



Addison City Council Meeting

February 10, 2026

Addison Town Hall

15600 Addison Road

Addison, Texas 75001

**AMENDED 2/11 at 1:14 PM - Addition of Council Q&A document to
WS Item #3a**

AMENDED 2/5 at 8:57 AM - Removal of Closed Meeting Item

Email comments may be submitted using the Public Comment Form located on Addison's website by 3:00 PM on the meeting day. The meeting will be live-streamed at www.addisontx.gov.

WORK SESSION

The Addison City Council will convene in the Town Hall Work Session Room beginning at 5:30 PM.

1. **Call Meeting to Order and Announce that a Quorum is Present.**
2. **Public Comment.** The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.
3. **Council Member Clarification Requests Regarding Consent Agenda Items.**
 - a. Council Questions & Answers.
4. **Work Session Reports**
 - a. Present and discuss a follow-up from the 2026 City Council Strategic Planning Session.
 - b. Present and discuss transit options in Addison.

COUNCIL MEETING

The Addison City Council will convene for a Council Meeting beginning at 7:00 PM in the Town Hall Council Chambers.

1. **Pledge of Allegiance.** United States and Texas Flags
2. **Proclamations / Presentations**
 - a. City Manager's Announcements.
 - b. Employee Recognition.
3. **Public Comment.** The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.
4. **Consent Agenda.** All items listed under the Consent Agenda are considered routine by the City Council and will be enacted by one motion with no individual consideration. If individual consideration of an item is requested, it will be pulled from the Consent Agenda and discussed separately.
 - a. Consider action on the Minutes from the January 27, 2026 Regular City Council Meeting.
 - b. Consider action on the Minutes from the January 30, 2026 City Council Strategic Planning Session.
 - c. Consider action on a Resolution authorizing the submission of a grant application with the Office of the Governor for the Edward Byrne Memorial Justice Assistance Grant Program Fiscal Year 2027 (Grant No. 5731201) to Purchase Mobile Radar Units and Ballistic Shields to be used for Public Safety; and authorizing the City Manager to administer the grant.
 - d. Consider action on a Resolution authorizing the submission of a grant application with the Office of the Governor for the Rifle-Resistant Body Armor Grant Program (Grant Number 5703501) to purchase new or replace existing body armor that has reached the end of its service life; and authorizing the City Manager to administer the grant.
5. **Public Hearings.**
 - a. Hold a public hearing, present, discuss, and consider action on a request to rezone a 0.729-acre property, located at 1 Commercial Drive, from Mixed-Use Suburban (M-2) to Commercial Limited (CL) zoning district, to construct a multi-tenant building. Case 1946-Z / 1 Commercial Drive Rezoning.

- b. Hold a public hearing, present, discuss, and consider action on a request to rezone ±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas. Case 1947-Z/Addison Junction (TOD).
- c. Hold a public hearing, present, discuss, and consider action on Ordinance adopting a new Comprehensive Plan, Advance Addison 2050, and replacing the 2013 Comprehensive Plan, but maintaining the special area plans, as amended; establishing policy goals for land use, housing, transportation, economic development and community facilities.

6. **Items for Individual Consideration.**

- a. Present, discuss, and consider action on a Resolution approving a construction services agreement with Construction Solutions USA, LLC for the renovation of the outdoor pool restroom at the Addison Athletic Club and authorize the City Manager to execute the agreement in an amount not to exceed \$165,164.26 and establish a total project construction budget of \$181,680.
- b. Present, discuss, and consider action on an Ordinance by the Town of Addison, Texas calling a Bond Election to be held within the town; making provisions for the Conduct and the Giving of Notice of the Election; and containing other provisions relating thereto. A draft of the election order reflecting the proposed amount and scope of the proposition is available for review at <https://www.addisontx.gov/Government/Meetings-Agendas> or upon request to Valencia Garcia, City Secretary. The final amount and the scope of any proposition to be presented to the voters is within the discretion of the City Council.
- c. Present, discuss, and consider action on an Ordinance calling and ordering the May 2, 2026 General Election.

7. **Items of Community Interest.** The City Council will have this opportunity to address items of community interest, including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition; a reminder about an upcoming event organized or sponsored by the Town of Addison; information regarding a social, ceremonial, or community event that was or will be attended by an Addison City Council member or an official; and, announcements involving an eminent threat to public health and safety in Addison that has arisen since posting this agenda.

8. **Adjourn Meeting.**

NOTE: The City Council reserves the right to meet in a Closed Meeting at any time during this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551. Any decision held on such matters will be conducted in an Open Meeting following the conclusion of the Closed Meeting.

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: Valencia Garcia, City Secretary

Date posted: February 4, 2026 Time posted: 6:41 PM

Date removed from bulletin board: _____

Removed by: _____

2026 City Council Regular Meeting**3. a.****Meeting Date:** 02/10/2026**Department:** City Manager

AGENDA CAPTION:

Council Questions & Answers.

BACKGROUND:

The Council Questions and Answers document, along with any handout(s) provided during the meeting, will be attached below. Due to the requirement to post the agenda prior to these attachments being created, the Council Questions and Answers document will be uploaded just prior to the meeting. Any handouts presented during the meeting will be added on the next business day.

FISCAL IMPACT

N/A

RECOMMENDATIONInformation only.

AttachmentsAnswers to Council Questions - February 10, 2026



Answers to Council Questions – February 10, 2026

Work Session

Item #6b. Present and discuss transit options in Addison.

Question 1: On slide 4, Can we get the high-resolution PDF with the Addison overlay? The original is here https://dartorgcmsblob.dart.org/prod/docs/default-source/dart-maps/l3_276-5898-0825-gopass-fy25---maps-update---updated-system-map.pdf?sfvrsn=babb88f4_12, but I would like the one used in the slide with the overlay.

Response: The high-resolution PDF is attached with this document and [linked here](#).

Question 2: Please provide the full dataset behind the 2023 DART On Board Survey on slide 14.

Response: Full dataset is attached with this document and [linked here](#).

Question 3: Could staff please provide a matrix of service options for the mobility options/vendors being considered? Here are some of the options to consider.

- Timely (Average 10 minute pickup)
- App that lets the rider know the location of the driver, proximity from pickup location and estimated pickup time.
- Cashless
- Connected (Addison & DFW)
- Affordable (\$3.00 - \$4.00 per rider)
- Daily, Weekly and Monthly Pass options that offer discounted rates for heavy users.
- No surge pricing
- TIP or no TIP
- On Demand
- Curb to Curb services
- Ability to book a ride for pickup or scheduling in advance
- Custom Branding (Vehicles & App)
- App offered via Apple App Store & Google Play Store
- Vehicle
 - Type (i.e., car, minivan, van, shuttle, bus, etc.)
 - Autonomous
 - Number or Seats per vehicle type
 - Sustainability (Hybrid, EV, or CNG)
 - Clean
 - Safety
 - Video surveillance for the protection of the riders and driver.



Answers to Council Questions – February 10, 2026

- Bike racks
- Paratransit
- Days and hours of service
- Number of vehicles
- Cost to the Town
- Launch time frame

Response: The options matrix is attached with this document and [linked here](#).

Public Hearing

Item #5b. Hold a public hearing, present, discuss, and consider action on a request to rezone ±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas. Case 1947-Z/Addison Junction (TOD).

Question 1: Are there any time-based protections (milestones, outside dates, or sunset provisions) that would allow the Town to revisit or terminate its obligations in the event of prolonged delays or materially changed conditions. If not, do protections exist in any separate agreements? Where would Council normally add timing protections if it wanted them (zoning vs. development agreement vs. incentives)?

Response: Zoning entitlements are not an appropriate mechanism for imposing time-based protections or development deadlines because they are designed to regulate land use and allowable intensity, not to function as contractual tools for managing project timing.

The Master Development Agreement provides the Town with clear default and termination rights tied to compliance with the Development Schedule and the phased delivery of the Project, including the ability to terminate individual phases if construction does not commence in accordance with the agreed schedule, which is coordinated with the delivery of required public and off-site infrastructure.

These provisions give the Town meaningful enforcement tools to address prolonged delays on a phase-by-phase basis through established notice and cure mechanisms. To further reinforce timing certainty, the Town will include hard outside default dates and completion dates in the Definitive Agreements, specifically the ground leases and the office parcel purchase and sale agreement, where parcel-specific timing and termination



Answers to Council Questions – February 10, 2026

controls are most effectively applied.

2026 City Council Regular Meeting

4. a.

Meeting Date: 02/10/2026

Department: City Manager

Key Focus Areas: Public Safety

Economic Development and Revitalization

Mobility and Connectivity

Infrastructure Development and Maintenance

Financial Health and Organizational Excellence

Community Engagement

Vibrant and Active Community

AGENDA CAPTION:

Present and discuss a follow-up from the 2026 City Council Strategic Planning Session.

BACKGROUND:

Since 2016, Addison's City Council has met annually to discuss strategic questions and identify key priorities for the Town. The previous annual plan was adopted by the Council through Resolution R25-023 on April 8, 2025. The plan is used to assist with the annual budget development and the allocation of resources that align with Council-identified priorities, to guide staff and the organization's efforts, and to measure progress towards defined goals. The format is still organized by:

- Key Focus Areas: Key areas around which we build and focus our efforts and resources.
- Strategic Objectives: Top ways that we succeed in our Key Focus Areas (~3-7 per Key Focus Area).
- Initiatives: Specific means by which we accomplish our Strategic Objectives.

Staff has been reporting progress on the Strategic Plan quarterly to Council and the public through an online dashboard available on the Town's website.

The City Council held its annual Strategic Planning Session on January 30, 2026. This session was led by facilitator Nick Kittle of Sustainovation with participation from Town staff as well.

Through the discussion, Council proposed modifications to the current plan as shown in the attached presentation. A consent item will be brought forward for Council consideration at a future Council Meeting to adopt the revised plan for the new year.

FISCAL IMPACT

N/A

RECOMMENDATION

Staff requests direction from Council regarding the drafted updates to the Strategic Plan.

Attachments

Presentation - 2026 Strategic Planning Session Follow-up



Addison Strategic Plan Advance

Jan 2026

COMPLETED 2025 INITIATIVES (FINISHED 18)

Under Key Focus Area	Initiative
Public Safety	Initiative 1.1.2 Develop and implement a performance-based step plan for sworn Police and Fire personnel as part of the FY2026 budget process.
Public Safety	Initiative 1.1.3 Complete implementation and training on Police personnel management dashboard (LEFTA) to improve tracking of training, certifications, and internal documents.
Public Safety	Initiative 1.1.4 Receive ABLE recognition for full Police Department implementation.
Public Safety	Initiative 1.2.1 Complete, adopt, and implement the Addison Unified Development Code (UDC).
Public Safety	Initiative 1.2.4 Continue developing an inventory and strategy to be in compliance with lead and copper rules from Environmental Protection Agency (EPA) and Texas Commission on Environmental Quality (TCEQ).
Public Safety	Initiative 1.3.1 Present a long-range staffing assessment for Police and Fire.
Public Safety	Initiative 1.4.3 Conduct a full-scale disaster exercise at Addison Airport.
Public Safety	Initiative 1.5.3 Evaluate License Plate Recognition camera network and additional locations throughout the Town.
Econ Dev & Revitalization	Initiative 2.4.3 Share positive Addison business stories through social media channels.
Econ Dev & Revitalization	Initiative 2.6.2 Create a new Visitor Guide, providing copies to hotels and including in New Resident packets.
Mobility & Connectivity	Initiative 3.1.1 Complete construction of the Taxiway Bravo Extension Phase 1 at the Addison Airport (anticipate spring 2025 completion).
Mobility & Connectivity	Initiative 3.5.2 Complete construction to extend Redding Trail to Midway Road Trail.
Infrastructure	Initiative 4.1.10 Continue to address asset management needs with Addison Parks, Trails, and Open Space with funding approved in FY2025 budget.
Infrastructure	Initiative 4.1.11 Execute Facilities projects and improvements funded in FY2025 budget and in the 2019 Bond Program.
Infrastructure	Initiative 4.1.2 Complete upgrade of SCADA system technology and update the control panel at the Kellway Lift Station.
Infrastructure	Initiative 4.1.7 Complete remaining elements of the Midway Road revitalization project.
Infrastructure	Initiative 4.1.9 Complete Les Lacs Pond Improvement project.
Financial Health & Org Excellence	Initiative 5.1.3 Restructure employee engagement and appreciation programs and events.

NEW 2025 INITIATIVES (ADDED 16)

Under Key Focus Area	Initiative
Public Safety	Transition to Flock License Plate Reader (LPR) system throughout Town.
Public Safety	Coordinate Bond Advisory Committee meetings and process, with a recommendation targeted to Council in January 2026 for a capital project for Police & Courts facility.
Public Safety	Provide in-depth medical screening for each sworn member of the Police Department.
Public Safety	Implement ICAT (Integrated Communications Assessment and Tactics) program. This program allows officers to safely and effectively respond to critical incidents by providing officers with skills to de-escalate situations through a Critical Decision-Making model that includes communication, crisis recognition, and tactical response.
Public Safety	Conduct department wide Active Shooter Response training.
Public Safety	In anticipation of the new Tiller to arrive in FY28, request and implement the required staffing to meet the needs to operate it. Request 3 FTEs to fill one position.
Public Safety	Purchase and distribute new lightweight rescue personal protective gear.
Public Safety	As part of the broader equipment replacement program, deploy new body cameras and Tasers to replace existing units.
Financial Health & Org Excellence	Leverage emerging technologies and AI solutions to drive internal efficiency and strengthen engagement between internal teams and external stakeholders
Financial Health & Org Excellence	Implement the disaster recovery and business continuity project utilizing the City of Allen as the designated backup site.
Financial Health & Org Excellence	Enhance the Town's Information Technology infrastructure through comprehensive upgrades to both hardware and software systems.
Financial Health & Org Excellence	Prepare voter information guide for potential May 2026 bond election.
Financial Health & Org Excellence	Issue 2026 Certificates of Obligation and General Obligation Refunding Bonds
Financial Health & Org Excellence	Implement sales tax permit verification process for new businesses.
Financial Health & Org Excellence	Institute applicable recommendations from Matrix Airport Organizational Assessment
Community Engagement	Update Airport Noise Page

Strategic Plan

The logo for Addison, featuring the word "ADDISON" in white capital letters inside a blue circle.

Key Focus Area

Strategic Objectives

1. Public Safety

- 1.1. Retain, recruit, and train quality employees in the Addison Way and provide adequate resources (facilities, tools, equipment, etc.).
- 1.2. Proactively enforce and strengthen Town zoning, building, and health and safety codes.
- 1.3. Prepare for the impact of new growth, redevelopment, and density.
- 1.4. Continuously evaluate response needs to changing environment.
- 1.5. Leverage technology to address issues.

2. Economic Development and Revitalization

- 2.1. Pursue new economic development and zoning tools to revitalize declining areas.
- 2.2. Implement the Transit-Oriented Development (TOD) and leverage that investment as a catalyst to improve the surrounding area.
- 2.3. Provide premium development in all forms through the vision established in the Town's new Comprehensive Plan.
- 2.4. Optimize and market Addison's brand, uniqueness, and our Addison Way culture.
- 2.5 Moved to KFA 7 - Airport
- 2.6. Revitalize existing hotels and attract high quality hotel and meeting space options.
- 2.7 Develop a plan to redevelop and revitalize Inwood Corridor.
- 2.8 Foster relationships within and among the business and realtor community.

Strategic Plan

The logo for Addison, featuring the word "ADDISON" in white capital letters inside a blue circle.

Key Focus Area

Strategic Objectives

3. Mobility and Connectivity

- 3.1. Facilitate build-out of Addison as a major North Dallas transportation HUB.
- 3.2. Improve East-West pedestrian connectivity. (Removed and combined with 3.6)
- 3.3. Update and implement the Master Transportation Plan (MTP).
- 3.4. Address first mile/last mile TOD connectivity.
- 3.5. Connect major destinations in Town. (Change "major destinations" to "Point of Interest" in Town)
- 3.6. Improve pedestrian safety.

4. Infrastructure Development and Maintenance

- 4.1. Continue to invest in and maintain our Asset Management Plan.
- 4.2. Evaluate infrastructure needs for new development and redevelopment staying true with the Addison brand.

5. Financial Health and Organizational Excellence

- 5.1. Attract, retain, and develop top tier employees.
- 5.2. Implement continuous improvement and business process efficiencies maximizing the Addison Way and brand-> Maximizing the Addison Brand.
- 5.3. Maintain credit rating and a fiscally resilient budget process.
- 5.4. Explore opportunities for consolidating and/or expanding Town facilities. -> Improve and Modernize Town Facilities
- 5.5 Develop a plan for the next bond election.

Strategic Plan

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Key Focus Area	Strategic Objectives
6. Community Engagement (Remove and Combine with Vibrant Active and Engaged Community)	6.1. Develop a pathway for future community leaders. 6.2. Create meaningful short-term service opportunities. 6.3. Use innovative approaches to marketing and engagement the Addison Way.
7. Vibrant Active Community (Combine 6 & 7) New: 6. Vibrant Active and Engaged Community	7.1 Enhance the resident and visitor experience by activating our community parks and Town assets. 7.2. Enhance Addison gateways and visual appeal of streetscapes to optimize Addison brand. 7.3. Vision and create special moments that make people want to be in Addison (arts, events, AAC, markets). (Special Occasions instead moments)
Added: Airport	2.5. Leverage the Addison Airport to maximize business growth and expansion.: (Moving to KFA) Taken from ED and Revitalization Complete the Airport Masterplan

2026 City Council Regular Meeting**4. b.****Meeting Date:** 02/10/2026**Department:** City Manager**Key Focus Areas:** Mobility and Connectivity

AGENDA CAPTION:

Present and discuss transit options in Addison.

BACKGROUND:

Following previous City Council meeting agenda items in 2025 and 2026 regarding the Dallas Area Rapid Transit System (DART), the City Council directed staff to bring forth an Ordinance for consideration that would call a special election to withdraw from DART. Simultaneously, the Council requested that staff research alternative mobility and transit options for Addison to begin discussion on these options as the Council considered the special election.

At its January 27, 2026 Regular City Council Meeting, the Council approved Ordinance No. O26-005 calling and ordering a special election to withdraw from DART to be held in May 2026. In preparation for a possible withdrawal from DART, staff has continued work on alternative transit options for Council consideration and feedback.

FISCAL IMPACT

There is no direct fiscal impact at this time.

RECOMMENDATION

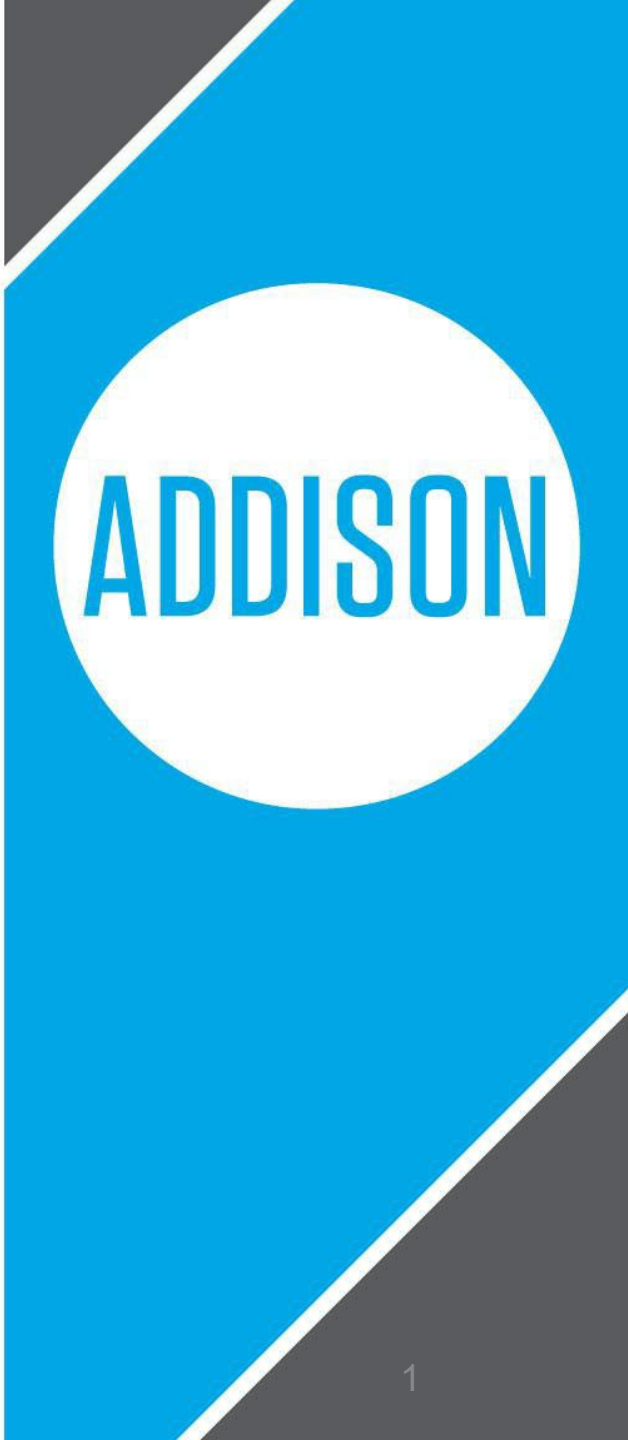
Staff requests Council feedback.

Attachments

Presentation - Transit Options in Addison

Addison Transit Options

February 10, 2026
City Council Work Session



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- Addison has been a member city of Dallas Area Rapid Transit (DART) **since its creation in 1983 and contributes a one-cent sales and use tax** to DART.
 - From 1984 to 2025, Addison has contributed over \$400.5 million to DART.
 - Last year, in FY2025, Addison contributed \$17.6 million to DART.
- Six cities (Addison, Plano, Highland Park, University Park, Farmers Branch, and Irving) have called elections in May 2026 to consider leaving DART.

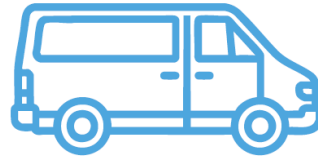
Definitions of Transit Modes

ADDISON



Paratransit

ADA-required transit service for people unable to use fixed-route systems.



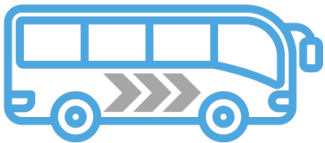
Microtransit

Small, shared vehicles offering fixed routes or on-demand service for specific populations and areas.



Commuter Rail

Passenger train service for short-distance travel between a city and its suburbs.



Express Bus

Bus service with limited stops connecting suburbs to urban centers.



Standard Bus

Fixed-route bus service operating on regular, high-frequency routes.

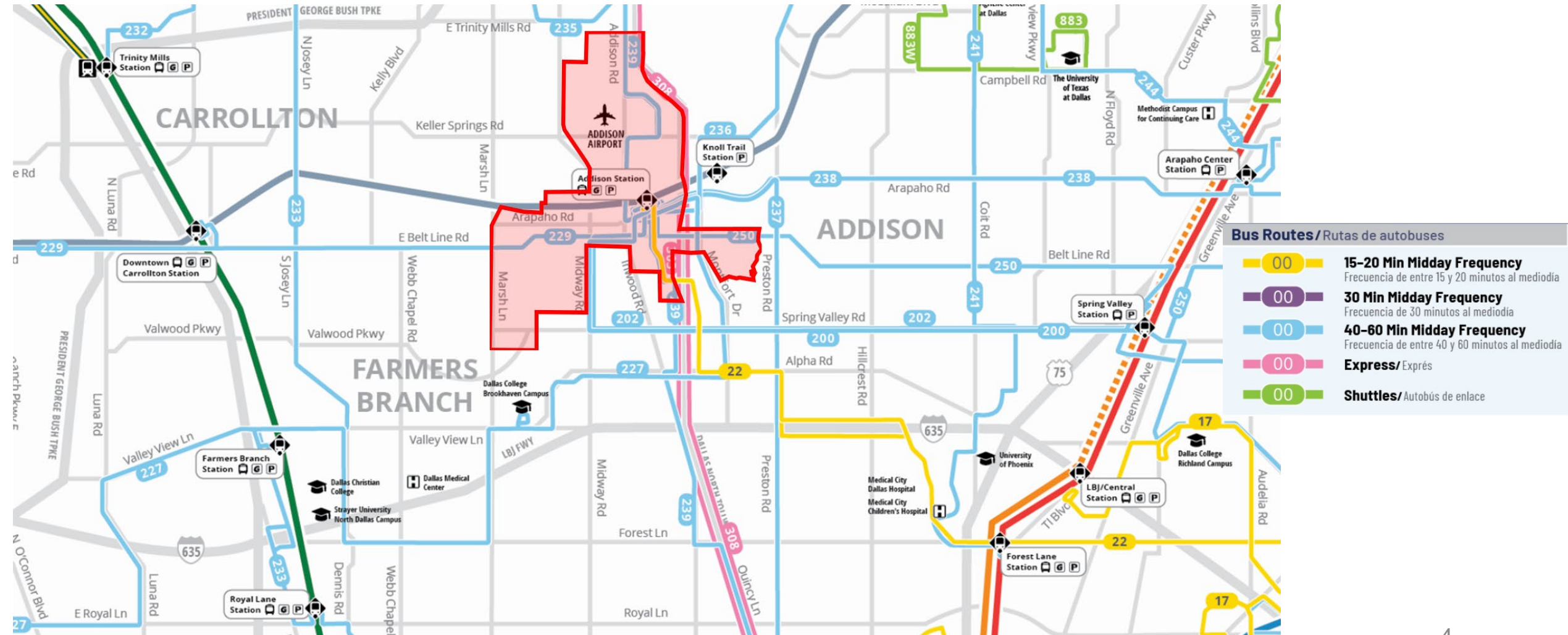


GoLink

DART's On-demand service providing zone-based trips to rail stations or transit centers.

Existing DART Service Area

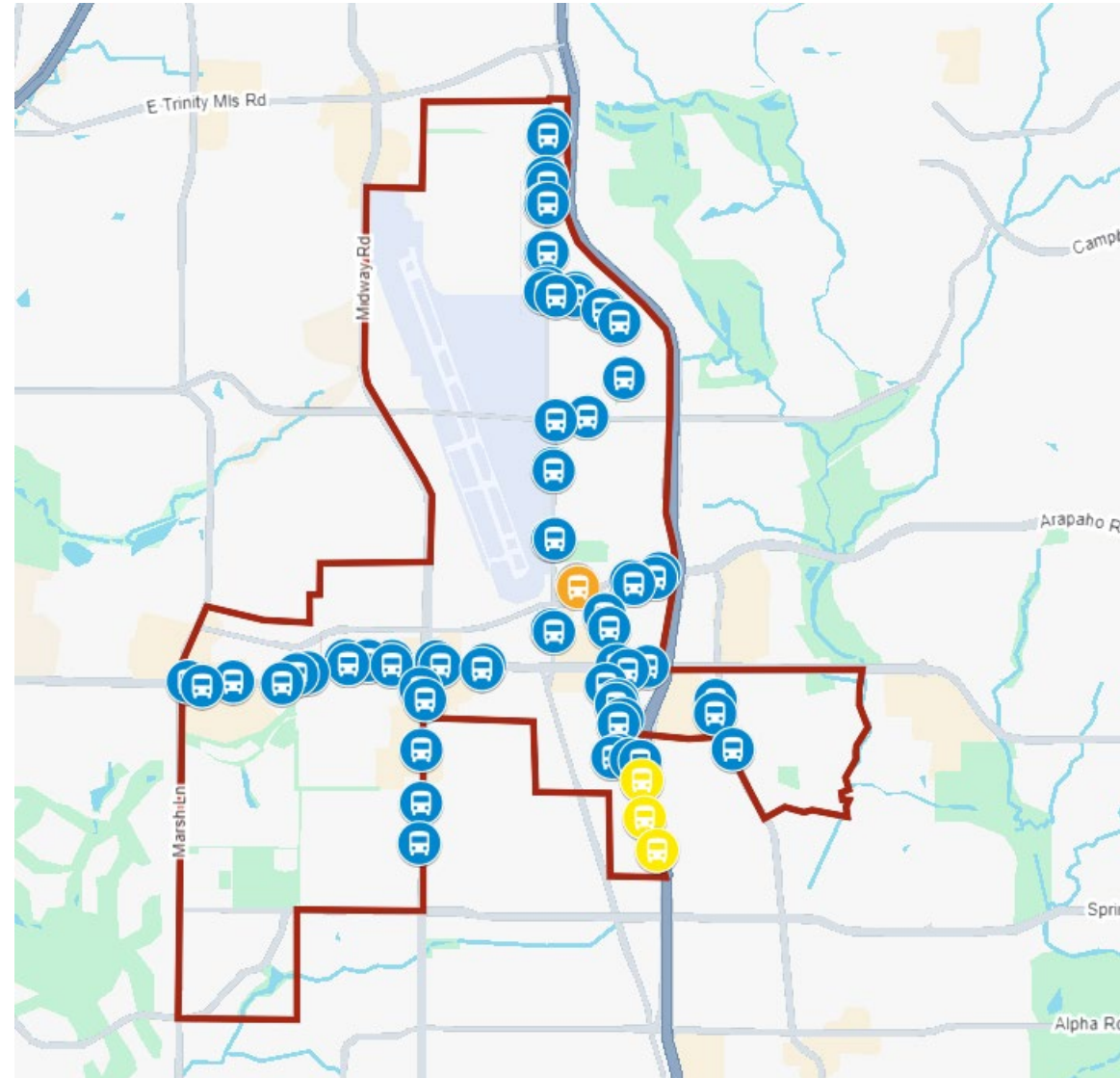
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Existing DART Services

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- Addison Bus Service:
 - Served by 12 bus routes.
 - 11 40-60 Min Frequency
 - 1 15-20 Min Frequency
 - 70 bus stops
 - 1 Transit Center
- Silverline Commuter Rail
 - 30 Min Peak
 - 60 Min Non-Peak
- Paratransit



What is Paratransit

- DART Paratransit Service is an origin to destination, door-to-door, public transportation service for people with disabilities who are unable to use DART fixed route buses or trains.
- Paratransit is a shared-ride service operated with modern, accessible

Who is Eligible?

- Persons who cannot independently use DART's bus or rail because of a physical, cognitive, or visual disability.
 - Category I Applicants who cannot independently use DART bus or rail service, even with training.
 - Category II Applicants who can use or learn to use an accessible public transit system, but the system is not fully accessible.
 - Category III Applicants who have a specific impairment that prevents them from getting to or from a bus stop or rail station.

Service Area

- Certified Paratransit riders are welcome to schedule trips to begin and end anywhere in the following municipalities: Addison, Garland, Rowlett, Carrollton, Glenn Heights, Plano, Cockrell Hill, Highland Park, University Park, Dallas, Irving, Farmers Branch, and Richardson.
- Service is also provided to and from DFW International Airport



Addison Usage:

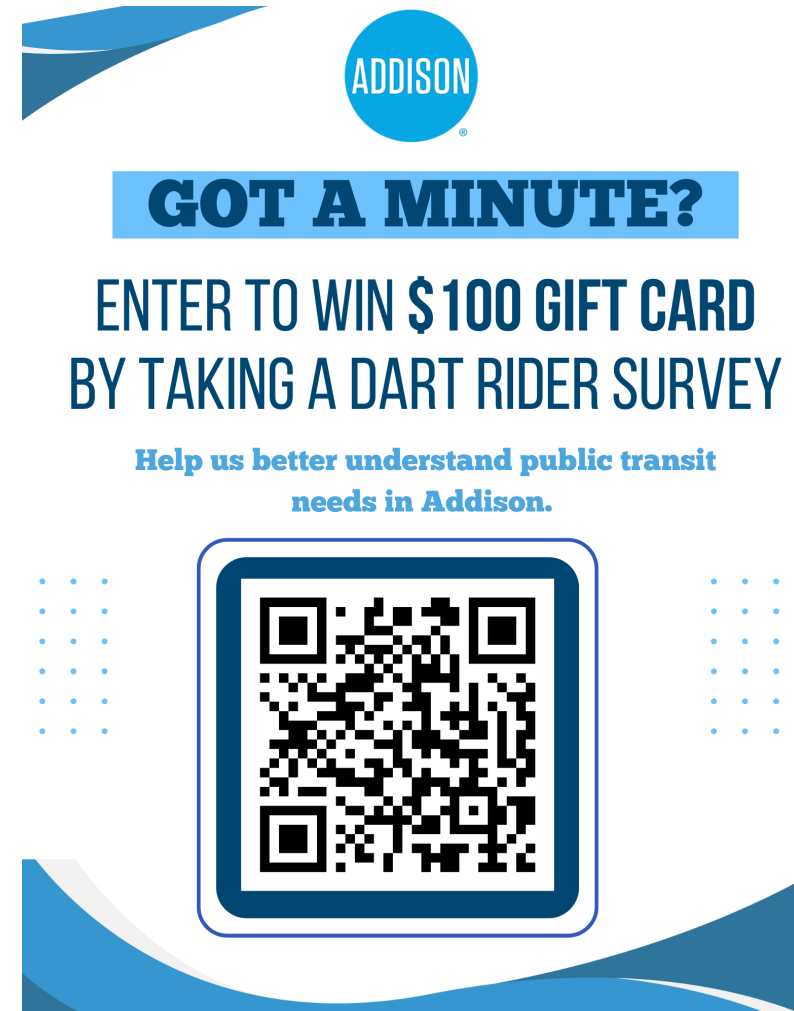
- Currently over 1,200 registered paratransit riders in Addison
- 1,600 paratransit rides annually
- 99% of all paratransit involving Addison start or end in a different DART city

2026 DART Rider Survey Methodology

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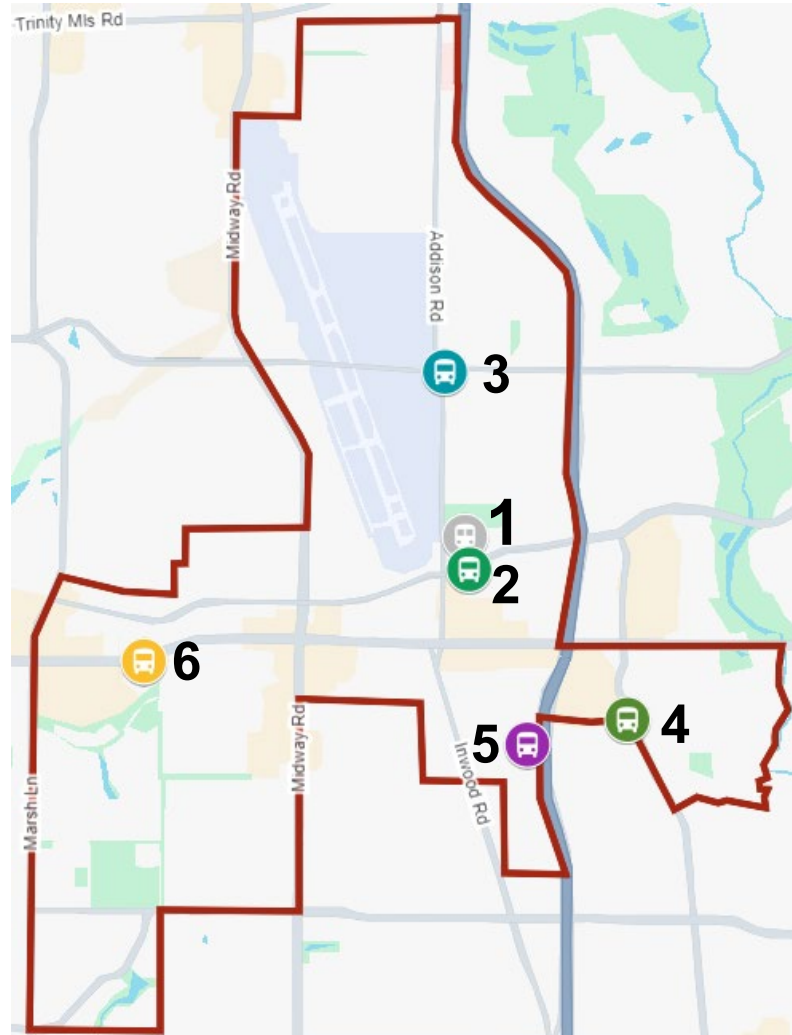
Collection Strategy

- **QR code flyer distribution at transit facilities:** Flyers with QR codes linking to the survey were placed in Addison transit station train and bus bays, as well as at all 70 DART bus stops within Town borders.
- **Trip-based data collection:** Respondents were asked to identify their trip starting point, ending point, and—if applicable—their specific destination or origin within Addison.
- **Incentivized participation:** Riders were offered entry into a drawing for a \$100 gift card to an Addison restaurant to encourage participation and improve response rates.



Survey Participation

- In the first three days of the survey (February 2-4), 100 total responses were collected.
- Ninety-four responses came from the Addison Transit Center, including 66 at the bus bays and 26 at the Silver Line station.
- The remaining responses were collected at bus stops in four general areas: Addison Road, Montfort, Quorum/DNT, and Belt Line.

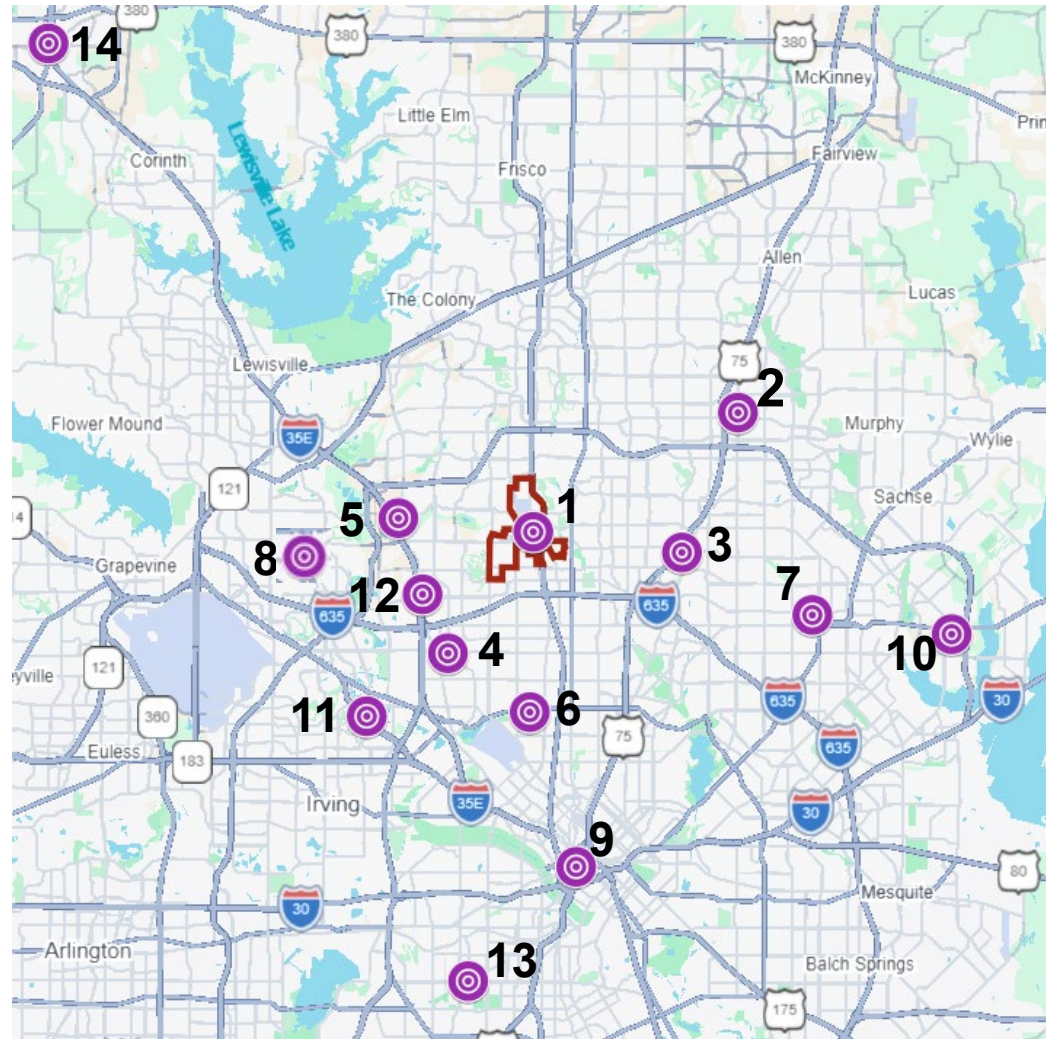


#	Station Area	# Of Responses
1	Transit Center (Bus)	66
2	Silver Line	26
3	Addison Rd	3
4	Montfort	2
5	Quorum/ DNT	2
6	Belt Line	1

Survey Results: Starting Trip Location

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- Most trips originated in Addison, accounting for 51 of the 100 responses.
- The remaining trips originated primarily in Plano, Richardson, and North Dallas (6 trips each), with smaller numbers from Carrollton, Central Dallas, Garland (3 each), and limited single-trip origins across other nearby areas.

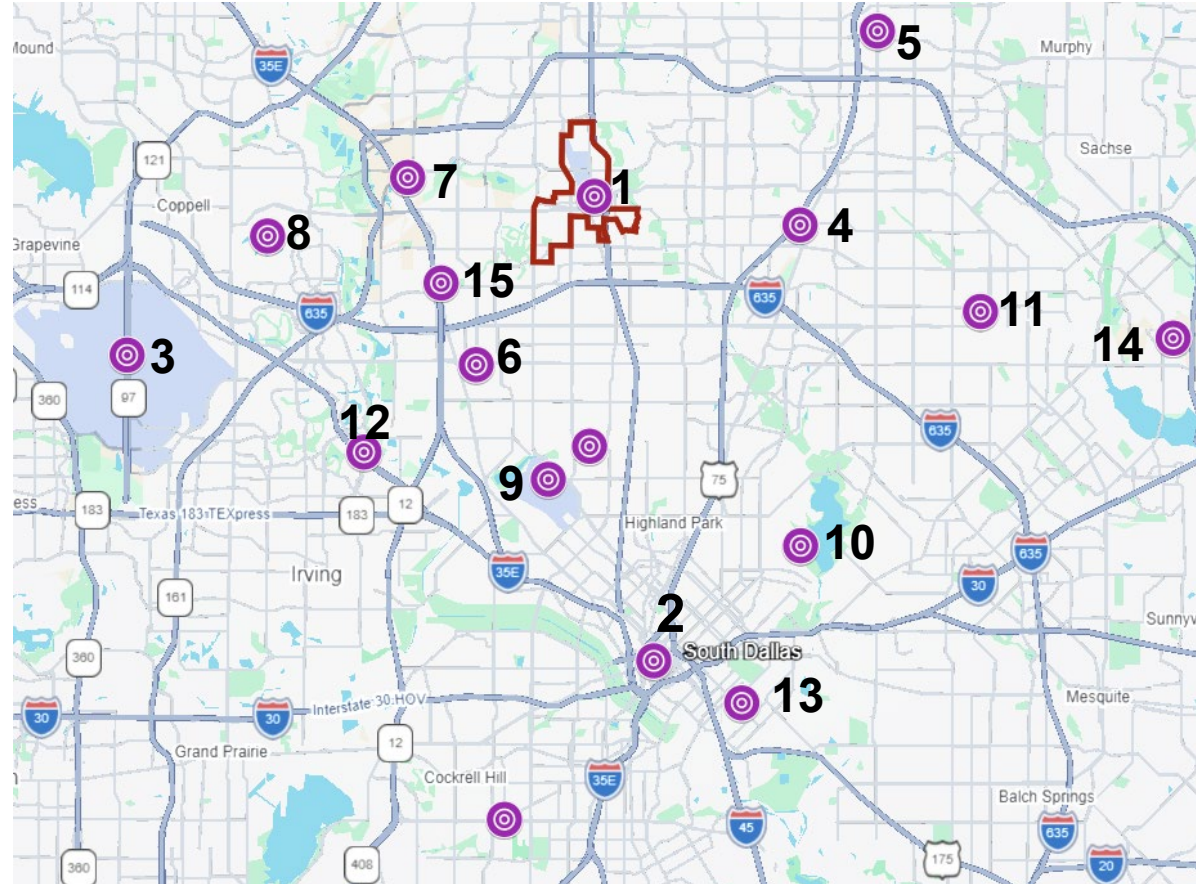


#	Location	Trips
1	Addison	51
2	Plano	6
3	Richardson	6
4	North Dallas	6
5	Carrollton	3
6	Central Dallas	3
7	Garland	3
8	Cypress Waters	2
9	Downtown Dallas	2
10	Rowlett	1
11	Irving	1
12	Farmers Branch	1
13	Oak Cliff	1
14	Denton	1

Survey Results: Ending Trip Location

ADDISON

- More DART trips originated in Addison than ended there, with 51 outbound trips compared to 26 inbound trips.
- A larger share of trips ended outside Addison, with the most frequent destinations being Downtown Dallas, DFW Airport, Richardson, Plano, and North Dallas.

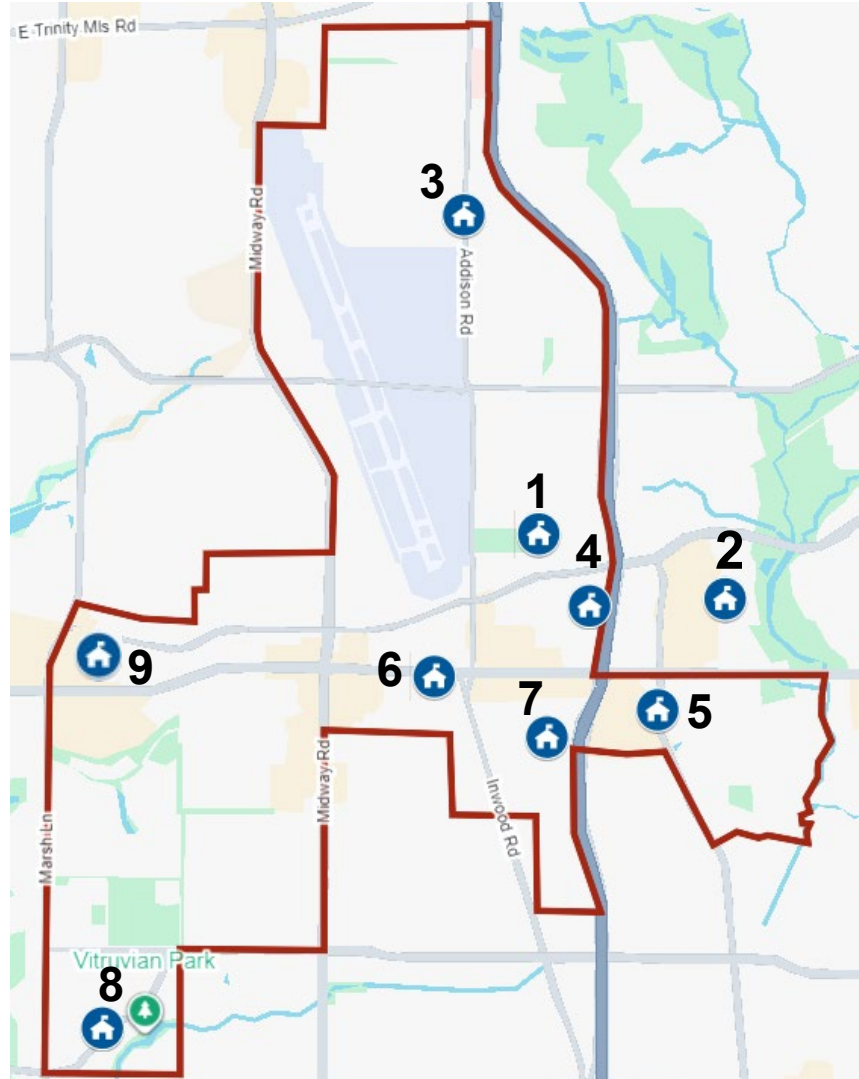


#	Location	Trips
1	Addison	26
2	Downtown Dallas	9
3	DFW	8
4	Richardson	7
5	Plano	6
6	North Dallas	5
7	Carrollton	4
8	Cypress Waters	3
9	Love Field	3
10	East Dallas	2
11	Garland	2
12	Irving	1
13	South Dallas	1
14	Rowlett	1
15	Farmers Branch	1

Start & End Points Within Addison

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- 60 survey respondents reported either starting or ending their trip in Addison.
- Remaining respondents did not provide a start/end location or indicated they were just passing through Addison.
- The most common destination/ origination for survey respondents was Addison Circle, a fourth of all respondents started or ended their trip there.

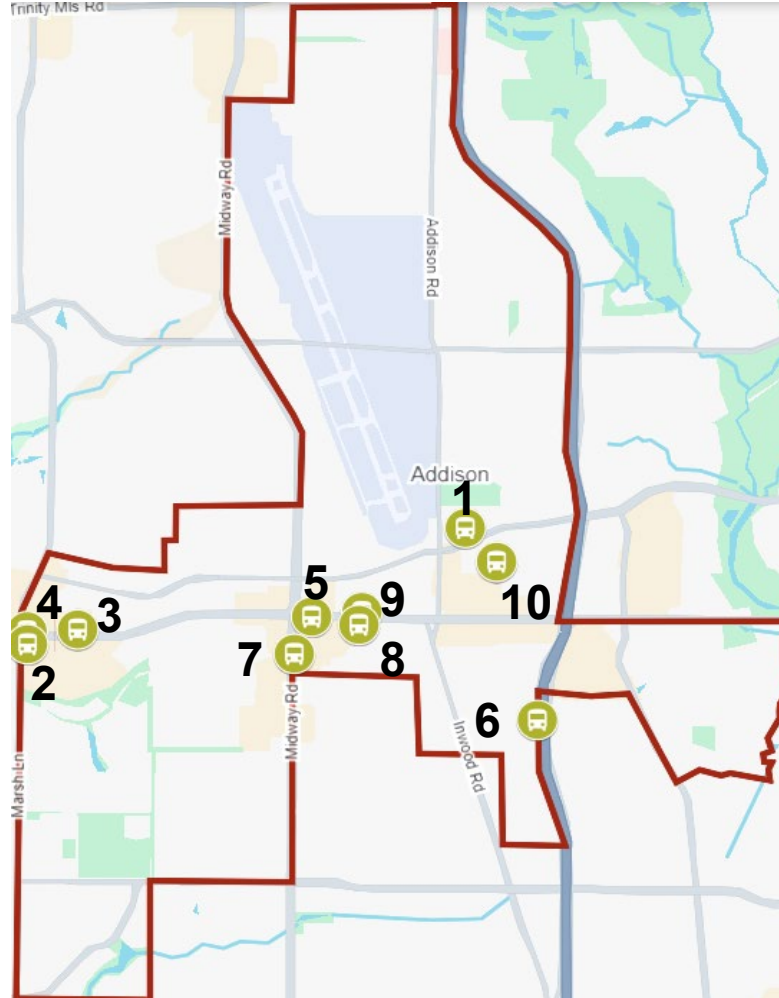


#	Location	Trips
1	Addison Circle	24
2	North Belt Line (Dallas)	8
3	North Addison	7
4	Colonnade/ Spectrum Center	5
5	VOP/ Prestonwood Place	5
6	Restaurant Row	5
7	Quorum	4
8	Vitruvian	1
9	Marsh Business Park	1

2023 DART On Board Survey

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- 10,075 total tracked passengers in Addison.
- Results consistent with 2026 transit survey.
 - Majority of trips start or end at Addison Transit Center.
 - More trips starting in Addison than ending in Addison.



Most Used Stations

#	Bus Stop	Onboard	Offboard	Total
1	Transit Center	4,178	4,073	8,251
2	Belt Line-Marsh East	88	97	185
3	Belt Line-Business West	43	62	105
4	Belt Line- Marsh West	72	29	101
5	Belt Line-Midway East	22	66	88
6	Quorum-DNT	43	34	77
7	Midway-Beltway South	50	15	66
8	Belt Line-Beltway E	14	39	53
9	Belt Line-Beltway W	35	15	51
10	Quorum-Edwin Lewis S	16	33	50

What other cities doing – San Antonio

ADDISON

Services meeting transit reliant commuter needs

- Via fixed-route Transit Service in urban core:
 - 15-60 minute wait times.
 - Connections to points of interest, shopping, hospital, school, airport, library, college, etc.
 - 50% fare discounts offered to seniors 62+, students, persons with certain disabilities, Medicare recipients, children 5-13, active-duty U.S. military veterans with a disability rating of 80%
- Via Link On-Demand Service Zones on outskirts:
 - On-demand minivan service booked through phone or Via Link mobile app.



	ADULT	DISCOUNT*
All Routes except Express	\$1.30	\$0.65
Express Routes	\$2.60	\$1.30
Link Service	\$1.30	\$0.65

VIAtrans riders, their personal care attendant and a companion, (with VIA ID) ride bus and special event service FREE.

OFF PEAK SPECIAL

Seniors and riders with limited mobility can ride bus service for just \$0.25 per ride, 9 am-3 pm weekdays and free on weekends (w/VIA ID).

PASSES

31-Day Pass - \$38 full fare, \$19 reduced fare*

7-Day Pass - \$12 full fare, \$6 reduced fare*

Day Pass - \$2.75 full fare, \$1.35 reduced fare*

Annual Pass - \$365 full fare

Semester Pass - \$38

Passes are valid for unlimited rides on all bus routes & VIA Link service.

DISCOUNTS

Discounted fares and passes are available to the following:

- Seniors (62 and older)
- Children 5-13. Children 4 and under ride free.
- Students
- Active-duty U.S. military
- Persons with certain disabilities
- Veterans with a disability rating of 80%
- Medicare recipients

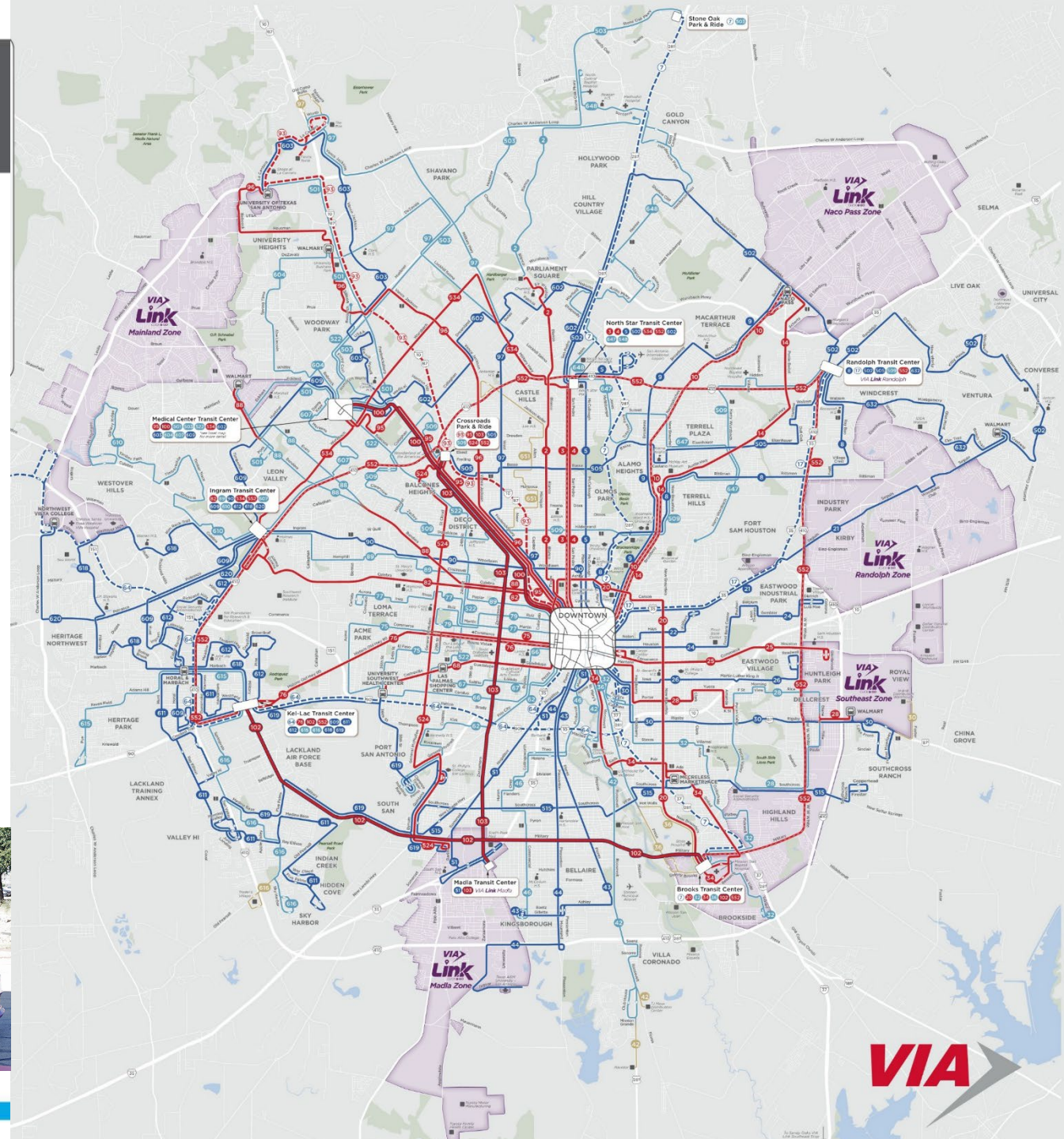
A VIA Reduced Fare ID is required and must be presented when boarding in order to pay reduced fares or use discounted passes (children and active-duty U.S. military in uniform are not required to show ID). Call Customer Service to obtain the proper identification.

FARES AND PASSES Tarifas y pases

San Antonio

Via Link connections

- 6 Via Link Zones with connections to/from Via fixed bus routes
- Generally runs from 5am – 9:30 pm, some through 11pm.
- Generally a 10-30 minute wait time.
- Free transfers to Via buses.
- \$1.30 Link fare, with discounts available for more transit dependent users.

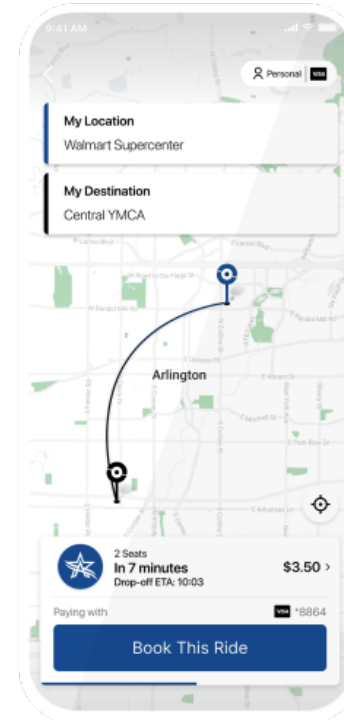


What other cities doing – Arlington, TX

ADDISON

Arlington Transportation (Arlington On Demand)

- On-demand service offerings within Arlington City limits
 - Extends beyond city limits slightly to Centreport TRE station, Eastchase area in Fort Worth.
 - Via fleet utilized
 - Connections to Trinity Metro bus routes 21 and 22.
 - Fares vary based on distance, but range from \$3-\$8.
 - Handitrans elderly/disabled discounted fare of \$3 per person per trip.
 - Vans run 6am – 9pm M-F, and 9am – 9pm Saturday.
 - Wait times generally 12-15 minutes.
 - City of Arlington & Via partnership protects from surge pricing.



What other cities doing – Round Rock, TX

ADDISON

Round Rock Rides:

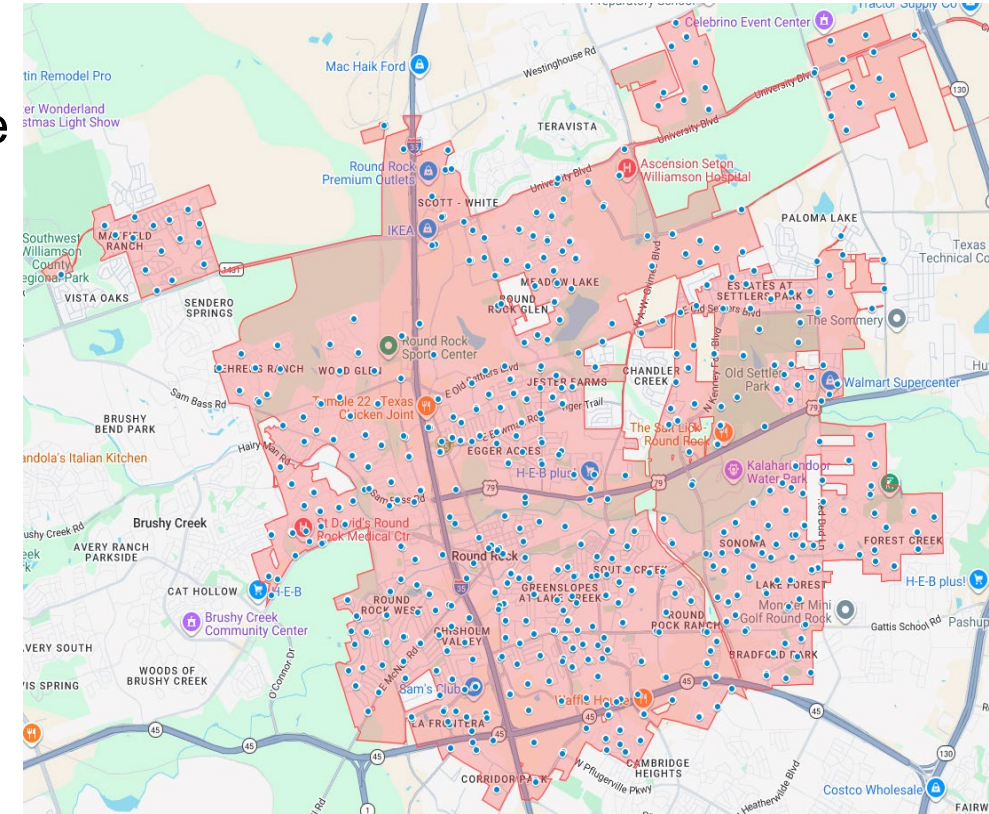
On-demand ride-sharing program for public transit use, powered by Austin-based "zTrip".

- Book, pay and track through mobile app, website, or by phone
- Cost:
 - Normal Fare - \$4.00 one-way
 - Reduced Fare - \$2.00 one-way (65+, Paratransit Service, Active-Duty Military)

ADA Curb to Curb Service:

Transportation service option through Round Rock Rides for customers who cannot utilize regular bus services due to disability.

- Must apply to determine eligibility, including an in-person interview. Reviewed by Round Rock ADA Coordinator.
- Reduced Fare - \$2.00 one-way.



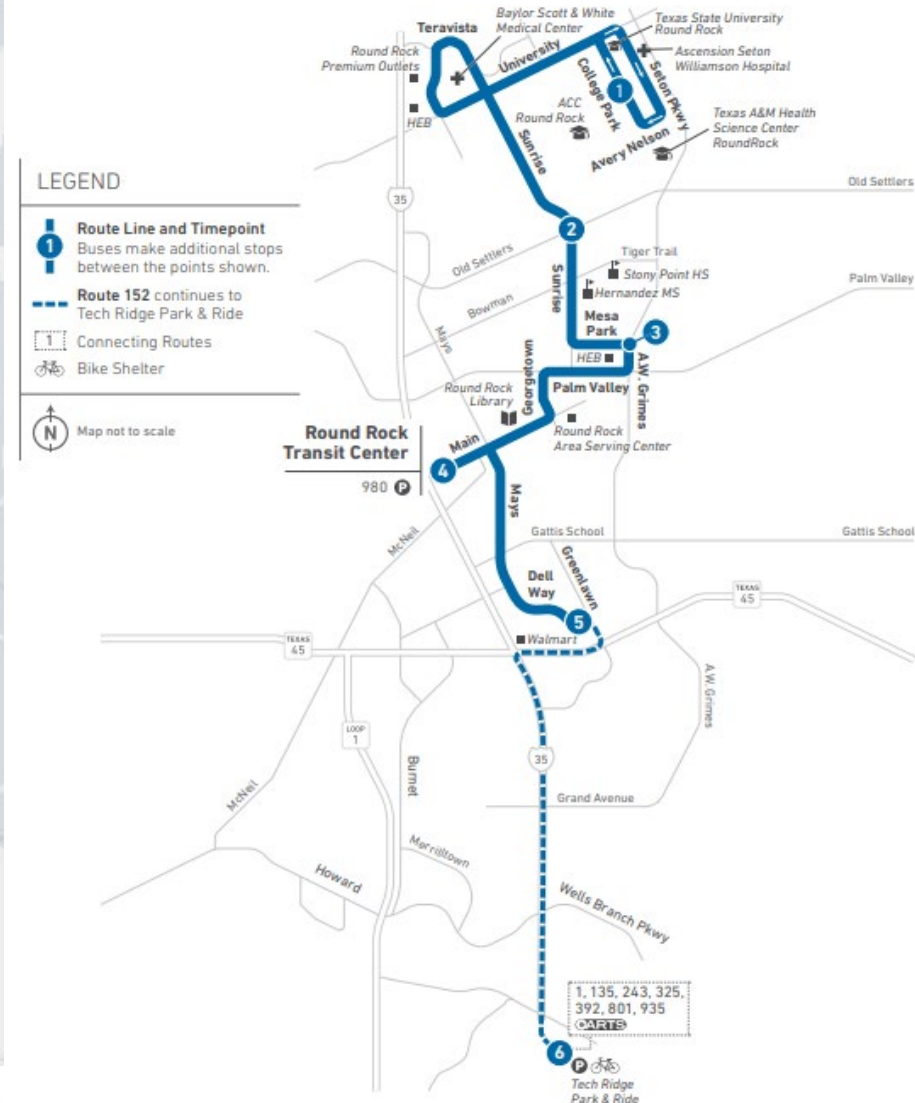
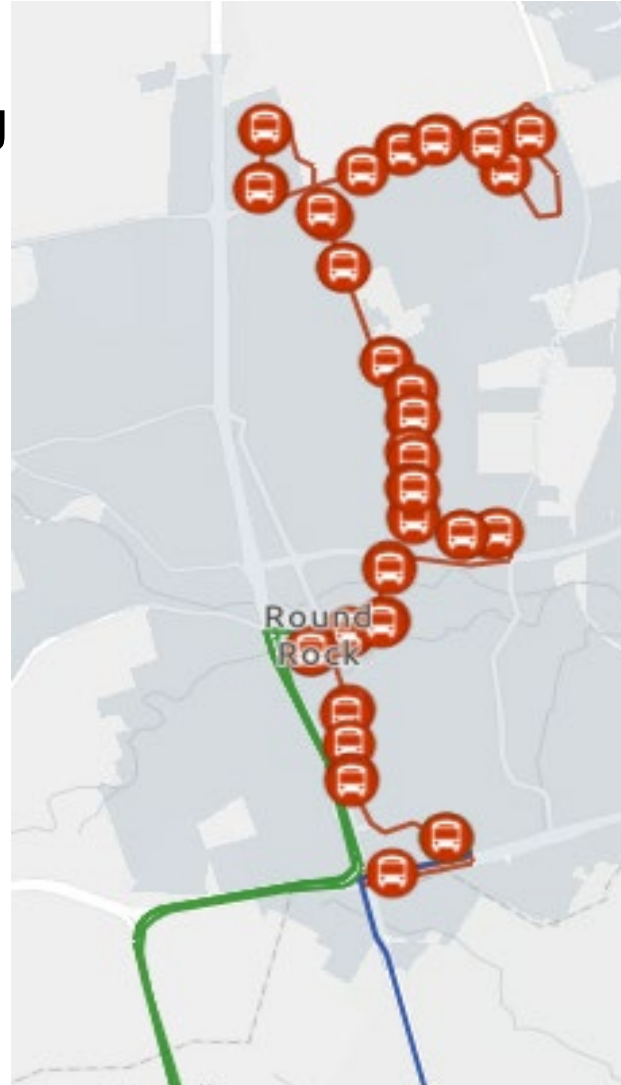
What other cities doing – Round Rock, TX

ADDISON

Fixed Bus Routes:

Partnership with CapMetro, providing hourly service to CapMetro's Tech Ridge Park and Ride and a daily Commuter Express Route between the Round Rock Transit Center Parking Garage and downtown Austin.

- Stops:
 - 46 Stops, North-bound and South-bound
- Costs:
 - Single Ride - \$1.25
 - Per Service Day - \$2.50
 - Per Calendar Month - \$41.25

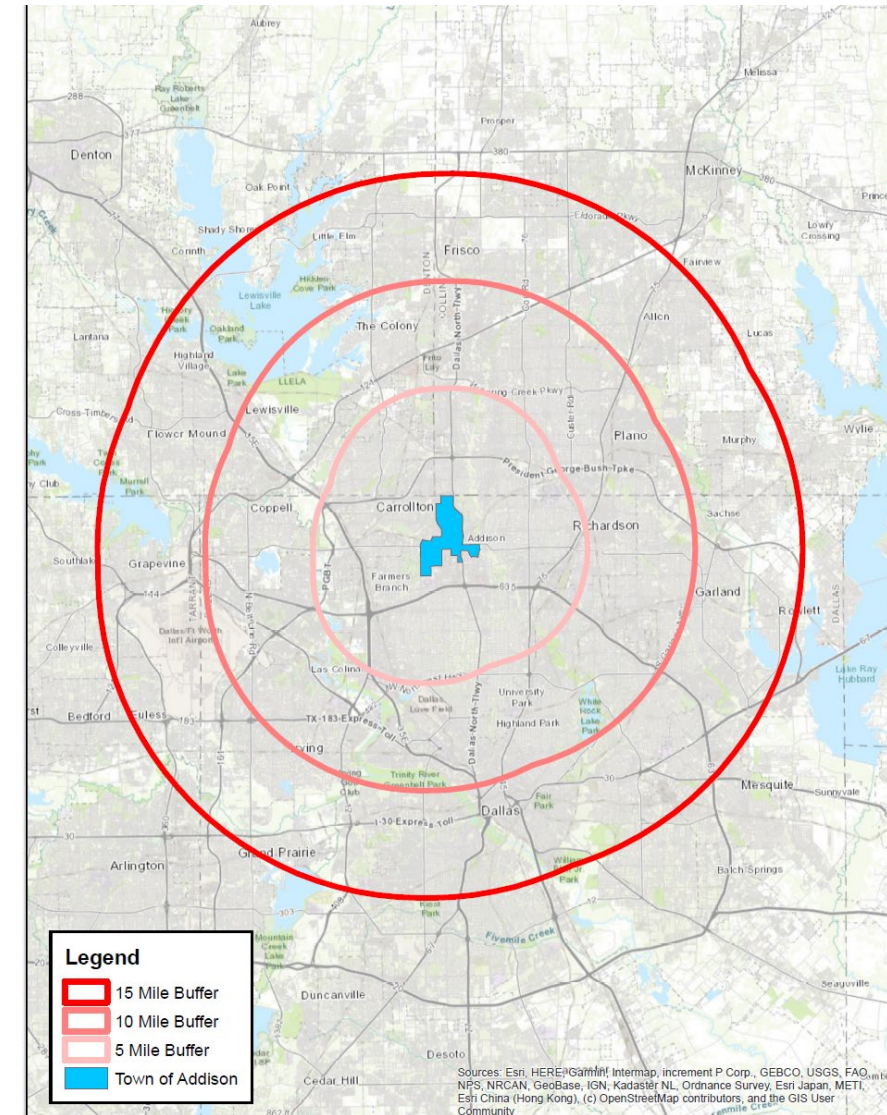


Scope of Service - Paratransit

ADDISON

Today's situation

- DART provides paratransit across its member cities.
- DART's current paratransit operator: Transdev .
- Options for Addison
 - Match DART's service area
 - Addison plus buffer ring (e.g. 5, 10, 15 miles)
- Implementation Note:
 - We could do a full assessment or grandfather in everyone already certified.
- Proposals:
 - This would be included in the RFP.
 - The vendors we have spoken to offer paratransit.



Scope of Service – Within Addison

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

- Goal: Provide local access to key destinations and transit destinations within Addison.
- Service model options:
 - Stop-to-stop (designated pickup locations)
 - Curb-to-curb (direct pickup/drop-off)
 - Hybrid (stops in dense areas + curb-to-curb elsewhere)
- Vehicles / partners options:
 - Dedicated shuttles or vans
 - Circulators
 - On-demand supply via ride share partners (e.g., Uber/Lyft) where appropriate
- Planning inputs needed:
 - Preferred service type(s)
 - Target wait time and hours of operation

Scope of Service – Getting Riders in and out of

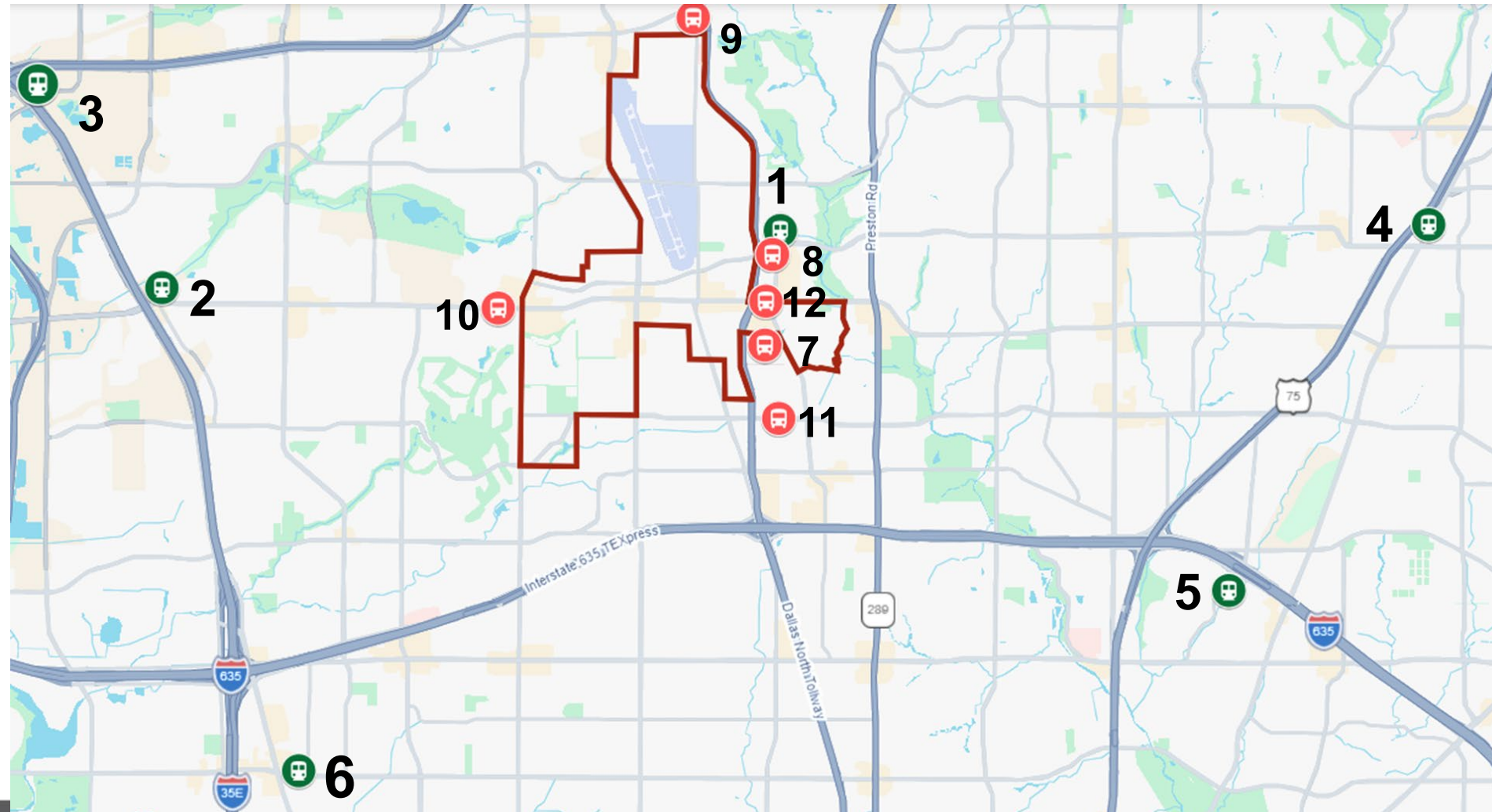
A blue circular logo with the word "ADDISON" in white capital letters.

