midway). Help those businesses move into other existing spaces in the town (like the Trader Joe's shopping center). Turn that newly freed space on Belt Line into green spaces that lend well to walking throughout the town.	12/16/2023 12:17 PM
170	I think increasing population density without taking up acreage is key to economic sustainability. I think Addison can be a foodie mecca sitting inbetween downtown Dallas/Uptown and Frisco but local population would butter the bread. Oktoberfest and Taste of Addison can do only so much. Maybe a Farmer's Market region like downtown (by Cesar Chavez) and a self-driving, hop on/hop off trolly system to increase resident usage without corresponding increase in traffic.	12/16/2023 11:05 AM
171	I'd like it to be a place where it's easy to walk from my apartment/townhouse/house to the dog park/restaurant/coffee shop with my dog	12/16/2023 9:43 AM
172	Growth along new dart rail line.	12/16/2023 9:37 AM
173	I think having another bar or some type of night life would be a good idea in the circle, there's just nothing really to do with the population that lives here being the perfect age for night life	12/16/2023 9:35 AM
174	Schools	12/16/2023 9:33 AM
175	A library would be awesome, and a safer way to walk around the areas outside of Addison circle. Crossing over DNT doesn't really feel safe I think making pedestrian safety there would be key. Also affordable/emergency housing to help provide shelter for those experiencing homelessness	12/16/2023 7:58 AM
176	More pickleball courts	12/15/2023 10:57 PM
177	Better communication from Town of Addison. Less focus on environment since we have the world's largest small airport - Airplanes!!! Focus on improving traffic issues, roads & crime! Less focus from Town council on pushing to sell real estate to bigger businesses & focus on leasing all the empty buildings on Inwood. Crime, crime, crime needs to be #1 focus and returning Addison to a safe bedroom community	12/15/2023 5:32 PM
178	No comment. Jeez. This survey doesn't give opportunity, here or in the beginning, for people to NOT answer. For example, I have no children so how can I comment on whether this is a good place to raise children and have a family. Also here. I tried to leave it blank but could not. Your survey is too strict.	12/15/2023 4:59 PM
179	I'm definitely excited about the rail system coming through Addison.	12/15/2023 4:27 PM
180	Mid to high rise mix-use buildings. Community plazas for gatherings/events.	12/15/2023 2:55 PM
181	Restrict smoking	12/15/2023 2:22 PM
182	More walkability. I live in Addison circle and being able to talk to a park, cafe, salon, theater, or dinner greatly improves my quality of life. It gets people outside more, exercising more, and you feel more connected and engaged in your community. I love being able to live my life without heavily relying on a car. People love the area and the events and I want those aspects of the community to spread throughout the rest of Addison. People of all ages seem to benefit	12/15/2023 1:55 PM

	greatly and the community donsn't want more car centric infrastructure. I think Addison with continue to thrive if they strive for that. It will help it truly stand out from so many of the highway dominated suburbs.	
183	Attract money with upscale shopping, dining and events and anything is possible.	12/15/2023 1:06 PM
184	Get rid of or drastically reduce parking minimums for most types of buildings; gradually eliminate single-family zoning in favor of broadly permitting dense, mixed-used developments (preferably with minimum allotments for affordable housing); consider alternative, smaller-scale options for local public transportation such as streetcars or trolleys; halt any new road/lane expansion projects and put those resources towards better biking and walking infrastructure; explore the adoption of a Land Value Tax (or certain elements of one) to naturally encourage development and economically productive uses of land	12/15/2023 1:00 PM
185	I just want the midway construction to conclude and see how well the changes work. I would love to have a park on Addison rd in that empty field on excel. So many apartments right here in Addison rd and a new one being built. A park or SPLASH PAD would be huge for us 500+ families in this small area.	12/15/2023 10:53 AM
186	More town hall meetings, and housing development	12/15/2023 9:50 AM
187	Very happy with our little town, but wish we had more shopping options.	12/15/2023 7:47 AM
188	Hold off on more apartments until current ones come online and we see how they impact infrastructure.	12/15/2023 7:16 AM
189	Renovating certain locations	12/15/2023 6:40 AM
190	I'm excited for the trail system	12/14/2023 3:48 PM
191	Ideas submitted directly to the Advance Addison 2050 Committee.	12/14/2023 2:53 PM
192	More single family housing , no more apartments!!!!	12/14/2023 1:47 PM
193	Safety, not just a "throughfair, more Police,	12/14/2023 12:22 PM
194	Improve recreation and recreational facilities	12/14/2023 10:44 AM
195	More local shopping and businesses	12/13/2023 8:25 PM
196	Stop the airport expanding. Unnecessary spending - Addison has too much	12/13/2023 6:09 PM
197	Keeping it clean and family-friendly.	12/13/2023 5:41 PM
198	Make it a Crime free town	12/13/2023 5:08 PM
199	More Addison circle like communities - I currently live in one and it's the closest to Europe I'll get!	12/13/2023 4:54 PM
200	Replace apartments with home ownership, open space, and/or arts/entertainment venues.	12/13/2023 4:17 PM
201	I believe we should make an extenstion to the gym in the circle. Majority of people in the city live in the circle and it encourages walking to the gym which will help businesses in the circle who struggle with the main walking being dogs right now	12/13/2023 11:30 AM
202	Stop building apartments	12/13/2023 5:58 AM
203	Bike trails, I would love to go all around Addison without a car	12/12/2023 9:07 PM
204	Focus on things that will make Addison a desirable place to live, work, and play.	12/12/2023 5:50 PM
205	Housing prices and affordability	12/12/2023 5:46 PM
206	Belt Line should be mixed use with a streetcar	12/12/2023 4:53 PM
207	I would love to have more single family residential homes/townhomes/condos available in the area. Would love to stay here long term and I'm pretty sure others feel the same way!	12/12/2023 4:45 PM
208	An improve transportation system that includes a train station to travel to other cities. More collaboration with DART or another transit.	12/12/2023 4:19 PM
209	Keep Addison a desirable area. Stop approving rental that allow younger and potential undesirable people into the area. Based on rental approvals the police department will need growth and recruitment.	12/12/2023 4:02 PM
210	Keen attention to aging neighborhoods & need for proactive enforcement of building codes etc	12/12/2023 2:39 PM
211	Instead of apt co work. We should have a coffee shop that allows people to work if they need to, wait for there pet to get groomed, smoothies for the gym. Etc	12/12/2023 2:33 PM
212	For Addison to become the new Frisco.	12/12/2023 2:33 PM
213	Young professionals and young business owners should want to move to Addison for opportunity	12/12/2023 11:33 AM
214	Make it look more aesthetically pleasing. The dense apartments on south side of Belt line are a mistake. There are ways of making apartment complexes look less dense. Addison failed here. The office space on Landmark, south of Belt Line needs investment. It's prime land that is not utilized. Stop the apartment craze and invest in small, single level houses.	12/12/2023 11:14 AM
215	To redevelop to remain vibrant and relevant as leader of small urban communities.	12/11/2023 4:40 PM
216	Work/Live walkability	12/11/2023 3:40 PM
217	Less apartments, more houses. More local shops and walkable areas	12/11/2023 1:54 PM

218	Instead of a temporary pit stop, a place where people can live their entire lifespan; larger, more homey and affordable apartments/condos designed for long-term occupancy; a place to be young, raise children & to grow old.	12/11/2023 12:20 PM
219	We need the elderly residents to stop whining about apartments. Home ownership is too expensive for many people today and talking down on people who make up the majority of our residents is not the right answer	12/11/2023 12:07 PM
220	Attract and retain small, minority-owned businesses to the area.	12/11/2023 11:10 AM
221	Deck park across DNT to connect to Village on the parkway. Consolidated Towne Center Redevelop buildings along DNT High rise Condos along DNT Capitalize and promote WTT	12/11/2023 10:01 AM
222	Women generally prioritize safety	12/11/2023 9:29 AM
223	holistic community services, sustainability, pedestrian friendly place	12/11/2023 9:21 AM
224	Continue to serve the community	12/11/2023 8:37 AM
225	professional sports team	12/11/2023 7:52 AM
226	Revitalize all the abandoned office buildings. Turn into senior living. A new hospital other medical offices. Less apartments more single family homes.	12/11/2023 7:50 AM
227	Walkability, street safety, Welcoming to visitors	12/11/2023 7:07 AM
228	Diversity training for all.	12/11/2023 6:54 AM
229	No more multi family developments	12/11/2023 6:19 AM
230	Read above.	12/11/2023 12:04 AM
231	Put funds towards helping the panhandlers and homeless get jobs. More events in the circle. Promote Addison theatre company and help other less known entities be discovered. Encourage businesses to promote more.	12/10/2023 11:08 PM
232	Please fix the roads before anything else.	12/10/2023 10:12 PM
233	stopping any additional residential apartments from moving into Addison and instead maintaining the integrity of the homeowners residential properties and ensuring the safety of residential homeowners so that the city allocations and services can go towards the residential owners who pay property taxes	12/10/2023 8:50 PM
234	Continual increase in home values— a sought after place to live that is maintained beautifully and highly desirable — like Highland Park.	12/10/2023 8:09 PM
235	more home ownership rather than rental communities to promote community involvement	12/10/2023 6:01 PM
236	1) Make Beltline walkable and improve connectivity with Addison Circle and Village on the Parkway, Support office developers with programs to amenities to compete with newer projects in Plano/Frisco	12/10/2023 4:38 PM
237	more housing options put a limit to owners greediness in raising rent	12/10/2023 3:51 PM
238	Path connections to balance of DFW Encourage economic development Limit Apartment Construction Invest in Single Family homes	12/10/2023 3:51 PM
239	Get rid of budget suites. Turn the area on Addison road south of beltline into a sports complex with softball fields. Redevelop crown plaza into high end condos	12/10/2023 1:38 PM
240	Less apartments - perception before moving here was that it was just apartments and corporate buildings. More unique, locally owned shopping and restaurants. New developments or current shopping areas should be lush and promote hanging out outside during any season (including coverage for sun in the summer). Adding a unique coffee shop or two, in a mature setting (on a trail, near a park, etc).	12/10/2023 12:44 PM
241	Stop apartment buildings, make Addison safer	12/10/2023 12:07 PM
242	Make Addison Circle a destination. The area is looking dated and is not really a destination other than the planned events.	12/10/2023 11:38 AM
243	No more housing units. Addison has enough people. Quit spending all the extra money you have and cut our taxes. Cut the police force in half. They only wrote 13 DWI's last year. How can that be?	12/10/2023 9:12 AM
244	Needs more investment in beautification, opportunities for entrepreneurs, and lighting in streets that are too dark	12/10/2023 7:53 AM
245	Better trails connecting the city (east to west) Sopping/multi use gathering areas	12/10/2023 6:27 AM
246	Safety and exclusivity	12/10/2023 5:57 AM
247	Do not allow city council to destroy existing neighborhoods	12/10/2023 5:35 AM
248	None	12/9/2023 10:46 PM
249	Higher quality in everything about Addison.	12/9/2023 7:20 PM
250	Make it a choice option for living, not an apartment haven.	12/9/2023 6:15 PM
251	I see Addison Airport expanding, because people want to come to Addison to disconnect for a couple of days. People want to come here because we have the best restaurants, the best parks, the best entertainment, our streets and walkways are safe and clean; people can just	12/9/2023 5:00 PM

	walk to the stores, to restaurants, we have background music on every corner, we have the happiest and friendliest citizens, who are proud to live in Addison.	
252	None	12/9/2023 4:44 PM
253	Increase number and safety of pedestrian crossings Eliminate zoning that promotes excess parking Increased density with mixed use developments Less car dependence	12/9/2023 4:33 PM
254	Make it safe and clean! Vitruvian trail has so much trash in the woods and river.	12/9/2023 4:29 PM
255	An oasis in the region of urban sameness, unique, diverse, safe, supportive of youg and old, knowing we can't be all things to all people	12/9/2023 4:20 PM
256	Na	12/9/2023 3:00 PM
257	ELIMINATE THE PERSONAL PROPERTY TAX ON LEASED VEHICLES FOR PERSONAL USE!!!!!!!!!!!!!!!!!!!!!!!!!!	12/9/2023 2:57 PM
258	Addison is very well located, we can increasingly make it the best city, with more job opportunities, more housing opportunities and more public safety.	12/9/2023 2:43 PM
259	We want neighborhoods where people can know their neighbors, watch out for each other. Gather and celebrate together. All the apartments and condos are providing is more traffic and crime. The apartments have high crime in the parking structures that are not monitored well. Please make Addison a safe place to live.	12/9/2023 1:15 PM
260	Work with current land owners to update run down chunks of land and buildings into useful and productive development for goods and services for residents.	12/9/2023 1:05 PM
261	(1) Must have walkability and bicycle-ability. Be known for that. (2) make Marsh 3 lanes - it is ridiculous that it is choked down to 2 lanes for 1/2 mile	12/9/2023 12:56 PM
262	Leave	12/9/2023 12:38 PM
263	Listen to the citizens, especially ones that have lived here for decades...and the ones that consistently vote.	12/9/2023 10:30 AM
264	Addison needs a Farmers Market. I have lived in NYC and Washington DC that had amazing markets and I miss it very much.	12/9/2023 9:52 AM
265	Use TOD as gateway to Addison - the transit stop should excite people to get off the train and see Addison. Use visual landmarks (public art, building facades, landscape and lighting) as well as unique food and drink venues to create a fun entertainment destination.	12/9/2023 9:18 AM
266	Connect all of Addison on both sides of tollway. Grow walkability/shopping aspects ... similar to a hp village,	12/9/2023 8:36 AM
267	I think more opportunities for small business (shops, coffee shops, restaurants, etc) at Addison circle should be provided. There are so few business some buildings feel like a ghost building with only offices.	12/9/2023 8:33 AM
268	I'd love to see the areas on belt line be more accessible and safe if you choose to walk.	12/9/2023 8:27 AM
269	I love Addison and plan to stay and enjoy my community.	12/9/2023 7:58 AM
270	No more apartments. I live around all of the new apartments and see the negatives aspects they bring with people not being invested in preserving or enhancing the community. If building any new housing, it should be ownership, not rentals. We should also limit the amount of new housing and preserve and expand greenspace and parks.	12/9/2023 7:32 AM
271	More small businesses which will help create more and help preserve culture of the town.	12/9/2023 2:06 AM
272	St Patricks Day Parades	12/8/2023 10:55 PM
273	Keep the integrity of our community.	12/8/2023 10:07 PM
274	more value for your dollars spent in Addison, things have gotten very pricey here.	12/8/2023 9:37 PM
275	More police protection as crime increases. FBI stats show Addison has more crime than Dallas !	12/8/2023 9:05 PM
276	To attract more residents, housing options are the key.	12/8/2023 8:32 PM
277	Continued community events	12/8/2023 6:47 PM
278	great	12/8/2023 5:56 PM
279	Our streets are over run we cars from apartments. Less REZONING.	12/8/2023 5:26 PM
280	A place where you can move about - from the restaurant world SE of Beltline and the tollway, to Addison Circle, to the Athletic club, and down Midway - without a car.	12/8/2023 4:46 PM
281	None	12/8/2023 3:43 PM
282	Fewer apartments, more zero lot line single family residences, better access to healthcare, one story neighborhoods.	12/8/2023 3:22 PM
283	Encourage redevelopment of obsolete/aging office and retail to spur economic development. Showing friends what Addison Circle can be and the existing shops/dining options at Village on the Parkway is convincing newlyweds and younger couples with high incomes to consider moving into the town.	12/8/2023 3:20 PM
284	spending of tax dollars	12/8/2023 3:17 PM
285	A location of small businesses and restaurants including entertainment options. Keeping living	12/8/2023 2:26 PM

	options low and highlighting the entertainment.	
286	Less rentals and senior living	12/8/2023 1:36 PM
287	Have more affordable housing for first time buyers	12/8/2023 12:47 PM
288	A great place to raise a family and and great place to enjoy life. More single family home options. No more apartments!!! Make it a place people want to live long term. Make people want to move here for the good public schools, outdoor options, and the shopping/dining amenities. And close to work! Convenient, beautiful, and safe.	12/8/2023 11:36 AM
289	Your questions are too advanced for the average individual. I doubt they understand the questions	12/8/2023 10:58 AM
290	Outdoor mall entertainment venue	12/8/2023 10:29 AM
291	To maintain the integrity of Addison	12/8/2023 9:22 AM
292	Bury the power lines. Redevelop Inwood Road.	12/8/2023 9:03 AM
293	A more-expansive trail network would be awesome. I live in Southwest Addison and spend a lot of time walking down Beltway Drive, on Redding Trail, on Virtruvian Way, through Vitruvian Park, and around Dallas College Brookhaven. It's a pleasant walk, but I'd love more variety or more trail options.	12/8/2023 8:50 AM
294	safe attractive community	12/8/2023 8:47 AM
295	We need more parks and stop apartments in every space still available. I have seen an increase in crime over the past 17 years. The new Dart station is only going to increase crime. Therefore, we need to stop building more apartments. These tenants do not live here long term and create huge traffic problems and crime. The town of Addison needs to stop further apartments. Addison has lost it's charm.	12/8/2023 6:16 AM
296	That it maintains its community events & friendly style even with all the apartment growth.	12/7/2023 10:30 PM
297	AFFORDABLE,Environmentally friendly, sustainable, clean, more walkable spaces and public transportation	12/7/2023 8:39 PM
298	Please make the schools better so that families with children don't have to move to another city.	12/7/2023 8:27 PM
299	Addison should be know for its architecture, the city scape or street frontage is carefully designed, there should be areas like bishop arts district with variety od cute shops and coffee houses and cool bars.	12/7/2023 8:27 PM
300	The city has to invest and spend time in quality urban planning, this is not a survey thing, this is professional and very serious issue. This is not something that is going to be solved by super expensive incompetente civil engineering firms. This is not about widening roads and filling every empty lot with ugly apartments and motels. This needs real urban planners and architects.	12/7/2023 8:13 PM
301	Streetcar network! Also pedestrian bridges over Belt Line from DNT to Marsh. Connect our superblocks!	12/7/2023 8:02 PM
302	The infrastructure is deteriorating. The roads and lane markings are poorly maintained and surprisingly inadequate considering the city budget.	12/7/2023 5:36 PM
303	Make Addison walkable and car-lite. Vitruvian park should get a bus station with buses going all directions (currently nearest station is 1mile away). Connect Vitruvian park to Addison circle park via bus and safe bike/ped infrastructure (currently Arapaho bridge narrow bike lane & Crossing beltline is scary, make a better safer arrangement). Lower speed limits (20-25mph) & traffic calming curbs on neighborhood streets so biking will be safer. BAN RIGHT TURN ON RED, enforce traffic laws for cars, educational campaigns for drivers. Fully interconnected network of bikepaths extending to neighboring cities' trails. Encourage developers to build multifamily housing (duplexes to condos) that's for sale in addition to the current rental units.	12/7/2023 5:04 PM
304	Better traffic flow. It's like there isn't enough street for all the cars there are.	12/7/2023 4:58 PM
305	A strong community that supports our individual talents and dreams	12/7/2023 4:57 PM
306	We need improvement in the public school before young families will stay	12/7/2023 4:44 PM
307	Feeding children and proving more jobs to help people help themselves	12/7/2023 4:20 PM
308	More of why Addison is already a great place to live!	12/7/2023 4:20 PM
309	I wish I could select 1 for question 8 and that answer is Parks. My big ideas for Addison? To be honest I want to get out of Addison. However, all your parks are not kid friendly they all have trails for old people instead. There are park or two that have a kid play area but it is for toddlers. What about pre-teens and young teenagers? Also what is with all those "art" metal structures around Addison? They look hideous.	12/7/2023 4:16 PM
310	More multifamily	12/7/2023 4:04 PM
311	Convenient shuttle buses to train station	12/7/2023 3:29 PM
312	Regional leadership. Vision. Modernization.	12/7/2023 3:27 PM
313	the return of family style restaurants; downplay of drinking establishments in favor of more home style cooking; a return to nature and removal of unnatural painted metallic "artwork" eyesores.	12/7/2023 3:18 PM
314	Senior living	12/7/2023 2:39 PM

315	Attract corporations, to headquarter here, same for restaurant chains	12/7/2023 2:20 PM
316	Do everything to be a Town, not a City, that offers everything	12/7/2023 1:17 PM
317	Keep it clean, safe, and a model city for quality of living	12/7/2023 12:04 PM
318	Safety	12/7/2023 10:31 AM
319	Promote and recruit Charter schools that have a proven success of education	12/7/2023 7:50 AM
320	Get rid of the current government and stop building apartments and go back to the way it was 30 years ago	12/7/2023 5:13 AM
321	Retain existing parks and public space. Do not build on every piece of empty land. There are enough apartments.	12/6/2023 11:54 PM
322	Build a more walkable and connected community. Connect the west side with the east side with a pedestrian bridge overthe toll road. Connect the west sid with the east side with a path beneath the power line from Redding Trail to the east side. Somehow build a more walk able community whiel maintaining one of our key points is easy access to downtown or Plano/Frisco	12/6/2023 6:39 PM
323	Increased emphasis on walkable communities and connectivity	12/6/2023 4:53 PM
324	Smart planning and redevelopment	12/6/2023 3:20 PM
325	Government's presence should be as facilitator for dialogue. The development of independent family housing for permanent residency not the development of more apartments or government funded housing. Government, should allow small business/business as a whole to thrive in the community. Homeless encampments should be removed immediately and not allowed to remain, AND Repopulate; thereby, setting the standard that The City of Addison is here to thrive as a city, and community who cares for the safety of their fellow residence.	12/6/2023 12:39 PM
326	houses for rent at 1000 per month for 2 bedroom	12/6/2023 9:13 AM
327	new development of housing	12/6/2023 9:09 AM
328	Public transport!!	12/6/2023 8:51 AM
329	Street important	12/6/2023 8:47 AM
330	educate residents to support apartment living	12/6/2023 8:42 AM
331	Connect to the Dart System / Become more walkable / Trolly down Beltline Rd.	12/6/2023 8:36 AM
332	Addison should be a tenant's paradise	12/6/2023 7:27 AM
333	A trolley system, as stated in #7	12/6/2023 6:02 AM
334	Preserving current outdoor spaces and preserve currently undeveloped areas to preserve a balance of native wildlife and environment and ensure that all development projects ensure that native wildlife and flora are preserved to the best of our ability. Less apartment complexes and houses and more open spaces and dog parks. Utilize sustainable products and when building new structures ensure that they are built to last and are well-maintained. Affordable cost of living needs to be a focus. Housing should not be allowed to inflate and force out excellent community members simply because they can no longer afford to live here.	12/5/2023 5:31 PM
335	Focus on landscaping more and more luxury apartments	12/5/2023 3:25 PM
336	Golf carts, using both side of beltline rd and build bridges to cross street with golf cart, walking, cycling	12/5/2023 2:18 PM
337	a lot more christmas decoration and a tree, crowd pulling lights and fairs, other engaging festivals like business meet ups, chamber of commerce events, affordable cost of living, the apartments and condos are way over priced for the sq footage, more safety provisions and lights in and around the dog park, there are so many bars and restaurants but any gaming business, like escape room or games that do not always to include alcohol	12/5/2023 1:40 PM
338	Ejjjejrb	12/5/2023 12:48 PM
339	Stop Over Spending! Stop Over Crowding!	12/5/2023 12:14 PM
340	Less apartments - maintain single family neighborhoods - update shopping center & more retail shops	12/5/2023 12:08 PM
341	Affordable homes for first time buyers. Addison should be a place where people live and not just rent – then leave to other towns. Addison is known for various entertainment options, businesses, restaurants etc...and it's huge rental community. Places need to be revitalized into more appealing options where people invest in purchases. More businesses can have offices in Addison- places people can commute close to work. Stop building so many apartments! We need to sustain our parks & trails. Entertainment is good in Addison. Would like to see more involvement with our local Fire & Police dept with community events and activities. The residents can engage and get to know our local first responders. Perhaps do a training on CPR or Fire Hazards. Addison should be a big/small town with people who invest in living & working here.	12/5/2023 11:44 AM
342	Increased public spaces; more pickleballs courts (covered); basketball courts, nature trails for walking; improved dog parks with more features	12/5/2023 11:36 AM
343	More affordability in housing	12/5/2023 11:12 AM
344	Growing community through progressive and inclusive opportunities	12/5/2023 10:12 AM

345	That Addison continue to grow but not by flooding it with apartment complexes	12/5/2023 9:56 AM
346	To work with Dallas PD on the homelessness that has gotten really bad at several intersections near the tollway and Preston, and I have recently seen the no panhandling signs which I hope helps. With the additional people moving to the city, safety and accessibility to mass transit are huge for me coming back to Addison.	12/5/2023 9:43 AM
347	Destination for live, work, shop. Good original idea that seems to have fallen by the wayside. Look at Addison Circle and all the empty storefronts.	12/5/2023 9:14 AM
348	Addison has a unique opportunity to transform itself into one of the biggest and only walkable/bikeable communities in Texas. With so many restaurants, venues, and parks so close together, the city should set itself apart from the rest of the metroplex and be a haven for walkability and bike friendly infrastructure. Focusing on creating more car centric infrastructure would be an expensive mistake that the rest of the state has already made. Please add more pedestrian centric infrastructure to truly make Addison stand out from the rest of the state.	12/5/2023 9:13 AM
349	A magnet that draws both residents and non-residents for business, transportation, entertainment and events.	12/5/2023 8:59 AM
350	Sidewalks from North Addison, to South Addison. Add a skyway from the airport to Addison Circle, Add an upscale hotel across from the airport. Add requirements to current hotels they need to stay on top of remodeling sooner. Develop land for one story homes, no more 3 story condos and apts. Bring in more retail shops to Addison Circle and other buildings that have retail space below Apts. Ie; decorative plant shop, specialty home decor & candle shop, Lulu lemon, kids clothing, bicycle shop, athletic clothing shop (Luke's locker, Run On, etc)	12/4/2023 9:34 PM
351	Make sure Addison stays a safe environment - that will benefit residential and commercial areas	12/4/2023 3:14 PM
352	keep safe	12/4/2023 1:21 PM
353	I have none since the elected officials I did not vote for have a completely different direction for this city.	12/4/2023 1:04 PM
354	More police officers to keep Addison safe	12/4/2023 12:11 PM
355	A senior living facility, such as Traditions. With Independant living the main focus, but possibly a nursing and memory component.	12/4/2023 12:09 PM
356	stop building apartments	12/4/2023 10:58 AM
357	Addison needs to be more than just a great place to eat and drink surrounded by apartment buildings. Thriving and Inclusive: Green spaces and vibrant community: Emphasize the importance of parks, trails, and public areas that foster connections and well-being. Multifaceted cultural tapestry: Celebrate the diversity of Addison's residents and actively cultivate an inclusive environment for everyone. Intergenerational harmony: Bridge the gap between generations by creating opportunities for shared experiences and learning. Sustainable and Forward-thinking: Environmental stewardship: Prioritize responsible development, renewable energy, and green initiatives that combat climate change. Smart infrastructure and connectivity: Embrace technological advancements to improve traffic flow, public transportation, and digital access for all. Economic vibrancy and resilience: Foster a diversified and innovative economy that attracts businesses, entrepreneurs, and future generations. Healthy and Engaged: Wellbeing for all: Promote physical and mental health through accessible healthcare, recreational activities, and a strong sense of community. Lifelong learning: Encourage a culture of continuous learning through diverse educational opportunities and support for the arts. Active citizenry: Empower residents to participate in shaping Addison's future through open communication, transparency, and active engagement. Beyond these core themes, we need to capture the unique spirit of Addison: Charming small-town feel: Preserve the warmth and neighborly character that distinguishes Addison. Family-friendly haven: Prioritize the needs of families at every stage of life. Unleashing creativity and innovation: Encourage artistic expression, entrepreneurial ventures, and out-of-the-box thinking.	12/4/2023 10:45 AM
358	Senior housing facility	12/4/2023 10:42 AM
359	Projects that give outsiders a reason to live/visit Addison.	12/4/2023 10:37 AM
360	more walking paths and bike paths	12/4/2023 10:26 AM
361	Make it more walkable!	12/4/2023 10:24 AM
362	Autonomous transportation from the new Silver Line to dining, entertainment, hotels and residential areas.	12/4/2023 6:27 AM
363	Connect the east side and west side of DNT at Belt Line Rd with an attractive pedestrian bridge over Dallas Parkway and DNT. The bridge should be wide enough for art displays.	12/3/2023 7:53 PM
364	Cleanliness.	12/3/2023 6:52 PM
365	Keep it the same with updated structures that are traditional similar to what is there and more parks, clean, lots of walkability, not tourist	12/3/2023 4:24 PM
366	Free highway connecting to 635 or 75 or I-30	12/3/2023 3:21 PM
367	Trails	12/3/2023 3:14 PM
368	Rent-controlled housing, low income housing, better sidewalks, more frequent buses, shaded bus stops with seating, and finish the damn Silver Line already.	12/3/2023 2:32 PM
369	Re-pave Keller Springs	12/3/2023 2:25 PM

370	More affordable housing, place that people want to visit	12/3/2023 2:05 PM
371	Exciting cultural events	12/3/2023 1:01 PM
372	Invest in schools, have more flying school programs for residents, get community involved in supporting non-profit organizations, etc.	12/3/2023 9:42 AM
373	Finding council members who care more about the citizens of Addison than they do about outsiders.	12/3/2023 8:44 AM
374	Stop building apartments. The neighborhoods are great but more apartments will bring in more people that truly do not care about the community.	12/3/2023 7:50 AM
375	Balance	12/3/2023 6:56 AM
376	I love how Addison circle is still walkable and the roads are shared with pedestrians and living here means we can walk to parks and restaurants. It's causal and it's still relaxed and quiet. I'd love to see more boutiques around here and better restaurants. Some day I'd love to be able to take the train to the medical center! I love living in Addison and I love the small community feeling of living here and I hope it stays that way!	12/2/2023 7:26 PM
377	Walkability! Addison does this really well in some areas (near the circle) but is lacking in others- belt line I always see people dangerously crossing the street because there aren't safe places to cross. Let's build a walkable community that prioritizes third spaces which help people live happier lives. Community events especially free ones are also crucial. I appreciate that our local government wants to hear our ideas in these surveys (also love the newsletter!)	12/2/2023 7:04 PM
378	More diverse shops near housing (e.g. florist, escape room, board games - basically not just restaurants and bars); less cars on roads in the residential area - lots of speeding recently; more walkability; maybe a lid with a park over Dallas North Tollway, instead of a pedestrian bridge; rooftop gardens; library/indoor communal space for reading/working (it's mostly too hot in Texas to be outside all the time!).	12/2/2023 4:12 PM
379	KEEP / INCREASE GREEN SPACE; BALANCE ECONOMIC DEVELOPMENT WITH QUALITY OF LIFE; PERMANENT FARMERS MARKET; RE-THINK ENTIRE TOD AREA AND BETTER BLEND WITH ORIGINAL EUROPEN DEVELOPMENT VISION OF ADDISON CIRCLE	12/2/2023 3:49 PM
380	Connected bike paths and trails that enable all residents in the area to access all corners of Addison, including bus/dart stations and primarily-pedestrian areas, so that everyone can access all the benefits of the different parts of town. Make it easier for all members of the community to meet and enjoy the feeling of being out in the public with other members if the public. Allow car usage, but limit it in ways that make streets safer, wider, and quieter for pedestrians and bikes. 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. Give Addison a college campus feel, with dense and varied housing, open spaces and trails, bike/pedestrian friendly streets, and interesting varieties of beloved local shops. 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.	12/2/2023 2:11 PM
381	It would be great to have a trolly system that connected the major points of Addison and the dart rail station so that we are truly connected.	12/2/2023 1:08 PM
382	more affordable housing	12/2/2023 10:13 AM
383	More business, not more restaurants, fill the empty retail stores	12/2/2023 7:55 AM
384	Transit hub, dining destination, quiet urban oasis	12/2/2023 12:58 AM
385	A small amusement park	12/1/2023 10:53 PM
386	What about a trolley from Addison circle to Vitruvian park? Or some way to connect the two. Also, I would love love love to see some kind of fresh water source in Addison circle for our wildlife. I see them drinking from the strongly chlorinated fountains and it breaks my heart.	12/1/2023 9:34 PM
387	Revitalization of Beltline west of Midway. Inwood road revitalization, removal of extended stays on Beltline	12/1/2023 8:42 PM
388	Attract businesses and residents who value active outdoor living with its unique park and trail system in North Texas	12/1/2023 7:11 PM
389	Improve diversity of age ranges in single family homes	12/1/2023 5:00 PM
390	Continue to invest to improve the quality of life for its residents.	12/1/2023 4:46 PM
391	Neighborhood clean up. Leaves, trash, etc. Help find quality tenants for vacant commercial properties. Limit the building of more apartments Encourage the building of senior care housing facilities instead of apartments.	12/1/2023 4:26 PM
392	Would like more living options for seniors. Many of us moved here for convenience, etc. and love Addison. But as we age, we need more living and medical options so we don't have to leave Addison.	12/1/2023 3:58 PM
393	I think we need more density in housing to attract more people. How else can we grow in population.	12/1/2023 3:34 PM
394	Withdraw from DISD and join RISD.	12/1/2023 3:18 PM
395	Offer more land for home builders to build house for ownership (not condos or townhouses). No	12/1/2023 3:15 PM

	more apartments!	
396	No more apartments!!!!!!!!! The Les lac and Waterford neighborhoods are wonderful and they are getting swallowed by traffic brought on by high occupancy housing. It's awful. NO MORE APARTMENTS!!!!	12/1/2023 7:20 AM
397	Leaving some open space, not overspending and reacting to it by jumping at the first opportunity. Hitting pause. Not responding to loud city council members and residents who push for pet projects	11/30/2023 8:42 PM
398	Two big ideas: housing is pricing out all the younger professionals. That needs to get under control soon and not be controlled by MAA, but potentially rather, by the average income in Addison. Second big idea: I want to see a dance festival here in watertower theatre.	11/30/2023 7:04 PM
399	Weekly weekend events in Addison circle park Better traffic management/infrastructure More public art	11/30/2023 6:28 PM
400	Improve the high crime rate, homelessness at all Dallas/Addison borders. Less commercial & apartments	11/30/2023 3:23 PM
401	I think hosting more annual events in Addison circle park would be great! They don't need to be big and flashy but maybe themed movie night series in the park once a month. Encourage own food and drinks but will create community togetherness	11/30/2023 3:06 PM
402	I love Addison, have lived here for 8 years. I would love more festivals and more walking paths that make it easier to walk around town.	11/30/2023 5:31 AM
403	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 the east and west sides of Addison divided by the tollway. Some sort of pedestrian enhancements that makes crossing that intersection easier. I drive through that every intersection every day and see the struggle that many tourists hotel guests have crossing over the tollway. I think that a cleaned up pedestrian bridge like structure, really connecting both sides of Addison and creating a sense of unity would be awesome to see, and I think it also be a great gateway kind of signage area for visitors, arriving in Addison off of the beltline exit off of the tollway.	11/29/2023 9:28 PM
404	To promote safety for our residents, pedestrians and cyclers. To create more recreational parks and spaces accessible for everyone. To enforce the laws and policies of the city. To get more locally owned business in and big box retailers out.	11/29/2023 8:55 PM
405	Grow into an urban centre with its own downtown and great connectivity and walkability	11/29/2023 4:27 PM
406	become more walkable	11/27/2023 11:36 AM
407	Big events (like Kaboomtown) but also smaller resident focused events. Make Addison a place where people who don't want to have a car can easily live.	11/25/2023 8:31 PM
408	Promote Dart station	11/24/2023 11:55 AM
409	Fix the streets!!	11/23/2023 8:28 AM
410	Less rental housing	11/23/2023 8:09 AM
411	More high density mixed use housing and retail for a walkable, fun Addison.	11/23/2023 7:40 AM
412	Support organizations that will bring people in surrounding areas to Addison to celebrate positive events	11/23/2023 5:48 AM
413	Water features at major entrances to Addison.	11/23/2023 4:13 AM
414	Keep Addison a destination for young people and entrepreneurs. Keep the town beautiful and safe. Maintain sound infrastructure and fiscal policy. Keep Dallas crime at bay.	11/22/2023 9:26 PM
415	I'd like to see side walks that properly connect residential areas to shopping areas	11/22/2023 8:34 PM
416	Keep the quaint little European feel.	11/22/2023 6:06 PM
417	Jump On/ Jump Off Trolley that goes continuously up and down Beltline on Friday and Saturday nights	11/22/2023 5:15 PM
418	Open spaces	11/22/2023 3:58 PM
419	Continue with wonderful parks and public art	11/22/2023 3:50 PM
420	Addison senior living facilities	11/22/2023 3:47 PM
421	Safety	11/22/2023 3:29 PM
422	Remove people from power who have outweighed their welcome	11/21/2023 4:49 PM
423	redevelopment to create destination retail	11/21/2023 3:07 PM
424	The redevelopment of Belt line toad to be like a Milwaukie Street in Chicago,	11/20/2023 7:32 AM
425	Keep Addison social and inviting. The towns personality is great, we just need to update what we have, and stay modern like we've always been.	11/19/2023 8:32 PM
426	To have thriving businesses across all areas of the city	11/19/2023 8:13 PM
427	get a senior living facility	11/19/2023 7:59 AM

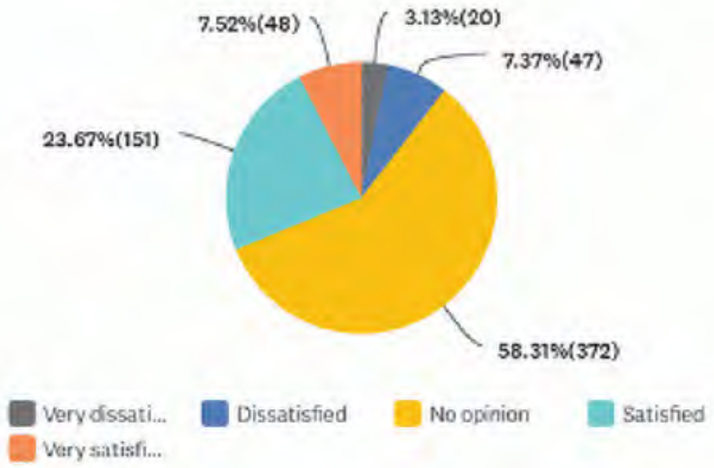
428	Less noise pollution from airport	11/18/2023 10:13 PM
429	Establishing tax incentive financing zones to maintain quality of infrastructure and encourage redevelopment specifically along Inwood road (farmers branch redevelopment initiative) Promoting school/community partnerships (public and private) raising standards back above industry norm to remain a premier location. Understand the towns size limitations and avoid trying to be everything to everyone. This includes partnering with other surrounding cities to cover weaknesses (library, sports facilities, etc...) Prepare space for multi modal transportation through evtol transportation ideally at Addison toc.	11/18/2023 1:49 PM
430	QUIT BUILDING APARTMENTS!	11/18/2023 11:00 AM
431	Remain focused on the things that have contributed to Addison being "the place to live".There is. In some cases, a distrust in city government's decisions regarding the development process & a true understanding of their concerns. Many citizens do not feel that the city is listening & is processing various planning projects & ignoring citizen input.	11/18/2023 1:28 AM
432	No more apartments. Build some senior condominiums. More law enforcement visibility in residential areas	11/17/2023 8:07 PM
433	Restore dismally lost quality of life and quality of restaurant establishments to regain a par with surrounding regions	11/17/2023 5:33 PM
434	connect the south side of Belt Line road with the north side to allow access/walkability to Addison circle for more people	11/17/2023 4:47 PM
435	Redevelopment of the west end of Beltline Road	11/17/2023 4:25 PM
436	See if there is any way to create more single-family dwellings during redevelopment.	11/17/2023 4:20 PM
437	Stop saturation of apartments. Increase police protection. Addison is now just like North Dallas. Traffic is a negative result and so is crime.	11/17/2023 4:10 PM
438	Very excited to use the train for work, hope that the four square miles we have is better served with roadwork improvement so traffic is alleviated some how with all the people moving here.	11/17/2023 3:35 PM
439	Usable, non-mud-covered sidewalks on all streets, so the entire city is walkable	11/17/2023 3:16 PM
440	Safe place to live	11/16/2023 5:41 AM
441	More trails and improving our sidewalks. If we can really focus on this, it can be a pedestrian friendly town. For example, Village on the Parkway does not need that many surface parking spaces - lets create a second parking garage and make the area more pedestrian friendly and less car congested.	11/15/2023 9:43 AM
442	Less apartments	11/15/2023 8:04 AM
443	Heart of the DFW metroplex. Live - Work - Play. Make it beautiful so you know when you enter Addison. Upgrade the Whole Foods... they don't offer the full extent of what they could.	11/14/2023 9:51 PM
444	No more apartments!	11/14/2023 10:07 AM
445	Quit building apartments we need more stable housing than rentals. That could be condos, houses or townhouses we have built a move in move out community not good for long term stability	11/14/2023 8:54 AM
446	A complete lifestyle for all ages.	11/14/2023 8:48 AM
447	Addison is centrally located, yet it is a small community. More people come into Addison every day than those that live here. There are two prongs I recommend: 1. Reminding people why they visit Addison, and 2. Introducing those that don't know about our community with what we have to offer.	11/14/2023 8:42 AM
448	Reinvest in Addison Circle as the original intent of an urban center. Better restaurants, shopping, a big name grocer in the lower level of apartments or condos. Make it a holistic community. Big names, not places that will be out of business in a year. Look at Legacy West or Uptown. That should have been Addison. Reinvest in Events that gave Addison a name. Oktoberfest and Taste Addison are disappointing shells of pre-Covid years. Limited vendors/merchants (Taste Addison restaurant participation has been embarrassing for the last 2 years) no charity partnership (5K or fun run) no amusements, no elevated experiences like the Chamberlains dinner. Other cities have taken the concept and perfected it creating better options and more competition. Oktoberfest should be about more than perpetuating drunkenness.	11/11/2023 1:01 PM
449	My big idea is that the emphasis shift away from all the multi-level apartment construction and toward true quality of life for residents as well as visitors. That includes using a lot more vision with regard to areas that are along Belt Line and Midway and Inwood. Depth of vision: the former Quadrangle on Routh Street; walkable, beautiful shopping areas (away from cars) in small towns; mini-prairies in unexpected places; fountains, waterways through the town; what would be calming and beautiful? Less cars, more trees, more safe walkability.	11/11/2023 12:11 PM
450	Fewer apartments! Fewer rentals! More permanent housing and/or neighborhoods.	11/11/2023 8:26 AM
451	Get rid of huge empty hotels and replace with another business	11/11/2023 8:05 AM
452	Take care of the tax payers in Addison that live in Addison and not so much with Dallas taxpayers that do not live here. Think Celestial road.	11/11/2023 6:56 AM
453	Hire me for $2/hr + tips to write tickets to people who don't pick up thier dog poop. I'll only be stationed at addison circle park. I'm serious	11/11/2023 6:54 AM
454	None	11/11/2023 6:25 AM

455	More businesses that will bring regional traffic to town (Entertainment/museums/activities)	11/10/2023 9:35 PM
456	More control on how bars are run	11/10/2023 4:43 PM
457	Be more diverse, friendly police, more opportunities for people of color in local government	11/9/2023 2:52 AM
458	Create entertainment district at TOD	11/7/2023 8:48 PM
459	Make Addison a destination for outdoor lifestyle activities	11/7/2023 2:06 PM
460	I get sick of hearing how many restuarants Addison has, but most are fast food or chains. I go to Dallas to eat.	11/7/2023 10:56 AM
461	I often find myself heading to Dallas on the weekends, mainly for the free daily/weekly events they hold at parks like Klyde Warren, or AT&T Discovery District. Addison Circle and Vitruvian are both GORGEOUS parks and I would like to see them host more events than what they currently do.	11/7/2023 8:21 AM
462	To be a place that is welcoming to all stages of life from being single to family to aging. Right now I feel families/ children are not as supported in our community.	11/6/2023 10:05 PM
463	Continue to offer events and livability	11/6/2023 11:23 AM
464	Focus on owner-occupied single family homes.	11/5/2023 7:02 AM
465	We have so much close by in the way of education, so let's concentrate on increasing the quality of life for those living in Addison... healthy restaurants, paths, parks, both indoor and outdoor entertainment events, etc.	11/5/2023 6:35 AM
466	Less apartments, more green (park) spaces and improved roads and traffic, i.e. restring existing main roads (Highly necessary)	11/4/2023 6:18 PM
467	less multifamily and construction unless there is a better way to address contractor vehicle traffic, noise and mess. This invites more speeders and less that stop and yield to pedestrians and more crime. Less of a nice community feel and more urban and crime. Homeless attracted as well to that weekly/daily rate project. Why did Planned Parenthood have to remove the sign? There is not enough planning for projects. Appears to be blanket/open approval. No bigger plan with a variety of visions. Same people driving direction.	11/4/2023 2:53 PM
468	Provide for accessibility during construction	11/4/2023 2:33 PM
469	Keep the spirit. Quality of life more important than adding to the tax rolls as main goal. Bigger isn't always better	11/4/2023 9:44 AM
470	More houses and less apartments	11/4/2023 6:32 AM
471	Place where singles, seniors, non traditional families can come together and make a difference in each others lives.	11/4/2023 5:43 AM
472	NO MORE APARTMENTS	11/3/2023 8:59 PM
473	Road safety	11/3/2023 8:28 PM
474	I hope we can find ways to keep single family housing. I feel it's crucial for that small-town feel. It's very hard to create that with apartment complexes. I also hope we can continue to foster local small business creation.	11/3/2023 8:10 PM
475	Revitalize and bring more entertainment options	11/3/2023 7:13 PM
476	I want a safe environment, not crowded by too many apartments, and fun things to do.	11/3/2023 6:57 PM
477	More owner occupied homes	11/3/2023 6:03 PM
478	Fully walkable and connected trails, an unmistakable sense of place, cultural significance in DFW	11/3/2023 5:28 PM
479	The use of golf carts to get from A to B, using trails and pedestrian walkways	11/3/2023 5:24 PM
480	The areas on beltline that are very dated. But this is delicate as there are a long-term businesses there, so maybe we could help them with the facelift	11/3/2023 4:49 PM
481	Trolley - bring in more city wide to Addison.	11/3/2023 3:32 PM
482	Addison is a mecca for restaurants, but we should be able to afford to live here too. I make 70k, but cannot afford a buy. I know the rich are worried about the riff/raff, but they also want me teaching. I wish to live where I work. Townhomes are not the answer, nor are they obtainable by those who work here.	11/3/2023 10:09 AM
483	Walkable bike-able city feel and neighborhood/district areas with distinct character	11/3/2023 9:31 AM
484	No big ideas just steady, incremental progress. Keep it simple and stay fiscally responsible.	11/2/2023 10:07 PM
485	Return to historical levels of quality	11/2/2023 6:46 PM
486	That we not try to be like downtown Dallas and be crammed full of apartment complexes	11/2/2023 5:34 PM
487	Better management	11/2/2023 5:26 PM
488	If the town doesn't take care of the town employees, it won't matter how big anyone's ideas are... No one will be here to execute the ideas.	11/2/2023 1:58 PM
489	Growth in entertainment and cultural festivals	11/2/2023 1:42 PM
490	Walkable neighborhoods with convenient amenities	11/2/2023 12:41 PM

491	Keep Addison safe from crime, prioritizing community	11/2/2023 11:56 AM
492	We have a enough restaurants for addison to grow as a community we need to focus on growing retail business. In addition, we need to focus on building more houses versus multi-tenant property's and revitalize/update existing multi-tenant property's that are slowly decaying over time. If we do not focus on these things once mid-town is built Addison will no longer be #1 north Dallas location for working and living.	11/2/2023 11:20 AM
493	Keep the city convenient and residential focused. Focus on public safety. Keep taxes low.	11/2/2023 11:05 AM
494	More development diversity with mixed use. Protect and enhance the tree canopy. Better interactive policing. Put Economic Development Offices in an office building and bring back the Conference Center. Create an arts district around Addison Circle Park. Examine the goals and effectiveness of present special events and what they are costing and producing for the town. Refine the level of services the town offers, focus on the details. Do something for safer pedestrian crossings at the intersection of the Tollway and Beltline. Create more pocket parks throughout town on small undeveloped tracts. Take time and do more to celebrate the Town's successes!	11/2/2023 10:39 AM
495	I want to see much more value placed on walkability and biking. The businesses in addison would benefit greatly by having regular foot traffic.	11/2/2023 10:28 AM
496	Make Addison relevant again.....Look at Legacy West it took and old Plano area and made that area a go to for business and leisure...	11/2/2023 10:15 AM
497	Continued improvement of the airport. Less apartments	11/1/2023 8:02 PM
498	- Be able to walk safely & comfortably between major areas of Addison - Be able to live in Addison without a car (biggest remaining piece is a grocery store in walking distance from Addison Circle) - Continue expanding on Addison Circle + the new development around the silver line as a safe/walkable hub	11/1/2023 7:08 PM
499	Medical and professional jobs not just service industry jobs.	11/1/2023 5:08 PM
500	Slow down apartment growth. Focus on retail, restaurant, office	11/1/2023 4:11 PM
501	Urban amenities with a small town feel. Business friendly with accessible government services.	11/1/2023 2:46 PM
502	Affordable and appropriate living places for seniors Diverse neighborhoods, shopping, dining Accessible parks, trails, open spaces	11/1/2023 2:41 PM
503	walkable city full small businesses owned by community members	11/1/2023 2:41 PM
504	Less taxes, smaller government	11/1/2023 2:19 PM
505	the Town's unique characteristics with plentiful retail/shopping/dining/entertainment options should continue to attract business investment and bring talent into the area. How do you retain the talent and attract further investment.	11/1/2023 2:02 PM
506	Addison should rediscover what made it unique, but it seems to be following the urban pack. People are looking to escape the crime and over-crowding of urban areas. We should get back to the Addison Way.	11/1/2023 1:37 PM
507	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. With the coming Silver Line as well, and increased bus connections serving as a natural transfer between downtown Dallas and Legacy West and DFW airport, Addison can also greatly benefit from it's location between these other important nodes in the region if Addison can push DART to improve bus and train frequencies. Better walking connections will make it easier for people to go out without a car, helping provide transportation options that don't involve sitting in traffic, and alleviating congestion so that only those that have to drive from another part of DFW have to drive, not those who live in Addison	11/1/2023 10:07 AM
508	Get around without a car without feeling like a second-class citizen. I have a car only because the built environment forces me to.	11/1/2023 8:41 AM
509	We become the model city for environmental sustainability and preparedness. When the polar vortexes and extended heatwaves come, our community is ready. Lives are saved, businesses are preserved, and we are also able to help surrounding cities. To build something like that means also creating world class amenities for pedestrians, cyclists, and transit riders. Tree lined, protected walking and cycling paths make the car free feel safe and happy to travel that way. The Transit Oriented developments bring in amazing shopping and entertainment options that are accessible by bus and rail. A second community garden is opened in the Addison Circle neighborhood and is cherished by caretakers and residents. Trails connect the entire town, residents can be within a short walk to grocery stores in each neighborhood. The airport continues to thrive but fairly uses its funds and profits to make the airport and the town for environmentally focused. Addison has the cleanest water, the most vibrant parks, and safest streets in the DFW area. All kinds of people can find a good place to live here, and feel confident that the town leadership is doing their best to protect and serve the community	11/1/2023 7:42 AM
510	Highlight Addison airport , trails and restaurants/bars around airport . Roof top restaurant/bar would be awesome.	10/31/2023 6:30 PM
511	More high rise apartments, make Midway and Inwood more of a destination. Add a third fire station. Maybe Addison Fire fund a Careflite base for medical helicopter. Addison add a second Aircraft Rescue 1500 or 3000 (probably 3000) that is used for airport, car crashes, structure fires as a first response vehicle and not just for aircraft rescue.	10/31/2023 9:55 AM
512	Walk and Bike anywhere in Addison and surrounding communities easily and safely	10/30/2023 8:22 PM

Q10 How satisfied are you with the ways the Town is currently supporting families with kids?

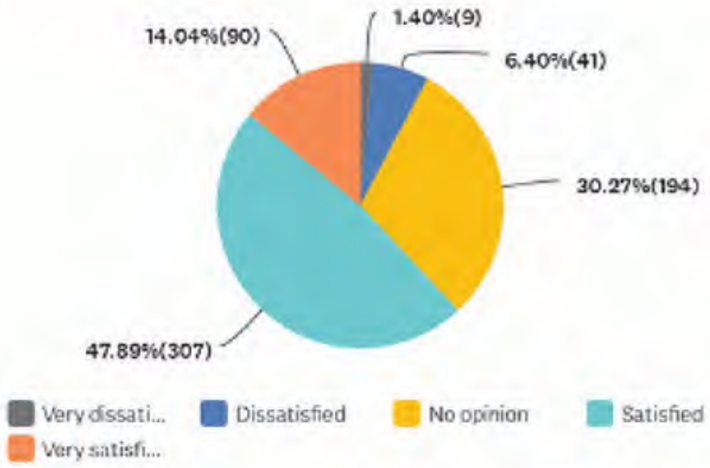
Answered: 638 Skipped: 111



	VERY DISSATISFIED	DISSATISFIED	NO OPINION	SATISFIED	VERY SATISFIED	TOTAL	WEIGHTED AVERAGE
(no label)	3.13% 20	7.37% 47	58.31% 372	23.67% 151	7.52% 48	638	3.25

Q11 How satisfied are you with the ways the Town is currently supporting young professionals?

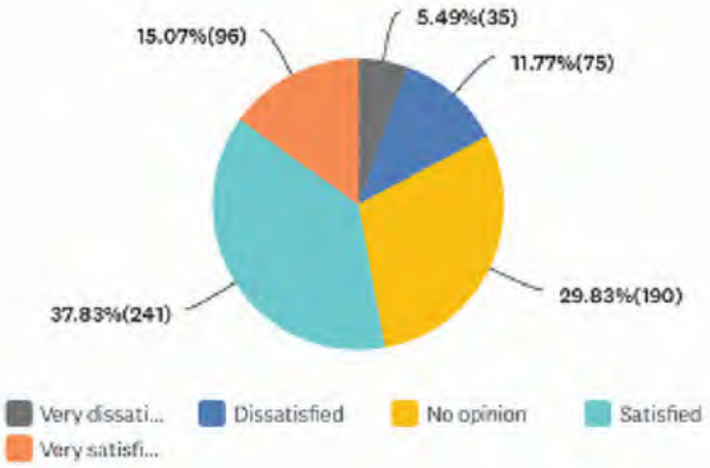
Answered: 641 Skipped: 108



	VERY DISSATISFIED	DISSATISFIED	NO OPINION	SATISFIED	VERY SATISFIED	TOTAL	WEIGHTED AVERAGE
(no label)	1.40% 9	6.40% 41	30.27% 194	47.89% 307	14.04% 90	641	3.67

Q12 How satisfied are you with the ways the Town is currently supporting seniors?

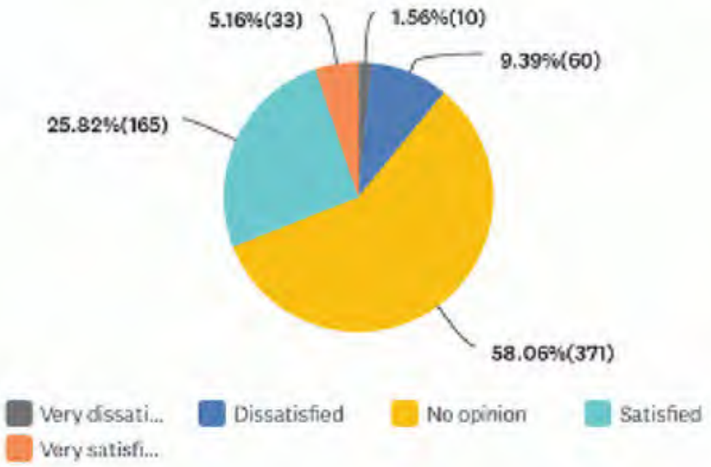
Answered: 637 Skipped: 112



	VERY DISSATISFIED	DISSATISFIED	NO OPINION	SATISFIED	VERY SATISFIED	TOTAL	WEIGHTED AVERAGE
(no label)	5.49% 35	11.77% 75	29.83% 190	37.83% 241	15.07% 96	637	3.45

Q13 How satisfied are you with the ways the Town is currently supporting service industry and frontline workers?

Answered: 639 Skipped: 110



	VERY DISSATISFIED	DISSATISFIED	NO OPINION	SATISFIED	VERY SATISFIED	TOTAL	WEIGHTED AVERAGE
(no label)	1.56% 10	9.39% 60	58.06% 371	25.82% 165	5.16% 33	639	3.24

Q14 What do you believe can be done to better support the groups you marked as dissatisfied/very dissatisfied?

Answered: 358 Skipped: 391

#	RESPONSES	DATE
1	I'm new to Addison so I'm not sure if we need another school. Maybe more parks and daycare businesses to encourage more families to move here. Seems like there is an imbalance with mostly young professionals and seniors, and not as many families with young children.	1/31/2024 5:50 PM
2	Provide more missing middle housing that could be affordable to local service workers and young families.	1/30/2024 3:44 PM
3	We raised our family here and would love more option to keep young families here for the long haul.	1/30/2024 3:31 PM
4	Just make people aware of the options & resources that are available to them that they might not know about.	1/30/2024 1:33 PM
5	We should have a high-end senior living option. When you need help, your only option for staying is in-home care (read, very expensive), otherwise you have to leave Addison.	1/29/2024 3:44 PM
6	I dont know anything that the town is doing for these groups so maybe figure a way of communicating this information	1/29/2024 12:27 PM
7	Invest in public transportation!	1/29/2024 11:47 AM
8	Rent adjustment based on service industry jobs. All these restaurants are great but if the staff who work there can't afford this town, it's not good for them.	1/28/2024 12:49 PM
9	Making more affordable housing options	1/27/2024 4:33 PM
10	NA	1/27/2024 1:54 PM
11	Support	1/27/2024 10:12 AM
12	Invest in services community programs and attract businesses people and events to the circle	1/27/2024 8:21 AM
13	Add more types of senior housing and review the senior property tax exemption.	1/26/2024 8:41 PM
14	N/A	1/26/2024 3:40 PM
15	Not much, they do most things right.	1/25/2024 5:46 PM
16	Affordable housing, library and place to network, connect, affordable child care and elder care	1/25/2024 3:59 PM
17	More promotion of current programs and establishing new opportunities for diverse young professionals	1/25/2024 12:10 PM
18	Bring a good school district for current and future families. Improve safety and amenities for children/pedestrians	1/24/2024 8:41 PM
19	Lower prices for housing, support workers with rent issues	1/24/2024 7:55 PM
20	Make Addison more affordable	1/24/2024 7:54 PM
21	Engage them and listen to them	1/24/2024 7:50 AM
22	I do not know what the community is doing to support industry and frontline workers.	1/23/2024 7:33 AM
23	a bit more emphasis on senior citizen activity/services	1/22/2024 9:25 AM
24	I did not mark any dissatisfied. I think Addison does a good job with most of these groups.	1/21/2024 11:40 AM
25	More affordable housing options for frontline/service industry workers who do not make a ton of money	1/21/2024 9:13 AM
26	See that first responders are adequately paid. Have more activities for seniors. Consider building a senior center by visiting and consulting Richardson Senior Center	1/19/2024 6:17 PM
27	I think Addison is doing a fairly good job of having diverse housing options for all stages of life.	1/19/2024 4:13 PM
28	More senior activities	1/19/2024 3:36 PM
29	Everyone seems to be supported satisfactorily.	1/19/2024 2:45 PM
30	Families have events, playgrounds and facilities at the rec center, they are GREAT! However - we don't have our own library or schools, so how are those "communities" and important social destinations incorporated or supported in Addison? I don't feel service/frontline workers are supported in addison bc there is no limited multimodal connectivity on major roadways and pedestrian connectivity from shopping strip to shopping strip. There needs to be major signage/lighting/striping/material changes to give big visual ques along these major corridors if you are going to encourage pedestrians and promote safety. Also, housing options - lots of NIMBYs saying no to apartments, but if you're adding more service jobs @ Addison Circle and the airport redevelopment area and office/businesses -- would be ideal for some of those folks to live nearby and contribute to the local economy too.	1/18/2024 1:31 PM
31	I would like them all to be supported, and I think community would help all them, but I haven't	1/18/2024 12:07 PM

	heard enough about what's currently happening to have a real opinion	
32	More programs and activities	1/18/2024 10:42 AM
33	Better parks/educational options. Better senior housing options.	1/16/2024 1:30 PM
34	provide more affordable housing	1/15/2024 9:53 PM
35	N/A	1/15/2024 9:08 AM
36	NA	1/14/2024 4:43 PM
37	Safety and better business selection.	1/13/2024 7:11 PM
38	First of all to recognize that kids do call Addison home and to welcome families. To offer a kids' version of Citizens Academy to help connect families. To have a resource book for families with school choices, etc.	1/12/2024 6:07 PM
39	I feel like the pay commission for all our first responders should to at lease up to the surrounding areas.	1/12/2024 5:31 PM
40	More playgrounds, less dog parks. Public schools. More activities and outreach for families with children and seniors.	1/12/2024 5:09 PM
41	We need more affordable houses and less apartments.	1/12/2024 4:22 PM
42	This place is seen as a white, entertainment district. Similar to Sundance square. You need more POC's opinion on your staff and in leadership positions	1/11/2024 10:07 AM
43	Equality housing and employment for everyone. Give se ond chances	1/11/2024 7:54 AM
44	Support in advertisements	1/10/2024 5:58 PM
45	N/A	1/9/2024 8:33 PM
46	None	1/9/2024 10:44 AM
47	Addison does not have very good options for schools for children. It would be nice if either Addison found a way to work with Greenhill to make it more affordable for residents to send their children to school there or had other options other than DISD.	1/8/2024 9:25 PM
48	not sure	1/6/2024 3:43 PM
49	I don't really identify as any if the above so I'm not sure what has been done for them aside from what I see in newsletters - I don't remember seeing anything for front line and service workers	1/6/2024 8:29 AM
50	Addison is a place for kids. To many young single residents.	1/5/2024 8:47 PM
51	More senior activities	1/5/2024 6:36 PM
52	More police, better pay for police and fire department. Less apartments. Go back to being a safe neighborhood. Stop the apartments and public transportation!	1/5/2024 5:38 PM
53	N/A	1/5/2024 4:39 PM
54	Safe senior living places	1/5/2024 4:18 PM
55	I don't feel safe and apt complex looking worn out externally	1/3/2024 1:26 PM
56	More dense housing, more buses and trains need to be added.	1/3/2024 12:43 PM
57	I think all groups are treated well. What is the rue responsibility to these groups. Everyone should be treated equally anfd fairly.	1/2/2024 4:36 PM
58	Marked "Families" as no opinion since I enjoy Addison yuppy and senior vibe.	1/2/2024 1:40 PM
59	develop senior housing options	12/31/2023 9:37 PM
60	Make housing more affordable	12/31/2023 6:15 PM
61	affortable apartments and transporttion for workers	12/31/2023 3:40 PM
62	No opinion on the groups who I cannot relate too. Being a young, single professional, I don't have the same needs as Senior Citziens or those with children.	12/31/2023 1:54 PM
63	N/A	12/31/2023 12:45 PM
64	Not sure how to make housing affordable for service workers and frontline professionals, maybe tax incentives?	12/31/2023 10:29 AM
65	Public schools are a problem	12/31/2023 8:31 AM
66	Assisting living options for retired residents	12/31/2023 5:15 AM
67	Making separate communities more accessible. Possibly a bus going through town, take residents on weekends, nights, around town at designated spots.	12/30/2023 10:30 PM
68	Plenty of housing in Dallas and Carrollton for service workers.	12/30/2023 5:08 PM
69	NA	12/30/2023 2:37 PM
70	na	12/30/2023 12:08 PM
71	discounts to local establishments	12/30/2023 10:02 AM
72	None	12/30/2023 8:53 AM

73	need more one story housing specifically like condominiums	12/29/2023 6:33 PM
74	Didn't have any of those groups	12/29/2023 9:51 AM
75	Again, high rent makes it hard on any age or occupation except those that have $$. We haven't had kids since we moved here because it's always another issue, the noise of the tollway keeps us awake every night. I want a quiet, affordable home. I work in the film production industry & even if I searched all year I still have to travel far away to go work. I would love if there were some way I could apply my knowledge to a more local well paying stable job.	12/28/2023 2:04 PM
76	Stop developing multi-family apartments.	12/28/2023 8:52 AM
77	I'm just un happy with all the apartments that have been stuffed into our town.	12/27/2023 6:40 PM
78	Somehow, housing needs to be more affordable	12/26/2023 11:43 AM
79	I am not a part of all these groups. N/A	12/26/2023 10:56 AM
80	I have no opinion about families with kids since my children are older and attended RISD. I think Addison is better suited for young professionals and people in their next life chapters.	12/26/2023 9:16 AM
81	N/A	12/24/2023 6:35 PM
82	N/A	12/24/2023 7:33 AM
83	Build new modern senior centers.	12/23/2023 8:06 PM
84	Na	12/23/2023 6:10 PM
85	N/A	12/23/2023 11:31 AM
86	Better housing for seniors	12/23/2023 8:10 AM
87	I only commented on the group I belong to	12/23/2023 7:30 AM
88	Addison is simply not a place for families. That is what it is. I'm not sure it needs correction per se there's too much competition and outlying suburbs.	12/23/2023 7:07 AM
89	Attract employers they can work for.	12/22/2023 7:47 PM
90	Na	12/22/2023 7:42 PM
91	Work with developers of senior housing options	12/22/2023 7:40 PM
92	I believe that I cannot give an opinion on a group that I am not part of.	12/22/2023 6:00 PM
93	n/a	12/22/2023 3:28 PM
94	Na	12/22/2023 1:59 PM
95	Na	12/22/2023 12:35 PM
96	Activities	12/22/2023 8:33 AM
97	N/A	12/21/2023 11:05 PM
98	Not Applicable.	12/21/2023 1:32 PM
99	More local casual and upper scale dining	12/21/2023 12:46 PM
100	Please pay attention to the needs and perspectives of both the elderly and children. Everything here seems to be designed for young adults or pets. It would be great if you could create something specifically for children and provide opportunities for families to bond. Additionally, we need more accessible options for the elderly.	12/21/2023 7:33 AM
101	Find ways to make housing affordable	12/20/2023 10:40 PM
102	N/A	12/20/2023 6:20 PM
103	Better safety Newer permanent housing options Clean up Addison Regarded as a non safe place that brings in bad elements	12/20/2023 5:54 PM
104	Apartment life is less than ideal for families, especially when you have redeveloped away most of the affordable ones. A lot of "young professionals" overpaying for tiny expensive apartments here and leaving when leases are up. No entry level housing to buy, so fewer embrace the community. Smart senior living was said out loud on the plan but apartments seem the only thing happening.	12/20/2023 5:54 PM
105	Open job opportunities. Have outreach programs for people trying to enter the workforce	12/20/2023 11:10 AM
106	More opportunities catered to them	12/19/2023 6:25 PM
107	Protect neighborhoods	12/19/2023 3:05 PM
108	I think ensuring that people can afford to stay in their homes, no matter the age is lovely	12/19/2023 1:39 PM
109	Incentivize workforce housing and prioritize access to public transportation	12/18/2023 9:51 PM
110	Offer industry nights at various restaurants.	12/18/2023 2:26 PM
111	Na	12/18/2023 9:21 AM
112	People's trash outside during the week and weekend. No code enforcement of weekend trash.	12/17/2023 6:30 PM
113	NA	12/17/2023 1:40 PM

114	nA	12/17/2023 12:57 PM
115	Allows supportive and safe housing for everyone	12/17/2023 8:56 AM
116	This place needs to get more hip. See point number 9 for comparison. No one talks about a night out in addison now unless you're 45-65 with kids.	12/17/2023 8:13 AM
117	Senior centers.	12/16/2023 4:08 PM
118	If we can continue to prioritize teachers and First responders we will continue to build up a positive community that is safe and inviting and helping those who serve but are limited with their own personal income in these challenging financial times of inflation.	12/16/2023 3:49 PM
119	I don't know much on kids but on seniors I think walkways around town are aesthetically pleasing but kind of murder on feet. I'm not a senior citizen but I have poor balance and arthritis in my ankles and feet and the unevenness of the brick and cobblestone make it easy to fall or roll an ankle. On frontline workers, when I moved here 8 years ago rent was $930 and is now $1520 and not a lot has been added to the town. I imagine this is not a good direction for frontline employees given that they have not seen similar wage growth.	12/16/2023 11:29 AM
120	Kid friendly	12/16/2023 11:07 AM
121	Communication and public town halls	12/16/2023 9:39 AM
122	Schools	12/16/2023 9:34 AM
123	As a newer resident I haven't had the chance to really look at all these groups critically	12/16/2023 8:00 AM
124	n/a	12/15/2023 10:59 PM
125	More focus on matters that truly matter & less focus on selling to big business & medical field.	12/15/2023 5:35 PM
126	I don't know.	12/15/2023 5:00 PM
127	N/A	12/15/2023 2:56 PM
128	None	12/15/2023 2:23 PM
129	I don't think people are dissatisfied with the support. I think finding ways to keep Addison an affordable place to live is important for all.	12/15/2023 2:03 PM
130	No answer	12/15/2023 10:53 AM
131	Addison is doing great. Keep making our community better. This is a great town. I just wish there were more parks for family's. It would be great if we could have something similar to AT&T district Downtown Dallas.	12/15/2023 9:55 AM
132	I am a young professional and would like to be involved in the community more but a lot of the events seem to be geared towards seniors or non-working parents. There were many events (especially sponsored by the rec center) that I was interested in that happened primarily M-F between 9 and 5. An example was the self defense class. (They offered a few weekend spots but a lot more weekday ones).	12/14/2023 3:50 PM
133	Communicate respectfully. Listen to their concerns and issues and be responsive.	12/14/2023 2:57 PM
134	N/A	12/14/2023 12:45 PM
135	Actually listen to citizens and not bypass them	12/14/2023 12:24 PM
136	Families with children need need larger parks and recreational things for children	12/14/2023 10:48 AM
137	Quit catering to the young professionals. Cater to established professionals, families and seniors	12/13/2023 6:15 PM
138	Create more walking trails with safety features and lighting for walking and biking in the early evening hours (after dark) in the fall and winter.	12/13/2023 5:44 PM
139	Stop negatively impacting their hard earned property and neighborhoods with apartment development next door to them.	12/13/2023 4:24 PM
140	Having a gym walkable accessible to people in the circle	12/13/2023 11:32 AM
141	N/A	12/13/2023 5:59 AM
142	N/A	12/12/2023 5:53 PM
143	N/A	12/12/2023 5:47 PM
144	N/A	12/12/2023 4:46 PM
145	N/A	12/12/2023 4:22 PM
146	There are many citizens of Addison that are voicing their opinion, regarding the approval of rental property, construction, and those voices are being ignored.	12/12/2023 4:07 PM
147	Retired seniors like me are interested in options that might help us continue to live in Addison —maybe by selling a single family home & buying a townhome or condo that isn't multilevel as one example.	12/12/2023 2:47 PM
148	Better service	12/12/2023 2:38 PM
149	N/A	12/12/2023 11:33 AM
150	Na	12/11/2023 4:44 PM
151	More housing diversity	12/11/2023 4:31 PM

152	Less apartments	12/11/2023 1:55 PM
153	Families & Children: In my area (Ledgemont Lane & Addison Circle) there are zero amenities for children: no playgrounds, clubs, sports teams, playing fields, nothing Seniors: No sustainable living options or freedom of movement for middle aged or senior renters: no rent stability, no senior designated housing.	12/11/2023 1:10 PM
154	NA	12/11/2023 12:29 PM
155	After attending several town meetings it is discouraging to see so many elderly residents disparaging multifamily housing. You can no longer buy or develop homes that are baseline affordable.	12/11/2023 12:16 PM
156	Programs and outreach to young professionals. Learn what is important to them and go that direction.	12/11/2023 10:06 AM
157	Seniors that own homes want to maintain the area as a neighborhood and support fee simple development, not more apartments	12/11/2023 9:45 AM
158	better communication about services provided	12/11/2023 9:24 AM
159	More senior citizen activities and outreach	12/11/2023 8:43 AM
160	First Responders priority programs	12/11/2023 7:53 AM
161	NA	12/11/2023 6:56 AM
162	Better working wage! Service industry STILL only make $2.13 an hour. Ludicrous.	12/11/2023 12:09 AM
163	ensure the protection and integrity of current residential homeowners, who pay the taxes in the city of Addison	12/10/2023 8:54 PM
164	NA	12/10/2023 4:40 PM
165	reasonable rent	12/10/2023 3:52 PM
166	More events geared at the younger working professionals	12/10/2023 3:52 PM
167	Lower taxes for seniors	12/10/2023 1:41 PM
168	Better education system. Know people that didn't move to Addison as they didn't want their kids to have to go to the school district.	12/10/2023 12:45 PM
169	Improve safety	12/10/2023 12:08 PM
170	Don't promote Addison to families. The citizens don't want kids here, that's why we live here.	12/10/2023 9:14 AM
171	We need to take care of the citizens tahtbare already living here	12/10/2023 7:54 AM
172	Make Addison safer.	12/10/2023 5:59 AM
173	City council must be convinced to follow their oaths of office and start protecting existing neighborhoods.	12/10/2023 5:44 AM
174	N/A	12/9/2023 5:11 PM
175	Pursue good quality senior housing, pursue single family home development (it may be too late)	12/9/2023 4:48 PM
176	Increase density and scale of housing options near places of work through mixed use developments	12/9/2023 4:35 PM
177	Available, affordable, appropriate housing. I've lived in Addison 30 and I don't ever want to move but I will not be able to handle upkeep on a house.	12/9/2023 4:23 PM
178	A dedicated seniors center.	12/9/2023 3:08 PM
179	I don't know what the city is or isn't doing to support these groups.	12/9/2023 3:02 PM
180	Gotta offer affordable housing options for the service workers in our town. They need to be able to live here and raise a family here	12/9/2023 12:56 PM
181	Don't know	12/9/2023 12:39 PM
182	N/A. This is not a town for young families. There's nothing wrong with that.	12/9/2023 10:32 AM
183	N/A	12/9/2023 9:21 AM
184	recruit senior housing developer interest in providing senior housing locations.	12/9/2023 9:10 AM
185	N/a	12/9/2023 8:34 AM
186	N/A	12/9/2023 2:07 AM
187	It's a matter of investment and financial spending for facilities isn't it OR using/re-purposing existing infrastructure.	12/8/2023 9:44 PM
188	Listen to the citizens who vote . Listen to people who tell you our issues ! Don't vote politics!	12/8/2023 9:09 PM
189	More involvement	12/8/2023 6:52 PM
190	do not know	12/8/2023 5:57 PM
191	Again, listen to the opinions of the residents and stop rezoning for apartments.	12/8/2023 5:30 PM
192	Advance planning and appropriate bond issues	12/8/2023 5:12 PM

193	N/A	12/8/2023 3:44 PM
194	Support families	12/8/2023 3:40 PM
195	City council must do a better job of taking heed of resident concerns	12/8/2023 3:25 PM
196	Incentivize homeownership for first time homebuyers. Allow for multifamily development in certain pockets. Incentivize new construction homes as well similar to what Farmer's Branch is doing for demos and new builds. It is very tough for young professionals with choosing a home base, and I believe Addison could cater to that group with new rentals, and housing that can be relatively attainable compared to other locations.	12/8/2023 3:24 PM
197	N/A	12/8/2023 2:29 PM
198	Better schools	12/8/2023 1:37 PM
199	Didn't have one	12/8/2023 12:49 PM
200	Better public schools	12/8/2023 11:41 AM
201	I doubt you can think of anything to help seniors.	12/8/2023 11:00 AM
202	I am not sure at this time	12/8/2023 9:24 AM
203	I prefer the invisible hand to do this, not government.	12/8/2023 9:12 AM
204	It's hard to compete with most of Dallas, but there needs to be a network for young professionals in Addison, especially singles (LGBTQ and straight).	12/8/2023 8:52 AM
205	Stop building apartments. The traffic and crime are out of control!	12/8/2023 6:18 AM
206	Actually make an effort to change them. Make things more affordable	12/7/2023 8:41 PM
207	Better public schools	12/7/2023 8:28 PM
208	The city has to develop programs that favor local young professionals entrepreneurship	12/7/2023 8:16 PM
209	Encouraging unionization, making the streets safer to walk and bike on, and of course affordable housing.	12/7/2023 8:07 PM
210	These workers need to be a priority.	12/7/2023 5:38 PM
211	For young professionals - more housing options, more mobility options, more bars/pubs that can be reached without driving.	12/7/2023 5:09 PM
212	I would not want my grandmother to live here. It's too hard to get around. Too much bottle neck traffic. No worthy access to safe and established walk-ways. No easily accessible public transportation for the locality either. Like an Addison street car or something. I feel like that could help seniors as well as cut down on the traffic congestion.	12/7/2023 5:02 PM
213	More marketing fit these kind of groups	12/7/2023 4:58 PM
214	Make a huge investment in making the elementary school as great on the inside as it is on the outside (support teachers steadily)	12/7/2023 4:48 PM
215	A food and sports program to give them an outlet. Along with homework assistance.	12/7/2023 4:22 PM
216	None marked as such	12/7/2023 4:22 PM
217	Put play areas for kids and not just be another useless trail park. Why do they have cameras on every pole? Seems your diversity messages are attracting thugs here.	12/7/2023 4:18 PM
218	None	12/7/2023 4:05 PM
219	Not sure of the impact on any of the mentioned segments other than seniors. I think segments need to voice realistic concerns and be willing to pay for the improvements.	12/7/2023 3:33 PM
220	nothing	12/7/2023 3:24 PM
221	Provide senior living in Addison	12/7/2023 2:41 PM
222	N/S	12/7/2023 2:22 PM
223	Access to the best school options	12/7/2023 7:56 AM
224	Go back to the way it was for crying out loud	12/7/2023 5:14 AM
225	Emphasis on creating an affordable community that doesn't contribute to the cost of living crisis.	12/6/2023 4:54 PM
226	Know that the service worker will likely commute to Addison, better walk ability	12/6/2023 3:23 PM
227	none	12/6/2023 9:13 AM
228	Na	12/6/2023 8:52 AM
229	N/a	12/6/2023 8:49 AM
230	help restaurants offer English classes to Spanish speakers; develop the "village" concept so widows can remain in their homes with community support, transportation, repairs, etc.	12/6/2023 8:48 AM
231	N/A	12/6/2023 8:38 AM
232	Housing affordability - rent controls	12/6/2023 7:28 AM
233	Establish AFFORDABLE housing for seniors	12/6/2023 6:22 AM

234	not a lot of engagement for seniors	12/5/2023 7:18 PM
235	Minimum wage increase to support those who work in our community to also live here. The more we invest in our most essential service providers the better our community will be. Make our community one where we do not have to look outside of it for what we need. Improve what we have before building something new.	12/5/2023 5:44 PM
236	Better public transit and focus on safety	12/5/2023 3:26 PM
237	N/a	12/5/2023 2:20 PM
238	Yeuh	12/5/2023 12:49 PM
239	Seniors on fixed income are being priced out of Addison. 41% increase in Property Taxes over 3-years is too much! Congestion and overcrowding everywhere. Cut the Aparment Growth!	12/5/2023 12:18 PM
240	Need senior nursing home & assisted living situations	12/5/2023 12:10 PM
241	This is a very transient community--known for all the renting options. Because Addison is close to all major highways we understand why...But Addison should be known as a place people "LIVE" permanently. A place they call home. A place where people can build families, attend schools, attend Churches, etc.. And get to know our local community. People don't know one another in Addison because it's a rental town- the College is nearby– Vitruvian is all renters. People don't stay. They have annual leases and leave.	12/5/2023 11:53 AM
242	Affordability	12/5/2023 11:12 AM
243	I think Addison could create more opportunities for youth	12/5/2023 10:13 AM
244	Stop building apartment complexes	12/5/2023 9:57 AM
245	N/A – No opinion for kids or young professionals.	12/5/2023 9:45 AM
246	N/A	12/5/2023 9:01 AM
247	I don't know what the town is doing for young professionals-do you have outings/gatherings? What programs and events are happening at the athletic club?	12/4/2023 9:41 PM
248	Senior Living Options	12/4/2023 1:10 PM
249	Pay attention to what people are telling you.	12/4/2023 1:09 PM
250	More safety for seniors	12/4/2023 12:14 PM
251	Build a senior facility, or redesign one of the larger and now empty hotels into apartments for seniors. A hotel redevelopment allows for common dining and recreational areas in place of the ball and meeting rooms. Two or three rooms can be combined into a one or two bedroom apartment with a kitchen. Hotels are designed as fairly narrow buildings allowing for windows in every room, and plumbing, thereby making a remodeling process fairly economical.	12/4/2023 12:09 PM
252	More housing opportunities	12/4/2023 10:43 AM
253	Housing options	12/4/2023 10:41 AM
254	better housing and transportation options	12/4/2023 10:29 AM
255	more multifamily housing options	12/4/2023 6:28 AM
256	Action need to be taken	12/3/2023 6:55 PM
257	More affordable housing.	12/3/2023 3:23 PM
258	Buses should run every 15 minutes, not every hour, and they should be on time. Outside of Addison Transit Center, bus stops are inhospitable. Try standing in the sun for an hour at the bus stop with no sidewalk. There need to be more grocery options for people without cars. If you live in Addison Circle, the only options are walking across the tollway to Walmart or taking the bus to Kroger. This community needs an affordable bodega.	12/3/2023 2:39 PM
259	N/A	12/3/2023 2:06 PM
260	N/a	12/3/2023 1:02 PM
261	Not much schools support	12/3/2023 9:43 AM
262	N/A	12/3/2023 8:47 AM
263	Addison has a lot of opportunities for seniors and a good variety of options for children 6-12 at the athletic club, but not as many options for young people. They did start pickleball that includes under 60 but many programs are limited to 60 or 50+ age group and are even restricted to that. I am 33 and I also feel people my age do not come to addison to live because of the lack of good education system. The only reason I agreed to live in addison was because I am a teacher and my future children can come to school with me. However, if you cannot afford private school your kids would be going to DISD which is not preferable.	12/3/2023 8:15 AM
264	N/a	12/3/2023 7:52 AM
265	I'd love for more community events for young professionals but also I'd love a library or some sort of third space for each of these groups to be able to meet with each other etc.	12/2/2023 7:29 PM
266	I think for everyone- rent control (even if it's just limiting how much it can increase by each year). I've lived here three years and my rent has gone up by about 50% over that time. At this rate it will be unsustainable to continue living here. The apartments aren't even making any changes that warrant increased rent prices.	12/2/2023 7:11 PM

267	Maybe a playground for kids somewhere in the Addison Circle park area	12/2/2023 4:16 PM
268	More homeowner single floor condos or a senior living facility; possibly a dedicated senior center for activities / AAC seems to be becoming a hybrid.	12/2/2023 3:50 PM
269	NA	12/2/2023 2:19 PM
270	More affordable housing aka apartments.	12/2/2023 1:11 PM
271	more ramps for both the disabled and those with strollers	12/2/2023 10:19 AM
272	Rent cost has gone through the roof, better prices for service industry workers	12/2/2023 8:04 AM
273	Maine clean up the parks one extra day a week? But it's really not too bad	12/1/2023 10:54 PM
274	Not sure	12/1/2023 9:35 PM
275	NA	12/1/2023 9:18 PM
276	Don't favor one group (seniors)	12/1/2023 8:44 PM
277	Improve public schools, encourage senior living options	12/1/2023 7:14 PM
278	Better schools around here other than private schools	12/1/2023 5:01 PM
279	N/A	12/1/2023 4:47 PM
280	Too many apartments and high rise buildings which may not be senior friendly and/or affordable.	12/1/2023 4:02 PM
281	Better public schools	12/1/2023 3:34 PM
282	Schools	12/1/2023 3:19 PM
283	Improve and expand the Addison Athletic Club gym facility, i.e. offer more equipment upstairs including weight benches and more free weights. The population growth has made competition for equipment rather unpleasant at busy times.	12/1/2023 3:18 PM
284	Make housing affordable. Also, lean into how noisy the festivals are. As someone who teaches workout classes at 5:15am on the weekends, not being able to sleep until after midnight is awful. It literally affected my heart and my career. Can we get an option to go somewhere if the city causes it to be too loud, like a refuge hotel or something?	11/30/2023 7:10 PM
285	Nothing. You can't satisfy everyone. Addison is a young and lively place, geared more towards young professionals 18~35 I would say. I believe it should stay the same in that sense. And not let that get ruined by trying to accommodate for everyone	11/30/2023 6:31 PM
286	More affordable townhomes!	11/30/2023 5:03 PM
287	NA	11/30/2023 3:09 PM
288	N/A	11/29/2023 9:32 PM
289	Make Addison more accessible and multigenerational friendly. Housing is very expensive and our senior citizens and young professionals cannot afford to stay here. We are driving people out left and right as big name apartment communities are buying out properties- as well as out of state folks taking up the price for our community. Rent stabilization, housing costs laws, rent increase laws can all help. Also creating a more safe community with speed bulbs, traffic lights and signals, bike lanes, crosswalks, etc.	11/29/2023 9:00 PM
290	N/A	11/27/2023 2:50 PM
291	none	11/27/2023 8:08 AM
292	Na	11/24/2023 11:56 AM
293	No opinion as I don't know the specific current programs.	11/23/2023 8:30 AM
294	Unkown	11/23/2023 8:11 AM
295	More affordable housing	11/23/2023 7:45 AM
296	N/A	11/23/2023 5:54 AM
297	Senior housing please	11/22/2023 9:27 PM
298	I don't know	11/22/2023 5:16 PM
299	Affordable housing	11/22/2023 3:59 PM
300	N/a	11/22/2023 3:52 PM
301	Within Addison there isn't a senior living facility	11/22/2023 3:51 PM
302	Didn't mark any	11/22/2023 3:30 PM
303	More affordable/ work force housing and transit options.	11/20/2023 7:33 AM
304	get a senior living facility	11/19/2023 8:01 AM
305	Families - not relying solely on private schools for education. Increasing communication on family programs to perspective residents.	11/18/2023 1:49 PM
306	I believe that seniors are, for the most part, not treated equally. I realize the demographics of the town show a higher percentage of youth vs seniors, but the benefits of listening to all citizens no matter their age, serves the entire community.	11/18/2023 1:28 AM

307	Condominiums for seniors that prefer more socialization vs home owners. Also, remove gym activities fees for seniors	11/17/2023 8:10 PM
308	redevelop current multiple unit housing for affordable housing	11/17/2023 5:35 PM
309	It would be nice to have some activities that are specifically for "adults", not necessarily "seniors"	11/17/2023 4:49 PM
310	I think the Silver Line will help. It would be nice if they could afford to live here, but with DART there will be a way to have them come work here at a minimum.	11/17/2023 4:27 PM
311	Accept the fact that not everyone shares your opinions	11/17/2023 4:13 PM
312	No opinion	11/15/2023 8:06 AM
313	Blank	11/14/2023 8:57 AM
314	A senior center in/or near Addison. Programs geared to support the needs and interests of the elderly. We shouldn't rely on private for profit care facilities to provide these. There are active, independent elders living in Addison that would find value in such support.	11/14/2023 8:54 AM
315	Rezone vacant or underutilized commercial property for senior living.	11/14/2023 8:50 AM
316	I did not select dissatisfied or very dissatisfied	11/13/2023 1:03 PM
317	The Athletic club offers activities and clubs for seniors but not for young professionals who do not have a family. The same should be offered for that group. The town should offer discounts to local businesses or events for service industry and frontline workers.	11/12/2023 4:23 PM
318	I feel the city offers a lot of athletic and event options for all ages. Good housing is a bit elevated in price. Rarely are there 'houses' if you are the type of person for that suburban life.	11/11/2023 1:07 PM
319	Less apartments and transitory living spaces	11/11/2023 8:28 AM
320	Tell us how you are supporting these groups	11/11/2023 8:07 AM
321	75001 isn't really for kids. I don't even think a school bus goes through here	11/11/2023 6:57 AM
322	Pursue top-notch senior living, encourage more private schooling	11/11/2023 6:35 AM
323	Senior living and transportation	11/10/2023 10:10 PM
324	N/A	11/10/2023 9:38 PM
325	Pay more attention to this growing population. Most events that are held are at night. Offer a dog park on the north side of town.	11/9/2023 2:55 AM
326	N/A	11/7/2023 2:07 PM
327	I think that the AAC has expanded programs - but as far as guidance as to how to tap into resources for each stage in life - everyone has to reinvent the wheel. I have known many who have left our town not aware of what they needed was a resource available to them	11/6/2023 10:46 PM
328	At this time, it's not clear the town is doing anything proactive to support these groups.	11/5/2023 9:02 AM
329	Nothing, we already have too many housing options for renters/young professionals.	11/5/2023 7:08 AM
330	senior housing is basically non existent and is definitely needed.	11/4/2023 6:21 PM
331	na - not in favor of expanding Vitruvian - very strange living conditions and UDR is a less than responsive landlord - lived there for 1 yr and it was not a good experience - already see as evolving into affordable housing -balconies on Marsh demonstrate this need to promote Brookhaven college and that campus and activities more	11/4/2023 2:59 PM
332	Provide more outdoor living space for children.	11/4/2023 2:35 PM
333	Don't know	11/4/2023 9:48 AM
334	none	11/4/2023 6:33 AM
335	Promote events better; I never find out about events until after they occur. The communication is abysmal!	11/3/2023 9:01 PM
336	Create options for senior housing , stop building apartments	11/3/2023 8:29 PM
337	I just moved here in September. It's early November, so I haven't had enough of a chance of exploring how this is going for mg fellow townspeople in order to give an informed opinion.	11/3/2023 8:13 PM
338	NA	11/3/2023 7:30 PM
339	Provide senior housing options, both rental and for sale	11/3/2023 6:04 PM
340	More activities and events	11/3/2023 5:56 PM
341	affordable housing. To be able to buy not only rent. Perhaps a tiny home lot, or 1200sq houses, not mansions!	11/3/2023 10:14 AM
342	Mine very was about supporting younger families. You can't really do anything about it unless you can fix DISD. If my house was in a different school district, it would be worth 30% more.	11/2/2023 6:51 PM
343	Focus needs to be more on them and what they need as they've been long time residents.	11/2/2023 5:37 PM
344	Senior housing, stop building multi unit developments that create traffic nightmares	11/2/2023 5:29 PM
345	Housing options, school district choices are prohibitive and unattractive for families with school age children. Cost of living in/around Addison is too expensive for most service industry and	11/2/2023 2:05 PM

	frontline workers, forcing most of them to live far away from Addison, and at some point they will do the math and stop coming all the way to Addison for sub-standard pay and opportunity. Too many dollars and too many man-hours are spent making sure the 100 or so very vocal senior citizens are "happy" and continue to have ridiculous amenities like an amazing athletic club that they pay nothing for. It's insane that the town has 40yr old city buildings and yet can spend millions every year on the athletic club (that caters to a very small percent of the residents).	
346	Develop restaurant space in Addison Circle area, empty offices and restaurants make it look sad	11/2/2023 1:44 PM
347	N/A	11/2/2023 12:42 PM
348	N/A	11/2/2023 10:29 AM
349	Create a Legacy West or Star venue here in Addison!	11/2/2023 10:17 AM
350	NA	11/1/2023 7:41 PM
351	Attract businesses that offer higher paying jobs in medicine, law, etc.	11/1/2023 5:11 PM
352	None marked	11/1/2023 4:13 PM
353	Include seniors in new housing areas, many more than 35 new apartments (new Amli area; these 35 are appreciated but woefully below what is needed)	11/1/2023 2:46 PM
354	somehow have a registry of what resources (professionals) we have in the community and engage them in a productive way, it is the people who work the ones that can't attend the meetings and you keep getting input from very old people with old/dated ideas and needs.	11/1/2023 2:44 PM
355	lower taxes	11/1/2023 2:21 PM
356	Housing density is an issue. Perceptions of for-rent housing.	11/1/2023 2:06 PM
357	Addison has been talking about senior living, but has failed to bring anything more than talk to the table.	11/1/2023 1:40 PM
358	Make good housing options available!! If our service workers can't afford to live in the community they work for, that means Addison isn't really a community, it's a theme park.	11/1/2023 7:51 AM

Q15 What issues or concerns do you have that may impact growth and development in Addison over the next 10-15 years?

Answered: 508 Skipped: 241

#	RESPONSES	DATE
1	Affordability of housing options for both renters and owners. Over-development of big apartment projects and crime, traffic, loss of open green spaces and pedestrian safety which may be a turn off for future residents and businesses.	1/31/2024 11:17 PM
2	traffic congestion and the accompanying pollution	1/31/2024 5:50 PM
3	Limited remaining vacant land. Housing stock, both apartments and single family, continuing to age and needing renovation/replacement. How to move Addison to a less car-centric transportation network.	1/30/2024 3:44 PM
4	We used to have police patrols through our neighborhood at least three times a day. I miss that. There have been more car break ins lately and I don't remember that in the past.	1/30/2024 3:31 PM
5	Keeping up with the congestion with new apartment & retail complexes going in & saving space where needed.	1/30/2024 1:33 PM
6	Housing. Transportation. Infrastructure.	1/29/2024 4:50 PM
7	Climate change, fiscal constraints.	1/29/2024 3:44 PM
8	I fear that the anti-density/apartment people will actually bring bad development to town. By being stubborn about not wanting high density instead of negotiating a higher quality development by allowing the density desired by the market we will be harming the future investment and return on that investment.	1/29/2024 12:27 PM
9	Life is hard an expensive. Finances will be hard for everyone in the coming years. However you can mitigate that, will help	1/29/2024 11:47 AM
10	Renter heavy. Need more ownership options.	1/29/2024 8:54 AM
11	Increasing COL	1/27/2024 4:33 PM
12	We don't know what we don't know. We must be prepared for any and everything which means we need to be financially strong as we are today! Priority Numero Uno!	1/27/2024 1:54 PM
13	Maintaining the beauty of Addison (community feel) while growing organically	1/27/2024 10:12 AM
14	Lake of investment in infrastructure, sidewalks and trails.	1/27/2024 8:42 AM
15	We need to continually think k about the space in the circle - make it better then Frisco and legacy !	1/27/2024 8:21 AM
16	No creative economic development. We just build more apartments or replace a restaurant with another restaurant. The whole west side of Addison along Beltline Rd is under-utilized. We need to plan development to make Addison sustainable through a strong tax base while keeping tax rates low. Infrastructure needs to be addressed for streets, sewer, water and buildings so that they are maintained on a consistent basis. Get back to the basics and proceed with the "nice to have" after taking care of the basics.	1/26/2024 8:41 PM
17	excessive apartment building. crowding, poor traffic. Maximizing space, and keeping parks and nature a primary focus.	1/26/2024 4:05 PM
18	Construction continues to be dangerous for pedestrians. Addison Circle Running Club has noticed this issue	1/26/2024 3:40 PM
19	Connections to public transportation	1/25/2024 5:46 PM
20	Not sure	1/25/2024 3:59 PM
21	None at the moment	1/25/2024 12:10 PM
22	Affordable housing.	1/25/2024 11:41 AM
23	More thriving businesses should be welcomed in order to prevent our town from a falling economy in the future. environment sustainability should be enforced to prevent our natural resources from decaying, improve the health of the town and set an example to the surrounding communities/towns/cities.	1/24/2024 8:41 PM
24	Cost of living vs housing quality	1/24/2024 7:55 PM
25	Encroachment of Dallas	1/24/2024 7:54 PM
26	I'd like to see fewer apartments being built.	1/24/2024 3:46 PM
27	Dont have any	1/24/2024 7:50 AM
28	Infrastructure deteriorating	1/23/2024 8:02 PM
29	safety	1/23/2024 7:33 AM
30	keeping the city architecturally attractive, manage traffic flow, maintain as many of the great city services as possible while not raising taxes, continue to look at alternative housing	1/22/2024 9:25 AM

	options. Have a real understanding of how many residents can the city service and support within the existing geographical boundaries.	
31	I think Addison is set up well for the next 10-15 years, because it will only continue to attract young professionals. The Athletic Club is a wonderful attraction that makes me want to continue to live in Addison. I think Addison being a part of Dallas ISD might discourage some families from moving here vs. a Plano, Carrollton-Farmers Branch, or Frisco ISD address, but I am not sure how the town could specifically address this.	1/21/2024 11:40 AM
32	That Addison would lose it's smaller community feel because it is trying to do things that are not meant for smaller communities	1/21/2024 9:13 AM
33	I am very concerned that the council will continue to approve the building of more and more apartment buildings which are currently more of an eyesore than anything.	1/19/2024 6:17 PM
34	The lack of connectivity options across Midway Road between east and west Addison	1/19/2024 4:29 PM
35	I want to stay in Addison so I hope it doesnt become to difficult to own a home here. I also think we need to build back in some charm to the city! Over by Addison circle has character that we should expand on and not let chains take over and commercialize everything	1/19/2024 4:13 PM
36	To many Apartments	1/19/2024 3:36 PM
37	What to do with office space which will likely continue to have weaker demand in the future? Can the city work with developers to repurpose some of these buildings? What is the future financial value of the airport versus the potential tax revenue by converting to residential or commercial development?	1/19/2024 2:45 PM
38	Costs to replace major city owned buildings--police, fire, city hall, courts	1/18/2024 8:47 PM
39	Too many apartments and big box stores are degrading the value of the area. Good restaurants are relocating to newer areas such as Frisco. Need to attract them by inviting higher income people into the neighborhood.	1/18/2024 2:44 PM
40	perception of local government is a major barrier and challenge that needs to have a direct strategy for addressing and remediating before long-term success and cooperation can be achieved. the city is there for the community and vice versa, they act like enemies/victims at this point in time.	1/18/2024 1:31 PM
41	Environmentalism and walkability. I love our trails and how we have wild life. I know we're building more housing, but if it's not accessible financially and we don't create alternatives to vehicles, it's going to get very congested and uncomfortable if we even get anyone because they have to afford it	1/18/2024 12:07 PM
42	Apartments - Outdated Motels/ Hotels - Class C Office Buildings	1/18/2024 11:53 AM
43	Housing is expensive and the homes are outdated	1/18/2024 10:42 AM
44	Educational options - DART TOD - People moving further north and out of the city. Staying seen as a thriving entertainment hub when some restaurants still allow smoking.	1/16/2024 1:30 PM
45	provide affordable housing for service industry and frontline workers to ensure they don't commute long distances	1/15/2024 9:53 PM
46	Stop allowing apartments to be built. After 20years they typically are not maintained to Addison standards. Short term thinking.	1/15/2024 4:00 PM
47	Making the town overcrowded with infrastructure that does not support normal flow of traffic	1/15/2024 9:08 AM
48	Prioritizing too much growth leading to more backed up roads, investing in public transit will help with that, pushing the new rail line should be a priority and the more cars off the road the better	1/14/2024 6:35 PM
49	Car theft related issues. Low income retail locations that no longer serve the demographic (I.e. should replace the Dollar Tree, Rainbow and Ross next to Target with something like Sephora, Living Spaces and TJMaxx. Honestly, replace 99% of shops in that plaza, there is a middle-upper class demographic and a lot of those retail and restaurant locations serve an outdated demographic and do not serve the current demographic (Ross, Dollar Tree, Rainbow) so we have to drive elsewhere. Addison should be known as a destination for all the shops middle upper class demographics know and love. If you invested in replacing the shops in that plaza you would better attract the right demographic. With the plaza where the Whole Foods is, you have the right idea. Revamp the plaza with the Target to be similar vibe to that.	1/14/2024 4:43 PM
50	Affordability	1/14/2024 10:11 AM
51	Housing prices, entertainment options.	1/13/2024 7:11 PM
52	No more apartments. More OWNER-OCCUPIED housing.	1/13/2024 1:31 AM
53	That there is no land available for future projects.	1/12/2024 6:07 PM
54	Too densely populated with apartments. This causing more problems with speed and heavy traffic on the roads, along with more crime in the small amount of residential communities.	1/12/2024 5:31 PM
55	Inflation, DART rail, Public Safety	1/12/2024 5:09 PM
56	Addison is looking "old" compared to the newer cities to the north of us. I have lived in Addison since 1985. We need to make walkability a priority. The Tollway is an asset (provides easy access to other parts of DFW) and it's a liability (it cuts our town in half and creates complex access between the two halves). Some of our buildings and facades look old and tired. Remaining power lines along Belt Line Rd. makes the town look cluttered. Our best asset is the Addison Recreation Center.	1/12/2024 4:22 PM

57	There's only so much room so higher density is important	1/12/2024 3:54 PM
58	Maintenance of roads/utilities, enough police, crime in surrounding areas/towns, jobs,	1/12/2024 7:21 AM
59	All available land seems to be turning into expensive apartments. I'd like to see more mixed zoning development to create more diversity and improve walkability	1/11/2024 8:07 PM
60	Limit construction to areas you have been working on for years. Josey. Belt line. It's horrible for the past 6 years.	1/11/2024 10:07 AM
61	its becoming more like a meto setting to large life living for the rich while the lower classes get overlooked	1/11/2024 7:54 AM
62	Education	1/10/2024 5:58 PM
63	Traffic from lack of viable alternatives to driving	1/9/2024 8:33 PM
64	The aging of the multifamily projects within the Town.	1/9/2024 10:44 AM
65	Too much growth in apartment complexes and do not feel the infrastructure of the city can handle it. Concerned it makes the town full of people who have no investment in Addison.	1/8/2024 9:25 PM
66	Land cost, no growth movements, closed minded individuals	1/7/2024 6:00 PM
67	Too many apartments. They are the slums of the future. Government that ignores citizen issues	1/7/2024 8:16 AM
68	tax	1/6/2024 3:43 PM
69	Aging populations alongside medical and information systems capabilities will provide either the downfall or continued healthy growth of Addison.	1/6/2024 11:49 AM
70	auto thefts are huge problem and need to be addressed way too much multi-family housing crime is up	1/6/2024 9:11 AM
71	I think apartments are needed, but too many of them in a pretty car centric society seems like it will eventually cause congestion problems unless publishers transport is increased and super encouraged	1/6/2024 8:29 AM
72	Addison has no room for expansion. All available space is used for multifamily.	1/5/2024 8:47 PM
73	%of homeowners vs renters	1/5/2024 6:41 PM
74	Way to many apartments	1/5/2024 6:36 PM
75	I hate all the apartments and crime! Put more lights and safety on the trails. More police!	1/5/2024 5:38 PM
76	Safety and no more apartments	1/5/2024 4:39 PM
77	Too many apartment buildings will over-populate and therefore overwhelm every aspect of Addison living.	1/5/2024 3:42 PM
78	Code and law enforcement	1/5/2024 3:31 PM
79	Multistory apartments with minimum street setbacks creating a canyon effect over our streets. Also, the whole idea of 'growth' needs to be questioned. Why can't anyone on the Town staff tell us a net $ amount it costs the Town in services and infrastructure for each additional resident?	1/4/2024 9:14 AM
80	Bad folks moving in	1/3/2024 1:26 PM
81	We need more mixed use developments, have grocery stores and retail stores under condos and apartments. Remove parking minimums. Bring in more DART buses/trains. We need sustainable growth and car centric development is not the way to do it.	1/3/2024 12:43 PM
82	Be fiscally responsible. Stop playing the city manager leap frog game that city managers play. Run a very lean and mean city government. Do not waste our tax dollars. Lower tax rate.	1/2/2024 4:36 PM
83	Make Dart Rail a positive as a stop between cities/transit but maintain high standards of security.	1/2/2024 1:40 PM
84	help seniors age in town so retain their wisdom, volunteering Tims and experience.	12/31/2023 9:37 PM
85	How the infrastructure and city services will handle the growth of all the new apartments.	12/31/2023 6:55 PM
86	Housing costs reduced	12/31/2023 6:15 PM
87	maintaince of the neighborhoods.	12/31/2023 3:40 PM
88	As Addison becomes more and more a town of young professionals, working families without children, seniors, and empty nesters, it is important the town provide what is most important to these populations which we believe is easy access to a plethora of restaurants, entertainment options, shopping, medical/dental care and home health care options.	12/31/2023 2:44 PM
89	The public safety, especially with metro transit coming in shortly. The mass movement of people on a regular basis greatly increases the risk of crime. Already had my car broken into shortly after the 4th of July, due to unsavory characters being able to hide in the shadows of the towns busyness.	12/31/2023 1:54 PM
90	Addison losing it's culture of investing in its long-term homeowners.	12/31/2023 12:45 PM
91	Cost of living for many, lack of transport for all	12/31/2023 10:49 AM
92	The continued decline of Addison West of Beltline and the crime from the extended stays.	12/31/2023 10:29 AM

93	Public schools, safety, homelessness population, aging facilities and infrastructure	12/31/2023 8:31 AM
94	No assisting living options in apparments or nursing homes	12/31/2023 5:15 AM
95	Don't rely on DART rail to bring more people to Addison day to day outside of those possibly using it to commute but even that will be limited as industry/businesses are not adjacent to the DART station. Addison will need to add more festivals or events at Addison Circle park or to the associated planned development near the DART station to ensure that the new planned development and existing Addison Circle businesses thrive.	12/30/2023 11:15 PM
96	Growth of renters vs owners in the community. Owners will sell, have excellent real estate. We need to find a way for younger couples to buy in. Real estate has a big play, need more smaller communities houses. Addison, is not the place to raise a young family of 3 children from what I've seen. However, we can kick start that momentum with young renting and established growing out with new views coming in.	12/30/2023 10:30 PM
97	Too many apartments and aging apartments. Going to become a ghetto.	12/30/2023 5:08 PM
98	There are fewer and fewer residents vs renters. Renters don't always care for the space the same.	12/30/2023 2:37 PM
99	The increase in crime	12/30/2023 12:08 PM
100	streets to congested, e.g. Beltline beautify beltline and other major streets discount use of the tunnel on weekends restaurants with great views of airport for watching planes, etc. More parking and easier 'drop off' at transit center for the future	12/30/2023 10:02 AM
101	Keeping sight of the costs that resident incur.	12/30/2023 9:51 AM
102	I am concerned with recent renovations at the Addison Athletic Club. It seems that vast majority funding was spent on esthetics of facility instead of practical repair or upgrade for the safety and utility. Also, whoever monitored the contractor work did poor job obviously since the facility is constantly in warranty repairs since renovation. This is indicative of incompetent Addison leadership and stewardship.	12/30/2023 8:53 AM
103	Sustenability	12/30/2023 12:28 AM
104	safety security	12/29/2023 6:33 PM
105	Aggregation of land for larger mixed use development	12/29/2023 4:23 PM
106	Disproportionate number of apartments	12/29/2023 9:51 AM
107	There is a trend in North Texas to only create new housing that is high end- whether it is new homes or apartments- that are high income brackets. This is concerning as there is an entire middle class of North Texans who need accessible housing and who are thriving members of the community. I hope Addison considers middle and lower income citizens when developing new housing.	12/29/2023 9:34 AM
108	Traffic, midway construction, construction, tollway cost & loud noise day & night, pot holes, some areas don't have access to stores & key businesses that everyone else does. Addison needs to keep some things the same, others need a redo, without spending all the $$. Slow and steady, making sure traffic can easily access new business. If construction takes over our town, businesses close.	12/28/2023 2:04 PM
109	The lack of vision from our community leaders on handling our growth and lack of police officers to deal with crime.	12/28/2023 8:52 AM
110	I worry about the decay of older apartments decaying.	12/27/2023 6:40 PM
111	Enough multi-family housing density already!	12/26/2023 11:43 AM
112	I'm concerned with too many high-end housing options being built and not keeping some diversity in home prices. But I also worry about huge divides in "rich" areas and "poor" areas.	12/26/2023 10:56 AM
113	I fear an over-emphasis on multi-family housing. While we need a good mix of development, it seems that town gets sucked into this type of development too often in recent years and is, perhaps, listening to other voices more than the residents of the town on this issue.	12/26/2023 10:22 AM
114	Traffic control, over development of multiple housing, maintenance of older apartment, and safety	12/26/2023 9:16 AM
115	Development in/around the airport.	12/24/2023 7:26 PM
116	I see it pushing lower income groups out because it is such a nice area and it is still reasonably affordable right now. Addison is a city for everyone right now and I do not want it to become a boujee area that excludes others just because of individual financial restraints.	12/24/2023 6:35 PM
117	Not enough affordable housing	12/24/2023 7:33 AM
118	There is no excellent thing in Addison.	12/23/2023 8:06 PM
119	Road construction	12/23/2023 6:10 PM
120	Safety and security are a major concern in the future.	12/23/2023 2:29 PM
121	Commuting to Addison is becoming more time consuming.	12/23/2023 1:09 PM
122	i have concerns that rent will become too expensive and young emerging professionals will be forced to relocate. I also have concerns that more priority will be given to car-centric development, instead of pedestrian oriented development.	12/23/2023 11:31 AM
123	More programs for people in their 50's. Needs are different than for those in their 70's.	12/23/2023 8:57 AM

124	Code and police enforcement of traffic laws	12/23/2023 8:10 AM
125	Lack of a good public school system or affordable private school options	12/23/2023 7:30 AM
126	The substantial amount of commercial real estate that can get affected by things like the pandemic.	12/23/2023 7:07 AM
127	It needs a more diverse business base.	12/22/2023 7:47 PM
128	Too many seniors. Terrible public education.	12/22/2023 7:42 PM
129	That the city continues to be welcoming towards everyone.	12/22/2023 6:00 PM
130	Too many apartments.	12/22/2023 3:29 PM
131	Limited housing options	12/22/2023 3:28 PM
132	Overdevelopment of apartments and not single family homes, townhomes or condos. We need more options that aren't apartments, and we need to revitalize older buildings or building left empty (Inwood Rd as an example)	12/22/2023 3:21 PM
133	The policing is quite hard for a twin this small. I haven't had issues but it can be a bit off putting.	12/22/2023 1:59 PM
134	Na	12/22/2023 12:35 PM
135	Traffic, parking, safety as Addison grows	12/22/2023 8:33 AM
136	Worried about degradation. Need to consistently maintain the clean and new feel that people get when they visit Addison (similar to Las Colinas, Klyde Warren Park, Legacy West, Highland Park, etc around Dallas metroplex)	12/22/2023 8:00 AM
137	Cost of living Walkable city, accessibility Glass recycling	12/21/2023 11:05 PM
138	Loss of quality restaurants and unaffordable housing, increase in population density, and overuse of infrastructure.	12/21/2023 1:32 PM
139	Attractiveness for younger families or young/Middle Ages professionals.	12/21/2023 12:46 PM
140	Stop building apartments. The percentage of apartments to homes is to great and will negatively effect home prices in the future!	12/21/2023 9:30 AM
141	There has been an increase in crime at the Addison apartment complex. It would make me feel much safer if police officers regularly patrolled our neighborhoods.	12/21/2023 7:33 AM
142	Housing affordability and road development. It's necessary but the construction does prove an obstacle	12/20/2023 10:40 PM
143	N/A	12/20/2023 6:20 PM
144	Way to many apartments Decline in safety and police Needs to get rid of all old apts and replace them with newer permanent housing Get rid of all the cheap motels Addison getting reputation of not being good and being a town of old apts and bad elements	12/20/2023 5:54 PM
145	More get-some-developer-rich-quick not great ideas that add value fir folks that really live here - that is all I expect from you at this point.	12/20/2023 5:54 PM
146	Growing number in children and unlivable wages	12/20/2023 11:10 AM
147	Crime	12/20/2023 10:42 AM
148	Younger professionals moving to Addison	12/19/2023 6:25 PM
149	We have fewer and fewer homeowners.	12/19/2023 3:05 PM
150	The roads are terrible	12/19/2023 1:39 PM
151	Increased housing prices and car dependency as DFW population continues to grow. Difficulties sustaining/supporting local businesses and restaurants.	12/18/2023 9:51 PM
152	Make sure to keep crime in check.	12/18/2023 7:43 PM
153	Traffic contol	12/18/2023 4:14 PM
154	Traffic and the demand for the office space that has supported the city over the last 20 years. Do not just plop another apartment complex in the town but try for owners, people who care about the Town long term.	12/18/2023 3:35 PM
155	Too many apartments and not enough single-family homes.	12/18/2023 2:26 PM
156	Na	12/18/2023 9:21 AM
157	Redevelopment of properties that have closed and are sitting empty.	12/17/2023 6:30 PM
158	Empty office buildings or older commercial properties that are not redeveloped thoughtfully.	12/17/2023 1:42 PM
159	Traffic and infrastructure	12/17/2023 1:40 PM
160	Homelessness, regulations and stagnant thinking	12/17/2023 12:57 PM
161	I think that Addison will get to a place where diversity and equity will never become a forefront in the community. There needs to be better, landlord engagement and more compassion for those that are experiencing hardships in their life.	12/17/2023 8:56 AM
162	How do we compete with the expansion of the north? Corporations are going back to office, how can addison be marketed as the central point for those that would work downtown but	12/17/2023 8:13 AM

	prefer to live here or work in the north and prefer to live here. Keep crime low and address homelessness. You'd need to show me some of your data to truly weigh in beyond my perceptions..	
163	Tech infrastructure	12/17/2023 1:32 AM
164	Overpopulation	12/16/2023 4:08 PM
165	Safety and drug use continue to be something I see on a daily basis at gas stations and people walking through neighborhoods to hang out and do drug trades. we need to have more eyes on the community and make sure the people living in the apartments that are hanging outside of gas stations are not dealing drugs.	12/16/2023 3:49 PM
166	Traffic issues, over development, homelessness, lack of code/non criminal law enforcement	12/16/2023 12:19 PM
167	Neighboring towns create a lot of competition. Addison has some advantages like the parks and events, the transit center and upcoming silver line, the plentiful hotels and restaurants, the airport, and a great central location within the area. Stop accentuating those unique positives and I think it could curtail growth.	12/16/2023 11:29 AM
168	I think the way that Addison orients itself and local businesses around the green spaces will impact the desirability of living in Addison	12/16/2023 9:44 AM
169	Concerned about the dart rail and what consumers/business it may attract.	12/16/2023 9:39 AM
170	That too many low income areas will move in a homeless will continue to cause safety concerns	12/16/2023 9:36 AM
171	Schools	12/16/2023 9:34 AM
172	Housing prices continuing to rise would make it impossible for people who work average paying jobs to live in a nicer community like this one	12/16/2023 8:00 AM
173	The dart rail coming here will have a bad effect on the town. Gonna bring in low lifes to our town.	12/15/2023 10:59 PM
174	Town council pushing big business in areas that are already too congested, cleaning up empty buildings on Addison Road & Beltline	12/15/2023 5:35 PM
175	Traffic.	12/15/2023 5:00 PM
176	Traffic. Lack of land for housing development.	12/15/2023 2:56 PM
177	Smoking	12/15/2023 2:23 PM
178	Repeating myself only because I truly think this is important. If too much focus is put in car centric transportation vs public transit and walkability, I truly believe Addison will become a drive through town. It will no longer be a hub for all of these amazing events, art, and resturants. The community aspect is so rare around here and we have to find ways to grow while still prioritizing that. We value the nature and the events and things to do. Making that more and more accessible to all of us will keep the community feeling strong and connected.	12/15/2023 2:03 PM
179	Homelessness - vagrants. Do what downtown Ft Worth (Sundance Square) does and not allow it. Pay your Police Officers more.	12/15/2023 1:09 PM
180	The north DFW area will continue to grow, but Addison's borders will not. Traffic is already pretty bad here, and I cannot imagine how much worse it will get in a decade. Continual densification and investment in all forms of transportation besides the personal automobile will be absolutely crucial for Addison's sustained growth and development.	12/15/2023 1:06 PM
181	Just population growth really.	12/15/2023 10:53 AM
182	limited amount of land in the town limits the development of new housing unless it is multi-family. People in the town don't seem to understand that limitation.	12/15/2023 10:03 AM
183	The cost of living, and low paying jobs.	12/15/2023 9:55 AM
184	Crime	12/15/2023 7:49 AM
185	None	12/14/2023 3:50 PM
186	Traffic, safety/crime, noise, and incompatible regionalism (given Addison's borders) undermining quality of life	12/14/2023 2:57 PM
187	Stop apartments	12/14/2023 1:48 PM
188	Lack of financial expertise within city government combined with a seeming lack of adequate project management to complete projects on-time and on-budget. Grand visions are worthless without the ability to execute. A perfect example is the inability to complete construction on a one-mile stretch of Midway road, now in its third year. The survey is cleverly worded in a way to solicit affirmative responses - who wouldn't want improved infrastructure, accessibility, sustainability, etc., but current city government has not yet demonstrated the ability to fulfill these visions. I hope they can, but there seems to be a reluctance to issue regular, transparent financial updates (and yes, I'm discounting the freshman-level "financial reports" issued the week before elections that contain no income statements or balance sheets). Almost everyone I know is in favor of continued development and improvement, but updates are necessary (e.g., how much incremental tax revenue have the new Vitruvian developments generated this year? Last year?)	12/14/2023 12:45 PM
189	No more Apartments, to much traffic right now	12/14/2023 12:24 PM
190	Gridlock with traffic	12/14/2023 10:48 AM

191	So many apartments is going to strain and currently strains our law enforcement and Addison is not doing anything except promoting more crime. That is one reason residents are moving away from Addison. The City Council DOE NOT listen residents. They already have their minds made up prior to the public hearings. Addison is becoming a joke where it use to be that the City Council listened to the residents.	12/13/2023 6:15 PM
192	If it grows too quickly, and urban nightmare might occur: ie-snarling traffic and less public safety	12/13/2023 5:44 PM
193	Limited or no space to expand	12/13/2023 5:09 PM
194	With the dart train comes more unknowns - better police presence	12/13/2023 4:55 PM
195	Too many people living in such a confined area as Addison that will redult in many more cars on roads, will need increased number of first responders, strain on existing dog parks, trails/open spaces, and just overall general needs of our small community. Its inevitable to overwhelm everybody and everything.	12/13/2023 4:24 PM
196	Traffic and construction issues	12/13/2023 1:12 PM
197	I believe that MAA is charging too much for Rent in the circle for both people and businesses. I am very afraid how this is going to long term impact the city. I think we need more condos and also that the government should purchase the business spaces from MAA so that we can charge a reasonable rent and keep these places in business. Shopping has completely died out of the circle	12/13/2023 11:32 AM
198	Infrastructure. Too many apartments.	12/13/2023 5:59 AM
199	Getting behind on building trails and sports and parks. Current parks are very nice but need more connecting trails to go to places like AAC,without having to have a car. AAC renovations were very nice	12/12/2023 9:10 PM
200	I don't like all the apartments, they attract undesirable renters who don't care about the community that they live in. I LOVE Addison, and I don't want its great character to be ruined by overpopulation.	12/12/2023 5:53 PM
201	Pedestrian accessibility and housing prices	12/12/2023 5:47 PM
202	Redevelopment of commercial properties for more modern facilities / housing. Reduction of parking in favor of more "place". Connection between retail-commercial-residential without a car	12/12/2023 4:56 PM
203	Affordable housing (overall in the United States)	12/12/2023 4:46 PM
204	With the implementation of expanding the transportation system, there is concern of maintenance and the free rider issue. However, I believe an improved transportation system will invite a larger audience to visit Addison with reducing the issue of limited parking spots.	12/12/2023 4:22 PM
205	Addison does not have a growth problem. Addison's focus should be on sustaining the desirable location and what brings people to visit Addison. In every example across large cities in America went to many rental properties exist in a specific area, crime will increase and the area will begin to become undesirable.	12/12/2023 4:07 PM
206	No more multi-family residential complexes (apartments)	12/12/2023 3:16 PM
207	Aging neighborhoods that are allowed to decline due to shabby fences, neglected lawns, rise in on street parking, etc	12/12/2023 2:47 PM
208	Better cost of living for everyone	12/12/2023 2:38 PM
209	None	12/12/2023 2:34 PM
210	N/A	12/12/2023 11:33 AM
211	1. The homeless. The City Council seems not do anything about this especially near the tollway areas. What will happen once the Silver line gives access to more people hopping off in Addison to pan handle? 2. The fact that we lost power for 18 hours straight in the winter of 2021 and Addison town had no way of dealing with it was a disgrace. The electric grid issue was a shameful situation that reverberated around the country. Will Addison have a better control over power outages in the future?	12/12/2023 11:21 AM
212	Redevelopment is expensive, slow and time consuming. Need have creative planning and favorable entitlement process to compete.	12/11/2023 4:44 PM
213	Excessive traffic due to the higher density projects	12/11/2023 4:31 PM
214	rezoning	12/11/2023 3:41 PM
215	Too many apartments	12/11/2023 1:55 PM
216	Addison should concentrate on renter longevity over luxury high-cost rentals. Uncertain the economy can sustain high-cost rentals indefinitely. Paychecks are not increasing at the rate of rentals. The hordes of renters moving into DFW can move out just as easily. Addison may be stuck with deserted luxury apartment meccas.	12/11/2023 1:10 PM
217	Traffic, Traffic, and too many apartments.	12/11/2023 12:29 PM
218	Improved pedestrian and bike infrastructure would be a great way to insure the roads are not overly crowded. I would walk to more stuff in town if I was not worried about having to die every time I cross a street.	12/11/2023 12:16 PM
219	Climate change, economy	12/11/2023 11:21 AM

220	continued suburban sprawl creating newer centers of business such as Frisco, etc. Continued congestion/parking in popular areas such as Village on the Parkway. Make it easy; trolley, etc. Work from home / remote killing office space tenancy other factors impacting office space tenancy	12/11/2023 10:06 AM
221	The City hasn't done a good job planning for increased traffic despite continuing to add highly dense apartment complexes	12/11/2023 9:45 AM
222	providing a better balance of housing types and availability. not just affordable but perhaps larger for families but maybe vertical on smaller plots to increase density. this also requires a better public transportation network	12/11/2023 9:24 AM
223	Not enough houses, too many apartments going up	12/11/2023 8:34 AM
224	homelessness	12/11/2023 7:53 AM
225	traffic	12/11/2023 7:08 AM
226	Access to pediatric emergency	12/11/2023 6:56 AM
227	The priority seems to be on building businesses not enhancing quality of life for residents	12/11/2023 6:20 AM
228	Rent prices rising. Inflation. Interest rates being so high. Gas prices. Grocery prices.	12/11/2023 12:09 AM
229	Read prior page. That Amli project by dart on Festival Way will destroyyyyy every single reason resident of Addison have chosen to live here. This isn't shops at legacy, and we would like to keep it that way. Quit being greedy	12/11/2023 12:06 AM
230	concerned with the incoming apartment traffic and worried that our police and fire will be diverted to the new apartment renters who are not paying the city of Addison's property taxes. As a single Ident, homeowner here in Towne Lake, I value and saved up for 10 years to live here. However, I am disappointed to see how the rental property has been diverting necessary services away from the residential homeowners as many are transient, and or for our living in one apartment. The springs a different element of economic stability and mischief to our area that I was hoping Addison could have maintained better. As a daughter of a 88 year-old Dallas police officer, I respect what our current Addison police and firefighters put up with on a daily basis. I have lived on both sides as a daughter of a police officer, and now as a homeowner. I am hoping that our city council will not become enamored with the financial attractive deals , and instead think clearly as to how their decisions affect Addison's property owners not only now, but in the next 20 years.	12/10/2023 8:54 PM
231	Lack of ability to attract quality retail, particularly west of the tollway and east of Marsh. Addison town center needs significant improvement and does not reflect my standard for shopping like the retail available in Plano/Highland Park/Southlake. Very poor quality.	12/10/2023 8:15 PM
232	the proportion of apartments/rentals is too high compared to ownership. Creates a sense of a transient community rather than one where you feel you know your neighbors	12/10/2023 6:04 PM
233	Aging office inventory, reliance on restaurants on Beltline, risk of apartment decline due to disinvestment	12/10/2023 4:40 PM
234	availability of land	12/10/2023 3:52 PM
235	Current population, in homes, although getting younger is still fairly old. All new development is in large apartment communities. People who do not own have less invested interest in community	12/10/2023 3:52 PM
236	Budget suites need to go. Panhandling should removed. And the area around motel 6 And the old black eye oea are becoming eyesores	12/10/2023 1:41 PM
237	Crime and overpopulation	12/10/2023 12:08 PM
238	Some of the apartment complexes are aging and can affect home pricing especially in the circle. Review and talk with property owners on their 5-10 year road map on the properites. Would prefer they don't drop to class-c apts.	12/10/2023 11:40 AM
239	We don't need growth. We are just fine where we are. No move living units. Growth just makes politicians look good, it doesn't make things better for citiezens.	12/10/2023 9:14 AM
240	Crime	12/10/2023 7:54 AM
241	Connecting city with proper walkways and bike lanes to encourage more pedestrian traffic	12/10/2023 6:28 AM
242	City staff will convince more city council's to destroy more of Addison	12/10/2023 5:44 AM
243	Addison is getting too congested with too many apartments. Apartments will lead to more crime.	12/9/2023 7:22 PM
244	Upkeep of roads, rec center and other infrastructure. I am concerned about adding more apartment units because the spirit of the city will continue to disappear.	12/9/2023 6:18 PM
245	I have concern that too much emphasis is being put on developing apartment complexes/short-term housing and not enough on expanding or building new neighborhoods. I think providing more "permanent" housing options helps to build a stronger community and I feel that Addison does not have enough permanent housing options at this time.	12/9/2023 5:24 PM
246	We need to maintain the streets, infrastructure, sidewalks; take advantage of unused spaces to build more recreational areas. Take a look at downtown Miami, for example, they are using the spaces under the bridges to build parks and attractions.	12/9/2023 5:11 PM
247	Crime rate, predominance of apartments, rezoning issues	12/9/2023 4:48 PM
248	Excess car dependence and maintenance cost of huge parking lots Opportunity cost of	12/9/2023 4:35 PM

	inefficient land use, especially the airport	
249	Safety is a huge issue.	12/9/2023 4:29 PM
250	infrastructure, traffic, environmental sustainability	12/9/2023 4:23 PM
251	Overcrowding and traffic.	12/9/2023 3:08 PM
252	The influx of homeless and crime is rampant and extremely concerning.	12/9/2023 3:02 PM
253	Pave the terrible roads and potholes that cause flat tires and bent rims	12/9/2023 2:59 PM
254	We need better infrastructure. Marsh road is a nightmare. Can no one decide if it is supposed to be a 2 or 3 lane road!! Please fix it!!! And stop all the work at 7:30 in the morning on that road making it a one lane road. They are always cutting grass, trees or bushes! Marsh is a nightmare.	12/9/2023 1:18 PM
255	Roads. Are there enough for all the apartments being built?	12/9/2023 12:56 PM
256	Increase population	12/9/2023 12:39 PM
257	Land use is a the biggest factor. Traffic patterns, infrastructure and current neighborhoods need to be taken into account before expanding or re-zoning	12/9/2023 10:32 AM
258	Not improving public parks, trails etc. Attract more unique restaurants and boutiques	12/9/2023 9:56 AM
259	Maintaining a safe environment. Crime and homelessness are rising in Addison and surrounding communities. Also concerned about increasing density of population and maintaining quality of housing, amenities and public safety.	12/9/2023 9:21 AM
260	Too much concern about environment and diversity.	12/9/2023 9:10 AM
261	Safety and parking/traffic issues.	12/9/2023 8:38 AM
262	Traffic	12/9/2023 8:34 AM
263	Everyone being priced out. This isn't necessarily an Addison issue so much as all of DFW but affordability is a real issue as the average age to be able to afford owning a home has shot up to over 40yrs.	12/9/2023 8:29 AM
264	Crime, homeless, street/ parking lot beggars	12/9/2023 8:15 AM
265	Too many apartments.	12/9/2023 7:33 AM
266	N/A	12/9/2023 2:07 AM
267	Cleanness	12/8/2023 10:56 PM
268	No more apartments.	12/8/2023 10:08 PM
269	Addison will just be gentrified for only the very rich	12/8/2023 9:44 PM
270	DEI and ESG will kill our city if you let it seep into our culture . Stay sane ! Think for yourself ! Don't follow the leftist views - it's killing our country	12/8/2023 9:09 PM
271	Civic engagement. I hope Addison encourages people to vote more.	12/8/2023 8:34 PM
272	Continued home unaffordability.	12/8/2023 8:23 PM
273	too many apartments	12/8/2023 5:57 PM
274	Too many apartments and your fear of being sued over white rock church instead of being afraid of the public you should represent.	12/8/2023 5:30 PM
275	Lack of available land for development	12/8/2023 5:12 PM
276	Traffic. It would be nice that instead of everyone coming to Kaboom town in a car, they had more real alternatives to get here that didn't require a car.	12/8/2023 4:47 PM
277	Code enforcement	12/8/2023 3:44 PM
278	No more land for homed. We have many apartments.	12/8/2023 3:40 PM
279	More apartments added to too many already. These are the slums of the future and attract unstable people who don't really care about addison	12/8/2023 3:25 PM
280	Footprint of Addison is constrained and without incentives, redeveloping aging office and retail will be very difficult for a developer to revitalize.	12/8/2023 3:24 PM
281	Taxes	12/8/2023 3:18 PM
282	Density and traffic	12/8/2023 2:53 PM
283	I enjoy the small town feel that Addison has in the middle of this huge metroplex. I fear one day it will become blended in with the surrounding areas and lose that charm.	12/8/2023 2:46 PM
284	Bringing in the rail opens up the community to negative impact which can already be seen by increase of homeless population walking around and sleeping in the Circle park and others in the vicinity. The amount of debris has also increased since the beginning of the project.	12/8/2023 2:29 PM
285	Educational system.	12/8/2023 1:37 PM
286	While it's not an extremely expensive to live here, it's borderline getting there for my generation between ages of 30 to 40	12/8/2023 12:49 PM
287	Too many apartments. Traffic. Not enough long term residents. Mediocre public schools. Not	12/8/2023 11:41 AM

	enough police/firemen per capita.	
288	stop trying to make Addison a destination. There are too many apartments for this small town	12/8/2023 11:00 AM
289	Homelessness and public safety	12/8/2023 10:30 AM
290	Too many apartments being built	12/8/2023 9:24 AM
291	Government going out of its scope.	12/8/2023 9:12 AM
292	I'm very annoyed by the lawn signs that say no more apartments. I'm a millenial making six figures and I'm priced out of the homes these people want to protect. I'd buy a house in a heartbeat... if I could afford one in Addison.	12/8/2023 8:52 AM
293	Apartments are being squeezed in every available inch of land still available in Addison. This must stop. In 20 years it will be a jungle around here and the values will decrease. Build more parks and trails in the remaining available space.	12/8/2023 6:18 AM
294	Concerned about the increased traffic with increased population density.	12/7/2023 10:33 PM
295	The homeless population! Like come on they're everywhere and no one e is helping them	12/7/2023 8:41 PM
296	Poor development. (housing developments) Low key hotels that bring unpleasant people to the area	12/7/2023 8:29 PM
297	Better public schools. Safety / crime reduction	12/7/2023 8:28 PM
298	Full of cheap motels and the incompetence of the planning department allowing buildings that are a detriment to the urban scape	12/7/2023 8:16 PM
299	Lack of reliable transit and unsafe streets to walk and bike on is harder for any demographic. Older folks need to be chauffeured, children the same, and everyone between being forced into driving. We're getting hotter AND colder every year!	12/7/2023 8:07 PM
300	Roads and infrastructure are inadequate.	12/7/2023 5:38 PM
301	Addison like all DFW cities is currently excessively car dependent. Unless public transport is improved, the traffic issues currently seen on beltline and DNT will get worse. Young professionals looking to buy their first house/townhouse/condo are priced out of the market.	12/7/2023 5:09 PM
302	Traffic. Only more people are coming to the area. Traffic is only going to get more full and bottle-necked. Gotta do somethin about that.	12/7/2023 5:02 PM
303	Cost of living and housing	12/7/2023 4:58 PM
304	Our population is so Senior, what happens when they're not here anymore?	12/7/2023 4:48 PM
305	Increasing gun violence	12/7/2023 4:22 PM
306	Pricing Normal High Middle Class out of any ownership or rental property	12/7/2023 4:22 PM
307	Lack of jobs for warehouse and tech. Not everyone wants to work at a restaurant.	12/7/2023 4:18 PM
308	More multifamily	12/7/2023 4:05 PM
309	Affordable and diverse housing options. Many young professionals and seniors are priced out. We don't need more massive townhomes, apartments, houses. We need smaller more affordable options. 1BR with office areas/dens. There are a lot of singles both young/old.	12/7/2023 3:57 PM
310	Voter participation. Aging neighborhoods and neighbors. Lack of long term vision, what will the region look like in 10-15 years and where will Addison fit in. Small universe of citizens want to or actually do have outsized view of their relevance to the future.	12/7/2023 3:33 PM
311	I have seen drivers constantly cruise through stop signs on Beltway and Proton with barely a tap of their brakes. The same could be said of bicyclers who rarely observe traffic rules. More policing of these intersections must be done to assure everyone's safety.	12/7/2023 3:24 PM
312	Lack of senior living	12/7/2023 2:41 PM
313	Maximize traffic patterns	12/7/2023 2:22 PM
314	I am concerned about the growing sentiment opposing increased density. Additional housing opportunities are essential for increasing economic growth, lowering housing costs and ensuring the maintenance of excellent town services. While there needs to be a balance, uninformed opposition is a potential roadblock to future growth.	12/7/2023 1:26 PM
315	Crime, homelessness, the crawl of undesirable residents into numerous cheap apartments. We need LESS apartments and more homes. Homeowners take pride in the community's future; apartment renters don't.	12/7/2023 12:07 PM
316	Escalation of crime and overload of apartments and transit and lack of investment in this community	12/7/2023 7:56 AM
317	Stop trying to grow and go back to the Nicetown it used to be	12/7/2023 5:14 AM
318	Do not over build. Keep the community feel.	12/6/2023 11:56 PM
319	Financial and price gauging on apartments and homes	12/6/2023 4:54 PM
320	Redevelopment of older buildings.	12/6/2023 3:23 PM
321	Government overreach is always a concern. The least the government is involved in one's life the better. I am from California, and I am now a Texas resident. I came to Texas and found a permanent home here in Addison. I am here because I can see the effectiveness of freedom in	12/6/2023 12:44 PM

	a community. That word "Freedom" should be the bedrock to development of The City of Addison.	
322	Housing, too much emphasis on apartment mega-structures	12/6/2023 12:32 PM
323	none	12/6/2023 9:13 AM
324	Climate Change	12/6/2023 8:52 AM
325	Apartment	12/6/2023 8:49 AM
326	re-development of commercial areas (office buildings, retail), support for airport, land too expensive for single family housing but that's all residents want (they don't appreciate their favorable tax situation).	12/6/2023 8:48 AM
327	Homelessness / Age of homes / Aging population of long-term residences	12/6/2023 8:38 AM
328	The high volume of apartments/condos being built in Addison or ones already established. The lack of "permanent" residents with this type of housing, increase in crime.	12/6/2023 6:22 AM
329	cost of living is unnecessarily high compared to the apartment amenities, lack new innovative public engagements and not just the usual yearly festivals	12/5/2023 7:18 PM
330	Open spaces are decreasing, particularly around Vitruvian Park. We have to protect our environment from the smallest gnat to the oldest senior citizen. We do not need more luxury apartments. We need open spaces that are well maintained. Old structures that are unused can be demolished and replaced. Protect our natural environment and allow us to live alongside it safely. We need to invest in an increase of community focused healthcare that is affordable. We need smaller community hubs that are walkable for each little neighborhood. Little corner/grocery stores, primary care physicians, etc. Walkable and accessible.	12/5/2023 5:44 PM
331	Limited space, not enough essential retail, grocery in walkable distances.	12/5/2023 5:12 PM
332	Maybe too much congestion and traffic	12/5/2023 3:26 PM
333	Running out of land.	12/5/2023 2:20 PM
334	None	12/5/2023 12:49 PM
335	Will be too expensive for Seniors to live here. Overcrowding and Congestion is big issue	12/5/2023 12:18 PM
336	Will be a town of apartments with no sense of community	12/5/2023 12:10 PM
337	The same I have now...no investment opportunities to stay in Addison. People hardly own anything in Addison.. The places available for purchase are unaffordable. Plus there's no place to raise a family in concrete- urban living townhomes. The spaces that are up for new construction are more apartments for lease. Addison should not be attracting more renters but more buyers. Businesses should have more offices in Addison offering local residents commuting ease..	12/5/2023 11:53 AM
338	no room to grow	12/5/2023 11:45 AM
339	The residential neighborhoods homes are too close together. Not friendly for single family residential and young families to raise children	12/5/2023 11:37 AM
340	None	12/5/2023 10:13 AM
341	That Addison is going to try to make us like downtown and Grandma's full of nothing but apartment complexes and we will be overrun and overcrowded and our safety will become a big concern	12/5/2023 9:57 AM
342	Affordability, safety and with the traffic that comes with the growth in the 4 square miles of town space, more options for mass transit to alleviate the congestion.	12/5/2023 9:45 AM
343	City is not keeping up with older areas, like Addison Circle by not supporting stores and businesses.	12/5/2023 9:15 AM
344	I'm concerned that the city will focus on adding more car centric infrastructure. This would be destructive and would not solve any issues. So many other cities have tried this and it creates urban hellscapes.	12/5/2023 9:15 AM
345	Limited real estate, crowded streets	12/5/2023 9:01 AM
346	I am very concerned about the vertical landscape regarding condos and apts. We need more single family one-story homes or patio homes. I am very concerned about filling/retaining retail space below Apt. buildings.	12/4/2023 9:41 PM
347	Very concerned in the rise of crime due to the increase of multi-family developments and not the same growth in police department.	12/4/2023 3:16 PM
348	short sighted Town Officials with private agendas	12/4/2023 1:10 PM
349	Your focus is not on what the citizens want which will cause this town to go down a slippery slope real fast where all the elected officials will be long gone and not pay a price for their decisions - but left to each and every homeowner to deal with.	12/4/2023 1:09 PM
350	as the apartments age, the crime around them will worsen affecting services in other areas of the city.	12/4/2023 12:50 PM
351	The impact of affordable housing.	12/4/2023 12:39 PM
352	Get rid of low rental hotel across the street from Krogers behind Beltline	12/4/2023 12:14 PM
353	Relying on a very heavy apartment component, with its transitory population, results in an	12/4/2023 12:09 PM

	uninvolved community. This is experienced every year when there is an election of local council members and mayor. The percentage of voters is miserable compared to the total population. Efforts should be made to locate good single family home developers to build in the very few remaining opportunities for such, or look at some redevelopment opportunities in ageing office projects.	
354	There are too many apartment buildings in Addison. There is too much noise pollution from airplanes and cars. More should be done to prevent this, e.g. change the air traffic routes to disallow large aircraft to enter the airspace above Addison and start giving out more noise violations to the very loud vehicles that travel through Addison.	12/4/2023 10:49 AM
355	Financial accountability	12/4/2023 10:43 AM
356	Livability sustainability	12/4/2023 10:41 AM
357	Do not let the permit pass for the White Rock Chapel. Do not let it open up to large crowds of people and traffic	12/4/2023 10:29 AM
358	Allowing a small minority of very outspoken people to dictate the direction of the Town.	12/4/2023 6:28 AM
359	Addison has to refresh Belt Line Rd to compete with other communities and retain its position as a primary dining venue. Some parts of Belt Line Rd look dated.	12/3/2023 7:57 PM
360	Clean up old dirty apartments.	12/3/2023 6:55 PM
361	We don't want it to turn into a crazy crowded modern community like other areas. More neighborhood feel with lots of nature. Peaceful not crazy. We like to get away to addison because it's not like uptown. We have a young family	12/3/2023 4:26 PM
362	Better transportation that can faster connecting to the major highways.	12/3/2023 3:23 PM
363	NIMBYs holding up development of the Silver Line. Investment in big, ambitious transport projects when what would really help is more frequent, punctual buses.	12/3/2023 2:39 PM
364	Lack of affordable housing, low supply of housing to purchase, heavily reliant on commercial taxes, ability to attract new residents	12/3/2023 2:06 PM
365	There are empty buildings Attract businesses	12/3/2023 1:02 PM
366	The White Rock "church" is going to destroy the neighborhood and endanger the lives of the children at Anne Frank Elementary School.	12/3/2023 8:47 AM
367	I worry about safety when the rail station opens. We have an extremely safe community now. APD does a great job but I am concerned for the future.	12/3/2023 7:52 AM
368	Overgrowth	12/3/2023 6:58 AM
369	I'm worried the new builds near Addison circle park will bring more traffic and reduce our current use of the green space there. I am concerned it will be more and more noisy and chaotic.	12/2/2023 7:29 PM
370	The only thing I can think is people being priced out of their apartments. Maybe that there's not a ton of single family homes, but I think townhomes or more condos will also encourage people to settle in more permanently in addison instead of moving away to other suburbs (boo urban sprawl)	12/2/2023 7:11 PM
371	The interior of the apartments in Addison Circle are outdated - less attractive to young professionals.	12/2/2023 4:16 PM
372	Need more home ownership options. Reduce multi family development	12/2/2023 3:53 PM
373	The continued reliance / push for apartments; public safety with Dart rail station;	12/2/2023 3:50 PM
374	Lack of electric vehicle charging, especially for apartments. Unwillingness to embrace housing/commercial density or the need for protected bike and pedestrian paths. Poor design during the initial implementation of new ideas (such as bike and pedestrian infrastructure) that hurts the adoption of their usage or their effectiveness. Failure to adopt mixed-use zoning, which would mean it is harder for areas to become dense and walkable since things like work, groceries, residences, and entertainment would be separated.	12/2/2023 2:19 PM
375	Homeowners blocking progress of building out and redevelopment causingAddison to loose major growth and sustainability to other neighboring cities.	12/2/2023 1:11 PM
376	i am worried about legislation focused more on profit and less on the people living in the city	12/2/2023 10:19 AM
377	Density of multi-family housing and the connection of that density to street and property crime	12/2/2023 12:59 AM
378	Hoodlums	12/1/2023 10:54 PM
379	Cost of living. Rent is too high and not sustainable.	12/1/2023 9:35 PM
380	None	12/1/2023 9:18 PM
381	The no apartment movement could be detrimental	12/1/2023 8:44 PM
382	Space constraints; will require redevelopment	12/1/2023 7:14 PM
383	Infrastructure and roads around here. Midway is taking 2 years to improve... with the rate of building townhomes and apartments were and tear on midway will need to be resurfaced again in 10 years.	12/1/2023 5:01 PM
384	The need for town leadership to continue to invest in infrastructure and quality of life for its residents.	12/1/2023 4:47 PM

385	Bring in more quality restaurants and retail stores. Help retailers and hospitality businesses fill unoccupied space. Too many empty restaurant spaces and hotel spaces. The empty space makes Addison look like a slowly deteriorating town where no one wants to invest their money.	12/1/2023 4:32 PM
386	Again, too many apartments which will continue to add to the traffic congestion and potential crime/safety issues. Don't feel that Addison is the safe environment we enjoyed when we moved here about 15 years ago.	12/1/2023 4:02 PM
387	Quality of public schools and resistance to development of apartments, condos and townhouses.	12/1/2023 3:34 PM
388	Over building of rental housing, lack of responsiveness to residents.	12/1/2023 3:19 PM
389	Addison's staff and elected officials have no interest in listening to existing home owners, i.e. residents about stopping the ridiculous number of apartment communities.	12/1/2023 3:18 PM
390	Too many apartments Traffic Safety/crime	12/1/2023 7:21 AM
391	The city council thinks apartment dwellers don't use the gym and the courts and they do. We are outgrowing our community space. We are selling out too early when land is precious. Taking deals today. We spend way too much money.	11/30/2023 8:44 PM
392	-The retail price is too high and no one can afford to stay in business. - Dallas North Tollway is a hot mess and it's always a nightmare at peak times by 635. It keeps people out of this part of town. -there is nowhere to park.	11/30/2023 7:10 PM
393	Nearly none, but if I was to provide two it would be cost of living and the homeless population. Neither are currently a problem but could possibly be a problem in time to come with the construction of the new transit and economic downfall	11/30/2023 6:31 PM
394	The cost of living	11/30/2023 5:03 PM
395	Too many apartments and push on big commercial projects within town counsel	11/30/2023 3:25 PM
396	There is limited family homes that are reasonably priced that it will eventually move all of the young professionals out of Addison come the next 10-15 years. My partner and I would love to buy a family home in Addison because we love this city but due to the challenges I listed above we know that we will soon have to move to Plano, Frisco, etc. Addison has a lot of activities and places to eat but it does not caterer to families to live here and I don't see that changing	11/30/2023 3:09 PM
397	I'm concerned that we won't remain a safe private neighborhood because of the dart train that will be coming here now.	11/30/2023 5:33 AM
398	Reduction in the amount of individuals that work in office buildings. With so many office spaces in Addison my worries become vacant buildings or lots the don't add to the image that Addison is trying to convey. I understand this is not exclusive to Addison but with such a large density of aging office space in dense area the concern raises higher.	11/29/2023 9:32 PM
399	The people MAA is attracting. The circle has become a dump since they bought our Post Addison. This will invite people who don't appreciate Addison's community and don't care about our city's environment and it will turn into east plano if we let it. Also safety- we need speed bumps, bike lanes, light up crosswalks, enforcement of vehicular laws. People go way to fast here and endanger everyone. We need more focus on upholding the standards of our city.	11/29/2023 9:00 PM
400	Aging population, lack of real estate space for new growth, lack of senior housing	11/27/2023 2:50 PM
401	too many apartments	11/27/2023 8:08 AM
402	Increasing prices for housing and apartment rents could hamper growth	11/25/2023 8:32 PM
403	Improve infrastructure. Maintain uniform appearance	11/24/2023 11:56 AM
404	Asset maintenance Keeping Addison Way Keeping Taxes reasonable	11/24/2023 10:01 AM
405	Traffic-crime-cleanliness	11/23/2023 8:30 AM
406	Rental housing	11/23/2023 8:11 AM
407	The NIMBY-minded people who want Addison to be Farmers Branch or Highland Park have a loud voice and I worry that they will successfully hinder the development we need to financially thrive.	11/23/2023 7:45 AM
408	We should support the development of condo/apartment growth in recognition of changing demographics. At the same time, we should protect all existing neighborhoods offering single family residences.	11/23/2023 5:54 AM
409	Concerned that Addison is becoming known as an apartment community and not a destination for homeownership. Also concerned about rapid increase in panhandling.	11/23/2023 4:20 AM
410	Crime, homelessness, lack of code enforcement, apartment blight	11/22/2023 9:27 PM
411	Crime, over growth, too many people	11/22/2023 6:08 PM
412	less new housing on postage stamp properties, more open spaces to keep Addison special (what it used to be famous for. Addison now is losing fast all credibility)	11/22/2023 5:47 PM
413	Diversity	11/22/2023 5:16 PM
414	Road infrastructure with new multi family developments	11/22/2023 4:45 PM
415	Apartments overcrowding	11/22/2023 3:59 PM

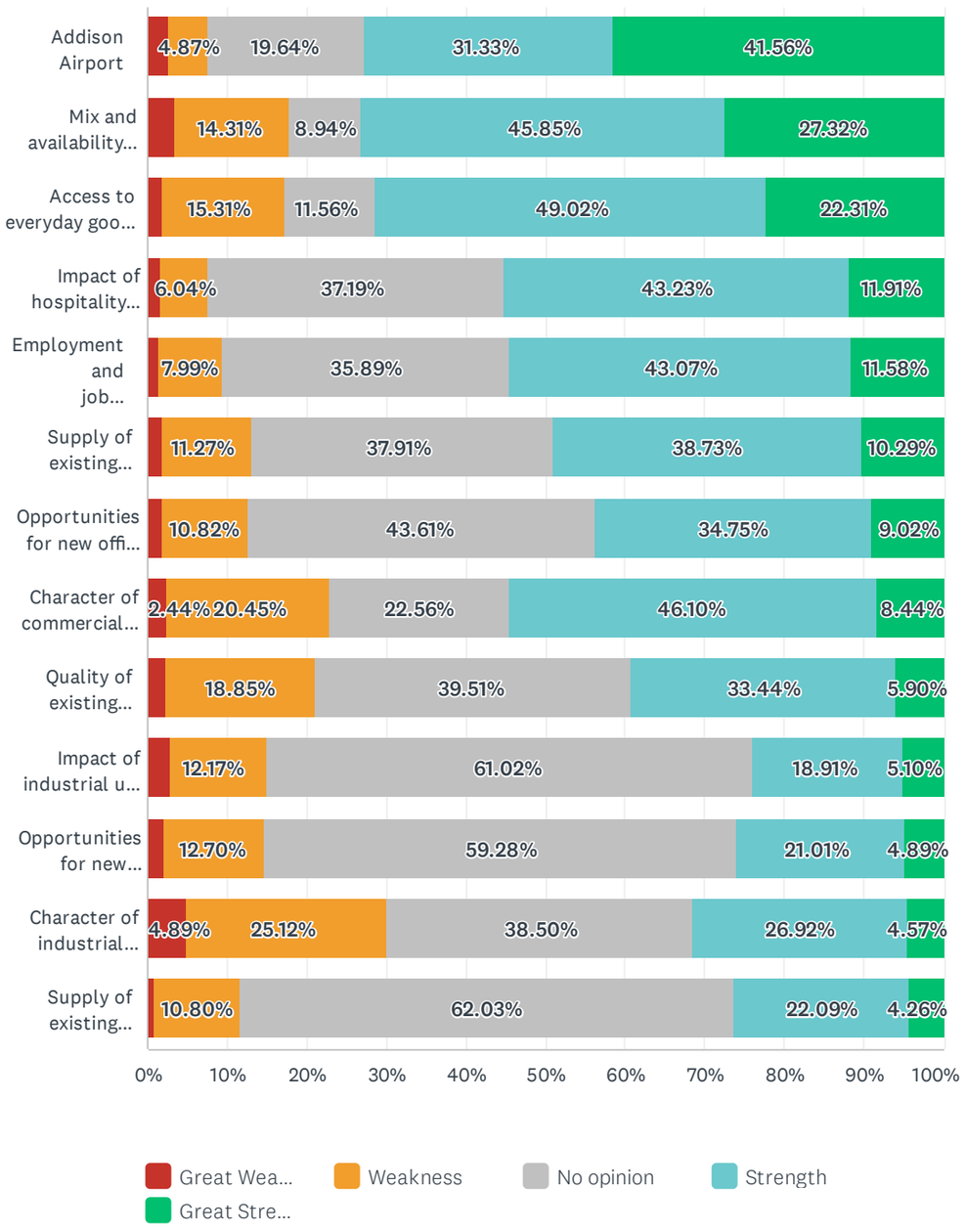
416	Keep the quality of Addison	11/22/2023 3:52 PM
417	To develop senior facilities	11/22/2023 3:51 PM
418	Safety	11/22/2023 3:30 PM
419	Development activities in our neighboring cities which abut Addison but are not compatible with our brand.	11/21/2023 3:09 PM
420	Addison becoming unfordable to young professionals.	11/20/2023 7:33 AM
421	We are a active professional community that has thrived off of the events and attractions. I fear we may loose that as many of our mature citizens who once enjoyed that fearure years ago, forget that, and want Addison to age with them.	11/19/2023 8:41 PM
422	you are chasing away seniors by not having a senior living facility	11/19/2023 8:01 AM
423	Noise pollution b/o airport is my major criticism	11/18/2023 10:15 PM
424	Competition from surrounding cities and the "center" of the metroplex moving away from Addison. Town events ("kaboom town") losing or no longer being an attractant.	11/18/2023 1:49 PM
425	We do NOT need more apartments. We don't want to be apartment town USA. Please stop those and build town character other ways, with parks and landscaoing and code enforcement.	11/18/2023 11:03 AM
426	Planning & Zoning has shown that they are not handling projects in a manner that best serves the future of Addison. They are not at a high level in their due diligence when investigating ALL the facts that affect the outcome of an application put before them. This causes the passing of inadequate & sometimes erroneous information to the Council. The whole process must be tightened up to make absolutely sure that every stone has been turned to discover ALL the pertinent facts...thus achieving the test outcome for all.	11/18/2023 1:28 AM
427	Too many apartments causing really bad traffic and increase crime	11/17/2023 8:10 PM
428	Loss of attractiveness as destination for the metroplex	11/17/2023 5:35 PM
429	too many apartments, renters who have a short-term investment in community	11/17/2023 4:49 PM
430	Lack of forward thinking and short-sightedness of older residents.	11/17/2023 4:27 PM
431	Some way to have more single-family dwellings.	11/17/2023 4:22 PM
432	We are already saturated with multi family units. This has created an environment that is not conducive to family's or senior citizens.	11/17/2023 4:13 PM
433	With such a small footprint I am not sure how we can continue to grow and still be able to get around town	11/17/2023 3:36 PM
434	A city cannot sustain itself with only rental housing - Addison much increase the percentage of fee-simple housing (including dense fee-simple housing) and must find a way to incentivize developers to this end	11/17/2023 3:17 PM
435	As more individuals move to Addison, there should be a push to improve existing infrastructure. This includes sidewalks, cross walks, street lights, create more trails, reducing congestion, etc.	11/16/2023 10:33 AM
436	Too mNy apartments planned. rise in crime. Over supply causes low rents	11/16/2023 5:43 AM
437	No opinion	11/15/2023 8:06 AM
438	My concern is proliferation of trashy strip centers and gas stations/convenience stores	11/14/2023 9:52 PM
439	Safety	11/14/2023 4:29 PM
440	This rail system will bring homeless and crime to addison. Beef up law enforcement	11/14/2023 10:09 AM
441	The transferability of apartment living and transient nature of apartment living along with upkeep of buildings and overburden on services because of crime.	11/14/2023 8:57 AM
442	The Silver Line is a great opportunity for growth and development in Addison. Utilizing this transit connection for large events will aid in parking and crowd management. It will also provide an opportunity to introduce greater Dallas with what is offered in Addison. The growth it generates will be the challenge for the future.	11/14/2023 8:54 AM
443	Lifestyle options for seniors.	11/14/2023 8:50 AM
444	Maintain what we have as opposed to building more at a higher tax rate	11/13/2023 1:03 PM
445	Infrastructure and town development. Roads should continually be monitored to ensure they are safe and maintain visual appeal. Older buildings/businesses should be updated, but no more apartments!!!	11/12/2023 4:23 PM
446	I love the train but feel without close monitoring of tickets it will bring a larger Homelessness, vagrancy and trafficking presence.	11/11/2023 1:07 PM
447	I believe a concern for Addison is the amount of people in the multi-level residential buildings, in addition to the way Addison is gridlocked within so much concrete and with increasing traffic. The greatest concern is the quality of life & health for those who live, visit, & work here. Addison is only 4 miles square. If you keep building upward, you're putting greed over real care to the quality of life of those here. Also you can be more spirited & creative about encouraging recycling, trash pickup in the parks, valuing all aspects of nature. Be inspired by creative solutions in other areas, and see what can be done here.	11/11/2023 12:19 PM
448	Too many rentals compared to permanent residences. Addison is 84% rental!	11/11/2023 8:28 AM

449	Finishing road construction ASAP taking too long	11/11/2023 8:07 AM
450	Maybe lower rent. I'm the circle, I'm paying $1,600 for a 1br 1 bath	11/11/2023 6:57 AM
451	It's too late. Too much rented living space.	11/11/2023 6:35 AM
452	No green spaces Poor choices of businesses	11/10/2023 10:10 PM
453	Too much concern about adding apartments in a changing world	11/10/2023 9:38 PM
454	Crime and the buses/train. Homelessness is starting to be an issue	11/9/2023 2:55 AM
455	Public safety	11/7/2023 8:51 PM
456	Too much focus on apartment/townhouse dwellings - need to have other options	11/7/2023 2:07 PM
457	A larger athletic club is needed because of the increased number of apartments	11/7/2023 11:59 AM
458	I think in the next 10 years Addison home values will decrease as a result of apartments and condos.	11/7/2023 10:57 AM
459	Creating inclusive community with a welcome packet like we used to have for when you moved to the community.	11/6/2023 10:46 PM
460	Lack of long term residents	11/6/2023 11:24 AM
461	Addison has too many rental units leaving no room for owner-occupied single family homes. Renters have no connection to Addison and are transient. Apartments only benefit the owners and builders of apartments at the detriment of owners.	11/5/2023 7:08 AM
462	Way too many apartment buildings are being built which totally eliminates the initial charm Addison once had and was famous for.	11/4/2023 6:21 PM
463	affordability decline into numerous affordable housing projects less quality living increase traffic, construction education the majority of us don't live where we work as we don't want to live that close or in a corporate atmosphere- if people do they live downtown or near a corporate campus	11/4/2023 2:59 PM
464	Stop high density appartments.	11/4/2023 2:35 PM
465	Lack of space to build new single family homes, and parks.	11/4/2023 11:51 AM
466	Town pleasing developers over citizens. Quality of life over growing tax rolls. Apartments have gotten way to big	11/4/2023 9:48 AM
467	Too many apartments and not enough houses.	11/4/2023 6:33 AM
468	Decay of office buildings	11/3/2023 10:03 PM
469	Too many apartments and multifamily building	11/3/2023 9:01 PM
470	Apartments	11/3/2023 8:29 PM
471	I fear that adding even more apartment complexes will take away our small town feel. It's the reason I moved here . I'd hate to see that go away and instead find the same impersonality I can find in the rest of big cities.	11/3/2023 8:13 PM
472	Too many apartments and not enough homes. Apartments run down over time. Also, no more hotels. They start to run down and can't be rebrand/flagged.	11/3/2023 7:30 PM
473	Too many apartments means people moving in and out that don't care about the town. Bring in more nice restaurants and shops so that people will once again think of Addison as a destination.	11/3/2023 7:01 PM
474	too many non-owners living here	11/3/2023 6:04 PM
475	Homeless	11/3/2023 5:56 PM
476	Aging demographic - octogenarian leadership.	11/3/2023 5:30 PM
477	Fluctuation due to too many apartments servicing younger people that move away once they start a family.	11/3/2023 5:26 PM
478	Traffic and crime	11/3/2023 5:23 PM
479	How to remain a community that has a homey feeling, but yet is still modern	11/3/2023 4:51 PM
480	If we want to keep up the pace, housing is the biggest issue. I love Addison, and I wish I could live here too. We could be innovators in this sector! Tiny Houses/ Parks could be a great idea!	11/3/2023 10:14 AM
481	Office space surplus when more people have remote or hybrid jobs	11/3/2023 9:32 AM
482	Urban sprawl. People are moving north to Frisco and other nearby suburbs.	11/2/2023 10:09 PM
483	1. Homeless people on our doorstep. This is the single biggest think that would cause me to move my home and business out of Addison. 2. Redeveloping aging developments, apartments, etc. 3. Public safety, particularly the need to upgrade policing.	11/2/2023 6:51 PM
484	I feel that the city sets all these meetings for the residents but has actually no intention of listening to what the residents have to say. You're doing far too many rezoning trying to turn everything into apartments and Retail. Retail is fine but we're tired of the apartments and don't want to be overcrowded.	11/2/2023 5:37 PM
485	Roads, building controls, fix up existing buildings	11/2/2023 5:29 PM
486	Crumbling city facilities, service level drops associated with ever-increasing city staff	11/2/2023 2:05 PM

	shortages, and a small but vocal resident population who wants to pretend that Addison is still a "boom town" and they are entitled excessive amenities without paying for them.	
487	Not keeping up with infrastructure	11/2/2023 1:44 PM
488	Transportation infrastructure for additional housing-I don't believe the Silver Line will be a success	11/2/2023 12:42 PM
489	Addison is mostly built out, so existing land use must be managed and maintained well. There are some run down areas that need to be uplifted. transportation and congestion are ongoing issues that will have increasing challenges as population grows.	11/2/2023 12:03 PM
490	Building of many apartments and giving land to big corporations that can lead to unsafe conditions in the town & rising costs of living. Already seeing unsafe conditions on roads due to not properly marked construction. Excessive traffic and excessive use of unsafe driving conditions.	11/2/2023 11:58 AM
491	The new dart project was a terrible idea and was designed horribly. With the Dallas population growing in numbers Addison will be a traffic nightmare over time since the rail is cutting across major road ways	11/2/2023 11:22 AM
492	Public safety, low taxes, over crowding, traffic.	11/2/2023 11:07 AM
493	Maintaining a quality environment and services in town. Don't dumb down services to where we are like everyone else. Continue to make Addison extraordinary among cities.	11/2/2023 10:42 AM
494	Space for new developments.	11/2/2023 10:29 AM
495	Not hip anymore....	11/2/2023 10:17 AM
496	Addison has many office towers that might face a lower number of tenants due to the rise of remote work. As they are a large part of the tax base the city will need to work with these companies to make sure they stay around, or come up with a plan if they become financially unviable	11/1/2023 7:41 PM
497	Too many rental properties.	11/1/2023 5:11 PM
498	Overcrowding due to influx of apartments. Crime will continue to increase as will taxes	11/1/2023 4:13 PM
499	Discord between residents and neighborhoods, especially regarding future use of our limited available land. Little single family owner support for any proposed change.	11/1/2023 2:51 PM
500	Too much traffic. loss of seniors due to lack of housing affordability, loss of small businesses	11/1/2023 2:46 PM
501	that you are basing this new plan on the input of the seniors of addison	11/1/2023 2:44 PM
502	taxes and growth of government	11/1/2023 2:21 PM
503	Housing density restrictions and lack of options for service professionals and public workers that make and retain talent and make Addison a wonderful place to live.	11/1/2023 2:06 PM
504	Addison leaders have turned their backs on the voters as it relates to density development. We are already experiencing over-crowding issues and with the pipeline of high to mid-density rental units, it's only going to get worse.	11/1/2023 1:40 PM
505	As millennials and Gen-Z get older, it's important for housing options, including smaller and more affordable options, be available for housing, especially housing that can be owned, even if it's in the form of basic condos without bells and whistles. It's also important to be able to provide diverse transportation options, including making walking a preferred option for shorter, more local trips. A full grocery store at Addison Circle/near the Addison Transit center would be awesome	11/1/2023 11:22 AM
506	Housing crisis, if wages don't match housing price increases... Just who do you expect to live here going forward? Heat waves and strong storms that put pressure on our grid. The crime that usually follows bad housing policy and lack of disaster preparedness. Stagnation in the office real estate economy has Work From Home continues to reduce the need for office leasing.	11/1/2023 7:51 AM
507	Ensuring the dart station does not attract homelessness	10/31/2023 6:31 PM
508	Addison maybe should consider buying land now before prices become much higher and in shorter supply down the road for resplacement city facilities like city hall, fire dept station 1 and station 2. Also for redevelopment of new apartments and office buildings.	10/31/2023 9:58 AM

Q16 When considering Addison's existing commercial and industrial areas, identify if each of the following is a strength or weakness for the community today.

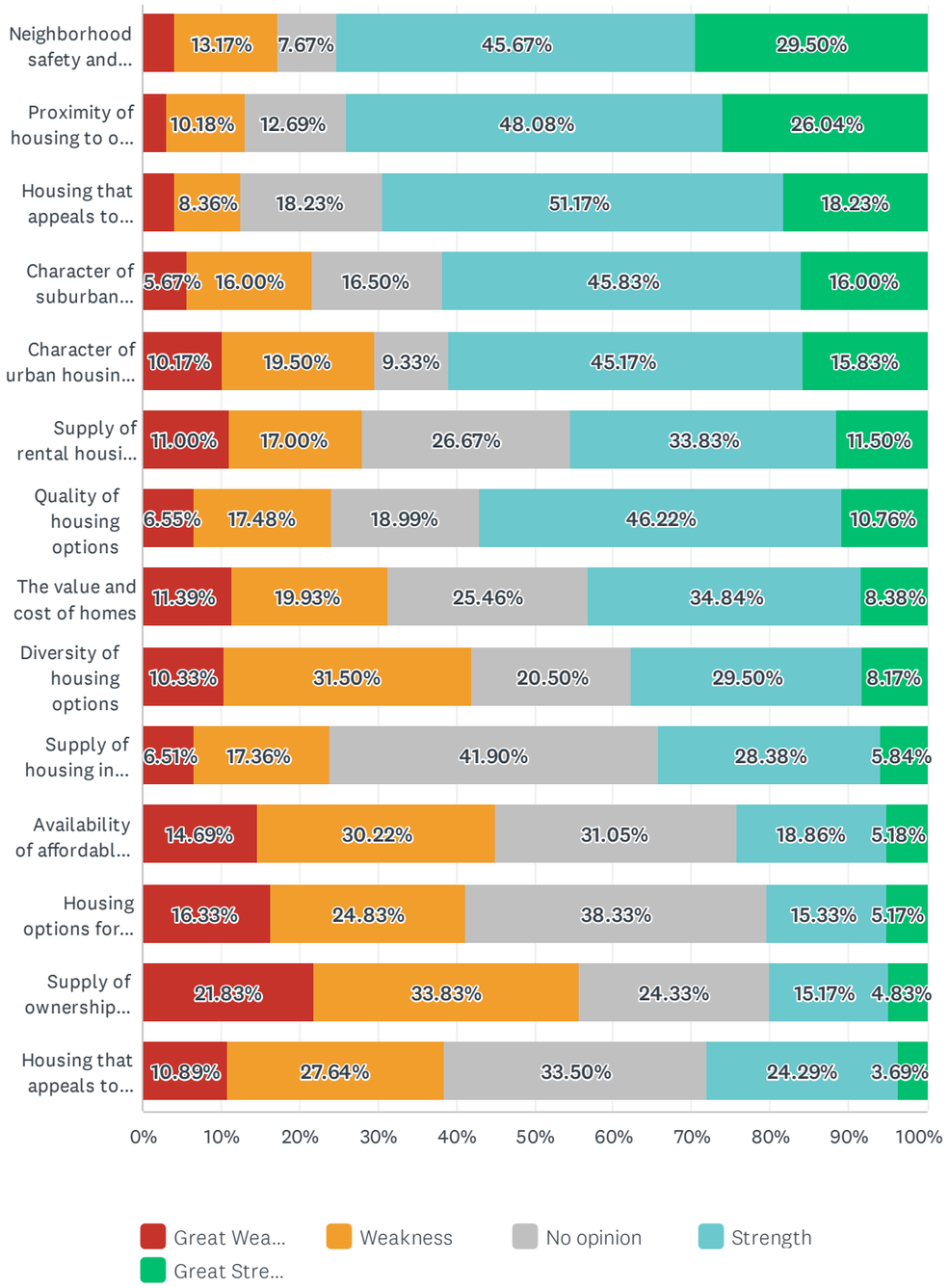
Answered: 616 Skipped: 133



	GREAT WEAKNESS	WEAKNESS	NO OPINION	STRENGTH	GREAT STRENGTH	TOTAL
Addison Airport	2.60% 16	4.87% 30	19.64% 121	31.33% 193	41.56% 256	616
Mix and availability of shopping and dining options	3.58% 22	14.31% 88	8.94% 55	45.85% 282	27.32% 168	615
Access to everyday goods and services	1.79% 11	15.31% 94	11.56% 71	49.02% 301	22.31% 137	614
Impact of hospitality uses on the community	1.63% 10	6.04% 37	37.19% 228	43.23% 265	11.91% 73	613
Employment and job opportunities	1.47% 9	7.99% 49	35.89% 220	43.07% 264	11.58% 71	613
Supply of existing commercial space	1.80% 11	11.27% 69	37.91% 232	38.73% 237	10.29% 63	612
Opportunities for new office and employment uses	1.80% 11	10.82% 66	43.61% 266	34.75% 212	9.02% 55	610
Character of commercial areas (size and scale of buildings, setbacks, design and materials, landscaping and open space, maintenance, etc.)	2.44% 15	20.45% 126	22.56% 139	46.10% 284	8.44% 52	616
Quality of existing commercial and industrial areas	2.30% 14	18.85% 115	39.51% 241	33.44% 204	5.90% 36	610
Impact of industrial uses on the community	2.80% 17	12.17% 74	61.02% 371	18.91% 115	5.10% 31	608
Opportunities for new industrial development	2.12% 13	12.70% 78	59.28% 364	21.01% 129	4.89% 30	614
Character of industrial areas (size and scale of buildings, setbacks, design and materials, landscaping and open space, maintenance, etc.)	4.89% 30	25.12% 154	38.50% 236	26.92% 165	4.57% 28	613
Supply of existing industrial space	0.82% 5	10.80% 66	62.03% 379	22.09% 135	4.26% 26	611

Q17 When considering existing housing and residential areas, identify if each of the following is a strength or weakness for Addison today.

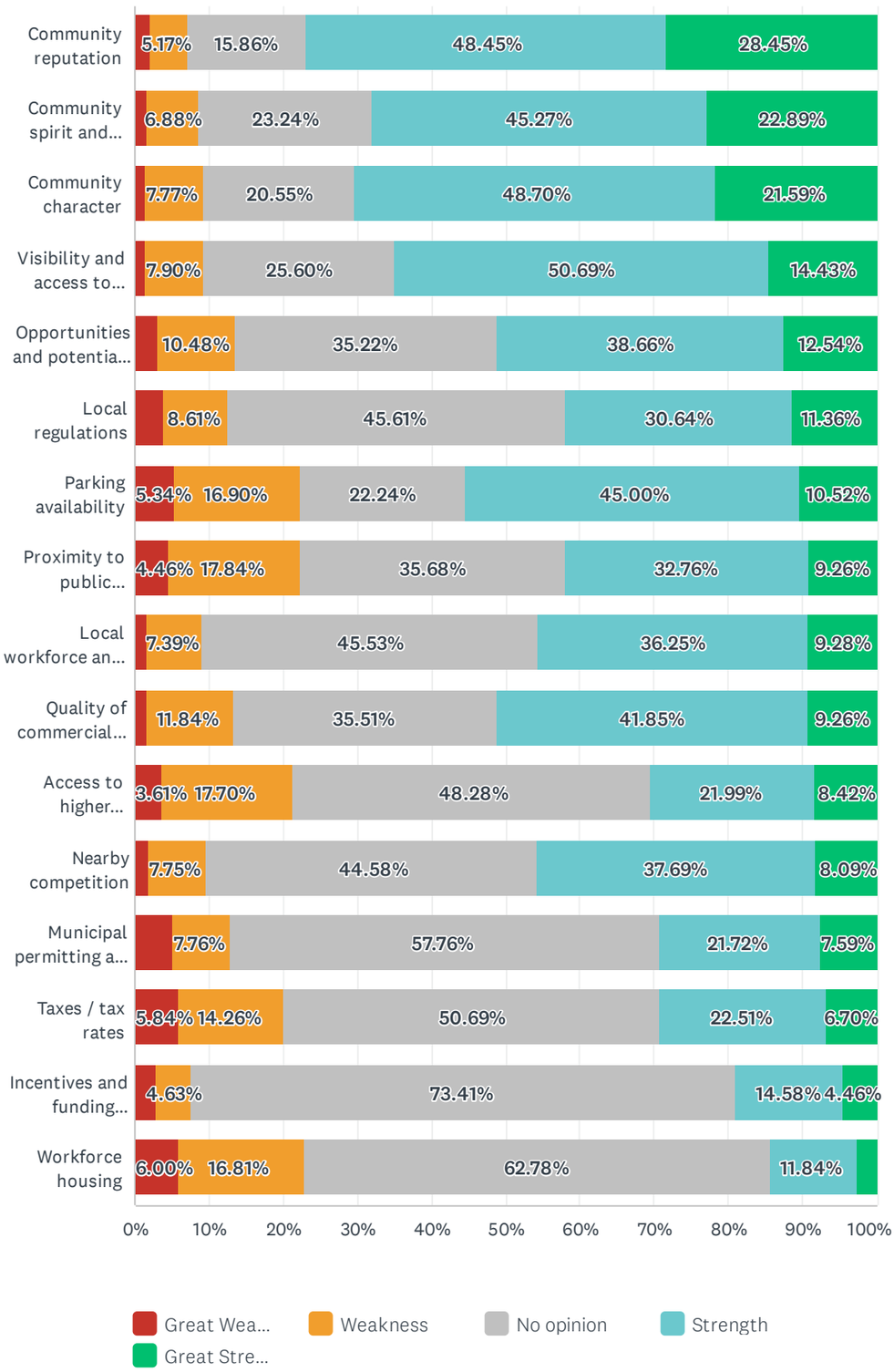
Answered: 603 Skipped: 146



	GREAT WEAKNESS	WEAKNESS	NO OPINION	STRENGTH	GREAT STRENGTH	TOTAL
Neighborhood safety and walkability	4.00% 24	13.17% 79	7.67% 46	45.67% 274	29.50% 177	600
Proximity of housing to open space and amenities	3.01% 18	10.18% 61	12.69% 76	48.08% 288	26.04% 156	599
Housing that appeals to young professionals	4.01% 24	8.36% 50	18.23% 109	51.17% 306	18.23% 109	598
Character of suburban housing - detached homes (architectural style, building materials, size and scale of buildings, open space, etc.)	5.67% 34	16.00% 96	16.50% 99	45.83% 275	16.00% 96	600
Character of urban housing - multifamily, condos, and townhomes (architectural style, building materials, size and scale of buildings, open space, etc.)	10.17% 61	19.50% 117	9.33% 56	45.17% 271	15.83% 95	600
Supply of rental housing options	11.00% 66	17.00% 102	26.67% 160	33.83% 203	11.50% 69	600
Quality of housing options	6.55% 39	17.48% 104	18.99% 113	46.22% 275	10.76% 64	595
The value and cost of homes	11.39% 68	19.93% 119	25.46% 152	34.84% 208	8.38% 50	597
Diversity of housing options	10.33% 62	31.50% 189	20.50% 123	29.50% 177	8.17% 49	600
Supply of housing in mixed-use neighborhoods	6.51% 39	17.36% 104	41.90% 251	28.38% 170	5.84% 35	599
Availability of affordable housing options	14.69% 88	30.22% 181	31.05% 186	18.86% 113	5.18% 31	599
Housing options for seniors	16.33% 98	24.83% 149	38.33% 230	15.33% 92	5.17% 31	600
Supply of ownership housing options	21.83% 131	33.83% 203	24.33% 146	15.17% 91	4.83% 29	600
Housing that appeals to young families	10.89% 65	27.64% 165	33.50% 200	24.29% 145	3.69% 22	597

Q18 Identify if each of the following is a strength or weakness to operating a business in Addison today.

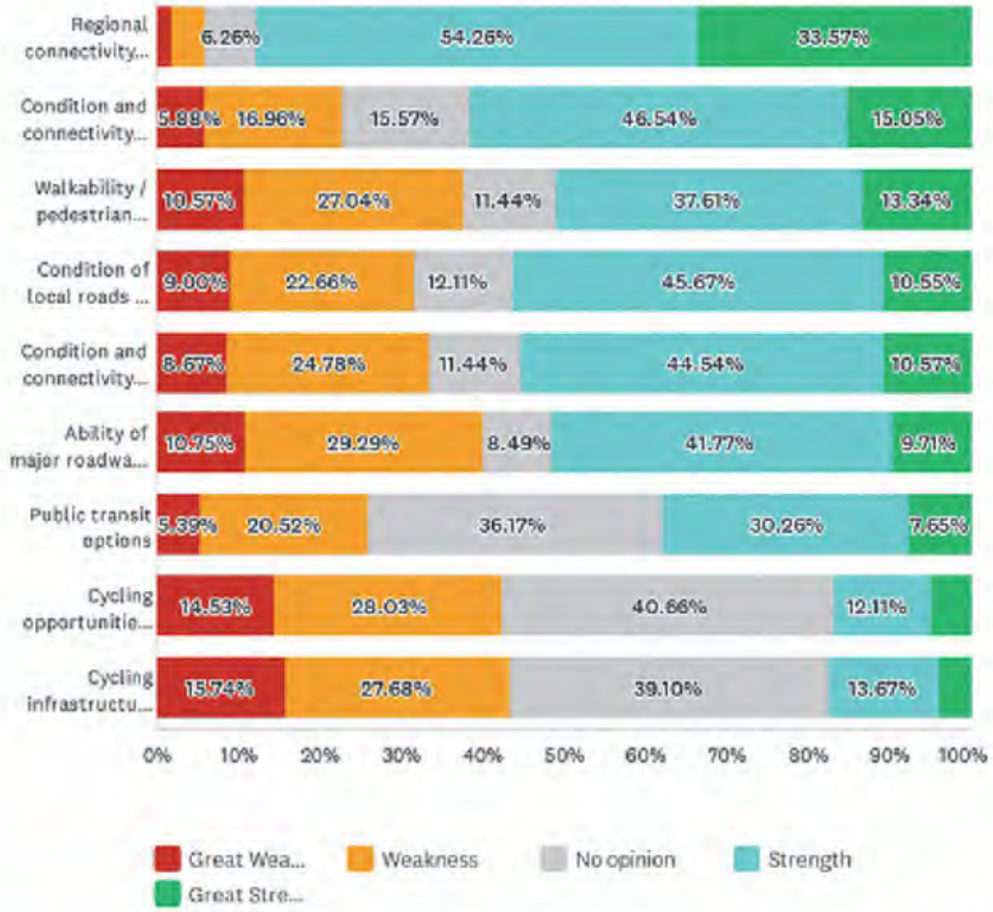
Answered: 583 Skipped: 166



	GREAT WEAKNESS	WEAKNESS	NO OPINION	STRENGTH	GREAT STRENGTH	TOTAL
Community reputation	2.07% 12	5.17% 30	15.86% 92	48.45% 281	28.45% 165	580
Community spirit and culture	1.72% 10	6.88% 40	23.24% 135	45.27% 263	22.89% 133	581
Community character	1.38% 8	7.77% 45	20.55% 119	48.70% 282	21.59% 125	579
Visibility and access to customers	1.37% 8	7.90% 46	25.60% 149	50.69% 295	14.43% 84	582
Opportunities and potential for new development / revitalization	3.09% 18	10.48% 61	35.22% 205	38.66% 225	12.54% 73	582
Local regulations	3.79% 22	8.61% 50	45.61% 265	30.64% 178	11.36% 66	581
Parking availability	5.34% 31	16.90% 98	22.24% 129	45.00% 261	10.52% 61	580
Proximity to public transportation	4.46% 26	17.84% 104	35.68% 208	32.76% 191	9.26% 54	583
Local workforce and talent pool	1.55% 9	7.39% 43	45.53% 265	36.25% 211	9.28% 54	582
Quality of commercial buildings and properties	1.54% 9	11.84% 69	35.51% 207	41.85% 244	9.26% 54	583
Access to higher education	3.61% 21	17.70% 103	48.28% 281	21.99% 128	8.42% 49	582
Nearby competition	1.89% 11	7.75% 45	44.58% 259	37.69% 219	8.09% 47	581
Municipal permitting and approval	5.17% 30	7.76% 45	57.76% 335	21.72% 126	7.59% 44	580
Taxes / tax rates	5.84% 34	14.26% 83	50.69% 295	22.51% 131	6.70% 39	582
Incentives and funding mechanisms available to businesses	2.92% 17	4.63% 27	73.41% 428	14.58% 85	4.46% 26	583
Workforce housing	6.00% 35	16.81% 98	62.78% 366	11.84% 69	2.57% 15	583

Q19 When considering Addison's existing transportation networks, identify if each of the following is a strength or weakness for the community today.

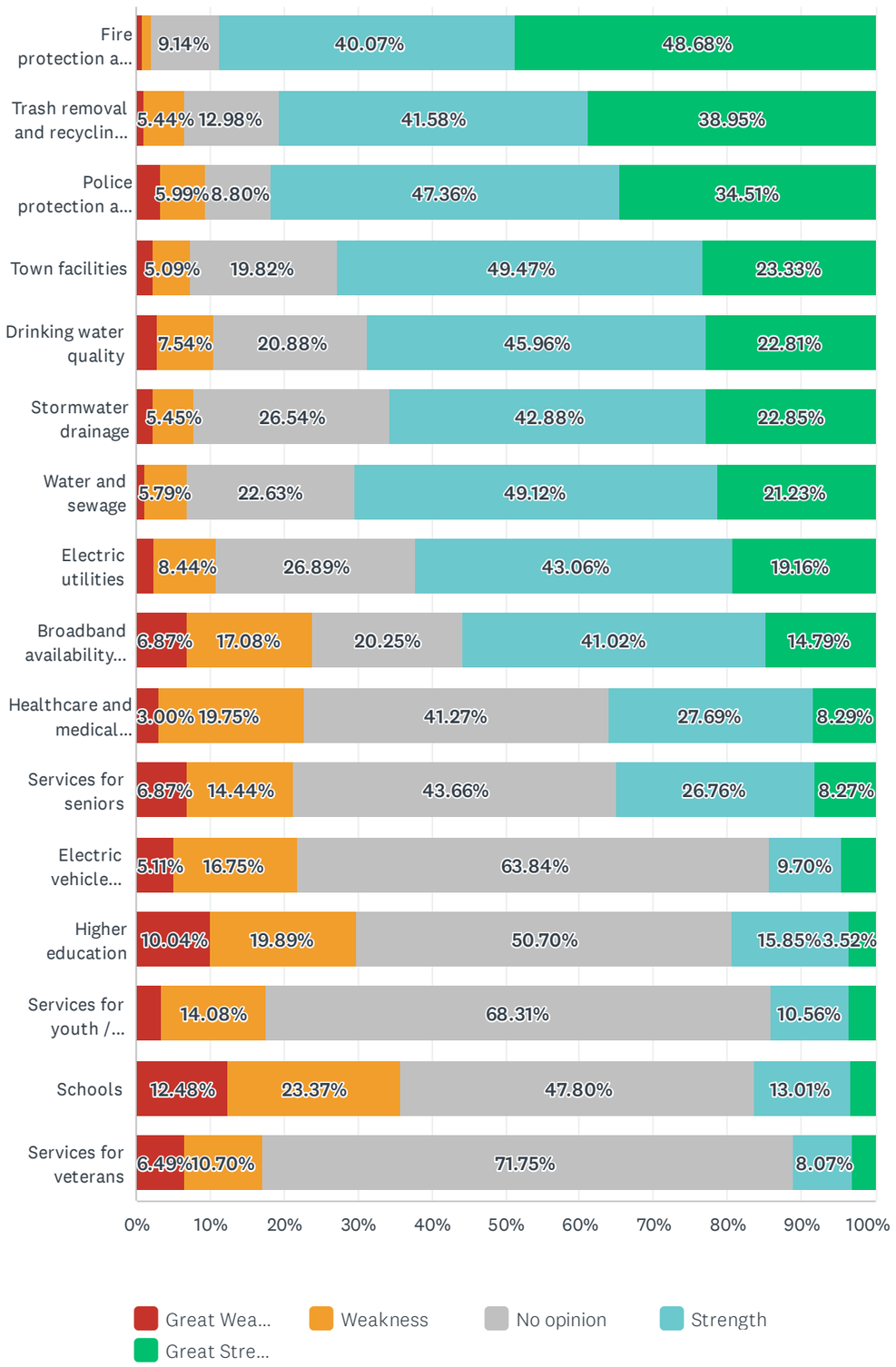
Answered: 579 Skipped: 170



	GREAT WEAKNESS	WEAKNESS	NO OPINION	STRENGTH	GREAT STRENGTH	TOTAL
Regional connectivity and access to major highways/tollways	1.74% 10	4.17% 24	6.26% 36	54.26% 312	33.57% 193	575
Condition and connectivity of greenways and trails	5.88% 34	16.96% 98	15.57% 90	46.54% 269	15.05% 87	578
Walkability / pedestrian safety	10.57% 61	27.04% 156	11.44% 66	37.61% 217	13.34% 77	577
Condition of local roads and streets	9.00% 52	22.66% 131	12.11% 70	45.67% 264	10.55% 61	578
Condition and connectivity of sidewalks and other pedestrian amenities	8.67% 50	24.78% 143	11.44% 66	44.54% 257	10.57% 61	577
Ability of major roadways to handle traffic	10.75% 62	29.29% 169	8.49% 49	41.77% 241	9.71% 56	577
Public transit options	5.39% 31	20.52% 118	36.17% 208	30.26% 174	7.65% 44	575
Cycling opportunities / safety	14.53% 84	28.03% 162	40.66% 235	12.11% 70	4.67% 27	578
Cycling infrastructure and amenities	15.74% 91	27.68% 160	39.10% 226	13.67% 79	3.81% 22	578

Q20 When considering Addison's existing community facilities and services, identify if each of the following is currently a strength or weakness.

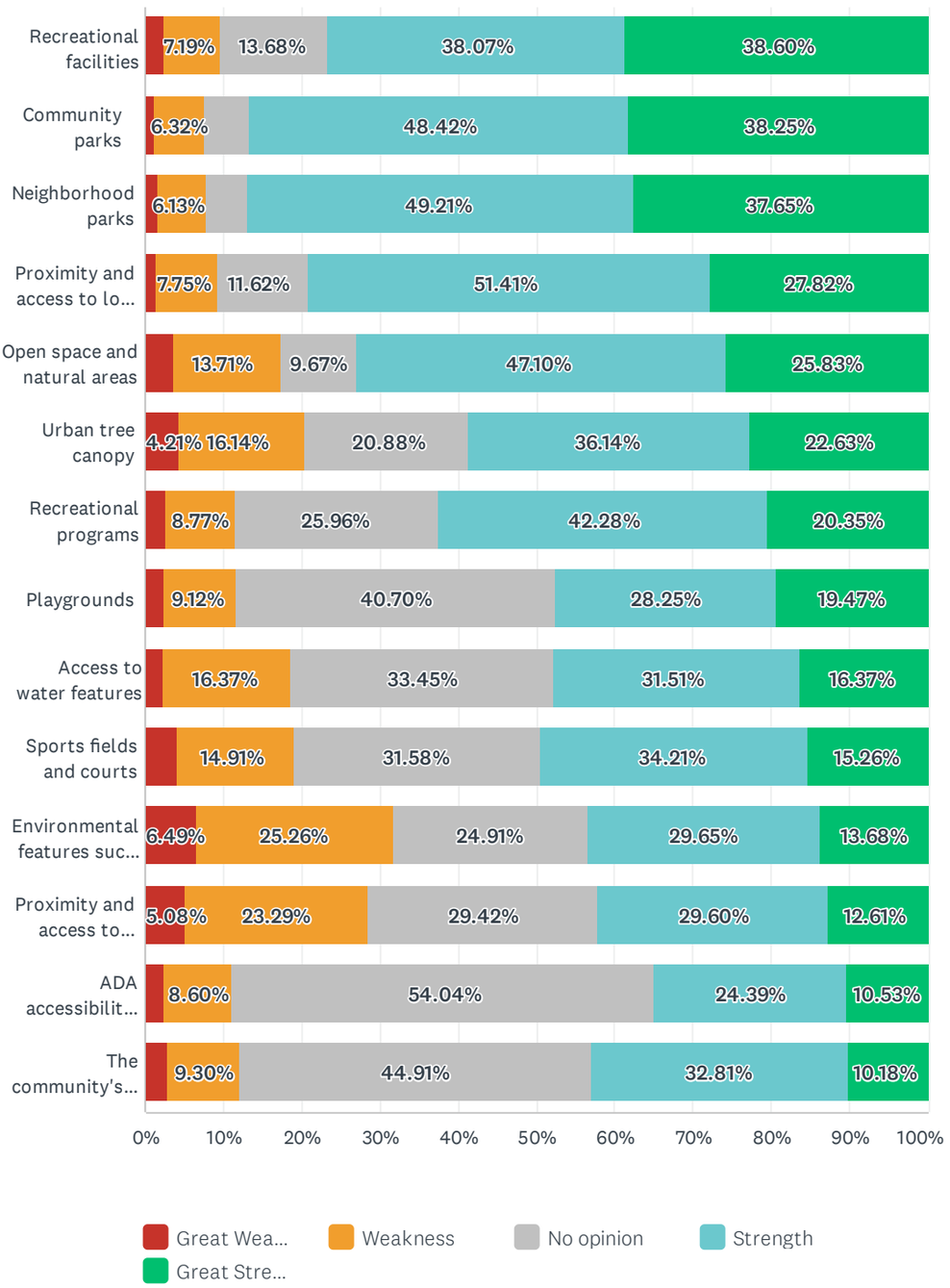
Answered: 571 Skipped: 178



	GREAT WEAKNESS	WEAKNESS	NO OPINION	STRENGTH	GREAT STRENGTH	TOTAL
Fire protection and emergency response	0.88% 5	1.23% 7	9.14% 52	40.07% 228	48.68% 277	569
Trash removal and recycling services	1.05% 6	5.44% 31	12.98% 74	41.58% 237	38.95% 222	570
Police protection and public safety	3.35% 19	5.99% 34	8.80% 50	47.36% 269	34.51% 196	568
Town facilities	2.28% 13	5.09% 29	19.82% 113	49.47% 282	23.33% 133	570
Drinking water quality	2.81% 16	7.54% 43	20.88% 119	45.96% 262	22.81% 130	570
Stormwater drainage	2.28% 13	5.45% 31	26.54% 151	42.88% 244	22.85% 130	569
Water and sewage	1.23% 7	5.79% 33	22.63% 129	49.12% 280	21.23% 121	570
Electric utilities	2.46% 14	8.44% 48	26.89% 153	43.06% 245	19.16% 109	569
Broadband availability and reliability	6.87% 39	17.08% 97	20.25% 115	41.02% 233	14.79% 84	568
Healthcare and medical services	3.00% 17	19.75% 112	41.27% 234	27.69% 157	8.29% 47	567
Services for seniors	6.87% 39	14.44% 82	43.66% 248	26.76% 152	8.27% 47	568
Electric vehicle charging	5.11% 29	16.75% 95	63.84% 362	9.70% 55	4.59% 26	567
Higher education	10.04% 57	19.89% 113	50.70% 288	15.85% 90	3.52% 20	568
Services for youth / childcare	3.52% 20	14.08% 80	68.31% 388	10.56% 60	3.52% 20	568
Schools	12.48% 71	23.37% 133	47.80% 272	13.01% 74	3.34% 19	569
Services for veterans	6.49% 37	10.70% 61	71.75% 409	8.07% 46	2.98% 17	570

Q21 When considering Addison’s existing parks and recreation facilities, identify if each of the following is a strength or weakness for the community today.

Answered: 572 Skipped: 177



	GREAT WEAKNESS	WEAKNESS	NO OPINION	STRENGTH	GREAT STRENGTH	TOTAL
Recreational facilities	2.46% 14	7.19% 41	13.68% 78	38.07% 217	38.60% 220	570
Community parks	1.23% 7	6.32% 36	5.79% 33	48.42% 276	38.25% 218	570
Neighborhood parks	1.58% 9	6.13% 35	5.43% 31	49.21% 281	37.65% 215	571
Proximity and access to local parks and recreation facilities	1.41% 8	7.75% 44	11.62% 66	51.41% 292	27.82% 158	568
Open space and natural areas	3.69% 21	13.71% 78	9.67% 55	47.10% 268	25.83% 147	569
Urban tree canopy	4.21% 24	16.14% 92	20.88% 119	36.14% 206	22.63% 129	570
Recreational programs	2.63% 15	8.77% 50	25.96% 148	42.28% 241	20.35% 116	570
Playgrounds	2.46% 14	9.12% 52	40.70% 232	28.25% 161	19.47% 111	570
Access to water features	2.29% 13	16.37% 93	33.45% 190	31.51% 179	16.37% 93	568
Sports fields and courts	4.04% 23	14.91% 85	31.58% 180	34.21% 195	15.26% 87	570
Environmental features such as creeks or unique topography	6.49% 37	25.26% 144	24.91% 142	29.65% 169	13.68% 78	570
Proximity and access to regional open spaces (preserves, state parks, etc.)	5.08% 29	23.29% 133	29.42% 168	29.60% 169	12.61% 72	571
ADA accessibility of parks and recreation facilities	2.46% 14	8.60% 49	54.04% 308	24.39% 139	10.53% 60	570
The community's efforts toward sustainability	2.81% 16	9.30% 53	44.91% 256	32.81% 187	10.18% 58	570

Q22 If you have any additional comments regarding the Town's commercial/industrial areas, housing and neighborhoods, business environment, transportation network, parks, trails, and community facilities, please provide them below.

Answered: 274 Skipped: 475

#	RESPONSES	DATE
1	While I understand how important and vital the Addison airport is, I hope it doesn't expand to handle even more jets and bigger planes as noise levels become more of a concern to folks like me who live close by to the airport.	1/31/2024 11:33 PM
2	We need safer crosswalks throughout the trail system.	1/30/2024 3:37 PM
3	I have many comments, but why bother? The survey was tilted to get the answers you wanted and gave no place (except for this) to address why we answered questions as we did. Good luck.	1/30/2024 7:48 AM
4	More Parks. Less industrial. Adaptation of office buildings which may be more empty than full. Less transient hotels and improved mid market hotels for visitors. Cars drive Addison - it would be nice if people drove Addison. Getting to and from the Addison Circle is a design for driving outsiders - more difficult for residents to access (by foot).	1/29/2024 4:59 PM
5	Build on the existing public transportation network!	1/29/2024 11:51 AM
6	We love Addison. Frustrated with the time spent on Midway Rd construction.	1/29/2024 9:05 AM
7	Thank you for allowing all residents to express their opinions!	1/27/2024 2:01 PM
8	The condition and connectivity of sidewalks and other pedestrian amenities are deficient on certain roads. Take, for instance, the southwest corner of Addison Circle Park. When attempting to walk to the Beltline restaurants from this location, there is an immediate absence of a sidewalk at the city-owned property on Addison Road and Festival Way. Despite the city acquiring this property over a decade ago, a simple sidewalk has not been added. The existing policy relies on unknown development timelines, prioritizing development plans over pedestrian safety. A more effective strategy would involve prioritizing pedestrian safety initially by constructing sidewalks on vacant lots, especially if the city owns the property. Subsequently, when the property is developed, any necessary sidewalk rebuilding costs would be covered by the new development. To further illustrate, the sidewalk abruptly terminates at the Dart rail, even after a crossing rebuild. Unfortunately, there is a lack of consideration for pedestrians on that side of the street. Continuing, the sidewalk abruptly ends again in front of the Minol building. As a final example, consider Lindbergh Dr. There is no sidewalk at all on either side. These instances underscore clear examples where pedestrian movement is hindered due to inadequate infrastructure.	1/27/2024 9:11 AM
9	The circle is a gem. An opportunity to make it a diversity magnet to Dallas. Put more events in the circle park. Bring in more stores. Restaurants. Make it the the cool hip revival to rival legacy west.	1/27/2024 8:29 AM
10	Town should factor environmental impacts in all development decisions. For example, how much concrete is being added in developments and how many trees and landscape are being included to offset the heat dome and carbon footprint. Concrete walls, planters, pavers etc. add to the heat dome and increase the overall temperature. Trees that are removed should be replaced in the same general area, not in another section of Town. Traffic light signaling should be reviewed on a more frequent basis. Idling at signal lights for 2 minutes or longer is only adding to the environmental impact in Addison and increasing the ozone. North Texas Council of Governments would agree that traffic needs to clear lights and not be grouped from signal light to signal light. Reference the January 18th Editorial in the Dallas Morning News.	1/26/2024 9:15 PM
11	N/a	1/26/2024 3:44 PM
12	Some parts of the town are still under construction, especially the roads. Hopefully, that will change things for the better in the near future	1/25/2024 5:50 PM
13	We need to keep working on making Addison a unique, safe and beautiful place to live in.	1/24/2024 9:10 PM
14	Fix Keller springs between quorum and DNT. The potholes are ridiculous.	1/24/2024 8:04 PM
15	Please fix Keller Springs between DNT and Quorum, it is in absolute shambles	1/24/2024 7:58 PM
16	Possibly more single family homes verses apartments.	1/24/2024 4:05 PM
17	I am happy with the police services however the general crime is a concern. Keeping crime out of apartment parking garages is a problem. We need more security cameras. Trolly systems is a great idea and a good way to connect the community and move people around.	1/23/2024 7:52 AM
18	I believe the town is doing a great job in all area. We need to continue to look into future housing/mixed use development while protecting the single-family home neighborhood concept as it exists today. Attracting light industrial to occupy some of the existing industrial park areas should also be emphasized.	1/22/2024 9:36 AM
19	I have enjoyed living in Addison for half of a year now. I would like to see continued upgrades to the Athletic Club such as spots for squatting, bench press, etc. I feel Addison is a very nice	1/21/2024 11:46 AM

	spot overall. Village on the Parkway needs more parking for weekend nights. I would also like to see an increased effort to supply NACS electric vehicle chargers in apartment complexes and in the larger community. This is the way electric vehicle charging is going, and as someone who wants to purchase an electric vehicle in the somewhat near future, I would like to see this happen.	
20	If there's any way to speed up the construction of redoing the streets/roadways (such as Midway), that would be great. It's a pain in the rear.	1/21/2024 9:22 AM
21	Please, please, please stop building more and more ugly apartment/condo buildings.	1/19/2024 6:30 PM
22	Addison is right in the middle of everything. Act like it!!	1/19/2024 4:36 PM
23	The town should build more character into development and keep the "small town" Community feel like some of the character near Addison circle. The old warehouse areas could use some work/appeal. More bike paths would be great! Grocery stores are terrible in Addison. The kroger and Target are cheap knock off versions and the whole foods is small. Cough cough HEB hehe	1/19/2024 4:21 PM
24	Need to attract higher income residents. Addison is not able to keep/attract the best restaurants, bars, anymore. This is due to the fact that higher income residents are moving out of the area due to a much larger growth in the percentage of renters in the last 10 years or so	1/18/2024 2:51 PM
25	More natural spaces might be a good idea but I mostly concerned with transportation networks that allow for walkability and making sure that housing is affordable	1/18/2024 12:18 PM
26	NO MORE APARTMENTS !!	1/18/2024 11:54 AM
27	Some commercial/industrial areas have more parking than others. Need more affordable housing. Transportation network is not adequate. Bus stops are moved without notice. As long as there is no affordable housing, will need better transportation networks, perhaps a local transport to take people from the bus stop to their job location. Business environment is designed for high-end, digital jobs—not lower-end service industries. Parks are not designed with soccer fields which are popular with Hispanic workers if they could afford to live here.	1/15/2024 10:11 PM
28	Please don't make a shortsighted decision to try and develop a higher tax base at the expense of green areas, pedestrians, and decent traffic flow.	1/15/2024 9:14 AM
29	The Athletic CLub is the absolute jewel crown of Addison, such a beautiful facility with so many outstanding amenities, and the staff there are always rock stars! Extremely friendly and always willing to answer questions, love the wide range of activities and events there, really makes you feel a part of the community	1/14/2024 6:39 PM
30	STOP developing Vitruvian park, it is one of the great things about Addison to have all of that open land and now you're just building over everything, we need a large park with LAND. We don't have that anywhere else	1/14/2024 4:48 PM
31	Keep the parks and trails a priority Maintain high pay for police and fire personnel	1/14/2024 10:22 AM
32	The community it wonderful except for the number of apartment rentals - way too many.	1/13/2024 1:40 AM
33	The town is rather disjointed with its structure and it is reflected in the community not being connected with the different parts of town	1/12/2024 6:13 PM
34	Too many high rise apartments is causing over population.	1/12/2024 5:19 PM
35	Men's locker room on athletic club has quality control issues. Contractor skimped on leveling tile floor so has slimy puddles in shower stalls, by lockers, already rusty shower curtain rods, pipes spin that shouldn't around some shower heads. I'd recheck their work very closely. Perhaps the women's locker room had the more skilled/detailed contractors doing the work.	1/12/2024 7:28 AM
36	Build more single family homes and a new condominium building; especially on Marsh. Traffic and parking are an issue in the Town. Consider better walking conditions for pedestrians. With all of the traffic, it's not safe to walk and most streets are dark.	1/11/2024 3:04 PM
37	Again, I'm harping on this as I live here. The road construction every year especially during the busiest time, i.e. the Christmas holiday season, summer time is some of the worst and on/going than other MAJOR cities. It's not fun to live here.	1/11/2024 10:15 AM
38	There should be more park	1/10/2024 6:02 PM
39	Please expand Addison Circle, add a grocery store, more affordable housing units, and connect other keys parts of the city to it in a safe way that's not a car!	1/9/2024 8:41 PM
40	Wish you would break out shopping and restaurant questions. Restaurant quality and variety great. Shopping needs some help.	1/7/2024 6:06 PM
41	I would love to see the roads get re-done. I'm not sure who is responsible for Keller-springs (between Addison road and DNT), but that road has to be one of the worst roads in the Addison area. For how heavily it is traveled, re-doing or expanding it for higher volume of vehicles would be beneficial for the area!	1/7/2024 8:50 AM
42	no more apts	1/6/2024 3:49 PM
43	Good use of the land on Inwood between Belt Line and Spring Valley	1/6/2024 9:18 AM
44	To many apartments	1/5/2024 6:42 PM
45	A long time ago, the town always took care of the gardens and trails with fliwer and bushes. Now almost nothing is cared for well or flowers planted.	1/5/2024 5:45 PM
46	We need more walkability, density, and public transportation. Please stop expanding streets and make sure dense areas like Vitruvian Park are covered by DART.	1/3/2024 12:48 PM

47	Items relative to family life do not pertain to us as we are considered seniors. Therefore, the elements of schools would be NA for us. We prefer the non-family less school zones!	1/2/2024 4:37 PM
48	Building too many apartments.	12/31/2023 8:23 PM
49	Housing costs and taxes need to be reduced immediately and maintained at affordable levels	12/31/2023 6:23 PM
50	The pond at Les Lacs is severely in need of revitalization! I do not know what can be done about it but traffic on Beltline at rush hour is really bad. Anything we do should be with the mind set that Addison approaches every issue with "out of the box" thinking . Addison does things many steps above what other cities do. We go above and beyond in our city services, in our restaurant and entertainment options, in our safety and protection —— in just every way in which we support the citizens of Addison.	12/31/2023 2:58 PM
51	Thank you for the opportunity to participate.	12/31/2023 10:57 AM
52	Need senior living care facilities	12/31/2023 5:24 AM
53	More wide trails needed. Too many apartments. Petty crime increasing a problem.	12/30/2023 5:21 PM
54	NA	12/30/2023 2:45 PM
55	Moving to Addison has been great. I enjoy the walking trails, parks, recreation center, fitness center and how accessible Addison is to everything.	12/30/2023 12:14 PM
56	parking for visiting parks and trails more tree canopy removal of street lights in center islands on beltline to create more open visual space...lighting still needed midway is a nightmare new city hall needed with meeting space available for non profits, hoa and other groups...be community friendly	12/30/2023 10:12 AM
57	love addison. but as we age we will more choices of level of care. facilities or we will have to move.	12/29/2023 6:45 PM
58	Addison has always been an urban city and has never been a suburban "bedroom community" like many of our surrounding cities.....this is our DNA!	12/29/2023 4:35 PM
59	Please do something about the panhandling problem	12/29/2023 4:29 PM
60	Addison is doing a great job	12/29/2023 3:35 PM
61	We need more bike trails, preferably Across the city with nature features i.e. Katy Trail	12/28/2023 5:26 PM
62	Tell dart to stop changing lanes on quorum drive right before Keller springs, it causes the loudest bumps that shake the apartment every 5-20 mins. Also tollway noise has to stop, no more racing or loud engines, drive them out or ticket racers. I like my park but you cut down a ton of trees. I'd like to be closer to more parks, stores, restaurants, movie theaters but you must drive 15-25 mins to get anywhere.	12/28/2023 2:23 PM
63	Police protecting the stealing of packages delivered to homes and meetings on ways to keep theft from happening.	12/27/2023 6:53 PM
64	We need garden home / patio home options (that aren't 35+ years old).	12/26/2023 12:11 PM
65	There are so many industrial park areas in Addison and so few housing areas that Addison seems like it's mostly a hub for other communities to come spend their money on nights out. It seems like very few people live here. Alternatively, it seems like Addison is the place people earn their "suburban training wheels" before they relocate to Frisco or Plano to raise a family. Which is fine by me. I think Addison should be a good transition point between urban and suburban living with more focus on entry-level, affordable, young professional homes, like brownstones and smaller homes (2,2 1/2) with low-maintenance yards. This set-up would also work well for seniors.	12/26/2023 11:14 AM
66	The town has always had great parks. Keep that up! I appreciate the work on storm drain and Midway improvements. Keller Springs Rd is in dire need of improvement.	12/26/2023 10:32 AM
67	Town invests in maintaining public areas, roads, and Athletic Center which is much appreciated and drew me to the area.	12/25/2023 8:08 PM
68	Addison Circle is an underutilized asset and could benefit from some innovative development in/around the new train station. An outdoor shopping plaza like the Century City Mall in Los Angeles. In a lot of ways, Addison and Century City are very similar.	12/24/2023 7:35 PM
69	N/A	12/24/2023 6:42 PM
70	For the young professionals, more dog parks, walking trails, and biking trails. Addison circle is great and more opportunities for similar features for home owners would be great	12/23/2023 6:16 PM
71	Improve public transportation options.	12/23/2023 1:15 PM
72	Addison may not be affordable for everyone, but I wouldn't want low income housing. It may not be great for small children, but it is perfect for adults!	12/23/2023 9:06 AM
73	More trees, eg on Beltline. Landscape at each tree (this is very poor on Quorum Drive). More speed enforcement on Quorum Drive. overall though the Town does a solid job	12/23/2023 7:15 AM
74	Accessibility to the Addison Conference and Theatre Centre for people with mobility issues is difficult. The handicapped parking is a very long walk on uneven walkways.	12/22/2023 4:52 PM
75	n/s	12/22/2023 3:32 PM
76	Please don't build a lot of apartments. Even if they are high end, they could go bad and once they are built there is no getting rid of them.	12/22/2023 2:03 PM

77	Survey attached security with how walkable is the city. We need to improve the walkable part and extend those sidewalks that get you nowhere.	12/21/2023 11:22 PM
78	Maintaining all of the above to prevent decline while incrementally, adding, and expanding, into new areas other local suburbs and Dallas have found successful.	12/21/2023 1:43 PM
79	Overall very happy with the city's programs and employees. Would like to see a greater police presence and more enforcement of traffic regulations (speed limits, stop signs, etc.)	12/21/2023 9:41 AM
80	Addison is great and the Rec Center is great. I have concern with housing since the town is small. The housing options at times fell limited to Addison Circle or Virtruvian Park at times. Expansion is needed but concerned with how-to rather than easier effective strategies such as affordable housing and investments in parks	12/20/2023 10:47 PM
81	Public art is nice, but trees are more important. You turned our most natural, lovely area into a concrete landscaped place that might as well have a roof and be inside a building. Leave green spaces natural, not contrived and manicured. Apartments galore do not add to the character or culture; "more" is not as good an answer as "better".	12/20/2023 6:07 PM
82	Addison is in trouble I feel that town officials from the past have sold this community out by no long term planning Addison so riddled with old apts and cheap motels that produce a lot of problems mainly crime and other More long term housing should have been built with ownership and not renting Police needs to be expanded and more new restaurants need to come here ; no more chain restaurants and no more apts Make the old apts upgrade and clean out the hotels that produce crime Hold all of them accountable and force them to redevelop and keep their properties new and safe Addison is in trouble when it comes to reputation and getting beaten by legacy west and others in the north Do something soon or Addison will be a city that once was great Stop bowing to development and only let responsible development come in with long term buying options Where there is land left out in condos and townhomes with only purchase options with no rental in the future Tear down apts and old apts and build houses Make Addison relevant again	12/20/2023 6:06 PM
83	No additional comments	12/20/2023 11:15 AM
84	Make commercial land into single family homes.	12/20/2023 10:56 AM
85	Preserve and protect remaining single family residential neighborhoods. No more apartments.	12/19/2023 3:10 PM
86	N/A	12/19/2023 2:13 PM
87	All areas look well-kept, except for the area of Inwood/Addison Rd between Belt Line and Spring Valley. There are a lot of abandoned businesses and now there is the empty Tuesday Morning.	12/18/2023 7:52 PM
88	Work on making the town first class on services but also figure out how to make it more pedestrian friendly. Can you cross beltline without risking your life? cross the tollway without risking your life? you should be able to do both walking or on a bike.	12/18/2023 3:44 PM
89	None	12/18/2023 9:26 AM
90	This survey takes much longer than 20 minutes and the survey designer should put only the questions relevant to residents. There are too many questions. Please allow scooters in city parks and trails.	12/17/2023 1:49 PM
91	Great city with shopping, dining and business options. Parks and facilities are great. Connie to be innovative, communicate and adaptive to changing conditions	12/17/2023 1:03 PM
92	Just kindness and compassionate for people and their housing needs	12/17/2023 9:02 AM
93	Addison needs to find its new way to be unique again. It has had its flare and needs a way to get hot again. I'm not too attached here to leave	12/17/2023 8:19 AM
94	Restrict size of festivals. Get a VA Clinic.	12/16/2023 4:37 PM
95	Safety safety please continue to notice Where we can add more poliece presence and safety especially In areas where apartments exist and drive through the apartment complex is and around those locations more frequently....	12/16/2023 4:00 PM
96	Addison city council needs to get out into the community and see the issues that are not the most pressing, but are having an impact on the community. Simple things like changing the light timing depending on the time of day at Belt Line and Midway or towing abandoned eyesore vehicles. Also, if you want to fix your homelessness problem, help homeless PEOPLE. Don't just put up signs telling drivers to not give them money. The money you spent on those signs should have been put to a better use to help the homeless population.	12/16/2023 12:28 PM
97	Increase supply of housing to limit demand to drive costs down.	12/16/2023 9:44 AM
98	I think adding more pickleball courts and intramural sports or activities to help people meet eachother would be a good idea!	12/16/2023 9:42 AM
99	This town need a school. If you add a good public school desire will go up	12/16/2023 9:37 AM
100	Build more pickleball courts	12/15/2023 11:07 PM
101	As an Addison resident for 24 years I have watched it deteriorate very badly. Neglect on Addison Road & many businesses on Beltline. Too many STR hotels & it seems the town council wants to sell to big businesses & real estate for profit of some sort. Too many "art pieces" placed where honestly nobody cares & tax dollars. There's so many things that could be done to existing spaces. Pushing bicycles in a small city with bad traffic is not smart & many people don't commute via bike as is. Pushing "environmental policies" in a tiny town with the world's smallest airport is laughable - sorry BUT true! Focus on cleaning up our city & crime is key right now! The restaurant scene has gone from 100% & go to area to prolly 30%	12/15/2023 5:52 PM

	nobody feels safe or wants to go to a chain. We used to be unique! Very sad & disappointed with what has become of our beloved little town. Greed makes everything ugly! And before committing to a bunch of charging stations - actually look at how electric car purchases are fading. Less big apartment buildings. We're full -Both Kellersprings & Beltline can't handle anymore. That is all	
102	Regulated smoking	12/15/2023 2:26 PM
103	Please keep the focus on improving the community for current Addison residents. It's really easy to want to grow and grow but focusing only on growth can lead to downfall. If you continue to improve this community and continue your marketing efforts, the growth will flood in all on it own. So many of us truly love it here and would love to have easier access to all aspects of this town. Also maybe we can brainstorm more ways to help the homeless in our area or build a couple shelters so that some of these great profits from our community help our fellow neighbors get back on their feet!! Thank you for listening and please continue to keep everyone involved. As a marketing professional I'm really impressed in you all stepping up your game over the past few years keeping everyone up to date on things. Us youngish folks really care about this community and would love to see if grow and improve!	12/15/2023 2:21 PM
104	Whenever with my husband or I say we just bought a home in Addison they are surprised are surprised. They only thought Addison has apartments.	12/15/2023 2:01 PM
105	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.	12/15/2023 1:19 PM
106	Just more parks! Excel and Addison rd lot would be an amazing spot for a public splash pad!	12/15/2023 10:59 AM
107	Addison is a Great Place to live and visit. A few adjustments need to be made but overall I love Addison	12/15/2023 10:06 AM
108	I love the rec center and the amount of events they sponsor!	12/14/2023 3:54 PM
109	Protect and ensure high quality of life in defined residential neighborhoods.	12/14/2023 3:05 PM
110	Too many vacant commercial buildings	12/14/2023 1:57 PM
111	Na	12/14/2023 12:31 PM
112	Wish there were more local shops to Addison! Think fire department response time could seriously improve as well	12/13/2023 8:32 PM
113	Overall, I love Addison! Best town I have lived in. And I have lived in several towns in Ohio, Minnesota, Illinois, and Texas.	12/13/2023 5:21 PM
114	I really think MAA is starving the circle of available businesses and shopping. The circle has WAYYYY too much open commercial space. I think we should incentivize them to rent these spaces at a reasonable price by penalizing them for leaving them open. I also think this should be paired with opening a local branch of the gym in the circle. This will increase walking traffic in the circle helping out businesses	12/13/2023 11:38 AM
115	We love the trails for walking our dog and just being outdoors. The industrial area kind of sucks, but I know it serves a purpose. No more apartments, please.	12/12/2023 6:09 PM
116	Home ownership promotes pride in the area in which we live in the town in which we live. I would suggest approving projects that build housing for ownership and refrain from approving rental property in attempt to bring in additional residence. Addition is known for being of affluence and desirable place to live. Building a large number of rental properties will not bring in residents that respect their neighbors and surrounding area. Thus creating a less desirable place and overburdened police force.	12/12/2023 4:24 PM
117	Thank you for inviting citizen input!	12/12/2023 2:57 PM
118	N/A	12/12/2023 11:57 AM
119	There are a number of commercial buildings that are not occupied and they all lend to the run-down atmosphere in those parts of Addison especially near Inwood road. Please do not build apartment complexes as dense as the ones SW of Midway and Belt Line. A better plan for rolling outages so no one has to be without power for extended periods of time.	12/12/2023 11:32 AM
120	It seems Addison is more concerned about businesses than it's habitants. I wonder who will use the DART train if it is running from west to east instead of north to south. I found no logic on that. Also aviation schools propeller airplanes fly all the time over.	12/11/2023 4:37 PM
121	Texas is hot. Please consider lining all walkable sidewalks with shade trees.	12/11/2023 1:24 PM
122	I'm very concerned about the traffic and safety concerns that all the new apartments will cause.	12/11/2023 12:40 PM
123	Many commercial and industrial areas are currently looking run down and in disrepair. There is a lot of housing in progress and that is good. I believe that redevelopment opportunities should be encouraged and explored for dated and vacant areas.	12/11/2023 12:20 PM
124	Perhaps include more focus on the Airport as it is a huge part of Addison. Water Tower Theater is an underutilized /underrealized asset. Need to focus some there.	12/11/2023 10:14 AM
125	It's time for the City to place an emphasis on fee simple housing development and place a moratorium on apartment / mixed use building	12/11/2023 10:00 AM
126	Improved safety regarding homelessness	12/11/2023 7:58 AM

127	keep up the good work. Thank you.	12/11/2023 7:15 AM
128	I love Addison! Would like more community gatherings limited to reside nts.	12/11/2023 7:03 AM
129	Things can always be worse but, they can also always be better! Please try to make it better for those of us that already reside here!	12/11/2023 12:21 AM
130	Read all previous.	12/11/2023 12:10 AM
131	Please fix the roads. Most of the roads around the Addison Circle/airport area are riddled with potholes and terrible to drive through. Thank you.	12/10/2023 10:21 PM
132	I'd like to see the city of Addison Dan better commercial properties and business. Not pleased to see businesses off of Inwood like Tuesday morning suffer and become parking. Lots of a vast abysmal storefront. It makes Addison look poor and almost south Dallas like. We know better, and can do better.	12/10/2023 9:00 PM
133	We need to obtain/attract high end retail similar to what can be found in southlake, Plano, frisco and park cities. So much of the town's development seems to have focused on the village on the parkway but even that doesn't have much retail. I don't want to have to leave Addison to find quality shopping!!!	12/10/2023 8:38 PM
134	Reiterate - too many apartments, rental housing developments being approved. More ownership housing is needed. Traffic on Montfort and Beltline is out of control. Jets leaving Addison airport are not following rules regarding noise and flying over neighborhoods. Would like to see more police patrolling East Addison neighborhoods. East Addison needs safe pedestrian walkways and connectivity to shops/restaurants. Homeless on corners creates a sense of a lack of security .	12/10/2023 6:26 PM
135	Commercial areas are aging, Beltilne as a restaurant row faces sever competition form Tower projects, Apartment housing stock requires significant continual investment to stay fresh. Addison has the prime location in the North Dallas corridor which is a huge plus. The city staff is very focused on dealing with significant issues.	12/10/2023 4:48 PM
136	no comment	12/10/2023 3:55 PM
137	NA	12/10/2023 12:48 PM
138	Please stop new high density apartments	12/10/2023 12:14 PM
139	Maintenance and infrastructure updates are great, but need to maintain exterior aesthetics as well. Again think Coppell. Drive the main roads, drive through business and distribution parks, look at restaurant & business fronts. I perceive Addison as a nicely maintained but dated community - - other than the Vitruvian area. I love Addison, but would like to see improved drive up appeal.	12/10/2023 12:01 PM
140	We need to fire all the department heads and start over. I don't want Addison to grow. I liked it like it was 13 years ago when I bought my home. The city couldn't get a project done on time if any one's life depended on it. Example, the intersection of Belt Line and Surveyor was redone 3 times in 10 years. There are 2 benches on Surveyor that no one has ever sat in. Look at the park under the utilities and how the hedges on the east site are trimmed. The park guys told me the parks director told them to trim them like that. Who does that.	12/10/2023 9:22 AM
141	The December 4 vote by the Addison City Council showed that all good plans and goals for the future may be destroyed by by a single vote. Despite universal opposition by the home owners, the council voted to destroy one very beautiful neighborhood by allowing spot zoning in a residual neighborhood. So, apparently the only thing Addison wants is commercial buildings and apartments .	12/10/2023 6:23 AM
142	Less Apartments	12/10/2023 6:14 AM
143	I've been a resident of Addison for 24 years and know a lot of homeowners and we are all disgusted with the ugly, crowded apartments that the town officials keep allowing to be built. Traffic and crime are getting higher. The town used to be beautiful, but is getting crowded and ugly with so many apartments. We should allow higher quality homes to be built with bigger yards. We also need more trees, flowers, green space. Quality and beauty should be our priority in everything we do. It will be a magnet for attracting top-notch business and restaurants. People will pay for quality.	12/9/2023 7:59 PM
144	Addison is a gem. Continue to care for it and attract new business and permanent residents, not transient like apartment dwellers.	12/9/2023 6:26 PM
145	I have a lot of comments which these questions didn't help me at all so don't pay attention to my answers, but I moved here when you had that nice gazebo on beltline, and now you have turned it into an apartment monstrosity with people that are not the original residents living here and taking over restaurants were the original owners don't want to go to because it has ruined the charm of the city. Thank you very much.	12/9/2023 5:39 PM
146	Not protecting the family neighborhoods that exist. Attracting only millennials and uninvested residents/organizations.	12/9/2023 5:00 PM
147	1. Pave Keller Springs Rd and be more mindful of the deteriorating roads in the Town that develop GIANT potholes that devour car tires. Why is the Public Works office closed on Friday? 2. Eliminate the Personal Property Tax on Leased Vehicles for personal use. Most other communities in our area have done this! 3. Have Town Council members reach out to their constituents via email or letter to discuss the issues. Knocking on front doors is ineffective in this day and age, we are afraid to open our door!	12/9/2023 3:13 PM
148	Fix marsh road Build new and more single family homes. Very few new homes in Addison, they are all in need of repair work.	12/9/2023 1:28 PM

149	I know that we are planning on putting a cover on the pickleball courts, but before that is do e the courts need to be leveled and resurfaced to get rid of the cracks.	12/9/2023 1:16 PM
150	Overall I think Addison is a good place to live. I Think it will a great place to live if the city somehow could regulate the amount of low budget hotels in the area that are attracting some unpleasant people to our comunity .	12/9/2023 12:13 PM
151	The recent approval of the SUP for White Rock Chapel was extremely disappointing. It clearly demonstrated that the current council and mayor are not listening to citizens that voted them into office. I hope that can change after the next election. We need people in office that actually represent the citizens of Addison and not out of town entities.	12/9/2023 10:39 AM
152	Addison is a great place to live but needs to revitalize some areas and continue to bring in unique dining and entertainment venues. Maintaining high level of services, amenities and public safety is very important to residents. The TOD is a great opportunity to create a cool, distinct entertainment district that will attract people to Addison.	12/9/2023 9:32 AM
153	N/A	12/9/2023 2:16 AM
154	Please....no more apartments.	12/8/2023 10:16 PM
155	who's getting the lions share of the towns spending? maybe we can do a better job of spreading it around.	12/8/2023 10:00 PM
156	Addison is not a safe place to live anymore. The city cares more about making money on restaurants than tax paying residents .	12/8/2023 9:20 PM
157	My biggest encouragement is to focus on housing options, public safety, parks, and encourage people to vote.	12/8/2023 8:38 PM
158	none	12/8/2023 6:02 PM
159	You seem to be for overcrowding our facilities and streets. You spent 3 years working on Midway at a great inconvenience to the public just to overcrowd it with more apartments and cars. You refuse to hear the public so this is a waste of my time!!!	12/8/2023 5:48 PM
160	Cut down the trees on midway for a sidewalk. Very sad. Lost the beauty of the city	12/8/2023 3:32 PM
161	No further comments	12/8/2023 3:30 PM
162	N/A	12/8/2023 2:40 PM
163	Need more patrol of police	12/8/2023 1:52 PM
164	We have a lot of empty commercial/industrial, needs to change.	12/8/2023 1:12 PM
165	I think over all I love Addison and I can see the potential within it as time passes by. I wish I could afford a house in this area. So far I'm renting a town home but would love to make Addison my permanent home.	12/8/2023 12:56 PM
166	No more apartments. More single family homes.	12/8/2023 11:47 AM
167	No more apartments, this creates too much traffic	12/8/2023 9:37 AM
168	As I stressed earlier, I'm worried about tensions between misguided homeowners with the "No More Apartments" lawn signs and everyone else who would jump at the opportunity to own an affordable home. They are trying to shut me out of the American dream they didn't have to fight for.	12/8/2023 8:58 AM
169	We need to stop all the concrete and build more green areas in the city. We are surrounded by Dallas and we do not want to be a giant concrete paradise.	12/8/2023 6:24 AM
170	Love the flowers, especially the tulips. They bring joy & make this an extra attractive place to live.	12/7/2023 10:53 PM
171	Sustainability, environmental friendliness, cleanliness, affordability, public transportation, and cultural diversity all need major work. And for God's sake help the homeless people! Come on.	12/7/2023 9:09 PM
172	Better quality public schools will make Addison an ideal place to live.	12/7/2023 8:35 PM
173	Honestly, the place is very ugly, it is like any other strip mall plagued city with a little more trees, in addition now it is full of ugly apartment buildings built up to the property line. Please find competent urban planners, rewrite the entire zoning ordinance, find people with vision.	12/7/2023 8:27 PM
174	The Silver Line coming to Addison is a great start! Addison is an awesome place to live for all ages, but could be a world class place with a few minor changes. Access to reliable transit, safer streets, limited parking requirements, and affordable housing!	12/7/2023 8:17 PM
175	The quality of the streets need addressed. Poorly maintained.	12/7/2023 5:49 PM
176	Make Addison more urban rather than suburban. Young professionals prefer downtown vibe over suburbia.	12/7/2023 5:20 PM
177	Please keep cyclists off the road.	12/7/2023 4:19 PM
178	Take care of the Homeless and pan handlers on the streets	12/7/2023 3:53 PM
179	I think the hacking up of the oaks growing under power lines is horrible. I'd rather see the town cut those trees down and replant with something that doesn't want to grow as tall. I realize the electric company is doing the hacking, but the town should have a plan to improve this unsightly issue. In addition, the town should not allow new oak and tall tree planting in new landscaping under power lines. Encourage landscaping that can grow to its full adult size and shape without need for regular maintenance.	12/7/2023 3:45 PM

180	Many of the business related properties south of Beltway Marsh and Inwood Road seem to be vacant or in decline, which reflects poorly on Addison. A concerted effort needs to be made to upgrade.	12/7/2023 1:36 PM
181	Increase dog parks and build dog park at Vitruvian Park.	12/7/2023 10:42 AM
182	As an Veteran, I value the pursuit of happiness. It is my opinion that Freedom is at the core of this journey. The "woke" culture that has destroyed California is a plague upon any society. The City of Addison, is better off when the government place their citizens first. To quote Ronald Reagan, the 9 scariest word an American will hear are "I'm from the government and I'm here to help." Let us keep Addison beautiful and if possible expand on its beauty. Focus on public safety, business expansion, and independent family housing. Thank you, for this opportunity to provide you with my opinion.	12/6/2023 1:02 PM
183	na	12/6/2023 9:15 AM
184	Cycling is a nightmare. I don't have a car so I ride my bike everywhere and I love that the town is compact enough and zoned well enough that I can do it but riding on beltline is terrifying and I've been hit repeatedly. We need bike infrastructure	12/6/2023 7:49 AM
185	Town of Addison could enforce dog leasing when not in the dog parks, the circle could use sprucing up during holiday seasons, more networking opportunities could be created than just bars and restaurants, so many unsold business units, they could definitely use a lot unique crowd attracting businesses and more local convenience shops could be added	12/5/2023 7:27 PM
186	No	12/5/2023 12:52 PM
187	In summary, tax increases are too high (41% over 3-years), congestion is an issue and better control of spending is needed. Cycling/Walking - look at NEED, not just feel good things.	12/5/2023 12:27 PM
188	Need more sidewalks on some of the roads like Beltway	12/5/2023 12:24 PM
189	Please consider making Addison a place people live and work. Not just renters. Consider affordable houses & duplexes & villas. Not just apartments homes. The parks/facilities need maintenence and care. Walkable options should be considered. Young family and adult home ownership is desperately needed..We have TOO MANY apartments.	12/5/2023 12:05 PM
190	Cost of living is getting to high. Too many signs saying no kore apartments when average condo is $500,000 in area	12/5/2023 11:17 AM
191	I believe the community does a good job for different economic statuses as well as public transportation. My only opinion, and one of the reasons we don't live in Addison is the congestion and aesthetics. It's starting to look pretty rundown.	12/5/2023 10:32 AM
192	I really wish the city of Addison would stop trying to make us like downtown. If I wanted to live in a incredibly tight space with no parking and overrun my people I would have moved there instead of here. The joy of this city is that we have a lot to do but it's not over run by chaos and cars and people. Also Beltline is a disaster to drive on and until you guys can figure out a way to make traffic easier and smoother flowing we sure don't need to be adding more apartment complexes to add more people to the city	12/5/2023 10:20 AM
193	Hoping we do not become a concrete jungle, and maintain green space and plant trees rather than tearing down buildings and making more and more mixed use spaces. One of the best things about Addison when I first moved here almost 20 years ago was all the trees. It would be a shame to just build another uptown-like city wherein it's nothing but buildings.	12/5/2023 9:53 AM
194	I cannot stress enough how much Addison would benefit from more walkability. Everything is so close together yet the car centric infrastructure makes walking even a mile extremely dangerous. Please allow us to use other modes of transportation other than cars. This will improve quality of life and Addison will be a regional leader of alternative modes of transportation.	12/5/2023 9:28 AM
195	So many areas make Addison look old and tired, Addison Road south of Beltline, old industrial parks, homeless camping out at Arapaho and tollway. Areas where you enter Addison should be upgraded to be more welcoming.	12/5/2023 9:23 AM
196	Several of the municipal buildings are dispersed, outdated and non purpose built for their functions	12/5/2023 9:11 AM
197	commericial area on Inwood needs to be addressed. Need revitalization there or re-zone for single family housing	12/4/2023 9:55 PM
198	This is a divided city and it needs to change so one side of town does not always have the voting rights because of population/housing. The east side of Addison needs equal representation by divided districts so voting is fair.	12/4/2023 1:26 PM
199	More activities for seniors	12/4/2023 12:25 PM
200	Sidewalks and small park areas are not accessible in many cases. Many sidewalks are in disrepair. Ramps are poor or non-existent.	12/4/2023 12:10 PM
201	Need to have more connections that can be connected to major highways and more affordable housing options and more trails or nature parks.	12/3/2023 3:33 PM
202	Keep doing what you are doing with keeping the community safe. I never feel endangered walking my dog at 5am and that's rare in the metroplex.	12/3/2023 7:56 AM
203	Neighborhood parks are semiprivate and should be designated as such. And community taxpayers should not have to support them without accessibility.	12/3/2023 7:15 AM
204	Industrial areas are a little ugly, but I'd rather have money go towards improving residential areas. Some sidewalks need repair/ there are gaps in areas that have sidewalks which make it	12/2/2023 7:22 PM

	difficult/ dangerous to actually walk places even if they are close enough to walk to. Some roads (Keller springs) have big potholes that should be fixed	
205	The pedestrian walt to cross Beltline via South Quorum drive takes a long time, and the sidewalk on one side of the road disappears, making it less convenient to access the shops and restaurants on the other side. It might be difficult, but it'd be great to have more consistent walkability quality in all of Addison, instead of just select areas. It'd also be great to have a grocery store in Addison Circle! Not a convenience store like Addison Market, but an actual grocery store for accessibility.	12/2/2023 4:47 PM
206	Investment in, and maintenance of common areas and facilities is a major element of what makes Addison great	12/2/2023 1:07 AM
207	Just that I hope the town prioritizes affordability, greenways/trails, care for our homeless friends who frequent the parks, and fresh water sources for the animals. Also, many many streets don't have good sidewalks and are not very walkable. Especially on Addison Road. Thank you.	12/1/2023 9:43 PM
208	Need less Addison employees... don't need to change flowers in neighborhood flowerbeds monthly... waste of man power and how many vehicles custom made with Addison letter do we need? Seems like wealthy town so lessen taxes and remove some of the extras addison has. Not needed	12/1/2023 5:05 PM
209	Please don't forget the loyal residents of Addison. Feel there is too much focus on younger people which leads to too many rentals. Again, Addison has changed greatly from what attracted us initially and we are in discussions as to whether or not we should leave Addison for the next phase of our lives.	12/1/2023 4:09 PM
210	This survey is so poorly constructed as to be meaningless and a waste of resources and will be used to construct any outcome desired by its creators. Nicely played.	12/1/2023 3:27 PM
211	Key is listen to homeowners who are long term residents ... enough apartments.	12/1/2023 3:24 PM
212	Stop building mixed use apartments and retail. Almost all of Addison Circle retail is empty and constantly changing. No more apartments!!!!	12/1/2023 7:28 AM
213	I've lived - owned condo in Addison for the last 23 years and sadly I no longer feel safe shopping or going out after dark. Too many homeless encampment bordering our city up & down the tollway. Apts allowing too many families in single units. Too many large scale apts being built & pushed on our community. Too many old empty -"dead restaurants from years ago just sitting too many weekly hotel rentals on Beltline & way too much focus on art purchases placed in areas people don't go or care about- those dollars could be used on so many other improvements	11/30/2023 3:38 PM
214	Na	11/30/2023 3:16 PM
215	Please get MAA out of here. That have raised the rent immensely and have attracted a group of individuals who do not care about safety, cleanliness, or the city. Additionally, please install speed bumps and flashing lights in Beckert Park- people run those stop signs by Addison Market and SW everytime I am outside. They are driving at least 45-50 mph in the circle. Please install more pedestrian friendly crosswalks with lights and posts. Please install bike lanes for our cyclers. Residents should not have to fear they will get run over when they are just walking their dogs.	11/29/2023 9:07 PM
216	Addison needs more walkability (crossroads especially) and more mixed use housing along the avenues and beltline.	11/29/2023 4:33 PM
217	Commercial/industrial area south of Beltline along Inwood is in dire need of a facelift and new business activity.	11/27/2023 2:56 PM
218	Some areas are great for walking (like Addison Circle) but some neighborhoods don't even have sidewalks or there are mailboxes / lamp posts / etc. in the middle of the sidewalk.	11/25/2023 8:38 PM
219	None	11/23/2023 8:37 AM
220	More safe walkable options near the single family homes, especially the area between Midway and Marsh.	11/23/2023 7:54 AM
221	Clean up of litter on sidewalks and streets needs to be prioritized. Also landscape maintenance on trails with regular replacement of trees and shrubs- not just during major renovations projects.	11/23/2023 4:37 AM
222	Enforce apartment codes, parking on streets, red light running, speeding - Addison is getting more congested and dangerous. Not pedestrian or bicycle friendly at all. Focus on seniors - no retirement housing, quality medical care or special programs	11/22/2023 9:37 PM
223	Keep Addison as the quaint European village it always has been.	11/22/2023 6:17 PM
224	City Council Officials need a special professional training program in order to understand their roles in city government.	11/22/2023 5:24 PM
225	Residential code needs to be stricter on visible clutter (excessive flower pots, bird baths, dog toys, trashy lawn chairs, etc) in front and side lawn areas. Code also needs to be stricter on homeowners putting reflectors/barriers on their property that detracts from the aesthetics of the neighborhood. There are several properties in the Waterford Park neighborhood that are ruining the appeal of the area.	11/22/2023 5:01 PM
226	Great parks department	11/22/2023 4:00 PM
227	reduced parking minimums !!!	11/20/2023 7:37 AM
228	Having restrooms in a few more parks like Addison Circle has would be nice.	11/19/2023 8:56 PM

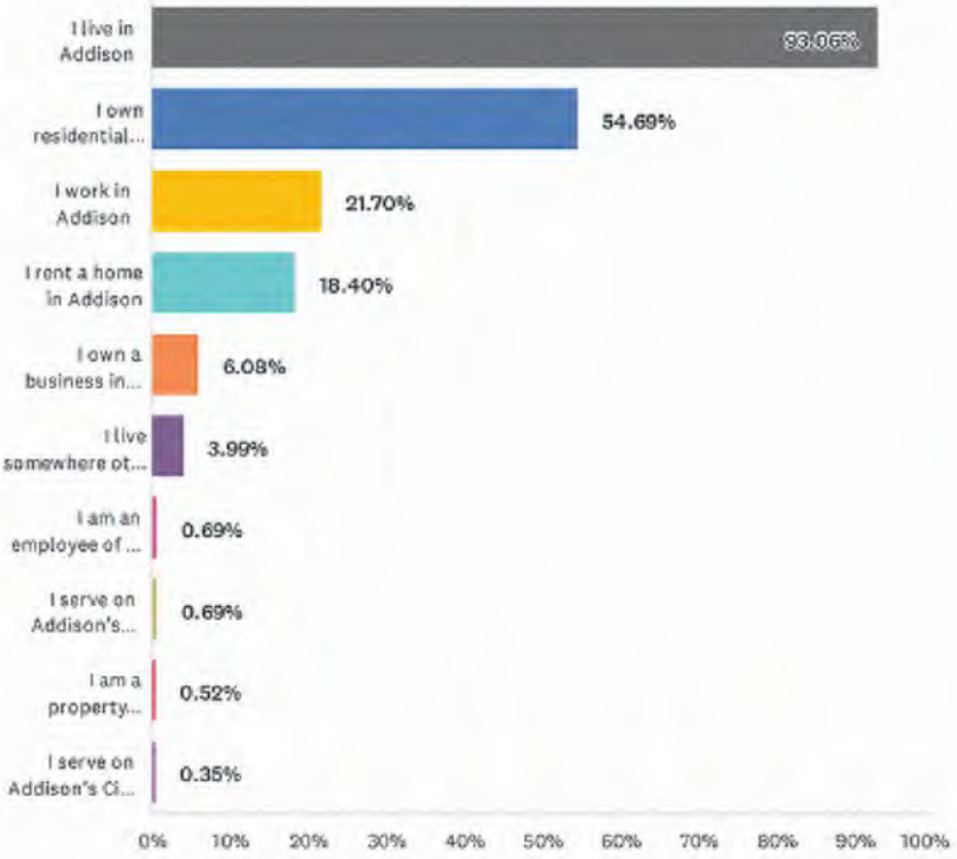
229	Addison is forcing seniors to leave as they get older because there is no senior living facility for them to transition to	11/19/2023 8:08 AM
230	The answers may vary widely across the town so certain features could be a weakness on one side but a strength elsewhere. Adding new commercial/restaurant areas to medium desirable areas while existing areas in preferred areas are struggling dilutes the supply and may create struggling business in the future. Maintaining a free below average community center at essentially no cost is less desirable than an average center with some reoccurring cost. The artwork across town is unique and interesting but it includes no public evolvement and appears to have little consistency/branding/appeal.	11/18/2023 7:41 PM
231	Addison needs to quit building apartment buildings. Beltline looks terrible with 5 story buildings towering over the street. Now Midway south of there will look terrible too with a gigantic 5 story building! We don't want to have the highest percentage of apartments in TX and US! This is destroying the character of the "Town" of Addison. There are better ways to build the tax base!	11/18/2023 11:23 AM
232	Take a broader view of what the Towns true needs are. While commercial revenue provides the better part of the total...stretch your mental reach to give more balanced consideration to the citizens needs & desires.	11/18/2023 1:29 AM
233	More water fountains in trails and poop bags and trash areas. Water and taxes go up annually, getting unaffirdable	11/17/2023 9:01 PM
234	While single family homes would be ideal, it is unrealistic.	11/17/2023 4:33 PM
235	Addison has lost all its charm , due to all the massive building that has been done	11/17/2023 4:20 PM
236	I am thankful I have a job that allows me to pay the rent that is a nationwide problem, but seniors and those without high paying jobs can't move here. The arbor foundation and the Parks & Rec dept. take great care of the city and it's a shame not everyone gets to see anything except just the Circle for events.	11/17/2023 3:45 PM
237	I would like the Town to really focus on more urban tree canopy along Belt Line Road (a beautification project of sorts). In addition, we need brighter lighting at night - the current street lights are too dimmed and most of the light is coming from cars headlights or nearby restaurants. Lastly, creating more trails and parks would be amazing and a vast improvement for Addison.	11/16/2023 10:37 AM
238	Safety & reputation of town threatened by huge new apartment complexes	11/16/2023 5:54 AM
239	No more rentals	11/15/2023 8:16 AM
240	Wishing the Addison Airport would commence flights no earlier than 8-8:30am as I hear them as early as 5am. Consider this. Upgrade Beltline!!!	11/14/2023 9:58 PM
241	No more apartments they are destroying the city with over crowding on roads only going to get worse. Will also cause future hardship on police department	11/14/2023 9:05 AM
242	I appreciate the desire to question where we are, and where we need to go. This is a good step.	11/14/2023 9:05 AM
243	Keep taxes low. Real Estate values are increasing so there should be no reason to raise tax rates	11/13/2023 1:15 PM
244	Embrace what made Addison great. Upgrade events so they create multi-day engagement. Reinvest in the spaces we have. Stop with small strip centers/mixed use that are occupied with short-term businesses. Solicit bigger name retailers for Beltline, the Circle and Vitruvian. Make them top notch urban centers like Uptown and Legacy. The airport is highly aesthetic for it's purpose and makes this city unique. Solicit a high end new modern hotel for business travelers. There is plenty of rental living. Solicit businesses/retailers to support so we don't go to Dallas, Plano or Frisco.	11/11/2023 1:28 PM
245	If you look throughout the Metroplex, the homes with beautiful trees are the ones that are most valued and sell for the higher prices. I encourage you to be inspired and work to design areas that will be a true blessing to people of any age, as well as to urban wildlife (butterflies, birds, mammals, insects, etc.) Additionally, so much more creativity could be brought forward for the areas facing Inwood, Belt Line, & Midway.	11/11/2023 12:36 PM
246	No more rentals or apartments! Higher crime, more traffic, more congestion, less connection to community.	11/11/2023 8:35 AM
247	No comments	11/11/2023 8:12 AM
248	Addison cannot be restored to its previous residential superiority. We can only wish it wouldn't keep getting worse. Stop the rezoning and catering to developers!	11/11/2023 7:18 AM
249	There are several areas that need revitalization and redevelopment especially in the western part of Town. With increasing density we need to maintain building and public safety standards. There are several reports on Next Door regarding car thefts and break-ins.	11/7/2023 9:11 PM
250	Continuous sidewalks, not sidewalks that end abruptly so we have to walk in the grass or on the road. There is also a lack of tennis courts and basketball courts. Also, why are so many businesses leaving Addison Circle?	11/7/2023 8:33 AM
251	We have torn down trees and buildings that had history and meaning to the community. Things happen behind the scenes and agreements made without community knowledge. Apathy happens when residents are not fully informed and do not feel as if what they share or want is heard and honored. I am not happy with the extent of our land that has been dedicated and committed to apartments - but it does not matter because commitments were made and things torn out before anyone could say anything. Dovey's, Hope Realty, I hear the Edward Baumann	11/6/2023 11:00 PM

	building. large trees - everywhere you look a planned apartment community is being brought in while the Circle has struggled to keep MAA retail and apartments occupied. There are so many empty storefronts in the Circle - yet we are tearing down and committing our limited land to more storefronts and apartments. It is gluttonous expansion without regard to what residents have requested.	
252	housing opinion survey was unclear - currently have too much multifamily and council propensity to approve more which will evolve into affordable housing projects. Too many single family rentals as well. Landlords are not monitored for poor upkeep. We don't need education on homeless - needs to be addressed and monitored. Especially on freeway traffic lights under tollway - joint collab with city of Dallas to solution it - relocate them to the Bridge and other areas that support them.	11/4/2023 3:15 PM
253	I would like to see more family-style condos and housing instead of rental apartments in the area. I would also like to see more restaurants with outdoor seating and more pleasing views of nature and parks. Not just building more apartments. This needs to be addressed!!!	11/4/2023 6:46 AM
254	Addison needs to stop building apartment complexes. This continued effort my the town to replace unused buildings with apartments is unnecessary. There is no consideration to the additional traffic in the residential read and there is no additional police presence on those roads that are highly travelled because of additional residences in the apartments, I.e. Beltway. This street is dangerous to walk or even cross the road due to the mismanaged police presence to control speed violators.	11/3/2023 8:41 PM
255	No more 5 story multi family housing, only catering to a specific group of people, that for sure are going to leave Addison after a couple of years.	11/3/2023 5:42 PM
256	The parks and restaurants are what make Addison great! But both could stand to see additional improvements, especially by connecting the parks and paths	11/3/2023 5:35 PM
257	Renting is not the answer. The under 40 crowd wants to own as well. We have decent jobs and work in the area, but cannot afford to live here. Addison should not just be happy to " train-in" the talent. You want to be young with families, but most are priced out. It would be amazing if tiny living could be a thing in Addison. HOA ran- tiny house/home communities!	11/3/2023 10:21 AM
258	Stop with the apartments 10 feet from the street all of same industrial appearance. Be proud of the Addison Town Hall and the Finance Center, maintain them as needed but they are a part of the character of 'Addison'. Huge mistake to go to big bland campus this way town staff has reasons to go to different parts of the town.	11/3/2023 9:25 AM
259	This survey was very poorly designed. It appears to be designed to deliver a certain outcome. If I was on the committee, I would have to disregard it. Yep, it's that bad. Kind of sorry that I spent 20 minutes on it if you did not really want to know my opinion.	11/2/2023 7:00 PM
260	I'm just going to say the same thing that I have and many people in the town have been saying since Todd Meyer was in office and that is to stop building apartment complexes!! If you want to build retail centers or something like that that's perfectly fine. But the city has no intention of listening to its residents and I feel that it has become specifically about money and not what the residents want or need. If it puts money in your pockets you're happy about that and that's your only concern. I have lost a lot of faith in our city that I have lived in for over 17 years. At this point I would consider moving it's getting out of hand! Not that I feel anybody will read this or listen to this.	11/2/2023 5:54 PM
261	Keep bicycles off of our roads, make neighborhoods more walkable with sidewalks, more trees and more roundabouts instead of traffic signs.	11/2/2023 12:47 PM
262	Continue to maintain our parks and trails. They are our strength and diversify Addison apart from other towns	11/2/2023 12:06 PM
263	I am concerned that bike trails be attractive without being an eye sore or disrupting the tranquil nature of our streets. I haven't seen many in other cities that have been done well.	11/2/2023 10:51 AM
264	Please do add any more car centric infrastructure. The traffic within Addison is manageable. Adding bike lanes and better pedestrian infrastructure would set Addison apart from the surrounding areas and will bring in more active people.	11/2/2023 10:37 AM
265	When need some higher end shopping and dining! Better entertainment venue-get rid of old Improv building and get a new and improved Improv with other entertainment around it...We already have lost dueling piano and Sherlocks because they are too old....	11/2/2023 10:27 AM
266	Renting to young professionals and young families will be critical to the future development and economic success of the town.	11/2/2023 10:03 AM
267	Grocery Store: - A grocery store is planned for the ToD but it's currently a tenative plan in the final stage. Meaning it wouldn't be completed for several years at best. I would love to have it earlier as a current Addison Circle resident so I could walk to groceries throughout the week Connectivity: - There are many restaurants, retail, etc. that are within a reasonable walking distance from Addison Circle but they're not easily accessible due to large road barriers that are not very safe to cross like DNT and Belt Line. Making these crossings safer for pedestrians would increase connectivity significantly. - Important connections that people currently cross but aren't very safe or convenient: Belt Line x Quorum, Belt Line x DNT, Arapaho x DNT. These areas have food/retail on one side and housing on the other - Reasons why they're unsafe: long crossing (8 - 9 lanes), cars often pull up onto the pedestrian zebra crossing, if everyone is stopped then cars doing a right-on-red turn might not have good visibility or think about the pedestrian and almost hit them - Making walkways from the backside of restaurants so that pedestrians can access them without having to walk right next to Belt Line would be nice as well - The sidewalk on Quorum is very inconsistent and in some places like in front of Ida Claire it's less safe. I hope the upcoming Quorum dr reconstruction addresses this	11/1/2023 8:24 PM

268	We need more non-rental housing and more professional jobs.	11/1/2023 5:18 PM
269	Traffic congestion will be eased by the infrastructure projects currently underway, but it will not be adequate as the population (both daytime and residential) increases.	11/1/2023 3:05 PM
270	it is embarrassing what the P&Z commission is allowing to happen in Addison, so many ugly new apartment buildings right on the setback	11/1/2023 2:48 PM
271	N/A	11/1/2023 2:11 PM
272	At one time, Addison was vibrant and unique with homes, restaurants, and new businesses. Businesses and homeowners wanted to be part of Addison. Over the years, with feeble economic development, we have seen multiple businesses closing or dwindling. To make up for those tax dollar losses, apartments are being built at an rapid rate. Our identity is fading and Carrollton 2.0 is our future. Addison seems to discriminate against people who want residential ownership in the Town.	11/1/2023 1:55 PM
273	The heat and the storms that are driven to extremes by climate change can kill people and kill businesses. The town needs to be ready. Protecting the environment isn't a sacrifice, it's an investment. It will make the community better regardless of the length of the heat waves or the strength of the storms. We have much to gain and a lot to lose over the next two decades. Make an environmental plan, that covers disaster readiness, and sustainable infrastructure investments. Make it trackable, and make the town accountable to the citizens on actually executing it.	11/1/2023 8:03 AM
274	Revitalization is key. I see too many vacant spaces and unkept properties . A lot of opportunity here	10/31/2023 6:38 PM

Q23 Please check all that apply.

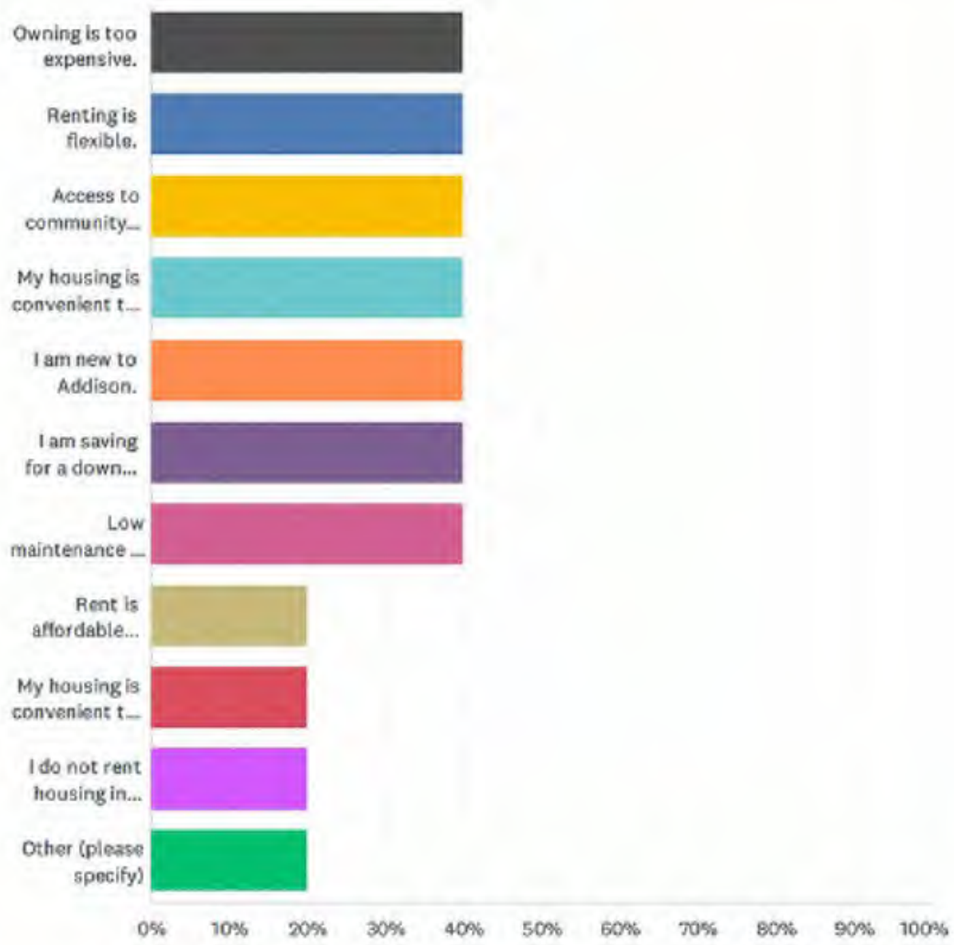
Answered: 576 Skipped: 173



ANSWER CHOICES	RESPONSES	
I live in Addison	93.06%	536
I own residential property in Addison	54.69%	315
I work in Addison	21.70%	125
I rent a home in Addison	18.40%	106
I own a business in Addison	6.08%	35
I live somewhere other than Addison	3.99%	23
I am an employee of the Town of Addison	0.69%	4
I serve on Addison's Planning and Zoning Commission	0.69%	4
I am a property developer in Addison	0.52%	3
I serve on Addison's City Council	0.35%	2
Total Respondents: 576		

Q24 Why do you choose to rent in Addison? Select all that apply.

Answered: 5 Skipped: 744

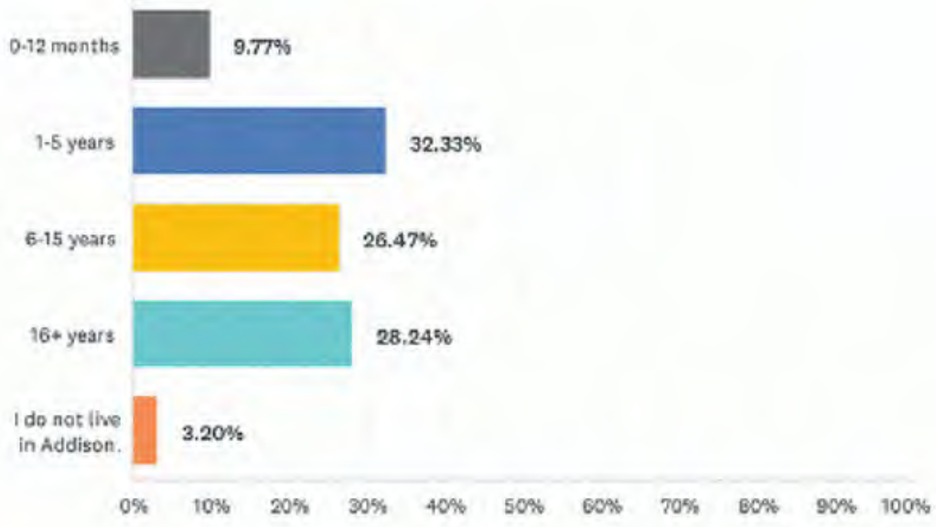


ANSWER CHOICES	RESPONSES	
Owning is too expensive.	40.00%	2
Renting is flexible.	40.00%	2
Access to community amenities.	40.00%	2
My housing is convenient to my job.	40.00%	2
I am new to Addison.	40.00%	2
I am saving for a down payment on a home.	40.00%	2
Low maintenance of renting.	40.00%	2
Rent is affordable compared to other cities I'm interested in.	20.00%	1
My housing is convenient to shopping, dining, and/or entertainment options.	20.00%	1
I do not rent housing in Addison.	20.00%	1
Other (please specify)	20.00%	1
Total Respondents: 5		

#	OTHER (PLEASE SPECIFY)	DATE
1	Seperated	12/26/2023 9:23 AM

Q25 How long have you lived in Addison?

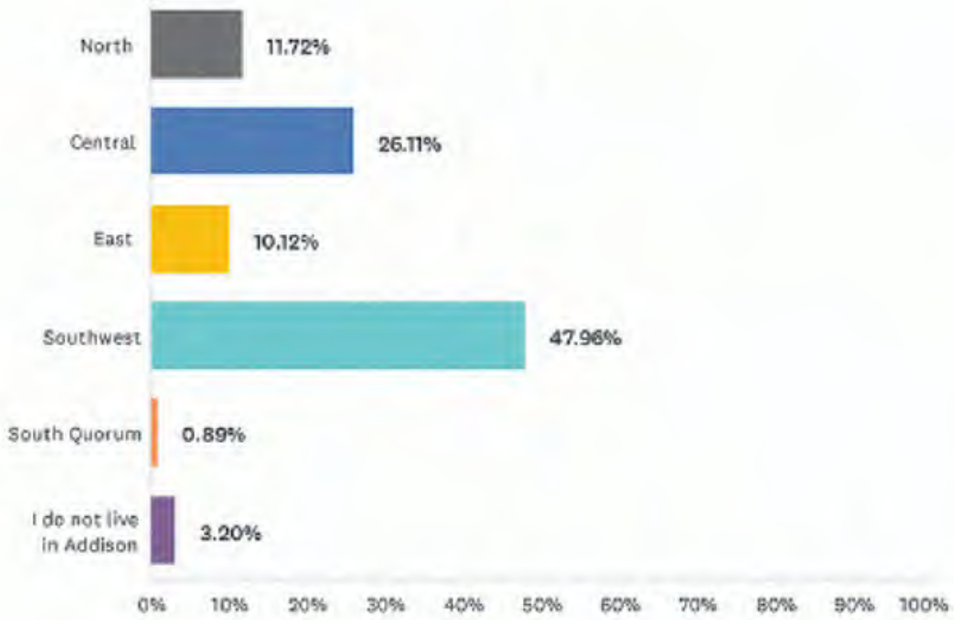
Answered: 563 Skipped: 186



ANSWER CHOICES	RESPONSES	
0-12 months	9.77%	55
1-5 years	32.33%	182
6-15 years	26.47%	149
16+ years	28.24%	159
I do not live in Addison.	3.20%	18
TOTAL		563

Q26 Which part of Addison do you live in?Please refer to the map above.

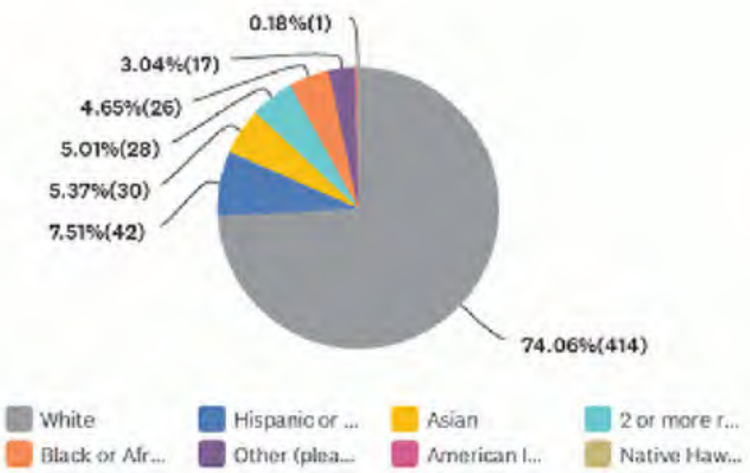
Answered: 563 Skipped: 186



ANSWER CHOICES	RESPONSES	
North	11.72%	66
Central	26.11%	147
East	10.12%	57
Southwest	47.96%	270
South Quorum	0.89%	5
I do not live in Addison	3.20%	18
TOTAL		563

Q27 Which do you most identify with?

Answered: 559 Skipped: 190

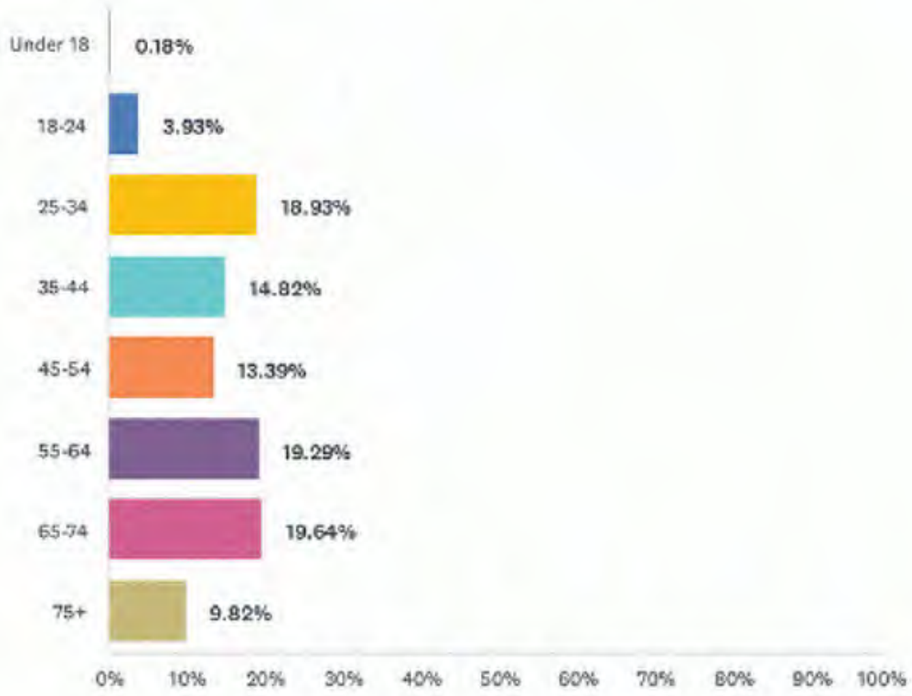


ANSWER CHOICES	RESPONSES	
White	74.06%	414
Hispanic or Latino	7.51%	42
Asian	5.37%	30
2 or more races	5.01%	28
Black or African-American	4.65%	26
Other (please specify)	3.04%	17
American Indian or Alaska Native	0.18%	1
Native Hawaiian or Other Pacific Islander	0.18%	1
TOTAL		559

#	OTHER (PLEASE SPECIFY)	DATE
1	European	1/26/2024 4:11 PM
2	You are being racist. That should not matter.	1/2/2024 4:47 PM
3	That question is irrelevant	12/29/2023 3:37 PM
4	Does this really matter	12/28/2023 9:41 AM
5	All of the above	12/18/2023 4:31 PM
6	Euro American	12/16/2023 4:39 PM
7	Melanin & Latina	12/15/2023 10:14 AM
8	Not your business	12/14/2023 12:33 PM
9	I oppose this question	12/13/2023 6:25 PM
10	My most identity is not relevant. We all are humans	12/11/2023 4:39 PM
11	Asian Indian	12/11/2023 7:04 AM
12	White and American Indian	12/4/2023 1:29 PM
13	n/a	12/3/2023 8:55 AM
14	Doesn't make any difference	11/18/2023 1:30 AM
15	prefer not to answer	11/4/2023 3:18 PM
16	I	11/3/2023 10:12 PM
17	I'm a white Hispanic. For future surveys please state 2 or more ethnicities. Hispanic is not a race.	11/3/2023 8:26 PM

Q28 How old are you?

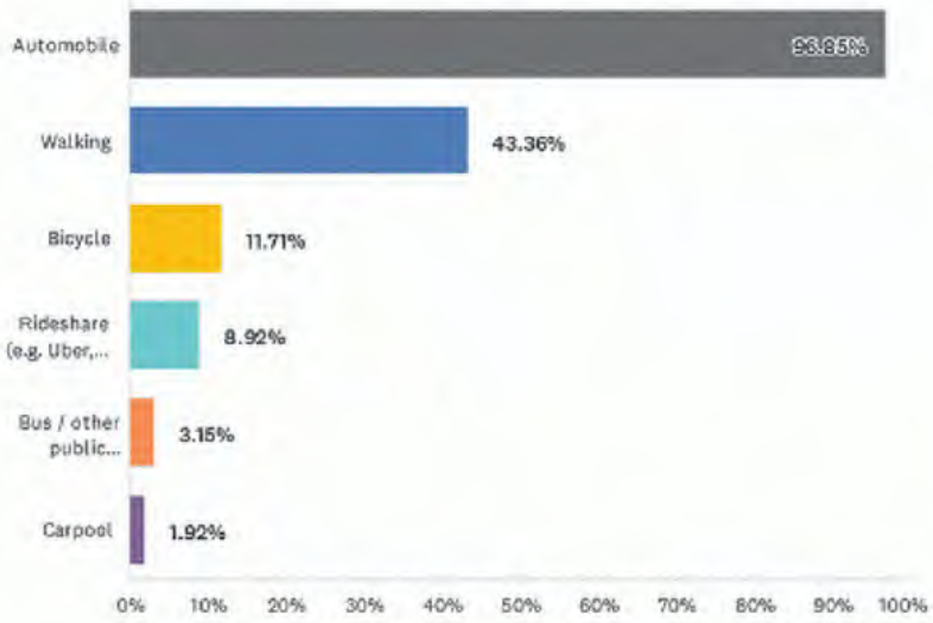
Answered: 560 Skipped: 189



ANSWER CHOICES	RESPONSES	
Under 18	0.18%	1
18-24	3.93%	22
25-34	18.93%	106
35-44	14.82%	83
45-54	13.39%	75
55-64	19.29%	108
65-74	19.64%	110
75+	9.82%	55
TOTAL		560

Q29 What are your primary modes of transportation?Select all those you use on a weekly basis.

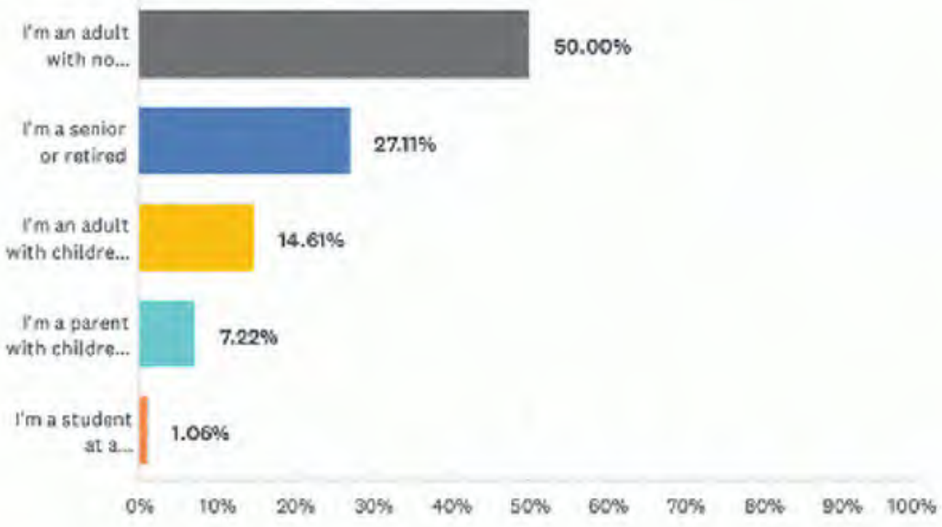
Answered: 572 Skipped: 177



ANSWER CHOICES	RESPONSES	
Automobile	96.85%	554
Walking	43.36%	248
Bicycle	11.71%	67
Rideshare (e.g. Uber, Lyft)	8.92%	51
Bus / other public transportation	3.15%	18
Carpool	1.92%	11
Total Respondents: 572		

Q30 Which best describes you?

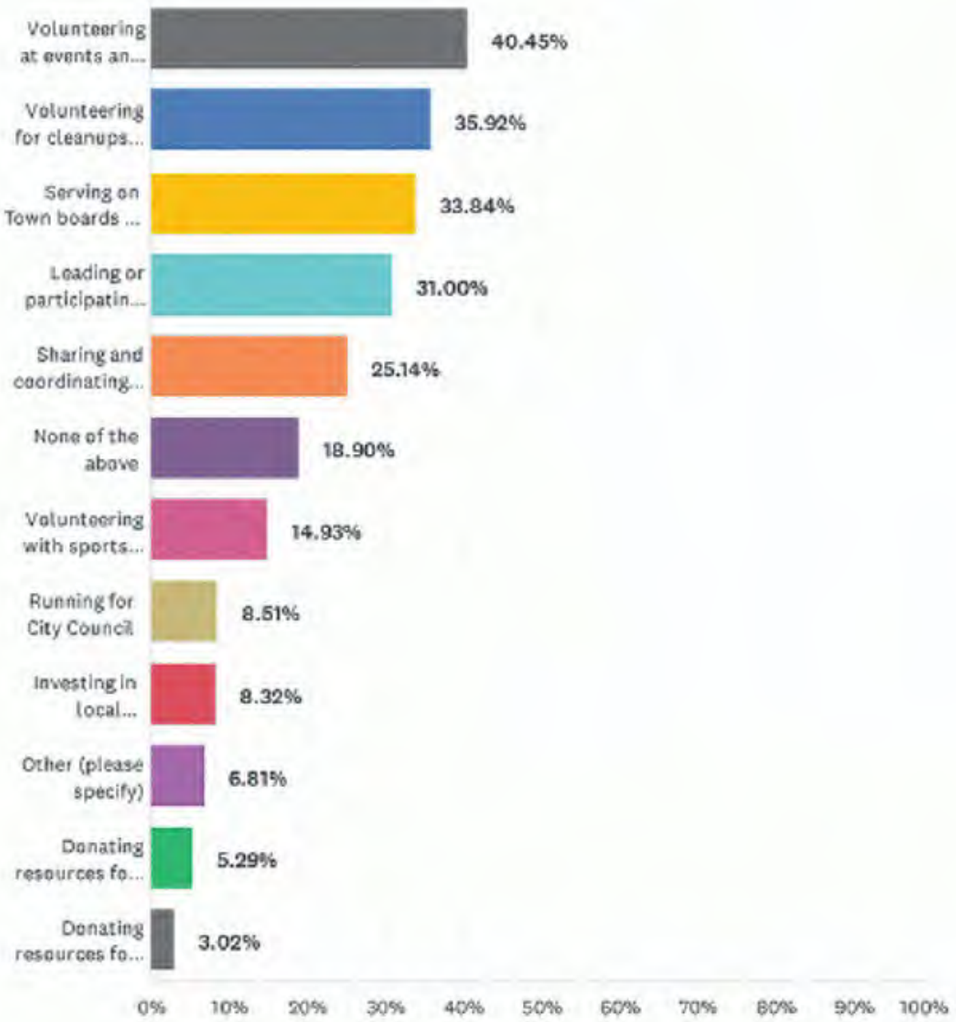
Answered: 568 Skipped: 181



ANSWER CHOICES	RESPONSES	
I'm an adult with no children	50.00%	284
I'm a senior or retired	27.11%	154
I'm an adult with children who are grown or do not live at home	14.61%	83
I'm a parent with children living at home	7.22%	41
I'm a student at a post-secondary school (undergraduate programs or similar)	1.06%	6
TOTAL		568

Q31 In what ways would you be willing to invest more of your time, energy, or money into making Addison better? Please select all that apply.

Answered: 529 Skipped: 220



ANSWER CHOICES	RESPONSES	
Volunteering at events and festivals	40.45%	214
Volunteering for cleanups, painting, and maintenance projects that benefit the community	35.92%	190
Serving on Town boards and commissions	33.84%	179
Leading or participating in neighborhood initiatives	31.00%	164
Sharing and coordinating information from the Town	25.14%	133
None of the above	18.90%	100
Volunteering with sports events and leagues	14.93%	79
Running for City Council	8.51%	45
Investing in local entrepreneurs and small developers	8.32%	44
Other (please specify)	6.81%	36
Donating resources for events and festivals	5.29%	28
Donating resources for sports events and leagues	3.02%	16
Total Respondents: 529		

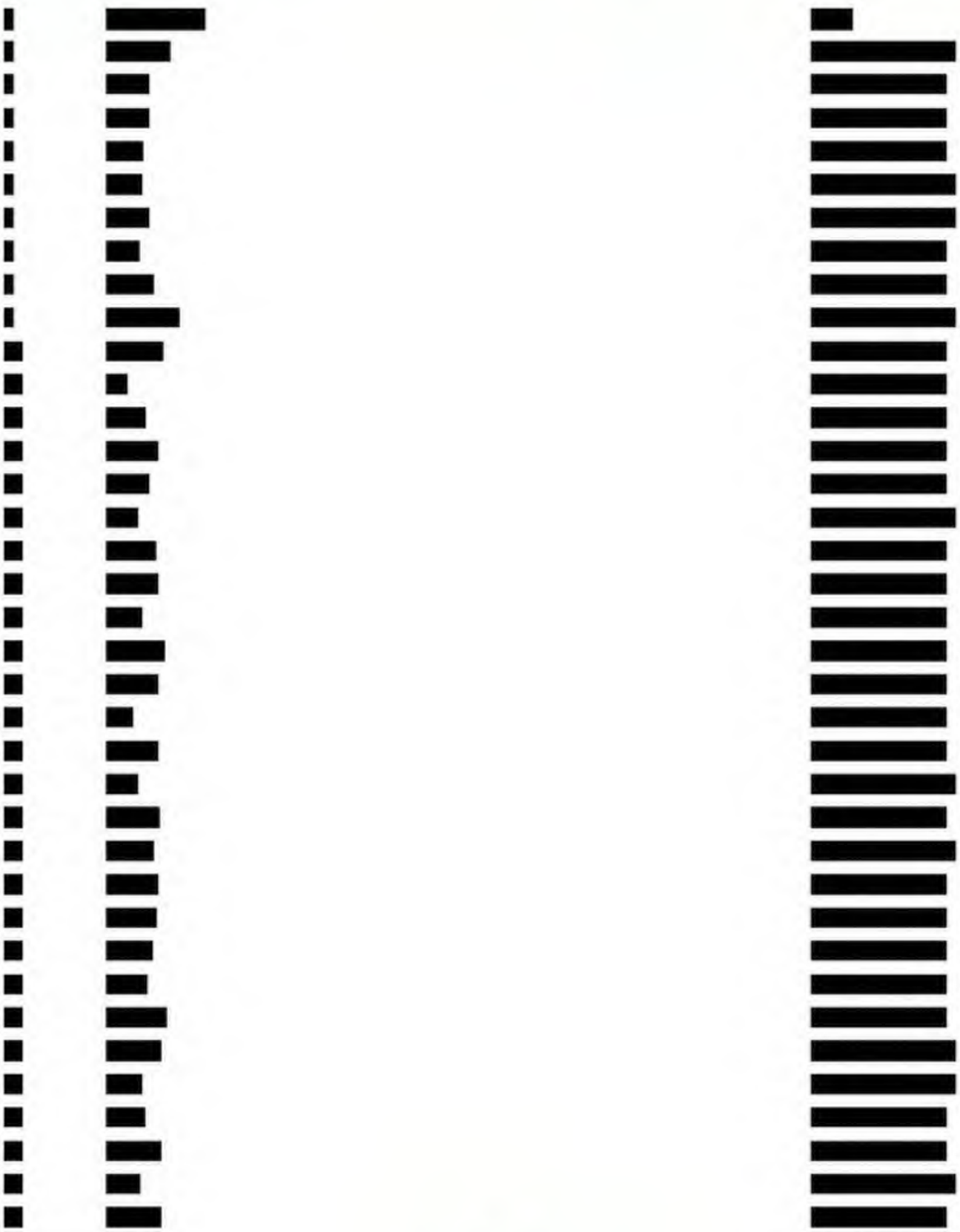
#	OTHER (PLEASE SPECIFY)	DATE
1	Town Meetings, Surveys and using Addison shopping/dinning/entertainment	1/27/2024 9:16 AM
2	currently a Rotarian	1/22/2024 9:40 AM

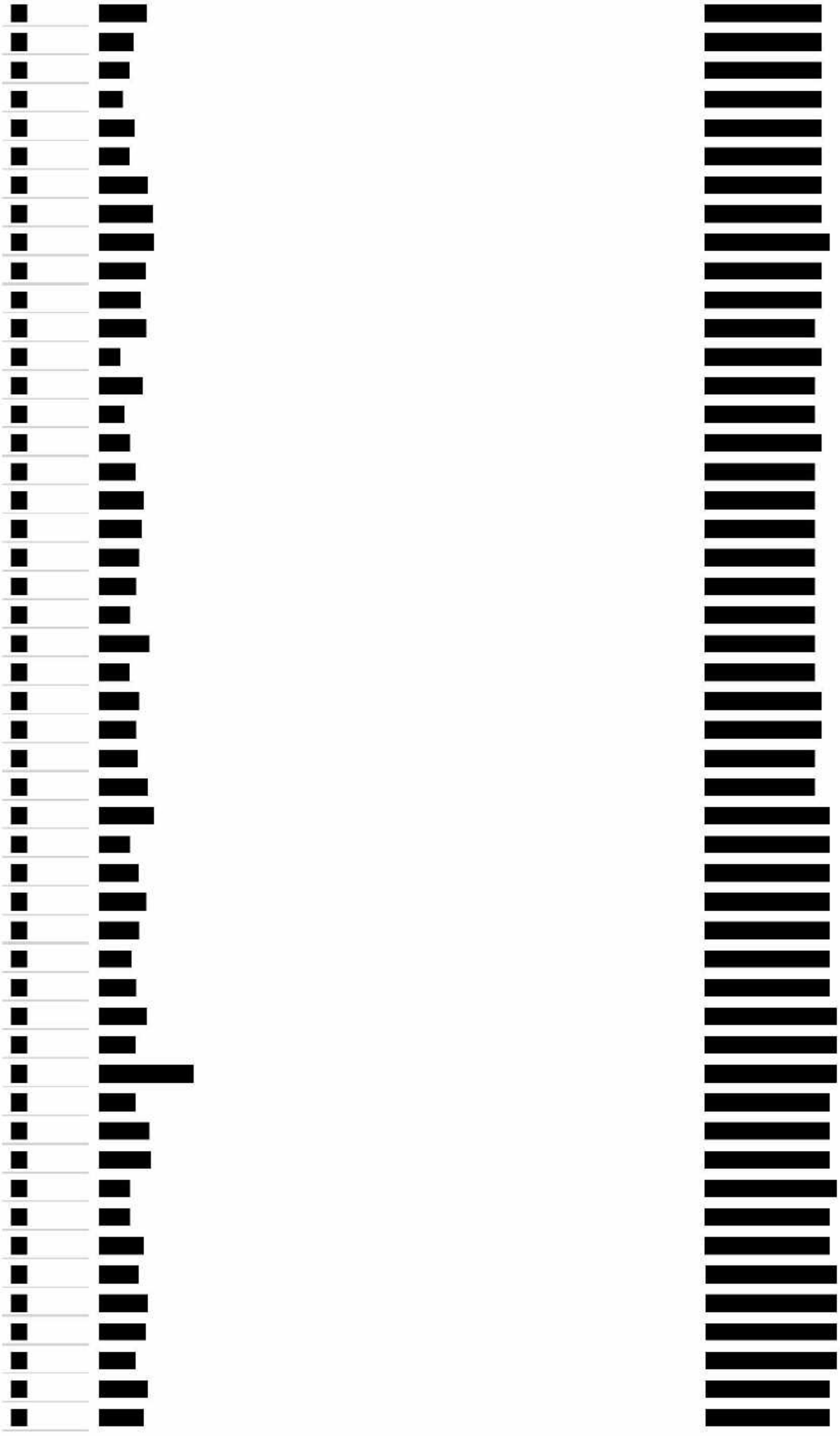
3	Assisting local families with living in Addison	1/12/2024 6:16 PM
4	Repeat.....we are retired	1/7/2024 8:28 AM
5	Welcome package for new members at gym	12/31/2023 5:28 AM
6	helping schools	12/30/2023 10:14 AM
7	too old	12/29/2023 6:50 PM
8	Supporting Addison businesses	12/24/2023 6:44 PM
9	Giving feedback on what needs to be done for the future	12/20/2023 6:08 PM
10	My engagement depends on the time prospects. Busy schedule	12/17/2023 8:22 AM
11	Finding ways to help homeless in our community	12/15/2023 2:24 PM
12	Potentially interested in getting more involved with the local government to help push ideas into reality	12/12/2023 4:56 PM
13	Unable to give of my time due to being a single parent working full time and child with some medical concerns.	12/11/2023 7:06 AM
14	I currently don't have available time to help, but do go to some town meetings to keep updated on important decisions.	12/10/2023 12:04 PM
15	Don't spend money to spend money. Addison is just fine how it is.	12/10/2023 9:24 AM
16	I am used to volunteer, but I will never volunteer for anything in the summer for crying out loud. I hate it. I would volunteer absolutely but I can't stand what this council has done to this town.	12/9/2023 5:41 PM
17	Serving seniors in community	12/9/2023 8:46 AM
18	we'll see if my health allows	12/8/2023 10:06 PM
19	I already pay exorbitant taxes, isn't that enough	12/8/2023 8:59 AM
20	Promoting the city.	12/8/2023 6:26 AM
21	Invest in Helping the homeless	12/7/2023 9:12 PM
22	Do you help entrepreneurs startup?	12/7/2023 4:24 PM
23	Tvrcrc	12/7/2023 12:20 PM
24	Veteran volunteer	12/6/2023 1:06 PM
25	Unique events coordinator	12/5/2023 7:30 PM
26	Events ad I'm able	12/5/2023 12:29 PM
27	None at this time	12/4/2023 12:59 PM
28	Anything related to paperwork/computer work	12/2/2023 4:54 PM
29	Once retired	11/23/2023 4:40 AM
30	surveys and brainstorming sessions	11/22/2023 5:27 PM
31	done most of the above	11/17/2023 4:30 PM
32	I do vplunteer	11/16/2023 5:56 AM
33	Helping encourage the inspiration & vision.	11/11/2023 12:40 PM
34	no time	11/4/2023 3:18 PM
35	Provide my input	11/3/2023 9:26 AM
36	supporting Bush Elementary	11/1/2023 3:09 PM

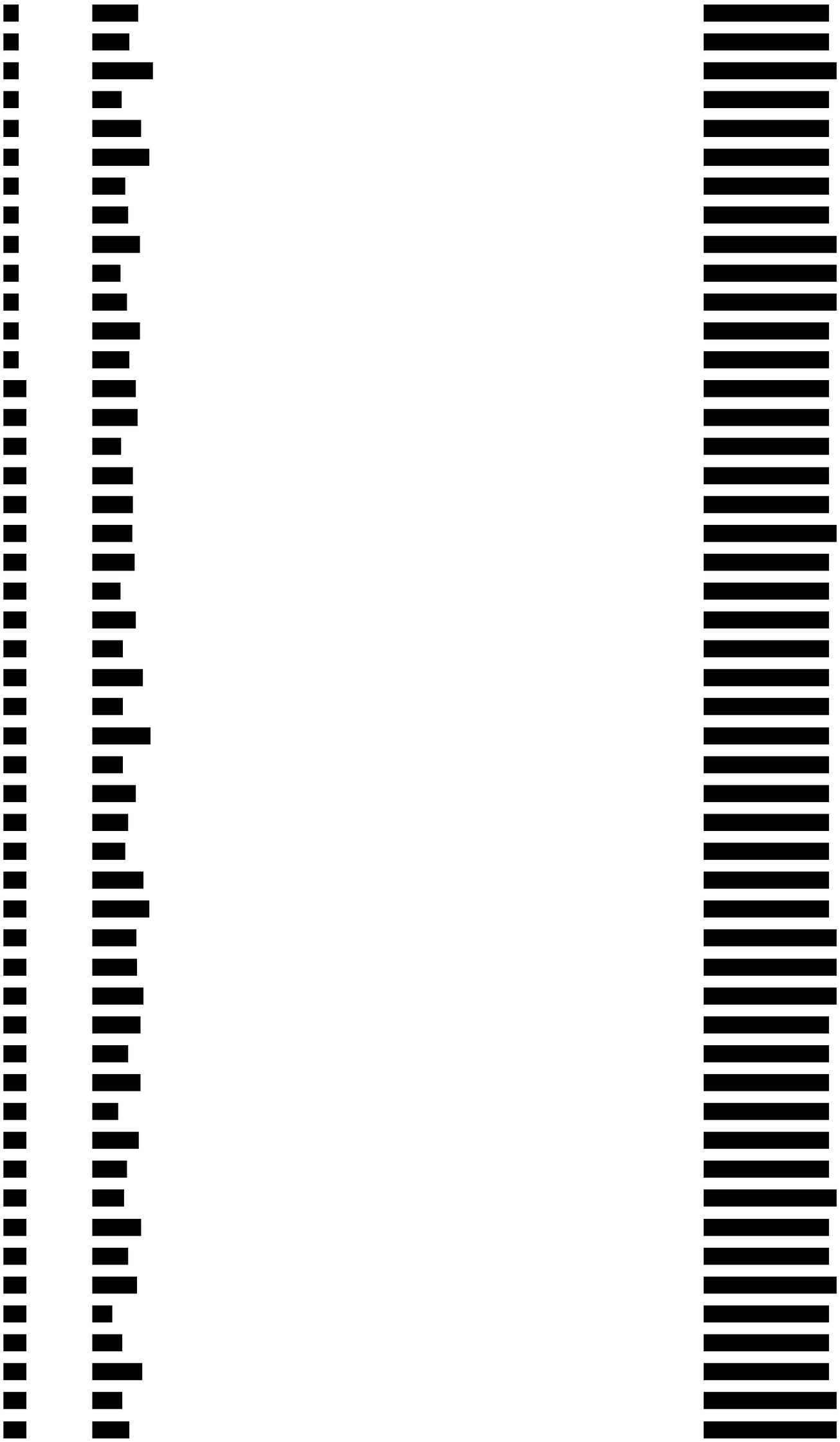
Q32 Enter your name for a chance to win a $50 gift card to an Addison business! (optional)You must also enter your email address in the next question to be eligible to win.