- Rally Points
 - To get people into Addison, an option other cities are looking at is using rally points.
 - Rally points are key DART transit areas or other major points of interest where we would pick up passengers and bring them directly to their destination in Addison.
 - Conversely, we would pick up riders from their current location and take them rally points to connect to DART to finish their commute..
- To achieve efficient and reasonable wait times, we would want to have a narrowed down list of rally points.
- Why this approach
 - Concentrates demand
- Alternate approach — Distance-based coverage
 - Allow curb-to-curb pickups within 5 / 10 / 15 miles
 - Tradeoff: higher cost and longer waits due to dispersed demand

Scope of Service – Outside Addison

ADDISON

Narrow list for pick up and drop off rally points



Number	Station Name
1	Knoll Trail
2	Downton Carrollton
3	Trinity Mills
4	Arapaho Center
5	LBJ Central Station
6	Royal Lane
7	Verde Valley / Noel
8	Montfort / Arapaho
9	Trinity Mills / Addison
10	Belt Line / Venture
11	Spring Valley / Montfort
12	Belt Line/ Montfort

Scope of Service – Outside Addison



Proposed rally points outside of Addison where riders could be picked up and brought to their destination in Addison or taken to connect with DART.

Number	Name	Type	Route 1	Route 2	Route 3	Distance From Addison Transit Center
1	Knoll Trail	Train Station	Silver Line			0.7 Miles
2	Downton Carrollton	Train Station	Green Line			4.6 Miles
3	Trinity Mills	Train Station	Green Line	A Train		5.8 Miles
4	Arapaho Center	Train Station	Red Line	Orange Line		6.2 Miles
5	LBJ Central Station	Train Station	Red Line	Orange Line		5.4 Miles
6	Royal Lane	Train Station	Green Line			5.7 Miles
7	Verde Valley/ Noel	Bus Stop	22			1.1 Miles
8	Montfort/ Arapaho	Bus Stop	236	237	238	0.6 Miles
9	Trinity Mills/ Addison	Bus Stop	235	239		1.9 Miles
10	Belt Line/ Venture	Bus Stop	229			2.2 Miles
11	Spring Valley/ Montfort	Bus Stop	200	202		1.7 Miles
12	Belt Line/ Montfort	Bus Stop	250			0.8 Miles

Additional Scope Questions

- To add a benefit to our businesses and entertainment districts, we could have direct circulators or dedicated routes that would service their areas.
- When evaluating the proposals and costs, the Town will need to determine the amount we would charge/subsidize for different transportation modes.
- Reference (FYI) - DART's rate structure:
 - Paratransit One-Way \$3.50
 - Bus One-Way \$3.50
 - Microtransit \$6.00
 - Bus Day Pass \$6.00

Direction needed for:

- Paratransit
 - Maintain DART's service area or Addison + buffer ring
- Microtransit within Addison
 - Curb to Curb, Circulators, Hybrid
 - Wait Time/Hours of Service
- Services outside of Addison
 - Rally Point Strategy vs Curb to Curb
 - Initial feedback on rally point shortlist
- Additional services for businesses
 - Add options to create specific services for businesses or business districts
- Pilot program prior to the election

Tentative Schedule for Transit Alternative Discussions

- Create RFP based on this direction
- **March 10, 2026 - Vendor Review**
 - Vendor presentations based on Council direction including possible tours of transit options in other cities.
- **March 24, 2026 – Decision**
 - Enter into an agreement for mobility services contingent on election results.

Questions

2026 City Council Regular Meeting

2. a.

Meeting Date: 02/10/2026

Department: City Manager

AGENDA CAPTION:

City Manager's Announcements.

BACKGROUND:

The City Manager will make announcements of interest to the Town.

FISCAL IMPACT

N/A

RECOMMENDATION

Information only.

2026 City Council Regular Meeting

2. b.

Meeting Date: 02/10/2026

Department: City Manager

AGENDA CAPTION:

Employee Recognition.

BACKGROUND:

The City Manager will recognize an employee for his/her service to the Town.

FISCAL IMPACT

N/A

RECOMMENDATION

Information only.

2026 City Council Regular Meeting

4. a.

Meeting Date: 02/10/2026

Department: City Secretary

AGENDA CAPTION:

Consider action on the Minutes from the January 27, 2026 Regular City Council Meeting.

BACKGROUND:

The Minutes for the January 27, 2026 Regular City Council Meeting have been prepared for consideration.

FISCAL IMPACT

N/A

RECOMMENDATION

Staff recommends approval.

Attachments

Minutes - January 27, 2026 Regular City Council Meeting

DRAFT

OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

January 27, 2026

Addison Town Hall
15600 Addison Road, Addison, TX 75001
5:00 PM Work Session – Town Hall Work Session Room
7:00 PM Regular Meeting – Town Hall City Council Chambers

Present: Mayor Bruce Arfsten; Mayor Pro-Tempore Marlin Willesen; Deputy Mayor Pro-Tempore Chris DeFrancisco; Council Member Howard Freed; Council Member Darren Gardner; Council Member Dan Liscio; Council Member Randy Smith

WORK SESSION

The Addison City Council will convene in the Town Hall Work Session Room at 5:00 PM.

1. **Call Meeting to Order and Announce that a Quorum is Present.**

Mayor Arfsten called the meeting to order in the Town Hall Work Session Room at 5:02 PM.

2. **Public Comment.** *The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.*

The following citizens requested to speak during the Public Comment period:

- Rose Ann Hopwood, 4111 Leadville Place – asked the Council to bring the draft Comprehensive Plan, Advance Addison 2050, into alignment with the indication that multifamily is not appropriate in the Residential Place Type.
- Tricia Stuart, 15755 Seabolt – expressed her gratitude to the Council for the opportunity to serve on the Bond Advisory Committee and encouraged Addison residents to get involved and participated in the Town’s Citizen Academy.

The following citizen submitted a written public comment which was acknowledged during the public comment period but not read aloud. The written comments are attached to the Minutes.

- Lee & Rose Ann Hopwood, 4111 Leadville Place – asked the Council to bring the draft Comprehensive Plan, Advance Addison 2050, into alignment with the indication that multifamily is not appropriate in the Residential Place Type.

3. **Council Member Clarification Requests Regarding Consent Agenda Items.**

a. **Council Questions and Answers**

Mayor Arfsten closed the Open Meeting to convene the City Council into Closed Meeting at 5:11 PM.

4. **Closed Meeting.** The Addison City Council will enter a Closed Meeting pursuant to Texas Government Code Sections 551-071 through 090 to discuss the following item(s):
- a. Pursuant to Sections 551.071(2) and 551.072 to receive legal advice from the Town's legal counsel related to the purchase, exchange, lease, or value of Town-owned property located at the Addison Airport.
 - b. Pursuant to Texas Government Code § 551.071 (Consultation with Attorney), to receive legal advice from the Town's legal counsel regarding the application of state and local ethics laws governing campaigning and political advertising related to bond elections and other local ballot measures.
5. **Open Meeting.** In accordance with Texas Government Code Chapter 551, the Addison City Council will reconvene in an Open Meeting to consider action, if any, on the matters discussed in the Closed Meeting.

Mayor Arfsten convened the City Council into Open Meeting at 7:00 PM with the decision to postpone the Work Session Report items to the February 3, 2026 City Council Work Session Meeting. No action was taken as a result of the Closed Meeting.

6. **Work Session Reports.**

- a. **Present and discuss the new Comprehensive Plan, Advance Addison, which will replace the 2013 Comprehensive Plan, but maintain special area plans, as amended; establishing policy goals for land use, housing, transportation, economic development and community facilities.**
[Director of Development & Neighborhood Services, Lesley Nyp]

This item was postponed to the February 3, 2026 City Council Work Session Meeting.

- b. **Present and discuss the Bond Advisory Committee's recommendation to include the calling of a bond election regarding a capital project to address the Town's Police and Courts facility.**

[Deputy City Manager, Passion Hayes, Addison Police Chief, Chris Freis, Chief Financial Officer, Steven Glickman, Director of General Services, Bill Hawley, and Addison Bond Advisory Committee Chair, Armando Gallardo]

This item was postponed to the February 3, 2026 City Council Work Session Meeting.

Mayor Arfsten closed the Work Session at 7:00 PM.

COUNCIL MEETING

Mayor Arfsten convened the City Council Meeting at 7:00 PM in the Town Hall City Council Chambers.

1. Pledge of Allegiance. United States and Texas Flags.

Mayor Arfsten led the Pledge of Allegiance to the United States and Texas Flags.

2. Proclamations / Presentations

a. City Manager's Announcements

b. Employee Recognition

- Director of Marketing & Tourism Mary Rosenbleeth introduced Marketing & Public Communications Specialist Kaitlin McFarlain.

3. Public Comment. *The City Council invites citizens to address the City Council on any matter, including items on the agenda, except public hearings that are included on the agenda. Comments related to Public Hearings will be heard when the specific hearing starts. Citizen comments are limited to three (3) minutes, unless otherwise required by law. To address the Council, please fill out a City Council Appearance Card and submit it to a staff member prior to the Public Comment item on the agenda. The Council is not permitted to take any action or discuss any item not listed on the agenda. The Council may choose to place the item on a future agenda.*

The following citizens requested to speak during the Public Comment period:

- Phyllis Silver, 15720 Artist Way – shared her concerns with the Town's proposed transit alternatives should Addison decide to leave DART noting her experience with Via in Arlington.
- Greg Thornberry, 14885 Oaks North Drive – requested that if the Council insists on holding a special election on DART that they wait until November noting that DART is valuable and leaving it would be detrimental to Addison and future development in the Town such as the TOD due to the Town's status as a transit hub.
- Guillermo Quintanilla, 4115 Rush Circle – asked the Council to reconsider holding a special election on DART, noting that doing so in May would be too condensed of a timeline especially as other member cities are still negotiating with DART and the Town does not have transit alternatives in place yet.
- Douglas Conn, 3781 Meadowcreek Circle – expressed agreement that Addison citizens

should be able to vote in a special election on DART, but that it would be more appropriate to hold this election in November.

- Nancy Craig, 4112 Rush Circle – asked that the Council vote to hold a special election on DART in November to allow the Town to gather more information and understand the outcomes of the other member cities’ elections in May before Addison residents vote on what could be an irreversible decision.
- Liz Trocchio Smith, 14933 Havenshire Place – requested that the Council hold a special election on DART in May, expressing that Addison should be leader not a follower, and that the Town has plenty of information to hold this vote.
- Valerie Collins, 14668 Wayside Court – requested that the Council hold a special election on DART in May noting that every community needs public transportation, but the current system is broken, and Addison can find better alternatives.
- Chuck Green, 14974 Trafalgar Court – expressed his opposition to holding a special election to withdraw from DART, noting that Addison will lose a significant amount of money invested and will continue to lose money paying for services that would end immediately after a withdrawal.
- Jim Duffy, 3887 Ridgelake Court – expressed his opposition to a special election, questioning the rush to leave DART in May, noting that Addison should be actively negotiating with DART like the other member cities rather than planning alternatives to leave DART.
- Fran Powell, 14796 Lochinvar Court – requested that the Council work with DART to make necessary changes rather than withdraw, noting that many people that are not Addison residents rely on DART to come to work or visit. She noted an election would not allow those voices to be heard and withdrawing from DART could cause severe damage to Addison.
- Ron Whitehead, 3919 Bobbin Lane – expressed his opposition to a special election to withdraw from DART as the proper amount of information and engagement has not been provided in order to make a decision like this.
- Patricia Ann Smith Williams, 16300 Ledgeмонт Lane – requested that the Council table the vote until summer for a potential special election November to allow time to survey the community and work with DART to correct issues.
- Eileen Resnik, 3836 Park Place – expressed her disappointment at the call for a vote to leave DART when there is more information, noting that the Town should also consider its significant investment in DART as well as its responsibility to citizens and business to help them grow and function with traffic congestion.
- Alex Scott, 916 Greenbriar Lane, Richardson – expressed his excitement for the new Silver Line so that he could begin taking it to Addison events instead of driving and noted that part of the reason he recommends Addison Circle to many is due to the district’s proximity to DART’s transit center.
- Benedict Bernadas, 5025 Addison Circle – expressed his opposition to holding a special election to withdraw from DART, stating the Town’s withdrawal from DART would be detrimental to the community and the presented alternatives would not suffice.
- Liz Oliphant, 16300 Ledgeмонт Lane – expressed her opposition to holding a special election to leave DART stating that Addison would lose more than it stands to gain should the Town withdraw and noting that Addison is a critical point in DART’s network connecting the northern suburbs into Dallas.

- Amy McGregor, 17106 Vinland Drive – expressed her disappointment in the Council’s decision to reconsider a special election to withdraw from DART noting that amongst many others, she also frequently uses DART as an Addison resident since 2004 and commutes to work via the system.
- William McGregor, 17106 Vinland Drive – questioned why there is a rush to hold a special election to leave DART in May when November could potentially yield a higher turnout due to the midterm election that same month and noted his disappointment with the recent bus route change as that now inconveniences many more people for a longer span of time.
- Micah Nishigaki, 4713 Bryan Street, Dallas – expressed her opposition to a special election to withdraw from DART and that as a family medicine physician, she sees how accessible public transportation can be critical for people to tend to their health. She also noted benefits to public health such as potential reduction of car crashes and a decrease of air pollution.
- Michael Devereaux, 15032 Winnwood Road – expressed his understanding of the differing opinions regarding a potential withdrawal from DART, noting that with the possible cost difference of an election in May instead of November, he supports a special election in May.
- Dawn Webb, 3820 Canot Lane – expressed support for a special election in May to withdraw from DART, citing her opposition to the Town’s current arrangement with DART due to poor quality of service despite the Town’s financial investment.
- Yvetter Pelke, 4021 Rive Lane – expressed her dissatisfaction with DART, noting that other cities function without DART and that she does not want the Town to incur any more debt considering the need for a police station.
- Hannah Jones, 3121 Cross Timbers Lane, Garland – spoke as the manager of Pappy’s Pet Lodge in Addison Circle and as a daily DART user, noting that most of her employees rely on transportation to get to and from work. She requested the Council consider the importance of DART to the community and those that contribute to it, but don’t live here who would not have a voice in a special election.
- Justin Dumlao, 716 Meadow Lane, Wylie – expressed his excitement when Addison got the Silver Line as he already enjoyed spending time in Addison and it would allow him to commute to work. Mr. Dumlao asked the Council to consider the importance of DART before voting to hold a special election.
- Tricia Stuart, 15755 Seabolt – expressed support for holding a special election regarding DART noting that voters should have consent to how their tax dollars are spent and the timing is important as the Town could possibly hold a bond election for a new Police facility this year.
- Chris Wyatt, 4214 Bretton Bay Circle, Dallas – requested that the Council not call a special election regarding DART or postpone it to November noting the arrival of the new Silver Line and the potential benefits it could bring in for the Town as it is now operational.
- Zach Schmutzer, 4925 Marcus Avenue – requested that the Council wait to call a special election regarding DART until November as doing so in May would allow the Town time to see what other DART member cities are doing and collect more information regarding mobility alternatives and the impact of the new Silver Line.
- Tyler Wright, 15725 Artist Way – requested that if the Council decides to hold a special

election regarding DART, that they do so in November as opposed to May, noting that it would be beneficial to see what other DART cities do in May and to allow Town staff to put together a more robust mobility alternatives plan.

- Catherine Walsh, 930 East 15th Street, Plano – asked the Council to continue to support DART, sharing her experience utilizing DART to get to and from Addison and noting that many others who do not live in the town do the same.
- Jacob Meadors, 3920 Asbury Lane – expressed opposition to holding a special election regarding DART in May due to Addison residents not yet being adequately informed and the importance of DART to non-Addison residents that will not get a voice in an election that will affect them.
- Al Cioffi, 14786 Town Lake Circle – expressed opposition to holding a special election regarding DART in May as November would yield a better turnout and noted the importance of regional transportation as the metroplex grows.
- Charles Chenga – 15575 Spectrum Drive – questioned why the Council would want to leave DART after contributing to the system after forty years and when the Silver Line is newly operational. Mr. Chenga asked that if the Council decides to hold a special election regarding DART, that they delay it until November.

The following citizens submitted a written public comment which was acknowledged during the public comment period but not read aloud. The written comments are attached to the Minutes.

- Charles Berteau, 15707 Spectrum Drive – expressed support for holding a special election regarding DART in November instead of May to allow the Town to assess the situation after other member cities' votes in May and plan for a transition to other mobility options if necessary, noting that the extra cost incurred for a later election would be worth it.
- Mary Dolan, Lockmoor Lane, Dallas – encouraged the Council to not call a special election regarding DART questioning how the people who rely on DART for various reasons will get around noting that alternatives may not be adequate.
- Cynthia Ramos, 3900 Vitruvian Way – Reiterated her stance from the December special meeting that the Town should not hold a special election to withdraw from DART noting that there are no viable alternatives and the Town would lose a significant investment in DART by withdrawing.
- Ron Wallach – asked that the Council let Addison citizens vote in a special election regarding DART noting that this issue is too big to have small groups of politicians decide and that citizens have the right to be heard.
- Linda Maturey, 3880 Ridgelake Court – asked that the Council allow citizens to vote in a special election regarding DART.
- Davis Frodsham, 3925 Vitruvian Way – encouraged the Council to not hold a special election regarding DART noting that taxpayers would still be responsible for payments years after an exit and that the Town's asset of interconnectivity with the DFW metroplex would be damaged by an exit from DART.
- Nicky Ziyai, 4104 Leadville Place – requested that the Council not hold a special election regarding DART in May and instead wait so the Town can see what the results are from the special elections other DART member cities have already called.
- Ellen Austrew – stated that citizens should have a voice, but that a special election

regarding DART should be held in November to see what surrounding DART member cities decide in their respective special elections.

- Nancy Williams, 3920 Bobbin Lane – requested that the Council delay a special election regarding DART until May in order to allow the Town to gather more information on what the other DART member cities will be doing.
- Armando Gallardo, 4101 Leadville Place – requested that the Council not hold a special election regarding DART in May noting ongoing negotiations between DART and other member cities, the importance of regional transit, and the benefits of having DART in Addison beyond the contribution of sales tax.
- Lorrie Semler, 14821 LeGrande Drive – requested that the Council not hold a special election regarding DART, but if they must, to do so in November so that the Town can gather more information and for the outcomes of the other member cities' respective special elections in May.
- Olesea Voloshin, 5018 Parkview Place – requested that the Council keep DART in Addison.
- Jeanne Dunlap and David Markel, 3883 Ridgelake Court – requested that the Council not hold a special election regarding DART.
- Brooke Diaz, Waterview Circle – expressed Addison's need for DART noting that the Town has made great strides in becoming a more walkable and bikeable place.
- Adam Gordon, Beltway Drive – expressed DART's importance to Addison and the metroplex noting that DART connects Addison to many important places in the region while also bringing many from the region into Addison.
- Tom Braun, 14616 Lexus Avenue – reiterated his previous request to the Council that they hold a special election regarding DART in November instead of May, noting that this allows the Town to gather more information, November elections would yield a higher voter turnout, and reiterated that DFW needs a regional transportation system to mitigate traffic issues due to forecasted population growth.
- Daniel Smith, 5018 Parkview Place – requested that the Council keep DART in Addison noting a 2023 UNT study that documented DART's economic benefit to the region and that the Ernst and Young study's calculation to determine Addison's service received is not accurate.
- Becky Thompson, 17112 Vinland Drive – requested that the Council not hold a special election regarding DART in May noting that nothing has changed.
- Marcia Pfeifer, 5001 Meridian Lane – requested that the Council allow Addison citizens to vote in a special election regarding DART noting that citizens' voices should be heard and considered.
- Marilee Madan and Jeff Lagow, 14900 Winnwood Road – requested that the Council allow citizens to vote in special election in May regarding DART noting that other cities are allowing a vote on this issue and that Addison citizens should be able to vote on this issue, too.

4. **Consent Agenda.** *All items listed under the Consent Agenda are considered routine by the City Council and will be enacted by one motion with no individual consideration. If individual consideration of an item is requested, it will be pulled from the Consent Agenda and discussed separately.*

- a. **Consider action on the Minutes from the January 6, 2026 City Council Work Session**

Meeting.

- b. Consider action on the Minutes from the January 13, 2026 Regular City Council Meeting.
- c. ***REMOVED FROM AGENDA*** Consider action on a Resolution approving the purchase of ten (10) servers, 225 TB of usable storage, and virtualization technology from GovConnection, Inc. through OMNIA Partners Cooperative Contract No. R210402, in an amount not to exceed \$563,899.00; authorizing the City Manager to execute all necessary documents; and providing an effective date.
- d. Resolution No. R26-002: Consider action on a Resolution approving the purchase of cybersecurity equipment, software, and related services from Kudelski Security, Inc. through Texas DIR Cooperative Contract No. DIR-CPO-5687, in an amount not to exceed \$659,308.72, authorizing the City Manager to execute all necessary documents, and providing an effective date.
- e. Resolution No. R26-003: Consider action on a Resolution approving an agreement with Segra for Dedicated Internet Access and Ethernet Local Area Network services pursuant to TIPS Contract No. 220105; in an amount not to exceed \$22,320 yearly; authorizing the City Manager to execute all necessary documents; and providing an effective date.
- f. Resolution No. R26-004: Consider action on a Resolution approving the purchase of network infrastructure equipment and related services from Solid IT Networks, Inc. through Texas DIR Cooperative Contract No. DIR-CPO-5375, in an amount not to exceed \$475,626.32, authorizing the City Manager to execute all necessary documents, and providing an effective date.
- g. Resolution No. R26-005: Consider action on a Resolution approving a professional services agreement between the Town of Addison and TruePoint Communications and authorizing the City Manager to execute the agreement in an amount not to exceed \$127,500.
- h. Resolution No. R26-006: Consider action on a resolution approving an Economic Development Program Grant Agreement with Landmark Quorum Holdings LLC in an amount not to exceed \$200,000 and authorizing the City Manager to execute the agreement.
- i. Resolution No. R26-007: Consider action on a Resolution awarding a contract for street crack sealing services to Adventus Materials Strategies LLC through the cooperative purchasing program The Interlocal Purchasing System (TIPS) in an amount not to exceed \$80,615.54.

MOTION: Mayor Pro-Tempore Willesen moved to approve §4 - CONSENT AGENDA (a-b, and d-i) as presented. Deputy Mayor Pro-Tempore DeFrancisco seconded the motion. Motion carried unanimously.

Mayor Arfsten adjourned the meeting into a brief recess at 8:34 PM.

Mayor Arfsten reconvened the meeting at 8:44 PM.

5. Individual Consideration.

a. Ordinance No. O26-005: Present, discuss, and consider action on an Ordinance calling and ordering a special election on May 2, 2026 to dissolve the Dallas Area Rapid Transit System (DART) in the Town of Addison, Texas, subject to the continued collection of sales taxes for the period required by law; providing for location of polling places to be designated at a later date; providing for early voting; and providing an effective date.

[Deputy City Manager, Ashley Shroyer]

As directed by the City Council at the January 13, 2026 Regular City Council Meeting. Staff brought forward an Ordinance for Council consideration to call and order a special election on May 2, 2026 to dissolve the Dallas Area Rapid Transit System (DART) in the Town of Addison.

There is no direct fiscal impact to order the special election, which is the sole function of this item.

MOTION: Deputy Mayor Pro-Tempore DeFrancisco moved to table the item indefinitely. Mayor Arfsten seconded the motion. Motion failed 5-2, with Mayor Arfsten and Deputy Mayor Pro-Tempore DeFrancisco voting in favor.

MOTION: Council Member Freed moved to approve Ordinance No. O26-005 calling and ordering a special election in May 2026 regarding DART. Mayor Pro-Tempore Willesen second the motion. Motion carried 5-2 with Mayor Arfsten and Deputy Mayor Pro-Tempore voting against.

6. **Items of Community Interest.** *The City Council will have this opportunity to address items of community interest, including: expressions of thanks, congratulations, or condolence; information regarding holiday schedules; an honorary or salutary recognition; a reminder about an upcoming event organized or sponsored by the Town of Addison; information regarding a social, ceremonial, or community event that was or will be attended by an Addison City Council member or an official; and, announcements involving an eminent threat to public health and safety in Addison that has arisen since posting this agenda.*

8. Adjourn Meeting.

There being no further business to come before the City Council, Mayor Arfsten adjourned the meeting at 9:42 PM.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Valencia Garcia, City Secretary

January 27, 2026 — *Third request for clarification, after public comment sent to CPAC/Jade Broadnax, April 30, 2025, and Addison City Council/Valencia Garcia on 1/13/2026.*

TO: Town of Addison City Council

FROM: Lee and Rose Ann Hopwood, 4111 Leadville Place, Addison, Texas

RE: Work Session Item #6. a. *Advance Addison: “Townhomes and low-density multifamily housing types are also appropriate in more intense parts of the Residential Place Type.”*

addisontx.gov/docs/2026/CM/20260127_542/6241_aa2050_comprehensiveplan_book_-_LOW_RES_-_I

90 (94 of 224) 80%

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

30

29

28

27

26

25

24

23

22

21

20

19

18

17

16

15

14

13

12

11

10

9

8

7

6

5

4

3

2

1

1-2 Stories

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

UNDEFINED AND CONTRADICTORY

Advance Addison does not define “low-density multifamily.”

It also does not define “more intense parts of” Residential Living.

Advance Addison contradicts itself, with a table stating that “small-plexes” and “urban apartments” are NOT appropriate in Residential Living, while adjacent text states that “low-density multifamily” IS appropriate.

Advance Addison will serve as the basis for planning, zoning and other land use decisions well into our town’s future. As such, the comprehensive plan must provide Addison private-property owners, officials, and staff with a clear picture our Town’s aspirations. Unfortunately, as shown left, a vital sentence is ill-defined and contradicts adjacent content.

Advance Addison does not define “low-density multifamily housing types.” The term appears ONLY once, in this sentence. Without a clear definition of “LOW-density,” the plan provides the rationale for permitting ANY density within Residential Living Place Types. Addison’s Unified Development Code won’t limit that density, because drafters eliminated Residential Zone density limits and left only dimensional standards (e.g. height maximums ranging from 35 to 48 feet).

Advance Addison does not define “more intense parts of the Residential Place Type.” We do not know what “more intense” means, nor do we know which parts of the Residential Living Place Type are “more intense.” Without clarify, will *Advance Addison* provide the rational for permitting multifamily housing of WHATEVER density in WHATEVER parts of Residential Living can be justified by economics or other forces? Will “more intense” neighborhoods like Midway Meadows garden homes and Les Lac garden homes discover that *Advance Addison* provides the rationale for spot zoning, parcel assembly, and construction of multifamily housing next door to their modest, one-story garden homes?

We raised these concerns with Addison in April 2025. Addison staff member Jade Broadnax responded, and we note the resulting clarifications to the related tables and visuals. We appreciate that work, but this key sentence remains unchanged. So we ask the City Council to charge Staff with revising text so that meaning is clear, especially the phrases “low-density multifamily housing types” and “more intense parts.” We also ask the Council to charge Staff with bringing this sentence into alignment with the table below it, and other related visuals. Addison residents and developers should clearly understand whether or not multifamily is or is not appropriate in the Residential Living Place Type. Thank you.

City Council Public Comment Form

Submitted on 17 January 2026, 9:50AM

Receipt number 93

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: Sharing some thoughts on the DART issue:

Given the face that so many other cities are going to their citizens for a vote on staying in DART, I don't think it's a viable alternative at this point to NOT present the topic for a vote. To do otherwise will be seen as suppression of voter input. To some degree, this council is paying the price for the fact that this has not been presented for a vote in so many years since first joining. Not fair, but it is what it is.

May vs. November IS a choice, though. My view is that the council should state now that the issue will be raised for a November vote. The extra costs incurred (which are "extra" only in the event of a withdrawal) is worth it for having the time to: (a) assess the situation AFTER the other cities have voted; and (b) to plan for a smooth transition in advance, if withdrawal is the voter's choice (including giving businesses time to plan - since they don't get a vote, but bear the consequences).

I suppose this council cannot take a position that actually binds future councils, but I would state the intention that the November vote will take place regardless of the success of any negotiations with DART. In the meantime, and perhaps reflect this in a way that will require active overturning. The voters should get a say on the adequacy (or not) of any negotiations.

Furthermore, I would - to whatever degree possible - affirm that a vote will take place every six years, whenever it is allowed by the DART governance agreement. The longer between votes, the more the pressure will build to an insurmountable level for some future council. Everyone should know, in advance, that the service will need to re-win voter support on EVERY cycle. No "emergencies" next time - build this into the baseline expectation of the relationship.

Name Charles (Bert) Berteau

Street 15707 Spectrum Drive

City Addison

State TX

Zip	75001
Phone Number	
Email	
If you represent a group or organization, please list it below.	N/A

City Council Public Comment Form

Submitted on	26 January 2026, 7:42PM
Receipt number	95
Related form version	13

Acknowledged

Meeting Date	01/27/2026
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Comment delivery option:	Provide written comments to City Council
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I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

I strongly encourage you to not call an election regarding DART. Your constituents very in age from young to old. What will happen to the people who live in apartments and work in downtown Dallas? They rely on the bus or train to get them to work. What about an older person who does not drive anymore? They rely on the DART mini-van to take them to Dr. appointments, etc. Companies contemplating moving their headquarters to Addison might not do so because of transportation problems. I know you are looking at alternative services, but none of them are as good as DART. Perhaps you don't ride the bus and/or train but you should think about the people who rely on it.

Mary Dolan (former Addison Council Person)

Name	Mary Dolan
------	------------

Street	Lockmoor Lane
--------	---------------

City	Dallas
------	--------

State	TX
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Zip	75220
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Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 26 January 2026, 8:43PM

Receipt number 96

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

I spoke at the special meeting to decide whether to hold a DART withdrawal election last year. I will not repeat what I said there, other than to repeat my stance that the public needs more time to decide on something as impactful as leaving DART. I don't think there is a viable alternative at this point. Plano is considering microtransit similar to Arlington's, but people that have used Arlington's service know that it is easy to get stranded in the middle of nowhere. If we hold an election, and residents vote to stay, will we regret that choice? I don't think so. What about if we vote to leave? It shouldn't have to come to an election. Maybe some council members think we have the data for us to be informed in voting, but the data we have at this point only confirms what we already knew: public transit costs a lot of money. What do we lose if we leave DART? I think it is clear that Addison will lose a lot of investment already put into DART if we leave. Do we lose negotiating power with DART by not holding an election? I would argue no, because the pressure is on from other members. So, I would hope that Addison can be clear on its priorities, stick to its vision and values, and strategize to get the most out of DART in another way. An election may seem like a way to empower voters, but only if we have all the data. In the absence of data, we have elected you to be our decision makers.

Thank you.

Name Cynthia Ramos

Street 3900 Vitruvian Way Apt 571

City Addison

State TX

Zip 75001

Phone Number

Email

If you represent a group or organization, please list it below.

From: [Ron Wallach](#)
To: [Valencia Garcia](#)
Subject: Please let us vote
Date: Tuesday, January 27, 2026 8:58:15 AM

Please let the citizens of Addison vote on the DART question. This issue is too big to allow a small group of politicians with an unknown agenda to decide. The citizens have a right to be heard and have their tax dollars spent. Thank you and please share with the city council and Mayor.
Sent from my iPad

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the Report Phishing button located to the right side of the Menu above.

From: [Linda Maturey](#)
To: [Valencia Garcia](#)
Subject: Tuesday City Council
Date: Tuesday, January 27, 2026 10:28:04 AM

Please pass my message to Council that the citizens should be able to vote on Dart. Thank you for your help.

Linda Maturey
3880 Ridgelake ct
Addison tx
[REDACTED]

Thank you

Sent from my iPhone

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the Report Phishing button located to the right side of the Menu above.

City Council Public Comment Form

Submitted on 27 January 2026, 10:29AM

Receipt number 99

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

I am encouraging the Council to vote NO on holding a DART withdrawal election.

I emailed the council in support of DART months ago, and little has changed since then. The town has somewhat more information on what a post-DART Addison *might* look like, but the fundamental problems with leaving the system remain.

Taxpayers would still be on the hook for 3 years of debt payments for a service we would no longer be able to use in our town. Commuters who rely on DART would be left out to dry, or otherwise forced to use microtransit "solutions" that will likely cost more for the user while worsening traffic over time. One of Addison's greatest assets, our inter-connectivity within the broader DFW Metroplex, would be watered down significantly. The multi-billion dollar Silver Line would be reduced to something that just passes through Addison well before a cost allocation study can even be conducted.

DART has real issues which must be addressed. It also serves a unique role within the Metroplex which cannot be replicated by individual cities. Addison should be working to improve DART from within while obtaining a better deal for our town. Abandoning the system in favor of a glorified Uber knock-off will jeopardize our future and make Addison a worse place to live. Committing to DART is crucial for reaching our full potential as a lively urban town within the Metroplex; leaving it will render us as just another generic northern suburb. I urge the Council to consider these stakes and make the only sensible decision: To keep Addison in DART.

Name Davis Frodsham

Street 3925 Vitruvian Way #817

City Addison

State Texas

Zip 75001

Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 11:27AM

Receipt number 100

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: Regarding Council agenda item 5a - DART, I respectfully request that an election is not called in May 2026 and instead we wait and see what other cities who have already called an election will do regarding DART. Thank you.

Name Nicky Ziyai

Street 4104 Leadville Pl

City Addison

State Texas

Zip 75001

Phone Number

Email

If you represent a group or organization, please list it below.

From: [Ellen Austrew](#)
To: [Valencia Garcia](#)
Subject: Dart
Date: Tuesday, January 27, 2026 11:36:20 AM



I am not going to call in or be at the meeting this evening but regarding the issue here is my input:

We have lived in Addison for 20+ years and I am in favor of Dart after all the preparation and money we have invested in DART.

I do believe the citizens should HAVE a Voice

I do believe we should WAIT until NOVEMBER

I am truly disappointed that the Council and other members of Addison Governing board are NOW debating about this.

Please put the brakes on and wait to see what the surrounding communities decide is best for them.

Thank you, Ellen Austrew

[Sent from Yahoo Mail for iPhone](#)

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City Council Public Comment Form

Submitted on 27 January 2026, 11:48AM

Receipt number 101

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: I would respectfully request that you delay an election on Dart until after the May election. We will then have more information on what the other cities will be doing. It seems to be a practical and reasonable way to have the most information for the citizens of Addison.

Name Nancy Williams

Street 3920 Bobbin Lane

City Addison

State Tx

Zip 75001

Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 12:53PM

Receipt number 105

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

Re: Call of election in May of 2026 to decide whether Addison should withdraw from DART

Honorable Mayor Arfsten and Esteemed members of our City Council, Having lived in Chicago and New York in the past 25 years, I have come to recognize the importance of regional and commuter mass transportation to Addison's success and identity as a leader in the region and the State of Texas. My family as well as many of our friends have already taken full advantage of the Silver Line and now know what a fantastic asset our citizens have. We will avoid driving our automobile to DFW if we can take the train!

I would like to encourage you to NOT call the election in May of this year. My understanding is that presently there are ongoing negotiations with DART. It would be prudent to wait to see what the cities that have called an election will do. I have no issue about bringing this decision up for our citizens to vote on, however, we need to be astute about this complex issue and clearly understand the impact of making hasty decisions that may have a negative impact on our wonderful community.

The benefits of DART go far beyond our contribution of sales tax. Having worked on the conceptual design of Addison Circle many years ago always we assessed the benefits of a regional passenger rail connection and now having come to fruition, it is considered one of the most successful new urbanism projects in the United States. With all the recent development of our region, Addison is now located in the epicenter center of the Metroplex, meaning Downtown Dallas to the northern communities contiguous to Frisco, Texas. Our geographical location puts us in a strategic location for success that other cities only wish they had.

In Summary, NOT calling the election in May and waiting to see what our neighbors do only puts us in a prime position for a better decision and future for Addison.

Armando Gallardo
4101 Leadville Pl
Addison, Texas 75001

Name Armando Gallardo

Street 4101 Leadville Pl

City	Addison
State	Texas
Zip	75001
Phone Number	
Email	

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on	27 January 2026, 12:56PM
Receipt number	106
Related form version	13

Acknowledged

Meeting Date	01/27/2026
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Comment delivery option:	Provide written comments to City Council
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I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

You have my permission to read this into the record.
STOP. Just stop. This is nonsense. We have waited decades for DART trains to run through AND STOP in Addison. We do NOT want them to run through without stopping. Why can you not, if you must, put this on the ballot in November when we have MORE INFORMATION and know how the voters in other cities vote? THIS HAD ALREADY BEEN DECIDED IN DECEMBER. Stop the nonsense, wait to see the May results from other cities, then decide. Should you vote now to put it on the ballot in May, when several of you will also be on the ballot and up for reelection, EXPECT A BACKLASH for those voting to expose us to the loss of DART services.

Name	Lorrie Semler
------	---------------

Street	14821 Le Grande Dr.
--------	---------------------

City	Addison
------	---------

State	Texas
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Zip	75001
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Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 1:15PM

Receipt number 108

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: Please keep DART in Addison.

Name Olesea Voloshin

Street 5018 Parkview Pl

City Addison

State TX

Zip 75001

Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 1:17PM

Receipt number 109

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: Both David Markel and Jeanne Dunlap would like to vote NO to putting the DART issue on ballot in the May election. We are married and live at the same address below. David's phone number is 972-345-8917 and Jeanne's phone number is 214-563-0089. We will be available if council or council's representative's wish to call us to confirm.

Name Jeanne Dunlap and David Markel

Street 3883 Ridgelake Court

City Addison

State TX

Zip 75001

Phone Number [REDACTED]

Email [REDACTED]

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 2:27PM

Receipt number 111

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: Addison has been making great strides in becoming a more walkable/bikeable place - we need DART!

Name Brooek Diaz

Street Waterview Circle

City Addison

State Texas

Zip 75001

Phone Number [REDACTED]

Email [REDACTED]

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 2:28PM

Receipt number 112

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

DART is very important to Addison and the Metroplex. I hope we can keep its presence and funding intact. While I understand that we can't control what our neighboring communities do, the DART brings people here in a safe manner. It connects us to the airport. Businessmen and travelers can get to Addison easily. The DART can bring visitors to Addison Circle Park to our events. If our current weather shows us anything, it shows us just how important public transportation can be. Hopefully, if it expands one day, it'll be easier for our residents to get around on an icy day. Our DFW highways always seem to be under construction and traffic is a nightmare (even without weather issues). I understand some of the frustrations with it. The positives of DART far outweigh the negatives.

Name Adam Gordon

Street Beltway Dr.

City Addison

State Texas

Zip 75001

Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 2:43PM

Receipt number 114

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

Dear Mayor & Addison City Council,

Although you just voted a few short weeks ago NOT to hold an election in May regarding DART membership, I am surprised to see that this is once again on your agenda for a re-vote. Is this going to be the protocol with all votes moving forward in Addison? This is a horrible precedent to set and will halt any meaningful progress in our town.

During your last work secession discussion regarding the DART topic, some of you expressed a concern that if other cities pulled out of DART during a May election, Addison could be responsible to take on additional debt to cover the cost of other municipal withdrawals. As you know, during a January 21st meeting, DART agreed to hold off on issuing new debt until after the November elections. Because DART will not issue any new debt until after the November elections, any changes in membership resulting from May elections will not change funding liabilities of any cities that remain in the system.

In my 1/13/2026 letter to the Council, I outlined numerous reasons why we should wait until the November election to call for a vote. This will give Addison more time to procure surveys from our businesses & citizens, understand the cost of a specific internal Addison transit system, and most importantly understand if any cities vote to pull out of the DART system. I have heard many of you ask to postpone other votes because you felt you didn't have enough information. This is certainly one of those situations.

Finally, I find it very disingenuous for members of this Council to hide behind the statement that "we just want to allow the residents to vote" when you certainly know that 100% MORE Addison residents vote during any November election compared to any May election. If you truly want to hear from the Addison voters, you would want as much participation as possible. I would urge you NOT to call for a DART participation vote in May but wait until we know the outcome from the other cities' participation votes, understand the impact on our businesses and residents, get a true additional value of the new Silver Line, and allow as many residents' voices to be heard. A May vote can therefore only be seen as an attempt to stifle the voice of the citizens.

Any council member that votes for a May election obviously wants the Town to extract itself from this regional transportation system. You cannot hide behind the claim that you "we just want to allow the residents to vote".

Please remember, our region's population is expected to grow by 50% by 2050. Our roads are already at their maximum capacity, and we need a regional transportation system.

Thank you,

Tom Braun
14616 Lexus Avenue
Addison, TX 75001

Name	
Tom Braun	
Street	14616 Lexus Avenue
City	Addison
State	TX
Zip	75001
Phone Number	
Email	

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on	27 January 2026, 2:59PM
Receipt number	115
Related form version	13

Acknowledged

Meeting Date	01/27/2026
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Comment delivery option:	Provide written comments to City Council
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I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here:

Please keep DART in Addison. In a 2023 study, UNT and other researchers found from 2019-2021, DART provided 1.8 Billion in economic benefit to DFW.

A more recent Ernst and Young study noted, during the same time, Addison contributed approx. 32 Million in Sales Tax Revenue to DART. These payments amount to 1.95% of DART's operational expense.

That 1.95% was used to estimate Addison is receiving 'less' service from DART than they pay.

Equally, that percent should be used to say we received 35 Million in economic advantage + the direct value of the services.

Name	Daniel Smith
------	--------------

Street	5018 Parkview Place
--------	---------------------

City	Addison
------	---------

State	TX
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Zip	75001
-----	-------

Phone Number

Email

If you represent a group or organization, please list it below.

City Council Public Comment Form

Submitted on 27 January 2026, 2:59PM

Receipt number 116

Related form version 13

Acknowledged

Meeting Date 01/27/2026

Comment delivery option: Provide written comments to City Council

I wish to speak during:

Which Agenda Item #?

Please provide your written public comment for the City Council here: Re: DART. Nothing has changed, please DO NOT put DART on the ballot for an election in May 2026.

Name Becky Thompson

Street 17112 Vinland Drive

City Addison

State TX

Zip 75001

Phone Number [REDACTED]

Email [REDACTED]

If you represent a group or organization, please list it below.

From: [Marcia Pfeifer](#)
To: [Valencia Garcia](#)
Subject: Hello,
Date: Tuesday, January 27, 2026 3:18:07 PM



My name is Marcia Pfeifer and I live in Addison, TX at 5001 Meridian Lane, [REDACTED]
[REDACTED]

I am not asking to have a phone time to voice my opinion to the council but am requesting my email be entered with the others who cannot attend but want to have their opinion heard and considered.

**PLEASE ALLOW THE CITIZENS OF ADDISON TO VOTE ON THE ISSUE OF KEEPING
DART IN OUR TOWN!
PLEASE LET US VOTE!**

**You were elected to represent the citizens of Addison and by that you should
certainly allow their voices to be heard and considered.**

Thank you for your consideration.

Please let me know if I need to anything forther to have my opinion registered.

WARNING: This email is from an external source. Please **DO NOT** click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the **Report Phishing** button located to the right side of the Menu above.

From: [Marilee Madan](#)
To: [Valencia Garcia](#)
Subject: Vote
Date: Tuesday, January 27, 2026 3:51:45 PM

For continuation of DART

Ms. Garcia: my husband Jeff Lagow and I want the City Council to allow the citizens to vote in May as to whether Addison should continue to be in the DART system. Other cities are allowing a vote on this issue and the Addison City Council should provide for the Addison citizens to vote on the issue. Also, please make sure my email to you is shared with the mayor and all City council members. Thank you.

Marilee Madan
14900 Winnwood Rd.
Addison, Texas
Sent from my iPhone

WARNING: This email is from an external source. Please DO NOT click links or open attachments without positive sender verification of purpose. Never enter Username, Password, or sensitive information on linked pages from any email. If you are unsure about the message, please click on the Report Phishing button located to the right side of the Menu above.

2026 City Council Regular Meeting

4. b.

Meeting Date: 02/10/2026

Department: City Secretary

AGENDA CAPTION:

Consider action on the Minutes from the January 30, 2026 City Council Strategic Planning Session.

BACKGROUND:

The Minutes for the January 30, 2026 City Council Strategic Planning Session have been prepared for consideration.

FISCAL IMPACT

N/A

RECOMMENDATION

Staff recommends approval.

Attachments

Minutes - January 30, 2026 City Council Strategic Planning Session

DRAFT

OFFICIAL ACTIONS OF THE ADDISON CITY COUNCIL

January 30, 2026

**Abilene Christian University – Dallas Campus
16633 Dallas Parkway, Suite 800, Addison, TX 75001
8:30 AM Strategic Planning Session – Mission Point Classroom**

Present: Mayor Bruce Arfsten; Mayor Pro-Tempore Marlin Willesen; Deputy Mayor Pro-Tempore Chris DeFrancisco; Council Member Howard Freed; Council Member Darren Gardner; Council Member Dan Liscio; Council Member Randy Smith

Strategic Planning Session

- 1. Call Meeting to Order and Announce that a Quorum is Present:** Mayor Arfsten called the meeting to order at 8:44 AM.
- 2. Strategic Planning Session**
 - a. **Discuss the Town's Strategic Plan for 2026.**

Since 2016, Addison's City Council has met annually to discuss strategic questions and identify key priorities for the Town. Sustainovation Consultant Nick Kittle led the Council and Town staff through this annual process.

Adjourn Meeting.

There being no further business to come before the City Council, Mayor Arfsten adjourned the meeting at 1:54 PM.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Valencia Garcia, City Secretary

2026 City Council Regular Meeting

4. c.

Meeting Date: 02/10/2026

Department: Police

Key Focus Areas: Public Safety

AGENDA CAPTION:

Consider action on a Resolution authorizing the submission of a grant application with the Office of the Governor for the Edward Byrne Memorial Justice Assistance Grant Program Fiscal Year 2027 (Grant No. 5731201) to Purchase Mobile Radar Units and Ballistic Shields to be used for Public Safety; and authorizing the City Manager to administer the grant.

BACKGROUND:

The Addison Police Department seeks grant funding through the Edward Byrne Memorial Justice Assistance Grant (JAG) Program to acquire mobile radar units and ballistic shields in order to enhance traffic enforcement capabilities and improve officer safety during high-risk encounters. These critical tools will support proactive traffic safety initiatives while providing essential ballistic protection for officers responding to dangerous and rapidly evolving incidents. The Addison Police Department has been notified that the proposed project is eligible for consideration under the FY27 JAG Program. If awarded, APD would receive \$125,000 in grant funding to be used exclusively for the purchase of mobile radars and ballistic shields in accordance with program guidelines and statutory requirements. A signed resolution outlining the authority to accept funds to be used for the stated statutory purpose and providing that funds shall be returned in the event of loss or misuse must be submitted to the Office of the Governor at the time of application in order to receive funding.

FISCAL IMPACT

This grant requires no matching funds. If awarded, the purchase of the mobile radar units and ballistic shields will be 100% reimbursable.

RECOMMENDATION

Staff recommends approval.

Attachments

Resolution - FY27 JAG Application

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION WITH THE OFFICE OF THE GOVERNOR FOR THE EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT PROGRAM FISCAL YEAR 2027 (GRANT NO. 5731201) TO PURCHASE MOBILE RADAR UNITS AND BALLISTIC SHIELDS TO BE USED FOR PUBLIC SAFETY; AUTHORIZING THE CITY MANAGER TO ADMINISTER THE GRANT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on or about December 13, 2021, the Criminal Justice Division of the Public Safety Office of the Office of the Governor (“CJD”) released a funding announcement to solicit applications for projects that promote public safety, reduce crime and improve the criminal justice system; and

WHEREAS, such funds are authorized pursuant to 34 U.S.C. § 10152 under the Edward Byrne Memorial Justice Assistance Grant (“JAG”) Program, which provides funding to states and units of local government to provide additional personnel, equipment, supplies, contractual support, training, technical assistance, and information systems for criminal justice; and

WHEREAS, the City Council of the Town of Addison, Texas (“Town”), finds it in the best interest of its citizens that the Town submit a grant application for Mobile Radar units and Ballistic Shields for the Addison Police Department; and

WHEREAS, the City Council finds that should any Office of the Governor grant funds be lost or misused, the Town will ensure their full return to the Office of the Governor in conformance with the grant program rules; and

WHEREAS, the City Council wishes to designate the City Manager, as the authorized official for the Town’s participation in the grant program, granting him full authority to apply for, accept, reject, alter, or terminate the grant on behalf of the Town; and

WHEREAS, the City Council finds that is in the best interest of the Town of Addison to accept such funding.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The City Council of the Town of Addison, Texas hereby approves the submission of the grant application for the Edward Byrne Memorial Justice Grant Program FY 2027 (Grant No. 5731201) to purchase mobile radar units and ballistic shields for the Addison Police Department.

SECTION 2. The City Council authorizes the City Manager or designee as the Town’s authorized official to apply for, accept, administer, decline, modify, or terminate the grant program on behalf of the Town and take all other action in furtherance of the grant process.

SECTION 3. The City Council further authorizes the City Manager to appoint the Town's Chief Financial Officer as the grantee's Financial Officer. The Financial Officer is given the power to submit financial and/or programmatic reports or alter a grant on behalf of the applicant agency.

SECTION 4. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the *10th* day of **February** 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

APPROVED AS TO FORM:

Valencia Garcia, Town Secretary

Whitt Wyatt

2026 City Council Regular Meeting

4. d.

Meeting Date: 02/10/2026

Department: Police

Key Focus Areas: Public Safety

AGENDA CAPTION:

Consider action on a Resolution authorizing the submission of a grant application with the Office of the Governor for the Rifle-Resistant Body Armor Grant Program (Grant Number 5703501) to purchase new or replace existing body armor that has reached the end of its service life; and authorizing the City Manager to administer the grant.

BACKGROUND:

The Addison Police Department is seeking grant funding through the Rifle-Resistant Body Armor Grant Program to purchase new or replace existing body armor that has reached the end of its service life. Rifle-resistant body armor enhances officer safety during high-risk incidents, including active threat responses and encounters involving high-powered firearms. The replacement of aging ballistic equipment is critical to ensuring officers continue to have reliable, effective protection during critical and rapidly evolving situations. APD has been notified that the proposed project is eligible for consideration under the FY27 Rifle-Resistant Body Armor Grant Program. APD will seek \$80,940 in grant funding to purchase 30 rifle-resistant body armor vests, in accordance with all applicable program guidelines and statutory requirements. A signed resolution authorizing the acceptance of grant funds, affirming that the funds will be used solely for their intended statutory purpose, and providing that the funds shall be returned to the Office of the Governor in the event of loss or misuse, is required as a condition of award in order for the Addison Police Department to receive the grant funding.

FISCAL IMPACT

This grant requires no matching funds. If awarded, the purchase of the Rifle-Resistant Body Armor will be 100% reimbursable.

RECOMMENDATION

Staff recommends approval.

Attachments

Resolution - RRBAG Program Application

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, AUTHORIZING THE SUBMISSION OF A GRANT APPLICATION WITH THE OFFICE OF THE GOVERNOR FOR RIFLE-RESISTANT BODY ARMOR GRANT PROGRAM FISCAL YEAR 2027 (GRANT NO. 5703501) TO PURCHASE NEW OR REPLACE EXISTING BODY ARMOR THAT HAS REACHED THE END OF ITS SERVICE LIFE; AUTHORIZING THE CITY MANAGER TO ACCEPT, REJECT, ALTER, OR TERMINATE THE GRANT, IF AWARDED; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the State of Texas, Office of the Governor, Criminal Justice Division (“CJD”) has made funds available to aid agencies with the purchase of rifle resistant body armor during FY 2026-2027; and

WHEREAS, the City Council of the Town of Addison, Texas (“Town”), finds it in the best interest of its citizens that the Town submit a CJD grant application for the purchase of new or replace existing body armor for the Addison Police Department, ensuring officers continue to have reliable, effective protection during critical and rapidly evolving situations; and

WHEREAS, the City Council finds that should any Office of the Governor grant funds be lost or misused, the Town will ensure their full return to the Office of the Governor in conformance with the grant program rules; and

WHEREAS, the City Council wishes to designate the City Manager as the authorized official for the Town’s participation in the grant program, granting him full authority to apply for, accept, reject, alter, or terminate the grant on behalf of the Town; and

WHEREAS, the City Council finds that is in the best interest of the Town of Addison to accept such funding.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The City Council of the Town of Addison, Texas hereby approves the submission of the grant application for the Rifle-Resistant Body Armor Grant Program FY 2026 (Grant No. 5703501) to purchase new or replace existing body armor for the Addison Police Department.

SECTION 2. The City Council authorizes the City Manager or designee as the Town’s authorized official to apply for, accept, administer, decline, modify, or terminate the grant program on behalf of the Town and take all other action in furtherance of the grant process.

SECTION 3. The City Council further authorizes the City Manager to appoint the Town’s Chief Financial Officer as the grantee’s Financial Officer. The Financial Officer is given the power to submit financial and/or programmatic reports or alter a grant on behalf of the applicant agency.

SECTION 4. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the *10th* day of *February* 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

APPROVED AS TO FORM:

Valencia Garcia, Town Secretary

Whitt Wyatt

2026 City Council Regular Meeting

5. a.

Meeting Date: 02/10/2026

Department: Development Services

Key Focus Areas: Economic Development and Revitalization

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on a request to rezone a 0.729-acre property, located at 1 Commercial Drive, from Mixed-Use Suburban (M-2) to Commercial Limited (CL) zoning district, to construct a multi-tenant building. Case 1946-Z / 1 Commercial Drive Rezoning.

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on January 20, 2026, voted to recommend approval of a request to rezone a 0.729-acre property, located at 1 Commercial Drive, from Mixed-Use Suburban (M-2) to Commercial Limited (CL) zoning district, to construct a multi-tenant retail building.

Voting Aye: Barker, Collins, Copeland, Fansler, Smith, Then, Wright

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: none

Against: none

FISCAL IMPACT

N/A

RECOMMENDATION

Staff has reviewed the proposal and determined that it complies with the Town's development regulations and is consistent with the Town policies and the adopted master plans.

Attachments

Presentation - 1946-Z

Ordinance - 1946-Z

1946-Z Staff Report

1946-Z Letter of Intent

1946-Z Property Survey

1 Commercial Drive Rezone Request (1946-Z)

February 10, 2026

Korrie Becht, Assistant Director of
Development Services



Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

LOCATION:

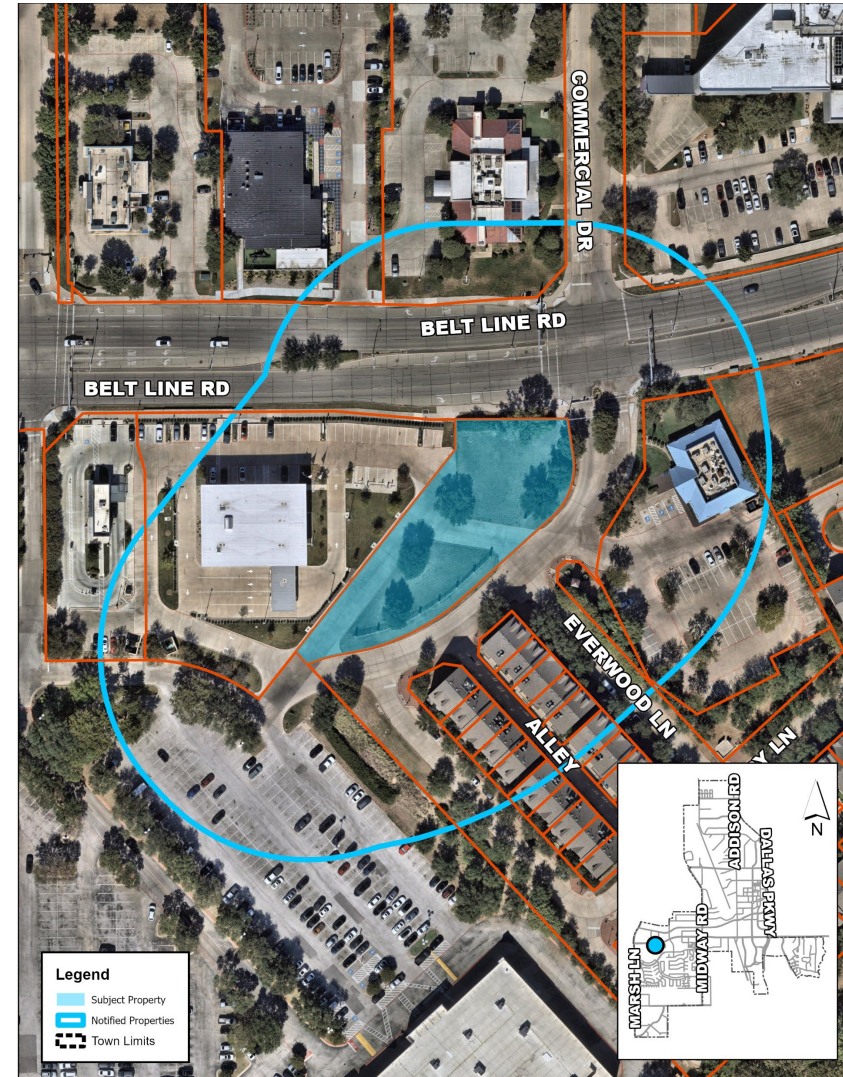
1 Commercial Drive

REQUEST:

Approval of a request to rezone a 0.729-acre property from Mixed-Use Suburban Corridor (M-2) to Commercial Limited (CL) zoning district to construct a multi-tenant building.

ACTION REQUIRED:

Hold a public hearing, discuss, consider, and take action on the appropriateness of the proposed CL zoning designation for the 0.729-acre subject property.

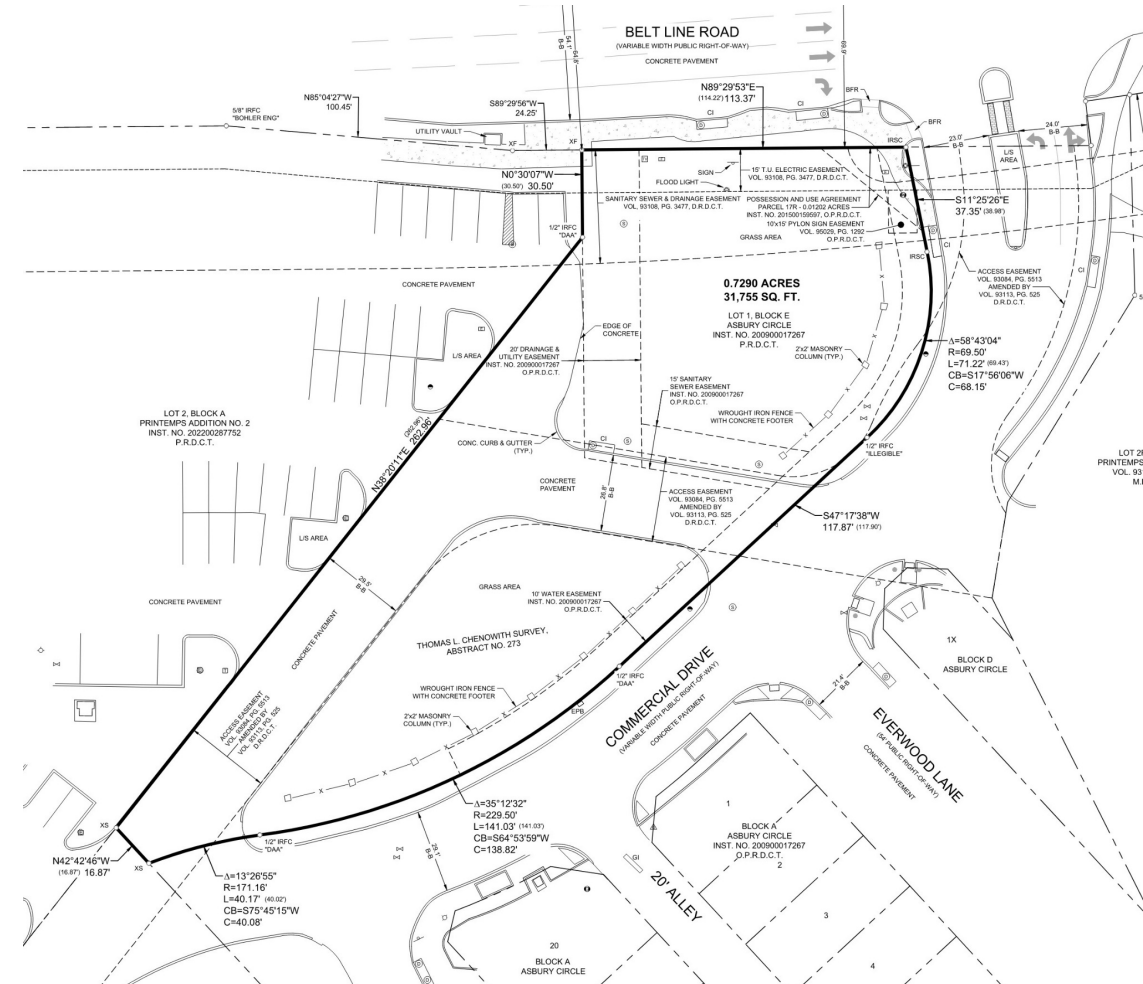


Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

Property History:

YEAR	ZONING DESIGNATION	ACTION TAKEN	NOTES
PRE-1980	Local Retail (LR) & Apartment (A)	Original zoning designation	Allowed typical commercial uses, multifamily, and other residential uses
1980 (PD ORD 626)	Planned Development	Rezoned from LR/A to PD	Allowed typical commercial uses
2006 (006-026)	Belt Line (BL)	Rezoned from PD to BL	Promoted flexible mixed-use redevelopment along Belt Line Road
2025 (025-015)	Mixed-Use Suburban Corridor (M-2)	Rezoned from BL to M-2	Zoning district updated following adoption of Unified Development Code (effective September 1, 2025)
PROPOSED	Commercial Limited (CL)	Rezone from M-2 to CL	Allow construction of multi-tenant building



Case 1946-Z / 1 Commercial Drive Rezoning

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

UDC Design Standards:

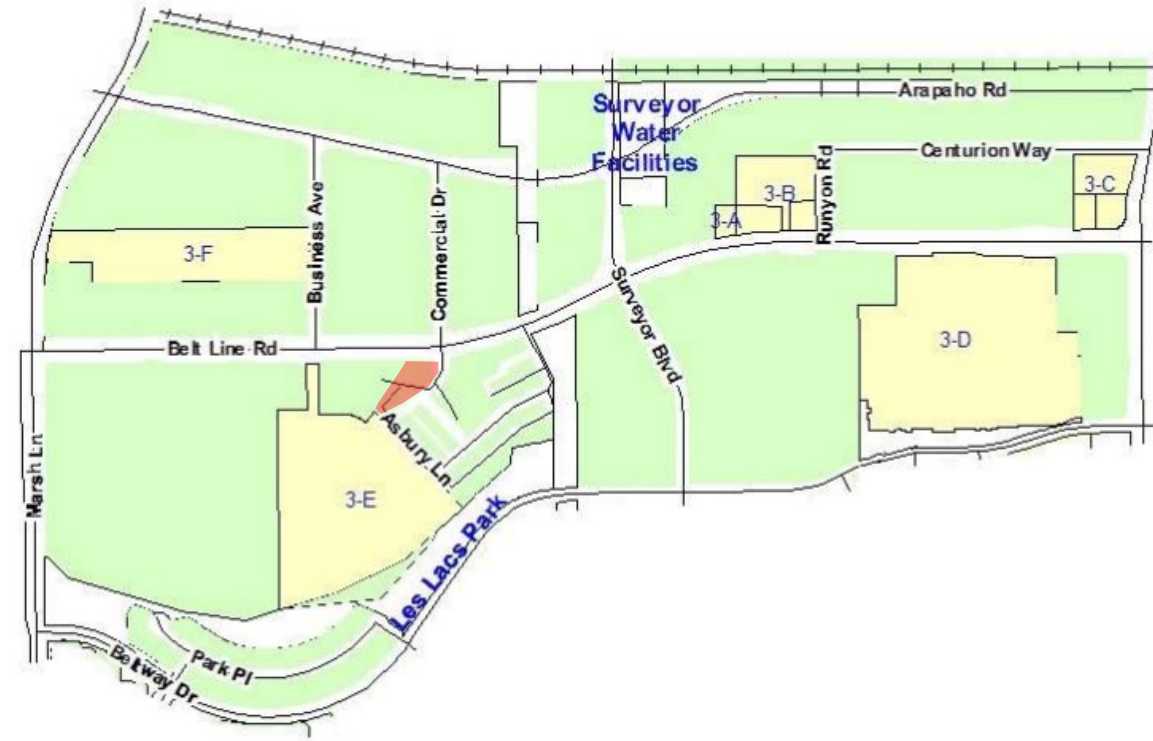
- **Building Height**
 - M-2 District: Minimum height of 25’.
 - CL District: No minimum height.
 - Anticipated to be a single-story building, typically constructed is approximately 15 to 20 feet.
- **Open Space Requirements** (Article 5.6.4 – Minimum Landscaping Required)
 - M-2 District: Requires 10% open space.
 - CL District: Requires 20% open space.
 - Rezoning would increase the landscaped area required for development of this site.
- **Building Material Standards** (Table 5.7-3 Allowed and Prohibited Building Materials: Mixed-Use & Non-Residential)
 - M-2 District: Does not allow for concrete tilt wall construction and plate glass.
 - CL District: Allows for concrete tilt wall construction and plate glass.
 - Rezoning would allow more flexibility in the building materials used for construction.

Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

Compliance with the Town's Comprehensive Plan:

- Attributes of Success Future Land Use Analysis is silent on this property – Analysis for Sector 3 North focused on developed properties experiencing varied levels of success / decline.
- Proposed rezoning to Commercial Limited would improve the viability of this property for the following Attributes of Success:
 - Competitive
 - Functional

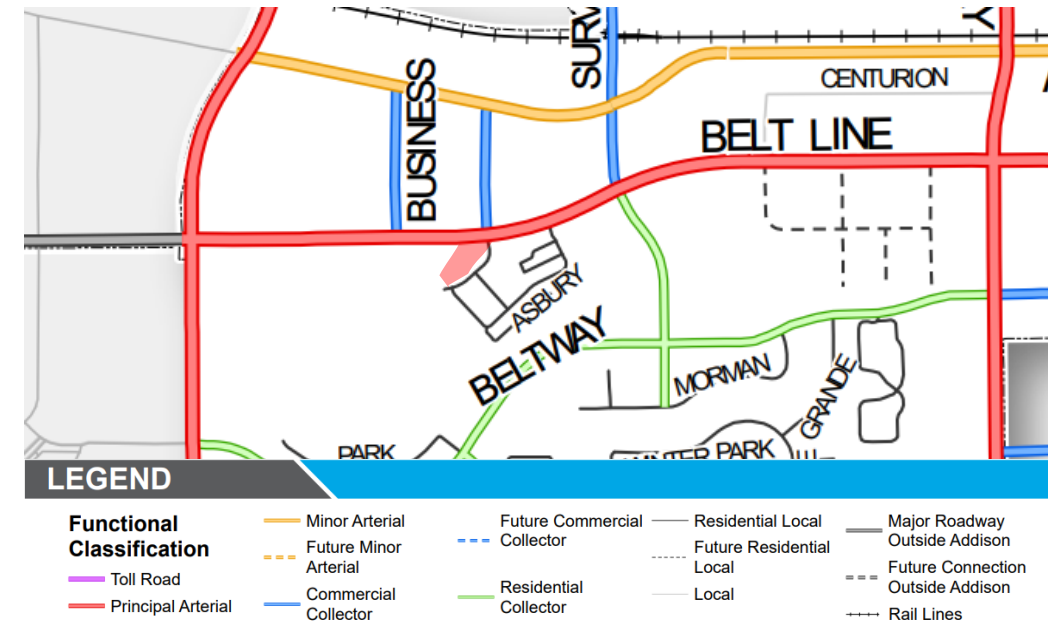


Case 1946-Z / 1 Commercial Drive Rezoning

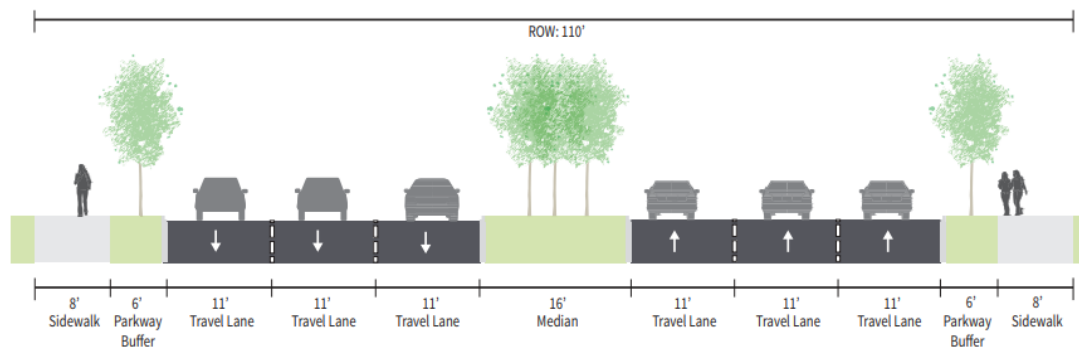
ADDISON

Compatibility with the Master Transportation Plan:

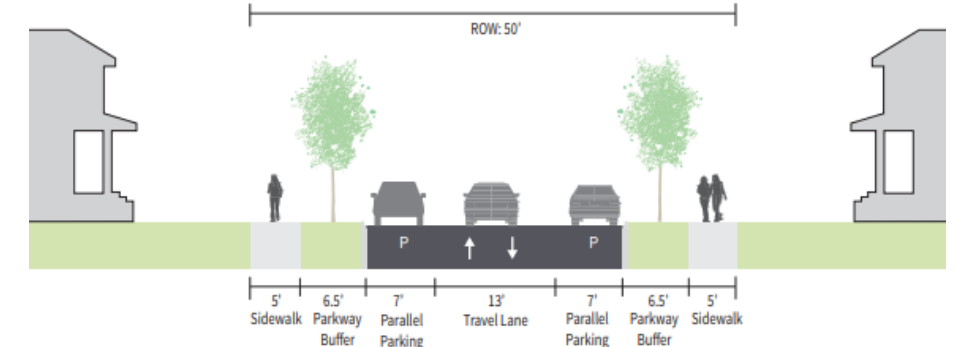
- Belt Line Road is designated as a Principal Arterial and Enhanced Pedestrian Corridor.
- Commercial Drive is designated as a Residential Local.
- Sufficient capacity with these street designations for this zoning designation.



ENHANCED PEDESTRIAN Belt Line Road



TYPICAL Commercial Drive



Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

Compatibility with the Parks, Recreation, and Open Space Master Plan:

- No parks envisioned for the subject property.
- Focused mainly on Belt Line Road enhancements (not completed for the site).



Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

Compatibility with the Trails Master Plan:

- Commercial Drive is not designated.
- Belt Line Road is designated as “wide sidewalk with buffer”. The proposed rezoning would not interfere with these planned facilities.