Answered: 378 Skipped: 371

ANSWER CHOICES	RESPONSES	
First name	100.00%	378
Last name	100.00%	378
	0.00%	0
	0.00%	0
	0.00%	0







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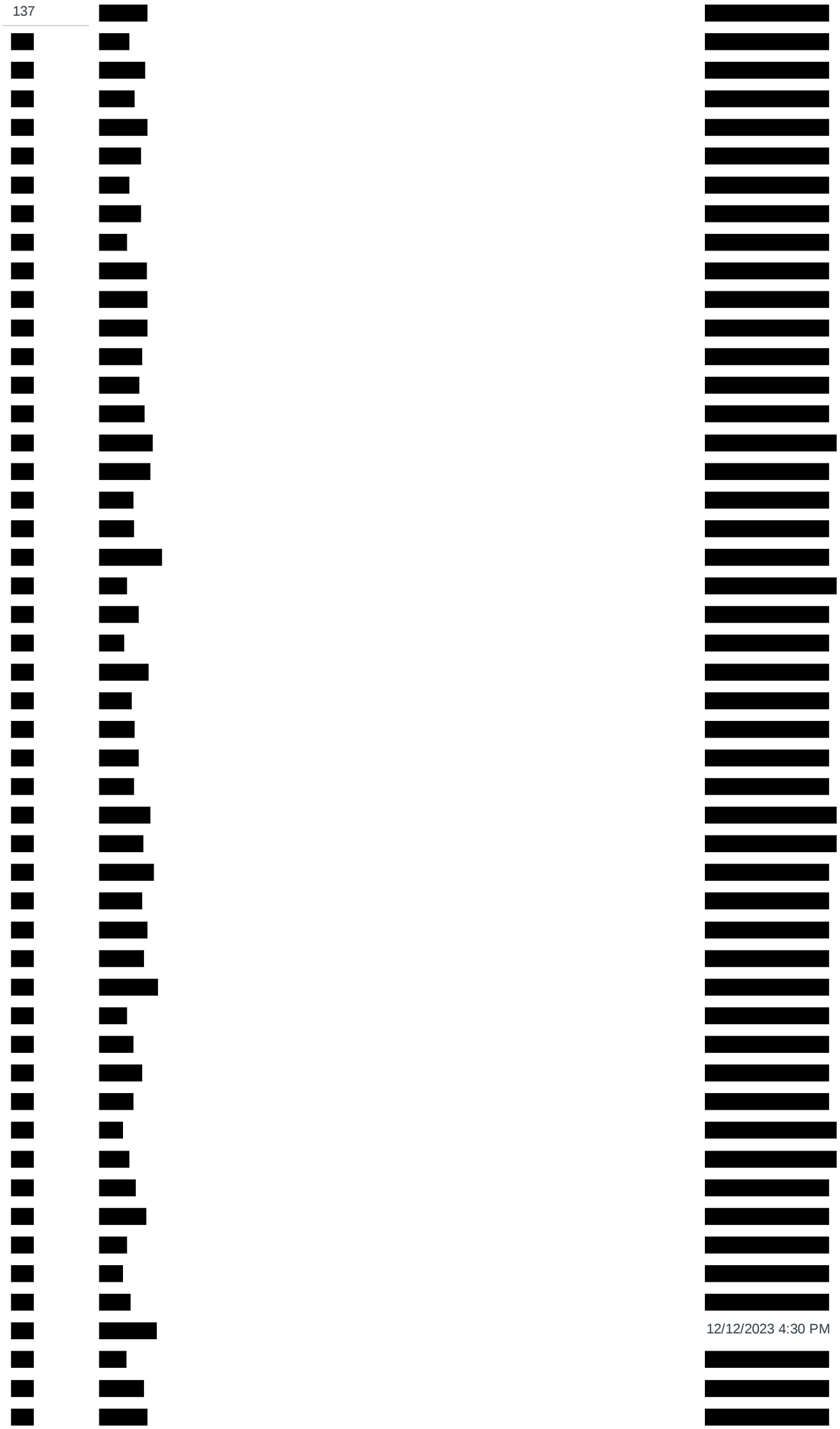

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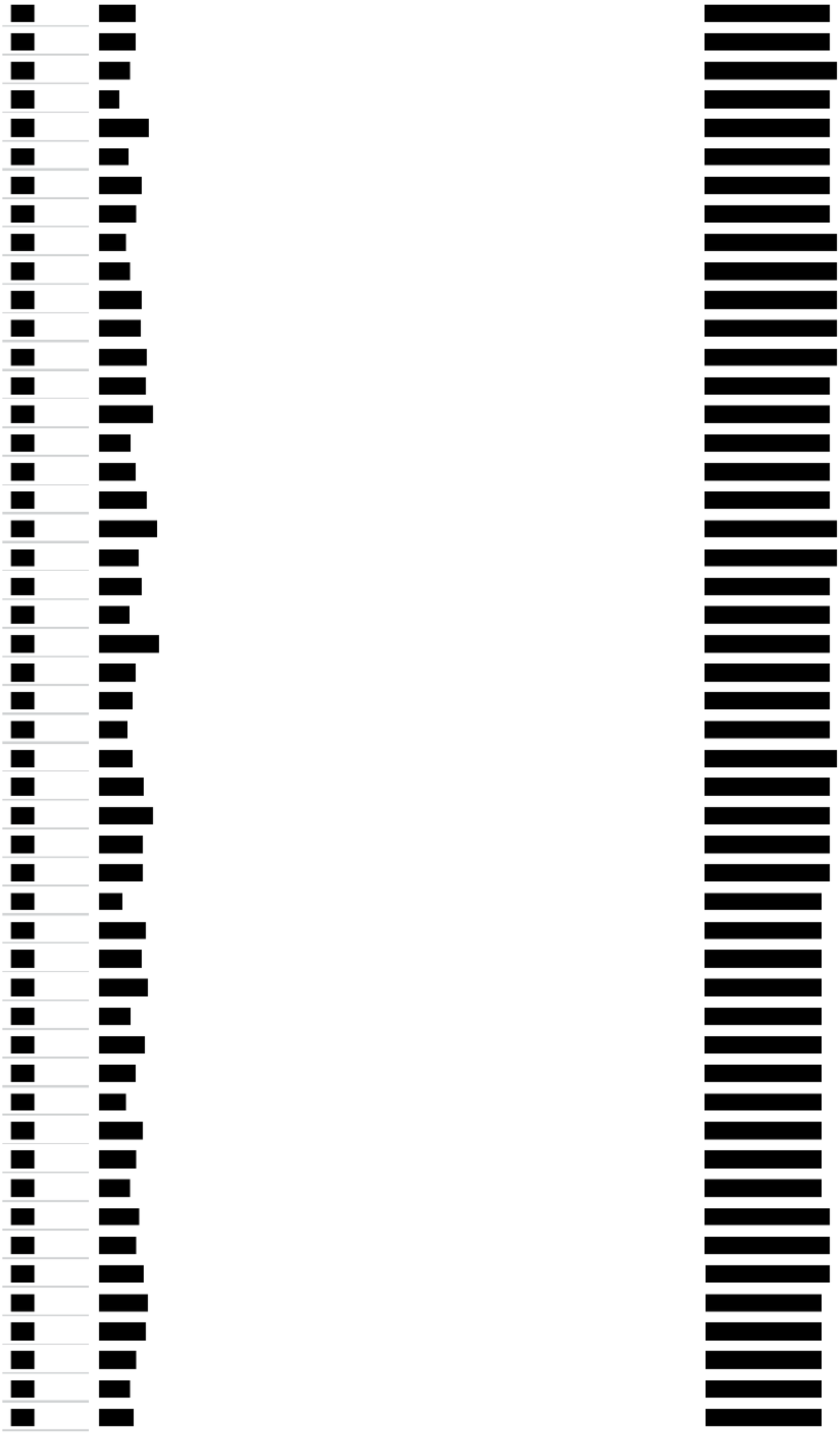

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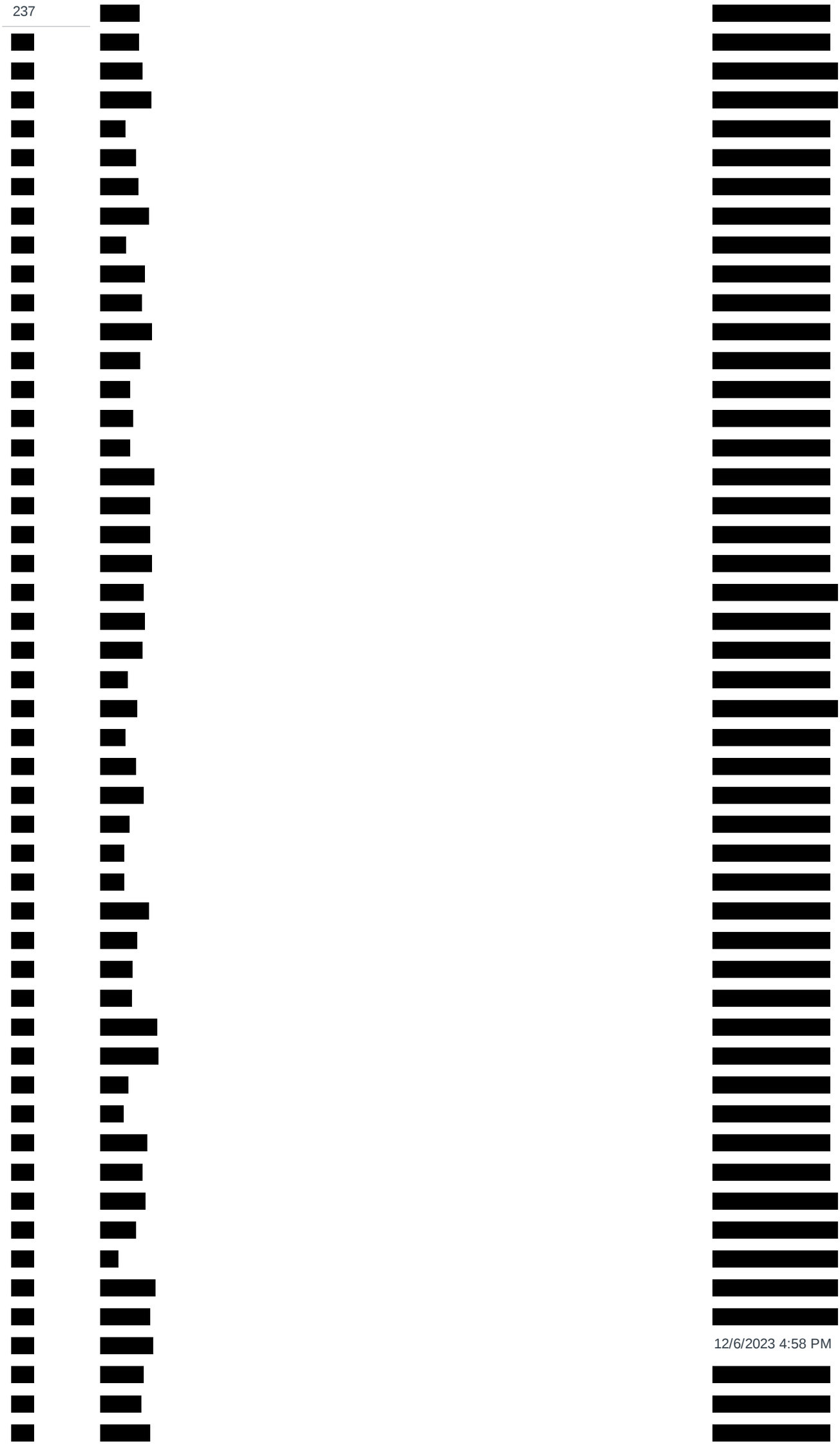
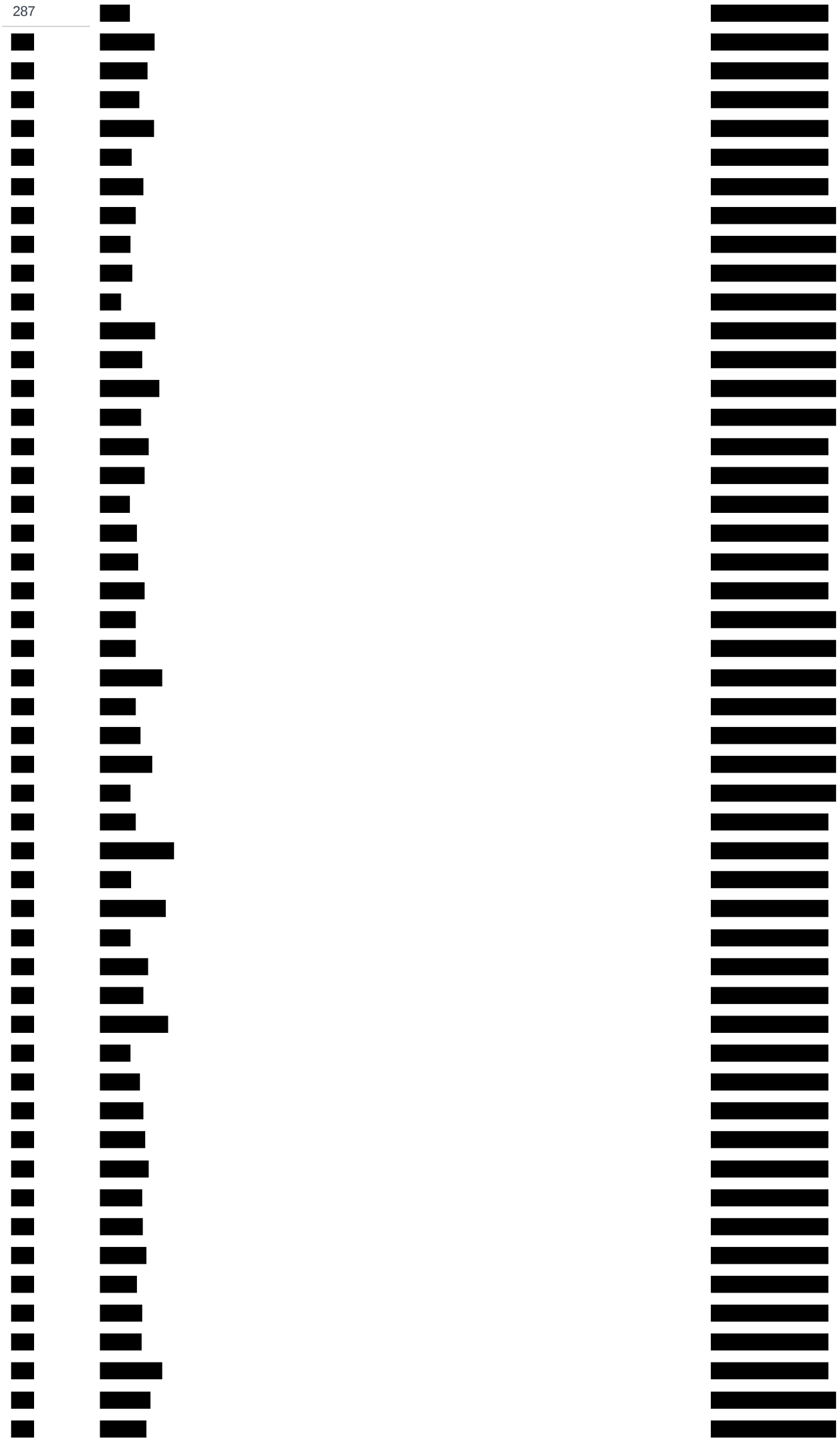


12/6/2023 4:58 PM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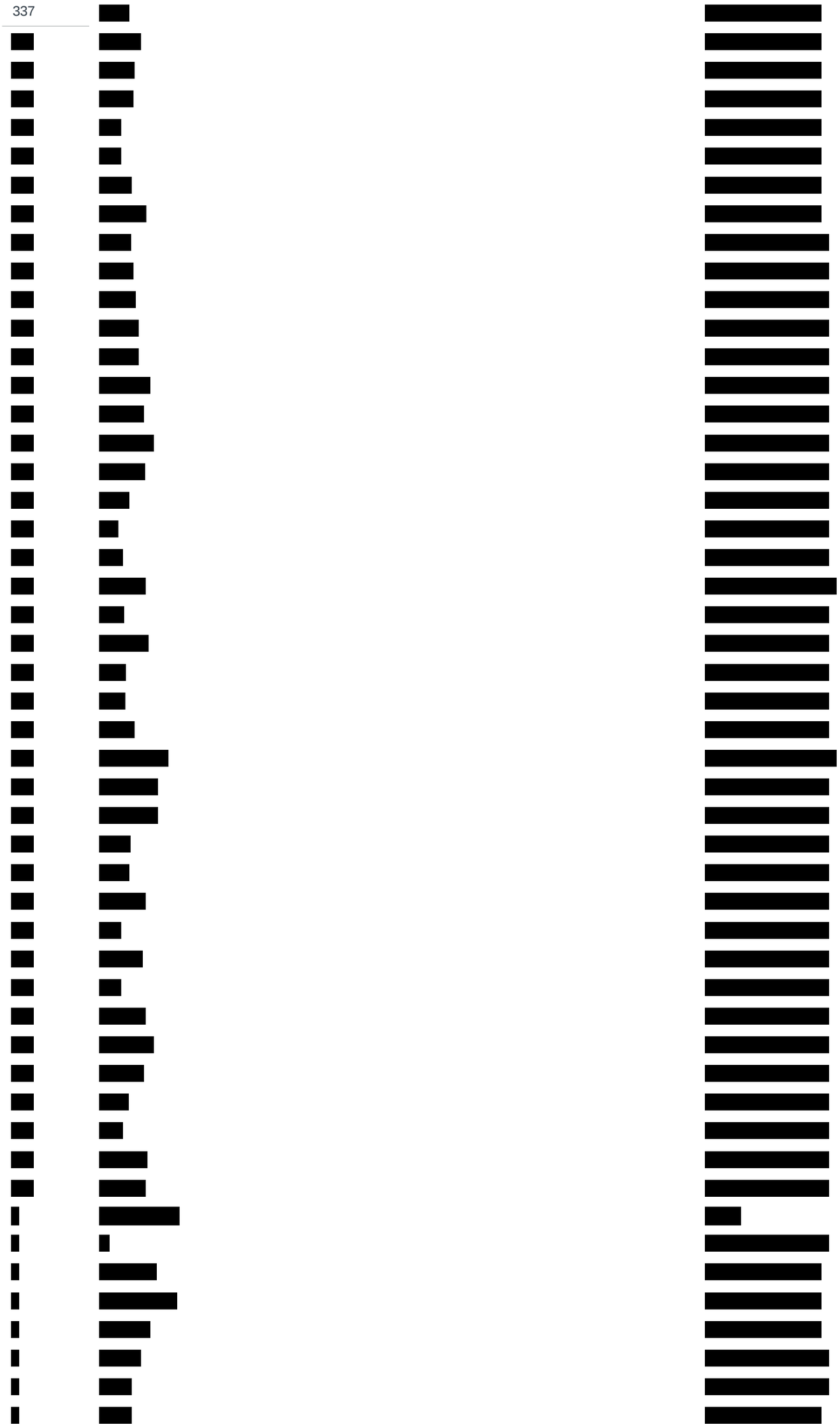
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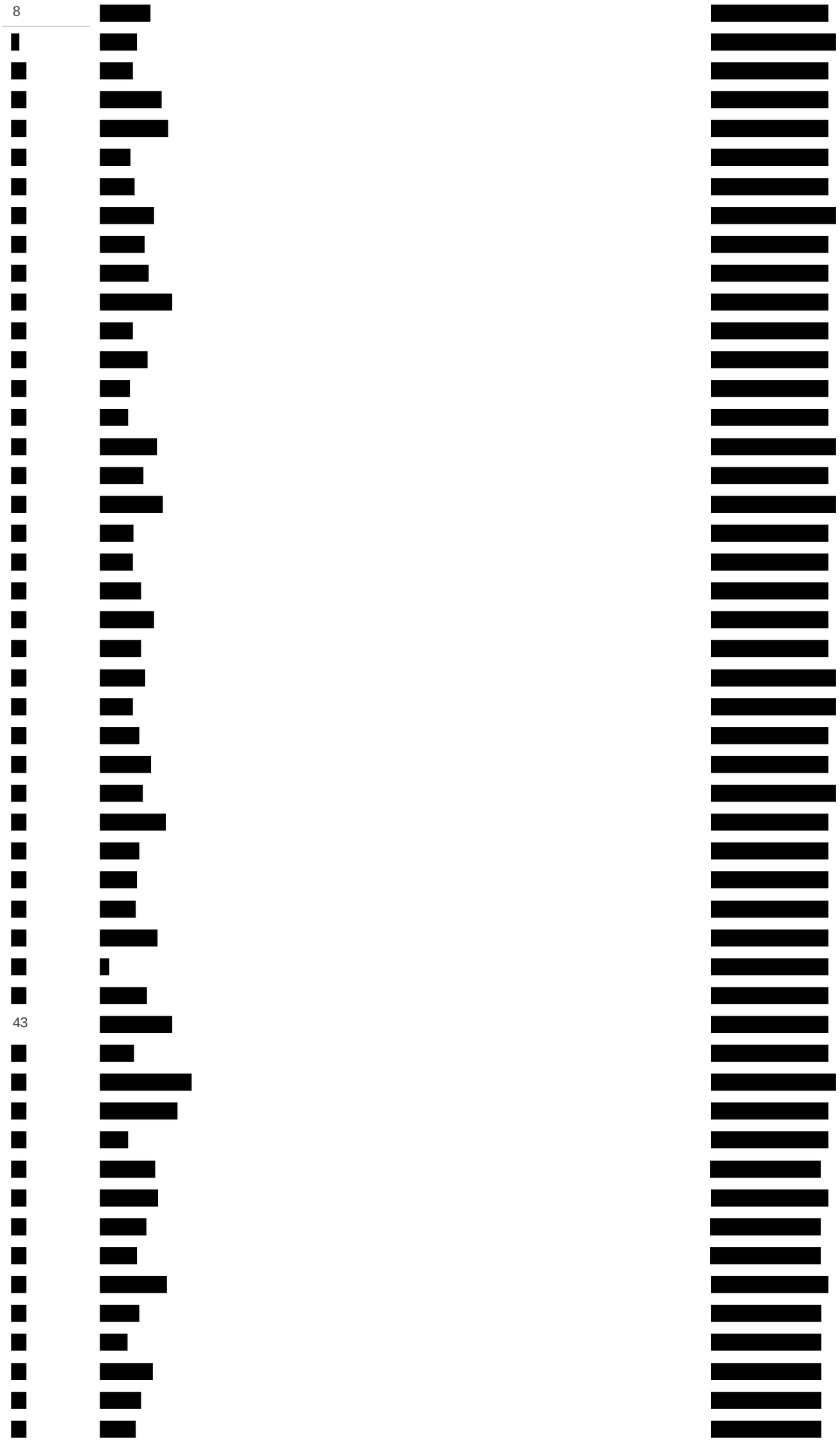
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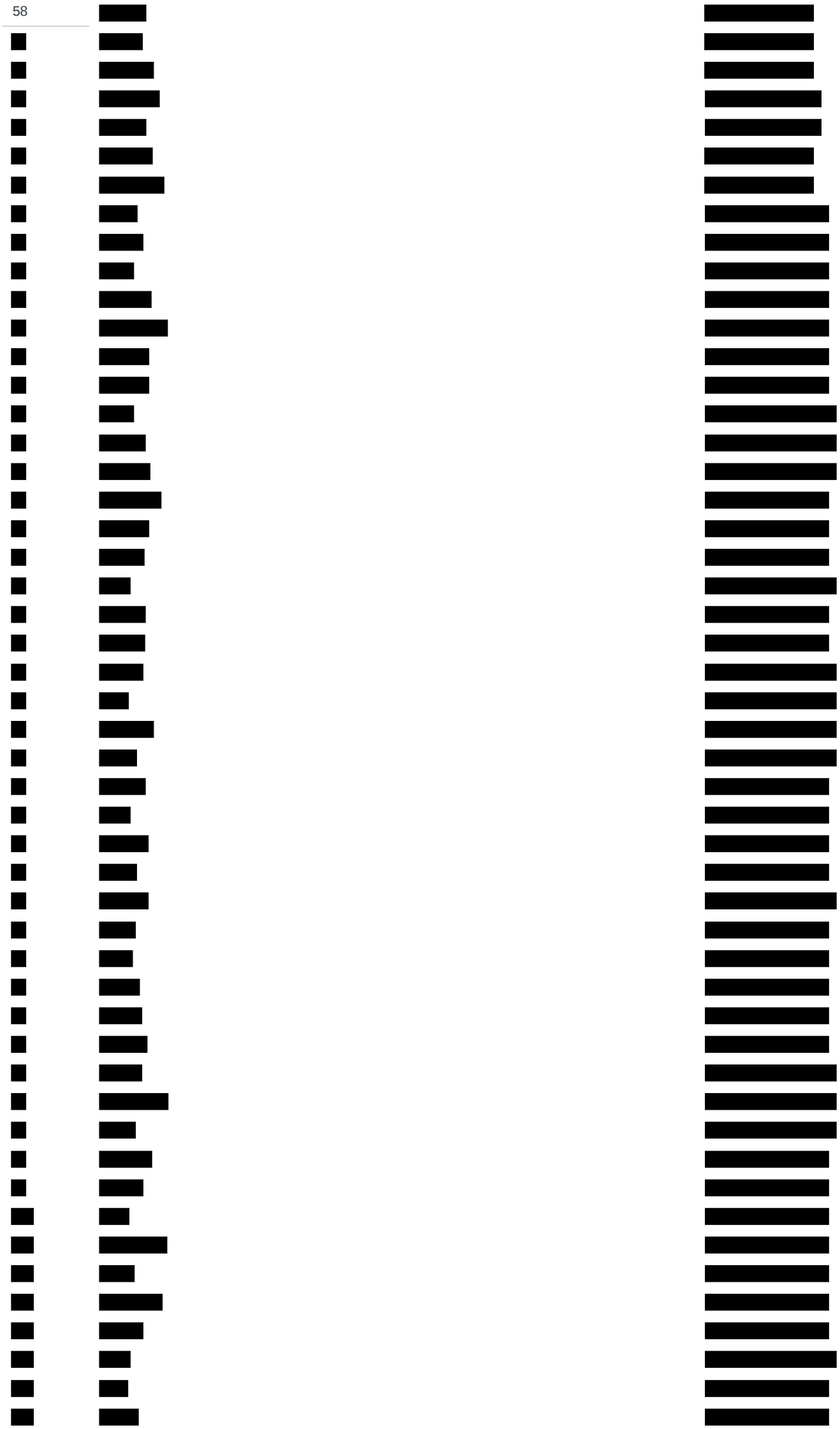
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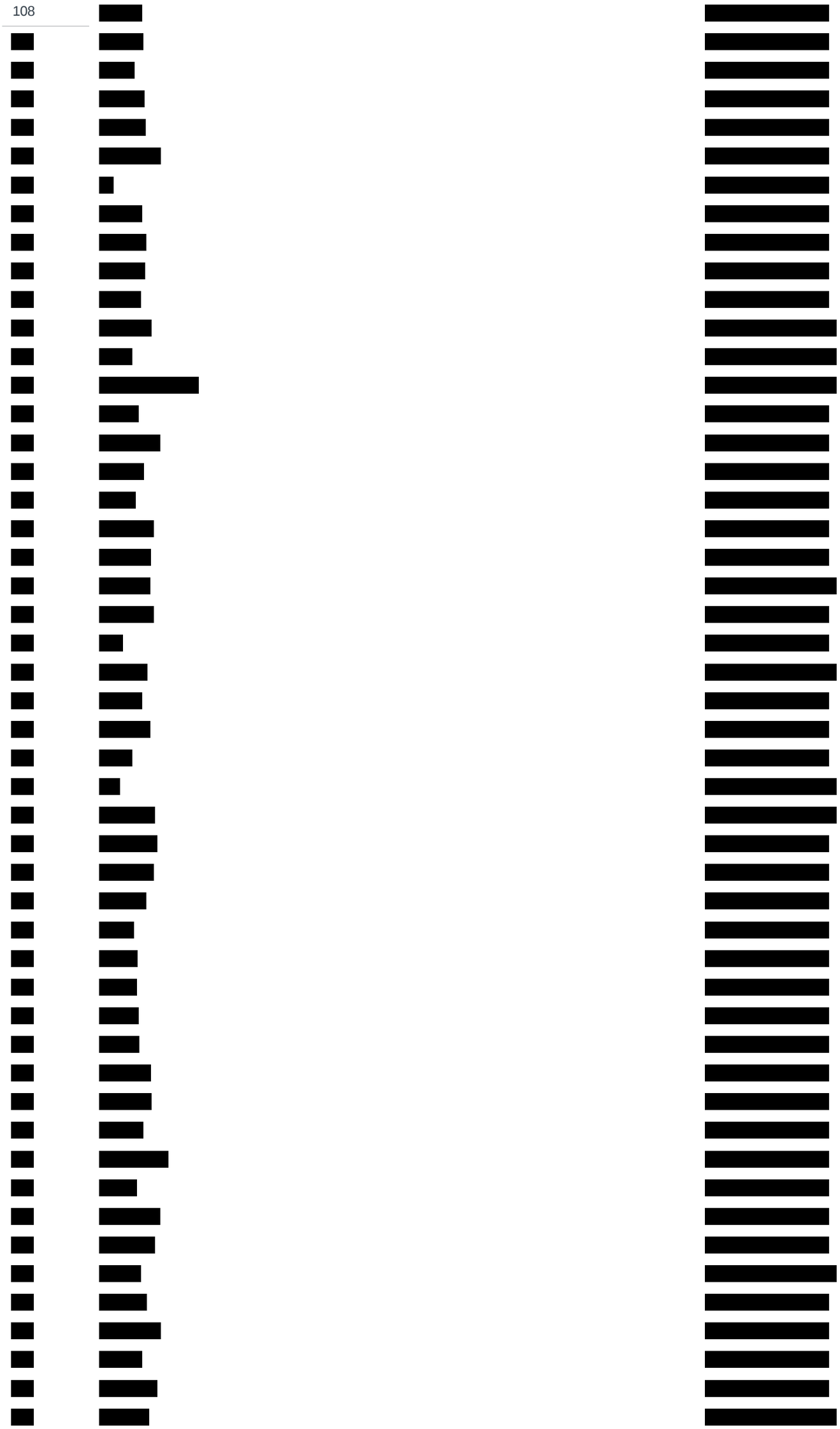
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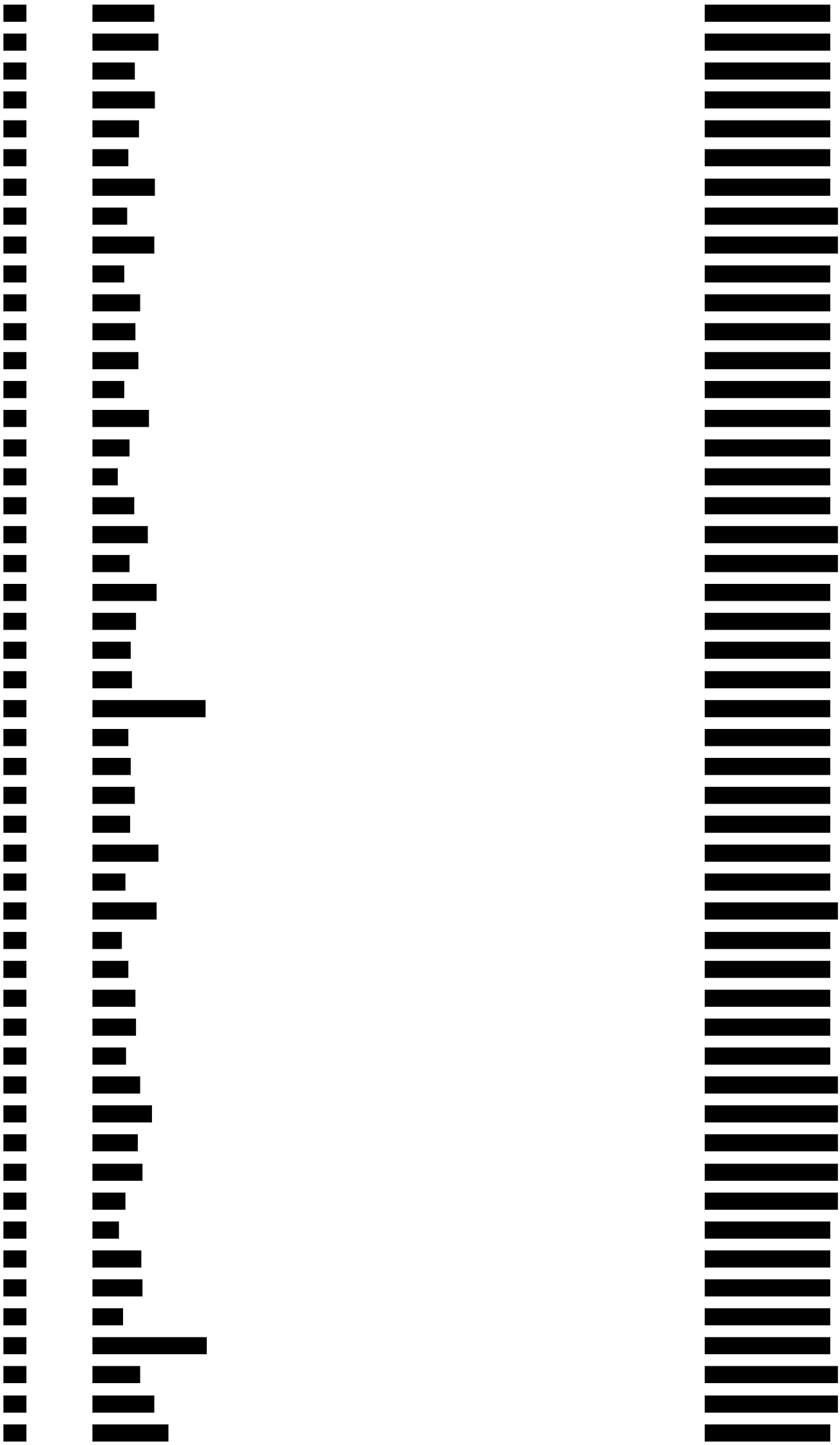

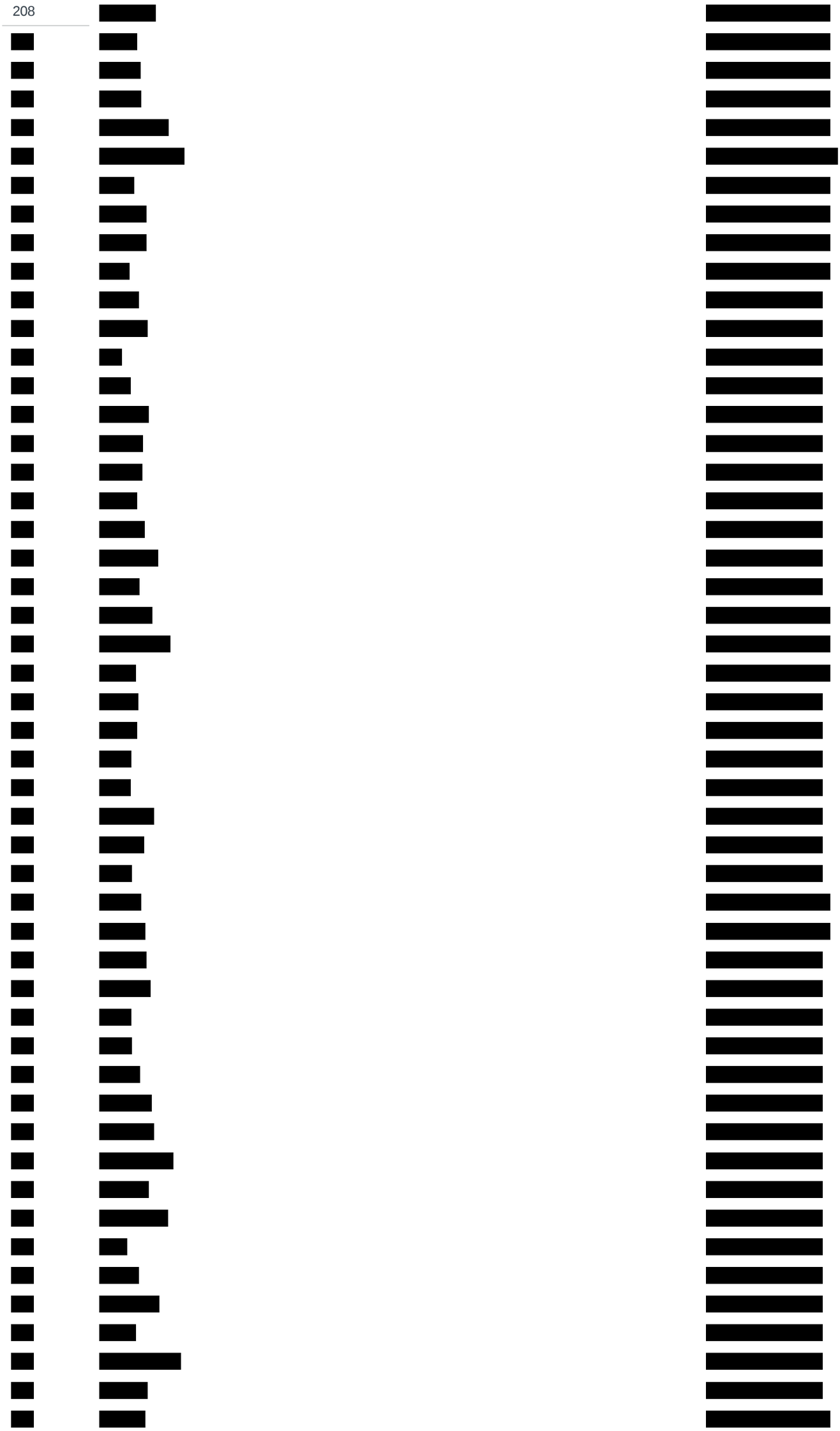
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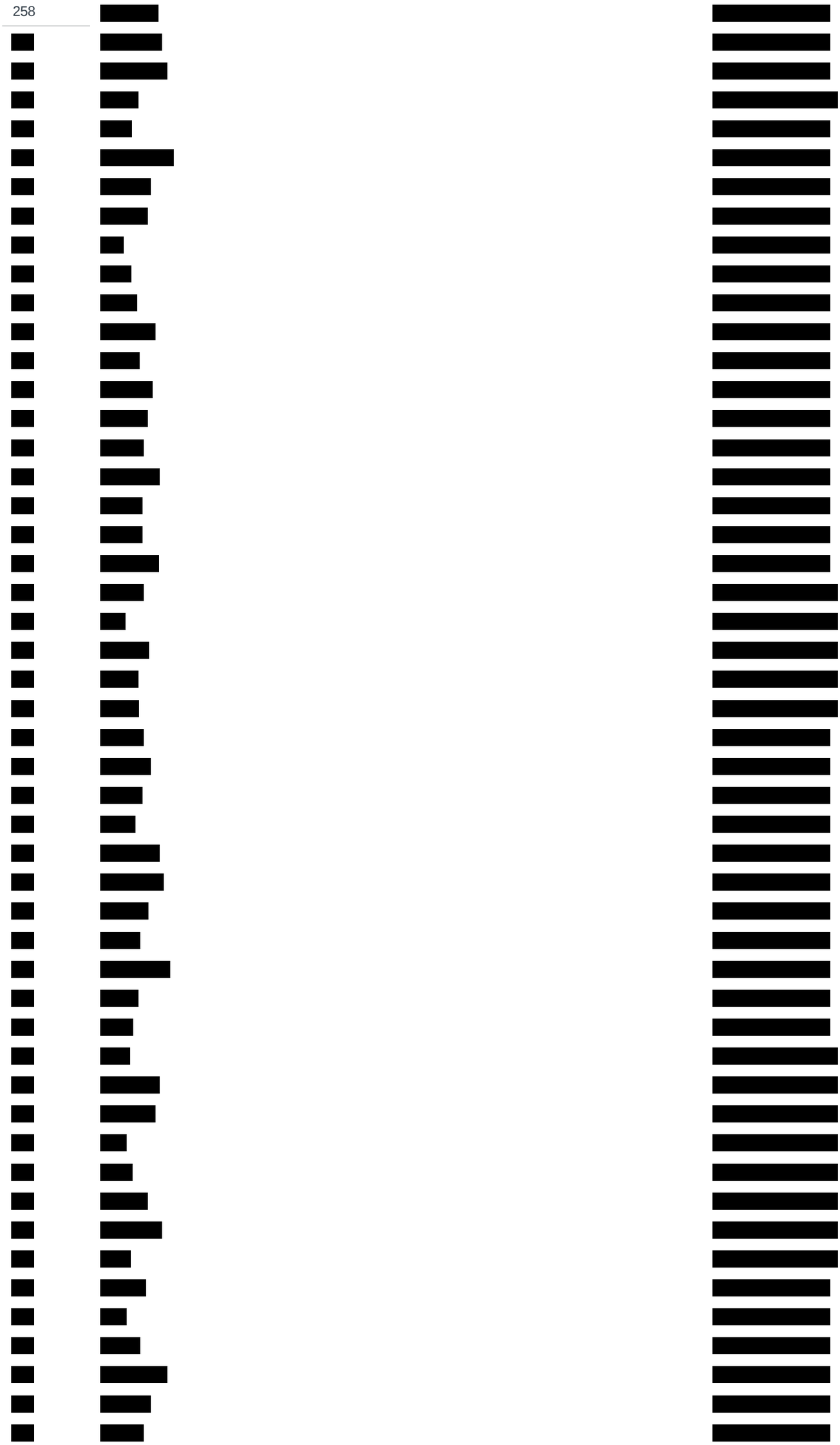
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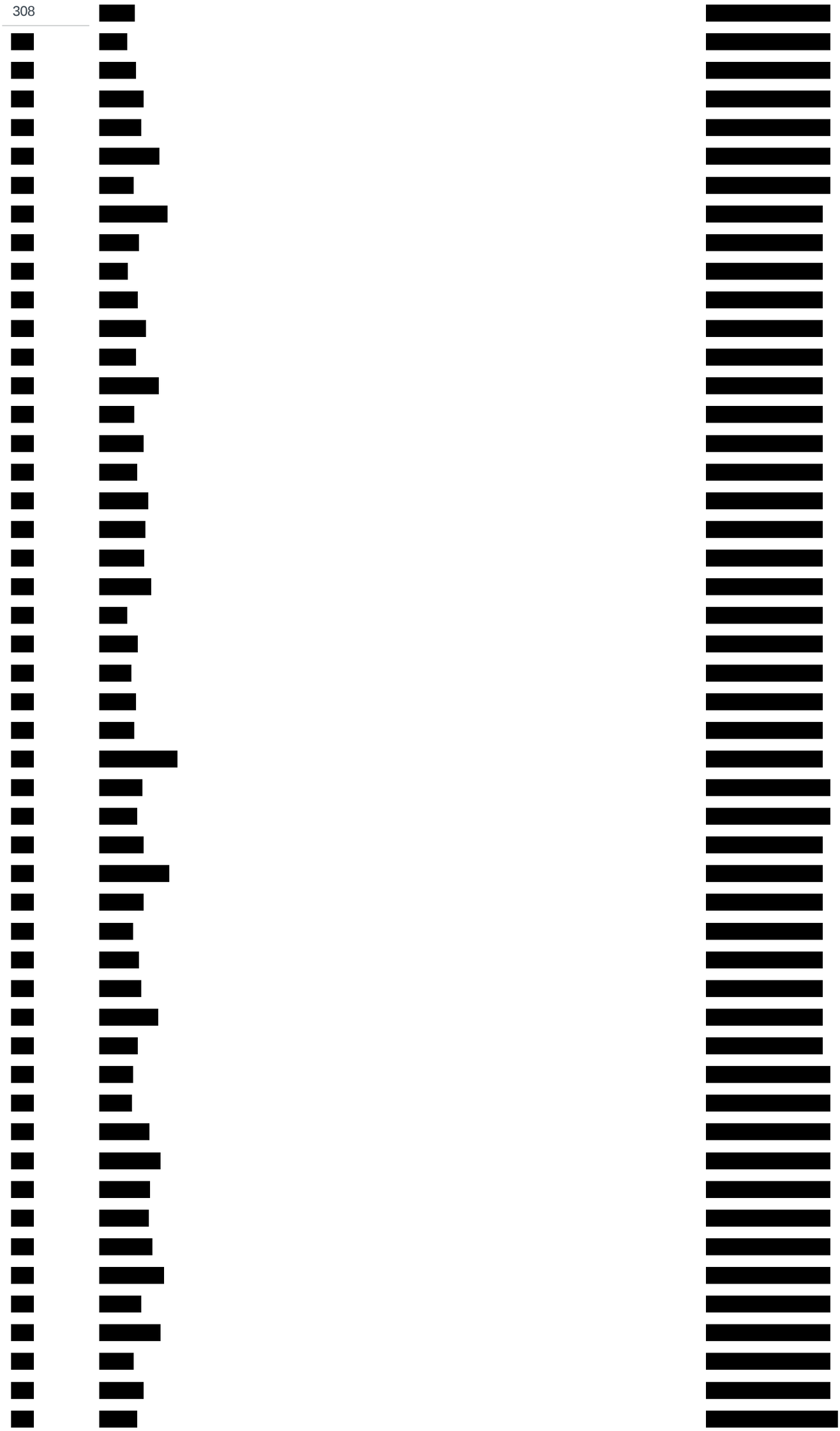

308

358

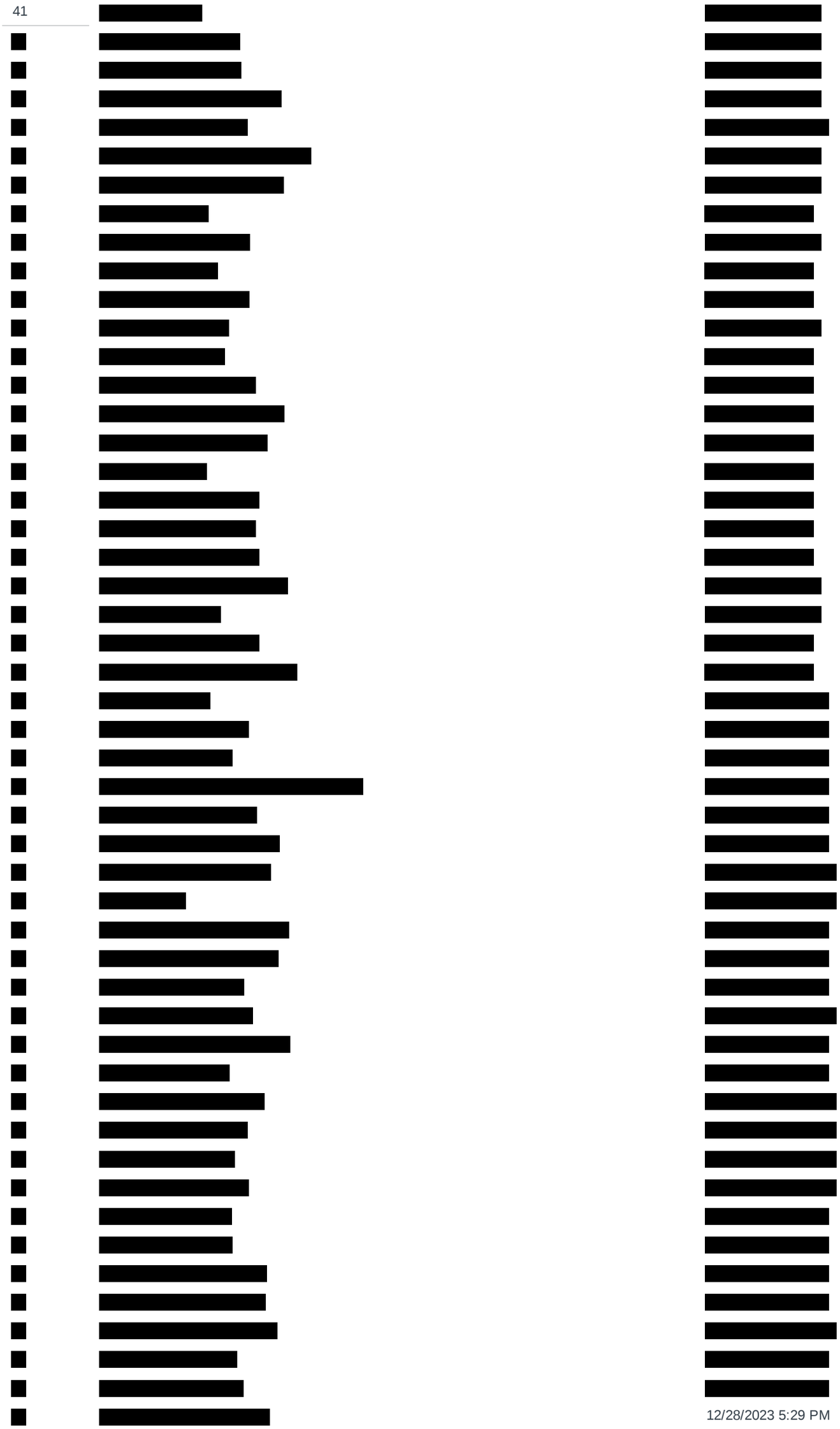
#		DATE
	There are no responses.	
#		DATE
	There are no responses.	
#		DATE
	There are no responses.	

Q33 Email address (optional)By providing your email address, you will be signed up for project notifications. Your personal information will never be sold or shared with outsiders, or attributed to your response to this survey.You must enter your email address for a chance to win the $50 gift card.

Answered: 411 Skipped: 338

#	RESPONSES	DATE
1	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]

41

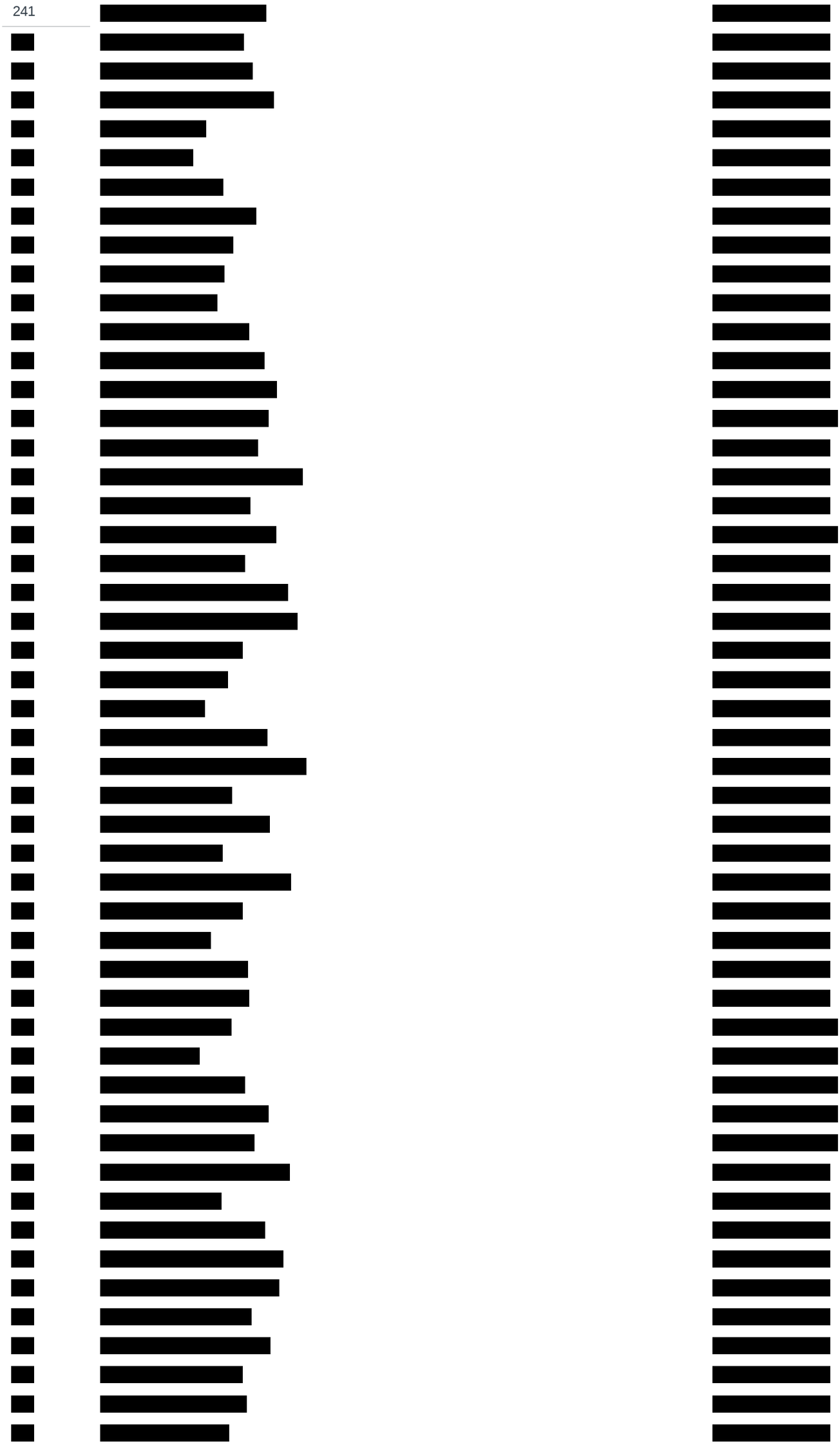


12/28/2023 5:29 PM

91
136

141

191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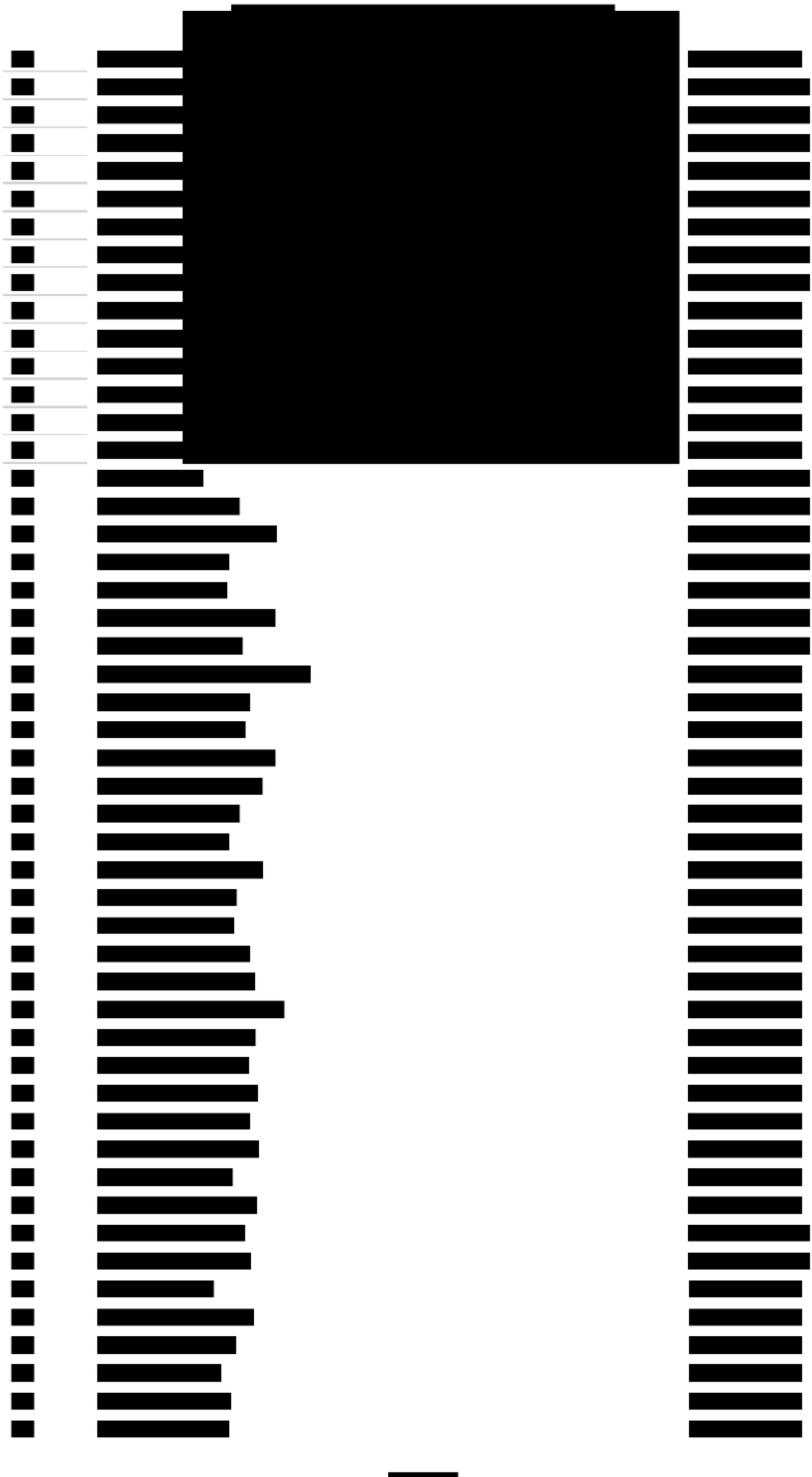
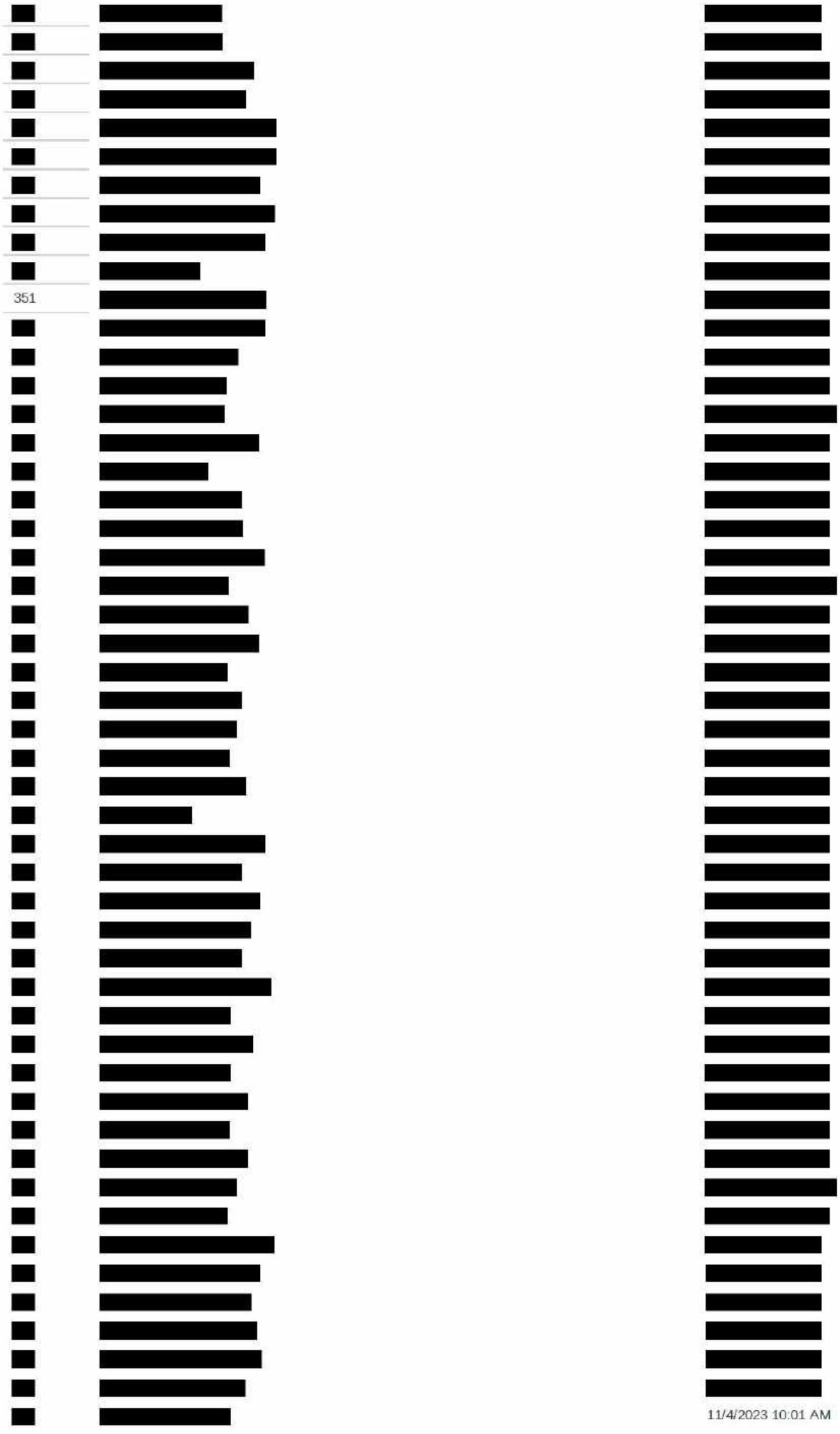


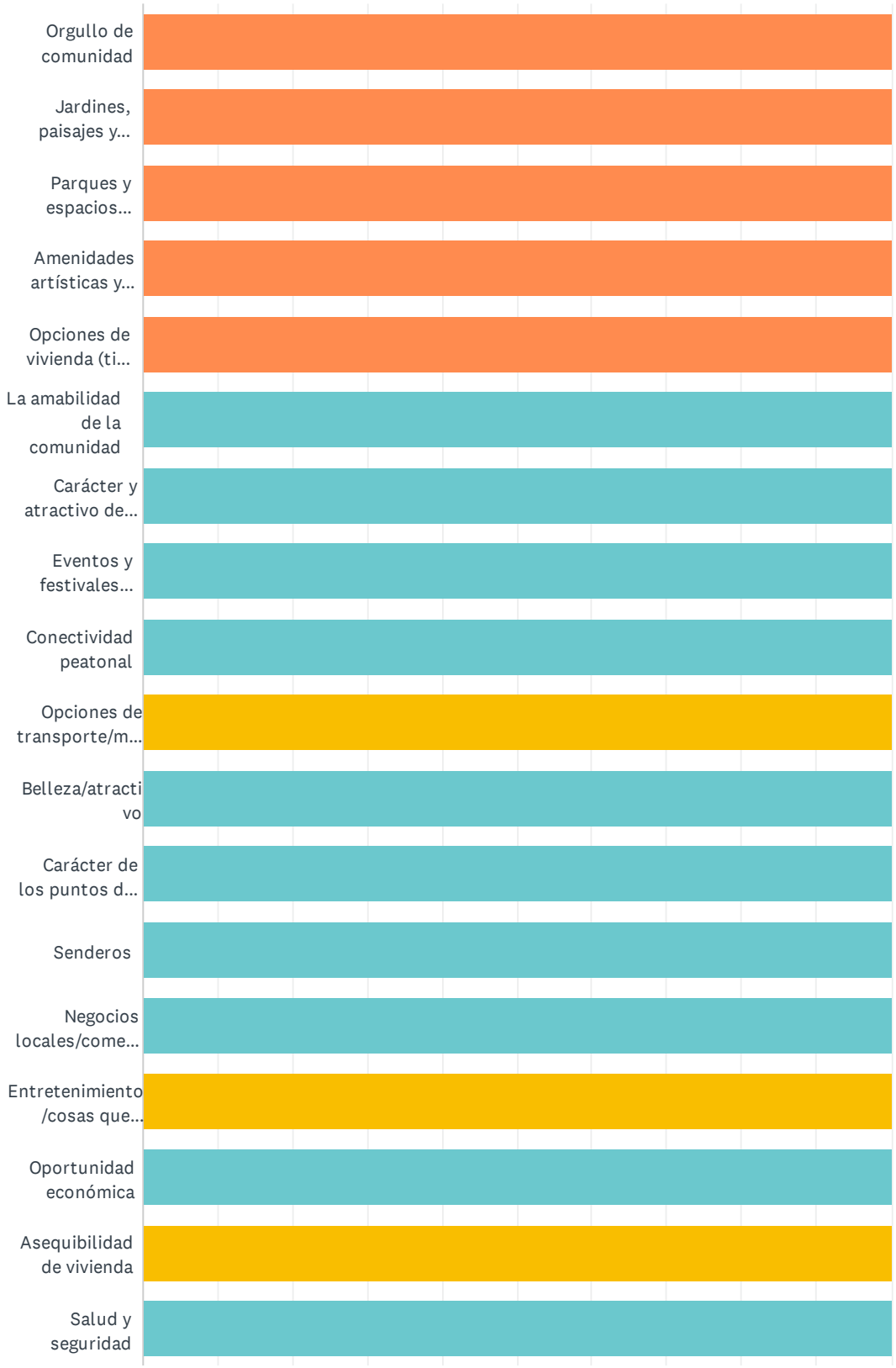


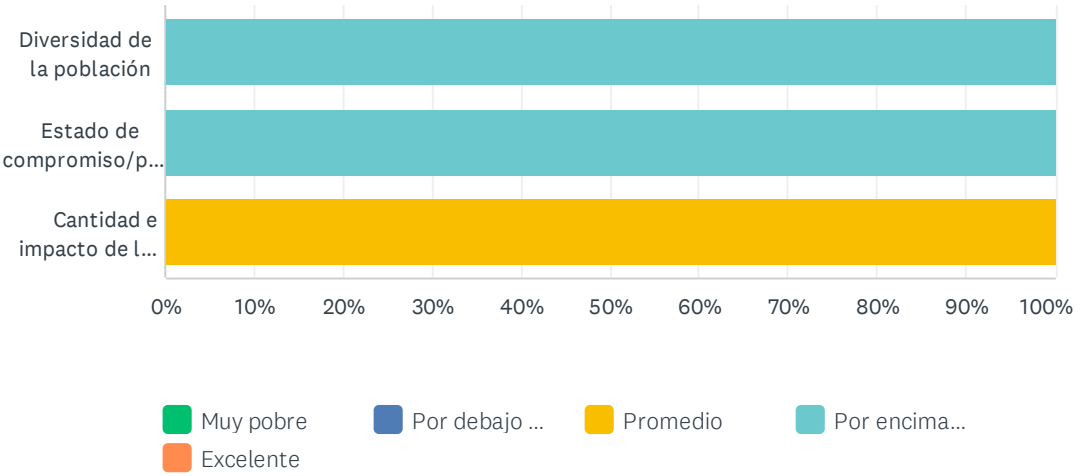
11/4/2023 10:01 AM

Q1 ¿Cómo califica actualmente a Addison en lo siguiente?

Answered: 1 Skipped: 0

Seleccione una respuesta para cada elemento utilizando el menú desplegable.



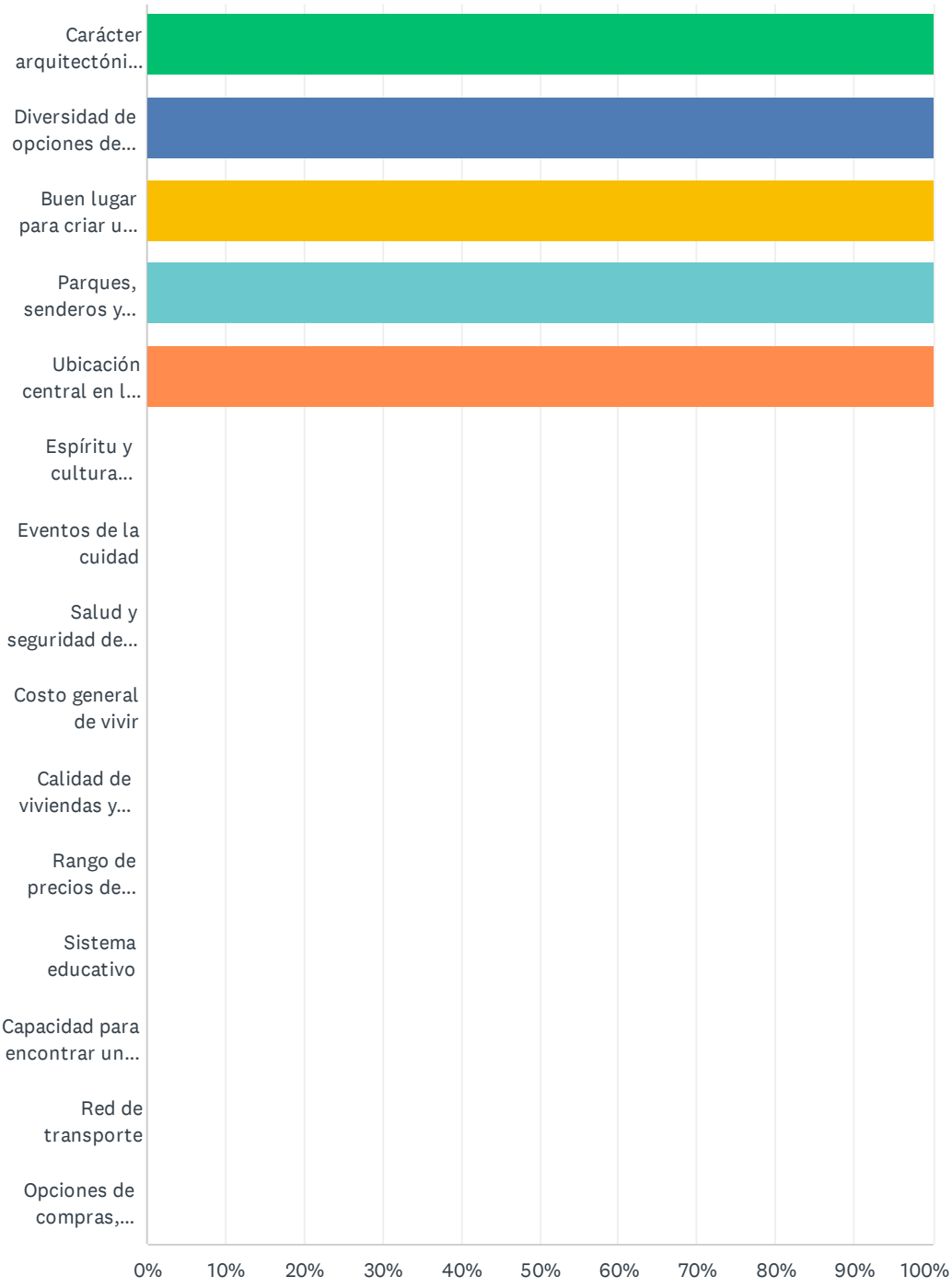

Diversidad de la población
Estado de compromiso/p...
Cantidad e impacto de l...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Muy pobre
Por debajo ...
Promedio
Por encima...
Excelente

Seleccione una respuesta para cada elemento utilizando el menú desplegable.

	MUY POBRE	POR DEBAJO DE LA PROMEDIO	PROMEDIO	POR ENCIMA DE LA PROMEDIO	EXCELENTE	TOTAL
Orgullo de comunidad	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Jardines, paisajes y mantenimiento de áreas públicas y propiedades	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Parques y espacios abiertos	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Amenidades artísticas y culturales	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Opciones de vivienda (tipo y calidad)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
La amabilidad de la comunidad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Carácter y atractivo de la comunidad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Eventos y festivales comunitarios	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Conectividad peatonal	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Opciones de transporte/movilidad	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Belleza/atractivo	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Carácter de los puntos de entrada a la comunidad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Senderos	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Negocios locales/comercio único	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Entretenimiento/cosas que hacer	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Oportunidad económica	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Asequibilidad de vivienda	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Salud y seguridad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Diversidad de la población	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Estado de compromiso/participación cívica	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Cantidad e impacto de las organizaciones comunitarias y sin fines de lucro	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1

Q2 ¿Qué es lo que más le gusta de Addison? Elija sus 5 razones principales de la lista a continuación.

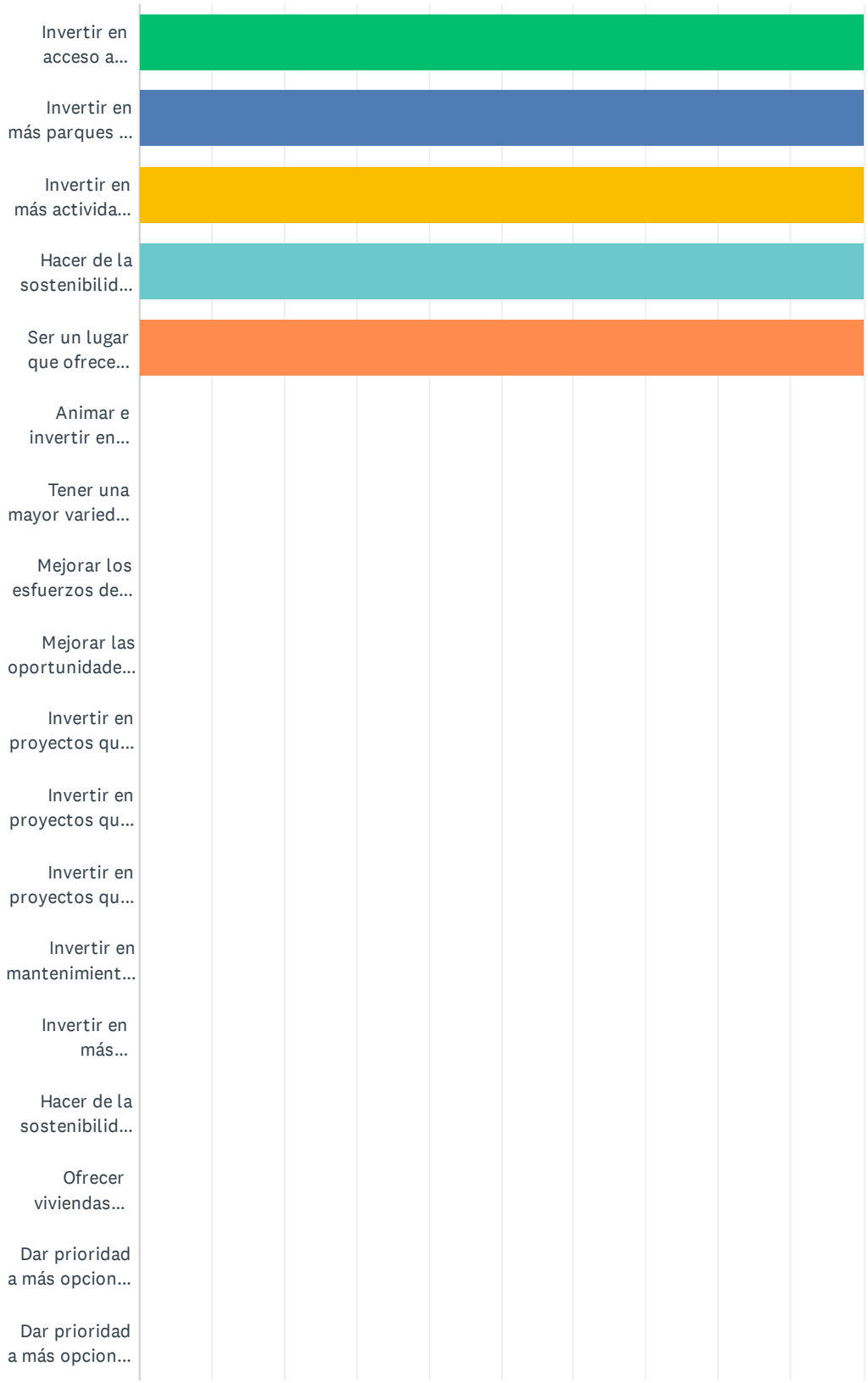
Answered: 1 Skipped: 0

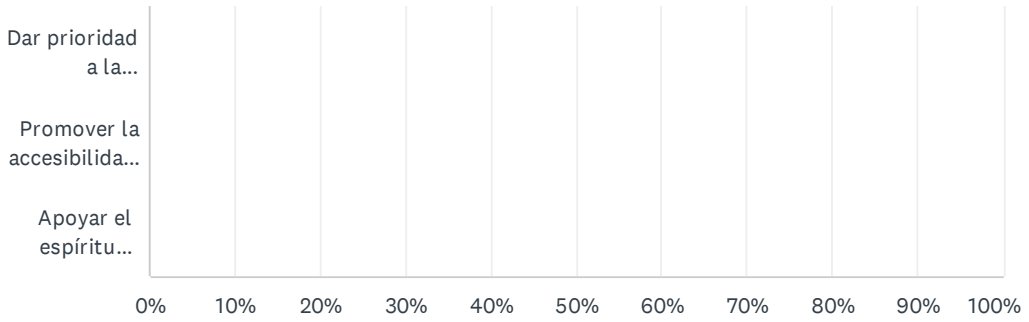


ANSWER CHOICES	RESPONSES	
Carácter arquitectónico y paisajístico	100.00%	1
Diversidad de opciones de viviendas	100.00%	1
Buen lugar para criar una familia	100.00%	1
Parques, senderos y espacios públicos	100.00%	1
Ubicación central en la región	100.00%	1
Espíritu y cultura comunitario	0.00%	0
Eventos de la cuidad	0.00%	0
Salud y seguridad de la comunidad	0.00%	0
Costo general de vivir	0.00%	0
Calidad de viviendas y vecindarios	0.00%	0
Rango de precios de viviendas	0.00%	0
Sistema educativo	0.00%	0
Capacidad para encontrar un empleo o comenzar un negocio en Addison	0.00%	0
Red de transporte	0.00%	0
Opciones de compras, restaurantes y entretenimiento	0.00%	0
Total Respondents: 1		

Q3 Al planificar el futuro, ¿en qué debería centrarse Addison? Elija sus 5 prioridades principales de la lista a continuación.

Answered: 1 Skipped: 0

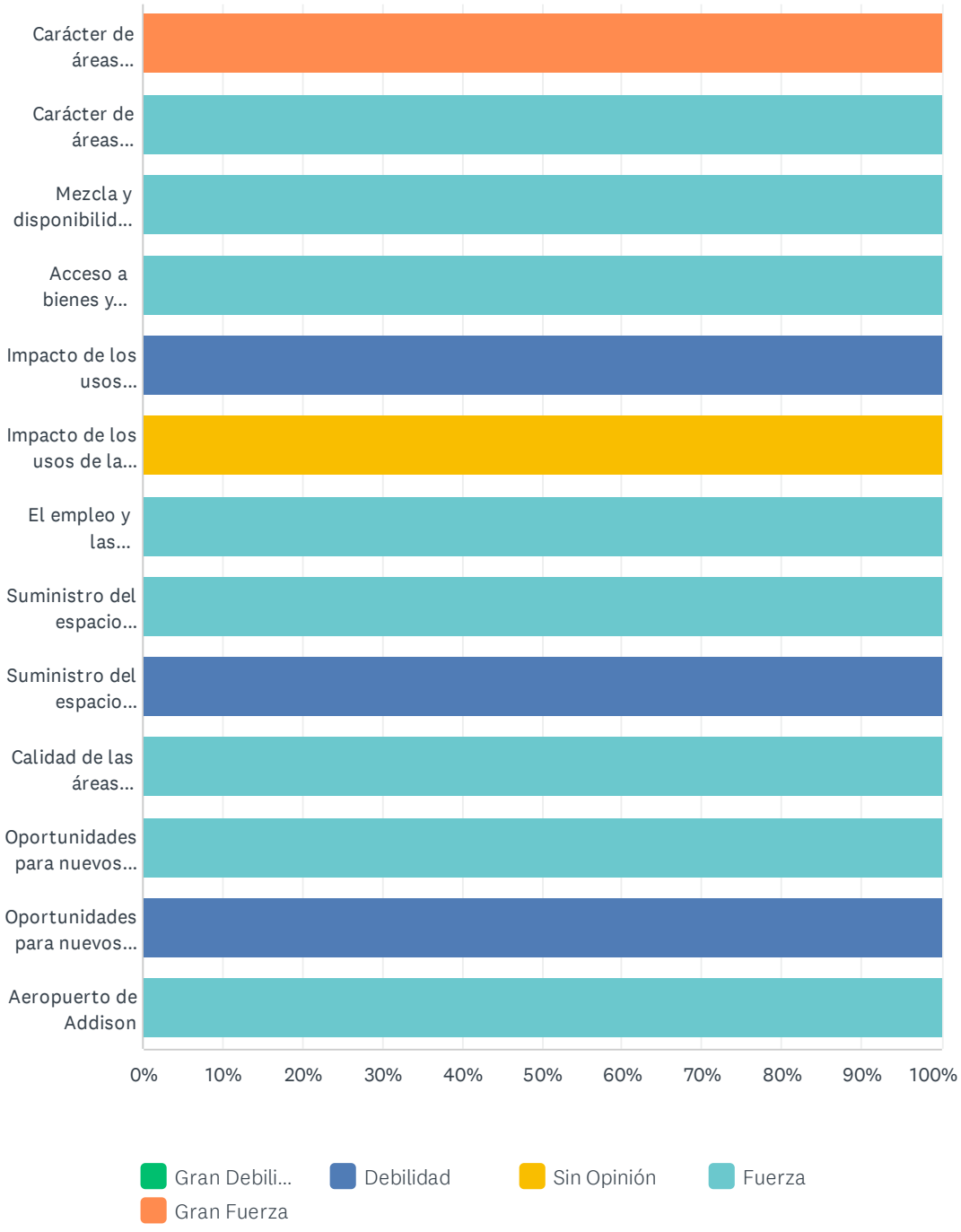




ANSWER CHOICES	RESPONSES	
Invertir en acceso a opciones de transporte público	100.00%	1
Invertir en más parques y espacios abiertos	100.00%	1
Invertir en más actividades sociales, culturales y de entretenimiento	100.00%	1
Hacer de la sostenibilidad ambiental una prioridad	100.00%	1
Ser un lugar que ofrece diferentes tipos de vivienda para todas las etapas de la vida	100.00%	1
Animar e invertir en ideas y proyectos grandes y aspiracionales	0.00%	0
Tener una mayor variedad de tiendas y restaurantes	0.00%	0
Mejorar los esfuerzos de comunicación de las agencias y departamentos gubernamentales	0.00%	0
Mejorar las oportunidades de vida recreativa y activa	0.00%	0
Invertir en proyectos que mejoren la movilidad vehicular	0.00%	0
Invertir en proyectos que mejoren la conectividad, seguridad y comodidad para las personas que caminan	0.00%	0
Invertir en proyectos que mejoren el ciclismo	0.00%	0
Invertir en mantenimiento de infraestructura	0.00%	0
Invertir en más instalaciones/ligas deportivas	0.00%	0
Hacer de la sostenibilidad financiera una prioridad	0.00%	0
Ofrecer viviendas asequibles para miembros claves de la comunidad, como maestros, trabajadores de la industria de servicios y oficiales de seguridad pública.	0.00%	0
Dar prioridad a más opciones de educación	0.00%	0
Dar prioridad a más opciones médicas	0.00%	0
Dar prioridad a la revitalización y el desarrollo	0.00%	0
Promover la accesibilidad, diversidad cultural e inclusividad	0.00%	0
Apoyar el espíritu empresarial y los negocios locales	0.00%	0
Total Respondents: 1		

Q4 Al considerar las áreas comerciales e industriales existentes de Addison, identifique si cada una de las siguientes es una fortaleza o debilidad para la comunidad actual.

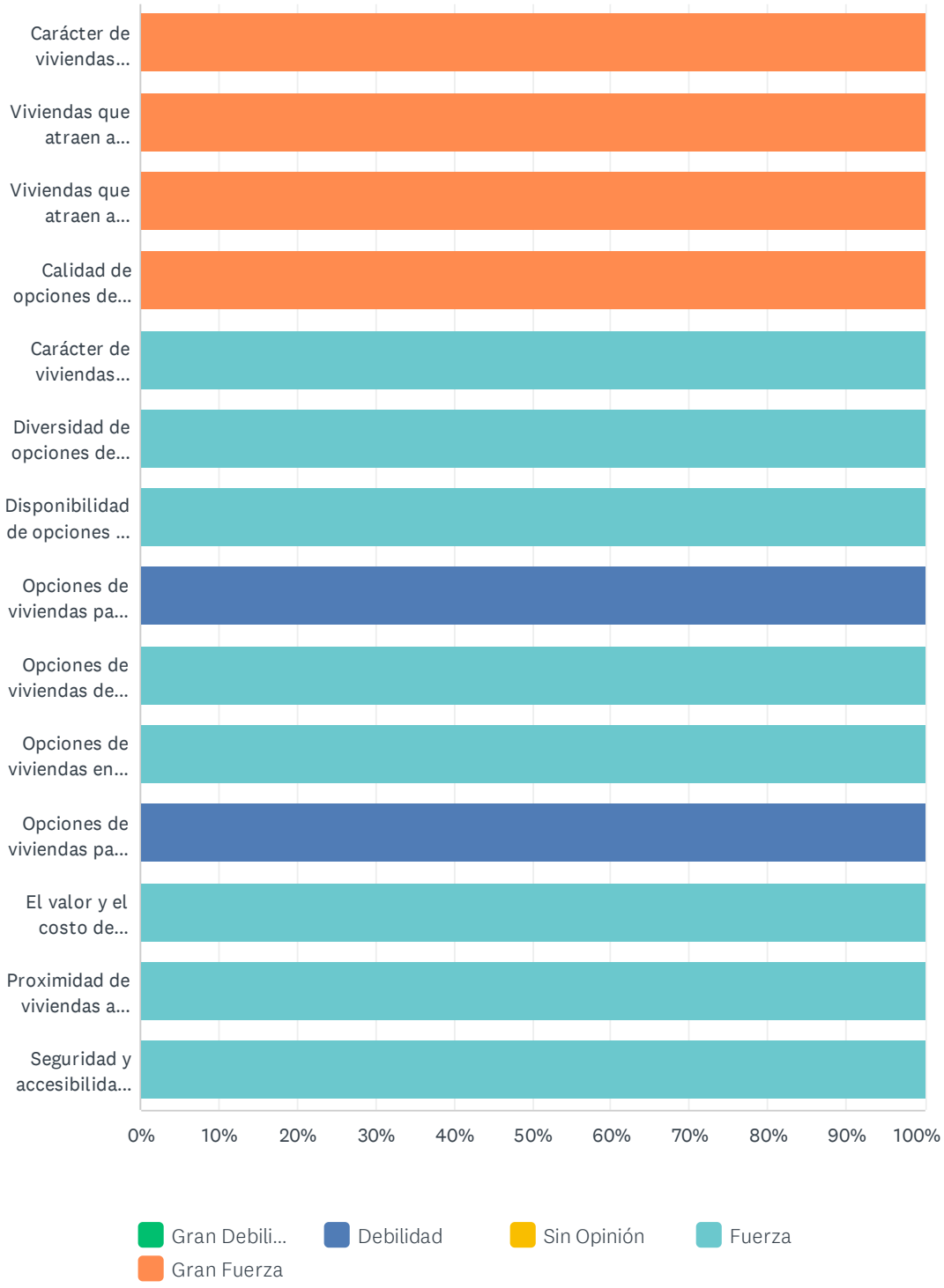
Answered: 1 Skipped: 0



	GRAN DEBILIDAD	DEBILIDAD	SIN OPINIÓN	FUERZA	GRAN FUERZA	TOTAL
Carácter de áreas comerciales (tamaño y escala de edificios, distancias mínimas, diseño y materiales, ajardinamiento, espacio abierto, mantenimiento, etc.)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Carácter de áreas industriales (tamaño y escala de edificios, distancias mínimas, diseño y materiales, ajardinamiento, espacio abierto, mantenimiento, etc.)	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Mezcla y disponibilidad de opciones de tiendas y restaurantes	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Acceso a bienes y servicios cotidianos	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Impacto de los usos industriales a la comunidad	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Impacto de los usos de la hostelería a la comunidad	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
El empleo y las oportunidades de trabajo	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Suministro del espacio comercial existente	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Suministro del espacio industrial existente	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Calidad de las áreas comerciales e industriales existentes	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Oportunidades para nuevos usos de oficina y usos de empleo	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Oportunidades para nuevos desarrollos industriales	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Aeropuerto de Addison	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

Q5 Al considerar las existentes viviendas y las áreas residenciales, identifique si cada uno de los siguientes es una fortaleza o debilidad para Addison hoy.

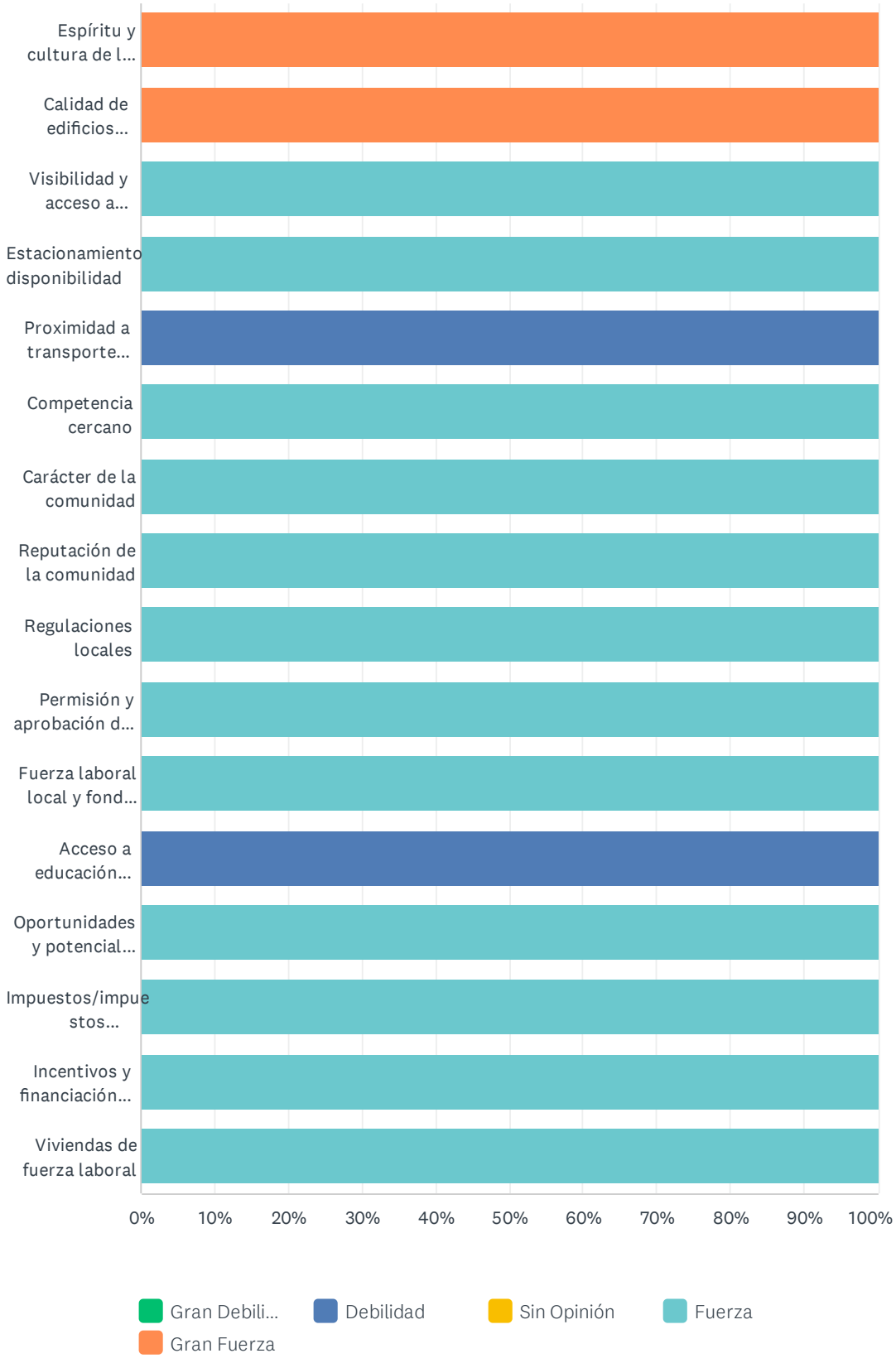
Answered: 1 Skipped: 0



	GRAN DEBILIDAD	DEBILIDAD	SIN OPINIÓN	FUERZA	GRAN FUERZA	TOTAL
Carácter de viviendas urbanas - multifamiliar, condominios y casas adosadas (estilo arquitectónico, materiales de construcción, tamaño y escala de edificios, espacios abiertos, etc.)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Viviendas que atraen a familias jóvenes	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Viviendas que atraen a profesionales jóvenes	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Calidad de opciones de viviendas	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Carácter de viviendas suburbanas - viviendas independientes (estilo arquitectónico, materiales de construcción, tamaño y escala de edificios, espacio abierto, etc.)	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Diversidad de opciones de viviendas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Disponibilidad de opciones de vivienda asequible	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Opciones de viviendas para ser propietarios	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Opciones de viviendas de alquiler	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Opciones de viviendas en vecindarios de uso mixto	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Opciones de viviendas para personas mayores	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
El valor y el costo de hogares	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Proximidad de viviendas a espacios abiertos y servicios	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Seguridad y accesibilidad para caminar en la vecindad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

Q6 Identifique si cada uno de los siguientes es una fortaleza o debilidad para operar un negocio en Addison hoy.

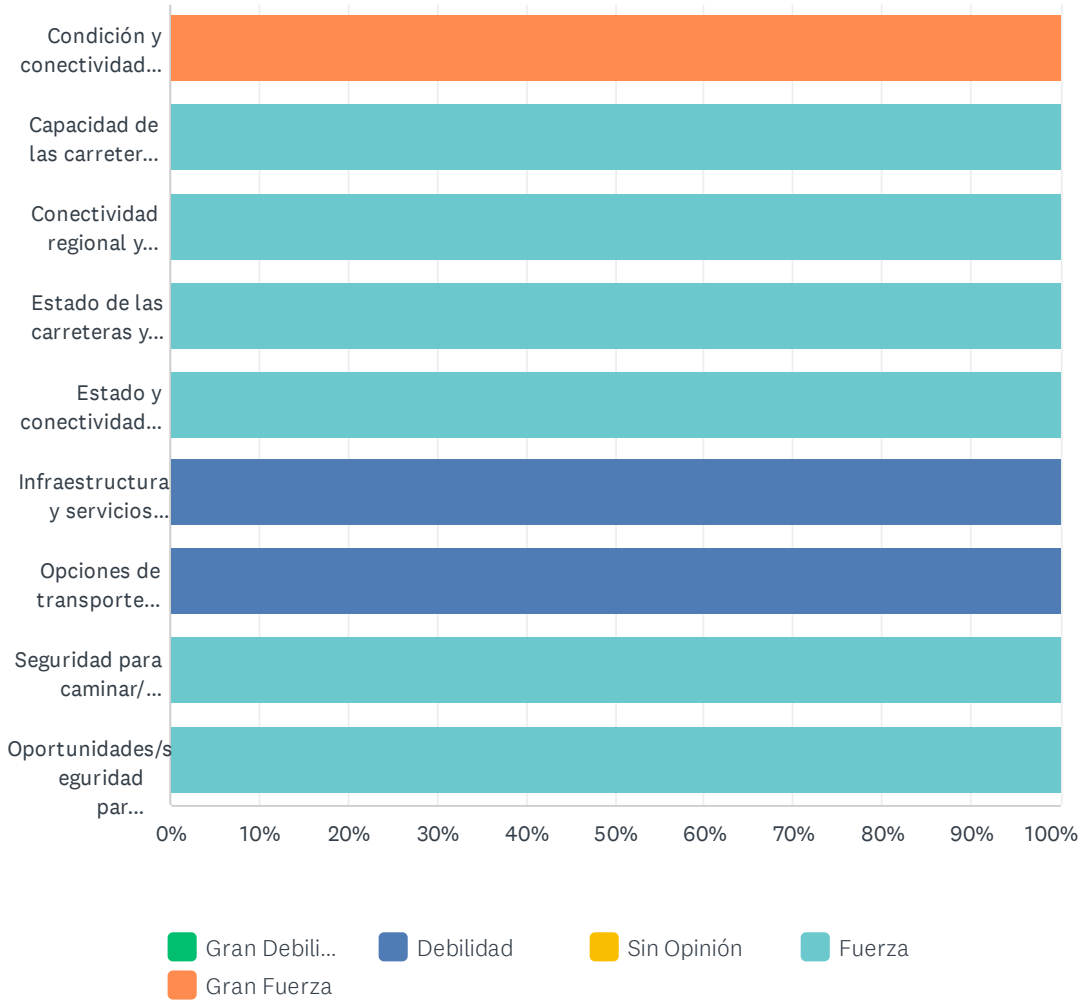
Answered: 1 Skipped: 0


Espíritu y cultura de l...
Calidad de edificios...
Visibilidad y acceso a...
Estacionamiento disponibilidad
Proximidad a transporte...
Competencia cercano
Carácter de la comunidad
Reputación de la comunidad
Regulaciones locales
Permisión y aprobación d...
Fuerza laboral local y fond...
Acceso a educación...
Oportunidades y potencial...
Impuestos/impuestos...
Incentivos y financiación...
Viviendas de fuerza laboral
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Gran Debili...
Debilidad
Sin Opinión
Fuerza
Gran Fuerza

	GRAN DEBILIDAD	DEBILIDAD	SIN OPINIÓN	FUERZA	GRAN FUERZA	TOTAL
Espíritu y cultura de la comunidad	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Calidad de edificios comerciales y propiedades	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Visibilidad y acceso a clientes	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Estacionamiento disponibilidad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Proximidad a transporte público	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Competencia cercano	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Carácter de la comunidad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Reputación de la comunidad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Regulaciones locales	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Permisión y aprobación del municipio	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Fuerza laboral local y fondo de talento	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Acceso a educación superior	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Oportunidades y potencial para nuevo desarrollo/revitalización	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Impuestos/impuestos impositivas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Incentivos y financiación de mecanismos disponibles para negocios	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Viviendas de fuerza laboral	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

Q7 Al considerar las redes de transporte existentes de Addison, identifique si cada uno de los siguientes son una fortaleza o debilidad para la comunidad actual.

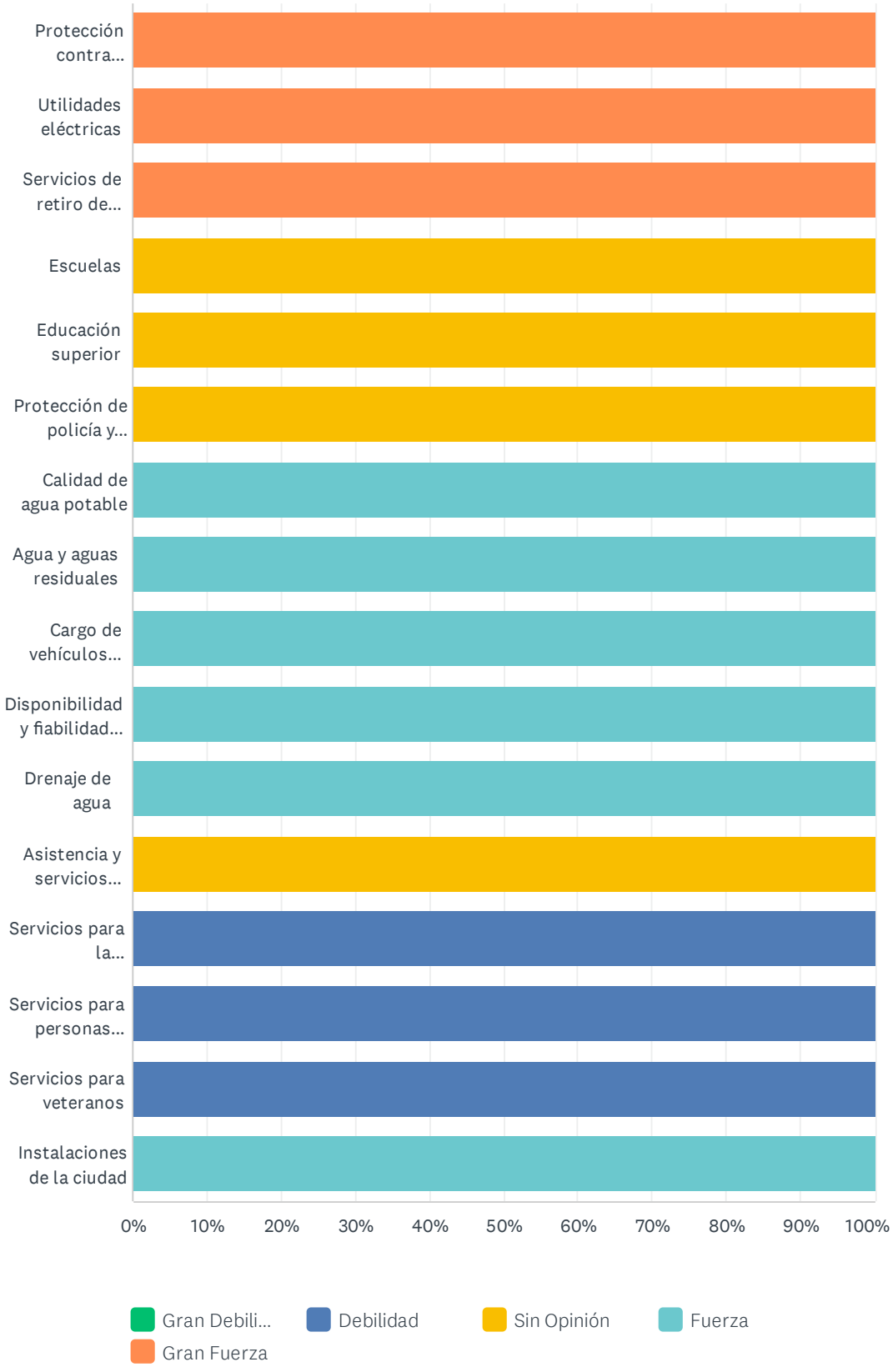
Answered: 1 Skipped: 0



	GRAN DEBILIDAD	DEBILIDAD	SIN OPINIÓN	FUERZA	GRAN FUERZA	TOTAL
Condición y conectividad de las aceras y otras amenidades peatonales	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Capacidad de las carreteras principales para gestionar el tráfico	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Conectividad regional y acceso a las autopistas principales y de peaje	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Estado de las carreteras y calles locales	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Estado y conectividad de las vías verdes y senderos	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Infraestructura y servicios para ciclistas	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Opciones de transporte público	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Seguridad para caminar/ peatonal	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Oportunidades/seguridad para ciclistas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

Q8 Al considerar las instalaciones y servicios comunitarios existentes de Addison, identifique si cada uno de los siguientes es actualmente una fortaleza o debilidad.

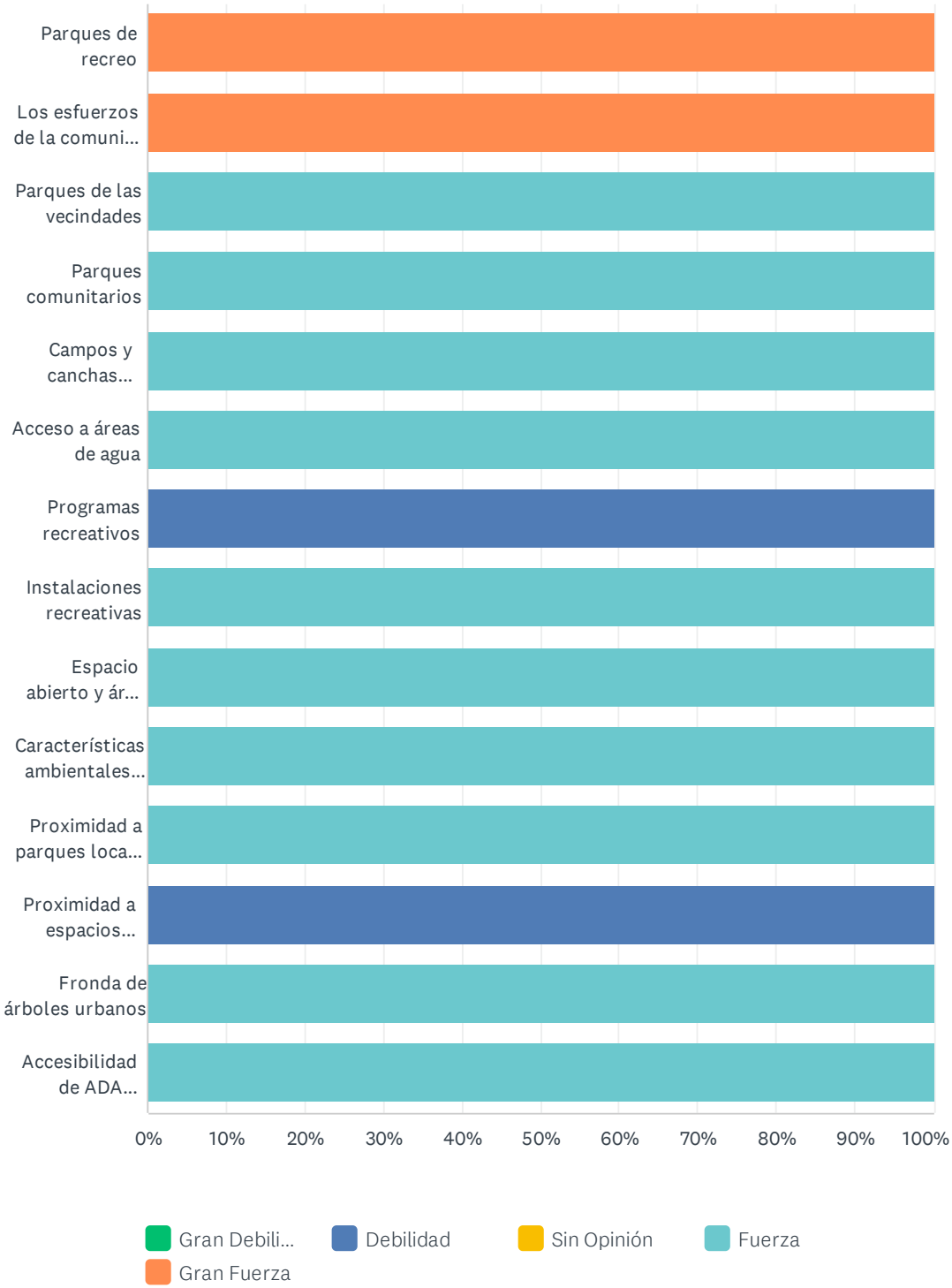
Answered: 1 Skipped: 0


Protección contra...
Utilidades eléctricas
Servicios de retiro de...
Escuelas
Educación superior
Protección de policía y...
Calidad de agua potable
Agua y aguas residuales
Cargo de vehículos...
Disponibilidad y fiabilidad...
Drenaje de agua
Asistencia y servicios...
Servicios para la...
Servicios para personas...
Servicios para veteranos
Instalaciones de la ciudad
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Gran Debili...
Debilidad
Sin Opinión
Fuerza
Gran Fuerza

	GRAN DEBILIDAD	DEBILIDAD	SIN OPINIÓN	FUERZA	GRAN FUERZA	TOTAL
Protección contra incendios y reacción inmediata	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Utilidades eléctricas	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Servicios de retiro de basura y reciclaje	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Escuelas	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Educación superior	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Protección de policía y seguridad pública	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Calidad de agua potable	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Agua y aguas residuales	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Cargo de vehículos eléctricos	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Disponibilidad y fiabilidad de banda ancha (Broadband)	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Drenaje de agua	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Asistencia y servicios médicos	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	1
Servicios para la juventud/cuidado de niños	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Servicios para personas mayores	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Servicios para veteranos	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Instalaciones de la ciudad	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

Q9 Al considerar los parques y las instalaciones recreativas existentes de Addison, identificar si cada uno de los siguientes es una fortaleza o debilidad para la comunidad de hoy.

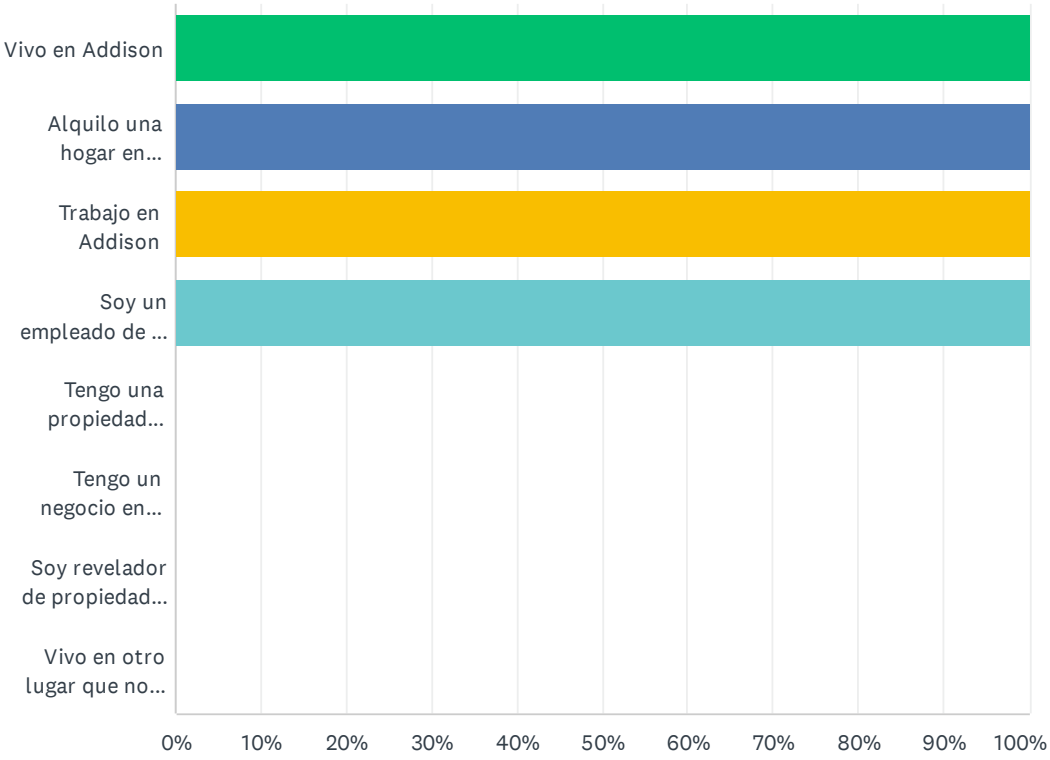
Answered: 1 Skipped: 0



	GRAN DEBILIDAD	DEBILIDAD	SIN OPINIÓN	FUERZA	GRAN FUERZA	TOTAL
Parques de recreo	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Los esfuerzos de la comunidad hacia la sostenibilidad	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	1
Parques de las vecindades	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Parques comunitarios	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Campos y canchas deportivas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Acceso a áreas de agua	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Programas recreativos	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Instalaciones recreativas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Espacio abierto y áreas naturales	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Características ambientales como arroyos o topografía única	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Proximidad a parques locales e instalaciones recreativas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Proximidad a espacios abiertos regionales (áreas de reservas, parques estatales, etc.)	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	1
Fronda de árboles urbanos	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1
Accesibilidad de ADA accesibilidad a parques e instalaciones recreativas	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	1

Q10 Por favor, marque todo lo que corresponda.

Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
Vivo en Addison	100.00%	1
Alquilo una hogar en Addison	100.00%	1
Trabajo en Addison	100.00%	1
Soy un empleado de la ciudad de Addison	100.00%	1
Tengo una propiedad residencial en Addison	0.00%	0
Tengo un negocio en Addison	0.00%	0
Soy revelador de propiedades en Addison	0.00%	0
Vivo en otro lugar que no es Addison	0.00%	0
Total Respondents: 1		

Q11 ¿Por qué elige alquilar en Addison? Seleccione todas las que correspondan.

Answered: 0 Skipped: 1

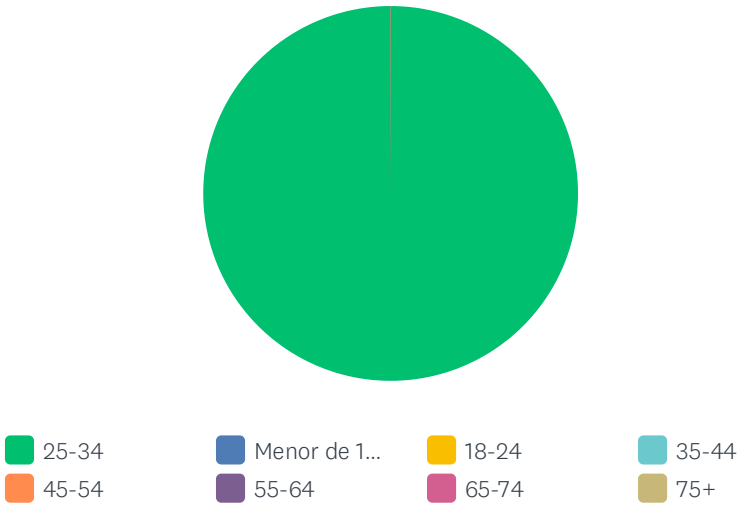
⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
El alquiler es asequible en comparación con otras ciudades que me interesan.	0.00%	0
Ser propietario es demasiado caro.	0.00%	0
Al alquiler es flexible.	0.00%	0
Acceso a amenidades comunitarios.	0.00%	0
Mi vivienda es cercana a tiendas, restaurantes y/o opciones de entretenimiento.	0.00%	0
Mi vivienda esta cercana a mi trabajo.	0.00%	0
Soy nuevo a Addison.	0.00%	0
Estoy ahorrando para el pago inicial de una casa.	0.00%	0
Bajo mantenimiento de alquiler.	0.00%	0
No alquilo hogar en Addison.	0.00%	0
Otro (por favor, especifique)	0.00%	0
Total Respondents: 0		

#	OTRO (POR FAVOR, ESPECIFIQUE)	DATE
	There are no responses.	

Q12 ¿Cuantos años tiene?

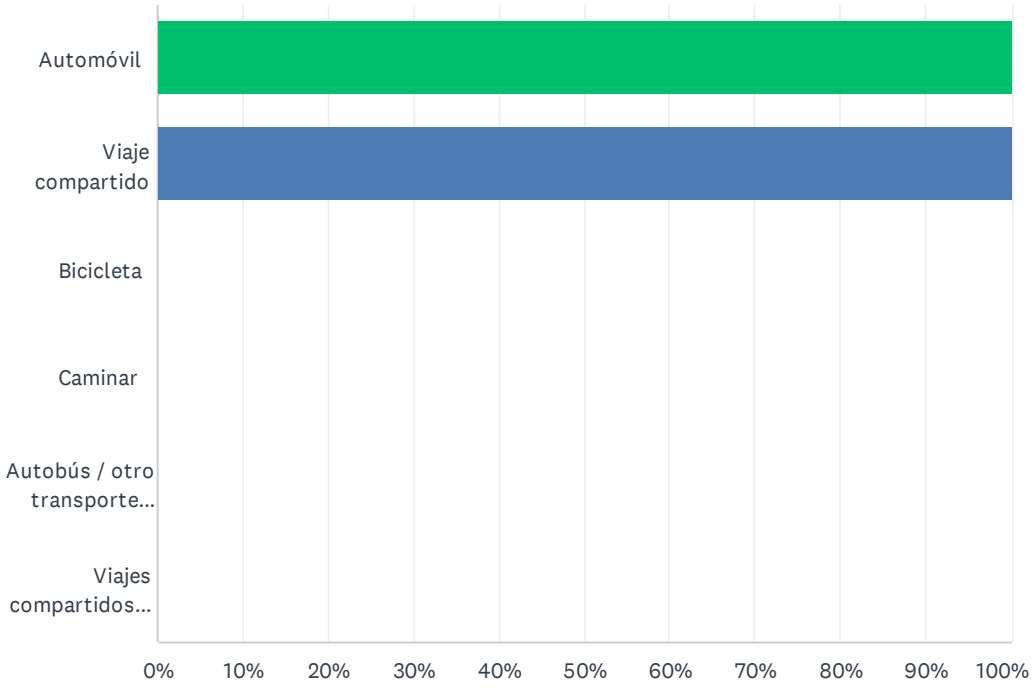
Answered: 1 Skipped: 0



ANSWER CHOICES	RESPONSES	
25-34	100.00%	1
Menor de 18 años	0.00%	0
18-24	0.00%	0
35-44	0.00%	0
45-54	0.00%	0
55-64	0.00%	0
65-74	0.00%	0
75+	0.00%	0
TOTAL		1

Q13 ¿A cuáles son sus medios de transporte principales? Selecciona todos los que usa semanalmente.

Answered: 1 Skipped: 0

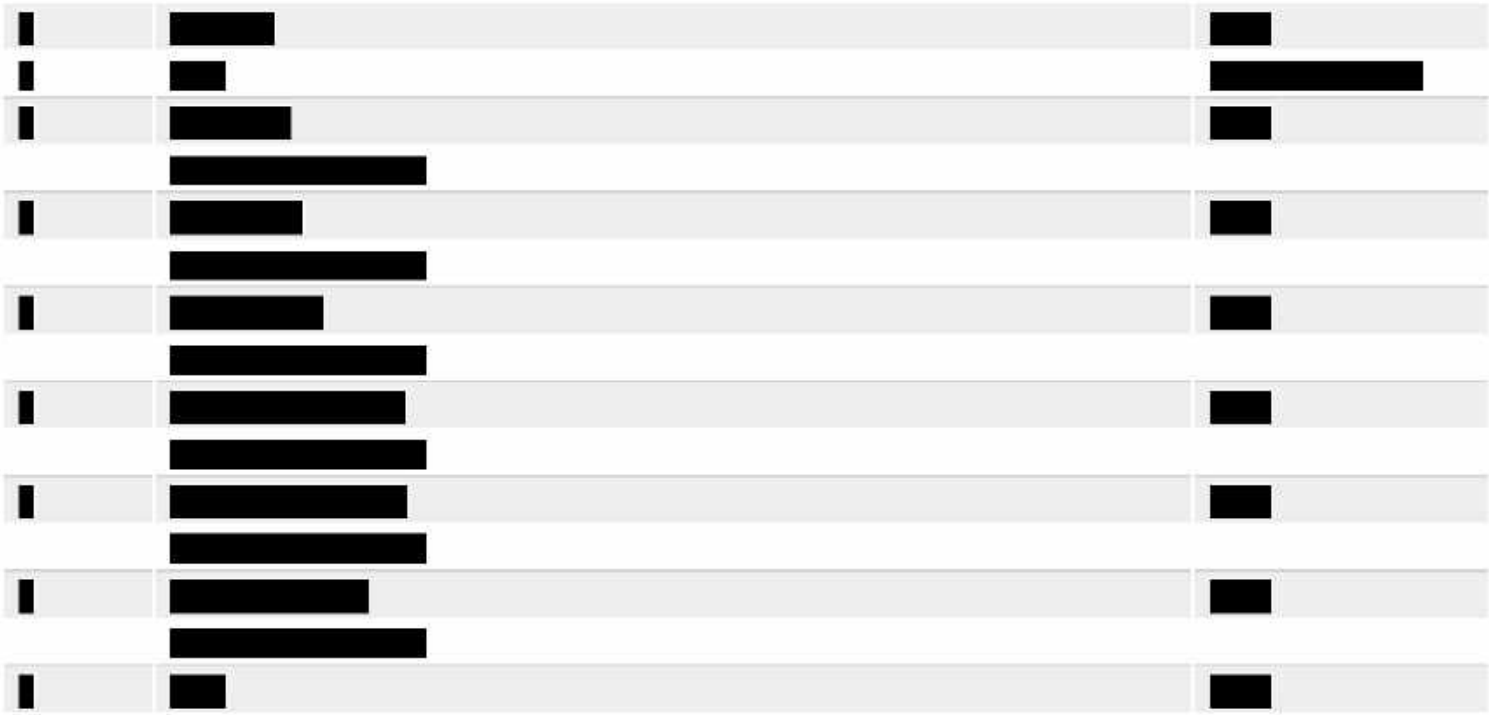


ANSWER CHOICES	RESPONSES	
Automóvil	100.00%	1
Viaje compartido	100.00%	1
Bicicleta	0.00%	0
Caminar	0.00%	0
Autobús / otro transporte público	0.00%	0
Viajes compartidos (por ejemplo, Uber, Lyft)	0.00%	0
Total Respondents: 1		

Q14 (Opcional)¡Ingrese su nombre para tener la oportunidad de ganar una tarjeta de regalo de $50 de un negocio en Addison! Al proporcionar su dirección de correo electrónico, se registrará para recibir notificaciones del proyecto. Su información personal nunca será vendida ni compartida con personas ajenas o atribuida a su respuesta a esta encuesta.Debe ingresar su dirección de correo electrónico para tener la oportunidad de ganar la tarjeta de regalo de $50.

Answered: 1 Skipped: 0

ANSWER CHOICES	RESPONSES	
Nombre	100.00%	1
Empresa	0.00%	0
Dirección	0.00%	0
Dirección 2	0.00%	0
Ciudad/Localidad	0.00%	0
Estado/Provincia	0.00%	0
Código postal	0.00%	0
País	0.00%	0
Dirección de correo electrónico	100.00%	1
Número de teléfono	0.00%	0



There are no responses.

[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
	[redacted]	

Appendix E: Hawes Hill Market Position Report

TOWN OF ADDISON MARKET POSITION REPORT

August 2024

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Local Economic Infrastructure 46

Recommendations 52

UNDERSTANDING MARKET POSITION

Communities are in constant competition. They are consistently vying to bring in new residents, businesses, and employment opportunities. They compete to keep their current population, business owners and employees content. They consistently attempt to draw in visitors along with their sales tax revenue and their hotel occupancy tax revenue. Those communities that are competitive will enjoy a level of stability or growth. Those that do not are risking stagnation and loss.

A community that understands this also knows that to be successful it must be "market competitive." To best be market competitive a community must understand its current market position - where it sits in today's marketplace and what it is capable of becoming.

From the perspective of the marketplace a community is the sum of:

- The "Products" it has to offer including the type and quality of places to live, to develop, to shop or dine, to work, to play and more.
- Experiences - the perceived level of satisfaction that the investor thinks will result of investing in the products and services offered by the community.

The combination of what the community offers and the level of investment it draws, particularly in comparison to both peers and its own potential is a community's market position.

Terms Important to Understanding Market Position

Investor

Any individual with an interest in investing time, effort and/or money into a community. The greater the level of investment an individual is willing to make, the greater the impact on local economic prosperity. Investors can range from a person looking for a concert or dinner to a resident deciding whether to move or remodel, a developer with a specific product and target market, or a business owner with a vision for future growth.

Existing Market Position

The sum of all products and experiences offered by Addison and the willingness of individuals to invest in them, particularly in comparison to other communities or places. The existing market position is a "line in the sand" that allows a community to understand where it exists in the marketplace in the eyes of investors, who is investing and how much. By looking at peers, it also provides a glimpse into what they are doing differently and the results.

Preferred Market Position

Every community has something special to offer that could make it unique and uniquely interesting in comparison to peers. The Preferred Market Position represents the suite of products and experiences Addison should strive for in order to better realize its market potential and to stand out - for the right reasons - in the marketplace.

Market Competitive

A community that is capable of actively competing with peers for attention and investment.

INTENT

The Market Position Report is intended to allow the Town of Addison to discover where it currently stands in the overall marketplace and where it has the possibility standing if it were to build upon its unique set of strengths.

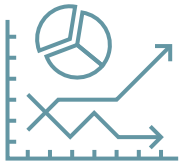
This report is constructed as a companion document to Advance Addison 2050, the long range comprehensive plan for the community. As such it provides additional depth and awareness of existing conditions and helps to guide recommendations toward an Addison that can compete for investment for decades to come.

THE METHODOLOGY

Evaluating Addison's current market position requires an honest assessment of the community and its various products, its current character and conditions, any other critical or unique considerations and how they stack up to the competition. That honest assessment cannot be completely understood through statistics or opinions alone. It requires looking at the community holistically through a variety of lenses. To get the most accurate representation, the market position report includes data collection, comparison to peer communities or places, constituent and stakeholder interviews, examination of relevant market trends, and professional observations.

INTERVIEWS AND COMMENTARY

An overview of perceptions, challenges and opportunities as experienced and expressed by community investors, stakeholders and topic area specialists.



DATA ANALYSIS

A snapshot of the current market conditions in the Town and various noted places.

PEER PLACE REVIEW

A physical and statistical comparison with select other places.

TRENDS ANALYSIS

Statement of specific trends that are important to the district and its primary activities and industries.

OBSERVATIONS

Professional observations made by the consultant team with regards to economic challenges and opportunities facing Addison.

CATEGORIES OF COMPETITIVENESS

The Market Position of Addison is measured by analysis of three key areas: Built Environment, Audiences, and Business Environment.

Audiences

The various traits of residents and employees that invest in Addison

Business Environment

The mix and traits of local businesses including local destinations, major employers, business composition and sales

Built Environment

The physical aspects that impact Addison's marketability from location and proximity to various traits of office, retail, multifamily and industrial structures and sites

A GLIMPSE OF PEER PLACES SELECTED FOR COMPARISON

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 considered competition were compiled based upon the perceptions of staff and key local investors. In total six communities were selected based upon commonalities in some cases and local competitive conditions in others.

Analysis of the Built Environment was based upon the core of each place. 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.

Measures for Audiences and the Business Environment were completed by drive time. In this case, both were captured within a five minute drive of the center of the core.

What about Uptown Dallas?

The Uptown area of Dallas was not among the final places selected for peer place analysis following discussion with staff and local investors due in part to its close association with the center of Dallas and the associated market factors; however it was still recognized by many to be an important place in the Metroplex and potential competition for Addison Circle.
To address this concern yet still maintain the integrity of the initial analysis, high level data was collected for Uptown and discussed where appropriate throughout this document.

Peer Places at a Glance

LAS COLINAS IRVING TX	**LEGACY TOWN CENTER** PLANO TX	**PRESTON CENTER** DALLAS TX	**THE DOMAIN** AUSTIN TX	**WEST 7TH STREET** FORT WORTH TX	**BUCKHEAD VILLAGE** ATLANTA GA
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.	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 residential 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 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.	The Domain was constructed 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.	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.	A portion of 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.

A LOOK INTERNALLY

Discussions with investors highlighted a number of key areas within Addison, each performing a different role for the community. In addition to analysis of peer communities those areas were also measured to gain better insight into how the market works within the community.

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.

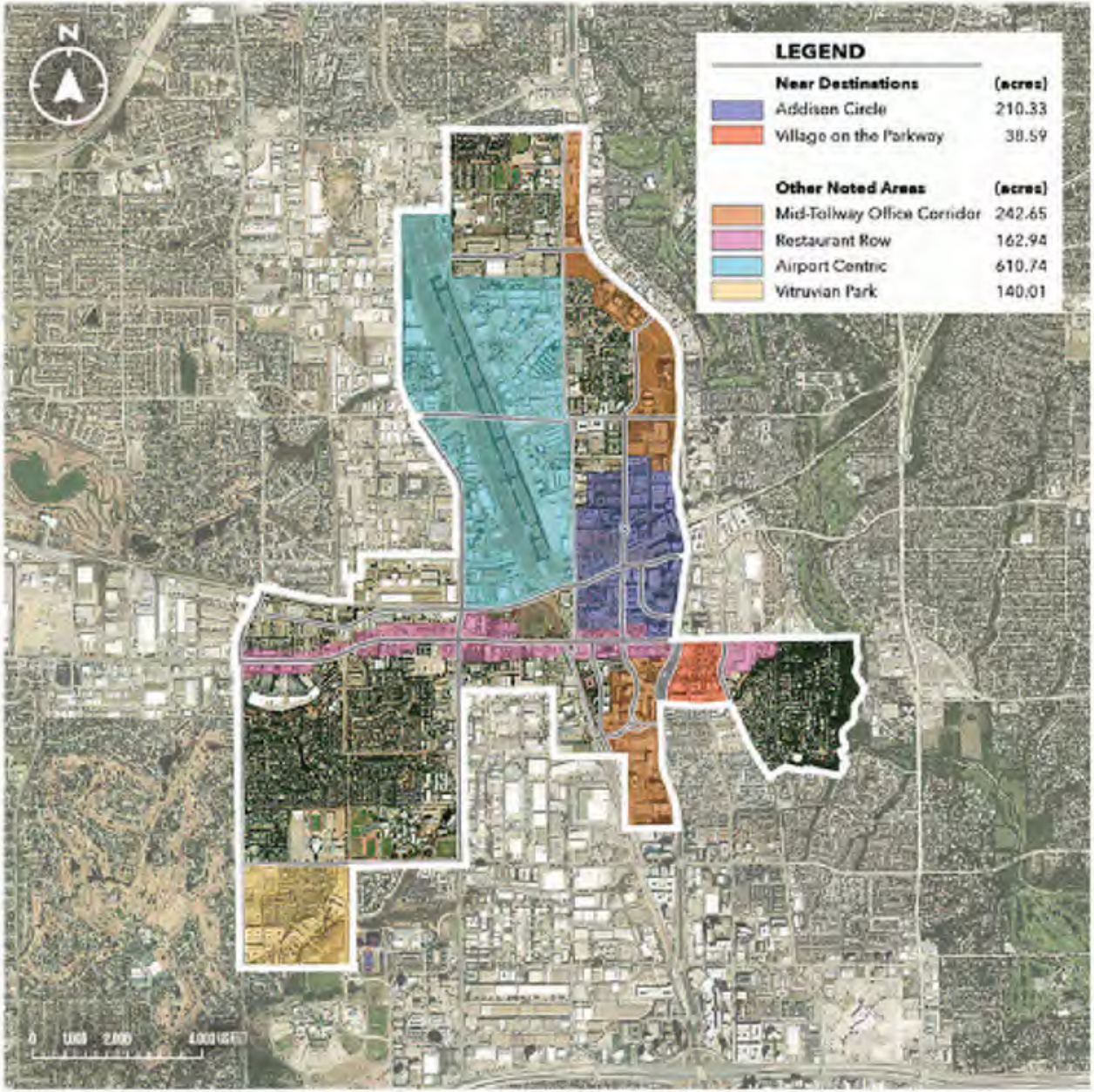
Airport Centric

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.

Addison Internal Areas of Study



ESTABLISHING CURRENT MARKET POSITION

WHAT INVESTORS SAY

Understanding local market position begins with what people say and think about Addison, particularly those parties that have historically or actively invested in the community. The following represents a summary of the feedback from business owners, brokers, developers and more. Together they represent investors in a variety of products in Addison, including housing, office space, retail and restaurants, and the airport.

Proximity and Location Matters

Addison's location was cited by a number of investors as a benefit and a reality check for the community.

- Adjacency to Dallas allows investors to "be in Dallas without being in Dallas". Said another way, "Addison feels more like an extension of Dallas than a suburb"
- Location along the North Dallas Tollway continues to be a benefit.
- Addison is not in the hottest market along the Tollway (investors noted Plano and Frisco as examples) but it is strategically placed between downtown and north Dallas.
- Office woes in downtown Dallas can actually be beneficial to Addison.
- Location along the "Mid Tollway" is desirable, but not as prime as other areas and that is reflected in value and rates, particularly away from the Tollway and in the case of retail also Belt Line Road.

Walkability and Experience are Increasingly Crucial to Investors of all Types

Without question, the single most consistent point made by interviewed investors was the growing importance of connectivity, walkability and experiences. They largely noted this as an area of need for Addison.

- Addison, particularly in the office sector, is impacted by the "flight to quality" to places with newer structures, high walkability, amenities (inside and outdoors) and critical mass. The flight to quality was accelerated as a result of COVID.
- One investor noted that Addison "needs a believable walkable story". Another reinforced that by saying that the "one thing the market is looking for is walkability - period."
- Today's residents that seek out an urban living environment expect easy walkable access to shops, dining and entertainment.
- While investors lauded local efforts to program spaces such as Addison Circle and local dining options, they also pointed out Addison struggled to offer the quality of entertainment found in competing places.

The Addison Product Could Also Use a Change

A number of investors spoke to the need for transition to remain competitive with other communities and places. Importantly, this was recognition that Addison is losing ground to newer, amenitized places, but that the community can and should adapt.

- Much of the local office market was noted to lack the amenities needed to be competitive against peer places.
- Local hotels are "tired" and ready for major reinvestment.
- Belt Line Road was once "the place to be" but now it is tired and fading - but that could be an opportunity in waiting.
- One investor noted that it is time to "reinvent what Addison is today." Another stated a start would simply be to "begin with Addison Circle and connect the dots."
- One investor noted that Addison is one of the last communities where smoking is permitted at local dining establishments - which is not considered to match today's preferences.

Arrival of the DART Station, Multimodal Travel and Accompanying TOD Adds to Addison

The arrival of the DART station and the accompanying transit oriented development as seen by many to be a positive for Addison with limited concerns.

- Addition of the DART station was viewed by many as a potential new competitive advantage for Addison.
- Addison Circle was described to have somewhat of a "black eye" that stems from being the first in the area at urban footprint mixed development. The transit oriented development associated with the DART Station is anticipated to bring new energy and buying power into the core of the town.
- Connectivity between the DART station and the airport can either be a freshly innovative approach to multimodal travel or a missed opportunity.
- One investor noted that slightly increased criminal activity could be an issue for leadership to watch and address if needed.

The Airport is a Definite Asset - For the Most Part

The presence of the airport and the possibilities associated with it were a part of the discussion among multiple investors.

- The Airport is seen as both "a blessing and a curse" only from the perspective that development in the community is limited by its presence (but could also be buoyed by it).
- Airport related investors noted local airport staff as very highly responsive and local policies friendly to flight-related businesses.
- The local airport is not always considered the "first choice" by investors but it is considered the "best choice" after the fact.
- The airport is seen by some as an opportunity for major investors to see Addison and all that it has to offer. As one individual pointed out "the CEO may not choose to live in Addison, but it is the perfect location for staff, flight crews and similar professionals."
- The airport lacks an MRO (Maintenance and Repair Operations) that could make the airport even more competitive.

Market Forces at Work

Local investors noted traits about Addison and its current market.

- Daytime activity in Addison is greater than in the evening, largely as a result of the substantial number of employees in the area.
- Addison is known for its selection of restaurants. One individual noted that Addison might have more restaurants per capita than any other city.
- The housing market is diversifying, particularly in the areas of multifamily and townhomes. Units that would have traditionally been marketed toward a younger generation (both married and single) are now interesting to a larger audience. This is due in part to changes in lifestyle, work, and amenities available.
- Local housing markets remain strong while the office market is struggling in the same manner it is nationally.
- Rental rates available to Addison and the Mid Tollway area are lower than competing areas and that helps to dictate the type of product that is developable or the level of redevelopment.

Town Staff are Great but Codes and Policies Could use Clarity

The town staff take tremendous pride in their level of customer service and it shows in the feedback from local investors. At the same time, several individuals noted that some of that effort would not be necessary if codes and policies were more clear.

- Individuals unanimously noted the professional and collaborative culture among Addison staff. One individual called coordination with staff "a breath of fresh air" in comparison to other cities.
- Some developers noted a lack of clarity regarding town policies without "guidance" from staff. Similarly policies do not always translate to current codes or incentives. As an example, the city has a general policy to promote owner-occupied housing but limited detail and no clear code or incentive equivalent to help an investor understand the requirement or opportunity.
- Addison was not considered particularly proactive in pursuit of desired development compared to other communities including capital improvements, incentives and more.

RELEVANT NATIONAL & REGIONAL TRENDS

Four years after its rise, the Global Pandemic and the steps taken to keep the economy afloat and businesses open have resulted in a new version of "normal" that is continuing to reshape almost every sector. In addition industries are evolving to respond to impacts of technology, the availability of new outlets, the rise of augmented reality, and a growing focus on social and environmental well being, as well as overall changes in behavior and preferences.

Trends such as the Flight to Quality and the desire for "a unique, highly walkable experience" over "available anywhere convenience" were already well underway. Ironically it was that desire for placemaking that resulted in Addison Circle. Those trends were accelerated by the pandemic.

All of this is critical to Addison. It directly contributes to the community's current market position. Equally important, trends that are expected to have long term traction are an opportunity.

Following is a list of trends by sector that are important to Addison.

In General

- Place based development continues to grow in importance, particularly among younger age groups. Fortunately, Addison embraced placemaking long before many other communities but the level of detail, composition and urban form has changed dramatically since the development of Addison Circle.
- The concept of "place" is also adapting. Destinations remain the pinnacle of place based activity with the necessary critical mass to result in a robust shopping, dining and entertainment experience. At the same time increasing focus on access by foot or bike is resulting in the return of local "hangouts" as well as the continued push for incorporation of residential into mixed use development.
- The global pandemic caused a rush to the suburbs that is expected to splinter as younger age groups seek a return to the amenities of urban living and as both central cities and suburbs evolve to meet that demand.

Office

- Work from Home in some capacity is here to stay for many professions and is particularly expected by younger employees.
- There has been a "rebound" in that businesses have increasingly required a return to the office; however, even the most ardent of economists now acknowledge that the number of office employees in the office at any time or overall will be smaller and the more likely scenario will most often be a hybrid.
- Amenities, adaptable space and increased opportunities for both privacy and socialization have become important for tenants as people look for a more satisfying sense of experience at work that complements or exceeds what is available at home.
- The concept of onsite open space has moved from "attractive" to "attractive and active". Employees are increasingly expecting outdoor amenities available onsite and/or in easily walkable proximity.
- The Flight to Quality is a movement to quality, engaging and highly walkable "places" as much as it is about the quality of the onsite office environment.

- Nationally tenants are taking a cautionary approach with leases that are smaller and for shorter terms but often with increased demands for the types of amenities desired by employees.
- The concept of "office space" will continue to transform to include options that fit between work from home and the traditional central office. This could ultimately range from space in a coworking environment to decentralized/satellite offices located closer to home.
- Global Entrepreneurship Monitor indicates that entrepreneurship is at its highest level since they began measuring it in 1999. Business incubators, accelerators and maker spaces are proving to be an essential ingredient for communities seeking to capture those businesses from the ground up. Affordable space for entrepreneurs provides another method of filling vacant space where appropriate.
- Office conversion is a rising topic as a means of diversifying office areas, particularly to include all or more of existing structures into residential units. Experts warn that only a limited percentage of office units are able to be converted.

Shopping, Entertainment & Services

- E-commerce and social media created a revolution in retail that is now indispensable. Retailers have settled into an omnichannel approach and home based businesses have blossomed as a result of online retail.
- Brick and mortar storefronts are changing in footprint and format to create a smaller, more intimate focus on experience with purchase optional in-store or online.
- Interest in retail as part of a larger experience has bolstered clustered, highly walkable retail such as is available in downtowns and mixed use centers. However, there is some caution in areas like Addison where the retail experience could be impacted by the reduced workforce regularly in the office.
- Experience is increasingly tied to open spaces, entertainment, and social opportunities, including the incorporation of "instagrammable" art and space.
- Direct to consumer retailers are opening brick and mortar stores.
- The concept of a "storefront" has evolved to incorporate alternatives that allow for more affordable entry into the market and a different user experience, including:
  - Shared retail allows multiple small vendors to share a larger space with options from clearly delineated space to an area with a single experience and shared staff.
  - Temporary markets such as evening markets, art markets and more that require limited commitment while building upon an event.
  - Pop-up retail allows for temporary retail to "try out" a concept or rotate locations.
  - Containers, trucks and similar concepts allow for temporary (or permanent) arrangements.
- Inline "strip" retail has stabilized and is enjoying success by also improving appearance and focusing on a level of experiential retail with intention given to complementary tenants.
- Vacant inline retail spaces, including anchor sites, are increasingly occupied by services ranging from healthcare and education to fitness and activity centers.
- Convenience stores are expected to see the next transformation as they adapt to the lengthier wait time required for EV charging.

Food & Beverage

- People are eating out in record numbers, particularly with the rise in online delivery services.
- Meal delivery services have become a staple of the food and beverage industry and are expected to become even more integral to successful service.
- Similar to retail, the food and beverage industry has expanded beyond storefronts to a variety of concepts that allow for increasingly easy entry and expansion into the marketplace, including:
  - Markets
  - Pop-up venues
  - Rotating restaurants
  - Food halls
  - Food trucks and other temporary concepts
  - Food-focused business incubators
- Similar to retail, changes in the marketplace and lifestyle preferences have created a surge in specialty home-based businesses.
- Shared kitchen and ghost kitchen concepts have seen popularity as a result of the increase in meal delivery service demand.
- Consumers are increasingly seeking unique dining and drinking experiences and turning away from some of the previously popular national brands that fail to pivot.
- Health and wellness play an increasingly popular role in the restaurant and bar industry. Menus are becoming increasingly diversified to address allergies and lifestyle preferences.
- Farm to table continues to be popular in response to healthier living, environmental concerns and rising supply costs.
- As with retail, building a social media following is playing an increasing role as a means of attracting customers.
- Restaurants, bars and similar food and beverage concepts are playing an increasing role in creating walkable destinations, alongside retail, entertainment and possibly office and residential activity.

Residential

- The housing market continues to adapt to lifestyle changes, most particularly as people continue to work from home.
- With the exception of Boomers, all ages are indicating an increasing desire for the ability to choose whether to walk, bike, take transit or drive. The percentage increases among the youngest age groups seeking housing. Many indicate a willingness to accept a smaller amount of personal green space and a higher cost if it means close proximity to places and activities.
- Housing of all types continues to be in short supply with the multifamily market continuing to be the strongest. Owner occupied demand continues to be impacted by interest rates.
- Housing affordability is an issue plaguing all groups involved in the industry and opening the opportunity for a variety of housing options. While the tiny homes concept has ebbed, it has been replaced by increasing demand for accessory dwelling units (ADUs), missing middle housing and other more creative solutions.

- National market trends see the average size of a home decreasing with a reduction in the number of bedrooms and greater focus on entertainment. Townhouses are expected to continue to remain a popular option to subdivisions.
- The rental market continues to diversify as empty nesters and others in larger numbers are choosing to rent rather than own. This is not an issue of affordability as these households bring plenty of disposable income to the table along with a demand for amenities.
- The multifamily market, particularly "urban footprint" development, is adding amenities that make working from home easier, including work stations, meeting rooms, and better programmed outdoor spaces.
- Technology and environmental awareness play a continuously increasing role in housing from the "smart home" to building in a manner that reduces utility costs.

Industry & Flex Space

- The concept of "location, location, location" may still apply but its meaning is changing. A global pandemic and conflicts throughout the world have proven that supply chains require greater diversity. In many cases this also means closer proximity.
- Reshoring and "near shoring" have resulted in the return of a number of industries from overseas. Near shoring may place those industries in Mexico or South America but in closer proximity, again as a means of improving supply chain options.
- Technology and automation are not new trends to industry but they are continuing to be important, including as a response to labor pool shortages.
- Augmented Intelligence and the "Internet of Things"are coming as quickly to industry as other markets and the impact is expected to be substantial, particularly by allowing companies to operate more efficiently and enhance their ability to successfully pivot when needed.
- Industry is increasingly aware of environmental impacts and seeking ways to be more sustainable and energy efficient from facilities and sites to products.
- All of the above trends are resulting in a newer market product - microfactories. These smaller, smarter facilities allow for facilities to be located in a number of different areas with a substantially smaller footprint. Microfacilities allow an industry to be closer to supply chains or destinations and fit into locations that would have otherwise been inaccessible.
- Flex space, while most commonly associated with industrial activity, is increasingly providing an alternative location for retail and office activities. As a result, it is impacted by many of the same trends in space demand seen in all three sectors from a stronger focus on experience, increased opportunity to coworking, and logical consideration for microfactories.

General Aviation Airports

- Airports and operators are expected to place greater emphasis on a more highly customized Passenger Experience from luggage pickup and delivery to enhanced airport amenities.
- Digitization, Augmented Intelligence and other technological advances will continue to advance and change the way that a customer makes arrangements, a service provider maintains inventory, vehicles are maintained and much more.
- Airports are increasingly interested in intermodal connectivity from the perspective of the movement of both people and goods. This is particularly relevant to a community like Addison with an extensive training program and a transit station within clear view of the airport.
- The advanced air mobility (AAM) industry segment continues to evolve and additional innovations are expected as technology continues to advance with increasing focus on “last mile” services by companies such as Walmart and Amazon, among others.

THE BUILT ENVIRONMENT

Location & Proximity

The community has strength in location and proximity. Location mid-tollway and adjacent to Dallas places Addison in a prime location – if not the most prime. The trendiest places in the Dallas region and those to which the Flight to Quality is directed tend to be north of Addison, including communities such as Plano and Frisco (homes of Legacy Town Center and Legacy West, respectively).

A Bit About Performance Measures

Analysis of the built environment is largely based upon a series of industry accepted performance measures. Those measures may include (but are not limited to):

- Volume. most often Square Feet or Units
- Density. square feet or units per acre
- Vacancy and Occupancy Rates. including the square footage or units that are currently empty or occupied in an area or structure.
- Market Rent per Square Foot. defined in more detail on page 21.
- Product Under Construction
- Age. traditionally broken down by decade built
- Building Quality Rating. discussed in more detail to the right.

Traditional Building Class System

The quality of Office, Retail, Multifamily and Industrial structures have all historically been measured by an ABC system. That system tends to be specific to a specific market and industry but is largely based upon factors of location, building age and condition, level and type of amenities available, and attractiveness/aesthetics. An "A" Class Office building is considered to be the highest classification in comparison to peer office structures in that market. However, the parameters that make an Office structure an "A" Class building may differ somewhat to criteria for Multifamily or Industrial space.

CoStar Building Rating System

CoStar offers an alternative rating system based upon a variety of character traits with an aim for consistency regardless of type or location. The system ranks buildings on a scale of 5 to 1 with a "5" as the highest rated structure. Unlike the traditional rating system, the CoStar Rating System is designed to measure all structures across all sectors across the nation using the same criteria. Therefore a Retail structure rated a "4" is measured using the same criteria as a multifamily structure or as a similar structure in another area of the country.

Office Market

Addison is an Employment Focused community. Office activity consumes the large majority of commercial space in Addison confirming the community as an employment hub. Local office space exceeds retail space by a margin of 4.4 to 1. Approximately 73 percent of office space is located along or near the North Dallas Tollway. The Airport Centric area includes an additional 6 percent.

Office & Retail Space in Addison Compared

	Office SF	Retail SF	Total Office + Retail SF	Office to Retail Ratio	Percent Total Office	Percent Total Retail
Town of Addison	12,121,661	2,781,379	14,903,040	4.4		
Addison Circle	2,866,953	171,890	3,038,843	16.7	24%	6%
Village on the Parkway	-	682,000	682,000	0.0	0%	25%
Restaurant Row	214,000	840,000	1,054,000	0.3	2%	30%
Office Corridor	5,999,661	14,600	6,014,261	410.9	49%	1%
Airport Centric	736,000	147,000	883,000	5.0	6%	5%
Vitruvian Park	30,758	121,000	151,758	0.3	0%	4%
Total In Areas of Study	9,250,515	1,935,448	11,185,963	4.8	93%	98%

Source: CoStar, April 2024

Office Compared to Peers

The original area known as Addison Circle is smaller than peers included in the analysis in terms of area and volume of product; however addition of adjacent sites such as Spectrum Center and Millennium Tower bring the area to the "middle of the pack". Density of office product also becomes third highest with the addition of adjacent sites. Asking market rents in Addison Circle however, rank fifth among peer places and appear to reflect both the type of product available and the location "mid-tollway". Uptown Dallas, in comparison, boasts roughly 7.5 million square feet of space and demands a market asking rent of over $55 per square foot.

A Quick Note About Rental Rates

Rental rates used in the Market Position Report are for purposes of comparative analysis. Office rates are based upon full service, gross lease and on the asking market rate. They are also subject to a level of estimation by the data source (in this case CoStar). In reality, lease agreements take many forms and the expected and negotiated rental rate will be lower. Investors in Addison have noted that triple net lease rates in the area are below $30 per square foot.

Office Space Inventory, Density and Rent in Peer Places by the Numbers

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*
Addison Circle	**2,866,953**	**143,348**	**13,631**	**$34.30**
Las Colinas	6,600,000	235,714	10,548	$32.21
Legacy Town Center	6,159,052	307,953	15,351	$40.62
Preston Center	3,902,849	111,510	38,947	$47.24
The Domain	1,558,529	129,877	9,179	$53.80
West 7th St	1,774,083	34,117	2,004	$30.98
Buckhead Village	1,219,875	19,998	9,625	$39.72

** See note on Rental Rates*

Source: CoStar, April 2024

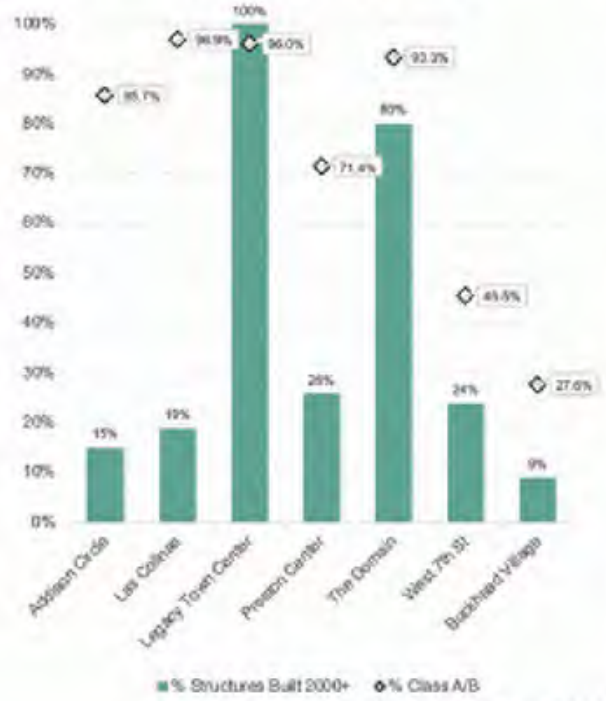
Office Space Inventory, Density and Rent in Peer Places Ranked

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*
Addison Circle	**4**	**3**	**3**	**5**
Las Colinas	1	2	4	6
Legacy Town Center	2	1	2	3
Preston Center	3	5	1	2
The Domain	6	4	6	1
West 7th St	5	6	7	7
Buckhead Village	7	7	5	4

Source: CoStar, April 2024

Addison Circle office space has the highest vacancy rates among peer places and a comparative age that reflects the 1990s construction of the original area of Addison Circle. Building class fares better than half of peer places. Overall, places such as Legacy Town Center and The Domain fared better in all categories.

Office Class vs Age by Peer Place



Source: CoStar, April 2024

Office Space Vacancy, Age & Class by the Numbers

	Vacancy Rate	Market Rent / SF*	% Structures Built 2000+	% Building Class A/B
Addison Circle	**27.0%**	**$34.30**	**10.0%**	**85.7%**
Las Colinas	25.8%	$32.21	19.0%	96.9%
Legacy Town Center	9.2%	$40.62	100.0%	96.0%
Preston Center	13.3%	$47.24	26.0%	71.4%
The Domain	5.6%	$53.80	80.0%	93.3%
West 7th St	5.1%	$30.98	24.0%	45.5%
Buckhead Village	15.8%	$39.72	9.0%	27.6%

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Office Space Inventory, Density and Rent in Peer Places Ranked

	Vacancy Rate	Market Rent / SF*	% Structures Built 2000+	% Building Class A/B
Addison Circle	**7**	**5**	**6**	**4**
Las Colinas	6	6	5	1
Legacy Town Center	3	3	1	2
Preston Center	4	2	3	5
The Domain	2	1	2	3
West 7th St	1	7	4	6
Buckhead Village	5	4	7	7

Source: CoStar, April 2024

Office In Addison

The Office Corridor has, by far, the highest density of office space in Addison and, along with Addison Circle, represents the majority of office towers in the community. While the majority of structures in Addison are considered Class A or B, they are aging and follow a development pattern that is not reflective of the walkable, outdoor-focused, highly amenitized places prized by tenants and their employees. Only 17 percent of all office structures in Addison were constructed since 2000. Roughly 76 percent of office space in the Office Corridor was constructed in the 1980s and the majority of Addison Circle was constructed in the 1990s.

Vacancy rates throughout Addison are nearly 20 percent and only slightly lower along the North Dallas Tollway. While asking market rents for Addison Circle are lower than other peer places, they represent the highest of any area in Addison. Rents drop markedly away from the tollway.

Overall, Addison has a strong collection of office space and it is likely to remain competitive for a specific market and for a period of time. However, age, development patterns and the Flight to Quality may make it increasingly difficult to compete for prime office users.

Office Space by Addison Area of Study

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*	Vacancy Rate	% Structures Built 2000+	% Building Class A/B
Town of Addison	12,121,661	103,604	4,369	$29.28	19.8%	17%	87%
Addison Circle	2,866,953	143,348	5,162	$34.30	27.0%	15%	86%
Village on the Parkway	-	-	-	-	-	-	-
Restaurant Row	214,000	53,500	1,313	$20.24	22.6%	0%	67%
Office Corridor	5,999,661	206,885	24,726	$29.33	14.4%	14%	100%
Airport Centric	736,000	38,737	1,205	$24.44	16.6%	16%	68%
Vitruvian Park	30,758	30,758	220	$25.25	0.0%	100%	100%

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Retail Market

Clustered, walkable areas of Addison command higher rents in comparison to similar linear retail and office space. Office market asking rents, for example, 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.

Urban Form and Market Asking Rent*

	Near Destination/Cluster		Mixed Use	Linear Development		Industrial	Community
	Addison Circle	Village on the Parkway	Vitruvian Park	Office Corridor	Restaurant Row	Airport Centric	Town of Addison
Office	**$34.30**	N/A	$25.25	**$29.33**	$20.24	$24.44	$29.28
Retail	$24.54	**$34.79**	$22.83	$21.61	**$26.46**	$22.08	$27.38

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Retail Compared to Peers

Addison Circle does not appear to have the critical mass of retail space that is found in peer places, nor does it command the same level of rent. Addison Circle ranks next to last in terms of density, falling well below areas such as The Domain, Buckhead Village or Preston Center. Similarly, market asking rent for retail space in Addison Circle is $24.50 per square foot - substantially lower than all peer places. In comparison, Uptown Dallas offers approximately 816,000 square feet of retail space that demands a higher market asking rent ($48.30 per square foot) than any of the peer places.

Retail Space Inventory, Density and Rent in Peer Places by the Numbers

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*
Addison Circle	**171,890**	**17,189**	**817**	**$24.54**
Las Colinas	386,588	77,318	618	$28.58
Legacy Town Center	696,726	38,707	1,737	$33.72
Preston Center	798,568	14,788	7,969	$40.65
The Domain	2,233,601	54,478	13,154	$30.70
West 7th St	1,558,790	19,010	1,761	$28.97
Buckhead Village	1,205,533	15,456	9,512	$45.64

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Retail Space Inventory, Density and Rent in Peer Places Ranked

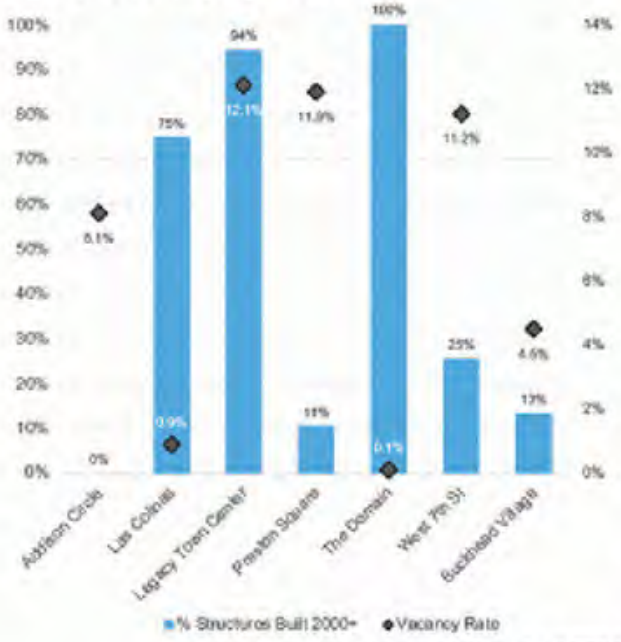
	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*
Addison Circle	**7**	**5**	**6**	**7**
Las Colinas	6	1	7	6
Legacy Town Center	5	3	5	3
Preston Center	4	7	3	2
The Domain	1	2	1	4
West 7th St	2	4	4	5
Buckhead Village	3	6	2	1

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Addison Circle's retail space may be limited by volume, but it falls in the middle of peer communities as it relates to vacancy rates, including a rate that is lower than both Legacy Town Center and Preston Center. Lack of new retail development following 2000 means that some buildings may be missing amenities desired by customers. Despite the age of structures, nearly 90 percent of Addison Circle retail is rated Class A or B.

Age vs Vacancy by Peer Place



Source: CoStar, April 2024

Retail Space Vacancy, Age & Class by the Numbers

	Vacancy Rate	Market Rent / SF*	% Structures Built 2000+	% Building Class A/B
Addison Circle	**8.1%**	**$24.54**	**0.0%**	**88.9%**
Las Colinas	0.9%	$28.58	75.0%	100.0%
Legacy Town Center	12.1%	$33.72	94.4%	94.4%
Preston Center	11.9%	$40.65	10.5%	38.6%
The Domain	0.1%	$30.70	100.0%	89.5%
West 7th St	11.2%	$28.97	25.5%	39.6%
Buckhead Village	4.5%	$45.64	13.3%	52.1%

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Retail Space Inventory, Density and Rent in Peer Places Ranked

	Vacancy Rate	Market Rent / SF*	% Structures Built 2000+	% Building Class A/B
Addison Circle	**4**	**7**	**7**	**4**
Las Colinas	2	6	3	1
Legacy Town Center	7	3	2	2
Preston Center	6	2	6	7
The Domain	1	4	1	3
West 7th St	5	5	4	6
Buckhead Village	3	1	5	5

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Retail In Addison

While the Town of Addison is most obviously recognized for its office towers, it has also long been known for its number and quality of restaurants. Village on the Parkway, the retail cluster of Addison, is easily the most successful retail space throughout the community with a mix of restaurants and entertainment that represents one-quarter of all retail in town in an area that also carries the greatest retail density and the highest rents. An additional 30 percent of all retail in town is located along Belt Line Road in the area known locally as "Restaurant Row." While the area includes the second highest densities of retail space in town, they are substantially lower than Village on the Parkway and limited by the linear development pattern. Restaurant Row has been described as "tired" by investors and that is reflected in the age and character of structures and a market asking rent that is substantially lower than Village on the Parkway (but higher than Addison Circle). Retail has been described as "difficult" outside of Belt Line Road and that is reflected in market asking rents that are lower than those in Village on the Parkway or along Restaurant Row.

Retail Space by Addison Area of Study

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*	Vacancy Rate	% Structures Built 2000+	% Building Class A/B
Town of Addison	2,781,379	16,265.37	1,003	$27.38	4.4%	16%	67%
Addison Circle	171,890	17,189.00	1,185	$24.54	8.1%	0%	89%
Village on the Parkway	682,000	42,625.00	17,673	$34.79	11.7**	16%	75%
Restaurant Row	840,000	10,909.09	5,155	$26.46	8.0%	18%	69%
Office Corridor	14,600	7,300.00	60	$21.61	0.0%	0%	0%
Airport Centric	147,000	12,250.00	241	$22.08	0.0%	17%	23%
Vitruvian Park	121,000	17,285.71	864	$22.83	0.0%	25%	69%

** See note on page 21 regarding Rental Rates*

*** Retail Connection, a member of the Village on the Parkway ownership team, conducted a 2022 vacancy study following heavy reinvestment. Vacancies were noted to be high due to the transition to higher paying tenants.*

Sources: CoStar, April 2024 and Retail Connection, 2022

Multifamily Compared to Peers

Addison Circle is among the top peer places in regards to the number and density of multifamily units. Las Colinas and Legacy Town Center have substantially more units than the 2,487 available in Addison Circle. On the other hand, at an average of 622 units per building and a density of 11.8 units per acre, Addison Circle offers one of the greatest densities of dwelling units.

Similar to office and retail rents, those for multifamily in Addison Circle are among the lowest. Market rents in Addison Circle, The Domain and West 7th Street are separated by only $2 per square foot.

Uptown Dallas easily exceeds all of the peer places in terms of total units (12,888) and market rent ($2,485 per unit) while maintaining a vacancy rate that falls between those of the peer places (6.4%).

Multifamily Space Inventory, Density and Rent in Peer Places by the Numbers

	Existing Units	Units/ Building	Density (Units/Ac)	Market Rent/Unit
Addison Circle	**2,487**	**622**	**11.8**	**$1,766.00**
Las Colinas	7,376	369	11.8	$1,875.00
Legacy Town Center	4,938	549	12.3	$1,895.00
Preston Center	N/A	N/A	0.0	N/A
The Domain	952	476	5.6	$1,764.00
West 7th St	1,974	247	2.2	$1,745.00
Buckhead Village	1,787	298	14.1	$2,044.00

Source: CoStar, April 2024

Multifamily Space Inventory, Density and Rent in Peer Places Ranked

	Existing Units	Units/ Building	Density (Units/Ac)	Market Rent/Unit
Addison Circle	**3**	**1**	**3**	**4**
Las Colinas	1	4	4	3
Legacy Town Center	2	2	2	2
Preston Center	N/A	N/A	N/A	N/A
The Domain	6	3	5	5
West 7th St	4	6	6	6
Buckhead Village	5	5	1	1

Source: CoStar, April 2024

Multifamily vacancy rates at Addison Circle are much stronger than in the office or retail sectors. At 5.9 percent, it is second lowest among the peer places while Legacy Town Center is lowest at 5.7 percent. This is due, in part, to the age and quality of residential units. Roughly 75 percent of all units were constructed after 2000, a substantial difference from the office and retail sectors. In comparison, four of the peer communities still have newer product for investors to choose.

Multifamily Space Vacancy, Age & Class by the Numbers

	Vacancy Rate	Market Rent / Unit	% Structures Built 2000+	% Building Class A/B
Addison Circle	**5.9%**	**$1,766.00**	**75.0%**	**100.0%**
Las Colinas	6.6%	$1,875.00	95.0%	100.0%
Legacy Town Center	5.7%	$1,895.00	100.0%	88.9%
Preston Center	N/A	N/A	N/A	N/A
The Domain	7.1%	$1,764.00	100.0%	100.0%
West 7th St	14.6%	$1,745.00	62.5%	75.0%
Buckhead Village	6.4%	$2,044.00	83.3%	83.3%

Source: CoStar, April 2024

Multifamily Space Inventory, Density and Rent in Peer Places Ranked

	Vacancy Rate	Market Rent / Unit	% Structures Built 2000+	% Building Class A/B
Addison Circle	**2**	**4**	**5**	**1/2/3 tie**
Las Colinas	4	3	3	1/2/3 tie
Legacy Town Center	1	2	1/2 tie	4
Preston Center	N/A	N/A	N/A	N/A
The Domain	5	5	1/2 tie	1/2/3/ tie
West 7th St	6	6	6	6
Buckhead Village	3	1	4	5

Source: CoStar, April 2024

Multifamily In Addison

It is easy to see why some residents of Addison have voiced concern for the number of apartments in the community. While commercial markets remained relatively flat since 2000, the growth of apartments has been steady - largely as part of mixed use projects and, more recently, as a response to both the pandemic and a housing shortage. Roughly 43 percent of all multifamily units in the Town of Addison have been constructed since 2000. A great deal of those have been developed in Vitruvian Park where some of the oldest multifamily structures have been replaced with newer, more dense development. More than one-third of all Multifamily units in Addison are located there while an additional 27 percent are located in Addison Circle – both of which are designed to be mixed use and walkable with ample proximity to green space.

Multifamily Space by Addison Area of Study

	Existing Units	Units / Building	Density (Units/Ac)	Market Rent/ Unit	Vacancy Rate	% Structures Built 2000+	% Building Class A/B
Town of Addison	9,100	455	3	$1,627	5.8%	43%	80%
Addison Circle	2,487	622	19	$1,766	5.9%	75%	100%
Village on the Parkway	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Restaurant Row	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Corridor	324	324	1	$1,900	7.2%	100%	100%
Airport Centric	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Vitruvian Park	3,372	674	24	$1,623	4.0%	80%	80%

Source: CoStar, April 2024

Industrial Market

Local industry is a longstanding and quietly aging strength for Addison. The community boasts over 3 million square feet of industrial space with more than 62 percent constructed in the 1970s. Approximately 45 percent of all industrial activity is located in the Airport Centric area, including two of the three structures constructed since 2000. The majority of industrial structures are rated as Class C (65%) with the remainder considered Class B. The average asking market rent for industrial space in Addison is approximately $12.26 per square foot.

While industry has been a strength, the age and quality of structures may be a cause for consideration in comparison to trends and the ability to adapt to new demands for space (smaller) and technology.

Industrial Space by Addison Area of Study

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*	Vacancy Rate	% Structures Built 2000+	% Building Class A/B
Town of Addison	3,059,849	40,261	1,103	$12.26	11.1%	3.8%	32.5%
Addison Circle	34,893	34,893	166	$10.45	0.0%	0.0%	100.0%
Village on the Parkway	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Restaurant Row	53,300	53,300	327	$21.96	0.0%	0.0%	0.0%
Office Corridor	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Airport Centric	1,400,000	33,333	2,292	$12.10	3.3%	4.8%	25.0%
Vitruvian Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Flex Market

Flex space is designed to be highly adaptable and while it is most common in areas associated with industry it can be used for a variety of purposes, including warehouse as well as limited retail, medical or service activities. Addison boasts 2.7 million square feet of flex space with the majority (63 percent) classified with a CoStar rating of 3 and 54 percent rated as Class C. Approximately 29 percent of flex space is located in the Airport Centric area and a very small additional portion is located in Addison Circle. The remaining 66.5 percent is found in other areas of the community, such as along the Inwood corridor. In fact, a very substantial portion of vacancy in flex space is expected to be located along Inwood, including the large structures currently marketed as Inbound on Inwood (structures noted as North N2 + N3 are located within Addison town limits while the remainder of the project is located in Farmers Branch).

Flex Space by Addison Area of Study

	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*	Vacancy Rate	% Structures Built 2000+	% Building Class A/B
Town of Addison	2,720,292	29,568	980	$15.65	8.3%	11.6%	41.7%
Addison Circle	2,255	2,255	11	$15.90	0.0%	0.0%	100.0%
Village on the Parkway	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Restaurant Row	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Corridor	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Airport Centric	909,408	22,735	1,489	$16.67	8.5%	5.0%	29.3%
Vitruvian Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A

** See note on page 21 regarding Rental Rates*

Source: CoStar, April 2024

Hotels and Hospitality

Addison's hotels were not considered an economic strength in discussion with local investors and that proves to be true. The local hotel industry totals 3,663 rooms with Revenue per Available Room (RevPAR) – a term used to show the level of success at filling rooms – is estimated at $68.54 compared to an Average Daily Rate of $105.70. Similar data was collected for each of the communities in which a peer place in Texas was located (Buckhead Village in Atlanta, Georgia was excluded) In comparison, the occupancy rate in Addison was only slightly higher than Dallas but lower than others. Both RevPAR and Average Daily Rate are among the lowest of all communities by a fairly substantial margin.

Of the hotel buildings in Addison, only 23 percent were constructed since 2000. All structures were considered to be Class B or C space.

Addison Hotels in Comparison

	Addison	Austin	Dallas	Ft Worth	Irving	Plano
Availability						
Occupancy Rate	64.8%	67.3%	63.7%	66.3%	67.7%	68.2%
Inventory						
Existing Properties	22	264	263	167	89	58
Existing Rooms	3,663	35,851	39,388	17,257	13,027	7,199
RevPAR	$68.54	$122.23	$95.27	$89.56	$83.96	$77.76
12 Month ADR	$105.70	$181.70	$149.67	$135.01	$123.94	$114.00
Market Sale Price per Room	$109,000	$234,000	$206,000	$160,000	$141,000	$122,000

Sources: CoStar, April 2024

Addison Airport

Addison Airport provides a valuable and growing array of services to the region and can serve as a catalyst for economic growth. The municipally owned airport projects an annual revenue of more than $6.8 million and is the regular recipient of federal funds that allow for continued repairs and upgrades. Airport users have evolved as the airport has upgraded and what was once a location for hobbyists now includes three fixed based operators and regularly serves executives.

According to private sector investors, the airport competes primarily with Dallas Love Field and Dallas Executive Airport for customers. Approximately 119,000 operations occur annually from Addison Airport. Customers, including executives, charters, pilots and pilots in training that choose Addison Airport enjoy an extensive array of services. Investors note that Dallas Love Field is the obvious first choice for many customers but those that use the services at Addison Airport see it as the right choice. Needs raised by investors include a large-scale Maintenance and Repair Operation and one or more food establishments with service on site.

Addison Airport in Comparison

	Addison Airport (ADS)	Dallas Executive Airport (RBD)	Dallas Love Field (DAL)
Airport Hours	24 hours daily	24 hours daily	24 hours daily
Management Hours	8 AM - 5 PM Mon-Fri	8 AM - 5 PM Mon-Fri	24 hours daily
Control Tower Operation	6 AM - 10 PM daily	7 AM - 9 PM daily	24 hours daily
Landing Fees	No	No	Yes
Runway Dimensions	7203 x 100 ft	7136 x 100 ft ; 3800 x 150 ft	7752 x 150 ft ; 8800 x 150 ft
Based Aircraft (an operation and airworthy aircraft and located at a designated airport)			
Single Engine (SE)	336	242	10
Multi Engine (ME)	85	47	84
Jet (J)	160	52	208
Helicopters	8	15	5
Total	589	356	307
Annual Operations (arrivals and departures from the designated airport)			
Air Carrier (capacity 60+ seats or payload capacity 18,000+ lbs)	54	0	141,103
Air Taxi	37,664	619	52,244
General Aviation Local	1,180	41,565	0
General Aviation Itinerant (outside of local area)	79,946	50,913	50,193
Military	221	95	756
Total	119,065	93,192	244,296
Avg Daily Operations	326	255	669

Sources: Airport websites (and embedded links/docs), AirNav.com, FAA's Airport Data & Information Portal (adip.faa.gov)

Addison Airport in Comparison (continued)

	Addison Airport (ADS)	Dallas Executive Airport (RBD)	Dallas Love Field (DAL)
Services			
Fixed-Base Operators (FBOs)	Atlantic Aviation, Million Air Dallas, Galaxy FBO	Ambassador Jet Center, Jet Access	Multiple
Flight Training	Yes	Yes	Yes
Charter / Executive Services	Yes	Yes	Yes
On site Maintenance	Cutter Aviation Dallas-Addison	Jet Access (FAA Part 145 certified) & RBR Aviation (FAA part 135 certified)	Multiple
Aircraft Sales	Yes	Yes	Yes
Onsite Customs Service for International Travel	Regular hours 10 AM - 7 PM Mon-Fri	N/A	Regular hours 8 AM - 5 PM Mon-Fri
Car Rental	Go Rental, Hertz	Enterprise, National, Hertz, Avis, Limo	Multiple
Onsite Food / Beverage / Shopping Amenities	FBOs offer Concierge Services, Refreshments Bar (catering available by request), conference rooms	Full service restaurant with aircraft and special events catering available; full-service Business Conference Center available to corporate & private travelers. Concierge Service.	Multiple dining & shopping (books, news, cosmetics, tech, snacks, etc) options

Sources: Airport websites (and embedded links/docs), AirNav.com, FAA's Airport Data & Information Portal (adip.faa.gov)

AUDIENCES

Residents

Approximately 35,000 people are located within a five minute drive of Addison Circle and nearly 26,000 of those are 25 years or older. Only Legacy Town Center and The Domain have a larger resident base. Residents surrounding Addison Circle tend to be young, well-educated and nearly half live alone. In comparison, while median age is in the middle among peer communities, Addison Circle rated fifth for average household size and among the highest for persons living alone. While well-educated, the resident pool surrounding Addison Circle rated nearly last in population with a bachelors degree or higher.

Audience Service Area

The Market Position Report measures residents and employees based upon their drive time to the center of the core of each peer place. For purposes of this study, an appropriate drive time was determined to be five minutes. The study ignores municipal boundaries. As a result, residents could live in any community within the five minute radius. Similarly, employees may or may not be located in the same community as the peer place.

Age, Household & Education Traits within 5 Minutes of Peer Place by the Numbers

	Median Age	Average Household Size	% Households 1 Person	% with Bachelors +
Addison Circle	**36.2**	**1.78**	**49.4%**	**57.5%**
Las Colinas	34.7	1.74	48.0%	75.1%
Legacy Town Center	33.9	2.17	35.0%	64.4%
Preston Center	47.0	2.38	32.6%	87.7%
The Domain	33.7	1.91	44.5%	56.4%
West 7th St	38.8	1.80	49.6%	63.6%
Buckhead Village	39.1	1.58	56.6%	79.3%

Source: ESRI, December 2023

Age, Household & Education Traits within 5 Minutes of Peer Place Ranked

	Median Age	Average Household Size	% Households 1 Person	% with Bachelors +
Addison Circle	**4**	**5**	**3**	**6**
Las Colinas	5	6	4	3
Legacy Town Center	6	2	6	4
Preston Center	1	1	7	1
The Domain	7	3	5	7
West 7th St	3	4	2	5
Buckhead Village	2	7	1	2

Source: ESRI, December 2023

Income among those living around Addison Circle is low which, from an economic development perspective, impacts disposable income and local buying power. 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 Center exceeds $180,255 in comparison to $71,295 around Addison Circle.

Wealth Index is a measure created by ESRI to compare wealth in a specific area to wealth at the national level. It is a measure based upon a variety of financial indicators including income and net worth that contribute to the prestige and financial well-being of a household. A Wealth Index of 100 is considered equal to the nation. A Wealth Index above 100 indicates an area that is outperforming the nation in wealth. Unfortunately, the area surrounding Addison Circle is 64 – well below comparison to the national average.

Buying Power within 5 Minutes of Peer Place by the Numbers

	Median Household Income	Median Disposable Income	Median Net Worth	Wealth Index
Addison Circle	**$71,295**	**$59,124**	**$35,960**	**64**
Las Colinas	$93,685	$78,771	$60,760	79
Legacy Town Center	$94,826	$80,350	$72,524	106
Preston Center	$180,255	$143,742	$807,288	304
The Domain	$68,296	$57,954	$33,676	54
West 7th Street	$85,511	$71,860	$95,271	104
Buckhead Village	$110,339	$88,580	$127,623	126

Source: ESRI, December 2023

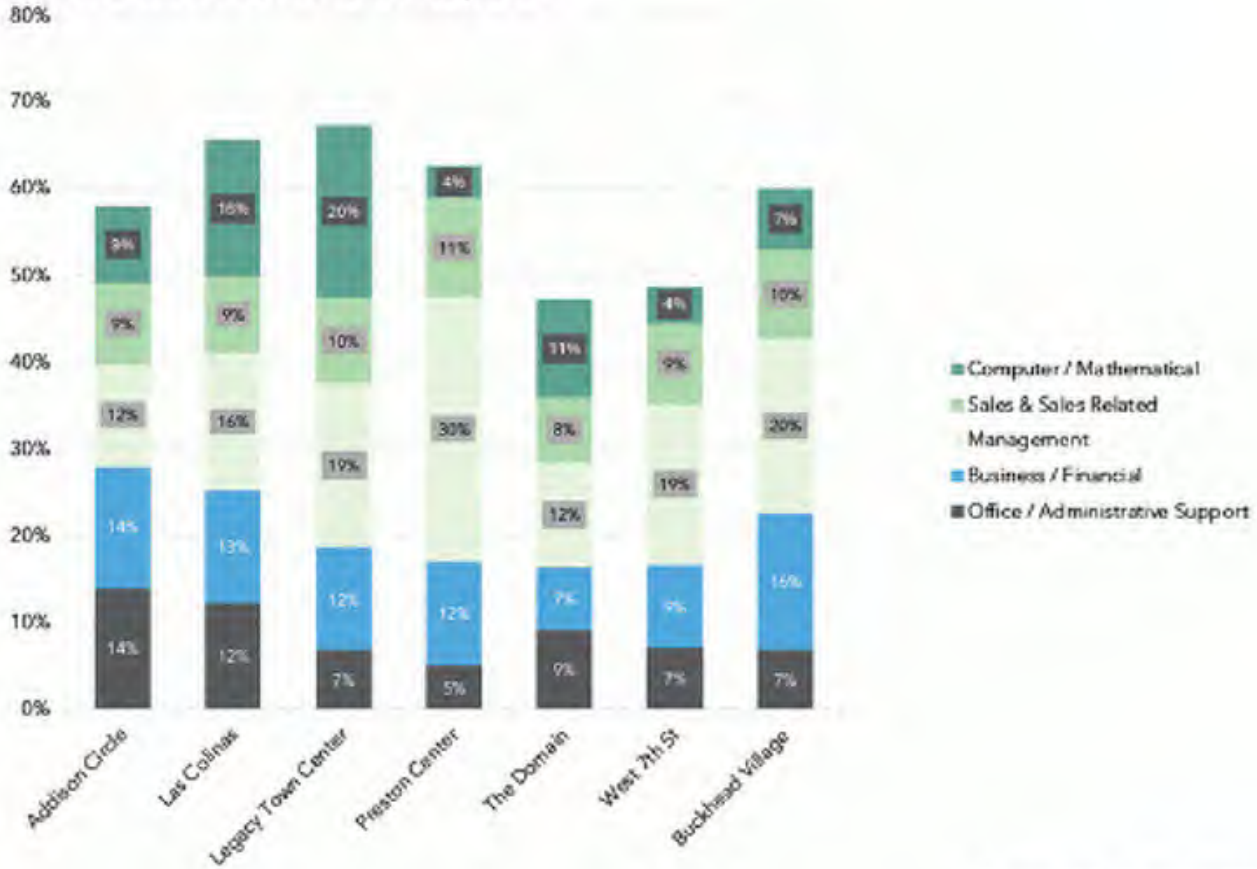
Buying Power within 5 Minutes of Peer Place Ranked

	Median Household Income	Median Disposable Income	Median Net Worth	Wealth Index
Addison Circle	**6**	**6**	**6**	**6**
Las Colinas	4	4	5	5
Legacy Town Center	3	3	4	3
Preston Center	1	1	1	1
The Domain	7	7	7	7
West 7th Street	5	5	3	4
Buckhead Village	2	2	2	2

Source: ESRI, December 2023

Among resident occupations, people surrounding Addison Circle are more likely to work in finance, healthcare support, protective service, office administration, or installation/maintenance repair than peer places. They are among the least likely to be employed in management, life/physical/social sciences, or as a healthcare practitioner/technician.

Top 5 Resident Occupations within 5 Minutes of Addison Circle Compared

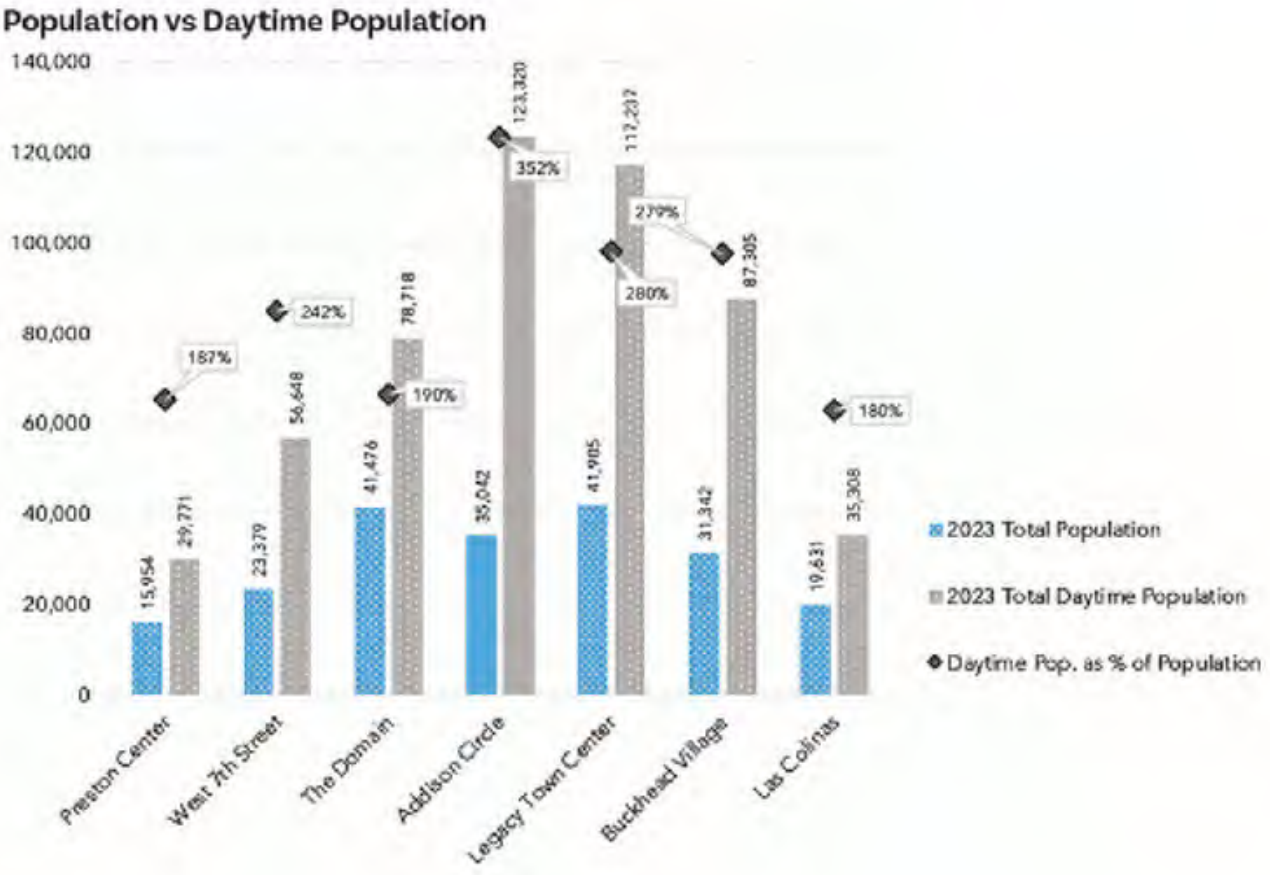


Source: ESRI, December 2023

Employees

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. The substantial employment population explains investor comments that daytime service tends to be higher than evening service at local retail establishments. It is important to note that the five minute driving window includes areas outside of the Town of Addison. As a result, while the numbers are substantial, they are not all within the community.



Employee Traits within 5 Minutes of Peer Place by the Numbers

	2023 Total Employees	2023 Total Population	Employees per 100 residents	2023 Total Daytime Population	Daytime Pop. as % of Population	Employees as % of Daytime Population	2023 Unemployed Pop Age 16+	2023 Unemployment Rate
Addison Circle	**88,977**	**35,042**	**253.9**	**123,320**	**351.9%**	**72.2%**	**723**	**3.0%**
Las Colinas	28,183	19,631	143.6	35,308	179.9%	79.8%	269	1.8%
Legacy Town Center	97,643	41,905	233.0	117,237	279.8%	83.3%	592	2.2%
Preston Center	17,644	15,954	110.6	29,771	186.6%	59.3%	115	1.5%
The Domain	53,447	41,476	128.9	78,718	189.8%	67.9%	930	3.5%
West 7th Street	40,268	23,379	172.2	56,648	242.3%	71.1%	360	2.6%
Buckhead Village	67,688	31,342	216.0	87,305	278.6%	77.5%	507	2.6%

Source: ESRI, December 2023

Employee Traits within 5 Minutes of Peer Place Ranked

	2023 Total Employees	2023 Total Population	Employees per 100 residents	2023 Total Daytime Population	Daytime Pop. as % of Population	Employees as % of Daytime Population	2023 Unemployed Pop Age 16+	2023 Unemployment Rate
Addison Circle	**2**	**3**	**1**	**1**	**1**	**4**	**2**	**2**
Las Colinas	6	6	5	6	7	2	6	6
Legacy Town Center	1	1	2	2	2	1	3	5
Preston Center	7	7	7	7	6	7	7	7
The Domain	4	2	6	4	5	6	1	1
West 7th Street	5	5	4	5	4	5	5	3
Buckhead Village	3	4	3	3	3	3	4	3

Source: ESRI, December 2023

BUSINESS ENVIRONMENT

Definitions of "Place"

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 reason that some choose to live or work in a particular area. For purposes of measuring economic potential, places are defined as **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 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 a particularly strong magnetic draw as the result of its combination of ten or more boutique shopping options, ten or more unique restaurants, and ten or more businesses that stay open after 6pm, in addition to amenities such as outdoor space or other social spaces. The combination of features amplifies the likelihood that guests will spend between 4-6 hours at the destination and visit multiple locations.

ATTRACTOR

NODE

DESTINATION

Addison's "Near Destinations"

The Town of Addison has a wide array of attractors, including a number 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 to be a destination but that may change once the DART station and transit oriented development are in place. Village on the Parkway is exceptional in its ability to draw traffic but it lacks the boutique shopping component, comfortable walkability and common outdoor space that promote lingering.

Businesses

Approximately 6,590 businesses are located within five minutes of Addison Circle, a number that is easily highest among peer places. In comparison Legacy Town Center and Buckhead Village follow with 4,235 and 4,227 businesses respectively. The average business surrounding Addison Circle is likely to be smaller than in other peer places. Businesses near Addison Circle employ an average of 13.5 people while businesses in Legacy Town Center tend to be largest at 23.1 persons per business.

Businesses within 5 Minutes of Peer Places by the Numbers

	2023 Total Businesses	2023 Total Employees	2023 Total Population	Employees per Business
Addison Circle	**6,590**	**88,977**	**35,042**	**13.5**
Las Colinas	1,580	28,183	19,631	17.8
Legacy Town Center	4,235	97,643	41,905	23.1
Preston Center	2,171	17,644	15,954	8.1
The Domain	3,625	53,447	41,476	14.7
West 7th Street	3,093	40,268	23,379	13.0
Buckhead Village	4,227	67,688	31,342	16.0

Source: ESRI, December 2023

Businesses within 5 Minutes of Peer Places Ranked

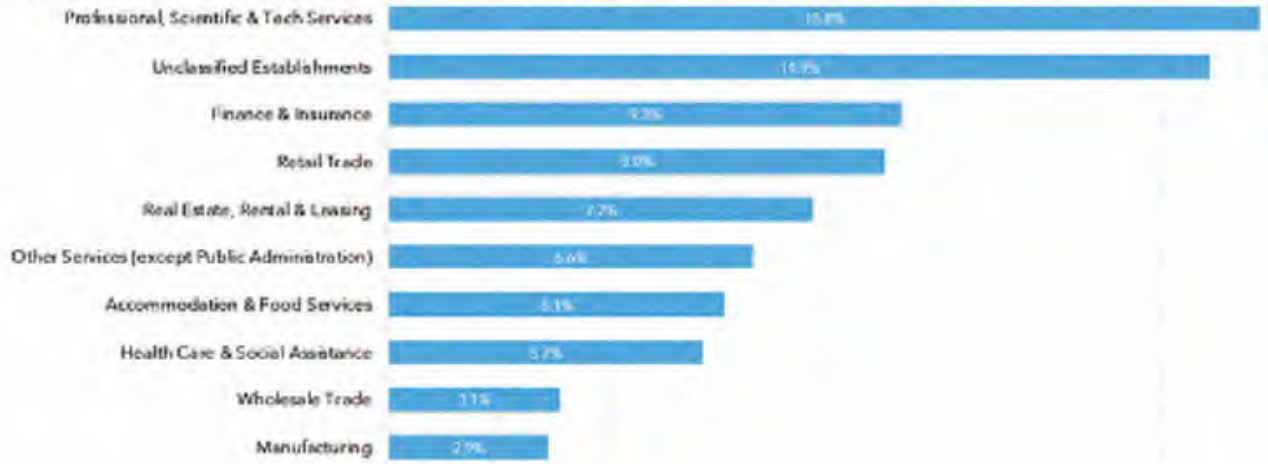
	2023 Total Businesses	2023 Total Employees	2023 Total Population	Employees per Business
Addison Circle	**1**	**2**	**3**	**5**
Las Colinas	7	6	6	2
Legacy Town Center	2	1	1	1
Preston Center	6	7	7	7
The Domain	4	4	2	4
West 7th Street	5	5	5	6
Buckhead Village	3	3	4	3

Source: ESRI, December 2023

Industries

A substantial amount of the business activity surrounding Addison Circle is a part of the Professional, Scientific & Tech Services Industry and it is not alone. The same industry ranked high across all peer places - always within the top three. Also ranking high among nearly all of the peer places was "Unclassified Establishments" - the term used to define all businesses that do not fit cleanly into an existing industry category. Retail trade was high in The Domain and Buckhead Village - both of which are considered major shopping destinations.

Top 10 Industries by Business Count within 5 Minutes of Addison Circle



Sales

Business 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.** While not the highest, business and sales figures are sufficient to place the area around Addison Circle among the top performers in sales per business and sales per employee.

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. The more than $508.4 million spent on retail, food and beverages was sufficient to place fourth among peer places. However, when measured on a per acre basis, only Buckhead Village fared better. Thus while the city may lack a strong destination, it continues to see strong retail sales.

Sales within 5 Minutes of Peer Places by the Numbers

	2023 Total Sales	2023 Sales per Business	2023 Sales per Employee	Employees per Business
Addison Circle	**$16,439,547,071**	**$2,494,620**	**$184,762**	**13.5**
Las Colinas	$3,617,949,102	$2,289,841	$128,373	17.8
Legacy Town Center	$11,351,691,104	$2,680,447	$116,257	23.1
Preston Center	$3,060,633,905	$1,409,781	$173,466	8.1
The Domain	$11,425,290,390	$3,151,804	$213,769	14.7
West 7th Street	$6,919,431,961	$2,237,126	$171,835	13.0
Buckhead Village	$9,876,702,792	$2,336,575	$145,915	16.0

Source: ESRI, December 2023

Sales within 5 Minutes of Peer Places Ranked

	2023 Total Sales	2023 Sales per Business	2023 Sales per Employee	Employees per Business
Addison Circle	**1**	**3**	**2**	**5**
Las Colinas	6	5	6	2
Legacy Town Center	3	2	7	1
Preston Center	7	7	3	7
The Domain	2	1	1	4
West 7th Street	5	6	4	6
Buckhead Village	4	4	5	3

Source: ESRI, December 2023

2023 Retail, Food and Beverage Expenditures within 5 Minutes of Peer Places by the Numbers

	2023 Expenditures			2023 Expenditures per Acre		
	Retail Trade & Food/ Drink	**Retail Trade**	**Food Services & Drinking Places**	**Retail Trade & Food/ Drink**	**Retail Trade**	**Food Services & Drinking Places**
Addison Circle	**$508,388,848**	**$429,035,795**	**$79,353,053**	**$4,605,806**	**$3,886,898**	**$718,908**
Las Colinas	$376,195,024	$315,449,279	$60,745,745	$601,248	$504,162	$97,086
Legacy Town Center	$698,195,271	$589,063,950	$109,131,321	$1,740,224	$1,468,219	$272,005
Preston Center	$402,268,606	$342,017,037	$60,251,568	$4,014,256	$3,413,003	$601,253
The Domain	$509,854,354	$429,973,329	$79,881,025	$3,002,676	$2,532,234	$470,442
West 7th Street	$423,855,852	$358,386,669	$65,469,183	$478,809	$404,851	$73,957
Buckhead Village	$809,750,461	$681,211,734	$128,538,727	$6,389,068	$5,374,876	$1,014,192

Source: ESRI, December 2023

2023 Retail, Food and Beverage Sales within 5 Minutes of Peer Places Ranked

	2023 Expenditures			2023 Expenditures per Acre		
	Retail Trade & Food/ Drink	**Retail Trade**	**Food Services & Drinking Places**	**Retail Trade & Food/ Drink**	**Retail Trade**	**Food Services & Drinking Places**
Addison Circle	**4**	**4**	**4**	**2**	**2**	**2**
Las Colinas	7	7	6	6	6	6
Legacy Town Center	2	2	2	5	5	5
Preston Center	6	6	7	3	3	3
The Domain	3	3	3	4	4	4
West 7th Street	5	5	5	7	7	7
Buckhead Village	1	1	1	1	1	1

Source: ESRI, December 2023

LOCAL ECONOMIC INFRASTRUCTURE

NUDGING THE MARKET

A community that wants to grow in a certain manner or promote a specific set of development patterns or industries can "nudge" the market in a direction using a variety of tools. Examples of using resources to nudge the market in a desired direction include:

- Making strategic capital improvements in advance of development to spur desired private investment.
- Establishing a set of design standards in a designated area and offering incentives to investors to meet those standards.
- Making it more difficult to develop in a manner that is not fiscally sustainable.
- Offering incentives for private development to complete public improvements.
- Developing a study for an area or activity that clarifies desired uses, development patterns and improvements.
- Implementing a marketing campaign aimed at attracting a specific type of private investment to an area.

THE TOOLKIT

Economic Infrastructure can be likened to a toolkit. The community has a number of tools available in the toolkit that can be used to make new things happen or to fix something within the community that is not operating as it should. Each tool has a purpose that is slightly or substantially different than the others. Sometimes a single tool is all that is needed but often success requires using a number of tools - occasionally in very creative ways in order to get the desired outcome.

The Town of Addison has a number of resources available in its toolkit to motivate the market to move in specific and desirable directions ranging from clarifying direction through plans to direct intervention using incentives. Following is an examination of the most popular items used to nudge the market to a desired outcome. The list is by no means exhaustive or static.

Community Branding & Marketing

Addison does not currently offer a clearly communicated identity, brand or marketing program - but it is not working in an identity vacuum and development of the brand is underway.

"The Addison Way"

Addison does have a unique sense of self that is exhibited in the "Addison Way" - a culture of service delivery that is a reflection of values including kindness, innovation and solutions-focus.

Community Brand

Staff is currently collaborating with a consultant for purposes of developing a brand story for economic development. The brand story builds upon the concept of "The Addison Way" with a focus on success, drive and bold vision.

Logo and Tagline

The town has an established and well designed logo with clear design guidelines. A tagline for purposes of economic development is in development.

Policies and Standards

Policies and standards are an indication of a preference by the community - something that the town would like to see integrated into an improvement or development. On the other hand, neither policies or standards are typically a legal requirement - unless a law is passed that makes them so.

All communities have policies - some of which are formal and well documented and others that are less so. Similarly most communities have some established standards - most notably roadway design standards. Others may have design standards for structures, particularly if the community desires a specific "look and feel" in a given area.

Addison actively encourages developers to incorporate improvements into a project in order to meet community need or demand. Most obvious is the active promotion of homeownership in new development. Efforts to promote homeownership were reinforced by a formal policy approved by City Council in 2017.

Development Codes

The Town of Addison is currently in process of updating development codes through preparation of a Unified Development Code that bundles all subdivision, zoning and other development regulations into a single product. Use of a UDC has traditionally proven to simplify and speed up the development review process.

The current format is not anticipated to include incentives that promote specific character, development patterns or other efforts by relaxing requirements or allowing density bonuses.

Plans & Studies

While a plan does not have a direct impact on development it does have the ability to set the vision for both the community and investors. By developing and implementing a plan for the community, a segment of the market, or a special area the Town is laying the foundation for improvements and signaling to the development community that efforts matching the vision of the plan will be viewed more favorably.

The Town of Addison has been aggressive in planning both currently and in recent years.

Special Area Plans

The Town of Addison has undertaken a series of special area plans either intended to guide impending development or lay the foundation for future development activity. Special Area Plans undertaken in recent years include:

- *Inwood Enhancement Zone* (2017) addresses redevelopment opportunities for a portion of the town located along Inwood Road south of Belt Line Road and past Landmark Place.
- *Addison Circle Special Area Study* (2018) specifically envisioned development in two areas of Addison Circle defined as Addison Circle West and Addison Central, including the area to be developed as a DART station with accompanying transit oriented development.
- *Midway South Special Area Study* (2022) reimagines the area on the west side of Midway Road south of Belt Line Road and north of Hornet Road.

Economic Development

The Economic Development Strategic Plan (2019) for the Town of Addison offered an extensive assessment of the community and economic conditions. Ultimately, the plan recommended a focus on the Information Technology, Specialized Financial Services, Engineering & R&D Services, Consulting Services, and Creative Services markets. It further established four goals to:

- Promote Addison as a place of choice for talent looking to live, work and/or play in the Dallas-Fort Worth region
- Maintain a business climate that differentiates Addison and supports the needs of its existing and new corporate audiences in Addison's recommended targeted industries
- Promote Addison's key assets and points of difference to its targeted industries
- Leverage Addison's quality of place to support its "people" audiences (residents, employees, visitors)

Housing

In 2022 Addison completed development of a "Housing FAQ" designed to address the current housing inventory, policies in place that impact housing, and a report on trends for various types of housing.

Transportation

- *The Master Transportation Plan* (2016) focused largely on methods of enhancing the existing mobility network, including efforts to increase "mode choice" to allow for travel by bike, walking, commuter rail or other means without a personal automobile. The plan offered context sensitive design options on a variety of corridors and offered a series of design standards for types of roadways and circumstances.

Parks & Trails

- *Addison Circle Park Vision Plan* (2024) is an ongoing effort to examine Addison Circle Park and ways in which the park can be energized and amenitized and build upon momentum created by the new TOD.
- *Quorum Drive Placemaking Vision (2024)* is a nearly complete reimagination of Quorum Drive between Belt Line Road and Landmark Place. Conceptual design for the corridor is highly multimodal, activated and iconic
- *The Citywide Trails Master Plan* (2021) was developed to substantially expand connectivity throughout Addison by a series of trails, sidewalks, shared use paths, and bike lanes.
- *Parks, Recreation and Open Space Master Plan* (2019) assesses and expands upon the town's impressive system of parks while recognizing the role that the community's green spaces play in local quality of life, placemaking and tourism. The plan offered a number of placemaking-centric recommendations and paved the way for future plans as well as parkland dedication fees.

Facilities

- *Facilities Utilization Study Phase II* (2023) continued efforts to determine the most optimal means of housing the wide variety of community functions including administrative offices, fire stations, police facilities, municipal courts and service centers for public works and parks and recreation - among other government needs.

Airport

- *Airport Master Plan* (2016) was developed for purposes of overall improvement and management of infrastructure and facilities at Addison Airport (ADS). As noted in the plan, "with many of the major airfield projects complete, the emphasis of this master plan is on the landside facilities and management." The town is once again preparing to update the Airport Master Plan in 2024 as is regularly required to position the airport for continued financial support.
- *Texas Aviation Economic Impact Report* (2018) provides a detailed analysis of the overall impact that the aviation system has on the state. It also provided a sample of the economic impact of Addison Airport on the community including job creation, capital projects and visitors resulting from the presence of the airport.

Economic Incentives

Following is a list of available incentives at the local level and the way in which they are currently applied in Addison. While listed individually, many of these tools can be complementary and used with other resources, including incentives offered by the State of Texas.

Type A or B Sales Tax

What is it?

A portion of local sales tax dedicated for purposes of economic development. Type A is dedicated primarily to incentivizing industrial activities while Type B can also make allowed quality of life improvements.

How is it used in Addison?

The Town of Addison does not have an adopted Type A or Type B dedicated sales tax. Rather, the city provides funding for economic development services through the general fund.

Chapter 380

What is it?

Chapter 380 refers to the section of the Texas Local Government Code that allows communities such as Addison to grant or loan funds to a developer or business owner for purposes of economic development.

How is it used in Addison?

Addison has actively used its Chapter 380 powers to bring quality development to the community. Examples include agreements associated with Village on the Parkway, Addison Grove and relocation of Firehawk headquarters. According to the Texas Comptroller's Office, the Town has ten active Chapter 380 agreements.

Tax Abatement

What is it?

The ability to reduce or eliminate property tax to be paid by a property owner for a period of time up to ten years. Tax abatement can be used for purposes of attracting and retaining business.

How is it used in Addison?

The Town of Addison has no current tax abatement projects on record with the Texas Comptroller's Office.

Tax Increment Finance (TIF/TIRZ)

What is it?

Allows for capture of increase in property value (increment) within a designated "reinvestment zone" for capital improvements and efforts to spur private investment. Improvements may be made by a developer and reimbursed by a TIF/TIRZ. Debt may also be issued based upon TIF/TIRZ increment. A TIF/TIRZ may be created by a municipality or a county and most taxing entities may choose to participate.

How is it used in Addison?

The town does not have an active Tax Increment Reinvestment Zone.

Public Improvement District (PID)

What is it?

Allows for delivery of improvements, maintenance or specific services within a designated area that is paid by using an assessment on property owners. A developer may opt to use a PID to finance infrastructure improvements and receive reimbursement over time. Similarly a PID dedicated to maintenance or a specific service may cover expenses using assessment funds.

How is it used in Addison?

Hoteliers in Addison are discussing voluntarily participating in a tourism PID that supports efforts to increase tourism activity in the area.

Management District (MD)

What is it?

A Municipal Management District provides improvements and services to a designated area by collecting an assessment or tax. Services provided by a management district can be broad from marketing to security. Unlike other tools, an MD must be created by the State. The number of management districts in the Metroplex are relatively limited, but are more numerous elsewhere in Texas.

How is it used in Addison?

Addison does not have an active municipal management district.

RECOMMENDATIONS

FOCUS

Recommendations of the Market Position Report are intended for potential integration into the Comprehensive Plan, as well as other uses by town staff as deemed appropriate. They are a reflection of all preceding aspects of the Market Position Report including community character, needs and opportunities, and market trends. They build upon the prior work conducted by the town where appropriate, including the Economic Development Strategic Plan and various other studies and improvements.

The focus of report recommendations is on:

- Place-based economics,
- Maintaining and enhancing the local work force and Addison as a place for work, and
- Diversifying, to a degree, the local market and civic revenue streams.

OVERALL THEMES

Recommendations made in this report are, where appropriate, focused on the geographic areas recognized in the outset of the report. However, all recommendations can be traced back to the following seven overarching themes.

New Addison, Better than the Old Addison and Different from the Pack

Addison Circle was a trendsetter and a model for creating an exciting urban setting outside of downtown Dallas and Fort Worth. It was an alternative to surrounding suburbanization. Today, those communities have caught up and, in some cases, improved upon the model.

In truth, 1990s Addison was successful because it was different and, for many people, it was better. That is also the key to Addison's future success. The town doesn't need to "catch up". It needs to once again be different. Take the risk. Lead by example - the Addison Way.

Placemaking, Attractions and Destination Building

Addison needs more "places" and some of its current places need to transition into destinations. Village on the Parkway and Addison Circle both need to continue to evolve to become ever closer to places that can keep the interest of visitors for a period of four hours or more. Additionally, however, Addison needs to offer more to do and those activities need to be located in other areas of the community. Local hangouts, attraction-level commercial activities/venues, and place-focused centers in locations not traditionally known as places including Restaurant Row, the Office Corridor, and the industrial areas surrounding Addison Airport.

Walkability, Connectivity and Corridors

Walkability and connectivity are not only a logical evolution for Addison - they are literally critical to the future success of the community. Younger employees and residents want an environment that is highly walkable and both physically and visually connected.

Addison has the opportunity to not only be a well connected, walkable community, it has the chance to do so in a way that is highly marketable and incredibly visible - by strategically transforming Restaurant Row and the Office Corridor into places in their own right.

Addison as "The Office"

Addison has a history of being known as a place to office. New market trends may be changing the way that people choose to "office" but that has the strong potential to be to Addison's advantage. Addison, by most standards, is small. It already has great public spaces and is known for its sheer number of restaurants - both of which are increasingly places where people work outside of the traditional office. By connecting all the dots, filling gaps and applying a strong dose of marketing, Addison can be known as a community where someone can office from virtually anywhere - all without leaving town!

Addison Airport as an Economic Engine

The airport is an amenity that is unique to Addison among its peers - one that is highly respected in its industry and offers access to a wide variety of audiences from corporate executives to future pilots. More, it is already a revenue generator for the community in its current capacity.

The good news is that the airport is not only a strategic advantage but it is one on which Addison should capitalize, both from the perspective of "market capture" in terms of air traffic but also for purposes of expanding and growing the local business community.

Industry - Addison's Secret Weapon

The role of industrial activity in Addison cannot be missed - visually and financially. However, it is easily overshadowed by the prominence of Addison Circle, Village on the Parkway, the Office Corridor, Restaurant Row and even Addison Airport. Yet industry remains a substantial part of the community and one that can play an increasing role in the future of the community. Addison and its industrial stock are well positioned to take advantage of trends in technology, product distribution, and other changing dynamics.

Be Aggressive - Both Fast and Slow

To borrow from baseball terminology, not all games are won by home runs. Some are won by a good run of base hits. There will be specific recommendations of this report and the Comprehensive Plan that require substantial and relatively immediate commitment while others require a level of flexibility and patience. Placemaking in industrial areas and along Inwood Road, for example, may best occur in a more organic, incremental manner. On the other hand, the need to address improvements to Addison Circle and other high visibility, high reward areas cannot be understated.

ADDISON CIRCLE STRATEGIES

Strategies

1. Reconsider the roles and relationships of Addison Circle Park as part of the Vision Plan.
    - Add new energy and amenities to the space similar to the design of other successful urban social and recreational spaces.
    - Consider a location for food trucks, kiosks or other "pop-up" opportunities – perhaps in closer proximity to Addison Airport to meet airport service needs as well.
    - Consider methods of building a stronger visual connection between the park and Addison Airport.
2. Collaborate with property owners on a strategy for establishing a walkable destination cluster that includes 10 boutique shopping experiences, 10 unique restaurants and 10 locations that will stay open after 6pm.
    - Target specific businesses that may fill a gap in building critical mass and meet a community need.
    - Assess the viability of current retail space to competitively attract and keep new tenants
    - Consider a partnership with property owners to create a "discount package" to draw desired vendors into the area.
    - Update local wayfinding and navigation signage directing visitors to structured parking and local businesses.
    - Establish a tree maintenance program for Addison Circle that balances the benefits of a mature and healthy tree canopy with business visibility.
    - Assess lighting conditions and consider methods of integrating new lighting that adds to the experience of Addison Circle.
3. Make Addison Circle the ultimate "alternative office" experience
    - Coordinate with experts to define the traits needed for restaurants, coffee shops, open spaces, collaborative areas and more to be havens for office employees seeking a break from the formal or home office.
    - Collaborate with residential property owners on improvements/upgrades to spaces to allow for fully functional "work from home" opportunities.
    - Partner with office ownership to promote the "Addison as Office" concept to prospective tenants.

VILLAGE ON THE PARKWAY STRATEGIES

Strategies

4. Continue to cultivate a high quality mix of dining, beverage and entertainment activities.
    - Consider integrating limited scale "pop-up" boutique retail as an experiment to draw some level of shopping experience to Village on the Parkway.
    - Continue to seek out creative methods of integrating entertainment into Village on the Parkway without sacrificing the successful mix of dining and beverage activities.
    - Continue to pursue specialty retail as a complement to dining and entertainment opportunities.
5. Establish a series of amenitized pocket green/open spaces.
    - Promote creation of more outdoor dining options but also common spaces for small music or limited scale activities.
    - Consider creative integration of parking garages into Village on the Parkway in order to create more green space opportunities (potentially even associated with the parking garage).
    - Establish a series of strategically placed plazas and green spaces that add relief from the auto-intensive nature of the area.
    - Consider strategically supplementing existing dining and beverage activities with temporary, rotating venues through food trucks and "pop-ups".
6. Enhance connectivity and walkability.
    - Place emphasis on pedestrian pathways and connections within Village on the Parkway.
    - Build visual and physical connection to areas adjacent to Village on the Parkway to expand from a single property owner to a dining, beverage and entertainment district.
    - Creatively bridge the tollway to build a stronger connection between Village on the Parkway and other areas of Addison, including increased bike/ped access.

RESTAURANT ROW STRATEGIES

Strategies

7. Promote transition of activities along Restaurant Row from fully linear, convenience focused strip development to lifestyle and experience based centers.
    - Promote upgrading sites to multi-story residential/commercial mixed use where feasible.
    - Coordinate with business owners to incorporate "Addison as Office" amenities into establishments and to ensure that the types of establishments desired for remote work are available.
    - Where possible, "combine" sites to function as commercial centers with complementary uses and activities.
8. Redesign and update commercial activity along the corridor.
    - Promote integration of place-based amenities into sites, including outdoor dining, entertainment, green space, and more.
    - Encourage transition of parking spaces into outdoor space and green space where appropriate.
    - Consider a facade/site improvement grant to encourage architectural and site improvements.
9. Transform Belt Line Road into an actively multimodal, uniquely branded corridor "experience" .
    - Redevelop Belt Line Road into a multimodal thoroughfare with equal focus on short pedestrian trips between commercial areas and as a commuter spine.
    - Incorporate amenities that encourage walkability and cycling.
    - Build critical bike/ped connections to other areas as well as residential areas.

OFFICE CORRIDOR STRATEGIES

Strategies

10. Build a culture, reputation and experience of Entrepreneurship and Innovation within and among the towers of the Office Corridor.
    - Designate one or more locations along the corridor for purposes of business incubation using existing vacant space.
    - Integrate co-working and collaboration spaces into office towers.
    - Consider a town-led program to support startups, business innovation, and small business growth.
    - Promote Addison as the Metroplex's home for Innovation and Innovators as a means of building off the town's brand story.
11. Diversify the Office Corridor.
    - Consider a study that examines the feasibility of converting portions (or all) of one or more office towers into multi-use centers.
    - Promote infill activity throughout the corridor and where feasible to integrate residential, retail and institutional uses between office towers. This includes development of limited scale activity centers in areas distant from Addison Circle, Village on the Parkway and Restaurant Row that can serve as local "hangouts".
    - Promote efforts to upgrade existing towers with the necessary spaces and amenities to continue to attract tenants at marketable rents.
12. Build a well-connected, unique, multimodal experience along the corridor.
    - Reinvent lawns and landscaping between towers into inviting green spaces that are intended to be actively used by tenants and guests. The series of connected green spaces could developed in a way that they become a private contribution to the city's series of open spaces and natural areas (or a public/private partnership to add green activity nodes along the corridor).
    - Create methods of moving tenants along the Quorum Drive corridor and to other areas of Addison (particularly Addison Circle) without necessarily requiring a personal vehicle, including walking, cycling, scooters, or limited scale transit.
    - Enhance the corridor to improve visual appeal but to also provide an aesthetic, visual connection between offices and to also increase use by non-vehicular traffic.

AIRPORT CENTRIC & INDUSTRY STRATEGIES

Strategies

13. Continue to enhance Addison Airport to grow both its influence and its contribution to the Addison economy.
    - Acquire a Maintenance and Repair Operations entity to provide full maintenance service onsite.
    - Actively market Addison Airport as the right choice for executive travel and charter service.
    - Collaborate with airport users to pursue additional services that increase both air traffic and the level of customer service reflective of the Addison Way.
    - Create multimodal connections between the Airport, the DART Silver Line and adjacent areas, such as Addison Circle.
    - Prepare to capture a role in the advanced air mobility industry segment as it materializes to capitalize on the "first mile/last mile" service delivery strategy by building upon the current and recommended strengths of Addison Airport including proximity to customers, facilities, operator/pilot training and service/repair.
14. Integrate the concepts of Innovation, Technology and Entrepreneurship into Addison's industrial sector.
    - Pursue retrofitting or replacing existing industrial sites to accommodate micro-factory concepts and capture a portion of the fracturing distribution chain.
    - Attract and retain industrial activities that align with Addison's targeted market sectors as well as those that can build upon proximity to Addison Airport.
    - Allow incorporation of "mixed use" activities into industrial properties where appropriate and in a manner that is complementary to industrial activity.
    - Promote modernization of industrial facilities, including refreshing structures and site improvements.
    - Enhance the visual appeal of industrial areas through corridor enhancements and development of green spaces similar to other areas of the community.
15. Take a patient, incremental approach to reinvestment in strategic industrial areas such as along Inwood Road.
    - Present and promote the concept of low-scale incremental development, including mixed activities - including appropriate types of industrial uses.
    - Build sufficient flexibility into development codes in designated areas to allow for active experimentation by developers and investors.

VITRUVIAN PARK STRATEGIES

Strategies

16. Enhance connectivity to and activation within green spaces at Vitruvian Park.
    - Increase the perceived and physical connection between Vitruvian Park and other areas of Addison.
    - Increase bike/ped connectivity where and how appropriate to bring new users to the park and to draw residents to other sites in Addison.

CITYWIDE OR OTHER STRATEGIES

17. Coordinate with local hoteliers to determine efforts needed to increase hotel occupancy and the Addison hotel experience.
    - Conduct a study to define the feasibility of hotel activity in Addison, the steps needed to enhance hotel activity, and changes needed to make the hotel sector competitive.

18. Complete the Brand Story for the Town of Addison and a Marketing Program aimed both internally and externally.
    - Consider themes that are authentic to Addison while also building upon the innovative, entrepreneurial spirit of the community.
    - Integrate themes from the Brand Story into activities and events in Addison.
    - Build an aggressive market campaign capable of adaptation fitting to various target markets and priority audiences.

19. Actively and creatively use appropriate resources available in Addison's economic toolkit to implement strategies in the Market Position Report.
    - Consider creation of designated districts in Addison beginning with Addison Circle.
    - Consider use of a combination of special districts and tools, including Chapter 380, TIF/TIRZ, PID and more management districts where appropriate, including for support in making various capital improvements.

Prepared by **Hawes Hill & Associates**
as part of the **Advance Addison 2050** Comprehensive Plan process led by **Verdunity**.

Appendix F: Esri Tapestries

Tapestry Segmentation Area Profile

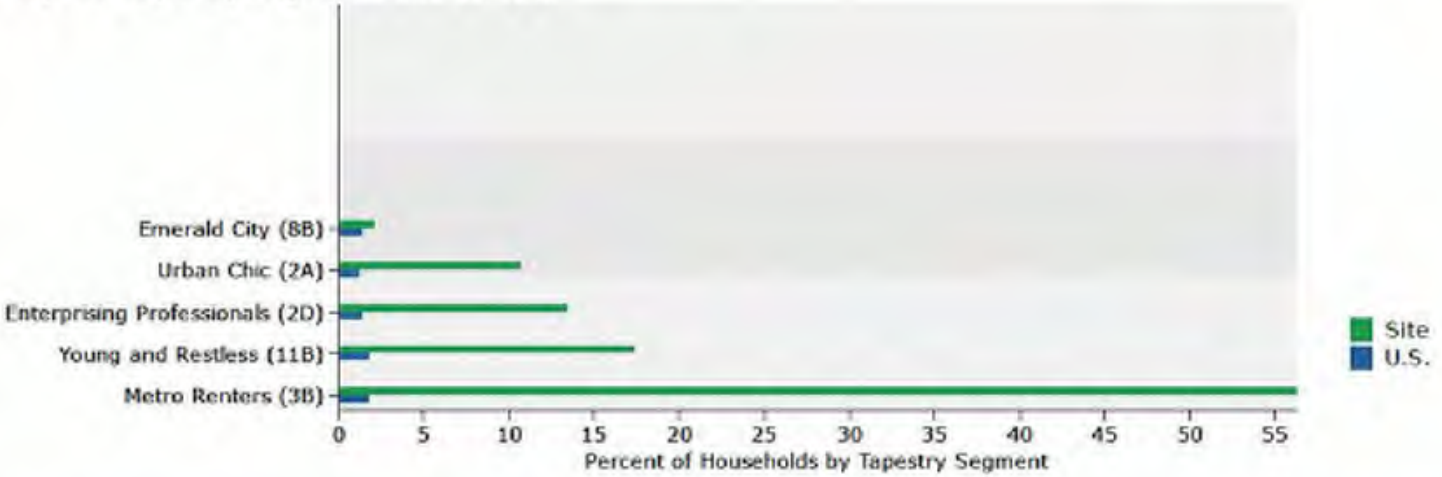
Addison Town, TX
Addison Town, TX (4801240)
Geography: Place

Prepared by Esri

Top Twenty Tapestry Segments

Rank	Tapestry Segment	2023 Households Percent	2023 Households Cumulative Percent	2023 U.S. Households Percent	2023 U.S. Households Cumulative Percent	Index
1	Metro Renters (3B)	56.3%	56.3%	1.8%	1.8%	3166
2	Young and Restless (11B)	17.4%	73.7%	1.8%	3.5%	982
3	Enterprising Professionals (2D)	13.5%	87.2%	1.5%	5.0%	918
4	Urban Chic (2A)	10.7%	97.9%	1.3%	6.3%	844
5	Emerald City (8B)	2.1%	100.0%	1.4%	7.7%	149
	Subtotal	**100.0%**		**7.8%**		
	Total	**100.0%**		**7.7%**		**1297**

Top Ten Tapestry Segments Site vs. U.S.



Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 22, 2023

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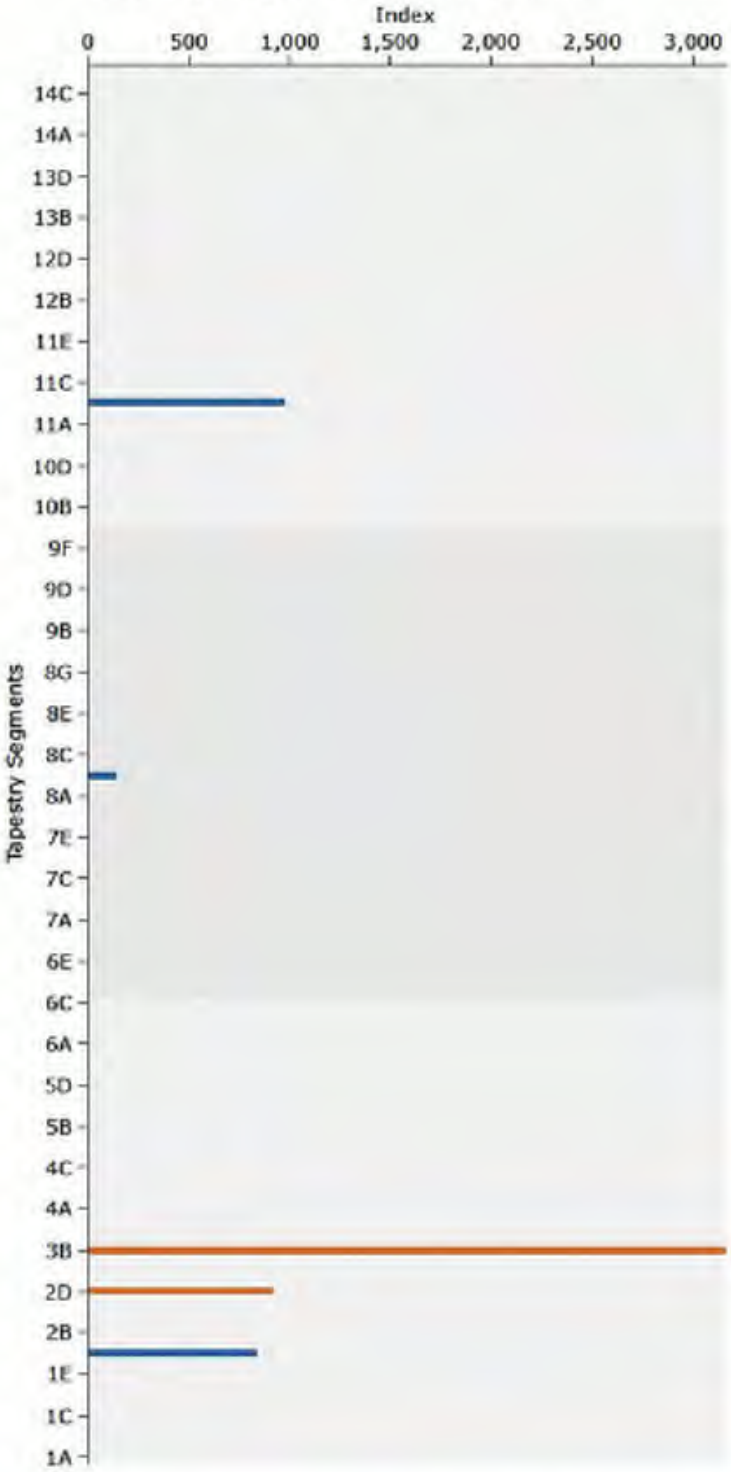
Tapestry Segmentation Area Profile

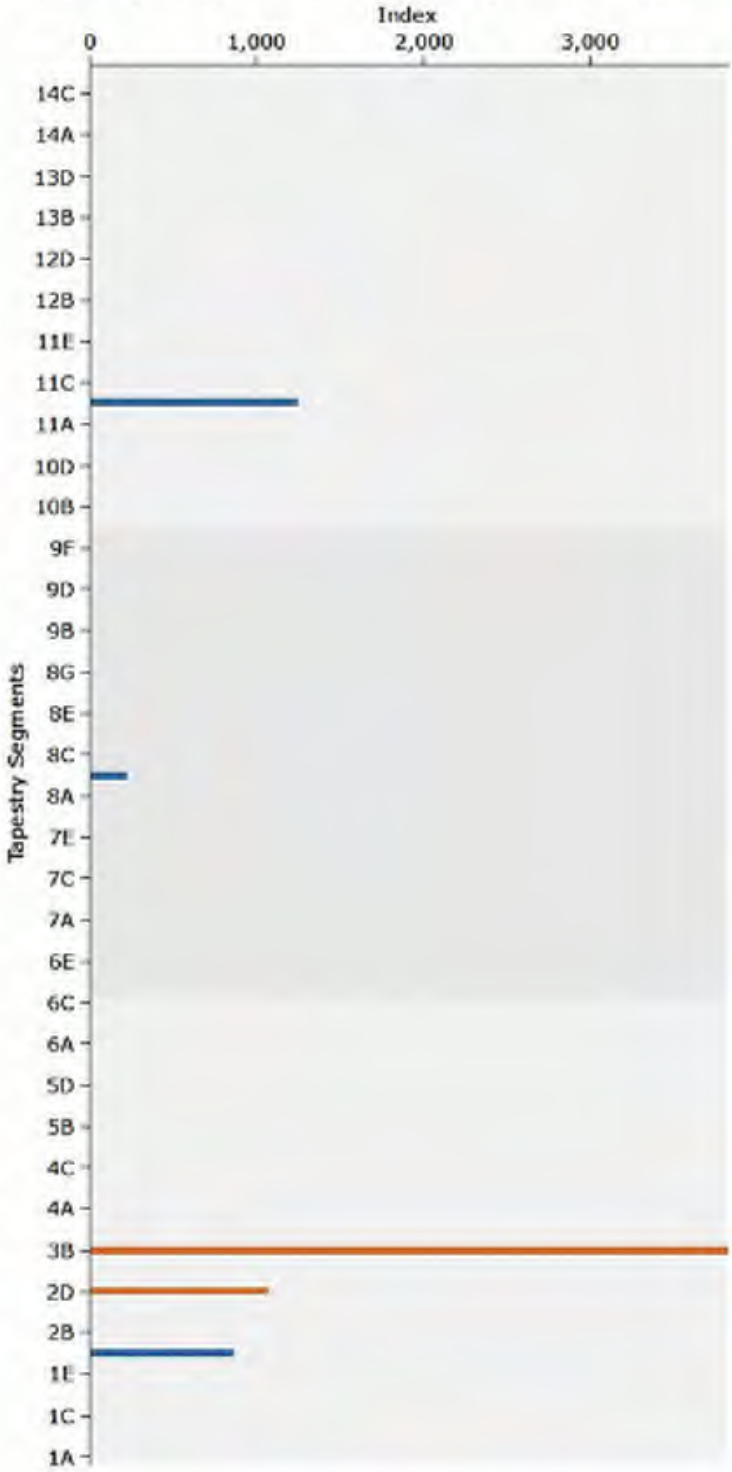
Addison Town, TX
Addison Town, TX (4801240)
Geography: Place

Prepared by Esri

2023 Tapestry Indexes by Households



2023 Tapestry Indexes by Total Population 18+



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Tapestry Segmentation Area Profile

Addison Town, TX
Addison Town, TX (4801240)
Geography: Place

Prepared by Esri

Tapestry LifeMode Groups	2023 Households			2023 Adult Population		
	Number	Percent	Index	Number	Percent	Index
Total:	10,296	100.0%		15,560	100.0%	
1. Affluent Estates	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Top Tier (1A)	0	0.0%	0	0	0.0%	0
Professional Pride (1B)	0	0.0%	0	0	0.0%	0
Boomburbs (1C)	0	0.0%	0	0	0.0%	0
Savvy Suburbanites (1D)	0	0.0%	0	0	0.0%	0
Exurbanites (1E)	0	0.0%	0	0	0.0%	0
2. Upscale Avenues	**2,489**	**24.2%**	**436**	**3,986**	**25.6%**	**436**
Urban Chic (2A)	1,104	10.7%	844	1,659	10.7%	863
Pleasantville (2B)	0	0.0%	0	0	0.0%	0
Pacific Heights (2C)	0	0.0%	0	0	0.0%	0
Enterprising Professionals (2D)	1,385	13.5%	918	2,327	15.0%	1,072
3. Uptown Individuals	**5,800**	**56.3%**	**1433**	**8,368**	**53.8%**	**1646**
Laptops and Lattes (3A)	0	0.0%	0	0	0.0%	0
Metro Renters (3B)	5,800	56.3%	3,166	8,368	53.8%	3,825
Trendsetters (3C)	0	0.0%	0	0	0.0%	0
4. Family Landscapes	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Workday Drive (4A)	0	0.0%	0	0	0.0%	0
Home Improvement (4B)	0	0.0%	0	0	0.0%	0
Middleburg (4C)	0	0.0%	0	0	0.0%	0
5. GenXurban	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Comfortable Empty Nesters (5A)	0	0.0%	0	0	0.0%	0
In Style (5B)	0	0.0%	0	0	0.0%	0
Parks and Rec (5C)	0	0.0%	0	0	0.0%	0
Rustbelt Traditions (5D)	0	0.0%	0	0	0.0%	0
Midlife Constants (5E)	0	0.0%	0	0	0.0%	0
6. Cozy Country Living	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Green Acres (6A)	0	0.0%	0	0	0.0%	0
Salt of the Earth (6B)	0	0.0%	0	0	0.0%	0
The Great Outdoors (6C)	0	0.0%	0	0	0.0%	0
Prairie Living (6D)	0	0.0%	0	0	0.0%	0
Rural Resort Dwellers (6E)	0	0.0%	0	0	0.0%	0
Heartland Communities (6F)	0	0.0%	0	0	0.0%	0
7. Sprouting Explorers	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Up and Coming Families (7A)	0	0.0%	0	0	0.0%	0
Urban Villages (7B)	0	0.0%	0	0	0.0%	0
Urban Edge Families (7C)	0	0.0%	0	0	0.0%	0
Forging Opportunity (7D)	0	0.0%	0	0	0.0%	0
Farm to Table (7E)	0	0.0%	0	0	0.0%	0
Southwestern Families (7F)	0	0.0%	0	0	0.0%	0

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 22, 2023

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Tapestry Segmentation Area Profile

Addison Town, TX
Addison Town, TX (4801240)
Geography: Place

Prepared by Esri

Tapestry LifeMode Groups	2023 Households			2023 Adult Population		
	Number	Percent	Index	Number	Percent	Index
Total:	10,296	100.0%		15,560	100.0%	
8. Middle Ground	**218**	**2.1%**	**20**	**424**	**2.7%**	**27**
City Lights (8A)	0	0.0%	0	0	0.0%	0
Emerald City (8B)	218	2.1%	149	424	2.7%	220
Bright Young Professionals (8C)	0	0.0%	0	0	0.0%	0
Downtown Melting Pot (8D)	0	0.0%	0	0	0.0%	0
Front Porches (8E)	0	0.0%	0	0	0.0%	0
Old and Newcomers (8F)	0	0.0%	0	0	0.0%	0
Hometown Heritage (8G)	0	0.0%	0	0	0.0%	0
9. Senior Styles	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Silver & Gold (9A)	0	0.0%	0	0	0.0%	0
Golden Years (9B)	0	0.0%	0	0	0.0%	0
The Elders (9C)	0	0.0%	0	0	0.0%	0
Senior Escapes (9D)	0	0.0%	0	0	0.0%	0
Retirement Communities (9E)	0	0.0%	0	0	0.0%	0
Social Security Set (9F)	0	0.0%	0	0	0.0%	0
10. Rustic Outposts	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Southern Satellites (10A)	0	0.0%	0	0	0.0%	0
Rooted Rural (10B)	0	0.0%	0	0	0.0%	0
Economic BedRock (10C)	0	0.0%	0	0	0.0%	0
Down the Road (10D)	0	0.0%	0	0	0.0%	0
Rural Bypasses (10E)	0	0.0%	0	0	0.0%	0
11. Midtown Singles	**1,789**	**17.4%**	**278**	**2,782**	**17.9%**	**328**
City Strivers (11A)	0	0.0%	0	0	0.0%	0
Young and Restless (11B)	1,789	17.4%	982	2,782	17.9%	1,253
Metro Fusion (11C)	0	0.0%	0	0	0.0%	0
Set to Impress (11D)	0	0.0%	0	0	0.0%	0
City Commons (11E)	0	0.0%	0	0	0.0%	0
12. Hometown	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Family Foundations (12A)	0	0.0%	0	0	0.0%	0
Traditional Living (12B)	0	0.0%	0	0	0.0%	0
Small Town Sincerity (12C)	0	0.0%	0	0	0.0%	0
Modest Income Homes (12D)	0	0.0%	0	0	0.0%	0
13. Next Wave	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Diverse Convergence (13A)	0	0.0%	0	0	0.0%	0
Family Extensions (13B)	0	0.0%	0	0	0.0%	0
NeWest Residents (13C)	0	0.0%	0	0	0.0%	0
Fresh Ambitions (13D)	0	0.0%	0	0	0.0%	0
High Rise Renters (13E)	0	0.0%	0	0	0.0%	0
14. Scholars and Patriots	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Military Proximity (14A)	0	0.0%	0	0	0.0%	0
College Towns (14B)	0	0.0%	0	0	0.0%	0
Dorms to Diplomas (14C)	0	0.0%	0	0	0.0%	0
Unclassified (15)	0	0.0%	0	0	0.0%	0

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 22, 2023

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Tapestry Segmentation Area Profile

Addison Town, TX
Addison Town, TX (4801240)
Geography: Place

Prepared by Esri

Tapestry Urbanization Groups	2023 Households			2023 Adult Population		
	Number	Percent	Index	Number	Percent	Index
Total:	10,296	100.0%		15,560	100.0%	
1. Principal Urban Center	**5,800**	**56.3%**	**772**	**8,368**	**53.8%**	**799**
Laptops and Lattes (3A)	0	0.0%	0	0	0.0%	0
Metro Renters (3B)	5,800	56.3%	3,166	8,368	53.8%	3,825
Trendsetters (3C)	0	0.0%	0	0	0.0%	0
Downtown Melting Pot (8D)	0	0.0%	0	0	0.0%	0
City Strivers (11A)	0	0.0%	0	0	0.0%	0
NeWest Residents (13C)	0	0.0%	0	0	0.0%	0
Fresh Ambitions (13D)	0	0.0%	0	0	0.0%	0
High Rise Renters (13E)	0	0.0%	0	0	0.0%	0
2. Urban Periphery	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Pacific Heights (2C)	0	0.0%	0	0	0.0%	0
Rustbelt Traditions (5D)	0	0.0%	0	0	0.0%	0
Urban Villages (7B)	0	0.0%	0	0	0.0%	0
Urban Edge Families (7C)	0	0.0%	0	0	0.0%	0
Forging Opportunity (7D)	0	0.0%	0	0	0.0%	0
Southwestern Families (7F)	0	0.0%	0	0	0.0%	0
City Lights (8A)	0	0.0%	0	0	0.0%	0
Bright Young Professionals (8C)	0	0.0%	0	0	0.0%	0
Metro Fusion (11C)	0	0.0%	0	0	0.0%	0
Family Foundations (12A)	0	0.0%	0	0	0.0%	0
Modest Income Homes (12D)	0	0.0%	0	0	0.0%	0
Diverse Convergence (13A)	0	0.0%	0	0	0.0%	0
Family Extensions (13B)	0	0.0%	0	0	0.0%	0
3. Metro Cities	**2,007**	**19.5%**	**108**	**3,206**	**20.6%**	**123**
In Style (5B)	0	0.0%	0	0	0.0%	0
Emerald City (8B)	218	2.1%	149	424	2.7%	220
Front Porches (8E)	0	0.0%	0	0	0.0%	0
Old and Newcomers (8F)	0	0.0%	0	0	0.0%	0
Hometown Heritage (8G)	0	0.0%	0	0	0.0%	0
Retirement Communities (9E)	0	0.0%	0	0	0.0%	0
Social Security Set (9F)	0	0.0%	0	0	0.0%	0
Young and Restless (11B)	1,789	17.4%	982	2,782	17.9%	1,253
Set to Impress (11D)	0	0.0%	0	0	0.0%	0
City Commons (11E)	0	0.0%	0	0	0.0%	0
Traditional Living (12B)	0	0.0%	0	0	0.0%	0
College Towns (14B)	0	0.0%	0	0	0.0%	0
Dorms to Diplomas (14C)	0	0.0%	0	0	0.0%	0

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	Number	Percent	Index	Number	Percent	Index
Total:	10,296	100.0%		15,560	100.0%	
4. Suburban Periphery	**2,489**	**24.2%**	**75**	**3,986**	**25.6%**	**77**
Top Tier (1A)	0	0.0%	0	0	0.0%	0
Professional Pride (1B)	0	0.0%	0	0	0.0%	0
Boomburbs (1C)	0	0.0%	0	0	0.0%	0
Savvy Suburbanites (1D)	0	0.0%	0	0	0.0%	0
Exurbanites (1E)	0	0.0%	0	0	0.0%	0
Urban Chic (2A)	1,104	10.7%	844	1,659	10.7%	863
Pleasantville (2B)	0	0.0%	0	0	0.0%	0
Enterprising Professionals (2D)	1,385	13.5%	918	2,327	15.0%	1,072
Workday Drive (4A)	0	0.0%	0	0	0.0%	0
Home Improvement (4B)	0	0.0%	0	0	0.0%	0
Comfortable Empty Nesters (5A)	0	0.0%	0	0	0.0%	0
Parks and Rec (5C)	0	0.0%	0	0	0.0%	0
Midlife Constants (5E)	0	0.0%	0	0	0.0%	0
Up and Coming Families (7A)	0	0.0%	0	0	0.0%	0
Silver & Gold (9A)	0	0.0%	0	0	0.0%	0
Golden Years (9B)	0	0.0%	0	0	0.0%	0
The Elders (9C)	0	0.0%	0	0	0.0%	0
Military Proximity (14A)	0	0.0%	0	0	0.0%	0
5. Semirural	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Middleburg (4C)	0	0.0%	0	0	0.0%	0
Heartland Communities (6F)	0	0.0%	0	0	0.0%	0
Farm to Table (7E)	0	0.0%	0	0	0.0%	0
Senior Escapes (9D)	0	0.0%	0	0	0.0%	0
Down the Road (10D)	0	0.0%	0	0	0.0%	0
Small Town Sincerity (12C)	0	0.0%	0	0	0.0%	0
6. Rural	**0**	**0.0%**	**0**	**0**	**0.0%**	**0**
Green Acres (6A)	0	0.0%	0	0	0.0%	0
Salt of the Earth (6B)	0	0.0%	0	0	0.0%	0
The Great Outdoors (6C)	0	0.0%	0	0	0.0%	0
Prairie Living (6D)	0	0.0%	0	0	0.0%	0
Rural Resort Dwellers (6E)	0	0.0%	0	0	0.0%	0
Southern Satellites (10A)	0	0.0%	0	0	0.0%	0
Rooted Rural (10B)	0	0.0%	0	0	0.0%	0
Economic BedRock (10C)	0	0.0%	0	0	0.0%	0
Rural Bypasses (10E)	0	0.0%	0	0	0.0%	0
Unclassified (15)	0	0.0%	0	0	0.0%	0

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population 18+ in the United States, by segment. An index of 100 is the US average.
Source: Esri

November 22, 2023

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LifeMode Group: Uptown Individuals

Metro Renters

3B

Households: 1,911,500

Average Household Size: 1.67

Median Age: 32.5

Median Household Income: $67,000

WHO ARE WE?

Residents in this highly mobile and educated market live alone or with a roommate in older apartment buildings and condos located in the urban core of the city. This is one of the fastest-growing segments; the popularity of urban life continues to increase for consumers in their late twenties and thirties. *Metro Renters* residents income is above the US average, but they spend a large portion of their wages on rent, clothes, and the latest technology. Computers and cell phones are an integral part of everyday life and are used interchangeably for news, entertainment, shopping, and social media. *Metro Renters* residents live close to their jobs and usually walk or take a taxi to get around the city.

OUR NEIGHBORHOOD

- Over half of all households are occupied by singles, resulting in the smallest average household size among the markets, 1.67.
- Neighborhoods feature 20+ unit apartment buildings, typically surrounded by offices and businesses.
- Renters occupy close to 80% of all households.
- Public transportation, taxis, walking, and biking are popular ways to navigate the city.

SOCIOECONOMIC TRAITS

- Well-educated consumers, many currently enrolled in college.
- Very interested in the fine arts and strive to be sophisticated; value education and creativity.
- Willing to take risks and work long hours to get to the top of their profession.
- Become well informed before purchasing the newest technology.
- Prefer environmentally safe products.
- Socializing and social status very important.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI Simmons.

3B

LifeMode Group: Uptown Individuals

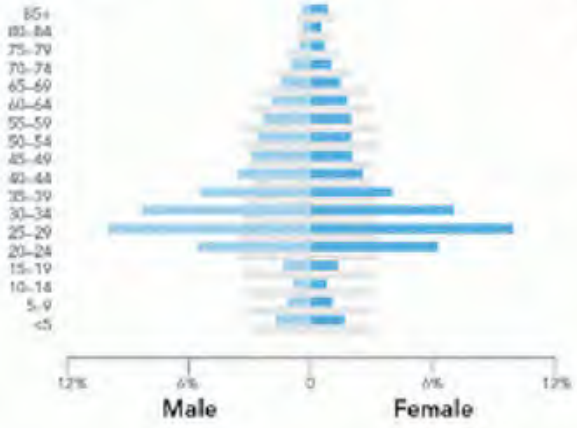
Metro Renters

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 32.5 US: 38.2

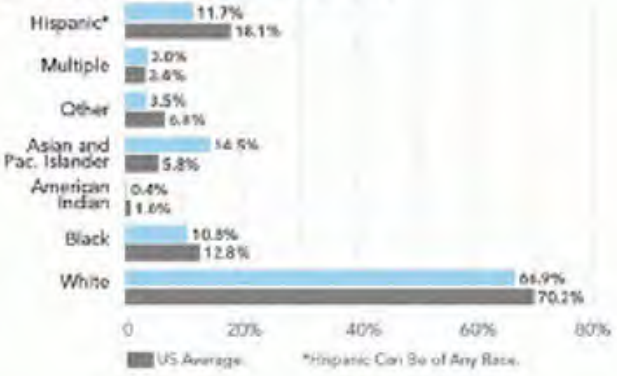
Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 61.9 US: 64.0

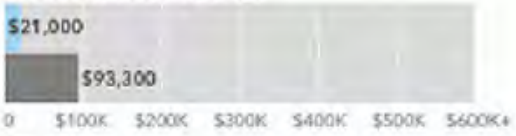


INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

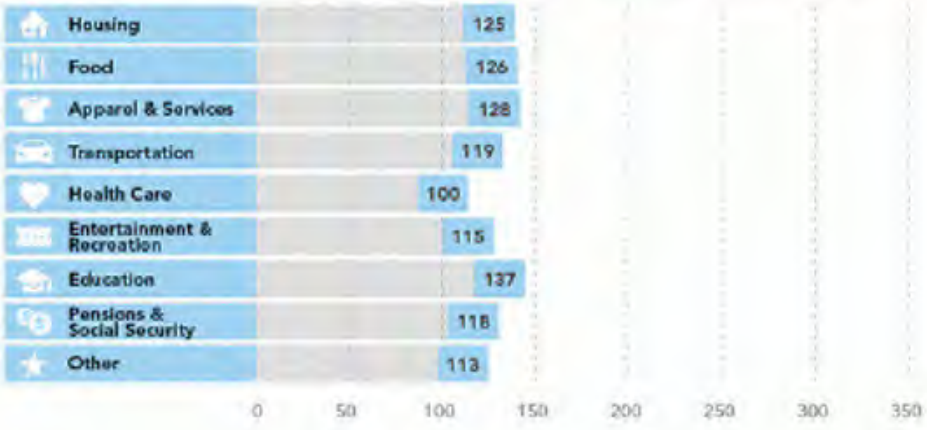
Median Household Income

Median Net Worth



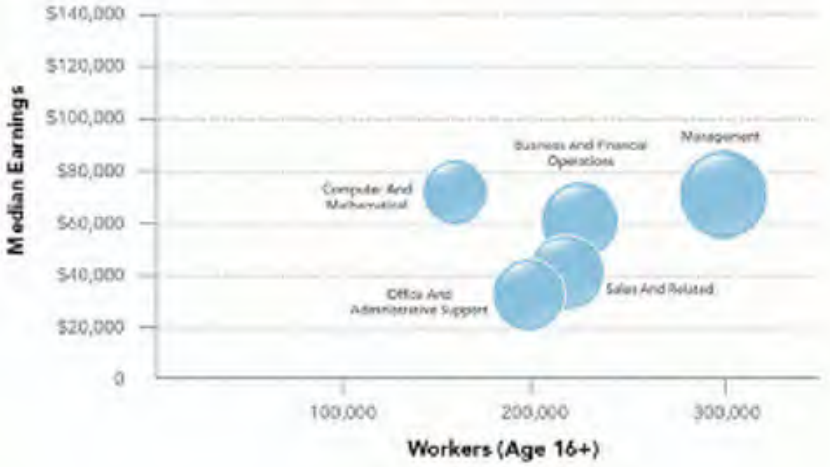
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



3B

LifeMode Group: Uptown Individuals

Metro Renters

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Enjoy wine at bars and restaurants.
- Shop at Trader Joe's and Whole Foods for groceries; partial to organic foods.
- Own a Mac computer and use it for reading/writing blogs, accessing dating websites, and watching TV programs and movies.
- Favorite websites: Facebook, Twitter, YouTube, and LinkedIn.
- Use a tablet for reading newspapers and magazines.
- Participate in leisure activities including yoga, Pilates, and downhill skiing.
- Shop for clothes at Banana Republic, The Gap, and Nordstrom.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Multiunit Rentals

Average Rent:
$1,430

US Average: $1,038

POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

3B

LifeMode Group: Uptown Individuals

Metro Renters

TAPESTRY SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Metro Renters* Tapestry Segment by households.

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LifeMode Group: Midtown Singles

Young and Restless

11B

Households: 2,131,500

Average Household Size: 2.04

Median Age: 29.8

Median Household Income: $40,500

WHO ARE WE?

Gen Y comes of age: Well-educated young workers, some of whom are still completing their education, are employed in professional and technical occupations, as well as sales and office and administrative support roles. These residents are not established yet, but striving to get ahead and improve themselves. This market ranks in the top 5 for renters, movers, college enrollment, and labor force participation rate. Almost one in five residents move each year. More than half of all householders are under the age of 35, the majority living alone or in shared nonfamily dwellings. Median household income is still below the US. Smartphones are a way of life, and they use the internet extensively. *Young and Restless* consumers typically live in densely populated neighborhoods in large metropolitan areas; over 50% are located in the South (almost a fifth in Texas), with the rest chiefly in the West and Midwest.

OUR NEIGHBORHOOD

- One of the youngest markets: More than half the householders under age 35; median age 29.8.
- Primarily single-person households (Index 163) with some shared households (Index 201).
- Highly mobile market, beginning careers and changing addresses frequently.
- One of the top 5 renter markets (Index 233).
- Apartment rentals popular: 44% in 5–19 unit buildings (Index 487), 27% in 20+ unit buildings (Index 318).
- Majority of housing built in 1970 or later (84%).

SOCIOECONOMIC TRAITS

- Education completed: More than two out of three have some college, an associate's degree, or a bachelor's degree or higher. Almost 14% are still enrolled in college (Index 175).
- Labor force participation rate is exceptionally high at 75.0%.
- These careful shoppers are aware of price and demonstrate little brand loyalty.
- Like to be the first to try new products, but prefer to do research before buying the latest electronics.
- Most of their information comes from the internet and TV rather than traditional media.
- Carry their cell phone everywhere they go.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI Simmons.

11B

LifeMode Group: Midtown Singles

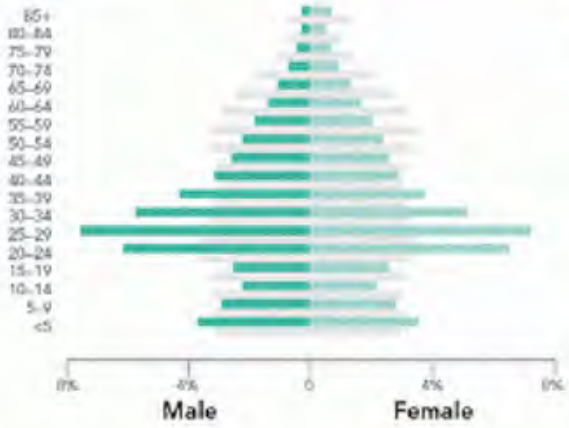
Young and Restless

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX

Median Age: 29.8 US: 38.2

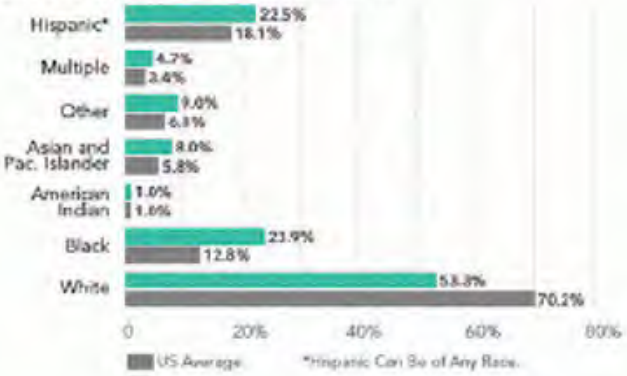
Indicates US



RACE AND ETHNICITY

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 77.4 US: 64.0



INCOME AND NET WORTH

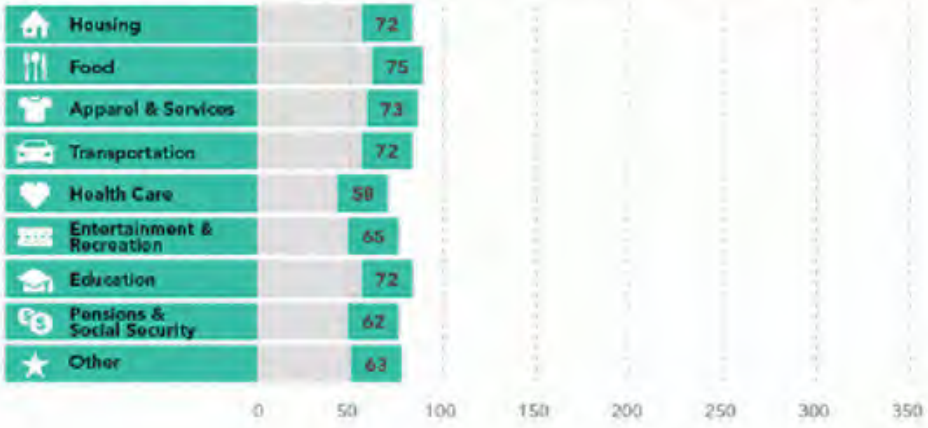
Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

Median Net Worth

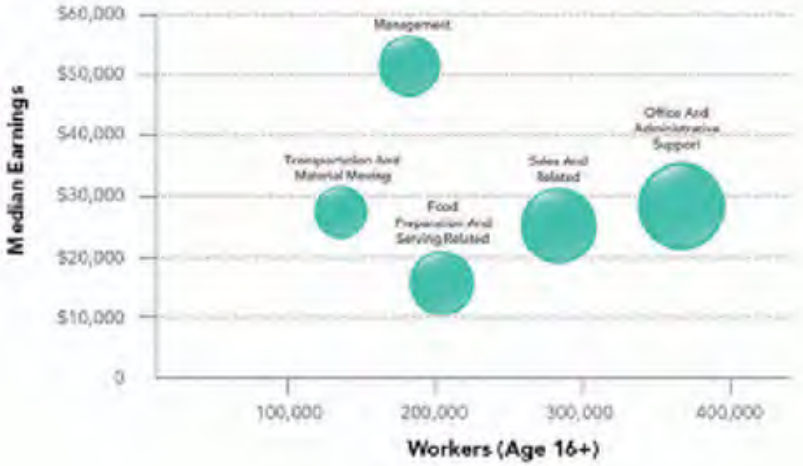
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



11B

LifeMode Group: Midtown Singles

Young and Restless

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- No landline telephone for majority of householders, preferring a cell phone only.
- Use their cell phone to text, listen to music, pay bills, redeem coupons, look up directions, and access financial information.
- Online activities include banking (with paperless statements), purchasing items on eBay, accessing Twitter and Facebook, and watching movies and TV shows.
- Enjoy dancing, playing pool, watching VH1 and Comedy Central programs, and playing basketball and ping pong.
- Listen to contemporary hits, jazz, rap, hip-hop, and dance music.
- Purchase natural and organic food, but frequent fast-food restaurants.
- Residents like to read magazines, especially digital, covering topics ranging from news, fashion to music.

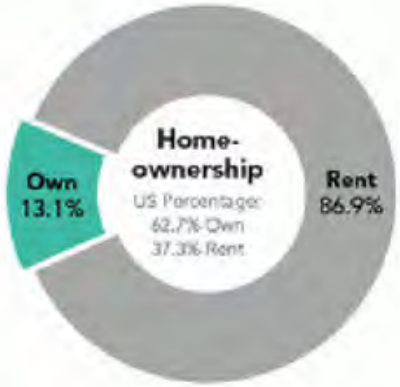
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Multiunit Rentals

Average Rent:
$958

US Average: $1,038



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

11B

LifeMode Group: Midtown Singles

Young and Restless

TAPESTRY SEGMENTATION
esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Young and Restless* Tapestry Segment by households.

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LifeMode Group: Upscale Avenues

Enterprising Professionals

2D

Households: 1,737,200

Average Household Size: 2.48

Median Age: 35.3

Median Household Income: $86,600

WHO ARE WE?

Enterprising Professionals residents are well educated and climbing the ladder in STEM (science, technology, engineering, and mathematics) occupations. They change jobs often and therefore choose to live in condos, townhomes, or apartments; many still rent their homes. The market is fast-growing, located in lower-density diverse neighborhoods of large metro areas. This young market makes over one and a half times more income than the US median, supplementing their income with investments. At home, they enjoy the internet and TV on high-speed connections with premier channels and services.

OUR NEIGHBORHOOD

- Almost half of households are married couples, and 29% are single-person households.
- Housing is a mixture of suburban single-family homes, row homes, and larger multiunit structures.
- Close to three quarters of the homes were built after 1980; 25% are newer, built after 2000.
- Renters make up nearly half of all households.

SOCIOECONOMIC TRAITS

- Median household income one and a half times that of the US.
- Over half hold a bachelor's degree or higher.
- Early adopters of new technology in hopes of impressing peers with new gadgets.
- Enjoy talking about and giving advice on technology.
- Use smartphones for news, accessing search engines, and maps.
- Work long hours in front of a computer.
- Strive to stay youthful and healthy, eat organic and natural foods, run and do yoga.
- Buy name brands and trendy clothes online.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI Simmons.

2D

LifeMode Group: Upscale Avenues

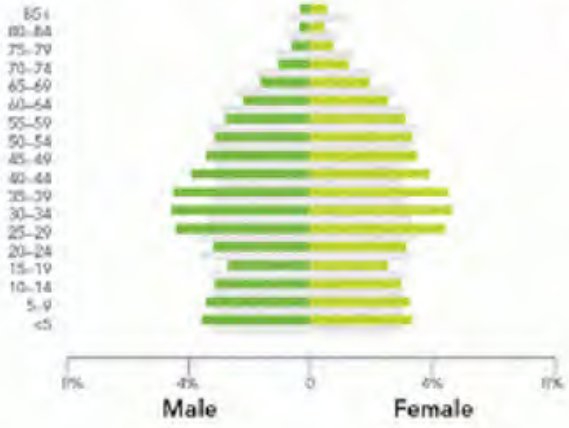
Enterprising Professionals

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 35.3 US: 38.2

Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

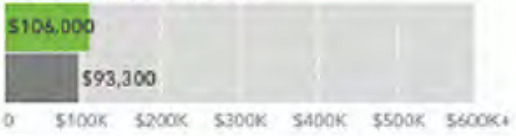
Diversity Index: 73.0 US: 64.0

INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

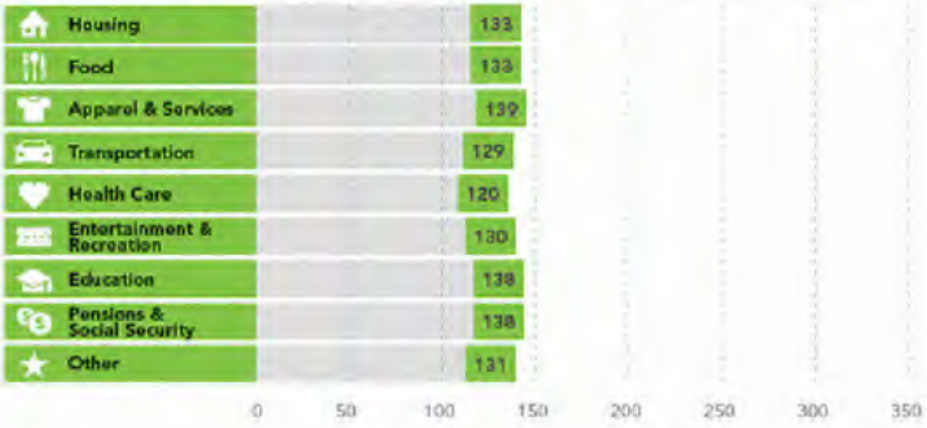
Median Household Income

Median Net Worth



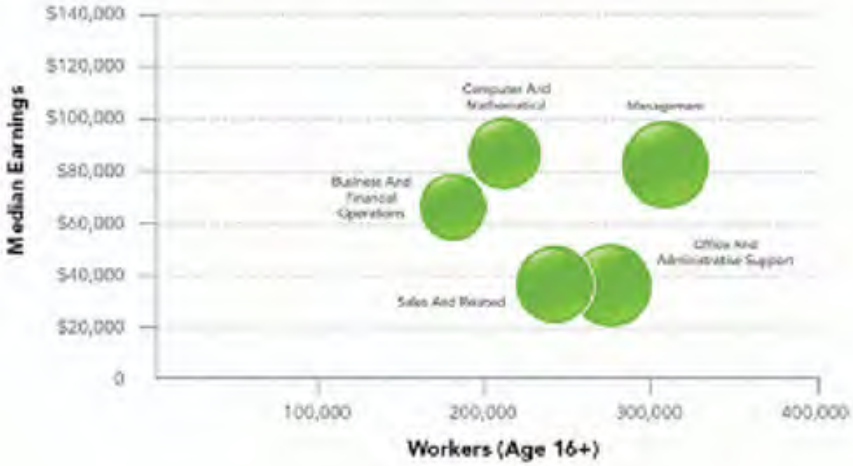
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



2D

LifeMode Group: Upscale Avenues

Enterprising Professionals

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Buy digital books for tablet reading, along with magazines and newspapers.
- Frequent the dry cleaner.
- Travel to foreign and domestic destinations common.
- Watch movies and TV with video-on-demand and HDTV over a high-speed connection.
- Convenience is key—shop at Amazon.com and pick up medicines at the Target pharmacy.
- Eat out at The Cheesecake Factory, Chipotle Mexican, and Panera Bread; drop by Starbucks for coffee.
- Leisure activities include trips to museums and the beach.
- Have health insurance and a 401(k) through work.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Multiunits;
Single Family

Median Value:
$340,200

US Median: $207,300

POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

2D

LifeMode Group: Upscale Avenues

Enterprising Professionals

TAPESTRY SEGMENTATION
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SEGMENT DENSITY

This map illustrates the density and distribution of the *Enterprising Professionals* Tapestry Segment by households.

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LifeMode Group: Upscale Avenues

Urban Chic

2A

Households: 1,635,200

Average Household Size: 2.39

Median Age: 43.3

Median Household Income: $109,400

WHO ARE WE?

Urban Chic residents are professionals that live a sophisticated, exclusive lifestyle. Half of all households are occupied by married-couple families and about 30% are singles. These are busy, well-connected, and well-educated consumers—avid readers and moviegoers, environmentally active, and financially stable. This market is a bit older, with a median age of 43 years, and growing slowly, but steadily.

OUR NEIGHBORHOOD

- More than half of *Urban Chic* households include married couples; nearly 30% are singles.
- Average household size is slightly lower at 2.39.
- Homes range from prewar to recent construction, high-rise to single family. Over 60% of householders live in single-family homes; more than one in four live in multiunit structures.
- Two-thirds of homes are owner occupied.
- Major concentrations of these neighborhoods are found in the suburban periphery of large metropolitan areas on the California coast and along the East Coast.
- Most households have two vehicles available. Commuting time is slightly longer, but commuting by bicycle is common (Index 252).

SOCIOECONOMIC TRAITS

- Well educated, more than 65% of residents hold a bachelor's degree or higher (Index 212).
- Labor force participation is higher at 68%.
- Residents are employed in white-collar occupations—in managerial, technical, and legal positions.
- Nearly 40% of households receive income from investments.
- Environmentally aware, residents actively recycle and maintain a "green" lifestyle.
- These busy, tech-savvy residents use PCs extensively for an array of activities such as shopping, banking, and staying current—a top market for Apple computers.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI Simmons.

2A

LifeMode Group: Upscale Avenues

Urban Chic

TAPESTRY SEGMENTATION
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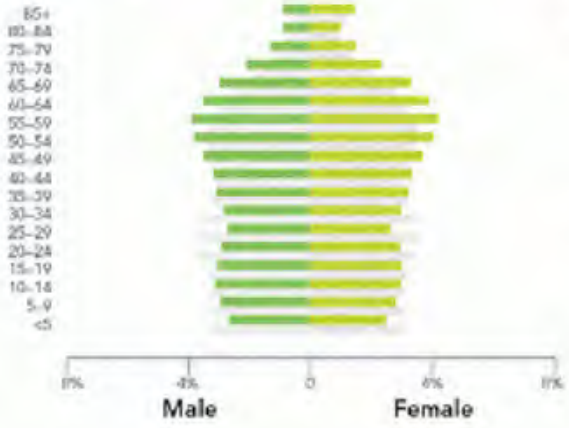
AGE BY SEX [Esri data]

Median Age: 43.3 US: 38.2

Indicates US



RACE AND ETHNICITY [Esri data]

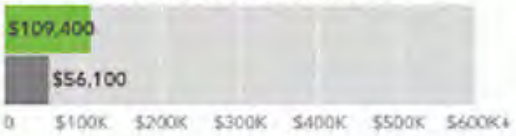
The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

Diversity Index: 48.1 US: 64.0

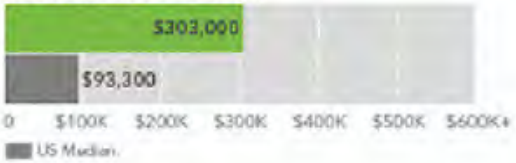
INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

Median Household Income

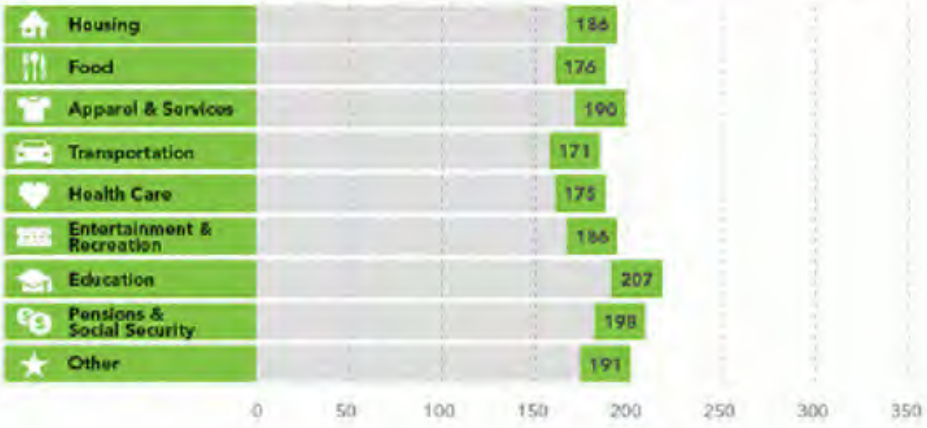


Median Net Worth



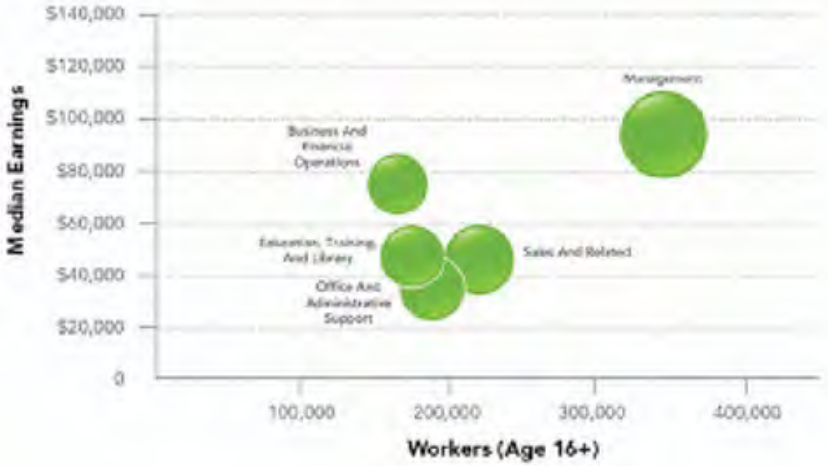
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



2A

LifeMode Group: Upscale Avenues

Urban Chic

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI Simmons.)

- Shop at Trader Joe's, Costco, or Whole Foods.
- Eat organic foods, drink imported wine, and truly appreciate a good cup of coffee.
- Travel extensively (domestically and internationally).
- Prefer to drive luxury imports and shop at upscale establishments.
- Embrace city life by visiting museums, art galleries, and movie theaters for a night out.
- Avid book readers of both digital and audio formats.
- Financially shrewd residents that maintain a healthy portfolio of stocks, bonds, and real estate.
- In their downtime, enjoy activities such as skiing, yoga, hiking, and tennis.

HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family

Median Value:
$623,400

US Median: $207,300

POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.

ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

2A

LifeMode Group: Upscale Avenues

Urban Chic

TAPESTRY SEGMENTATION
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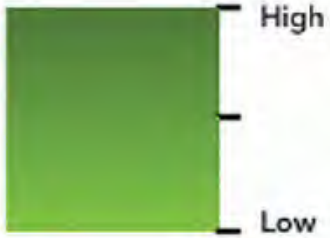
SEGMENT DENSITY

This map illustrates the density and distribution of the *Urban Chic* Tapestry Segment by households.



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LifeMode Group: Middle Ground

Emerald City

8B

Households: 1,748,600

Average Household Size: 2.06

Median Age: 37.4

Median Household Income: $59,200

WHO ARE WE?

Emerald City's denizens live in lower-density neighborhoods of urban areas throughout the country. Young and mobile, they are more likely to rent. Half have a college degree and a professional occupation. Incomes close to the US median come primarily from wages, investments, and self-employment. This group is highly connected, using the internet for entertainment and making environmentally friendly purchases. Long hours on the internet are balanced with time at the gym. Many embrace the "foodie" culture and enjoy cooking adventurous meals using local and organic foods. Music and art are major sources of enjoyment. They travel frequently, both abroad and domestically.

OUR NEIGHBORHOOD

- There are mostly older, established neighborhoods with homes built before 1960; around 30% built before 1940.
- Just over half of all homes are renter occupied.
- Single-person and nonfamily types make up over half of all households.
- Median home value and average rent are slightly above the US levels; around half of owned homes are worth $150,000–$300,000.

SOCIOECONOMIC TRAITS

- Consumers research products carefully before making purchases.
- They buy natural, green, and environmentally friendly products.
- Very conscious of nutrition, they regularly buy and eat organic foods.
- Cell phones and text messaging are a huge part of everyday life.
- They place importance on learning new things to keep life fresh and variable.
- They are interested in the fine arts and especially enjoy listening to music.

TAPESTRY SEGMENTATION
esri.com/tapestry

Note: The index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI Simmons.

8B

LifeMode Group: Middle Ground

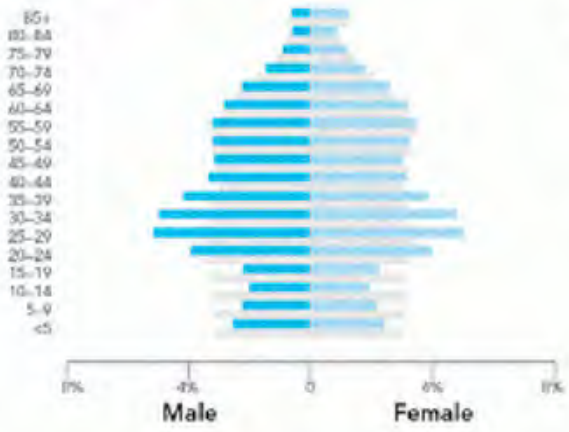
Emerald City

TAPESTRY SEGMENTATION
esri.com/tapestry

AGE BY SEX (Esri data)

Median Age: 37.4 US: 38.2

Indicates US



RACE AND ETHNICITY (Esri data)

The Diversity Index summarizes racial and ethnic diversity. The index shows the likelihood that two persons, chosen at random from the same area, belong to different race or ethnic groups. The index ranges from 0 (no diversity) to 100 (complete diversity).

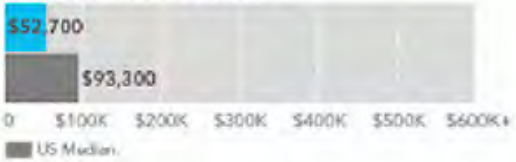
Diversity Index: 50.6 US: 64.0

INCOME AND NET WORTH

Net worth measures total household assets (homes, vehicles, investments, etc.) less any debts, secured (e.g., mortgages) or unsecured (credit cards). Household income and net worth are estimated by Esri.

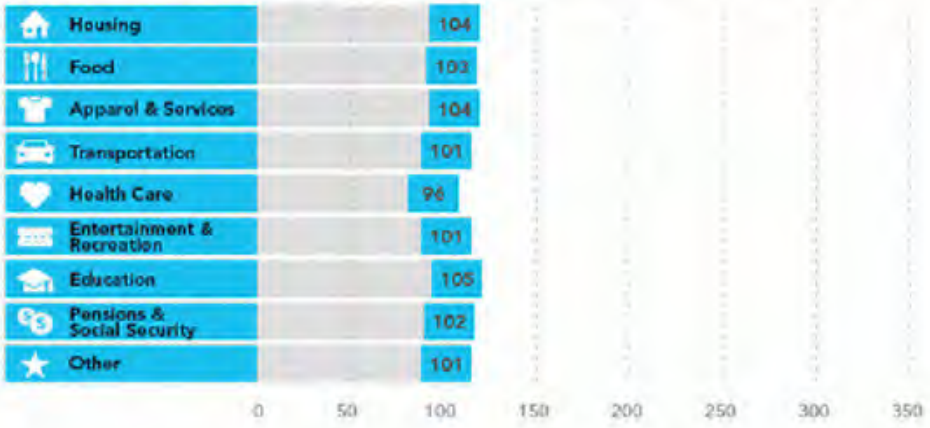
Median Household Income

Median Net Worth



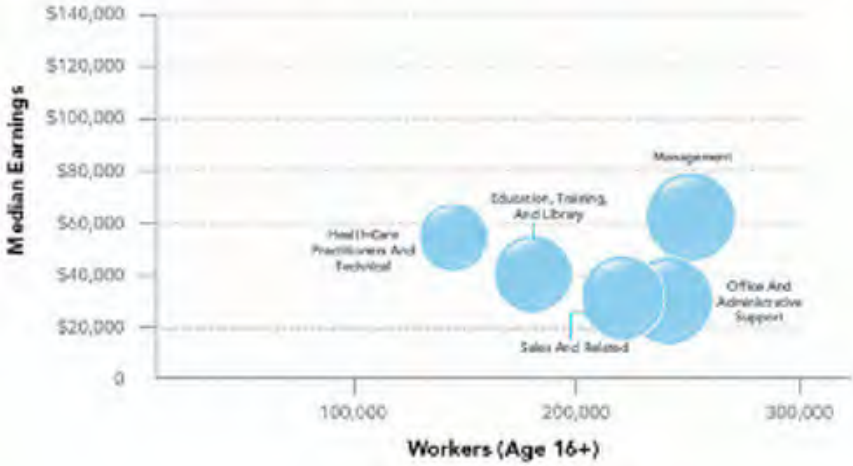
AVERAGE HOUSEHOLD BUDGET INDEX

The index compares the average amount spent in this market's household budgets for housing, food, apparel, etc., to the average amount spent by all US households. An index of 100 is average. An index of 120 shows that average spending by consumers in this market is 20 percent above the national average. Consumer expenditures are estimated by Esri.



OCCUPATION BY EARNINGS

The five occupations with the highest number of workers in the market are displayed by median earnings. Data from the Census Bureau's American Community Survey.



8B

LifeMode Group: Middle Ground

Emerald City

TAPESTRY SEGMENTATION
esri.com/tapestry

MARKET PROFILE (Consumer preferences are estimated from data by MRI-Simmons.)

- Liberal segment that contributes to NPR and PBS.
- Shop at Trader Joe's and Whole Foods.
- Budget time—utilize home cleaning services so there's time for yoga.
- Use the web for professional networking, blogging, making travel plans, shopping, and sports news.
- Read magazines and books on a tablet, sometimes while exercising at home.
- Attend venues like art galleries, museums, and concerts. At home they like to cook and bake.

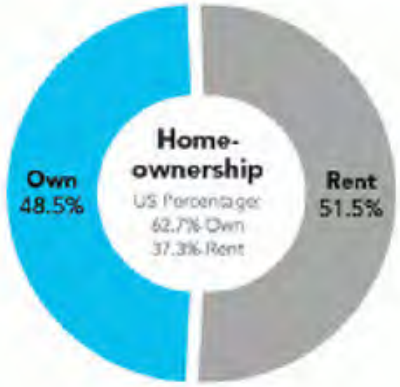
HOUSING

Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.

Typical Housing:
Single Family;
Multi-Units

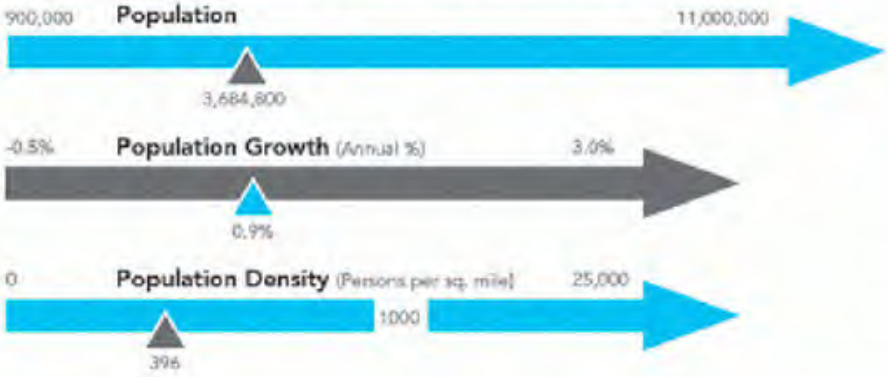
Average Rent:
$1,087

US Average: $1,038



POPULATION CHARACTERISTICS

Total population, average annual population change since Census 2010, and average density (population per square mile) are displayed for the market relative to the size and change among all Tapestry markets. Data estimated by Esri.



ESRI INDEXES

Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.

8B

LifeMode Group: Middle Ground

Emerald City

TAPESTRY SEGMENTATION

esri.com/tapestry

SEGMENT DENSITY

This map illustrates the density and distribution of the *Emerald City* Tapestry Segment by households.

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esri THE SCIENCE OF WHERE

001
ADVANCE ADDISON 2050

#001

Posted by **Sarah Wiseman** on **05/14/2025** at **10:32am** [Comment ID: 5061] - Link

Agree: 6, Disagree: 0

Whoever in the Leslie Knope is working on this: You are a beautiful, talented, brilliant, powerful musk ox.

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 C & LANDMARK BOULEVARD & LANDMARK PLACE & LAUREL LANE & LE GRANDE DRIVE & LEADVILLE ONT LANE & LES LACS AVENUE & LEWIS PLACE & LEXUS AVENUE & LINDBERGH DRIVE & LOCHINVAR RT & 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

ADVANCE ADDISON 2050

A Comprehensive Plan for the Town of Addison, Texas

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#002

Posted by **Alan Then** on **05/18/2025** at **3:44pm** [Comment ID: 5098] - Link

Suggestion

Agree: 4, Disagree: 0

Thanks to all the contributors and participants ... I appreciate the time, care and desire of each to have the best Town possible.

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EXECUTIVE SUMMARY

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.

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

The Advance Addison 2050 Comprehensive Plan is a commitment 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 includes a synopsis of urban planning "best practices" that are aligned with Addison's future built environment.

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.

#003

Posted by **Micheal** on **05/23/2025** at **2:02pm** [Comment ID: 5151] - Link

Agree: 0, Disagree: 0

Awesome highlights page! Mixed use, high walkability, strong businesses, and diverse housing make Addison unique and strong!

PLACE TYPES

New development proposals must align with the Place Types Map to be considered compatible and receive a positive recommendation from staff.

Detailed Descriptions

p. 108 - 119

RESIDENTIAL LIVING

The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment.

URBAN VILLAGE

The Urban Village Place Type is bifurcated into a suburban and urbanizing context, but both types of Urban Village require strategic redevelopments that transform ag004reas into cohesive, mixed-use, well-connected neighborhoods.

HIGH-INTENSITY URBAN CENTER

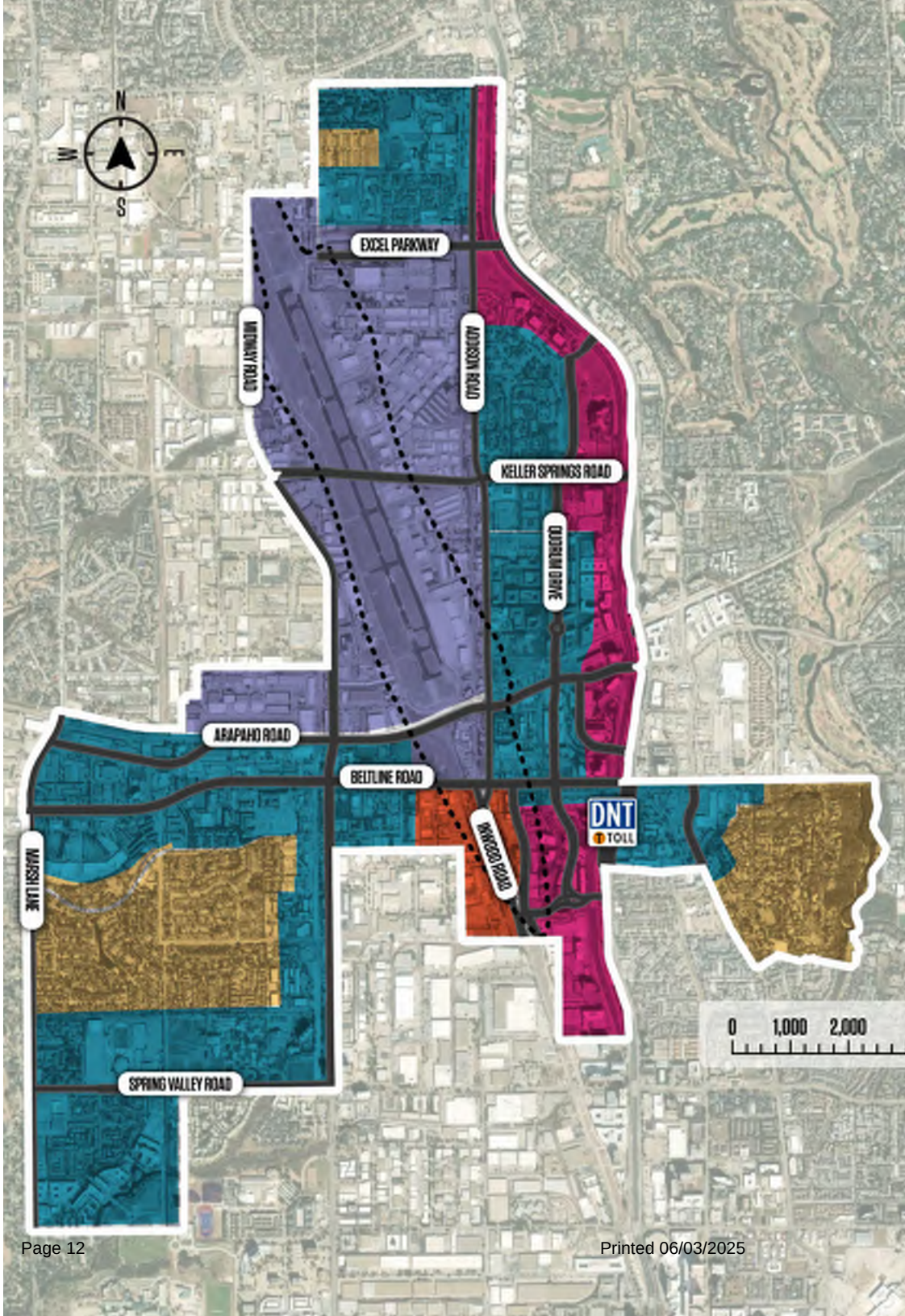
The High Intensity Urban Center place type is the most intense, and it suggests heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT).

AVIATION & INDUSTRY

The Aviation and Industry Place Type encourages an increasingly competitive mix of lighter industrial uses (offices, clean technology) and heavier industrial uses (aircraft fueling, warehouses) in our aging industrial areas of Town that surround the Addison Airport.

INWOOD INNOVATION AREA

The Inwood Innovation Area Place Type focuses on cultural enrichment, innovation in industry, creative retail, and other special services.



#004

Posted by **Jessie Laub** on **05/06/2025** at **2:58pm** [Comment ID: 5047] - Link

Suggestion

Agree: 0, Disagree: -11

The City is putting in way to many apartments/townhomes up and ruining our areas for the current residents. The new properties take up way to much space for residents to enjoy their homes. There are still far too many issues with traffic on Beltline as is, This only makes it worse. I feel as a resident of Addison and a property manager the city does not actually care what we think or take into consideration our thoughts. The city just wants to be able to say they told us about it. Also there is still far to much construction going on and the city still needs to make improvements to existing areas.

> Reply by **Tyler Wright** on **05/07/2025** at **6:56pm** [Comment ID: 5054] - Link
>
> *Agree: 7, Disagree: 0*
>
> So the people living in the apartments and townhomes are in fact also current residents, based on the vacancy rates in the circle and the overall strong prices on townhomes and condos in our town, it's fairly safe to say those types of housing are in high demand.
>
> The construction we are seeing is also designed to fix up some of the aging areas you mentioned. It's annoying to have to work around but construction is the only way to renew older areas and roads that I'm aware of.
>
> Reply by **Henry** on **05/10/2025** at **4:07pm** [Comment ID: 5059] - Link
>
> *Agree: 12, Disagree: 0*
>
> Townhomes and apartments are not ruining the area for residents. Pedestrian walkability is increased by this type of housing development and this could lead to more commercial business as well if a neighborhood becomes more vibrant. These apartments and townhomes are not to blame for the traffic....remember that Addison is a popular spot for retail and restaurants in general.
>
> Reply by **Sarah Wiseman** on **05/14/2025** at **9:19am** [Comment ID: 5060] - Link
>
> *Agree: 9, Disagree: 0*
>
> I am current resident and love that I can live here in the apartment communities. I would love to buy a home in Addison but that is not an option that is affordable to me and my husband. So to live in the community we love, there needs to be more diverse residences for different socioeconomic families available.

Reply by **Micheal** on **05/23/2025** at **1:54pm** [Comment ID: 5149] - Link

Agree: 0, Disagree: 0

NIMBY ALERT!

Future residents are people too! This town should be welcoming to people from all walks of life including young couples, new families, and immigrants - with the housing diversity to match. New construction and urban renewal is essential to keep the city and tax base healthy.

Reply by **Jade** on **06/02/2025** at **11:48am** [Comment ID: 5191] - Link

Answer

Agree: 1, Disagree: 0

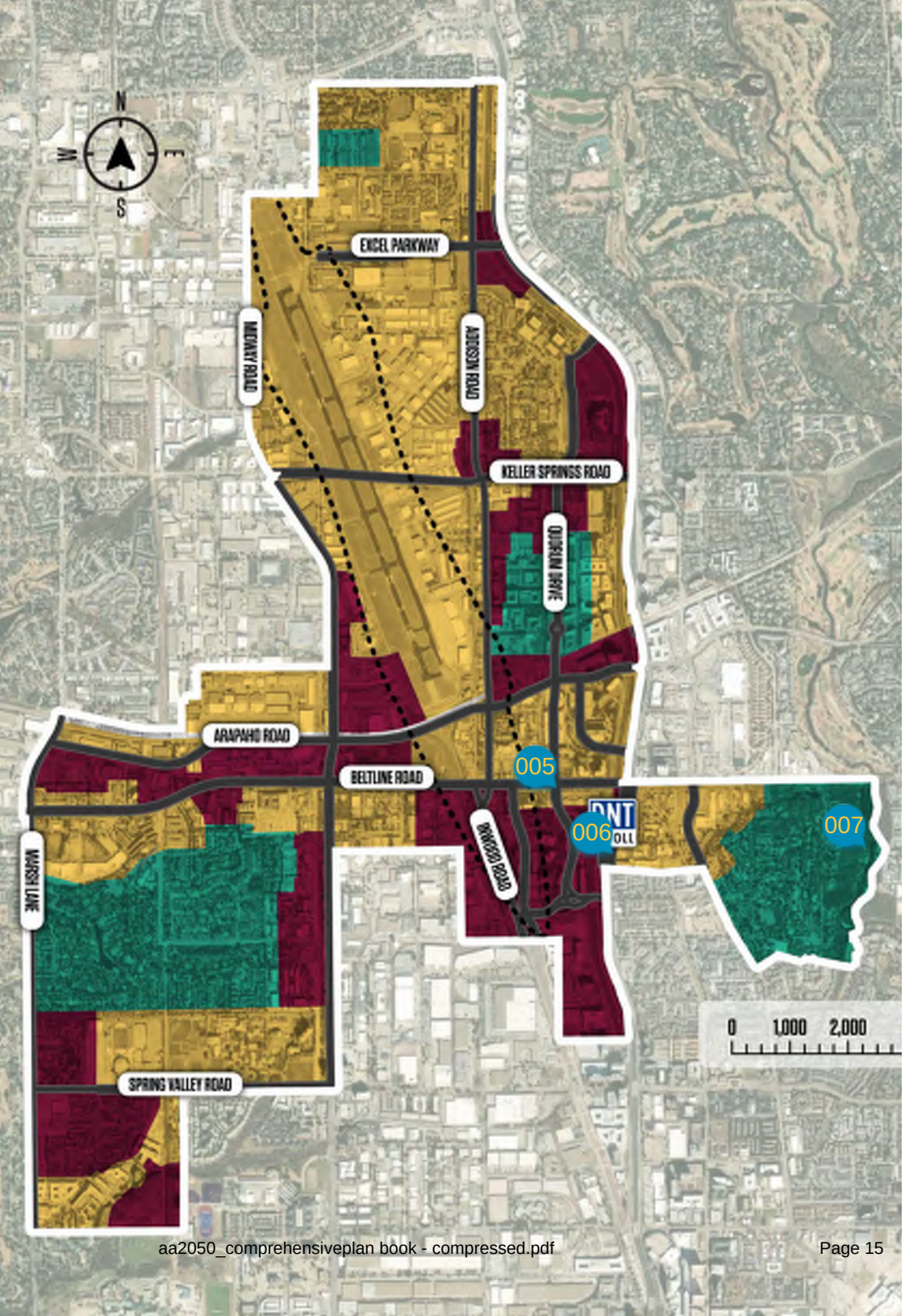
Hi Jessie,

A lot of your concerns are addressed in other development regulations, so I've prepared a few resources for you. Note that Konveio limits our ability to hyperlink >1 resource per comment, so I've typed out the file paths below.

Re, apartments taking up too much space: The new Unified Development Code (UDC) establishes neighborhood transition zones to protect existing residences. See UDC section 5.7.6 Neighborhood Transition Standards for more detail by visiting the project website here: https://www.addisonudc.org/

Re, Traffic on Belt Line - The Plan emphasizes connectivity and walkability so that over time, traffic demand reduces and folks are walking and biking to high interest areas. For more information on how Belt Line's daily traffic compares to the volume it's designed to hold, check out our Traffic Volume Summary linked on the Town website here: addisontx.gov>Services>Streets&TrafficServices . Questions? Reach out to Assistant Director Juan Gutierrez using the Town Staff Directory.

Re, Staff responsiveness - please view the engagement summary section on Plan pages 21-39. Additional engagement has been completed, with well over 22,000 total direct promotional efforts to capture input from residents, business owners and employees, volunteers, our elected and appointed officials, and cross-departmental Town Staff. Please note that a Comprehensive Plan will not achieve 100% consensus, and the guiding principles, vision, and Plan content was crafted after robust public input to move forward with the shared goals of the larger community. For more detail on discussions, please watch the Comprehensive Plan Advisory Committee (CPAC) Meetings held throughout the planning process at AdvanceAddison.com/Events



SPECTRUM OF CHANGE

New development proposals must align with the Spectrum of Change Map to be considered compatible and receive a positive recommendation from staff.

Detailed Descriptions

p. 127 - 129

Preserve

These areas are expected to retain their current character, with occasional infill or maintenance to preserve value and appeal.

Enhance

These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements.

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.

#005

Posted by **Henry** on **05/24/2025** at **11:03am** [Comment ID: 5173] - Link

Question

Agree: 1, Disagree: 0

Will there be collaborations with the City of Dallas to improve certain streets and intersections? An example would be the intersection of Arapaho and Dallas Parkway. One side is Addison and the other is Dallas. This intersection desperately needs some improvement. The traffic lights are hanging in an odd way and should be replaced. This intersection needs some beautification since it's the entrance to Addison Circle for many folks going down Arapaho and currently it's an eye sore. I wonder if it's possible to improve intersections like these where Addison shares a border with Dallas or Farmers Branch?

#006

Posted by **Cheryl Samberg** on **05/19/2025** at **1:15pm** [Comment ID: 5131] - Link

Question

Agree: 1, Disagree: 0

The map is difficult to understand which "group" my own home is in. What is an example of "redevelopment to increase the intensity of uses to align with the area's envisioned place type?" Can you clarify the word "reimagining"? How can a street of private homes be redeveloped?

#007

Posted by **Marilyn Petrone** on **05/19/2025** at **3:58pm** [Comment ID: 5135] - Link

Suggestion

Agree: 2, Disagree: -5

I have lived in Oaks North since 1993. It was a beautiful time for Addison, safe, friendly and with ease of travel. Now at the corner of Montfort and Verde valley we have had many serious accidents due to the log jam of traffic and and generally poor judgment of the vast amount of people driving through. We also have constant traffic coming through our neighborhood to cut from Montfort to
BeltLine. Any children and dogs in the area, which are many, are constantly at risk from people coming through the neighborhood at 40 miles an hour.

The most critical issue for a long time Addison residence is to not over build, as it will make traffic increasingly

dangerous and seriously frustrating. Over time it will most certainly downgrade the quality of life.

If you're looking at building up the toll road area I have no idea how you intend to direct traffic on Montfort and Beltline and the toll road to not create ridiculous log jams. More apartments build up threatens the quality of life, most of which has to do with being able to move around and some of which reduces the safety of Addison residents. We have quite enough apartments as is.

If the city council is listening to longtime citizens of the town, you will hear the outcry of "no more apartments". I believe ignoring that poses a large threat of losing individual residents who have been the mainstay and support of the town of Addison. Respectfully, Marilyn Petrone

> Reply by **Henry** on **05/19/2025** at **9:54pm** [Comment ID: 5140] - Link
> *Agree: 1, Disagree: 0*
> But current residents of Addison make up single family homeowners and apartment renters that are the support of the town. The growth and success of Addison is having these two options as housing, not just home ownership.

#008

Posted by **Micheal** on **05/23/2025** at **2:00pm** [Comment ID: 5150] - Link
Suggestion
Agree: 1, Disagree: 0
Preserving these SFH areas is okay - if their property taxes reflect the overall burden of low density suburbs on the rest of the city. We should not subsidize one group's 'neighborhood character' at the expense of higher taxes on urban centers. Reminder that low density housing imposes higher costs on the city per capita in the form of utility and road maintenance. And these tend to be older, wealthier homeowners compared to younger, less wealthy residents in other areas. Not to mention - these are the residents creating traffic everywhere since they are far from any urban amenities so every trip is a long drive!

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.

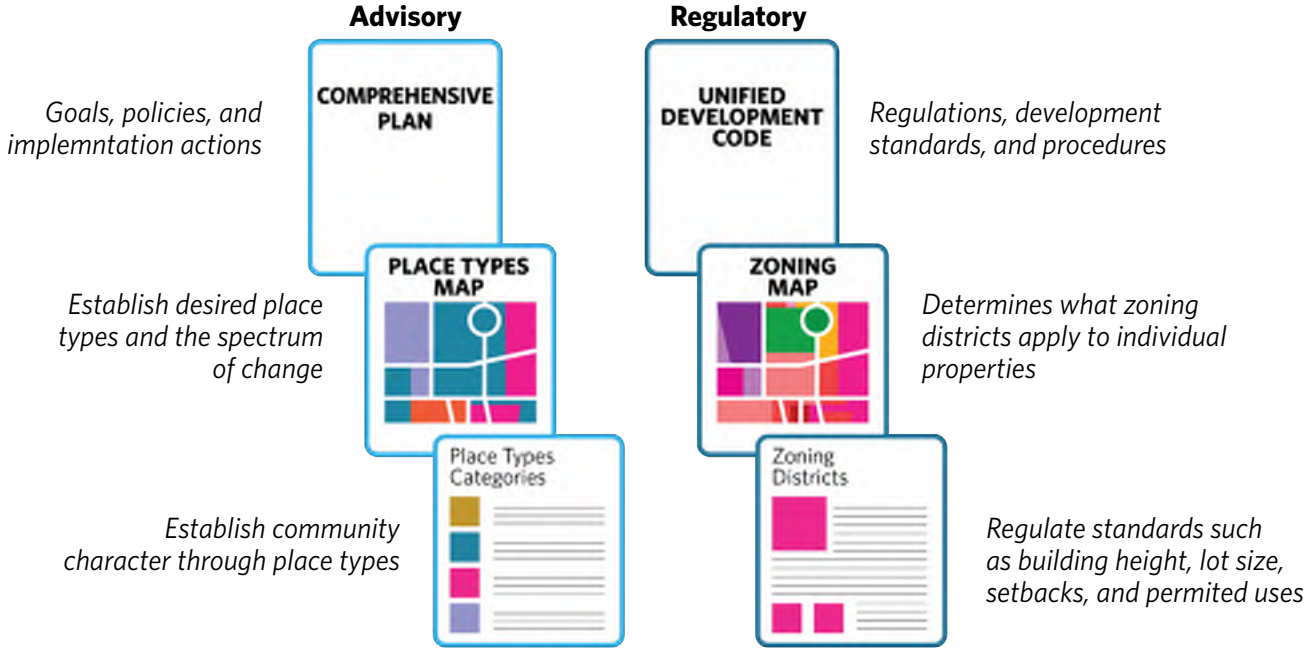
The Comprehensive Plan consists of visual components like maps, graphics, and illustrations to depict future land uses and clarify concepts. The text components summarize current context, including existing conditions and input from residents and businesses, and describes Addison's desired future. It 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



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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.

Walkability
p. 166

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...	WHERE WE ADDRESS THIS...
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?**	*Fiscal Health* **p. 66-75**
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?**	*Town History & Identity* **p. 40-41** **p. 17-19**
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?**	*Land Use & Development* **p. 99-148**
ESTABLISGHING CLEAR EXPECTATIONS AND CONSISTENT, P[009]ICTABLE 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?**	*Implementation* **p. 195-234**
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?**	*Engagement* **p. 21-39** *Additional Information* **Advance Addison 2050 Dashboard**

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#009

Posted by **Darren Gardner** on **05/18/2025** at **2:59pm** [Comment ID: 5094] - Link

Suggestion

Agree: 0, Disagree: 0

establishing spelled wrong.

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

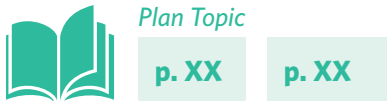
2. **Educational Concepts:**
   explains foundational urban planning concepts that the plan relies heavily on.

3. **Planning Components:**
   focuses on a series of elements that align with Town priorities, projects, and policies.

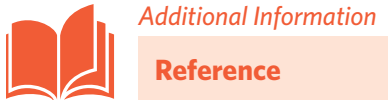
4. **Implementation:**
   focuses on how to work toward the recommendations.

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.



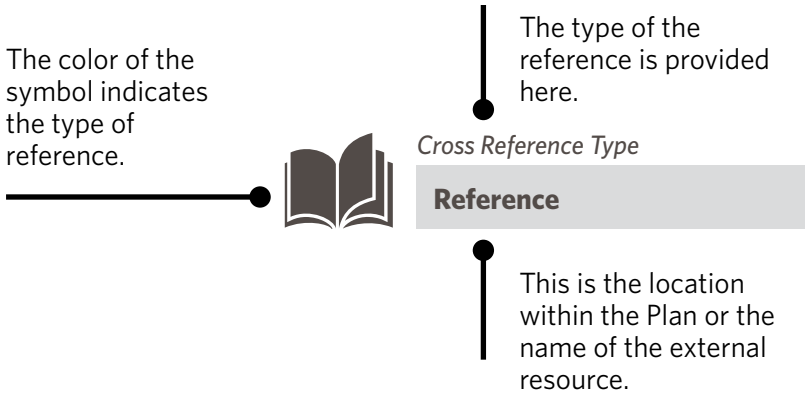
This symbol directs you to another section of the Plan for more information on this topic.



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.



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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.

#010

Posted by **Jacob Meadors** on **05/19/2025** at **8:22am** [Comment ID: 5115] - Link
Suggestion
Agree: 4, Disagree: 0
I like this bullet, and I think the town could hold some engaging events around this premise--- carpentry workshops with a focus on beautifying a space, community fund-raising potlucks to reshape areas, public painting events (I'm thinking wall murals, but could also be chalk art, etc.). There's a lot of potential if some imagination is applied in the ways we work together to revitalize public spaces. I would love to see more public art opportunities, in general.

> Reply by **Tyler Wright** on **05/19/2025** at **9:08am** [Comment ID: 5121] - Link
> *Agree: 1, Disagree: 0*
> Interactive public art would be pretty awesome

#011

Posted by **Darren Gardner** on **05/18/2025** at **3:02pm** [Comment ID: 5095] - Link
Suggestion
Agree: 1, Disagree: 0
For folks that may not be aware the plan can be adjusted due to emergent needs.
An annual review of the Plan and update needs to be built into the calendar for City Council.

> Reply by **Tricia** on **05/18/2025** at **8:34pm** [Comment ID: 5110] - Link
> *Agree: 0, Disagree: 0*
> I appreciate this though it seems council is dissuaded from deviating from the existing plans
>
> Reply by **Darren Gardner** on **05/19/2025** at **5:26am** [Comment ID: 5113] - Link
> *Suggestion*
> *Agree: 1, Disagree: 0*
> Updating my comment to the reviewing annually, and any suggestions would be gathered for a normal cycle update to the plan. I think the normal cycle update is every 10 years.

REFINING AND UPDATING THIS PLAN 012

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. 195-234

	PLAN TYPE	EXAMPLE PLANS	APPROXIMATE FREQUENCY
1	COMPREHENSIVE PLAN	Advance Addison 2050 Comprehensive Plan	New Plan = 20 years Major Updates = 10 years
2	MASTER PLANS	Master Transportation Plan Airport Master Plan Economic Development Strategic Plan	New Plan = 15 years Major Updates = 5-10 years
3	AREA PLANS	Addison Circle Special Area Study Inwood Road Enhancement Zone Study	New Plan = 15-20 years Major Updates = 5-10 years

#012

Posted by **rsfrankl** on **05/28/2025** at **3:49pm** [Comment ID: 5179] - Link

Suggestion

Agree: 0, Disagree: 0

Addison should provide greater transparency and accountability in how resident feedback is incorporated into land use decisions. Clarify how public comments impact policy.

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.

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.

Land Use & Development **p. 99-148**

Housing & Neighborhoods **p. 149-162**

Mobility & Connectivity **p. 163-182**

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.

Related Plans & Initiatives **p. 183-194**

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 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.

Implementation **p. 195-234**

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.

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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 Comprehensive Plan Advisory Committee 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: *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 with the flower activity. 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.*

Below: *A few flower activity responses.*

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.

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#013

Posted by **Dawn Webb** on **05/18/2025** at **8:08pm** [Comment ID: 5106] - Link

Suggestion

Agree: 1, Disagree: -7

I am content with the current walkability in Addison. Public spaces and walking long distances to public venues including restaurants, shopping, and other business is NOT worth destroying the infrastructure for cars. Cars and other vehicles are the preferred mode of transportation in Texas climate and keeping up the infrastructure for these is more highly valued in my mind as a resident here. Pedestrian safety is valuable; however, for business and residents alike, using cars to function in virtually every daily situation is a necessity and one I would like to keep at the forefront of Addison's mind. When Addison pours money into infrastructure, it should include the use of personal vehicles as a priority.

> Reply by **Jacob Meadors** on **05/19/2025** at **8:48am** [Comment ID: 5118] - Link
>
> *Suggestion*
>
> *Agree: 4, Disagree: 0*
>
> If personal vehicles are the priority, then traffic will worsen as Addison grows. Driving is a dark mirror for us; you don't see the best versions of people on the road; and I would rather we see more of each other outside of that environment. Cars are the preferred mode of transportation in our state and in most of the country, but are they the ideal mode? The national highway project didn't start itself, and I don't take the infrastructure it's bred for granted, but I am critical of this current dependency, and the negative effects it has on people's psychology. If we take existing preferences for granted, then we won't imagine anything better.

> Reply by **Micheal** on **05/23/2025** at **2:09pm** [Comment ID: 5152] - Link
>
> *Agree: 0, Disagree: 0*
>
> What a car-brained comment! Personal vehicle infrastructure is already over prioritized and currently ruining many parts of Dallas. Car-centric sprawl is a horribly inefficient use of land, not to mention the pollution and hazards to pedestrians, cyclists, and other drivers! The only way to solve traffic and avoid wasting the city's land is to get away from personal vehicles and move towards other transit modes - walking, cycling, and transit.

#014

Posted by **Kalel Sarrides** on **05/31/2025** at **7:22pm** [Comment ID: 5187] - Link

Suggestion
Agree: 1, Disagree: 0
As someone who moved here from NYC, I know how bad it can get when law enforcement is not prioritized. I urge the Town to include:

A commitment to sustain or increase law enforcement staffing and resources in proportion to new development

A strategy for community policing that supports both traditional enforcement and proactive presence

Specific metrics or performance indicators to help track the relationship between growth and safety

#015

Posted by **Dawn Webb** on **05/18/2025** at **8:17pm** [Comment ID: 5108] - Link
Question
Agree: 2, Disagree: -7
I don't believe innovation should be more highly praised than function. I support innovation when it makes sense and improves the lives of residents. I am loathe to support innovation in a walkable development when I can't see the ways that will improve the daily lives of residents here, especially given the climate in Texas. What do the decision makers in Addison say about the extreme temperatures and how pedestrian safety could be impacted by walking in such conditions? I think we have a good balance of walkability and auto friendly spaces and would not like to upset this balance by leaning more heavily toward walkability.

> Reply by **Tyler Wright** on **05/19/2025** at **8:34am** [Comment ID: 5116] - Link
> *Agree: 7, Disagree: 0*
> I believe 3 or 4 of the hottest summers in Texas recorded history have happened in the past 20 years or so.
>
> This is not a coincidence, it's driven by climate change. The biggest driver of climate change is transportation with personal vehicles being a large part of that. Personal vehicles are also one of the leading causes of accidental death for children and young adults.
>
> Our built environment invites convenience for cars at the cost of safety (for everyone, even those in cars themselves) and climate instability.
>
> Weather is a factor in walkability, but it is not the only factor. People in Canada and the Netherlands take bikes

in the harsh winter because they have the infrastructure, people in hong kong or Honolulu take transit because they have the infrastructure etc.

Infrastructure is the deciding factor in the mode of transportation that is preferred. Even in areas of some extremes, street trees, shade structures with misting fans, taller buildings etc will actually cool down the street temperature to something more manageable even in the summer.

Reply by **Micheal** on **05/23/2025** at **2:12pm** [Comment ID: 5153] - Link

Agree: 0, Disagree: 0

Even if you don't want to go anywhere outside of an air conditioned box doesn't mean people don't already walk and cycle and use transit in Addison. We need to design our streets around everyone's safety and unfortunately those cars are the main hazard, not the cyclists or the pedestrians.

#016

Posted by **Micheal** on **05/23/2025** at **2:18pm** [Comment ID: 5154] - Link

Question

Agree: 3, Disagree: 0

Can Addison airport really be considered a significant asset compared to its burden in land use? The airport and supporting facilities should be taxed to reflect the significant opportunity cost of all of that land used in proximity to urban centers. Not to mention the externalities such as noise and pollution generated by wealthy private jet owners and operators at the detriment of younger, poorer residents nearby. There's a reason why most airports are far from city centers - they are usually incompatible with lend efficient urban centers.

#017

Posted by **Jacob Meadors** on **05/19/2025** at **1:36pm** [Comment ID: 5132] - Link

Suggestion

Agree: 3, Disagree: 0

I'm glad to see this as a targeted aspiration. However, we have a growing population of unhoused in and around us, and these are our neighbors too. They must be included in our aspirations, lest their crisis be further exacerbated. Existing shelter systems don't give a sense of 'home' to the homeless; how can people feel at home in an environment that they cannot control--an environment that often has curfews, limitations on guests, belongings, pets, children etc.? Without the stable of home, people cannot prosper; they have nowhere to retreat to from their daily woes and are primed to fall into more dangerous modes of escape. I've read about Seattle's Tent City 3, and I find that idea of

sanctioned, self-governed encampment a more inspiring solution that actually addresses the chief problem of the unhoused--that is, a lack of 'home', rather than a mere need of a bed under a roof. What I've read about Dallas' Tent City, it seemed to lack much of what made Tent City 3 function in enabling people to reclaim their sense of home through a commons of care.

I'm only one perspective here. We need a community dialogue if we're to truly to address this issue, but I don't imagine it being remedied otherwise, and it would be a misnomer to call this a comprehensive plan if it ignores those on the fringe.

> Reply by **Zackary** on **06/02/2025** at **10:06pm** [Comment ID: 5196] - Link
> *Suggestion*
> *Agree: 0, Disagree: 0*
> This right here is the number one reason I want to see more Housing and Apartment Complexes built in Addison!

ADDISON'S VISION STORY 018

J Addison is an urban town in the heart of the DFW Metroplex.
H We are the pacesetter for walkable, mixed-use communities
B 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
L 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,
C 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,
A 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
N our past success and continue being the best place to live, work, and visit. We aim to further our competitive edge by
E investing in a safe and complete mobility network, place-
M and experience-based businesses, and a diversity of housing options so that residents of all ages will have the highest quality of life available.

G We are intentional with our development, choosing projects, designs, and materials that live up to our high standards
D 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,
I leveraging our community's location and transportation assets, and building an increased sense of place and
F 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
K 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.

#018

Posted by **rsfrankl** on **05/28/2025** at **3:51pm** [Comment ID: 5180] - Link

Suggestion

Agree: 0, Disagree: -1

**Reinvestment Incentives for Aging Homes -

Addison should add homeowner-targeted incentives such as permit rebates, phased tax assessments, or design overlay zones for residential rebuilds, improvements and upgrades.

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

019

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.

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#019

Posted by **Mary** on **05/27/2025** at **8:46pm** [Comment ID: 5174] - Link

Suggestion

Agree: 1, Disagree: 0

If the town is truly prioritizing people first, that includes all the employees in Addison restaurants who often travel from far-away suburbs because they cannot afford to live in Addison. Restaurants are the lifeblood of Addison, and these employees deserve affordable housing close to their workplaces. Consider coordinating with rental complexes to provide discounts/rent reductions to lower-paid employees of Addison businesses.

ENGAGEMENT

A variety of engagement activities were employed as part of the comprehensive planning process. 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 was encapsulated in the Vision Story and Decision-Making Principles that guide the development of the Comprehensive 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.

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

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):
Participated in 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.

Vision Story
p. 19

THE COMPREHENSIVE PLAN 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 will take place over time.

TIMELINE

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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

October 3-16, 2023

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.

020

Additional Information

Engagement Supplemental Materials

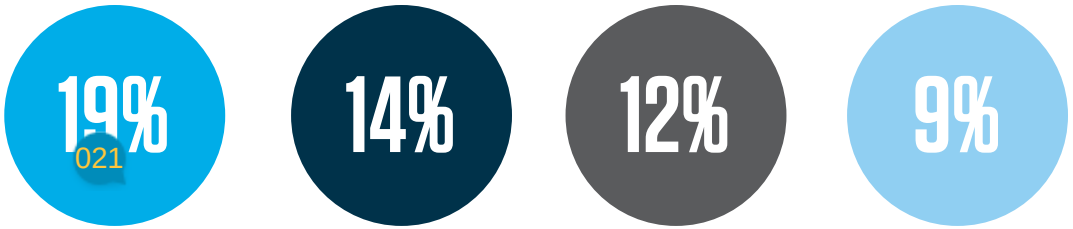
VIBRANCY AVERAGE: 6.41

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 training and 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

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#020

Posted by **Darren Gardner** on **05/18/2025** at **3:17pm** [Comment ID: 5097] - Link
Question
Agree: 2, Disagree: 0
Where can the External reference be reviewed? The link leads to a password protected site. I would like to see the survey.

> Reply by **Tyler Wright** on **05/19/2025** at **8:41am** [Comment ID: 5117] - Link
> *Agree: 1, Disagree: 0*
> I think the links are still being worked on during the draft, the survey results can be found on the AdvanceAddison2050 website under Resources > Surveys > Survey 1
>
> https://advanceaddison.com/wp-content/uploads/2024/01/AA2050_Survey-1-Results.pdf

#021

Posted by **Grant Korkhip** on **05/20/2025** at **3:37pm** [Comment ID: 5142] - Link
Agree: 4, Disagree: 0
Seeing “less housing or less apartments” shows how the public comment form of engagement favors wealthy landowners rather than normal people, who live in apartments

> Reply by **Micheal** on **05/23/2025** at **2:20pm** [Comment ID: 5155] - Link
> *Agree: 0, Disagree: 0*
> Totally agree, Grant. Future residents are people too and they deserve a voice. If the market can support more housing and residents then the city should welcome them. It's the best way to keep housing costs affordable for all.

COMMUNITY KICKOFF EVENT

October 18, 2023

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.

60 ATTENDEES

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.

Left: *CPAC members meet City Council and City Manager.*

Middle: *CPAC member shares how to invest in Addison.*

Right: *Addison resident shares what she loves about Addison.*

STAFF WORKSHOPS

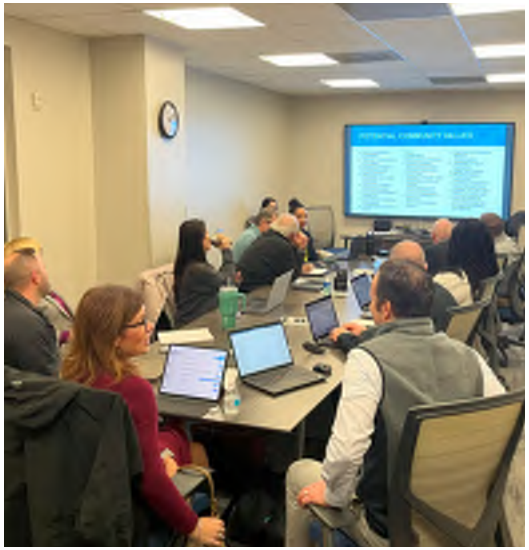
January 2024

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 was be referenced throughout the process to ensure that suggestions from the community and consultant recommendations are realistically implementable.

2 WORKSHOPS

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.



All photos: *Town staff during workshops discussing the greatest opportunities and challenges Addison faces.*

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COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETINGS

November 2023 – April 2025

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.

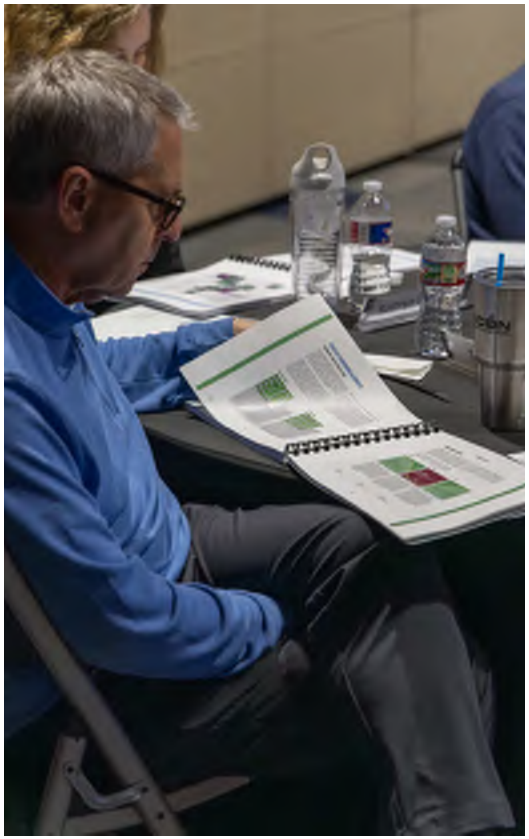
12
CPAC Meetings

2
Joint Meetings with CPAC, P&Z and CC

25 MEMBERS

TOPICS DISCUSSED

- Land Use Fiscal Analysis
- Community Values and Assets
- Aspirations and Vision Story
- Market Assessment
- Place Types
- Housing Mix Prioritization
- Mobility and Connectivity
- Transformational Developments
- Implementation Actions
- Plan Document Review



All photos: *CPAC members and Town Staff reviewing and discussing a draft of the Comprehensive Plan at a CPAC meeting.*

JOINT CITY COUNCIL & PLANNING AND ZONING MEETINGS

October 17, 2023, January 24 & July 11, 2024

3 JOINT MEETINGS

Three 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 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*

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VISION, VALUES, AND PRIORITY OUTCOMES SURVEY

October 27, 2023 - January 31, 2024

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 to develop the communities' shared values, assets, aspirations, and vision story.