Belt Line Road

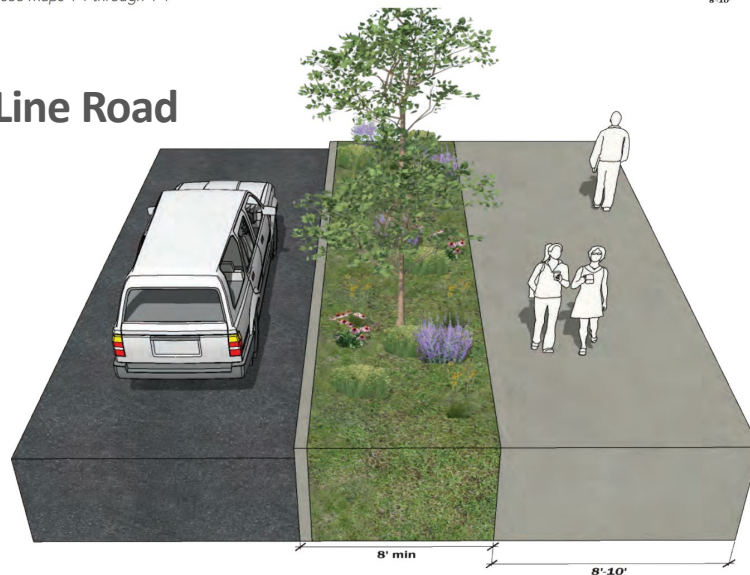


Figure 4-1: Wide Sidewalk with Buffer Typology

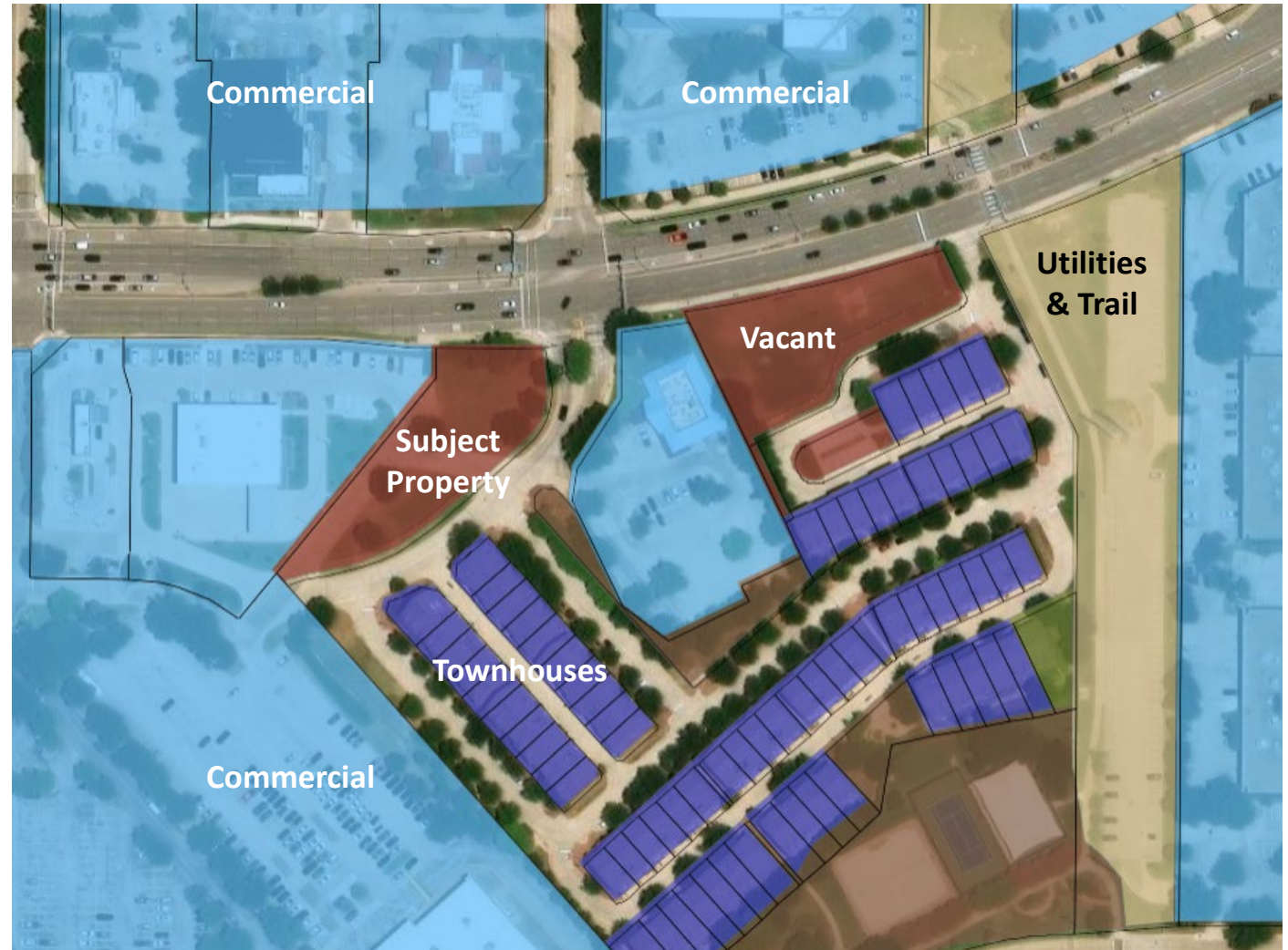


Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

Compatibility with Adjacent Land Use:

- Surrounded by fee-simple townhouses and various commercial uses.
- Uses permitted in the CL zoning district are compatible with the existing land use pattern.



Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

Compatibility with Adjacent Zoning:

- Surrounded by Planned Development and Mixed-Use Suburban Corridor zoning.
- Uses permitted in the CL zoning district are compatible with the surrounding zoning.



Case 1946-Z / 1 Commercial Drive Rezoning

ADDISON

PUBLIC NOTICE:

Notice of public hearing was provided to property owners within 200 feet of the subject property in accordance with Town and State law.

NOTICE RECIPIENTS: 20

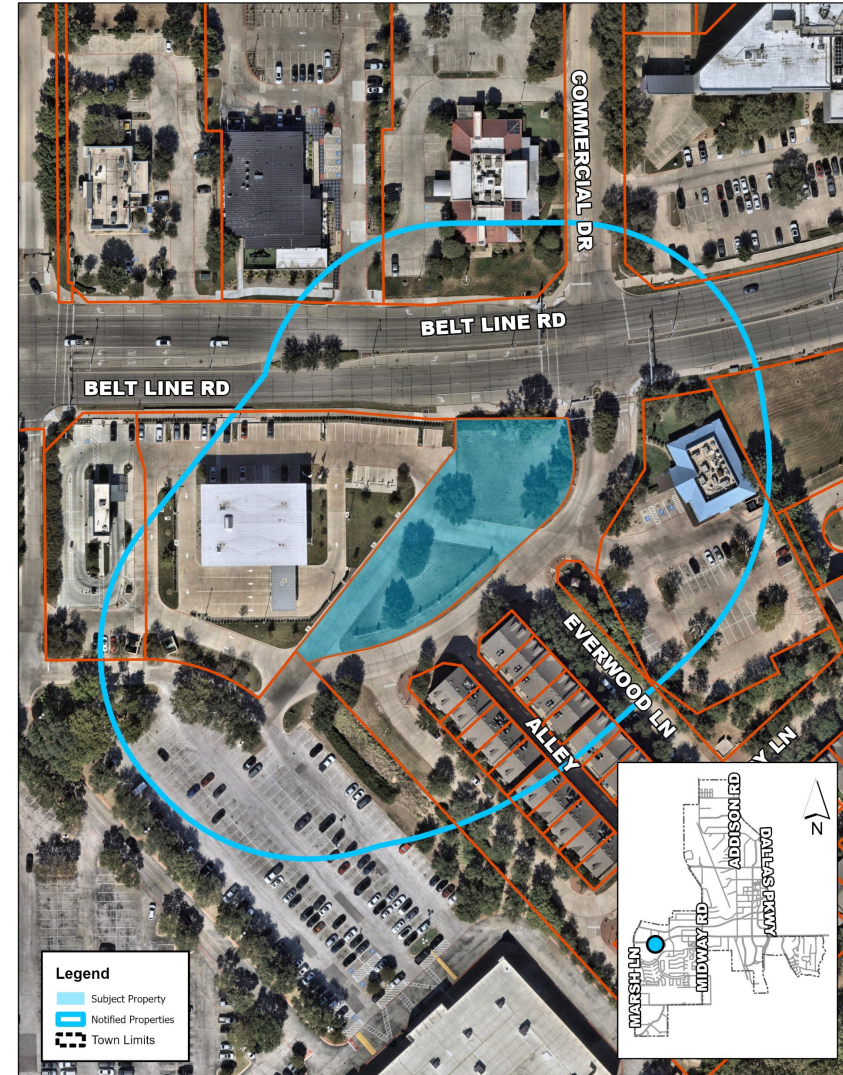
FOR: None.

AGAINST: None.

NEUTRAL: None.

PLANNING & ZONING COMMISSION ACTION:

Approval 7-0



Case 1946-Z / 1 Commercial Drive Rezoning

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

ADDISON

RECOMMENDATION:

Staff has reviewed the proposal and determined that it complies with the Town's development regulations and is consistent with the Town policies and the adopted master plans.

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY REZONING A 0.729 ACRE PROPERTY LOCATED AT 1 COMMERCIAL DRIVE, FROM MIXED-USE SUBURBAN CORRIDOR (M-2) TO COMMERCIAL LIMITED (CL) DISTRICT FOR A MULTI-TENANT RETAIL BUILDING; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND AND NO/100 DOLLARS (\$2,000.00) FOR EACH OFFENSE AND A SEPARATE OFFENSE SHALL BE DEEMED COMMITTED EACH DAY DURING OR ON WHICH A VIOLATION OCCURS OR CONTINUES; PROVIDING FOR SAVINGS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, on August 12, 2025, the City Council for the Town of Addison, Texas adopted Mixed-Use Suburban Corridor (M-2) District Ordinance O25-15 for a 0.729± acre property located at 1 Commercial Drive; and

WHEREAS, at its regular meeting held on January 20, 2026, the Planning & Zoning Commission considered and made recommendation on a request to rezone to the Commercial Limited (CL) district (Case No.1946-Z); and

WHEREAS, this change of zoning is in accordance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, the City Council of the Town of Addison, Texas finds that this amendment promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. The Zoning Ordinance and official zoning map shall be amended to rezone a 0.729 acre property located at 1 Commercial Drive from Mixed-Use Suburban Corridor (M-2) to Commercial Limited (CL), said property being described in the legal description on Exhibit A attached hereto.

SECTION 3. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, Section 1-7 of the Code of Ordinances for the Town of Addison, including the right to seek injunctive relief for any and all violations of this ordinance where the law in such cases so provides.

SECTION 4. Should any word, sentence, paragraph, subdivision, clause, phrase, or section of this ordinance or of the Zoning Ordinance for the Town of Addison, as amended hereby, be adjudged or held, in whole or in part, to be invalid, voided, or unconstitutional, the same shall not affect the validity of the remaining portions of said ordinances, as amended hereby, which shall remain in full force and effect.

SECTION 5. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. This ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the 10th day of FEBRUARY 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

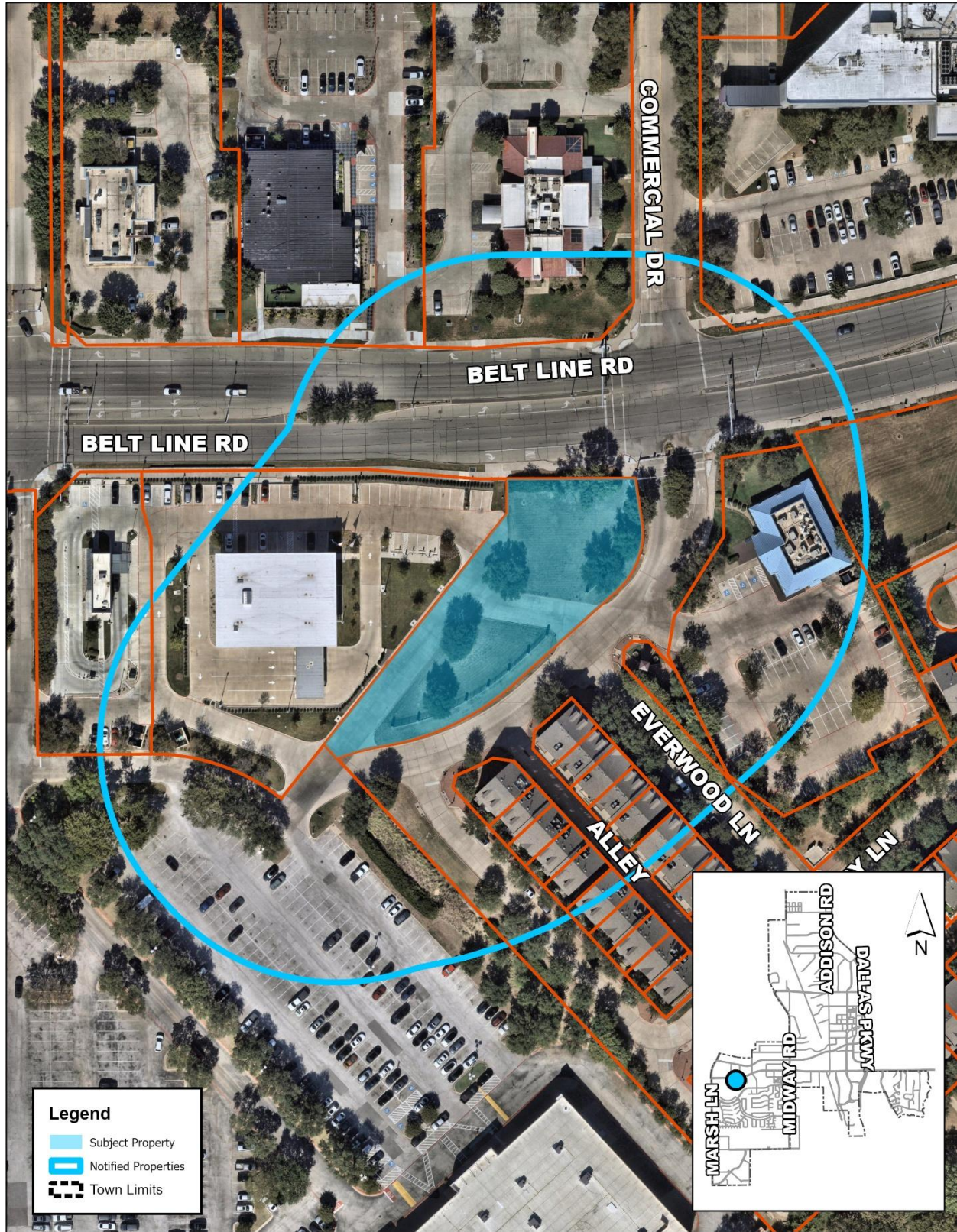
ATTEST:

APPROVED AS TO FORM:

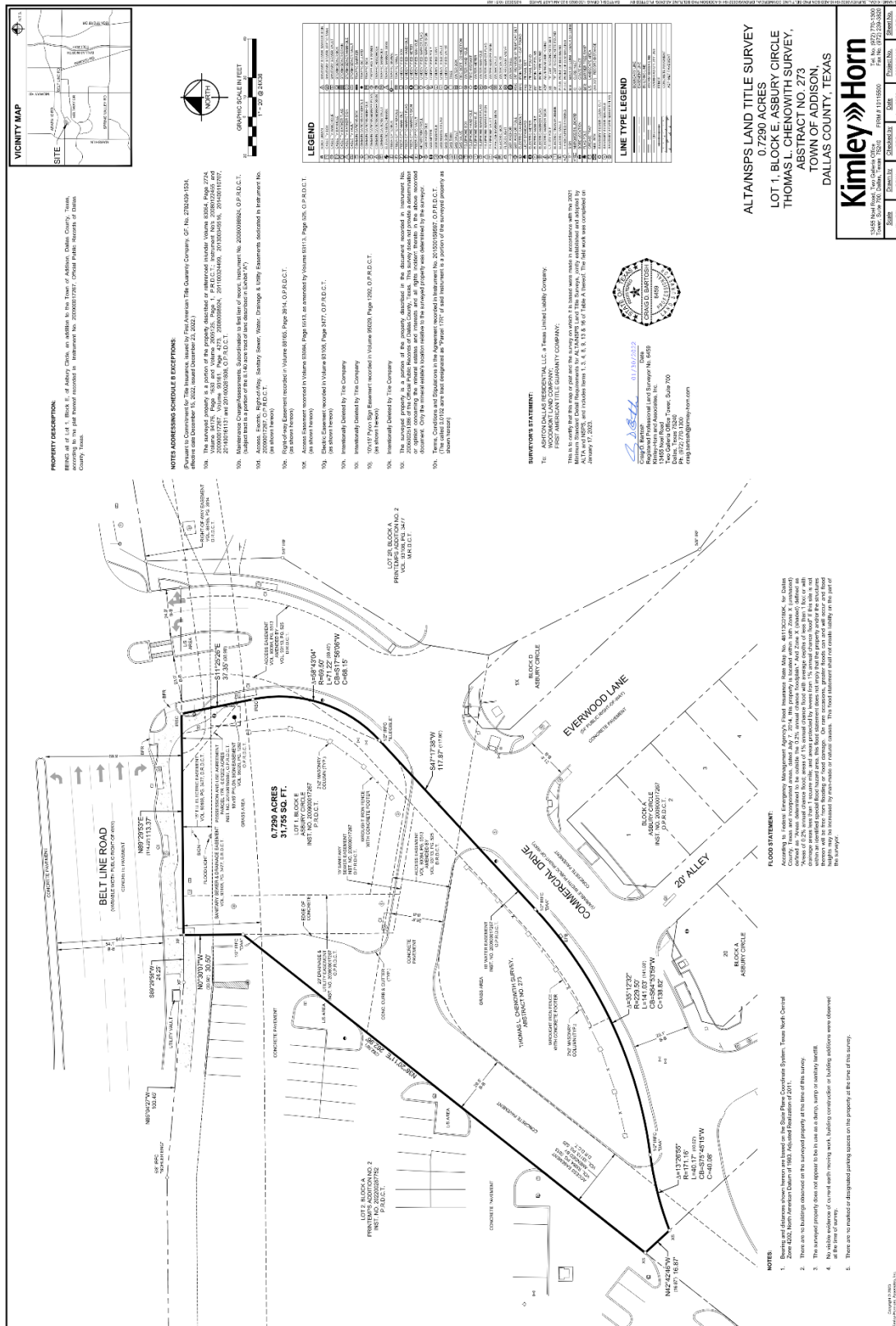
Valencia Garcia, City Secretary

Whitt Wyatt, City Attorney

EXHIBIT A



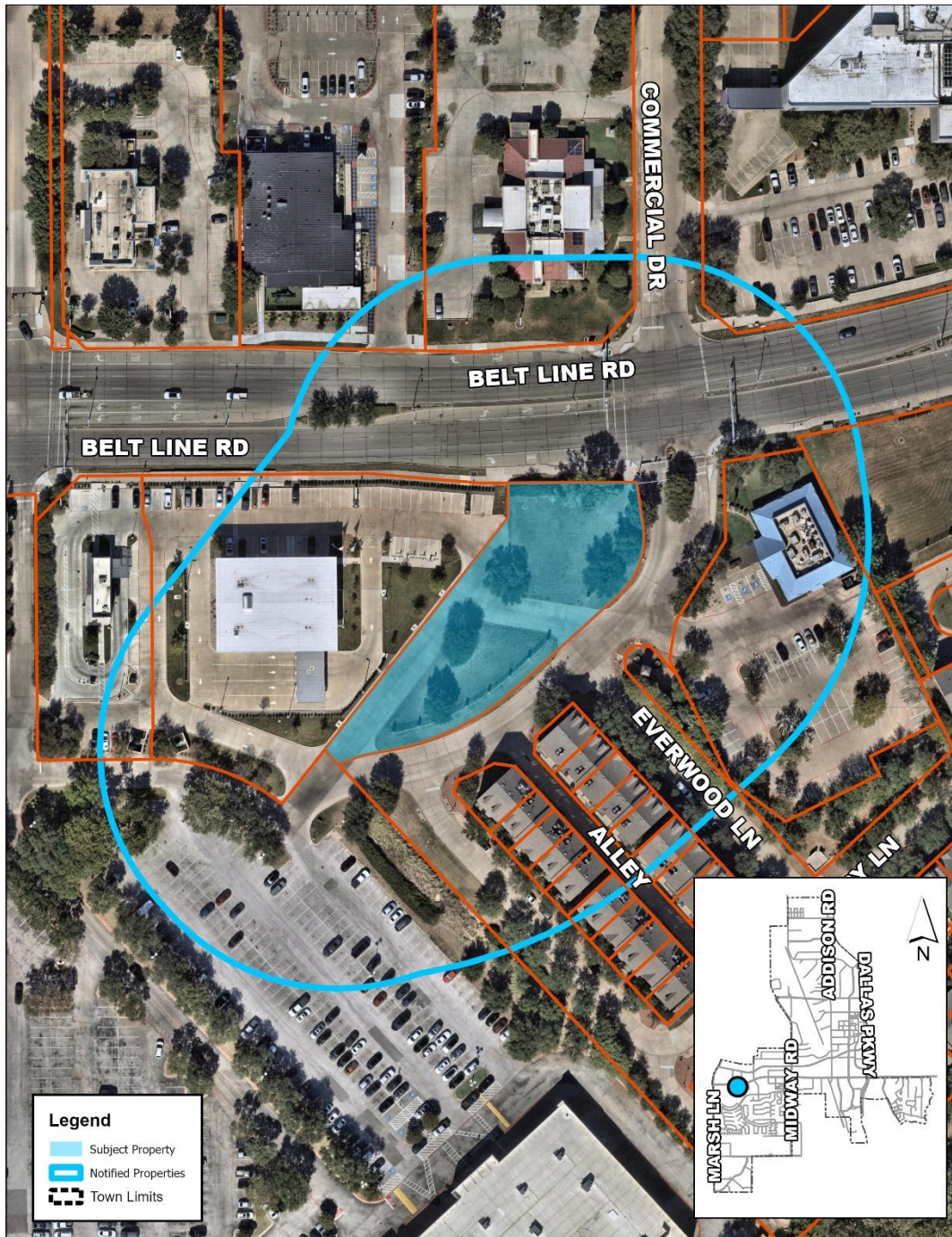
Town of Addison, Texas
Ordinance No.



1946-Z

PUBLIC HEARING Case 1946-Z/ 1 Commercial Drive Rezoning. Hold a public hearing, present, discuss, and consider action on a request to rezone a 0.729-acre property, located at 1 Commercial Drive, from Mixed-Use Suburban (M-2) to Commercial Limited (CL) zoning district, to construct a multi-tenant retail building.

LOCATION MAP





January 20, 2026

STAFF REPORT

RE: Case 1946-Z/1 Commercial Drive Rezoning

LOCATION: 1 Commercial Drive

REQUEST: Rezoning request to Commercial Limited (CL) zoning district to construct a multi-tenant building (Application Date: 11/14/2025).

APPLICANT: Todd Marchesani, Box Investment Group, LLC

DISCUSSION:

Background:

A request to rezone the subject property from Mixed-Use Suburban Corridor (M-2) to Commercial Limited (CL) has been submitted for the purpose of constructing a multi-tenant building on 0.729 acres. The applicant, Todd Marchesani, Box Investment Group, LLC, currently has the property under contract for purchase with the intent of constructing a single-story 3,000 square foot multi-tenant building. If this rezoning request is approved, the applicant would have to proceed through the site development and permitting process prior to construction.

The subject property is currently vacant and zoned Mixed-Use Suburban Corridor (M-2). The [Mixed-Use Suburban Center \(M-2\)](#) zoning district is intended to accommodate small-to medium-scale mixed-use development that promotes sustainable infill and redevelopment of older commercial sites, while ensuring that the site design, uses, and scale are compatible with adjacent properties.

The [Commercial Limited \(CL\)](#) zoning district intended to accommodate small-scale commercial, retail, office, service-oriented, and accessory uses. This district is typically located along collector and arterial corridors and is designed to allow for safe access by pedestrians, bicyclists, transit users, and motorists. The CL district is intended to promote sustainable infill and redevelopment of older commercial sites, while ensuring that the site design, uses, and scale are compatible with adjacent properties.

The applicant is requesting to rezone the property from Mixed-Use Suburban Corridor (M-2) to Commercial Limited (CL) due to the constraints created by the minimum building height requirement of the M-2 zoning district. The M-2 district requires a minimum building height of 25 feet, while the CL district does not establish a minimum height. Although the proposed development has not been finalized, the applicant has indicated that the project is anticipated to be a single-story building. This type of development is typically constructed at a height of approximately 15 to 20 feet, which would not meet the minimum height requirement of the M-2 district. The requested rezoning would allow the proposed development to be developed at a scale consistent with the anticipated building design.

Additional design standards that are different between the existing and proposed zoning district are the Minimum Landscaped Area and Building Materials

- **Open Space Requirements** ([Article 5.6.4 – Minimum Landscaping Required](#))
 - **M-2 District:** Requires **10%** open space.
 - **CL District:** Requires **20%** open space.
 - Rezoning the subject property would increase the landscaped area required for development of this site.
- **Building Material Standards** ([Table 5.7-3 Allowed and Prohibited Building Materials \(Mixed-Use & Nonresidential\)](#))
 - **M-2 District:** Does not allow for concrete tilt wall construction and plate glass.
 - **CL District:** Allows for concrete tilt wall construction and plate glass.
 - Rezoning the subject property would allow more flexibility in the building materials used for construction.

Zoning History:

YEAR	ZONING DESIGNATION	ACTION TAKEN	NOTES
PRE-1980	Local Retail (LR) & Apartment (A)	Original zoning designation	Allowed typical commercial uses, multifamily, and other residential uses
1980 (PD Ord 626)	Planned Development	Rezoned from LR/A to PD	Allowed typical commercial uses
2006 (006-026)	Belt Line (BL)	Rezoned from PD to BL	Promoted flexible mixed-use redevelopment along Belt Line Road
2025 (025-015)	Mixed-Use Suburban Corridor (M-2)	Rezoned from BL to M-2	Zoning district updated following adoption of Unified Development Code (effective September 1, 2025)
PROPOSED	Commercial Limited (CL)	Rezone from M-2 to CL	Allow construction of multi-tenant building

Compliance with the Town’s 2013 Comprehensive Plan:

The 2013 Comprehensive Plan assessed future land use needs of identified properties through a Town-wide “Attributes of Success” analysis, a qualitative assessment of the presence of key traits that are found to be shared by successful communities. This assessment was carried out across the Town’s six geographical sectors, with the subject property being located in Sector 3. The 2013 Comprehensive Plan did not address this property, as the “Attributes of Success Analysis” focused on mature, developed properties experiencing varied degrees of success and decline at that time.

Staff has reviewed the proposal and has not identified any conflicts with the 2013 Comprehensive Plan.

Compatibility with Other Town Policies:

- **Master Transportation Plan:** The subject property is located at the corner of Belt Line Road and Commercial Drive.

- Belt Line Road: The Master Transportation Plan designates Belt Line Road as a *Principal Arterial*. This roadway type typically carries the highest traffic volumes with longer trip demands and provides connectivity between surrounding cities and major activity centers. Belt Line Road is also identified on the Active Transportation Connectivity map as an *Enhanced Pedestrian Path*, which emphasizes pedestrian use through the incorporation of wider sidewalks, enhanced streetscaping, parkway buffers from moving traffic, and improved access to adjacent businesses.
- Commercial Drive: The Master Transportation Plan designates this section of Commercial Drive as *Residential Local*. This roadway type provides direct access to adjacent destinations and is not intended for through traffic.
- **Parks, Recreation, and Open Space Master Plan:**
 - The subject property was not specifically identified or addressed in the Parks, Recreation, and Open Space Master Plan; however, it is currently served by parks within the Les Lacs/Addison Athletic Club area.
- **Trails Master Plan:**
 - Commercial Drive: The Trails Master Plan does not identify this segment of Commercial Drive.
 - Belt Line Road: The Trails Master Plan identifies this segment of Belt Line Road for a “wide sidewalk with buffer”. The proposed rezoning would not interfere with these planned facilities.
 - Development Responsibility: Any future development would be expected to improve the street frontages to meet the design standards identified in the Trails Master Plan, including a 8-10 foot sidewalk with landscape buffer.
 - The Future Trail Network Map in the Trails Master Plan can be found [here](#).

Compatibility with Adjacent Uses:

The subject property is surrounded by a variety of uses, including fee-simple townhouses and commercial uses. These surrounding uses are compatible with uses permitted within the Commercial Limited (CL) zoning district, ensuring consistency with the area’s existing development patterns.

Public Service Demand:

The proposed development can be adequately served by existing public infrastructure improvements. As the site is currently vacant, the proposed development will introduce new public service and utility demands; however, these demands are expected to be accommodated by the existing infrastructure.

Public Notice:

In accordance with Town Ordinances and State Statutes, The Town notified adjacent property owners (within 200 feet). At the time of the packet posting, staff has not received any input on the request.

RECOMMENDATION:

Staff has reviewed the proposal and determined that it complies with the Town’s development regulations and is consistent with the Town policies and the adopted master plans.



Case 1946-Z/1 Commercial Drive Rezone

January 20, 2026

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on January 20, 2026, voted to recommend approval of a request to rezone a 0.729-acre property, located at 1 Commercial Drive, from Mixed-Use Suburban (M-2) to Commercial Limited (CL) zoning district, to construct a multi-tenant retail building.

Voting Aye: Barker, Collins, Copeland, Fansler, Smith, Then, Wright

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: none

Against: none



November 13, 2025

Addison Town Hall
15600 Addison Road
Addison, TX 75001
(beginning November 12, 2025)
Front Desk: 972-450-7000

Subject: Letter of Intent – Re-Zone Letter of Intent of a .7290-acre parcel of land located at 1 Commercial Drive, Addison, TX (Lot 1 Block E Asbury Circle)

Dear Development Services Staff:

On behalf of Box Investment Group, we would like to formally submit the attached re-zone application for the above-mentioned property to **change the existing M-2 Mixed-Use Suburban Corridor zoning to Commercial Limited (CL) zoning** category. We attended a pre-development meeting with City Staff on October 17, 2025, in which we discussed our proposed single story, 3,000 square foot office/retail building.

The intent of the re-zone is to allow for a single-story building within the CL zoning category. Currently, we have not designed the final height, however, we know that our single-story building will be less than 25' which is the minimum required height within the M-2 zoning category. Thus, the re-zone request.

We understand the allowable uses to be generally the same and we know that the open space requirement increases from 10% to 20% with the change from M-2 to CL.

This proposed development would be consistent with scale of the surrounding neighborhood.

We appreciate the City's assistance and look forward to working collaboratively through the development process. Please contact me at 972-897-2060 or toddm@boxinvestmentgroup.com to answer any additional questions.

Sincerely,

Todd Marchesani • Partner
(972) 897-2060
toddm@boxinvestmentgroup.com
www.boxinvestmentgroup.com

2026 City Council Regular Meeting

5. b.

Meeting Date: 02/10/2026

Department: Development Services

Key Focus Areas: Economic Development and Revitalization

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on a request to rezone ±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas. Case 1947-Z/Addison Junction (TOD).

BACKGROUND:

The Addison Planning and Zoning Commission, meeting in regular session on January 20, 2026, voted to recommend approval on a request to rezone ±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas, with the following conditions:

- The development shall be executed in accordance with the attached Concept Plan, Permitted Uses & Development Standards, and the definitive agreements for the project.
- Final Planned Development Site Plan approval shall be completed prior to issuance of a permit for the construction of site infrastructure.

Voting Aye: Barker, Collins, Copeland, Fansler, Smith, Then, Wright

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: none

Against: none

FISCAL IMPACT

N/A

RECOMMENDATION

Staff has reviewed the proposal and determined that it complies with the Town's development regulations and is consistent with the intent of Town policies and the adopted master plans.

If the Planning & Zoning Commission recommends approval of the request, staff recommends including the following conditions of approval:

- The development shall be executed in accordance with the attached Concept Plan, Permitted Uses

& Development Standards, and the definitive agreements for the project.

- Final Planned Development Site Plan approval shall be completed prior to issuance of a permit for the construction of site infrastructure.

Attachments

Presentation - Case 1947-Z

Ordinance - Case 1947-Z

1947-Z Staff Report

1947-Z Letter of Intent

1947-Z Permitted Use & Development Standards

1947-Z Plans

1947-Z Conceptual Renderings

Addison Junction Planned Development (1947-Z)

February 10, 2026

Lesley Nyp, Director of Development &
Neighborhood Services



Case 1947-Z Addison Junction

ADDISON

LOCATION:

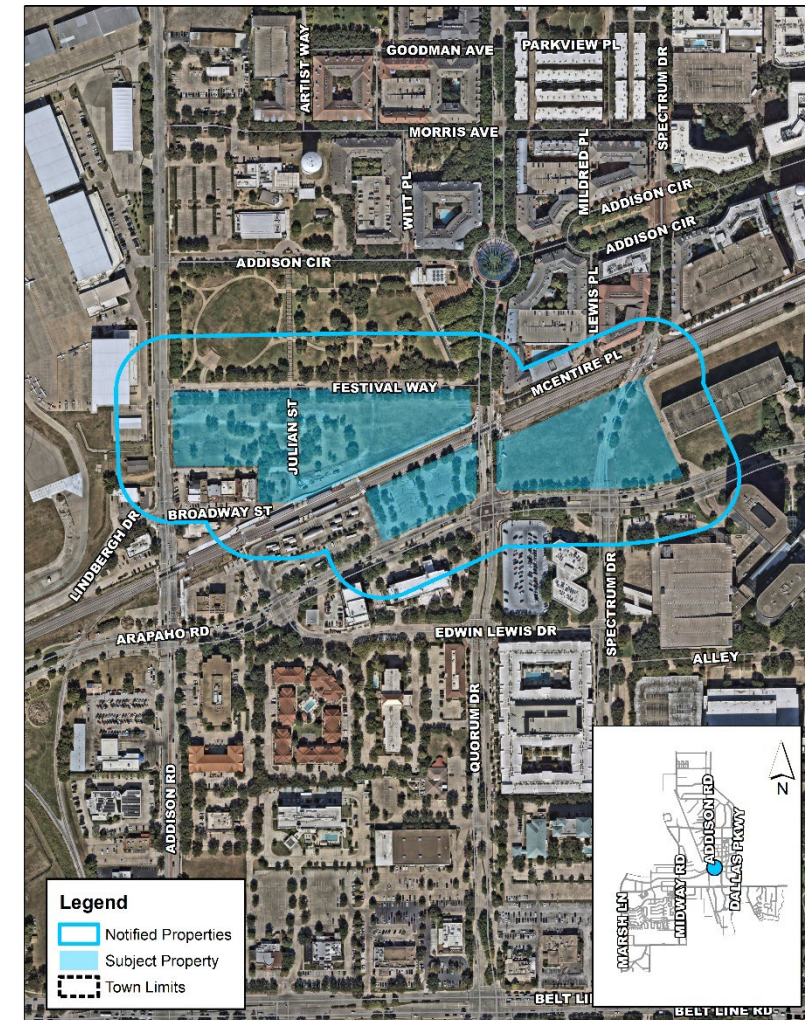
±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road

REQUEST:

To rezone ±15.5 acres from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas.

ACTION REQUIRED:

Hold a public hearing, discuss, consider, and take action on the appropriateness of the proposed zoning request.



Case 1947-Z Addison Junction



ADDISON

SITE HISTORY:

1990s – The Town acquired and assembled land for Addison Circle Park and the 13± acres situated north and east of the Addison Transit Center.

2018 – The Town adopted the Addison Circle Special Area Study, establishing a vision for transit-oriented, mixed use development in the area surrounding the future DART Silver Line station.

2020/2021 – The Town engaged real estate advisory firm, Cushman & Wakefield, to issue an RFP for a partnership to develop a transit-oriented mixed use development on Town and DART land .

2022 – The Town selected and entered into a Memorandum of Understanding (MOU) with the Co-Developer team of AMLI Residential and Stream Realty Partners.

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

2024 – The Town approved PD Amendments for modified concept plan, and development standards (Phase I), and associate office, parking structure and multifamily tower development plans.

2024 – Restricted Use Covenant identified which impacted previously approved plan.

2025 – The Town entered into a MOU with QIP on April 22nd, which resulted in Master Development Agreement approval on September 9th, for Addison Junction.

Present – The Town and QIP are requesting preliminary planned development zoning entitlements for Addison Junction.

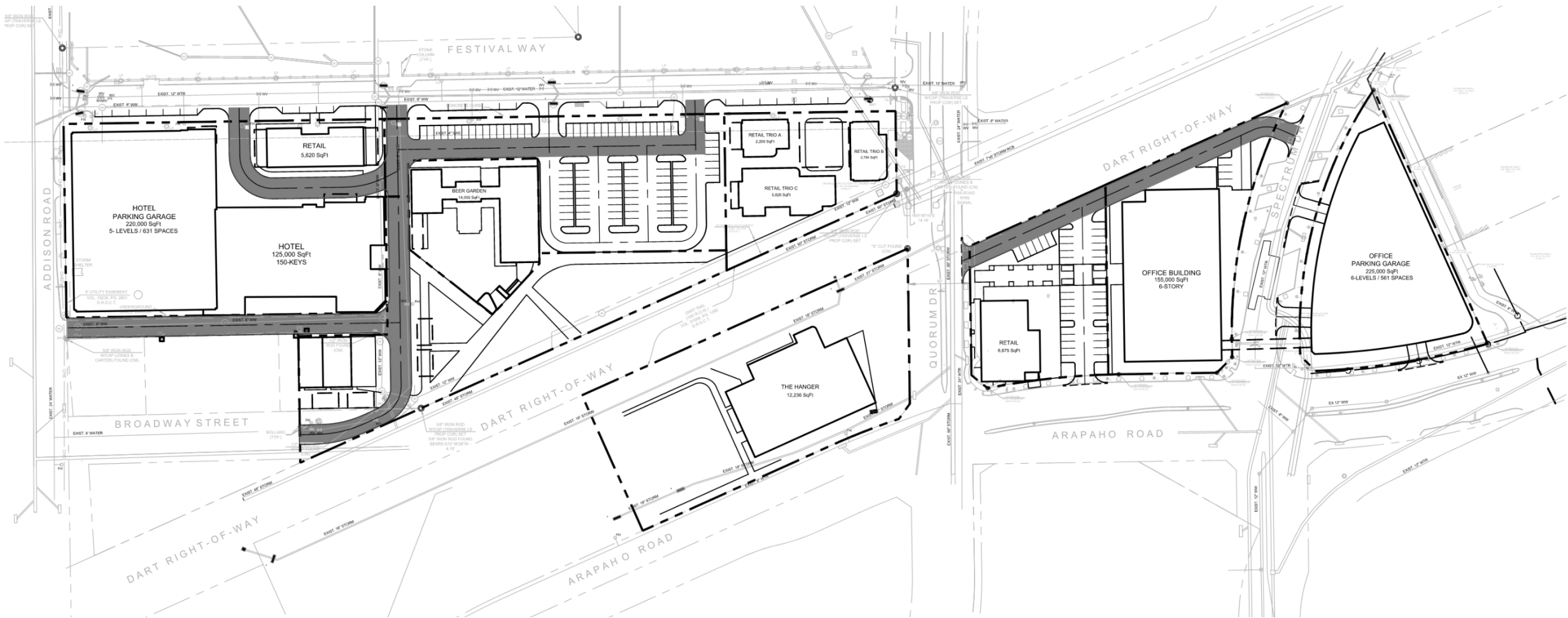
Case 1947-Z Addison Junction

ADDISON



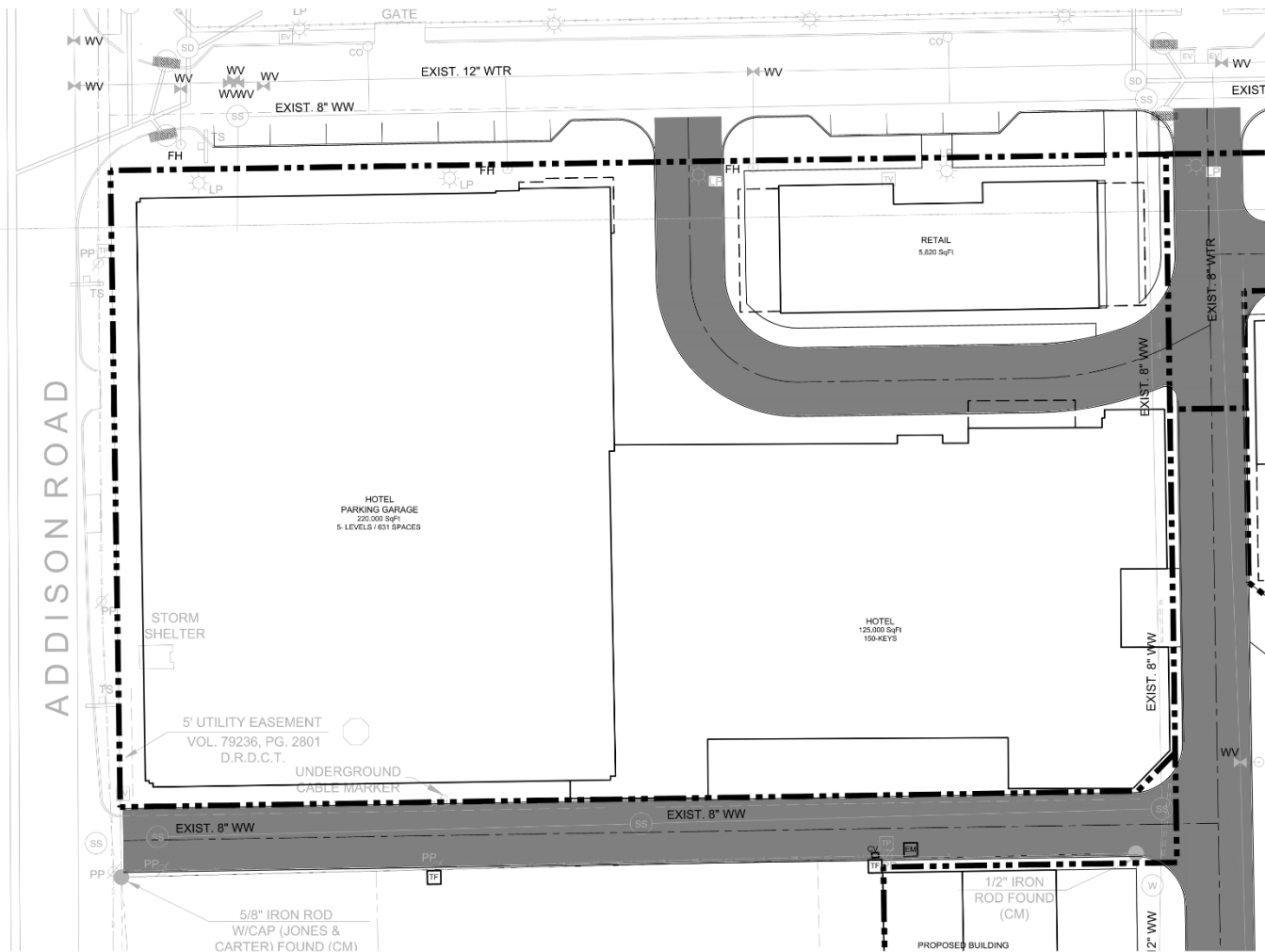
Case 1947-Z Addison Junction

ADDISON



Case 1947-Z Addison Junction

ADDISON

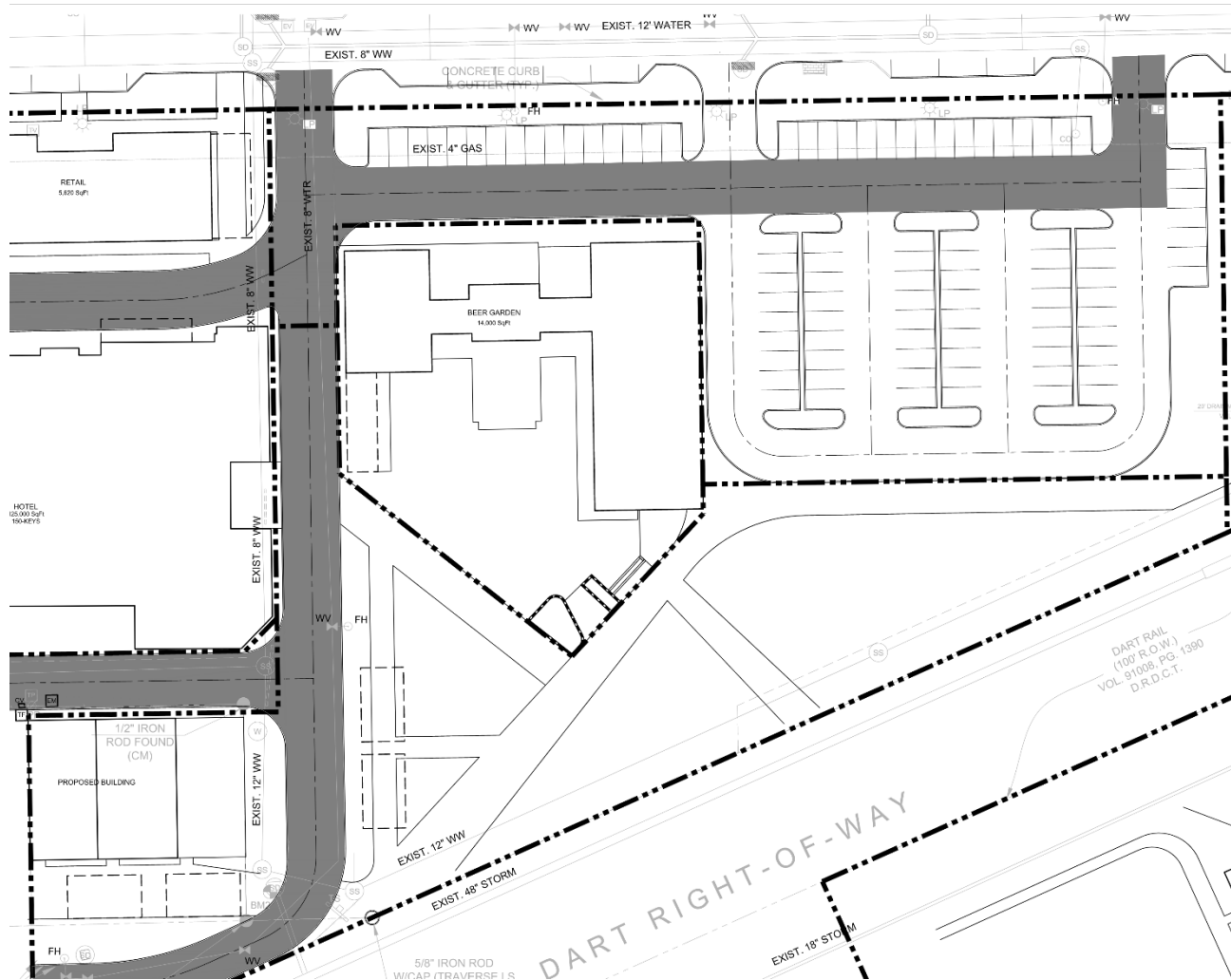


HOTEL / RETAIL / PARKING GARAGE

- Boutique hotel: 150-key hotel similar in type to a 'collection' or 'lifestyle' brand with upper upscale quality.
- Seven stories with guest amenities and meeting space.
- Five-level parking structure to provide approximately 631 parking spaces.
- Retail site fronting onto Festival Way, approximately 5,600 square feet.

Case 1947-Z Addison Junction

ADDISON



ENTERTAINMENT / SURFACE PARKING

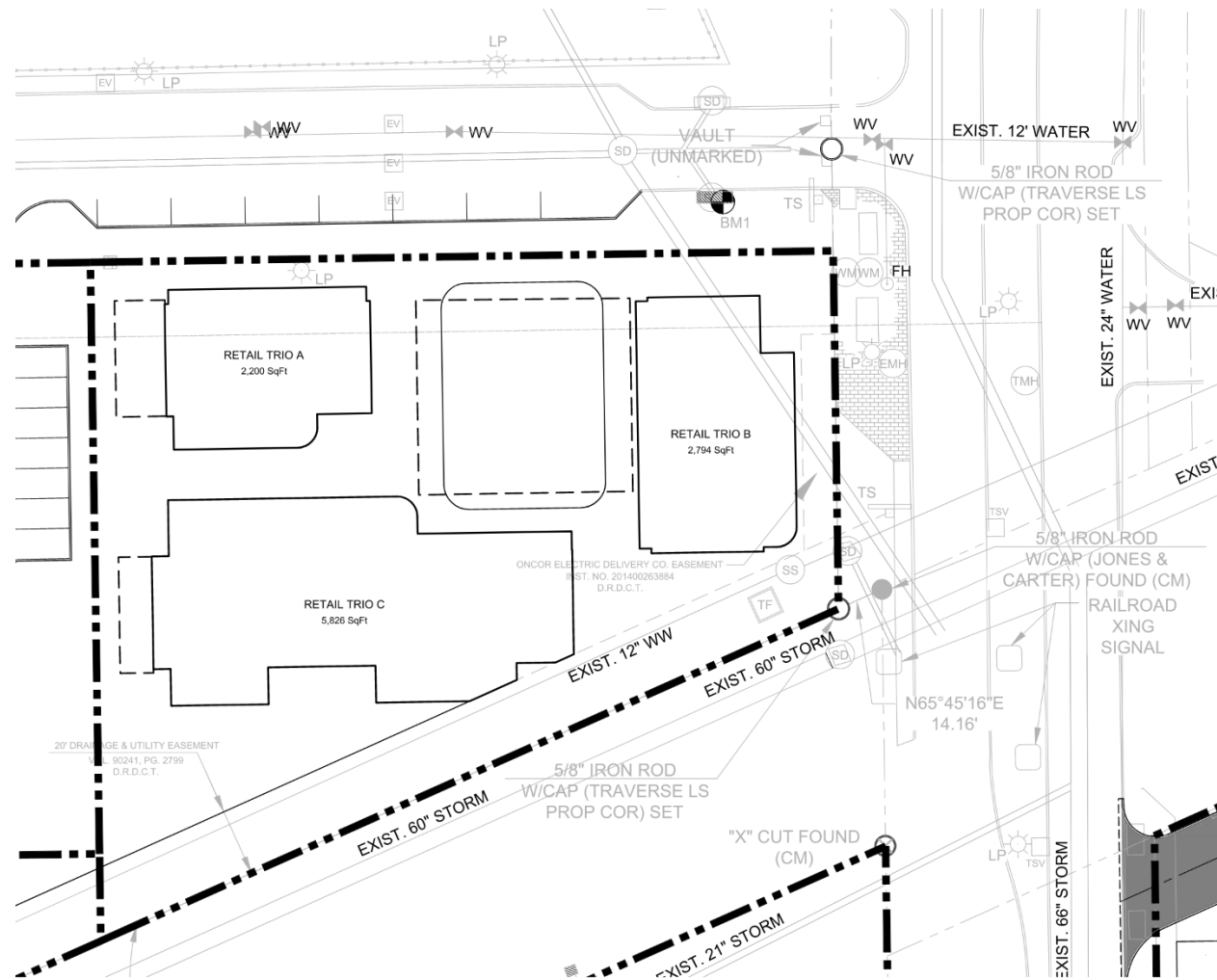
- One-to-two story, 14,000 square foot indoor entertainment space (additional programmed outdoor space).
- Intended to provide programmed entertainment, such as live music, and food/beverage service.
- 98 surface parking spaces surrounding entertainment will allow for easy parking access and opportunity for future development.

Case 1947-Z Addison Junction

ADDISON

FARMERS MARKET

- Three one-story retail buildings offer approximately 11,000 square feet of retail space, with outdoor space.



(ADDISON)



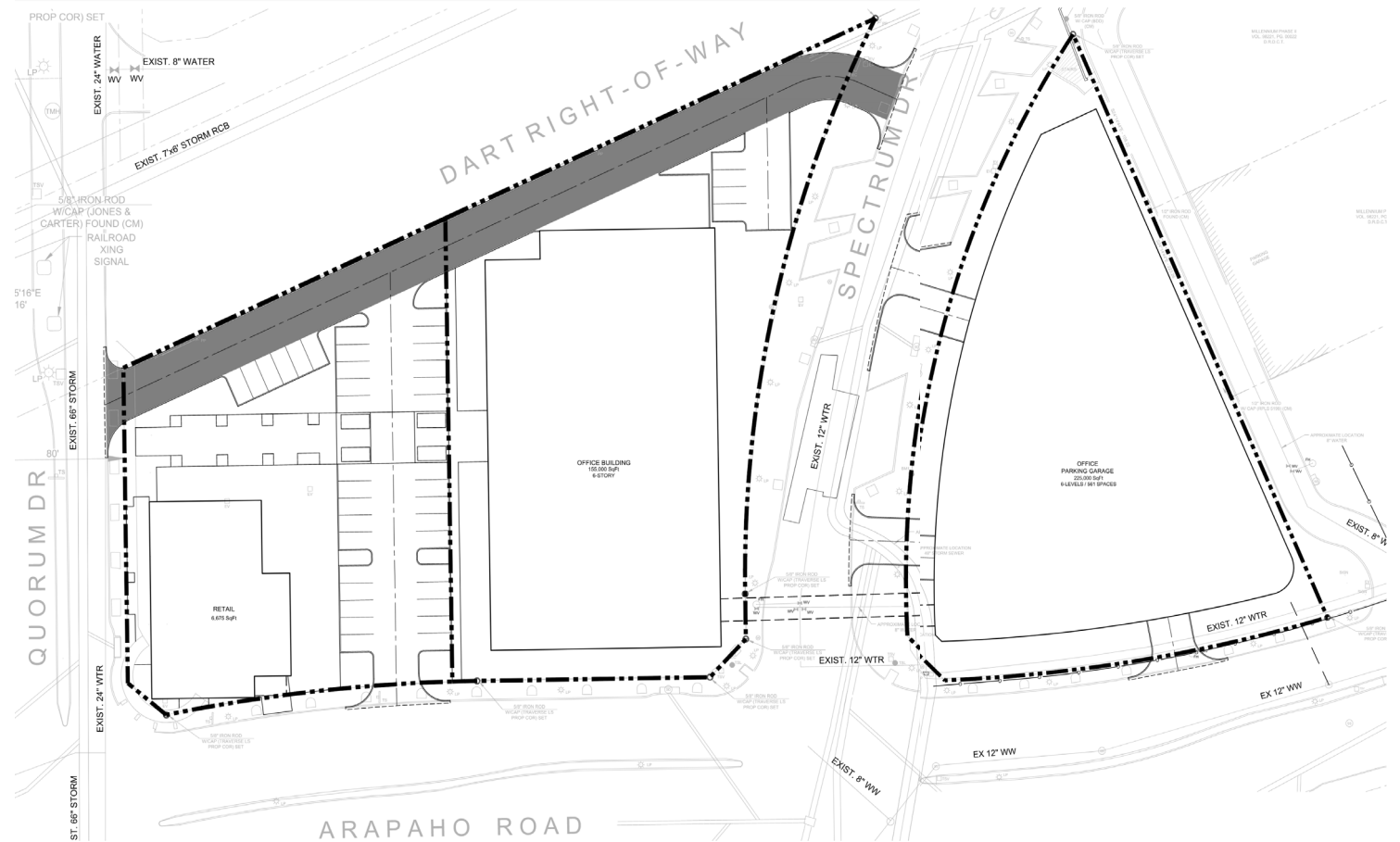
- 12,000 square foot, two-story retail/restaurant structure.
- Anticipated approximately 29 surface parking spaces to be included with The Hangar.

Case 1947-Z Addison Junction

ADDISON

OFFICE / PARKING GARAGE

- Six-story office building with 155,000 square feet of gross floor area with hybrid mass timber construction.
- Six-level, 560± space parking structure
- Use of living screen on parking structure.



Case 1947-Z Addison Junction

ADDISON

PERMITTED USE & DEVELOPMENT STANDARDS

- Substantially complying with Mixed-Use Center (M-4) Zoning District (*Addison Circle district*).
 - Additionally use standards for development (as depicted on Concept Plan).
- More Restrictive Standards:
 - Mechanical Placement and Screening
 - Solid Waste and Recycling
- Relief Request:
 - Build-to-range: Modified to allow more flexible building orientation to many entrances of site.

PERMITTED USES AND DEVELOPMENT STANDARDS

All Permitted Uses and Development Standards shall comply with the Mixed-Use Center (M-4) zoning district within the Unified Development Code unless otherwise modified herein:

1. **Permitted Uses:**

- A. Recreation Facility, Outdoor.
- B. Brewpub, Distillery, or Winery (allowed by Special Use Permit).
- C. Hotel, Full Service.
- D. Entertainment/Event Facility (Indoor and/or Outdoor).
 - i. Definition: A commercial entertainment or event use conducted indoors, outdoors, or a combination of both, which is primarily intended to accommodate the public for cultural, recreational, artistic, athletic, or social events, including but not limited to live performances, exhibitions, spectator activities, and programmed gatherings. Accessory uses that are customary to the entertainment or event function, and that are intended to serve event patrons, performers, staff, or visitors are permitted. These accessory uses may include, but are not limited to, food and beverage service, retail sales, rehearsal rooms, equipment storage, office space, or outdoor plazas.
 - ii. This definition does not include adult entertainment establishments, casinos/gambling halls, nightclubs, or private event venues.
- E. All other uses as defined in the Table of Allowed Use for the Mixed-Use Center (M-4) Zoning District.

2. **Building Setbacks:**

- A. Build to Range: The build to range shall comply with the **Concept Plan**.

3. **Parking:**

- A. **Shared Parking:** The final quantity of parking spaces, operation of the parking structure(s), and retail parking accommodations, are subject to the definitive agreements between the Town and Developer.

- 4. **Mechanical Equipment Placement and Screening:** Mechanical equipment shall be mounted on the roof and be screened from view from all rights-of-way and located to minimize noise intrusion off each lot. Screening must be architecturally compatible with the building design.

- 5. **Solid Waste and Recycling:** Solid Waste and recycling services shall be provided for this development. Dumpsters and compactors should be considered in the design of buildings, shared where feasible, and shall not be permitted as freestanding features within the site.

Case 1947-Z Addison Junction

ADDISON



Proposed Development Character

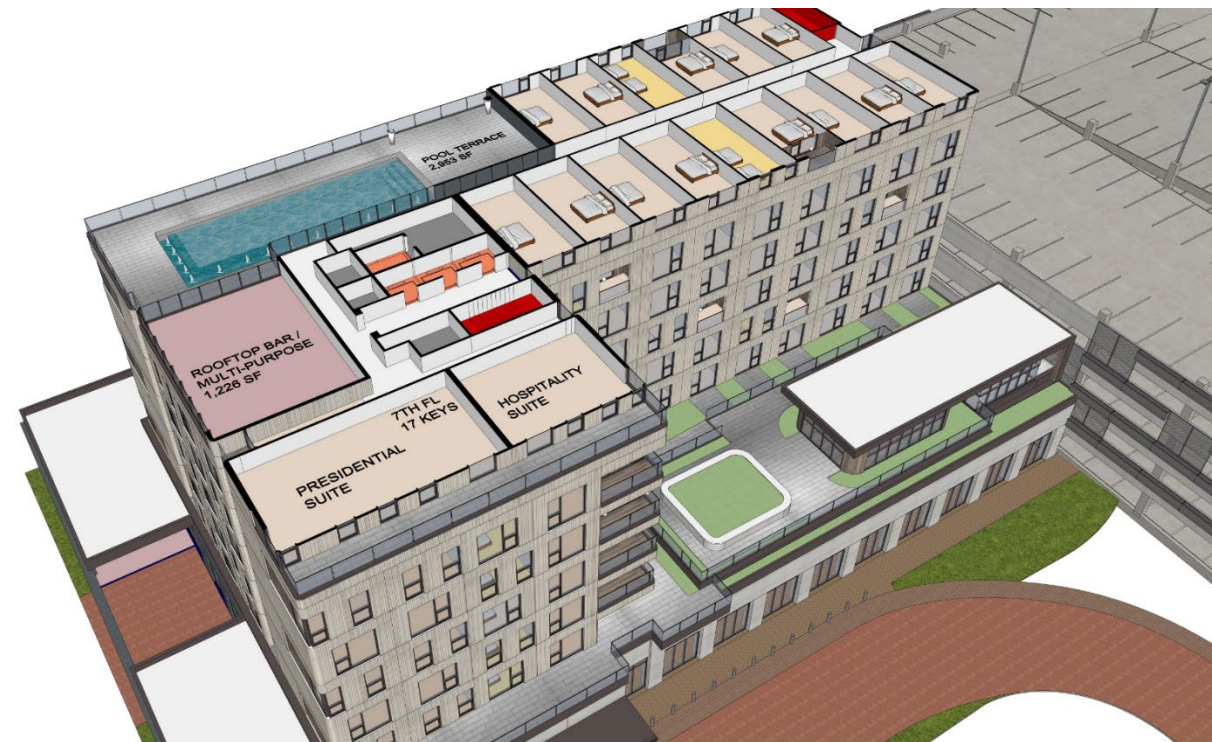
Case 1947-Z Addison Junction

ADDISON



QIP HOTEL - ELEVATION PERSPECTIVE

ADDISON JUNCTION | BOKA Powell



QIP HOTEL - 7TH FLOOR ISOMETRIC

ADDISON JUNCTION | BOKA Powell

Hotel & Parking Structure

Case 1947-Z Addison Junction

ADDISON



QIP HOTEL - AERIAL 1

ADDISON JUNCTION

| BOKA Powell

Hotel & Parking Structure

Case 1947-Z Addison Junction

ADDISON



QIP ADDISON JUNCTION PARK - AERIAL

ADDISON JUNCTION | **BOKA**Powell

Entertainment

Case 1947-Z Addison Junction

ADDISON



Entertainment

Case 1947-Z Addison Junction

ADDISON



FARMERS MARKET (not to scale)



ADDISON JUNCTION | BOKAPowell



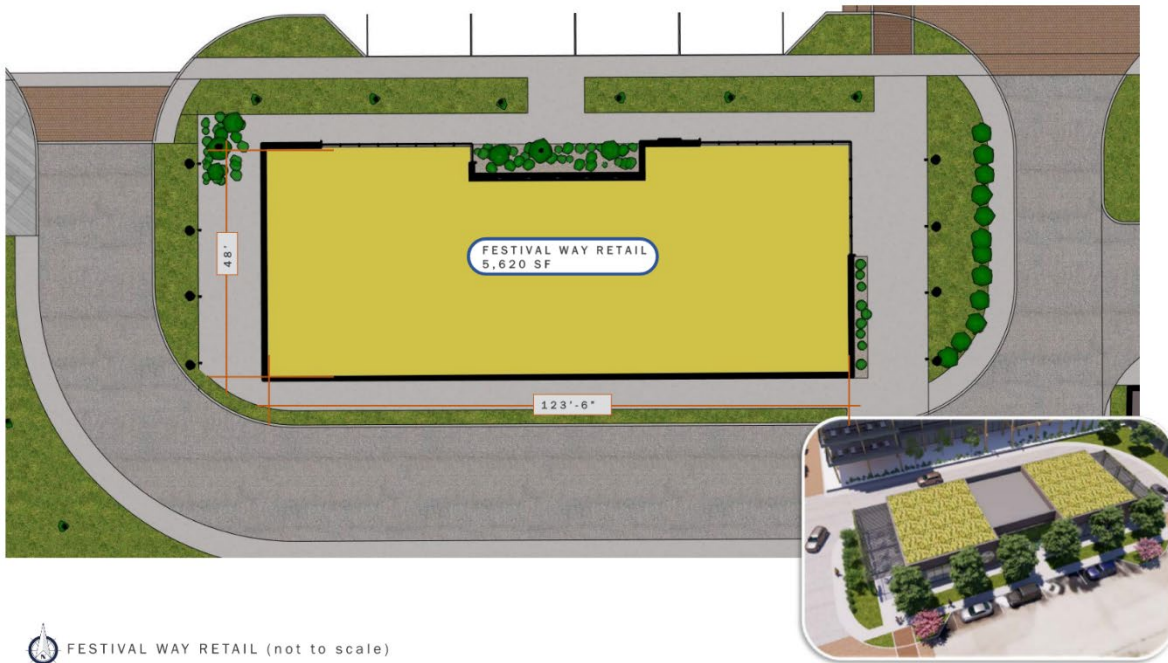
FARMERS MARKET - AERIAL 1

ADDISON JUNCTION | BOKAPowell

Farmers Market

Case 1947-Z Addison Junction

ADDISON



 FESTIVAL WAY RETAIL (not to scale)

ADDISON JUNCTION | BOKA Powell



 MASS-TIMBER OFFICE BUILDING & GARAGE - QUORUM DR. & ARAPAHO RD.

ADDISON JUNCTION | BOKA Powell

Retail

Case 1947-Z Addison Junction

ADDISON



QIP THE HANGAR - PERSPECTIVE 1

ADDISON JUNCTION | BOKAPowell



QIP THE HANGAR - PERSPECTIVE 2

ADDISON JUNCTION | BOKAPowell

The Hangar

Case 1947-Z Addison Junction

ADDISON



QIP MASS-TIMBER OFFICE BUILDING - W VIEW

ADDISON JUNCTION

| BOKA Powell



QIP OFFICE GARAGE

ADDISON JUNCTION

| BOKA Powell

Office & Parking Structure

Case 1947-Z Addison Junction

ADDISON



Office & Parking Structure

Case 1947-Z Addison Junction



QIP AERIAL LOOKING SE

ADDISON JUNCTION | BOKA Powell

Parking

Parking Supply Matrix	
Entertainment Parcel Surface Lot	98
DART / Hangar Surface Lot	29
Parallell on Festival	21
Office Surface	37
Total Surface	185
Hotel Garage	631
Office Garage	561
Total Garage Spaces	1,192
Grand Total Parking Spaces	1,377

Required Parking		
Office (1 per 400)	155,194 sf	388
Restaurant (1 per 100)	60,149 sf	601
Retail (1 per 400)	10,000 sf	25
Hotel* (Meeting Space Estimate -->)	5,000 sf	166
Total		1,180

* 1 space per key plus 1 space per 300 sf of meeting space

Bike Racks 5% of total required parking	48
Surplus / (Deficit) As %	17%

Case 1947-Z Addison Junction

ADDISON

PARKING

- Parking is proposed to comply with UDC standards (not seeking reduction or modification).
- Per UDC standards, maximum parking allowed is 125% of required –
 - Maximum allowed 125% OR 1,475 spaces
 - Proposed is 117% OR 1,377 spaces
- Potential future redevelopment of surface lot as market demands would remove 98 spaces, resulting in 108% or 1,279 spaces



QIP AERIAL LOOKING SE

ADDISON JUNCTION | BOKA Powell

Case 1947-Z Addison Junction

ADDISON

STREETSCAPE

- New concept plan allows preservation of most of Festival Way and Arapaho Road.
 - Minor streetscape modifications will be necessary for new vehicular access drives.
- Final landscape and streetscape plans will be required to be approved via Final PD by P&Z and City Council.



QIP

AERIAL LOOKING SE

ADDISON JUNCTION

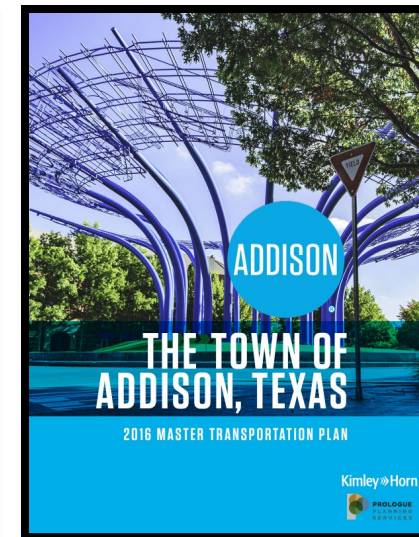
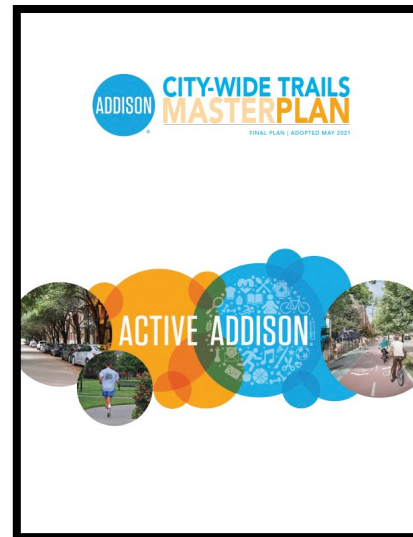
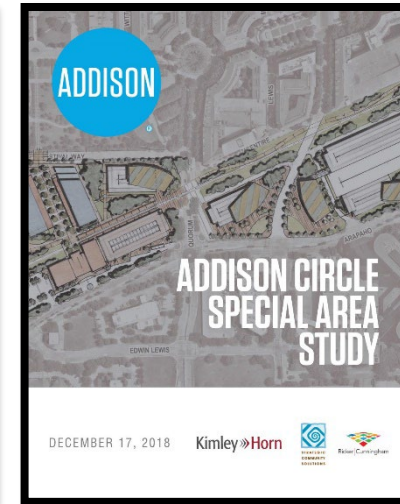
| BOKA Powell

Case 1947-Z Addison Junction

ADDISON

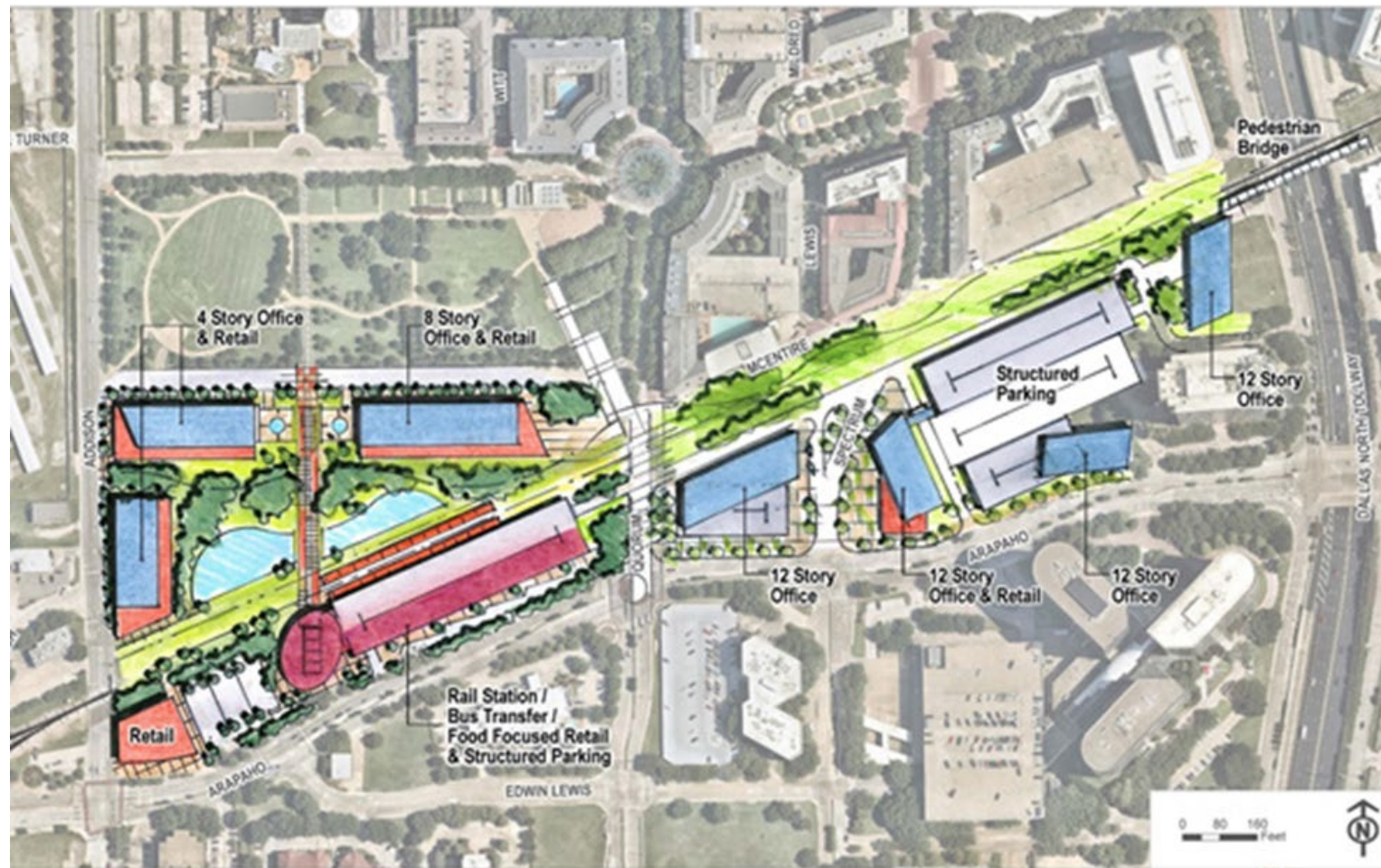
COMPLIANCE WITH TOWN LAND USE AND DEVELOPMENT POLICIES

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



Case 1947-Z Addison Junction

ADDISON



Addison Circle Special Area Study – Option 3

Case 1947-Z Addison Junction

ADDISON



Vision Story

Major destination on Silver Line



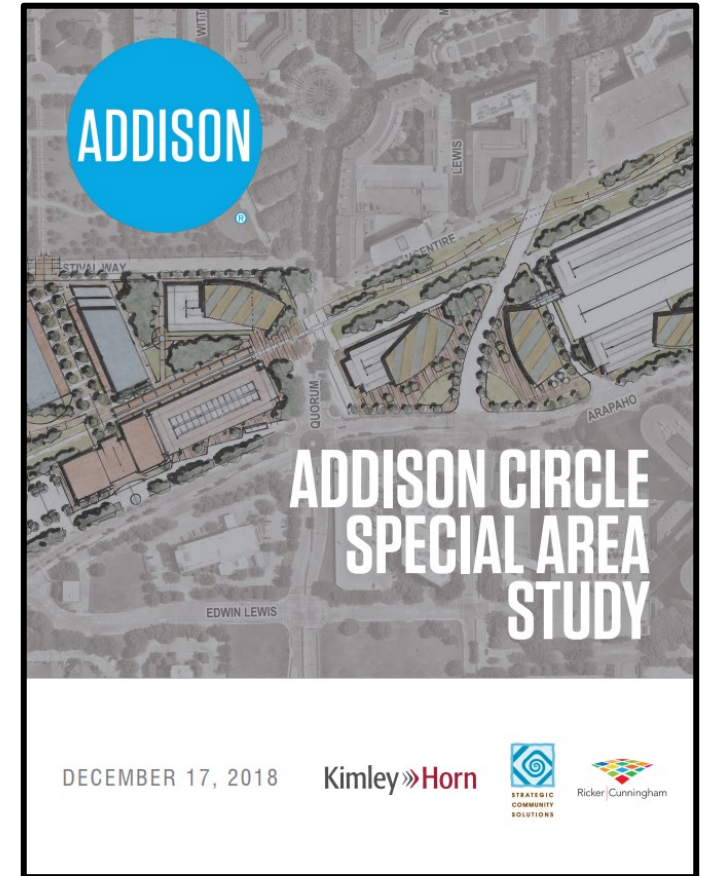
Economic Strength

Strengthen Town's tax base



Live, Work, Play

Enhance Addison Circle's reputation



Case 1947-Z Addison Junction

ADDISON

Common Themes of Town Plans

Vibrant Mixed-Use

Diverse building types and functions

Boutique Hotel

Distinctive hospitality offering



Economic Vitality

Strong tax base and business growth

Pedestrian Design

Human-scale streets and buildings

Quality Public Space

Well-designed gathering areas

Case 1947-Z Addison Junction



ADDISON

MITIGATION OF DEVELOPMENT IMPACTS – TRAFFIC GENERATION AND CIRCULATION

- There are no proposed modifications to the existing roadway network with this proposal.
- The Town required the applicant to submit traffic data assumptions based upon the proposed uses. At this time, the anticipated traffic generation for the development do not exceed the thresholds established to require a Traffic Impact Analysis (TIA).
- Staff utilized knowledge from previous iterations of the TOD, Town traffic data, and studies for this area to support the review and consideration of this proposal.