751 RESPONSES

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

87%

WANT INVESTMENT TO IMPROVE WALKABILITY
Respondents supported investment "in projects that improve connectivity, safety and convenience for people walking".

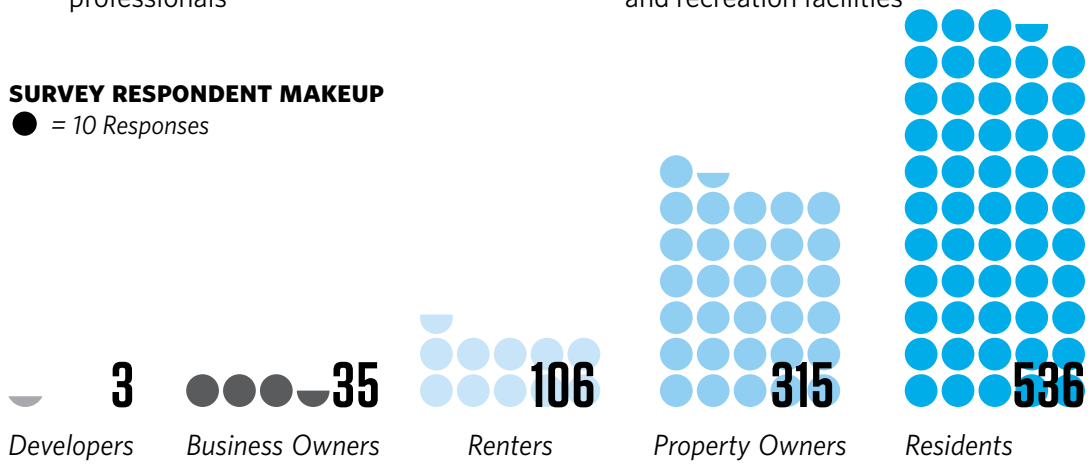
#1

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.

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.

Additional Information

Vision, Values, & Priorities Survey

#022

Posted by **EJ** on **06/02/2025** at **9:10pm** [Comment ID: 5192] - Link
Agree: 0, Disagree: 0
"Responses" is misspelled.

#023

Posted by **Howard J Freed** on **05/15/2025** at **4:56pm** [Comment ID: 5071] - Link
Suggestion
Agree: 1, Disagree: -11
i would like to see the 751 surveys. I only became involved after becoming a Council Member in May 2024. I am not a fan of walkability and bicycle lanes if it means giving up cars and vehicular lanes. I am totally opposed to converting the south U-turn lane at Belt Line and the Toll Road into a sidewalk. Addison has beautiful, wonderful trails. They provide plenty of opportunities for our residents to walk and connect with nature. Addison needs a new or remodeled/expanded Police Station. The cost for this project is exorbitant. I think we need to focus our attention on the Police Station before spending millions of dollars adding more trails and bike lanes. 106 renters + 315 property owners = 421. How did we arrive at 536?

> Reply by **Henry** on **05/15/2025** at **7:33pm** [Comment ID: 5072] - Link
> *Agree: 6, Disagree: -1*
> If you visit Addison Circle Park, you'll notice a lot of folks that are fans of walkability. Many of us are fans of adding improved sidewalks for walking along Belt Line Road. If we reduce the lanes on the roads as well, we reduce speeds. Cars are driving too fast on Belt Line Road and that makes pedestrian safety a concern.
>
> Reply by **Tyler Wright** on **05/16/2025** at **6:33pm** [Comment ID: 5078] - Link
> *Agree: 6, Disagree: -1*
> Trails don't connect residents and visitors to a grocery store or restaurant. People don't just walk for fun, they walk to get to places and do things, just like drivers do.
>
> Despite how actively hostile it is to pedestrians, the belt line bridge sees a good amount of foot traffic, it only makes sense to make that a safer crossing for the people who do use it.
>
> This would also improve safety for drivers, as they would utilize the protected left turn signals instead of an

unprotected U-turn lane with limited visibility to oncoming traffic from multiple directions.

Reply by **Tyler Wright** on **05/16/2025** at **7:19pm** [Comment ID: 5084] - Link
Agree: 5, Disagree: -1
Howard, you can also find the full results from the survey here: https://advanceaddison.com/wp-content/uploads/2024/03/2024.02.06-Survey-2-responses_all-data-w-cover.pdf

The Advance Addison website has a bunch more resources as well, as the town staff worked hard to collect and make available public input throughout the entire process.

Reply by **Curtis** on **05/16/2025** at **8:11pm** [Comment ID: 5087] - Link
Agree: 1, Disagree: -1
The "Note" in the bottom right corner explains the discrepancy.

I'm a renter but I thought the question asked if I owned a rental property, so I left the question blank. It's possible others made the same mistake

> Reply by **Tricia** on **05/18/2025** at **8:13pm** [Comment ID: 5107] - Link
> *Agree: 2, Disagree: -4*
> I have lived in Addison Circle for 20 years. Every weekend there are moving trucks for the multi-family. Just today in front of Ardy's there were two U-Haul trucks parked to move out or in residents. Every week day there are delivery trucks for the residents and businesses that stop in a lane to drop off packages. If we remove lanes - we make it impossible for people to drive cars. Are we only having lanes on Quorum for bikes and buses? Are we only inviting people to come to the Circle if they ride the Silver Line? This is Texas and it is hot. People drive cars. Removing lanes is the most expensive way to reduce speed. I think there are other ways to reduce speed - like actually reducing the legal limit with new signage and having police presence and enforcement dedicated to sending a message you do not speed in Addison or you will be pulled over. I rarely see people pulled over other than on Arapaho Bridge where there is a dedicated police presence next to the hotel.
>
> > Reply by **Curtis** on **05/19/2025** at **11:39am** [Comment ID: 5125] - Link
> > *Agree: 3, Disagree: -1*
> > If the road is completely redone in order to add bike lanes that would be expensive. But my understanding is that Quorum was slated for reconstruction since the 2019 bond program, and the bike lanes would be added during this construction. This should reduce cost & delay since the

construction crews would already be there.

It's also my understanding that the regional transportation council is paying 80% of the cost of the bike lane portion of the project because they want it to connect to the future cotton belt trail hike/bike path.

If you're aware of anything different please link it so I can take a look

Reply by **Curtis** on **05/19/2025** at **11:43am** [Comment ID: 5126] - Link

Agree: 3, Disagree: -1

As for vehicles loading & unloading, we do have dedicated spaces for that but they're often not used. There are various ways to improve that but I think the simplest way is to repaint the faded paint, then instruct the apartments & businesses where to load & unload so they can pass the info on

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

Dunn Brothers Coffee

Ida Claire

AMLI Addison

Java & Hopps

Hawkers Asian Street Food

Spectrum Center

Ascension Coffee

Astoria Caffe

Pop-Up Locations

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#024

Posted by **Henry** on **05/19/2025** at **1:43pm** [Comment ID: 5133] - Link

Suggestion

Agree: 6, Disagree: 0

I would love to see brighter street lights along Belt Line Road. It’s difficult to see pedestrians crossing at times and it discourages individuals to walk at night as well.

I really would love to see a shared Bike and/or Bus Lane as I think this would do two things: (1) encourage cyclists to ride along Belt Line and (2) reduce a lane that would hopefully reduce speeds. The current speed limit on Belt Line is hardly followed (I think we’re all guilty of that so I’m not pointing fingers). I would also love to see the removal of two left turning lanes along some streets that don’t get a lot of traffic. I think it’s better to have one left turning lanes in this case.

> Reply by **Micheal** on **05/23/2025** at **2:25pm** [Comment ID: 5156] - Link
>
> *Agree: 0, Disagree: 0*
>
> Awesome suggestion Henry! Beltline as it is today: and dangerous three lane stroad with high vehicle speeds posing a huge hazard and obstacle to the town's residents. Not to mention the wannabe street racers at night! My heart breaks when I see a mother with a baby in one arm, groceries in the other trying to cross the street from Kroger to her apartment on the other side while dodging cars like a high stakes game of frogger. We need to do something to make beltline safer and slow these cars down!

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.

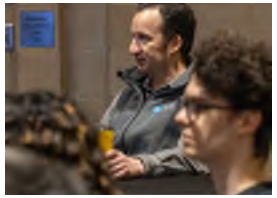
During the first week of August (August 5-7, 2024), five focus groups were held to delve deeper into issues and opportunities related to mobility and development within the greater Addison community and developers' perspectives. The focus groups were organized by staff leadership, regional mobility partners, 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 025

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.

#025

Posted by **EJ** on **06/02/2025** at **9:13pm** [Comment ID: 5193] - Link
Agree: 0, Disagree: 0
"Responses" is misspelled.

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, 026swalks, 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

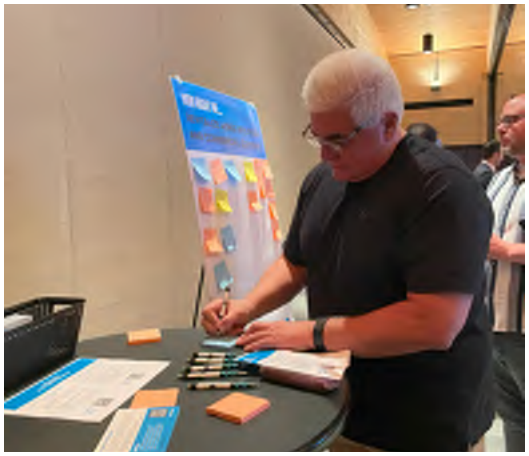
VALUES OF NOTE

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.*

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#026

Posted by **Dawn Webb** on **05/18/2025** at **8:37pm** [Comment ID: 5111] - Link

Suggestion

Agree: 1, Disagree: -2

In the section about focus groups and community meetings: The sidewalks are great in Addison and I like the pedestrian cross-walks that have been recently installed near the fire department on Beltway. I see bikes using the sidewalks too since they are such generous sidewalks as compared to neighboring towns. However, with increased residents and multi family housing options, we must find a way to create more movement for vehicles, not less. Keeping pedestrians out of the roadways to the extent possible is the safest option. Cars must be able to operate efficiently here in Addison for the safety of all. Our Police force should be armed with the tools needed to keep the streets safe by enforcing the current rules for cars to operate alongside pedestrians. Beautification of the town will be important for business, pedestrians, and drivers, so most of these points all work together. I would strongly prefer that the people be kept on the sidewalks, except when crossing the street, and the cars be kept moving by streamlining and improving our car infrastructure efficiency and targeting problem areas.

> Reply by **Tyler Wright** on **05/19/2025** at **9:04am** [Comment ID: 5120] - Link
>
> *Agree: 2, Disagree: 0*
>
> Hey Dawn you may find this article from Strong Towns about congestion and bike lanes interesting:
>
> https://www.strongtowns.org/journal/2024/10/3/do-bike-lanes-reduce-congestion-is-the-wrong-question

> Reply by **Micheal** on **05/23/2025** at **2:30pm** [Comment ID: 5157] - Link
>
> *Agree: 0, Disagree: 0*
>
> Pedestrian and cyclist's safety needs to be the priority, not whether you can reduce your commute by 10 seconds! Just because you are in a car does not mean all that public space belongs to drivers alone! Public space including roads, crosswalks, and intersections belong to all residents and visitors and not just to people in cars

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 Priorities Outcomes survey.

Additional Information

Vision, Values, & Priorities Survey

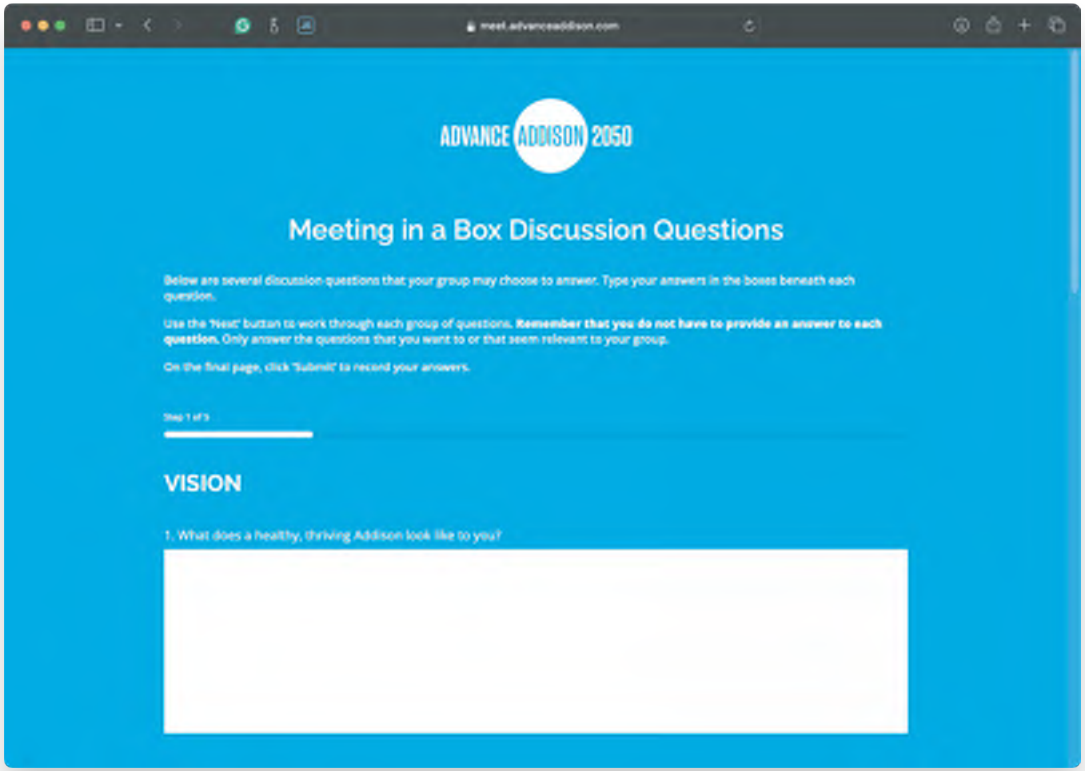
5 RESIDENT-LED MEETINGS

29 RESPONSES

NOTABLE TAKEAWAYS

Meeting-in-a-Box

- 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.



Right: *Meeting-in-a-box discussion questions example.*

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MAPPING TOOL

January 25, 2024

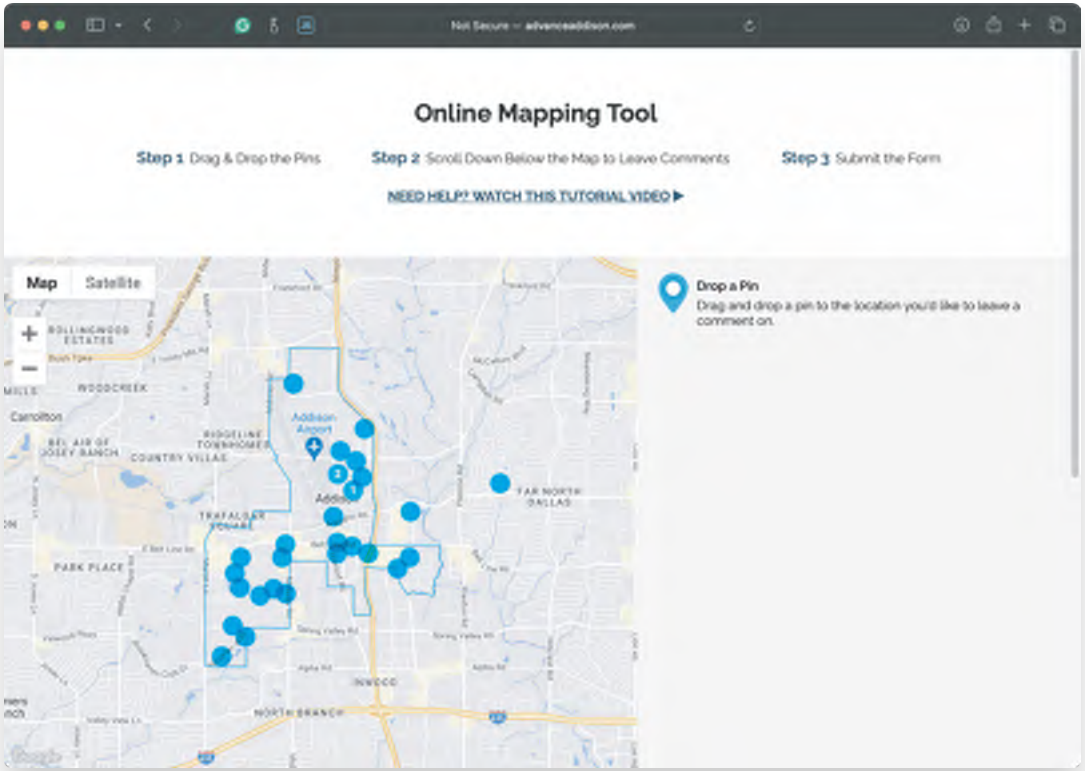
An online mapping tool activity was conducted during the evening of January 25, 2024 at the second community event. This online activity allowed participants to drop a pin at any location within the town and provide comments about that specific place. This activity was expanded for the next phase of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

29 RESPONSES

NOTABLE TAKEAWAYS

Mapping Tool

- 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.



Right: *Mapping tool website home page.*

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.

All Photos: *Screen captures from the Virtual Room.*

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#027

Posted by **Dawn Webb** on **05/18/2025** at **8:41pm** [Comment ID: 5112] - Link

Suggestion

Agree: 1, Disagree: -3

I strongly disagree with #1 on Aspirations Ranking. My opinion is that this will hurt businesses and residents alike.

> Reply by **Tyler Wright** on **05/19/2025** at **8:49am** [Comment ID: 5119] - Link
>
> *Agree: 5, Disagree: 0*
>
> Walkable neighborhoods tend to have higher property values and sales tax revenues. Walkability almost always increases the economic viability of an area.
>
> Even here at home the highest value and most popular places in the region are the most walkable ones. Bishop Arts district, Lowest Greenville, Downtown central business district, Legacy West in Plano etc.

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 facing higher vacancies, 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. The virtual room activity was framed around the feedback provided earlier in the process.

IN THE WORDS OF ADDISONITES

Above: *At one engagment event, residents were asked 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.

Left and middle: *Residents provide feedback.*

CHARACTER TOPIC

- *Land Use & Development*
- *Housing*
- *Mobility & Connectivity*
- *Economic Development*
- *Innovation*

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"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 ho[illegible]wnership"

"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."

#028

Posted by **Jenny Apperti** on **05/06/2025** at **4:40pm** [Comment ID: 5048] - Link

Suggestion

Agree: 2, Disagree: -1

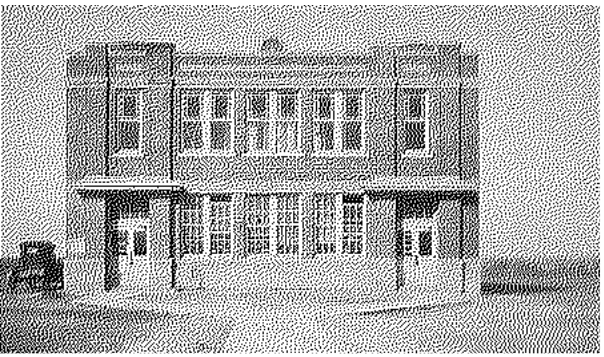
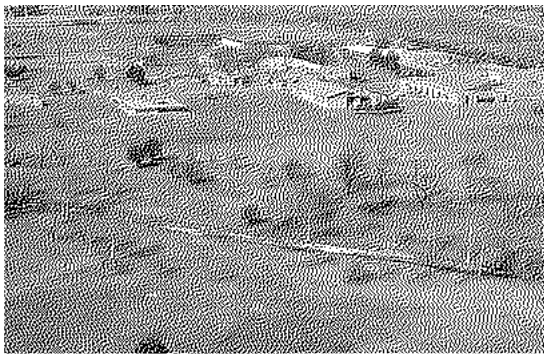
Completely support having more home ownership vs. apartments. I'm worried that more apartments mean more service infrastructure and that that cost will also be reflected for home owners, who already face high property taxes that are imposed by the County.

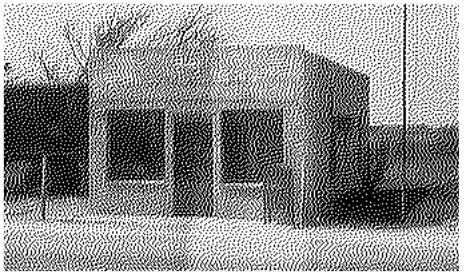
I love the idea on the first column about making it easer for those of us starting a business to rent temporary stalls/spaces. To this, I'd like to add that perhaps some of the buildings facing less vacancies might consider renting super small spaces for solopreneurs at affordable rates.

> Reply by **Tyler Wright** on **05/10/2025** at **10:56am** [Comment ID: 5056] - Link
>
> *Agree: 3, Disagree: 0*
>
> All commercial buildings including multi family pay property taxes. This cost is distributed across the units and factored into the rent. While I don't pay property tax directly as a renter, I assure you no landlord is just giving renters a break on taxes.
>
> Additionally, MAA Addison Circle residents pay $18 a month in a community fee for supporting the upkeep of Addison circle around the apartment buildings.
>
> While the cost of services to a multifamily building is higher on a per building basis compared to a single family home, it is more than offset by the comparatively higher property value and associated property tax income the city gains.
>
> Town policy is not always dictated by facts like this, but there is not too much of an incentive for the town to consider raising taxes on homeowners in my view.
>
> Reply by **Micheal** on **05/23/2025** at **2:35pm** [Comment ID: 5158] - Link
>
> *Agree: 0, Disagree: 0*
>
> Apartments, condos, and townhomes are far more efficient than single family homes in terms of both infrastructure costs AND revenue back to the city. Urban centers are subsidizing your single family neighborhoods! We should be encouraging every kind of housing that the market can support including mixed

use constructions. Not to mention it is a matter of personal freedom - who are you to say what a landowner can build on their property? If you don't want something to be built then put up the funds and buy the property yourself.

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

#029

Posted by **Sarah Wiseman** on **05/14/2025** at **10:43am** [Comment ID: 5062] - Link

Suggestion

Agree: 6, Disagree: -1

Due to the historical decision to place the DNT below ground, would it be possible to create a Klyde Warren–type park over it—essentially a park built on a tunnel—to connect the east and west sides of Addison? That would be so cool. I fully acknowledge that this is an uninformed take, and I don't have knowledge of the relevant regulations or bureaucracy, but it's just what came to mind as I was reading this.

> Reply by **Tyler Wright** on **05/15/2025** at **9:13am** [Comment ID: 5063] - Link
>
> *Agree: 4, Disagree: 0*
>
> It is likely feasible from an engineering perspective as we discussed this idea a bit in the comprehensive plan committee.
>
> The biggest issue would be the financing of it, Klyde Warren Park was largely privately funded for its development, not sure about investor interest for a DNT park just yet.
>
> Fortunately the town is planning to make the Belt Line bridge a little more pedestrian friendly in the future, by closing down a U turn lane and expanding the side walk.
>
> Great idea, would love to see something like this eventually

> Reply by **Henry** on **05/15/2025** at **7:38pm** [Comment ID: 5074] - Link
>
> *Agree: 6, Disagree: 0*
>
> Love this idea! I love the progress this town is making by closing the U-turn and expanding the sidewalk. There are a lot of pedestrians that use the crosswalk from Village on the Parkway to cross to the other side. I would love to see more sidewalk space for them

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.

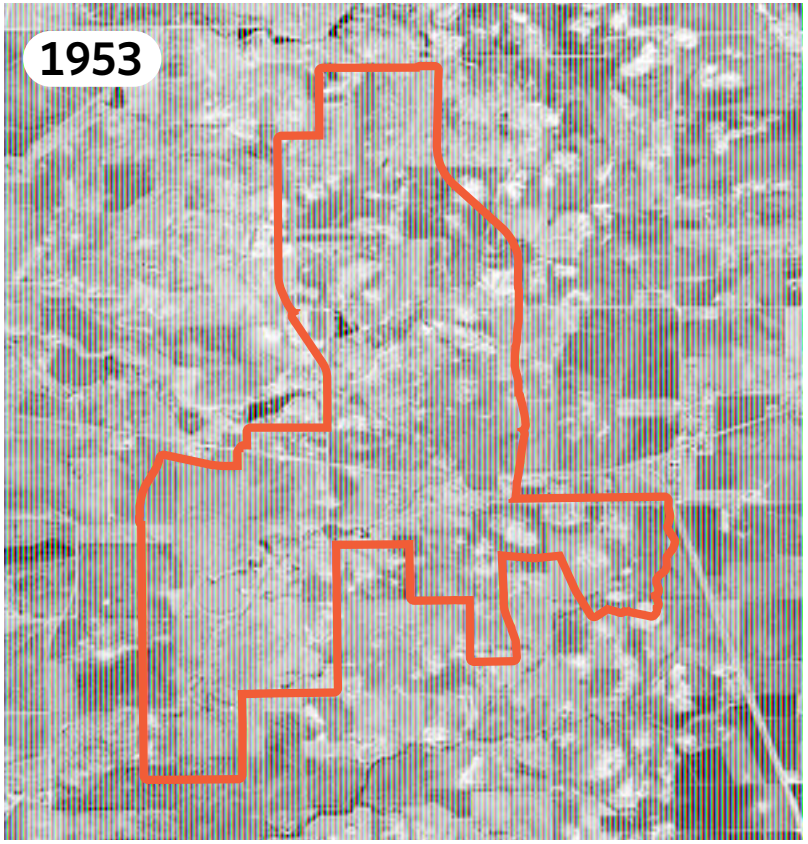
Connection to Advance Addison

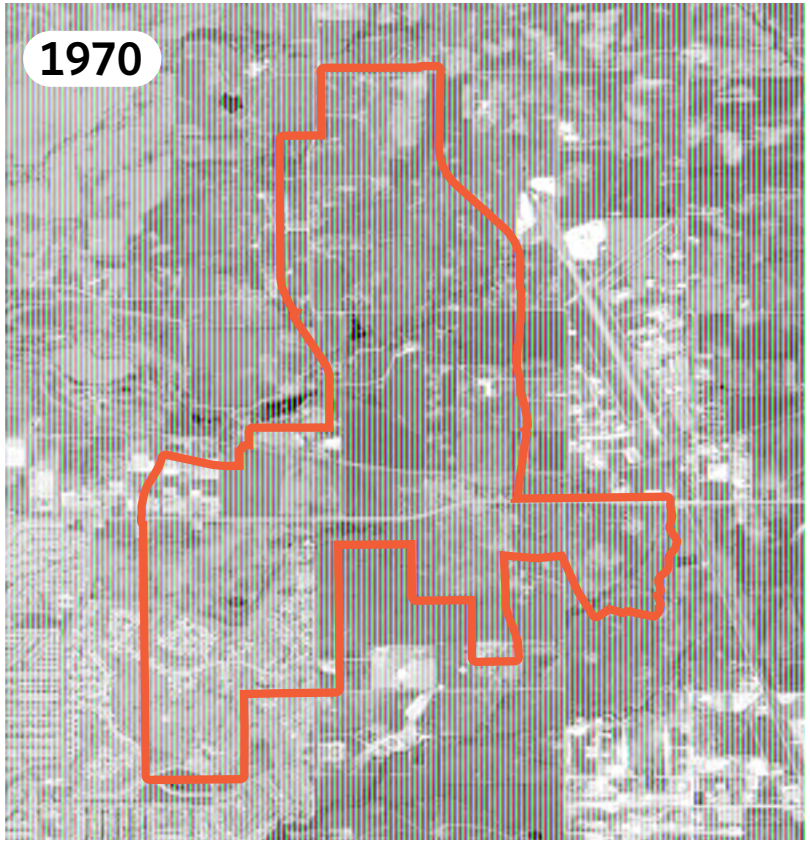
Addison's commitment to innovation with walkable urbanism began in the 1970s, was illustrated at Addison Circle, and was further cemented with the 2013 Comprehensive Plan. Information for this historical narrative pulled from the 2013 Town of Addison Comprehensive Plan.

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

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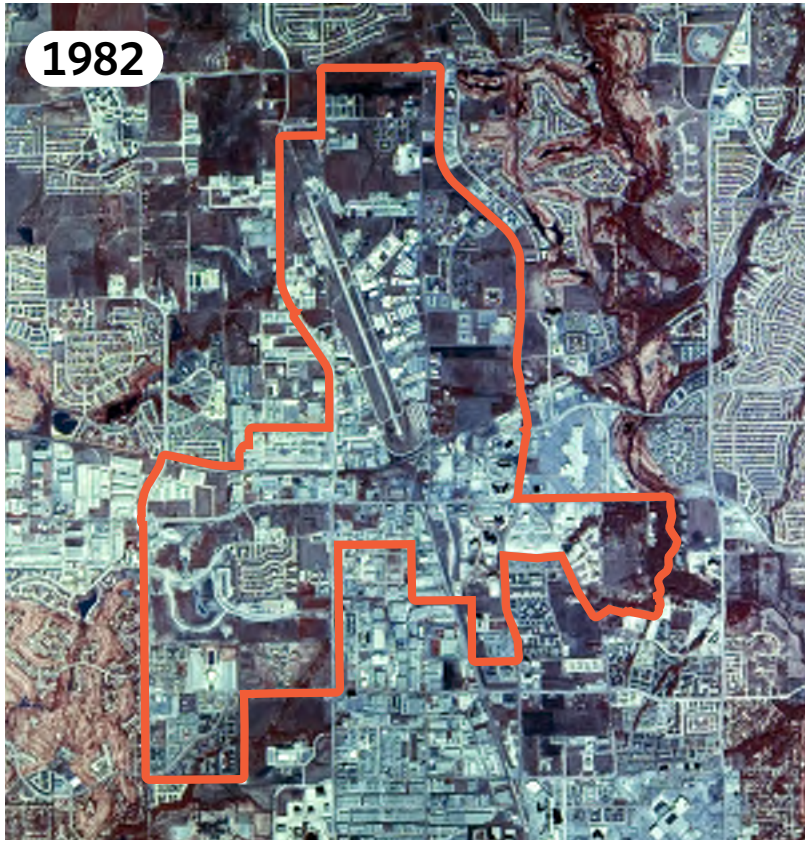
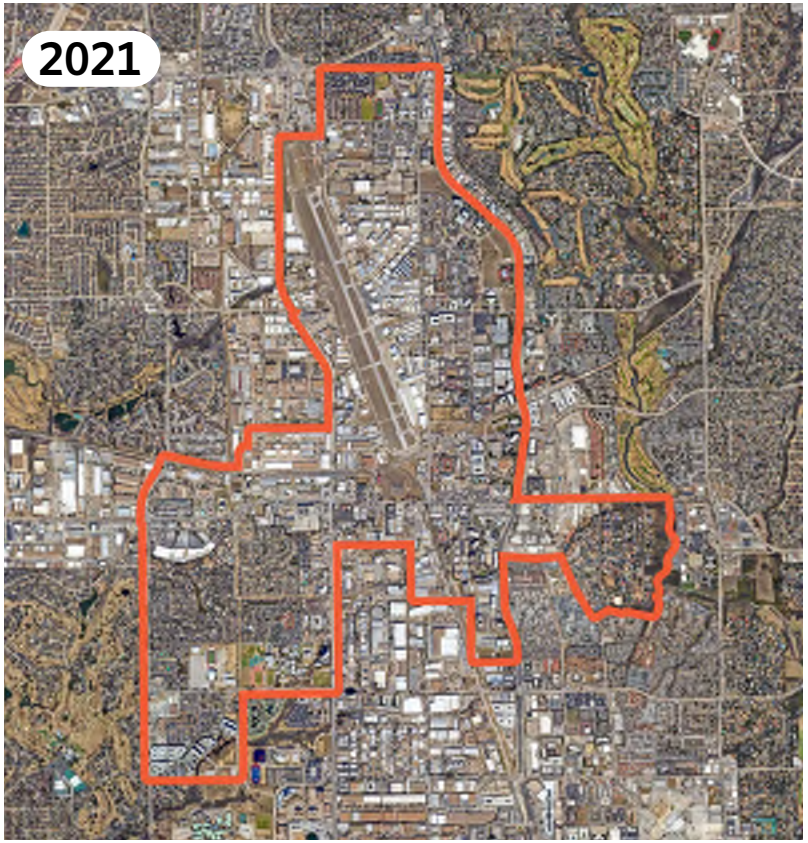
#030

Posted by **EJ** on **06/02/2025** at **9:45pm** [Comment ID: 5194] - Link

Agree: 0, Disagree: 0

This reference is taken out of context and does not apply to Addison history. The Court award in 1979 was for real estate that has never been located in Addison - the specific 1884 Church land site was adjacent to where the White Rock Cemetery Garden of Memories is located. Ironically, once the Court awarded the land that had been the subject of the lawsuit that led to the Supreme Court case it was immediately sold for a large undisclosed sum by the Church and title conveyed by White Rock Chapel Board to a developer. [See "On Hallowed Ground", D Magazine, David Dillon, 2/1/80; In addition you can find the original Deed of Sale of White Rock Chapel to Murray Property Company though Dallas County Records, see https://dallas.tx.publicsearch.us/doc/52809287





031

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

#031

Posted by **EJ** on **06/02/2025** at **9:54pm** [Comment ID: 5195] - Link

Question

Agree: 0, Disagree: 0

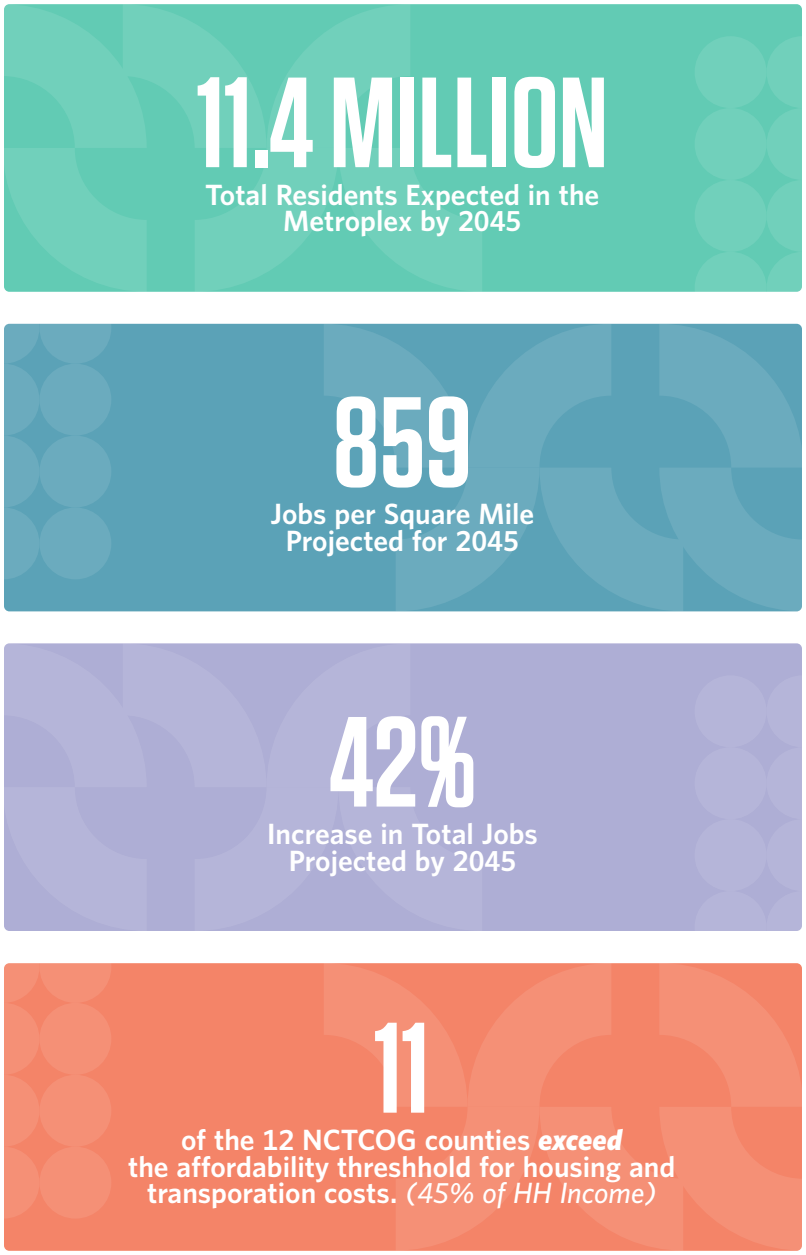
Addison did a land swap on the East side of Addison with the City of Dallas around 1980 or so. Wouldn't the shape of the map (outline and the actual borders) have been different prior to when the annexation and land exchange occurred? I cannot see the detail, but judging from the outline of the Town all years look the same.

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

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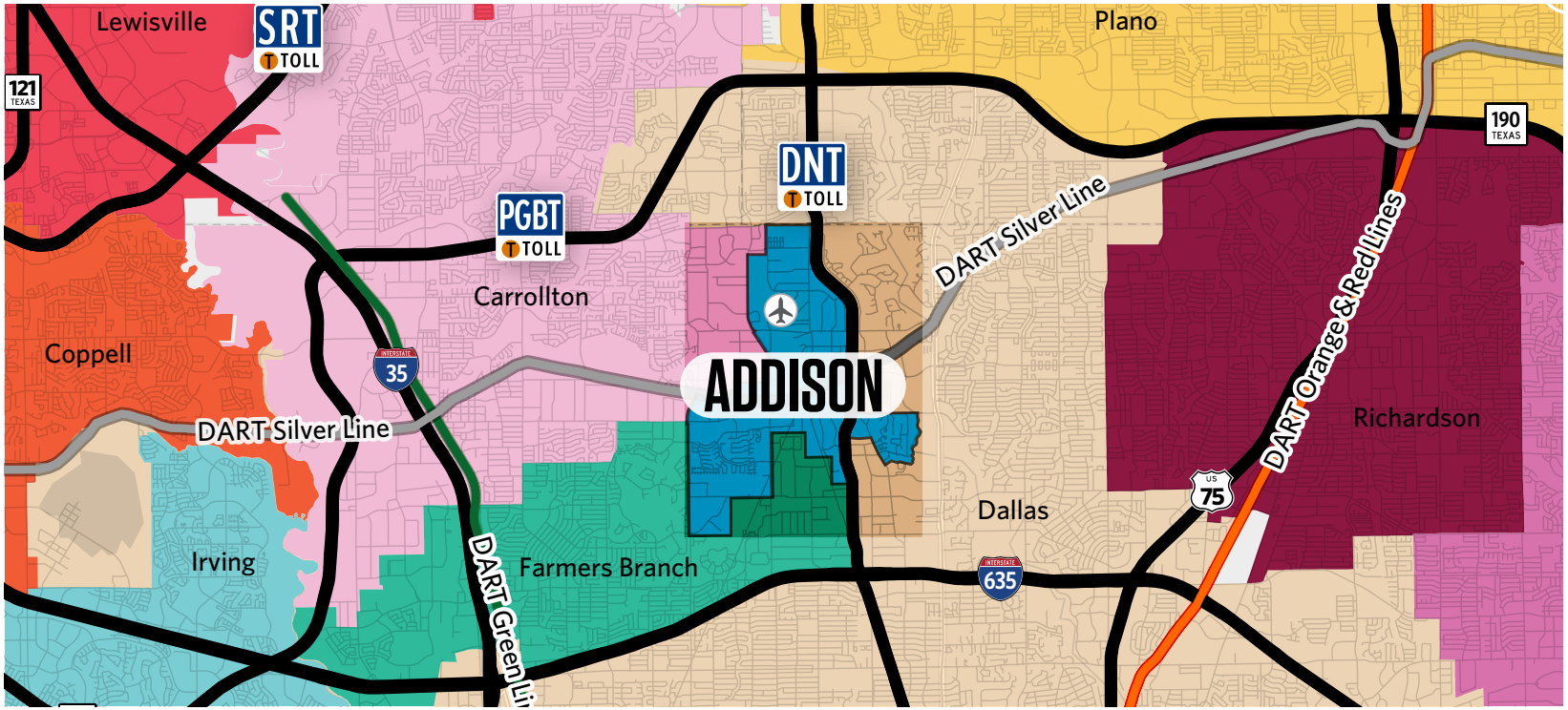
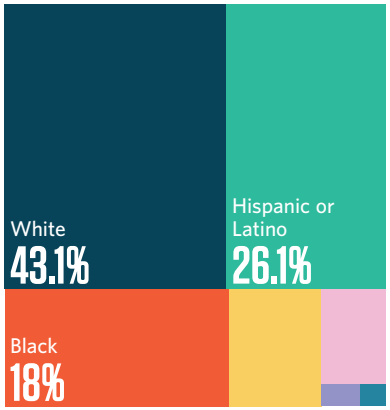
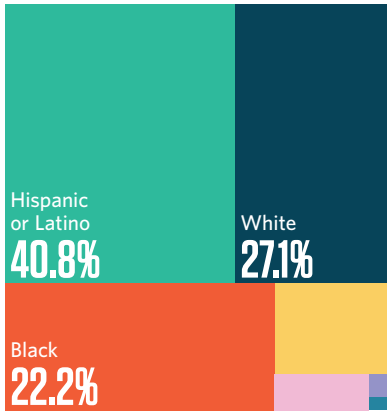
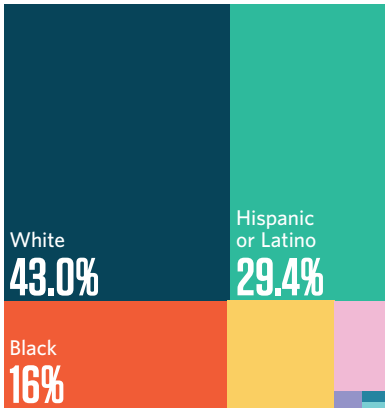
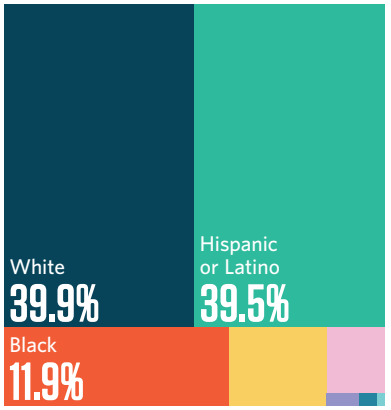
ADDISON'S PRIME LOCATION IN THE REGION

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



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%

Note

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

Source: ACS 2023 5-Year Estimates, S0101, S1101, DP05

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QUICK FACTS ABOUT ADDISON

MEDIAN HOUSEHOLD INCOME

$82,858

MALE TO FEMALE RATIO

0.996:1

MEAN TRAVEL TIME TO WORK

24.9
Minutes

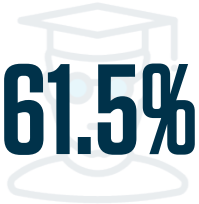
HIGH SCHOOL GRADUATE OR HIGHER - PERSONS OVER 25

96.6%

LABOR FORCE PARTICIPATION - PERSONS OVER 16

81.2%

BACHELOR'S DEGREE OR HIGHER - PERSONS OVER 25

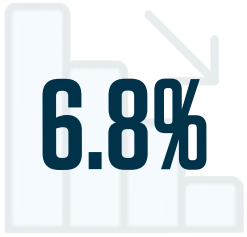


61.5%

HOUSHOLDS WITH ACCESS TO A COMPUTER

99.1%

POVERTY RATE



6.8%

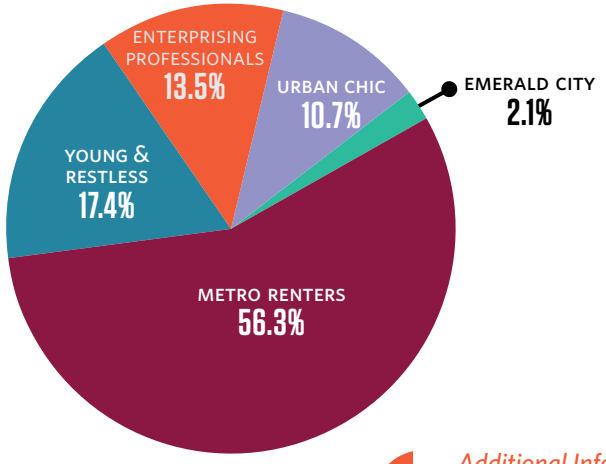
Source: ACS 2023 5-Year Estimates, S0101, S0801, S1501, S1701, S1901, S2801, DP03

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.

TAPESTRY PROPORTIONALITY



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

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ESRI INDEXES

ESRI also establishes measures (indexes) to better explain certain characteristics in a community. When compared to the region, 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	69	80.2	ADDISON
88	85	88	DALLAS COUNTY
91	105	82.6	DFW-ARLINGTON METRO

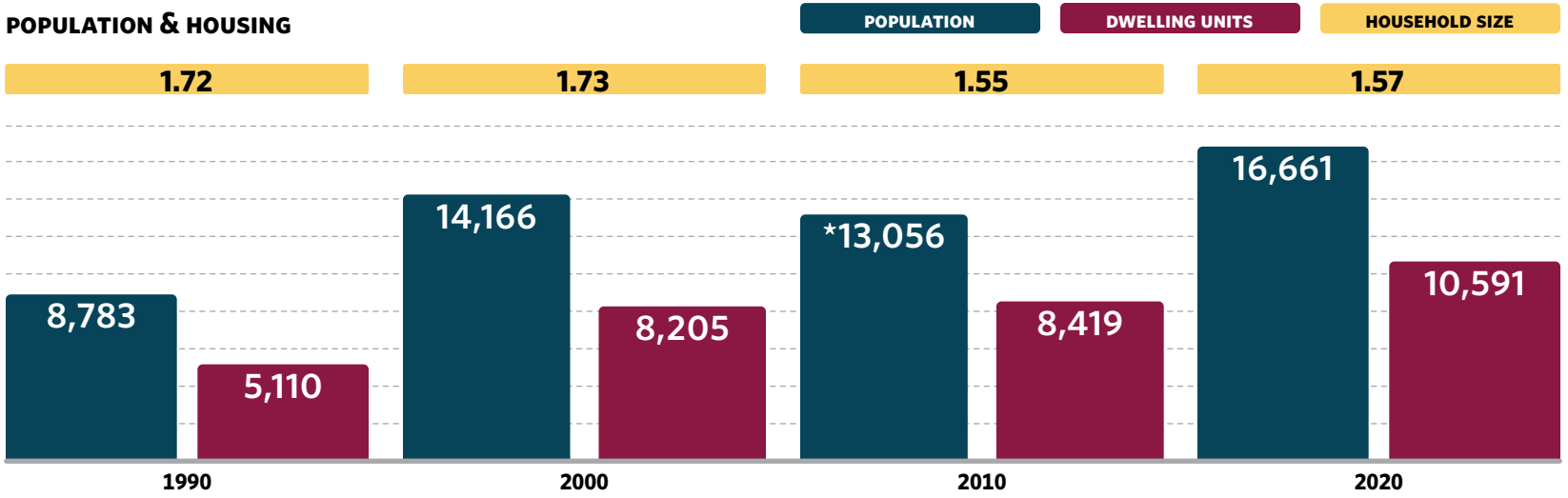
Housing & Neighborhoods p. 149-162

Race & Ethnicity p. 46

Source: 2023 ESRI Business Analyst

DEMOGRAPHIC TRENDS IN ADDISON

POPULATION & HOUSING



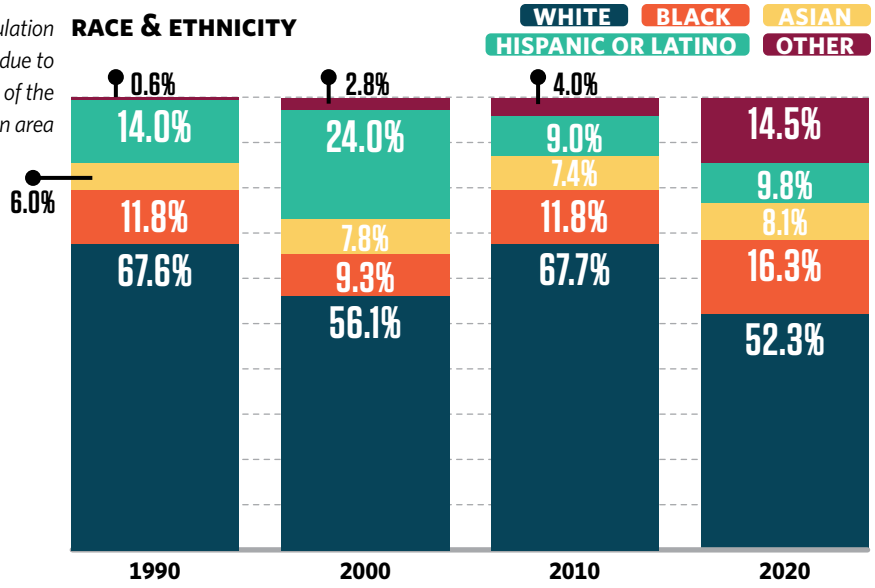
Data Note

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

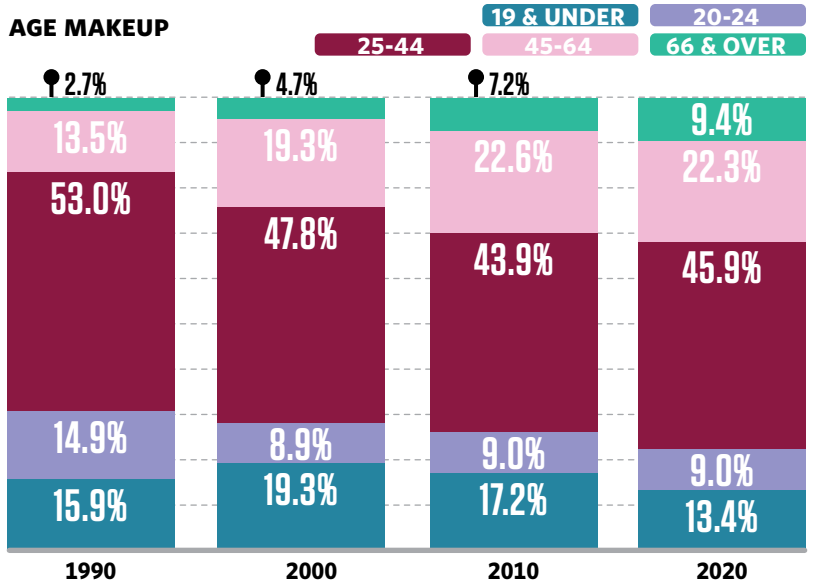
Dwelling units are simply a count of how many habitable units the town has. This is different than households, which is a count of occupied dwelling units.

**Temporary population decrease likely due to the redevelopment of the Vitruvian area*

RACE & ETHNICITY



AGE MAKEUP



Median Age	1990	2000	2010	2020
	29.7	31.6	32.5	33.3

Source: Decennial US Censuses, P1, H1

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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 multifamily034using, 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.

033

Housing & Neighborhoods
p. 149-162

Housing & Neighborhoods Implementation
p. 217-222

032

Additional Information
Advance Addison Market Report

#032

Posted by **Eileen Nelson** on **05/15/2025** at **4:11pm** [Comment ID: 5070] - Link
Agree: 0, Disagree: -15
I hope the election made it clear that the residents of Addison do not want more apartments. These ugly structures have already put a blight on the town and have turned it into something most homeowners do not want. Please listen!

> Reply by **Henry** on **05/15/2025** at **7:35pm** [Comment ID: 5073] - Link
> *Agree: 18, Disagree: 0*
> I disagree. With Addison attracting more companies and businesses, there are professionals that would prefer apartment housing before buying a single family home in Addison. We need to think of housing that works for everyone, not just single family homeowners
>
> > Reply by **Sandra** on **05/16/2025** at **11:07am** [Comment ID: 5076] - Link
> > *Agree: 7, Disagree: 0*
> > I do not mind more housing as opposed to some of the ugly, empty commercial buildings that are everywhere. For example the entire restaurant strip that was knocked down on Midway was a great idea, all of those restaurants were mediocre at best and so far the housing going up looks a lot nicer.

> Reply by **Tyler Wright** on **05/16/2025** at **6:41pm** [Comment ID: 5079] - Link
> *Agree: 7, Disagree: 0*
> I do not think communities like Addison Circle or Vitruvian Park are "blight" in any stretch of the term, and the low vacancy rates in the circle would suggest many agree with me.
>
> While multifamily communities aren't immune to issues with maintenance, the town has put together an inspection program for multifamily developments. This is already paying off for residents of MAA Addison Circle, just today, they redid my window to seal a rather persistent leak when it rains. This is a good program that will ensure high quality housing for all residents.
>
> The diversity of housing also enables people of various stages of life to afford some sort of place in Addison. The density also encourages new employers, entertainment options, and essential services like doctors offices to move to our town.

If you have nothing but single family homes..... you have nothing but single family homes.

Reply by **Curtis** on **05/16/2025** at **8:39pm** [Comment ID: 5089] - Link
Agree: 7, Disagree: 0
Because duplexes, triplexes, etc. aren't allowed in Addison and most nearby areas, the few places that do allow dense housing have to be large to handle all of the demand. I hope Addison can start to resolve this issue by allowing home owners to convert to duplexes and build granny flats if they wish.

As for the election, unfortunately voter turnout was poor as usual at ~4%. Renters tend to be much younger so it would be good to help inform and educate them about municipal elections. Alternatively the town could change their voting schedule to be in November to align with state & federal elections.

Reply by **Grant Korkhip** on **05/20/2025** at **3:39pm** [Comment ID: 5143] - Link
Agree: 2, Disagree: 0
It’s not the governments job to say someone can’t have a home just a couple people think it’s “ugly”. That’s someone’s home.

Reply by **Micheal** on **05/23/2025** at **2:40pm** [Comment ID: 5159] - Link
Agree: 0, Disagree: 0
More NIMBY comments! If you don't want something to be built then put up the funds and buy the land yourself. Residents and homeowners like myself DO want to see new housing and mixed use development built.

#033

Posted by **Zackary** on **06/02/2025** at **10:25pm** [Comment ID: 5197] - Link
Suggestion
Agree: 0, Disagree: 0
Another key factor here that was not mentioned is that building more apartment units is the best way to help the housing crisis. DFW has the highest average rent price of all the Texas Metros. If we want to help homeless people, the best thing we can do is build more apartment units.

#034

Posted by **rsfrankl** on **05/28/2025** at **3:37pm** [Comment ID: 5175] - Link

Suggestion

Agree: 1, Disagree: -1

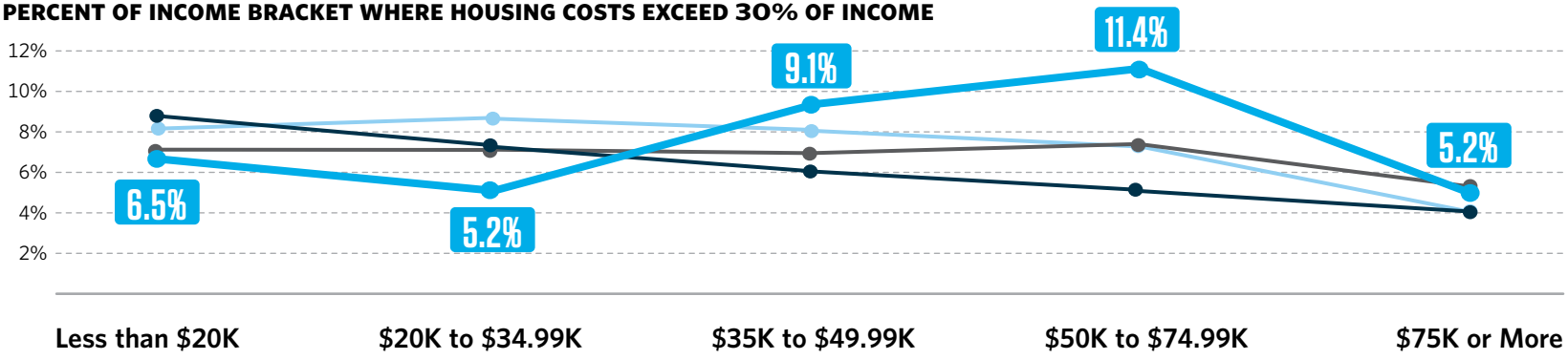
Consider adding explicit protections for existing single-family zones to prevent encroachment from high-density multifamily development.

2023 KEY HOUSING STATISTICS

035

	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%

PERCENT OF INCOME BRACKET WHERE HOUSING COSTS EXCEED 30% OF INCOME



Source: ACS 2023 5-Year Estimates, DP04, S2503

Date Note

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

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%).

#035

Posted by **rsfrankl** on **05/28/2025** at **3:45pm** [Comment ID: 5177] - Link

Suggestion

Agree: 0, Disagree: -2

Expand zoning and incentive programs to encourage fee-simple, owner-occupied homes rather than rental-heavy growth.

Provide tax incentives for existing single-family homes to be refreshed or rebuilt ex: 5 year property tax reduction.

Addison Town taxes are higher as a % of property value than many surrounding cities. Considering all the business property taxes paid, those single family homeowners who have invested in the town should not be paying more in property taxes than competing local cities.

2023 HOUSING QUICK FACTS ABOUT ADDISON

CURRENT HOUSING UNITS

10,772

MEDIAN HOME VALUE

$466,000

EXISTING & APPROVED HOUSING UNITS - TOWN OF ADDISON HOUSING COUNTS

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, March 2025, ACS 2023 5-Year Estimates, DP04

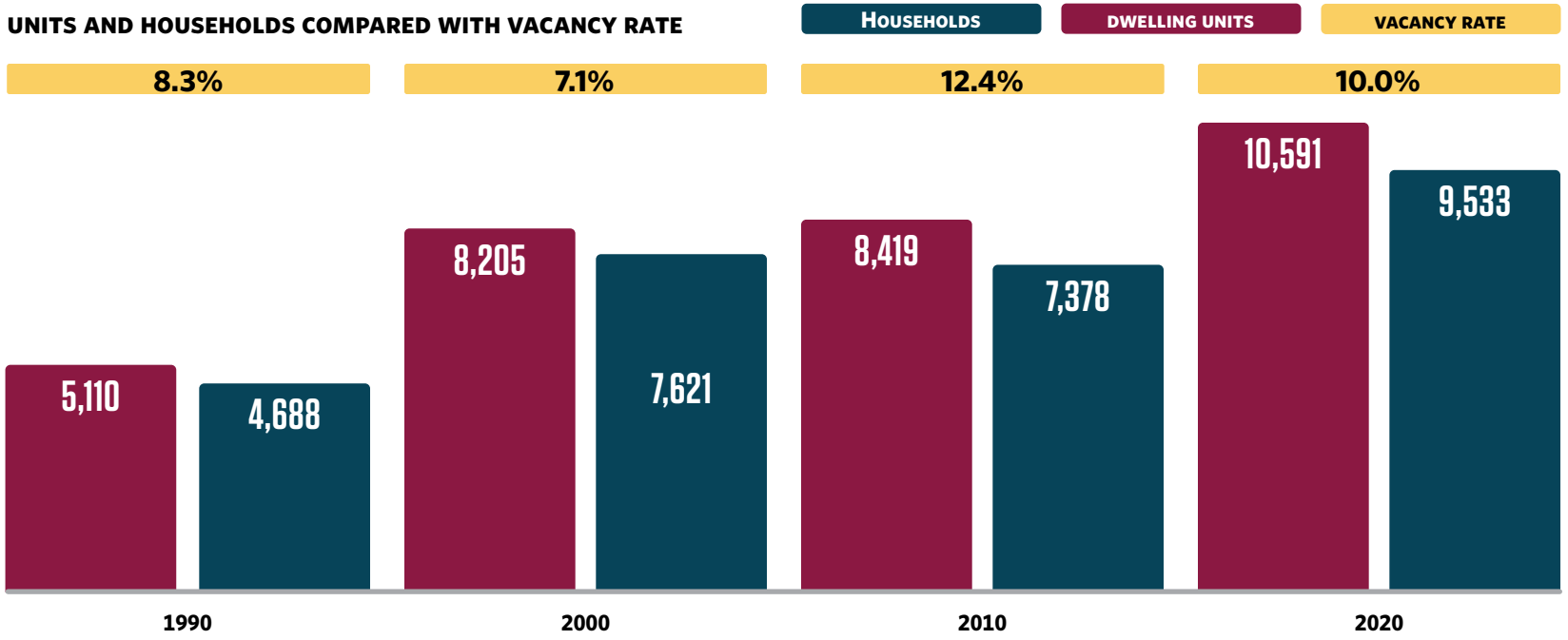
Data Note

Units are separated livable spaces, they can be either occupied or unoccupied. For single-family homes this is the entire home, for a multifamily building this is each apartment unit, regardless of its bedroom count.

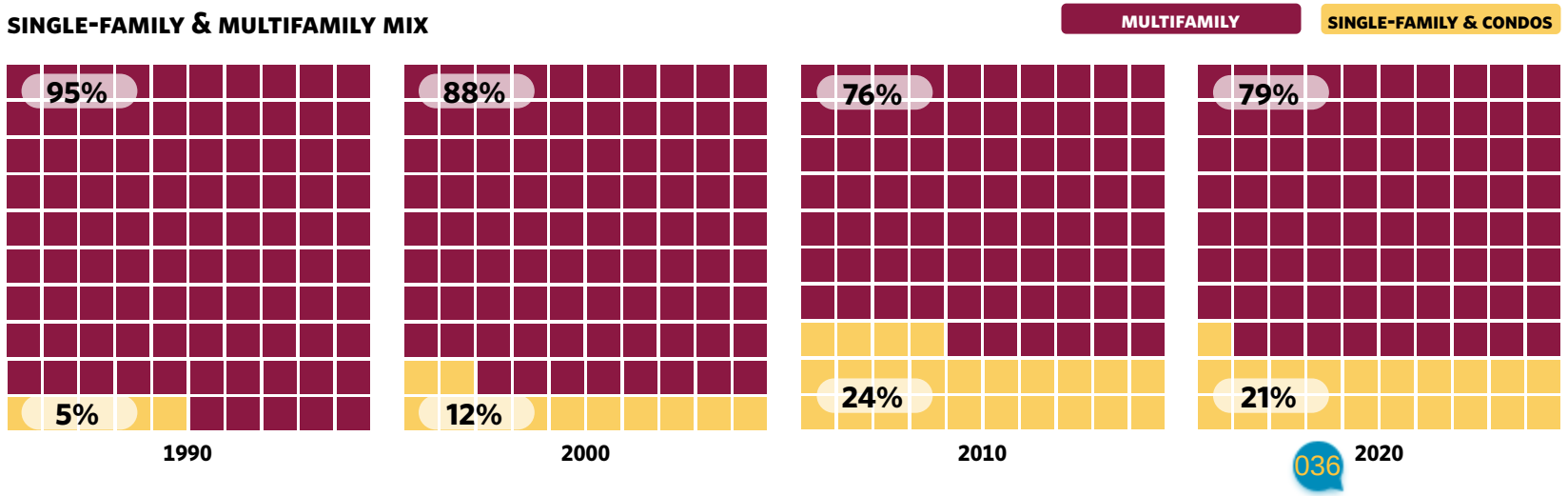
The Current and Approved Housing Units listed on this page represent both single-family and multifamily units.

HOUSING TRENDS IN ADDISON

UNITS AND HOUSEHOLDS COMPARED WITH VACANCY RATE



SINGLE-FAMILY & MULTIFAMILY MIX



Date 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.

Sources: Decennial US Censuses, H001, DP1, H003, Town of Addison, December 2023

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#036

Posted by **Curtis Green** on **05/07/2025** at **1:03am** [Comment ID: 5053] - Link

Suggestion

Agree: 6, Disagree: 0

I think it would be useful to see not only the # of units but also the amount of land occupied by each housing type.

By my own estimates about 25% of Addison's land (including current construction) is residential. 50% of that land is single family, 40% apartments, 8% townhomes, and 2% condos. My takeaway from this is that the rent vs own discrepancy is less about land zoned for ownership and moreso the number of units on that land.

I am not a professional though so I would be interesting to see how this could be laid out.

My attempt for reference:
- https://www.google.com/maps/d/viewer?mid=14U-MHPhaY430HHYgU1s0E9axaA1scbk
- https://docs.google.com/spreadsheets/d/18X3eAQVoTBdDtYpBrGOZkdtPtT_bIGXMwJYD9JN2ltg/edit?usp=sharing

> Reply by **Micheal** on **05/23/2025** at **2:42pm** [Comment ID: 5160] - Link
>
> *Agree: 0, Disagree: 0*
>
> Great point, Curtis! The city's land is its greatest asset after its people. Using land efficiently is the best way to ensure a healthy future tax base and a bright future for Addison!

THE BUSINESS ENVIRONMENT IN ADDISON

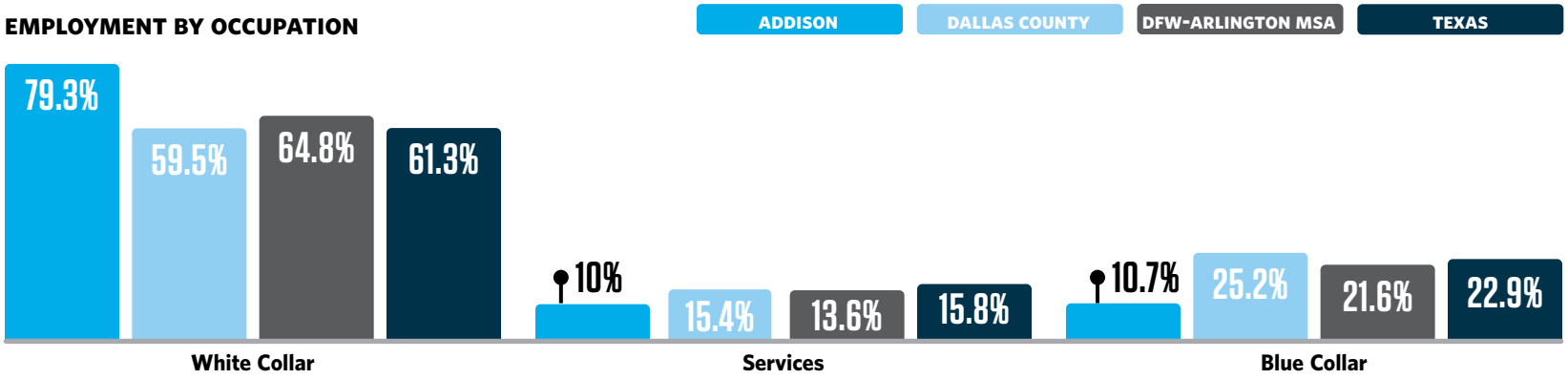
A Market Position Report was prepared by Hawes Hill & Associates as part of the planning process. This report summarizes where the Town currently stands in the overall marketplace and where it has potential to be if it were to build upon its unique set of strengths. It provides a detailed assessment 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.

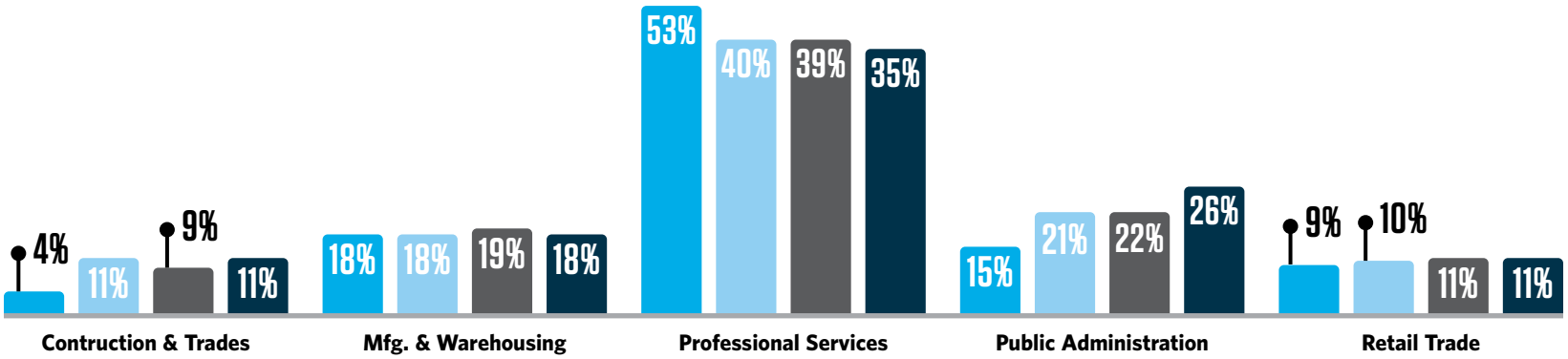
Additional Information

Advance Addison Market Report

EMPLOYMENT BY OCCUPATION



EMPLOYMENT BY INDUSTRY



Source: ACS 2023 5-Year Estimates, S2401, S2403

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.

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***.

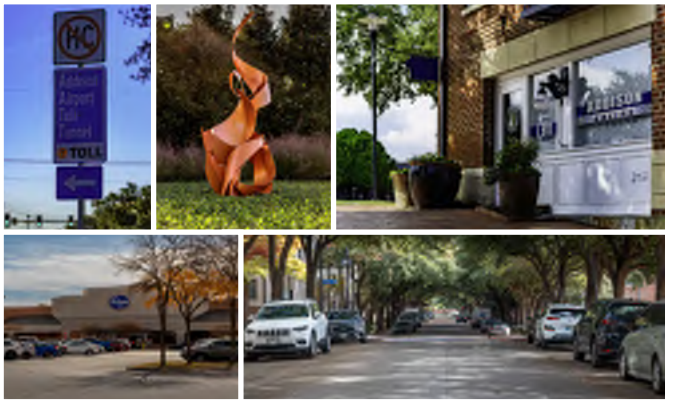
Addison's market position is the combination of what it offers and the level of investment it draws. This is particularly true in comparison to peer places, as well as Addison's own potential.

Additional Information

Advance Addison Market Report

THE PERSPECTIVE OF THE MARKETPLACE

PRODUCTS



EXPERIENCES

+

ADDISON

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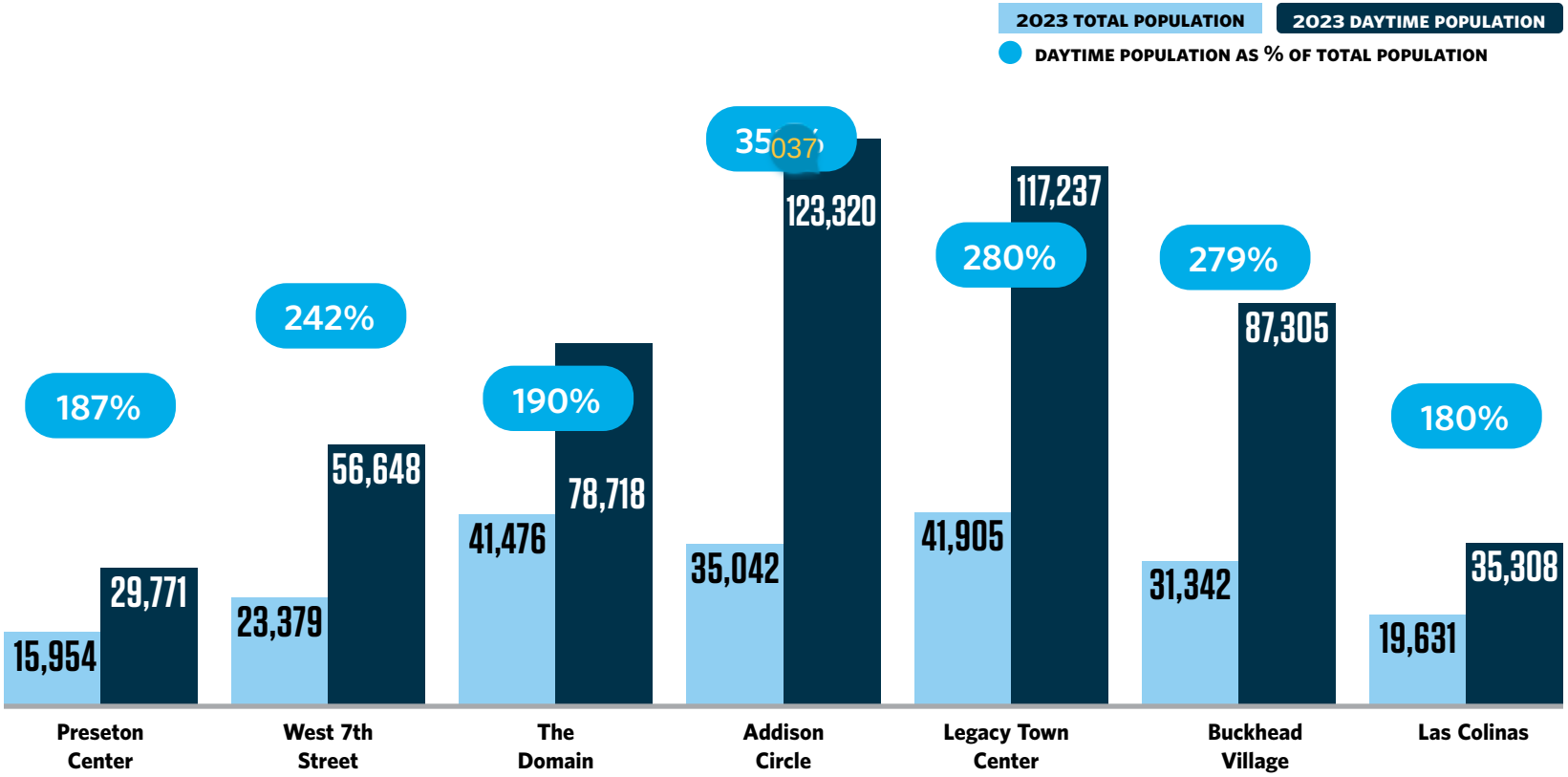
DAYTIME POPULATION

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 of2.5 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. The substantial employment population explains investor comments that daytime service tends to be higher than evening service at local retail establishments. It is important to note that the five minute driving window includes areas outside of the Town of Addison. As a result, while the numbers are substantial, they are not all within the community.



Additional Information

Advance Addison Market Report

#037

Posted by **Grant Korkhip** on **05/20/2025** at **3:42pm** [Comment ID: 5144] - Link

Agree: 1, Disagree: 0

In a city where 3 times the population commute in, wouldn’t it help to have 3 times as much Housing within the city to decrease how far people have to travel in?

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

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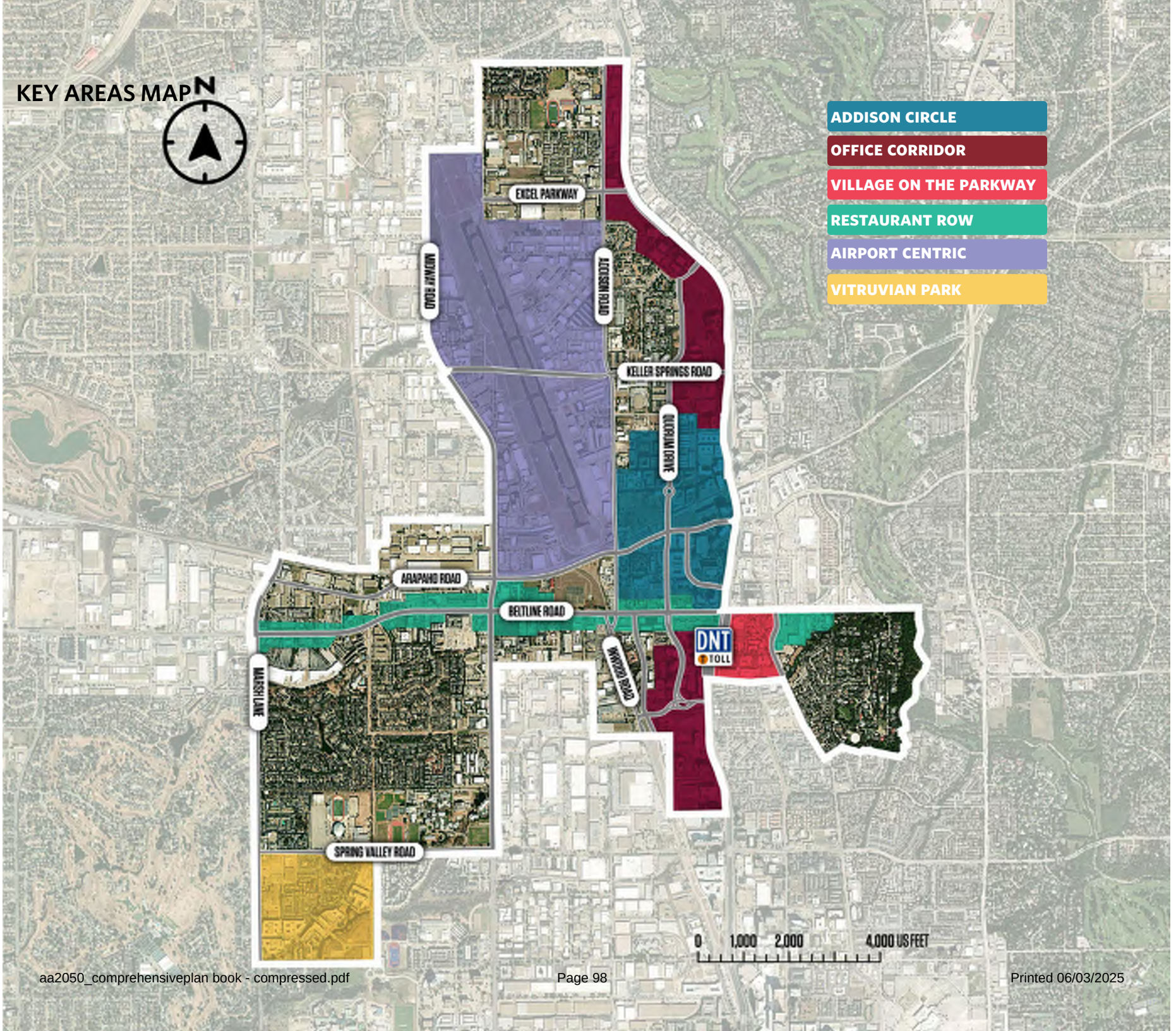
KEY AREAS MAP
N
ADDISON CIRCLE
OFFICE CORRIDOR
VILLAGE ON THE PARKWAY
RESTAURANT ROW
AIRPORT CENTRIC
VITRUVIAN PARK
EXCEL PARKWAY
MIDWAY ROAD
ACCESS ROAD
KELLER SPRINGS ROAD
QUORUM DRIVE
ARAPAHO ROAD
BELTLINE ROAD
MARSH LANE
WESTGROVE DRIVE
DNT
TOLL
SPRING VALLEY ROAD
0
1,000
2,000
4,000 US FEET

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.

Business Environment in Addison

p. 55-66

Additional Information

Advance Addison Market Report

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.

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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 identified from these discussions.

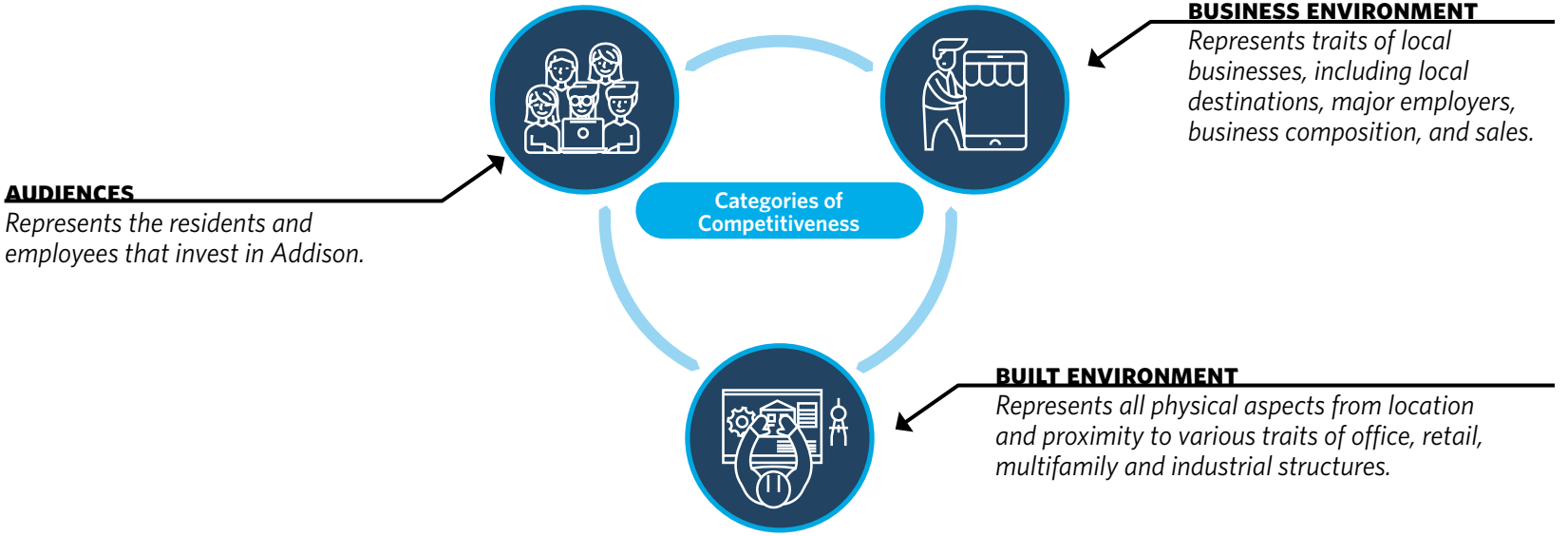
- Walkability and Experience are Increasingly Crucial to Investors of all Types
- Arrival of the DART Station, Multimodal Travel and Accompanying TOD Adds to Addison
- Benefits of Addison's Daytime Population and Housing Market Evolution
- Proximity and Location Matters
- The Addison Product Could Also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

039

038

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.

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#038

Posted by **Jacob Meadors** on **05/19/2025** at **3:57pm** [Comment ID: 5134] - Link

Suggestion

Agree: 1, Disagree: 0

I think the quote on pg.39 about provisioning smaller stalls/spaces for hobbyists and entrepreneurs to rent and practice their crafts in a low stakes environment to the public is a great way to revivify the Addison 'Product'. Lowering the barrier for people to demonstrate their skills is how cultural hubs are born; these could give artists an offline means of showing and selling their crafts without it being their entire livelihood. Someone, for instance, may have a passion for sewing, and knit some 100s of stuffed dolls they'd love to sell to others, but they may not want to or have the time to knit so much every month. A lower cost rentable stall allows this person to take their inventory to a physical market on their own terms, diversifying the Addison 'Product' and enhancing individual freedom.

> Reply by **Tricia** on **05/19/2025** at **6:36pm** [Comment ID: 5138] - Link
>
> *Agree: 1, Disagree: 0*
>
> Just some history -once upon a time in VOP (Village on the Parkway) - The Craft Guild shared space for artists and classes with the Addison tourism office (that previously was a Harold's outlet and now I think it may be SideCar Social). It was not financially successful and they are now off of Midway in the part of Addison that borders Carrollton https://thecraftguild.org/

#039

Posted by **Alan Then** on **05/15/2025** at **1:55pm** [Comment ID: 5065] - Link

Question

Agree: 0, Disagree: 0

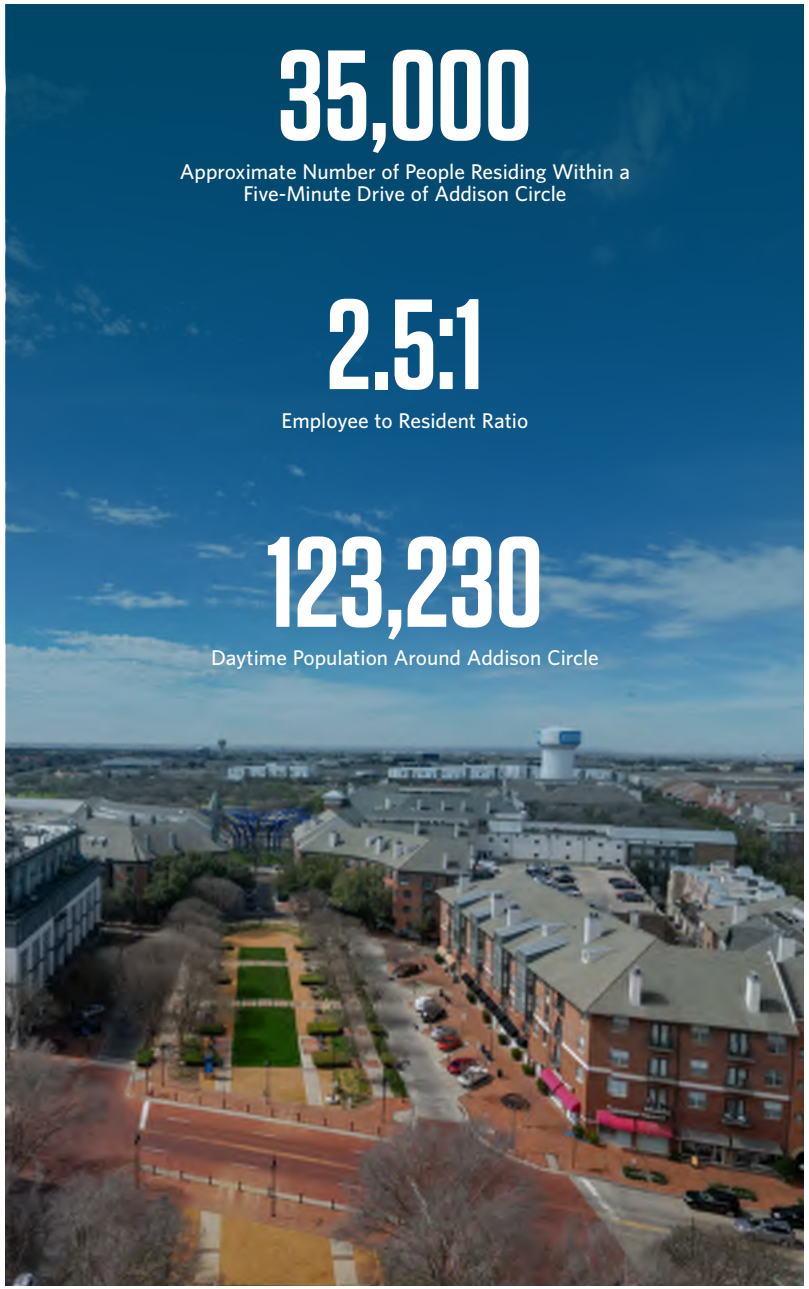
Where are the details, questions, and selection criteria for the "investor" community?

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

ANALYSIS OF CATEGORIES OF COMPETITIVENESS CONTINUED

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 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.*

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ANALYSIS OF CATEGORIES OF COMPETITIVENESS CONTINUED

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 developers' most favored 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.

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. 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.

040

Location

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.

Additional Information

Advance Addison Market Report

#040

Posted by **Alan Then** on **05/15/2025** at **2:06pm** [Comment ID: 5066] - Link

Suggestion

Agree: 2, Disagree: -3

Addison Circle and Village on the Parkway are entirely different properties with differing profiles. The Circle was designed for walkability for local mixed use. Village on the Parkway is entirely an auto-destination centric property (no one walks to the Village), with minimal walkability given its accessible to mostly dispersed at business parking. It is this exact difference that must be examined and realized more clearly in this document. Developers I have talked to indicate Addison Circle is entirely a "failure" because of this lack of parking, and argues strongly against the desirability of "walkability" from a customer and business prospective. This is why the development strategy at Shops of Legacy was changed. This analysis is fundamentally flawed imho.

> Reply by **Curtis** on **05/15/2025** at **3:17pm** [Comment ID: 5069] - Link
>
> *Agree: 5, Disagree: 0*
>
> From my experience, the parking problem in Addison Circle is a management problem rather than a supply one. Some residents and employees use the street parking for convenience or to avoid paying the ~$50 a month for their apartment parking garage spot.
>
> Visitors that don't know the area well are unlikely to navigate to the garages even with signage, because they're focused on trying to find the visibly obvious street parking. The original designers tried to handle this by adding a variety of 20m, 1hr, 2hr, and 3hr parking signs but the inconsistency adds to the confusion and they are not enforced.
>
> My suggestion to fix this, help visitors, and the businesses is to make all parking along Quorum and near any business to be 2 hours free, then paid parking afterwards. This would stop residents and employees from taking up the spots all day/night and increase churn on valuable, convenient, visible spots.
>
> If the parking revenue & tickets are significant it could be used in the area for landscaping, brick maintenance, etc.
>
> > Reply by **Tyler Wright** on **05/16/2025** at **6:54pm** [Comment ID: 5080] - Link
> >
> > *Agree: 2, Disagree: 0*
> >
> > Agreed with Curtis, you can free up a lot of highly visible and accessible street parking by just disincentivizing

residents from parking outside of their very spacious parking garages. We have a whole unused floor in my building. Addison Circle is also anchored by one of the top 3 busiest transit stations in the DART system, so visitors need not only come by car.

As for Village on the parkway, I often visit on foot or by bicycle when I'm feeling brave, as it is a fairly reasonable walk from the circle. The presence of gates at the south end fence shared with the apartments would also imply a fair amount of people are walking there.

That being said, Village does not need to be another Addison Circle, but pedestrian improvements in the center would make it a far more comfortable place to walk around in. Maybe they can build another garage on the south east corner to offset some of the lost parking.

Reply by **Patric Morgan** on **05/16/2025** at **10:31pm** [Comment ID: 5091] - Link
Agree: 4, Disagree: 0
I walk to the Village quite regularly. I would do it more often if the pedestrian infrastructure into and around the village was better (this would not take a lot, just a couple dedicated paths to the street)

> Reply by **Tricia** on **05/18/2025** at **8:27pm** [Comment ID: 5109] - Link
> *Agree: 0, Disagree: -1*
> Who is going to enforce parking when they don't have the manpower to enforce speeding and the garages have break-ins? So you want to push people in multi-family to have to pay for garage parking and add to multi-family pockets? That is not people first. Maybe the town should talk to multi-family about not charging for parking so people are off the street and in the existing garages so the businesses have spaces for their customers and visitors.
>
> > Reply by **Tyler Wright** on **05/19/2025** at **8:15am** [Comment ID: 5114] - Link
> > *Agree: 1, Disagree: 0*
> > MAA does not charge for unassigned parking, only for reserved spots. i can't speak for other complexes in the circle though.
> >
> > Edit for clarity: I do not pay extra for a garage parking spot, though at least MAA and Allegro have additional reserved spots and even private garages available for rent at an additional cost.
> >
> > Reply by **Curtis** on **05/19/2025** at **11:29am** [Comment ID: 5123] - Link
> > *Agree: 2, Disagree: 0*

Parking garages are expensive to build and the apartment will either pass on that cost through a parking fee or through rent hikes. Having the cost on a per-space basis rather than baked in also means that a household that uses 1 space pays less than a household that uses 2 spaces.

Price is not the only reason people use street parking, I know some people that pay for parking but still often park on the street for convenience reasons. This is fine for short-term parking, but it negatively affects businesses if used all day. That's why I suggest a 2-hour free period before it becomes paid parking.

At a minimum I think there should be an incentive for residents to use the free public parking garages instead of street parking, because street parking is more obvious to visitors.

Enforcement can be expensive, but often people working as parking officers need lower qualifications, meaning lower cost. It also gives the opportunity for people to join earlier and train up until they can join the main force.

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.

Additional Information

Advance Addison Market Report

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.

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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.

041

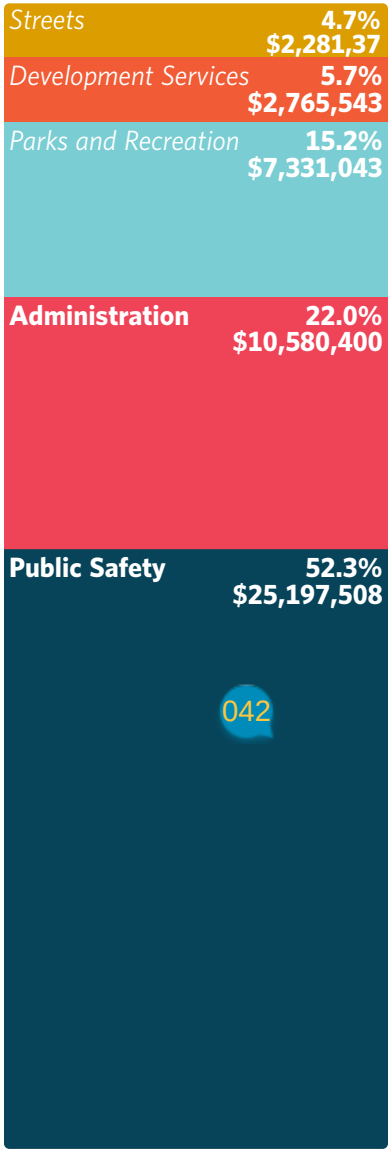
Additional Information

Adopted Town Budgets

2024 REVENUES

TOTAL $48,164,101

2024 EXPENDITURES



042

TOTAL $48,155,864

#041

Posted by **Jenny Apperti** on **05/06/2025** at **5:14pm** [Comment ID: 5049] - Link

Suggestion

Agree: 1, Disagree: -2

Hopefully, sales tax will grow again in the future. Counting on getting most of the budget from property taxes means we as home owners will continue to feel the brunt of it. Honestly, what's the point of having so many hotels and restaurants if we're going to rely mostly on property taxes as the revenue stream? Might as well turn the town into a full large scaled neighborhood of just homes. I'd suggest maybe rephrasing the information a bit because, as a home owner and tax payer, knowing the town is comfortable with having this as the main revenue stream in the future might make me think about where to move to next.

> Reply by **Curtis Green** on **05/06/2025** at **6:15pm** [Comment ID: 5052] - Link
>
> *Agree: 4, Disagree: -1*
>
> Home owners won't have to feel the brunt of it if the town is successful in encouraging the development of valuable properties that can generate the needed property tax revenue

> Reply by **Tyler Wright** on **05/07/2025** at **7:01pm** [Comment ID: 5055] - Link
>
> *Agree: 3, Disagree: -1*
>
> Property taxes are a more stable source of revenue than Sales taxes, it allows for long term planning and for the town to pay their police and fire consistently.
>
> Fortunately commercial buildings and multifamily make up most of the property tax revenue so the burden is not primarily on sfh owners.

> Reply by **Patric Morgan** on **05/16/2025** at **10:33pm** [Comment ID: 5092] - Link
>
> *Agree: 5, Disagree: -1*
>
> Commerical property owners pay far more in property taxes than homeowners. Commerical properties do not get homestead exemptions and even have to pay tax on their furniture and inventory.

> Reply by **Micheal** on **05/23/2025** at **2:47pm** [Comment ID: 5161] - Link
>
> *Agree: 1, Disagree: 0*
>
> Sales taxes are the most regressive - hitting the poorest residents the hardest. I'd like to see taxes shift away from regressive sales taxes and towards other modes.

#042

Posted by **Grant Korkhip** on **05/20/2025** at **3:42pm** [Comment ID: 5145] - Link

Agree: 0, Disagree: 0

Need to spend less on large vehicles for public safety and more for critical infrastructure and services for people.

QUANTIFYING ADDISON'S STREET REPLACEMENT COSTS

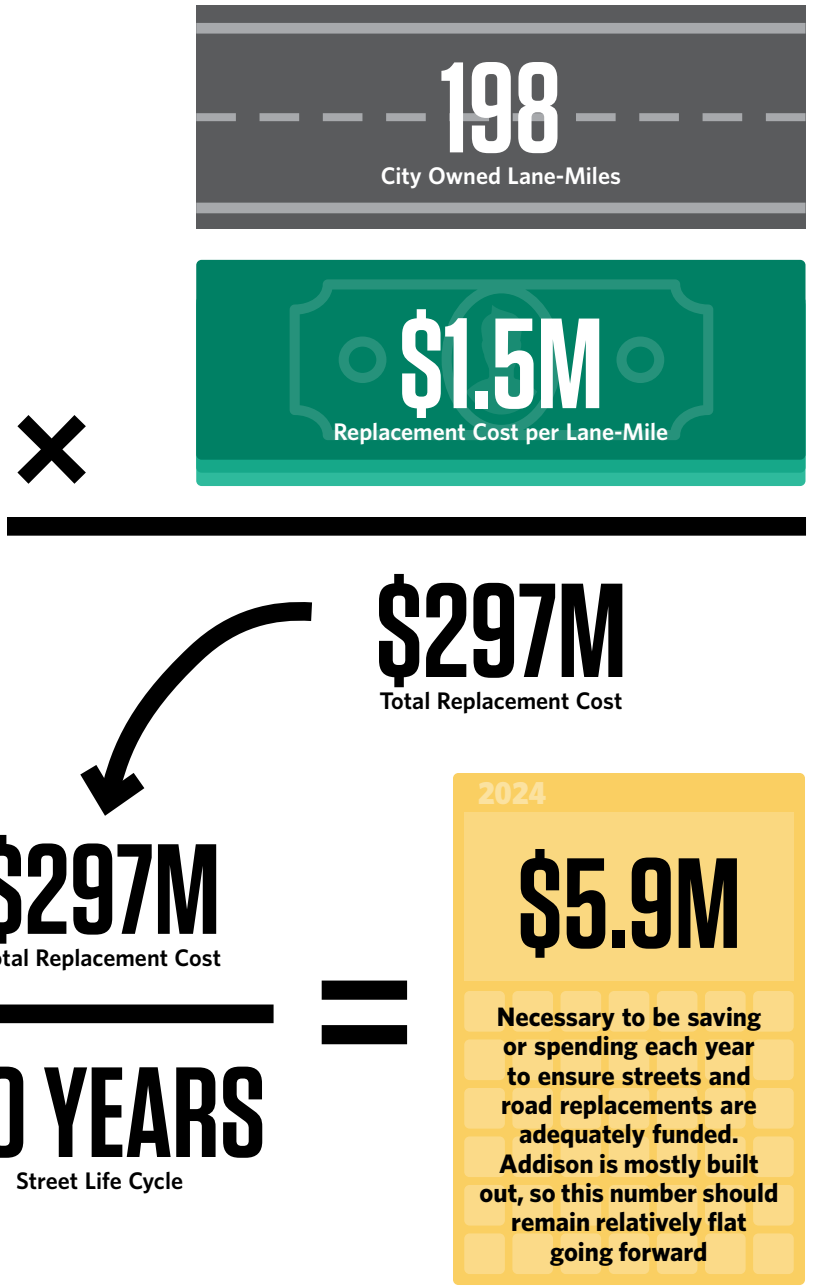
Based on information provided by staff, Addison has 200 11' lane-miles of roadway to maintain. Using a replacement cost of $1.5M per 11' lane mile means that it would require over $297M to replace the existing streets when they reach the end of their life cycle. Averaged over a 50-year life cycle period, this would require the Town to be saving or spending an average of $5.9M per year on street reconstruction.

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.

Additional Information

Adopted Town Budgets



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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.

043

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.

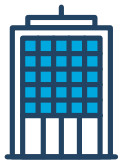
FACTORS CONTRIBUTING TO ADDISON'S FISCAL PRODUCTIVITY

044

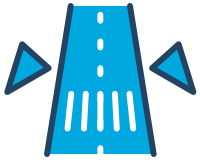
Small Town Footprint & Service Area
The entire Town measures 4.4 square miles. This compact and defined footprint limits infrastructure and service costs and allows the Town to focus resources on quality.

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.

The Value of Different Development Patterns
p. 81

#043

Posted by **EJ** on **06/02/2025** at **11:53pm** [Comment ID: 5207] - Link

Suggestion

Agree: 0, Disagree: 0

Who is the source and what specific methodology is cited for this "fiscal analysis"? How is it applicable or relevant to Addison? Who actually conducted the analysis, and why is their work not properly cited? Why is the methodology purposely excluding the Airport (which generates revenue even if it is not taxable)? Such a critical omission distorts Addison's true economic picture. Moreover, area acreage is considered financially productive if it generates a large "economic impact" and return on assets - whether it is directly property taxable (levied) or not. Most public or tax-exempt assets should never be omitted from land use fiscal analysis - think Universities (large land mass and diverse real estate holdings), Hospitals, Stadiums, Convention Centers, and the like. Also, assets are tax-exempt based on exempted use and not on whether the owner may be exempt. Another important consideration in methodology is that commercial property tax valuations are based on an estimated "income approach", that is, Commercial property value = NOI/cap rate. So your real estate mix and the type of investment made is equally important. There should be greater transparency on the source and the methodology of the analysis being relied upon. Please make sure to provide access to data and the complete study.

#044

Posted by **Micheal** on **05/23/2025** at **2:50pm** [Comment ID: 5162] - Link

Agree: 1, Disagree: 0

Awesome list - these factors should continue to be the priority to ensure a healthy tax base and ensure the stability/growth of city services and amenities. There's a lot more to do to improve land use in Addison - but we already know the path forward!

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.

Right: *The Colonnade building and surrounding area produces the largest property tax revenue per acre, as represented by the purple spike on the following page.*

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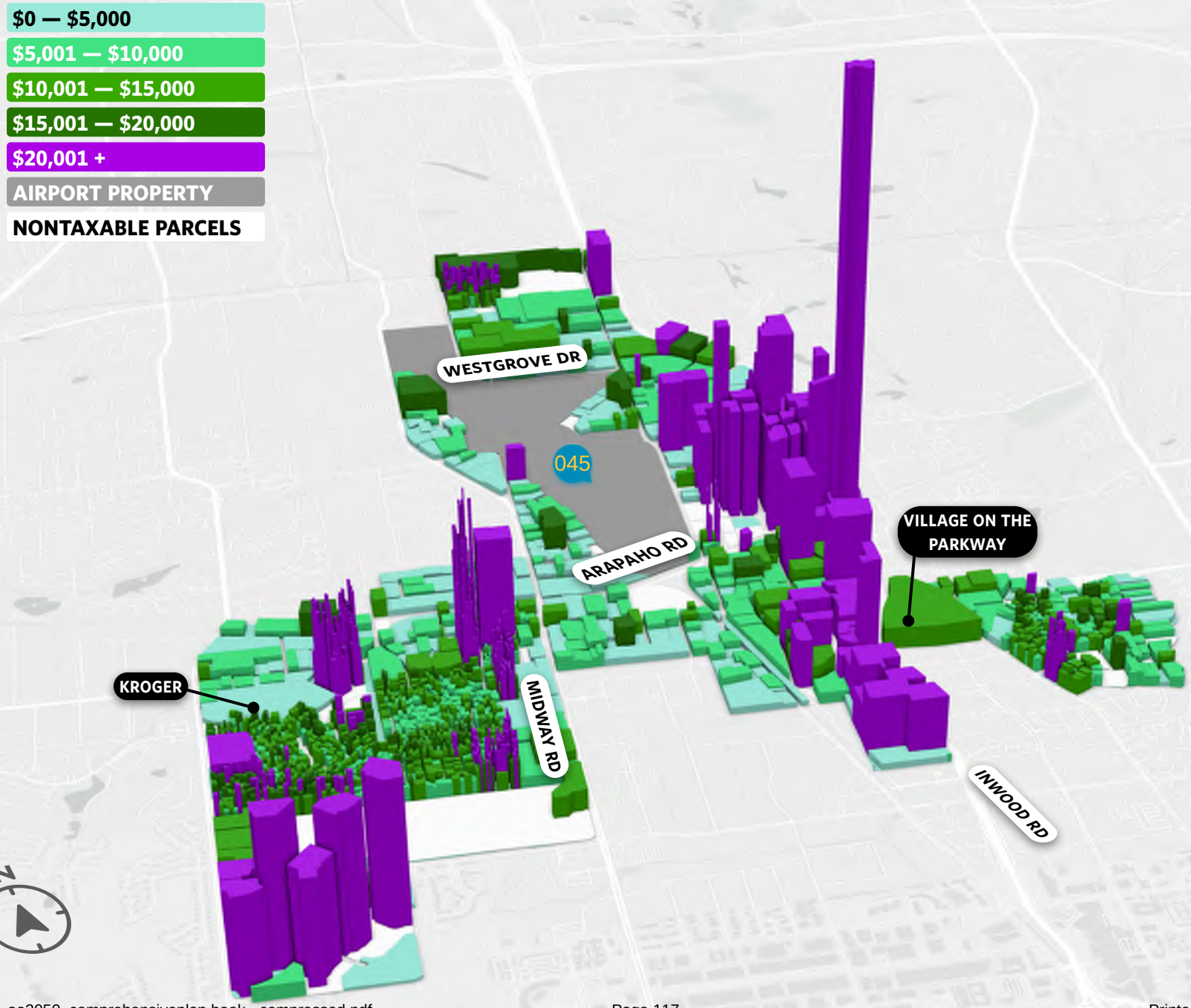
PROPERTY TAX REVENUE PER ACRE MAP



#045

Posted by **Micheal** on **05/23/2025** at **3:04pm** [Comment ID: 5164] - Link

Suggestion

Agree: 0, Disagree: 0

The airport and supporting properties need to be included in this analysis. It is land use like any other and we need to be honest about its cost in terms of land use and the opportunity to develop it into something more compatible with the urban core nearby. Good data drives good decisions.

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.

#046

Posted by **Alan Then** on **05/18/2025** at **3:12pm** [Comment ID: 5096] - Link

Suggestion

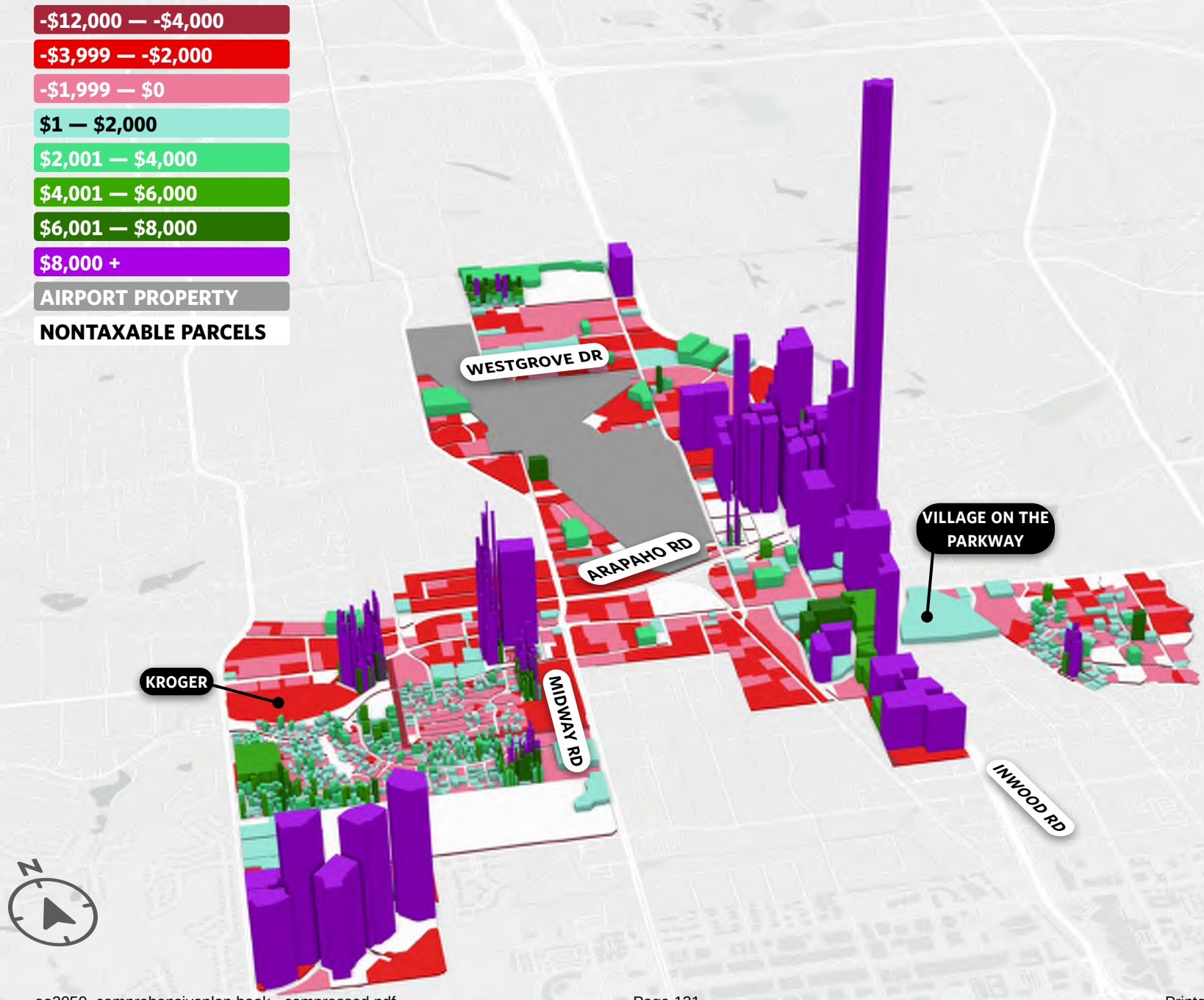
Agree: 1, Disagree: -2

Abandon Net Revenue Cost Allocation IMHO: Entirely flawed and improper analysis and cost assignment schema on multiply dimensions. People use services, not property - making “net revenue” per acre entirely flawed particularly in the context of Addsion. Assigning costs are predominately driven by people. For example, the reason we have far, far higher police officers per resident than any surrounding city is because of our non-resident visitors to businesses and commerce ... our resident population (in the absent of the higher proportion of commerce traffic and visitors) would necessitates far, far smaller fire and police departments (please recall police and fire constitutes the larges budget line item). This can be clarified if for example we look at Farmers Branch our neighbor. We have 63ish police, Farmers Branch has 53ish. Addison is effectively 3ish sq. miles (no airport), FB is effectively 13ish sq. miles. Addison has a population of 16,000, Framers Branch has population is 37,000. So our cost allocation profiles are very different. Addison has 3.9 officers for 1000 residents, or 21 per acer!!!! Framers Branch 1.4 officers per 1000 residents, or 4.4 per acer. This is also why there is virtually no assignment of cost to the Airport (becuase of its number of people (very low), not its size - 25% of Town area). This metric would say our primary goal as a Town should be to dismantle the airport (it provides virtually no revenue (small amount for ground lease) and would capture 25% of cost). I could continue this analysis, but I feel I’ve made my point.

> Reply by **Curtis** on **05/19/2025** at **11:59am** [Comment ID: 5127] - Link
>
> *Agree: 2, Disagree: 0*
>
> I agree that there is a lot of nuance to it, but I disagree that it's improper. A majority of our revenue comes from property taxes and the amount of property we have is fixed. The day & night time populations will change so basing things off of a static number makes sense

> Reply by **Micheal** on **05/23/2025** at **2:57pm** [Comment ID: 5163] - Link
>
> *Agree: 0, Disagree: 0*
>
> Your 'analysis' is totally flawed because it fails to consider opportunity cost! The reason why net revenue per acre is such a valuable measure is because, as already mentioned, the land in a city is fixed! We need to understand what areas are pulling their weight and what areas are getting subsidized. And we need to reform zoning to promote high revenue areas to keep the tax base healthy.

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.

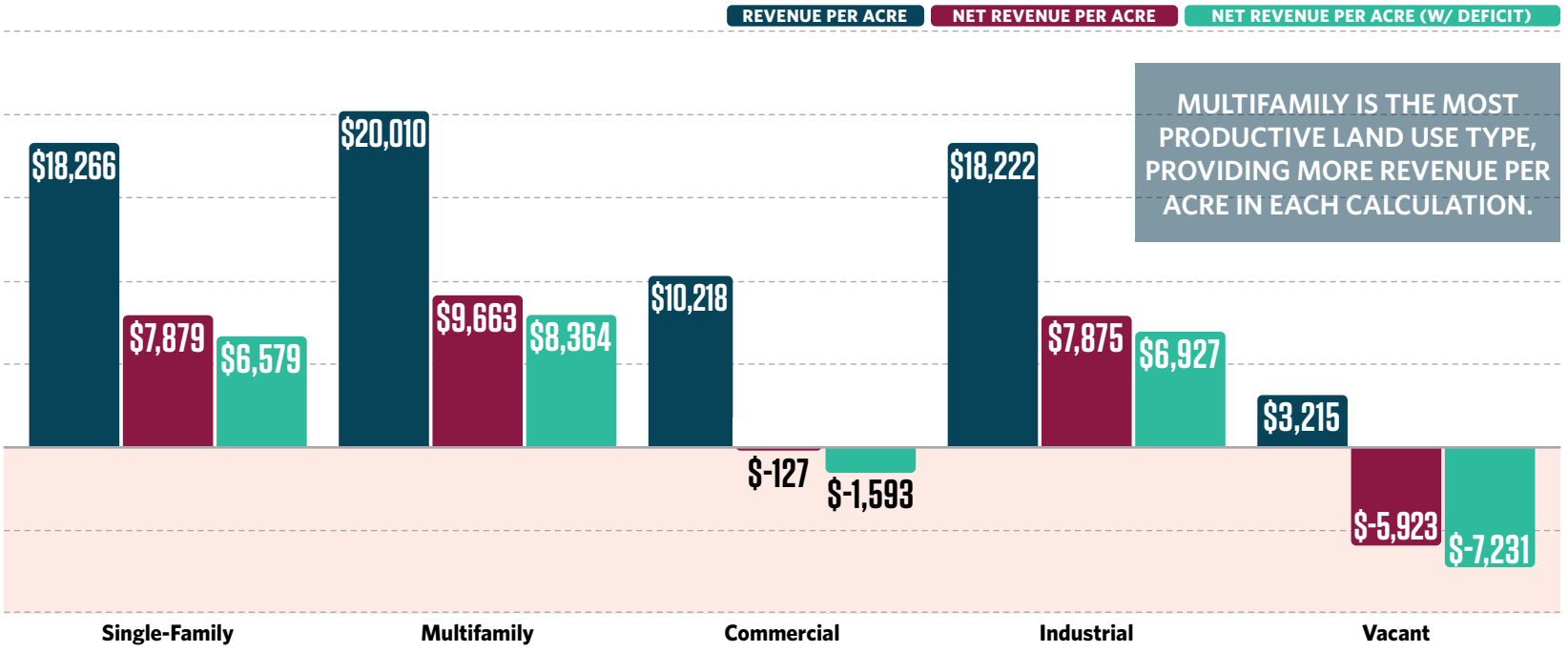
The amount it would take for the city to replace existing street infrastructure was estimated as roughly $297 million over 50 years. A straight average over a 50-year life cycle for concrete pavement was calculated to be roughly $5.9M per year, and then these additional costs were allocated to each parcel 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.

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#047

Posted by **Alan Then** on **05/15/2025** at **1:48pm** [Comment ID: 5064] - Link

Suggestion

Agree: 2, Disagree: -4

The Net Revenue metric is predeterminant as to outcome and inappropriate to use standalone, it will always given a "higher" number to density so it lack informational or discretionary value. By virtue of this metric, the Airport should be phased out and closed it contributes virtually nothing to Town revenue. This metric by construction will always "disfavor" any single home owner/dweller, and does not at all reflect the vast majority of people preferred living arrangement.

> Reply by **Tyler Wright** on **05/16/2025** at **7:49pm** [Comment ID: 5086] - Link
>
> *Agree: 2, Disagree: -1*
>
> This level of analysis only pertains to the ratio of service costs covered by the property taxes in the general fund. It is not designed to be a comprehensive fiscal analysis, but it's insights are useful from a planning perspective.
>
> All properties are expected to receive the same quality of service and public safety, but this money doesn't come from nowhere. low density properties tend to struggle to pay for their cost of service via property tax.
>
> Perhaps in some cases, this is offset by sales tax revenues, or in the airport's case more than offset by charges for service and grants given by governmental bodies for its operations. However, sales tax is more variable than a property tax revenue stream, it only makes sense to plan around a more consistent revenue stream, and that stream happens to be maximized through density.
>
> For what it's worth, many of the smaller lot single family homes are still a "net positive" when accounting for street expenses. It's the larger lot homes and businesses with massive parking lots that have the more pronounced deficits.

> Reply by **Curtis** on **05/16/2025** at **10:19pm** [Comment ID: 5090] - Link
>
> *Agree: 2, Disagree: 0*
>
> It gives a benefit to high improvement value which is often but not necessarily dense. The purpose of the analysis is to show where the town receives its money, which is important to ensure Addison doesn't trend towards insolvency like some of our neighbors (Plano, Farmers Branch).

Addison currently has a debt of -$32M which is 28% of yearly revenue. In 2009 it was -$6M or 11% of yearly revenue. This is still within a reasonable range but the trend is concerning, we need to focus on revenue positive development to counter it if we want to keep our current service levels. This is particularly true since the state has capped property tax increases at 3.5%, potentially allowing for revenue to grow slower than inflation

Source is the past Annual Comprehensive Financial Reports (ACFR)

> Reply by **Alan Then** on **05/19/2025** at **11:30am** [Comment ID: 5124] - Link
> *Suggestion*
> *Agree: 1, Disagree: 0*
> "low density properties tend to struggle to pay for their cost of service via property tax."
>
> This can be true or not, it is highly context dependent. Highland Park, University park has absolutely no problems paying for services and indeed have lower p.tax rates than Addison. (see page 27-28 of the budget book) Almost all their revenue is derived from p.tax they do not have the commercial or multifamily housing we have in Addison. Inarguable the density of those location are far lower than Addison, but they have far far lower property tax rates. For the record we have the HIGHEST tax rate of what the Town used for surrounding cities despite our higher density. It is a very complex issue and not well examined in the document imho.
>
> Addison has ~$133million in outstanding debt principle. Its debt service in will be ~$13.5 in '25 as I understand it.
>
> > Reply by **Curtis** on **05/19/2025** at **12:25pm** [Comment ID: 5128] - Link
> > *Agree: 0, Disagree: 0*
> > Yes, Highland Park has extremely high land values so the they can afford to have lower taxes even with lower average "improvement value" on that land. But because property taxes are based on land + improvement value, by definition increasing improvement value will increase tax revenue.
> >
> > To give more info on the -$32M number, that's the towns net financial position or current assets - liabilities. This is slightly different than the "Net Position" which includes capital assets like roads. Since the town likely won't ever sell its roads it's a good way of knowing what's in the bank minus

debt outstanding

Reply by **Tyler Wright** on **05/19/2025** at **12:41pm** [Comment ID: 5129] - Link
Agree: 1, Disagree: -1
The population density of both University Park (6857 per square mile) and Highland park (4000 per square mile) are both higher than Addison (3736 per square mile).

Even if you take the airport land out (~1 square mile) you still get a density less than university park at 5,029 per square mile.

Average home value (from Zillow)

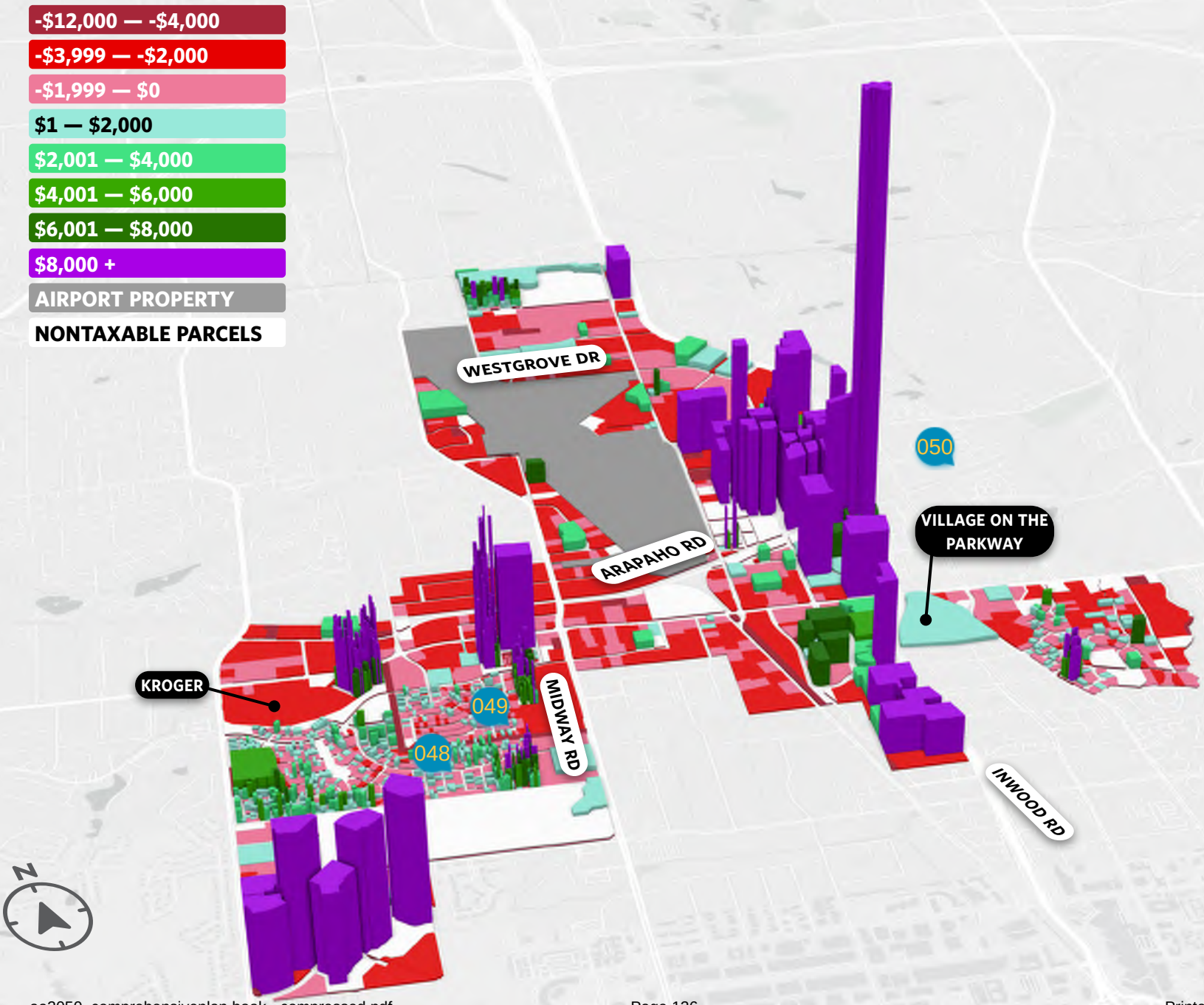
UP: 2.32 million
HP: 2.76 Million
Addison: .5 million

HP and UP also benefit from immediate proximity to some of Dallas's most successful developments in Knox/Henderson, Oak Lawn, and uptown. Residents have easy access to jobs/services in a different city that gets to pick up the tab on construction and maintenance of that infrastructure.

So in conclusion, towns with higher population densities and property values tend to manage better fiscally. Totally agreed

Reply by **Micheal** on **05/23/2025** at **3:09pm** [Comment ID: 5165] - Link
Agree: 0, Disagree: -1
Yeah, this analysis prefers density because density is more economically efficient for the city! If you prefer single family homes then feel free to build and live in one - but don't expect everybody else to subsidize your preference. Its long past time for SFH owners to pay their fair share! You don't get to complain about apartments and new developments when those residents are footing the bill for your lifestyle!

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



#048

Posted by **Tyler Wright** on **05/10/2025** at **11:03am** [Comment ID: 5057] - Link

Agree: 3, Disagree: 0

This chart is informative and alarming. It's quite a revelation to see that Addison's services and infrastructure are in fact carried by the successful multi family and mixed use developments a vocal minority seem to dislike.

A lot of people campaign on "lowering taxes" but also also against multifamily housing and commercial. How can they seriously expect taxes to lower while maintaining services if multifamily investments are set aside?

#049

Posted by **Micheal** on **05/23/2025** at **3:15pm** [Comment ID: 5166] - Link

Suggestion

Agree: 0, Disagree: 0

Despite the airport being missing - awesome analysis! We need to use data and metrics like this to help roadmap future developments and priorities. We need to move away from car-centric developments that are literally holding us back, especially oversized parking lots and big-box retail. And we need to stop subsidizing the SFH lifestyles of older and wealthier residents. There's nothing wrong with a suburban neighborhood but it shouldn't be subsidized by all other residents! Our tax policy should make it so everyone pays their fair share

#050

Posted by **Curtis Green** on **05/06/2025** at **6:09pm** [Comment ID: 5051] - Link

Suggestion

Agree: 4, Disagree: 0

This chart is very informative, is it possible to also do this with sales tax revenue? I think that would allow for a full picture of where the town gets their money from.

For example I assume sales tax revenue would make village on the parkway look much better, but I could be wrong and would like to visualize that.

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, "third places", a term coined by Ray Oldenburg, 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.

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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 various generations from Millennials and younger.

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.

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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

051

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.

Above: *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

#051

Posted by **Micheal** on **05/23/2025** at **3:21pm** [Comment ID: 5167] - Link

Agree: 1, Disagree: 0

Loving this section! We need to do everything we can to get the word out: the suburban experiment has failed.

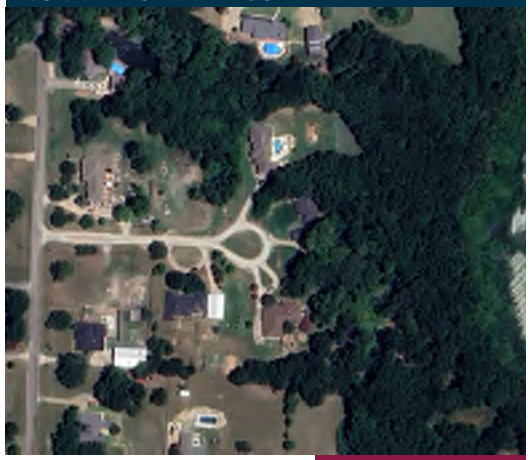
It might take a long time to finally get away from the death spiral of unsustainable land use, dangerous car-centric street design, and endless traffic/sprawl. But it all starts with education. Our children and grandchildren will thanks us!

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

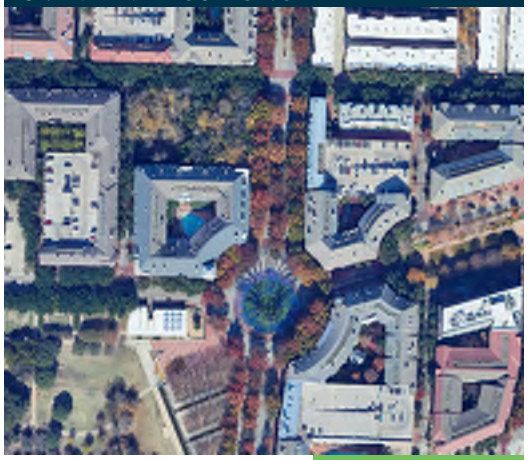


Value Per Acre	LOW
Infrastructure Costs	LOW
Service Levels	LOW
Population Per Acre	LOW
Cost Per Household	LOW

SUBURBAN: BELLBROOK ESTATES

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

URBAN: ADDISON CIRCLE



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

052

#052

Posted by **EJ** on **06/03/2025** at **12:05am** [Comment ID: 5209] - Link

Question

Agree: 0, Disagree: 0

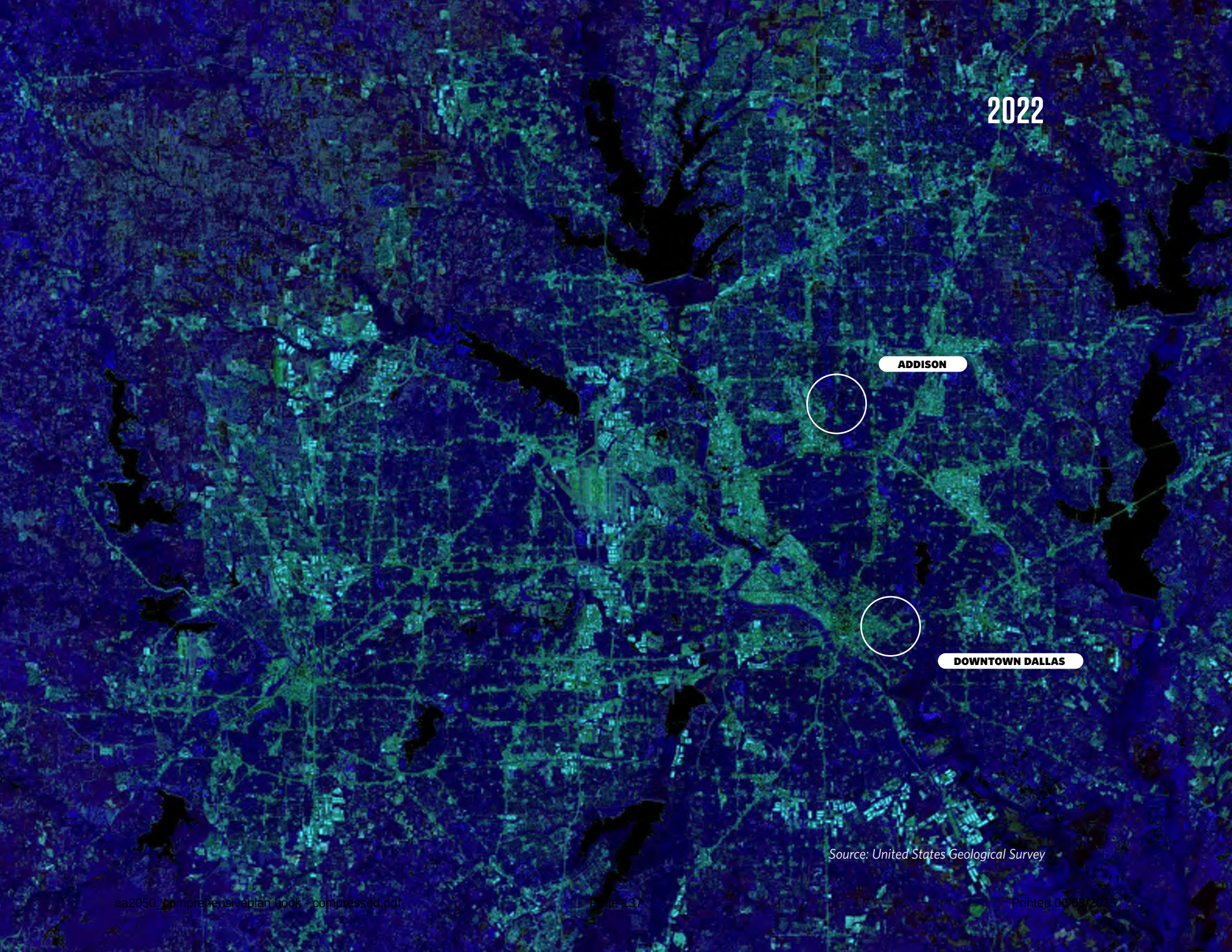
Please cite the who conducted this analysis, along with the methodology and data sources used. It is also unclear what data sets were used to determine cost and how it was measured, along with how results were calculated/assessed. There also should be clarity regarding actual $ value ranges defining what is High, Mid, Low for each category type. Documentation and supporting information should be made publicly available given specific examples being used.

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-Oriented Buildout

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.



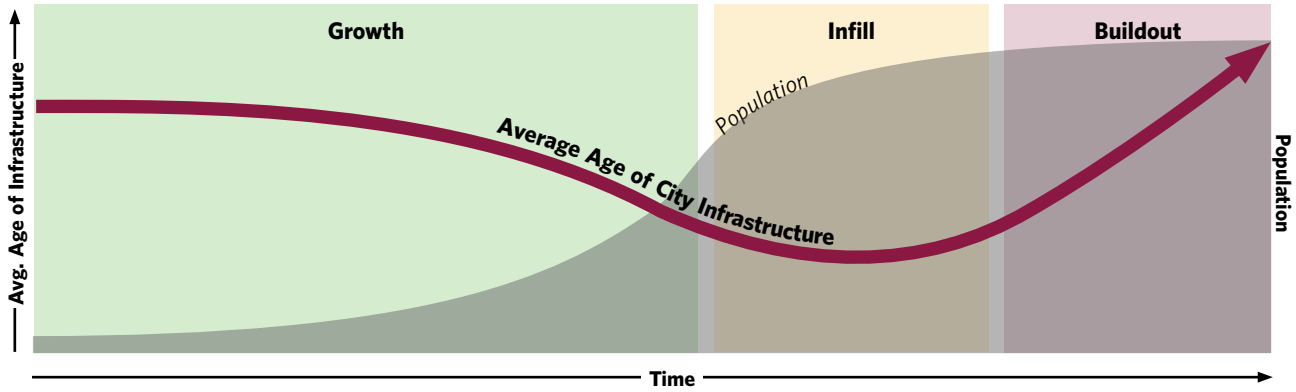
Source: United States Geological Survey

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

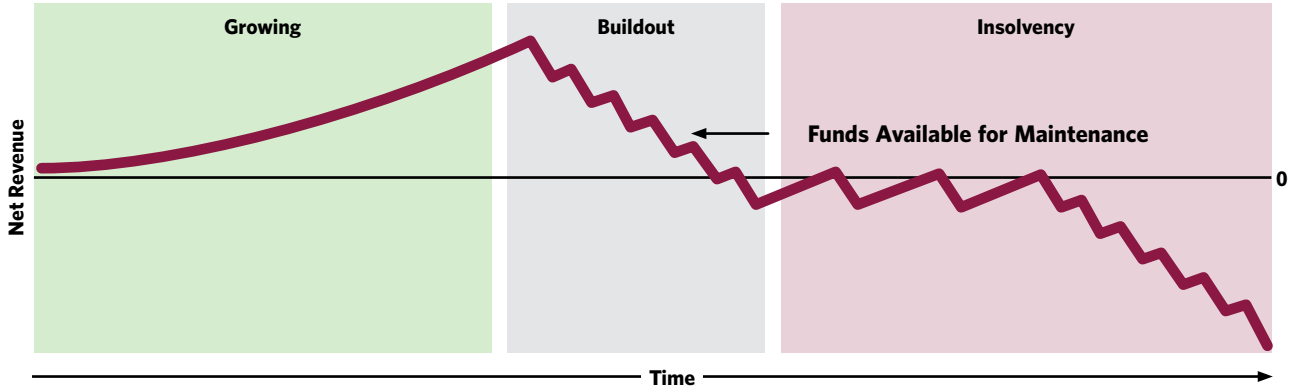
ILLUSION OF WEALTH

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.



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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.

Budget & Fiscal Analysis

p. 67-75

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

p. 37

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.

053 054

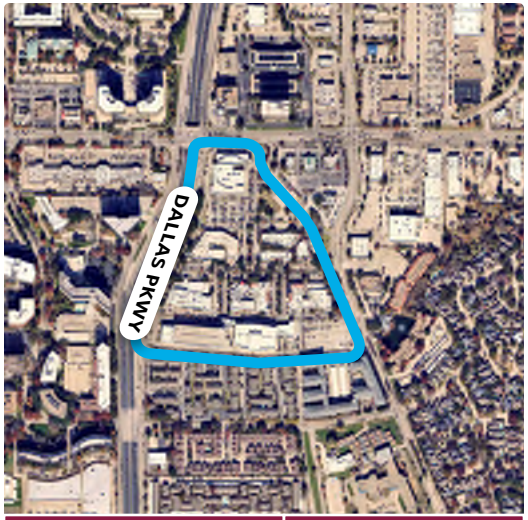
Suburban Strip Center
ADDISON TOWN CENTER, ADDISON

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

Assessed Value Per Acre
$ 1,028,951

055

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

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#053

Posted by **Micheal** on **05/23/2025** at **4:00pm** [Comment ID: 5168] - Link

Agree: 2, Disagree: 0

Love to see this strip highlighted as a target for retrofit. I live by this area and would love to see it developed into basically anything else. There's way too much paved surface and useless parking space that is never filled. Walking to these shops is outright dangerous. There's no space for pedestrians and lots of driveways right next to driveways. It could be so much better!

#054

Posted by **Zackary** on **06/02/2025** at **10:40pm** [Comment ID: 5198] - Link

Suggestion

Agree: 0, Disagree: 0

There is WAY too much parking in this area. I would love to see Addison consider significantly reducing or eliminating parking minimums.

#055

Posted by **Darren Gardner** on **05/18/2025** at **3:48pm** [Comment ID: 5099] - Link

Question

Agree: 1, Disagree: 0

How current is this data. i would guess VOP is increasing in value. The economy (development and decline, return to work, etc.) is changing rapidly. Would like to have current data if more than 18 months old.

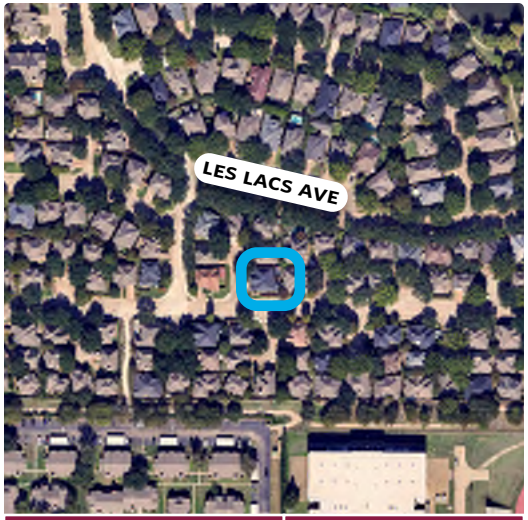
RESIDENTIAL DEVELOPMENT PATTERN VALUES

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

p. 37

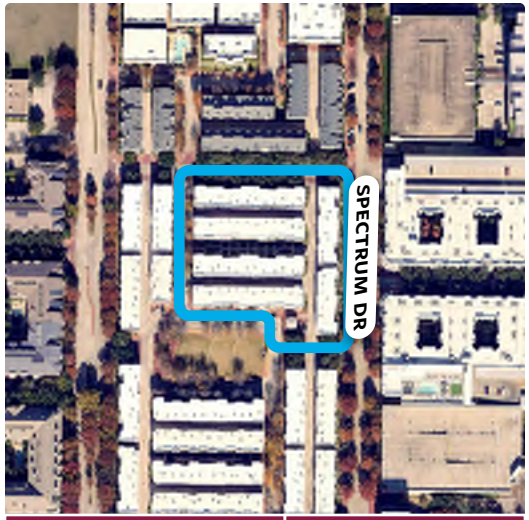
Suburban Single-Family
LES LACS



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

Apartments 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 can increase revenues, improve service efficiency, and limit costs, and strengthen the Town's fiscal position even further over time.

Net Property Tax Revenue per Acre

p. 72-73

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.

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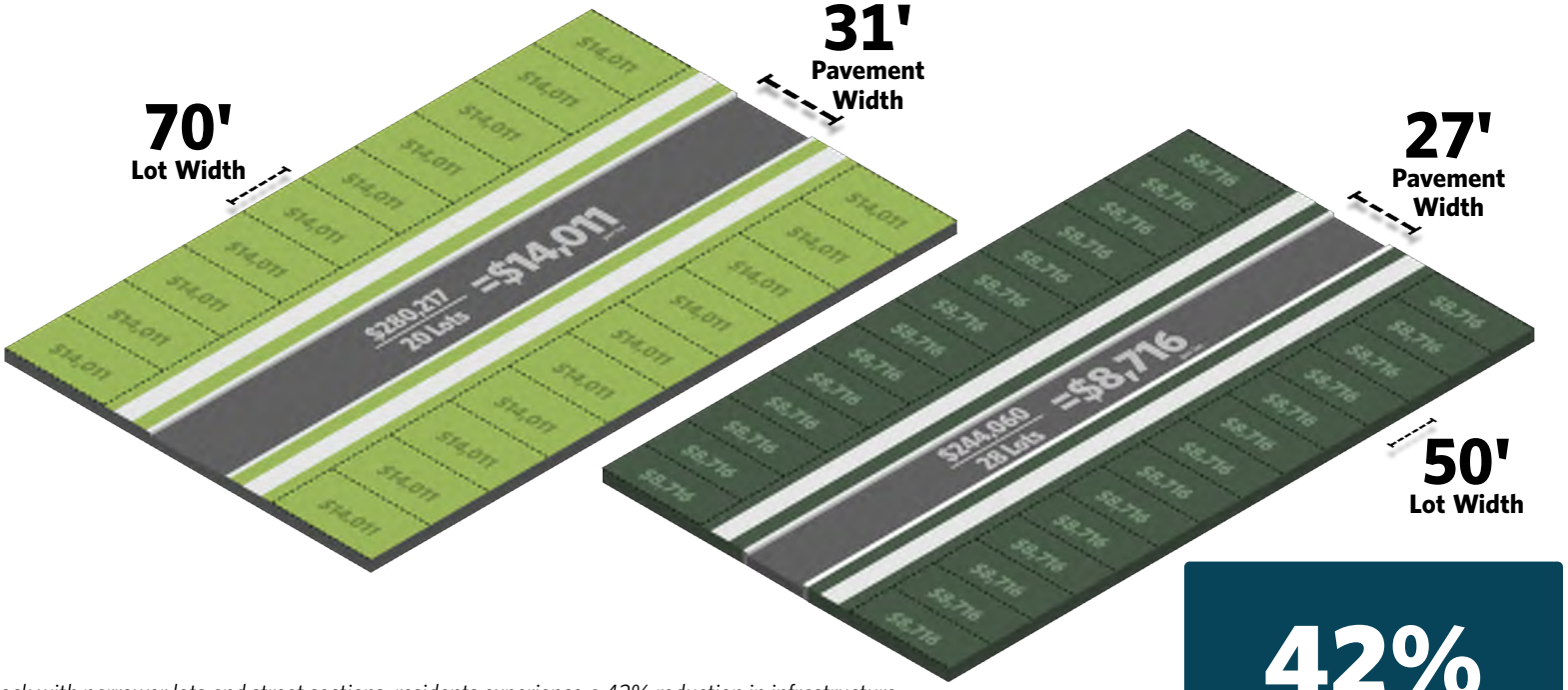
FACTORS AFFECTING AFFORDABILITY AND FISCAL SUSTAINABILITY

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.

#056

Posted by **EJ** on **06/03/2025** at **12:27am** [Comment ID: 5210] - Link

Question

Agree: 0, Disagree: 0

Please make sure to cite methodology and sources used for this analysis. It's pretty generic and does not take into account a number of factors used to compare and analyze project investments.

LOT COVERAGE

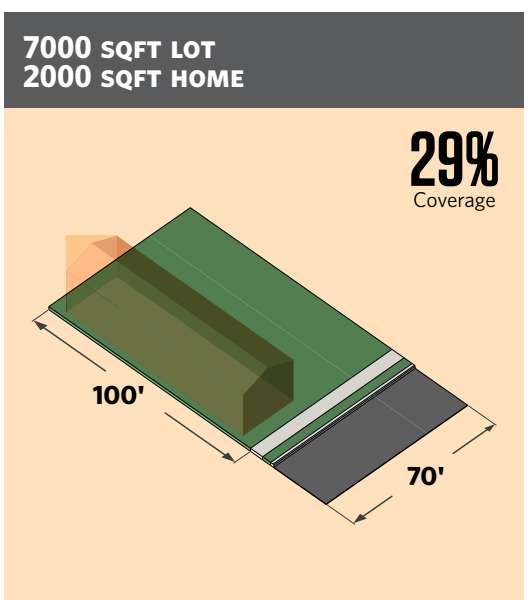
When more of a parcel of land is developed, the overall property value increases because value is created by the improvements made on the land. The taxable value of a property is the sum of the land value and the improvement value, so a larger building results in a higher taxable value. This means the 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

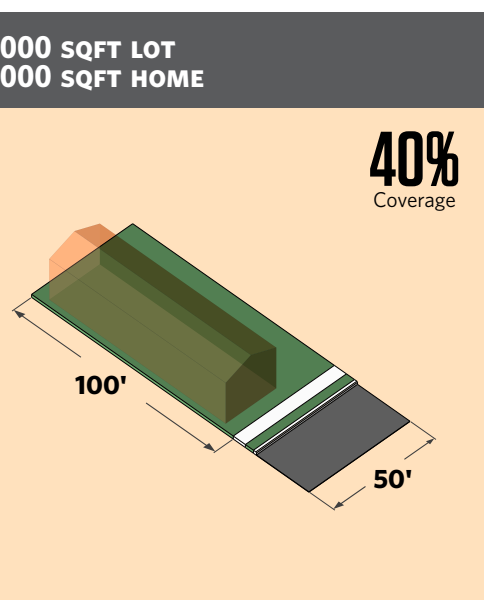


Appraised Value	Acres
$ 713,000	0.16

Value Per Acre
$ 4.46M

Mid-Level Lot Coverage

5000 SQFT LOT
2000 SQFT HOME

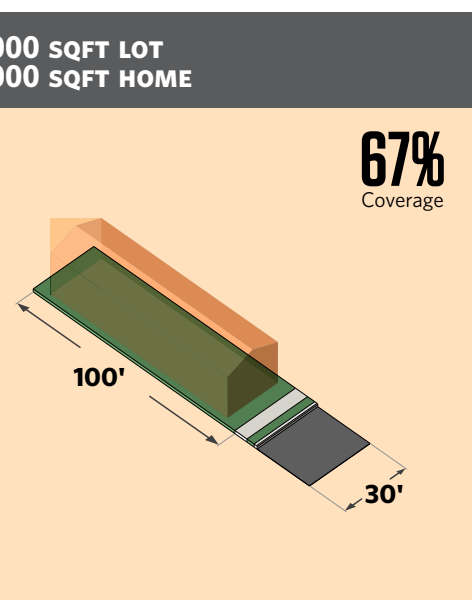


Appraised Value	Acres
$ 625,000	0.11

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

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#057

Posted by **EJ** on **06/03/2025** at **12:28am** [Comment ID: 5211] - Link

Agree: 0, Disagree: 0

Please cite methodology and source.