Case 1947-Z Addison Junction

ADDISON

MITIGATION OF DEVELOPMENT IMPACTS – ADDISON AIRPORT

- All buildings must mitigate conflicts with Addison Airport Part 77 Imaginary Surfaces
- All development will go through FAA Part 77 review during the building permit review process
- The current noise contours do not impact the development as there is no residential components proposed. *The FAA requires that residential developments be located outside of the 65 DNL noise contour.*



Case 1947-Z Addison Junction



ADDISON

MITIGATION OF DEVELOPMENT IMPACTS – UTILITIES & PUBLIC SERVICES

- At this feasibility stage, the applicant has demonstrated the capacity to connect to the Town's utility network and to mitigate the impacts of any surface runoff generated by this site.
 - If approved, detailed civil engineering plans will be required.
- This development provides sufficient access for emergency services through its highly accessible location.
- The development of this property is likely to increase activity to be less vulnerable to loitering and vagrancy.

Case 1947-Z Addison Junction



ADDISON

NEXT STEPS

- If recommended for approval by Planning & Zoning Commission, the Preliminary Planned Development with Concept Plan and Permitted Use and Development Standards would go before City Council in February 2026.
- If approved by City Council, the Town and QIP would need to develop full development plans, including site plans, landscape plans, floor plans, façade plans, photometric plans, etc. to be brought back for Final Planned Development Approval by Planning & Zoning Commission and City Council.

Case 1947-Z Addison Junction

ADDISON

PUBLIC NOTICE:

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

NOTICE RECIPIENTS: 34

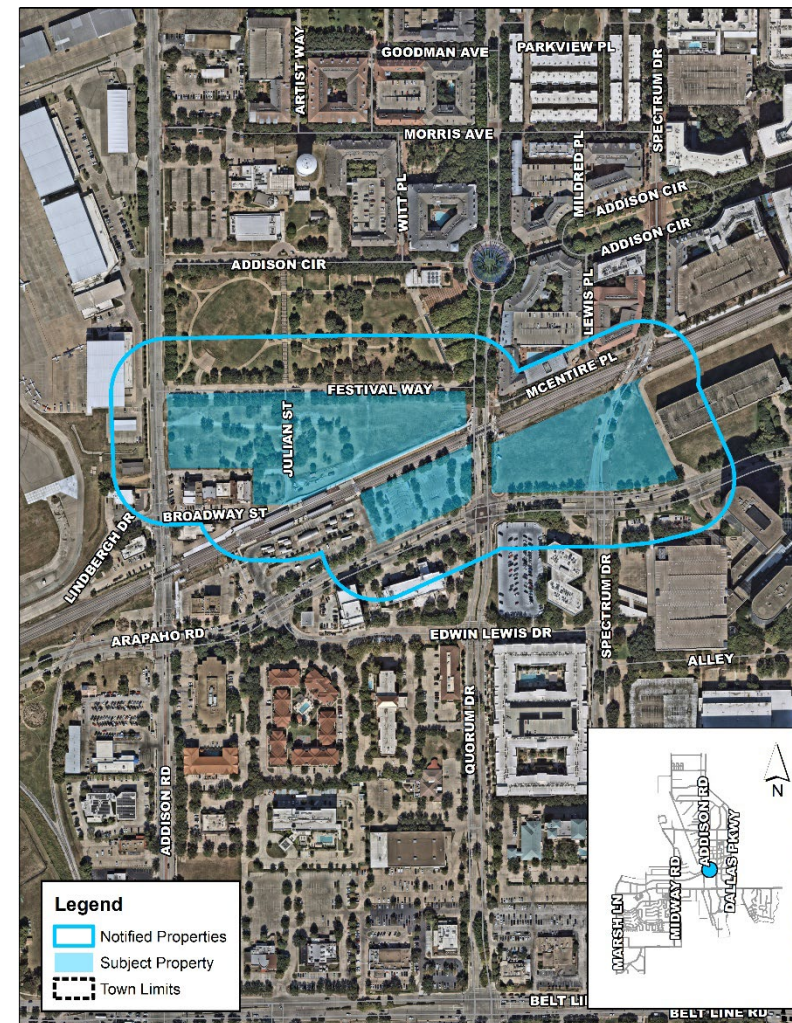
FOR: None.

AGAINST: None.

NEUTRAL: None.

PLANNING & ZONING COMMISSION ACTION:

- Approval 7-0



Case 1947-Z Addison Junction



ADDISON

RECOMMENDATION:

Staff has reviewed the proposal and determined that it complies with the intent of the Town's development regulations and is consistent with the Town policies and the adopted master plans.

If the Planning & Zoning Commission recommends approval of the request, staff recommends including the following conditions of approval:

- The development shall be executed in accordance with the attached Concept Plan, Permitted Uses & Development Standards, and the definitive agreements for the project.
- Final Planned Development Site Plan approval shall be completed prior to issuance of a permit for the construction of site infrastructure.

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY REZONING PROPERTIES COMPRISING 15.5± ACRES OF LAND GENERALLY LOCATED AT THE SOUTHEAST CORNER OF ADDISON ROAD AND FESTIVAL WAY AND THE NORTHEAST AND NORTHWEST CORNER OF QUORUM DRIVE AND ARAPAHO ROAD, FROM COMMERCIAL GENERAL (CG) AND PLANNED DEVELOPMENT (PD), ORDINANCE NOS. 024-022, 024-023, 024-024, AND 023-011, TO A NEW PLANNED DEVELOPMENT (PD) ZONING DISTRICT, TO ALLOW FOR A TRANSIT-ORIENTED MIXED-USE DEVELOPMENT COMPRISED OF OFFICE, PARKING, HOTEL, RESTAURANT, RETAIL, AND ENTERTAINMENT USES, AND ASSOCIATED PUBLIC AND PRIVATE OPEN SPACE AND COMMON AREAS, THROUGH THE APPROVAL OF A CONCEPT PLAN AND DEVELOPMENT STANDARDS; PROVIDING A PENALTY NOT TO EXCEED TWO THOUSAND AND NO/100 DOLLARS (\$2,000.00); PROVIDING FOR SAVINGS, NO SEVERABILITY AND AN EFFECTIVE DATE.

WHEREAS, at its regular meeting held on January 20, 2026 the Planning & Zoning Commission considered and made recommendations on Case No.1947-Z, being a request to rezone properties comprising 15.5± acres of land generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. 024-022, 024-023, 024-024, and 023-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas (the “Project”), through the approval of a Concept Plan and Permitted Use and Development Standards (defined herein below); and

WHEREAS, the Project shall be developed in conformance with this Ordinance together with all definitive development agreements executed in connection with the Project, between the Town of Addison and Quadrant Enterprises, LLC (d/b/a Quadrant Investment Properties (QIP)) for the Addison Circle Area Transit Oriented Mixed-Use Development, dated September 9, 2025, as the same may be amended from time to time (collectively herein, the “Definitive Agreements”); and

WHEREAS, the City Council finds that this change of zoning is in accordance with the adopted Comprehensive Plan of the Town of Addison, as amended; and

WHEREAS, the City Council further finds, after due deliberations and consideration of the recommendation of the Planning and Zoning Commission, the information received at a public hearing, and other relevant information and materials, that this amendment promotes the general welfare and safety of this community.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. That the recitals and findings set forth above are hereby found to be true and correct and incorporated as if fully set forth herein.

SECTION 2. The Zoning Ordinance and official zoning map shall be amended so as to rezone the Property, said Property comprising 15.5+/-, and being further described within **Exhibit A** attached hereto, to a new Planned Development (PD) District, subject to the following conditions:

- A. Development Plans for this PD zoning district shall comply with the Permitted Uses and Development Standards (the “Development Standards”) and Concept Plan, which are attached hereto as **Exhibit B** and **Exhibit C** and made a part hereof for all purposes. Additional development conditions may be further defined in the Definitive Agreements.
- B. Final Planned Development Site Plan approval shall be completed prior to issuance of a permit for the construction of site infrastructure.
- C. Developer shall provide the City evidence of compliance with FAA Part 77 building height review prior to issuance of a building permit for the Project.

SECTION 3. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, Section 1-7 of the Code of Ordinances for the Town of Addison.

SECTION 4. The provisions of this Ordinance are severable, and should any section, subsection, paragraph, sentence, phrase or word of this Ordinance, or application thereof to any person, firm, corporation or other business entity or any circumstance, be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of the remaining or other parts or portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining parts or portions of this Ordinance despite such unconstitutionality, illegality, or invalidity, which remaining portions shall remain in full force and effect.

SECTION 5. All ordinances of the City in conflict with the provisions of this ordinance be, and the same are hereby repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

SECTION 6. This Ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter or ordinance.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the **10TH** day of **FEBRUARY** 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

APPROVED AS TO FORM:

Valencia Garcia, City Secretary

Whitt Wyatt, City Attorney

EXHIBIT A

DESCRIPTION OF THE PROPERTY

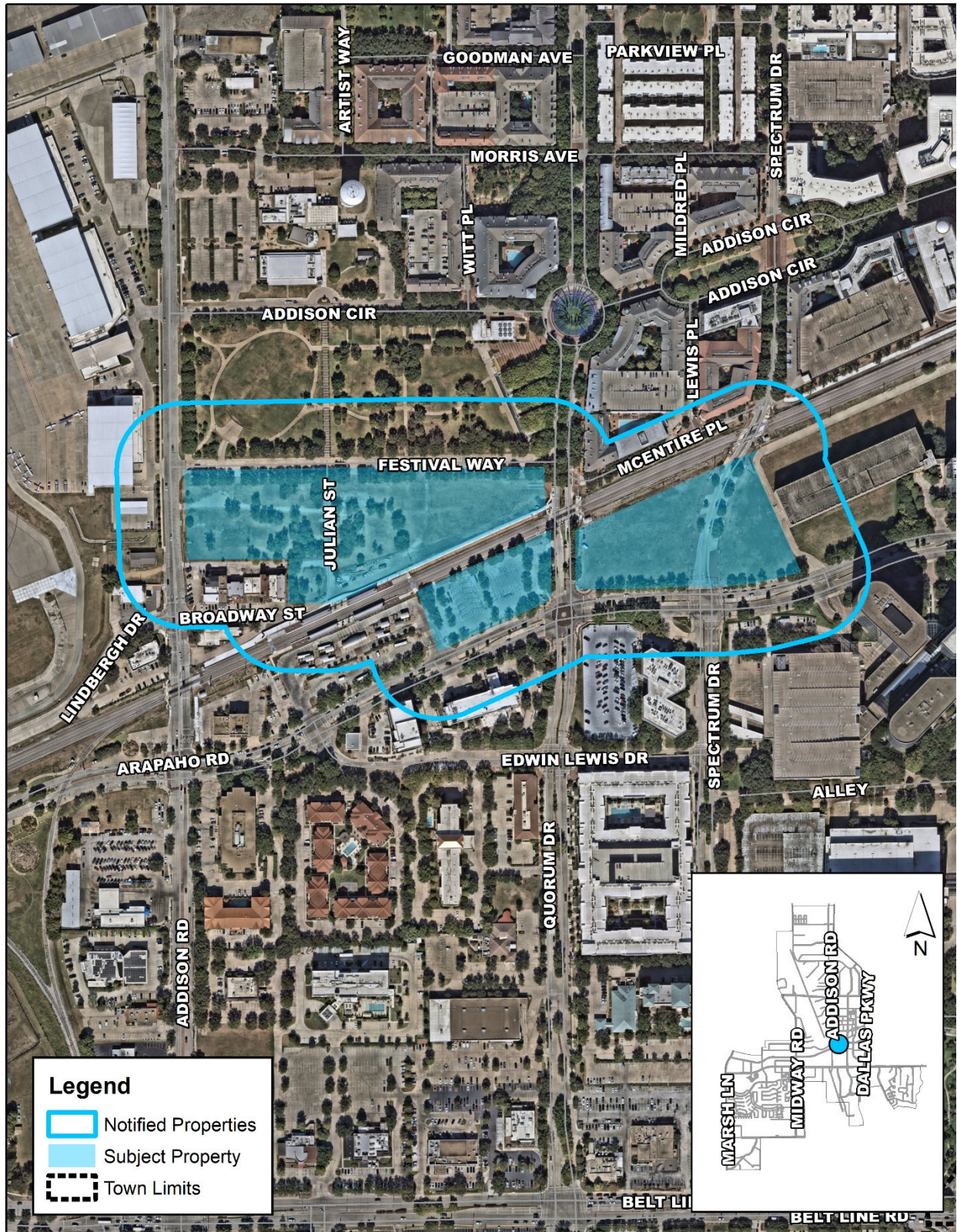


EXHIBIT B

PERMITTED USE AND DEVELOPMENT STANDARDS

All Permitted Uses and Development Standards shall comply with the Mixed-Use Center (M-4) zoning district within the Unified Development Code unless otherwise modified herein:

1. Permitted Uses:

- A. Recreation Facility, Outdoor.
- B. Brewpub, Distillery, or Winery (allowed by Special Use Permit).
- C. Hotel, Full Service.
- D. Entertainment/Event Facility (Indoor and/or Outdoor).
 - A. Definition: A commercial entertainment or event use conducted indoors, outdoors, or a combination of both, which is primarily intended to accommodate the public for cultural, recreational, artistic, athletic, or social events, including but not limited to live performances, exhibitions, spectator activities, and programmed gatherings. Accessory uses that are customary to the entertainment or event function, and that are intended to serve event patrons, performers, staff, or visitors are permitted. These accessory uses may include, but are not limited to, food and beverage service, retail sales, rehearsal rooms, equipment storage, office space, or outdoor plazas.
 - B. This definition does not include adult entertainment establishments, casinos/gambling halls, nightclubs, or private event venues.
- E. All other uses as defined in the Table of Allowed Use for the Mixed-Use Center (M-4) Zoning District.

2. Building Setbacks:

- A. Build to Range: The build to range shall comply with the **Concept Plan**.

3. Parking:

- A. Shared Parking: The final quantity of parking spaces, operation of the parking structure(s), and retail parking accommodations, are subject to the definitive agreements between the Town and Developer.

4. Mechanical Equipment Placement and Screening: Mechanical equipment shall be mounted on the roof and be screened from view from all rights-of-way and located to minimize noise intrusion off each lot. Screening must be architecturally compatible with the building design.

5. Solid Waste and Recycling: Solid Waste and recycling services shall be provided for this development. Dumpsters and compactors should be considered in the design of buildings, shared where feasible, and shall not be permitted as freestanding features within the site.

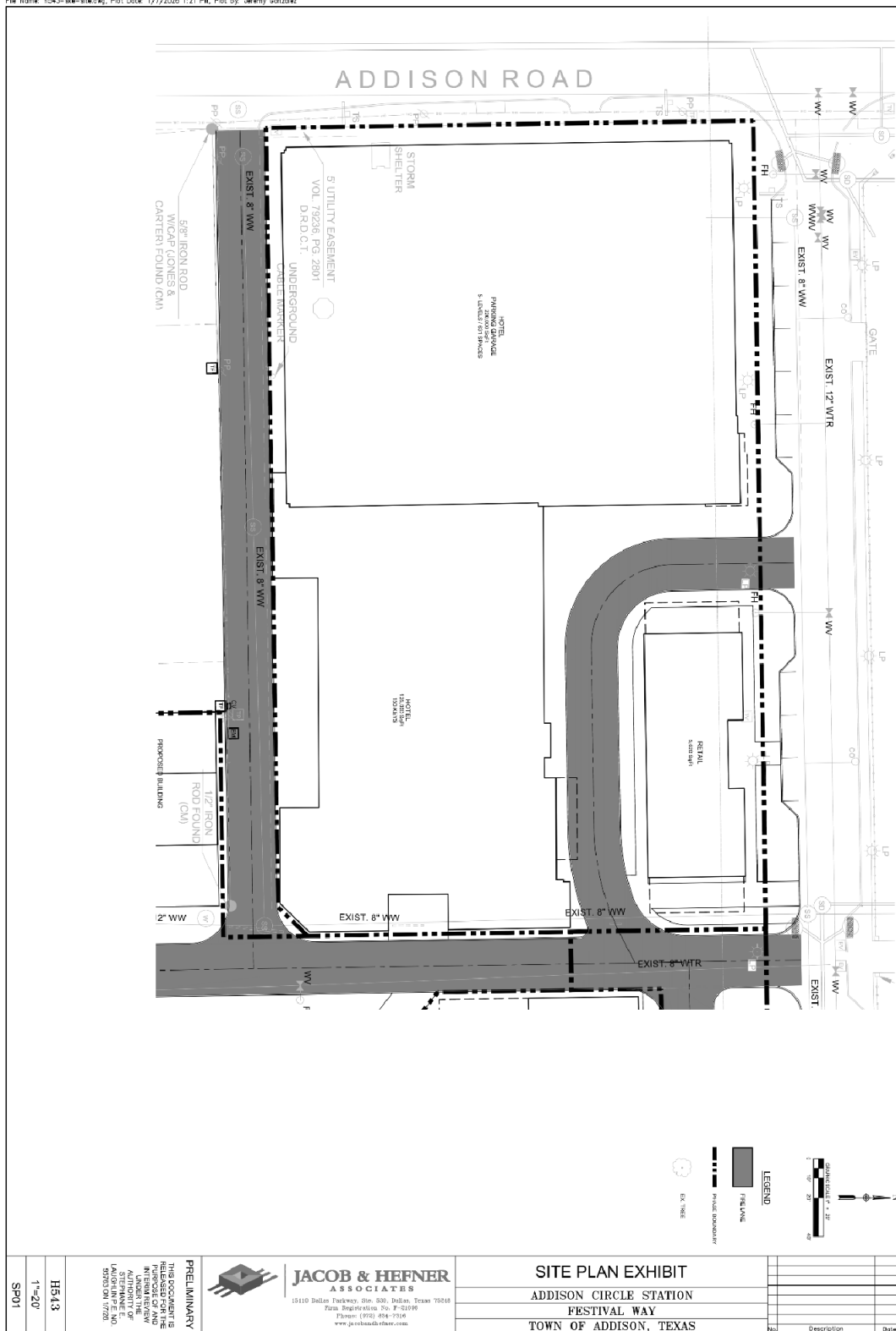
EXHIBIT C
CONCEPT PLAN

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File Name: h543-ske-alt.dwg, Plot Date: 1/7/2025 1:21 PM, Plot by: Jeremy Gonzalez



EXHIBIT C
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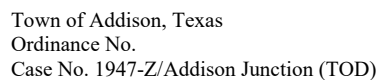


EXHIBIT C

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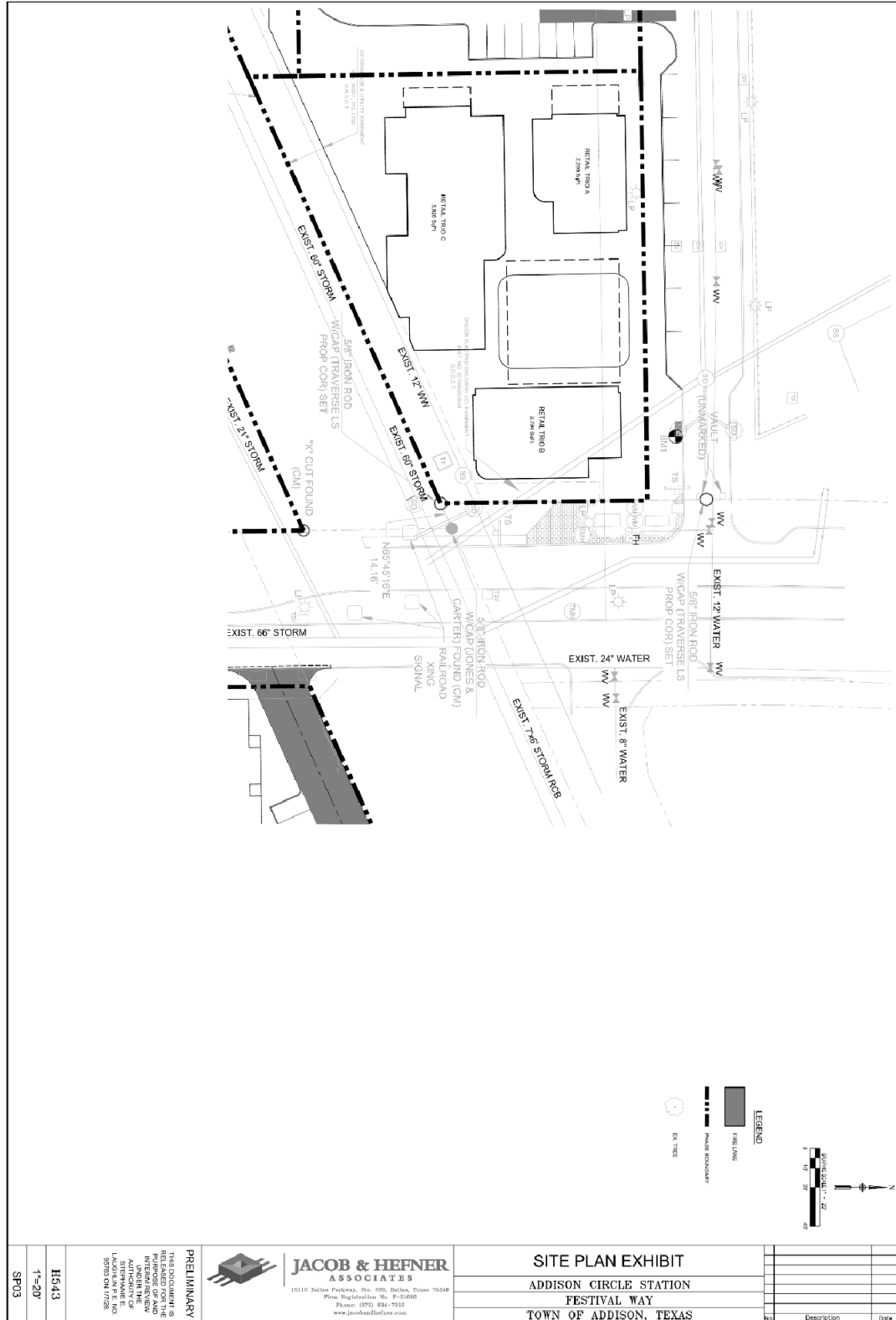


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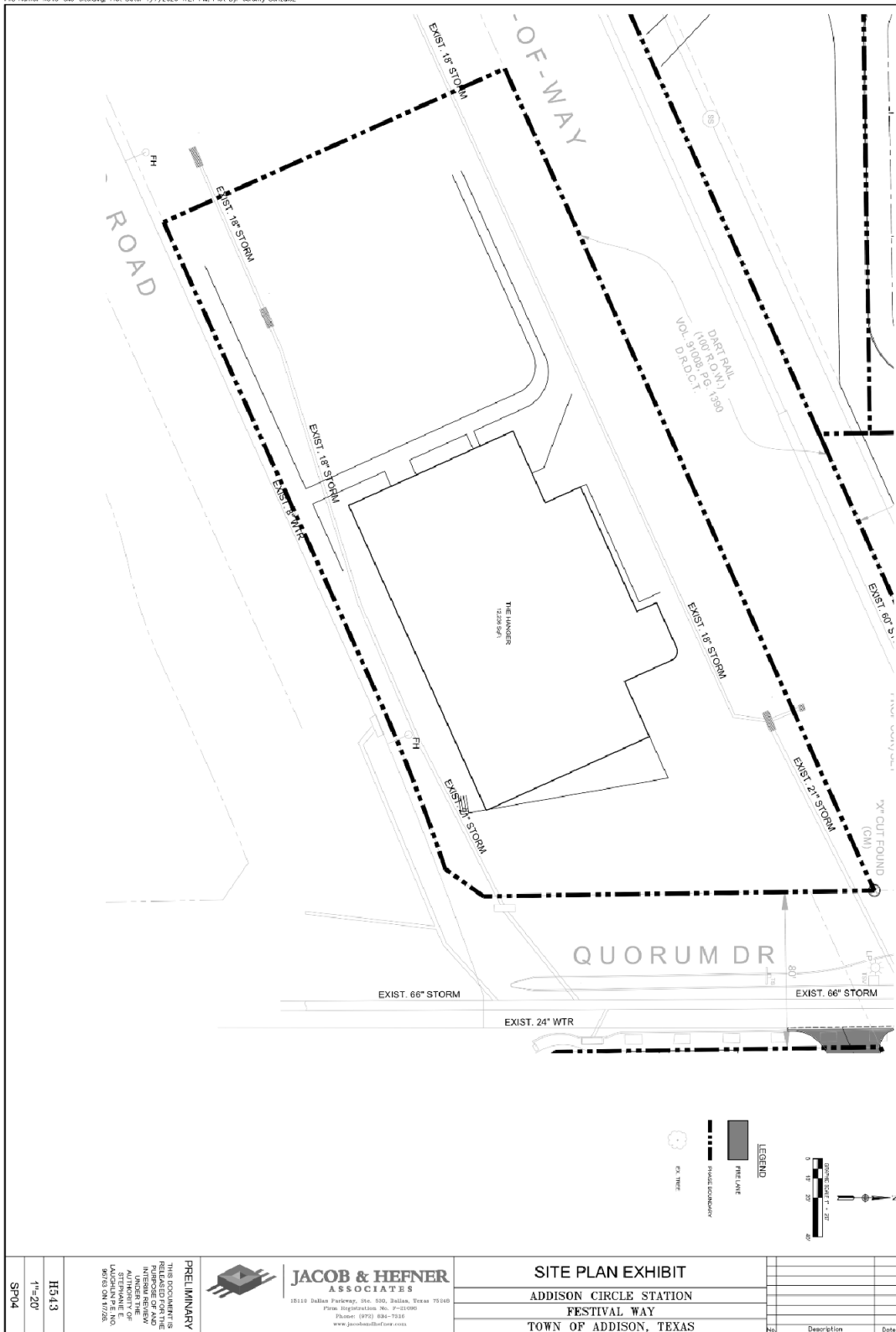


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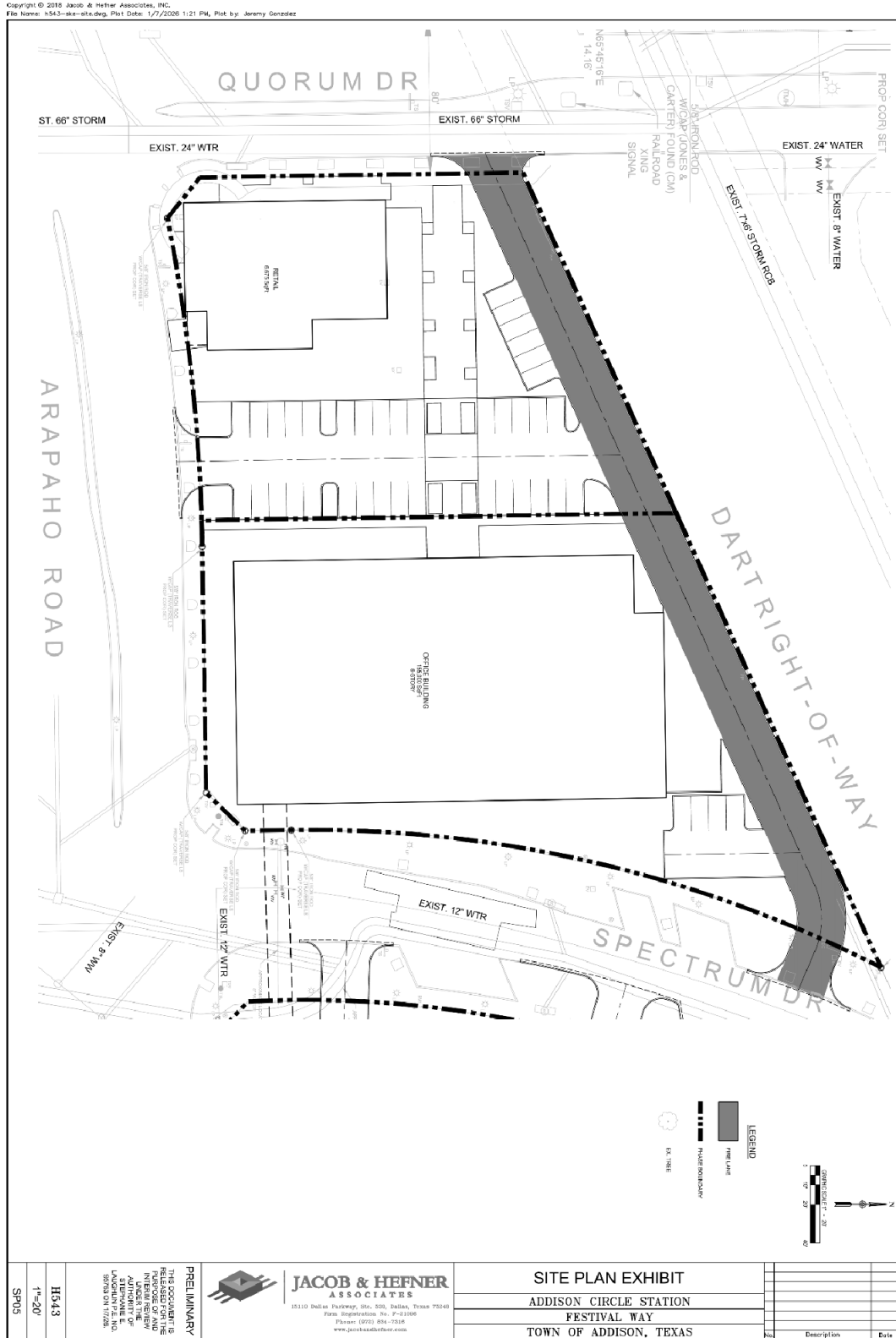
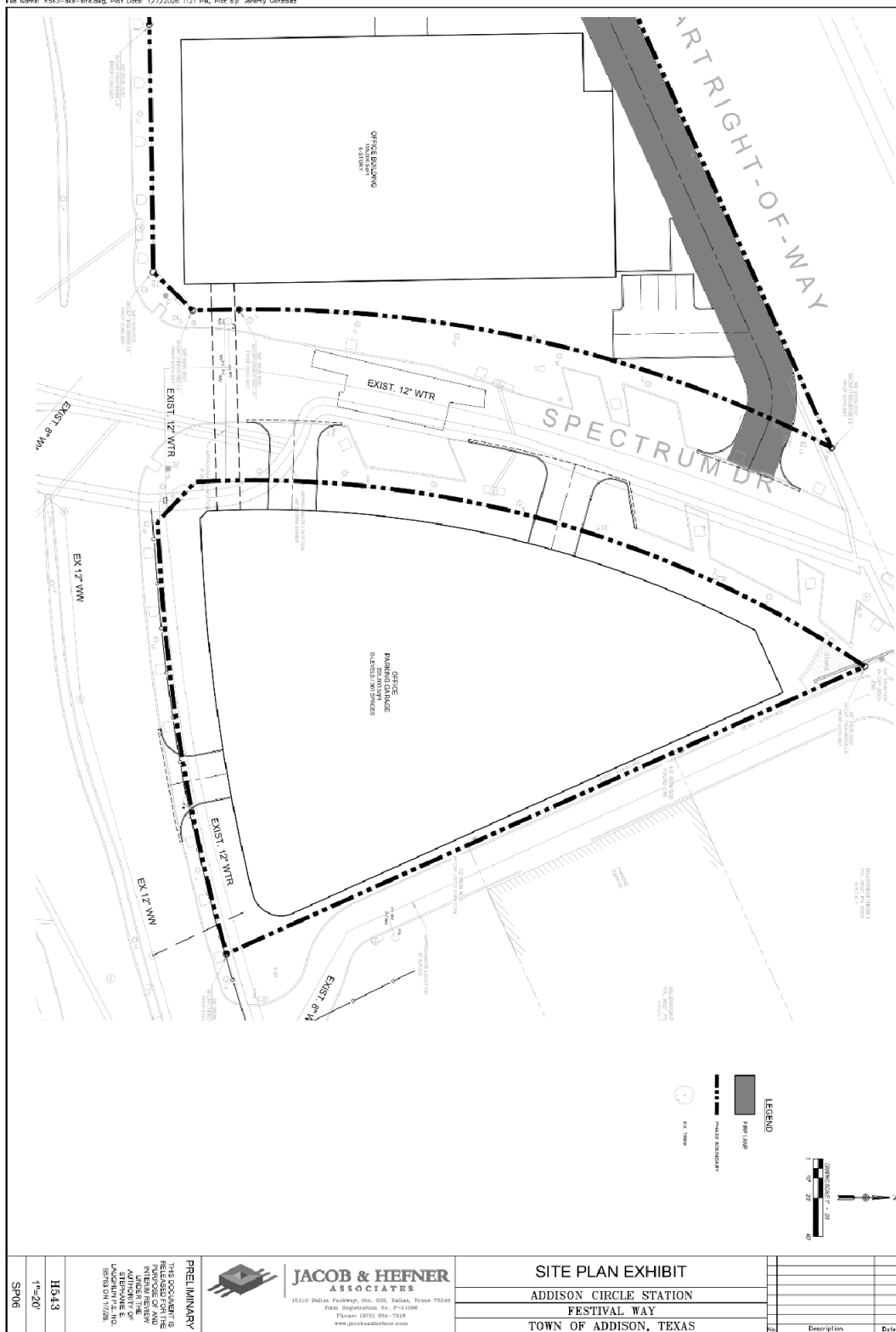


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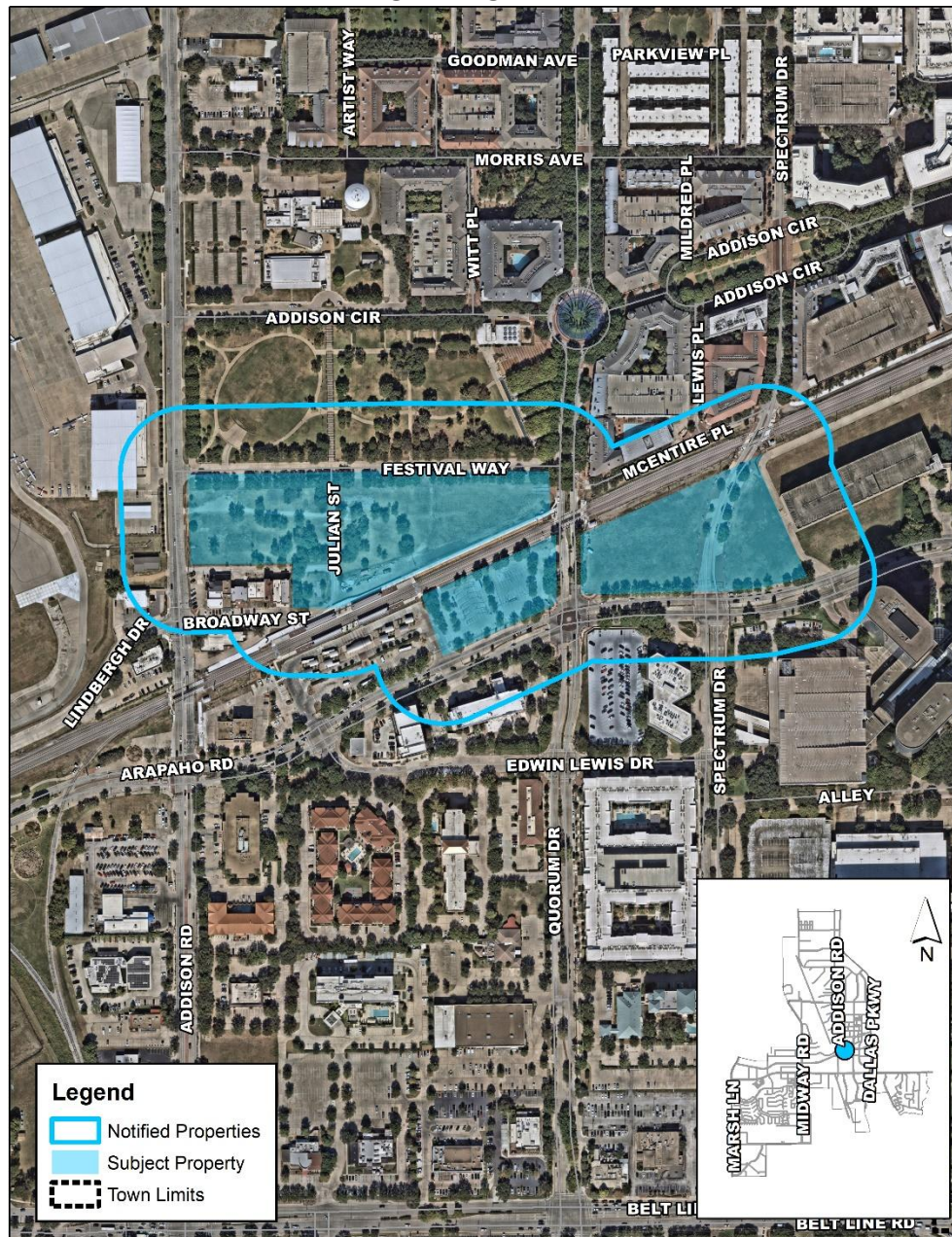
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File Name: h543-aka-elite.dwg, Plot Date: 1/7/2026 1:21 PM, Plot by: Jeremy Gonzalez



1947-Z

PUBLIC HEARING Case 1947-Z/Addison Junction (TOD). Hold a public hearing, present, discuss, and consider action on a request to rezone ±13.7 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas.

LOCATION MAP





January 20, 2026

STAFF REPORT

RE: 1947-Z/Addison Circle Station - Phase I Amendment

LOCATION: ±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road

REQUEST: To rezoning the subject property from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development zoning district to allow for Addison Junction, a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas. (Application Date: 10/14/2025).

APPLICANT: Byron C. Cook, Quadrant Investment Properties (QIP), and the Town of Addison

DISCUSSION:

Background: The Addison Circle Station TOD has been a long-range strategic initiative intended to expand the Addison Circle district character and transform the area surrounding the DART Silver Line rail station and Addison Circle Park into a vibrant, walkable, mixed-use urban district. This area generally includes ±15.5 acres of Town and DART-owned property generally located at the southeast corner of Addison Road and Festival Way, and the northeast and northwest corners of Quorum Drive and Arapaho Road. This property is bordered by Addison Road, Festival Way, Addison Circle Park, DART right-of-way, Arapaho Road, and the Millennium Office development to the east. The property is also bisected by Quorum Drive and Spectrum Drive.

The TOD area is guided by the [Addison Circle Special Area Study](#), which was adopted by Council in 2019 and provides a cohesive development framework built around the following goals:

- Extend the existing urban neighborhood character of Addison Circle;
- Maximize access and connectivity;
- Diversify land use and economic opportunities;
- Enhance public spaces; and
- Promote a vibrant destination for residents, businesses, and visitors.

Between 2017 and 2019, the Town of Addison initiated a visioning process to guide future development around the planned DART Silver Line station. In November 2017, the City Council

authorized the development of the Addison Circle Special Area Study. A 14-member Special Project Committee was appointed to guide the effort, which included extensive stakeholder interviews, community meetings, and Council workshops. These efforts culminated in the formal adoption of the plan in February 2019. The study identified strategic opportunities and established a vision for a vibrant, mixed-use, transit-oriented district that builds upon the existing character of Addison Circle.

From 2020 to 2022, the Town focused on identifying a development partner to bring this vision to life. In September 2020, Cushman & Wakefield was retained to assist with marketing and master developer selection. A formal Request for Proposals (RFP) was issued in April 2021, and several proposals were received. In December 2021, AMLI Residential and Stream Realty Partners submitted a joint proposal, which was selected in March 2022 as the preferred development team. On April 12, 2022, the City Council approved the initial Memorandum of Understanding (MOU), granting AMLI and Stream exclusive negotiation rights and setting the stage for detailed planning for the project.

Between 2023 and 2024, a series of MOU amendments were executed to address evolving project conditions. Amendments 2 through 4, approved between January and June 2023, focused on refining the development program, adjusting public incentives, and modifying the design of the parking garages. In October 2023, Stream Realty withdrew from the project, leading to Amendment 5, which retained AMLI as the residential developer and extended the MOU timeline to allow the Town and AMLI time to identify a new office development partner. This resulted in Amendment 6, approved in January 2024, which formalized the selection of [Quadrant Investment Properties \(QIP\)](#) as the new lead for the office component, replacing Stream Realty and allowing the project to move forward with a revised development team.

On April 23, 2024, the Town Council approved a zoning amendment and modification to the Planned Development (PD) district for the Transit-Oriented Development (TOD) area. This action provided the necessary entitlements to advance the updated master plan and align the zoning with the intended mixed-use development vision. However, the following day, on April 24, 2024, AMLI notified Town staff that Chicago Title had discovered a Restricted Use Covenant affecting the TOD Multi-Family Tower Parcel. This type of restriction, recorded on the plat, can limit how a parcel may be developed by regulating land use, building form, or site layout. In response, the Town engaged Benchmark Title on April 26, 2024, to conduct a detailed review of the restriction and identify potential solutions. Preliminary findings indicate that the restriction originates from [Ordinance 095-032](#).

Following the determination that the Restricted use Covenant would create challenges for the previously approved plan, Town staff continued exploring possible solutions for future development of the this area. Town staff continued to engage with QIP to develop a proposal that was guided by a clear and unified set of priorities that reflect the Town of Addison's long-term planning documents and Council's strategic goals. At the core of the vision is the creation of a vibrant, mixed-use environment that includes office, residential, hospitality, retail, and entertainment components. Emphasis is placed on the development of high-quality public spaces such as plazas, streetscapes, and pedestrian-focused amenities. From an economic standpoint, the development is expected to stimulate business growth, expand the Town's tax base, and generate employment opportunities. Additionally, the TOD will support strong placemaking and branding efforts that reinforce Addison's identity as a premier regional destination.

At the [April 22, 2025 meeting](#), City Council approved a new MOU with QIP to established a 120-day exclusivity period, during which the Town agreed to negotiate only with QIP while both parties

assessed project feasibility to develop a plan including hotel, office, retail, parking, and public amenities.

At City Councils [September 9, 2025 meeting](#), the Town entered into a Master Development Agreement with QIP for the development of Addison Junction. The project is designed to establish a regional entertainment destination and serve as a catalyst for Addison's commercial base by introducing new public gathering spaces that build on Addison Circle's existing strengths and reinforce the Town's standing as one of North Texas' premier destinations for dining, culture, and events. The TOD further expands Addison's live-work-play ecosystem with an upper-upscale boutique hotel, a Class A mass-timber office, and a curated mix of restaurants and entertainment uses. While the MDA outlined 4 phases of development, many of these phases will be under construction concurrently. The phases include:

- **Phase 1:** Entertainment facility, full-service restaurant and/or retail facilities containing a minimum of 30,000 square feet for restaurant/retail use, farmer's market, public park, pickleball courts, and surface parking
- **Phase 2 (The Hangar):** Full-service restaurant and/or general retail facilities to be located on DART Parcel containing a minimum 12,000 square feet for restaurant and/or general retail use
- **Phase 3:** Class A mass timber office building containing a minimum of 155,000 square feet for office use, a separate building containing 6,675 square feet for retail use, and a public parking structure supporting the office and retail uses
- **Phase 4:** Boutique hotel (150-key hotel similar in type to a 'collection' or 'lifestyle' brand with upper upscale quality), guest amenities and meeting space, and a supporting parking structure

With this request, the Town and developer (QIP) are seeking approval of a Preliminary Planned Development (PD) and Concept Plan. This request would rezone the subject property and provide land use entitlements based upon the concept plan. The next step of this zoning approval process will be to submit Final PD Developments Plans once the design is refined.

Proposed Concept Plan: The programming proposed for this project is comprised of four primary development components, as well as open space improvements throughout and enhancements to the streetscape of Addison Road, Arapaho Road, Festival Way, and Quorum Drive, and Spectrum Drive.

These four primary components include:

QIP Office Building and Parking Structure: The proposed office is located at the northwest corner of the Arapaho Road and Spectrum Drive intersection and includes a 6-story building accommodating 155,000 square feet of gross floor area. To the east of the office building, a 6-level, 560± space parking structure will be constructed at the intersection of Arapaho Road and Spectrum Drive. Access to the parking structure will be provided from both Arapaho Road and Spectrum Drive. The parking structure and office building will be connected via covered pedestrian access.

Entertainment (Beer Garden): The proposed one-to-two-story entertainment facility, located south of Festival Way and central to the site, will include a 14,000 square foot indoor space and additional outdoor programmed space. This facility is intended to provide food and beverage services as well as entertainment, such as live music.

Retail/Restaurant: Throughout the project, a variety of retail and restaurant space is offered. This includes ±23,000 square feet across 5 one-to-two-story stand-alone retail/restaurant structures and the 12,236 square foot structure referred to as *The Hangar*.

Hotel and Parking Structure: The boutique hotel is located at the southeast corner of Addison Road and Festival Way. It is proposed to be 7 stories and offer approximately 150 guest rooms with guest amenities and meeting space. This building has access to a 5-level parking structure that will provide up to 631 parking spaces. Access to the parking structure is intended along Festival Way and the southern alley.

Proposed Permitted Uses and Development Standards: The developer proposes to substantially comply with the Mixed-Use Center (M-4) zoning district within the Unified Development Code (UDC) for this development. The M-4 zoning district is based upon the existing development style and character of the Addison Circle neighborhood. The request includes modifications to the following standards:

Permitted Uses

To align with an entertainment destination, the applicant has requested the following uses be permitted at Addison Junction:

- Recreation Facilities, Outdoor
- Brewpub, Distillery, or Winery (Allowed by SUP)
- Hote, Full Service.
- Entertainment/Event Facility (Indoor and/or Outdoor)
 - Definition: Definition: A commercial entertainment or event use conducted indoors, outdoors, or a combination of both, which is primarily intended to accommodate the public for cultural, recreational, artistic, athletic, or social events, including but not limited to live performances, exhibitions, spectator activities, and programmed gatherings. Accessory uses that are customary to the entertainment or event function, and that are intended to serve event patrons, performers, staff, or visitors are permitted. These accessory uses may include, but are not limited to, food and beverage service, retail sales, rehearsal rooms, equipment storage, office space, or outdoor plazas.
 - This definition does not include adult entertainment establishments, casinos/gambling halls, nightclubs, or private event venues.

All other use allowances are proposed to comply with the M-4 district. Unless otherwise defined within the ordinance, all definitions are proposed to follow the UDC.

Building Setbacks

The M-4 zoning district requires buildings to be constructed close to the street frontage to create an urban and pedestrian friendly environment. The build-to-range setback range for the M-4 is 0-10 feet for the proposed development.

The applicant has required to deviate from this standard to accommodate multiple frontages. While not directly onto a public right-of-way, this project offers many different entry points for vehicles and pedestrians. Requiring the build-to-range along the perimeter of the project, while neglecting the trail adjacency, did not align with the intent of the standard. The proposed concept plan generally aligns with the setbacks and the intent of

this standard by prioritizing the pedestrian realm and ensuring the proposed buildings engage with the street frontage.

Parking

The applicant proposed to meet all parking requirements as identified within the M-4 zoning district, however, additional refinement and operational standards will be outlined within the definitive agreements between the Town and developer at a later date.

Mechanical Equipment Placement and Screening

The Town is asking that all mechanical equipment be roof mounted and screened so as not to detract from a pedestrian friendly environment. The developer will comply with all minimum standards within the M-4 zoning district.

Solid Waste and Recycling

The Town is asking that solid waste and recycling services be shared, where feasible, and throughout the development to not detract from a pedestrian friendly environment. Freestanding solid waste or recycling features are to be prohibited.

Compliance with Town Land Use and Development Policies: In considering rezoning requests, it is important for Town leadership to utilize the Town's long range planning documents to evaluate compliance with Town land use and development policies. Most notably for this request, this includes consideration of the Town's Comprehensive Plan, the Addison Circle Special Area Study. Key considerations include:

2013 Comprehensive Plan and the Addison Circle Special Area Study

In December 2017, the Town initiated the Addison Circle Special Area Study. This long range planning process included feedback from two community workshops, interviews with key stakeholders including local residents and property owners, and direction and guidance from a Special Project Committee appointed by the City Council.

The study addresses two individual study areas: Addison Central, located along the future Silver Line, north of Arapaho Road, and Addison Circle West, located along the western edge of the existing Addison Circle district, east of Addison Road and south of Airport Parkway. In February 2019, the City Council amended Addison's Comprehensive Plan to adopt the findings of the Addison Circle Special Area Study.

Study Compliance Considerations

This proposed rezoning request meets the intent of this study and complies with the vision, guiding principles, and strategic direction envisioned for this area. Most prominent areas of study alignment include:

1. Vision: This request furthers the Town's goal of being a major destination on the Silver Line, and enhances Addison Circle's reputation as a desirable place to live, work and play, and strengthens the Town's tax base.
2. Guiding Principles: This request aligns with the guiding principles of this study by maintaining and extending the character of the Addison Circle neighborhood, respecting the physical constraints of Addison Airport, accommodating transit-oriented development that maximizes the benefit of transit, achieving elevated streetscape and civic space design to support a pedestrian friendly environment, and achieving substantial private investment while minimizing public subsidy.

3. Strategic Direction: This request aligns with the strategic direction by providing a mix of uses that is both unique and thoughtfully integrated by this proposed concept plan. This request will ensure that Addison Junction will be a prominent destination in the Silver Line corridor, providing a prominent pedestrian connection between the station area and Addison Circle Park. Finally, this request achieves the Town's desired economic yield and will help the Town fund needed services, infrastructure, and facility maintenance.

Development Impacts: In the review of this rezoning request, assessment of anticipated impacts of the development should be carefully considered. These considerations include:

Traffic Generation and Circulation

The Town required the applicant to submit traffic data assumptions based upon the proposed uses. At this time, the anticipated traffic generation for the development do not exceed the thresholds established to require a Traffic Impact Analysis (TIA).

Staff utilized knowledge from previous iterations of the TOD, Town traffic data, and studies for this area to support the review and consideration of this proposal. There are no proposed modifications to the existing roadway network with this proposal.

Utility and Drainage Analysis

At this feasibility stage, the applicant has demonstrated the capacity to connect to the Town's utility network and to mitigate the impacts of any surface runoff generated by this site. If this project is approved, detailed civil engineering plans will be prepared for the proposed connections to the Town's water and sanitary sewer systems, and the required drainage infrastructure needed to convey site generated runoff.

Existing Site Encumbrances

With this project, the rear alley that borders this site while also serving the existing Broadway Street properties and Julian Street, will be reconstructed to serve as emergency and vehicular access for the development.

Addison Airport

Town staff and the developer have taken airport constraints into consideration with this development, specifically to accommodate building heights that meet the intent of the airport height restrictions. Final compliance will be determined through application for FAA Part 77 review during the building permit review process.

Public Services Capacity

This development provides sufficient access for emergency services through its highly accessible location. As the development is established, the presence of additional people in the area will have a positive impact on public safety, as it will put "eyes on the street" that result in this area being less vulnerable to loitering and vagrancy.

With its adjacency to Addison Circle Park and the Cotton Belt trail, as well as the open space proposed with this project, this will be one of the most highly amenitized development in Addison as it relates to open space and recreation opportunities.

Community Input: In accordance with Town Ordinances and State Statutes, The Town notified adjacent property owners (within 200 feet) of the subject property. At the time of packet posting, staff has not received any responses.

RECOMMENDATION:

Staff has reviewed the proposal and determined that it complies with the Town's development regulations and is consistent with the Town policies and the adopted master plans.

If the Planning & Zoning Commission recommends approval of the request, staff recommends including the following conditions of approval:

- The development shall be executed in accordance with the attached Concept Plan, Permitted Uses & Development Standards, and the definitive agreements for the project.
- Final Planned Development Site Plan approval shall be completed prior to issuance of a permit for the construction of site infrastructure.



Case 1947-Z/Addison Junction (TOD)

January 20, 2026

COMMISSION FINDINGS:

The Addison Planning and Zoning Commission, meeting in regular session on January 20, 2026, voted to recommend approval on a request to rezone ±15.5 acres generally located at the southeast corner of Addison Road and Festival Way and the northeast and northwest corner of Quorum Drive and Arapaho Road, from Commercial General (CG) and Planned Development (PD), Ordinance Nos. O24-022, O24-023, O24-024, and O23-011, to a new Planned Development (PD) zoning district, to allow for a transit-oriented mixed-use development comprised of office, parking, hotel, restaurant, retail, and entertainment uses, and associated public and private open space and common areas, with the following conditions:

- The development shall be executed in accordance with the attached Concept Plan, Permitted Uses & Development Standards, and the definitive agreements for the project.
- Final Planned Development Site Plan approval shall be completed prior to issuance of a permit for the construction of site infrastructure.

Voting Aye: Barker, Collins, Copeland, Fansler, Smith, Then, Wright

Voting Nay: none

Absent: none

SPEAKERS AT THE PUBLIC HEARING:

For: none

On: none

Against: none

11/3/2025

Town of Addison Development Services Department
16801 Westgrove Drive
Addison, TX 75001

RE: Letter of Intent – Planned Development Zoning Request Application for Addison Transit-Oriented Development (TOD) Project

Dear Town of Addison Planning & Zoning Commission and City Council,

On behalf of Quadrant Investment Properties, LLC, we are pleased to submit this Letter of Intent in support of our application for a Planned Development (PD) Zoning Request for the Addison Transit-Oriented Development (TOD) project, located at the southeast corner of Addison Road and Festival Way and the northeast corner of Quorum Drive and Arapaho Road. This application is submitted in alignment with the Town's adopted vision for the Addison Circle Special Area and the strategic goals established by the City Council.

Project Overview: The Addison Transit-Oriented Development (TOD) is a long-range, strategic initiative designed to transform the area surrounding the future DART Silver Line rail station and Cotton Belt Trail into a vibrant, walkable, mixed-use urban district. The project leverages public investment in transit infrastructure to catalyze high-quality development, diversify land use, support economic growth, and enhance mobility and placemaking in Addison.

Company Background:

Founded in 2012 by Chad Cook, Quadrant Investment Properties is a full-service real estate investment company that develops and redevelops commercial properties into dynamic, community focused spaces that meet the needs of the next generation user.

Our expertise lies in developing and redeveloping buildings with a keen eye for design, innovation, and sustainability. We take pride in our ability to create value by transforming spaces into vibrant, modern communities where businesses can thrive, and individuals can connect.

At QIP, we aspire to be best-in-class in everything we do. Behind our work stands an accomplished, dedicated team of some of the industry's most talented visionaries, united in our passion for placemaking and delivering unparalleled service.

Project Details

- The TOD encompasses multiple phases, beginning with approximately 13.7 acres of Town-owned property at the southeast corner of Addison Road and Festival Way and the northeast corner of Quorum Drive and Arapaho Road. Additionally, this project includes a portion of the DART-owned parcel at the northwest corner of Quorum Drive and Arapaho Road.
- The development is envisioned as a mixed-use environment, including office, hospitality, retail, entertainment, and public spaces, with a focus on high-quality design and urban character.
- The current development team includes Quadrant Investment Properties (QIP) and the Town of Addison.
- The Town and QIP entered into a Master Development Agreement (MDA), approved September 9, 2025.

Objectives

- Extend the urban neighborhood character of Addison Circle and maximize access and connectivity.
- Diversify land use and economic opportunities, including office, hotel, retail, and entertainment components.
- Enhance public spaces, streetscapes, and pedestrian-focused amenities to promote walkability and reduce car dependency.
- Create a vibrant destination for residents, businesses, and visitors, supporting strong placemaking and branding efforts.
- Stimulate business growth, expand the Town's tax base, and generate employment opportunities.
- Create opportunities for future phases of development to expand TOD as appropriate.

Next Steps

- The Town and QIP will continue to refine the development plans, including site plan, landscape plan, façade plans, and floor plans, as well as phasing timelines, and financial strategies related to the definitive agreements.

We respectfully request favorable consideration of this Planned Development (PD) Zoning Request application, with the approval of a concept plan and permitted use and development standards. The Addison TOD project represents a unique opportunity to realize the Town's vision for a dynamic, mixed-use, transit-oriented district that will serve as a catalyst for future redevelopment and reinvestment throughout the Addison Circle area.

Thank you for your consideration. We look forward to working collaboratively with the Town of Addison to bring this transformative project to fruition.

Sincerely,

Chad Cook

Managing Member, Quadrant Investment Properties, LLC

chad@quadrantinvestments.com

PERMITTED USES AND DEVELOPMENT STANDARDS

All Permitted Uses and Development Standards shall comply with the Mixed-Use Center (M-4) zoning district within the Unified Development Code unless otherwise modified herein:

1. **Permitted Uses:**

- A. Recreation Facility, Outdoor.
- B. Brewpub, Distillery, or Winery (allowed by Special Use Permit).
- C. Hotel, Full Service.
- D. Entertainment/Event Facility (Indoor and/or Outdoor).
 - i. Definition: A commercial entertainment or event use conducted indoors, outdoors, or a combination of both, which is primarily intended to accommodate the public for cultural, recreational, artistic, athletic, or social events, including but not limited to live performances, exhibitions, spectator activities, and programmed gatherings. Accessory uses that are customary to the entertainment or event function, and that are intended to serve event patrons, performers, staff, or visitors are permitted. These accessory uses may include, but are not limited to, food and beverage service, retail sales, rehearsal rooms, equipment storage, office space, or outdoor plazas.
 - ii. This definition does not include adult entertainment establishments, casinos/gambling halls, nightclubs, or private event venues.
- E. All other uses as defined in the Table of Allowed Use for the Mixed-Use Center (M-4) Zoning District.

2. **Building Setbacks:**

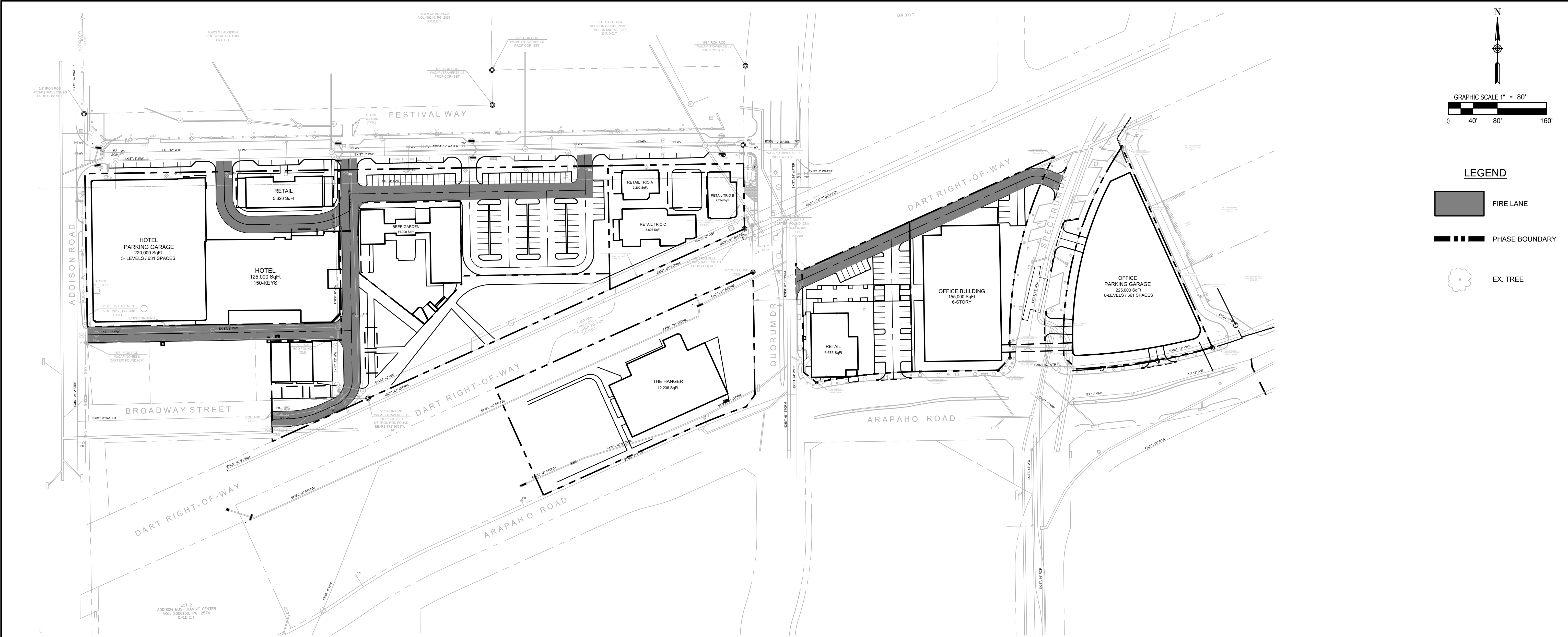
- A. Build to Range: The build to range shall comply with the **Concept Plan**.

3. **Parking:**

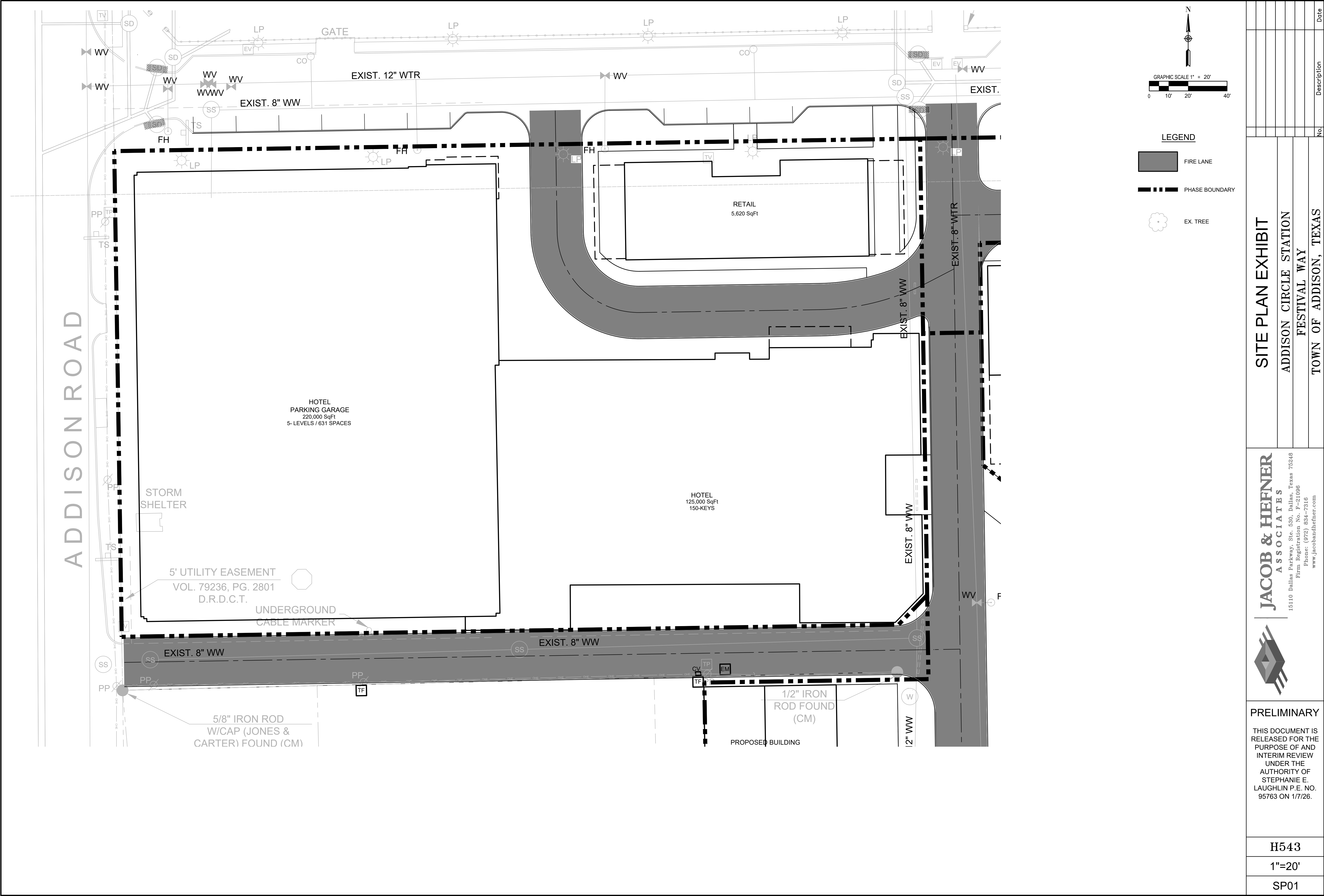
- A. **Shared Parking:** The final quantity of parking spaces, operation of the parking structure(s), and retail parking accommodations, are subject to the definitive agreements between the Town and Developer.

4. **Mechanical Equipment Placement and Screening:** Mechanical equipment shall be mounted on the roof and be screened from view from all rights-of-way and located to minimize noise intrusion off each lot. Screening must be architecturally compatible with the building design.

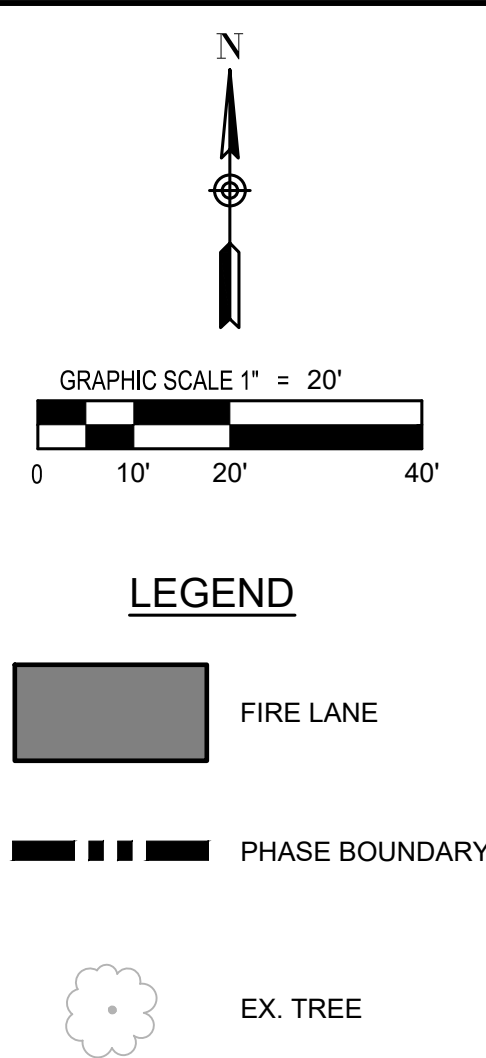
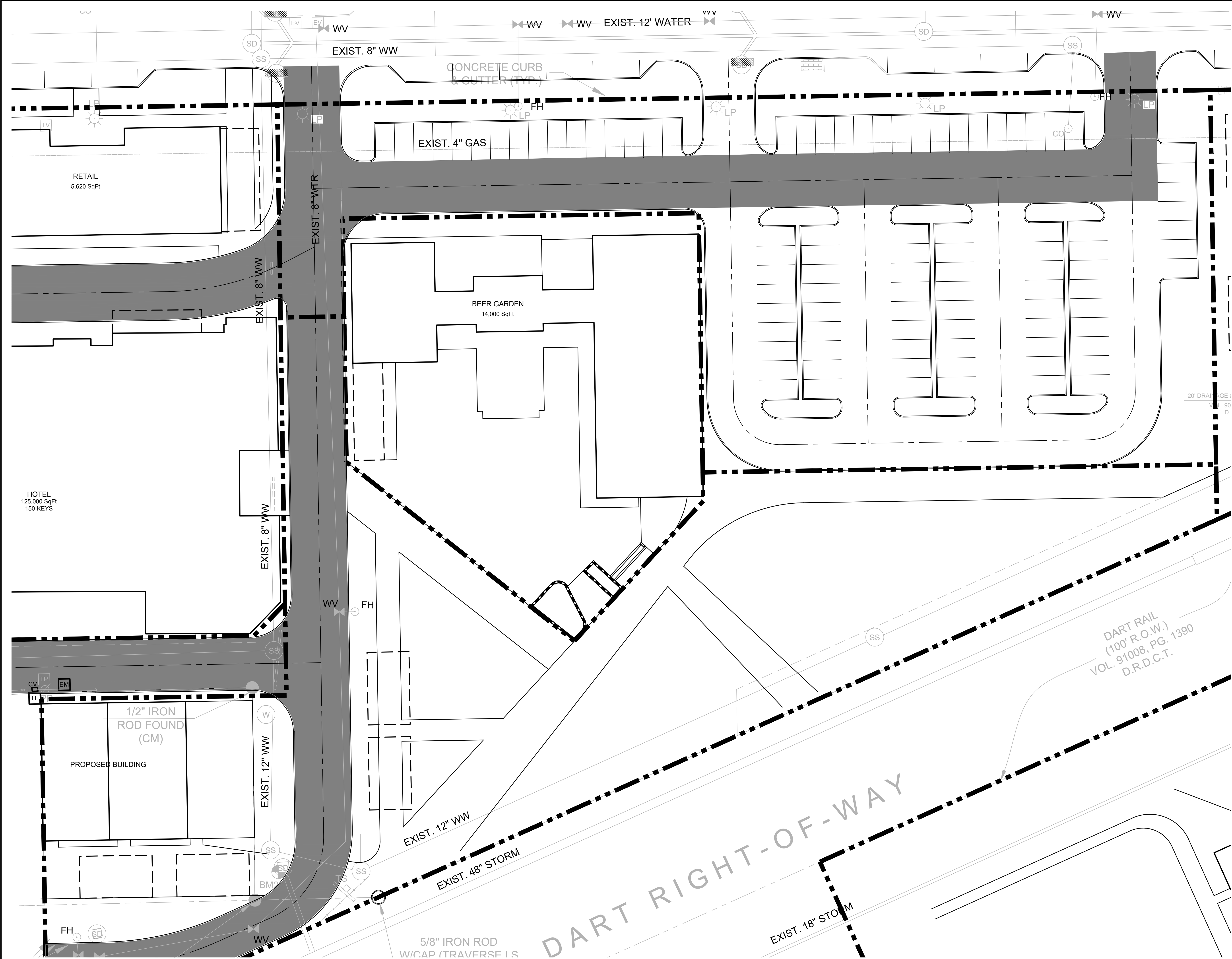
5. **Solid Waste and Recycling:** Solid Waste and recycling services shall be provided for this development. Dumpsters and compactors should be considered in the design of buildings, shared where feasible, and shall not be permitted as freestanding features within the site.