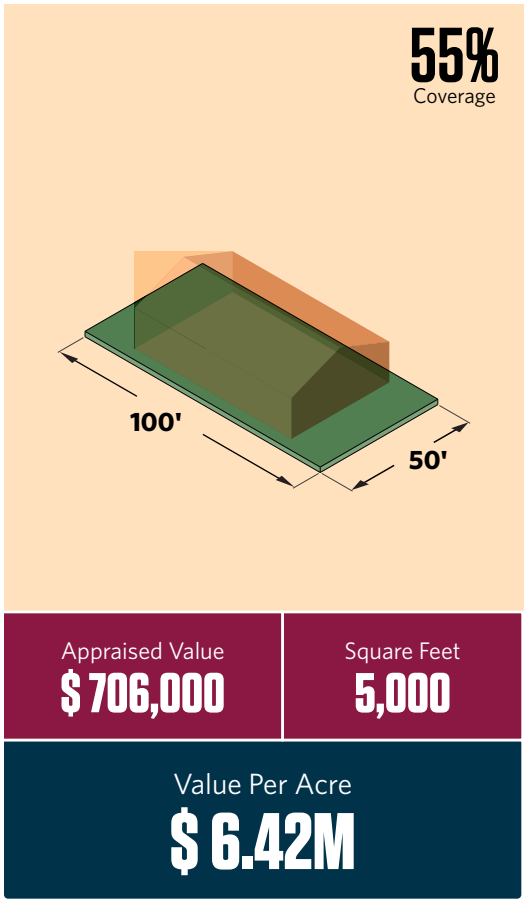
BUILDING HEIGHT

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

p. 68

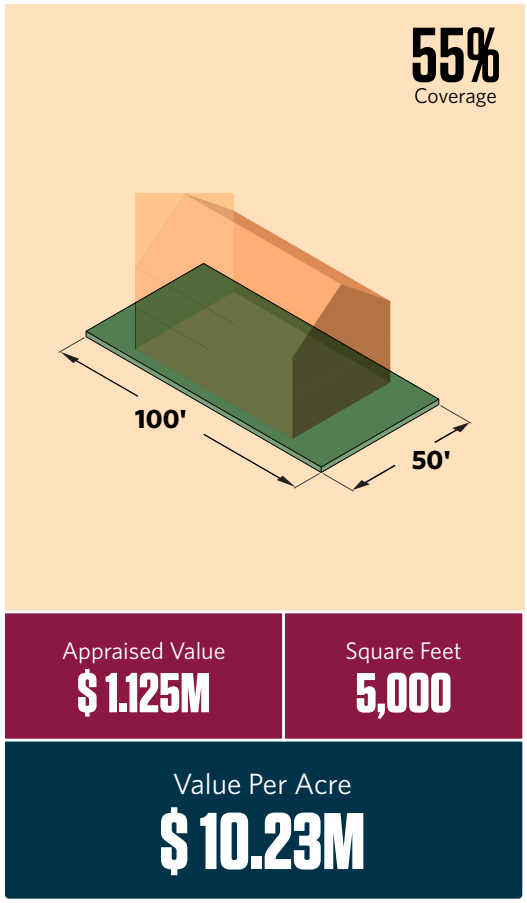
Single Story



Appraised Value	Square Feet
$ 706,000	5,000

Value Per Acre
$ 6.42M

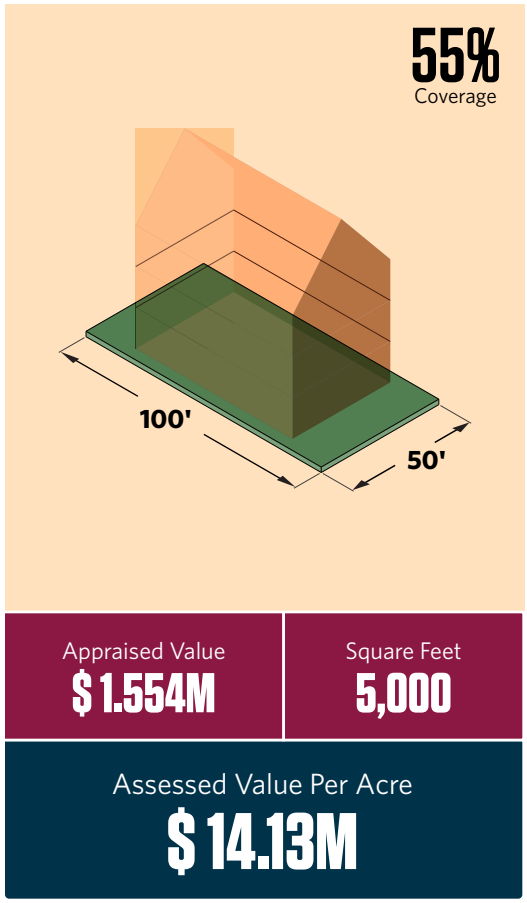
Two Story



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

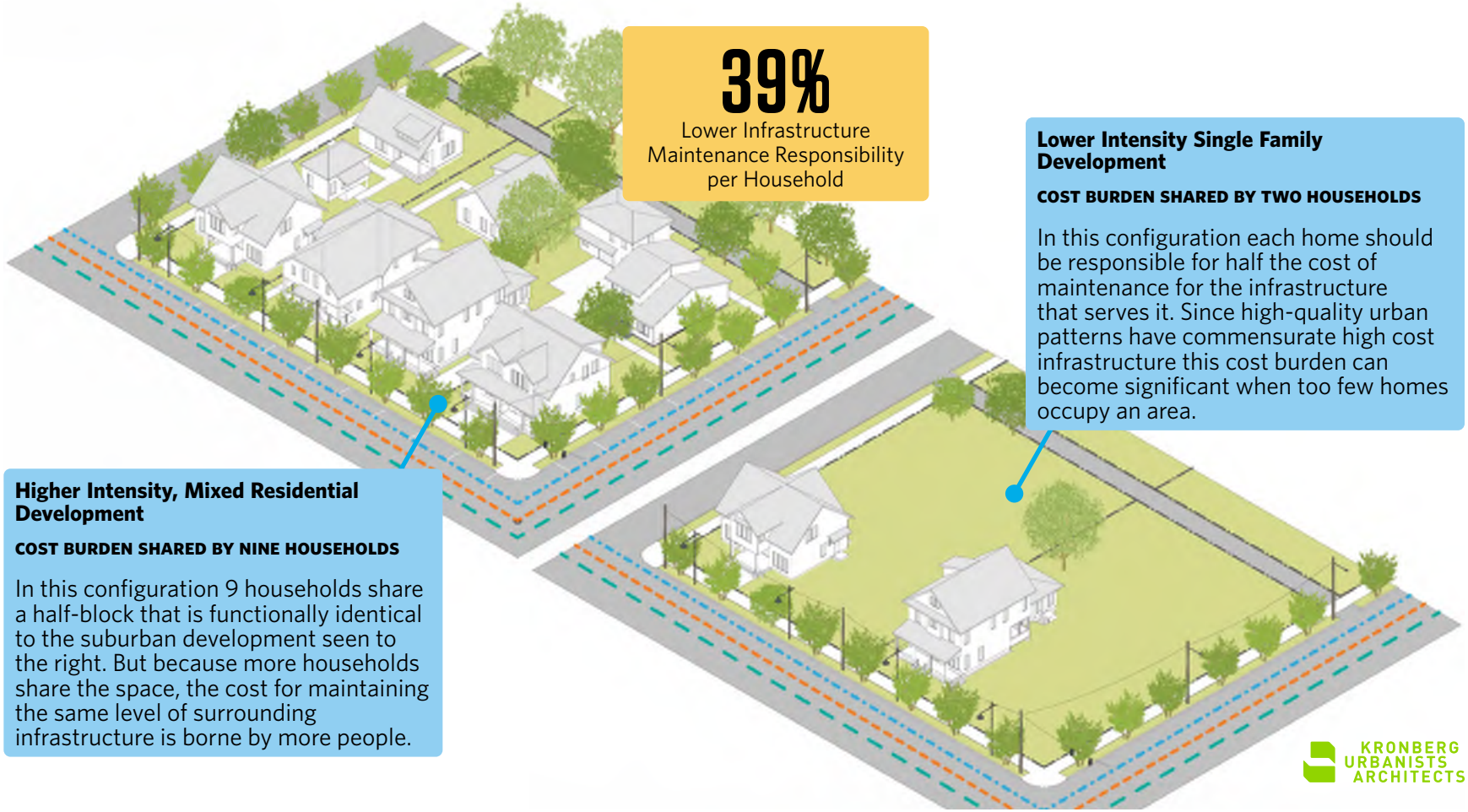
Building Up

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.



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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.

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.

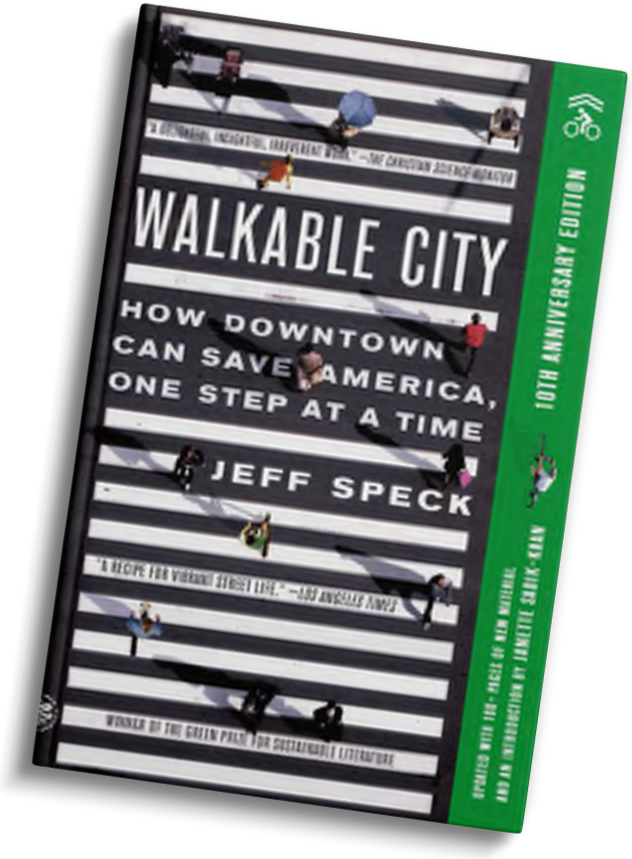
ELEMENTS

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.



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.

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#058

Posted by **Dawn Webb** on **05/19/2025** at **9:18pm** [Comment ID: 5139] - Link

Question

Agree: 1, Disagree: -1

It seems that many examples of homelessness and loitering are tolerated in public spaces. Over the years Addison has seemed less safe (more car break-ins, packages stolen, panhandling, etc.). My concern is that all of these walkable spaces the Town is envisioning won't be safe for pedestrians. I foresee myself finding other routes rather than driving places where these features are installed (speed bumps) or removed (parking spaces). Perhaps I am missing something but it seems that restaurants within walking distance don't always survive and would appreciate having patrons who want to drive to the area and park. Daily errands being accomplished on foot depends on many factors (# of items needed), time constraints, if children must be brought on the errand or not, and weather (like tonight the meeting was canceled for weather). Are all of these considerations being factored in when determining how much you'd like to put into walkability? Many people where I live walk to Target or Kroger but it honestly depends on what your grocery order is. If you are buying something heavy, you are most likely driving to the store. How are all of these factors weighing into the the Town's decision making?

> Reply by **Henry** on **05/19/2025** at **10:15pm** [Comment ID: 5141] - Link
>
> *Agree: 5, Disagree: 0*
>
> Areas within walking distance will still have parking. I believe the plan mentions that parking could be added to the back of the building to make easier for foot traffic to walk in at the entrance. We've seen examples of this in Lower Greenville where parking is available behind businesses and a lot of these restaurants have thrived.
>
> Other possibilities could include parking garages such as at Village on the Parkway. You can park your car and also walk around

#059

Posted by **Nicole** on **06/02/2025** at **11:32pm** [Comment ID: 5204] - Link

Suggestion

Agree: 0, Disagree: 0

This is great, however, I feel the town can't handle what's even currently on their plate. I've lived here in the Circle nearly 10 yrs and it seems I'm the only one who speaks up about even the simplest things. For example, I've had to submit Addison FixIt app requests far too often about my street lights not being on at night; I've had to call the police

about car break-ins that are happening before my eyes as I’m out walking my dog. I would like to think it’s not that difficult to ensure the street lights are on & working at 10pm at night in a high densely populated area. As a female, avid dog walker, these safety issues are a major concern.

HOW TO MAKE WALKS MORE:

USEFULL

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. 108-119**

Neighborhood Typologies **p. 153-156**

SAFE

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. 171**

Traffic Calming **p. 174-176**

Active Transportation **p. 179**

COMFORTABLE

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

Place Types **p. 108-119**

Neighborhood Typologies **p. 153-156**

Completing Neighborhoods **p. 159**

Traffic Calming **p. 174-176**

Active Transportation **p. 179**

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. 108-119**

Spectrum of Change **p. 127-129**

Completing Neighborhoods **p. 159**

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PLANNING COMPONENTS

This Comprehensive Plan includes three Planning Components:

1. **Land Use & Development Character**
2. **Housing & Neighborhoods**
3. **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
- 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 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 Planning Components Section includes elements that align with Town priorities, projects, and policies, which directly connect to the actions and recommendations in the implementation matrix. 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. **Snapshot**
   This provides a succinct overview of existing conditions that are relevant and useful to the understanding of this planning component.

2. **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.

3. **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.

4. **Recommendations**
   Each of these are listed, and a basic overview is given.

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, the last component provides other planning items a place 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.

Refining & Updating this Plan
p. 14

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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.

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.

Above: *The Colonnade, pictured above-left, at the intersection of Arapaho Road and Dallas Pkwy in Addison*

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 than 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.

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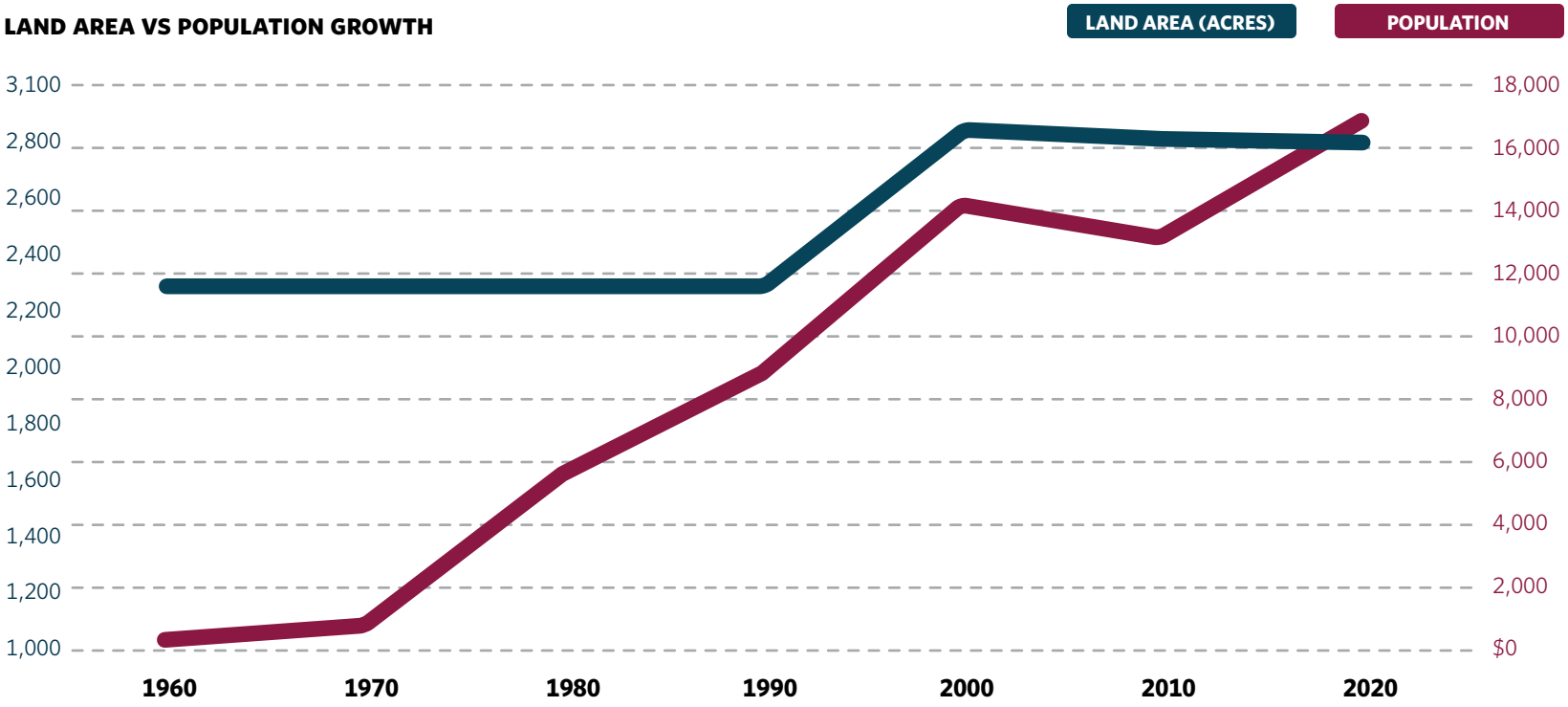
SNAPSHOT

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.

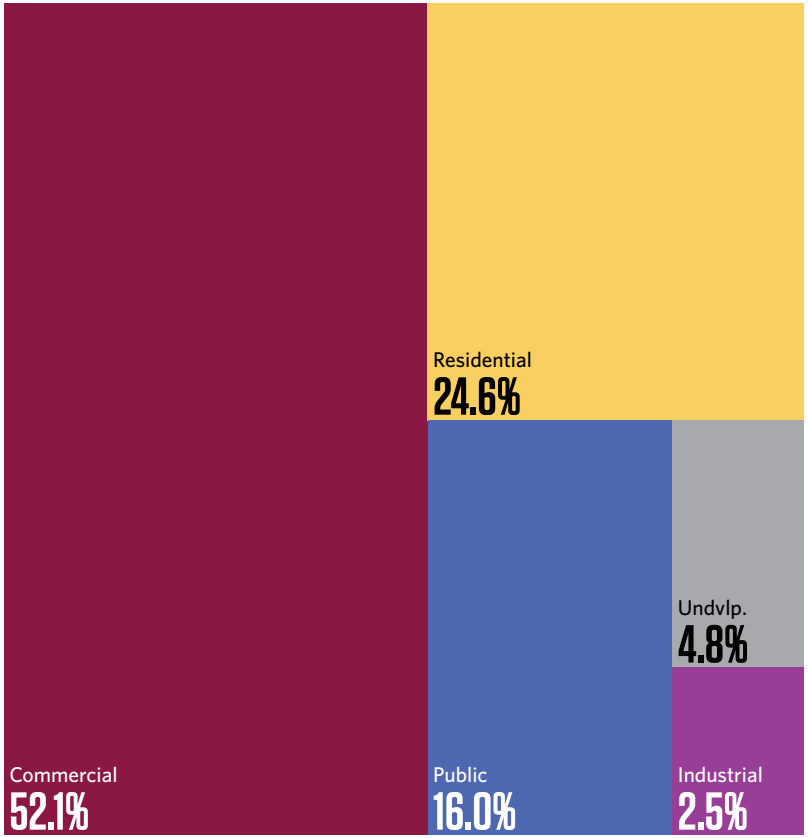
LAND AREA VS POPULATION GROWTH



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



VACANT LOT ANALYSIS

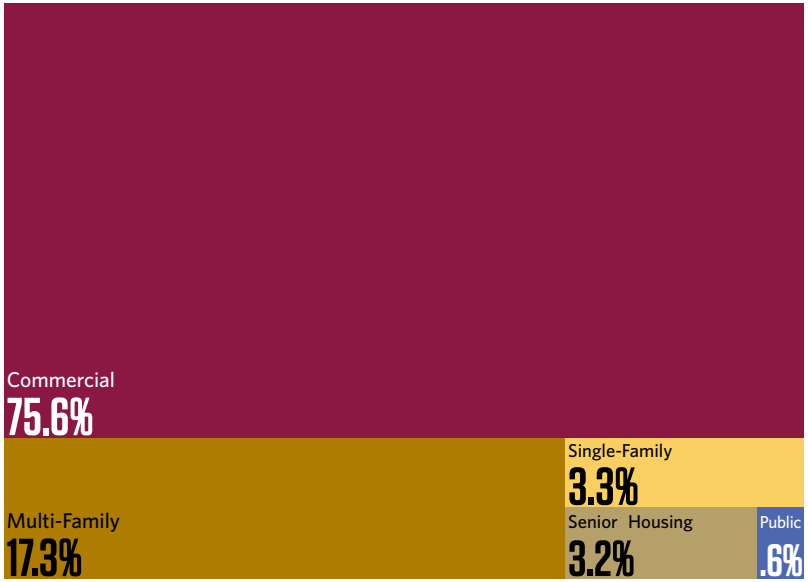
Undeveloped land is limited to just a few parcels scattered across the town, and makes up less than 5% of the town's total land area. The lack of property zoned for single-family is one of the reasons it's been difficult for the Town to get more single-family ownership housing developed. Other constraints 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



Source: Town of Addison

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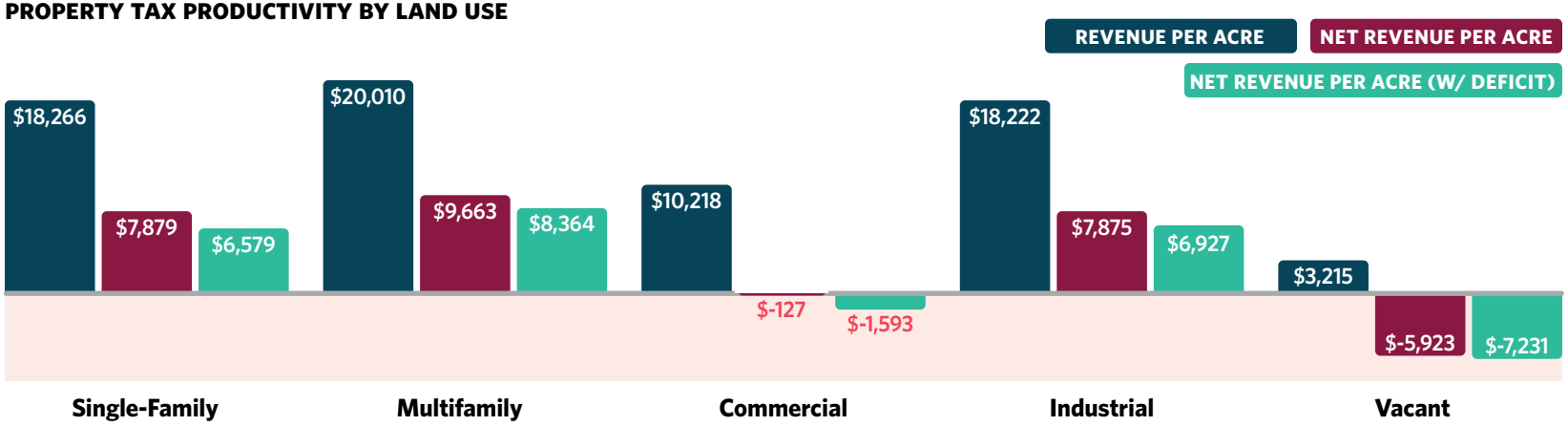
LAND USE PRODUCTIVITY

The Land Use Fiscal Analysis 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**

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.

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 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

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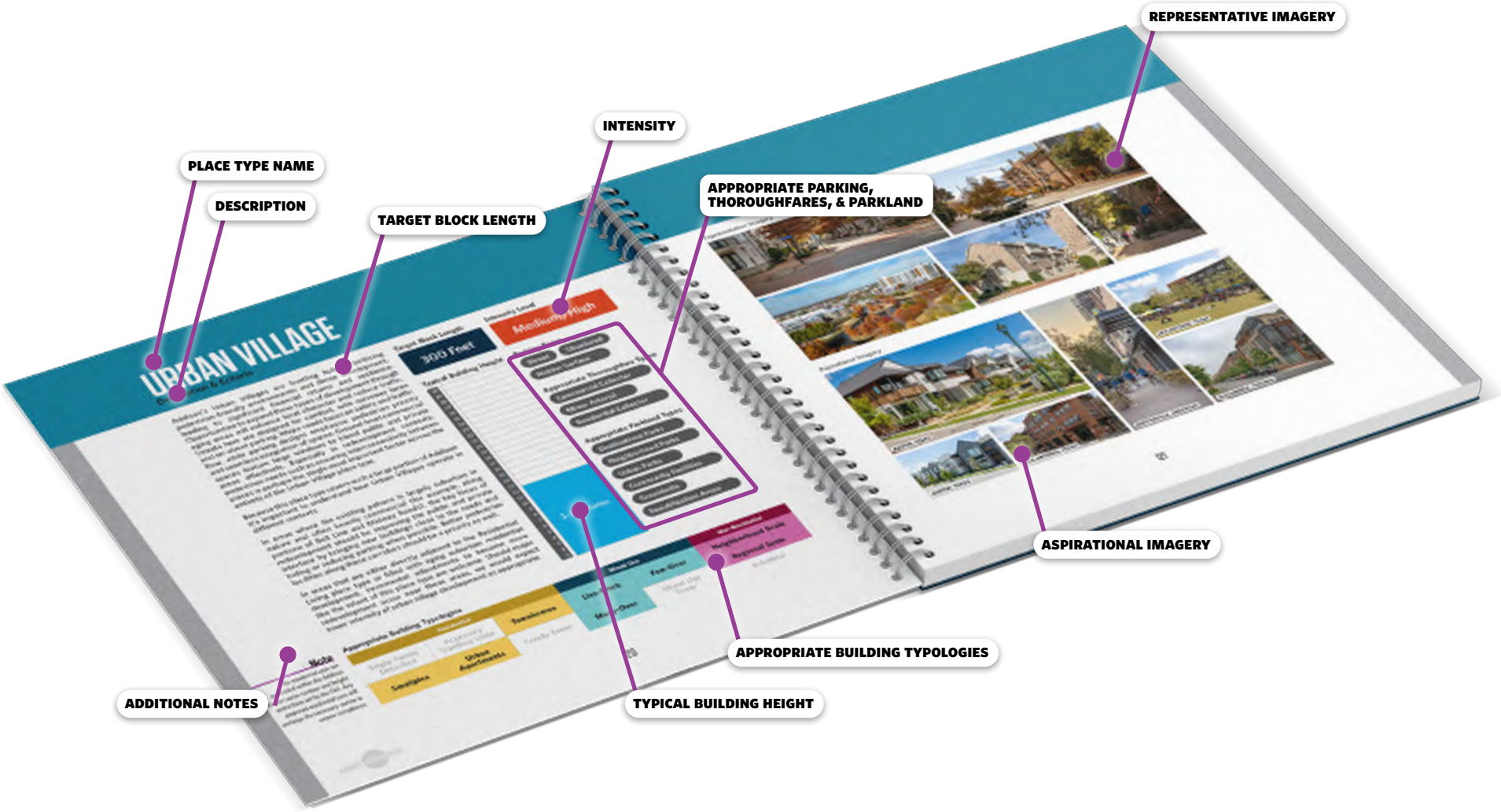
UNDERSTANDING THE PLACE TYPE SPREADS

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 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.

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.

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. 120-126

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 Code.

Additional Information

Unified Development Code

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 Code and based on the zoning of a given parcel.

Additional Information

Unified Development Code

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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.

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.

Additional Information

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.

Additional Information

Parks, Recreation and Open Space Master Plan

#060

Posted by **Nicole** on **06/02/2025** at **11:39pm** [Comment ID: 5205] - Link

Suggestion

Agree: 0, Disagree: 0

Perhaps unrelated but can the council please explore the possibility of a parking ordinance? There is currently multiple cars in the Spectrum corridor where they have not moved in 6+ months. Officers have said there's nothing they can do because the cars appear in tact. Meanwhile I'm forced to park in an office garage more than a block away where there's known car break-ins, all because the cops hands are tied & nothing can be done about these abandoned cars utilizing highly demanded resident parking.

PLACE TYPES DESIGNATIONS

RESIDENTIAL LIVING

The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment. Reinvestment in these areas should focus largely on low density housing, and enhanced pedestrian and cycling connections to places of interest like parks, trails, and commercial areas. Read page(s) 110-111 for a full description.

URBAN VILLAGE

The Urban Village Place Type is bifurcated into a suburban and urbanizing context, but both types of Urban Village require strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods. To read more on how the built environment can shift to form a distinct, pleasant neighborhood feel, read page(s) 112-113.

HIGH-INTENSITY URBAN CENTER

The High Intensity Urban Center place type is the most intense, and it requires heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT). For a full description of HIUC, read pag(s) 114-115.

AVIATION & INDUSTRY

The Aviation and Industry Place Type encourages an increasingly competitive mix of lighter industrial uses (offices, clean technology) and heavier industrial uses (aircraft fueling, warehouses) in our aging industrial areas of Town that surround the Addison Airport. Read pages 116-117 for a full description of this Place Type.

INWOOD INNOVATION AREA

Due to its storied past and slower redevelopment progress, the Inwood Innovation Area has been positioned as a distinct Placet Type focusing on cultural enrichment, innovation in industry, creative retail, and other special services. For a full description of HIUC, read pag(s) 118-119.

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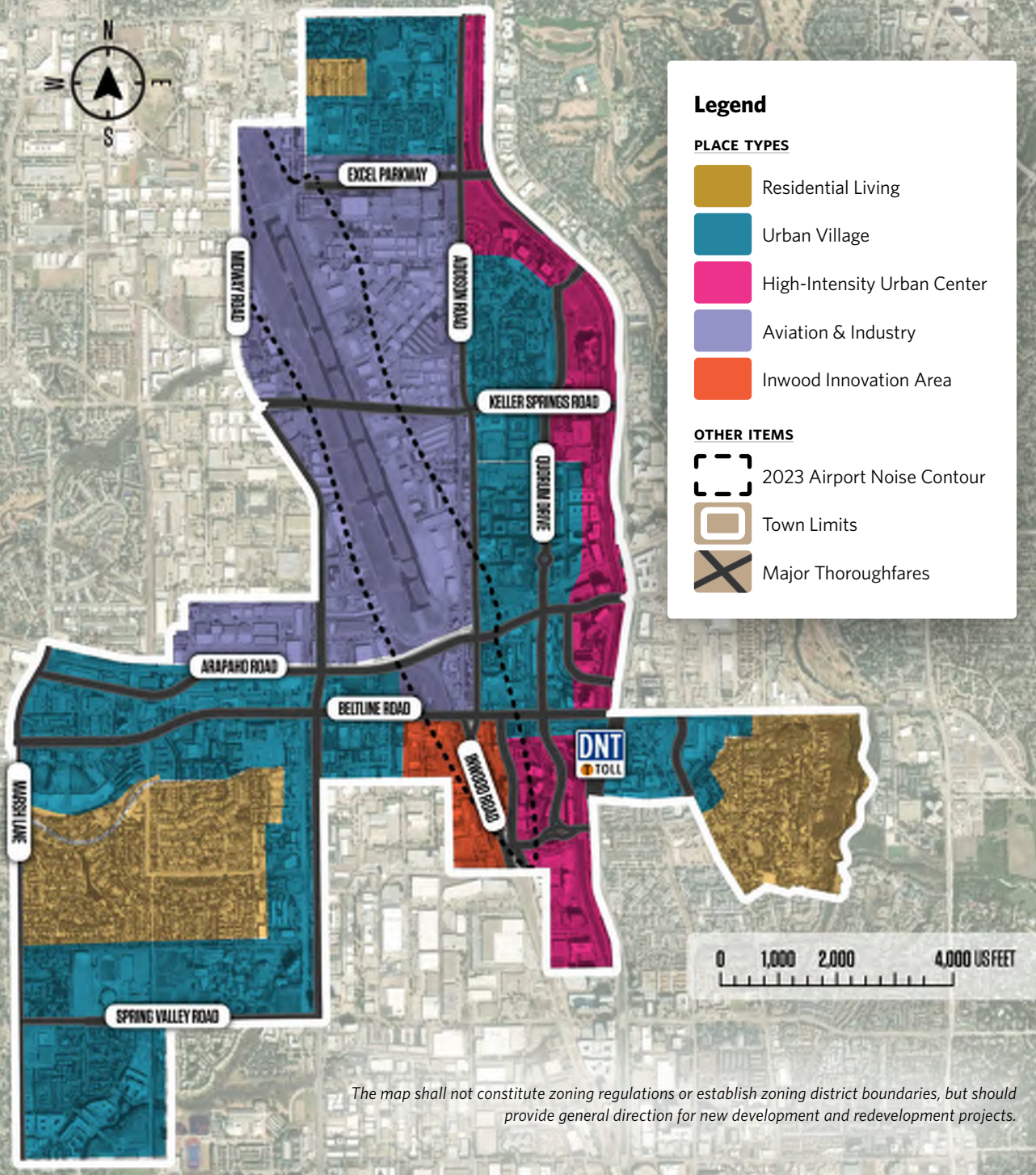
PLACE TYPES MAP



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 lar061 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

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#061

Posted by **EJ** on **06/03/2025** at **1:07am** [Comment ID: 5212] - Link

Agree: 0, Disagree: 0

Please be specific and define what is an ADU according to size, and would be allowed or not allowed for use based on this statement: "These properties (referring to East Addison) are more likely to accommodate the construction of accessory dwelling units or modifications to the main home to include additional living spaces" Would this open the door for commercial uses of a private home? Subdividing a private property for rental income? Would such an approach permit commercial businesses operating Group Homes or Dorms or SROs in a residential living neighborhood?

Please define what are considered "home based businesses" and what is allowed in a residential home in accordance with Homestead laws, and both Federal and state tax rules. Would local business registration or permitting be required?

REPRESENTATIVE IMAGERY - ADDISON, TX

ASPIRATIONAL IMAGERY

URBAN VILLAGE

062

Addison's Urban Villages are bustling hubs that prioritize pedestrian-friendly environments and dense development, resulting in strong financial returns and resilience. Expanding this type of development into aging areas will enhance local character and reduce traffic. Streets are designed for comfort, with narrower lanes and on-street parking. Major roads emphasize safety and traffic flow, while parking prioritizes pedestrians and integrates seamlessly into the surroundings. Ground-level commercial spaces use large windows to connect public and private areas. In redevelopment contexts, pedestrian interconnectivity is often the most critical factor across the Urban Village place type.

Because this place type spans much of Addison, it's important to understand how Urban Villages function in different contexts.

In areas with a largely suburban, commercial character (e.g., parts of Belt Line and Midway Roads), redevelopment should focus on improving the public-private interface by bringing buildings closer to the street and minimizing visible parking. Enhancing pedestrian facilities along these corridors is also key.

In areas adjacent to Residential Living or aging suburban neighborhoods, gradual adjustments toward this place type are encouraged. If major redevelopment occurs nearby, a lower intensity of Urban Village development may be more appropriate.

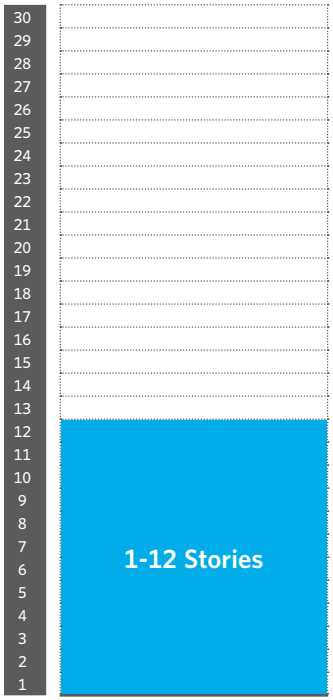
TARGET BLOCK LENGTH

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

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#062

Posted by **Kalel Sarrides** on **05/31/2025** at **7:14pm** [Comment ID: 5186] - Link

Suggestion

Agree: 0, Disagree: 0

I strongly support making Addison Circle’s design, aesthetic standards, and mixed-use balance a formal benchmark in planning and zoning decisions. To reinforce this, we should:

Codify Addison Circle-inspired development standards for new “Urban Village” areas

Require architectural and connectivity guidelines that emulate its human-scale layout

Prioritize similar redevelopment in areas currently marked for transformation

REPRESENTATIVE IMAGERY - ADDISON, TX

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

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REPRESENTATIVE IMAGERY - ADDISON, TX

ASPIRATIONAL IMAGERY

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

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REPRESENTATIVE IMAGERY - ADDISON, TX

ASPIRATIONAL IMAGERY

#063

Posted by **Don Schlattman** on **05/17/2025** at **4:38pm** [Comment ID: 5093] - Link

Suggestion

Agree: 0, Disagree: 0

I would like to see more public surface parking areas for watching the airplanes. There is one currently at the south end of the airport. I would like to see another one west of Westgrove, south of the Addison Service Center, and north of the airport access gate on Westgrove. There is a triangular plot of land there that is currently airport property. There is potential for a second observation area adjacent to the east side of Midway by the north end of the runway.

> Reply by **Tyler Wright** on **05/19/2025** at **9:12am** [Comment ID: 5122] - Link
>
> *Agree: 2, Disagree: 0*
>
> Something with like a spot for food trucks or an ice cream stand could create a pretty fun little spot to watch planes from.

INWOOD INNOVATION AREA

Much of Inwood Road consists of storage and industrial buildings, with retail uses along the frontage. These uses are surrounded by large parking areas and lack pedestrian connectivity. There's a desire for the area to redevelop in a way that improves connectivity and makes it more pleasant for the public. The 2017 Inwood Enhancement Zone study promoted better connectivity for both cars and pedestrians.

The area has potential to become a unique destination if redevelopment is made more flexible. Small-scale, parcel-by-parcel redevelopment should be encouraged, with the Town prioritizing incremental improvements to connectivity and the built environment. While larger, mixed-use redevelopment is also encouraged, smaller projects are more likely to be locally owned and operated—something many residents value.

There is a shared vision for Inwood Road's frontage to become a vibrant, interconnected space that supports small businesses and entrepreneurs. The Town is exploring innovative uses, including business incubators, converting warehouses into design districts, food truck parks, and venues for emerging sports like e-gaming and pickleball. These initiatives aim to create dynamic spaces, encourage local ownership, and support incremental development. By offering project incentives, the Town hopes to foster a creative, entrepreneurial environment that makes 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

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APPROPRIATE BUILDING TYPOLOGIES

Residential			Mixed Use		Non-Residential
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Smallplex	**Urban Apartments***	Condo Tower	**Many-Over**	Mixed Use Tower	**Regional Scale**
					Industrial

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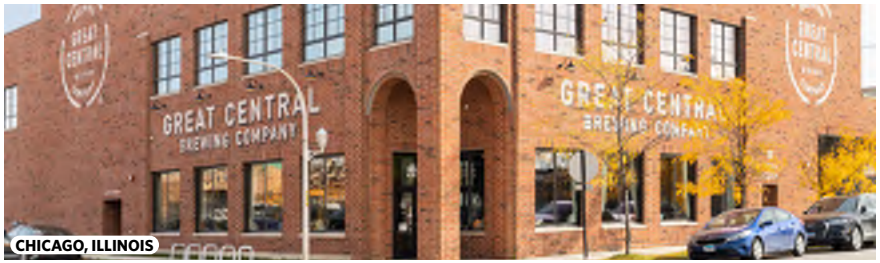
REPRESENTATIVE IMAGERY - ADDISON, TX

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

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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.

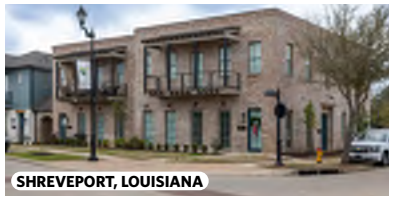
AUSTIN, TEXAS

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

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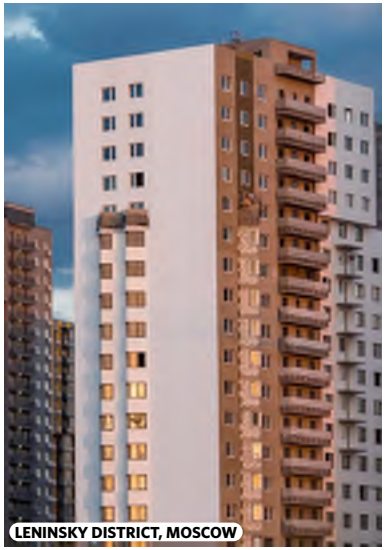
RESIDENTIAL

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

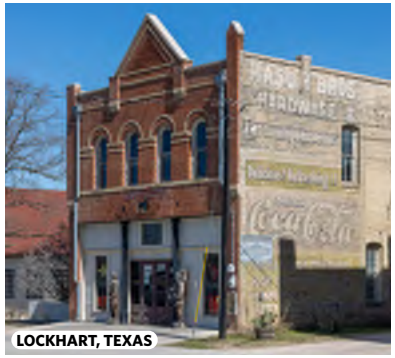
ROSTOV-ON-DON, ROSTOV OBLAST

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

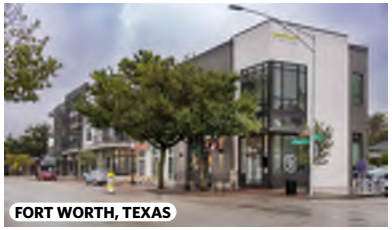
MIXED-USE

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

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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

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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.

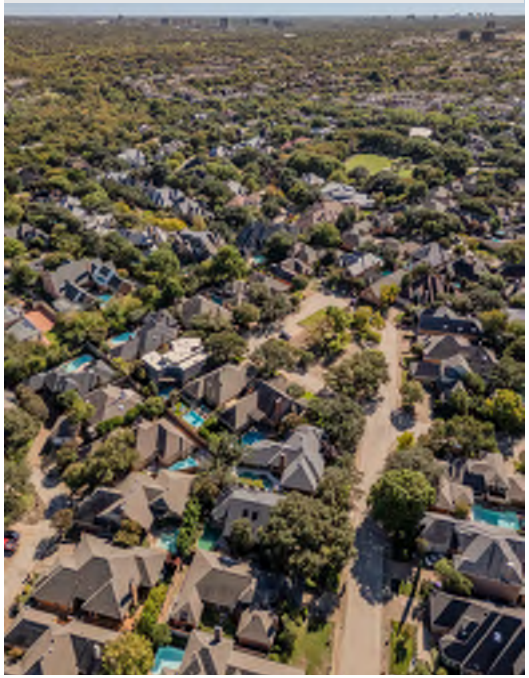
By focusing growth in certain areas and preserving the character of others, Addison can continue to offer diverse lifestyle options, maintain property values, increase tax revenues, ensure reliable services, and promote more complete, walkable neighborhoods. The Spectrum of Change classifications and 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 OF CHANGE 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.

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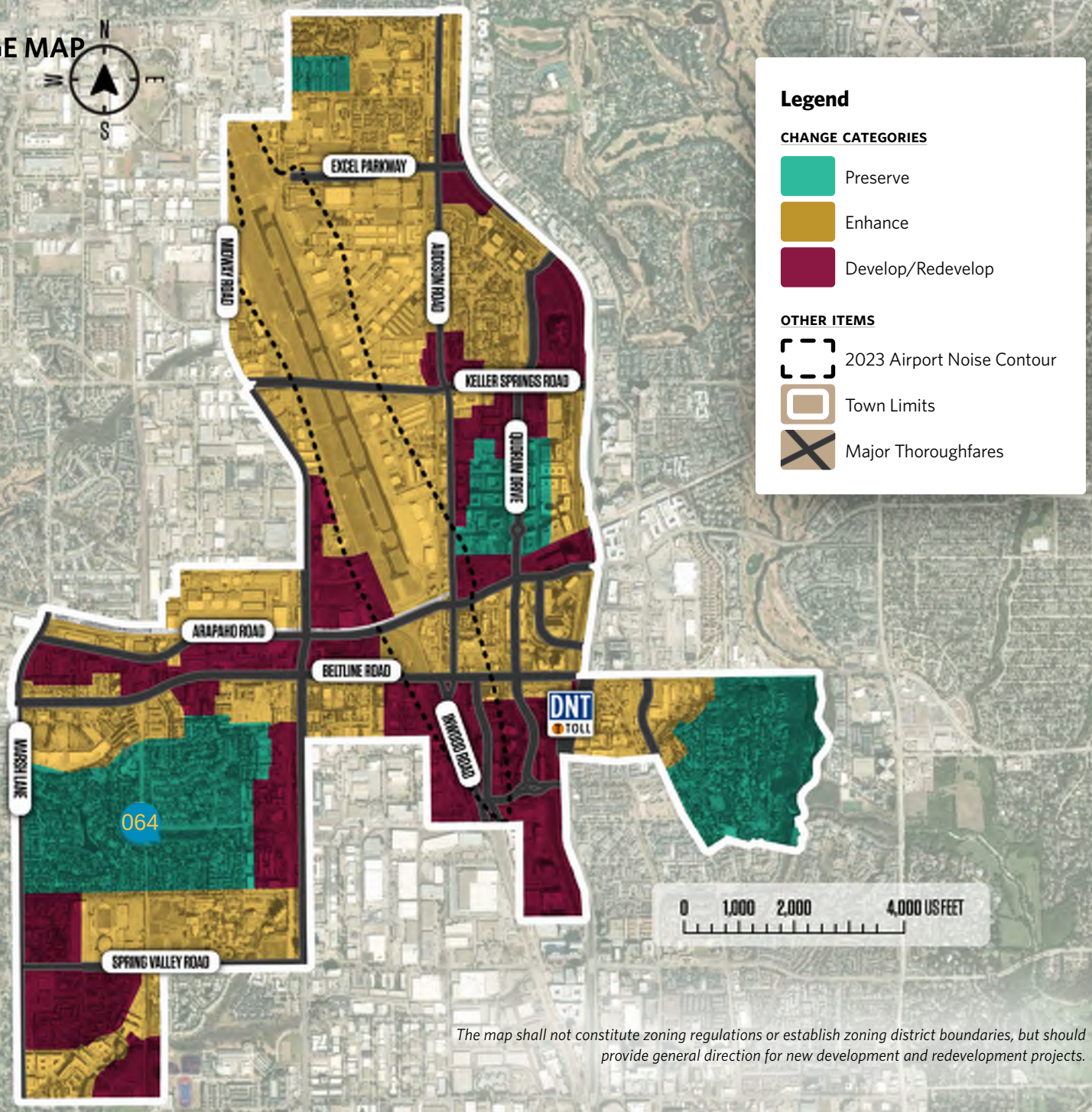
SPECTRUM OF CHANGE MAP



Legend

CHANGE CATEGORIES

- Preserve
- Enhance
- Develop/Redevelop

OTHER ITEMS

- 2023 Airport Noise Contour
- Town Limits
- Major Thoroughfares

FAA Regulations

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The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

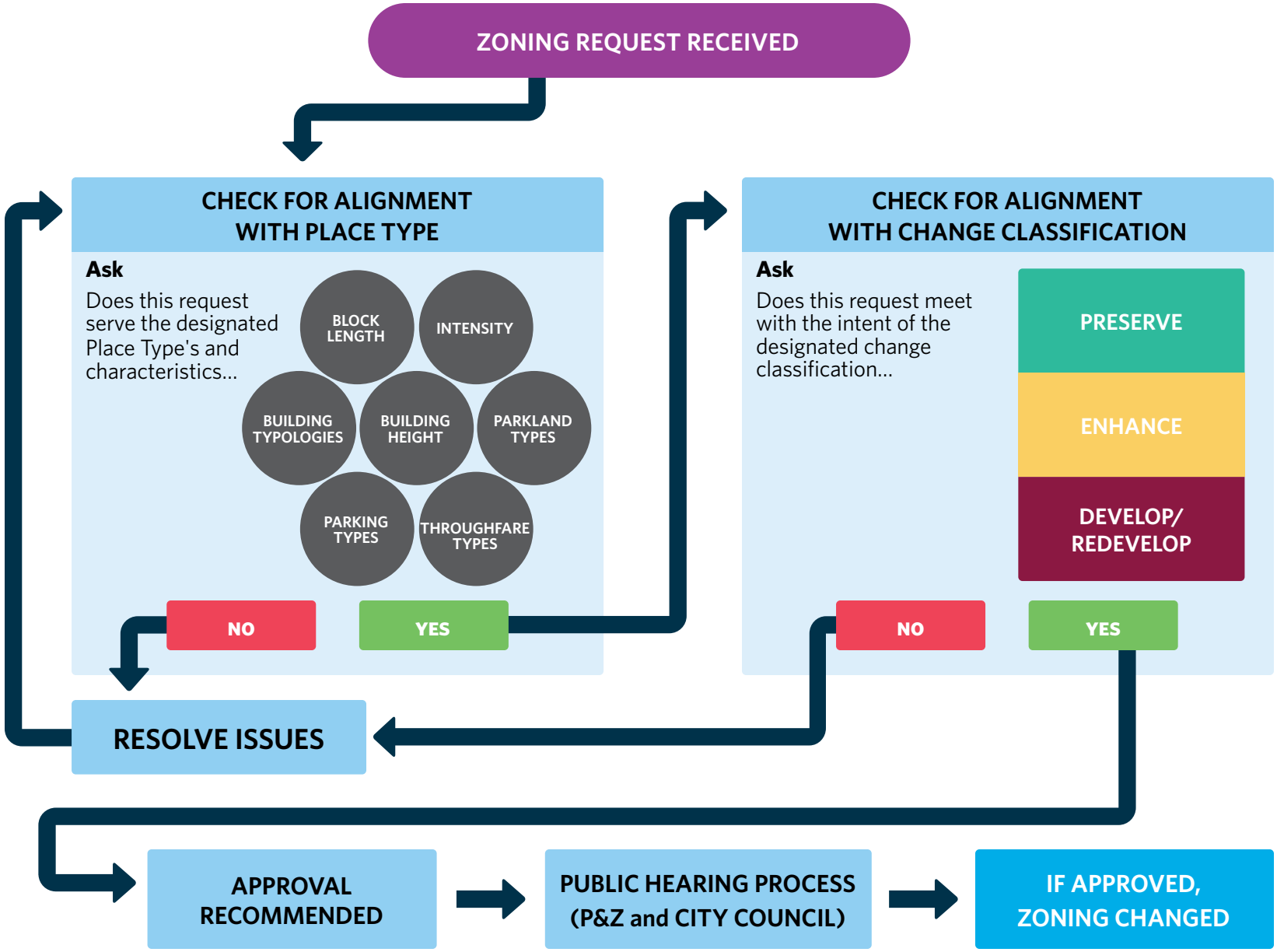
#064

Posted by **Micheal** on **05/23/2025** at **4:41pm** [Comment ID: 5169] - Link

Agree: 0, Disagree: 0

This area should definitely be in the Enhance/develop category. Let the economics drive the zoning and development decisions!

APPLYING PLACE TYPES AND SPECTRUM OF CHANGE TO ZONING



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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, 065, 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.

#065

Posted by **Juan C Pena** on **05/28/2025** at **4:52pm** [Comment ID: 5181] - Link

Suggestion

Agree: 3, Disagree: 0

Unique/ interesting bars/restaurants are critical if Addison wants to remain vibrant. Most of the restaurants on beltline are boring/chain restaurants that are not exciting. We should push for interesting restaurants/coffee/bars (Loro comes to mind) to open in Addison if we want to encourage pedestrian/cycling populations. Who wants to go on a long walk/ride, and not have a spot to rest/gran a drink/snack?

TRANSITIONAL DEVELOPMENT CONTINUED

TRANSITIONAL BUILDING BLOCKS

The development concept renderings 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.

Development Renderings

p. 136-143

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.

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TRANSITIONAL DEVELOPMENT CONTINUED

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 that can be met with structured parking.

9 REDUCED SURFACE PARKING

Limited surface parking lots.

BENEFICIAL/ACTIVE USES

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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.

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TRANSITIONAL DEVELOPMENT CONTINUED

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

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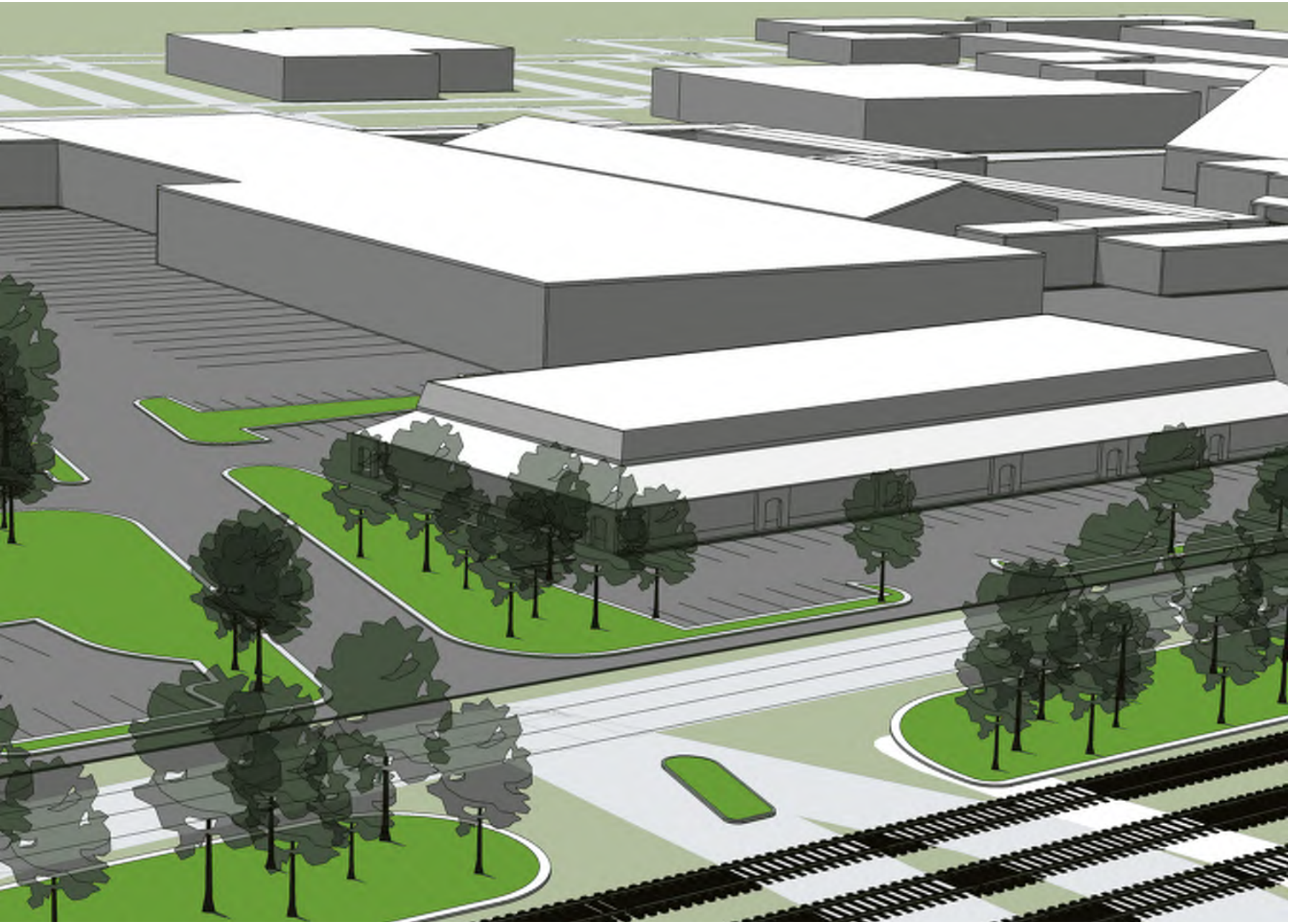


CONTEXT MAP

LEGEND

Featured Site
Inwood Corridor

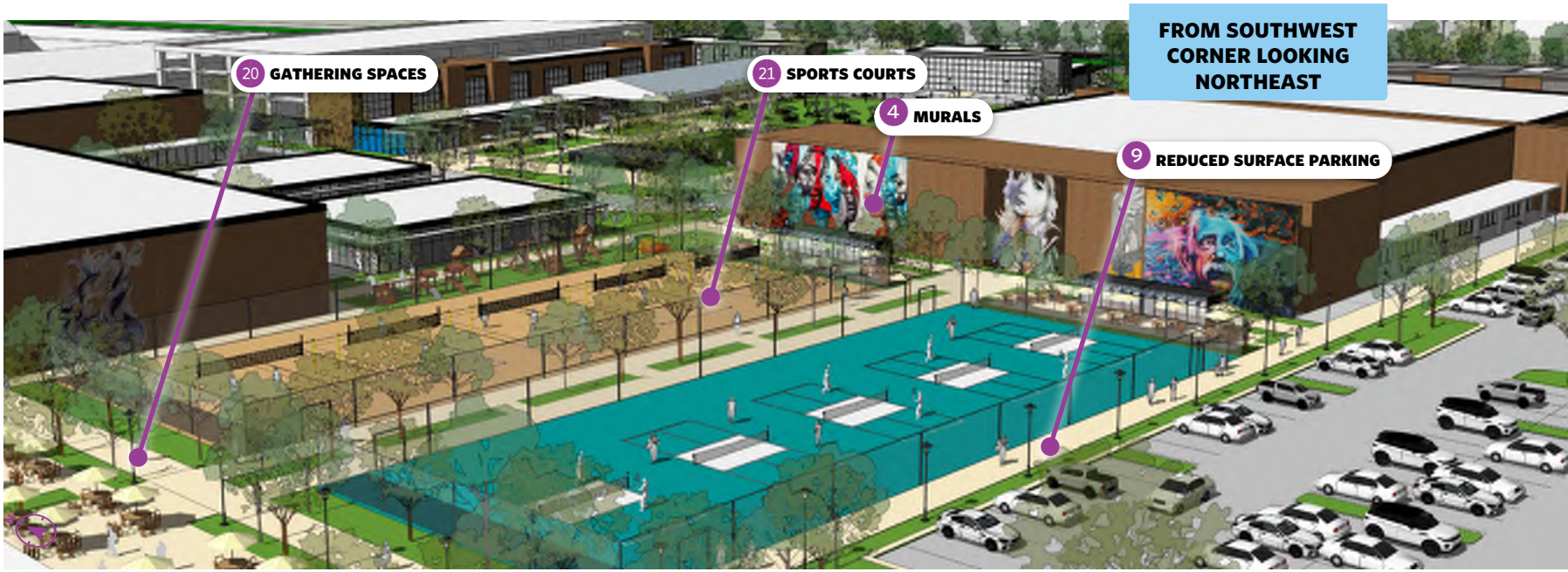
Similar Locations
Midway/
Dooley

Surveyor/
Lindbergh

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.*



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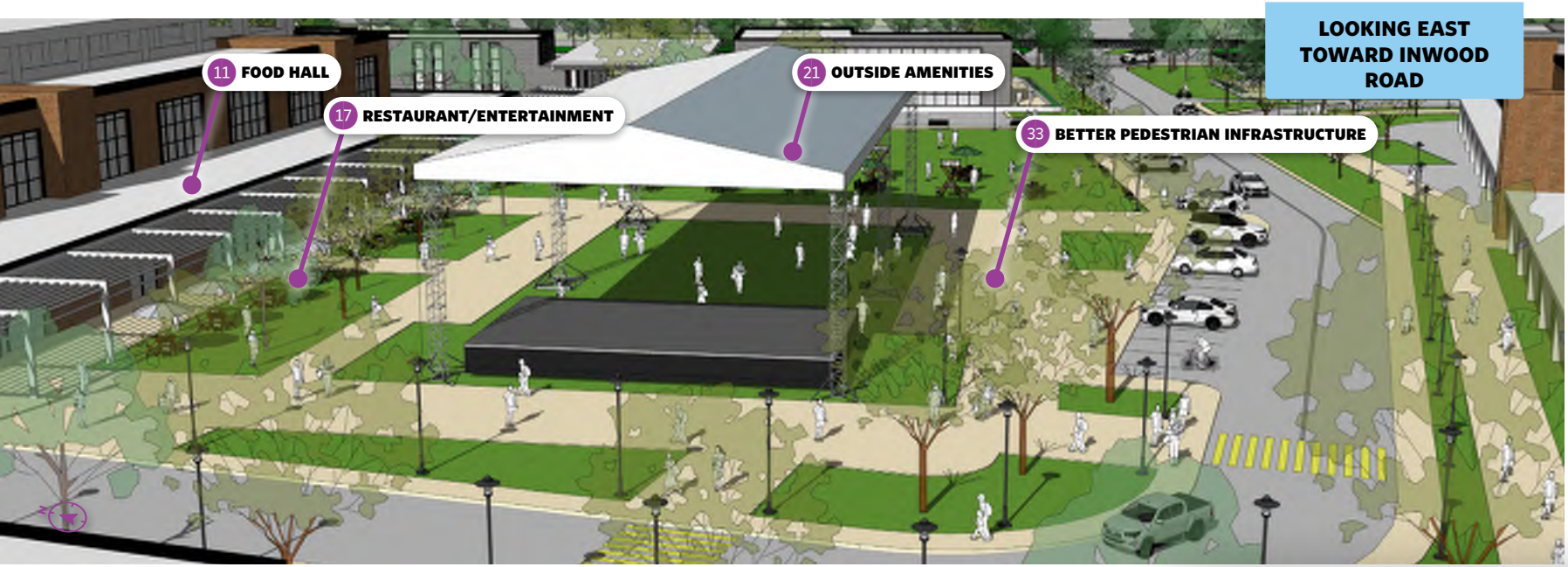


CONTEXT MAP

LEGEND

Featured Site
Inwood Corridor

Similar Locations
Midway/ Dooley

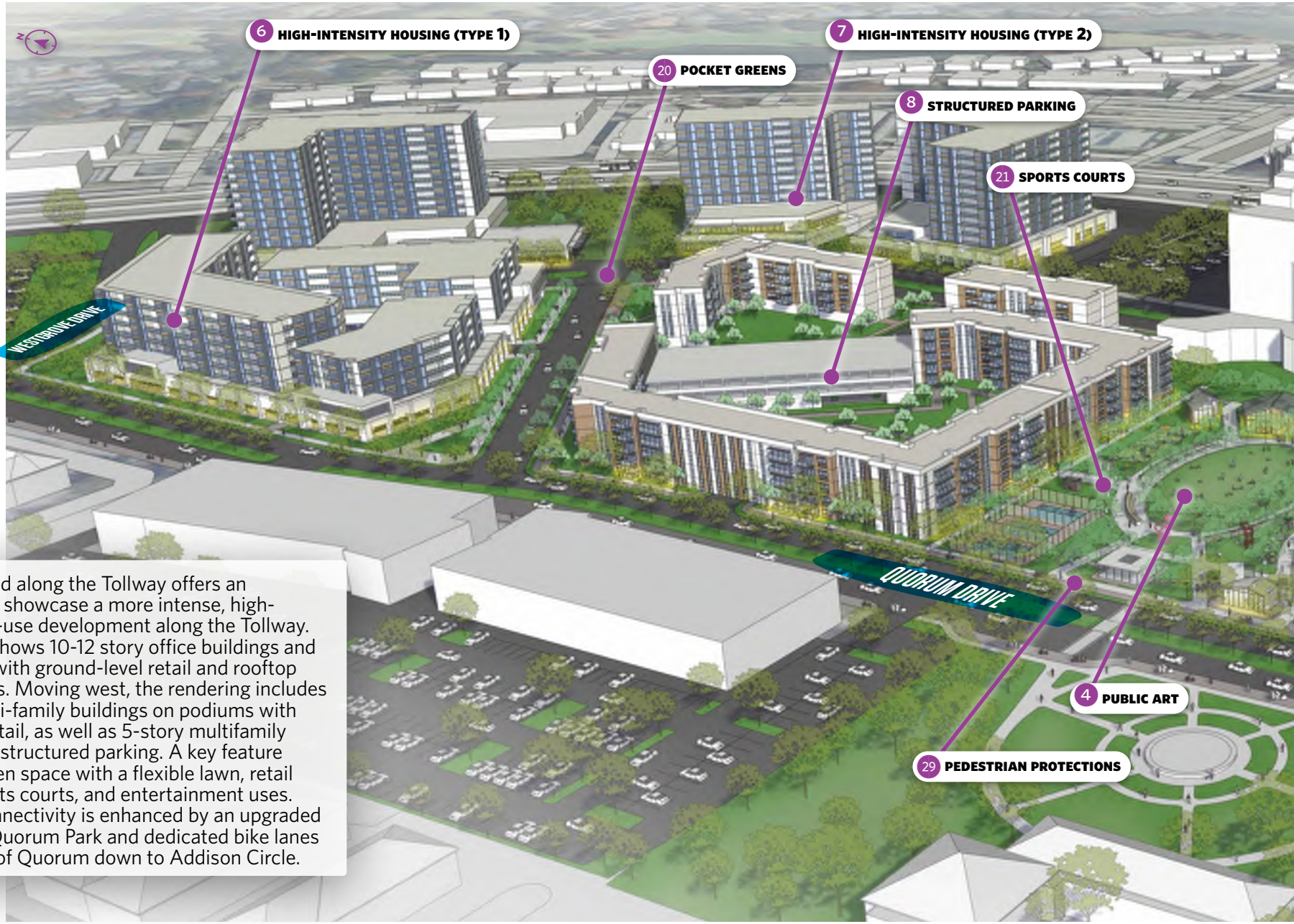
Surveyor/ Lindbergh

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.

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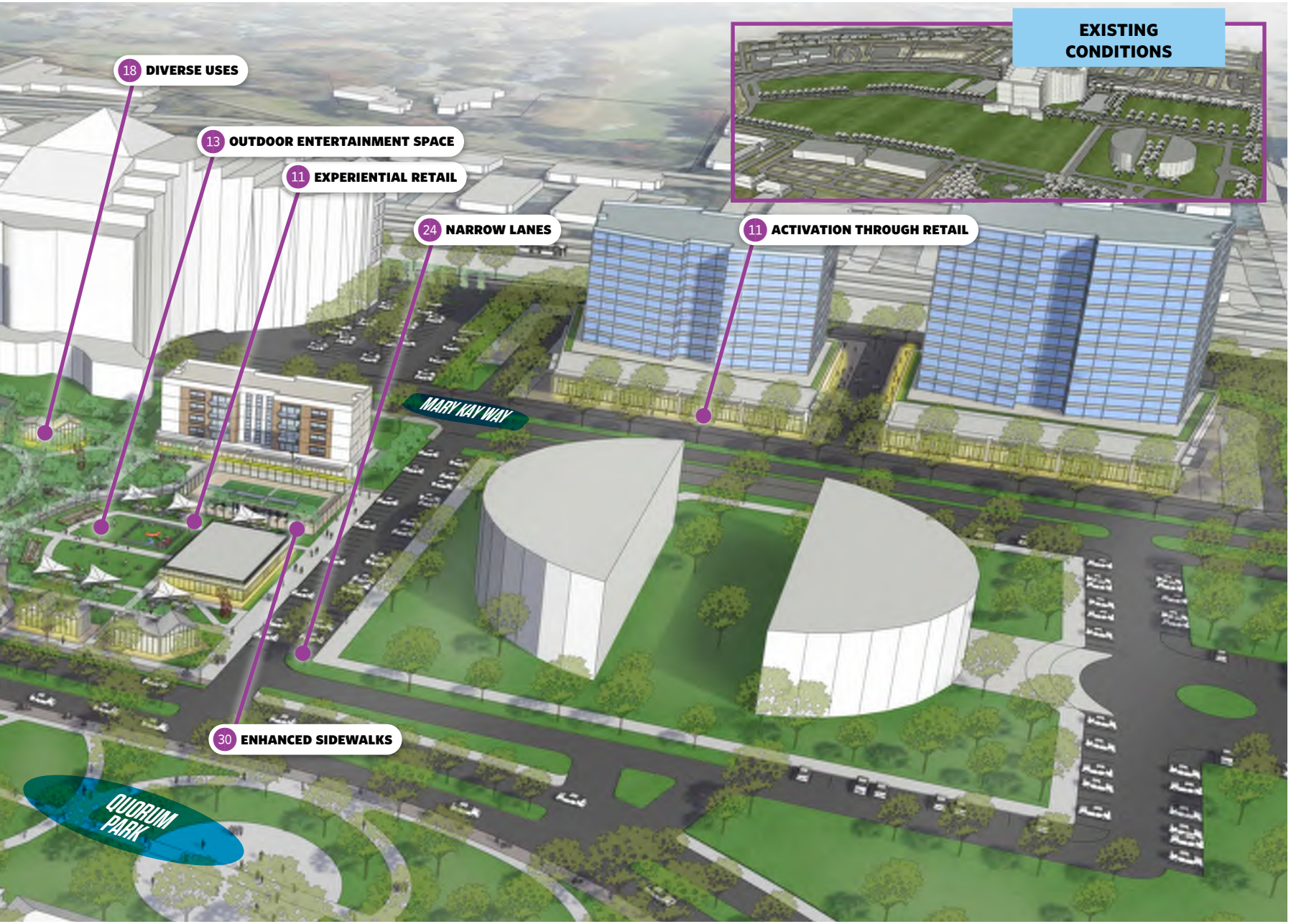

CONTEXT MAP

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 walkways. 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.*

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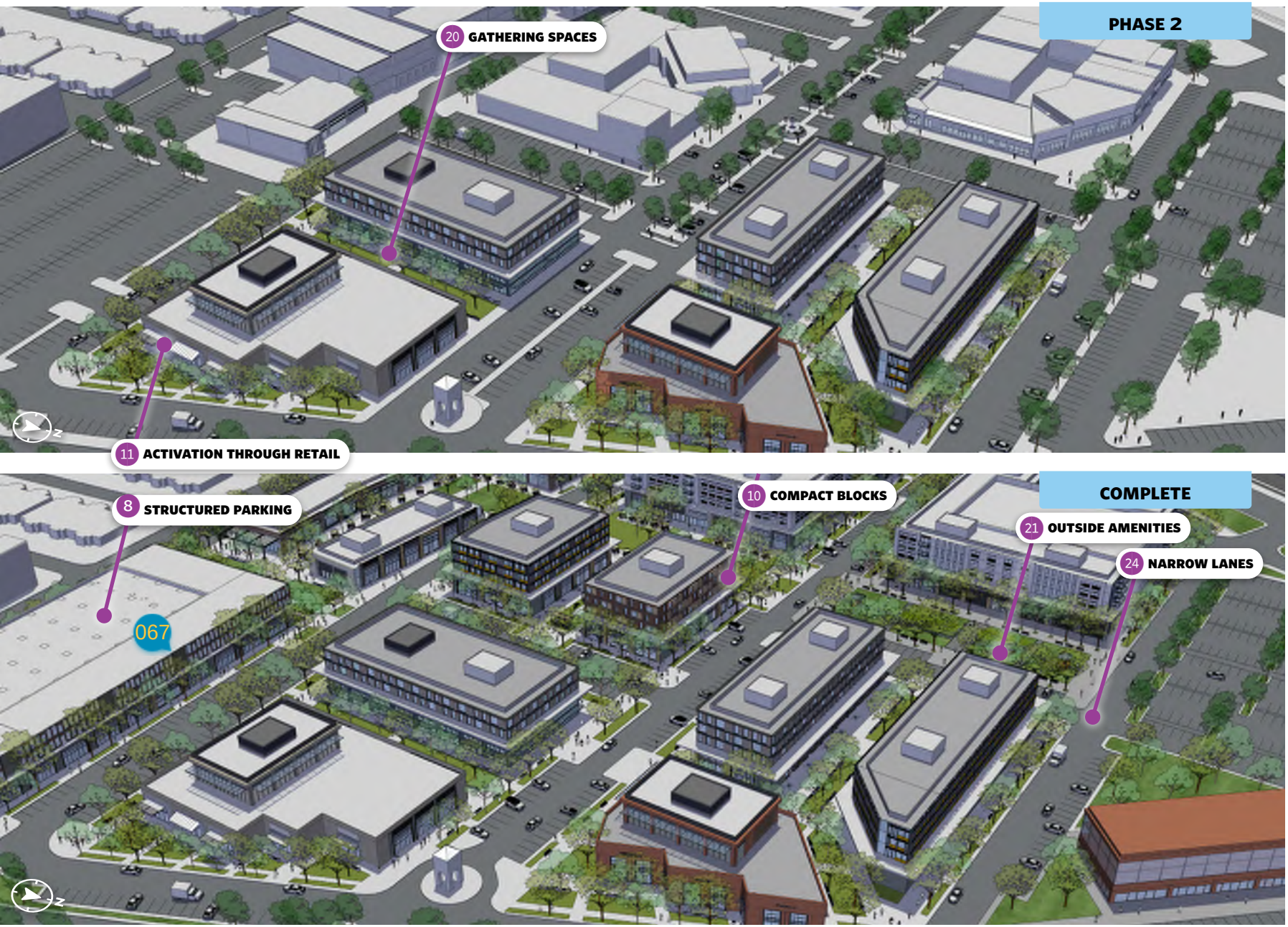
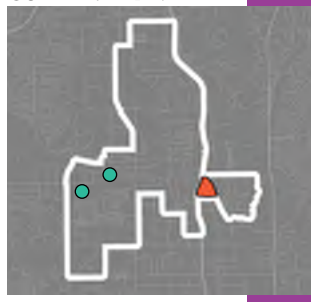
#066

Posted by **Test** on **05/22/2025** at **1:32pm** [Comment ID: 5148] - Link
Agree: 0, Disagree: 0
test



CONTEXT MAP



LEGEND

Featured Site
Village on the Parkway

Similar Locations
Addison Town Center

Restaurant Row

#067

Posted by **Henry** on **05/10/2025** at **4:03pm** [Comment ID: 5058] - Link

Suggestion

Agree: 8, Disagree: 0

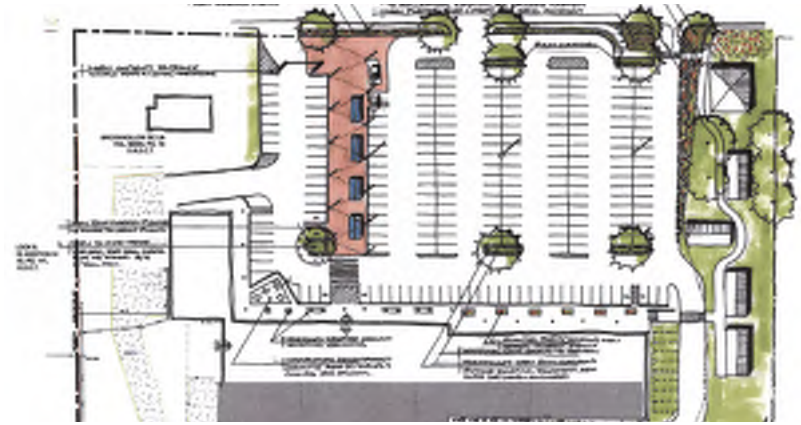
The vision for making Village on the Parkway more walkable and less car centric is exciting. We definitely need car garages, remove some of the street parking and make the center of Village on the Parkway completely pedestrian focused. This would increase pedestrian walkability while proving parking in the garages....currently only having one car garage is not great.

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.*

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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.

1 PARKLET/OUTDOOR SEATING

3 PAINTED CROSSWALK

5 FOOD TRUCKS

2 TEMPORARY/DEMONSTRATION BIKE LANE

4 TEMPORARY CURB BUMPOUT & LANDSCAPING

6 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.

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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.

Land Use & Development Implementation

p. 210-216

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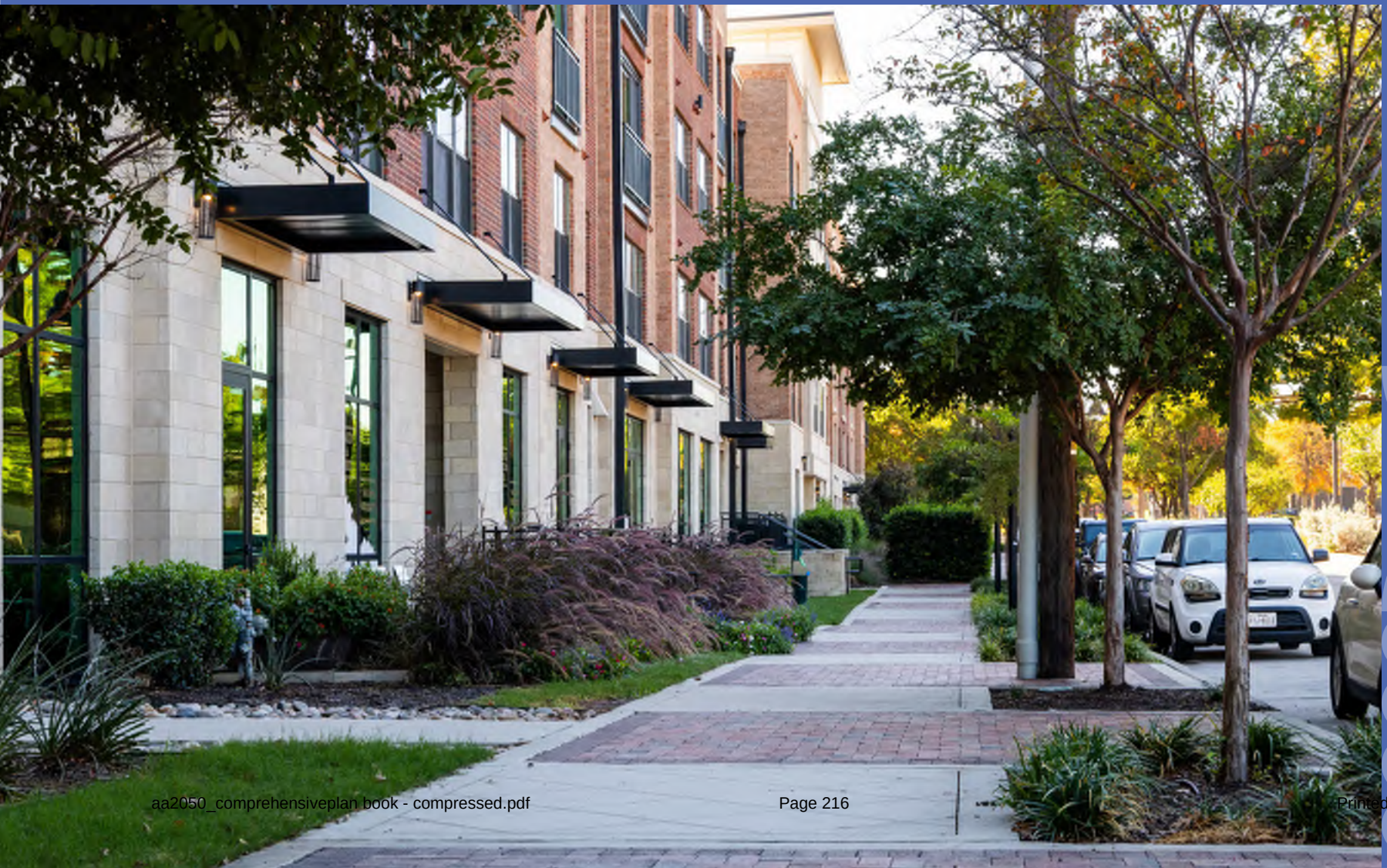
PLANNING COMPONENT

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.

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SNAPSHOT

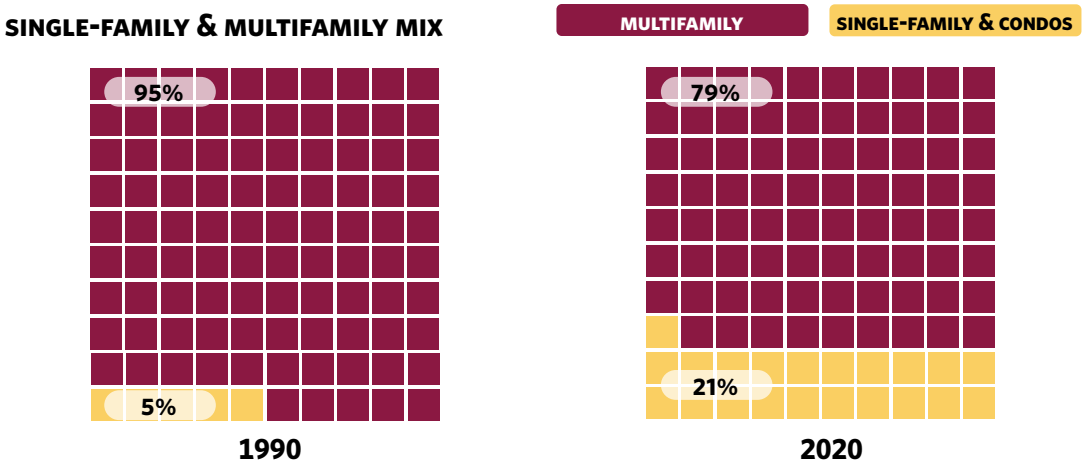
30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

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 2025

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.

Among other factors, like rising construction costs, 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 will support affordability

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

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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

Note

More information on the concepts 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.

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

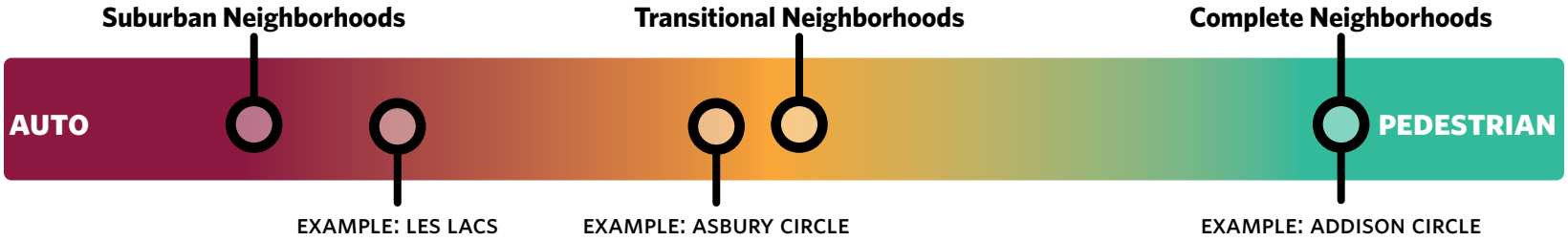
Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, 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 poeple's homes. As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

Place Types **p. 108-119**

Spectrum of Change **p. 127-129**

NEIGHBORHOOD CONTINUUM



Neighborhood Continuum, Place Types, and Spectrum of Change

Areas identified as the Residential Living Place Type and as Preserve in the Spectrum of Change are more auto-oriented (Suburban Neighborhoods) and are not envisioned to experience much change. The more urban and mixed use areas (Transitional Neighborhoods) 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.

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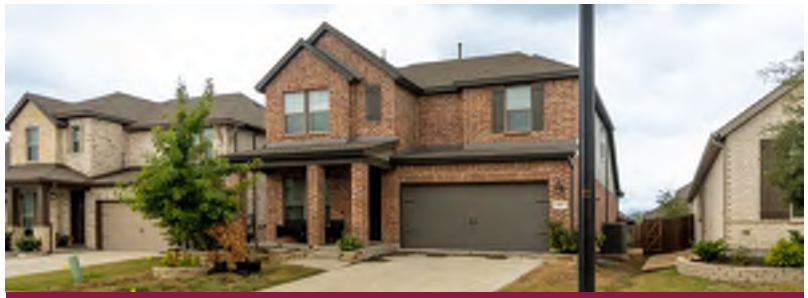
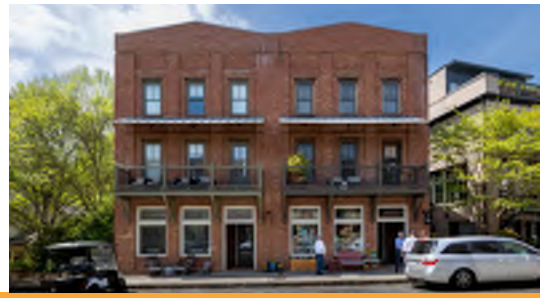
SUBURBAN NEIGHBORHOODS

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.

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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 existing 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.

All photos: *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.*

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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

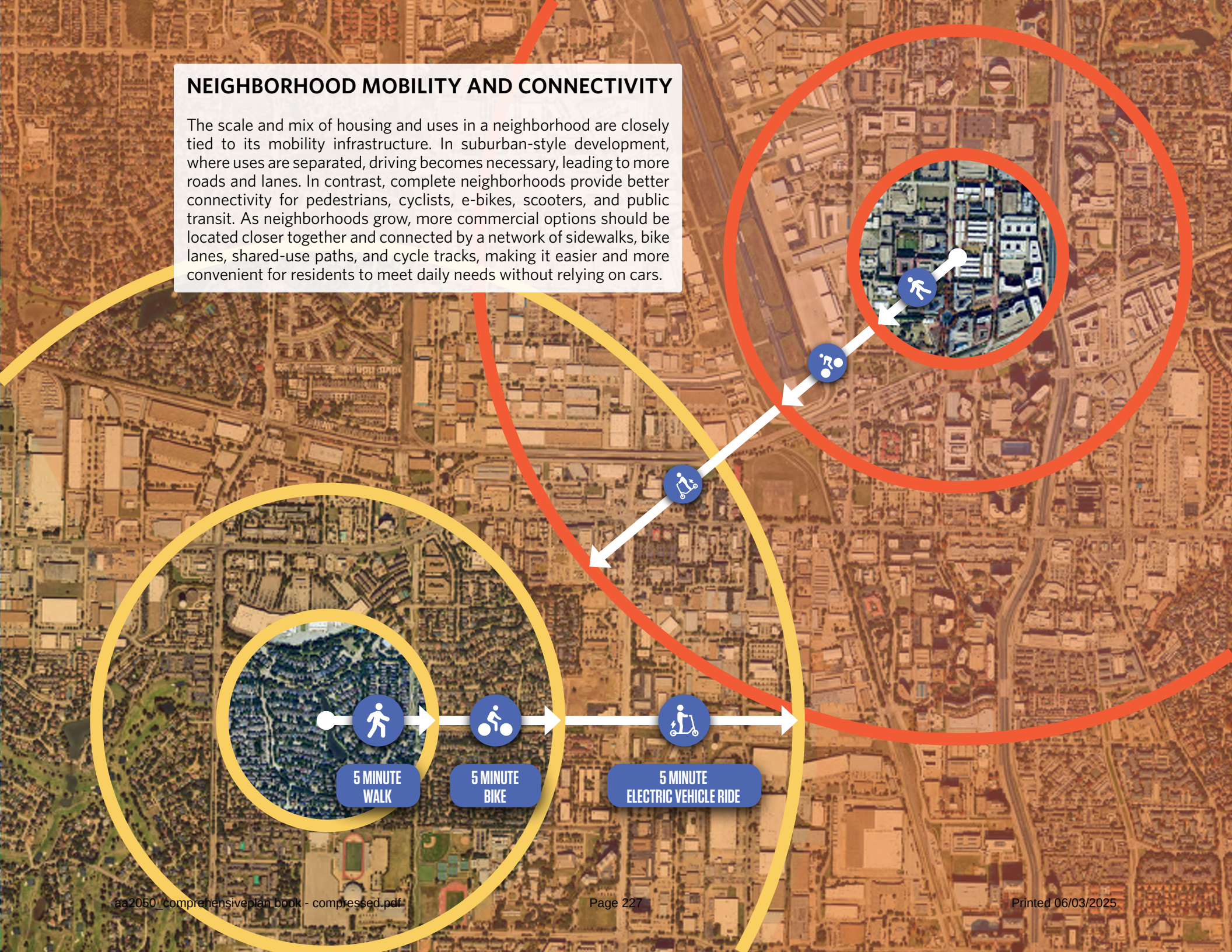
The development zone is the midpoint between the neighborhood and citywide scales, offering services not available locally, like fire stations, community parks, and libraries. It should also provide commercial services that fill gaps in nearby neighborhoods, such as supermarkets.

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.

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.

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.

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.

068

Addison's Regional Context
p. 44-45

Additional Information
Advance Addison Market Report

#068

Posted by **Alan Then** on **05/15/2025** at **2:57pm** [Comment ID: 5068] - Link

Suggestion

Agree: 0, Disagree: -4

It appears it is the Town that needs education. The Towns should reflect the will of the Residents, it is government that works for the people ... listening with the intention to ignore residents, which is the clear intent this statement, is insulting and contemptuous imho. Perhaps you intended to say "to persuade and highlight the benefits of ..... over its apparent costs."

"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.

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.

Housing & Neighborhood Implementation

p. 217-222

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PLANNING COMPONENT

MOBILITY & CONNECTIVITY

MOBILITY & CONNECTIVITY IN ADDISON 069 070

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.

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#069

Posted by **rsfrankl** on **05/28/2025** at **3:38pm** [Comment ID: 5176] - Link

Suggestion

Agree: 1, Disagree: -2

All new development should be tied to rigorous traffic studies and proactive planning for infrastructure and emergency services.

#070

Posted by **Zackary** on **06/02/2025** at **11:00pm** [Comment ID: 5199] - Link

Suggestion

Agree: 0, Disagree: 0

I really think that Addison needs to invest more in larger non-car-centric connectivity. Addison has great walkable areas that are nearby each other, but are realistically unreachable without a car. Take, for instance, anyone in Addison Circle who wants to get to the Village on the Parkway. A Walk/Bike is technically feasible but extremely undesirable. Crossing Belt-Line and the DNT is horrible. If Addison spent the time and money improving the pedestrian and cycling access between its walkable areas, it would help them all thrive! Another example of this is the area between the Addison/Keller Springs Apartment Complex and the rest of Addison Circle, Addison Circle to Addison Walk, and Addison Circle to Vitruvian Park.

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. 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.

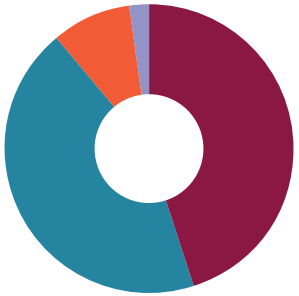
Input received from the majority of residents and business community reinforced the desire for Addison to be an even more walkable and connected town where people can access anything they need safely and conveniently without a car. Improving connectivity and enhancing multimodal options can also support 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



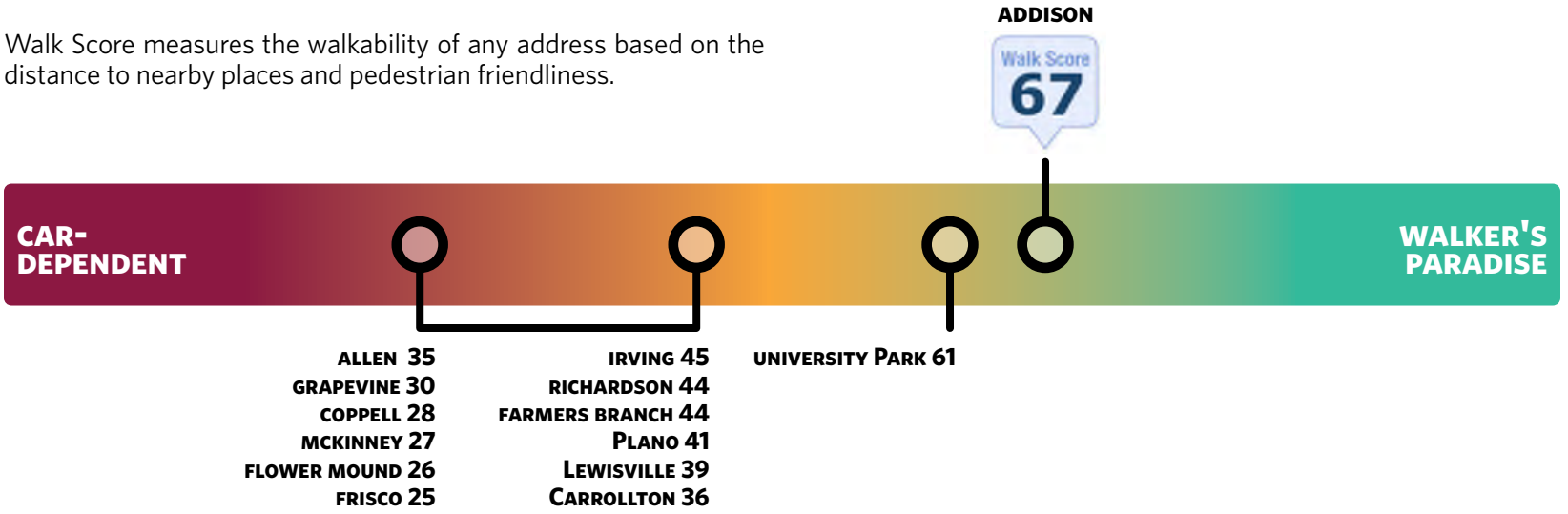
VEHICLES AVAILABLE	%
2 Vehicles	42.1
1 Vehicle	48.9
3 or More Vehicles	7.8
No Vehicles	1.2

Source: ACS 2023 5-Year Estimates, S0801

SNAPSHOT CONTINUED

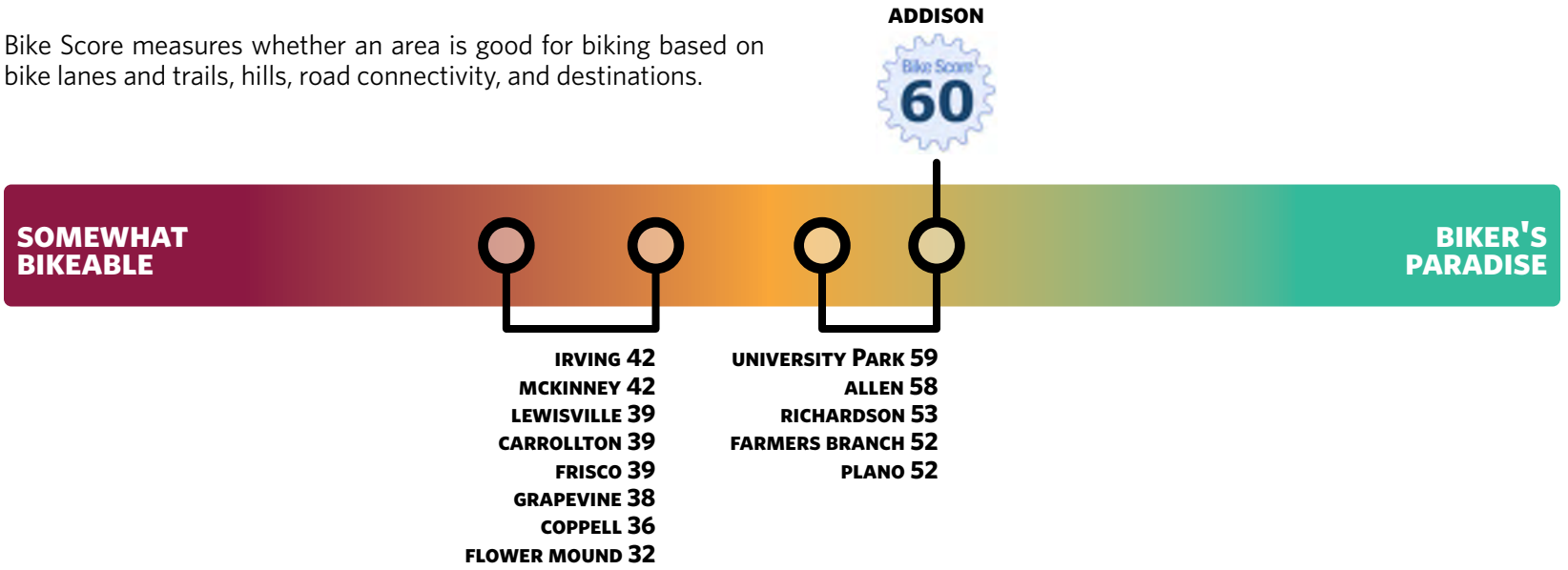
WALK SCORE

Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.



BIKE SCORE

Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.



Note

The Walk Score and Bike Score data was gathered using the 'Living in CITY' scores rather than specific commute data, since Addison has not been scored as an entire town. As a result, the highest score among the available ranked commutes to downtown was used.

Source: WalkScore.com, April 17, 2025.

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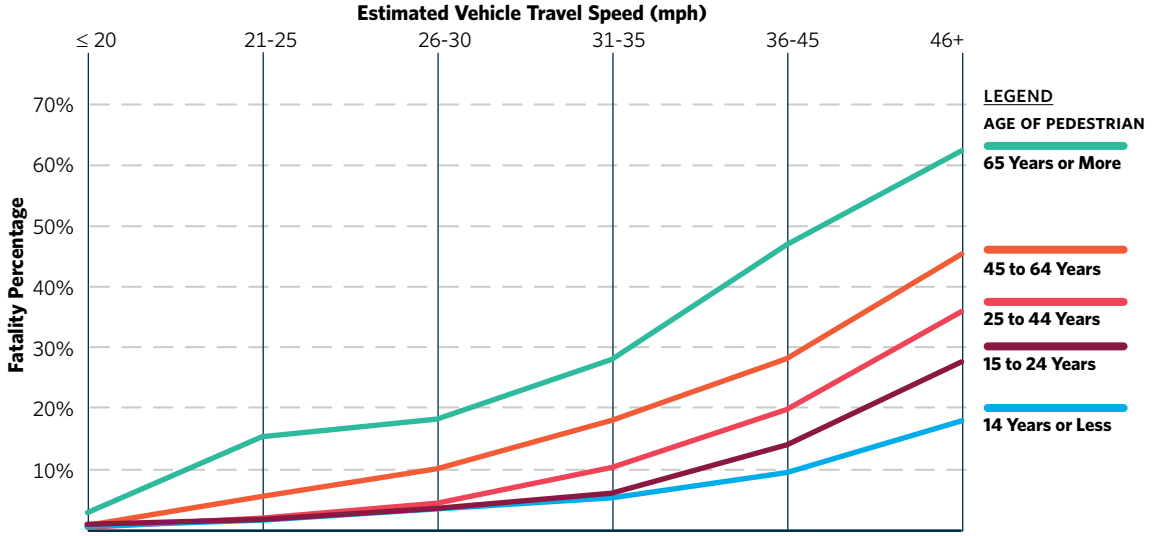
TRAVEL SPEEDS & SAFETY

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

Anticipated daily ridership (by 2040)
1,205

Parking Spaces Available
300+

Projected travel times
32 MIN. TO DFW AIRPORT TERMINAL B
27 MIN. TO SHILOH ROAD STATION IN PLANO

Source: DART, July 2024

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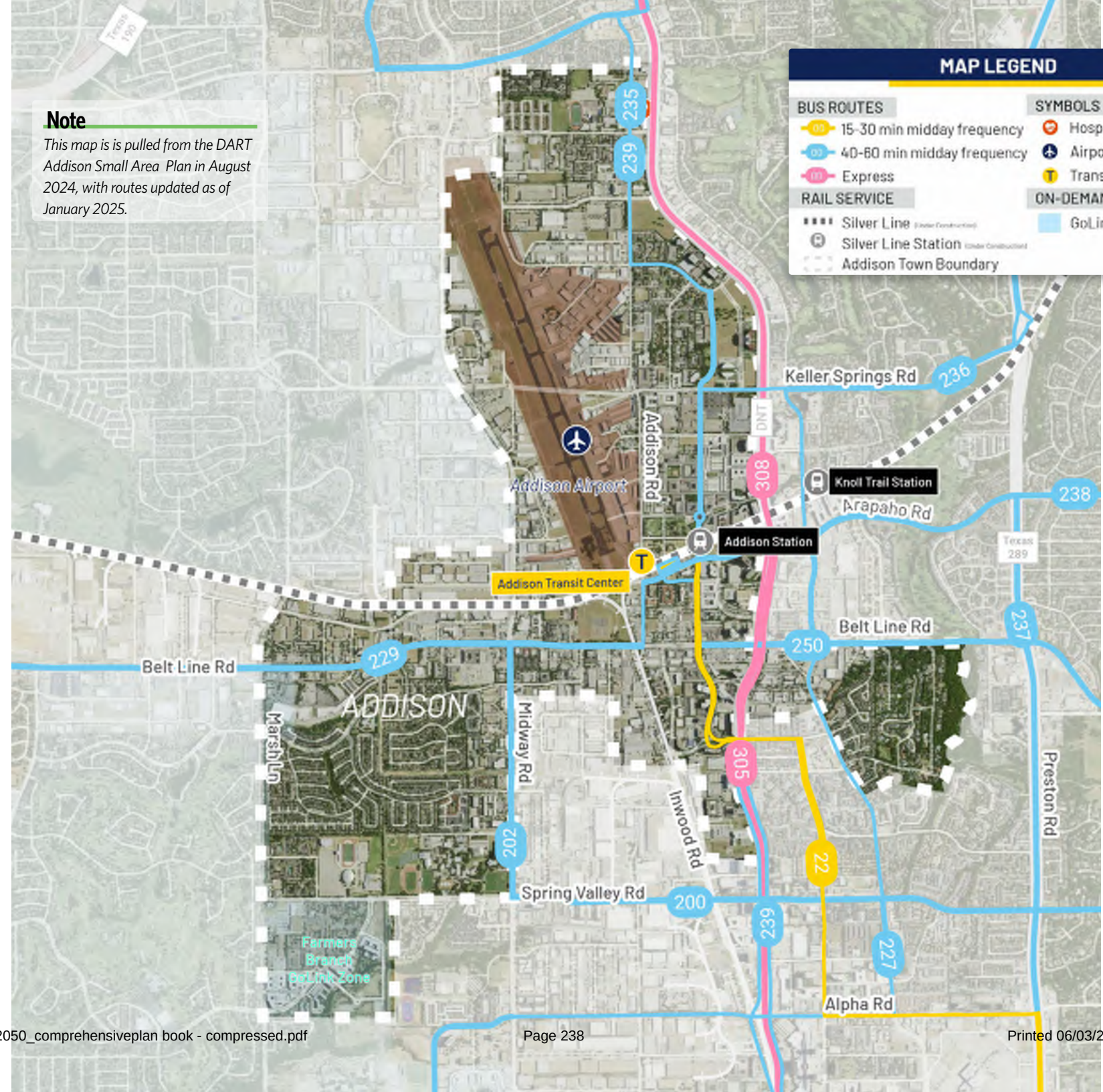
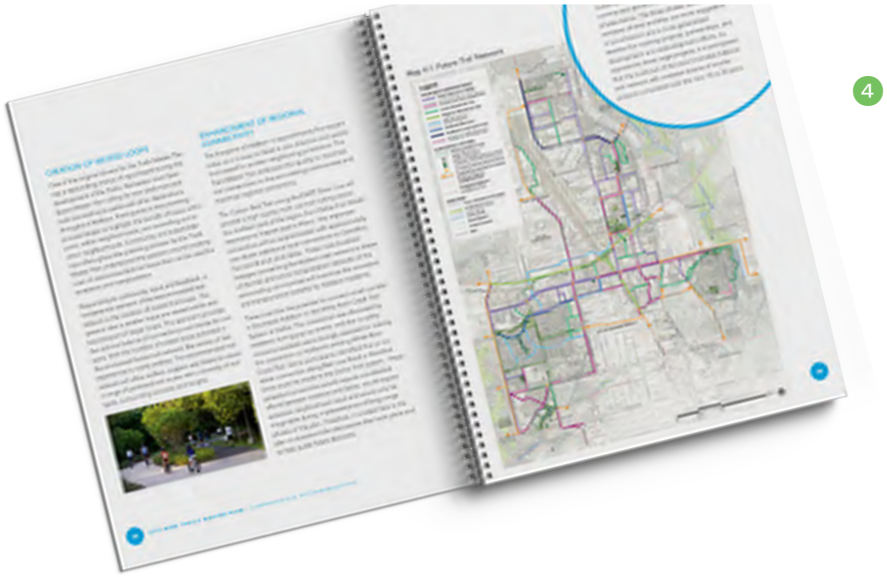

MAP LEGEND
BUS ROUTES
15-30 min midday frequency
40-60 min midday frequency
Express
RAIL SERVICE
Silver Line
Silver Line Station
Addison Town Boundary
SYMBOLS
Hospital
Airport
Transit Center
ON-DEMAND SERVICE
GoLink Service Area
Note
This map is is pulled from the DART Addison Small Area Plan in August 2024, with routes updated as of January 2025.
Keller Springs Rd
Addison Airport
Addison Rd
DNT
Knoll Trail Station
Arapaho Rd
Addison Station
Addison Transit Center
Belt Line Rd
ADDISON
Marsh Ln
Midway Rd
Inwood Rd
Spring Valley Rd
Preston Rd
Alpha Rd
Farmers Branch GoLink Zone
235
239
236
308
238
229
250
237
305
202
200
22
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.

Place Types **p. 108-119**

Traffic Calming **p. 174-176**

Spectrum of Change **p. 127-129**

Active Transportation **p. 179**

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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.

071

Note

The new 2025 Master Transportation Plan supports the Comprehensive Plan and incorporates modern multi-modal design standards. Together with the Trails Master Plan, Addison's established a framework to build a highly customized, context-sensitive multi-modal system.

#071

Posted by **Alan Then** on **05/15/2025** at **9:33pm** [Comment ID: 5075] - Link

Suggestion

Agree: 0, Disagree: -4

There is absolutely no established bias for such a proposed major and significant design change(s) or concepts outlined, nor understanding of their potential impact to business, traffic or the community at large. It is possible with proper study and vetting such design may be deemed appropriate, but they are concepts that are entirely unsupported by appropriate studies and base work and best characterized as "wish casting". The idea of narrowing Beltline/Midway and removing travel lanes when the study already rightly points out their current status at capacity is irresponsible and premature in the extreme.

> Reply by **Tyler Wright** on **05/16/2025** at **7:12pm** [Comment ID: 5081] - Link
>
> *Agree: 4, Disagree: 0*
>
> Correct, this is a bit of "wish casting" in the sense that something like Addison Circle would be. We cannot take our town's existing achievements for granted, they required some level of wishful thinking and careful planning, which this section certainly contains a bit of. Even still, this proposal was highly controversial during the CPAC process. Fortunately, this is not a policy document, this should not be construed for a mandate for a road diet on belt line.
>
> However, road diets have extensive proven safety benefits per the federal highway administration.
> Info page: https://highways.dot.gov/safety/other/road-diets
> List of case studies: https://highways.dot.gov/safety/other/road-diets/road-diet-case-studies
>
> Additionally, they appear to have a neutral to positive impact on sales tax revenues, and tend to improve property values, per this study: https://nacto.org/wp-content/uploads/yorkblvd_mccormick.pdf
>
> Many such studies exist, the safety benefits of a road diet are hard to argue with, and the economic effects are are generally slightly positive.
>
> I think the big question here is do we want to have the capacity for people to drive THROUGH Addison, or do we want to make an inviting space to encourage people to come TO Addison
>
> > Reply by **Tyler Wright** on **05/16/2025** at **7:14pm** [Comment ID: 5082] - Link

Agree: 1, Disagree: 0
It seems the linking tool is a little unwieldy, I'll try posting them separately.

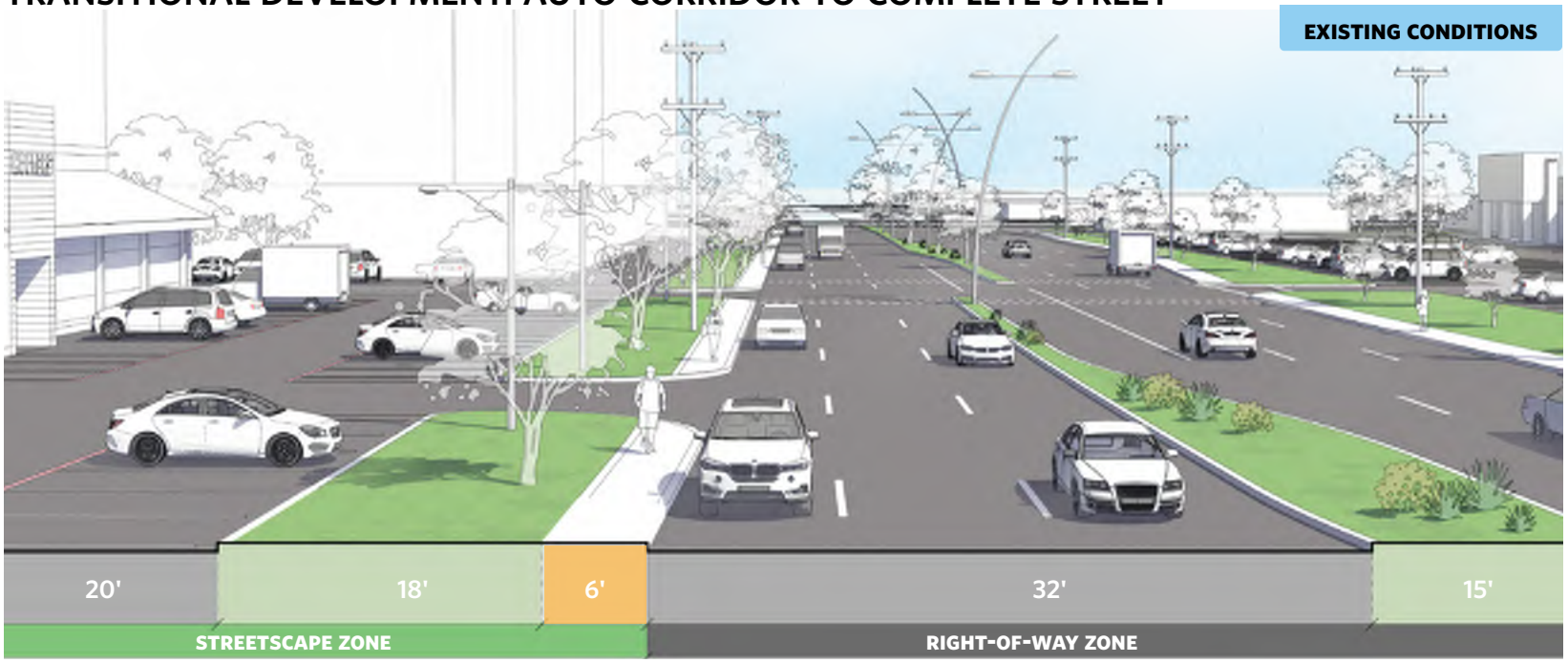
Case Studies on road diets
https://highways.dot.gov/safety/other/road-diets/road-diet-case-studies

> Reply by **Tyler Wright** on **05/16/2025** at **7:15pm** [Comment ID: 5083] - Link
> *Agree: 0, Disagree: 0*
> Road Diet economics study:
> https://nacto.org/wp-content/uploads/yorkblvd_mccormick.pdf

Reply by **Curtis** on **05/16/2025** at **8:16pm** [Comment ID: 5088] - Link
Agree: 6, Disagree: 0
Carrollton is planning on improving sidewalks, adding trees, and potentially replacing a lane of traffic with bike lanes or parking. It's important we collaborate our neighbor and explore all options to see what could be the best in 25 years.

Carrolton Downtown Master Plan link:
https://www.cityofcarrollton.com/departments/departments-g-p/planning-zoning/downtown-master-plan-update

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.

Neighborhood Typologies
p. 153-156

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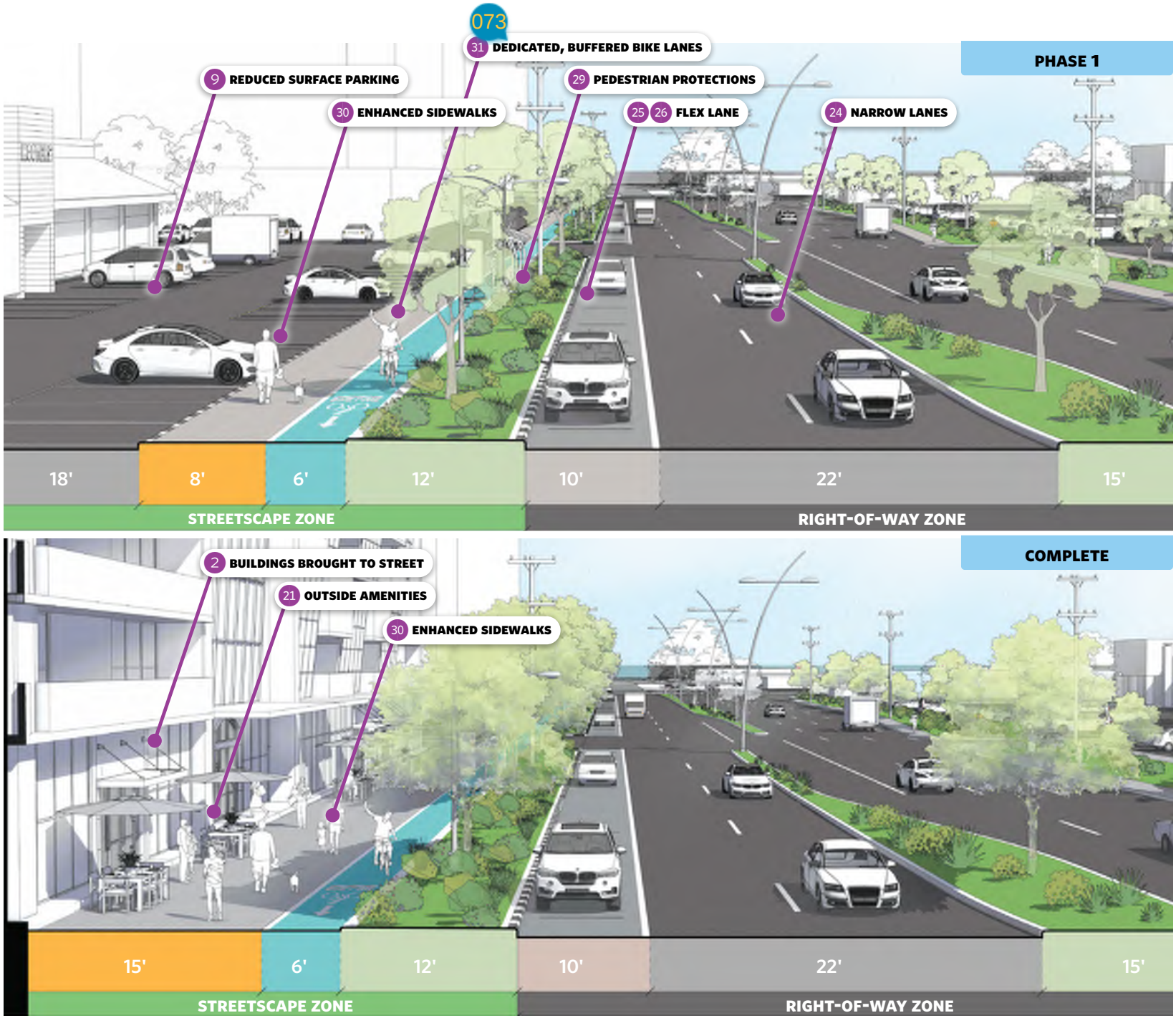
#072

Posted by **Juan C Pena** on **05/28/2025** at **5:25pm** [Comment ID: 5182] - Link

Suggestion

Agree: 3, Disagree: 0

This is key, only Uptown Dallas and Greenville and BIshop Arts, come to mind as desirable places in Dallas with walkability and experiences for pedestrians/cyclists. Six lanes for traffic are great if you want to make your commute shorter and your city to look ugly, but if you want a better overall experience as Addisonites more parks, walkable sidewalks, and restaurants with outdoor seating is the future



CONTEXT MAP

LEGEND

Featured Site
Belt Line Road

Similar Locations
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road

#073

Posted by **Zackary** on **06/02/2025** at **11:05pm** [Comment ID: 5200] - Link

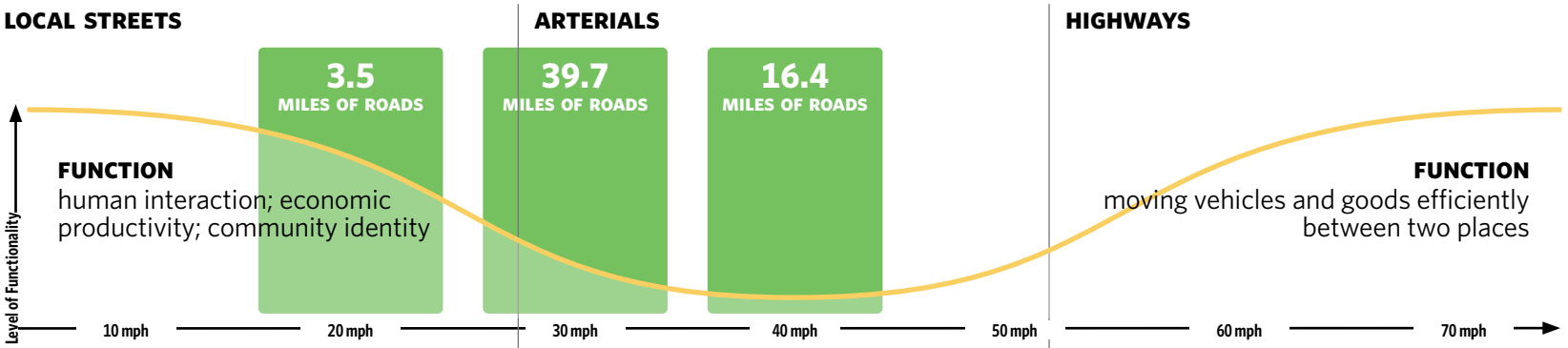
Suggestion

Agree: 0, Disagree: 0

I really appreciate how in this design, the bike lane is actually separated from car traffic. It would be great if some sort of physical barrier besides paint were made to protect cyclists and drivers on the Quorum Addison Circle Bike Lanes.

CALMING TRAFFIC IN DIFFERENT CONTEXTS

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.



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.

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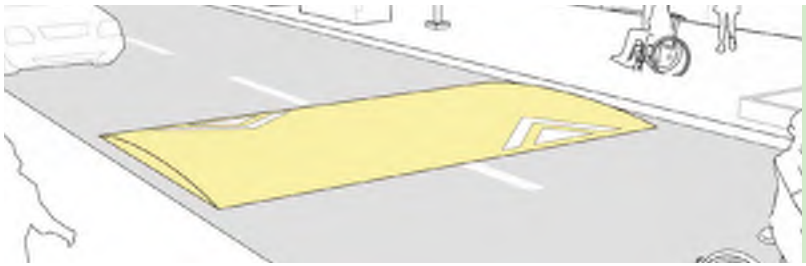
CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS

075

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.



SPEED HUMPS

Speed humps are formed by raising sections of the road to slow cars and match the target street speed. This targeted speed reduction helps pedestrians and cyclists in and around rights of way become more noticeable to drivers.

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.

074

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)

#074

Posted by **Zackary** on **06/02/2025** at **11:07pm** [Comment ID: 5201] - Link

Suggestion

Agree: 0, Disagree: 0

Quorum through Addison Circle could use narrow lanes. Not only to reduce speeds far more efficiently than just lowering the speed limit, but also to give more room for pedestrians and cyclists!

> Reply by **Nicole** on **06/02/2025** at **11:50pm** [Comment ID: 5206] - Link
>
> *Agree: 0, Disagree: 0*
>
> The Dart buses barely navigate around the roundabout as it is; I've witnessed multiple collisions through the years. Narrowing Quorum lanes is a huge waste of money and unrealistic.

#075

Posted by **Micheal** on **05/23/2025** at **4:44pm** [Comment ID: 5170] - Link

Suggestion

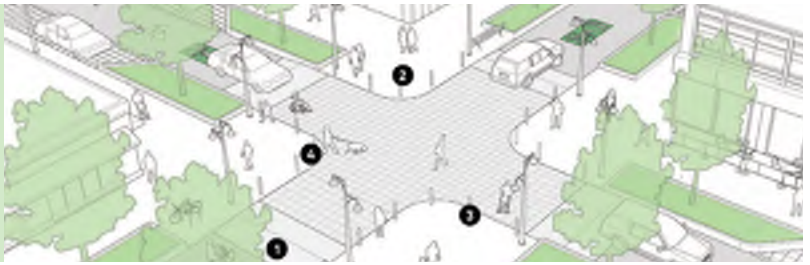
Agree: 0, Disagree: 0

Awesome outline, would love to see more of this type of traffic calming in Addison!

CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS CONTINUED

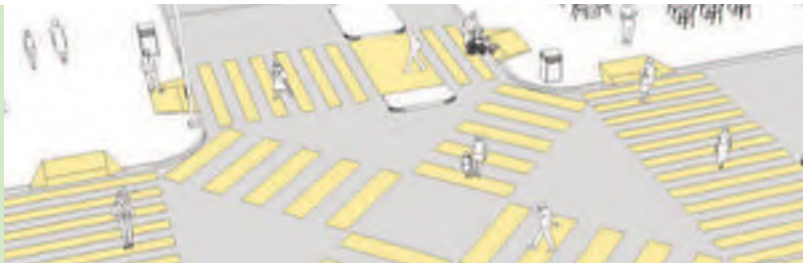
INTERSECTION ENHANCEMENTS

Design elements like raised intersections, curb extensions, bollards, and small turn radii help to increase pedestrian visibility and slow vehicle speeds.



PEDESTRIAN SCRAMBLES

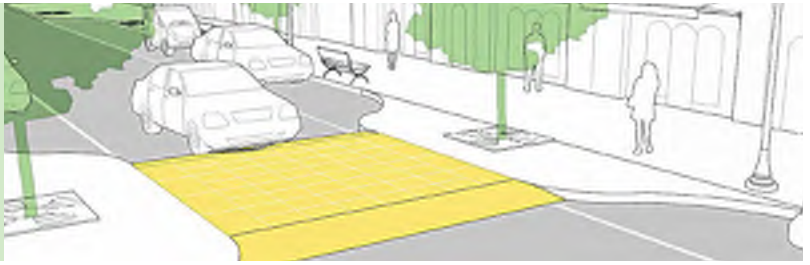
This diagonal crossing creates a dedicated phase that allows pedestrians to cross the intersection in every direction at the same time. During this phase all vehicular traffic is stopped.



RAISED INTERSECTIONS

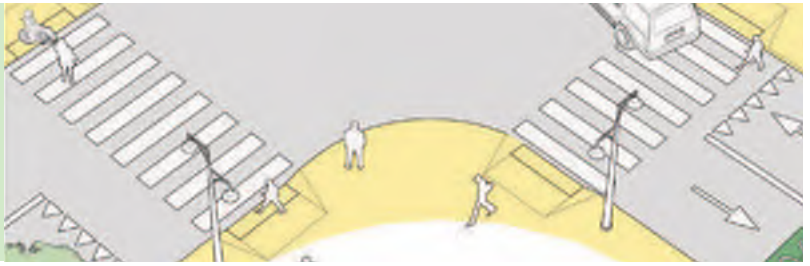
Speed tables can be combined with pedestrian crossings to create raised intersections. These function similarly to large speed bumps that are meant to slow vehicle traffic and make pedestrians more comfortable.

076



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)

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#076

Posted by **Zackary** on **06/02/2025** at **11:07pm** [Comment ID: 5202] - Link

Suggestion

Agree: 0, Disagree: 0

I would love to see these in Addison Circle!!!

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.

ADDISON STATION TOD BOUNDARIES

Google Earth

Completing Neighborhoods **p. 159**

Neighborhood Mobility & Connectivity **p. 160**

Additional Information

Advance Addison Market Report

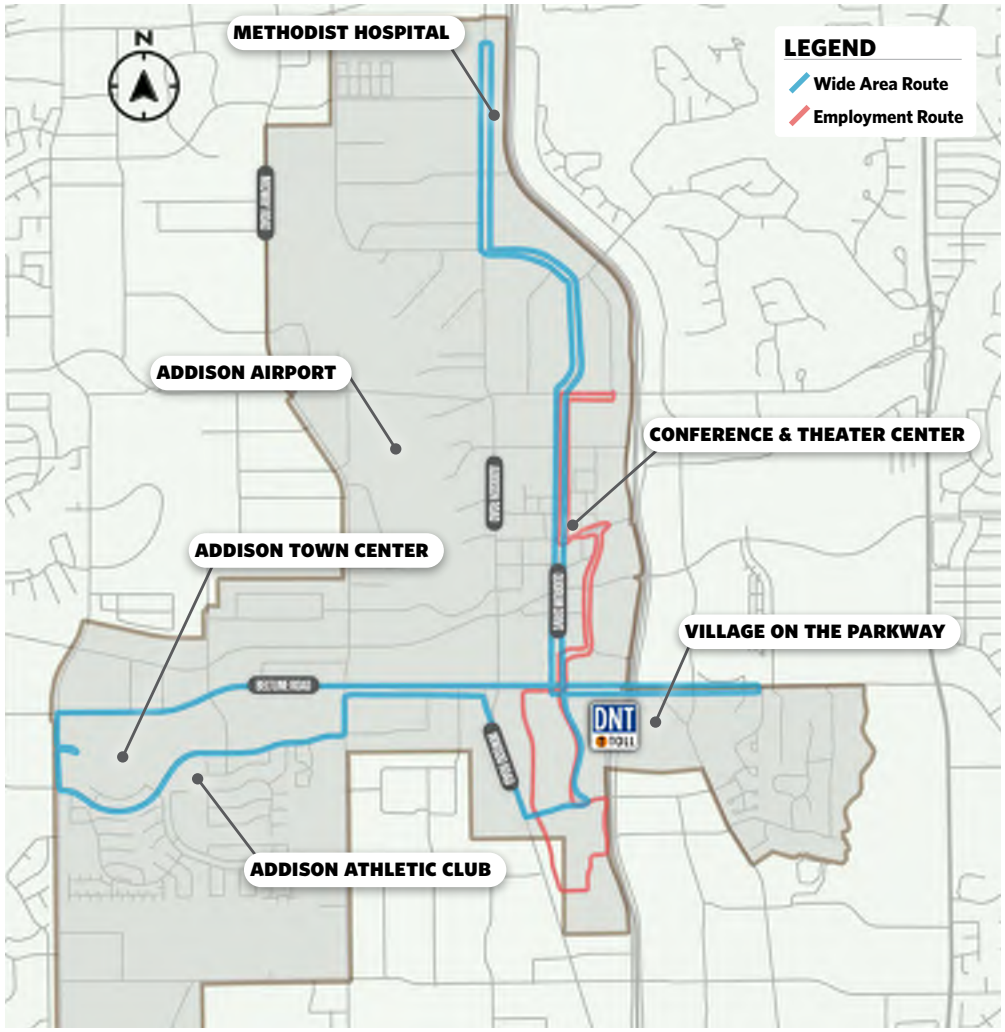
CREATING A LOCAL CIRCULATOR

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, during recent engagement activities, both employers and residents expressed strong support for an Addison-branded circulator service 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

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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

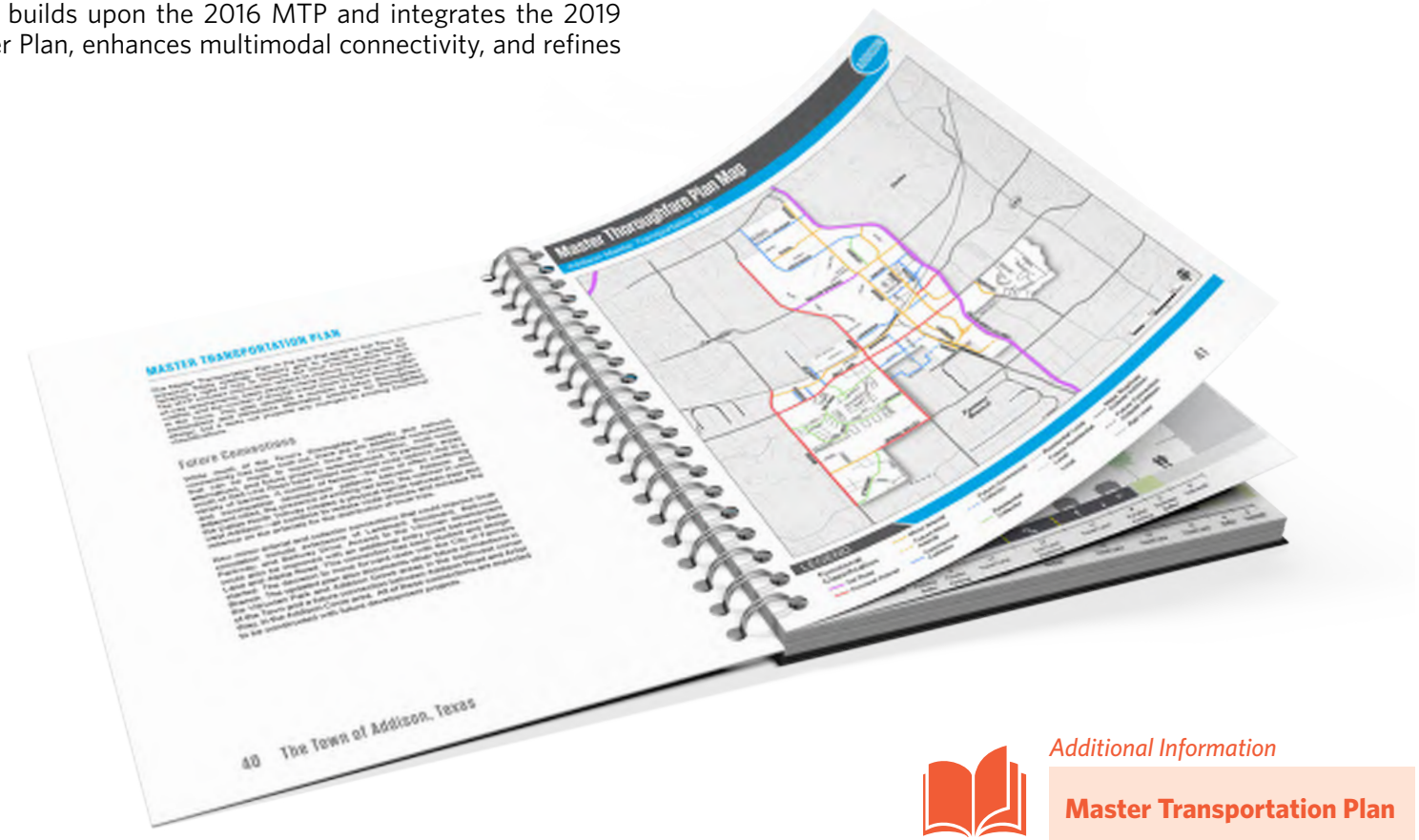
INDIANAPOLIS CULTURAL TRAIL **INDIANAPOLIS, INDIANA**

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.



Additional Information

Master Transportation Plan

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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.

078

077

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.

#077

Posted by **Alan Then** on **05/18/2025** at **4:05pm** [Comment ID: 5101] - Link

Suggestion

Agree: 4, Disagree: 0

Redevelopment of the Inwood corridor (see area study) to walkable connect to Addison Circle (and/or status of rail line for trolley was an interesting idea I heard) seems more inviting for a challenged area to incrementally test these concepts of walkability and connectiveness without much "risk" ... imbedded conception in the CopPlan of major reworks of Belt Line or Midway seem better put nearer the end of the to-do list. I'd like to see far more emphasis on carrying that area study forward.

#078

Posted by **Alan Then** on **05/15/2025** at **2:22pm** [Comment ID: 5067] - Link

Suggestion

Agree: 0, Disagree: -4

There is logical inconsistences in this section ..... It is stated that: " 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", yet also proposed is to effectively attempt limits to speed and capacity of these arteries. Limiting these "driver centric views" will almost certainly negatively impact business (see number of residents vs. people in Town). People, with few exceptions, will generally not walk, bike, or take public transportation to restaurants, and Addison will not develop the population density to support all these business from local residents (see Addison Circle).

> Reply by **Tyler Wright** on **05/16/2025** at **7:27pm** [Comment ID: 5085] - Link
>
> *Agree: 5, Disagree: 0*
>
> I would argue that people respond to their built environment and that if it were safer, more interesting, or more convenient to walk, more would do it.
>
> > Reply by **Alan Then** on **05/18/2025** at **4:01pm** [Comment ID: 5100] - Link
> >
> > *Suggestion*
> >
> > *Agree: 1, Disagree: 0*
> >
> > There is some truth to this argument, but only at the margin. The accepted number of distance preference is 25-30'. This is why business seek co-location of functions to facilitate more effective

operations when every possible. Also, we must be more discerning as to type and function of these retail business and their customers - some are likely to see improvement, some will not. To make the point, take an extreme example, a Physical Therapy business will likely not benefit from high walkability, a Bike Shop will certainly benefit from bike lanes. This all must be carefully considered.

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/pedestrian 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-mobility 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.

Mobility & Connectivity Implementation

p. 223-230

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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 in the Implementation Plan 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

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.

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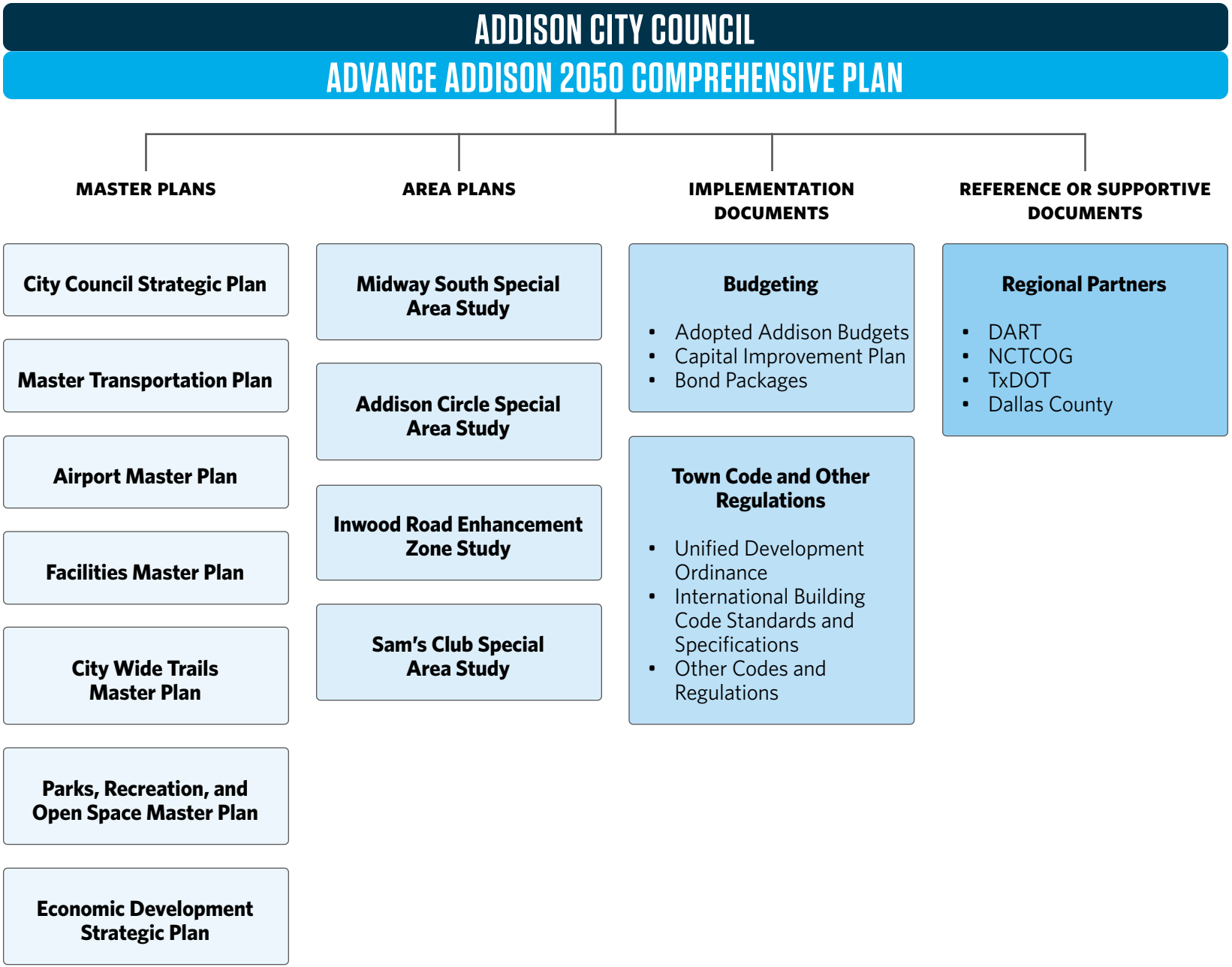
ADDISON CITY COUNCIL
ADVANCE ADDISON 2050 COMPREHENSIVE PLAN
MASTER PLANS
City Council Strategic Plan
Master Transportation Plan
Airport Master Plan
Facilities Master Plan
City Wide Trails Master Plan
Parks, Recreation, and Open Space Master Plan
Economic Development Strategic Plan
AREA PLANS
Midway South Special Area Study
Addison Circle Special Area Study
Inwood Road Enhancement Zone Study
Sam's Club Special Area Study
IMPLEMENTATION DOCUMENTS
Budgeting
Adopted Addison Budgets
Capital Improvement Plan
Bond Packages
Town Code and Other Regulations
Unified Development Ordinance
International Building Code Standards and Specifications
Other Codes and Regulations
REFERENCE OR SUPPORTIVE DOCUMENTS
Regional Partners
DART
NCTCOG
TxDOT
Dallas County

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 Road 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.

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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 nodes 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

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

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.

Additional Information

Economic Development Strategic Plan

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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 Dallas North Tollway)
- 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

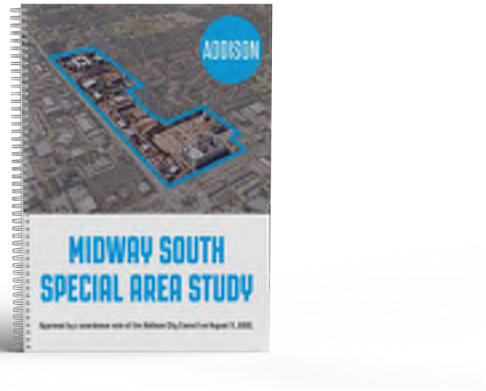
1. Continue to advocate for the timely construction of rail to connect Addison with points east and west.
2. Explore the possibility of a partnership between DART, the Town, area hotels and restaurants, and major employers to develop a local shuttle/circulator system.
3. Rebuild the parkway along Belt 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

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

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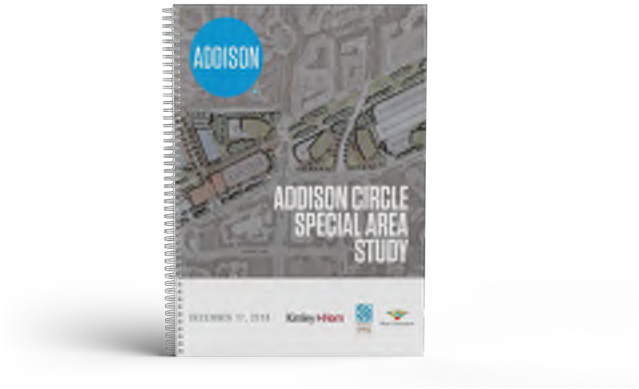
2018 ADDISON CIRCLE SPECIAL AREA STUDY

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

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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.

Related Plans & Initiatives Implementation

p. 231-234

This page has been intentionally left blank for formatting purposes.

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

Addison will implement this Plan by 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

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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 as short term, 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.

MEASURES OF SUCCESS & REPORTING

The Advance Addison 2050 dashboard should be an online interactive dashboard that serves as the public-facing tool to track the progress and implementation of the Comprehensive Plan. It will provide real-time updates (on a regular basis) on key metrics tied to the Plan's recommendations, offering transparency and accountability. The dashboard will also visually highlight which actions from the Plan have been completed and which are still in progress, ensuring continuous monitoring of success and areas for improvement. Regular updates will allow stakeholders to stay informed and engaged with the Plan's ongoing implementation.

Additional Information

Advance Addison 2050 Dashboard

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.

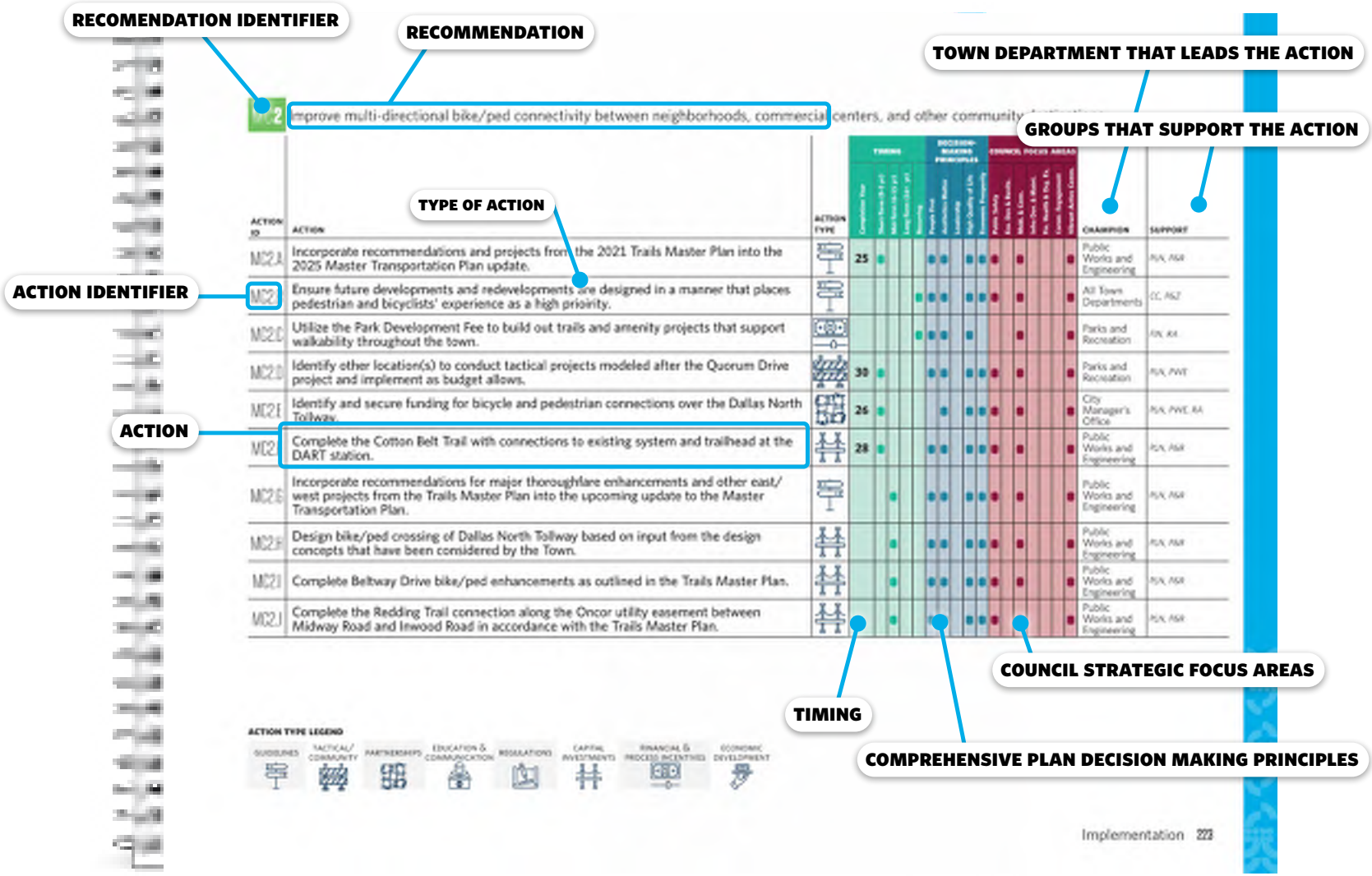
Level 3

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

ELEMENTS OF THE IMPLEMENTATION PLAN

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 a General recommendation below highlights the location of each element within the implementation tables.



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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. 20**

Refining & Updating this Plan **p. 19**

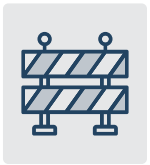
ACTIONS

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 town 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.

#079

Posted by **Kalel Sarrides** on **05/31/2025** at **7:25pm** [Comment ID: 5188] - Link

Suggestion

Agree: 1, Disagree: 0

Many areas in Addison face infrastructure challenges. I support reinvestment, but recommend a “basics first” approach:

Prioritize street, drainage, water, and utility upgrades before aesthetic or mobility experiments

Conduct infrastructure needs assessments tied directly to growth zones identified in the Place Types Map

DECISION-MAKING PRINCIPLES

These five principles were utilized in the creation of the proposed recommendations and implementation actions.

1. People
2. Aesthetics Matter
3. Leadership
4. High Quality of Life
5. Economic Prosperity

Decision-Making Principles

p. 20

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 S
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

Additional Information

City Council Strategic Plan

TIMING

The Year column indicates the recommended completion year for short-term actions (represented as a two-digit year). For recurring actions, it lists the initial completion year, with the repetition schedule noted in the following columns. 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.

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#080

Posted by **Tricia** on **05/18/2025** at **7:06pm** [Comment ID: 5102] - Link
Agree: 0, Disagree: 0
Strongly agree with #1 People First and #5 Economics

#081

Posted by **Tricia** on **05/18/2025** at **7:07pm** [Comment ID: 5103] - Link
Agree: 0, Disagree: 0
Strongly agree with #1 Public Safety above all else

CHAMPIONS AND SUPPORTERS CONTINUED

Marketing & 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 & Zoning Commission (P&Z) The Town advisory body that considers and makes recommendations in matters related to land use, zoning and platting.

Parks & 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 & 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).

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.

Land Use
p. 99-148

Housing & Neighborhoods
p. 149-162

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MOBILITY & CONNECTIVITY

1. Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.
2. Improve multi-directional bike/ pedestrian connectivity between neighborhoods, commercial centers, and other community destinations.
3. Reimagine Addison's arterial roadways as beautified, functional, multi-mobility 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.

Mobility & Connectivity
p. 163-182

Related Plans & Initiatives
p. 183-194

GENERAL RECOMMENDATIONS 082

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.

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#082

Posted by **rsfrankl** on **05/28/2025** at **3:48pm** [Comment ID: 5178] - Link

Suggestion

Agree: 0, Disagree: -1

Town should provide for increased resources for code enforcement in aging single-family neighborhoods, with programs to assist homeowners in revitalization. Specifically, single family homes that are rental units show much more neglect (visible from the exterior and driving by) than owner-occupied homes, with some exception since the town has many original homeowners who have not done many updates over the years.

G1 Embrace the Comprehensive Plan as the centerpiece for all plans and decision-making.

ACTION ID	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
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 & 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 residents and business community and track ratings while using them to inform governing decisions.						●			●							●	●	●	Marketing & 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G2 Establish and apply tools to collect data and assess projects and initiatives.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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G3 Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.

ACTION ID	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 ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G5 Seek opportunities to make the Town more environmentally resilient.

ACTION ID	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
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.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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, 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.

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LU1 Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools..

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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.

ACTION ID	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
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 & 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.	083			●			●		●		●			●					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 | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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#083

Posted by **Curtis Green** on **05/06/2025** at **6:04pm** [Comment ID: 5050] - Link

Question

Agree: 4, Disagree: 0

Evaluating parking mandates was previously listed as an immediate item in previous drafts but now it has been pushed back 6-15 years. Why the significant change?

The American Planning Association has research that shows that removing parking mandates:
- Lowers development costs
- Increases downtown density
- Increases municipal revenue

https://www.planning.org/blog/9294686/deregulating-parking/

These are important pieces to improving walkability and transit accessibility. I know in the past staff has said that it would make sense to remove mandates once our transit system has improved but I think that's backwards. Requiring the construction of parking spaces gives a financial incentive to driving and a physical distance disincentive to walking & transit

LU3 Transform autocentric places into more pedestrian friendly, mixed-use destinations.

ACTION ID	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.		
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 ID	ACTION	084	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 & 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 & 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 & Recreation**	*CC, PLN, P&Z*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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#084

Posted by **Nicole** on **06/03/2025** at **12:00am** [Comment ID: 5208] - Link

Agree: 0, Disagree: 0

In the last year alone we have seen a huge increase in homelessness in Addison circle park. As a young adult I've lived here for 10 years and an avid dog walker for our peaceful, safe parks, no matter the time of day. The Dart is inviting unwelcome homeless who are making our daily park walks uncomfortable. I don't think public safety in relation to the Dart is being taken seriously for Addison circle park. Will only get worse if it's not addressed and planned for now.

LU5 Enhance the design of the public realm across the Town.

ACTION ID	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 ID	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 ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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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.

HN1 Support the creation of complete and cohesive neighborhoods throughout the Town in accordance with the Place Types and Spectrum of Change maps.

ACTION ID	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
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, as part of the neighborhood planning process outlines in HN1.A.			●				●	●		●	●						●		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

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HN2 Make it more safe, comfortable and convenient for Addisonites to get around their neighborhoods and to nearby services.

ACTION ID	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. & Comm.	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 ID	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. & Comm.	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN4 Provide denser housing options in Addison's urban and transitional areas.

ACTION ID	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
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*

ACTION TYPE LEGEND

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HN5 Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN6 Create more places for intentional gathering and recreation within existing and new neighborhoods.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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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/pedestrian 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-mobility 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.

MC1 Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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MC2 Improve multi-directional bike/pedestrian connectivity between neighborhoods, commercial centers, and other community destinations.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

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ACTION ID	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.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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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MC3 Reimagine Addison's arterial roadways as beautified, functional, multi-mobility corridors that complement the redevelopment we seek along them.

ACTION ID	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.		
MC3.A	When designing intersection reconfigurations, prioritize pedestrian comfort and safety 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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC4 Make safe movement of cars, bikes, and pedestrians on arterials the priority.

ACTION ID	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 Master Transportation Plan (MTP).		25	●				●	●		●		●		●				●	Public Works and Engineering	*PLN*
MC4.C	Identify intersections and implement the appropriate traffic calming measurements identified in the 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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MC5 Design neighborhood streets to prioritize people, place and productive development.

ACTION ID	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
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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC6 Facilitate build-out of Addison as a major North Dallas transportation Hub.

ACTION ID	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*

ACTION TYPE LEGEND

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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.

ACTION ID	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
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*

ACTION TYPE LEGEND

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RP2 Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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GLOSSARY

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.

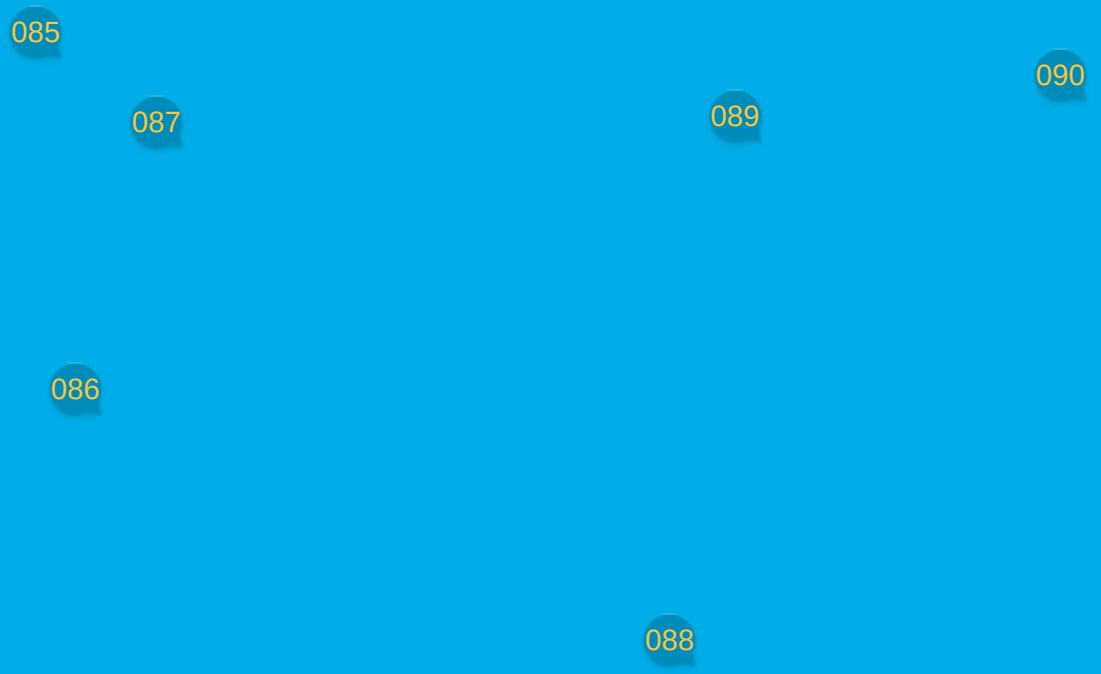
(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

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)

21ST CENTURY MUSCLE CARS & 3:16 COLLECTION & 31000 FT LLC & 3BR PROPERTIES, INC. & 5 STAR AUTO MALL, INC. & A HEAD OF HAIR SALON & AA PORTER LIGHTING DBA PORTER LIGHTING & ABBY OFFICE CENTERS, ADDISON, LTD & ABSOLUTE SYSTEMS LTD. & ACCEPTANCE INSURANCE & ACCESS BUSINESS CENTERS & ACCOUNTABLE HEALTHCARE STAFFING, INC. & ACCSYS TECHNOLOGIES & ACTUARIAL SERVICES GROUP, INC. & ADDISON APARTMENTS AT THE PARK & ADDISON AUTOMOTIVE SERVICE & ADDISON CAFE & ADDISON CHIROPRACTIC & ADDISON CIGAR & ADDISON CLEANERS & ADDISON CLEANERS(CHOON SUK JEN) & ADDISON COFFEE ROASTERS & ADDISON FOODS, INC. & ADDISON HAIRCUTTING COMPANY & ADDISON HEALTH SYSTEMS, INC. & ADDISON HEALTH SYSTEMS, INC. & ADDISON KELLER SPRINGS & ADDISON MARKET & ADDISON PAIN MANAGEMENT & ADDISON PILOT SHOP & ADDISON POINT & ADDISON REFLEXOLOGY SPA LLC & ADDISON SALON SUITES & SPA & ADDISON XPRESS CAR & LIMO SERVICE & ADSCO, INC/LAW PUBLICATIONS & ADVANTAGE STAFFING, INC. & AEROSPACE TURBINE ROTABLES & AEROTECH SERVICES & AFFIRMATIVE INSURANCE & AFS TECHNOLOGIES & AG & E ASSOCIATES, P.L.L.C & AICG INC. & AIRBORN, INC. & AL AMIR & ALDEN ENERGY CONSULTING LLC & ALL STAR JAPANESE ENGINE & AUTO SERVICE & ALLEGRA MARKETING-PRINT-MAIL & ALLEGRO ADDISON CIRCLE & ALLIED WORLD INSURANCE COMPANY (U.S.), INC. & ALL-PLASTICS MOLDING CO., INC. & ALPHA SERVICES CORP. DBA JANI-KING OF DALLAS & AMAZING AD SPECIALTIES, INC. & AMC THEATRES VILLAGE ON THE PARKWAY 9 & AMERICAN FINANCIAL & RETIREMENT SVCS. & AMERICAN FLYERS & AMERICAN LOGISTICS COMPANY & AMERICAN SPIRITS & AMERICAN TRUST COMPANY & AMERICA'S BEST VALUE INN & AMERISPHERE & AMLI MANAGEMENT COMPANY & AMPLIFI COMMERCE & AMUSEMENT SOURCE INTERNATIONAL & ANDIAMO ITALIAN GRILL & ANIME POP & ANTONIO RISTORANTE & APERIA SOLUTIONS, INC. & APEX COMMON MANAGEMENT & APPLE SPICE & APPLEONE EMPLOYMENT SERVICES & AQUENT LLC & ARCH RE FACULTATIVE UNDERWRITERS & ARNOLD & ASSOCIATES, INC. & ARTHUR J. GALLAGHER RISK MANAGEMENT SERVICES, INC. & ARTHUR'S RESTAURANT & ASAP PERSONNEL, INC. & ASCRIPT RX & ASHER MEDIA INC. & ASI HEALTH SERVICES & ATLANTIC AVIATION & AUGUSTINE INSURANCE AGENCY INC. & AUTHENTIX, INC. & AUTO HANS INC. & AUTO PROS & AVIATION SERVICES ELITE & AXCESS CATERING & EVENTS & B G PERSONNEL SERVICE & BANFIELD PET HOSPITAL #1242 & BANKSTON COLLISION & BARCO MIRROR & GLASS INC. & BAREFOOT MIDWIFERY, LLC & BARRETT DAFFIN FRAPPIER TURNER & ENGEL, LLP. & BASA RESOURCES INC. & BATTERIES PLUS #145 & BAXTER CLEANCARE & BCB RESOURCES & BCE GROUP & BEACON HILL STAFFING GROUP, LLC & BELTLINE FORUM, LLC. & BELTWAY COMMERCIAL REAL ESTATE & BENT TREE CHILD DEVELOPMENT CENTER(311) & BENT TREE ONE DELI & BENT TREE PARK APARTMENTS & BERKSHIRE HATHAWAY HOMESTATE COMPANIES & BEST OF GUIDE & BEST PERSONALIZED BOOKS, INC. & BEST PRESS, INC. & BEST THAI RESTAURANT & BHC OFFICE SOLUTIONS & BIGELOW ARIZONA TX-344, LIMITED PARTNERSHIP & BILLINSLEY PROPERTY SERVICES & BITTER SISTERS BREWING COMPANY & BJ'S RESTAURANT & BREWHOUSE & BLACKALL MECHANICAL INC. & BLANCHARD AND COMPANY, INC. & BLUE MESA GRILL & BOTANY 2000, INC. & BOTTLE ROCKET LLC & BOWLERO DALLAS & BREAK FREE ACADEMY, LLC. & BRENNAN FINANCIAL SERVICES, LLC & BRIGHT MANAGEMENT SRVCS, INC & BRINKLEY SARGENT ARCHITECTS, INC. & BROWN & BIGELOW, INC & BUCKHORN DISCOUNT LIQUOR & BUDDY SHARP SALON & BUDGET SUITES OF AMERICA & BURGER HOUSE MARSH LP & BUSINESS CONTROL SYSTEMS & BYNUM CHIROPRACTIC & CACTUS SALON & CADENCE MCSHANE CONSTRUCTION COMPANY LLC & CAFE GECKO & CAMPANERO ENERGY HOLDINGS, LLC & CAMPBELL TRAVEL & CANARY CAFE & CANTINA LAREDO & CANTU PEST CONTROL & CAROLE LUCIO SALON & CARTER BLOODCARE & CAT TATTOO & CAVANAUGH FLIGHT MUSEUM & CBS PERSONNEL SERVICES & CECIL BENEFITS GROUP, INC. & CECO ENVIRONMENTAL & CELL [illegible] REPAIR GUYS & CELLCO PARTNERSHIP & CENTER FOR DISCOVERY & CENTERSTONE MANAGEMENT II LLC & CENTRO WIRELESS LLC & CERTUS CONSULTING [illegible] INVESTMENT GROUP, LP & CHAMBERLAIN'S STEAK & CHOP HOUSE & CHARLES TAYLOR WILSON, INC. & CHARLIE COOK ASSOCIATES, INC. & CH [illegible] INC. & CHG-MERIDIAN USA CORP. & CHILDRESS FABRICS & FURNITURE & CHILI'S GRILL & BAR & CHIPOTLE MEXICAN GRILL #197 & CHIPOTLE MEXICAN GRILL [illegible] CHIROSPORT SPECIALISTS OF DALLAS & CINDY PHAN DDS, PA & CINEMATECH SEATING & CITYDOG! CLUB & CITYVET ADDISON & CL2 TREEPOINT PLAZA, LLC & CLOSETS BY DESIGN OF NORTH TEXAS INC. & COGNEX CORPORATION & COGNOSCAPE LLC & COMFORT SUITES NORTH GALLERIA & COMMERCIAL EQUIPMENT COMPANY & COMM-FIT HOLDINGS, LLC & COMMUNITY HEALTHCARE PARTNERS (CHP) & CONCENTRA INC. & CONCENTRA INC. & CONCENTRA MEDICAL CENTER & CONFERENCE TECHNOLOGIES, INC. & CONSTRUCTION MANAGEMENT TECHNOLOGY, INC. & COP SPECTRUM CENTER, LLC & CORPORATE CENTRE MANAGEMENT & COTRONEO AUTO GROUP & COTTON WEALTH MANAGEMENT & COUNSELING SOLUTIONS INC. & COUNTDOWN COURIERS & COUNTRY PLACE MORTGAGE, LTD. & COURTYARD ADDISON QUORUM & CP GREENHILL, LLC. & CPWR LLP & CREATIVE FINANCIAL PROFESSIONALS & CRESSMAN TUBULAR PRODUCTS CORP. & CROSS COUNTRY LAND COMPANY, INC. & CROSSCOUNTRY MORTGAGE & CROWN STERLING PROPERTIES & CRYSTAL TECHNOLOGY& INDUSTRIES INC. & C-STORE C-CAFE & CTL MEDICAL CORPORATION & CU DIRECT CORPORATION & CU MEMBERS MORTGAGE & CURTIS GROUP ARCHITECTS LTD & CUTTER AVIATION ADS & D & D CLEANING & D. ALAN BOWLBY & ASSOCIATES, INC. & DALLAS ADDISON CATERING CO. & DALLAS DESK, INC. & DALLAS ELECTROLYSIS INC. & DALLAS EXECUTIVE MASSAGE & DALLAS GUITAR ACADEMY & DALLAS MOTORS & DALLAS QUORUM OFFICE LP & DALLAS QUORUM OFFICE LP & DALLAS QUORUM OFFICE LP & DALLAS TENNIS ASSOCIATION & DASEKE INC & DAVID S. HOHM AND ASSOCIATES & DAVIDSON INSURANCE SERVICES & D-BAT ADDISON & DDI, INC. & DEAN TECHNOLOGY INC & DEATHERAGE FINANCIAL CONSULTING & DEFENSE LOGISTICS AGENCY & DEL MAR SCIENTIFIC, LTD. & DENA L. WICKER, P.C. & DESIGN SHUTTERS & DESIGN SOURCE INTERNATIONAL & DEVADOSS LAW FIRM PLLC & DEWITT AND DUNN, LLC & DFW AERO MECHANIX & DIAMONTRIGUE & DIGI POINT MEDIA & DIGITAL TRAINING & DESIGNS & DILLON GAGE INC. OF DALLAS & DISCOUNT MODEL TRAINS, INC. & DIVA SALON & DIVERGENCE ACADEMY & DIXIE GAS STATION, INC. & DJ'S TACO EXPRESS ADDISON & DON CARTER & Q. & DON MECHANIC ENTERPRISE & DONUT PALACE & DOUBLE EXPOSURE & DOUGHERTY MORTGAGE LLC & DR. GOLD JEWELRY & DIAMONDS & DRIVRZ FINANCIAL, LLC. & DRYDEN JENSEN INVESTMENTS & DUANE WHITLOW & CO., INC. & DUMONT MANAGEMENT GROUP, LLC & DUNCAN AVIATION & DUNN BROS. COFFEE & EAGLE TRANSMISSION & ED'S LAWN EQUIPMENT & EDWARD BAUMANN CLOTHIERS & EDWARD JONES & EDWARD JONES 06383 & EDWARDS CHILD PLACING AGENCY, CO. & EFI GLOBAL INC. & EFUNE BROS. PTY. LTD.USA, INC. & EGGLESTON & CHAMBERS, L.L.P. & ELEGANT SALON SUITES & ELEVATION SOURCING, LLC & ELITE CIGAR CAFE & ELITE MASSAGE & ELITE TURBINE MAINTENANCE LLC & ELIZA'S ZUMBA & ELLARD FAMILY HOLDINGS & SUBSIDIARIES & EMI ENVIROMENT GROUP, INC. & EMPIRE TITLE COMPANY, LTD. & ENCOM WIRELESS DATA SOLUTION USA, INC & ENTERPRISE RENT A CAR & ERP ANALYSTS & EULER HERMES NORTH AMERICA INSURANCE COMPANY & EUROPEAN WAX CENTER & EWOMENNETWORK, INC. & EXECUTIVE INSTRUMENTS, INC. & EXPENSE REDUCTION ANALYSTS & EXPERIS US, INC. & EXPONENT TECHNOLOGIES, INC. & EXTRA SPACE STORAGE #0565 & EXTREME COMFORT AIR CONDITIONING & HEATING & FACE STUDIO & FAEZ LAW FIRM, PLLC & FAIRCHILDS & FALCON CREST AVIATION SUPPLY & FALCON INS AGY OF DALLAS, INC. & FAMOUS THE SALON SUITES & FBD PARTNERSHIP, LP & FEDEX EXPRESS A 2687 & FEDEX OFFICE #3112 & FIELDWORK DALLAS,LNC. & FIESTA RESTAURANT GROUP, INC. & FINANCIAL ADDITIONS, INC. & FINANCIAL CONCEPTS, REALTORS & FINANCIAL INDUSTRY COMPUTER SYSTEMS, INC. & FIORI ON VITRUVIAN PARK & FIREHOUSE & FIRST EQUIPMENT COMPANY & FIS & FISH CITY GRILL & FLEXJET & FLITE ELECTRONICS INC. & FLORAL CONCEPTS & FLYING FISH & FOCUS 401K GROUP & FOCUS POINT INC. & FOGO DE CHAO CHURRASCARIA DALLAS & FORNEY CORPORATION & FOUR QUEENS AND A JACK & FRAGOMEN, DEL REY, BERNSEN & LOEWY, LLP & FRAME SOURCE DIRECT

ADVANCE ADDISON 2050



ADDISON

#085

Posted by **Micheal** on **05/23/2025** at **4:57pm** [Comment ID: 5172] - Link

Suggestion

Agree: 2, Disagree: 0

Overall - this is an excellent plan for Addison. I loved the sections on education - hopefully more residents will come to understand why we desperately need to improve on the car-centric designs this city has inherited from the past.

I'd like to see less city-level control over exactly what kind of developments can go where. We need to be flexible and open to constant renewal. Many types of businesses are compatible with residential areas like coffee shops, book stores, clothing stores, etc.

Great job! This is exactly the kind of plan I want my city leaders to hopefully execute in the near future!

#086

Posted by **Tricia** on **05/18/2025** at **7:12pm** [Comment ID: 5104] - Link

Agree: 2, Disagree: -1

I appreciate all who gave their time to create this document and those that take the time to read it and give their feedback. I think all residents should respect all opinions and I dislike the thumbs up or down as that gives a social media feel that disregards and can make someone feel bullied by their comment. All should be welcome to give their perspective and ideas without the thumbs up or down. I also know that life can change quickly and suddenly as evidenced by COVID in 2020 - life is what happens when we are making other plans. I hope the Town's leadership will realize that though this is a careful map - that things can come up on the road that requires a pivot. We should not steam ahead on a path that has changed and be flexible to adapt in real time as 25 years from now we cannot imagine the challenges or environment - and should not take for granted the air, water, trees, and safety of Addison.

#087

Posted by **Zackary** on **06/02/2025** at **11:23pm** [Comment ID: 5203] - Link

Suggestion

Agree: 0, Disagree: 0

Thank you for this overall great plan. I would like to see less stringent regulations on housing development in general, though. Supply and Demand will do their job. More density and more walkability is economically viable. Please

consider removing parking minimums and consider allowing property owners to build what they want on their property. Even if the means a homeowner in a zone for single-family housing wants to renovate their house into a duplex, or make a mother-in-law suite in their backyard. I also want to encourage Addison to focus on longer, high-quality pedestrian and cycling infrastructure between Village on the Parkway, Addison Circle, and Virtuvian Park. Thank you for all your work!

#088

Posted by **Tricia** on **05/18/2025** at **7:52pm** [Comment ID: 5105] - Link

Agree: 0, Disagree: -9

When I say "People First" I just wanted to clarify what that means to me. People first means NOT people first as a mode of transportation. It does not mean walkability or dependence on transit. People first means decisions made reflect the safety, quality of life, and consideration of the lived experience impacts to residences and businesses - and how Addison can be supportive of those considerations. This is Texas. It is hot. People drive cars.

> Reply by **Grant Korkhip** on **05/20/2025** at **3:51pm** [Comment ID: 5146] - Link
>
> *Agree: 5, Disagree: -1*
>
> People walk as their primary means for transportation in many countries much hotter than Texas (Jakarta, Manila, Rio de Janeiro) but the cities are designed in a way that is less hostile to people

> Reply by **Micheal** on **05/23/2025** at **4:51pm** [Comment ID: 5171] - Link
>
> *Agree: 1, Disagree: 0*
>
> Plenty of people already walk, cycle, and use transit in this city. Meeting their needs in terms of safety and accessibility is the definition of putting people first. Car-centric development is a one-way ticket to bankruptcy and soaring housing costs.

#089

Posted by **Tricia** on **05/19/2025** at **12:55pm** [Comment ID: 5130] - Link

Agree: 1, Disagree: -1

I would like to know the weight of thumbs up or thumbs down in this feedback compilation. I do not want to be rude to my fellow residents with a thumbs down, as I feel like everyone should have their own opinion and feel safe to post their thoughts. If these thumbs are weighted, then people who know of this could select thumbs down for anything they do not agree with. So if these responses are tallied and results weighted based on this - I would like to know. Thank you. Also - are residents to argue every comment they don't agree with? It not only is rather exhausting, but it

is a not towards our goal of a unified community. It adds to the divisiveness in this already politicized time. It makes me very sad when neighbors turn against neighbors because they cannot allow a difference of opinion without everyone agreeing to their agenda. We are not trying a case with endless rebuttals, right? We are asking for honest feedback from all residents that not only are aspirational for the future, but also lived experience insight that may help prevent issues for future generations and represent all demographics, correct?

> Reply by **Jacob Meadors** on **05/19/2025** at **6:01pm** [Comment ID: 5137] - Link
> *Suggestion*
> *Agree: 4, Disagree: 0*
> I agree, I don't think the thumbs should have been a feature, but I wouldn't call citizens giving their perspectives on others' replies arguing--it's talking, and we really ought to do it more. This is a document turned electric and made into a public bulletin board; I think it's an interesting way to engage the community and get more feedback than they otherwise might.

#090

Posted by **Tricia** on **05/29/2025** at **11:56am** [Comment ID: 5184] - Link
Agree: 1, Disagree: -4
I appreciate all of the enthusiastic young Strong Towns and DART advocates who have heavily influenced this document with their comments. It would be interesting to see how long people who have commented have lived in Addison or will still be living here in five years. You may quote experts - but to me - the real life Addison experts are the senior demographic. Our seniors have lived through many social experiments and have seen a lot in their lives whether they have lived in Addison or not. Sadly, many of our wise seniors have no idea how to work this commenting thing - so the bias will naturally be towards those more technology proficient. I hope those documenting will think about that and take in feedback from the Addison seniors that regularly meet at the AAC. With all things there are good and bad consequences. To act as if something is only wonderful without the consideration of possible impacts and to disrespect those who have concerns is not polite or prudent. Therefore as an Addison elder of two decades I will share my experience with walkable cities which has been good and bad. In my own experience - I came to Addison from Denver - and I lived in a suburb of Littleton/HR. We were so excited when the light rail came to Littleton. I rode it downtown many times by myself to see friends and go out. I took the bus to DIA. 16th Street Mall (a pedestrian only street with just bus service) was such a nice place with restaurants and stores. Then Denver changed. Fast forward to after COVID - my sister who had a successful business downtown Denver closed it because of all the homeless she had to fight off every day who wandered in to use her bathroom and there was not enough security for her garage or business to keep her customers safe. 16th Street Mall which was once a huge destination spot - is now rife with crime and murder (google it if you don't believe me). I would not take the bus or light rail again as the

ridership has changed dramatically as society's issues have increased - as it has everywhere including Dallas where I used to take kids from the Carrollton station to the Texas State Fair - teaching them how to get tickets, etc. - until we had a few run ins with mentally unstable people. Yes, I love walkability. Yes, I miss the trail system I had in Colorado. Yes, I love reducing pollution. Yes, I love including all people. Yes, I have supported public transportation - but we have to understand that the world has changed post COVID with mental health issues and financial stress hitting all people - which we should not discriminate against - but we do need to protect and preserve the Addison quality of life which has made it a place people feel safe to live and work, which is attractive to businesses and makes our home values rise. We also do not want to stress out our police force and fire keeping the safe Addison we have known. I am from a big family. More people inherently means more issues - good and bad. Whether they are passing through to work/ visit or living here - the MOST important investment we can make is in our public safety (police and fire) - as well as protecting and monitoring our air and water quality. If Addison's goal is to add as many people as possible per square inch and then stress our 4 mile environment's health and safety with increased public transportation, increased airport traffic, and car traffic (as you will NOT remove the need for cars in our southern environment because professional people in Dallas don't want to come to a meeting with sweaty pits and fizzed out humidity hair) - you must listen to and consider the negative impacts to have balance. We don't know what the future holds but we can learn from the past and from the perspectives of all. This will be my last comment as all it does is invite rebuttals. I am just an individual who has called Addison home for 20 years and have no bias other than the worry about the current state of Addison with crime increasing and for residents and business owners current and future to have the safety they deserve. Thank you

> Reply by **Tyler Wright** on **05/29/2025** at **3:21pm** [Comment ID: 5185] - Link
> *Agree: 3, Disagree: 0*
> Per the Addison PD annual report, crime is down 17.2% in FY24 vs FY23 and FY23 was down from FY22. The links are difficult, so I will just say this resource is available by googling Addison Police Annual reports.
>
> Per fightinghomelessness.org, Dallas and Collin Counties have seen an 18% decrease in overall homelessness since 2021.
>
> Per the TxDOT crash statistics in 2024, Dallas County had 327 fatalities in automobile accidents last year, nearby Collin county had 60, and Tarrant had 189 fatalities. There is actually a slight decrease in crash fatalities statewide from 2022-2024, after a pretty significant Covid spike in 2020-2021.
>
> Covid did not just affect public transit and mental health, it affected everything deeply, and fortunately we are starting to see significant recoveries in quality of life post pandemic. The issues some are seeing are not because of walkability or transit as a concept. These systems can absolutely fail on the execution side, but the

trends in our area show increases in overall safety, desire for walkability, and use/reliability of public transit since the height of the pandemic, suggesting our public services are indeed on the right path.

There are concerns and questions people have about things changing and while they are valid many of these concerns can be directly addressed with the positive (in the qualitative sense) trends we are seeing related to crime rates, homelessness etc.

To address anyone's concerns about senior representation, the comp plan advisory committee was composed of many people who have lived in the town and/or served it for many decades, their perspective is baked into this document as well and they voted to recommend the draft we are all commenting on.

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 C & LANDMARK BOULEVARD & LANDMARK PLACE & LAUREL LANE & LE GRANDE DRIVE & LEADVILL ONT LANE & LES LACS AVENUE & LEWIS PLACE & LEXUS AVENUE & LINDBERGH DRIVE & LOCHINVAR RT & 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

ADVANCE ADDISON 2050

A Comprehensive Plan for the Town of Addison, Texas

ACKNOWLEDGEMENTS

Add "Randy Smith".
Move Nancy Craig to
"Former Member".

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Dan Liscio	MEMBER
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Tom Bruan	VICE CHAIR
Jimmy Barker	MEMBER
Ed Copeland	MEMBER
Chelsey Smith	MEMBER
Alan Then	MEMBER
Tyler Wright	MEMBER
Robert Catalani	FORMER MEMBER
Diane Chavez	FORMER MEMBER
Zachary Faircloth	FORMER MEMBER
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Add PE for Rebecca Diviney

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Aaron J. Benjamin	Jim Peck	Taylor Bowen
Al Angel	Joseph Hornisher	Tom Braun
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Remove "Educational Concepts" from document and into a supplementary document for reference.

EXECUTIVE SUMMARY

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.

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

The Advance Addison 2050 Comprehensive Plan is a commitment to responsibly manage and invest the Town's resources to keep Addison vibrant, healthy, and sustainable for generations to come.

Add page example

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 includes a synopsis of urban planning "best practices" that are aligned with Addison's future built environment.

Remove

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.

PLACE TYPES

New development proposals must align with the Place Types Map to be considered compatible and receive a positive recommendation from staff.

Detailed Descriptions

p. ~~108 - 119~~ 88-99

RESIDENTIAL LIVING

The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment.

URBAN VILLAGE

The Urban Village Place Type is bifurcated into a suburban and urbanizing context, but both types of Urban Village require strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods.

HIGH-INTENSITY URBAN CENTER

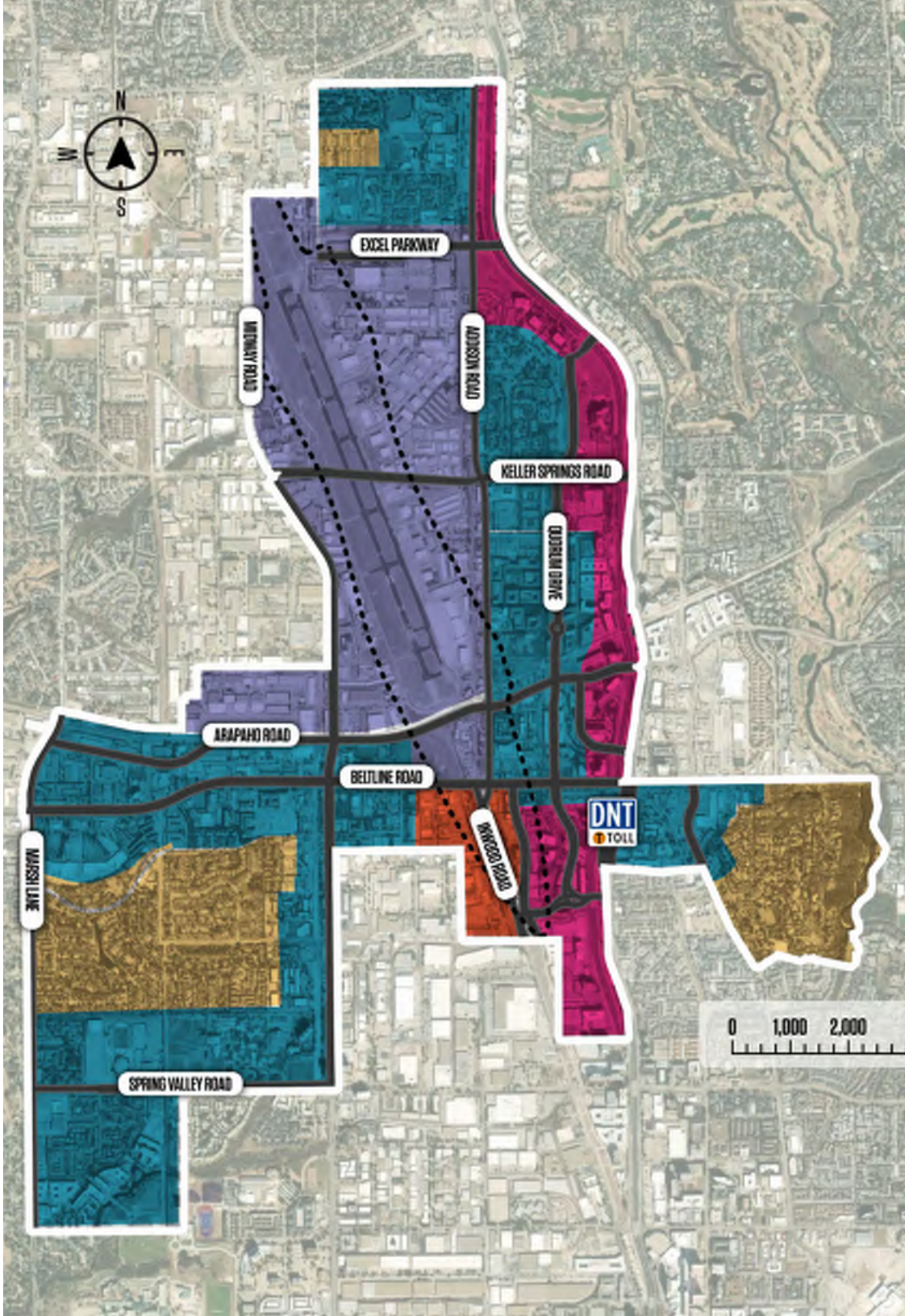
The High Intensity Urban Center place type is the most intense, and it suggests heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT).

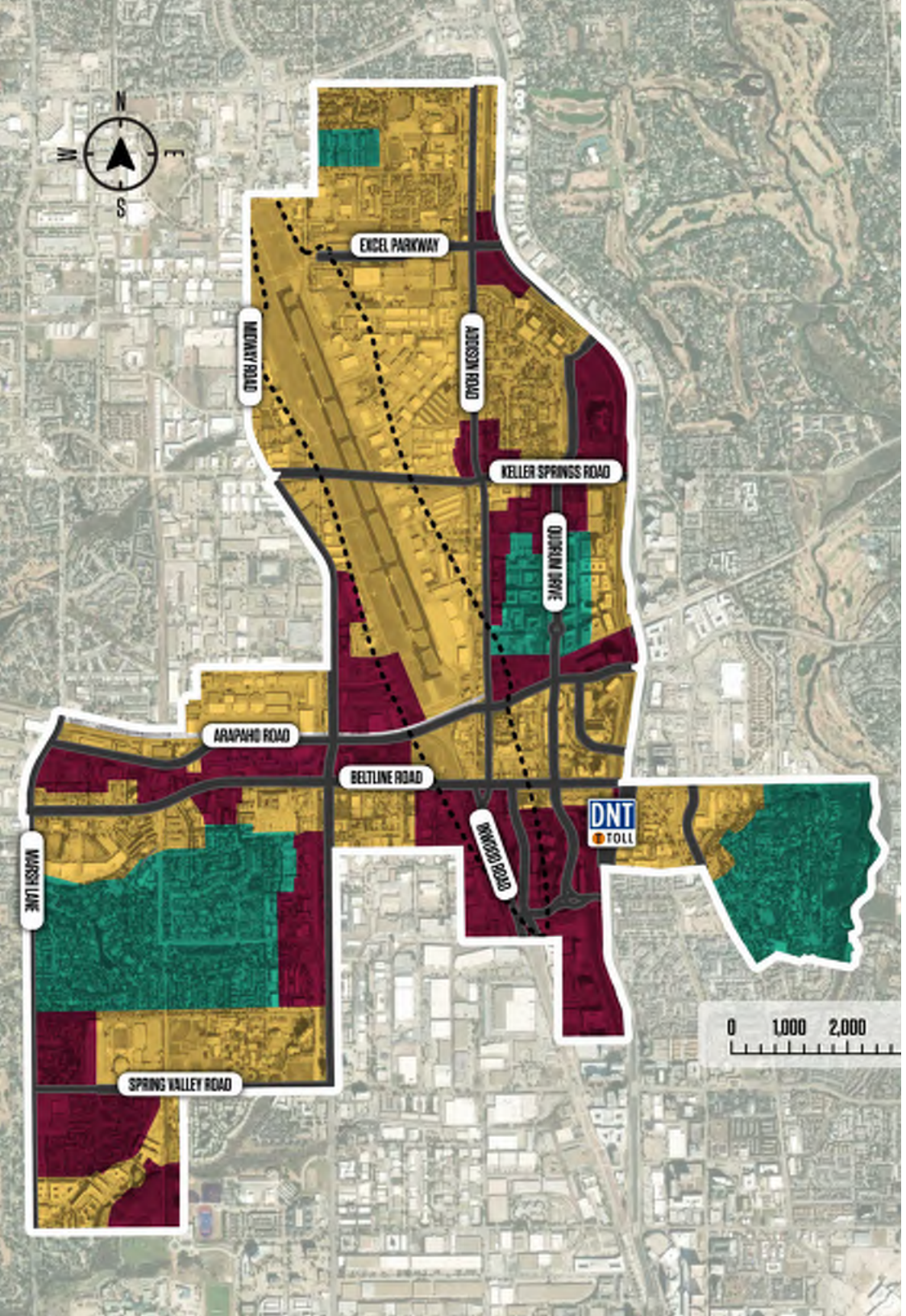
AVIATION & INDUSTRY

The Aviation and Industry Place Type encourages an increasingly competitive mix of lighter industrial uses (offices, clean technology) and heavier industrial uses (aircraft fueling, warehouses) in our aging industrial areas of Town that surround the Addison Airport.

INWOOD INNOVATION AREA

The Inwood Innovation Area Place Type focuses on cultural enrichment, innovation in industry, creative retail, and other special services.





SPECTRUM OF CHANGE

New development proposals must align with the Spectrum of Change Map to be considered compatible and receive a positive recommendation from staff.

Detailed Descriptions

p. ~~127 - 129~~

107-109

Preserve

These areas are expected to retain their current character, with occasional infill or maintenance to preserve value and appeal.

Enhance

These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements.

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.

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.

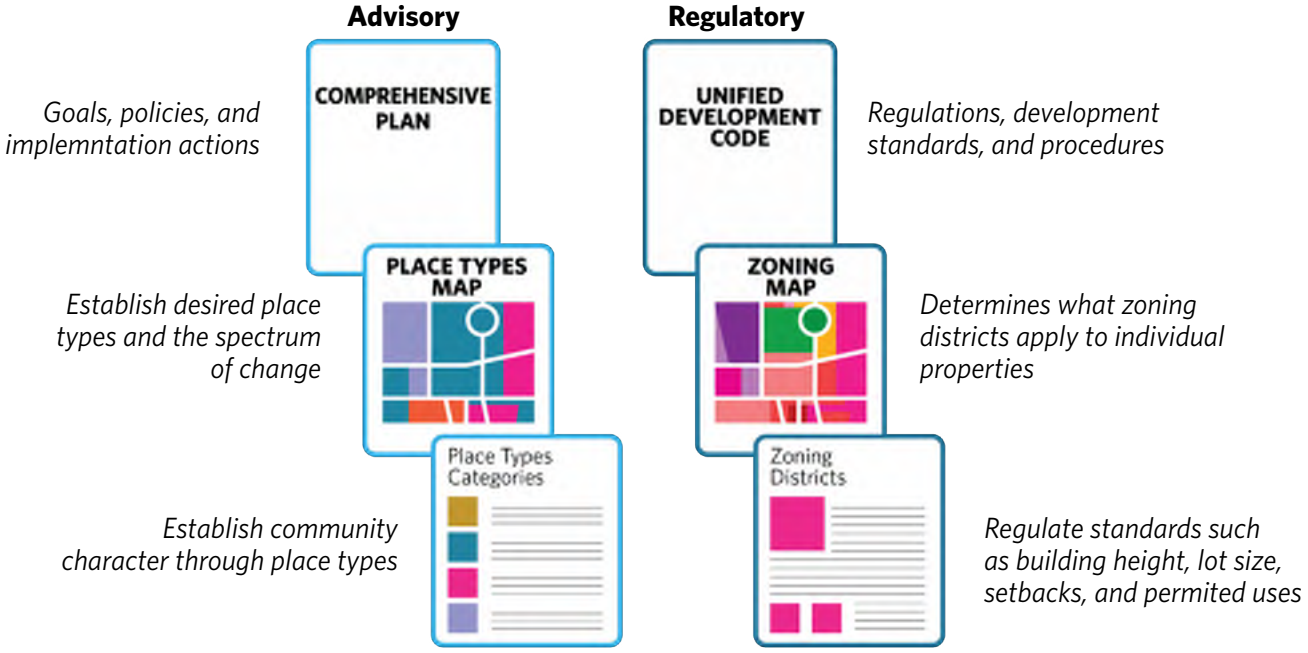
The Comprehensive Plan consists of visual components like maps, graphics, and illustrations to depict future land uses and clarify concepts. The text components summarize current context, including existing conditions and input from residents and businesses, and describes Addison's desired future. It 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.

~~Walkability~~ Connectivity
p. 166

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.

Through its commitment to high quality, higher density, mixed-use development, celebrated public spaces, and high design standards, Addison has produced a robust tax base and strong fiscal health. These efforts have also fostered a variety of neighborhoods and businesses, along with a community that is more walkable and human-scale than surrounding suburbs.

WHAT ARE THE OBJECTIVES OF THIS PLAN?

WE AIM TO ACCOMPLISH...	WE DO THIS BY ASKING...	WHERE WE ADDRESS THIS...
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?**	*Fiscal Health* **p. 66-75**
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?**	*Town History & Identity* **p. 40-41** **p. 17-19**
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?**	*Land Use & Development* **p. 99-148**
Establishing ~~**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?**	*Implementation* **p. 195-234**
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?**	*Engagement* **p. 21-39** *Additional Information* **Advance Addison 2050 Dashboard**

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.

will implement

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.

Add period "."

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.

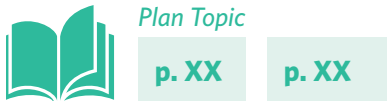
Remove.

3. **Planning Components:**
~~focuses on~~ a series of elements that align with Town priorities, projects, and policies.

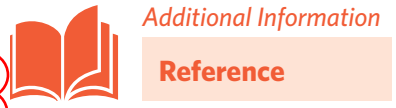
4. **Implementation:**
~~focuses on~~ how to work toward the recommendations.

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.



This symbol directs you to another section of the Plan for more information on this topic.



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.

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.

"the Place Types and Spectrum of Change maps"

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~~ Town's fiscal goals, both in the short and long term?**

Implementation
p. 195-234

PLAN TYPE	EXAMPLE PLANS	APPROXIMATE FREQUENCY
1 COMPREHENSIVE PLAN	Advance Addison 2050 Comprehensive Plan	New Plan = 20 years Major Updates = 10 years
2 MASTER PLANS	Master Transportation Plan Airport Master Plan Economic Development Strategic Plan	New Plan = 15 years Major Updates = 5-10 years
3 AREA PLANS	Addison Circle Special Area Study Inwood Road Enhancement Zone Study	New Plan = 15-20 years Major Updates = 5-10 years

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.

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.

Land Use & Development **p. 99-148**

Housing & Neighborhoods **p. 149-162**

Mobility & Connectivity **p. 163-182**

Re-order the framework with Recommendations as #5

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.

Related Plans & Initiatives **p. 183-194**

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 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.

Implementation **p. 195-234**

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 Comprehensive Plan Advisory Committee 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: *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 with the flower activity. 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.*

"& Zoning"

Below: *A few flower activity responses.*

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

multi-modal

- **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

J Addison is an urban town in the heart of the DFW Metroplex.
H We are the pacesetter for walkable, mixed-use communities
B 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
L 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,
C 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,
A 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
N our past success and continue being the best place to live, work, and visit. We aim to further our competitive edge by
E investing in a safe and complete mobility network, place-
M and experience-based businesses, and a diversity of housing options so that residents of all ages will have the highest quality of life available.

G We are intentional with our development, choosing projects, designs, and materials that live up to our high standards
D 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,
I leveraging our community's location and transportation assets, and building an increased sense of place and
F 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
K 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.

Add period "."

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. 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 was encapsulated in the Vision Story and Decision-Making Principles that guide the development of the Comprehensive 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.

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

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):
Participated in 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.

Vision Story
p. 19

THE COMPREHENSIVE PLAN 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 will 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

October 3-16, 2023

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

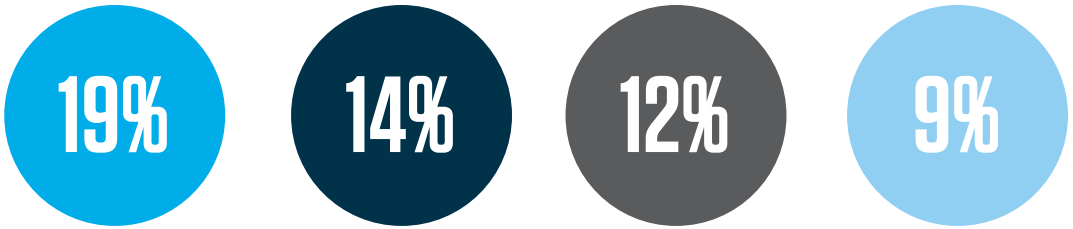
VIBRANCY AVERAGE: 6.41

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 training and 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

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.

60 ATTENDEES

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.

Left: *CPAC members meet City Council and City Manager.*

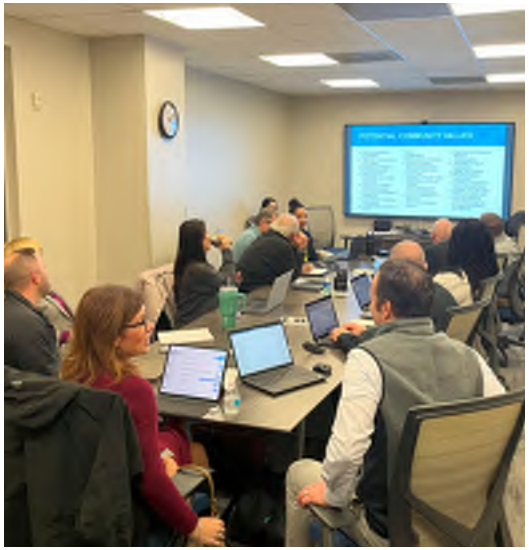
Middle: *CPAC member shares how to invest in Addison.*

Right: *Addison resident shares what she loves about Addison.*

STAFF WORKSHOPS

January 2024

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 was be referenced throughout the process to ensure that suggestions from the community and consultant recommendations are realistically implementable.



2 WORKSHOPS

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.

All photos: *Town staff during workshops discussing the greatest opportunities and challenges Addison faces.*

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETINGS

November 2023 – April 2025

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.

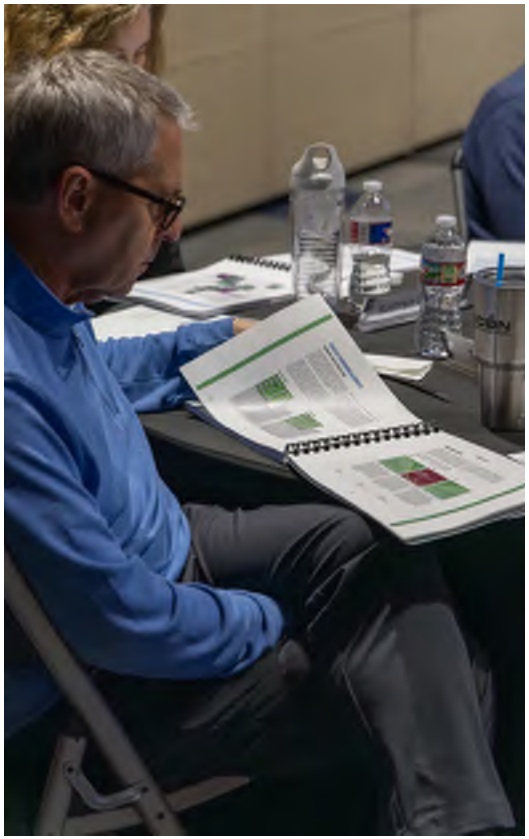
12
CPAC Meetings

2
Joint Meetings with CPAC, P&Z and CC

25 MEMBERS

TOPICS DISCUSSED

- Land Use Fiscal Analysis
- Community Values and Assets
- Aspirations and Vision Story
- Market Assessment
- Place Types
- Housing Mix Prioritization
- Mobility and Connectivity
- Transformational Developments
- Implementation Actions
- Plan Document Review



All photos: *CPAC members and Town Staff reviewing and discussing a draft of the Comprehensive Plan at a CPAC meeting.*

JOINT CITY COUNCIL & PLANNING AND ZONING MEETINGS

October 17, 2023, January 24 & July 11, 2024

3 JOINT MEETINGS

Three 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 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

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 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

Responses

751 ~~RESPONES~~

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

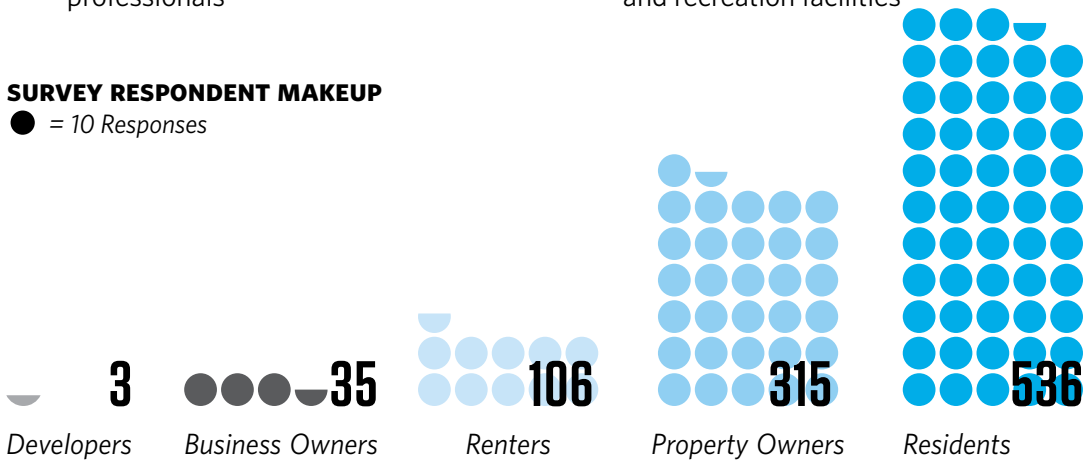
- Regional connectivity and access to major highways/tollways
- Condition and connectivity of greenways and trails
- Condition of local roads and streets.

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

Dunn Brothers Coffee

Ida Claire

AMLI Addison

Java & Hopps

Hawkers Asian Street Food

Spectrum Center

Ascension Coffee

Astoria Caffe

Pop-Up Locations

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.

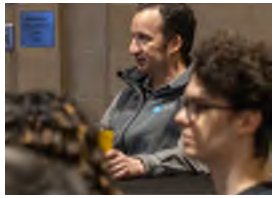
During the first week of August (August 5-7, 2024), five focus groups were held to delve deeper into issues and opportunities related to mobility and development within the greater Addison community and developers' perspectives. The focus groups were organized by staff leadership, regional mobility partners, 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

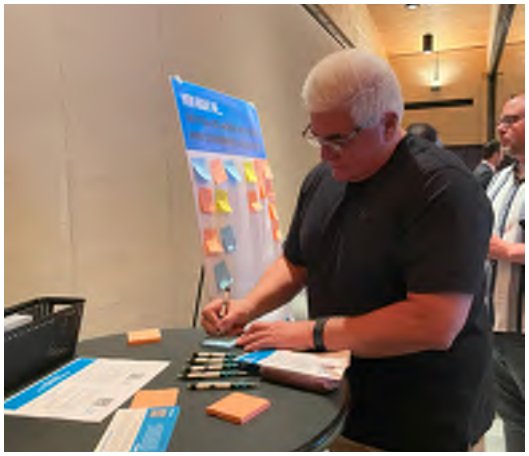
VALUES OF NOTE

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.

"This community meeting introduced the concept of walkability."

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.

Additional Information

Vision, Values, & Priorities Survey

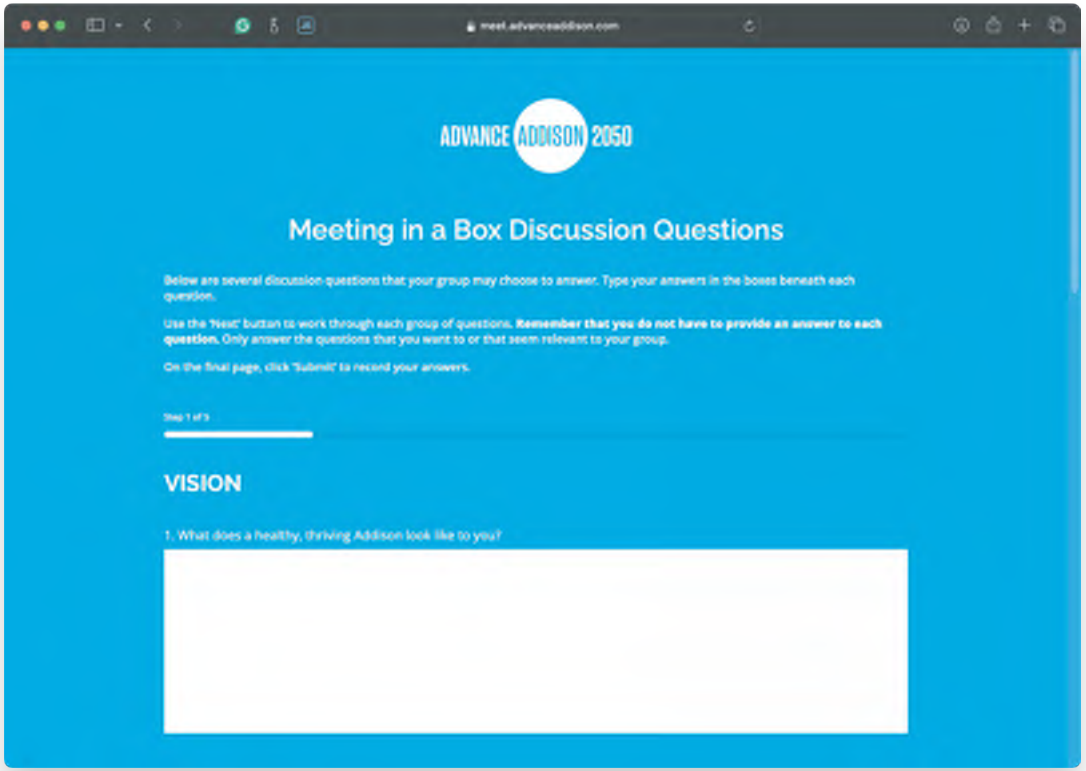
5 RESIDENT-LED MEETINGS

29 RESPONSES

NOTABLE TAKEAWAYS

Meeting-in-a-Box

- 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.



Right: *Meeting-in-a-box discussion questions example.*

MAPPING TOOL

January 25, 2024

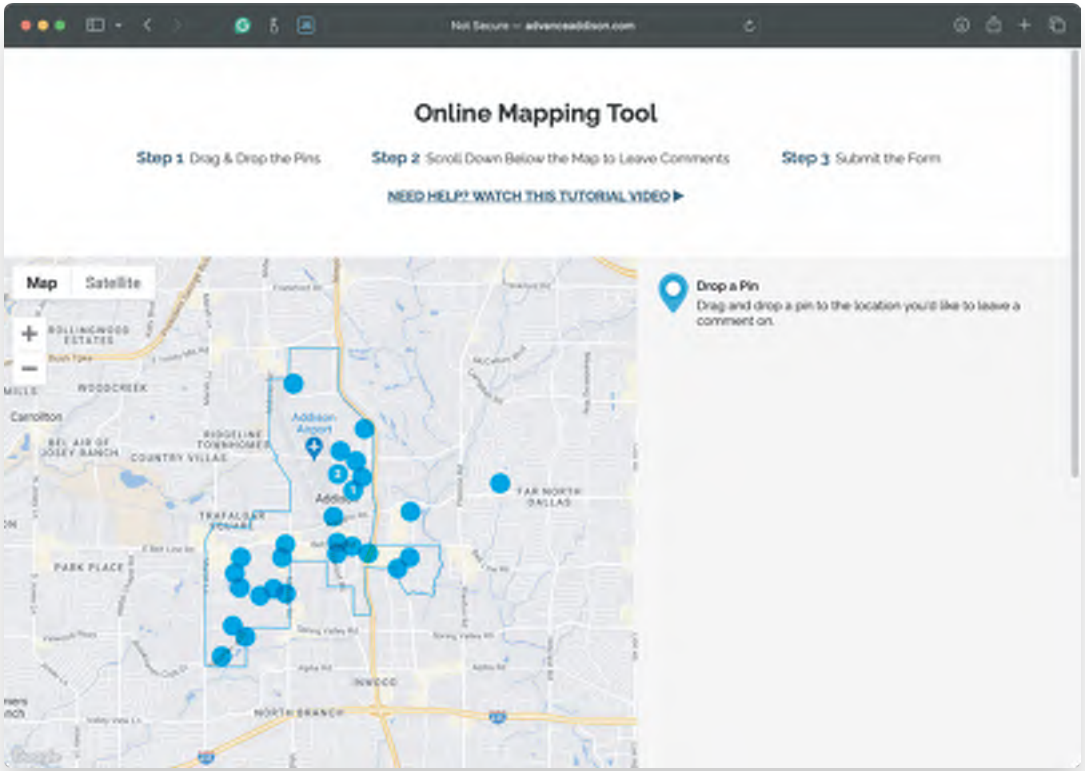
An online mapping tool activity was conducted during the evening of January 25, 2024 at the second community event. This online activity allowed participants to drop a pin at any location within the town and provide comments about that specific place. This activity was expanded for the next phase of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

29 RESPONSES

NOTABLE TAKEAWAYS

Mapping Tool

- 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.



Right: *Mapping tool website home page.*

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.

All Photos: *Screen captures from the Virtual Room.*

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 facing higher vacancies, 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. The virtual room activity was framed around the feedback provided earlier in the process.

IN THE WORDS OF ADDISONITES

Above: *At one engagment event, residents were asked 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.

Left and middle: *Residents provide feedback.*

CHARACTER TOPIC

- *Land Use & Development*
- *Housing*
- *Mobility & Connectivity*
- *Economic Development*
- *Innovation*

"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."

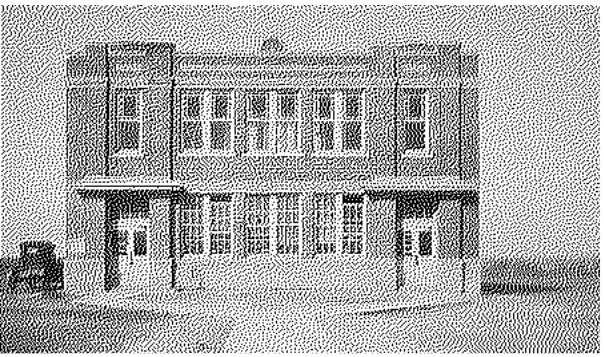
"Unleash creativity and innovation."

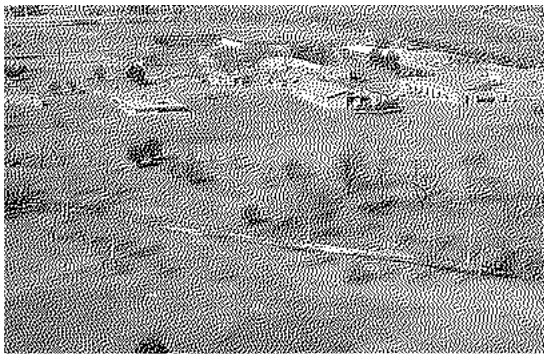
"We are at the center of everything."

"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~~ Addison. 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~~ Addison. 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.

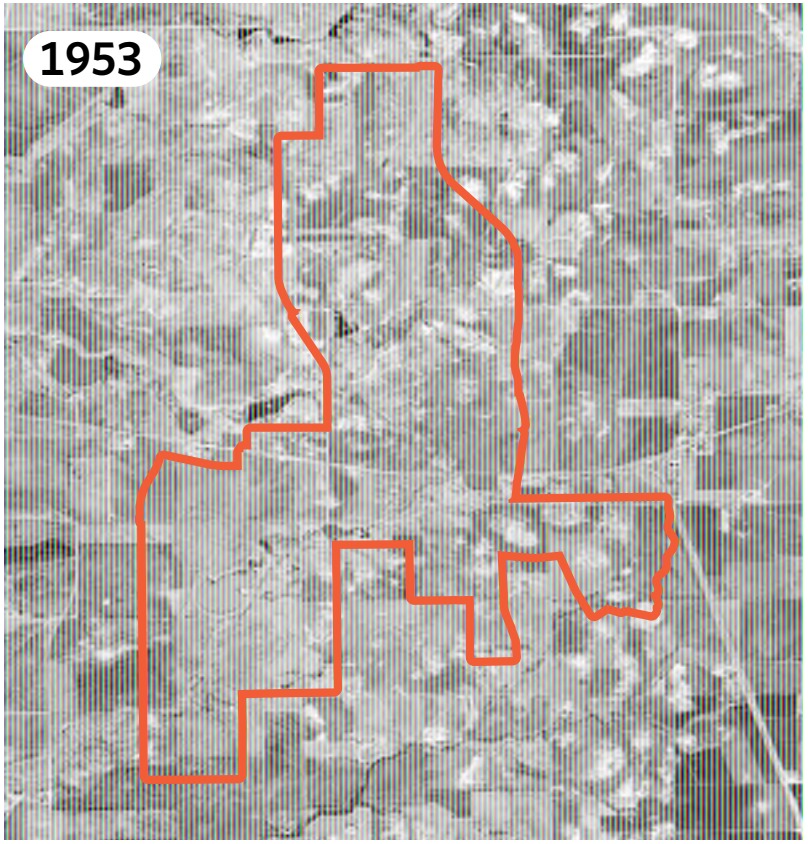
Connection to Advance Addison

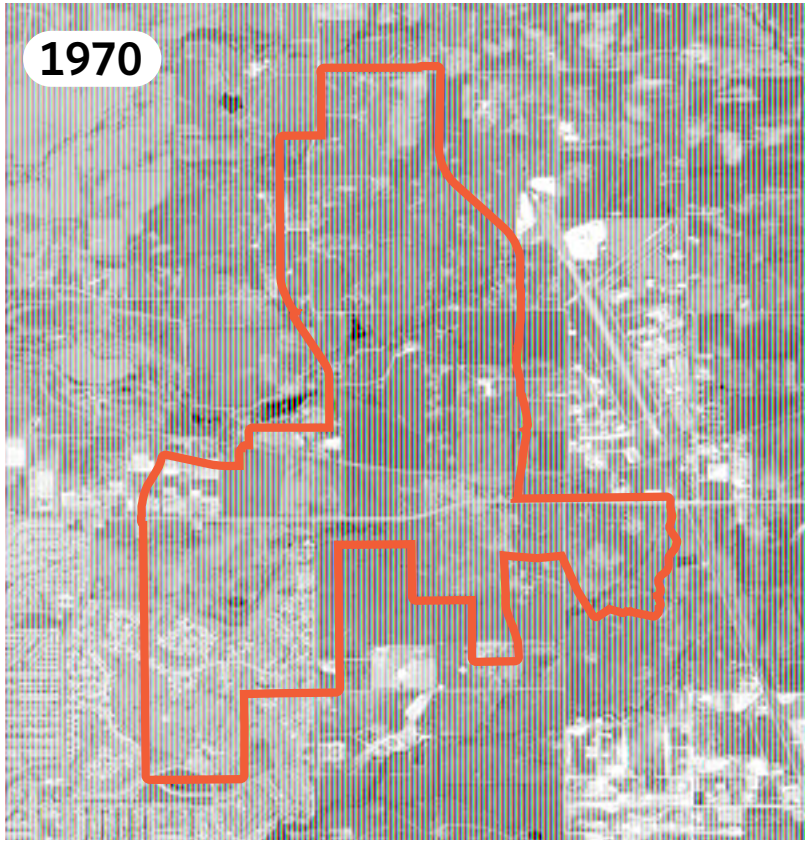
Addison's commitment to innovation with walkable urbanism began in the 1970s, was illustrated at Addison Circle, and was further cemented with the 2013 Comprehensive Plan. Information for this historical narrative pulled from the 2013 Town of Addison Comprehensive Plan.

Additional Information

2013 Comprehensive Plan

ADDISON, PAST & PRESENT





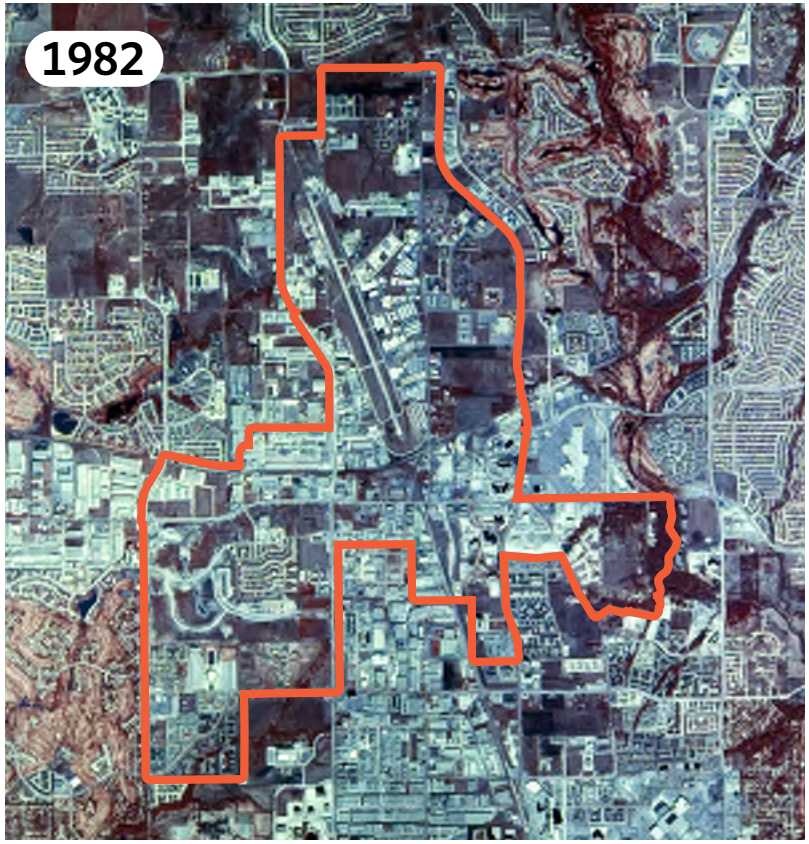
Note

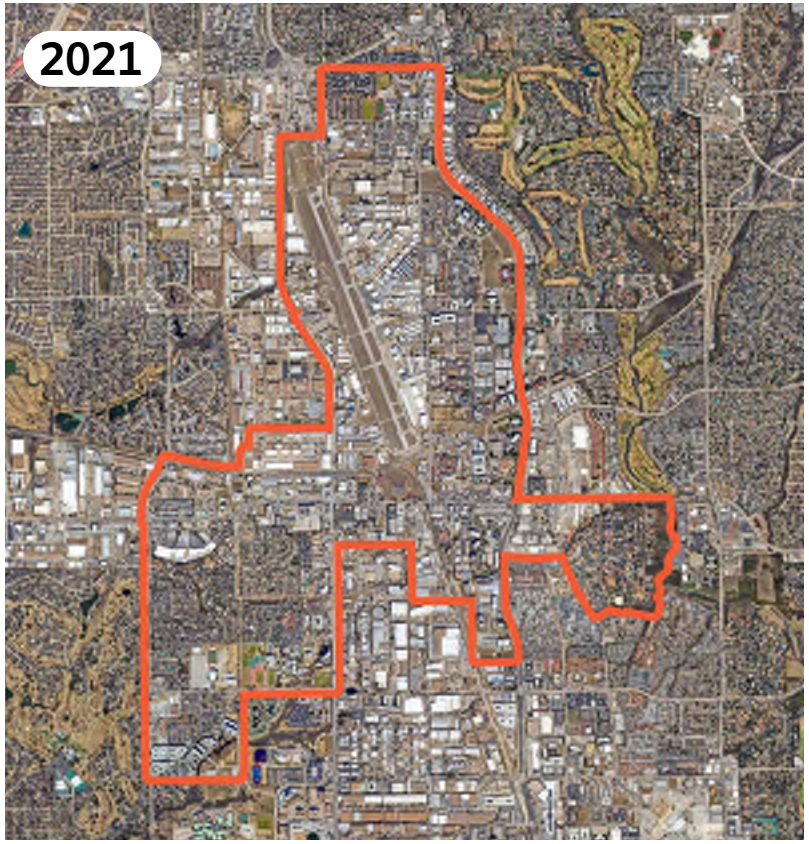
Aerial imagery from 1953 to 2023 is shown with today's Town Limits superimposed across each, for context. Nearly every acre of Addison's current area has been developed in that time.

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~~

per public review comment, deed records, and archived news article reference provided, it was determined that this is not an accurate statement, and the title was not issued to White Rock Chappel, but a property east of the Chappel that had affiliation with White Rock Chappel. No relevant replacement text was found, and text is proposed to be removed as a result.





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.

11.4 MILLION
Total Residents Expected in the Metroplex by 2045

859
Jobs per Square Mile Projected for 2045

42%
Increase in Total Jobs Projected by 2045

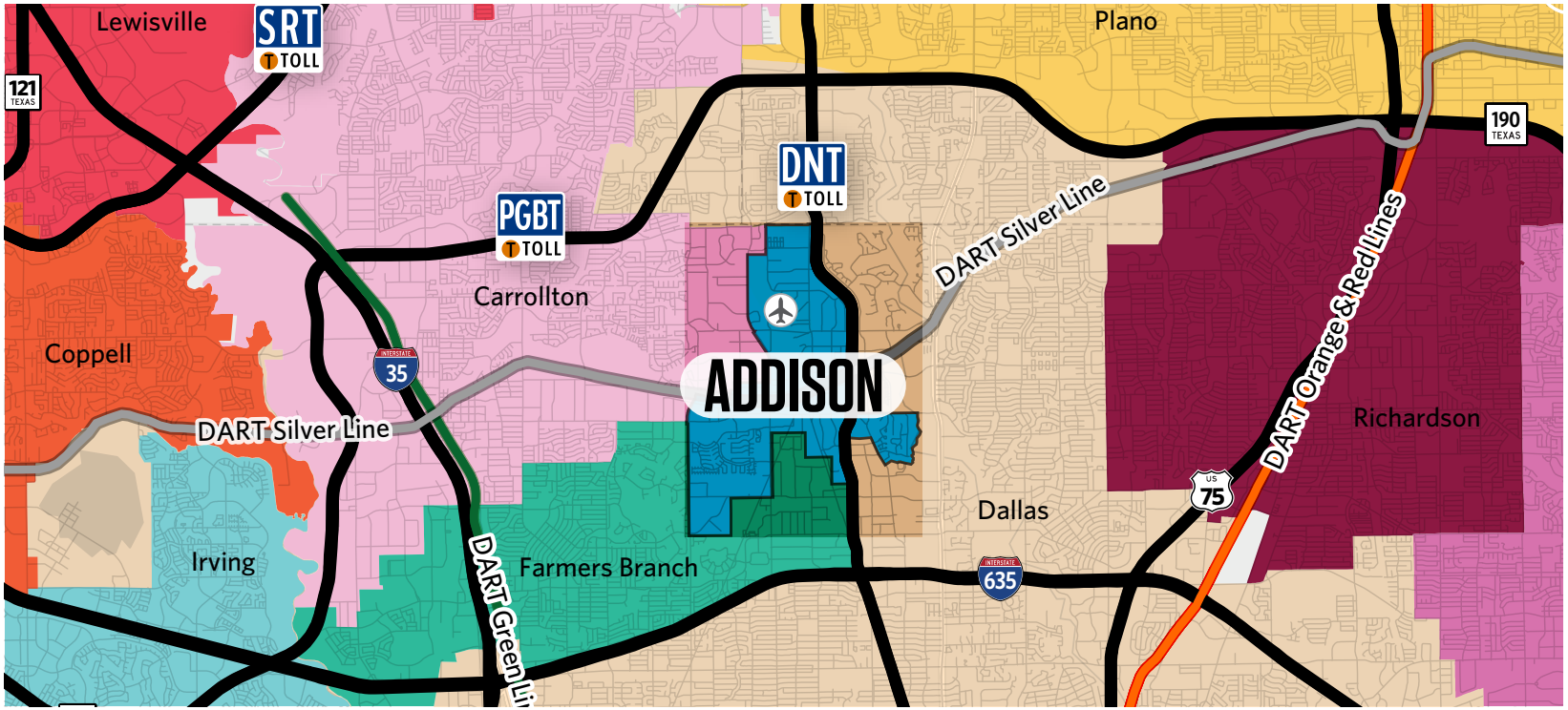
11
of the 12 NCTCOG counties *exceed* the affordability threshhold for housing and transporation costs. *(45% of HH Income)*

Source: NCTCOG Mobility 2045 Plan

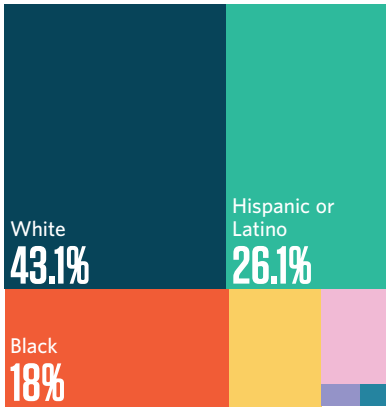
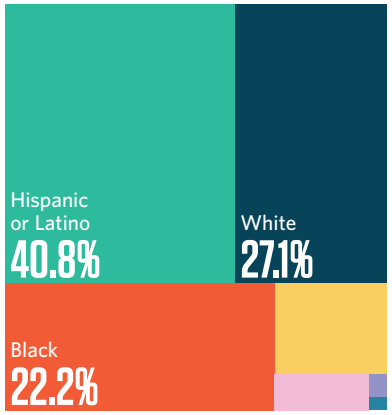
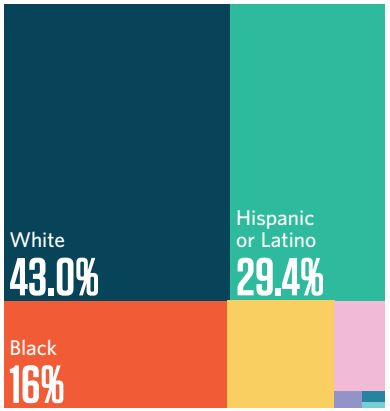
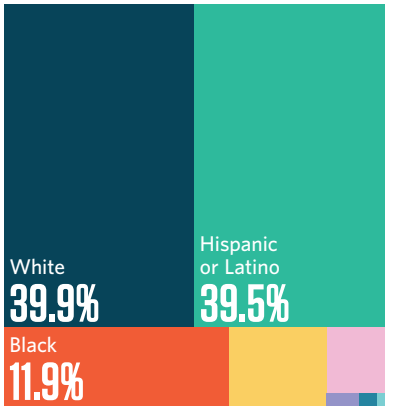
ADDISON'S PRIME LOCATION IN THE REGION

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



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%

Note

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

Source: ACS 2023 5-Year Estimates, S0101, S1101, DP05

QUICK FACTS ABOUT ADDISON

MEDIAN HOUSEHOLD INCOME

$82,858

MALE TO FEMALE RATIO

0.996:1

MEAN TRAVEL TIME TO WORK

24.9
Minutes

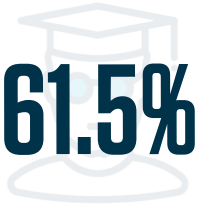
HIGH SCHOOL GRADUATE OR HIGHER - PERSONS OVER 25

96.6%

LABOR FORCE PARTICIPATION - PERSONS OVER 16

81.2%

BACHELOR'S DEGREE OR HIGHER - PERSONS OVER 25

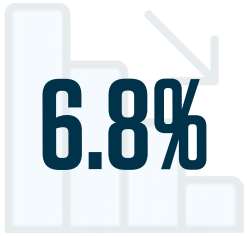


61.5%

HOUSHOLDS WITH ACCESS TO A COMPUTER

99.1%

POVERTY RATE



6.8%

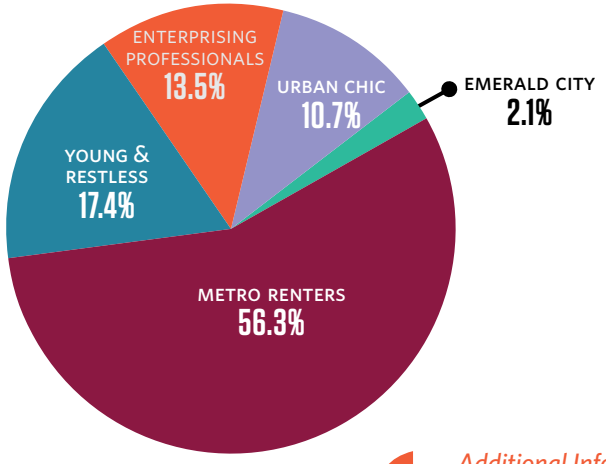
Source: ACS 2023 5-Year Estimates, S0101, S0801, S1501, S1701, S1901, S2801, DP03

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.

TAPESTRY PROPORTIONALITY



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

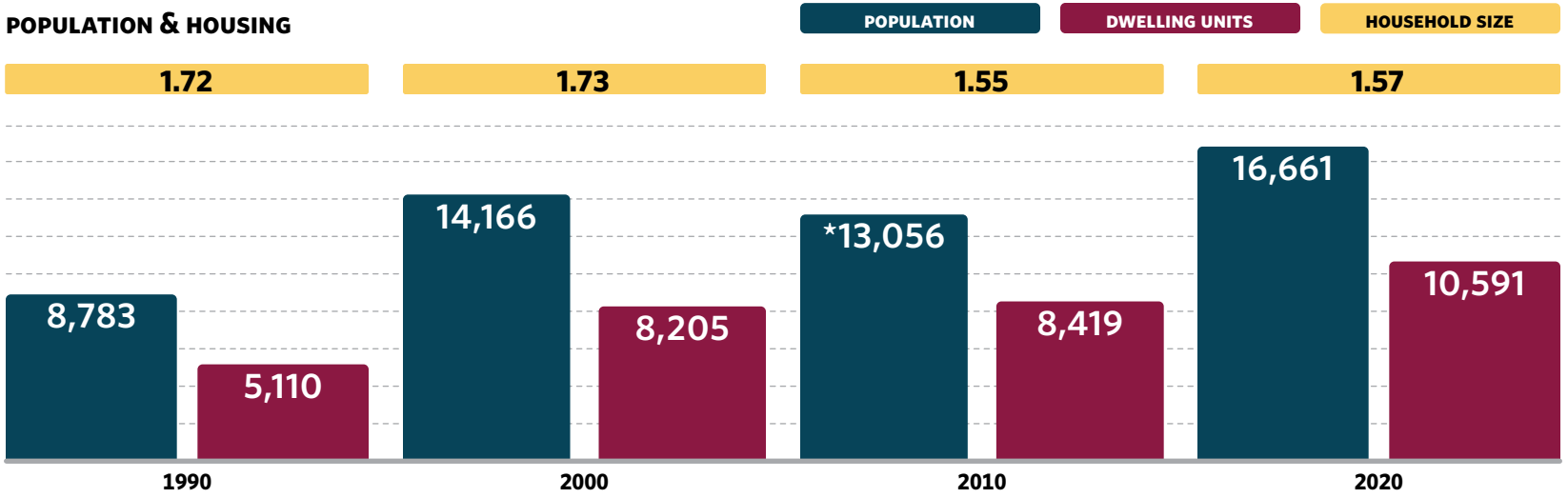
Housing & Neighborhoods p. 149-162

Race & Ethnicity p. 46

Source: 2023 ESRI Business Analyst

DEMOGRAPHIC TRENDS IN ADDISON

POPULATION & HOUSING



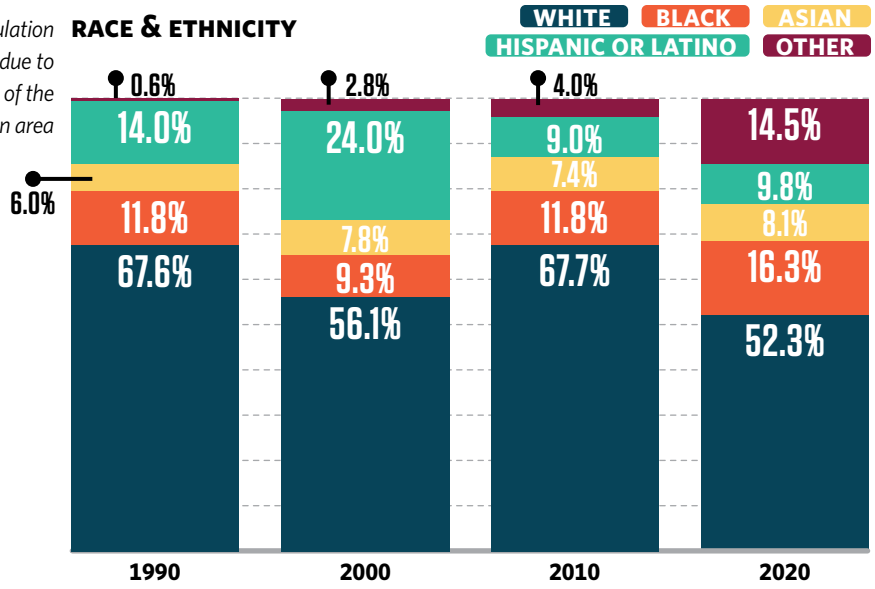
Data Note

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

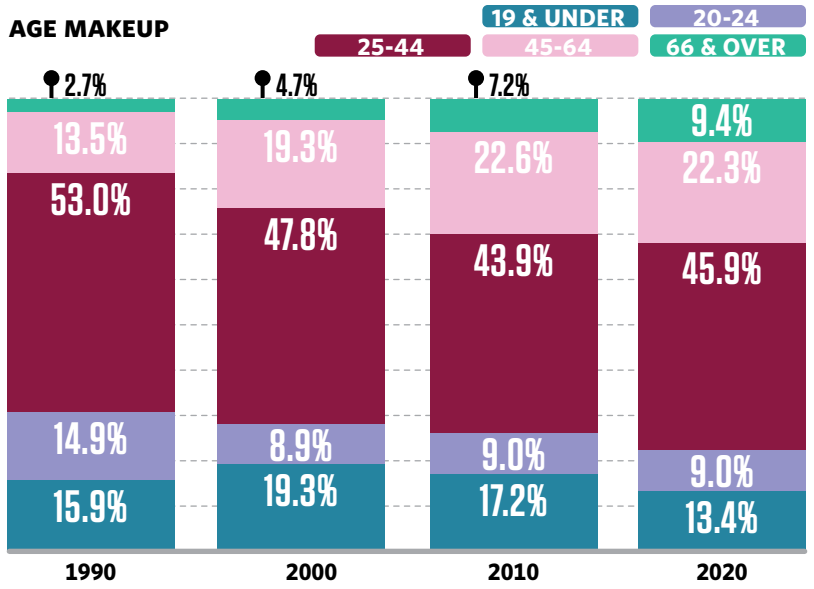
Dwelling units are simply a count of how many habitable units the town has. This is different than households, which is a count of occupied dwelling units.

**Temporary population decrease likely due to the redevelopment of the Vitruvian area*

RACE & ETHNICITY



AGE MAKEUP



Median Age	1990	2000	2010	2020
	29.7	31.6	32.5	33.3

Source: Decennial US Censuses, P1, H1

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.

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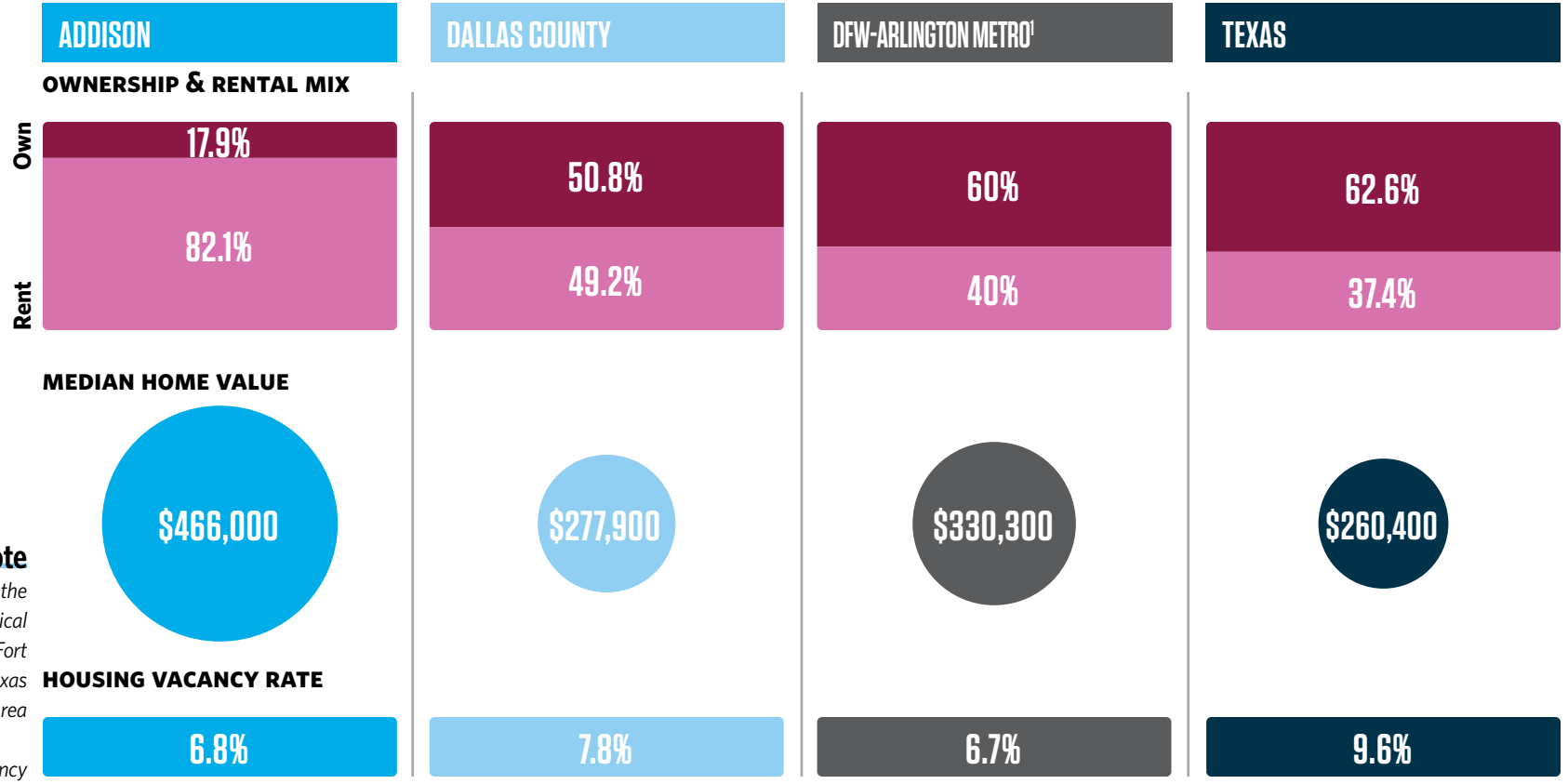
Housing & Neighborhoods Implementation
p. 217-222

Additional Information
Advance Addison Market Report

2023 KEY HOUSING STATISTICS

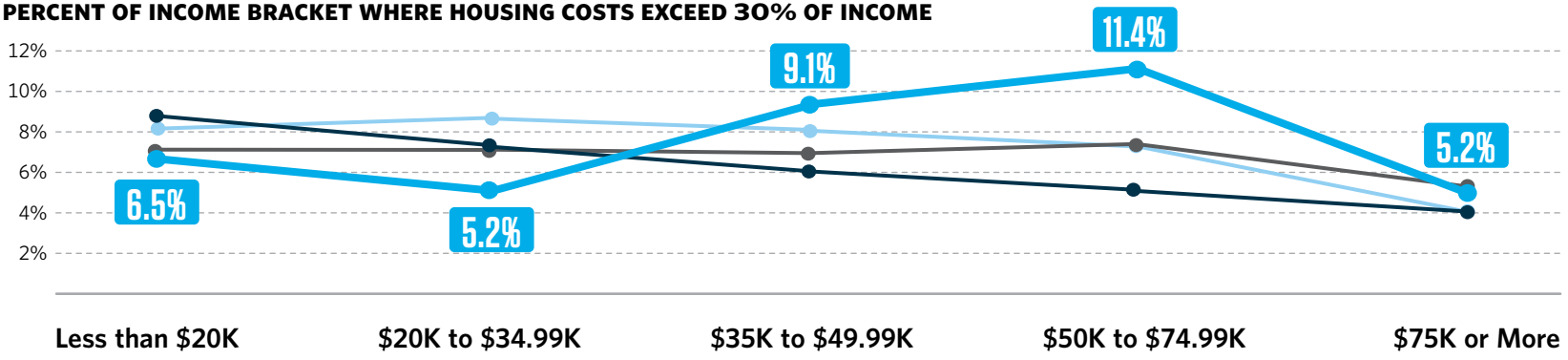


Date Note

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

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%).

PERCENT OF INCOME BRACKET WHERE HOUSING COSTS EXCEED 30% OF INCOME



Source: ACS 2023 5-Year Estimates, DP04, S2503

2023 HOUSING QUICK FACTS ABOUT ADDISON

CURRENT HOUSING UNITS

10,772

MEDIAN HOME VALUE

$466,000

EXISTING & APPROVED HOUSING UNITS - TOWN OF ADDISON HOUSING COUNTS

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, March 2025, ACS 2023 5-Year Estimates, DP04

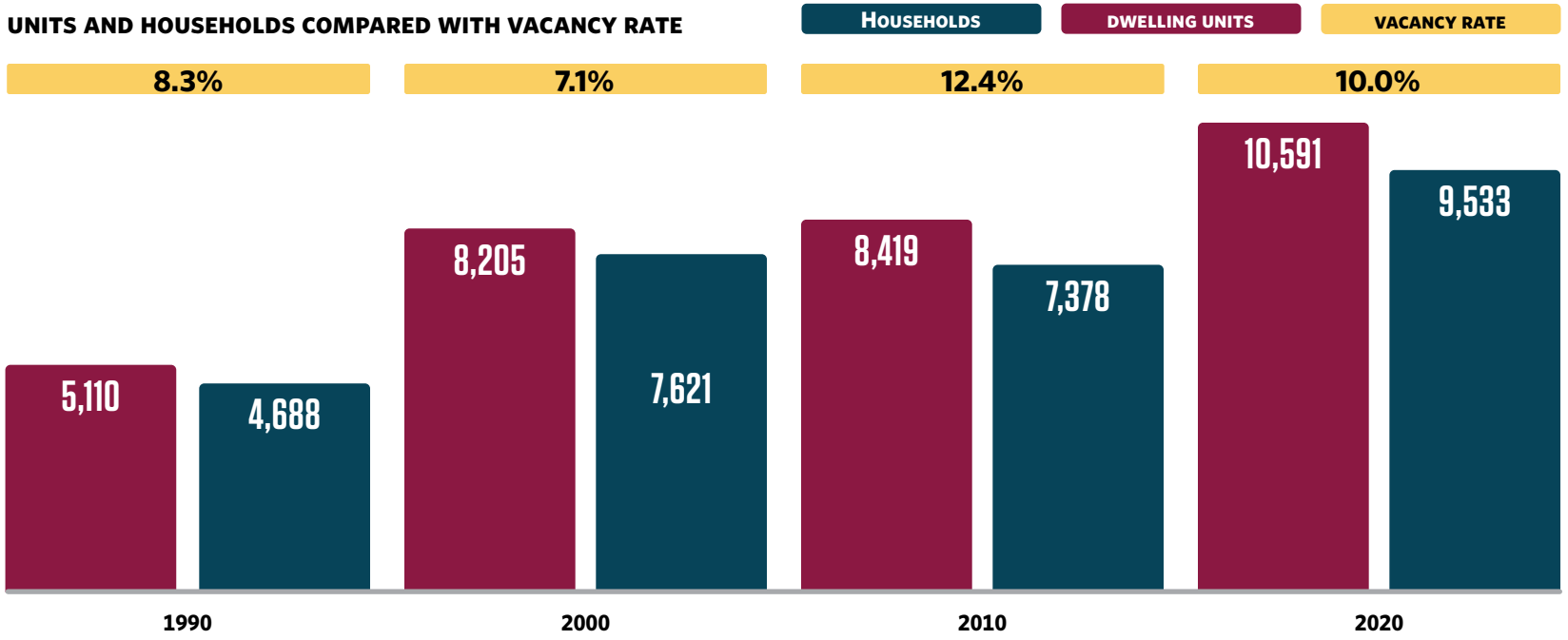
Data Note

Units are separated livable spaces, they can be either occupied or unoccupied. For single-family homes this is the entire home, for a multifamily building this is each apartment unit, regardless of its bedroom count.

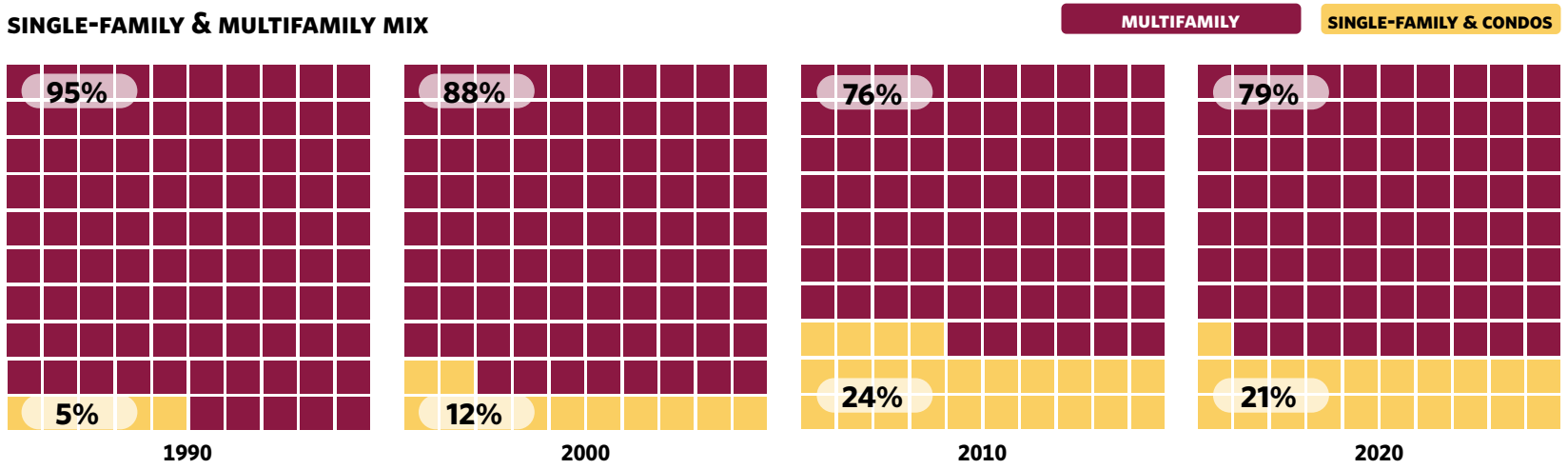
The Current and Approved Housing Units listed on this page represent both single-family and multifamily units.

HOUSING TRENDS IN ADDISON

UNITS AND HOUSEHOLDS COMPARED WITH VACANCY RATE



SINGLE-FAMILY & MULTIFAMILY MIX



Date 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.

Sources: Decennial US Censuses, H001, DP1, H003, Town of Addison, December 2023

THE BUSINESS ENVIRONMENT IN ADDISON

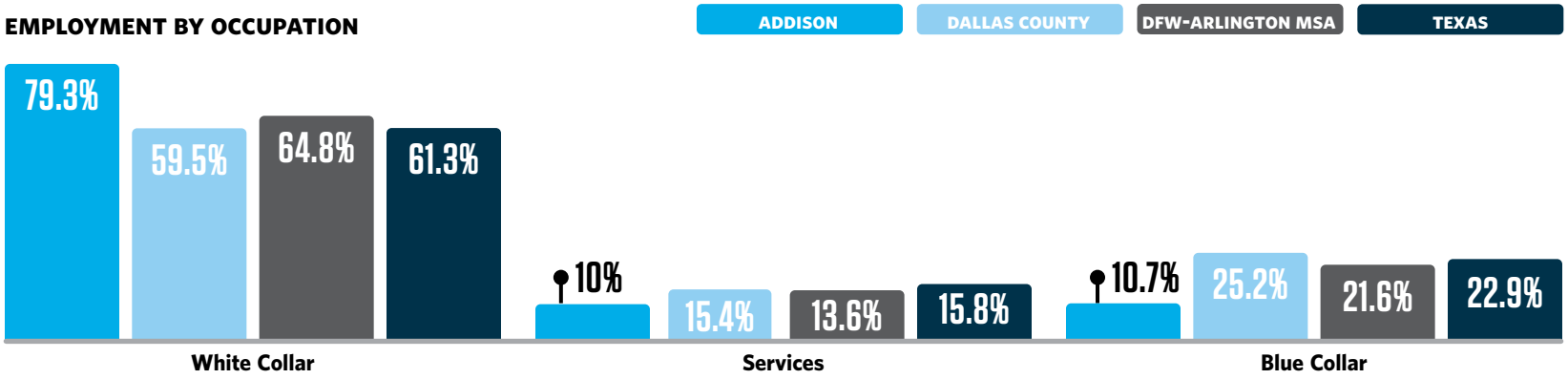
A Market Position Report was prepared by Hawes Hill & Associates as part of the planning process. This report summarizes where the Town currently stands in the overall marketplace and where it has potential to be if it were to build upon its unique set of strengths. It provides a detailed assessment 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.

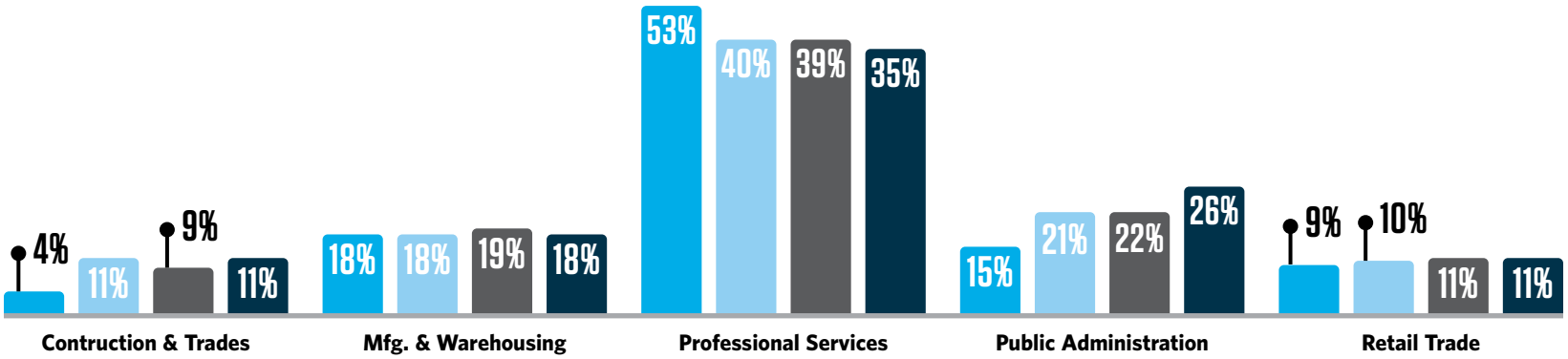
Additional Information

Advance Addison Market Report

EMPLOYMENT BY OCCUPATION



EMPLOYMENT BY INDUSTRY



Source: ACS 2023 5-Year Estimates, S2401, S2403

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.

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***.

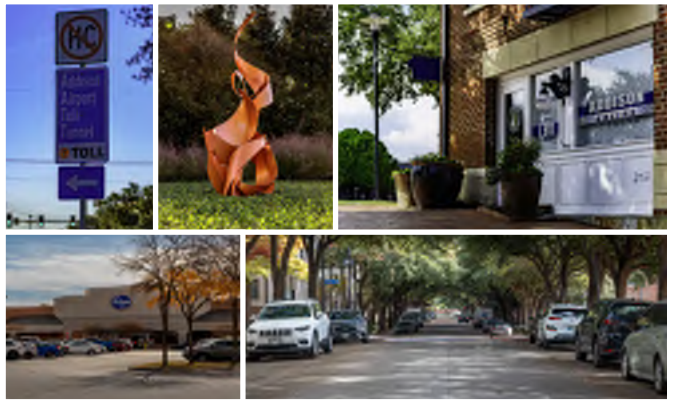
Addison's market position is the combination of what it offers and the level of investment it draws. This is particularly true in comparison to peer places, as well as Addison's own potential.

Additional Information

Advance Addison Market Report

THE PERSPECTIVE OF THE MARKETPLACE

PRODUCTS



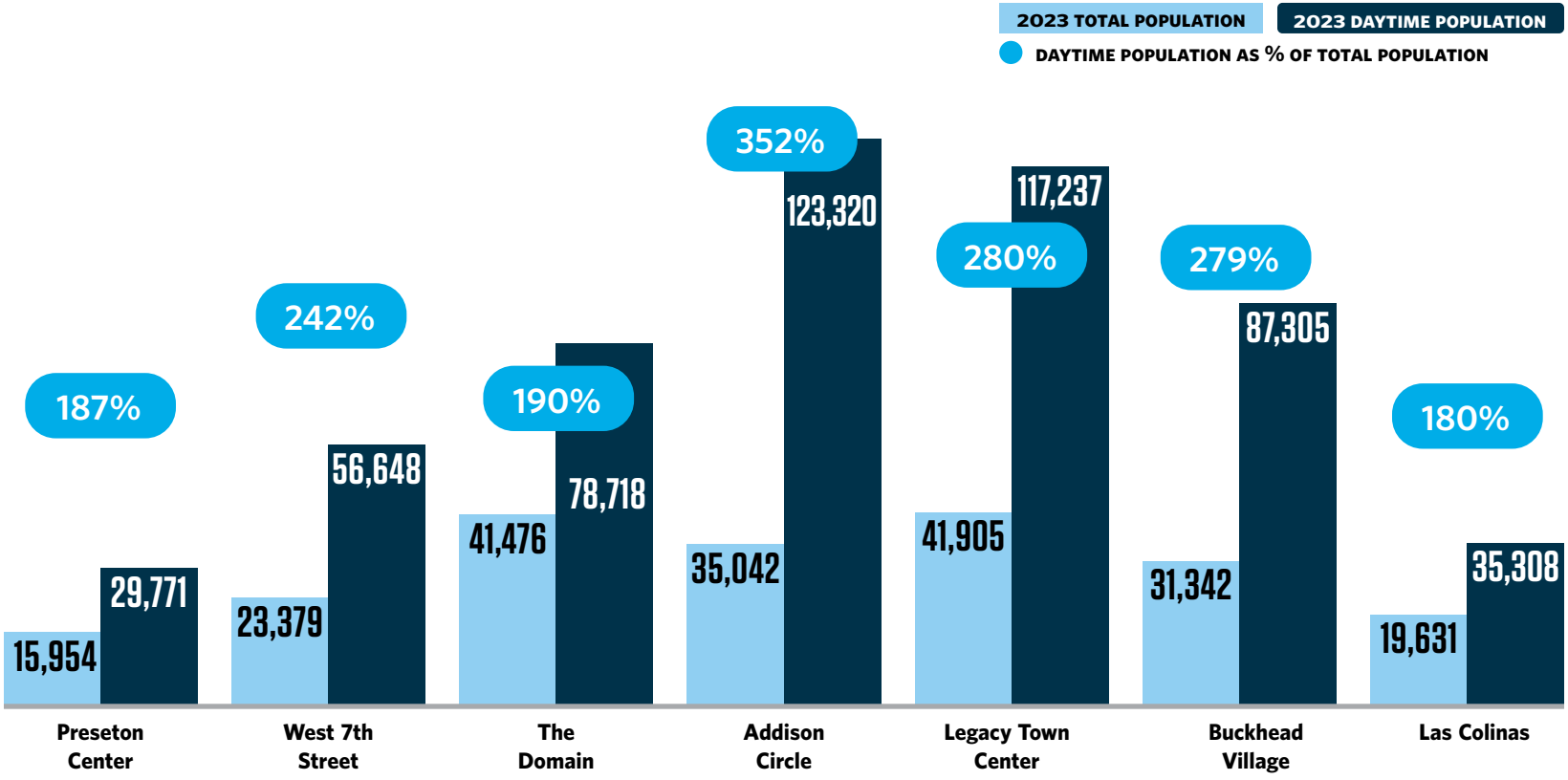
EXPERIENCES

+

ADDISON®

DAYTIME POPULATION

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 of2.5 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. The substantial employment population explains investor comments that daytime service tends to be higher than evening service at local retail establishments. It is important to note that the five minute driving window includes areas outside of ~~the Town of~~ Addison. As a result, while the numbers are substantial, they are not all within the community.



Additional Information

Advance Addison Market Report

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.

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

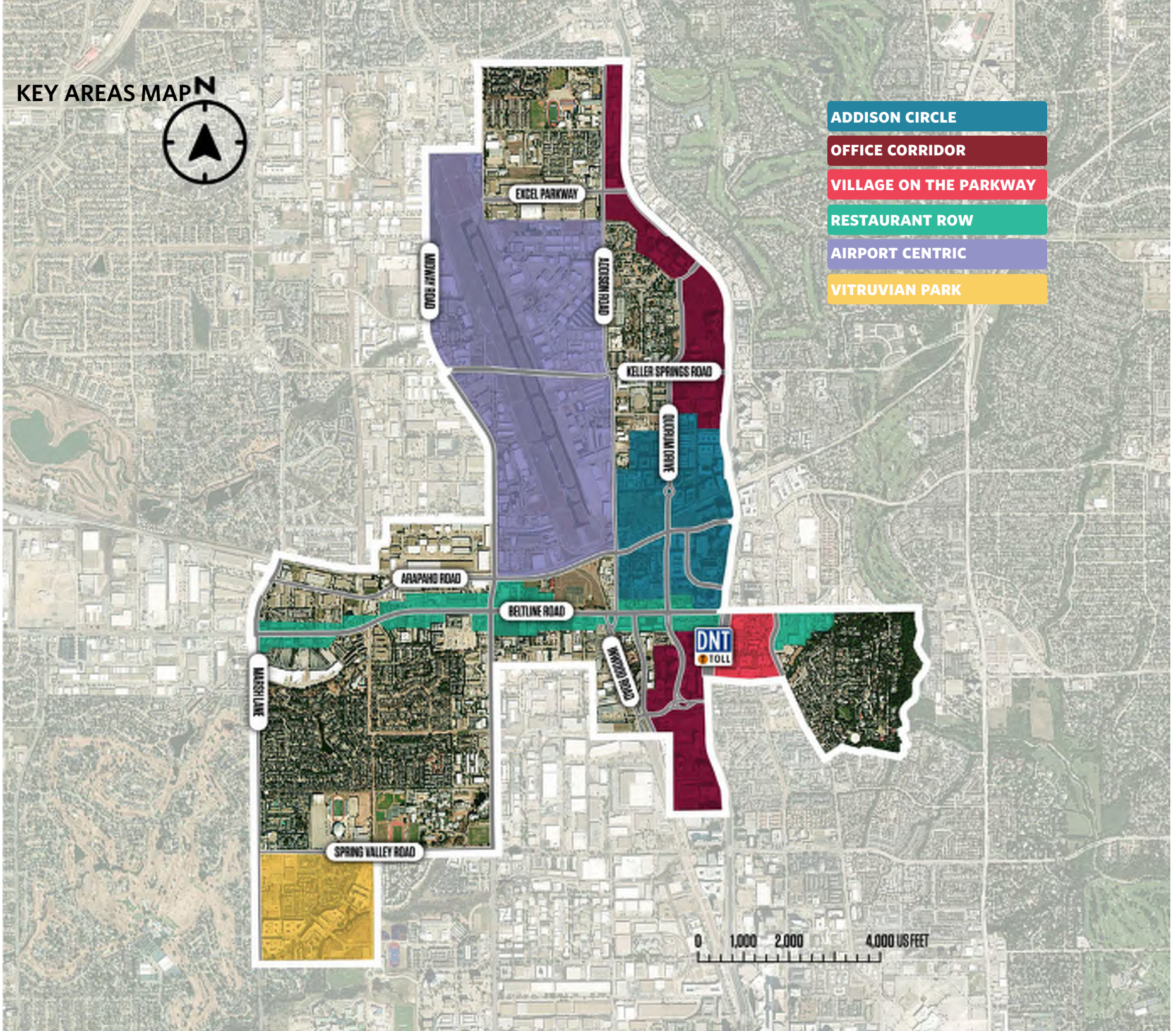
The commercial strip along Belt Line Road that has historically been known to house Addison's restaurants and shopping opportunities.

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
N
ADDISON CIRCLE
OFFICE CORRIDOR
VILLAGE ON THE PARKWAY
RESTAURANT ROW
AIRPORT CENTRIC
VITRUVIAN PARK
EXCEL PARKWAY
MIDWAY ROAD
ACCESS ROAD
KELLER SPRINGS ROAD
QUORUM DRIVE
ARAPAHO ROAD
BELTLINE ROAD
MARSH LANE
WESTGROVE DRIVE
DNT
TOLL
SPRING VALLEY ROAD
0
1,000
2,000
4,000 US FEET

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.

Business Environment in Addison

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Additional Information

Advance Addison Market Report

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, 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.

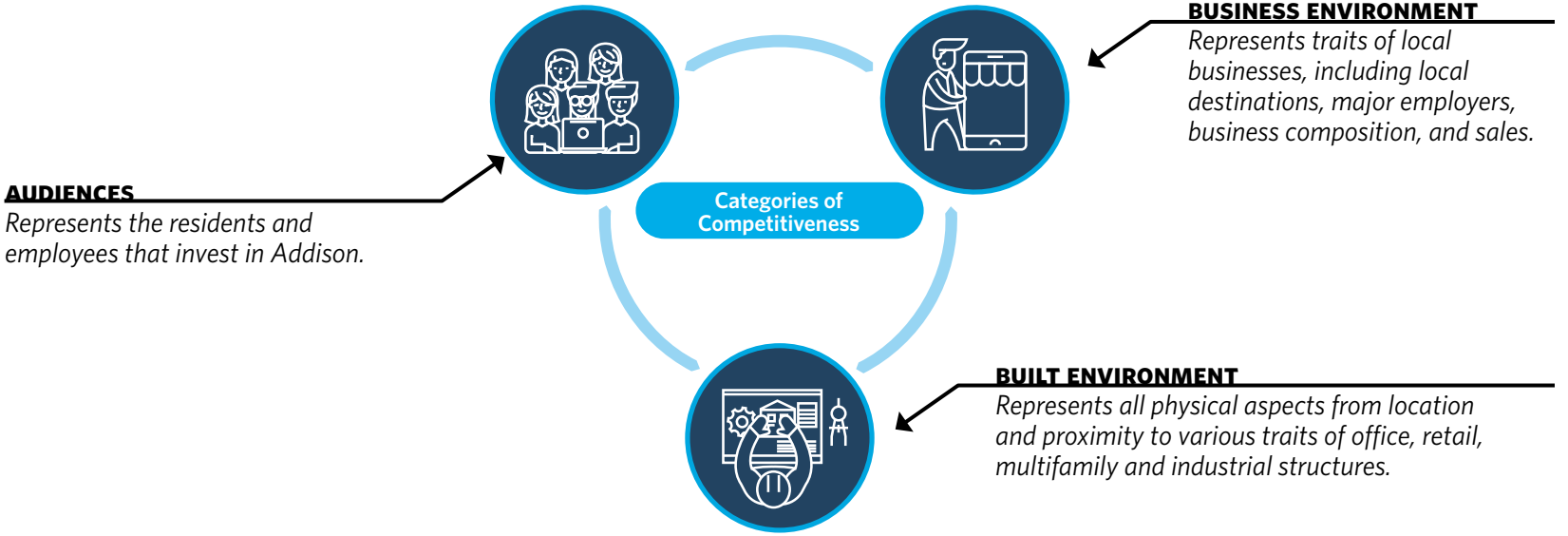
WHAT INVESTORS ARE SAYING

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 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.

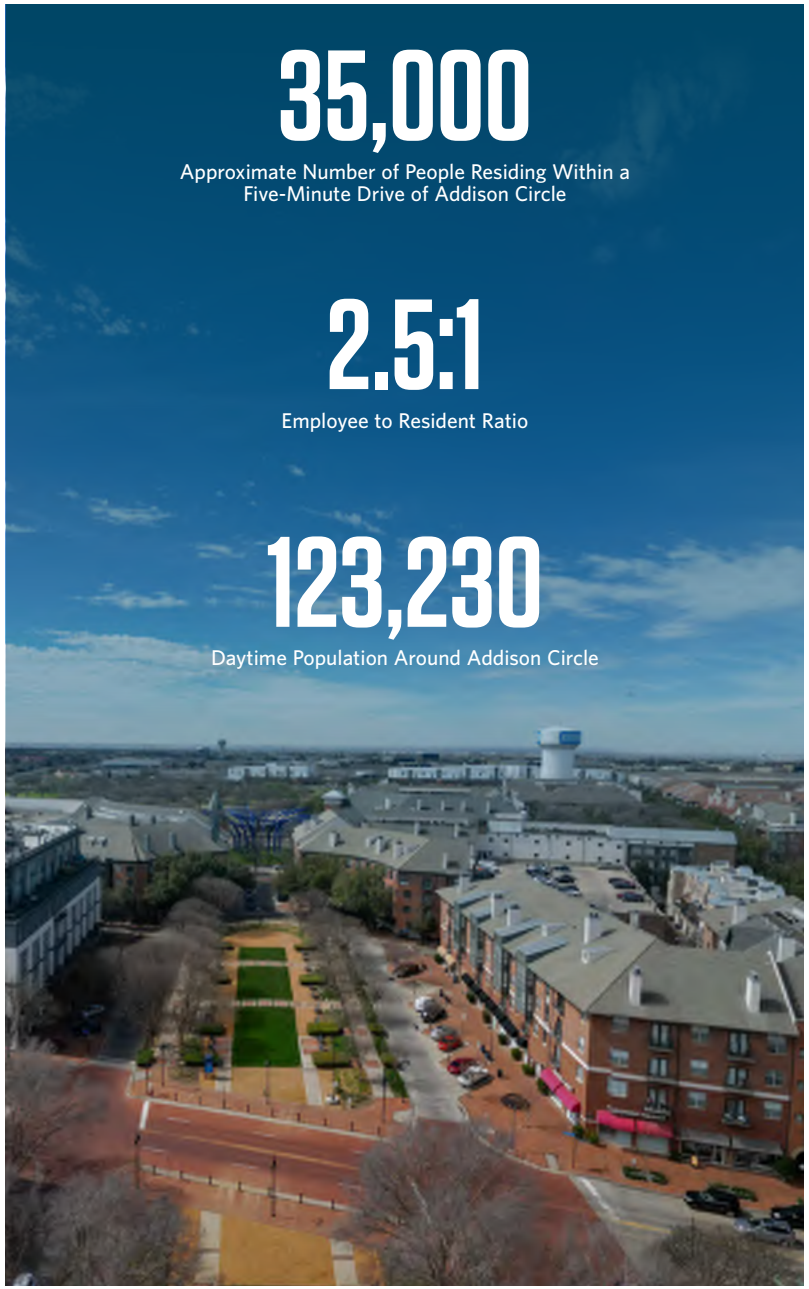
BUILT ENVIRONMENT
Represents all physical aspects from location and proximity to various traits of office, retail, multifamily and industrial structures.

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

ANALYSIS OF CATEGORIES OF COMPETITIVENESS CONTINUED

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 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.*

ANALYSIS OF CATEGORIES OF COMPETITIVENESS CONTINUED

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 developers' most favored 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.

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. 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.

Location

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.

Additional Information

Advance Addison Market Report

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.

Additional Information

Advance Addison Market Report

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.

ADDISON'S BUDGET AND FISCAL HEALTH

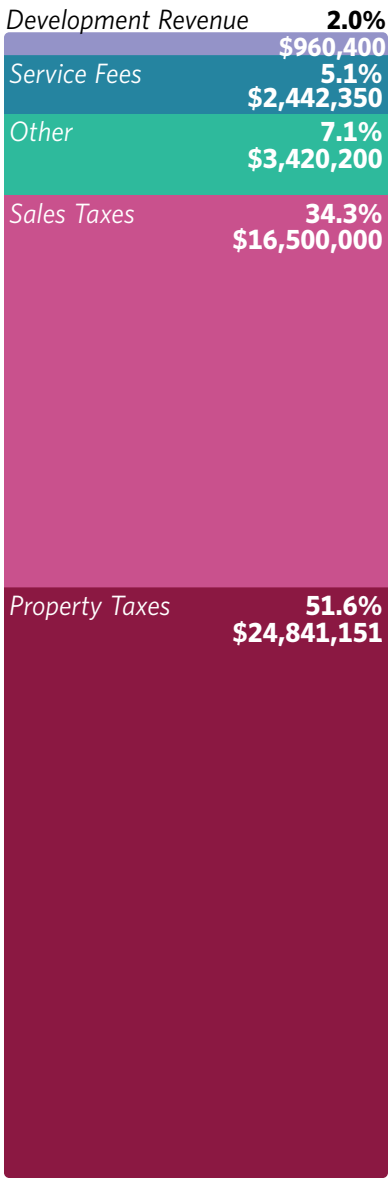
THE CURRENT BUDGET

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

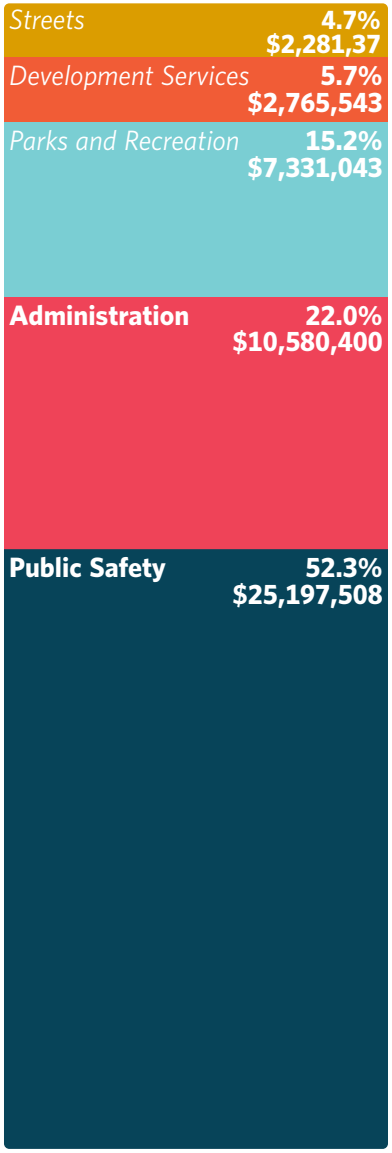
Adopted Town Budgets

2024 REVENUES



TOTAL $48,164,101

2024 EXPENDITURES



TOTAL $48,155,864

QUANTIFYING ADDISON'S STREET REPLACEMENT COSTS

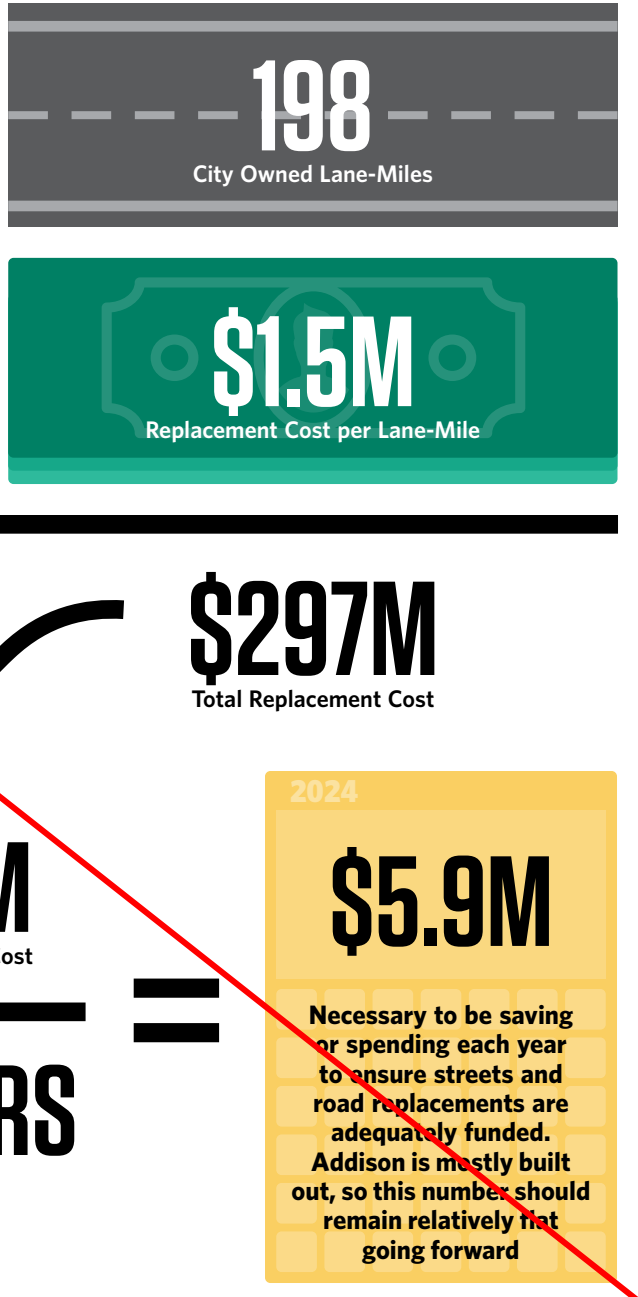
Based on information provided by staff, Addison has 200 11' lane-miles of roadway to maintain. Using a replacement cost of $1.5M per 11' lane mile means that it would require over $297M to replace the existing streets when they reach the end of their life cycle. Averaged over a 50-year life cycle period, this would require the Town to be saving or spending an average of $5.9M per year on street reconstruction.

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.

Additional Information

Adopted Town Budgets



Educational Concepts section removed from policy document.

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.

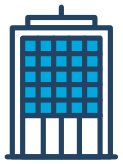
Add button link to Airport Economic Impact Study

FACTORS CONTRIBUTING TO ADDISON'S FISCAL PRODUCTIVITY

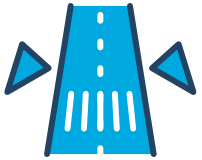
Small Town Footprint & Service Area
The entire Town measures 4.4 square miles. This compact and defined footprint limits infrastructure and service costs and allows the Town to focus resources on quality.

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.

Remove link since this goes to a page in the Educational Concepts chapter

The Value of Different Development Patterns
p. 81

LEVEL 1 ANALYSIS: PROPERTY TAX REVENUE PER ACRE

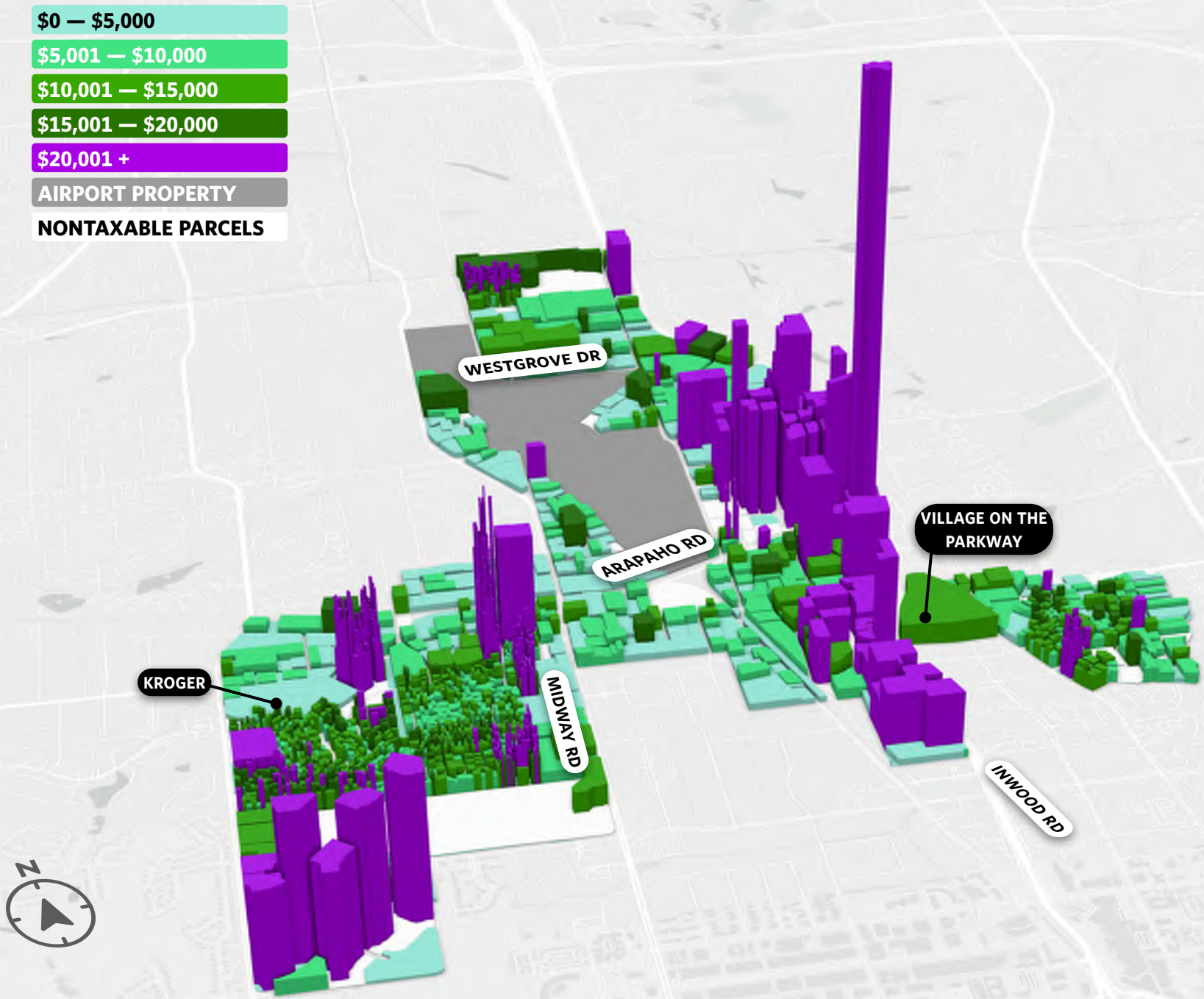
The first level of the analysis process involves mapping the revenue side of the fiscal equation. Property data and property tax levy amounts were pulled directly from the 2023 certified tax roll data obtained from the Dallas County Appraisal District. Levy amounts were verified with the Town of Addison's 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.

Right: *The Colonnade building and surrounding area produces the largest property tax revenue per acre, as represented by the purple spike on the following page.*

PROPERTY TAX REVENUE PER ACRE MAP



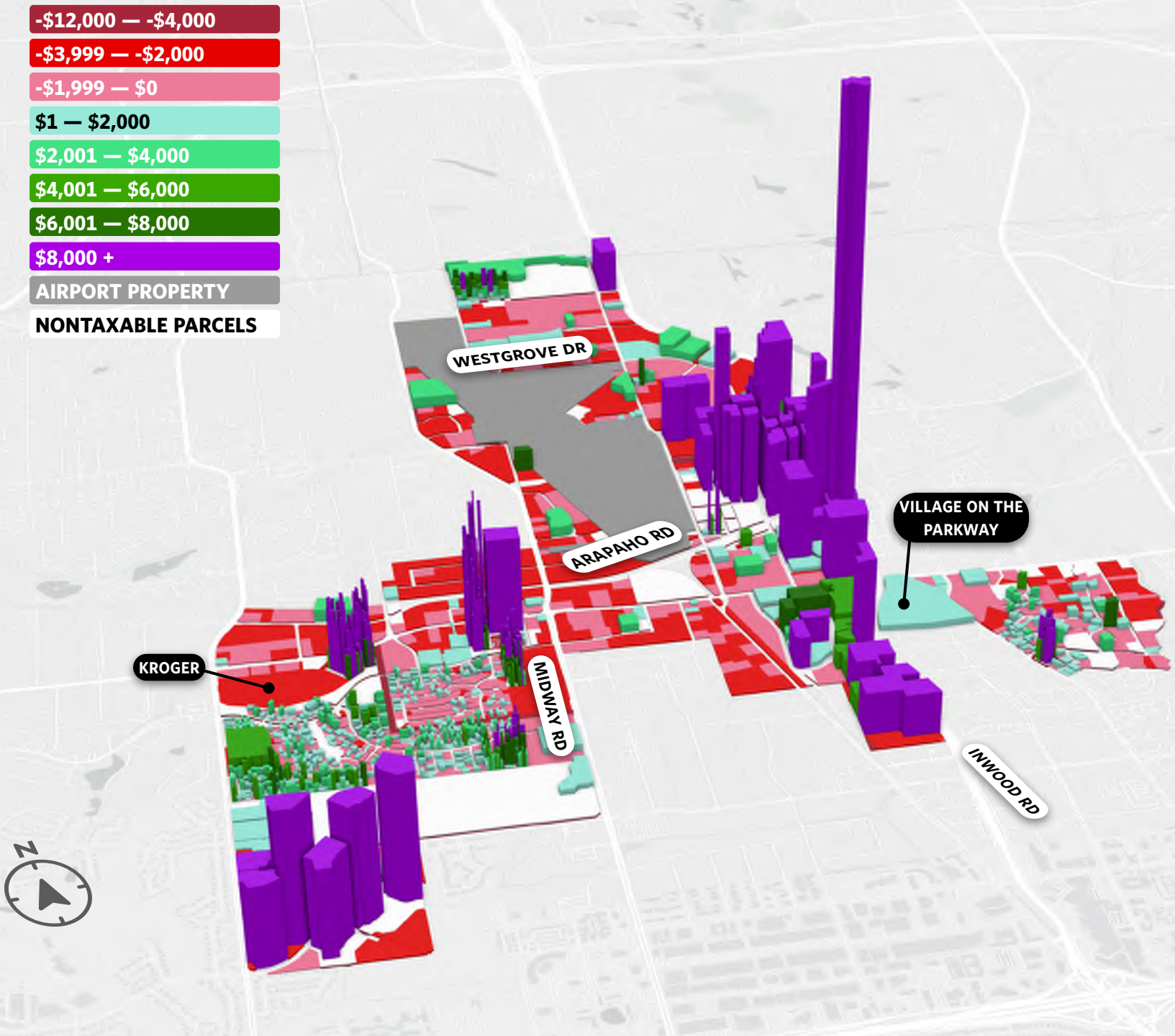
LEVEL 2 ANALYSIS: NET REVENUE PER ACRE (with Current Budget Expenditures)

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.

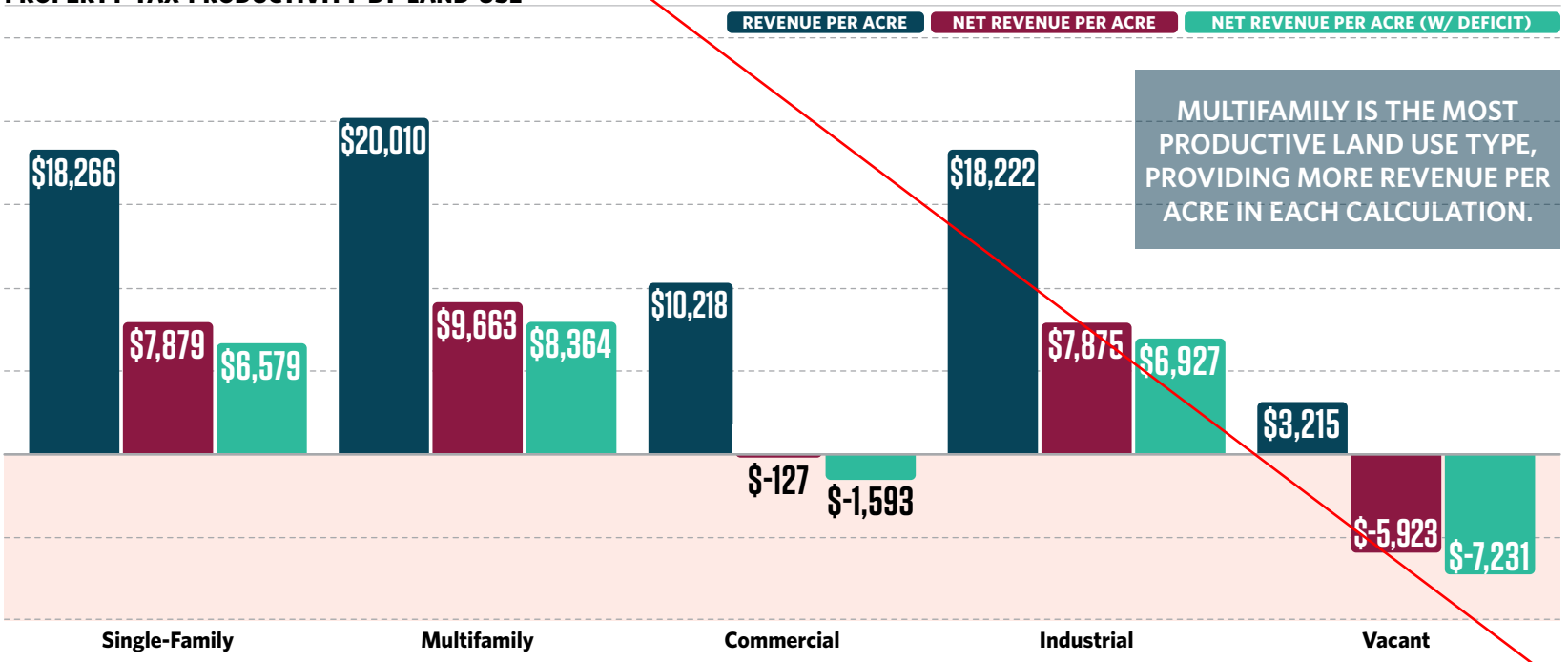
This step only accounts for replacement of existing streets. Addison is mostly built out, so if there are additional local streets built with new development, the additional costs would be minimal.

Additional Information

Unified Development Code

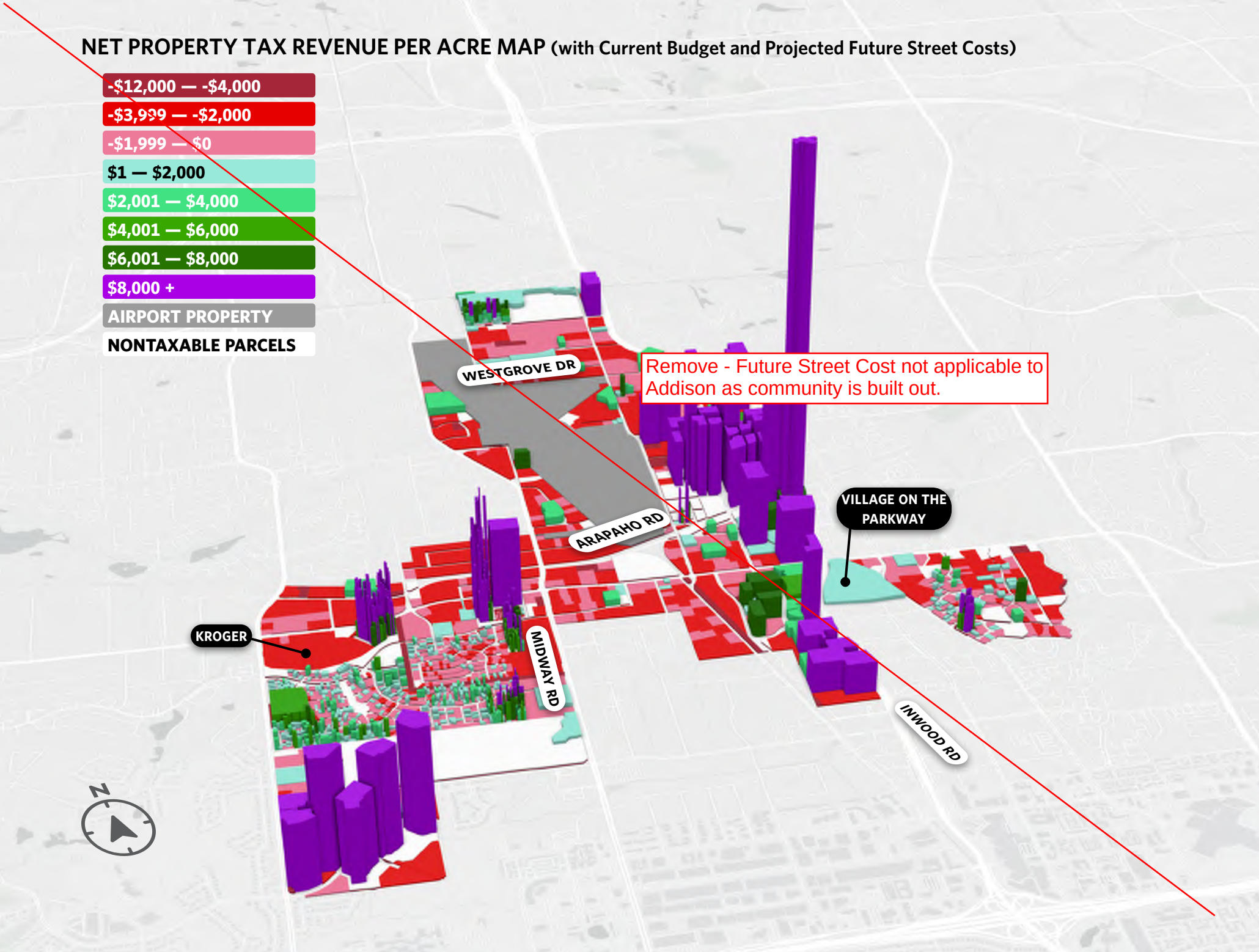
Remove - Future Street Cost not applicable to Addison as community is built out.

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)



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, "third places", a term coined by Ray Oldenburg, 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.

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.

Capitalize

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.

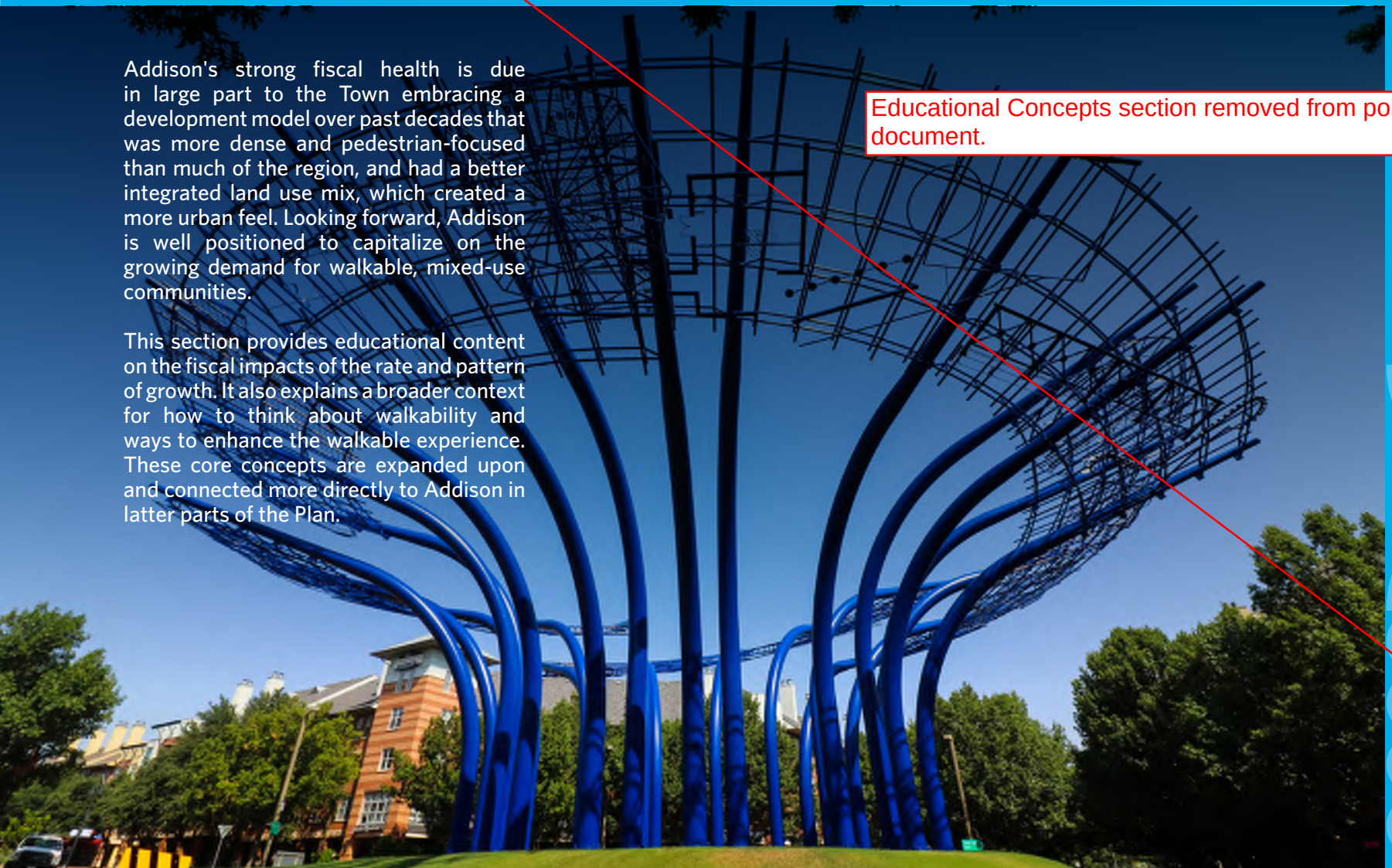
The ability to navigate by car, transit, bike, or on foot is increasingly important, with a growing desire for stronger "first mile to last mile" connections, including ties to local transit. Consumer preferences are also impacting air travel, including the airport in Addison Airport. Executive services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

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 various generations from Millennials and younger.

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.

Educational Concepts section removed from policy document.

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 aft WWII combined to create a new environment where develope were able to purchase and develop land out on the edge for low 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.

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Above: *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.

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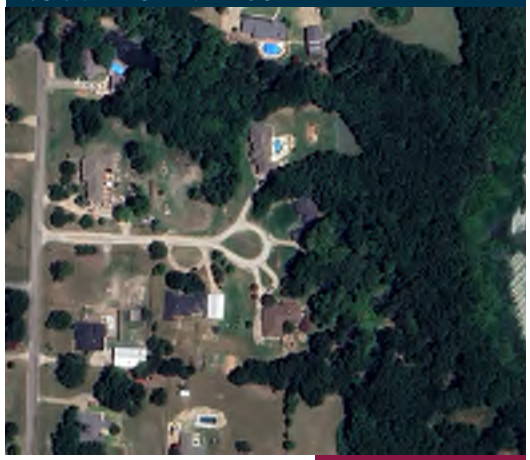
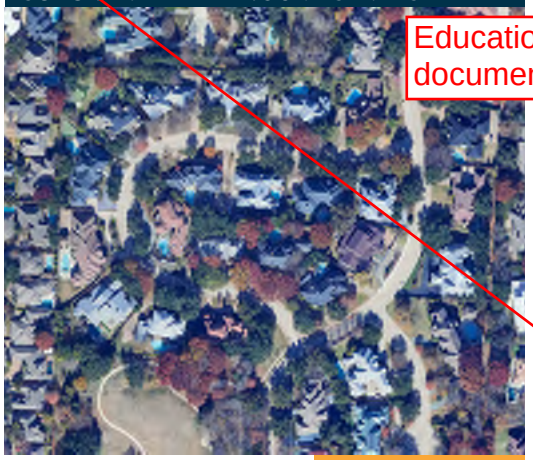
RURAL: NON-ADDISON



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

SUBURBAN: BELLBROOK ESTATES



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

URBAN: ADDISON CIRCLE

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

1972

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.

ADDISON

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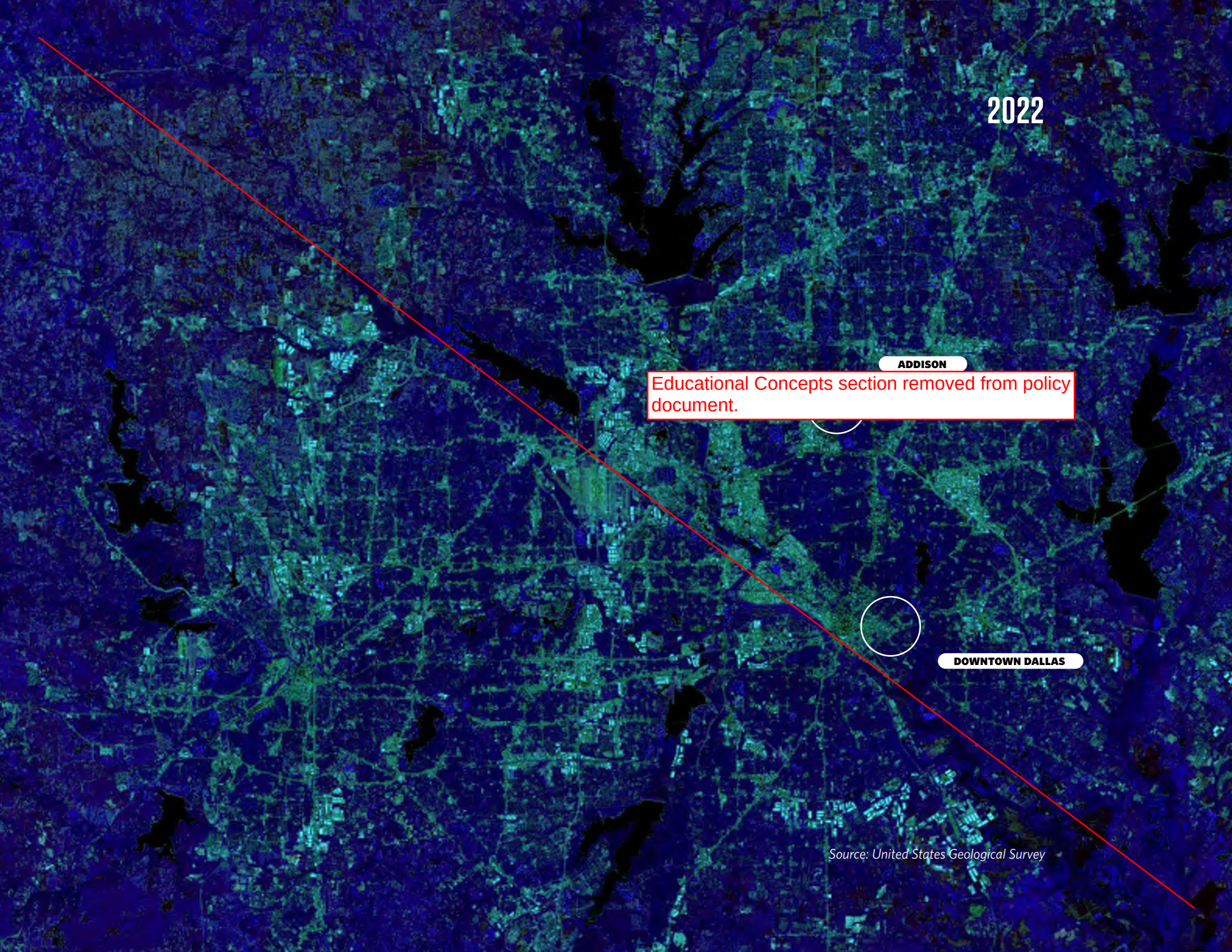
DOWNTOWN DALLAS

Auto-Oriented Buildout

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.



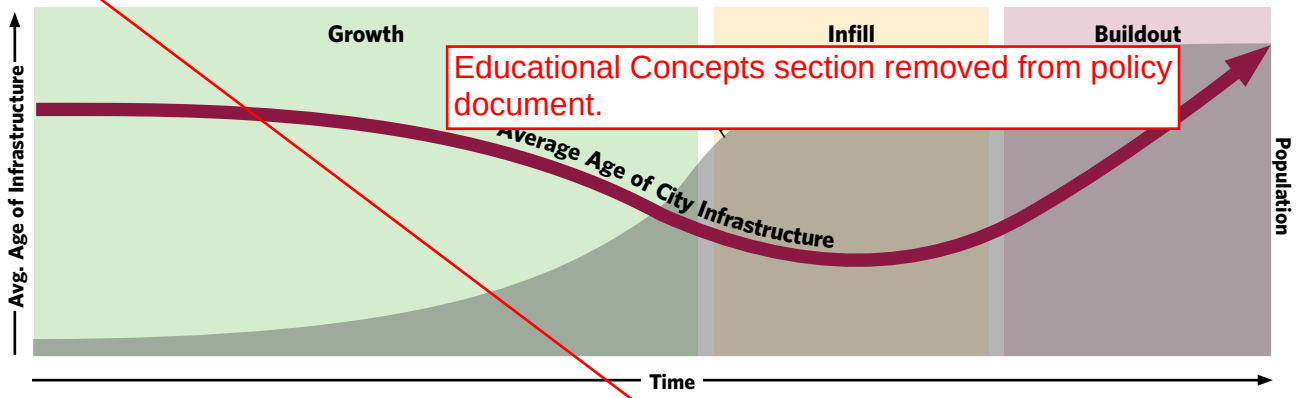
Source: United States Geological Survey

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

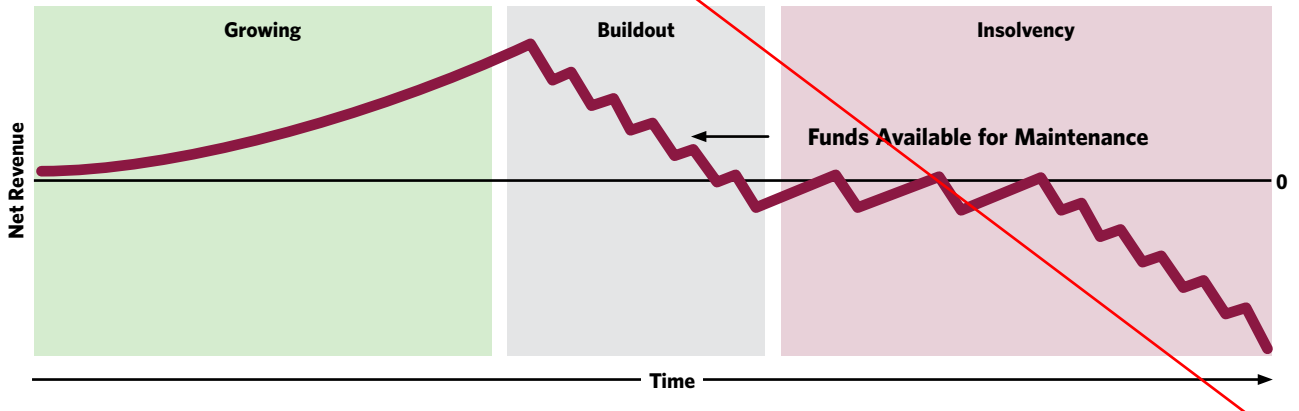
ILLUSION OF WEALTH

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.

Budget & Fiscal Analysis

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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.