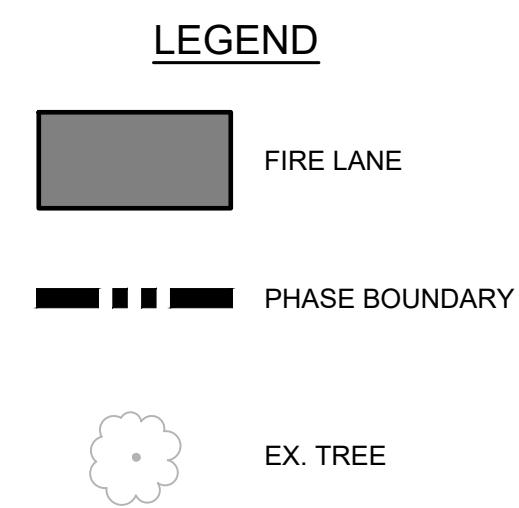
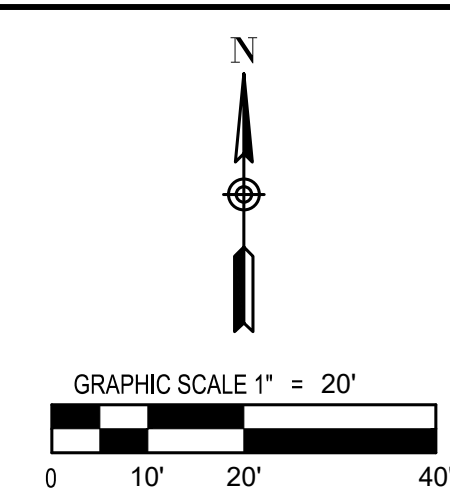
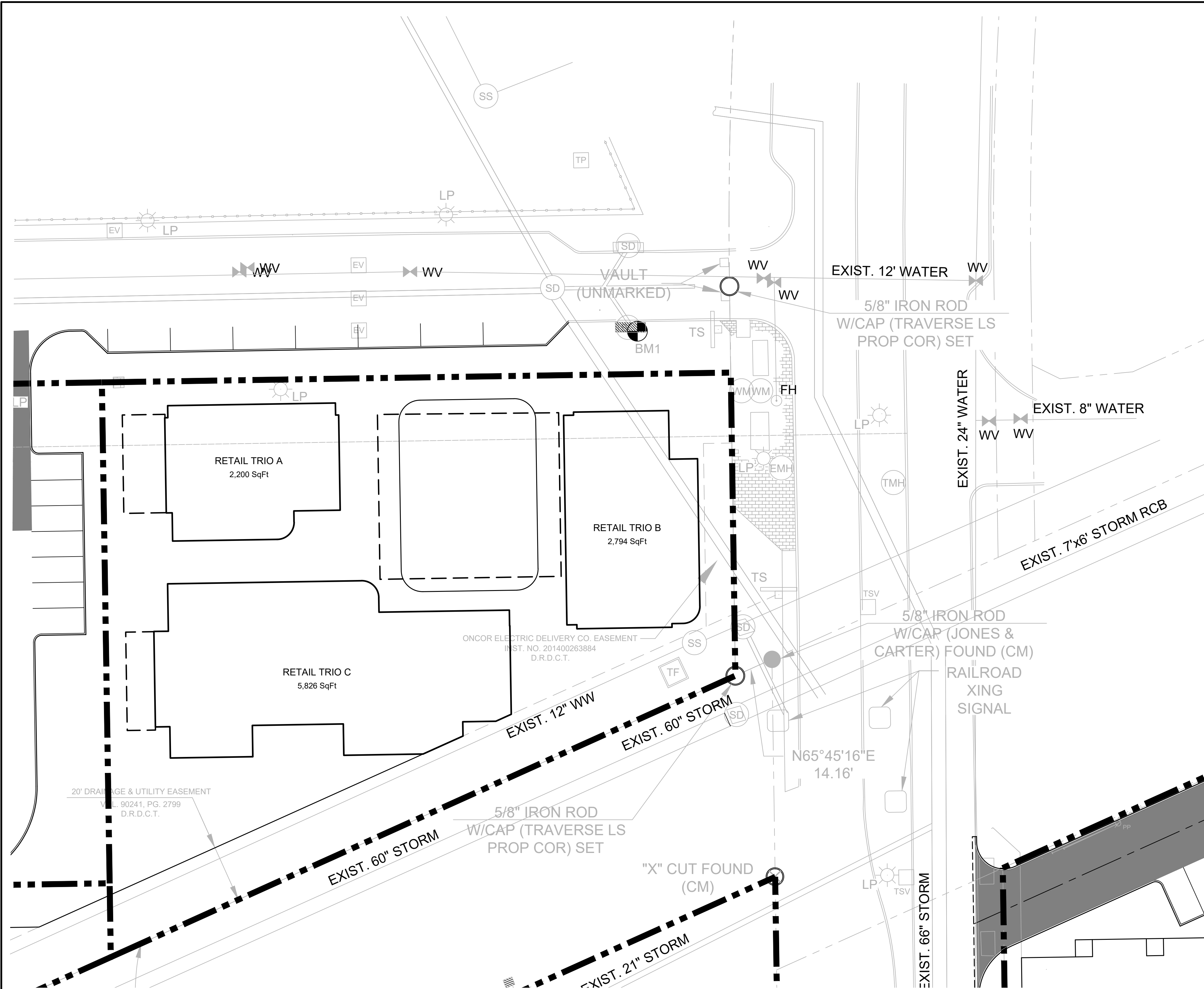
OVERALL SITE PLAN		No.	Description	Date
ADDISON CIRCLE STATION				
FESTIVAL WAY				
TOWN OF ADDISON, TEXAS				
JACOB & HEFNER ASSOCIATES 15110 Dallas Parkway, Ste. 530, Dallas, Texas 75248 Firm Registration No. P-21096 Phone: (972) 834-7316 www.jacobandhefner.com				
PRELIMINARY		THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF AND INTERIM REVIEW UNDER THE AUTHORITY OF STEPHANIE E. LAUGHLIN P.E. NO. 95763 ON 1/7/26.		
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1"=80'				
SP00				



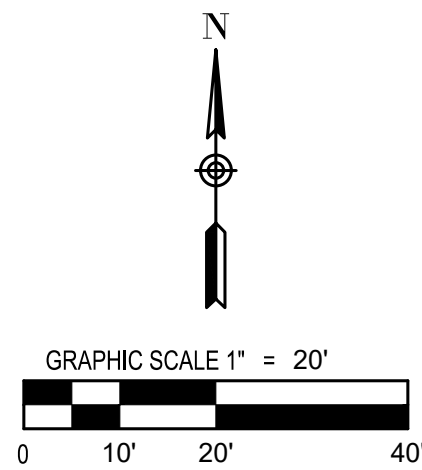
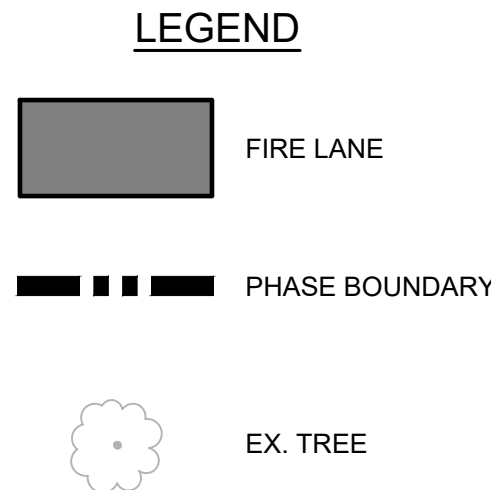
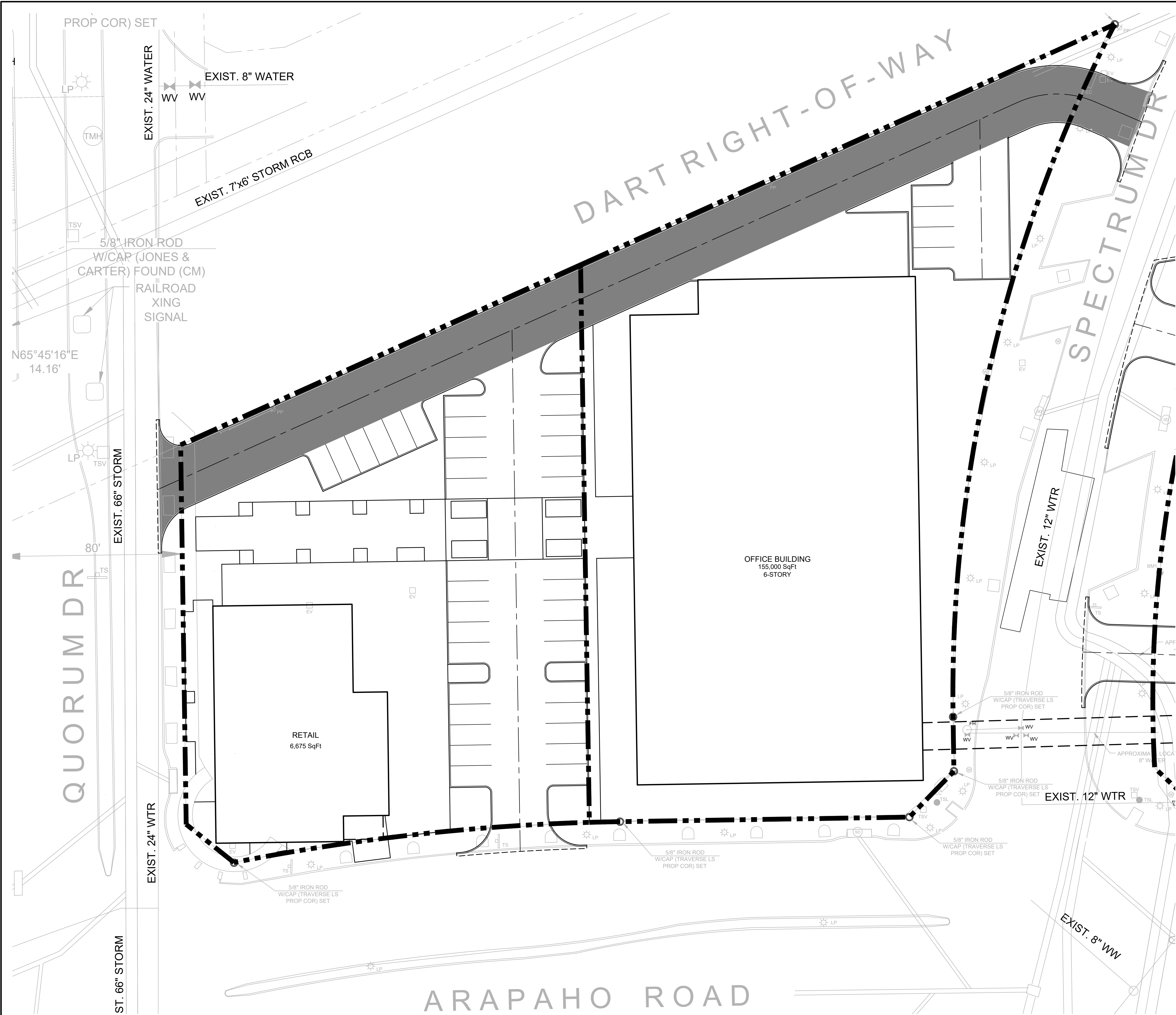
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File Name: H543-ske-site.dwg, Plot Date: 1/7/2026 1:21 PM, Plot by: Jeremy Gonzalez



SITE PLAN EXHIBIT		No.	Description	Date
ADDISON CIRCLE STATION				
FESTIVAL WAY				
TOWN OF ADDISON, TEXAS				
JACOB & HEFNER ASSOCIATES		PRELIMINARY		
15110 Dallas Parkway, Ste. 530, Dallas, Texas 75248 Firm Registration No. P-21096 Phone: (972) 834-7316 www.jacobandhefner.com		THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF AND INTERIM REVIEW UNDER THE AUTHORITY OF STEPHANIE E. LAUGHLIN P.E. NO. 95763 ON 1/7/26.		
H543				
1"=20'				
SP02				



 JACOB & HEFNER ASSOCIATES 15110 Dallas Parkway, Ste. 550, Dallas, Texas 75248 Firm Registration No. P-21096 Phone: (972) 834-7216 www.jacobandhefner.com	SITE PLAN EXHIBIT				
	ADDISON CIRCLE STATION				
	FESTIVAL WAY				
	TOWN OF ADDISON, TEXAS		No.	Description	Date



SP05		1"=20'		H543		PRELIMINARY THIS DOCUMENT IS RELEASED FOR THE PURPOSE OF AND INTERIM REVIEW UNDER THE AUTHORITY OF STEPHANIE E. LAUGHLIN P.E. NO. 95763 ON 1/7/26.		 JACOB & HEFNER ASSOCIATES 15110 Dallas Parkway, Ste. 530, Dallas, Texas 75248 Firm Registration No. P-21096 Phone: (972) 834-7316 www.jacobandhefner.com		SITE PLAN EXHIBIT		ADDISON CIRCLE STATION		FESTIVAL WAY		TOWN OF ADDISON, TEXAS		No.	Description	Date
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An architectural rendering of a modern building with a dark, corrugated metal roof and large glass windows. The building is surrounded by lush greenery, including trees and shrubs. In the foreground, there is a paved area with several large, light-colored umbrellas and outdoor seating. A person is visible walking on a path to the right. The sky is blue with some clouds. The text "Addison Junction TOD" is overlaid in white on a dark background at the bottom of the image.

Addison Junction TOD

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QIP Overview

Quadrant Investment Properties is a full-service real estate investment company that develops and redevelops commercial properties into dynamic, community focused spaces that meet the needs of the next generation user.

Our expertise lies in developing and redeveloping office buildings with a keen eye for design, innovation, and sustainability. We take pride in our ability to create value by transforming spaces into vibrant, modern communities where businesses can thrive, and individuals can connect.

At QIP, we aspire to be best-in-class in everything we do. Behind our work stands an accomplished, dedicated team of some of the industry's most talented visionaries, united in our passion for placemaking and delivering unparalleled service.



Winner
Best Redevelopment
or Renovation

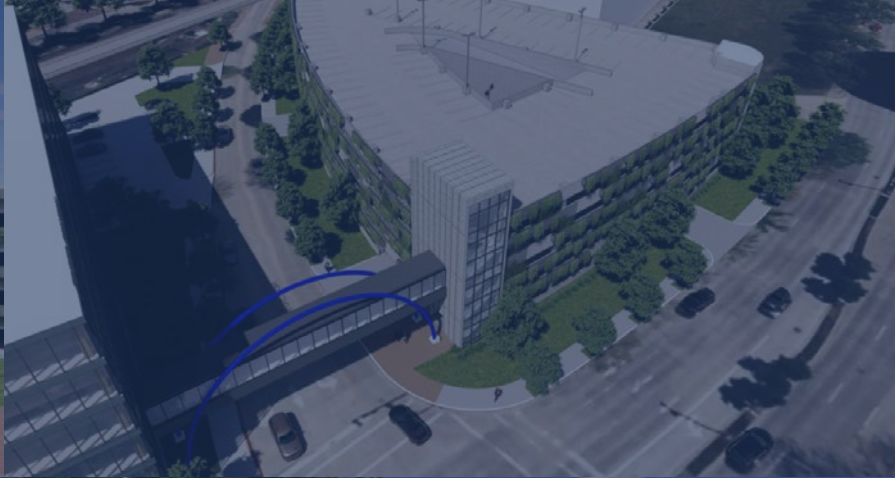


Winner
Historic Restoration
Preservation Award



Finalist
Best Urban Office
Development

Addison Junction will evolve into an 18-hour mixed-use hub, seamlessly blending vibrant retail, entertainment, and office spaces within a walkable, transit-connected district. Grounded in Addison's strong community spirit and renowned event culture, the area will foster year-round energy, innovation, and immersive experiences for both locals and regional visitors.



ADDISON JUNCTION

CONCEPT PLANNING & IMAGERY

HOTEL/RETAIL/
GARAGE ①

VAN BUREN'S ②

SURFACE
PARKING ③

FARMERS
MARKET ④

STATION PARK ⑤



THE HANGAR ⑥

RETAIL ⑦

OFFICE ⑧

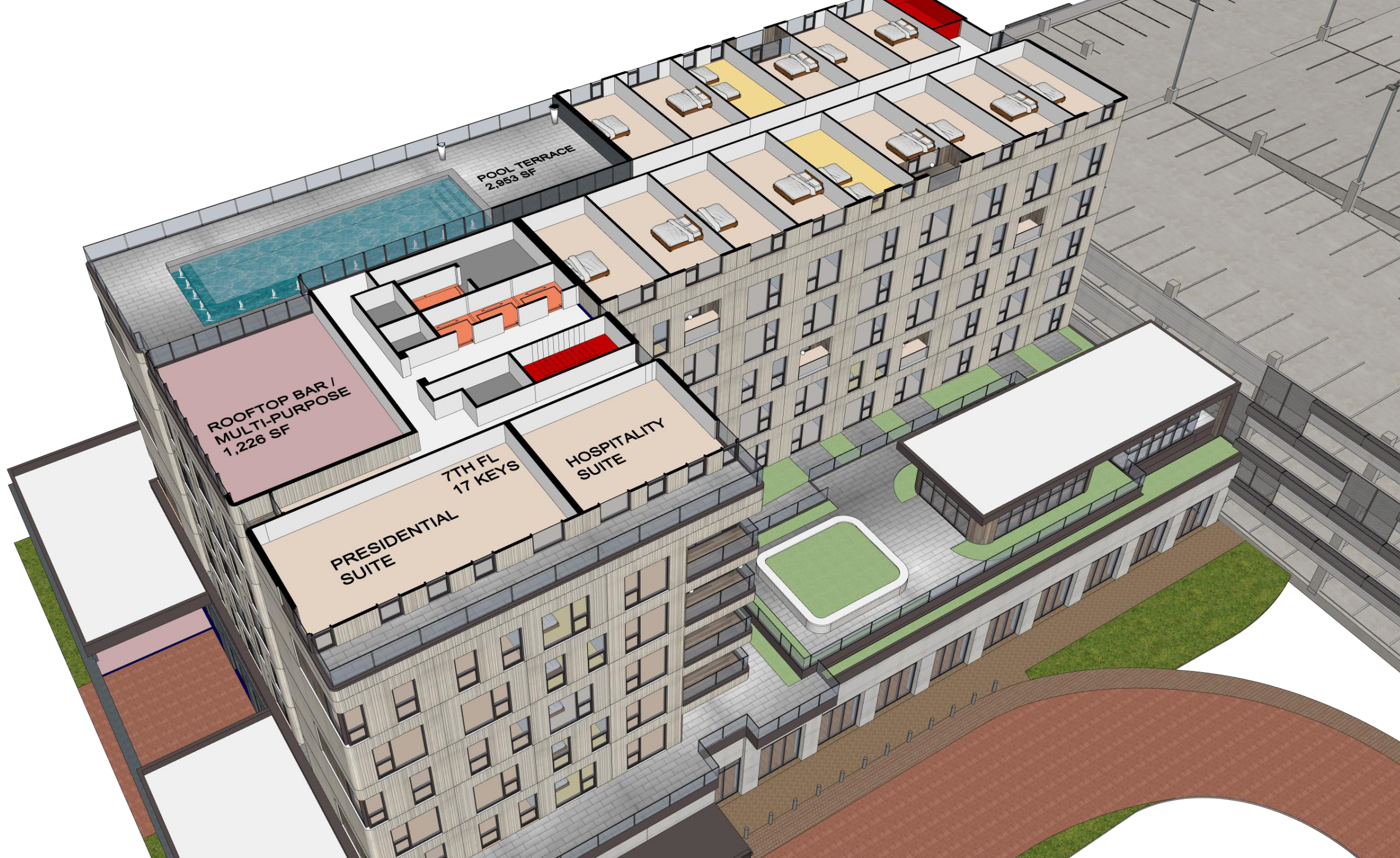
GARAGE ⑨







HOTEL CONCEPTUAL PLANNING & IMAGERY





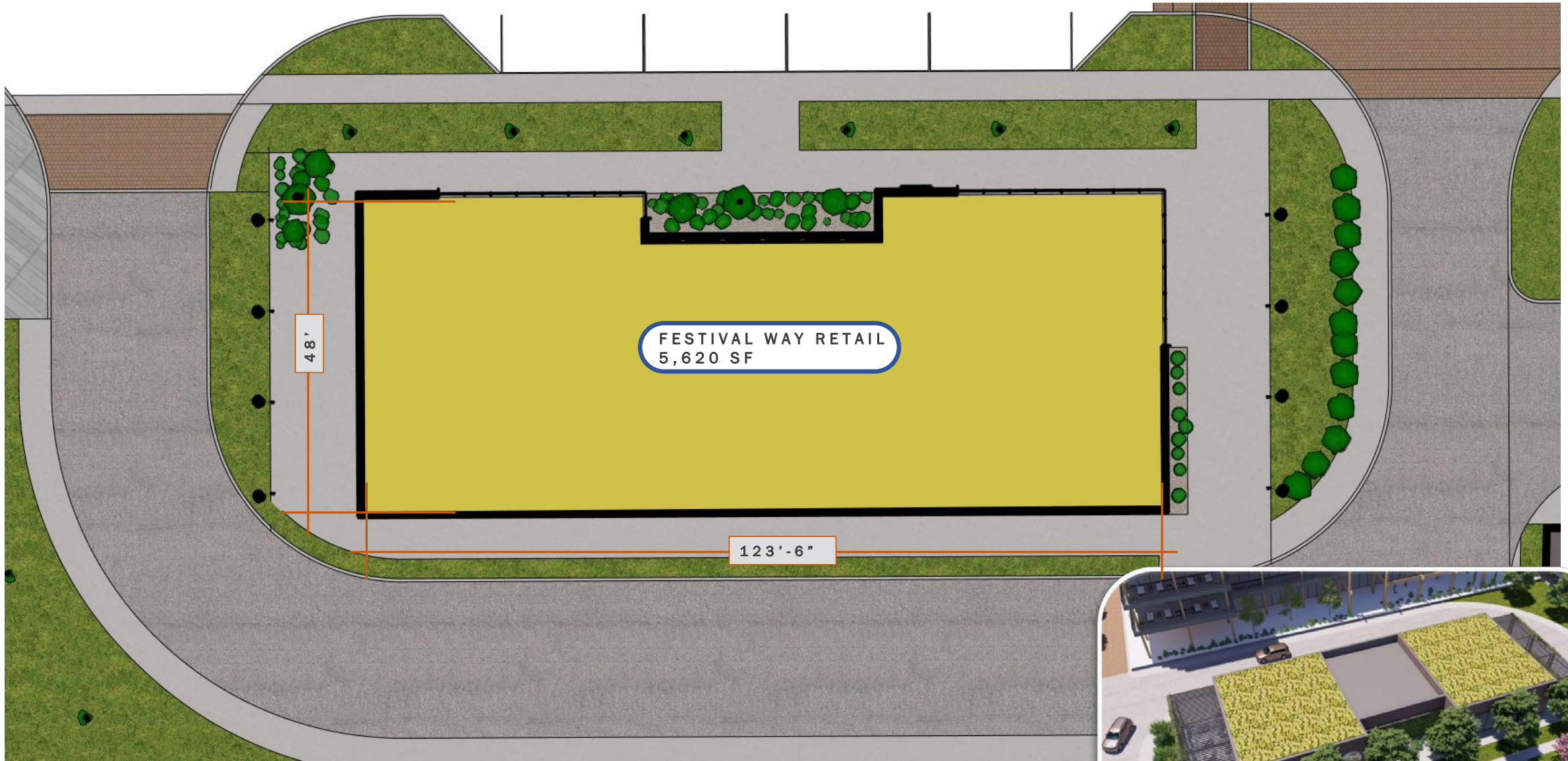












FESTIVAL WAY RETAIL (not to scale)



VAN BURENS











FARMERS MARKET



 FARMERS MARKET (not to scale)





















MASS TIMBER OFFICE





TIMBER JUNCTION









OFFICE GARAGE



**SIX-LEVEL GARAGE
561 SPACES**



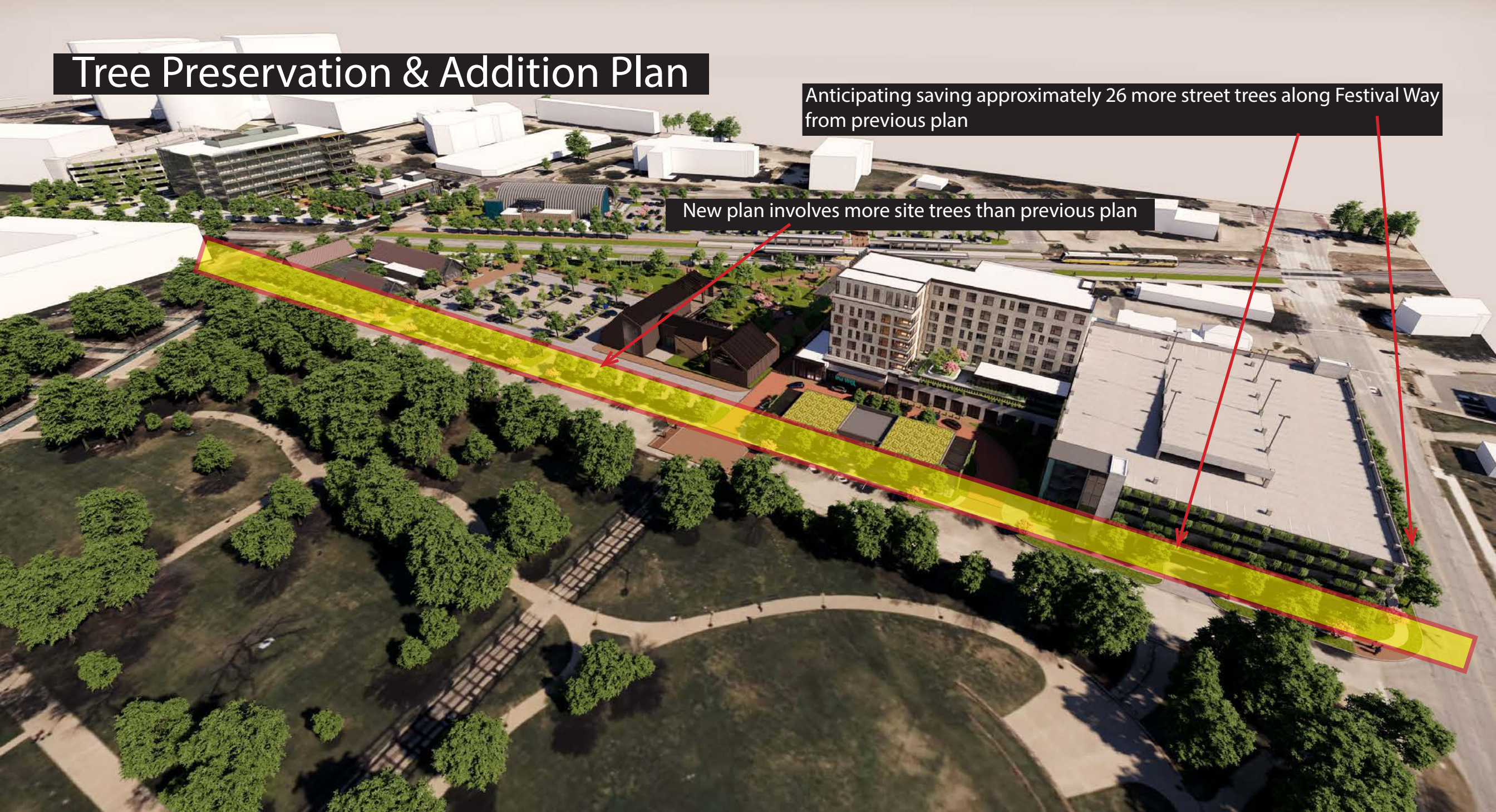
Parking



Tree Preservation & Addition Plan

Anticipating saving approximately 26 more street trees along Festival Way from previous plan

New plan involves more site trees than previous plan



Corporate Headquarters

123 Manufacturing Street
Dallas, TX 75207

Contact

Chad Cook
chad@quadrantinvestments.com

Colin Moore
colin@quadrantinvestments.com



2026 City Council Regular Meeting

5. c.

Meeting Date: 02/10/2026

Department: Development Services

Key Focus Areas: Economic Development and Revitalization

AGENDA CAPTION:

Hold a public hearing, present, discuss, and consider action on Ordinance adopting a new Comprehensive Plan, Advance Addison 2050, and replacing the 2013 Comprehensive Plan, but maintaining the special area plans, as amended; establishing policy goals for land use, housing, transportation, economic development and community facilities.

BACKGROUND:

The Advance Addison 2050 Comprehensive Plan is a transformative, long-range planning initiative designed to guide the Town of Addison's growth, development, and community character. This plan is intended to ensure Addison remains vibrant, adaptable, and fiscally responsible, addressing the evolving needs of residents, businesses, and stakeholders. This plan reflects a two-year process of research, engagement, and strategic visioning.

The project was formally initiated in August 2023, when the City Council approved a professional services agreement with Verdunity, a planning and fiscal analysis consultant. This action followed recognition of the need to update Addison's comprehensive plan to address new growth opportunities, redevelopment challenges, and the desire to optimize the Town's brand and identity. The Council's direction emphasized a data-driven, community-focused approach, with a strong commitment to fiscal sustainability. In September 2023, City Council appointed a Comprehensive Plan Advisory Committee (CPAC), representing a cross-section of residents and businesses in Addison, to steer the project.

The plan addresses land use, housing, mobility, economic development, and public spaces, with a focus on preserving Addison's character while accommodating growth. The plan incorporates policy recommendations for revitalizing aging commercial centers, improving connectivity, expanding housing options, and enhancing public spaces. It aligns with the Town's strategic objectives and is designed to be actionable with implementation tracking and regular updates.

Community engagement has been a cornerstone of the comprehensive planning process, ensuring the plan reflects the aspirations and concerns of Addison's diverse stakeholders. Hundreds of comments and suggestions were received and integrated into the draft plan, demonstrating a strong commitment to transparency and inclusivity. Engagement strategies included:

- Multiple rounds of community surveys both online and in-person.
- Public meetings and open houses at key project phases.
- Targeted outreach to underrepresented groups and business owners.
- Ongoing updates and opportunities for feedback via the Town's website and social media
- CPAC serving as a sounding board and liaison between the community, Council, and staff.

Following the public review of the plan draft, the project entered into the adoption phase, with review and recommendation from the Planning and Zoning Commission. The Planning and Zoning Commission unanimously recommended approval of the plan at their October 21, 2025 Regular Meeting. The final step of the adoption phase is review and consideration by City Council. Staff has previously held Work Session discussions with City Council on November 18, 2025, January 6, 2026, and February 3, 2026 to review the document and receive feedback.

After the plan is adopted, staff will begin implementation, including an online tracking website to ensure ongoing transparency and accountability.

Additional information can be found on the project website, www.advanceaddison.com.

FISCAL IMPACT

N/A

RECOMMENDATION

Staff recommends approval.

Attachments

Presentation - AA2050 Comprehensive Plan Adoption

Ordinance - AA2050 Comprehensive Plan Adoption

Advance Addison 2050 Comprehensive Plan

ADVANCE ADDISON

CITY COUNCIL
FEBRUARY 10, 2026

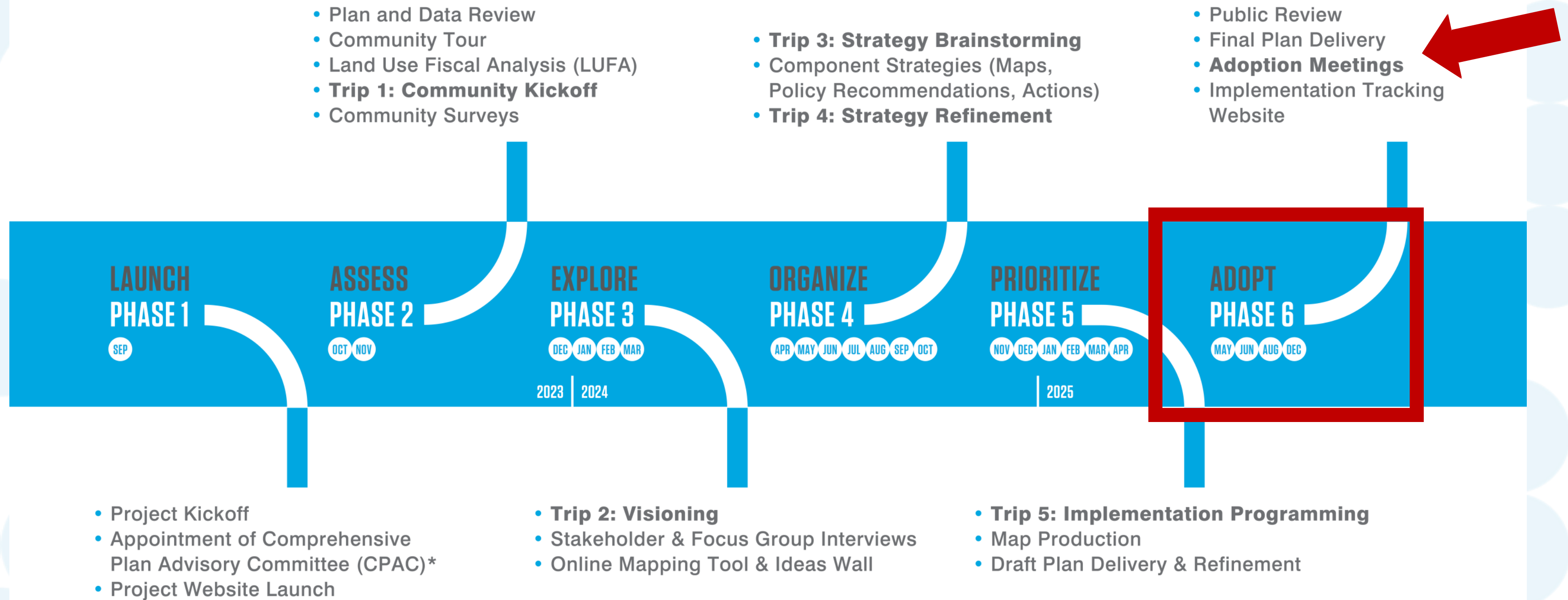
Lesley Nyp, Director of Development &
Neighborhood Services

AGENDA

City Council Review Draft

1. Present and discuss project
 - Plan Updates
 - Next Steps

PROJECT TIMELINE



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

DOCUMENT CHANGES

February 3, 2026 – February 10, 2026

With feedback received from the [Council](#) at the February 3rd Work Session, staff:

- Updated the document name to “[Advance Addison 2050](#)”.

PLAN UPDATES – "2050" RESTORED

(RESTORED)

A Comprehensive Plan for the Town of Addison, Texas

ADVANCE ADDISON 2050

PLAN LINKS & REFERENCES

- Page 12 of the Comprehensive Plan identifies how cross references are identified and function within the document.
- Examples:

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. 100-106

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

CROSS REFERENCES

Cross references are provided throughout the Comprehensive Plan. These help to identify related information within the Plan or provide links to valuable information outside the Plan. Identified cross references are not exhaustive, as other relationships may also exist.

*Plan Topic*
p. XX

**p. XX**

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

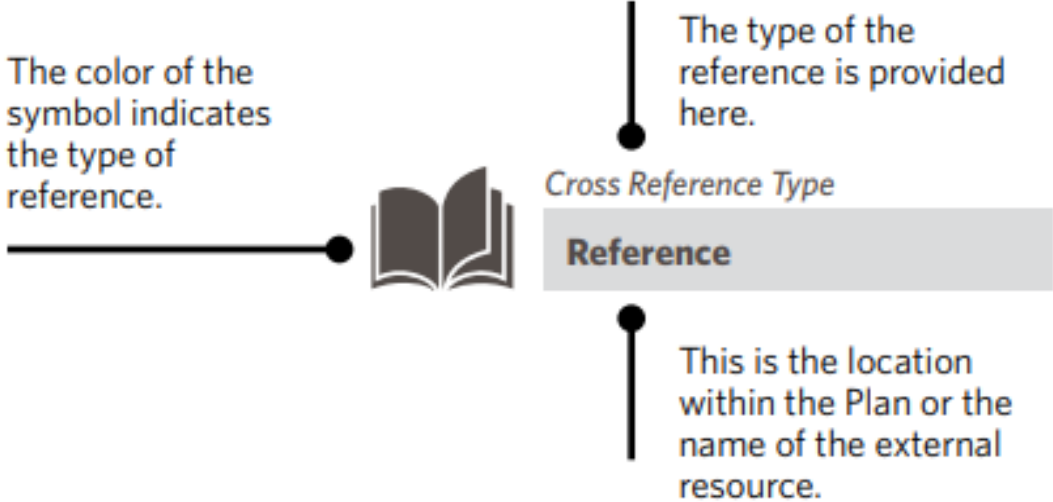
*Additional Information*
Reference

This symbol directs you to an external source, such as a master plan, report, or study not contained within the Plan.

HOW THE CROSS REFERENCES WORK

Click on this graphic throughout the Plan to be redirected to the cross referenced topic or external resource for more information on this topic.

The color of the symbol indicates the type of reference.



The type of the reference is provided here.

This is the location within the Plan or the name of the external resource.

6

RECOMMENDATION

Staff recommends approval of the new Comprehensive Plan, Advance Addison 2050.



REVIEW & NEXT STEPS

February 2026

2/10/2026	City Council hosts a Regular Meeting and public hearing to adopt the Comprehensive Plan
February 2026	• AdvanceAddison.com project webpage content is transferred to the Town of Addison Comprehensive Plan’s webpage. • Implementation tracking is made public through Envisio. • The adoption document is updated for viewing in PDF mode.

THANK YOU

QUESTIONS?

TOWN OF ADDISON, TEXAS

ORDINANCE NO. _____

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS ADOPTING A NEW COMPREHENSIVE PLAN FOR THE TOWN; PROVIDING THAT THE ADOPTED COMPREHENSIVE PLAN SHALL SUPERSEDE AND REPLACE ANY COMPREHENSIVE PLAN PREVIOUSLY ADOPTED WHILE MAINTAINING THE SPECIAL AREA PLANS AND 2017 HOUSING POLICY, AS AMENDED; PROVIDING A REPEALER CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Addison (“City”) City Charter provides in Section 7.03 – Master Plan that the “official master plan of the Town shall be used as a guide by the City Council and the Planning and Zoning Commission for development of the Town with respect to land use, thoroughfares and streets, buffer zones, parks, and other matters affecting development”; and

WHEREAS, the current comprehensive plan of the City was approved by the City Council on November 26, 2013, and although the plan has been amended four times, it has not been completely updated since 2013 (the said plan, as amended, being referred to hereinafter as the “2013 Comprehensive Plan”); and

WHEREAS, Addison’s population and other demographic characteristics have changed significantly since 2013, and the City Council previously directed the Planning and Zoning Commission to examine the 2013 Comprehensive Plan to determine whether there should be changes to it, including but not limited to changes regarding land use and transportation, that will, among other things, facilitate the movement of people and goods, and the health, recreation, safety and general welfare of the citizens of the City; and

WHEREAS, over a period of many months and after numerous discussions and public hearings (at which members of the public were given the opportunity to give testimony and present written evidence) regarding the review of the new Comprehensive Plan by the Planning and Zoning Commission, the Planning and Zoning Commission approved, and has recommended for the City Council’s approval, a new Comprehensive Plan (“Advance Addison 2050”) to replace the 2013 Comprehensive Plan, and the same has also been reviewed and recommended by the City’s planning department; and

WHEREAS, the City Council has, over a number of meetings open to the public and at which public input could be provided to the Council, reviewed the new Comprehensive Plan (“Advance Addison 2050”) proposed by the Planning and Zoning Commission and the Development and Neighborhood Services Department, and has made modifications to the same, and has conducted a public hearing (at which members of the public were given the opportunity to give testimony and present written evidence) regarding the proposed new Comprehensive Plan (“Advance Addison 2050”); and

WHEREAS, Section 213.003 of the Local Government Code provides that a comprehensive plan may be adopted (or amended) by ordinance following (a) a hearing at which the public is given the opportunity to give testimony and present written evidence; and (b) review by the municipality's planning commission or department (if one exists), and each of the foregoing items has been satisfied and complied with in connection with the new comprehensive plan and the adoption of it by this Ordinance; and

WHEREAS, the adoption of the Comprehensive Plan ("Advance Addison 2050") by this Ordinance will promote the sound development of the City and is in the best interests of and will promote the public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

SECTION 1. The Comprehensive Plan ("Advance Addison 2050") attached hereto as **Exhibit A** and incorporated herein, is hereby adopted, and the same supercedes and replaces the 2013 Comprehensive Plan. The previously adopted special area plans, as amended, and the 2017 housing policy, as amended, remain in full effect. The Comprehensive Plan reflects the goals, objectives, and strategies of the City Council for the long-range development of the City.

SECTION 2. As set forth in more detail in **Exhibit A**, the Comprehensive Plan shall serve as a guideline for the City's adoption of, or amendment(s) to the City's various development regulations. To the extent required by state law, zoning regulations and amendments thereto shall hereafter be adopted in accordance with the Comprehensive Plan, and any zoning regulation(s) or part thereof that may deviate in any way from or add to the Comprehensive Plan shall be deemed to automatically amend the Comprehensive Plan, whether or not reference be made to the Comprehensive Plan in the ordinance adopting or amending such zoning regulation(s). With respect to any such zoning regulation that automatically amends the Comprehensive Plan, any requirement under state law that a comprehensive plan be amended after public hearing and after review by the Planning and Zoning Commission shall be deemed to have been satisfied by the public hearing(s) and Planning and Zoning Commission review-and-recommendation procedures set forth in the City's zoning regulations, as amended, in accordance with Chapter 211 of the Texas Local Government Code, as amended. The Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.

SECTION 3. The provisions of this Ordinance are severable, and should any section, subsection, paragraph, sentence, phrase or word of this Ordinance, or application thereof to any person, firm, corporation or other business entity or any circumstance, be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of the remaining or other parts or portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining parts or portions of this Ordinance despite such unconstitutionality, illegality, or invalidity, which remaining portions shall remain in full force and effect.

SECTION 4. This Ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas, on this the **10th** day of **FEBUAARY** 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

APPROVED AS TO FORM:

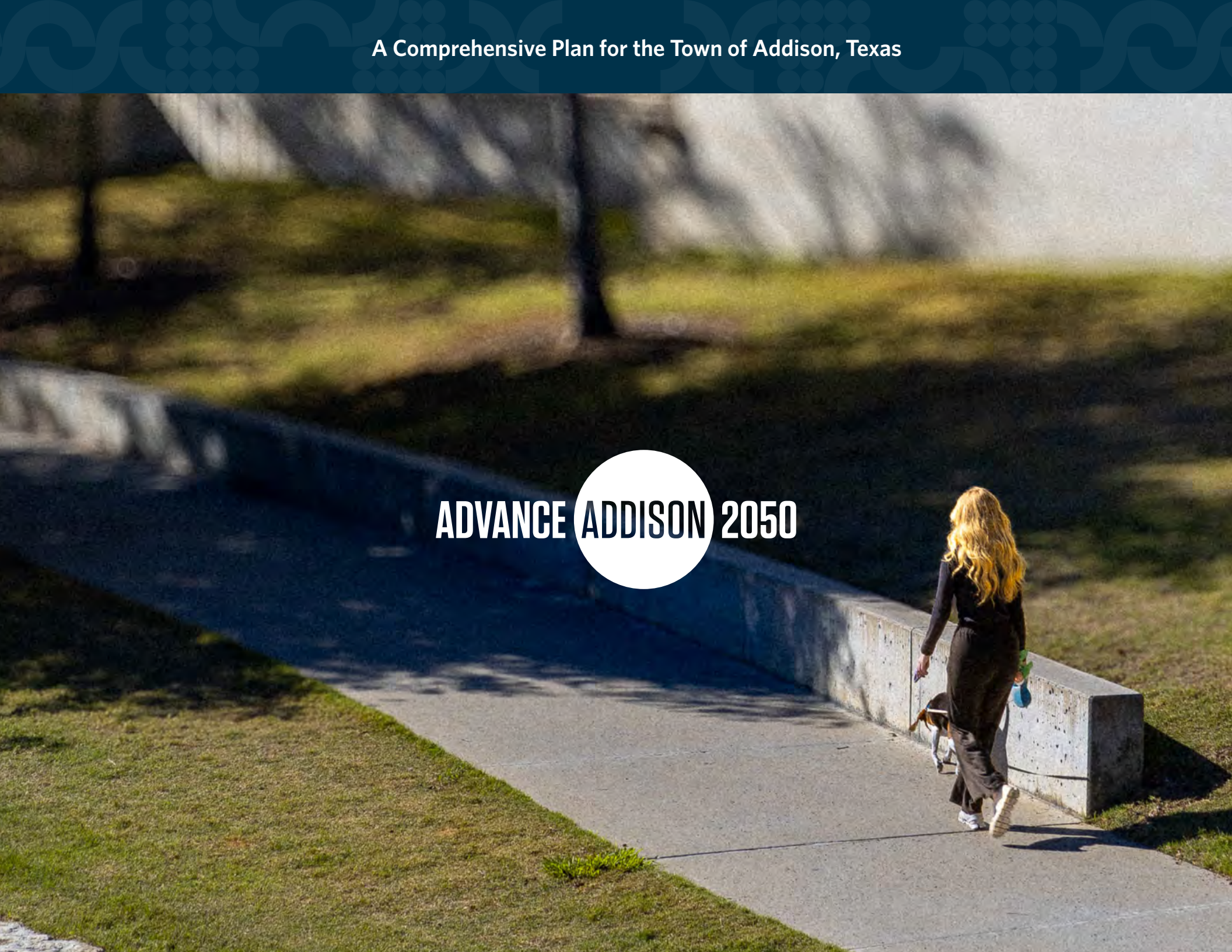
Valencia Garcia, City Secretary

Whitt Wyatt, City Attorney

EXHIBIT A

[attach Comprehensive Plan, Advance Addison 2050]

ADVANCE ADDISON 2050



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

ADVANCE ADDISON 2050



A Comprehensive Plan for the Town of Addison, Texas

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Chris DeFrancisco	DEPUTY MAYOR PRO TEMPORE
Howard Freed	MEMBER
Darren Gardner	MEMBER
Dan Liscio	MEMBER
Randy Smith	MEMBER
Eileen Resnik	FORMER MEMBER
Guillermo "GQ" Quintanilla	FORMER MEMBER
Nancy Craig	FORMER MEMBER

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Kathryn Eriksen	VICE CHAIR	James "Jim" Decuir	
Aaron J. Benjamin		Jim Peck	
Al Angel		Joseph Hornisher	
Al Cioffi		Kathryn Wheeler	
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		Tyler Sommers	FORMER MEMBER

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Tom Bruan	VICE CHAIR
Jimmy Barker	MEMBER
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Chelsey Smith	MEMBER
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Tyler Wright	MEMBER
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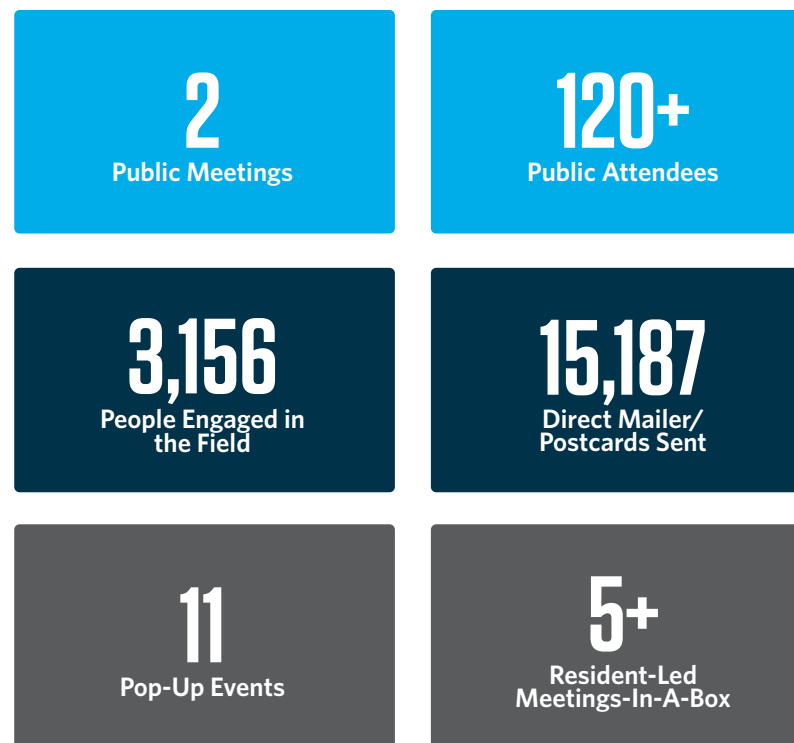
EXECUTIVE SUMMARY

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



Source: Engagement Supplemental Materials (Appendix A), 2026

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.



Engagement

p. 21-39



Additional Information

**Engagement Supplemental
Materials (Appendix A-D)**

HOW THIS PLAN IS ORGANIZED

1

INTRODUCTION

This section introduces the plan, explaining its purpose, creation process, and key concepts.



Introduction

p. 7-76



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. 77-174



3

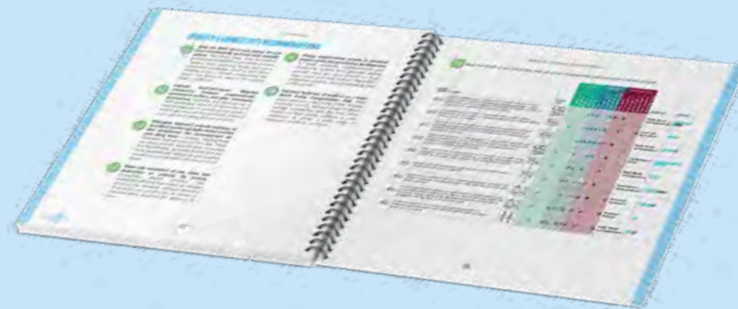
IMPLEMENTATION

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



Implementation

p. 175-214



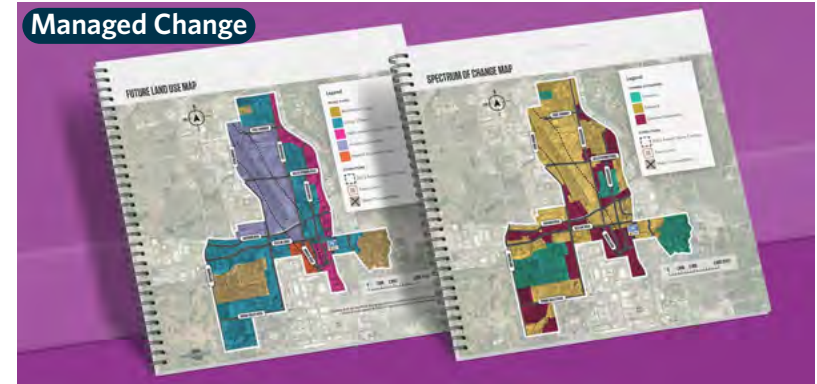
PLAN HIGHLIGHTS

Changing Demographics



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.

Managed Change



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



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.

Connectivity



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. 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

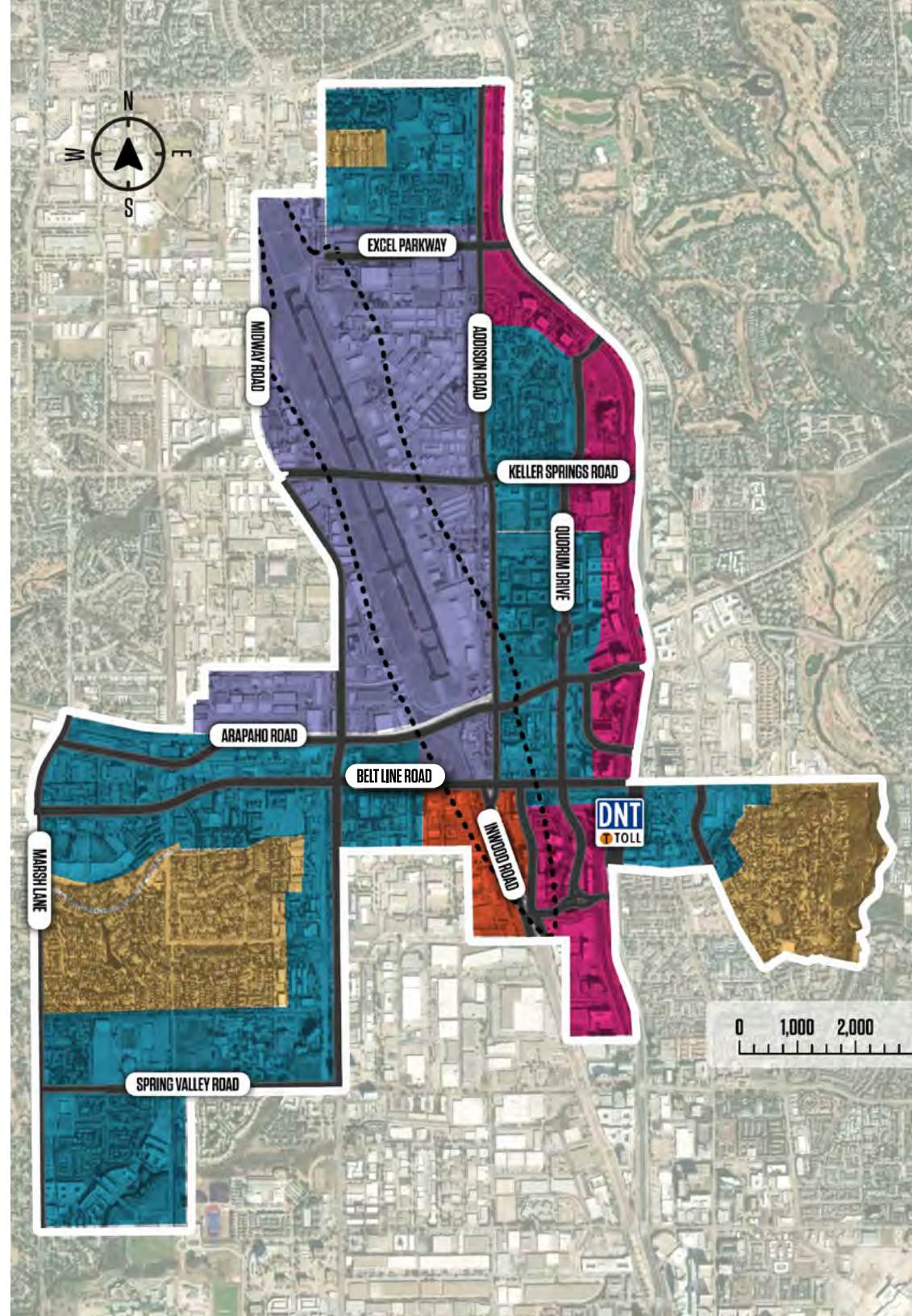
The High Intensity Urban Center place type is the most intense, and it suggests heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT).

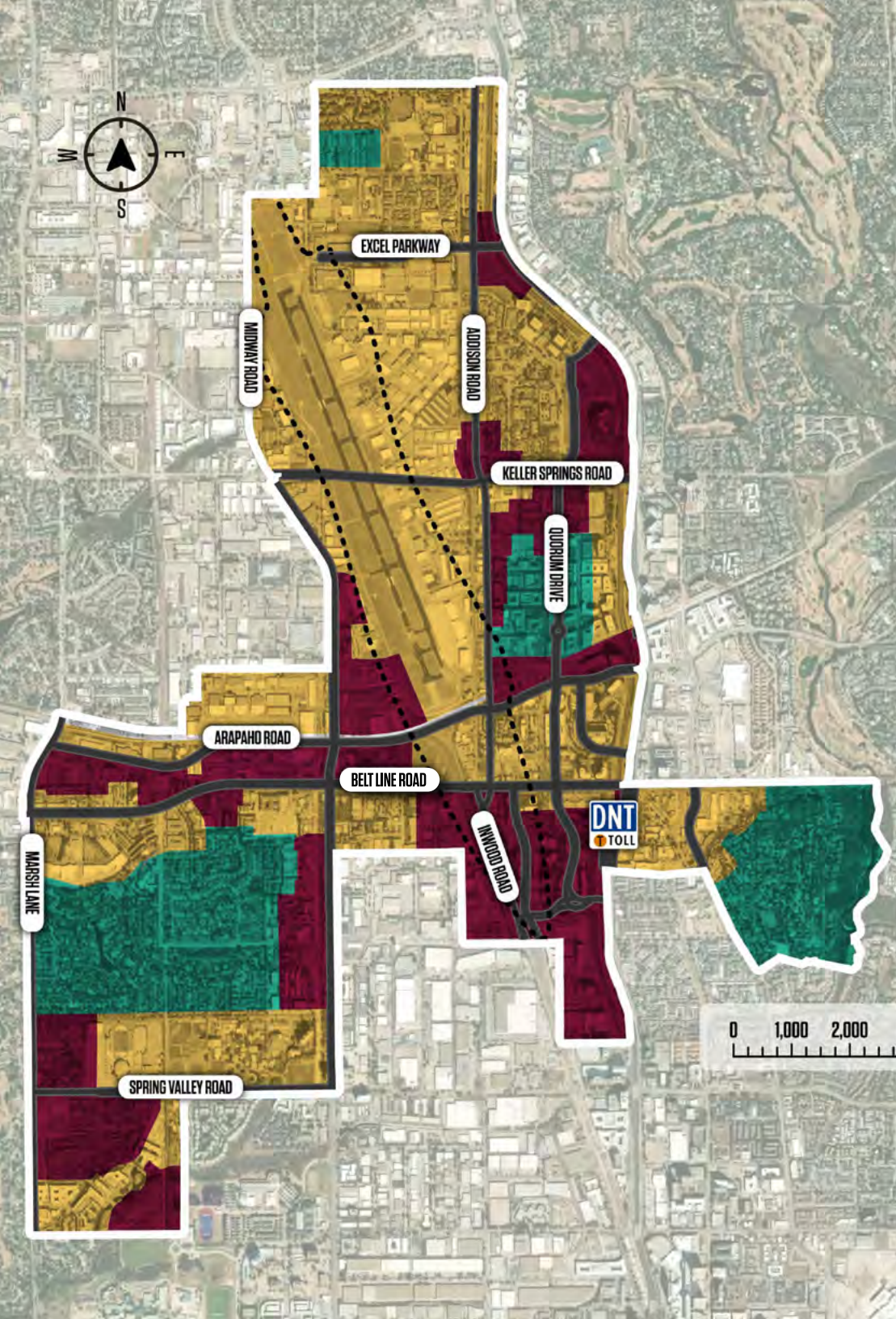
AVIATION & INDUSTRY

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. 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 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 Comprehensive Plan is outlined in Texas Local Government Code Chapter 213.

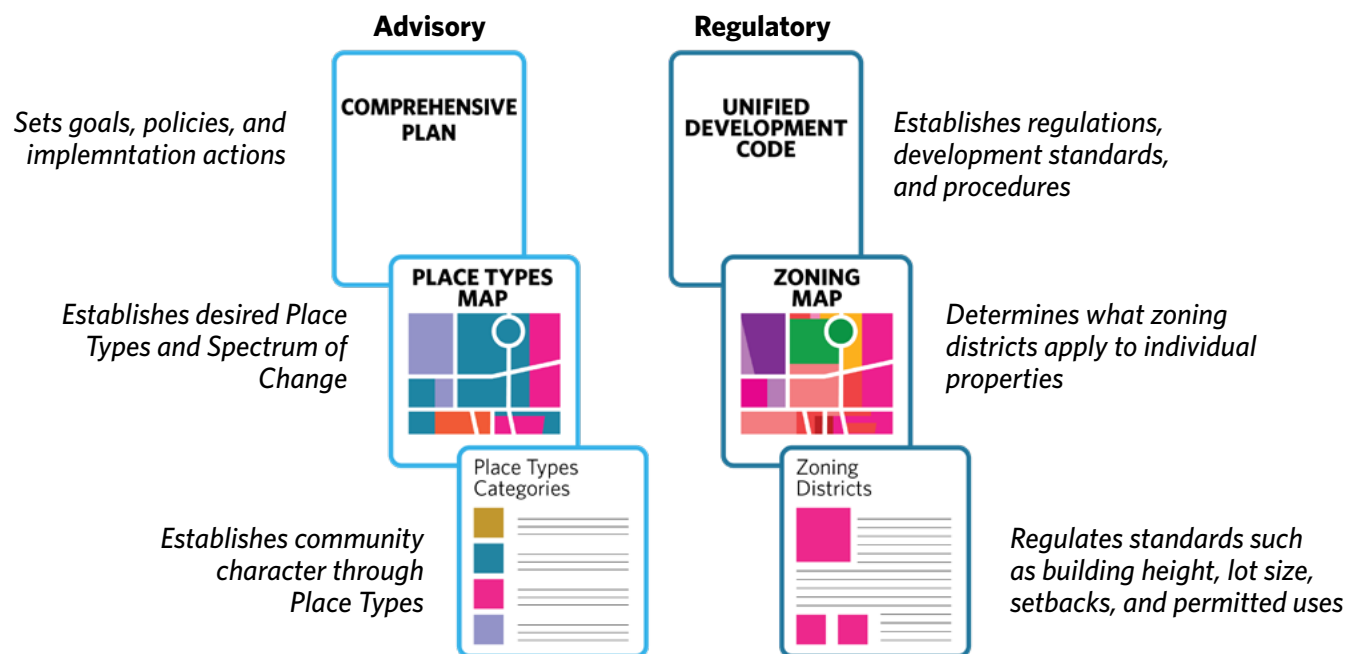
The vision is achieved when Town officials, staff, residents, and the business community embrace the Plan implementation strategy, take ownership of its goals, and drive its execution. Together, they can shape Addison's future and ensure its continued success.



Additional Information

**Texas Local
Government Code 213.002**

COMPREHENSIVE PLAN & ZONING



Source: Town of Addison Development & Neighborhood Services, 2025

WHY DO WE NEED A NEW PLAN?



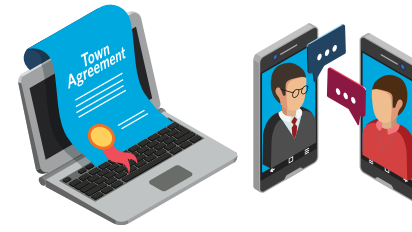
TO GAIN CLARITY AROUND THE COMMUNITY'S FUTURE

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.



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.



Connectivity

p. 146

WHAT ARE THE OBJECTIVES OF THIS PLAN?

We Aim to Accomplish...

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.

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.

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.

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.

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.

We Do This by Asking...

What can the Town, and its residents, afford?

What defines Addison today and in the future?

How, why, and where do we want to grow?

What does a successful implementation program look like?

How do we empower our residents to contribute to this process and share in its successes?

Where we address this...



Fiscal Health

p. 67-73



Town History Addison's Identity

p. 40-41

p. 17-19



Land Use & Development

p. 79-128



Implementation

p. 175-214



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 REFERENCES

Cross references are provided throughout the Comprehensive Plan. These help to identify related information within the Plan or provide links to valuable information outside the Plan. Identified cross references are not exhaustive, as other relationships may also exist.



Plan Topic

p. XX

p. XX

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



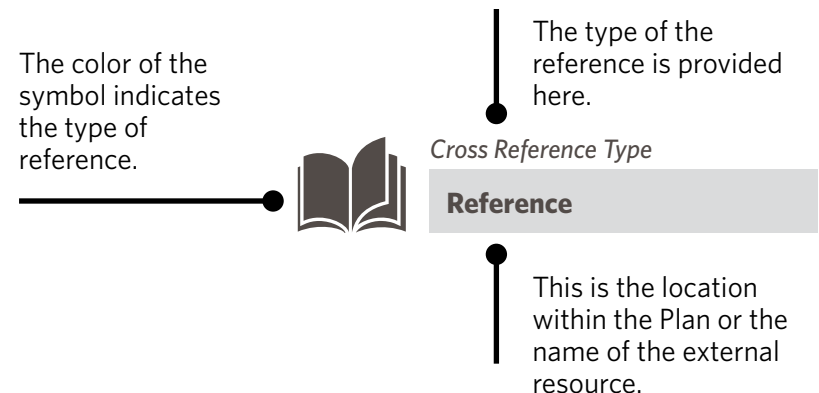
Additional Information

Reference

This symbol directs you to an external source, such as a master plan, report, or study not contained within the Plan.

HOW THE CROSS REFERENCES WORK

Click on this graphic throughout the Plan to be redirected to the cross referenced topic or external resource for more information on this topic.



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. 175-214

	PLAN TYPE	EXAMPLE PLANS	APPROXIMATE FREQUENCY
1	COMPREHENSIVE PLAN	Advance Addison 2050 Comprehensive Plan	New Plan = 20 years Major Updates = 5-10 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. 79-128

Housing & Neighborhoods

p. 129-142

Mobility & Connectivity

p. 143-162

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. 163-174

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. 175-214

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.

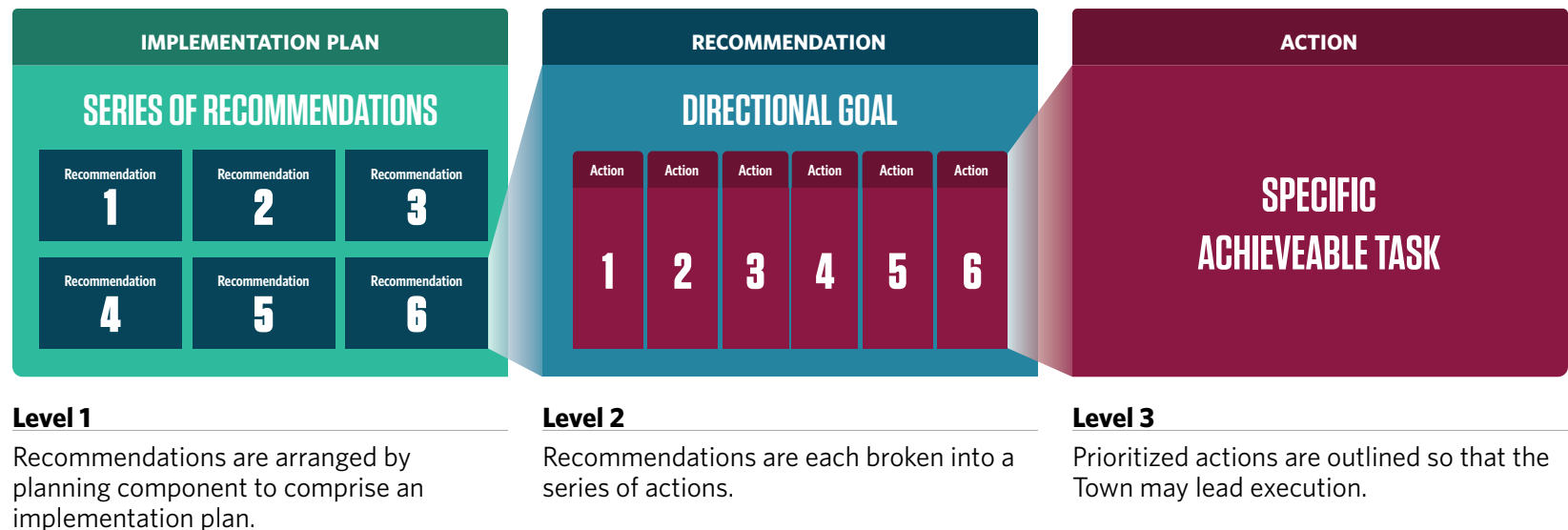
Alone, this recommendation isn't clear enough, it must be further broken down into specific achievable actions.

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



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.

Below: A few flower activity responses.



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.



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

C

A

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

- 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.

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

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.

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.

ENGAGEMENT ACTIVITY HIGHLIGHTS

October 2023 - March 2024



Source: Engagement Supplemental Materials (Appendix A), 2026

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-D)

THE COMPREHENSIVE PLAN PROCESS

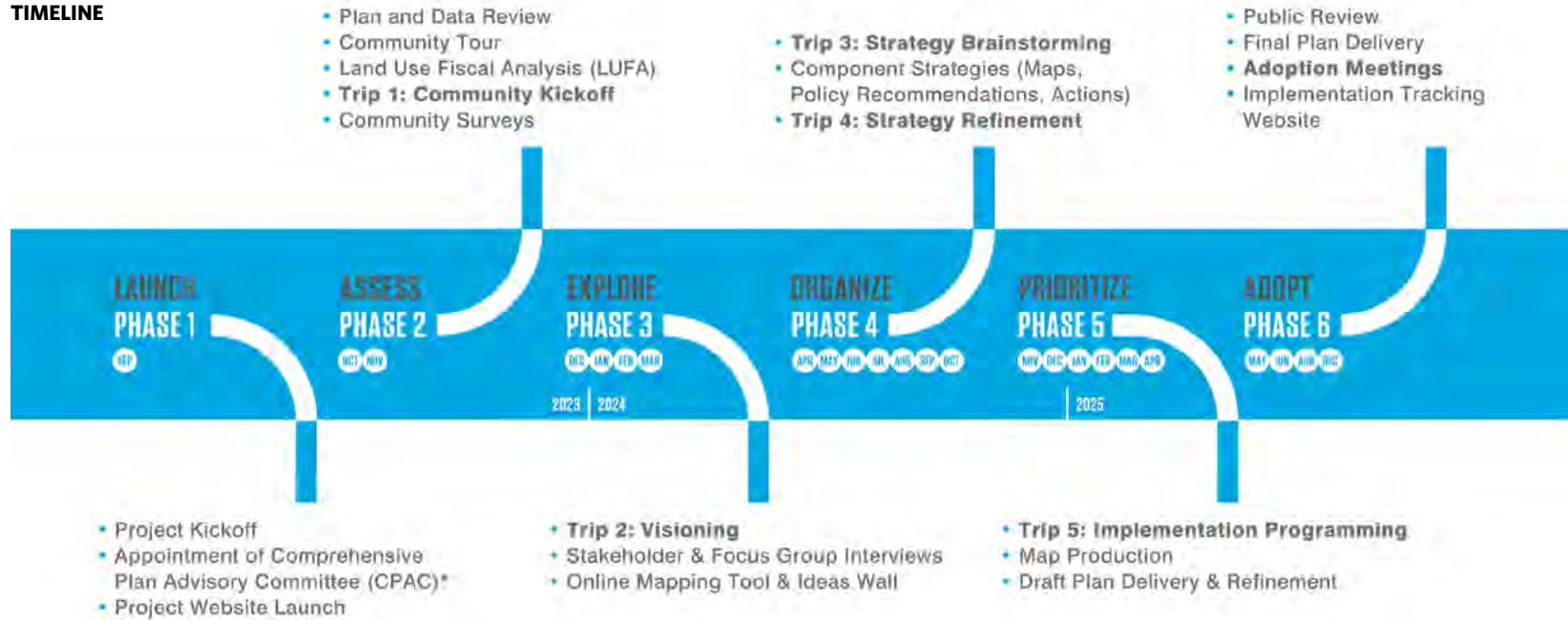
This Comprehensive Plan was broken up into six major phases. The first two phases focused on project initiation, data analysis, and completing a quantitative and qualitative assessment of existing conditions. Commercial development is critical to Addison's identity and fiscal health, so a detailed Market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



*CPAC meetings held roughly once a month throughout the project.

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

Vibrant Community Assessment Survey (Appendix B)

VIBRANCY AVERAGE: 6.41

158 RESPONSES

NOTABLE TAKEAWAYS

- | | | | |
|---|------|--|------|
| 1. How engaged are your community's citizens? | 5.66 | 7. How easy is it to create and run a business in your community? | 6.46 |
| 2. How likely is it that young people will live and work in the community after graduating from high school or college? | 6.11 | 8. How likely are small business owners to receive the training and development they need to thrive long-term? | 5.72 |
| 3. How attractive is your Town to new businesses and/or talent? | 6.84 | 9. How proficient is your community at measuring, tracking, and reporting outcomes and results and making objective decisions based on them? | 6.16 |
| 4. How strong is your education system? | 4.94 | 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 |
| 5. How vibrant is your Town? | 7.87 | 11. Please describe what you feel the Town's biggest opportunity to improve is: | |
| 6. How successful are you at getting wealth off the sidelines and encouraging people to invest in the community? | 5.70 | <ul style="list-style-type: none"> ▪ Fewer Apartments ▪ Walkability & Bikeability ▪ Redevelopment ▪ Government & Communication | |
| | | 12. Please describe what you feel the Town's biggest challenge is. | |
| | | <ul style="list-style-type: none"> ▪ 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



Source: Vibrant Community Assessment, 2023

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.

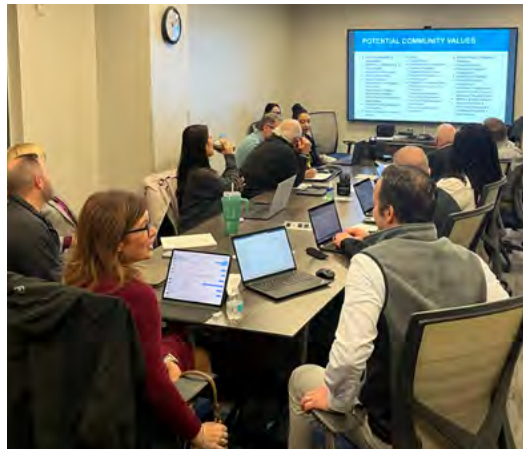


Right: Addison resident shares what she loves about Addison.

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

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

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



JOINT CITY COUNCIL & PLANNING AND ZONING MEETINGS

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

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.

3 JOINT MEETINGS

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 (Appendix D)

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

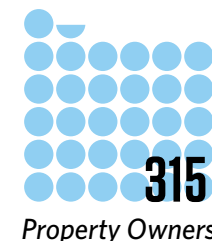
- Regional connectivity and access to major highways/tollways
- Condition and connectivity of greenways and trails
- Condition of local roads and streets.

Major Strengths of Addison's Parks and Recreation Facilities

- Neighborhood parks
- Community parks
- Proximity and access to local parks and recreation facilities

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.

Source: Vision, Values, & Priorities Survey, 2024

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.

POP-UP LOCATIONS

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

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.

All photos:

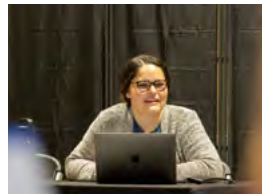
Staff, residents, and consultants discuss Addison at Focus Groups.

7 FOCUS GROUPS

61 RESPONSES

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.



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.

VALUES OF NOTE

Note

"Public Safety" included feeling safe in the built environment, as well as police/fire personnel.

PUBLIC SAFETY

#1 Value Prioritized by Attendees

DIVERSITY

Value Identified as Important via Write-In Option

60 ATTENDEES

NOTABLE TAKEAWAYS

Hopes for Addison

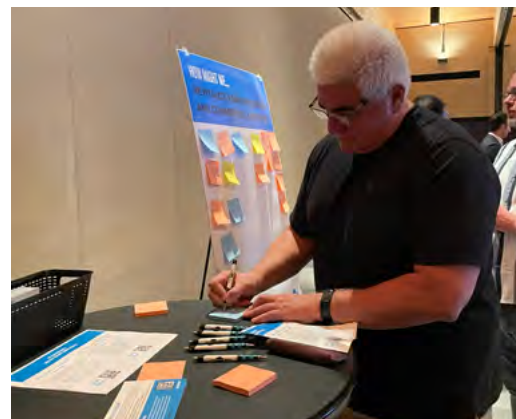
- Safe and comfortable walkability for pedestrians
- Continue to develop stronger, more diverse areas and business/commercial bases
- More walkability and continued investment in parks and community centers by prioritizing pedestrians, crosswalks, bike lanes, and other pedestrian-focused elements.

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



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

The screenshot shows a web browser window with the URL 'meet.advanceaddison.com'. The page has a blue header with the 'ADVANCE ADDISON 2050' logo. The main title is 'Meeting in a Box Discussion Questions'. Below the title, there is a paragraph of instructions: 'Below are several discussion questions that your group may choose to answer. Type your answers in the boxes beneath each question. Use the Next button to work through each group of questions. Remember that you do not have to provide an answer to each question. Only answer the questions that you want to or that seem relevant to your group. On the final page, click "Submit" to record your answer.' There is a 'Next' button. Below this, the section 'VISION' is highlighted. The first question is '1. What does a healthy, thriving Addison look like to you?'. Below the question is a large white text input box.