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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

p. 37

Retrofitting

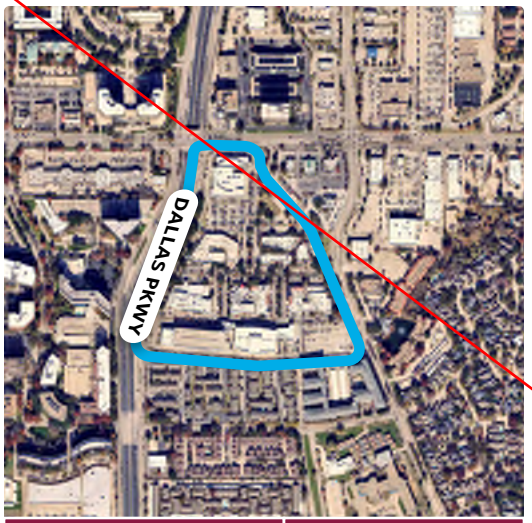
Market research and input from local business leaders reinforced a shift in commercial preference toward more walkable, mixed-use development. The Town should monitor these trends and look for opportunities to retrofit and/or redevelop commercial properties to maintain its identity and strong fiscal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

p. 37

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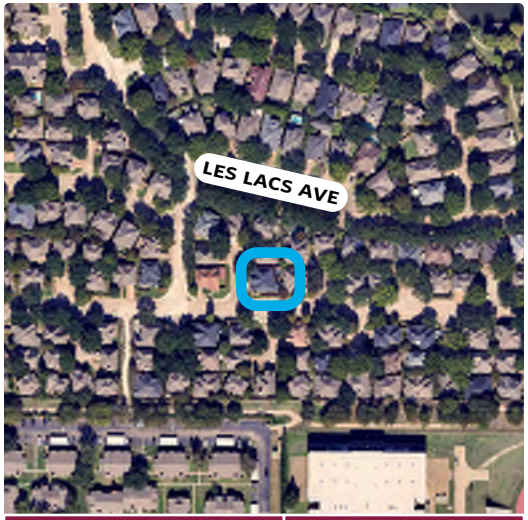
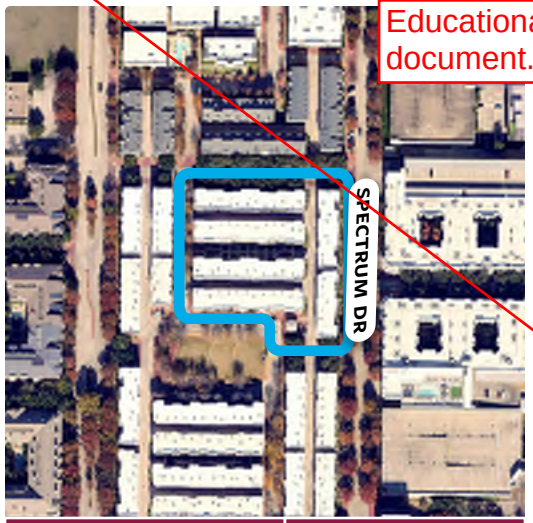
Suburban Single-Family
LES LACS



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

Apartments 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 can increase revenues, improve service efficiency, and limit costs, and strengthen the Town's fiscal position even further over time.

Net Property Tax Revenue per Acre

p. 72-73

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**
   Educational Concepts section removed from policy document.
   ce 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 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.

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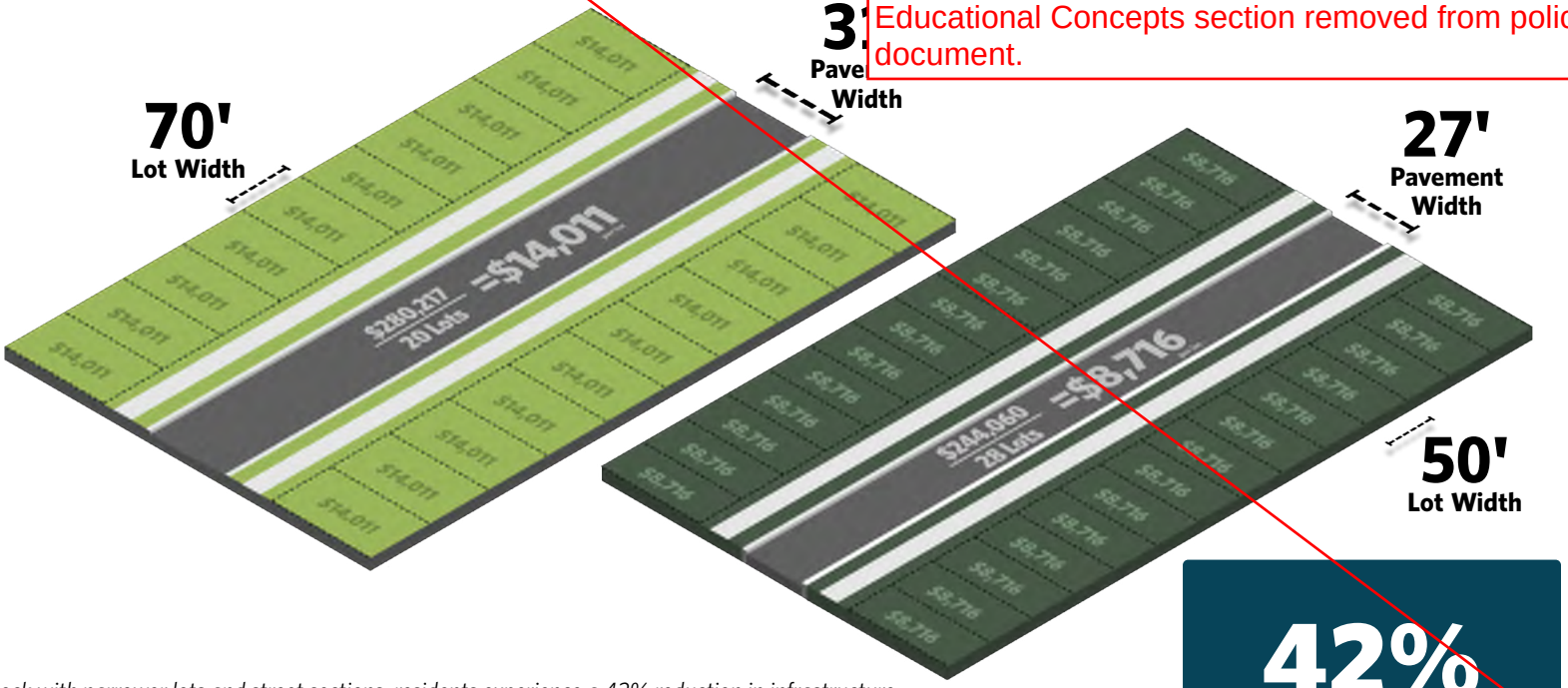


On a block with narrower lots and street sections, residents experience a 42% reduction in infrastructure replacement costs, significantly decreasing their individual financial burden. When applied citywide, these savings greatly reduce the cost burden on taxpayers, helping to maintain more affordable 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.

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.

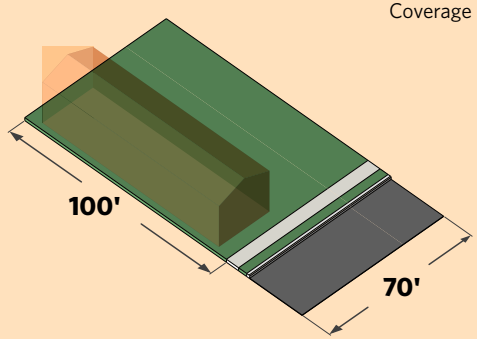
High Coverage

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

29% Coverage



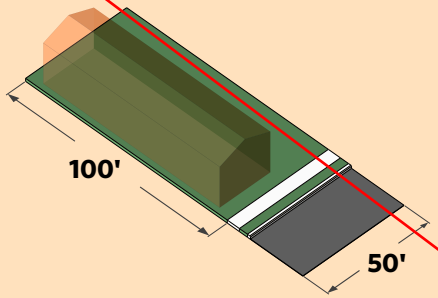
Appraised Value	Acres
$ 713,000	0.16

Value Per Acre
$ 4.46M

Mid-Level Lot Coverage

5000 SQFT LOT
2000 SQFT HOME

40% Coverage



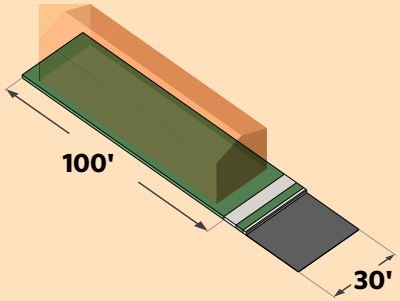
Appraised Value	Acres
$ 625,000	0.11

Value Per Acre
$ 5.68M

High Lot Coverage

3000 SQFT LOT

67% Coverage



Appraised Value	Total Acres
$ 536,000	0.069

Assessed Value Per Acre
$ 7.77M

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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

p. 68

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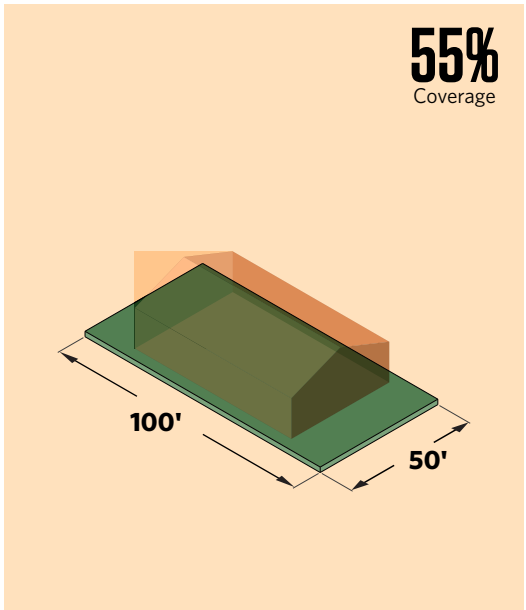
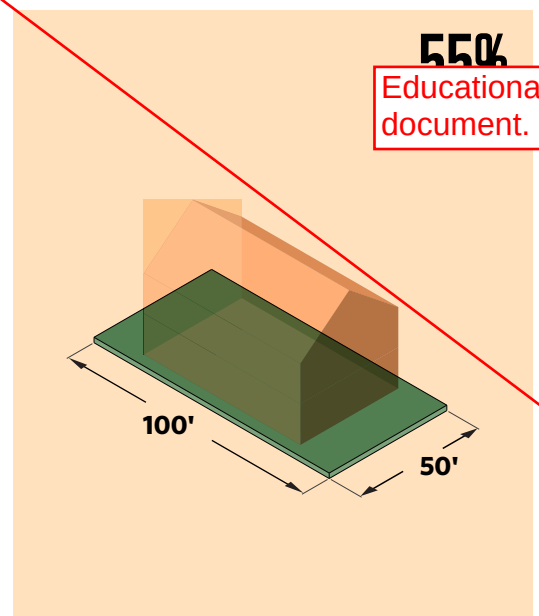
Single Story



Appraised Value	Square Feet
$ 706,000	5,000

Value Per Acre
$ 6.42M

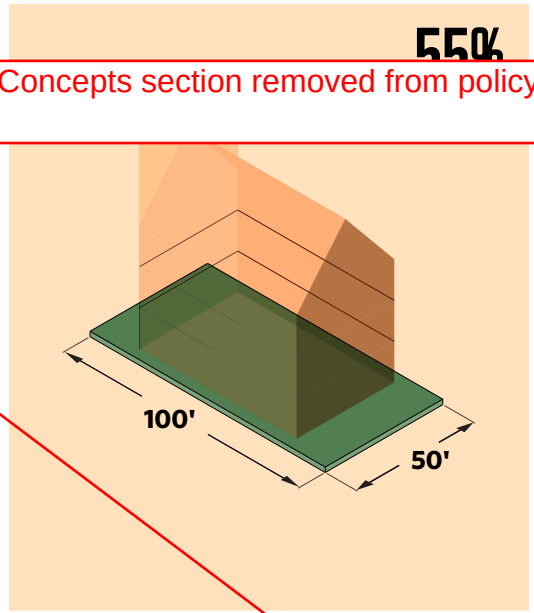
Two Story



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.

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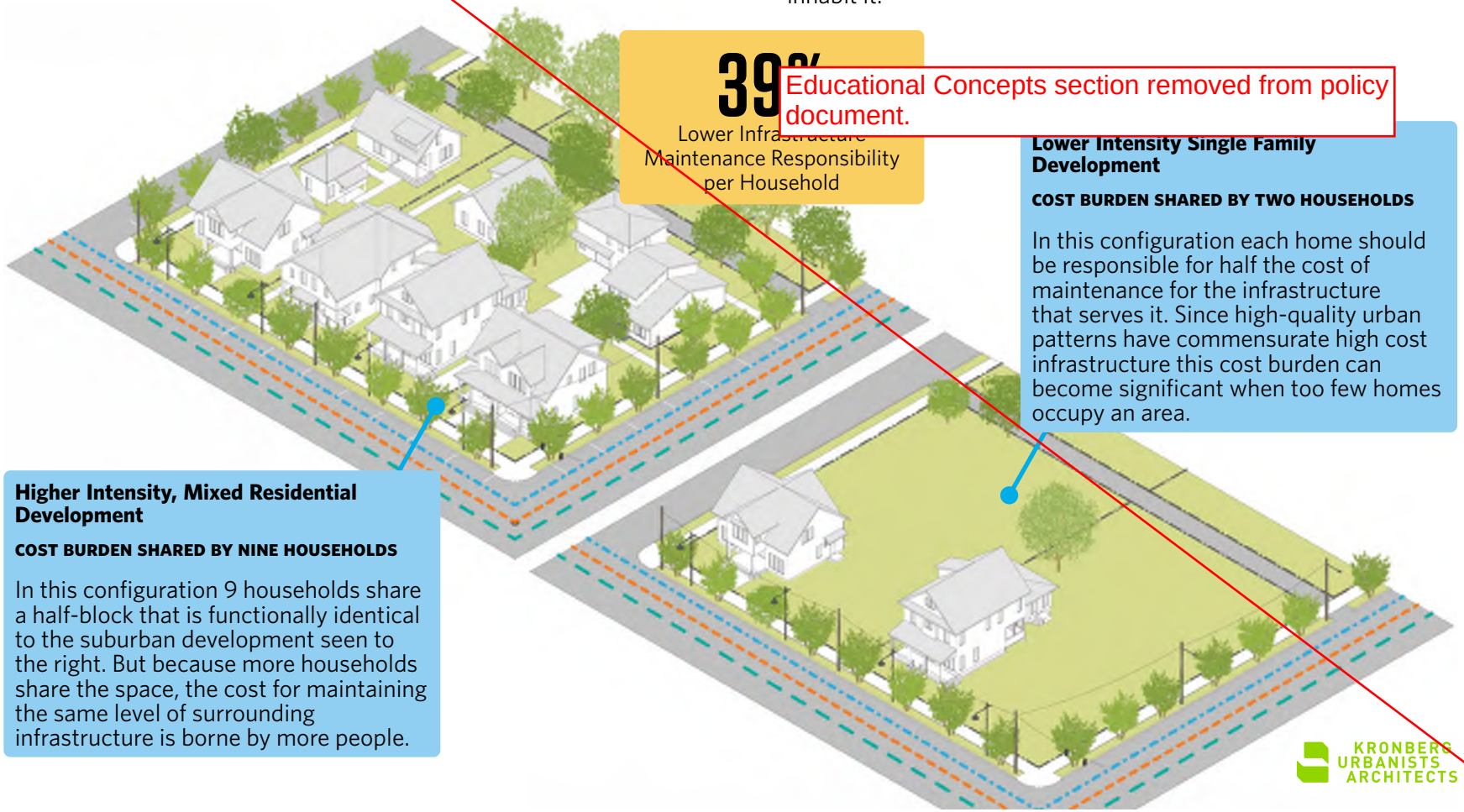

ELEMENTS OF WALKABILITY

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.

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

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.

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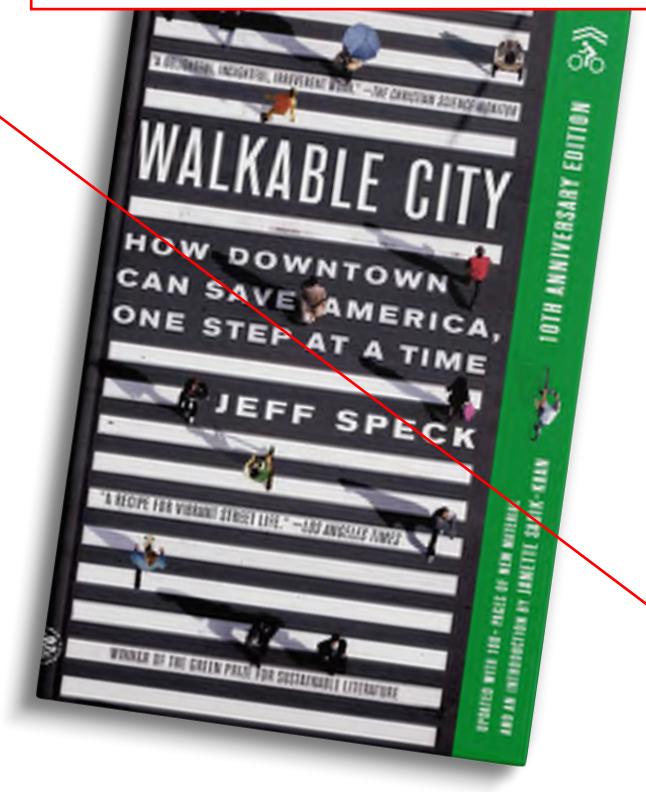


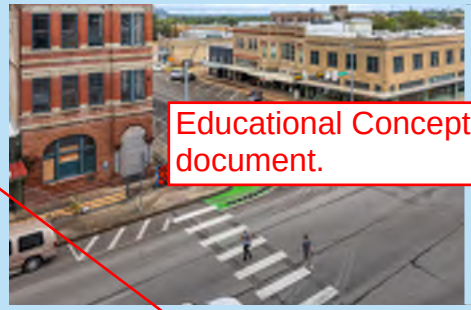
ELEMENTS OF WALKABILITY

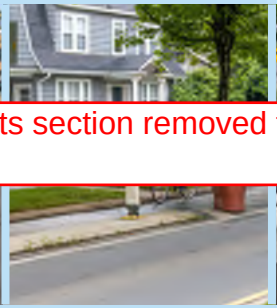
USEFULNESS

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.





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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:

USEFULL

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. 108-119**

Neighborhood Typologies **p. 153-156**

SAFE

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 c
pedestrians. Building a network of well-designed bike facilities is a cost-effec
gap between driving and walking and support the first/last-mile needs to su
transit system.

Design for Context **p. 171**

Traffic Calming **p. 174-176**

Educational Concepts section removed from policy document.

p. 179

COMFORTABLE

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

Place Types **p. 108-119**

Neighborhood Typologies **p. 153-156**

Completing Neighborhoods **p. 159**

Traffic Calming **p. 174-176**

Active Transportation **p. 179**

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. 108-119**

Spectrum of Change **p. 127-129**

Completing Neighborhoods **p. 159**

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Educational Concepts section removed from policy document.

PLANNING COMPONENTS

This Comprehensive Plan includes three Planning Components:

1. **Land Use & Development Character**
2. **Housing & Neighborhoods**
3. **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
- 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 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 Planning Components Section includes elements that align with Town priorities, projects, and policies, which directly connect to the actions and recommendations in the implementation matrix. 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. **Snapshot**
   This provides a succinct overview of existing conditions that are relevant and useful to the understanding of this planning component.

2. **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.

3. **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.

4. **Recommendations**
   Each of these are listed, and a basic overview is given.

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, the last component provides other planning items a place 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.

Refining & Updating this Plan
p. 14

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.

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.

Above: *The Colonnade, pictured above-left, at the intersection of Arapaho Road and Dallas Pkwy in Addison*

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 than 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.

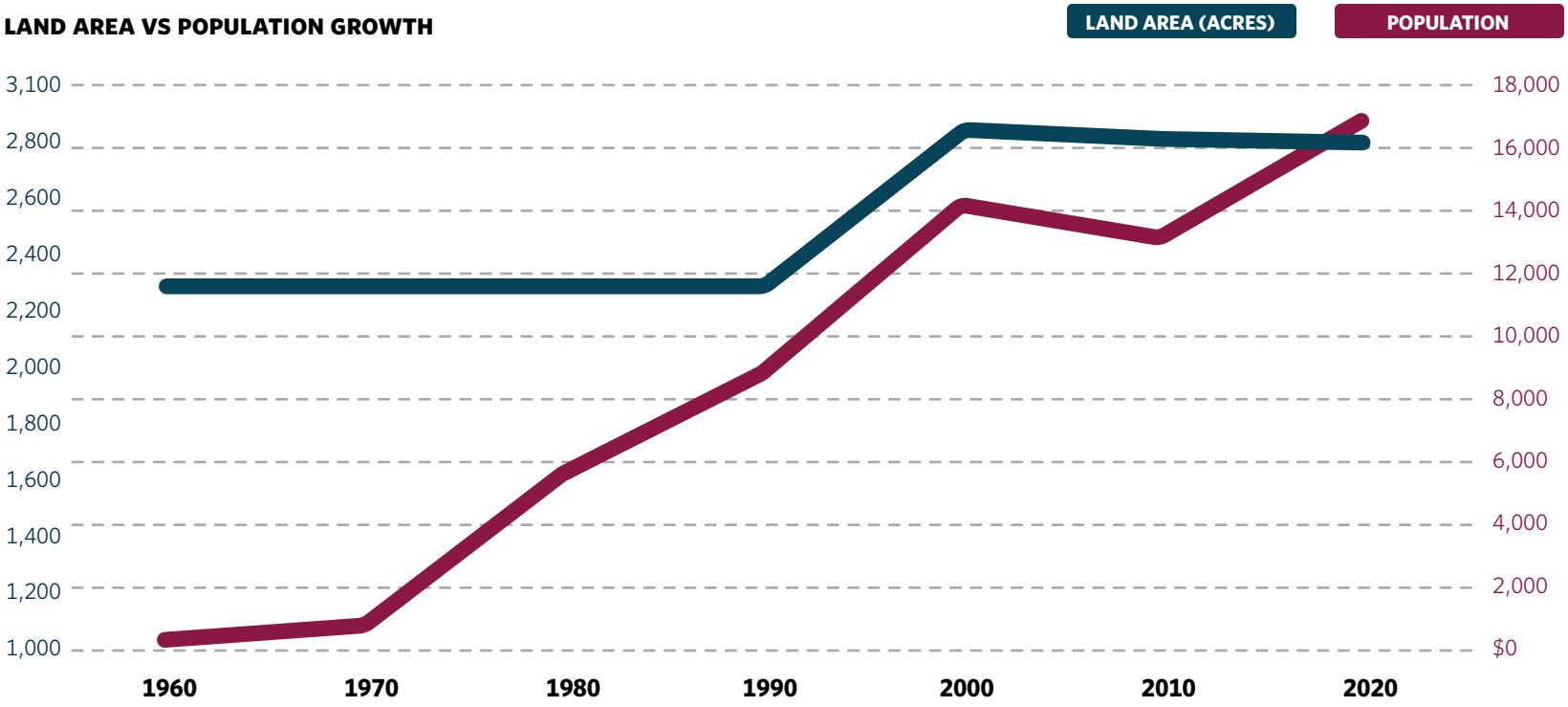
SNAPSHOT

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.

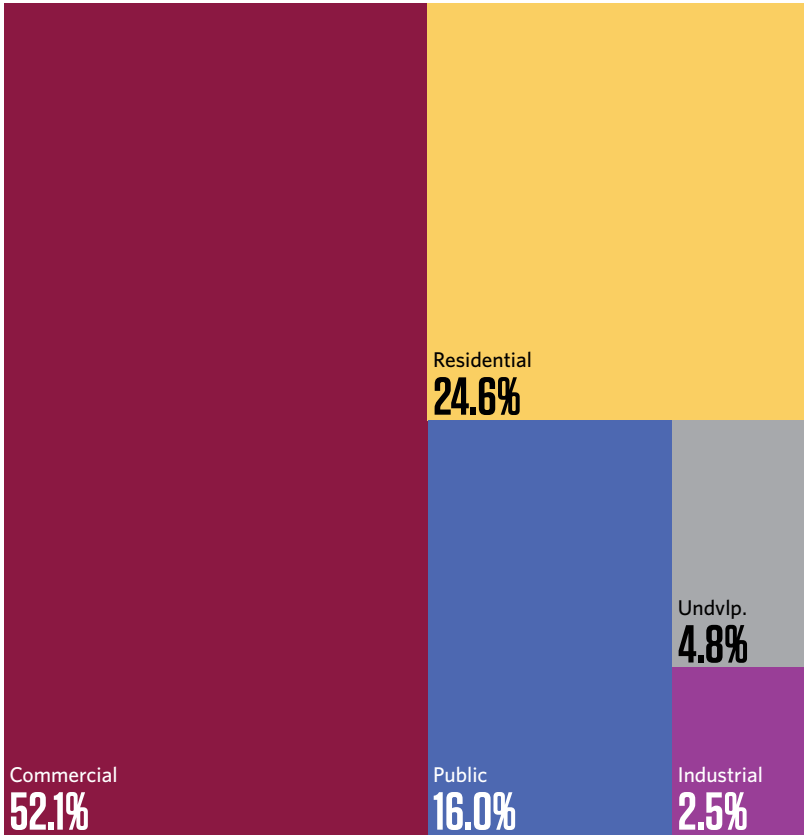
LAND AREA VS POPULATION GROWTH



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



VACANT LOT ANALYSIS

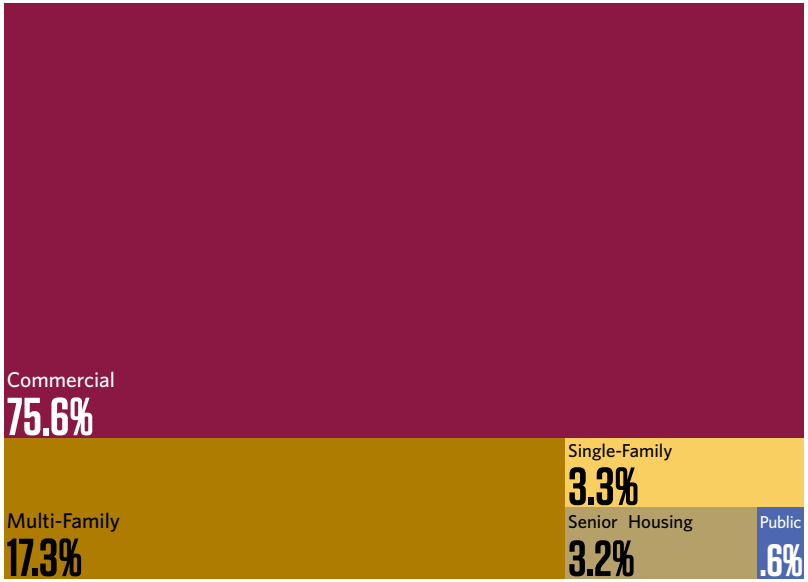
Undeveloped land is limited to just a few parcels scattered across the town, and makes up less than 5% of the town's total land area. The lack of property zoned for single-family is one of the reasons it's been difficult for the Town to get more single-family ownership housing developed. Other constraints 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



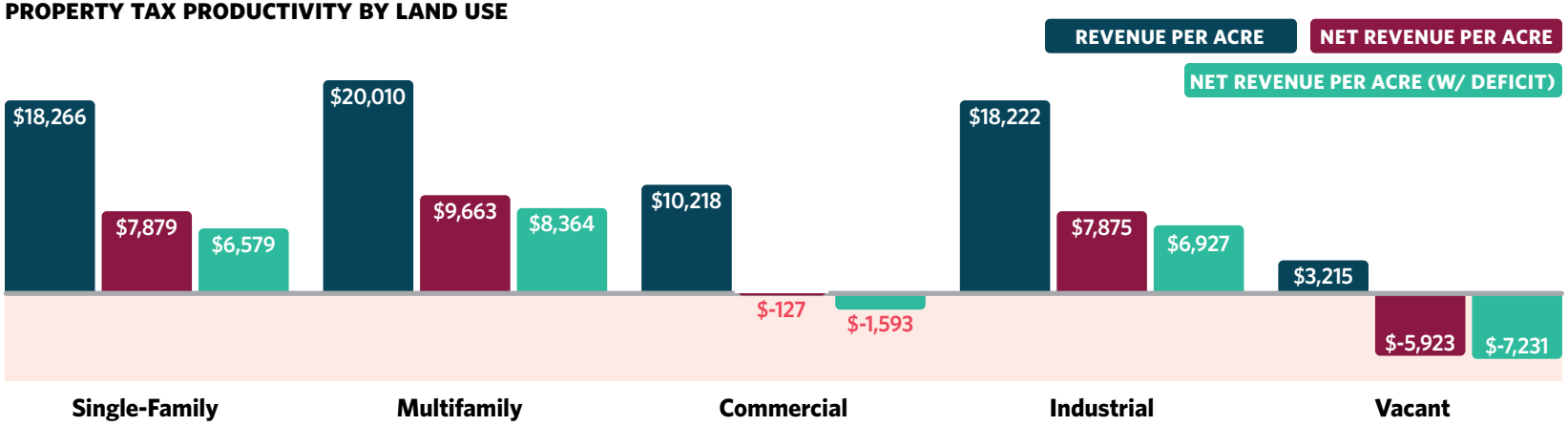
Source: Town of Addison

LAND USE PRODUCTIVITY

The Land Use Fiscal Analysis 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**

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.

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 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.

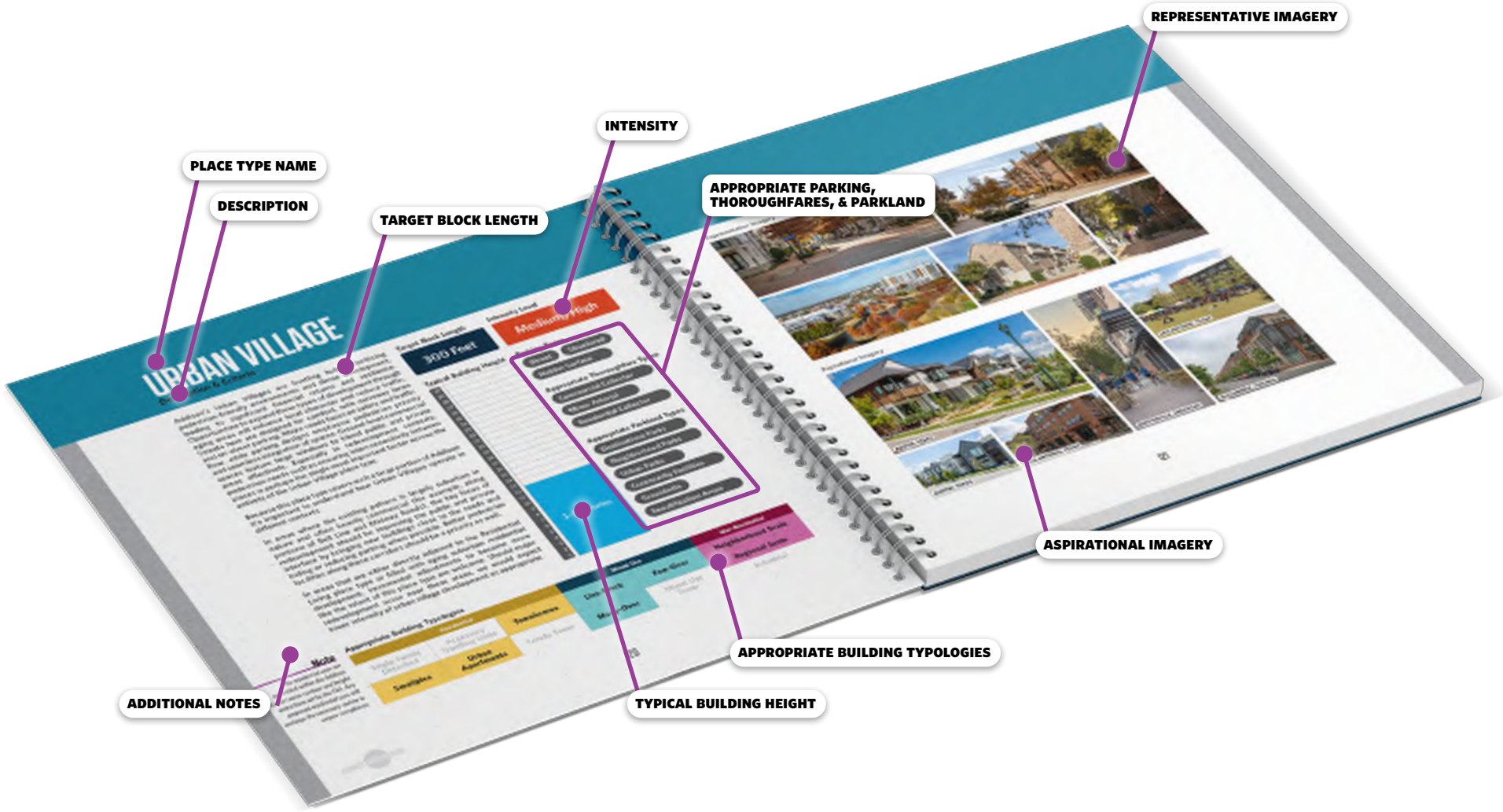
This Plan adopts the Place Type approach. When combined with updated zoning and standards that align with this Comprehensive Plan, Town staff will be better equipped to efficiently guide future development, helping Addison achieve its long-term vision.

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

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 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.

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.

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. 120-126

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 Code.

Additional Information
Unified Development Code

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 Code and based on the zoning of a given parcel.

Additional Information
Unified Development Code

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.

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.

Additional Information

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.

Additional Information

Parks, Recreation and Open Space Master Plan

PLACE TYPES DESIGNATIONS

RESIDENTIAL LIVING

The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment. Reinvestment in these areas should focus largely on low density housing, and enhanced pedestrian and cycling connections to places of interest like parks, trails, and commercial areas. Read page(s) ~~110-111~~ for a full description.

92-93

URBAN VILLAGE

The Urban Village Place Type is bifurcated into a suburban and urbanizing context, but both types of Urban Village require strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods. To read more on how the built environment can shift to form a distinct, pleasant neighborhood feel, read page(s) ~~112-113~~. 94-95

HIGH-INTENSITY URBAN CENTER

The High Intensity Urban Center place type is the most intense, and it requires heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT). For a full description of HIUC, read pag(s) ~~114-115~~.

96-97

AVIATION & INDUSTRY

The Aviation and Industry Place Type encourages an increasingly competitive mix of lighter industrial uses (offices, clean technology) and heavier industrial uses (aircraft fueling, warehouses) in our aging industrial areas of Town that surround the Addison Airport. Read pages ~~116-117~~ for a full description of this Place Type.

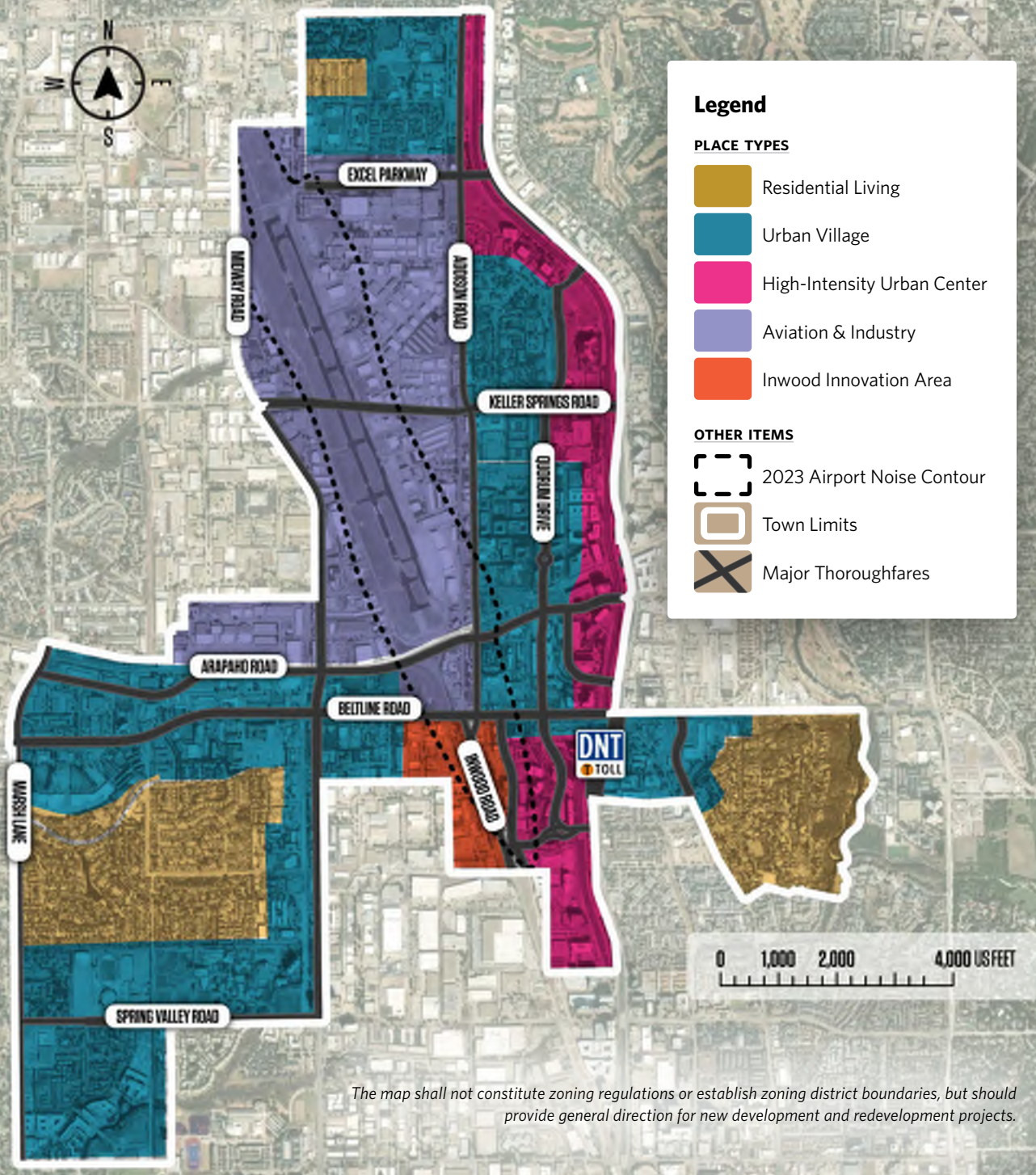
98-99

INWOOD INNOVATION AREA

Due to its storied past and slower redevelopment progress, the Inwood Innovation Area has been positioned as a distinct Placet Type focusing on cultural enrichment, innovation in industry, creative retail, and other special services. For a full description of HIUC, read pag(s) ~~118-119~~. 100-101

Add external link button for the Planning & Development Map

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 - ADDISON, TX

ASPIRATIONAL IMAGERY

URBAN VILLAGE

Addison's Urban Villages are bustling hubs that prioritize pedestrian-friendly environments and dense development, resulting in strong financial returns and resilience. Expanding this type of development into aging areas will enhance local character and reduce traffic. Streets are designed for comfort, with narrower lanes and on-street parking. Major roads emphasize safety and traffic flow, while parking prioritizes pedestrians and integrates seamlessly into the surroundings. Ground-level commercial spaces use large windows to connect public and private areas. In redevelopment contexts, pedestrian interconnectivity is often the most critical factor across the Urban Village place type.

Because this place type spans much of Addison, it's important to understand how Urban Villages function in different contexts.

In areas with a largely suburban, commercial character (e.g., parts of Belt Line and Midway Roads), redevelopment should focus on improving the public-private interface by bringing buildings closer to the street and minimizing visible parking. Enhancing pedestrian facilities along these corridors is also key.

In areas adjacent to Residential Living or aging suburban neighborhoods, gradual adjustments toward this place type are encouraged. If major redevelopment occurs nearby, a lower intensity of Urban Village development may be more appropriate.

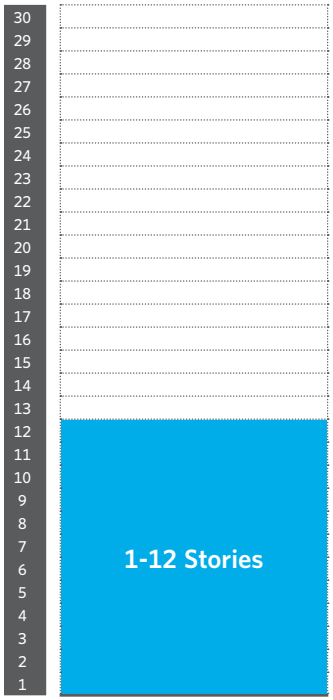
TARGET BLOCK LENGTH

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 - ADDISON, TX

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 - ADDISON, TX

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 - ADDISON, TX

ASPIRATIONAL IMAGERY

INWOOD INNOVATION AREA

Much of Inwood Road consists of storage and industrial buildings, with retail uses along the frontage. These uses are surrounded by large parking areas and lack pedestrian connectivity. There's a desire for the area to redevelop in a way that improves connectivity and makes it more pleasant for the public. The 2017 Inwood Enhancement Zone study promoted better connectivity for both cars and pedestrians.

The area has potential to become a unique destination if redevelopment is made more flexible. Small-scale, parcel-by-parcel redevelopment should be encouraged, with the Town prioritizing incremental improvements to connectivity and the built environment. While larger, mixed-use redevelopment is also encouraged, smaller projects are more likely to be locally owned and operated—something many residents value.

There is a shared vision for Inwood Road's frontage to become a vibrant, interconnected space that supports small businesses and entrepreneurs. The Town is exploring innovative uses, including business incubators, converting warehouses into design districts, food truck parks, and venues for emerging sports like e-gaming and pickleball. These initiatives aim to create dynamic spaces, encourage local ownership, and support incremental development. By offering project incentives, the Town hopes to foster a creative, entrepreneurial environment that makes 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 - ADDISON, TX

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.

"and"

Add call out: Building typologies shown are examples of various land uses. Refer to Place Types for guidance on where they apply.

Add link to Place Types page range.

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.

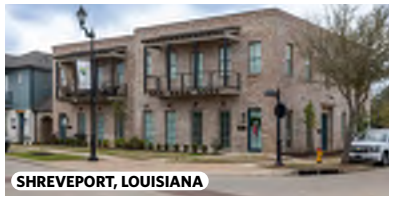
AUSTIN, TEXAS

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

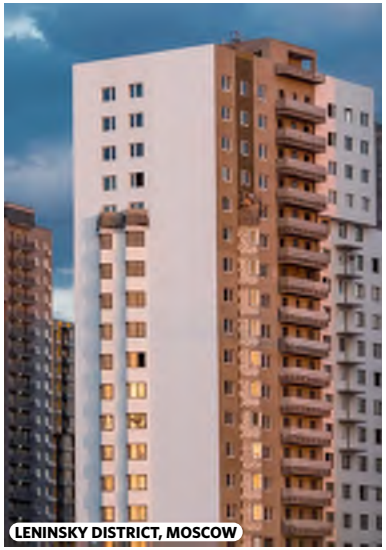
AUSTIN, TEXAS

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

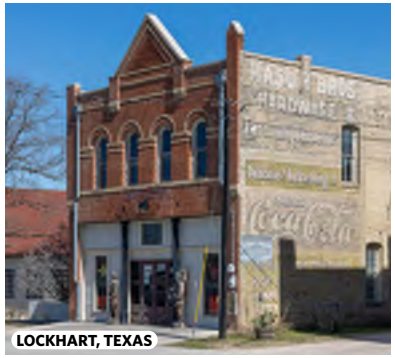
ROSTOV-ON-DON, ROSTOV OBLAST

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.

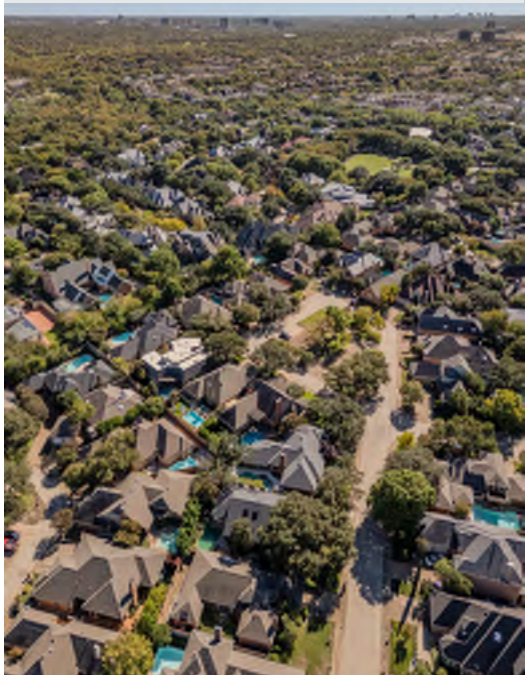
By focusing growth in certain areas and preserving the character of others, Addison can continue to offer diverse lifestyle options, maintain property values, increase tax revenues, ensure reliable services, and promote more complete, walkable neighborhoods. The Spectrum of Change classifications and 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 OF CHANGE 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

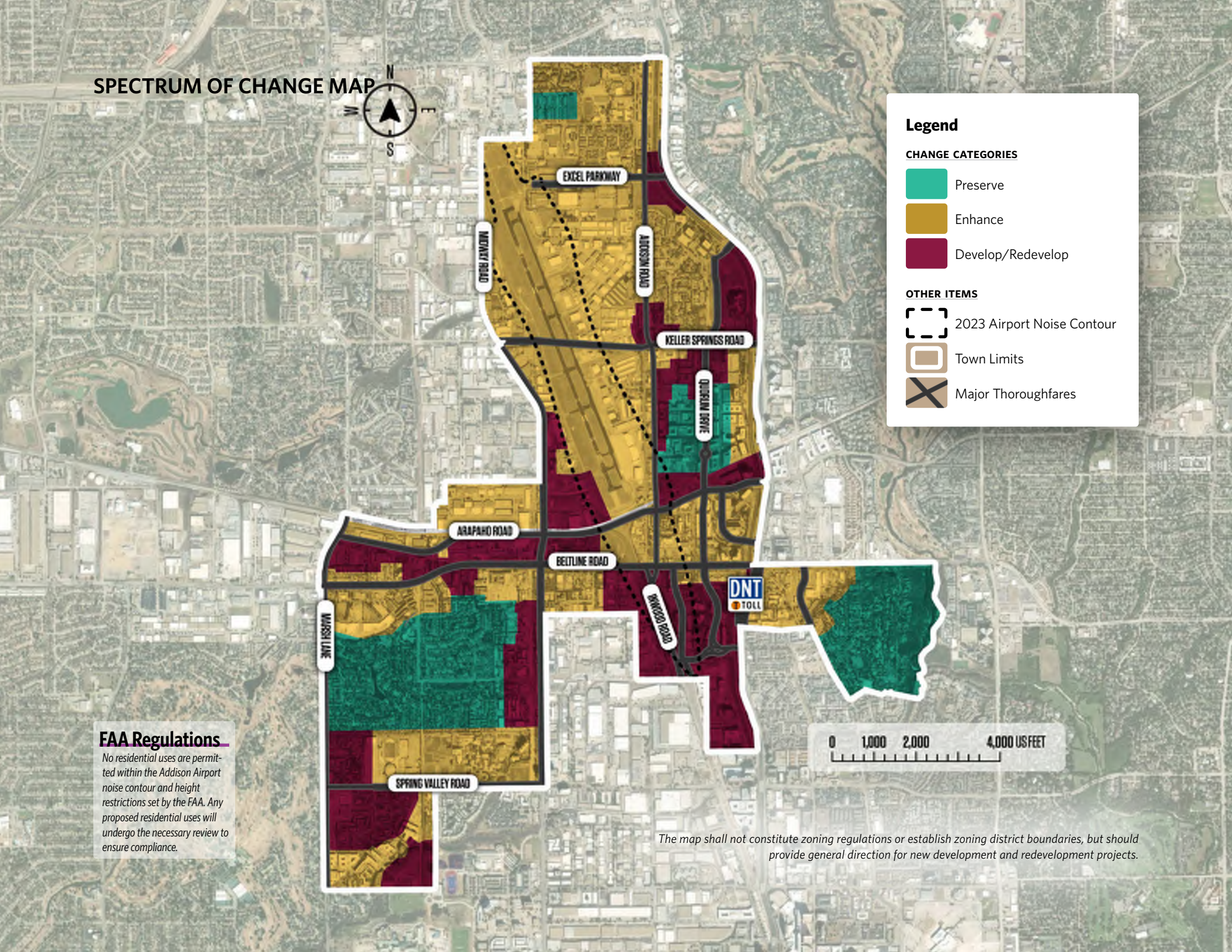
These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements. Development may include building renovations, adding mixed uses (residential, commercial, or both), creating public spaces and amenities, 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.

Add external link button for the Planning & Development Map

SPECTRUM OF CHANGE MAP



Legend

CHANGE CATEGORIES

- Preserve
- Enhance
- Develop/Redevelop

OTHER ITEMS

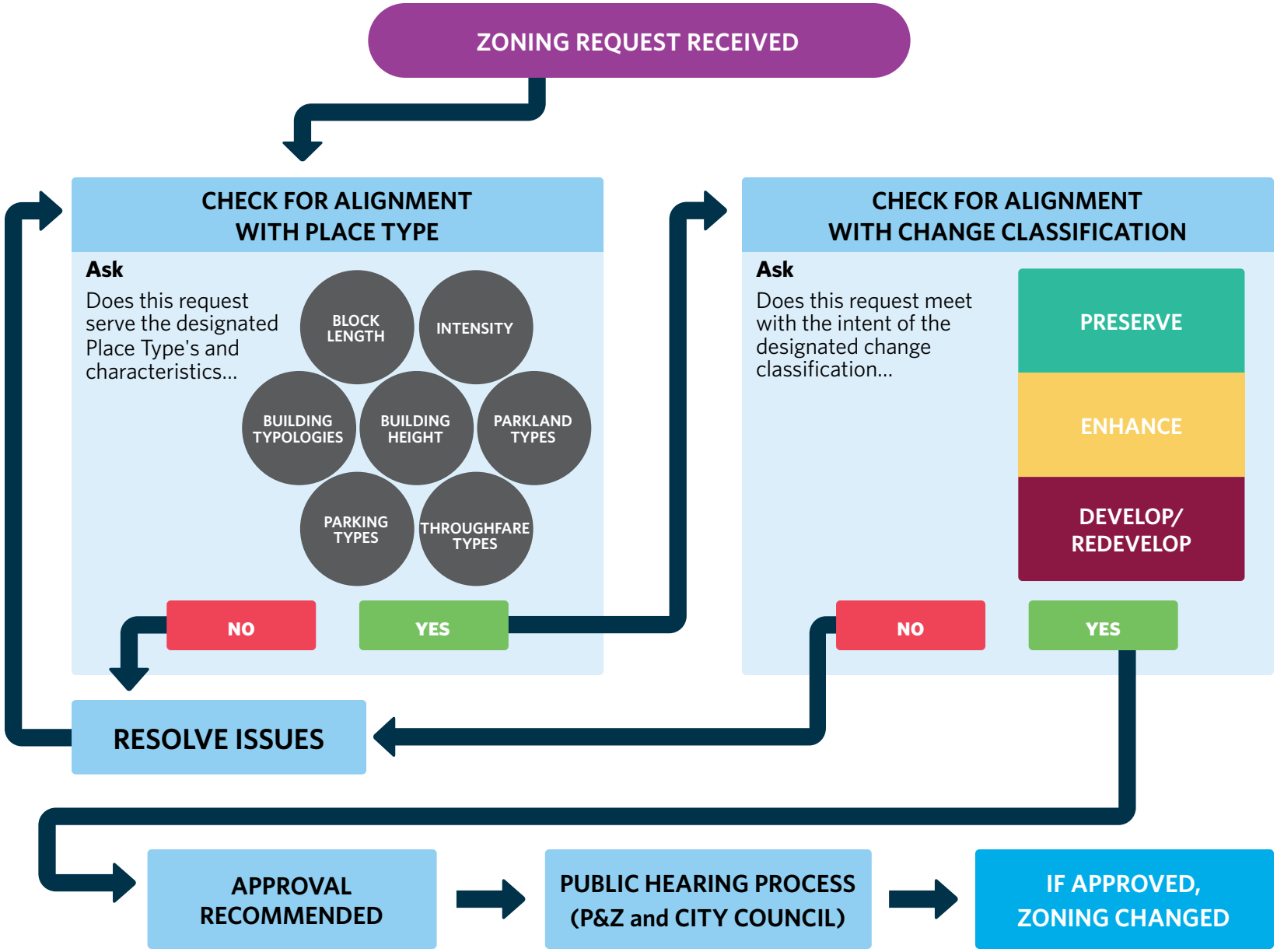
- 2023 Airport Noise Contour
- Town Limits
- Major Thoroughfares

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.

APPLYING PLACE TYPES AND 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 DEVELOPMENT CONTINUED

TRANSITIONAL BUILDING BLOCKS

The development concept renderings 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.

Development Renderings

p. 136-143

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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 that can be met with structured parking.

9 REDUCED SURFACE PARKING

Limited surface parking lots.

BENEFICIAL/ACTIVE USES

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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.

TRANSITIONAL DEVELOPMENT CONTINUED

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.

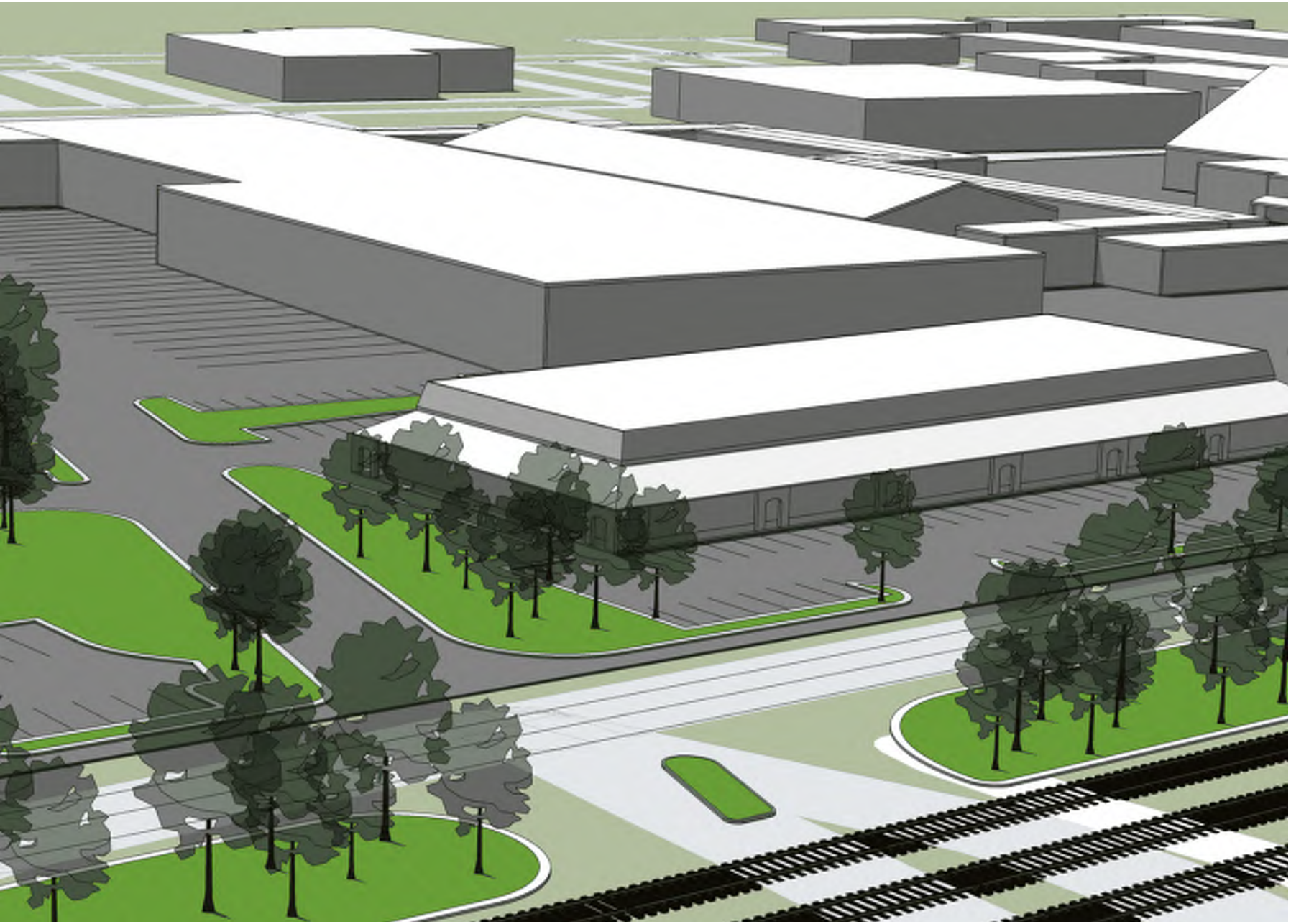
32 SHARED USE PATHS

These 10'+ wide paths are often used as a combination bike lane and sidewalk, carrying all non-automobile traffic.

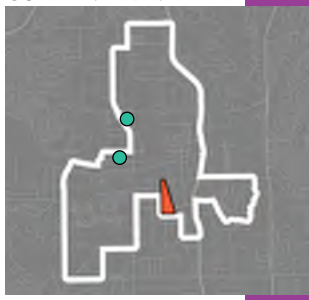
33 BETTER PEDESTRIAN INFRASTRUCTURE

Improved walkways, lighting, signage, and landscaping.

TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT



CONTEXT MAP



LEGEND

Featured Site
Inwood Corridor

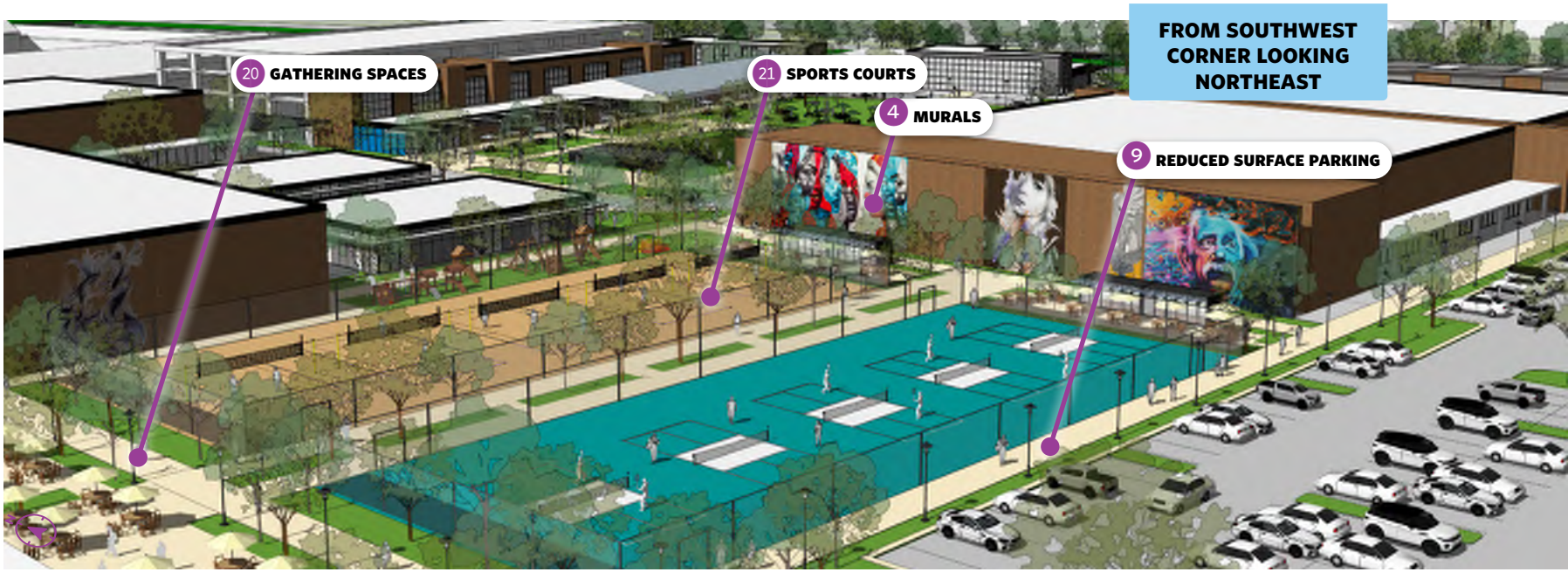
Similar Locations
Midway/
Dooley

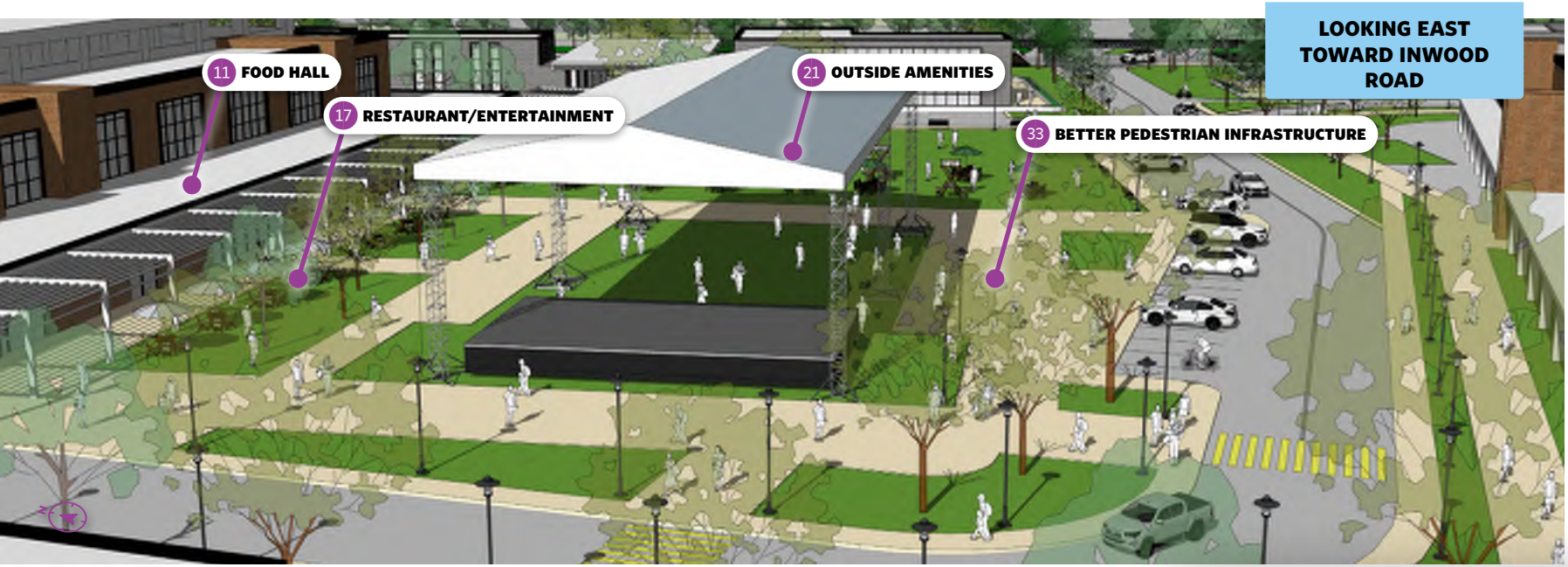
Surveyor/
Lindbergh

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

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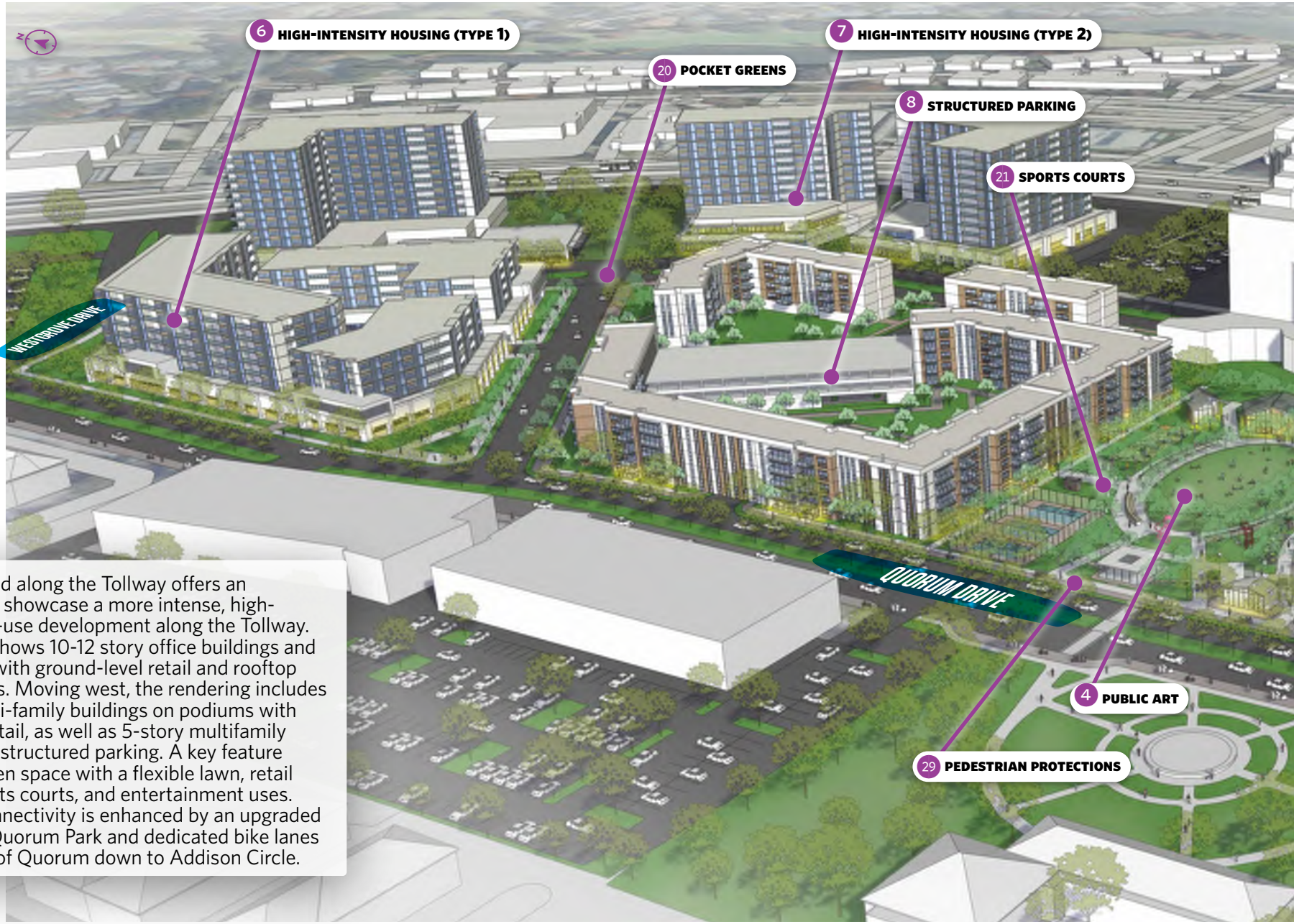
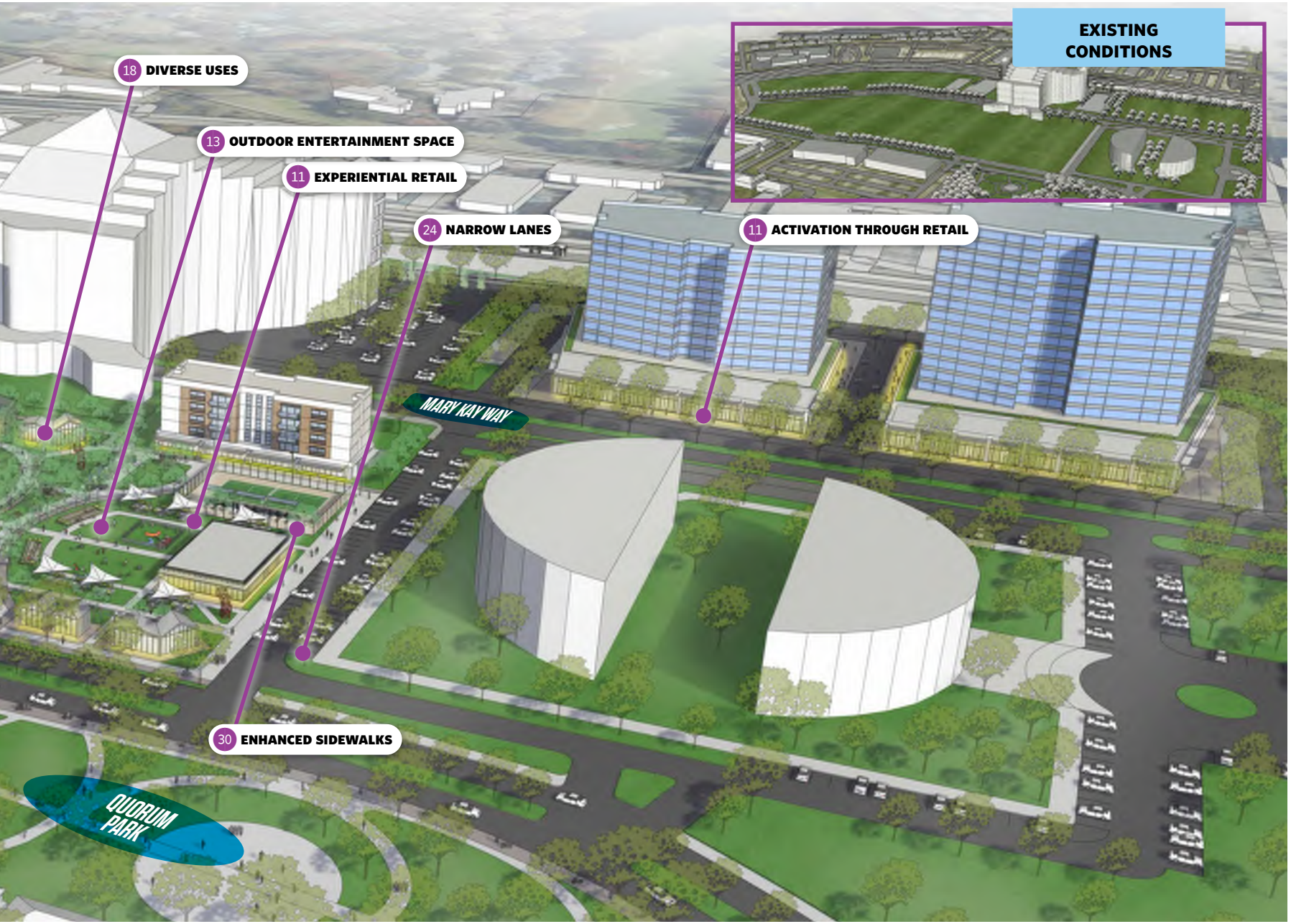


The vacant land along the Tollway offers an opportunity to showcase a more intense, high-density mixed-use development along the Tollway. This concept shows 10-12 story office buildings and condos, each with ground-level retail and rooftop terrace options. Moving west, the rendering includes 4-6 story 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 walkways. 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

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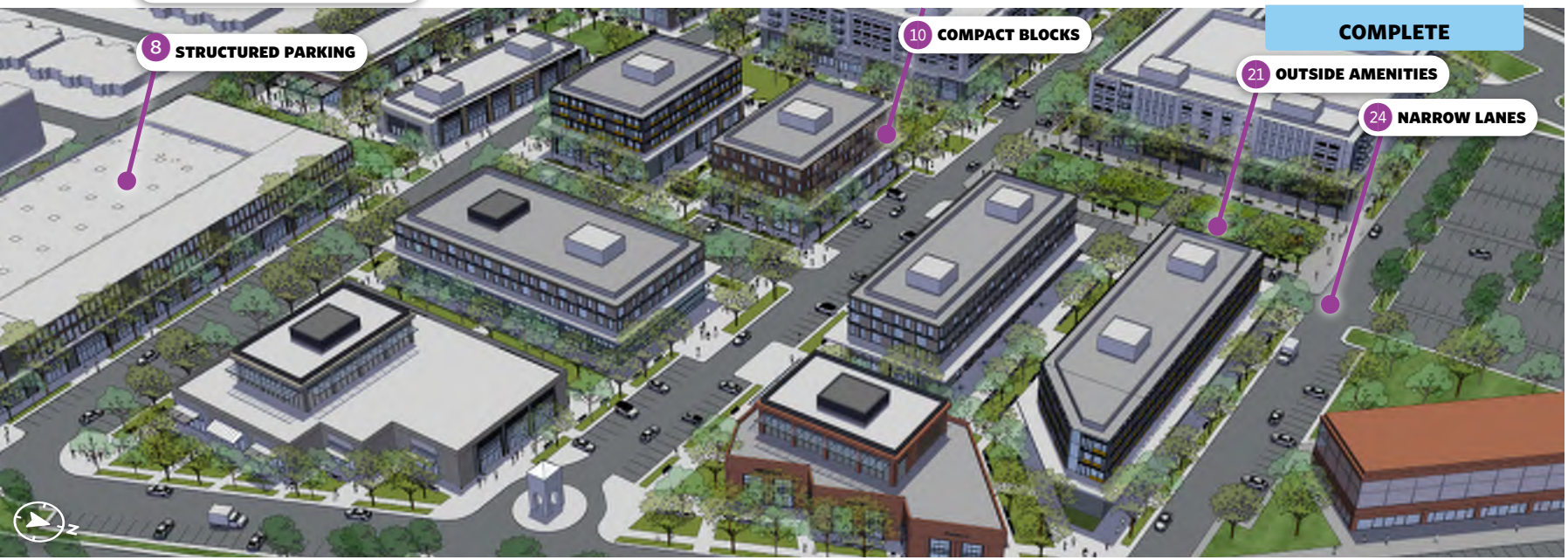

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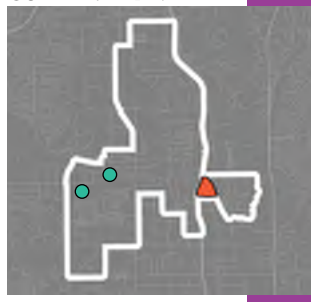


LEGEND

Featured Site
Village on the Parkway

Similar Locations
Addison Town Center

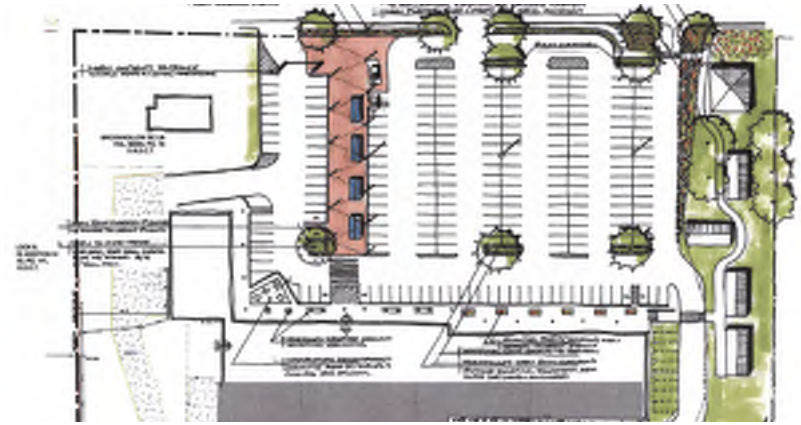
Restaurant Row

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.

1 PARKLET/OUTDOOR SEATING

3 PAINTED CROSSWALK

5 FOOD TRUCKS

2 TEMPORARY/DEMONSTRATION BIKE LANE

4 TEMPORARY CURB BUMPOUT & LANDSCAPING

6 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.

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.***

Addison

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.

Land Use & Development Implementation

p. 210-216

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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.

SNAPSHOT

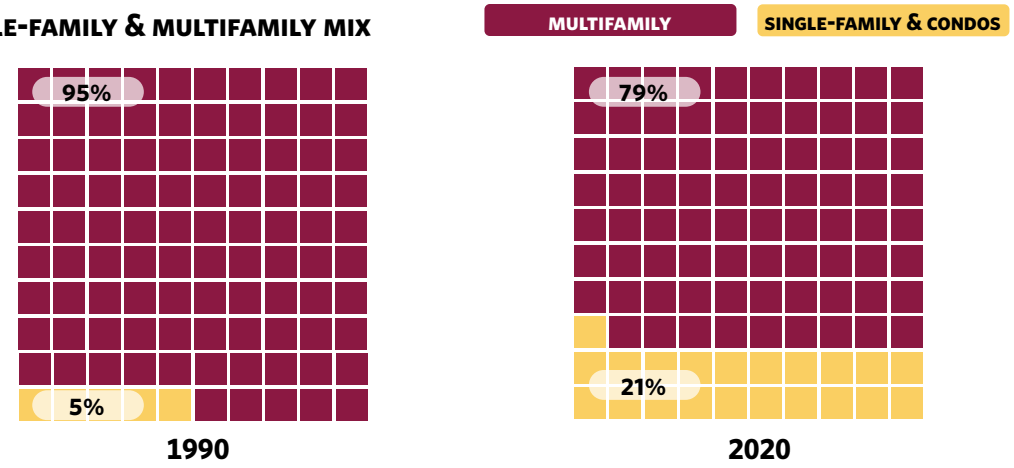
30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

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 2025

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.

Among other factors, like rising construction costs, 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 will support affordability

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

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 e as mobility inf as a variety of ne 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.

Remove page - information not relevant to Addison as community is built-out and market will drive development pattern.

RESIDENTIAL SUBDIVISION

NEIGHBORHOOD

Note

More information on the concepts 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.

"The goal for Addison is to provide greater connectivity options for neighborhoods so residents can choose to reduce car dependency if desired."

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

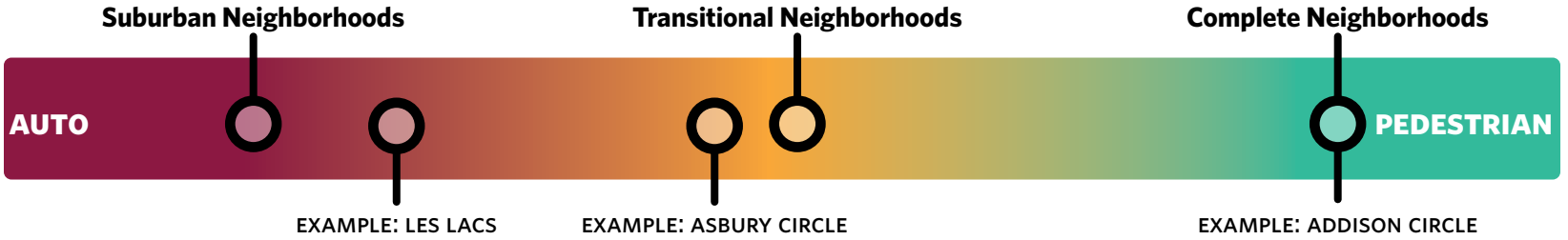
Neighborhoods in Addison range across an auto-oriented to pedestrian-oriented continuum. At one end of the spectrum are suburban neighborhoods, designed primarily for car travel, with homes spaced further apart and limited walkable destinations. On the other end are "complete" neighborhoods, fully pedestrian-oriented, 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 people's homes.~~ As neighborhoods become more pedestrian-friendly, they not only become safer and more inviting but also foster stronger social connections among residents.

Place Types **p. 108-119**

Spectrum of Change **p. 127-129**

NEIGHBORHOOD CONTINUUM

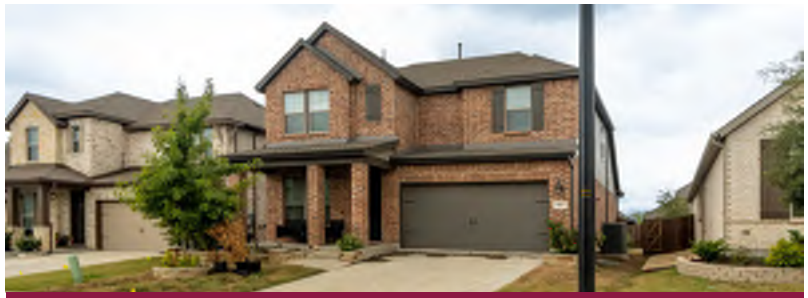


Neighborhood Continuum, Place Types, and Spectrum of Change

Areas identified as the Residential Living Place Type and as Preserve in the Spectrum of Change are more auto-oriented (Suburban Neighborhoods) and are not envisioned to experience much change. The more urban and mixed use areas (Transitional Neighborhoods) 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.

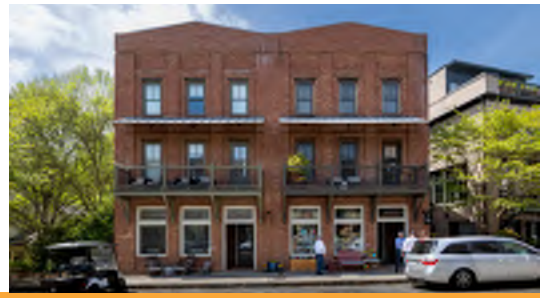
SUBURBAN NEIGHBORHOODS

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 existing 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.

All photos: *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

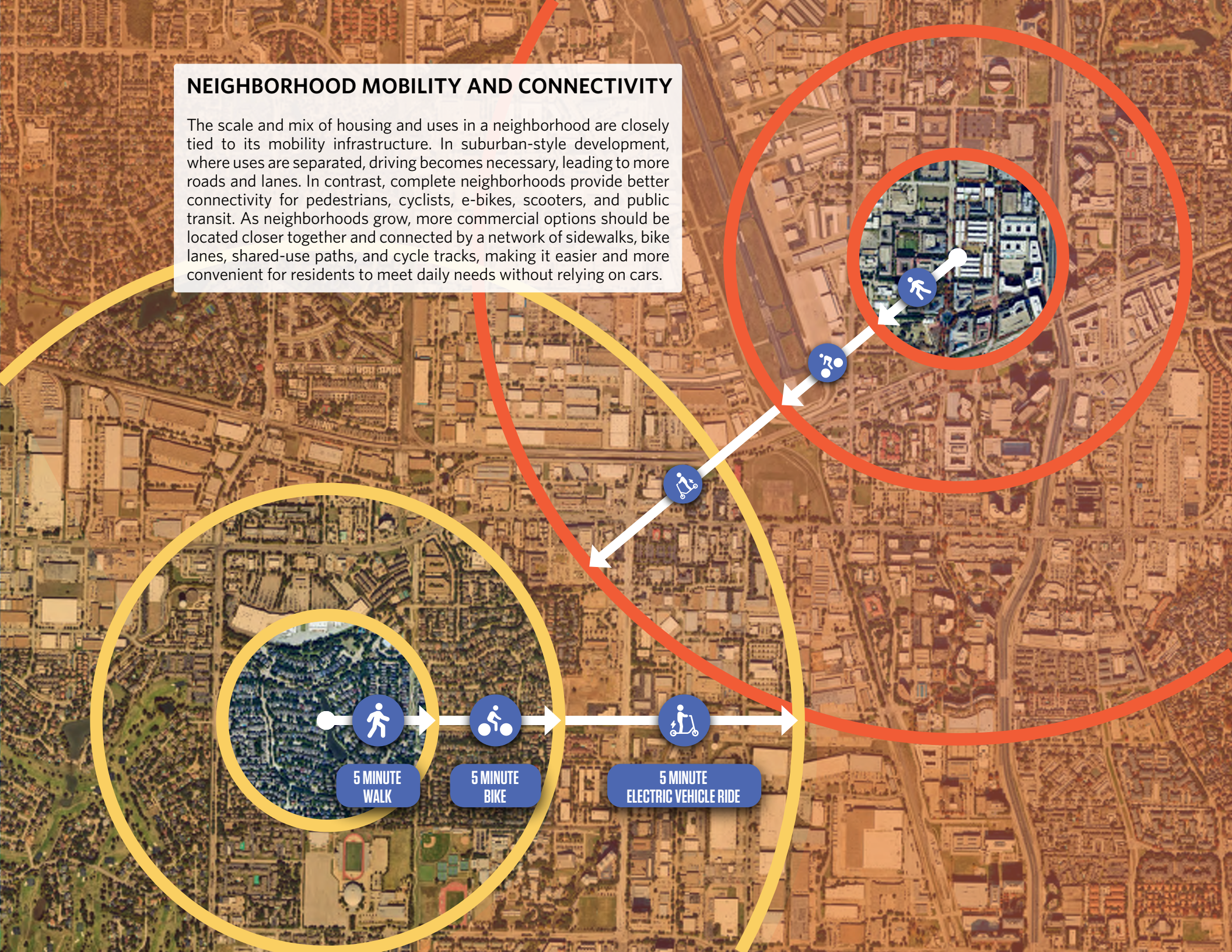
The development zone is the midpoint between the neighborhood and citywide scales, offering services not available locally, like fire stations, community parks, and libraries. It should also provide commercial services that fill gaps in nearby neighborhoods, such as supermarkets.

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.

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.

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.

Add "and address"

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.

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.

Addison's Regional Context
p. 44-45

Additional Information
Advance Addison Market Report

RECOMMENDATIONS

Replace with "have access to"

in accordance with the Place Types and Spectrum of Change Maps.

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.

Housing & Neighborhood Implementation

p. 217-222

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.

Addison

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.

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. 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.

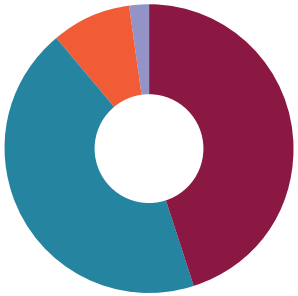
Input received from the majority of residents and business community reinforced the desire for Addison to be an even more walkable and connected town where people can access anything they need safely and conveniently without a car. Improving connectivity and enhancing multimodal options can also support 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



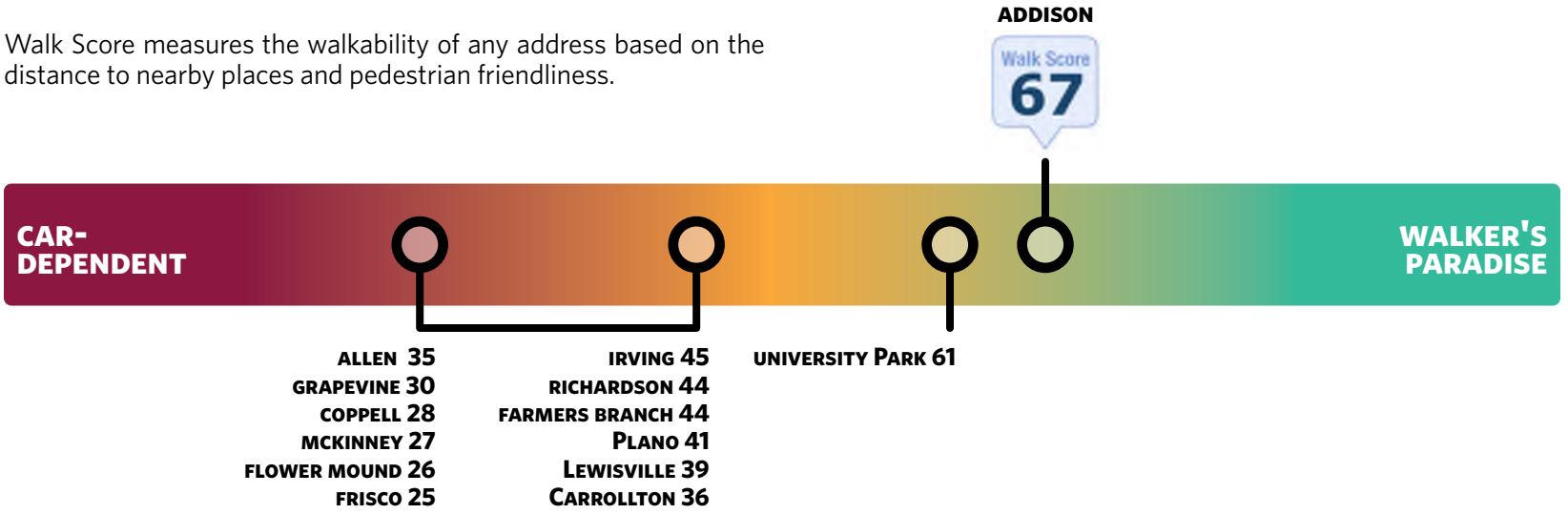
VEHICLES AVAILABLE	%
2 Vehicles	42.1
1 Vehicle	48.9
3 or More Vehicles	7.8
No Vehicles	1.2

Source: ACS 2023 5-Year Estimates, S0801

SNAPSHOT CONTINUED

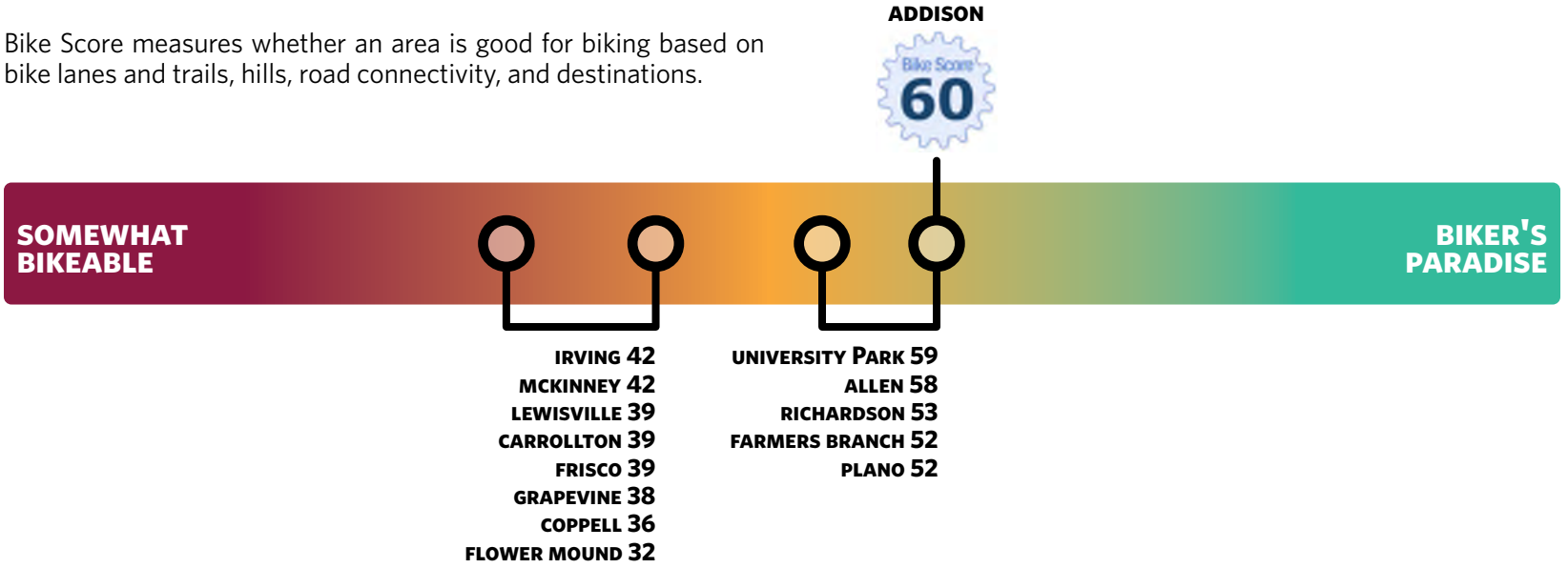
WALK SCORE

Walk Score measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.



BIKE SCORE

Bike Score measures whether an area is good for biking based on bike lanes and trails, hills, road connectivity, and destinations.



Note

The Walk Score and Bike Score data was gathered using the 'Living in CITY' scores rather than specific commute data, since Addison has not been scored as an entire town. As a result, the highest score among the available ranked commutes to downtown was used.

Source: WalkScore.com, April 17, 2025.

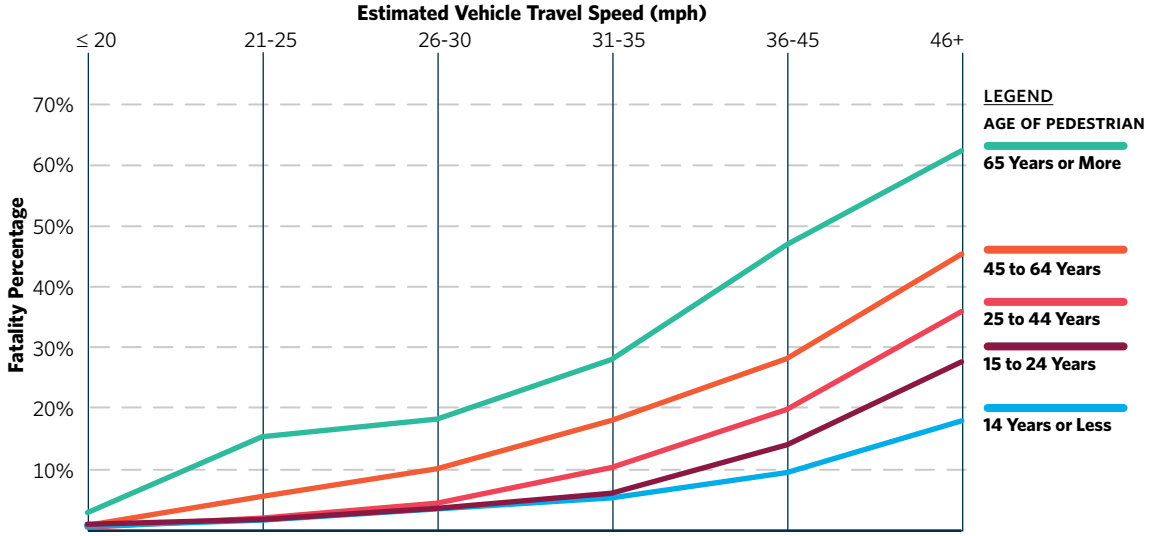
TRAVEL SPEEDS & SAFETY

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

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

The Addison

Pedestrian Connections

~~ADDISON EVENT CENTER~~, ADDISON CIRCLE PARK, COTTON BELT REGIONAL TRAIL, AND OTHER PUBLIC GATHERING SPACES

Anticipated daily ridership (by 2040)

1,205

Parking Spaces Available

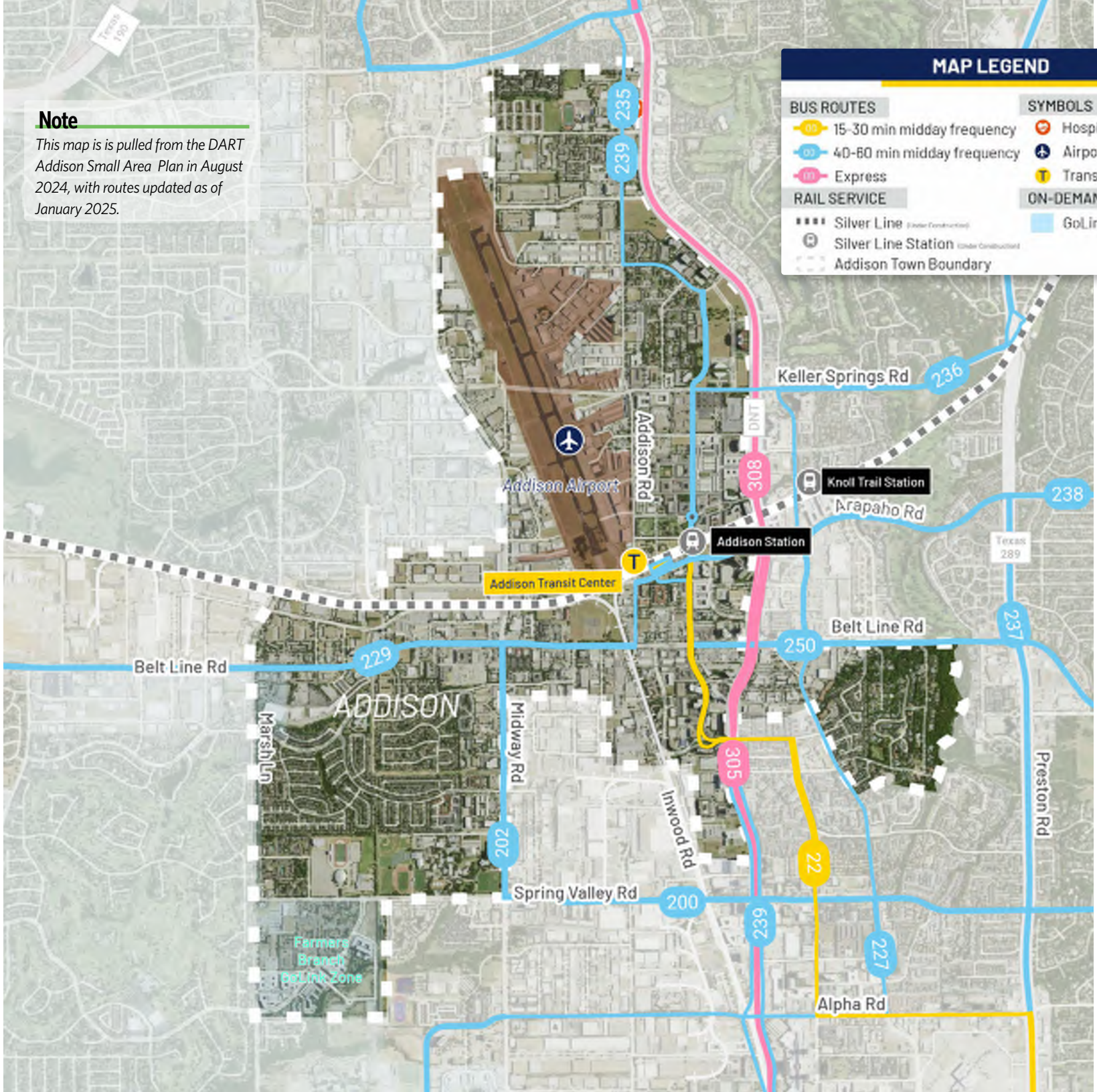
300+

Projected travel times

32 MIN. TO DFW AIRPORT TERMINAL B

27 MIN. TO SHILOH ROAD STATION IN PLANO

Source: DART, July 2024

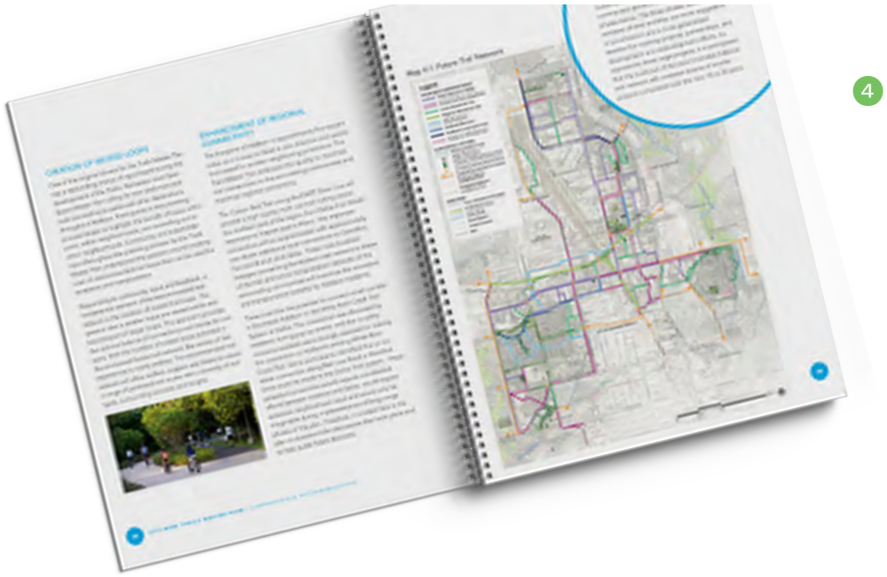

MAP LEGEND
BUS ROUTES
15-30 min midday frequency
40-60 min midday frequency
Express
RAIL SERVICE
Silver Line
Silver Line Station
Addison Town Boundary
SYMBOLS
Hospital
Airport
Transit Center
ON-DEMAND SERVICE
GoLink Service Area
Note
This map is is pulled from the DART Addison Small Area Plan in August 2024, with routes updated as of January 2025.
Keller Springs Rd
Addison Airport
Addison Rd
DNT
Knoll Trail Station
Arapaho Rd
Addison Station
Addison Transit Center
Belt Line Rd
ADDISON
Marsh Ln
Midway Rd
Inwood Rd
Spring Valley Rd
Farmers Branch GoLink Zone
Preston Rd
Alpha Rd
235
239
236
308
238
229
250
237
305
202
200
22
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.

Place Types **p. 108-119**

Traffic Calming **p. 174-176**

Spectrum of Change **p. 127-129**

Active Transportation **p. 179**

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.

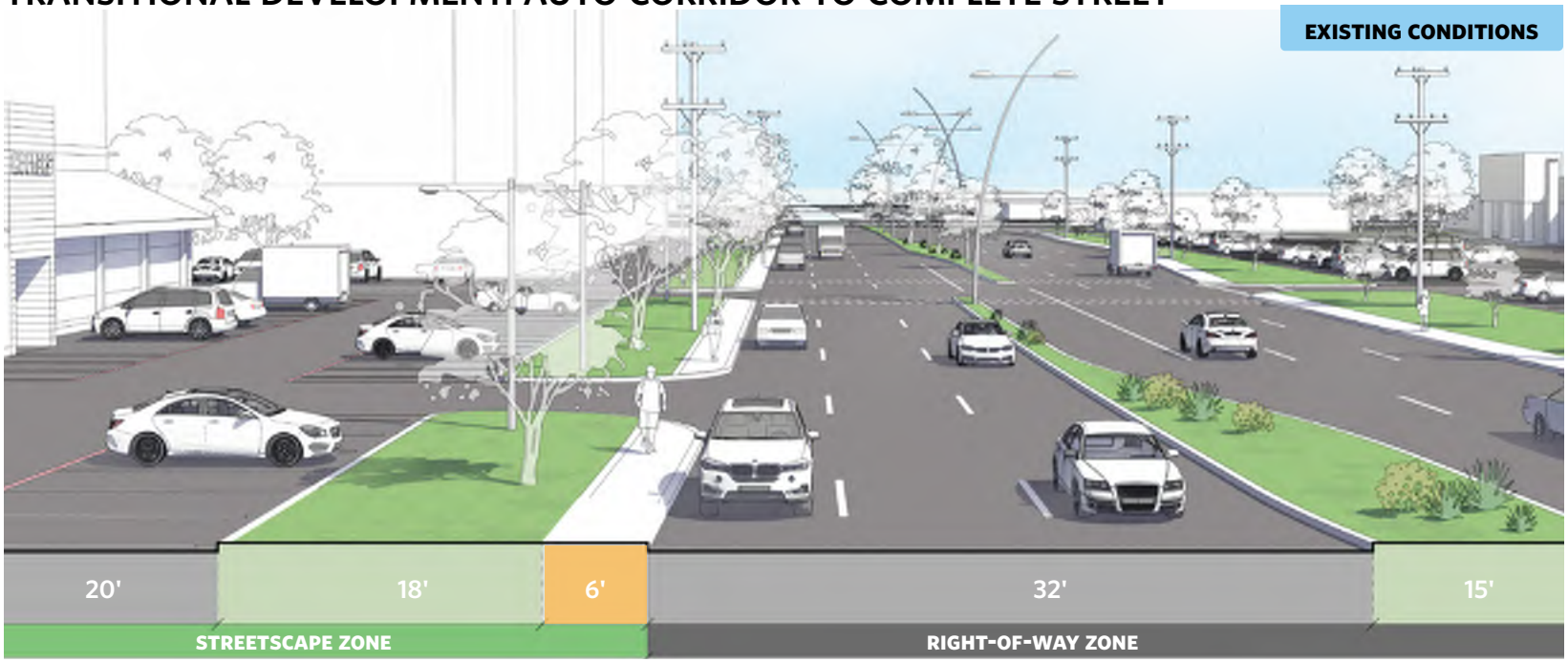
Note

The new 2025 Master Transportation Plan supports the Comprehensive Plan and incorporates modern multi-modal design standards. Together with the Trails Master Plan, Addison's established a framework to build a highly customized, context-sensitive multi-modal system.

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

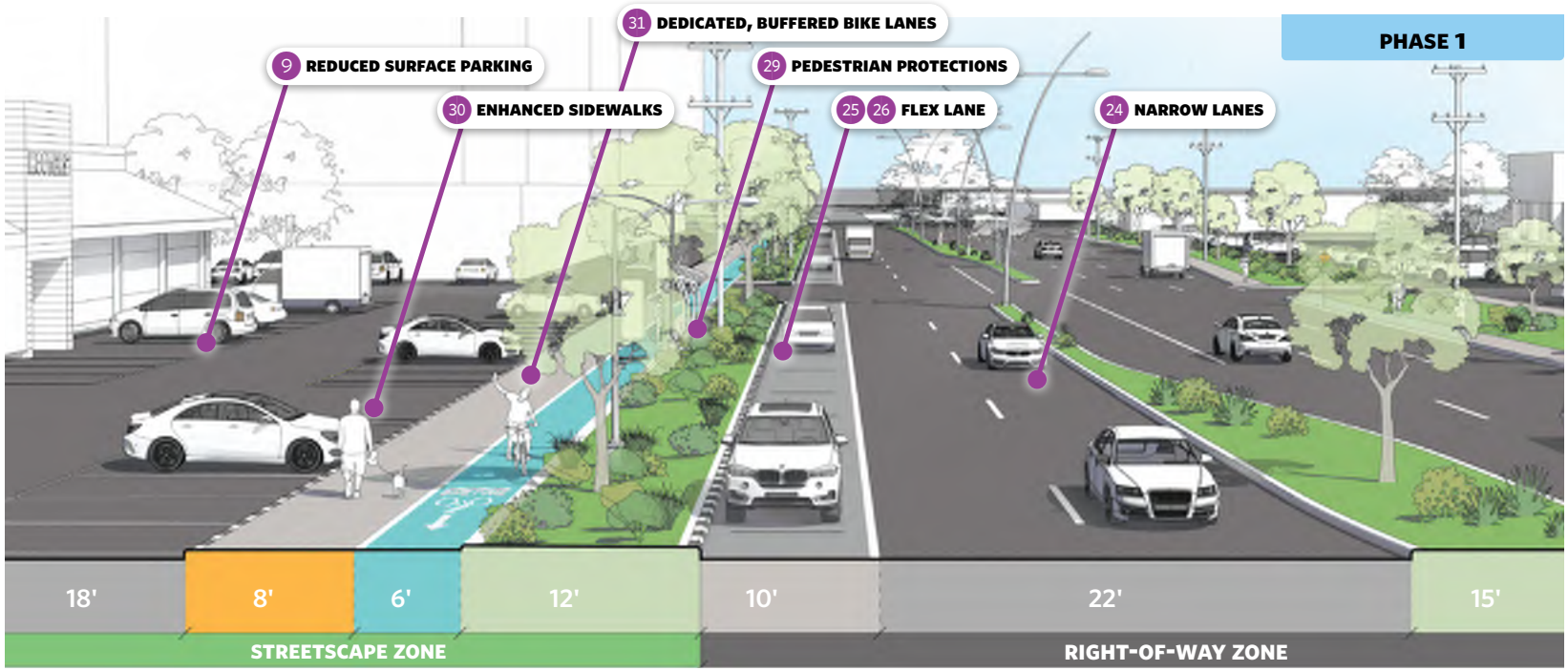
Many of Addison's arterials are currently six-lane roads carrying high-speed traffic, making them unsafe for pedestrians and cyclists. Adjacent development is auto-oriented, with surface parking lots separating buildings from the street. These corridors offer the Town a chance to enhance multimodal mobility and partner with businesses to create more people-friendly, experience-focused environments.

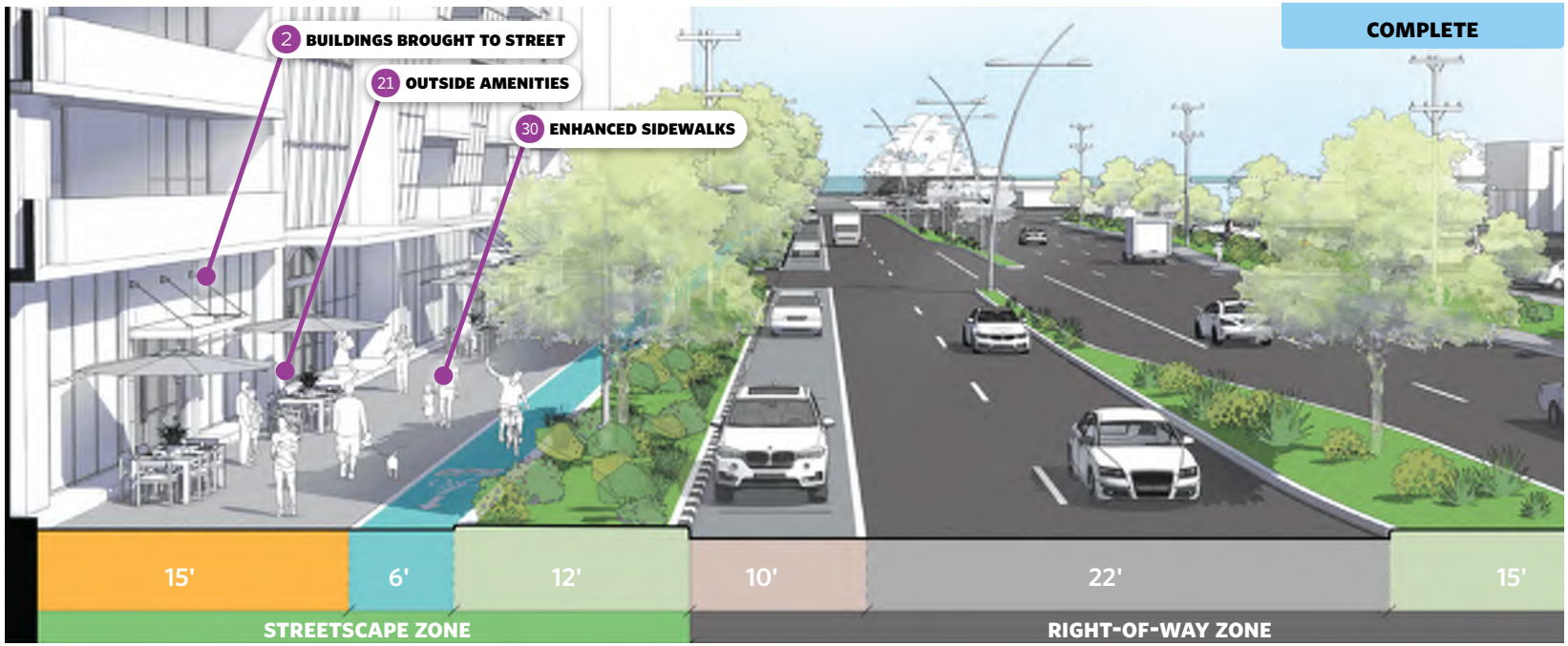
Transformation can happen in phases. ~~These graphics show incremental change over time by first converting an outer lane into on-street parking, transit stops, enhanced landscaping, and separated bike lanes and sidewalks to slow traffic and encourage walking and biking.~~

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.

Neighborhood Typologies
p. 153-156

Add "These graphic show incremental change over time by introducing elements like on-street parking, transit stops, enhanced landscaping, sidewalks, and bike lanes to slow traffic and encourage multimodal activity."





CONTEXT MAP

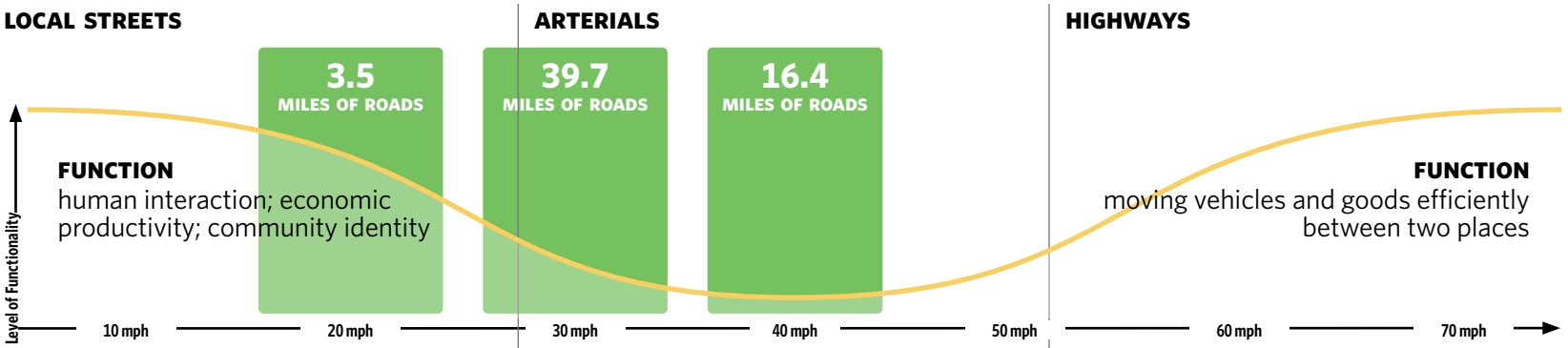
LEGEND

Featured Site
Belt Line Road

Similar Locations
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road

CALMING TRAFFIC IN DIFFERENT CONTEXTS

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.



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.

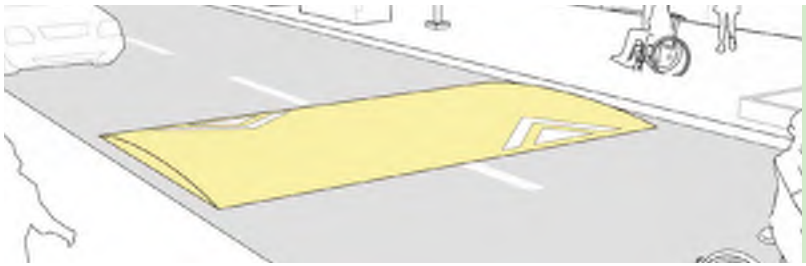
Addison does not have any high speed roads in its town limits other than the Dallas North Tollway. The primary function of a road is to move people and goods quickly between places. Here, the automobile is clearly prioritized and higher speeds are appropriate. In order to maintain safety and traffic 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.

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.



SPEED HUMPS

Speed humps are formed by raising sections of the road to slow cars and match the target street speed. This targeted speed reduction helps pedestrians and cyclists in and around rights of way become more noticeable to drivers.

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.

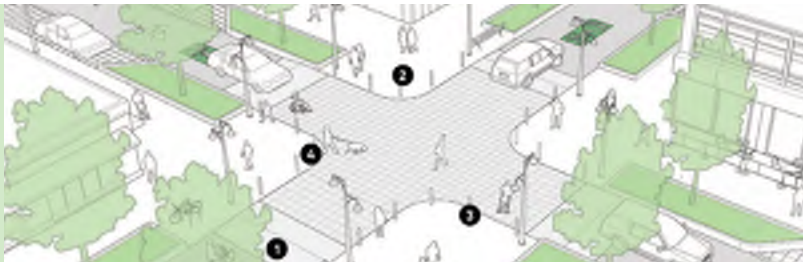
Note

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

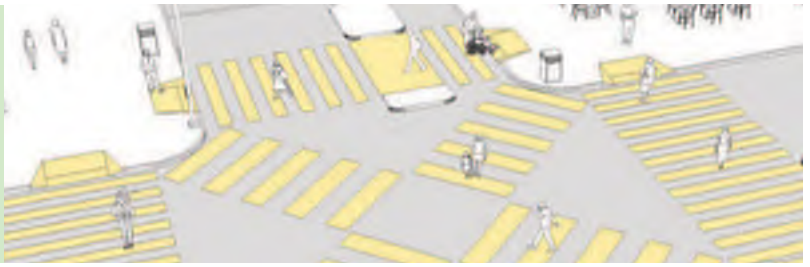
INTERSECTION ENHANCEMENTS

Design elements like raised intersections, curb extensions, bollards, and small turn radii help to increase pedestrian visibility and slow vehicle speeds.



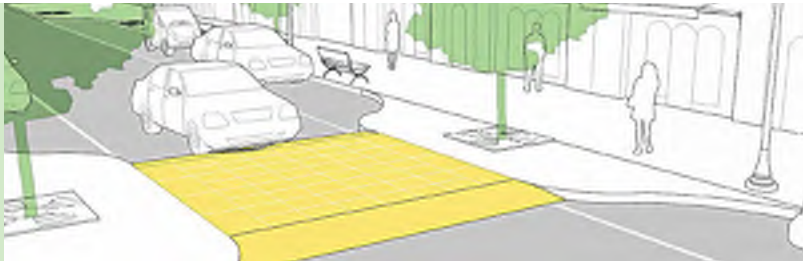
PEDESTRIAN SCRAMBLES

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.



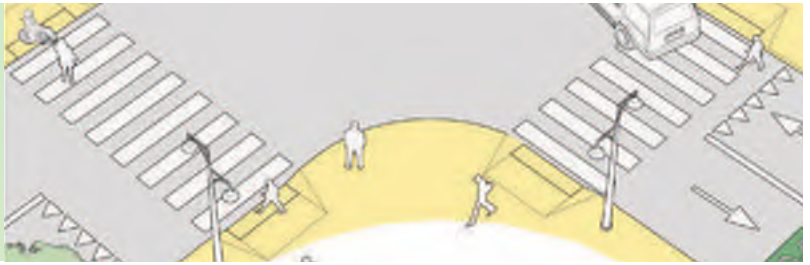
RAISED INTERSECTIONS

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.

ADDISON STATION TOD BOUNDARIES

Google Earth

Completing Neighborhoods **p. 159**

Neighborhood Mobility & Connectivity **p. 160**

Additional Information **Advance Addison Market Report**

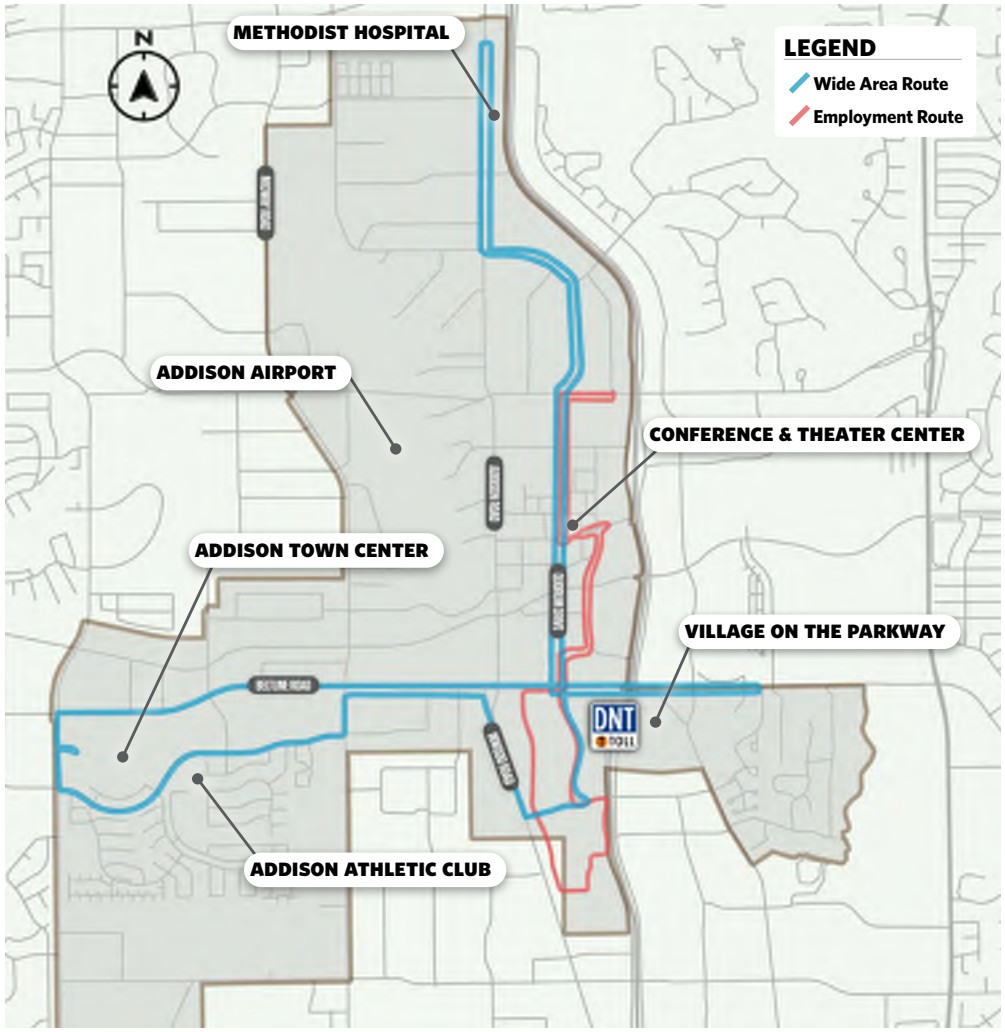
CREATING A LOCAL CIRCULATOR

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, during recent engagement activities, both employers and residents expressed strong support for an Addison-branded circulator service 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

Addison's

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

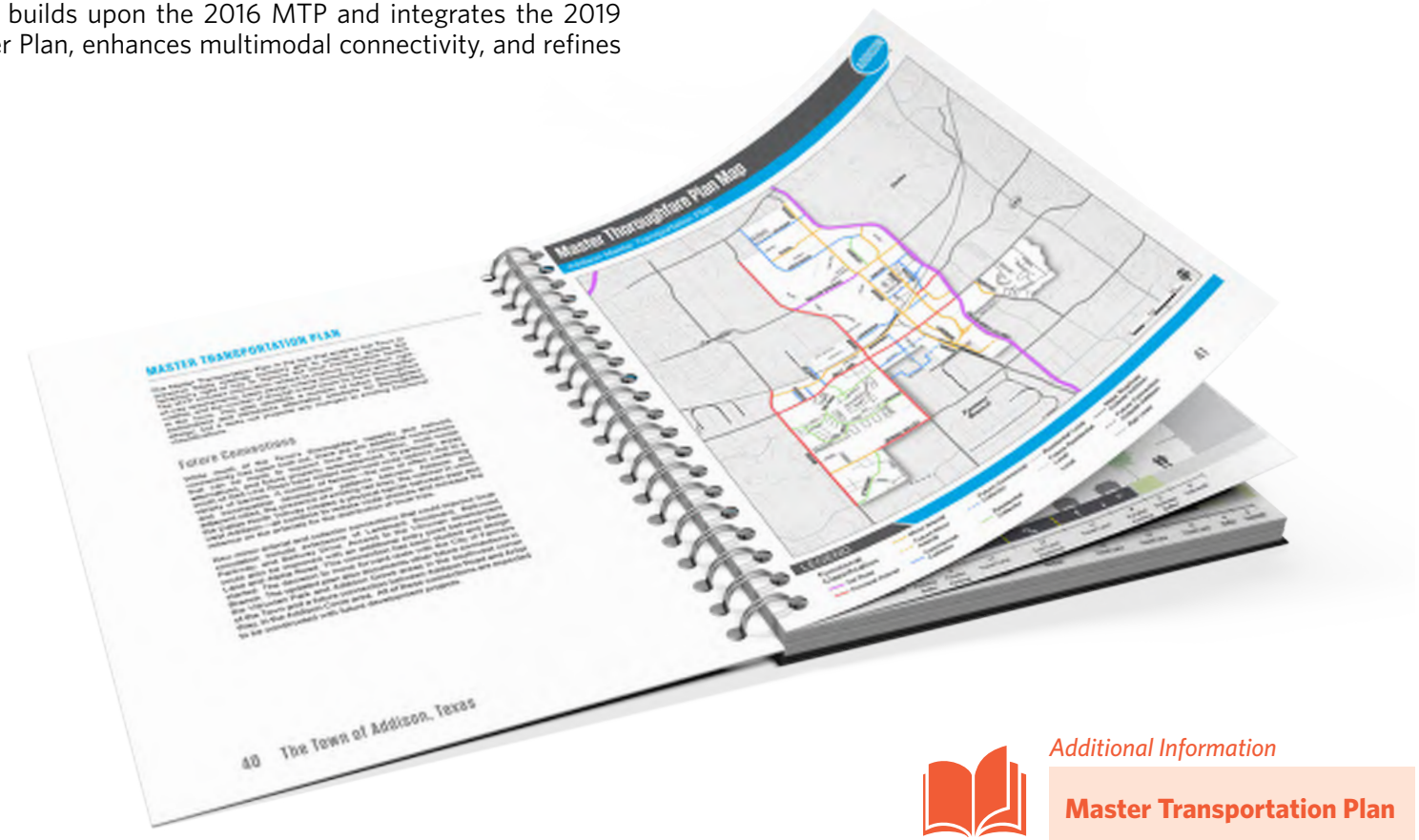
INDIANAPOLIS CULTURAL TRAIL **INDIANAPOLIS, INDIANA**

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.



Additional Information

Master Transportation Plan

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.

Replace with "Addison is entering an exciting new chapter, moving toward becoming a community where walking, biking, and public transit are natural, convenient choices. With limited space for expanding roads and parking, the town's future growth offers an opportunity to focus on a more balanced transportation system. By investing in a variety of travel options, Addison can create a connected network that supports residents and visitors, encourages active lifestyles, and helps manage traffic over time."

RECOMMENDATIONS

Addison

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/pedestrian 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-mobility 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.

Mobility & Connectivity Implementation

p. 223-230

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 in the Implementation Plan to indicate, within the Comprehensive Plan, that the tenets of that newly adopted detailed plan are a focus of this plan as well.

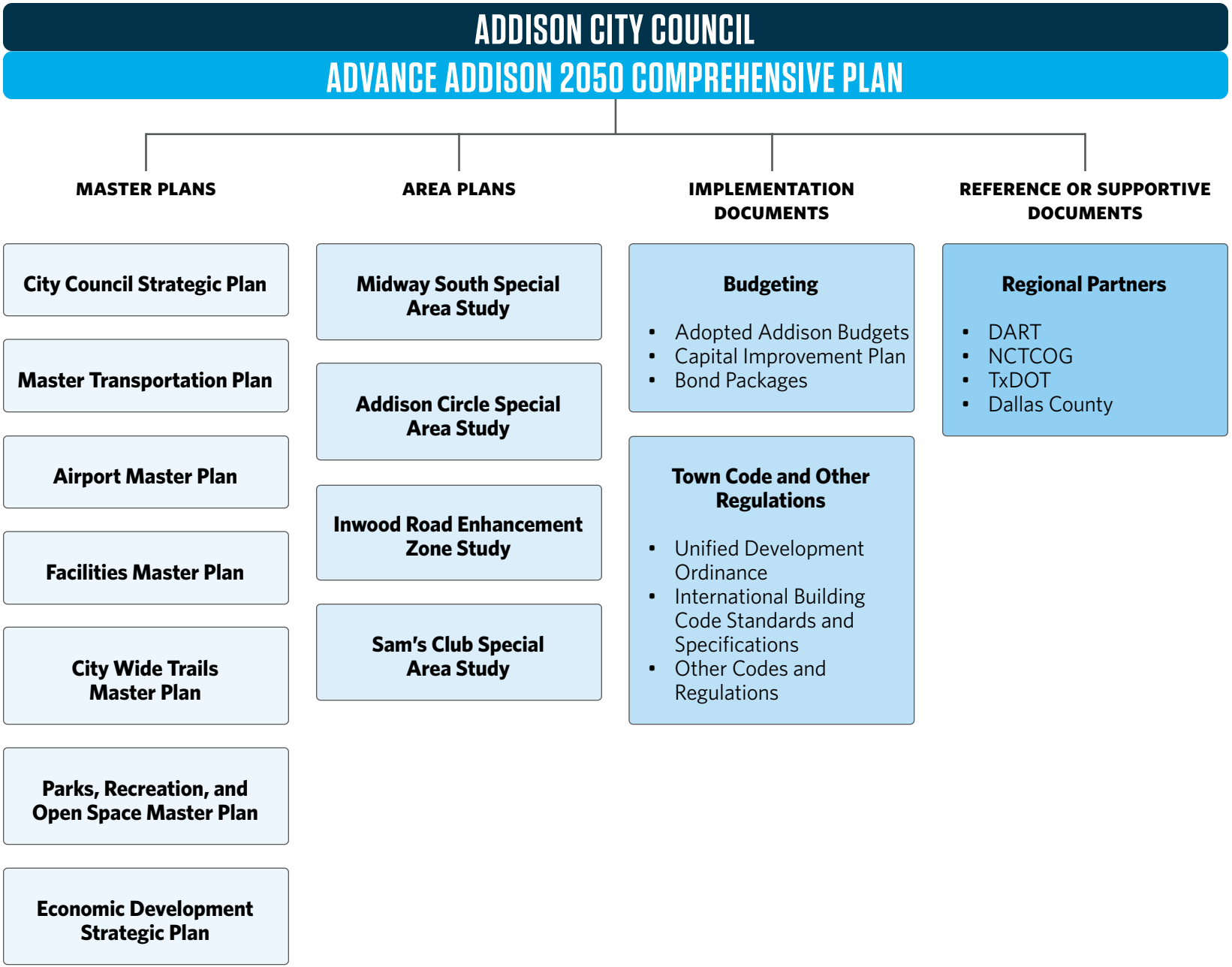
PLAN TYPES

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.


ADDISON CITY COUNCIL
ADVANCE ADDISON 2050 COMPREHENSIVE PLAN
MASTER PLANS
City Council Strategic Plan
Master Transportation Plan
Airport Master Plan
Facilities Master Plan
City Wide Trails Master Plan
Parks, Recreation, and Open Space Master Plan
Economic Development Strategic Plan
AREA PLANS
Midway South Special Area Study
Addison Circle Special Area Study
Inwood Road Enhancement Zone Study
Sam's Club Special Area Study
IMPLEMENTATION DOCUMENTS
Budgeting
Adopted Addison Budgets
Capital Improvement Plan
Bond Packages
Town Code and Other Regulations
Unified Development Ordinance
International Building Code Standards and Specifications
Other Codes and Regulations
REFERENCE OR SUPPORTIVE DOCUMENTS
Regional Partners
DART
NCTCOG
TxDOT
Dallas County

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 Road 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 Trail 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 nodes 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

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

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. throughout town

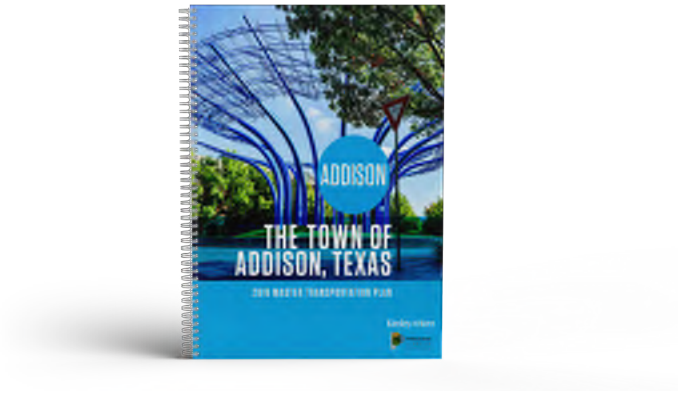
6. Prioritize walkability and connectivity infrastructure projects as a primary driver for investment and redevelopment.

Additional Information

Economic Development Strategic Plan

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 Dallas North Tollway)
- 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

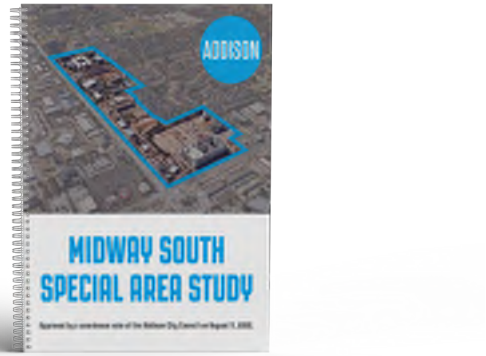
1. Continue to advocate for the timely construction of rail to connect Addison with points east and west.
2. Explore the possibility of a partnership between DART, the Town, area hotels and restaurants, and major employers to develop a local shuttle/circulator system.
3. Rebuild the parkway along Belt 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

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

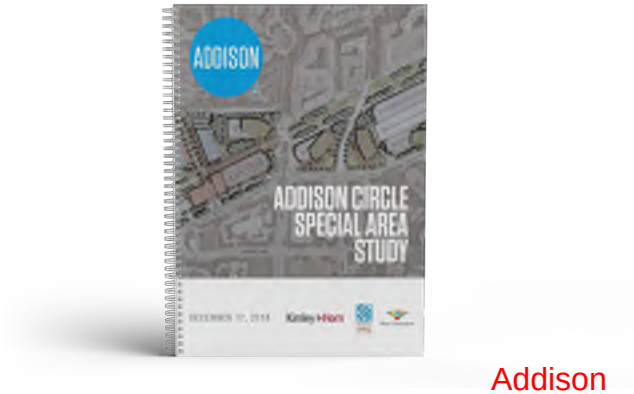
1. Create a network of connected trails and open spaces and orient development to engage and activate public open space destinations.
2. Allow building heights and uses that respect the existing neighborhoods and recognize market potential.
3. Accommodate lifecycle housing options for a broad range of 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



Addison

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.

Addison

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

Silver Line

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.

Silver Line Addison

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

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.

Related Plans & Initiatives Implementation

p. 231-234

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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

Addison will implement this Plan by 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 as short term, 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.

MEASURES OF SUCCESS & REPORTING

The Advance Addison 2050 dashboard should be an online interactive dashboard that serves as the public-facing tool to track the progress and implementation of the Comprehensive Plan. It will provide real-time updates (on a regular basis) on key metrics tied to the Plan's recommendations, offering transparency and accountability. The dashboard will also visually highlight which actions from the Plan have been completed and which are still in progress, ensuring continuous monitoring of success and areas for improvement. Regular updates will allow stakeholders to stay informed and engaged with the Plan's ongoing implementation.

Additional Information

Advance Addison 2050 Dashboard

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.

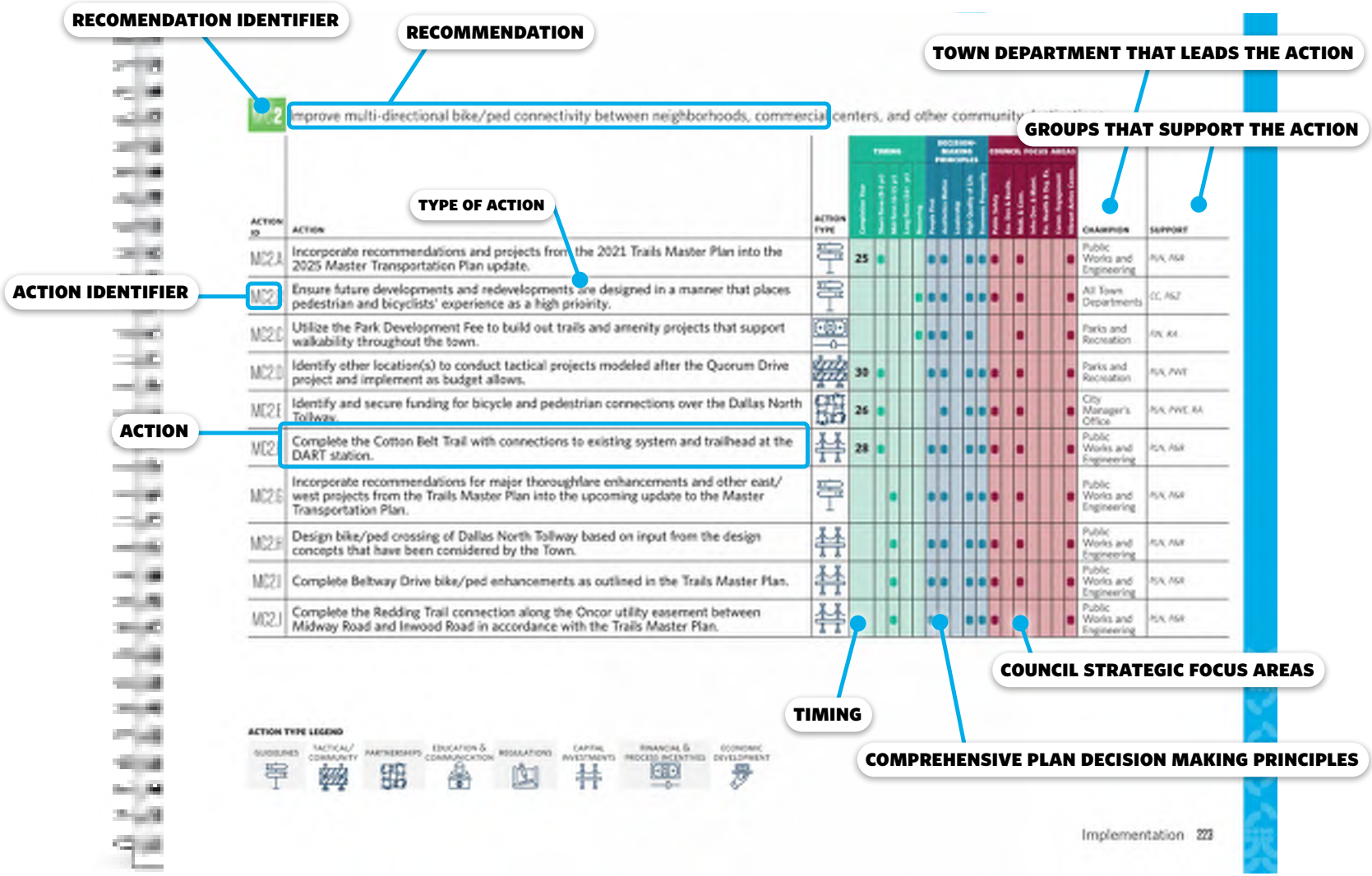
Level 3

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

ELEMENTS OF THE IMPLEMENTATION PLAN

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 a General recommendation below highlights the location of each element within the implementation tables.



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. 20

Refining & Updating this Plan p. 19

ACTIONS

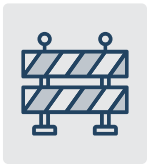
Actions are specific tasks designed to achieve the recommendation they support.

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 town 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 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

Decision-Making Principles

p. 20

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

Additional Information

City Council Strategic Plan

TIMING

The Year column indicates the recommended completion year for short-term actions (represented as a two-digit year). For recurring actions, it lists the initial completion year, with the repetition schedule noted in the following columns. 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.

CHAMPIONS AND SUPPORTERS CONTINUED

Marketing & 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 & Zoning Commission (P&Z) The Town advisory body that considers and makes recommendations in matters related to land use, zoning and platting.

Parks & 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 & 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).

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.~~ in accordance with the Place Types and Spectrum of Change Maps.
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.

Land Use
p. 99-148

Housing & Neighborhoods
p. 149-162

Addison

MOBILITY & CONNECTIVITY

1. Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.
2. Improve multi-directional bike/ pedestrian connectivity between neighborhoods, commercial centers, and other community destinations.
3. Reimagine Addison's arterial roadways as beautified, functional, multi-mobility 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.

Mobility & Connectivity
p. 163-182

Related Plans & Initiatives
p. 183-194

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.***

Addison's

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.~~

G1 Embrace the Comprehensive Plan as the centerpiece for all plans and decision-making.

ACTION ID	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
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 & 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 residents and business community and track ratings while using them to inform governing decisions.						●			●							●	●	●	Marketing & 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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G2 Establish and apply tools to collect data and assess projects and initiatives.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G3 Leverage Addison's location and assets to cultivate and expand a more resilient and self-sustaining local economy and workforce.

ACTION ID	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 ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G5 Seek opportunities to make the Town more environmentally resilient.

ACTION ID	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
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.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

G7 Continue to invest in and maintain Addison's infrastructure systems.

ACTION ID	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
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 ID	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
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*

ACTION TYPE LEGEND

GUIDELINES · TACTICAL/ COMMUNITY · PARTNERSHIPS · EDUCATION & COMMUNICATION · REGULATIONS · CAPITAL INVESTMENTS · FINANCIAL & PROCESS INCENTIVES · ECONOMIC DEVELOPMENT

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.***

Addison

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.

Add link to Land Use Planning Component

LU1 Utilize Place Types, Spectrum of Change, and complete neighborhoods as the primary land use planning tools..

ACTION ID	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.

ACTION ID	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
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 & 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. Move to Short Term				●			●		●		●			●					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*

Remove LU2.H.

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

LU3 Transform autocentric places into more pedestrian friendly, mixed-use destinations.

ACTION ID	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.		
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 ID	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 & 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 & 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 & 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 ID	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 ID	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 ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HOUSING & NEIGHBORHOODS RECOMMENDATIONS

Replace with "have access to"

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.

Add link to Housing Planning Component

HN1 Support the creation of complete and cohesive neighborhoods ~~throughout the Town~~ in accordance with the Place Types and Spectrum of Change maps.

ACTION ID	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
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, as part of the neighborhood planning process outlines in HN1.A.			●				●	●		●	●						●		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

Formatting updated to be consistent.

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.

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HN2.A	Conduct a neighborhood safety and mobility assessment to gather resident's and stakeholders' feedback regarding their transportation needs and preferences.	TACTICAL/ COMMUNITY	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.	TACTICAL/ COMMUNITY					●	●			●				●			●		Public Works and Engineering	*CC, MKT, PLN, P&R, VOL*
HN2.C	Adopt budget items to implement identified strategies permanently.	CAPITAL INVESTMENTS			●			●			●				●					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 ID	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. & Comm.	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.	EDUCATION & COMMUNICATION					●	●										●		Planning Division	*CC, MKT*
HN3.B	Offer technical assistance and streamlined permitting processes for those seeking infill housing projects within existing neighborhoods.	REGULATIONS					●			●	●			●						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.	GUIDELINES	27	●						●	●			●					●	Planning Division	*CMO, ED*

ACTION TYPE LEGEND

GUIDELINES · TACTICAL/ COMMUNITY · PARTNERSHIPS · EDUCATION & COMMUNICATION · REGULATIONS · CAPITAL INVESTMENTS · FINANCIAL & PROCESS INCENTIVES · ECONOMIC DEVELOPMENT

HN4 Provide denser housing options in Addison's urban and transitional areas.

ACTION ID	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
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, ~~requiring a portion of new development to be set aside for affordable housing.~~					●		●			●	●		●						Planning Division	*CC, CMO, P&Z*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN5 Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.

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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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

HN6 Create more places for intentional gathering and recreation within existing and new neighborhoods.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MOBILITY & CONNECTIVITY RECOMMENDATIONS

Addison

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.

Addison

MC2 ***Improve multi-directional bike/pedestrian 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-mobility 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.

Add link to Mobility Planning Component

Addison

MC1 Make the DART Silver Line station the hub of an incrementally-built out multi-mobility system.

ACTION ID	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.		
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC2 Improve multi-directional bike/pedestrian connectivity between neighborhoods, commercial centers, and other community destinations.

ACTION ID	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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC2 Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community destinations.

Continued From Previous Page

ACTION ID	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.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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC3 Reimagine Addison's arterial roadways as beautified, functional, multi-mobility corridors that complement the redevelopment we seek along them.

ACTION ID	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.		
MC3.A	When designing intersection reconfigurations, prioritize pedestrian comfort and safety 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

GUIDELINES · TACTICAL/ COMMUNITY · PARTNERSHIPS · EDUCATION & COMMUNICATION · REGULATIONS · CAPITAL INVESTMENTS · FINANCIAL & PROCESS INCENTIVES · ECONOMIC DEVELOPMENT

MC4 Make safe movement of cars, bikes, and pedestrians on arterials the priority.

ACTION ID	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 Master Transportation Plan (MTP).		25	●				●	●		●		●		●				●	Public Works and Engineering	*PLN*
MC4.C	Identify intersections and implement the appropriate traffic calming measurements identified in the 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*

Replace with "Consider a pilot program for adaptive restriping along roadways".

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC5 Design neighborhood streets to prioritize people, place and productive development.

Update Action IDs.

Remove MC5.A. This was already completed with UDC.

Replace with "encourage"

ACTION ID	ACTION	ACTION TYPE	TIMING: Completion Year	TIMING: Short-Term (0-5 yr)	TIMING: Mid-Term (6-15 yr)	TIMING: Long-Term (16+ y r)	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
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

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

MC6 Facilitate build-out of Addison as a major North Dallas transportation Hub.

ACTION ID	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*

ACTION TYPE LEGEND

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.

Add link to Supporting Plans Planning Component

RP1 Continue to implement recommendations outlined in existing plans per the specified timelines.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

RP2 Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

ACTION ID	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
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*

ACTION TYPE LEGEND

GUIDELINES | TACTICAL/ COMMUNITY | PARTNERSHIPS | EDUCATION & COMMUNICATION | REGULATIONS | CAPITAL INVESTMENTS | FINANCIAL & PROCESS INCENTIVES | ECONOMIC DEVELOPMENT

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GLOSSARY

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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.

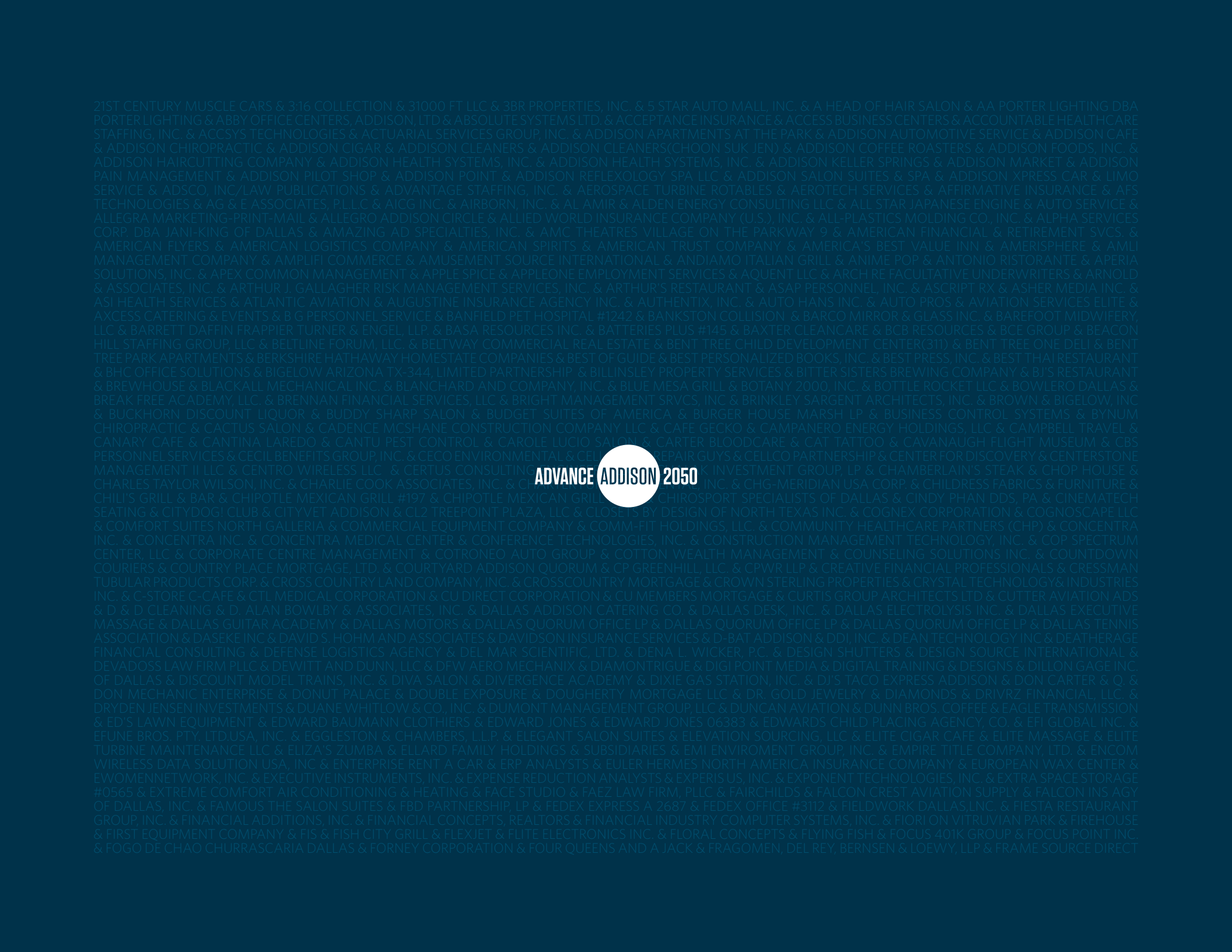
(Transit Oriented Development Institute. (2018). Transit Oriented Development. Tod.org. http://www.tod.org/)

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)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