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

MAPPING TOOL

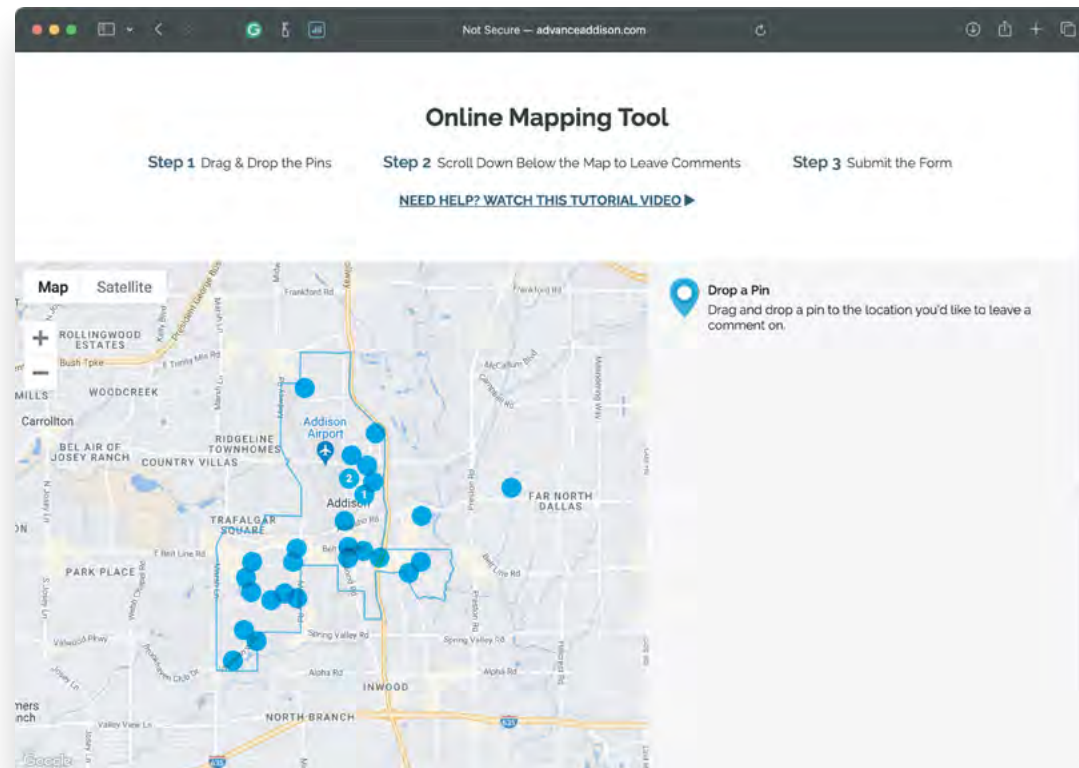
January 25, 2024

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

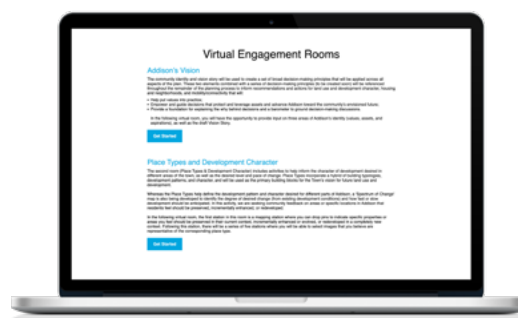
1. Mix and availability of dining, entertainment (and to a lesser extent, shopping) options.
2. Quality design, materials, and aesthetics in the built environment.
3. A history of innovation driven by the prioritization of a more walkable environment
4. Location and proximity to regional destinations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



CHARACTER TOPIC

Land Use & Development

Housing

Mobility & Connectivity

Economic Development

Innovation

Left and middle: Residents provide feedback.

"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, as 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.

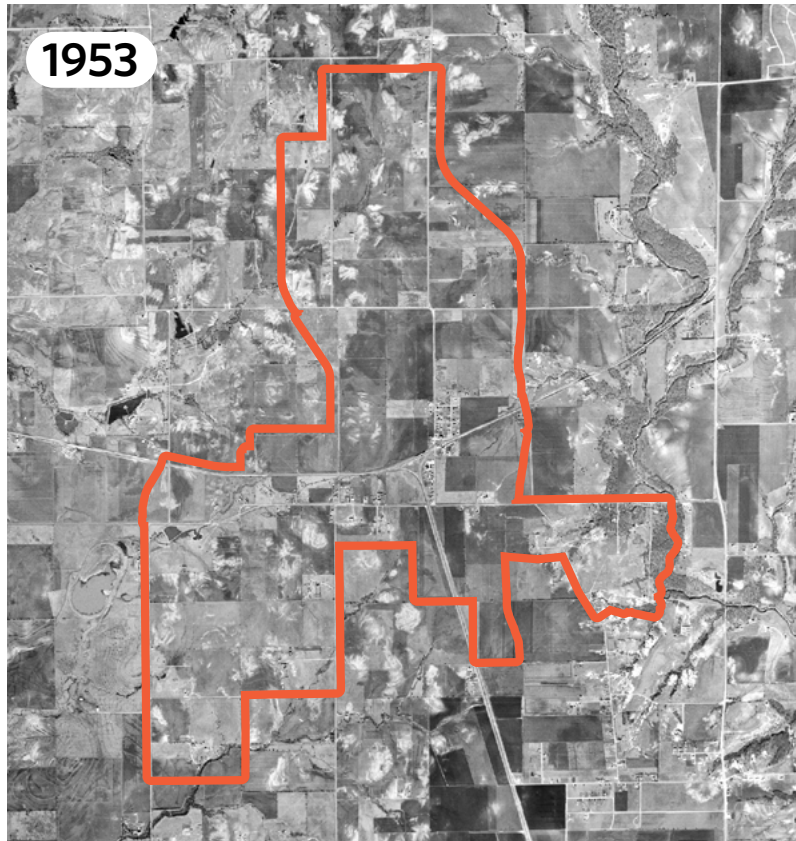


Additional Information

2013 Comprehensive Plan

ADDISON, PAST & PRESENT

1953



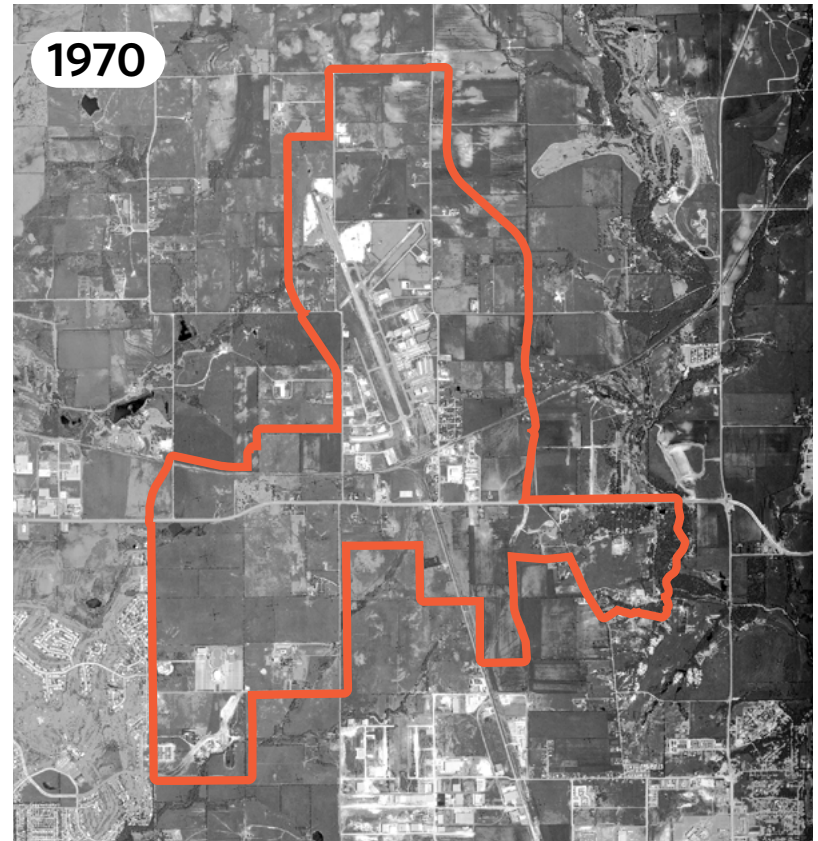
Note

Aerial imagery from 1953 to 2023 is shown with today's Town limits superimposed across each, for context.

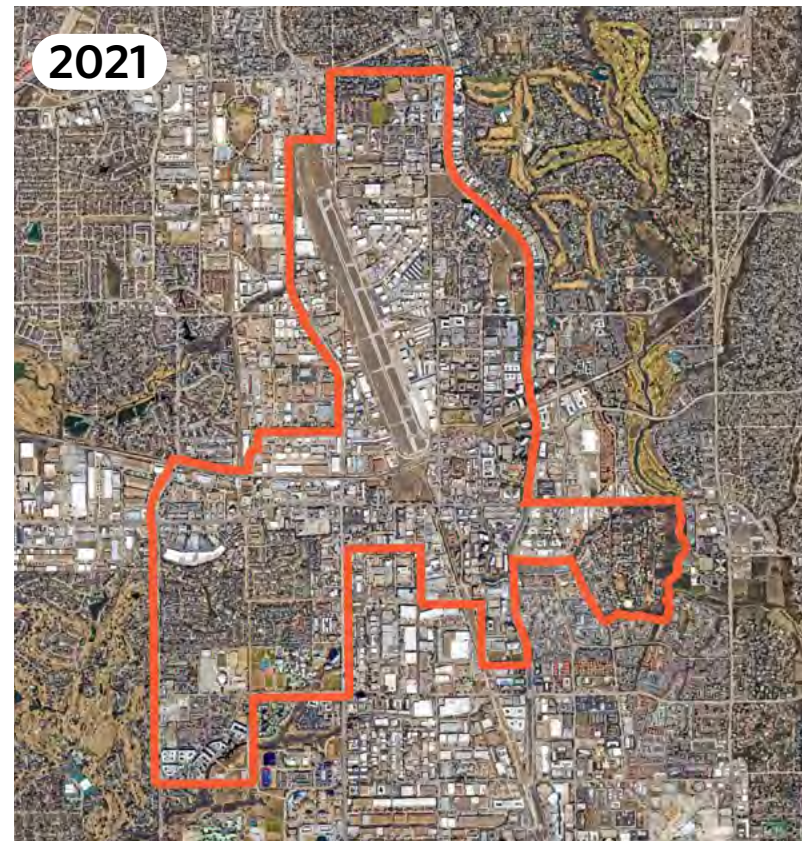
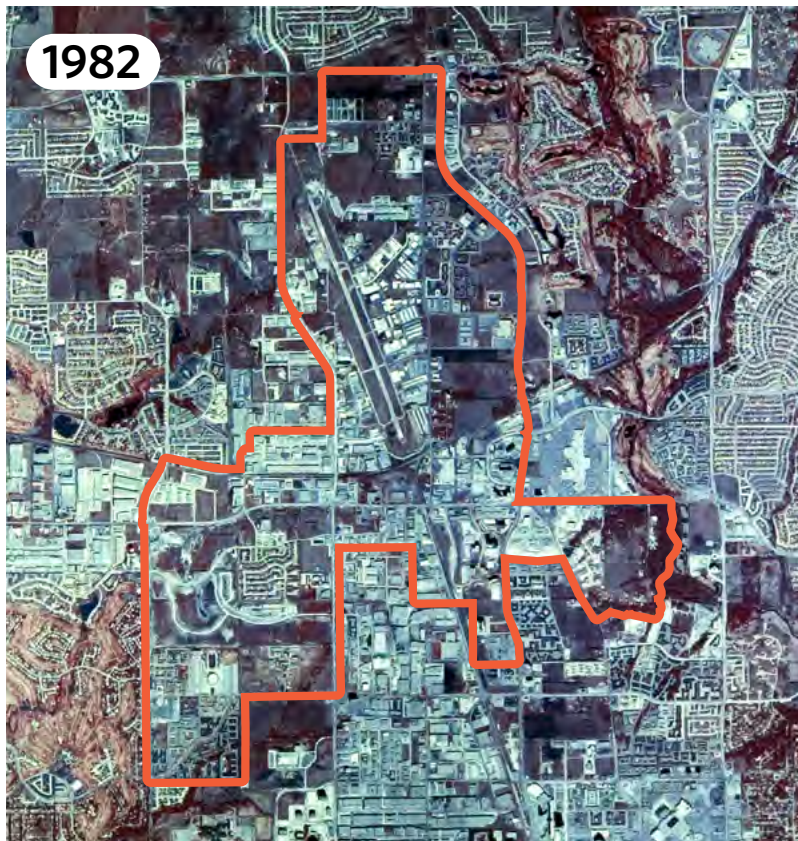
Nearly every acre of Addison's current area has been developed in that time.

- 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

1970



- 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.



Additional Information

NCTCOG Mobility 2045 Plan

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 threshold for housing and
transportation costs. (45% of HH Income)

Source: NCTCOG Mobility 2045 Plan

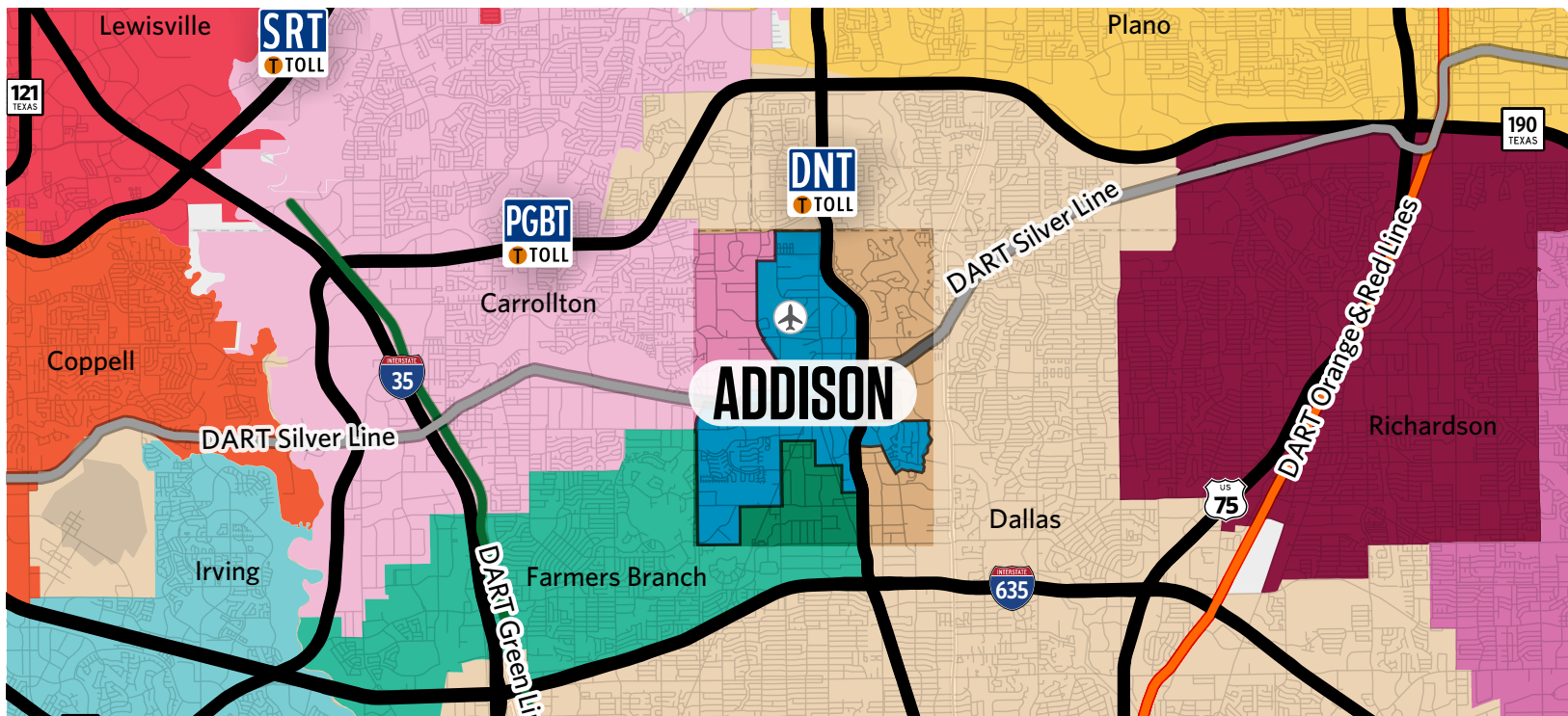
ADDISON'S PRIME LOCATION IN THE REGION

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 U.S. Customs service in the Metroplex. These mobility options are further enhanced with the DART Silver Line and Addison Station. The Silver Line connects Addison directly

to Dallas-Fort Worth (DFW) International Airport via a short 30-minute ride, and provides 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	White 43.1% Black 18% Asian 7.2% Two or More Races 4.6% Other 0.7% Amer. Indian 0.4% Pacific Islander 0.0%	White 27.1% Black 22.2% Asian 6.8% Two or More Races 2.6% Other 0.3% Amer. Indian 0.2% Pacific Islander 0.0%	White 43.0% Black 16% Asian 7.8% Two or More Races 3.2% Other 0.4% Amer. Indian 0.2% Pacific Islander 0.1%	White 39.9% Black 11.9% Asian 5.3% Two or More Races 2.9% Other 0.4% Amer. Indian 0.2% Pacific Islander 0.1%

Note

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

Source: ACS 5-Year Estimates, S0101, S1101, DP0, 2023

QUICK FACTS ABOUT ADDISON

MEDIAN HOUSEHOLD INCOME



MALE TO FEMALE RATIO



MEAN TRAVEL TIME TO WORK



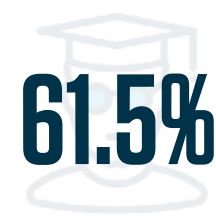
HIGH SCHOOL GRADUATE OR HIGHER - PERSONS OVER 25



LABOR FORCE PARTICIPATION - PERSONS OVER 16



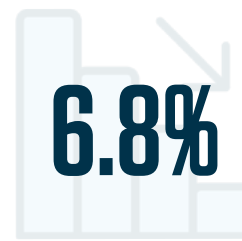
BACHELOR'S DEGREE OR HIGHER - PERSONS OVER 25



HOUSHOLDS WITH ACCESS TO A COMPUTER



POVERTY RATE



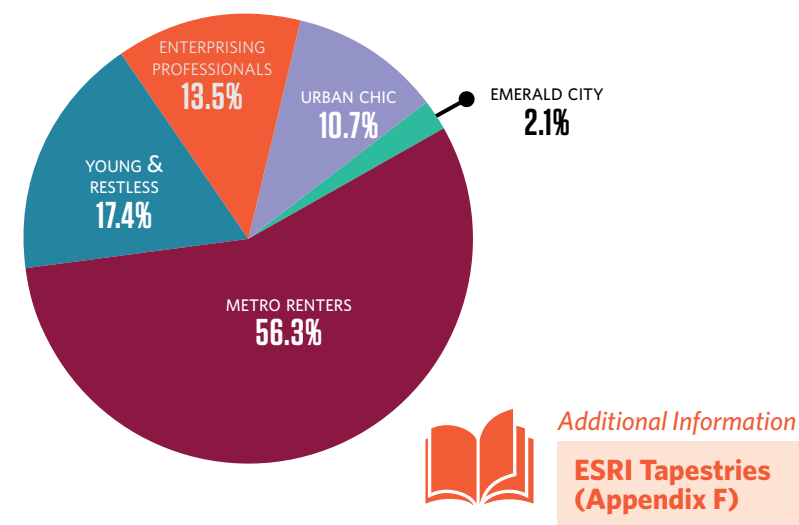
Source: ACS 5-Year Estimates, S0101, S0801, S1501, S1701, S1901, S2801, DP03, 2023

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



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
1.67

MEDIAN AGE
32.5

MEDIAN HH INCOME
\$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
2.04

MEDIAN AGE
29.8

MEDIAN HH INCOME
\$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
2.48

MEDIAN AGE
35.3

MEDIAN HH INCOME
\$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
2.39

MEDIAN AGE
43.3

MEDIAN HH INCOME
\$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
2.06

MEDIAN AGE
37.4

MEDIAN HH INCOME
\$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. 129-142



Race & Ethnicity

p. 46

Source: ESRI Business Analyst, 2023

DEMOGRAPHIC TRENDS IN ADDISON

POPULATION & HOUSING

POPULATION

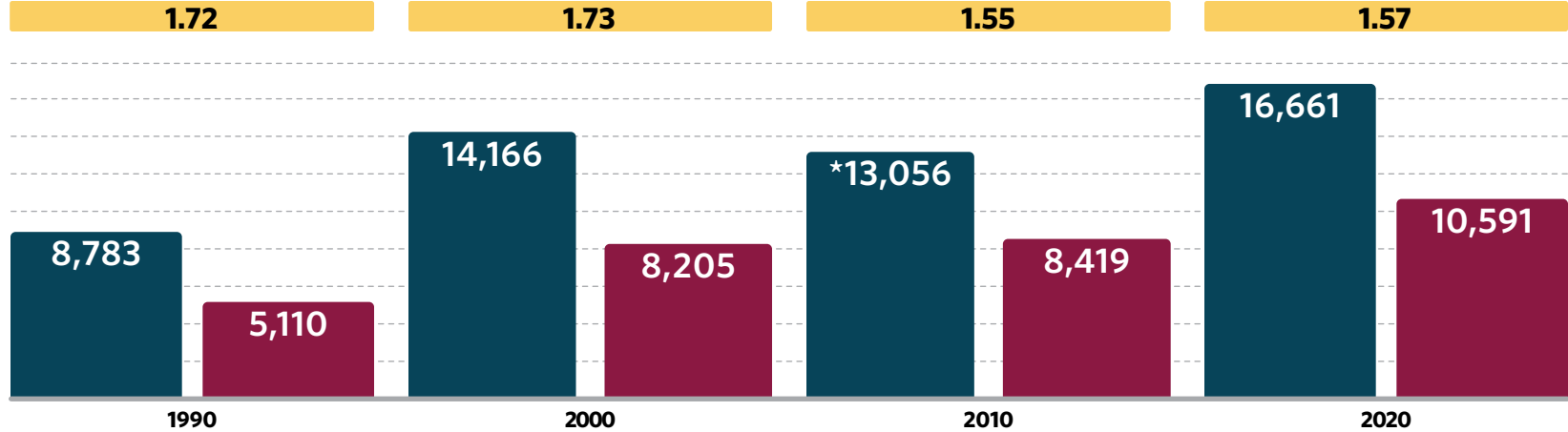
DWELLING UNITS

HOUSEHOLD SIZE

Data Note

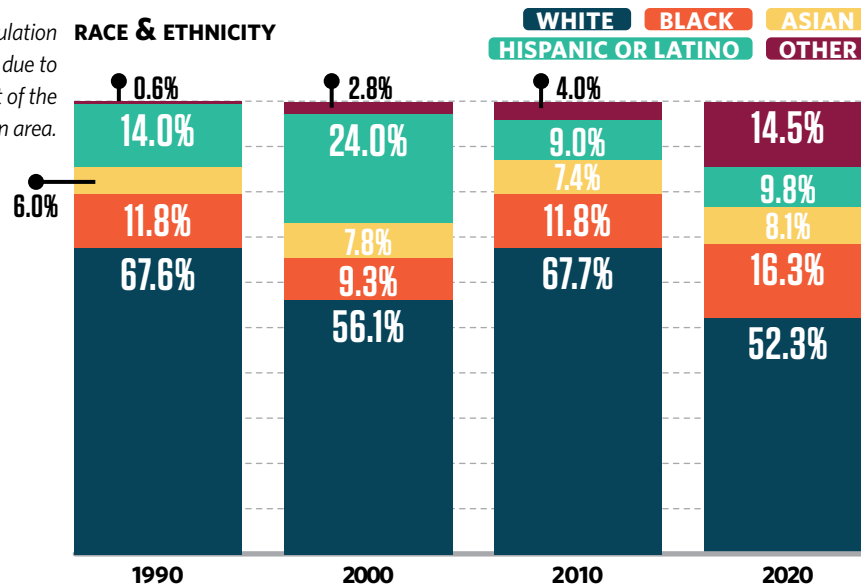
This information is drawn from the Decennial Census, and as a result this can be updated every 10 years.

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.

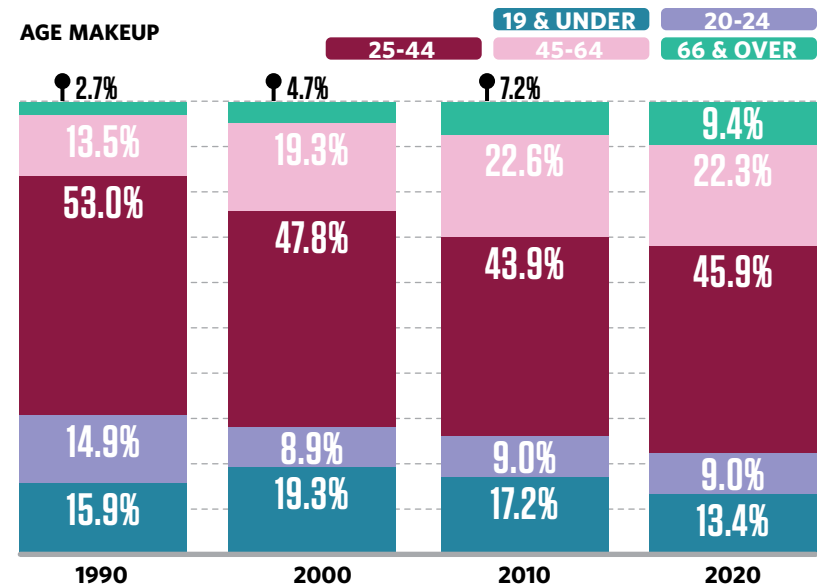


*Temporary population decrease likely due to the redevelopment of the Vitruvian area.

RACE & ETHNICITY



AGE MAKEUP



MEDIAN AGE (YEARS)

1990	2000	2010	2020
29.7	31.6	32.5	33.3

Source: Decennial US Censuses, P1, H1, 1990, 2000, 2010, & 2020

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. 129-142

Housing & Neighborhoods Implementation

p. 197-202



Additional Information

Market Position Report (Appendix E)

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.

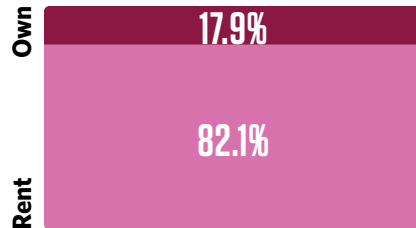


Above: Vitruvian Park

2023 KEY HOUSING STATISTICS

ADDISON

OWNERSHIP & RENTAL MIX



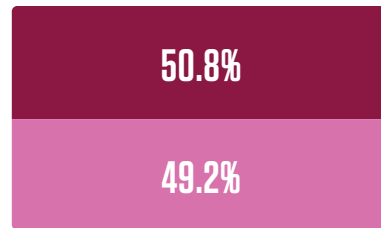
MEDIAN HOME VALUE



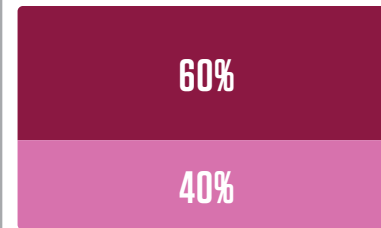
HOUSING VACANCY RATE



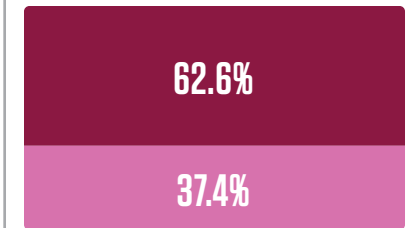
DALLAS COUNTY



DFW-ARLINGTON METRO¹



TEXAS

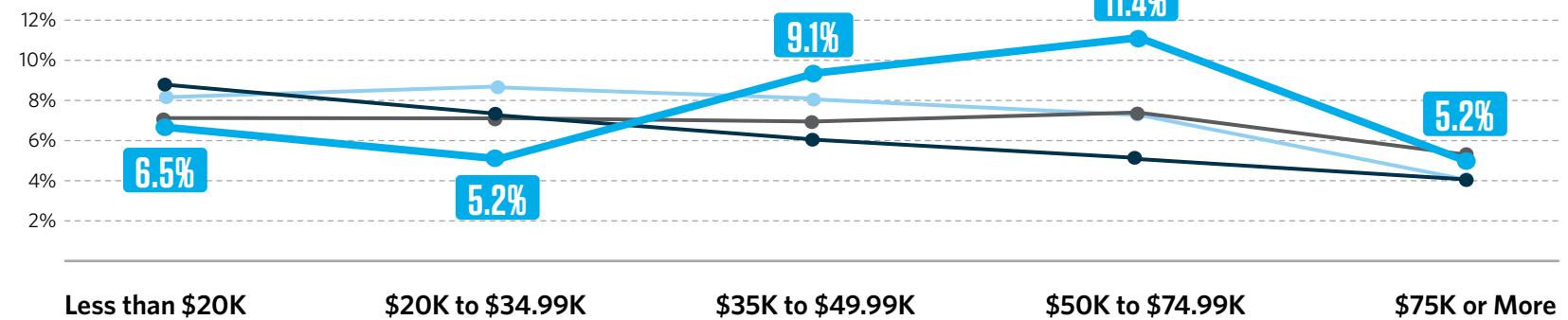


Date Note

¹This 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 5-Year Estimates, DP04, S2503, 2023

2023 HOUSING QUICK FACTS ABOUT ADDISON

CURRENT HOUSING UNITS



MEDIAN HOME VALUE



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.

EXISTING & APPROVED HOUSING UNITS - TOWN OF ADDISON HOUSING COUNTS



MEDIAN MONTHLY MORTGAGE COST



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

MEDIAN NUMBER OF ROOMS IN HOME



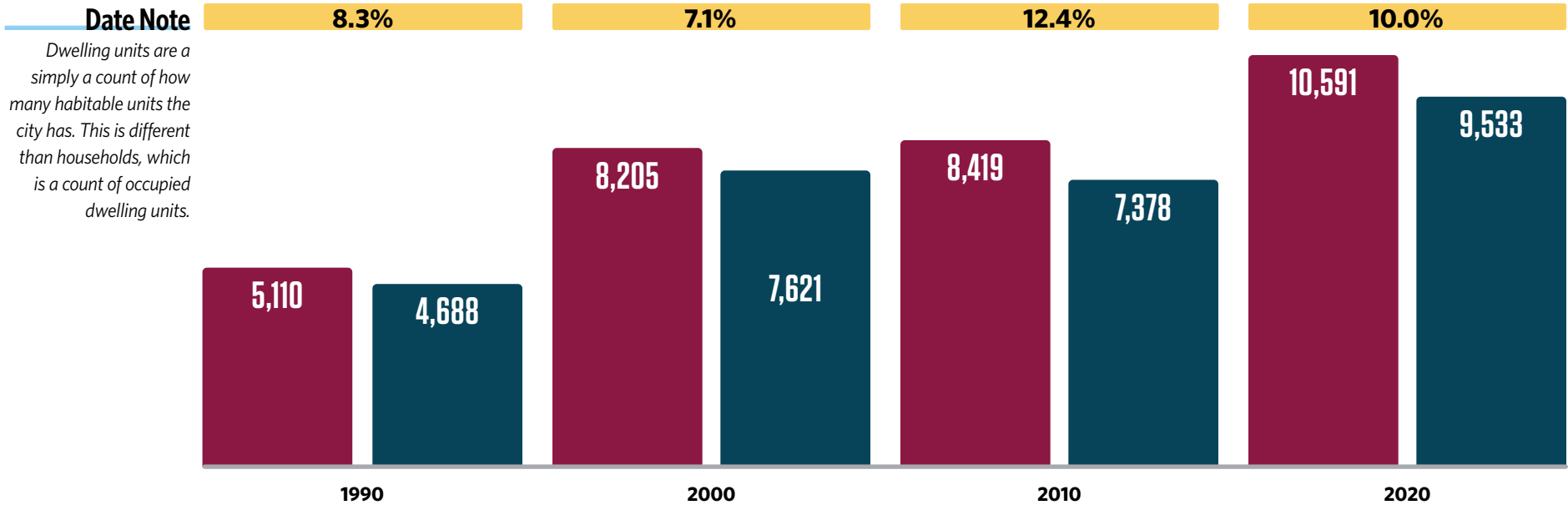
MEDIAN GROSS RENT



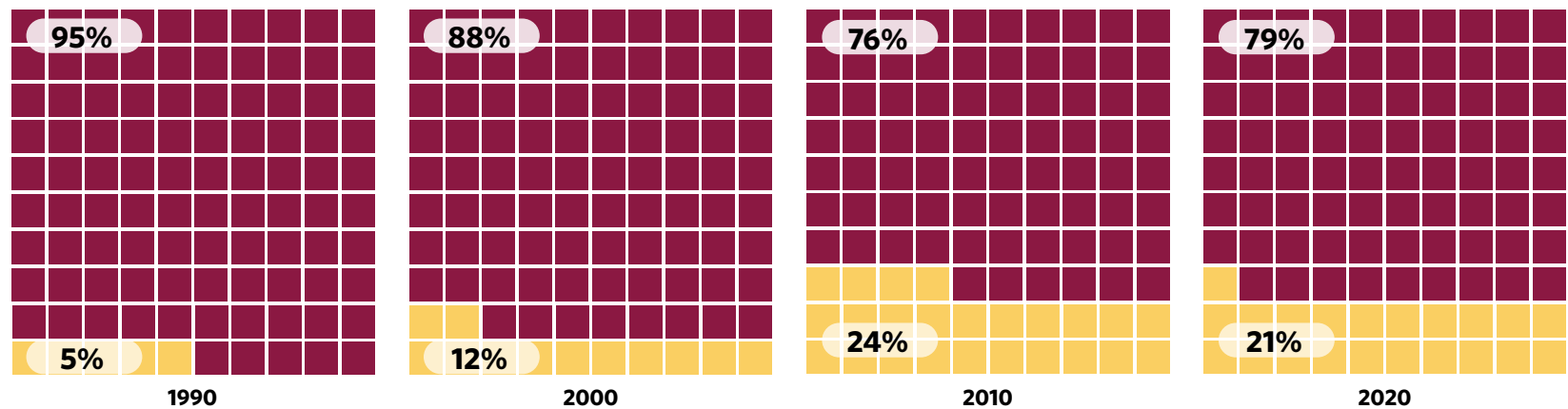
Source: Town of Addison, March 2025; ACS 5-Year Estimates, DP04, 2023

HOUSING TRENDS IN ADDISON

UNITS AND HOUSEHOLDS COMPARED WITH VACANCY RATE



SINGLE-FAMILY & MULTIFAMILY MIX



Sources: Decennial US Censuses, H001, DP1, H003, 1990, 2000, 2010, & 2020; 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.

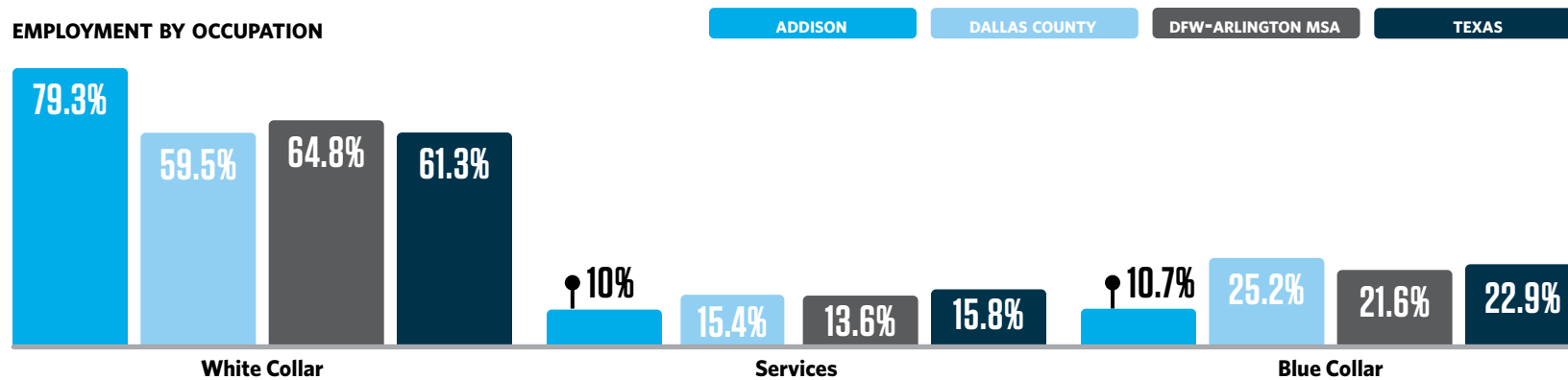
Highlights from this report are summarized across the following pages and key recommendations and actions from the report are incorporated into the implementation matrix.



Additional Information

Market Position Report (Appendix E)

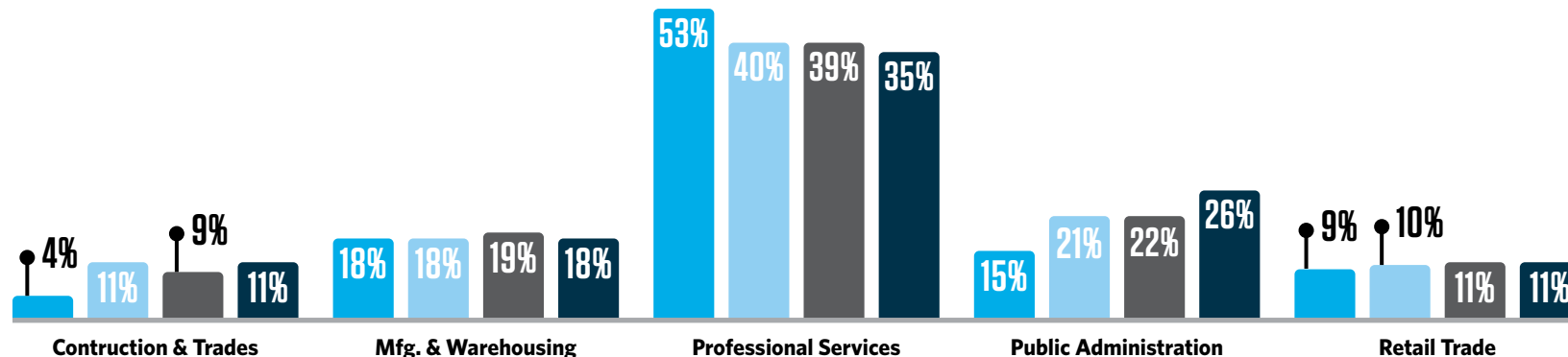
EMPLOYMENT BY OCCUPATION



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.

EMPLOYMENT BY INDUSTRY



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

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

Market Position Report (Appendix E)

THE PERSPECTIVE OF THE MARKETPLACE

PRODUCTS



EXPERIENCES



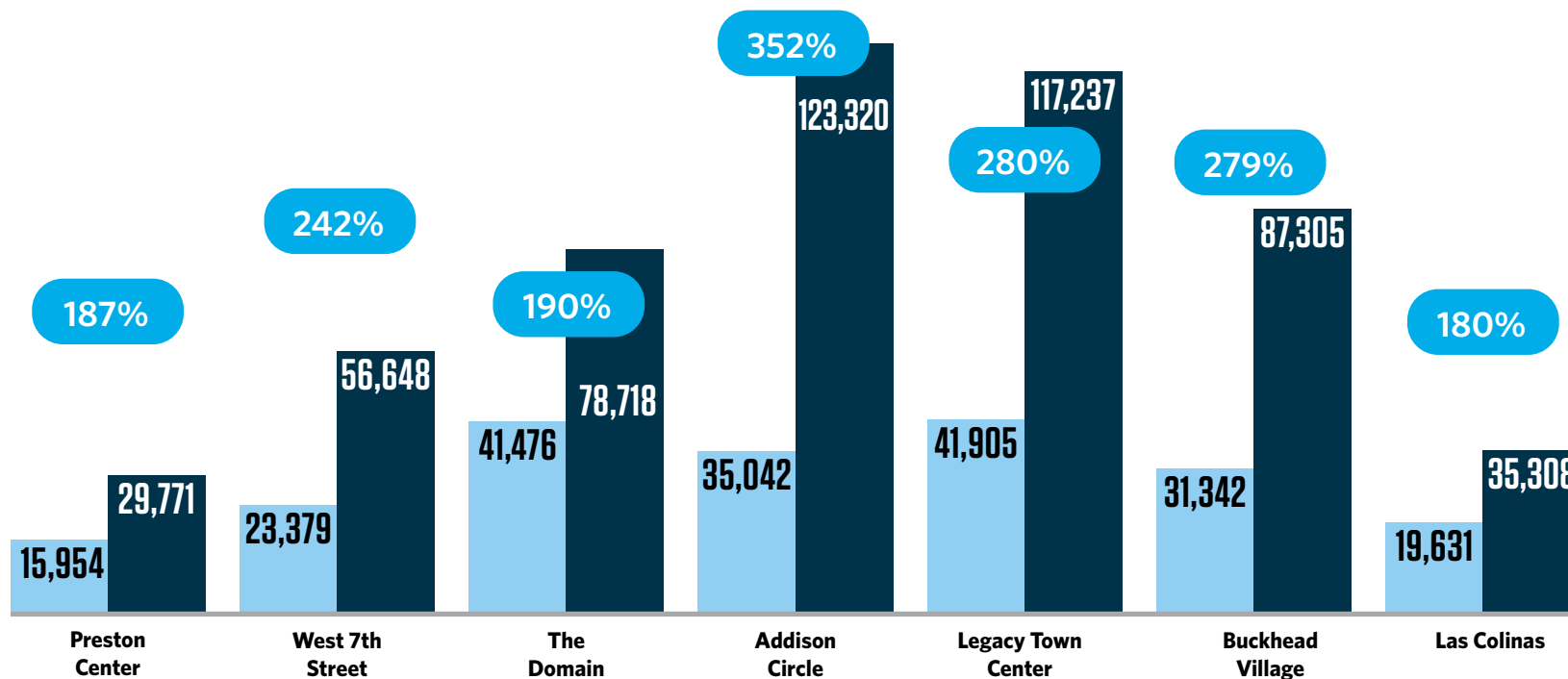
DAYTIME POPULATION

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 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 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

Market Position Report (Appendix E)



2023 TOTAL POPULATION

2023 DAYTIME POPULATION

● DAYTIME POPULATION AS % OF TOTAL POPULATION

Source: Town of Addison Market Position Report, June 2024

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



ADDISON CIRCLE

OFFICE CORRIDOR

VILLAGE ON THE PARKWAY

RESTAURANT ROW

AIRPORT CENTRIC

VITRUVIAN PARK

EXCEL PARKWAY

MADAWAY ROAD

ADDISON ROAD

KELLER SPRINGS ROAD

QUORIAN DRIVE

ARAPAHO ROAD

BELTLINE ROAD

MARSH LANE

MINNAPOLIS ROAD

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.



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 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, 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's Competitiveness

Benefits of Addison's Daytime Population and Housing Market Evolution

Proximity and Location Matters

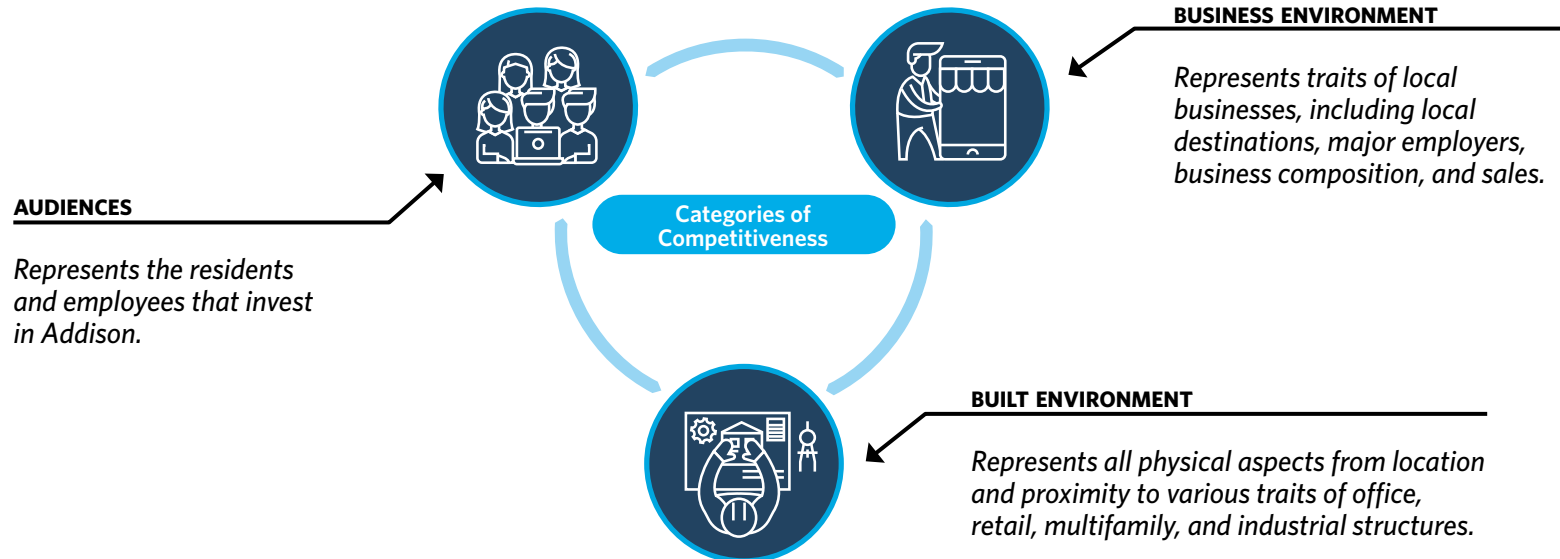
The Addison Product Could Also Use a Change

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

Market Position Report (Appendix E)



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.

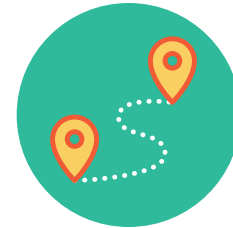
The Town of Addison has a wide array of attractors, including a number of park spaces in walkable areas. It has two very strong nodes in Addison Circle and Village on the Parkway with the possibility of a third node at Vitruvian Park. Addison Circle, while well designed, currently lacks the critical 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 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

Market Position Report (Appendix E)



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

Market Position Report (Appendix E)

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.



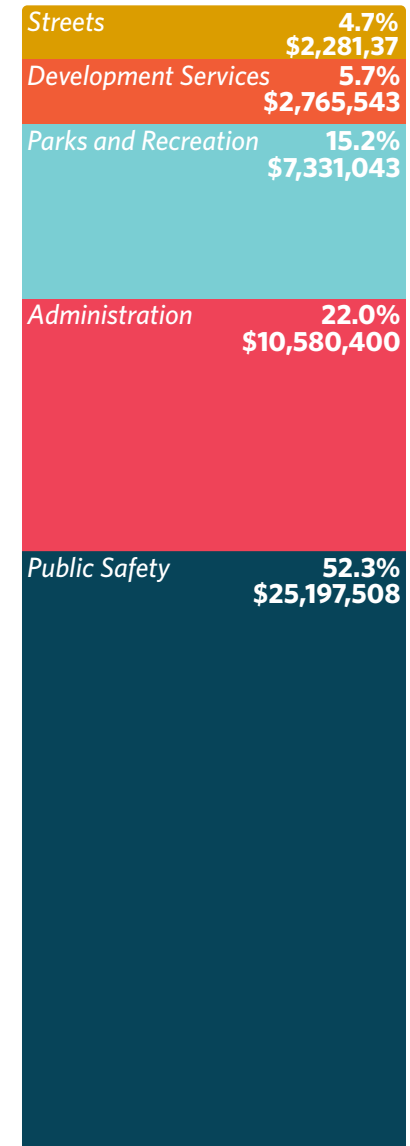
Additional Information

Adopted Town Budgets

2024 REVENUES (PROJECTED)



2024 EXPENDITURES (PROJECTED)



Source: Town of Addison, FY 2024 Budget

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.



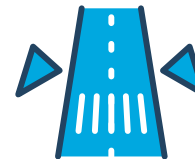
High Percentage of Lot Coverage

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

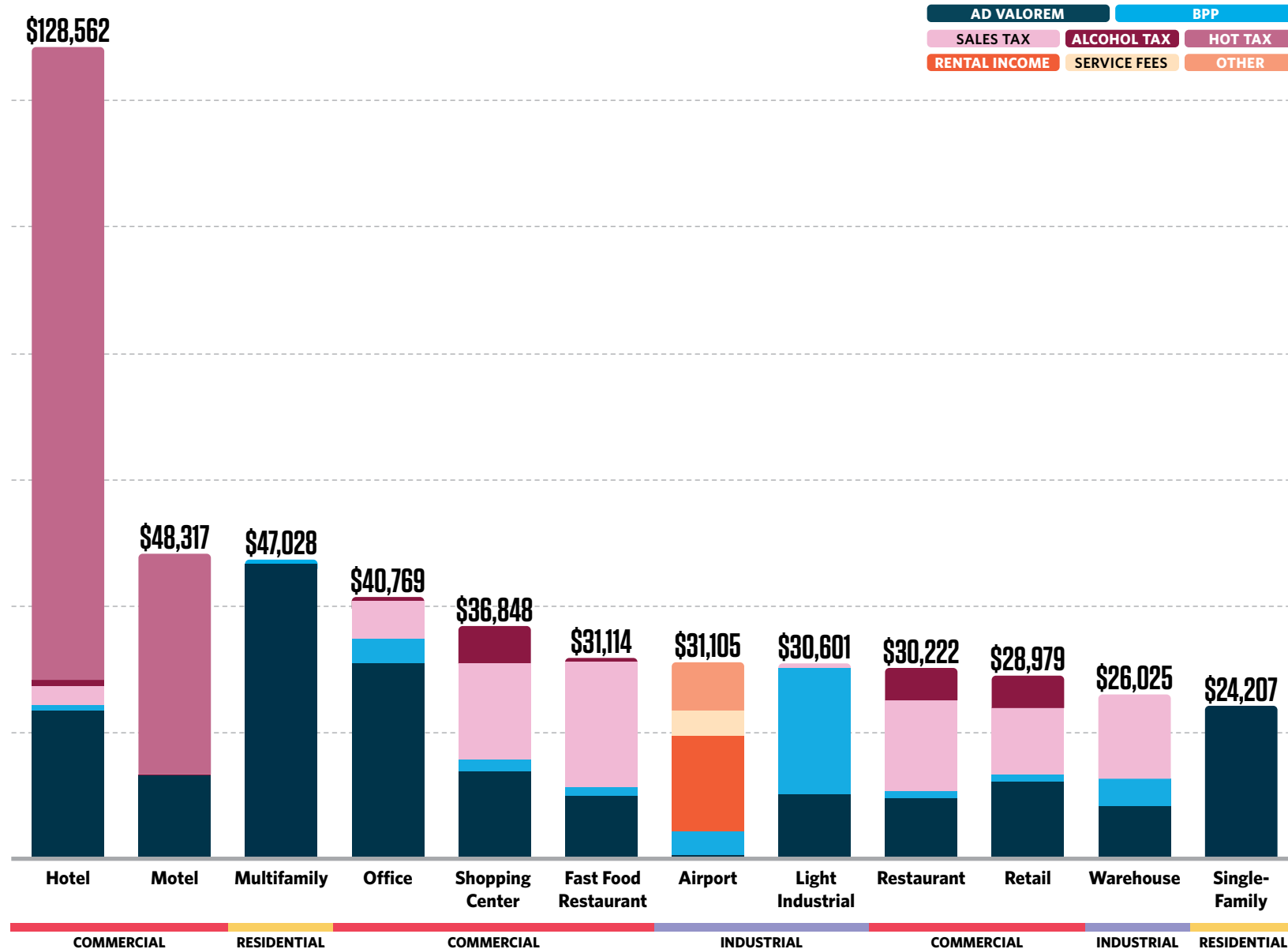
Especially in urban parts of Addison, building up is common. This means that a single parcel of land often has a lot more building on it, increasing its overall taxable value.



Narrow Streets & Short Blocks

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

LAND USE FISCAL ANALYSIS SUMMARY (PER ACRE)



View the Unified Development Code (UDC) section 4.2.7 Table of Allowed Uses for a full list of land use classifications.
 Source: Dallas County Appraisal District, Certified Tax Roll Data, 2025; Texas Comptroller's Office, Quarter 3, 2024 and Quarter 2, 2025.

LEVEL 1 ANALYSIS: PROPERTY TAX REVENUE PER ACRE

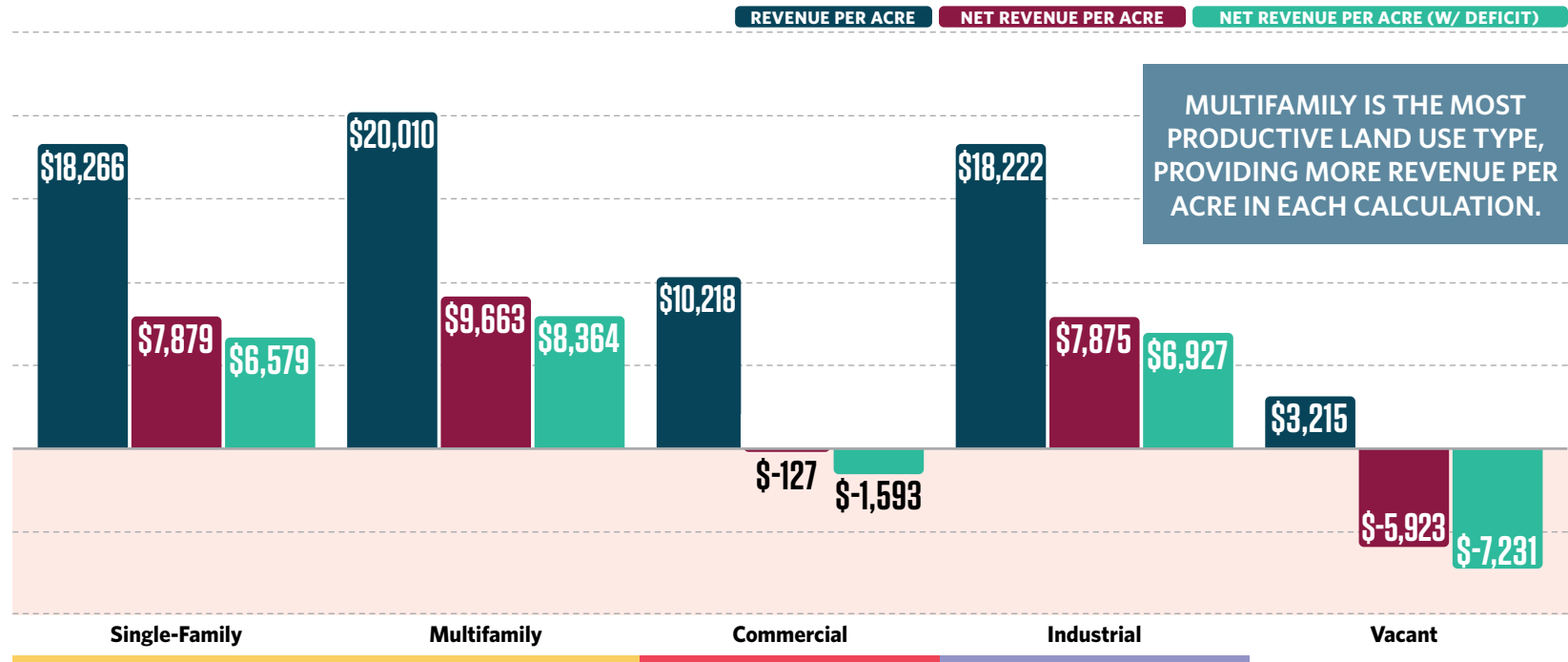
The first level of the analysis process involves mapping the revenue side of the fiscal equation. Property data and property tax levy amounts were pulled directly from the 2023 certified tax roll data obtained from the Dallas County Appraisal District. Levy amounts were verified with the Town of Addison's 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.
Source: Dallas County Appraisal District, Certified Tax Roll Data, 2023

PROPERTY TAX REVENUE PER ACRE MAP

\$0 — \$5,000

\$5,001 — \$10,000

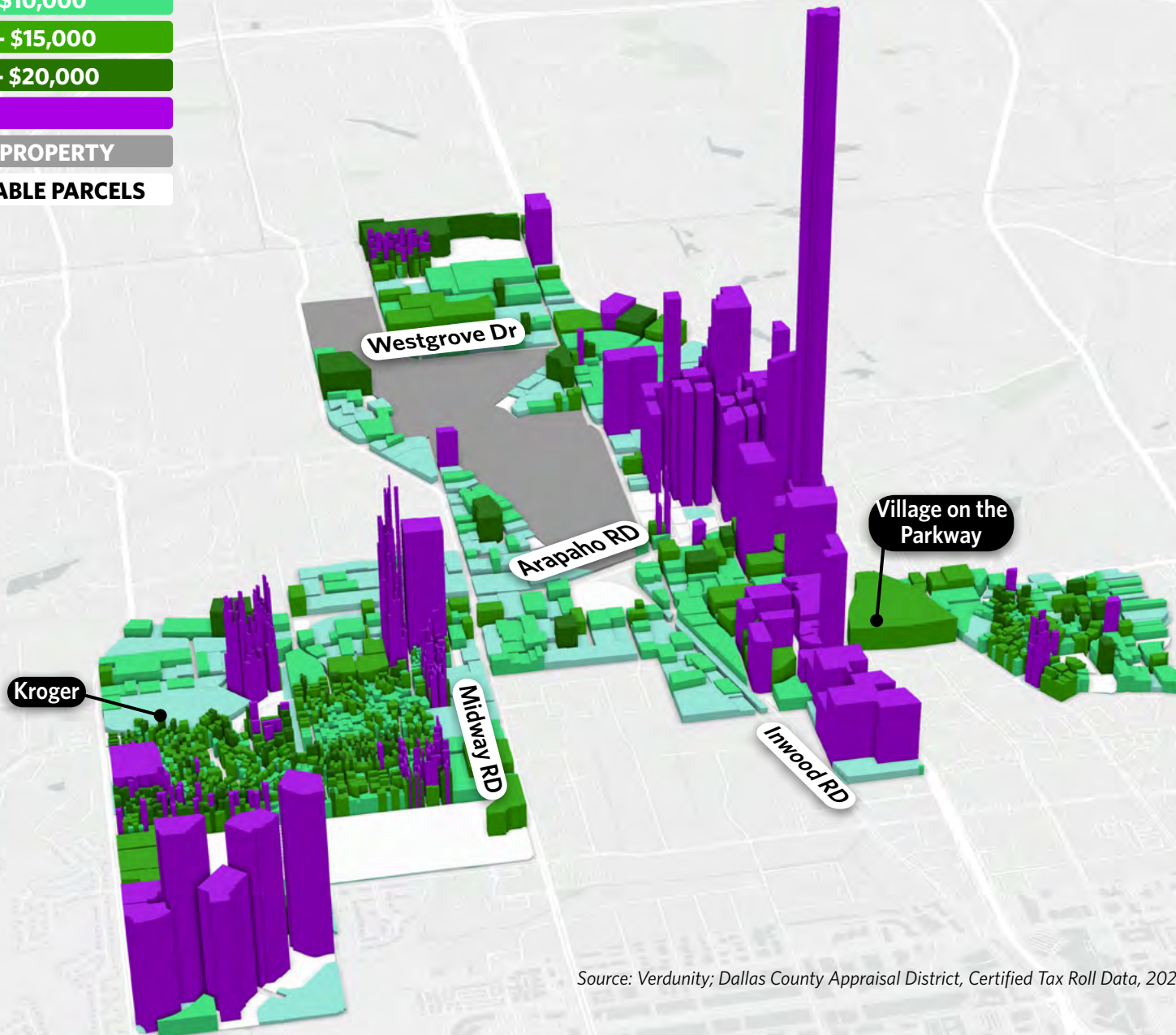
\$10,001 — \$15,000

\$15,001 — \$20,000

\$20,001 +

AIRPORT PROPERTY

NONTAXABLE PARCELS



Source: Verdunity; Dallas County Appraisal District, Certified Tax Roll Data, 2023

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.

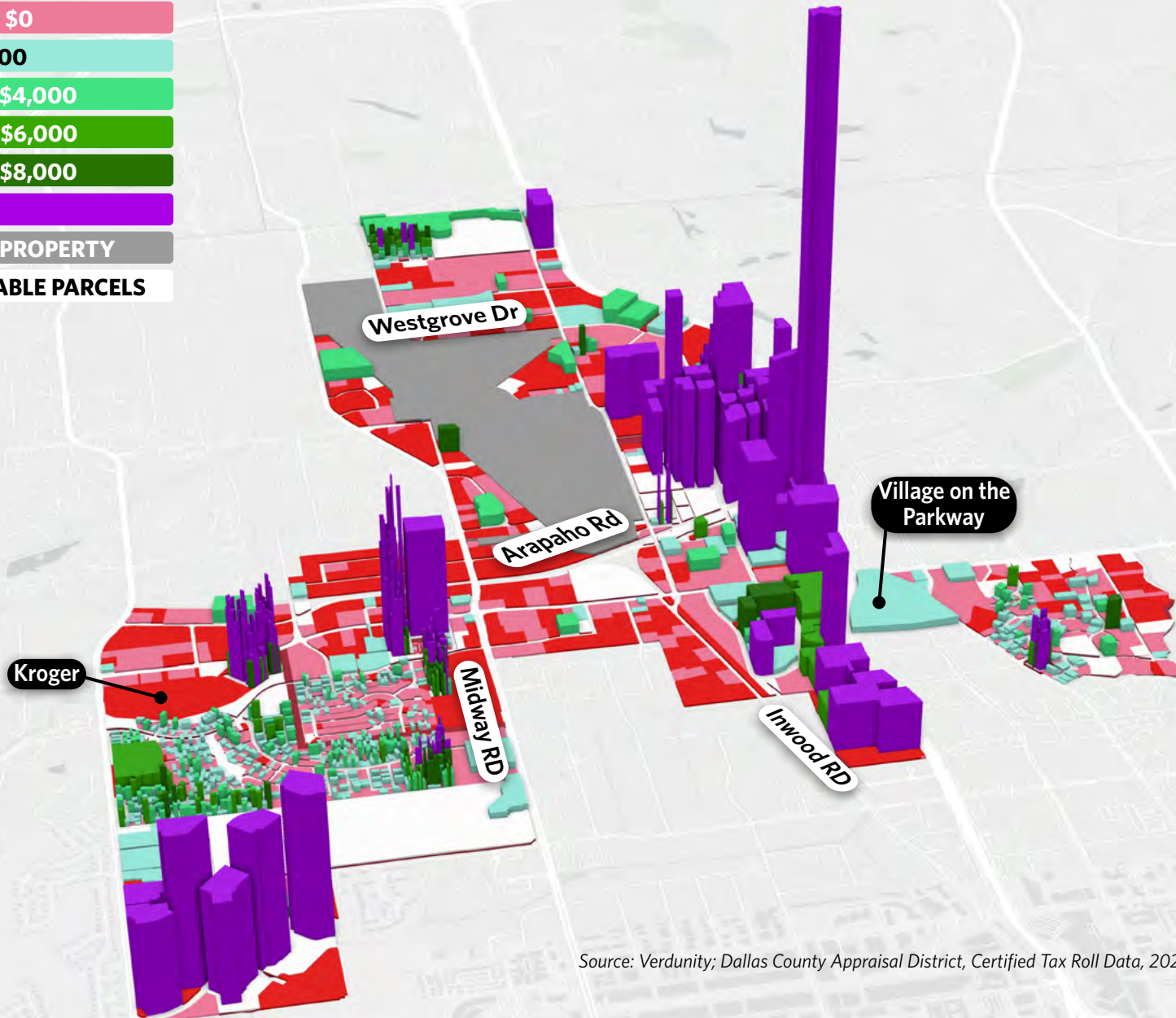
This analysis considered only costs covered by the general fund and property taxes. Water and wastewater, solid waste, and other fee-based utilities were not factored in, as those are funded through separate enterprise funds tied to rates and consumption. It's important to note that just like streets, 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)



Source: Verdunity; Dallas County Appraisal District, Certified Tax Roll Data, 2023

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

Market Position Report (Appendix E)

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.

Developable Land

Approximately 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.

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

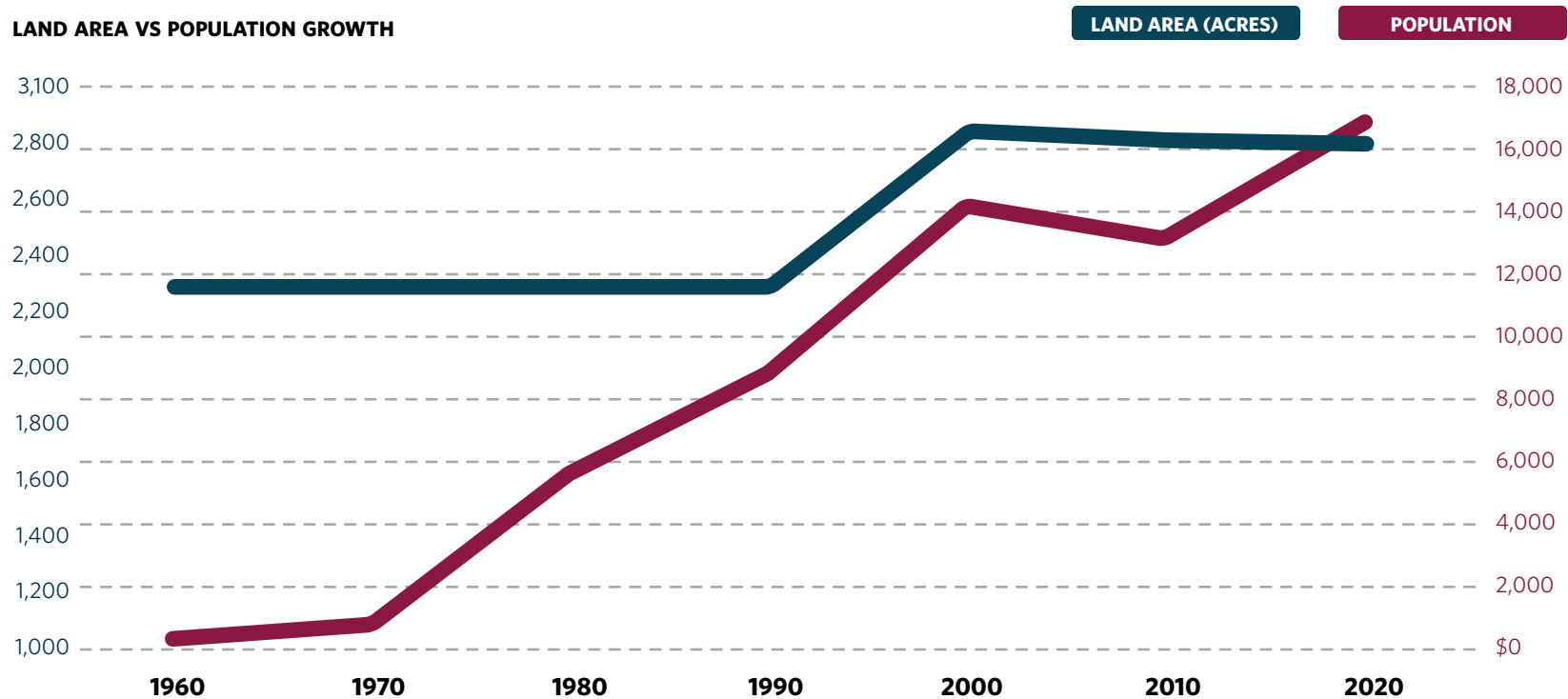
SNAPSHOT

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



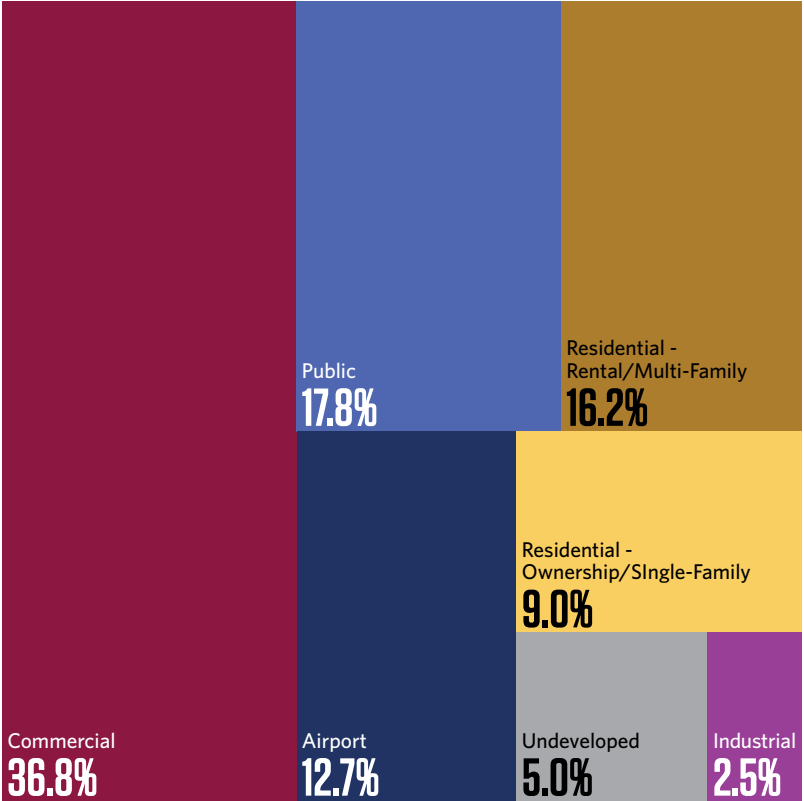
Source: Dallas County Appraisal District, Certified Tax Roll Data, 1960-2020 ; Decennial US Censuses, P1, 1960-2020

CURRENT LAND USE BREAKDOWN

The majority of Addison’s land area is dedicated to non-residential development. Commercial developments are a balance between a walkable, mixed-use context and more auto-oriented, corridor style. Getting to these areas on foot feels dangerous. The commercial uses generally follow the major traffic corridors.

Residential development makes up essentially one quarter of the Town’s footprint, and is split between single family detached neighborhoods and urban living, mainly townhomes and apartments.

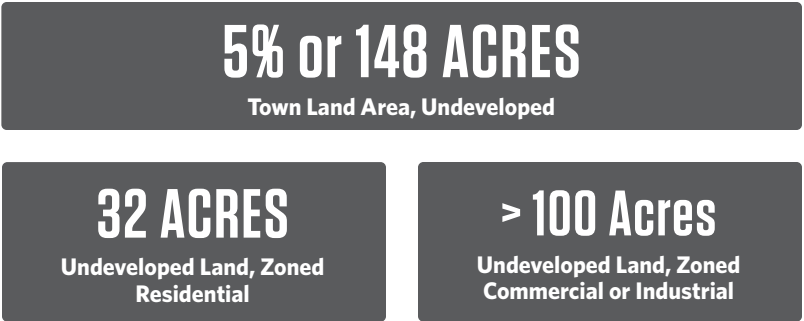
CURRENT LAND USES



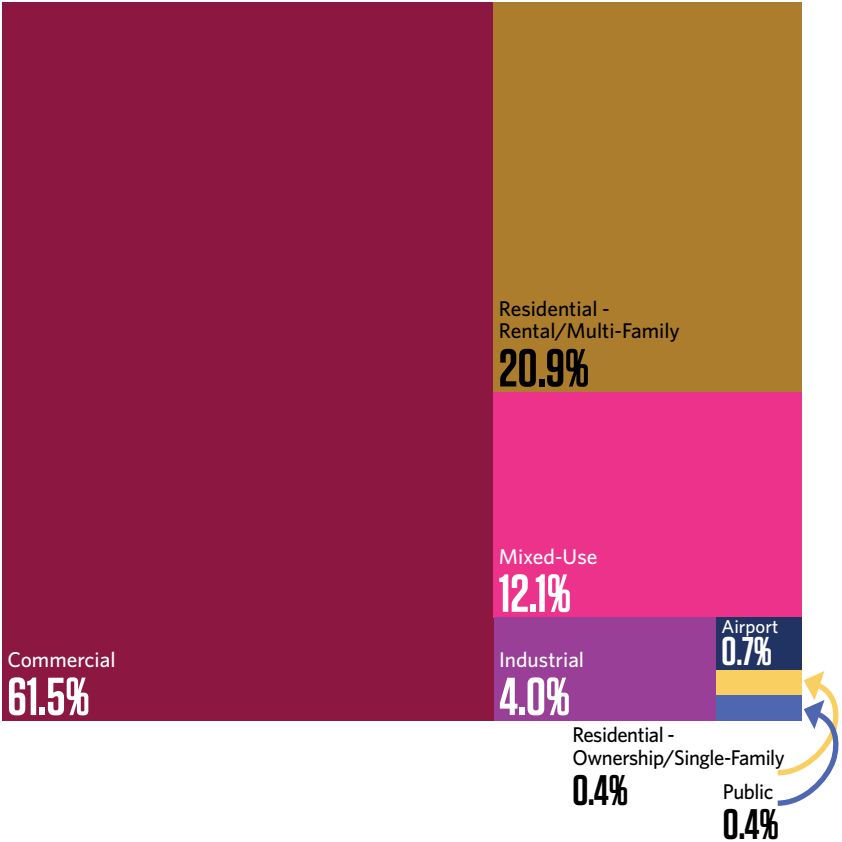
Source: (LEFT & RIGHT) Town of Addison, Existing Land Uses, 2024

VACANT LOT ANALYSIS

Undeveloped land is limited to just a few parcels scattered across the town, and makes up 5% of the Town’s total land area.



DISTRIBUTION OF VACANT LAND AREA BY ZONED OR PLANNED LAND USE

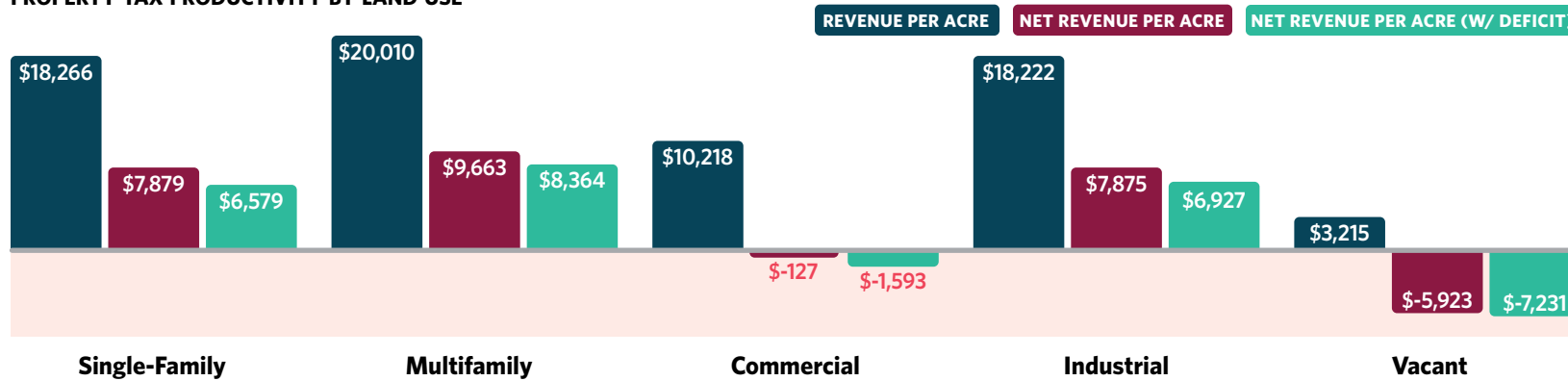


LAND USE PRODUCTIVITY

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

Source: (TOP & BOTTOM) Verdunity, Land Use Fiscal Analysis, 2023

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.

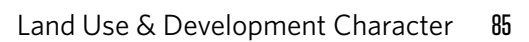
In Addison, past development has included both walkable, mixed-use neighborhoods and car-centered commercial and residential areas. The 2013 Comprehensive Plan, along with Special Area Studies, zoning, and development standards, have guided this high-quality development. However, the process has been 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 Inwood Innovation Area

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. 100-106

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.



Surface

Surface parking lots that vary in size depending on the size of building(s) they are serving.



Structured

Multi-story parking garages that are designed to accommodate higher volumes associated with larger buildings and higher intensity development.



Street

Streets are designed to accommodate parallel or head-in parking spaces.



Hidden Surface

Hidden surface parking lots should be placed behind buildings, rather than just screened by trees or shrubs, to improve the street experience for pedestrians.

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



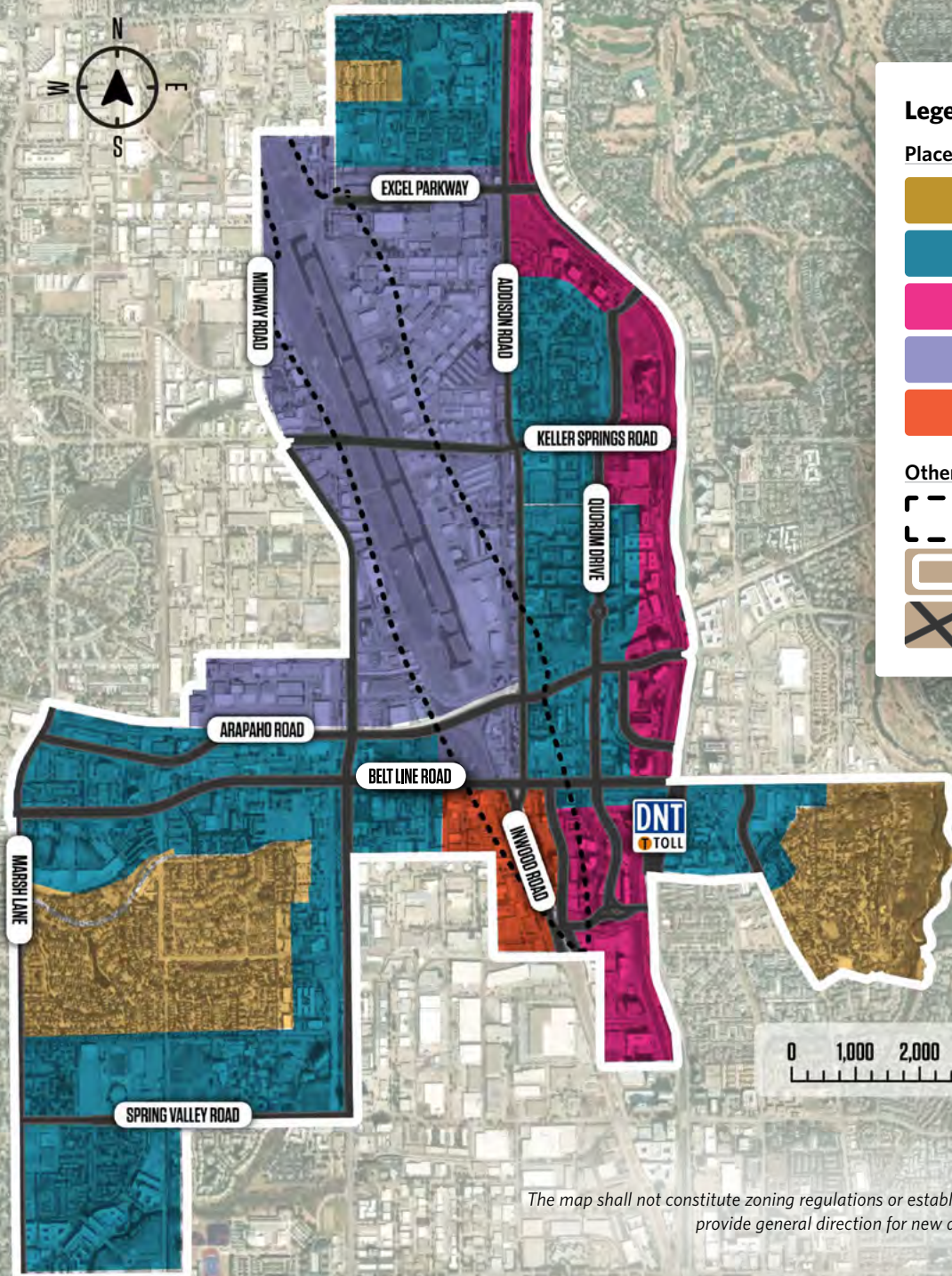
Legend

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



0 1,000 2,000 4,000 US FEET

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.

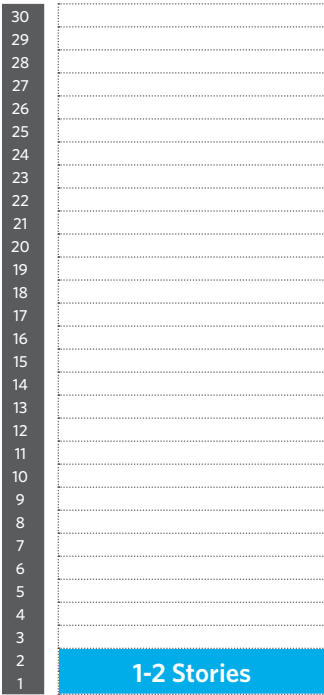
TARGET BLOCK LENGTH

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.

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

TARGET BLOCK LENGTH

300 Feet

TYPICAL BUILDING HEIGHT



INTENSITY LEVEL

Medium/High

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

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.



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.

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

TARGET BLOCK LENGTH

600 Feet

TYPICAL BUILDING HEIGHT



INTENSITY LEVEL

Medium/High

PARKING TYPES

Street

Surface

APPROPRIATE THOROUGHFARE TYPES

Commercial Collector

Minor Arterial

APPROPRIATE PARKLAND TYPES

Urban Parks

Community Facilities

Beautification Areas

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.

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

TARGET BLOCK LENGTH

300 Feet

TYPICAL BUILDING HEIGHT



INTENSITY LEVEL

Medium/High

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

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.*



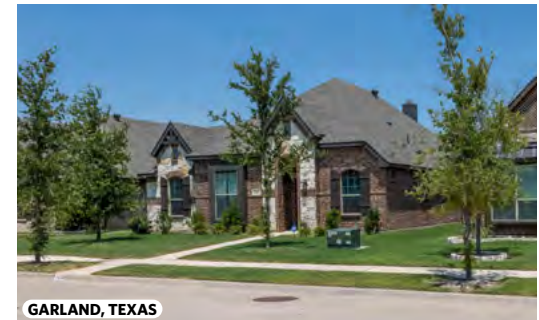
Places Types

p. 88-99

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.



Residential

Accessory Unit

Accessory Units are typically found with detached single-family homes, which often have unused land. However, they can be added to any building typology with available space. In residential areas, they are known as Accessory Dwelling Units (ADUs). A variation is the Accessory Commercial Unit used for business purposes.



Non-Residential

Accessory Commercial Unit

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.



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



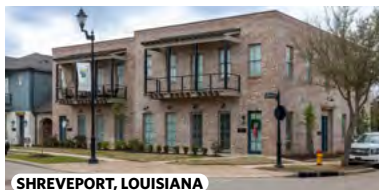
AUSTIN, TEXAS



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.



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.



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.



Non-Residential

Neighborhood Scale

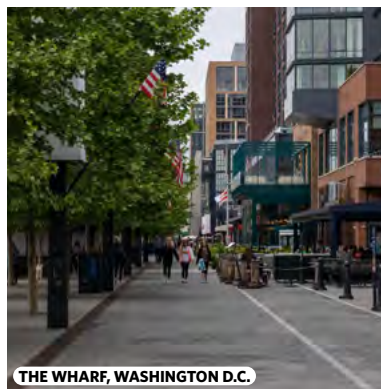
These are light- to medium-intensity commercial uses, located within and around neighborhoods to serve the surrounding communities and are easily accessible by foot or car. These uses consist of those that are essential to the community such as restaurants, general retail stores, medical offices, fuel stations, and sometimes small residential units.



Non-Residential

Regional Scale

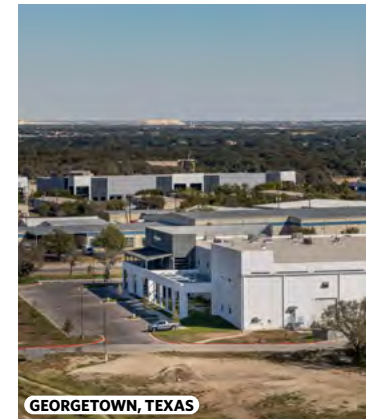
These areas serve nearby neighborhoods and attract larger tenants from the broader region, featuring a mix of restaurants, entertainment, retail, office campuses, and higher-density residential. While similar developments in other cities are often auto-oriented, Addison prioritizes pedestrian comfort 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.



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.



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.



Above: Celestial Park Panoramic

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.



Above: Addison Town Center

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.



Above: Mary Kay site



Additional Information

Planning & Development Map

SPECTRUM OF CHANGE MAP



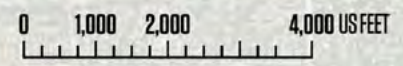
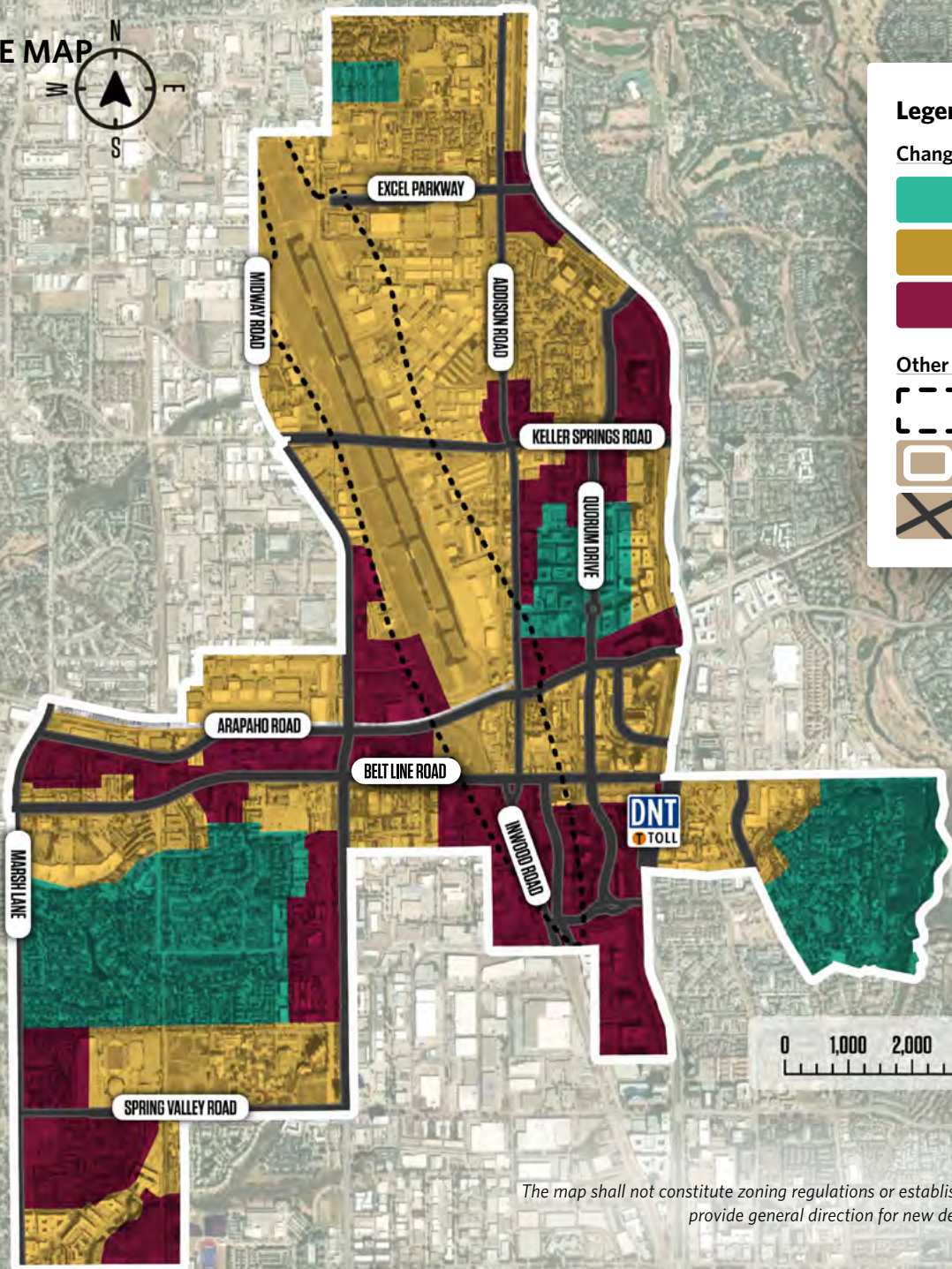
Legend

Change Categories

- Preserve
- Enhance
- Develop/Redevelop

Other Items

- 2023 Airport Noise Contour
- Town Limits
- Major Thoroughfares

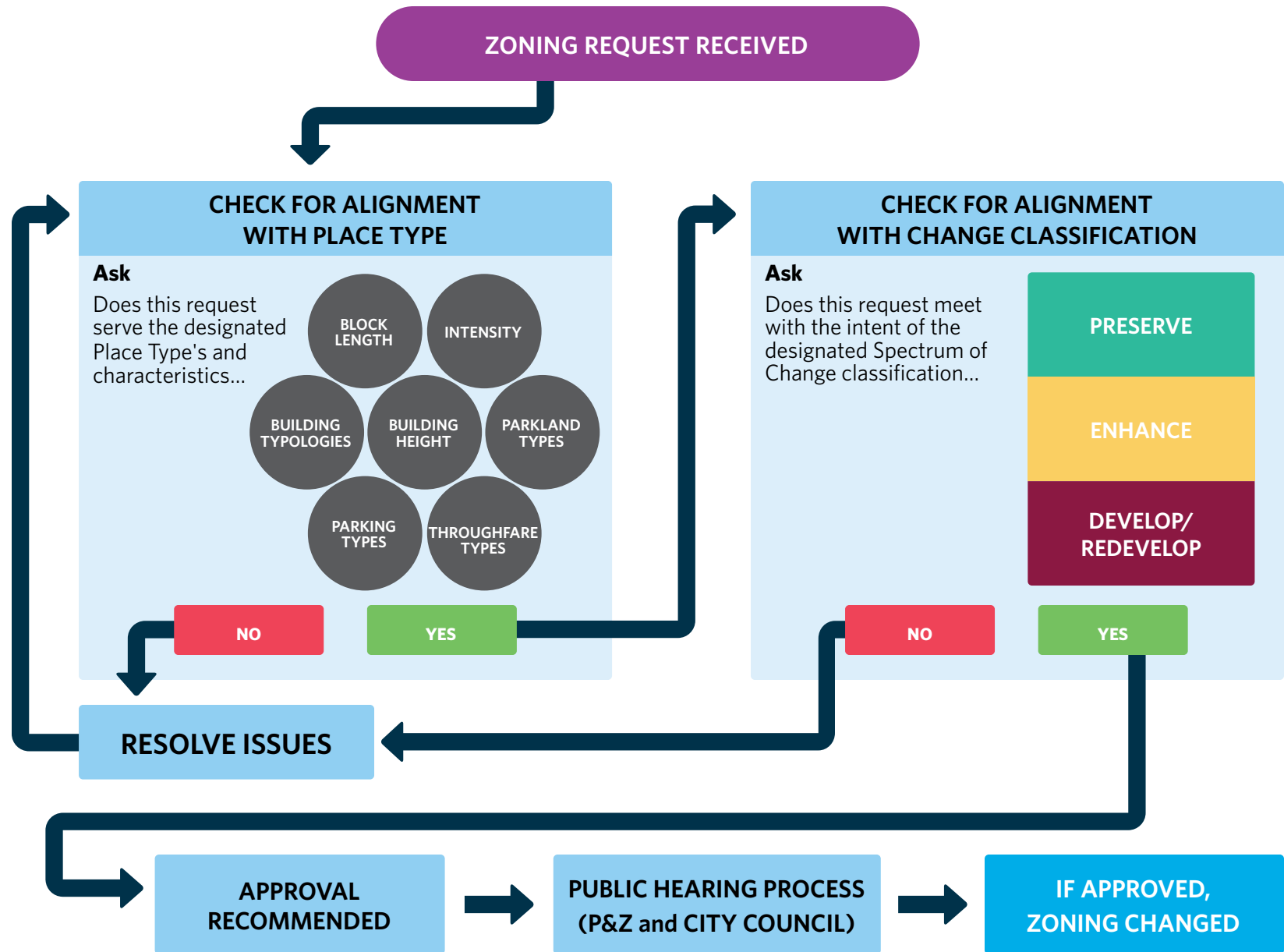


FAA Regulations

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.

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.

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.

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.

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 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.



*Transitional Development:
Auto Corridor*

p. 152-153

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 enumerated 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. 116-123

SITE-SPECIFIC & BUILDING ELEMENTS

- 1 ADDED 'MISSING MIDDLE' HOUSING**
Townhomes, or smaller multiplexes, cottage courts, to put more patrons closer to business, to provide 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

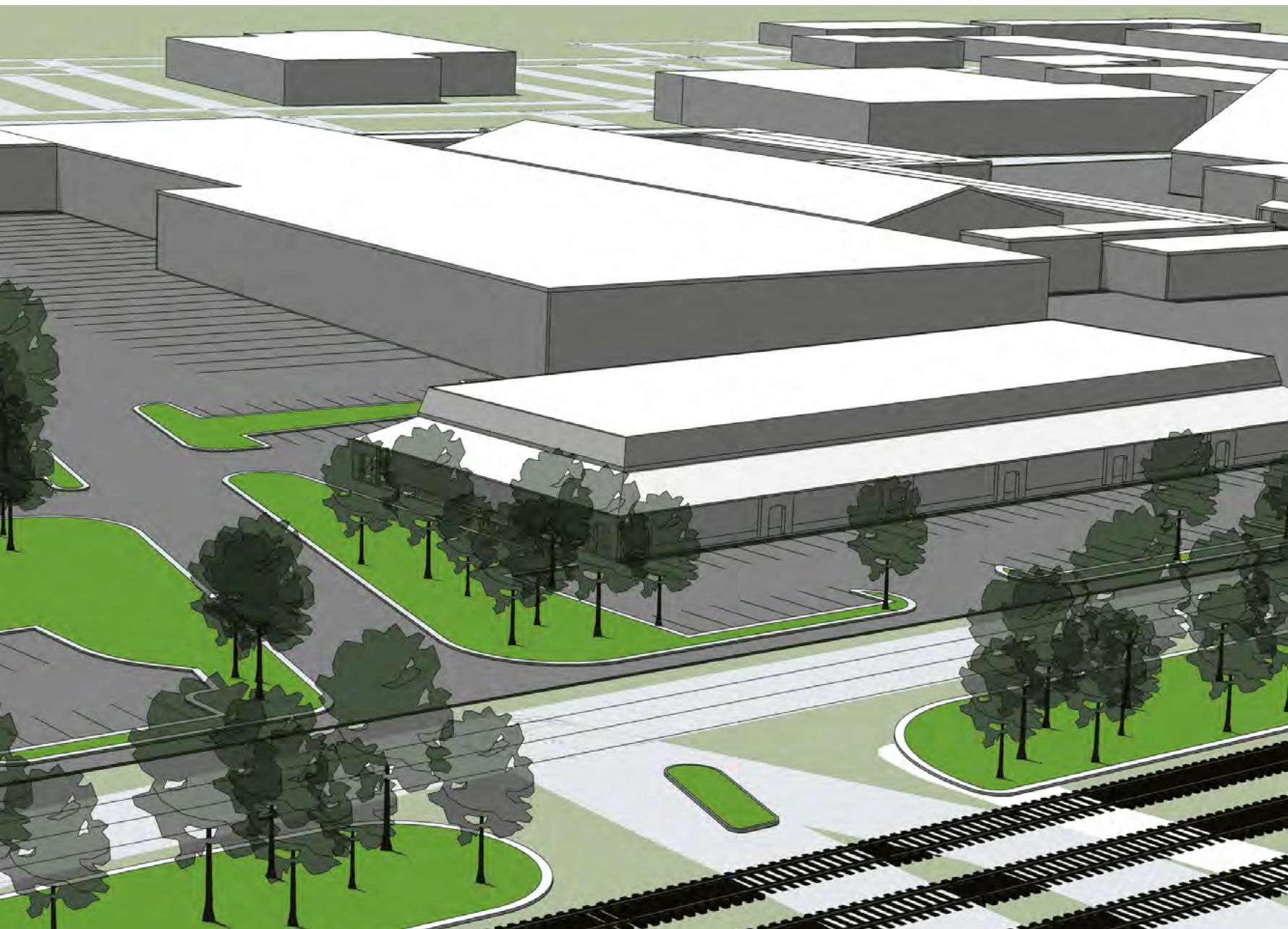
Improved walkways, lighting, signage, and landscaping.



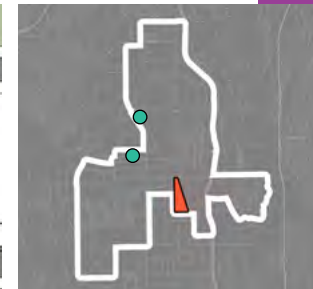
TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT

EXISTING
CONDITIONS





CONTEXT MAP



LEGEND

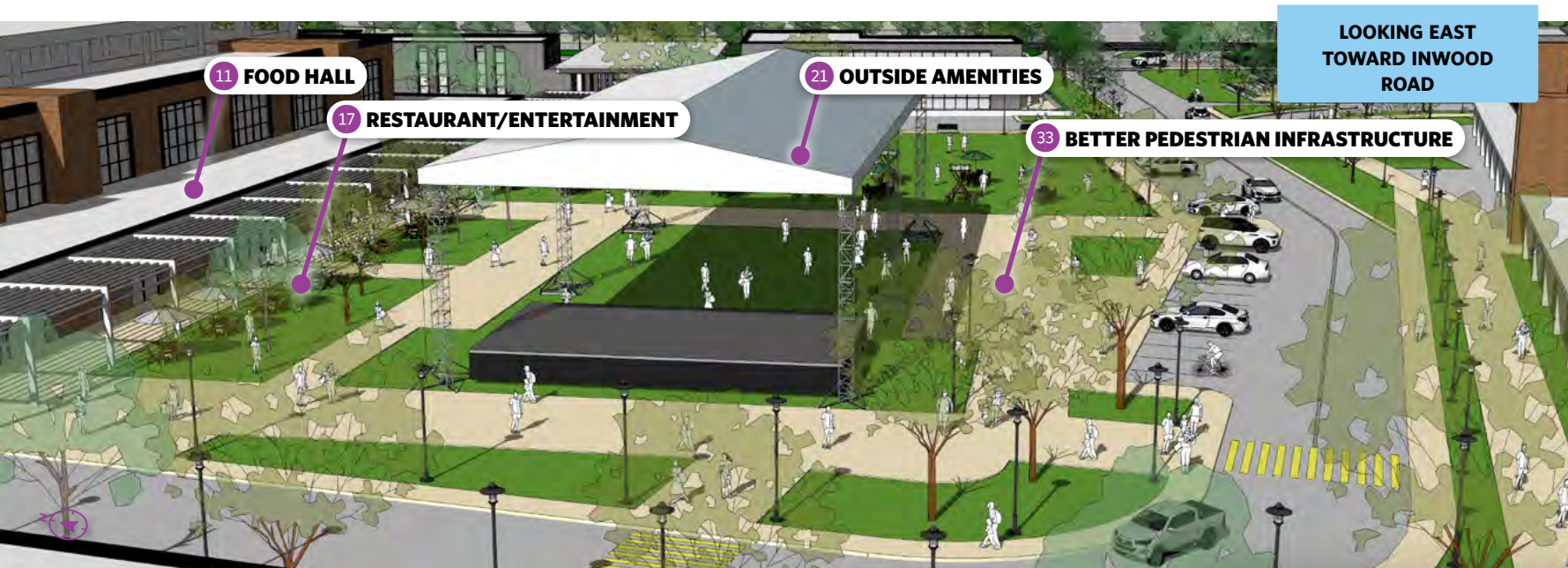
- **Featured Site**
Inwood Corridor
- **Similar Locations**
Midway/
Dooley
Surveyor/
Lindbergh

TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT

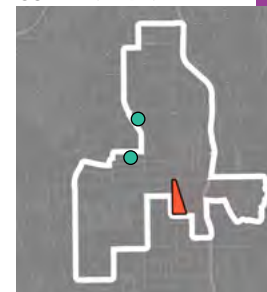
Note

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



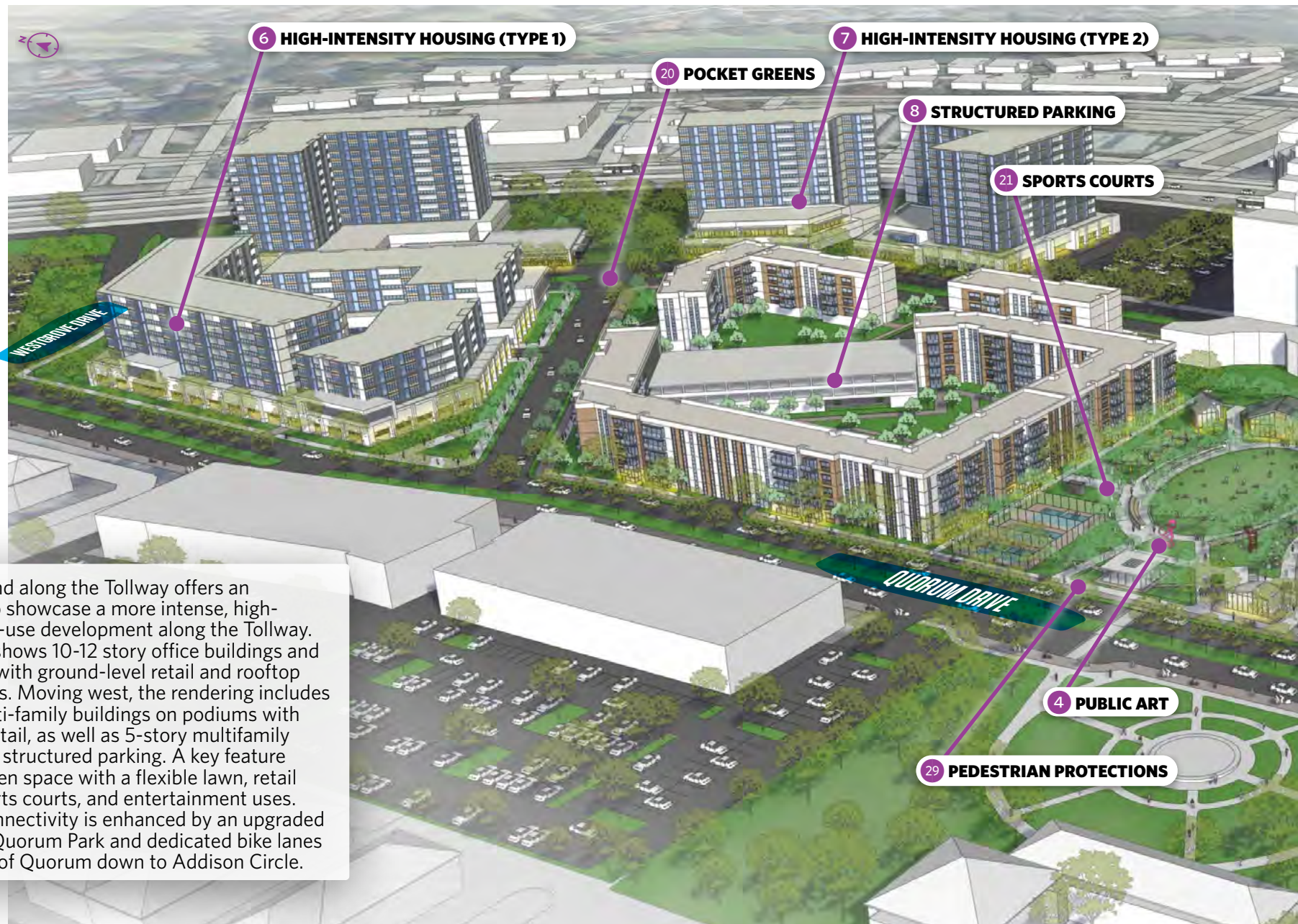
These renderings of an imagined development along the Inwood Road corridor show the adaptive reuse of an industrial area for flexible uses like art studios, co-working spaces, breweries, or sports facilities. The first image highlights updated facades, a shared parking structure, and new retail pads. 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.

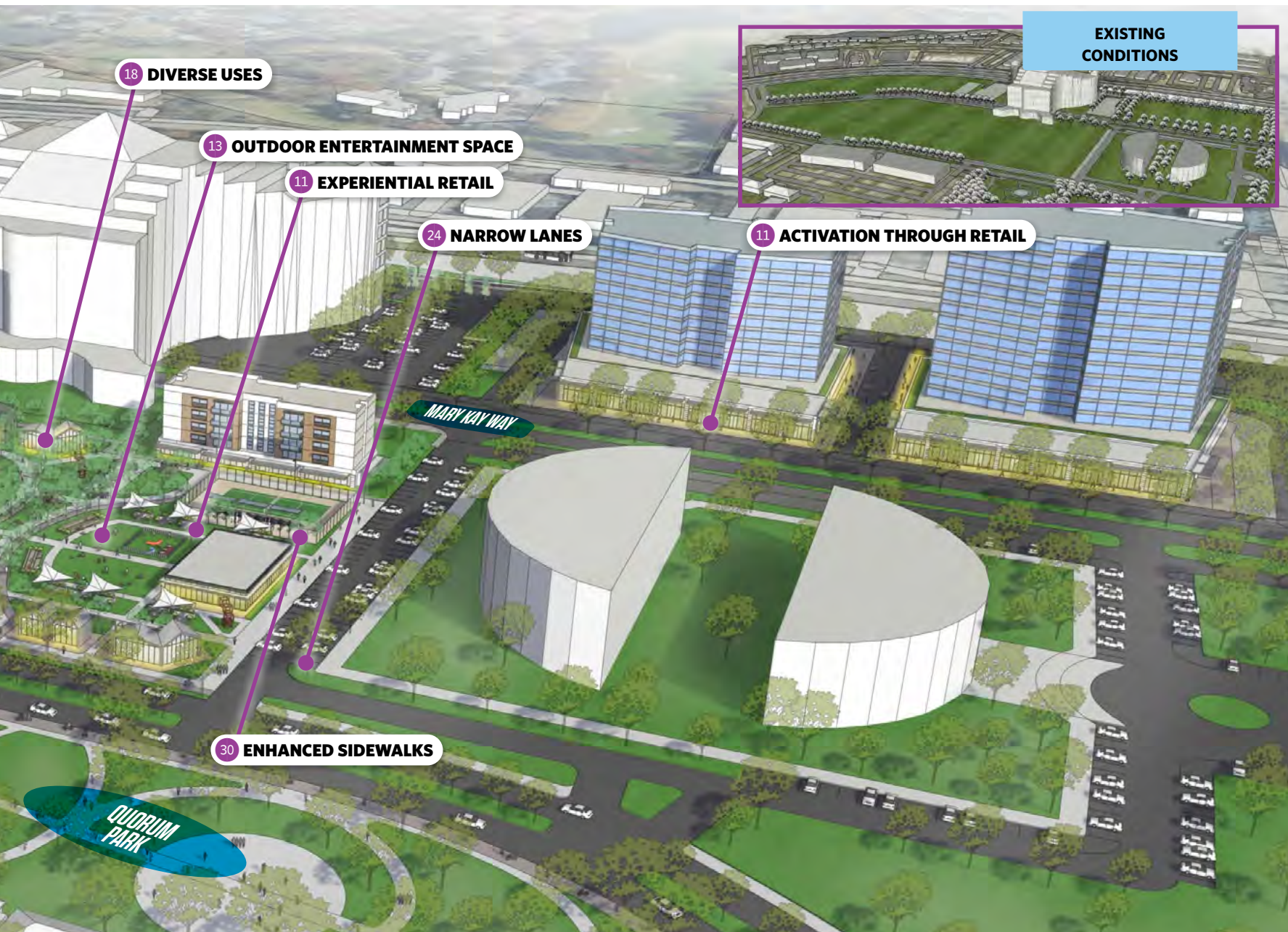
TRANSITIONAL DEVELOPMENT: DENSE URBAN GREENFIELD DEVELOPMENT

Note

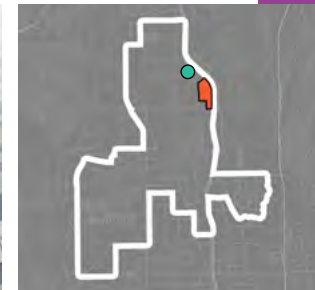
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The vacant land along the Tollway offers an opportunity to showcase a more intense, high-density mixed-use development along the Tollway. This concept shows 10-12 story office buildings and condos, each with ground-level retail and rooftop terrace 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

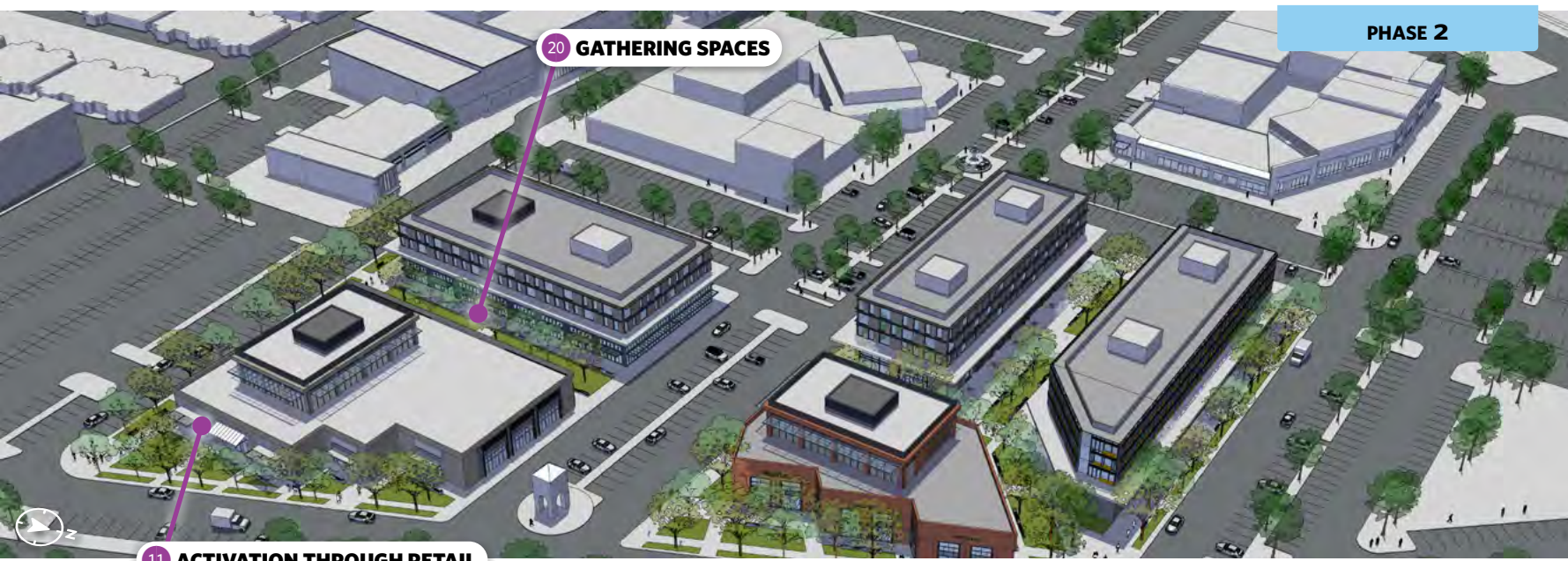
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EXISTING
CONDITIONS

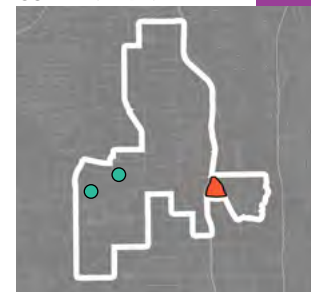


PHASE 1



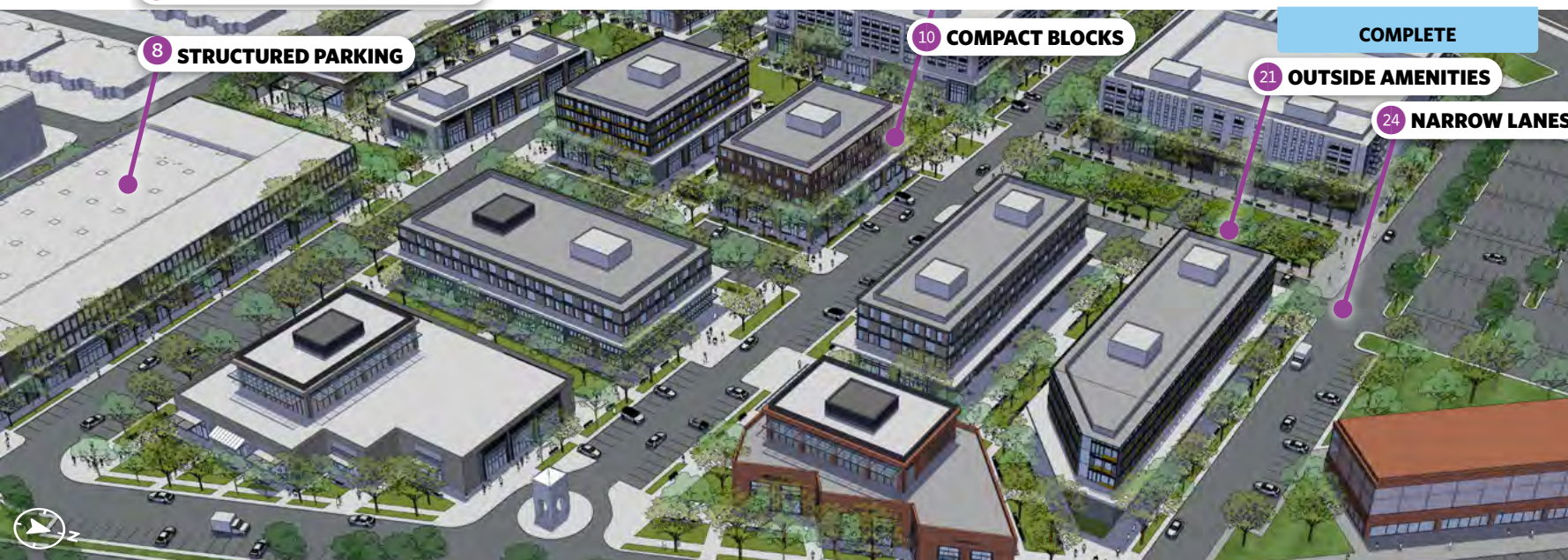


CONTEXT MAP



LEGEND

- **Featured Site**
Village on the Parkway
- **Similar Locations**
Addison Town Center
Restaurant Row



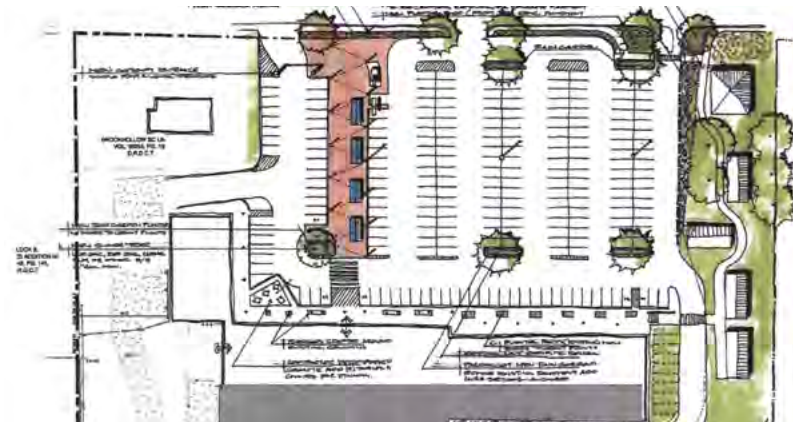
LOCALISM & INCREMENTALISM

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 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 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. 190-196



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Planning Component

HOUSING & NEIGHBORHOODS

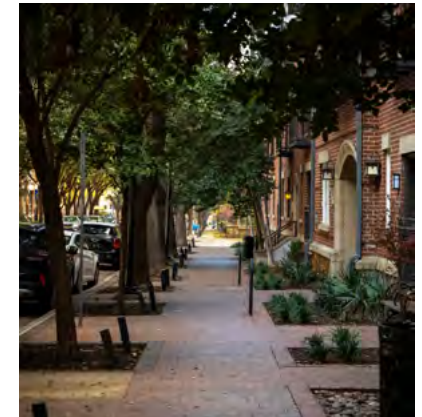


ADDISON'S HOUSING & NEIGHBORHOODS

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.

*Photos: (Top - LEFT to RIGHT) Allegro Apartments, Addison Apartments at the Park
(Middle - LEFT to RIGHT) Addison Circle - Autumn, MAA Addison Circle;
(Bottom - LEFT to RIGHT) Waterford Court, Bent Tree Trails Apartments;
(Bottom) Addison Circle/Beckert Park*



SNAPSHOT

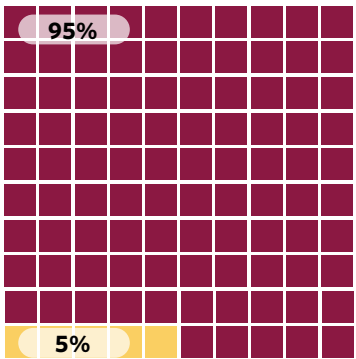
30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

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.

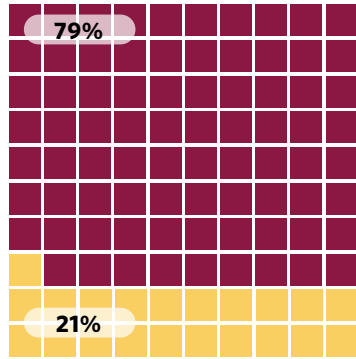
SINGLE-FAMILY & MULTIFAMILY MIX



1990

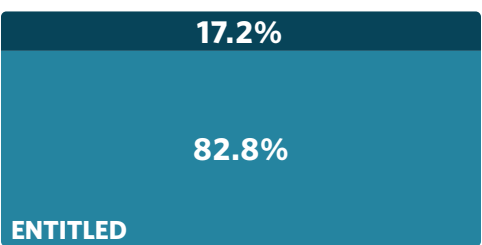
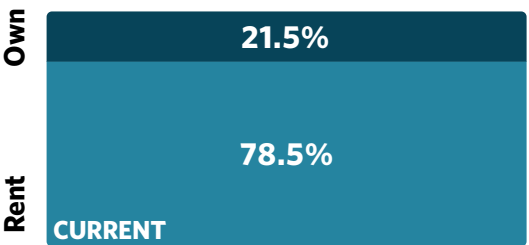
MULTIFAMILY

SINGLE-FAMILY & CONDOS



2020

CURRENT & APPROVED (ENTITLED) RENTAL MIX



Sources: Decennial US Censuses, H003, 1990 & 2020; Town of Addison Building Permits, February 2025; Dallas County Appraisal District, Certified Tax Roll Data, 2023



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.

Sources: US Census, S1101, various years; Town of Addison Housing Counts, 2023

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 WALKABILITY

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

The goal for Addison is to 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.



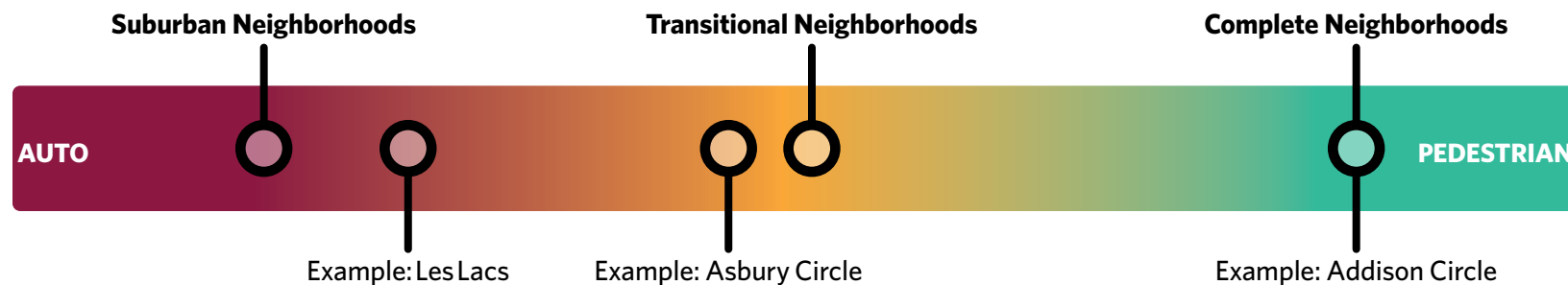
Place Types

p. 88-99

Spectrum of Change

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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 detached 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.



Additional Information

2017 Housing Policy

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.



Additional Information

What is a Complete Community?

NEIGHBORHOOD SCALE

Most resident's daily needs should be met at the neighborhood 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.

Source: American Planning Association, Uncovering JAPA, "What Is a Complete Community?", May 2024

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.



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

Market Position Report (Appendix E)

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. 197-202



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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 2026.



Photo: Jeff Speck, "Walkable City: How Downtown Can Save America, One Step at a Time", 2022

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 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.

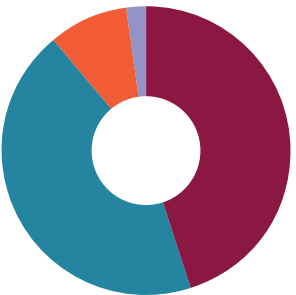
PROPORTION OF ADDISONITES THAT COMMUTE TO WORK



MEDIAN TRAVEL TIME TO WORK



HOUSEHOLD ACCESS TO VEHICLES

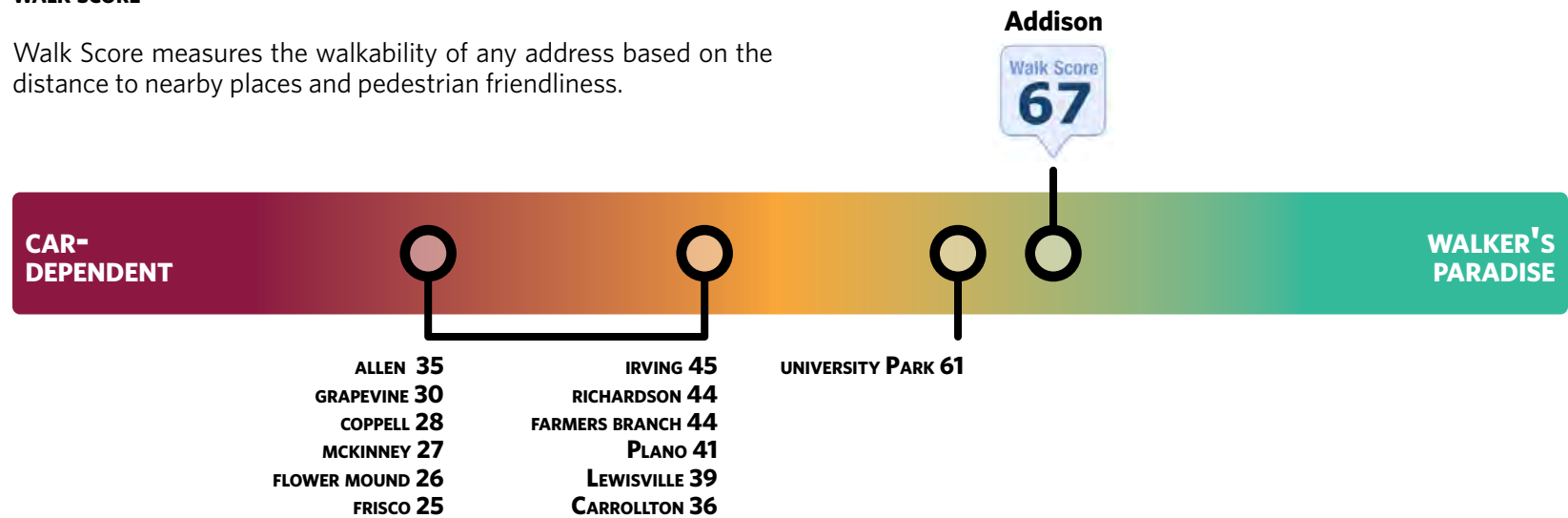


VEHICLES AVAILABLE	%
2 Vehicles	42.1
1 Vehicle	48.9
3 or More Vehicles	7.8
No Vehicles	1.2

Source: ACS 5-Year Estimates, S0801, 2023

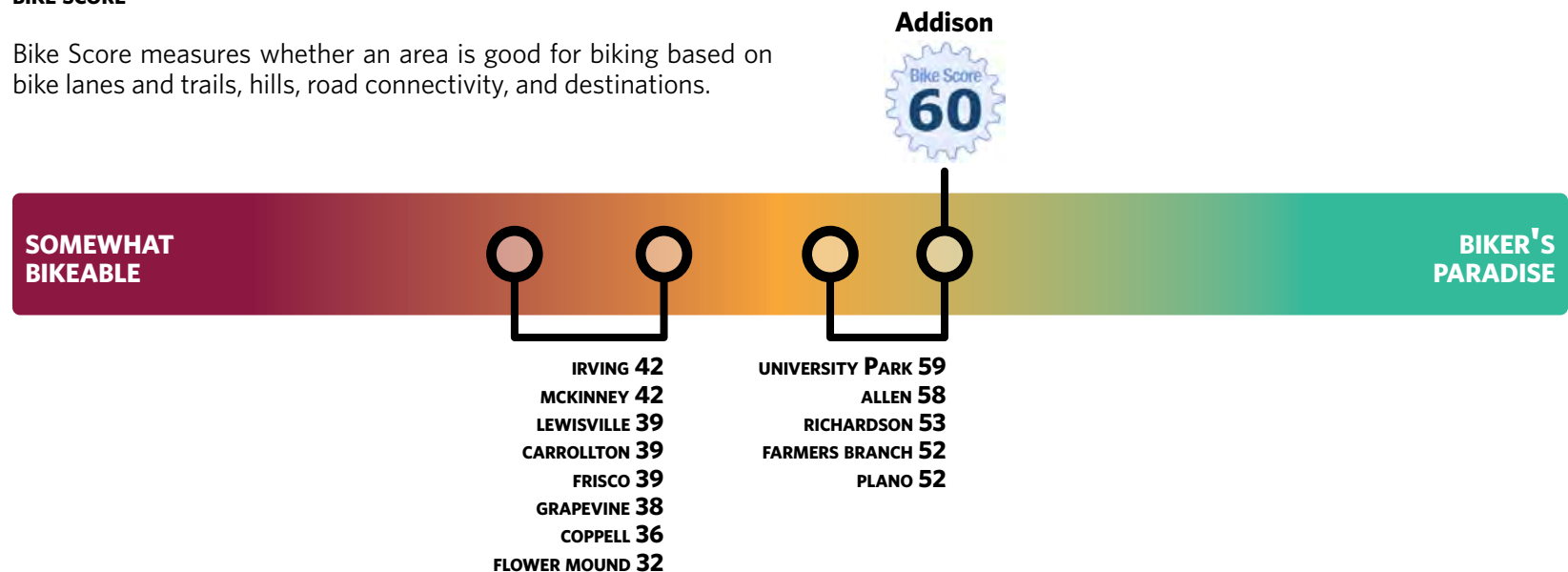
WALK SCORE

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.

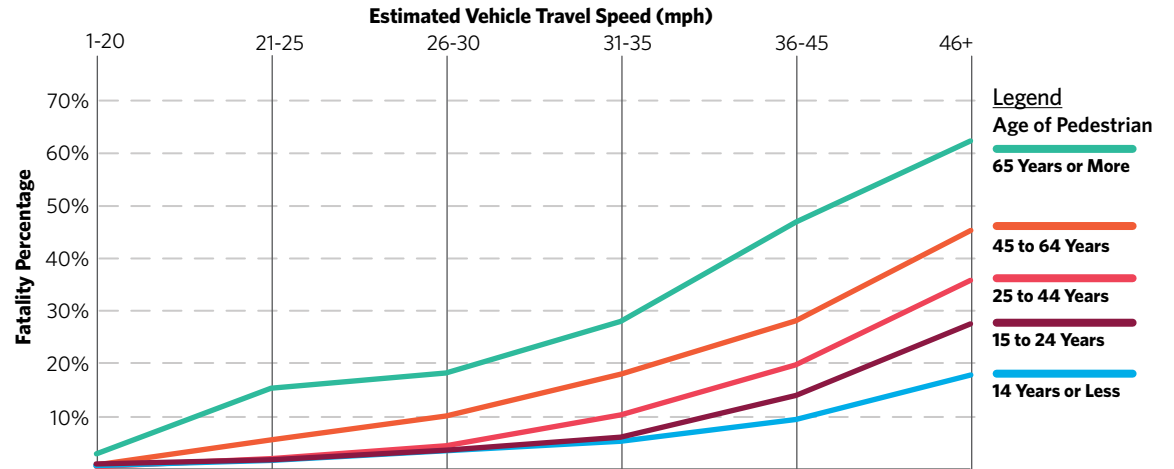
TRAVEL SPEEDS & SAFETY

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 FATALITIES



DRIVERS' VISUAL CONE AT VARIOUS SPEEDS



Source: (TOP) "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries" from the U.S. Department of Transportation's ROSA P repository, 1999; (BOTTOM) Verdunity, Midway Road Visual Cones

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 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

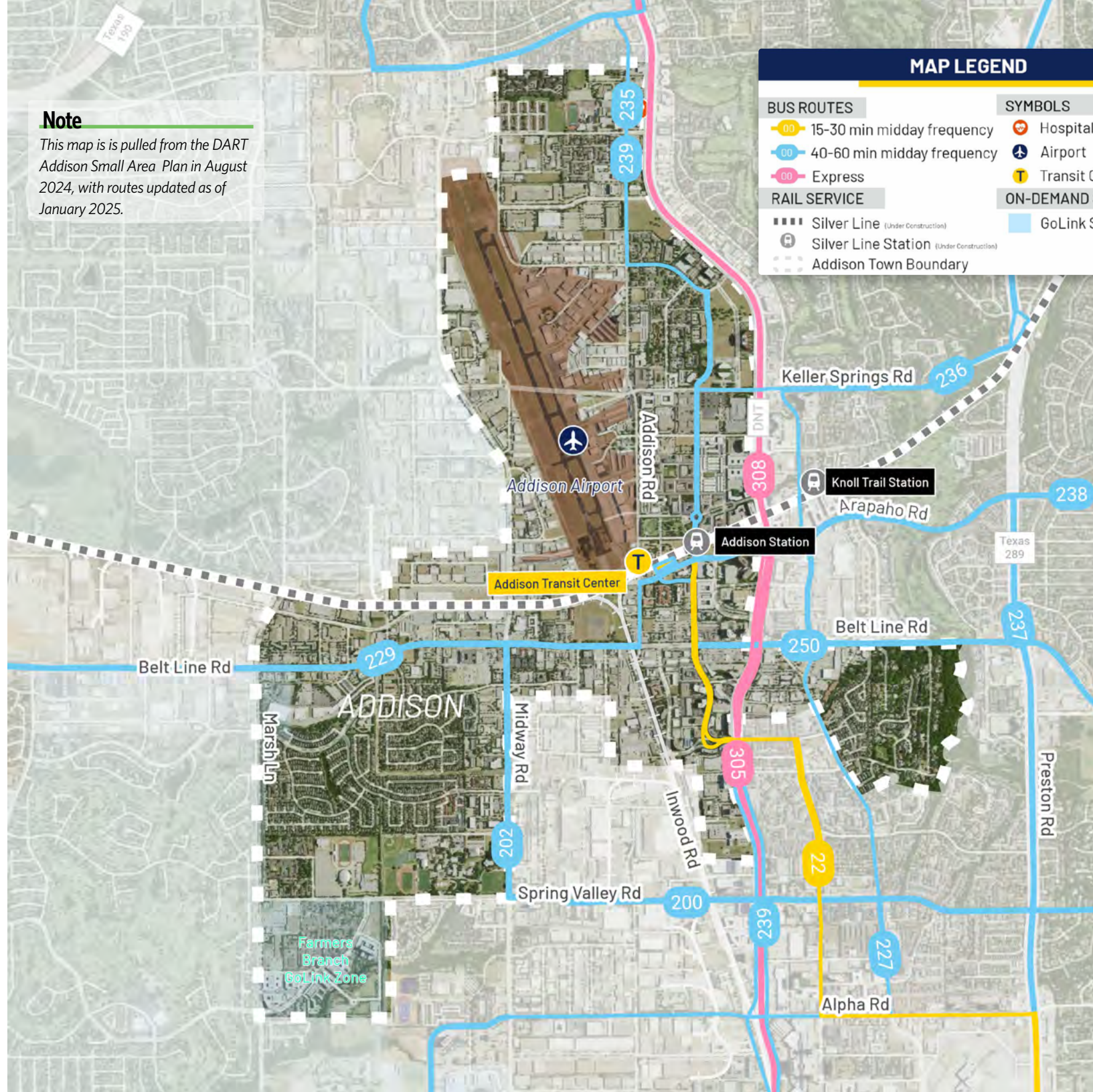
-  Silver Line (Under Construction)
-  Silver Line Station (Under Construction)
-  Addison Town Boundary

SYMBOLS

-  Hospital
-  Airport
-  Transit Center

ON-DEMAND SERVICE

-  GoLink Service Area



STRATEGIC FRAMEWORKS & CONCEPTS

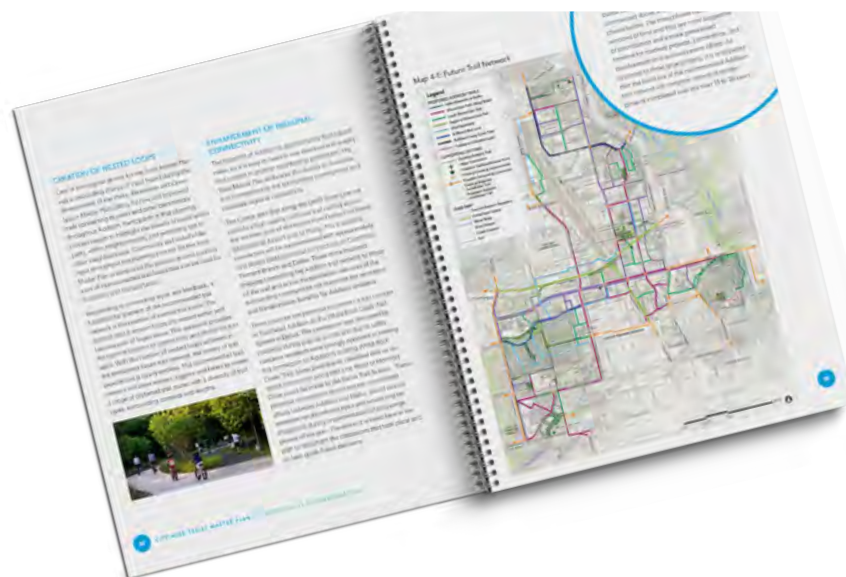
IMPROVING PEDESTRIAN ACCESS AND CONNECTIVITY

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. 88-99

Traffic Calming

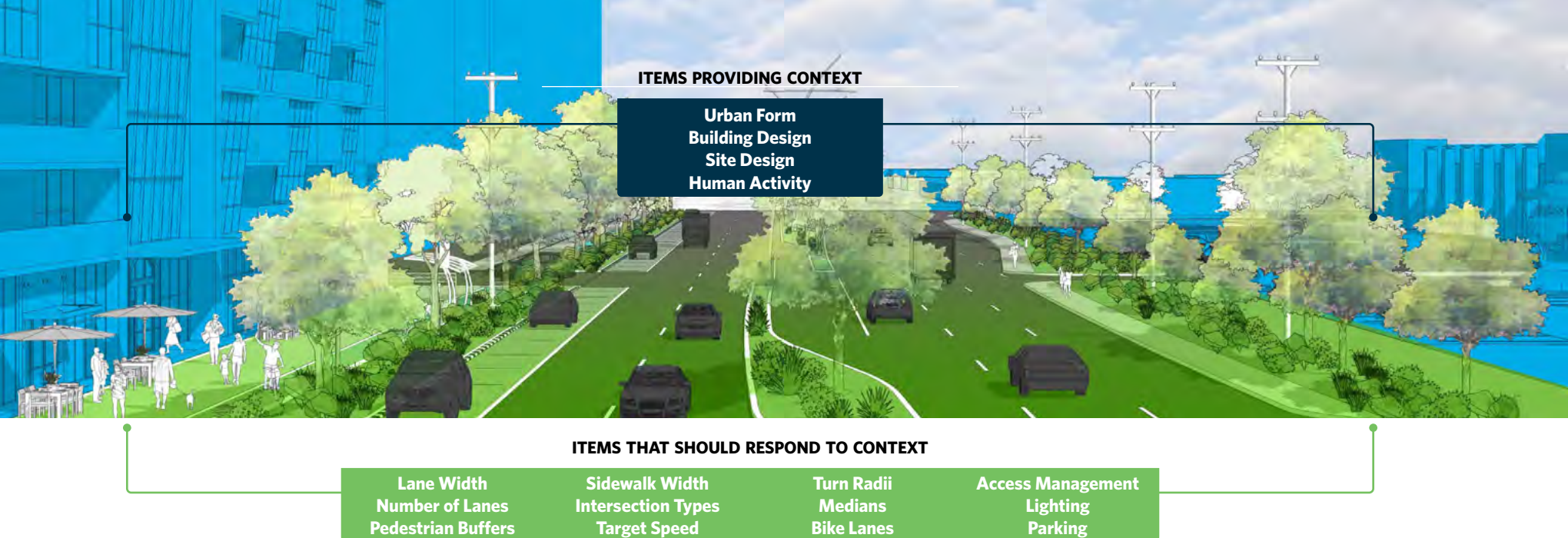
p. 154-156

Spectrum of Change

p.107-109

Active Transportation

p. 158



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 2026 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 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.

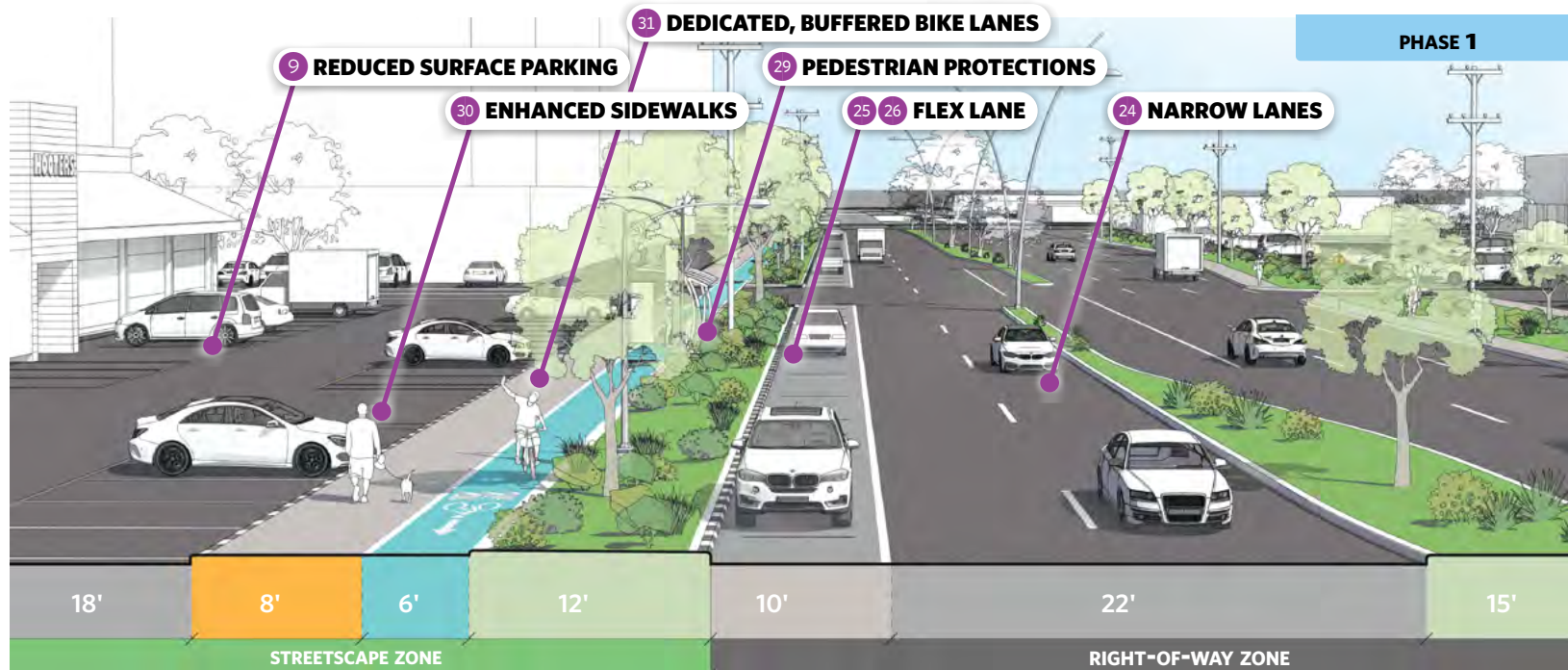


Transitional
Development

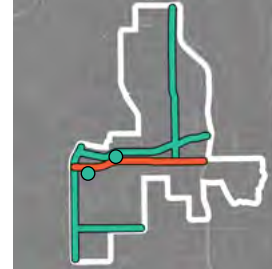
p. 111-115

Neighborhood
Typologies

p. 133-135

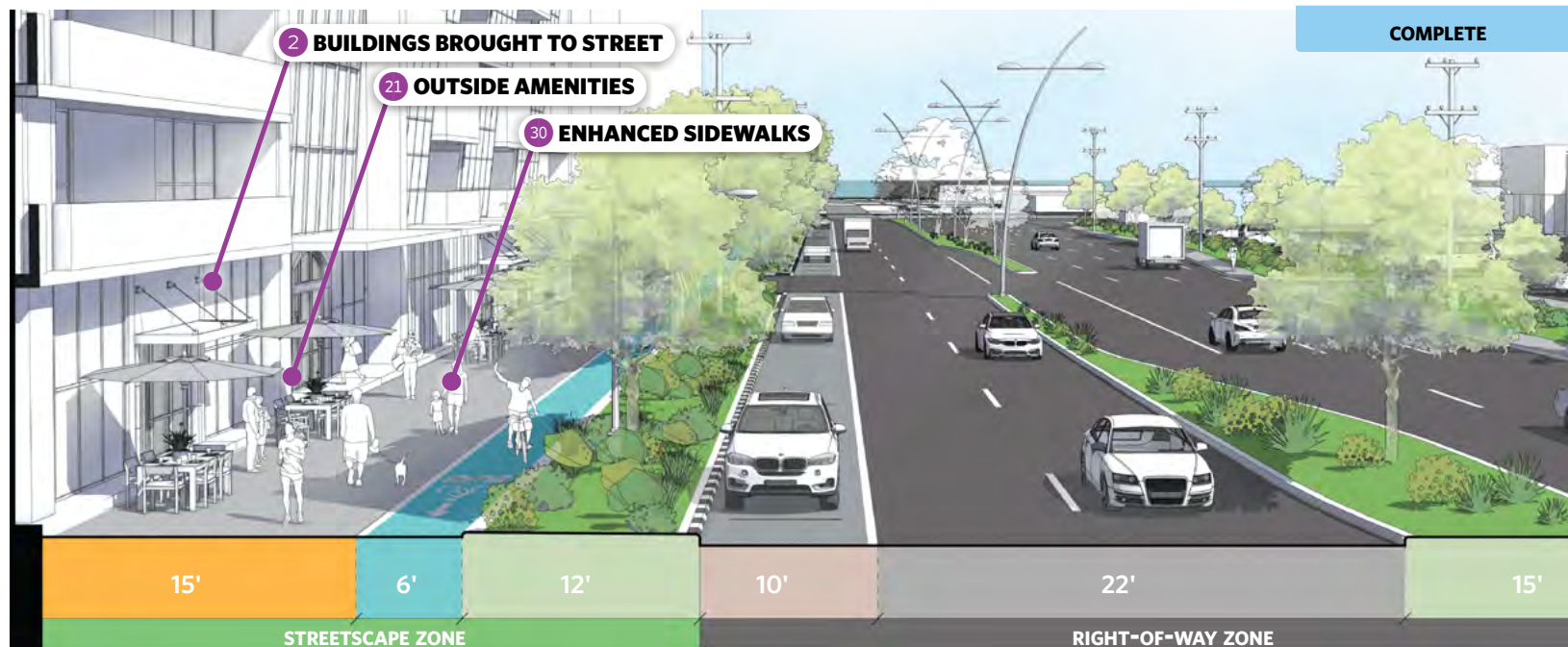


CONTEXT MAP



LEGEND

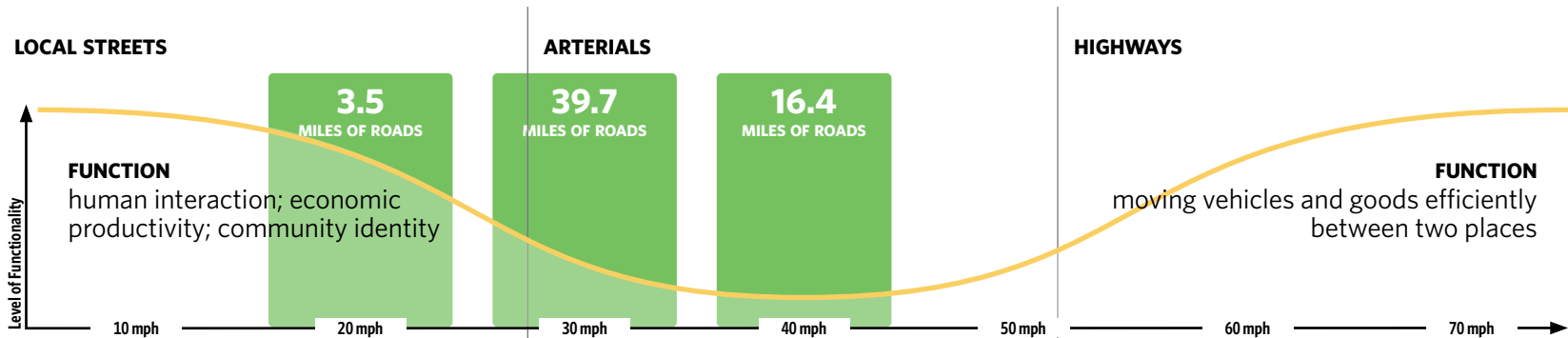
- **Featured Site**
Belt Line Road
- **Similar Locations**
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road



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.

Source: Town of Addison, Code of Ordinances, Section 78-140 - Streets other than school zone streets

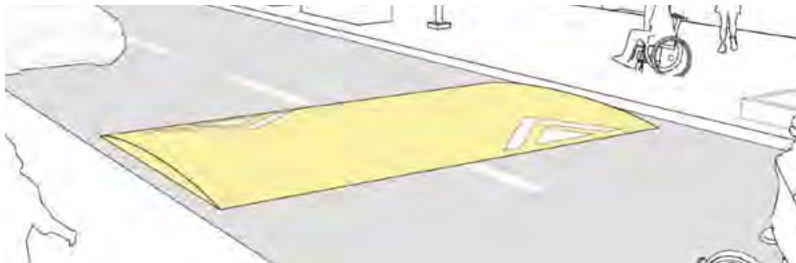
CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS

Traffic calming will be a major focus of the 2026 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>)

Source: NACTO's "Global Street Design Guide", 2016

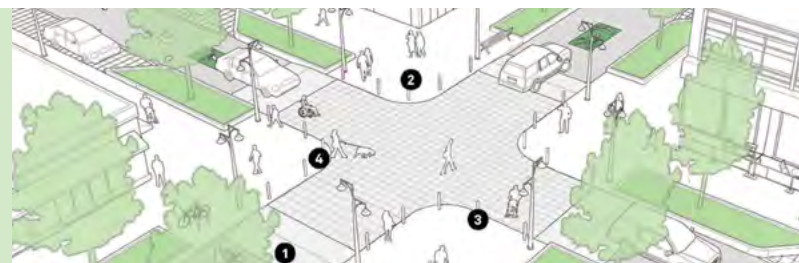
CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS CONTINUED

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>)

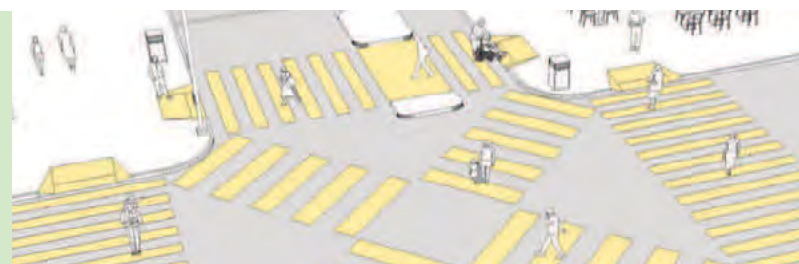
INTERSECTION ENHANCEMENTS

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.



Source: NACTO's "Global Street Design Guide", 2016

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 helped 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 provided 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



Source: Google Earth



Completing
Neighborhoods

p. 138

Neighborhood Mobility
& Connectivity

p. 139



Additional Information

Market Position Report (Appendix E)

CREATING A LOCAL CIRCULATOR

With the Silver Line 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 Lac's 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

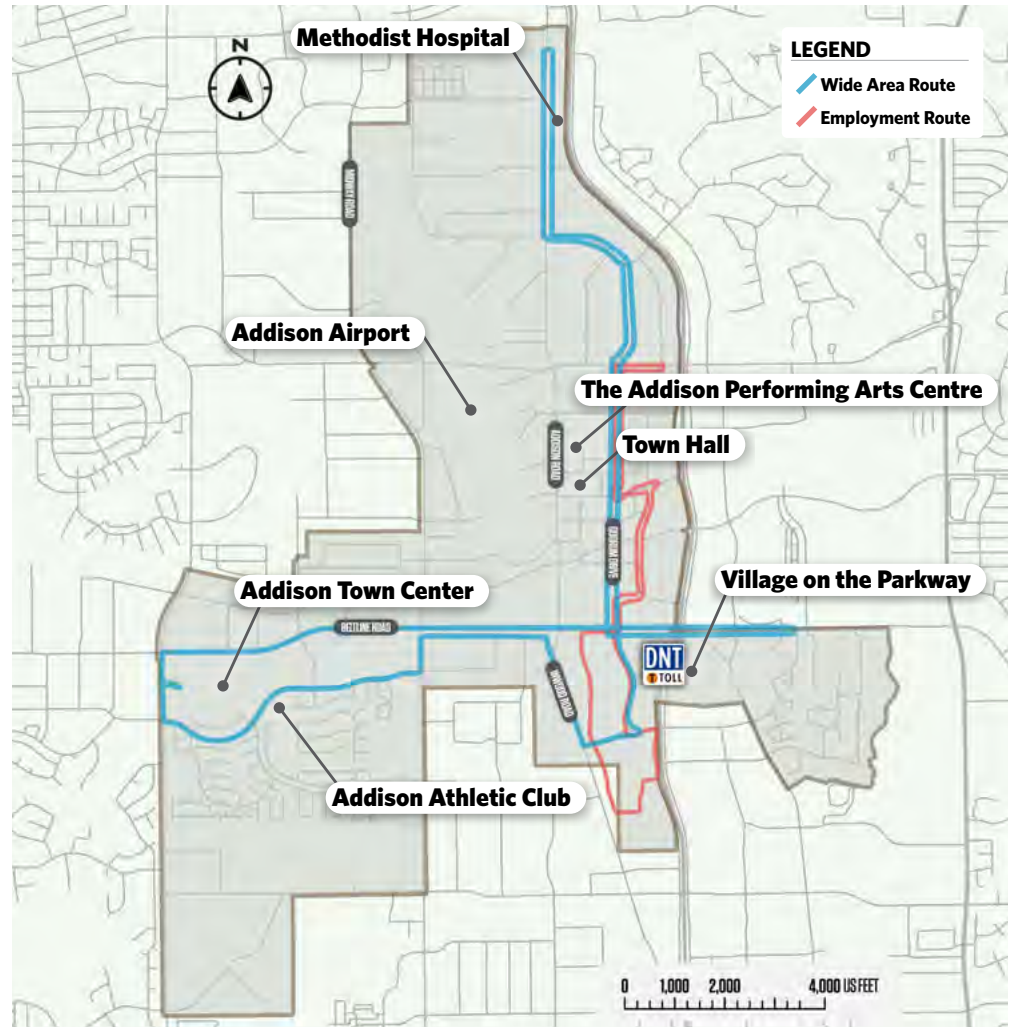


Photo Credit:
(LEFT) Kansas City
Streetcar Authority;
(RIGHT) City of
Dallas

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 2026 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



UPDATING THE 2016 MASTER TRANSPORTATION PLAN

The Town's 2016 Master Transportation 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 plan included 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 2026, the Master Transportation Plan will be 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 2026 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. 203-210

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

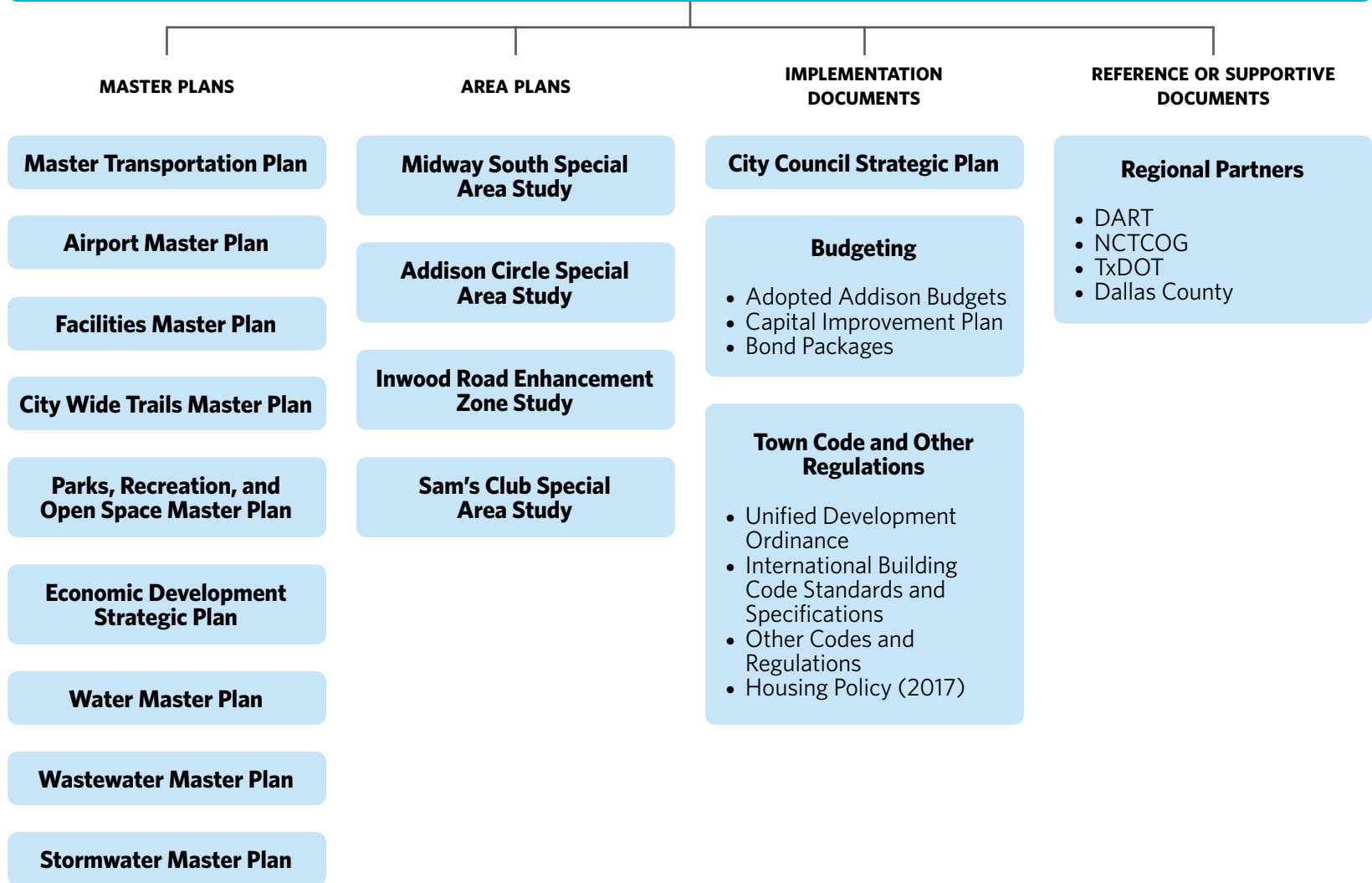
Large-scale master plans, like transportation plans, address specific community needs by outlining infrastructure and mobility strategies. They guide the development of efficient transportation systems, supporting growth and sustainability. In a comprehensive plan, these plans are crucial references, 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



Note: This list of plans is not inclusive of all planning efforts of the Town of Addison.

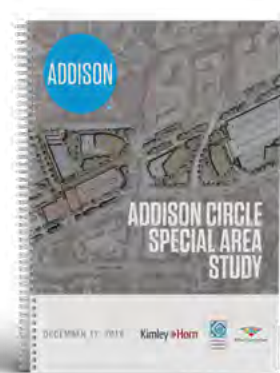


Additional Information

Plans & Studies

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.

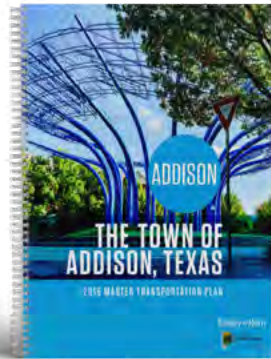


Additional Information

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 Transportation corridors.
- 6 Develop a program to address missing sidewalk links and repair needs.



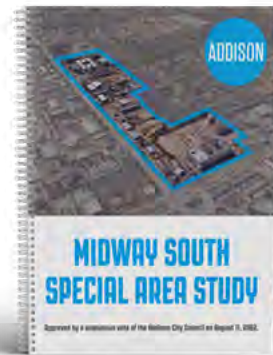
Additional Information

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. 211-214



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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

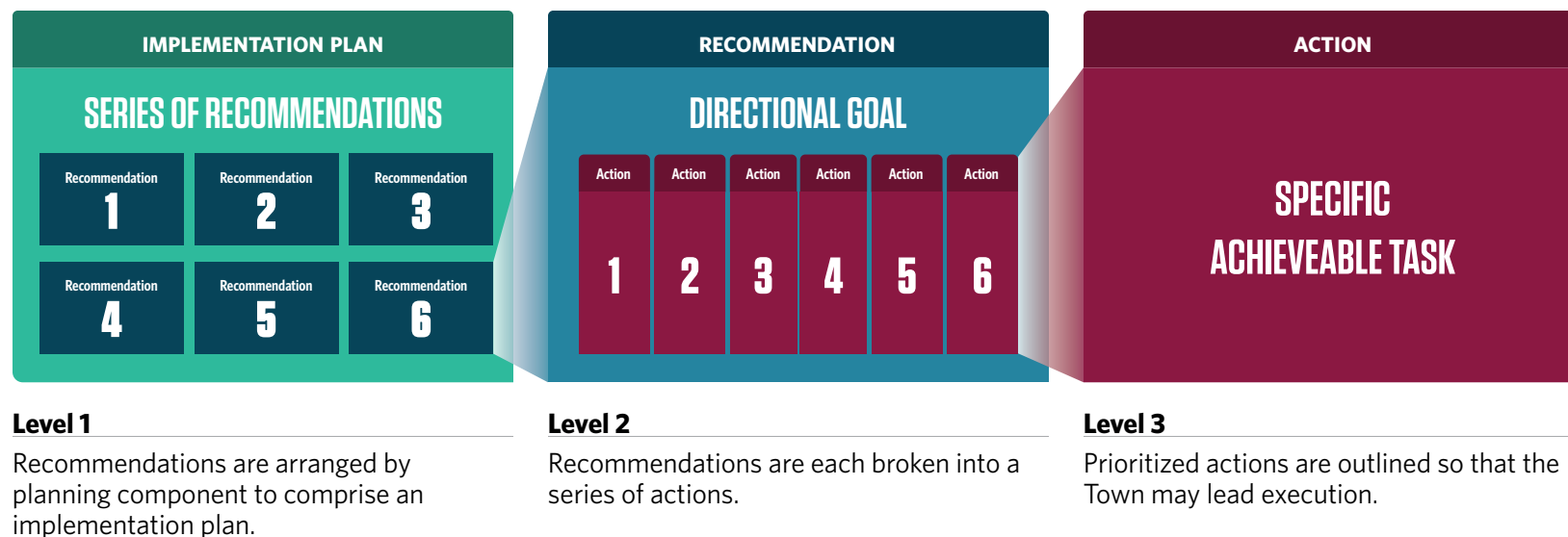
The Advance Addison 2050 dashboard should be an online interactive dashboard that serves as the public-facing tool to track the progress and implementation of the Comprehensive Plan. It will provide real-time updates (on a regular basis) on key metrics tied to the Plan's recommendations, offering transparency 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



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.

RECOMMENDATION IDENTIFIER

RECOMMENDATION

TOWN DEPARTMENT THAT LEADS THE ACTION

GROUPS THAT SUPPORT THE ACTION

ACTION IDENTIFIER

ACTION

ACTION

TYPE OF ACTION

TIMING

COUNCIL STRATEGIC FOCUS AREAS

COMPREHENSIVE PLAN DECISION MAKING PRINCIPLES

ACTION ID	ACTION	ACTION TYPE	THINK	IMAGINE	PRINCIPLES	DESIGN	IMPLEMENT	MONITOR	EVALUATE	ADJUST	REPEAT	CELEBRATE	CHAMPION	SUPPORT
MC2.A	Incorporate recommendations and projects from the 2021 Trails Master Plan into the 2025 Master Transportation Plan update.		25										Public Works and Engineering	PLW, ALW
MC2.B	Ensure future developments and redevelopments are designed in a manner that places pedestrian and bicyclists' experience as a high priority.												All known Departments	PLW, PAZ
MC2.C	Utilize the Park Development Fee to build out trails and amenity projects that support walkability throughout the town.												Parks and Recreation	PLW, PAZ
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	PLW, PAZ
MC2.E	Identify and secure funding for bicycle and pedestrian connections over the Dallas North Tollway.		26										City Manager's Office	PLW, PAZ, RA
MC2.F	Complete the Cotton Belt Trail with connections to existing system and trailhead at the DART station.		28										Public Works and Engineering	PLW, PAZ
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	PLW, PAZ
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	PLW, PAZ
MC2.I	Complete Beltway Drive bike/ped enhancements as outlined in the Trails Master Plan.												Public Works and Engineering	PLW, PAZ
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	PLW, PAZ

ACTION TYPE LEGEND

DESIGN: TACTICAL/COMMUNITY, PARTNERSHIPS, EDUCATION & COMMUNICATION, REGULATIONS, CAPITAL INVESTMENTS, FINANCIAL & PROCESS INCENTIVES, ECONOMIC DEVELOPMENT

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.



*Refining & Updating
this Plan*

p. 14

Vision Story

p. 19

*Decision-Making
Principles*

p. 20

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.



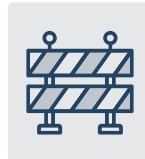
Regulations

Ordinances and adopted policies that are used to guide and enforce development patterns in the Town, most notably the zoning and subdivision ordinances.



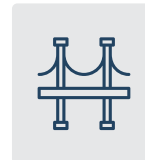
Tactical/Community

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.



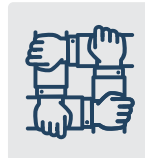
Capital Investments

Infrastructure projects and other Town investments that help preserve and enhance economic growth, property values and quality of life.



Partnerships

Specific partnerships and collaborative efforts that are needed or that can help to achieve the desired vision for Addison.



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.



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.



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 security 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 Character

- 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.79-128



Housing & Neighborhoods

p. 129-142

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. 143-162

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. 163-174

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.

61

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

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 & Revltz.	Mobi. & Conn.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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.		26																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.		26																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.		28																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				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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
G2.A	Apply fiscal impact analysis to proposed development projects and integrate the findings into memos and presentations for the Planning and Zoning Commission and City Council.																			Planning Division	FIN, IT, PWE, DEV
G2.B	Evaluate the UDC to ensure it contains market responsive regulatory incentives for incremental redevelopment in alignment with the Comprehensive Plan.																			Planning Division	CC, CMO, ED, FIN
G2.C	Create an existing conditions report of Addison and comparable municipalities and regional entites that may include but are not limited to budget comparisons, population trends, demographic information, housing unit counts, and any other relevant benchmark data.		26																	Planning Division	ED
G2.D	Perform a comprehensive evaluation of the development review process to identify gaps in data and areas of needed improvement in data sharing.																			City Manager's Office	CC, PLN
G2.E	Establish fiscal performance targets for new development and capital projects and regularly update them as necessary.		26																	Finance	CC, PLN, PWE, P&Z
G2.F	Create and establish a Buildable Land Inventory (BLI) that highlights existing undeveloped or underutilized land at the parcel level.		28																	Planning Division	ED, P&R, PWE
G2.G	Establish an easily accessible data portal and archive that visualizes, maps, and reports recently constructed developments for use with development or utility councils.		27																	Planning Division	CMO, ED, MKT
G2.H	Conduct an analysis on the types of land improvements that can be promoted or incentivized 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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63 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				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. & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
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 attraction of new businesses.		27																	Economic Development	CC, MKT

64 Design the Town's public safety fleet and response approaches to support a people- and place-based community.

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 & Revitiz.	Mobi. & Conn.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
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



65 Seek opportunities to make the Town more environmentally resilient.

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 & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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

66 Cultivate a culture of trust and collaboration in the community.

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 & Revltz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
66.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
66.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.		26																	City Manager's Office	CC, PLN
66.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
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67 Continue to invest in and maintain Addison's infrastructure systems.

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. & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
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

68 Explore opportunities for consolidating and/or expanding Town facilities.

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. & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
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 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				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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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
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LU2 Encourage infill and small-scale redevelopment to fill the missing needs in neighborhoods across Addison.

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. & Revitalize	Mobil. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
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.																			Planning Division	ED, MKT
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	Aesthetic Matter Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitiz.	Mobi. & Comm.	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
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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. & Revitiz.	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 including 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 integration 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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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 & Revitiz.			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.		26																	Marketing and Tourism	CC, ED, PLN, P&R
LU5.D	Collaborate with property owners and management companies to reimagine landscaping and open spaces that would attract the creation of Third Places.																			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
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LUG Encourage high-quality, harmonious development along the Dallas North Tollway

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 & Revitiz.	Mobi. & Comm.	Infra Dev. & Maint.			Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
LUG.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
LUG.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
LUG.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

LUG Design the built environment/redevelopment to interact with and respond to the adjacent land uses.

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. & Comm.	Infra Dev. & Maint.			Fin. Health & Org. Ex. Comm. Engagement	Vibrant Active Comm.	
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 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

p. 129-142

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				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	Aesthetic Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev. & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
HN1.A	Partner with residents to create Neighborhood Enhancement Plans that identify small projects that can be done to incrementally enhance each neighborhood.																			Planning Division	VOL
HN1.B	Review the neighborhood and service areas mentioned in existing plans and create a citywide neighborhood framework that can be used across all plans going forward.		30																	Planning Division	CMO, ED, MKT
HN1.C	Conduct a complete neighborhood assessment and accompanying workshop in each neighborhood to identify an initial list of missing and/or desired services by residents.		27																	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				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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
HN2.A	Conduct a neighborhood safety and mobility assessment to gather residents 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				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 & Revltz.			Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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 with emphasis on housing types described in the 2017 Housing Policy.		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 & Revitiz.			Mobi. & Comm.	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.		27																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				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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
HN5.A	Encourage high-quality, durable building construction that is flexible and encourages reinvestment over time.		26																Building Safety Division	CC, PLN
HN5.B	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
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HN6 Create more places for intentional gathering and recreation within existing and new neighborhoods.

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. & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex. Comm. Engagement	Vibrant Active Comm.
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 opportunities.		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 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

p. 143-162

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 & Revitiz.			Mobi. & Comm.	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 & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
MC2.A	Incorporate recommendations and projects from the 2021 Trails Master Plan into the 2026 Master Transportation Plan update.		26																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 priority.																		All Town Departments	CC, P&Z
MC2.C	Utilize the Park Development Fee to build out trails and amenity projects that support walkability throughout 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
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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. & Revitlz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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



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 y r)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitiz.	Mobi. & Comm.	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.																				Parks and Recreation	CC, PLN, PWE, P&Z

ACTION TYPE LEGEND

 GUIDELINES	 TACTICAL/COMMUNITY	 PARTNERSHIPS	 EDUCATION & COMMUNICATION	 REGULATIONS	 CAPITAL INVESTMENTS	 FINANCIAL & PROCESS INCENTIVES	 ECONOMIC DEVELOPMENT
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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. & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
MC4.A	Adopt adaptive road designs that allow for future conversion of existing roadways into different types of thoroughfares, as needed.		26																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.		26																Public Works and Engineering	PLN
MC4.C	Identify intersections and implement the appropriate traffic calming measurements identified in the Master Transportation Plan.		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
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MC5 Design neighborhood streets to prioritize people, place, and productive development.

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 & Revitiz.	Mobi. & Conn.			Infra Dev. & Maint.	Fin. Health & Org. Ex. Comm. Engagement	Vibrant Active Comm.
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 2026 Master Transportation Plan Policies.																		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				Decision-Making Principles			Council Focus Areas					Champion	Support					
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev. & Revitz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
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 feasibility, 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*

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

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 & Revitiz.	Mobi. & Comm.			Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement	Vibrant Active Comm.
RP1.A	Continue to implement recommendations outlined in the 2019 Parks, Recreation, and Open Space Master Plan.																			Parks and Recreation	CC, CMO, ED, MKT, PLN, PWE, DEV
RP1.B	Continue to implement recommendations and projects outlined in the 2021 Trails Master Plan.																			Parks and Recreation	CC, CMO, ED, PLN, PWE, DEV, RA
RP1.C	Implement recommendations and projects outlined in the 2025 Addison Circle Park Vision Plan.																			Parks and Recreation	CC, CMO, ED, MKT, PLN, PWE
RP1.D	Build two-year strategic redevelopment plans for the areas outlined in the Market Competitiveness Report (Appendix to the Comprehensive Plan) that considers Town policy reform, funding strategies, and redevelopment incentives, as applicable through the Economic 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 2026 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



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	Aesthetic Matter Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitiz.	Mobi. & Comm.	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 2026 Master Transportation Plan update.		26																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





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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](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 Transportation Engineers (CNU-ITE)

Jointly created manuals that focus on the design and elements for walkable urban thoroughfares.

(amckeag. (2015, June 11). CNU / ITE Manual. CNU. <https://www.cnu.org/our-projects/cnu-ite-manual>)

Dallas Area Rapid 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](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](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 United States and surrounding international waters.

(Federal Aviation Administration. (2019). Federal Aviation Administration. [Faa.gov. https://www.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 devices on roadways.

(MUTCD Overview - FHWA MUTCD. (n.d.). [Mutcd.fhwa.dot.gov](https://mutcd.fhwa.dot.gov/kno-overview.htm). <https://mutcd.fhwa.dot.gov/kno-overview.htm>)

National Association of City Transportation Officials (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. [Wwww.britannica.com](https://www.britannica.com/topic/NIMBY). <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://Wwww.twitter.com/NCTCOGtrans](http://Wwww.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))

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.). Wwww.planetizen.com. <https://www.planetizen.com/definition/yimbys>)

COLOPHON

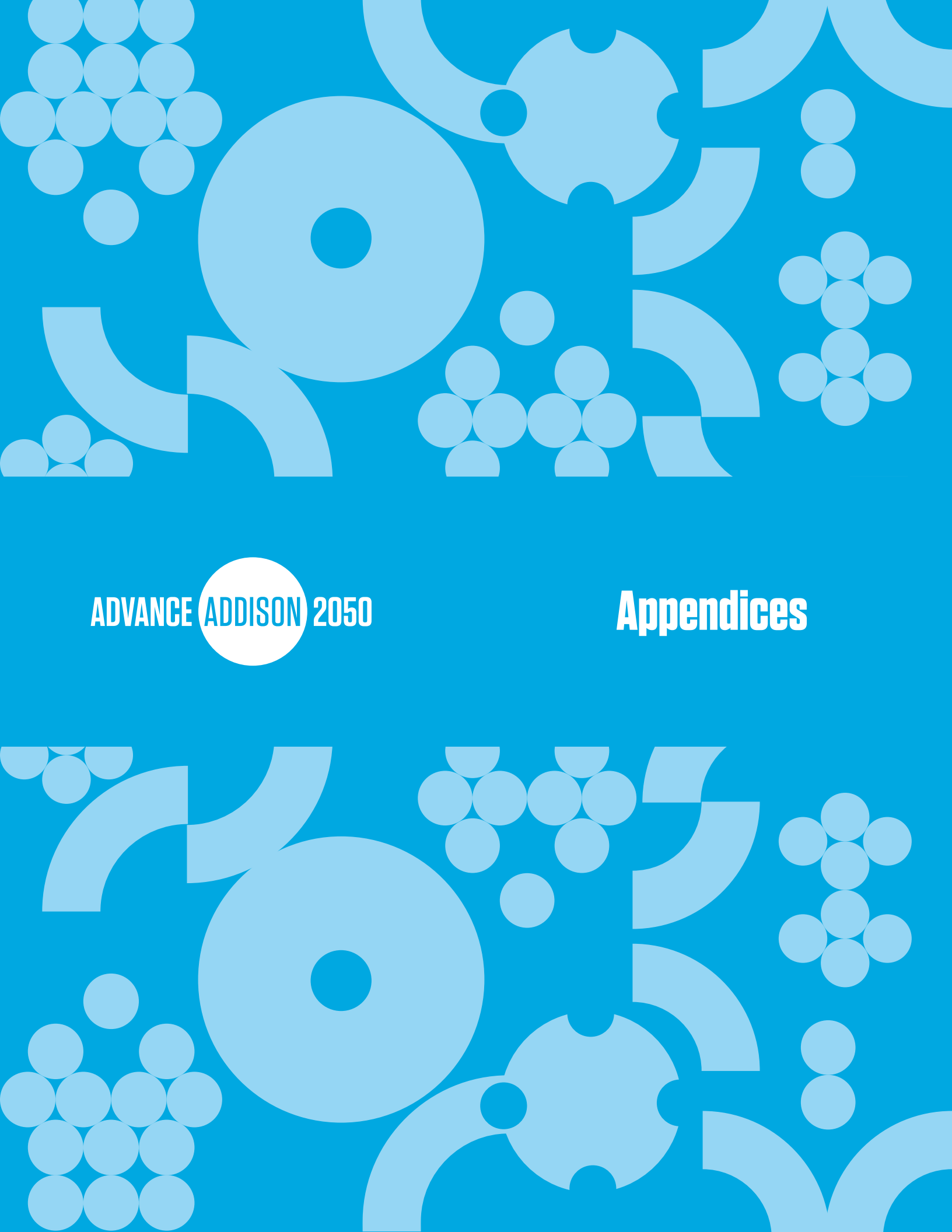
This document principally employs the typeface Whitney in running text and a number of headline styles – it was designed by Tobias Frere-Jones. Primary headlines are set in Tungsten in its semibold weight – it was designed by Tobias Frere-Jones with Jonathon Hoefler, and was used here to tie this document together with the adopted brand that the Town of Addison employs across its communication channels.

The document was laid out and typeset, and graphic elements were designed by Marshall Hines in Adobe InDesign, Illustrator, and Photoshop. Korrie Becht finalized the document for adoption. Maps were generated by Katherine Linares, Maddie Capshaw, Matt Meals, and Antonela Stoica in ArcGIS. Some maps were prepared for publication in Adobe Illustrator.

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ADVANCE ADDISON 2050

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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. 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

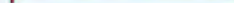
14.18% Walkability & Bikeability

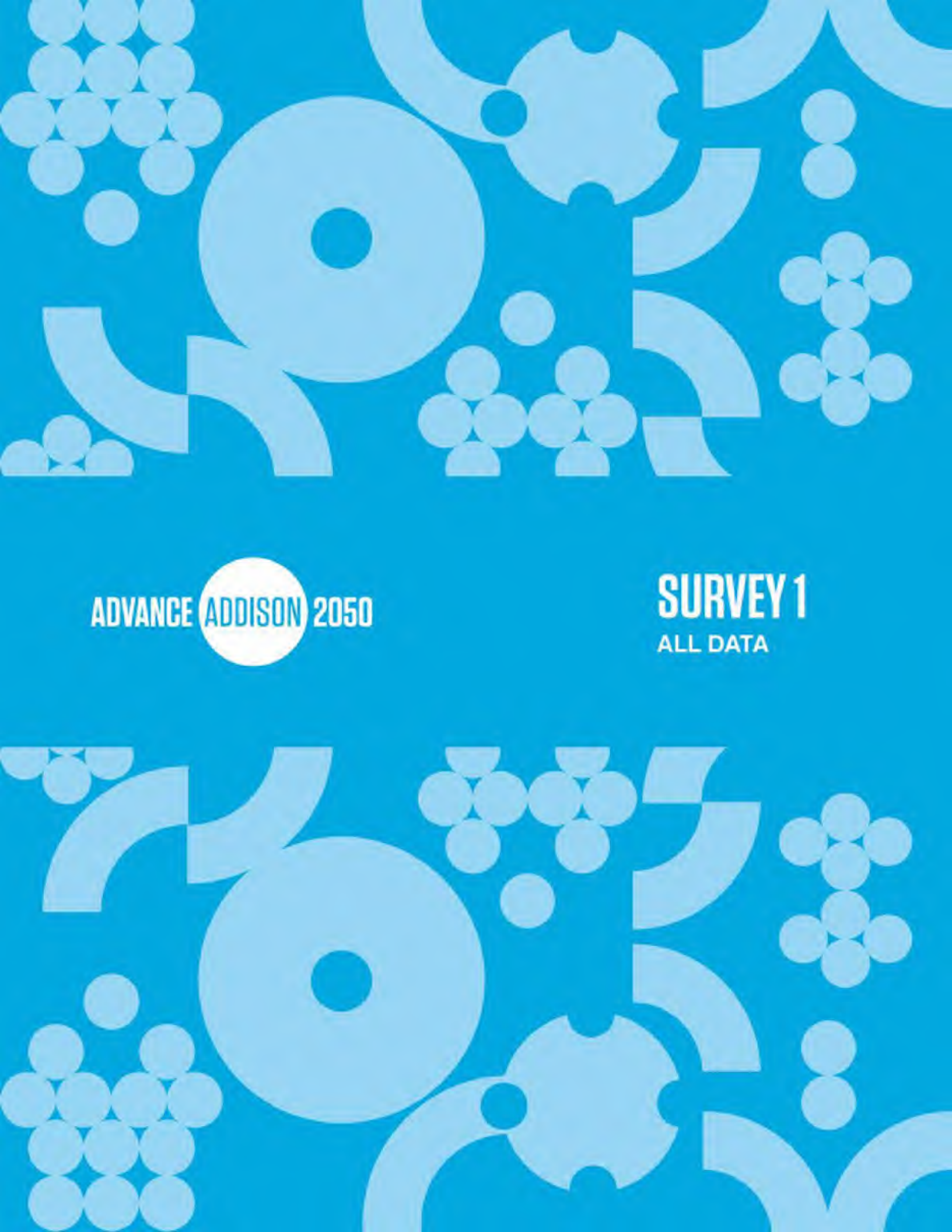
11.94% Redevelopment

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

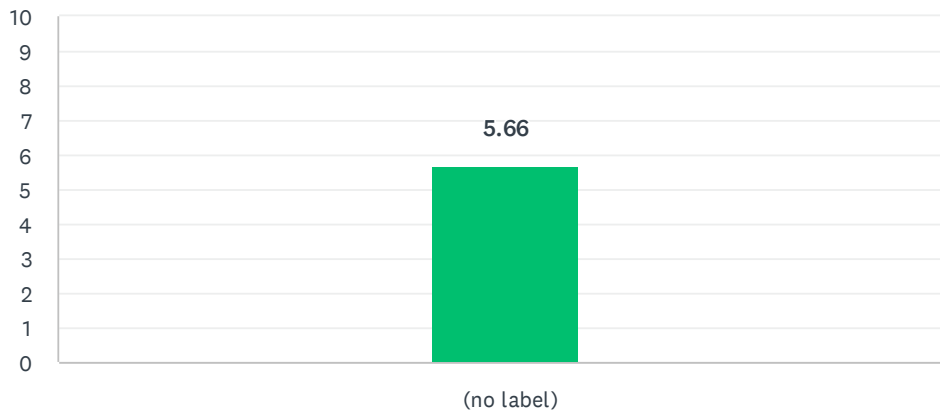


ADVANCE **ADDISON** 2050

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.

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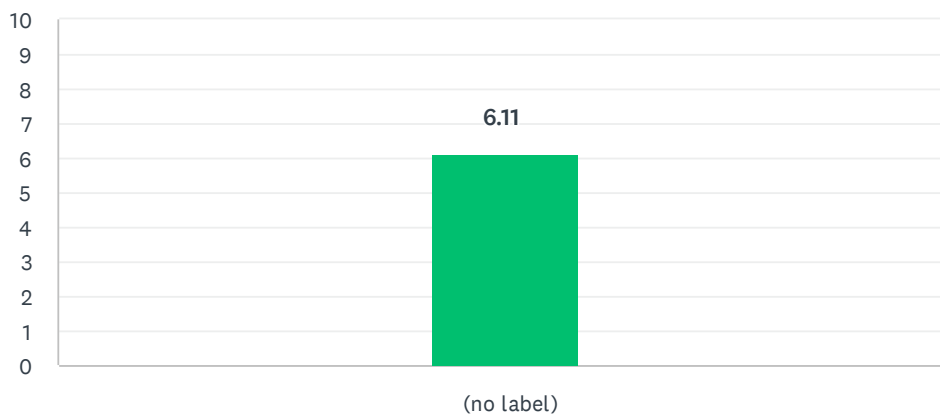
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	2.53% 4	4.43% 7	12.03% 19	12.66% 20	15.82% 25	11.39% 18	18.99% 30	15.19% 24	3.16% 5	3.80% 6	158	5.66

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 6.00	Mean 5.66	Standard Deviation 2.16
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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



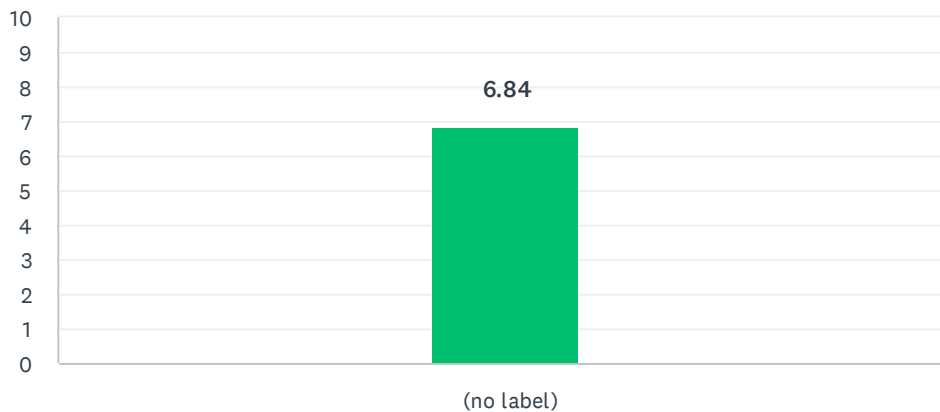
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.16% 5	5.06% 8	9.49% 15	9.49% 15	12.03% 19	7.59% 12	16.46% 26	24.68% 39	6.96% 11	5.06% 8	158	6.11

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 7.00	Mean 6.11	Standard Deviation 2.35
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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



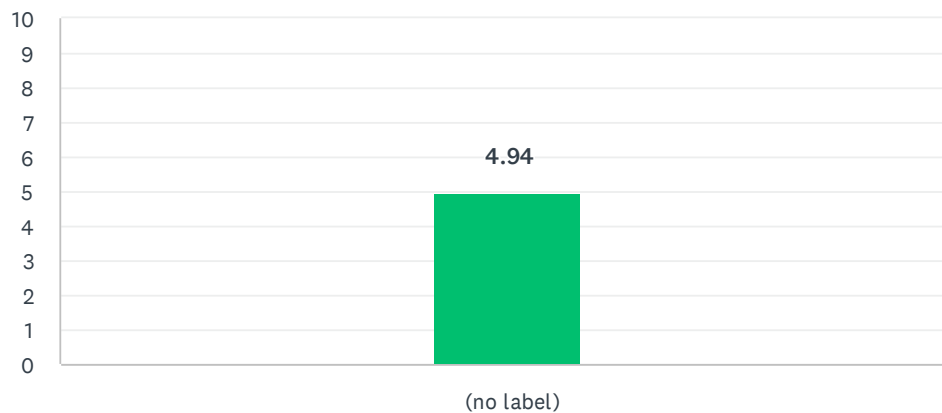
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	1.27% 2	1.90% 3	1.90% 3	6.33% 10	13.92% 22	13.29% 21	16.46% 26	28.48% 45	9.49% 15	6.96% 11	158	6.84

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 7.00	Mean 6.84	Standard Deviation 1.94
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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



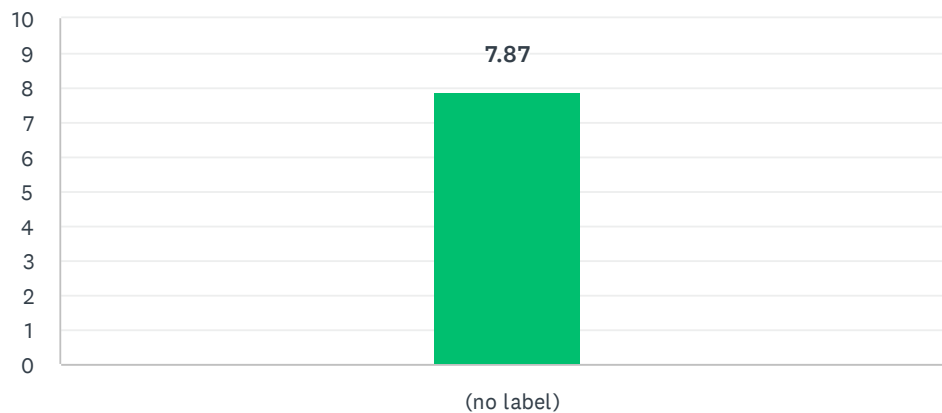
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	11.39% 18	4.43% 7	10.76% 17	12.03% 19	22.15% 35	14.56% 23	8.86% 14	11.39% 18	1.90% 3	2.53% 4	158	4.94

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 5.00	Mean 4.94	Standard Deviation 2.29
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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



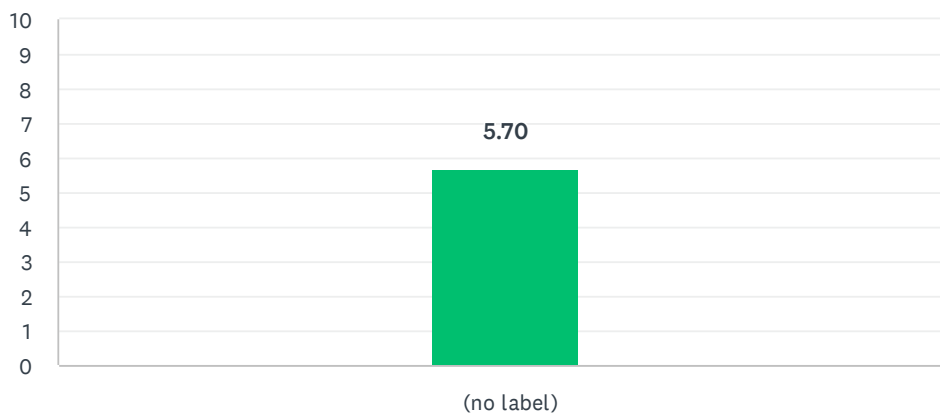
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	0.63% 1	0.63% 1	1.27% 2	3.16% 5	3.80% 6	9.49% 15	12.66% 20	27.22% 43	25.32% 40	15.82% 25	158	7.87

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 8.00	Mean 7.87	Standard Deviation 1.75
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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.

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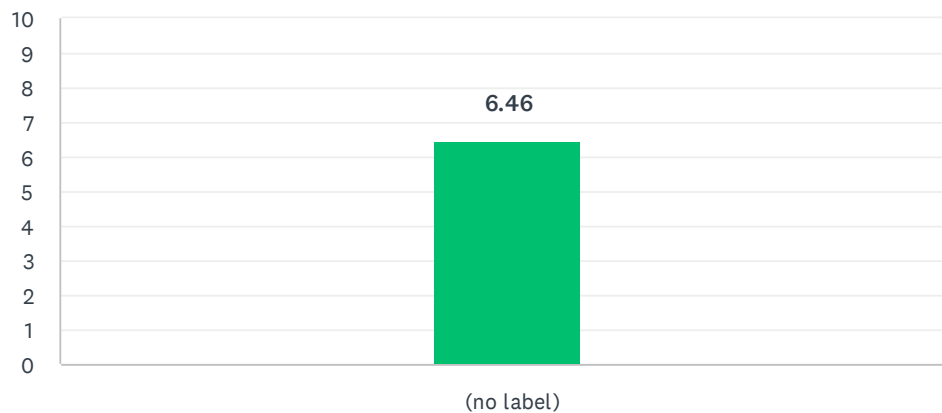
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.80% 6	5.70% 9	6.96% 11	8.86% 14	14.56% 23	22.15% 35	20.25% 32	10.76% 17	5.06% 8	1.90% 3	158	5.70

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 6.00	Mean 5.70	Standard Deviation 2.07
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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



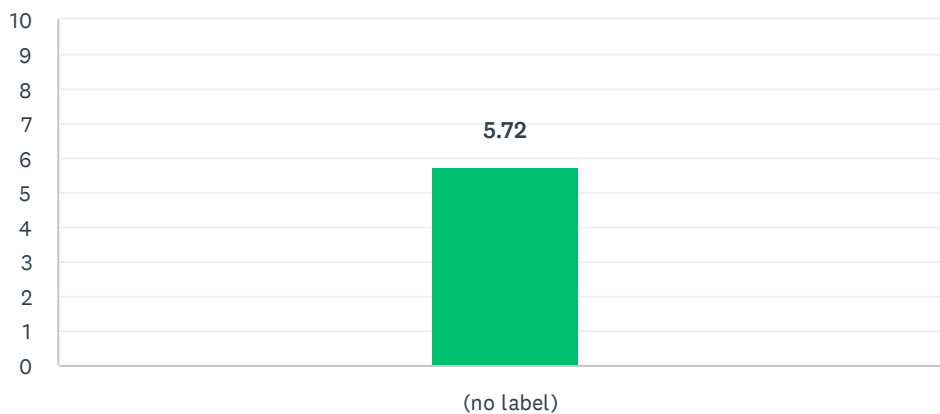
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	0.63% 1	2.53% 4	5.70% 9	4.43% 7	25.32% 40	5.70% 9	20.25% 32	22.15% 35	6.96% 11	6.33% 10	158	6.46

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 7.00	Mean 6.46	Standard Deviation 2.01
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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



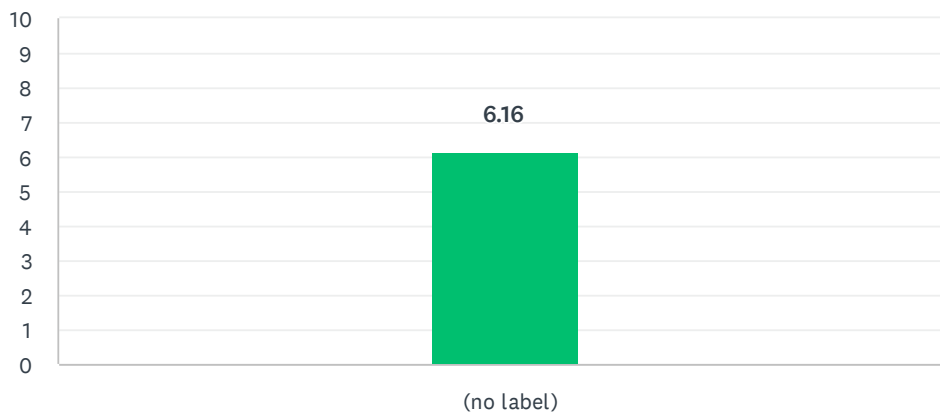
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	2.53% 4	3.16% 5	3.80% 6	8.23% 13	34.81% 55	12.03% 19	18.35% 29	11.39% 18	3.80% 6	1.90% 3	158	5.72

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 5.00	Mean 5.72	Standard Deviation 1.83
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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



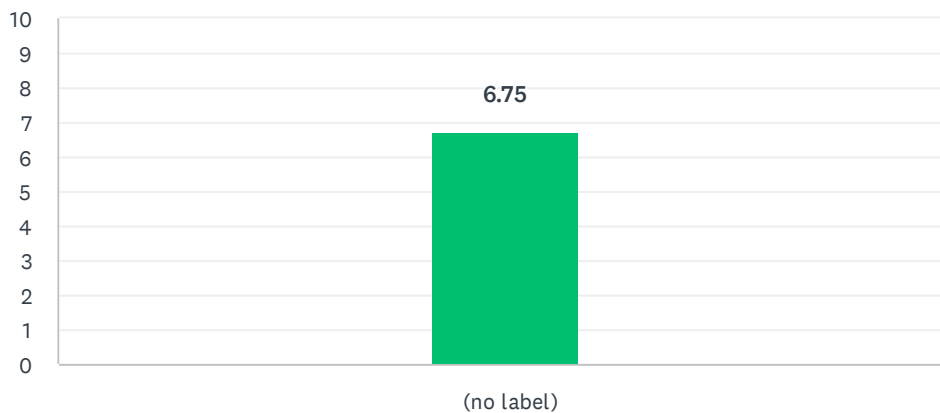
	1 (1)	2 (2)	3 (3)	4 (4)	5 (5)	6 (6)	7 (7)	8 (8)	9 (9)	10 (10)	TOTAL	WEIGHTED AVERAGE
(no label)	3.80% 6	2.53% 4	8.23% 13	6.96% 11	18.35% 29	11.39% 18	15.19% 24	17.09% 27	13.29% 21	3.16% 5	158	6.16

BASIC STATISTICS

Minimum 1.00	Maximum 10.00	Median 6.00	Mean 6.16	Standard Deviation 2.25
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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 1.00	Maximum 10.00	Median 7.00	Mean 6.75	Standard Deviation 2.40
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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

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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

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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 Trolleys, 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

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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

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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



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

public stop bus great times better DVO unique restaurants education improved customer
housing keeping city infrastructure areas single family need buildings
businesses better apartments parks
Addison better Town new residents private development new
rental houses Attracting more traffic Addison circle Less apartments roads

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

aging single family homes housing growth keeping maintaining building control
businesses public Traffic restaurants crime residents
apartments balancing town community need
current Attracting people many apartments employees population
and properties Limited citizens

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

Vibrant Community Assessment

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

Vibrant Community Assessment

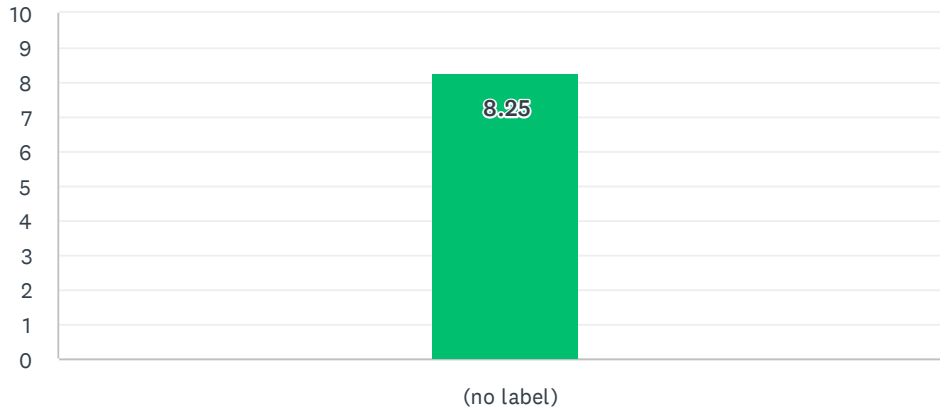
70	Employees need to challenged to improve their jobs.	10/13/2023 4:00 PM
71	Crime prevention, law enforcement and public safety	10/13/2023 3:39 PM
72	Crime is high	10/13/2023 3:25 PM
73	Involving the renters in the community and government	10/13/2023 3:11 PM
74	Attracting businesses that's not a restaurant	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

Vibrant Community Assessment

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 1.00	Maximum 10.00	Median 9.00	Mean 8.25	Standard Deviation 1.81
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#	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

Vibrant Community Assessment

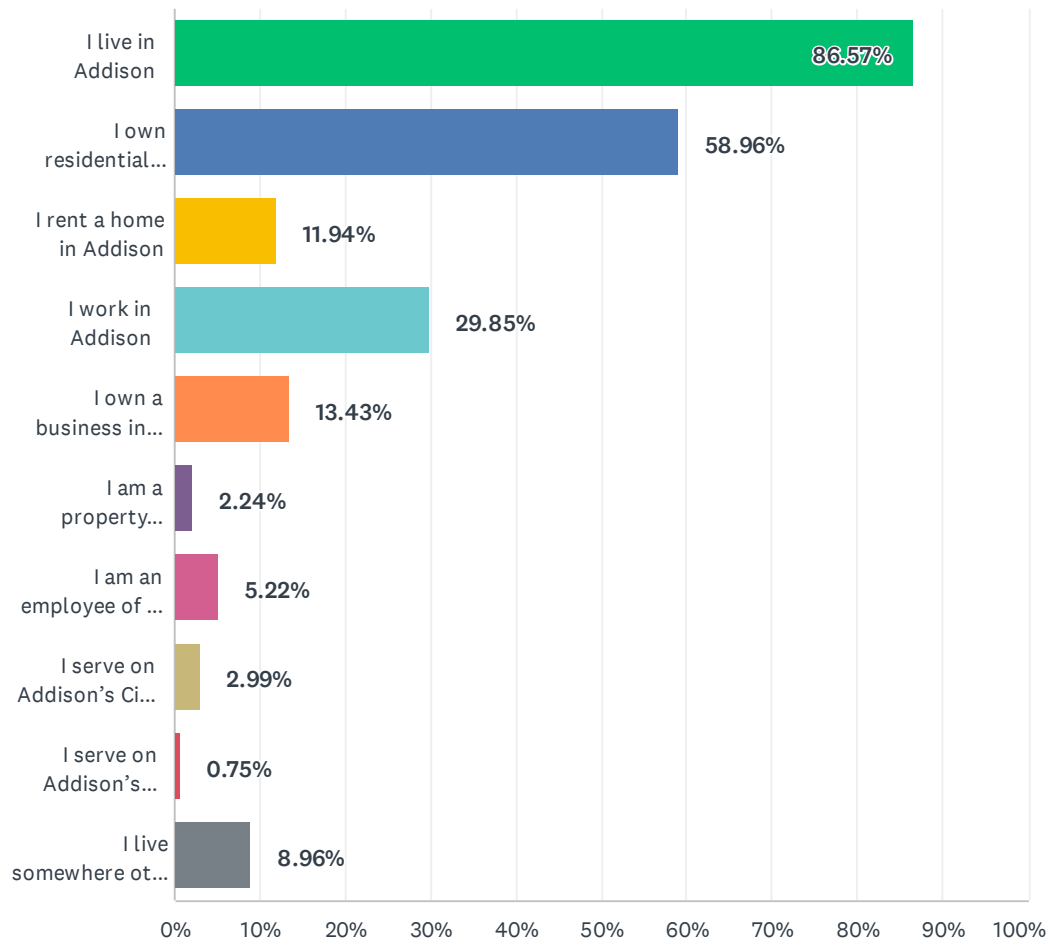
	spending time/energy focused on city engagement	
13	Starting a family here.	10/16/2023 6:32 PM
14	More attention paid by Council to homeowners.	10/16/2023 10:56 AM
15	A little more time. I'm new to the area. Information about opportunities	10/16/2023 9:54 AM
16	Better understanding of direction and commitments 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

Vibrant Community Assessment

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



Vibrant Community Assessment

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		

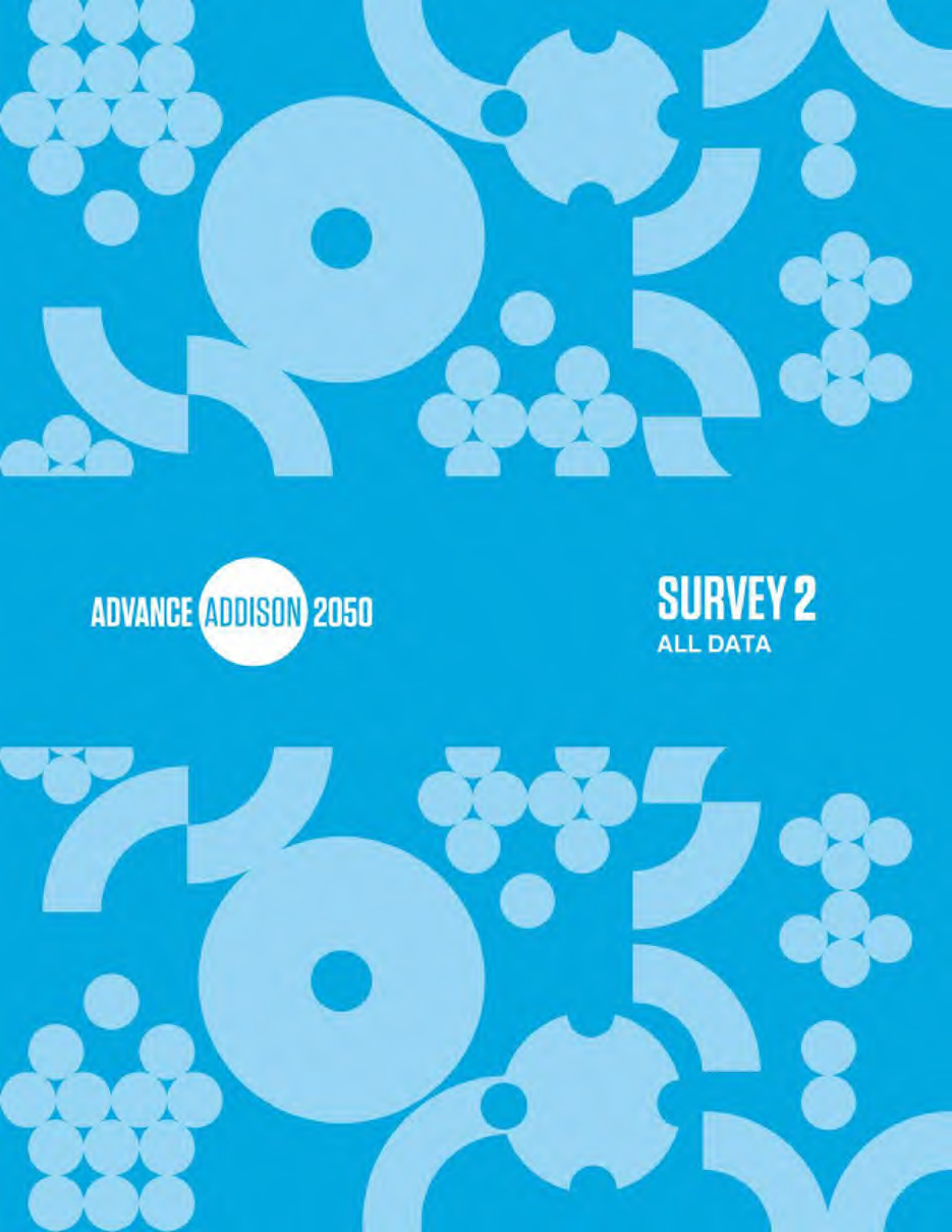
BASIC STATISTICS				
Minimum 1.00	Maximum 10.00	Median 2.00	Mean 2.70	Standard Deviation 2.24

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

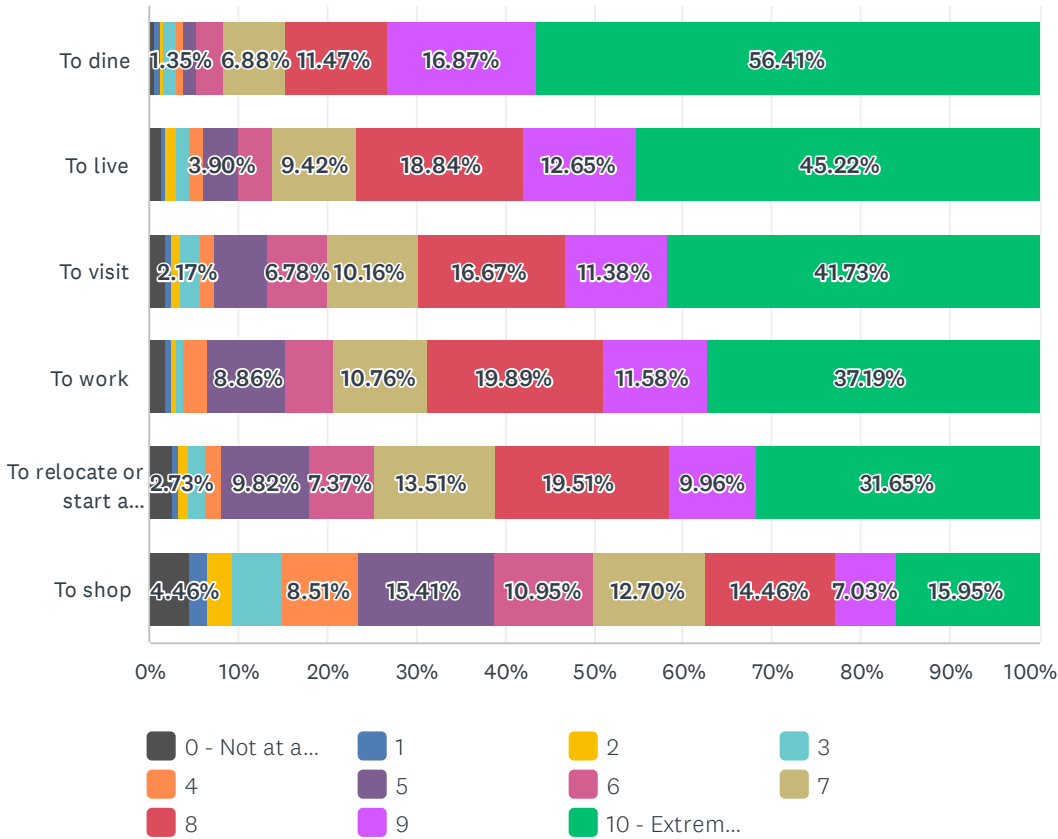


ADVANCE **ADDISON** 2050

SURVEY 2
ALL DATA

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

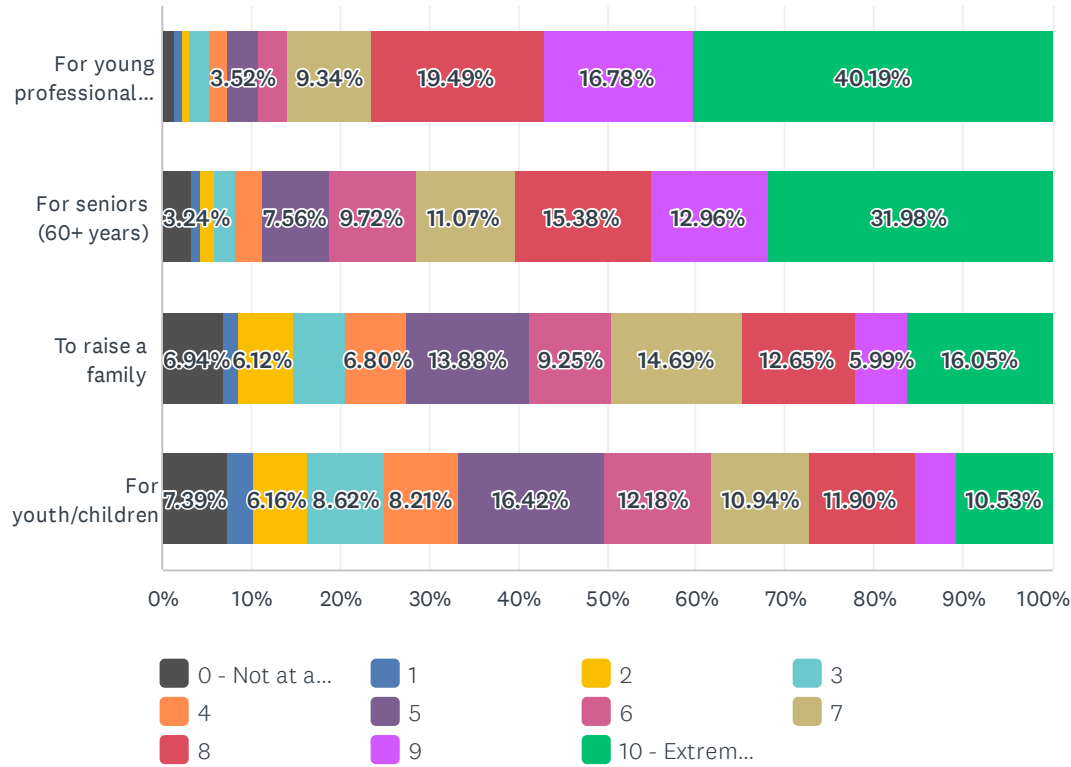
Answered: 745 Skipped: 4



	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

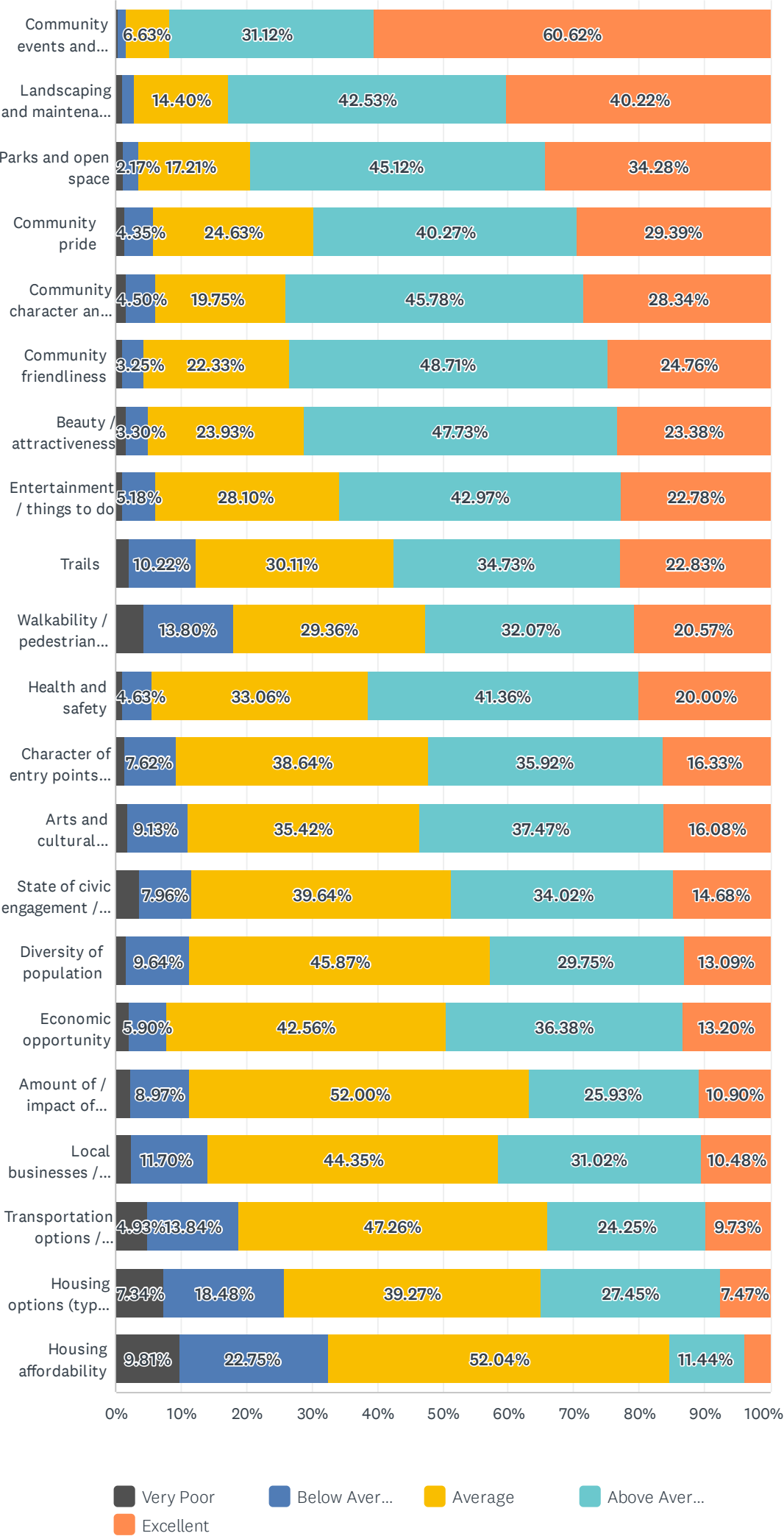


	0 - NOT AT ALL LIKELY	1	2	3	4	5	6	7	8	9	10 - EXTREMELY LIKELY
For young professionals (18-35 years)	1.49% 11	0.81% 6	0.68% 5	2.30% 17	2.03% 15	3.52% 26	3.38% 25	9.34% 69	19.49% 144	16.78% 124	40.19% 297
For seniors (60+ years)	3.24% 24	1.08% 8	1.62% 12	2.29% 17	3.10% 23	7.56% 56	9.72% 72	11.07% 82	15.38% 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

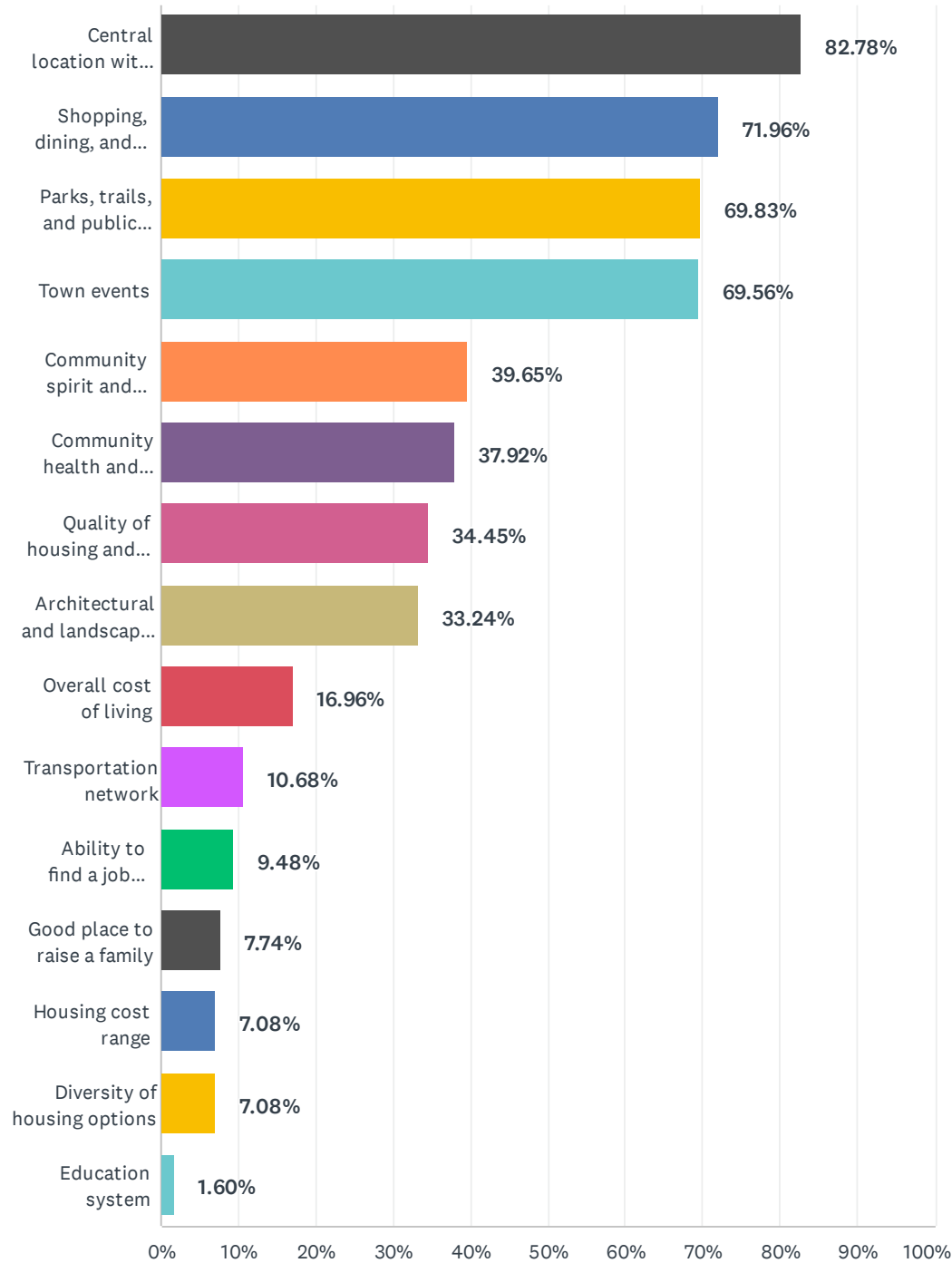
Please select a response for each item using the dropdown.



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



VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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

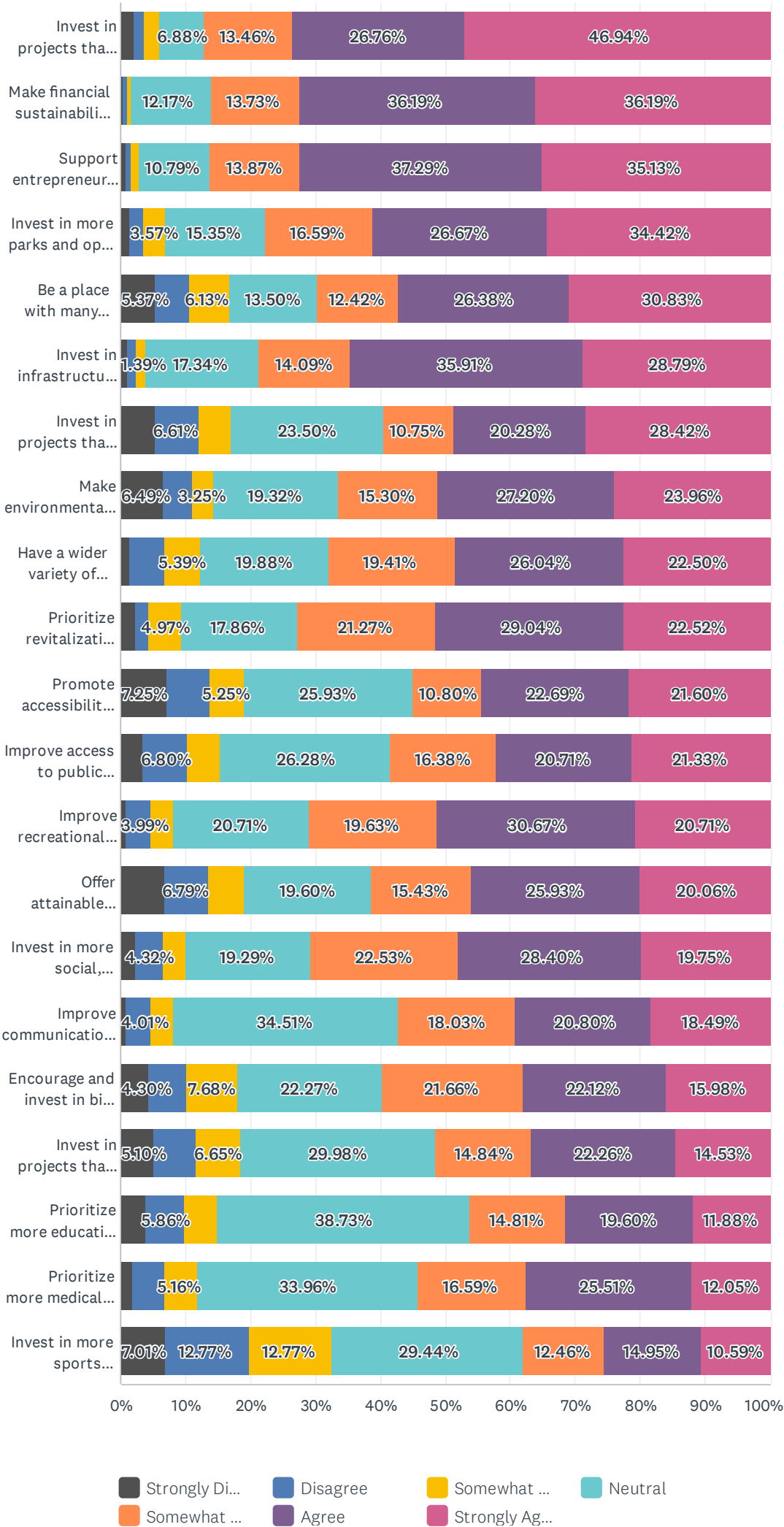
VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
545	Kaboom Town	11/11/2023 6:25 AM
546	Liveable	11/10/2023 10:16 PM
547	Location	11/10/2023 10:08 PM
548	Friendliness	11/10/2023 9:35 PM
549	Bars and crime	11/10/2023 4:43 PM
550	Convenience	11/10/2023 4:19 PM
551	Festival	11/9/2023 2:52 AM
552	Lifestyle	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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.



VISION, VALUES AND PRIORITY OUTCOMES SURVEY								
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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY								
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	Affordability 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY		
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, community 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 involvement; 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 convenient	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 livelihood	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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. Amli's 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

257	Sustainability, affordability, nature-centric spaces.	12/10/2023 10:12 PM
258	Safety, building community, ensuring property owners' 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 from 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 bulding 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 community 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 8:38 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 restaurants, 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-yr)	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 easier 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 now schools are so bad around here not a place people can afford to raise a family.	12/1/2023 5:00 PM

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 Commercial 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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	Familles, 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

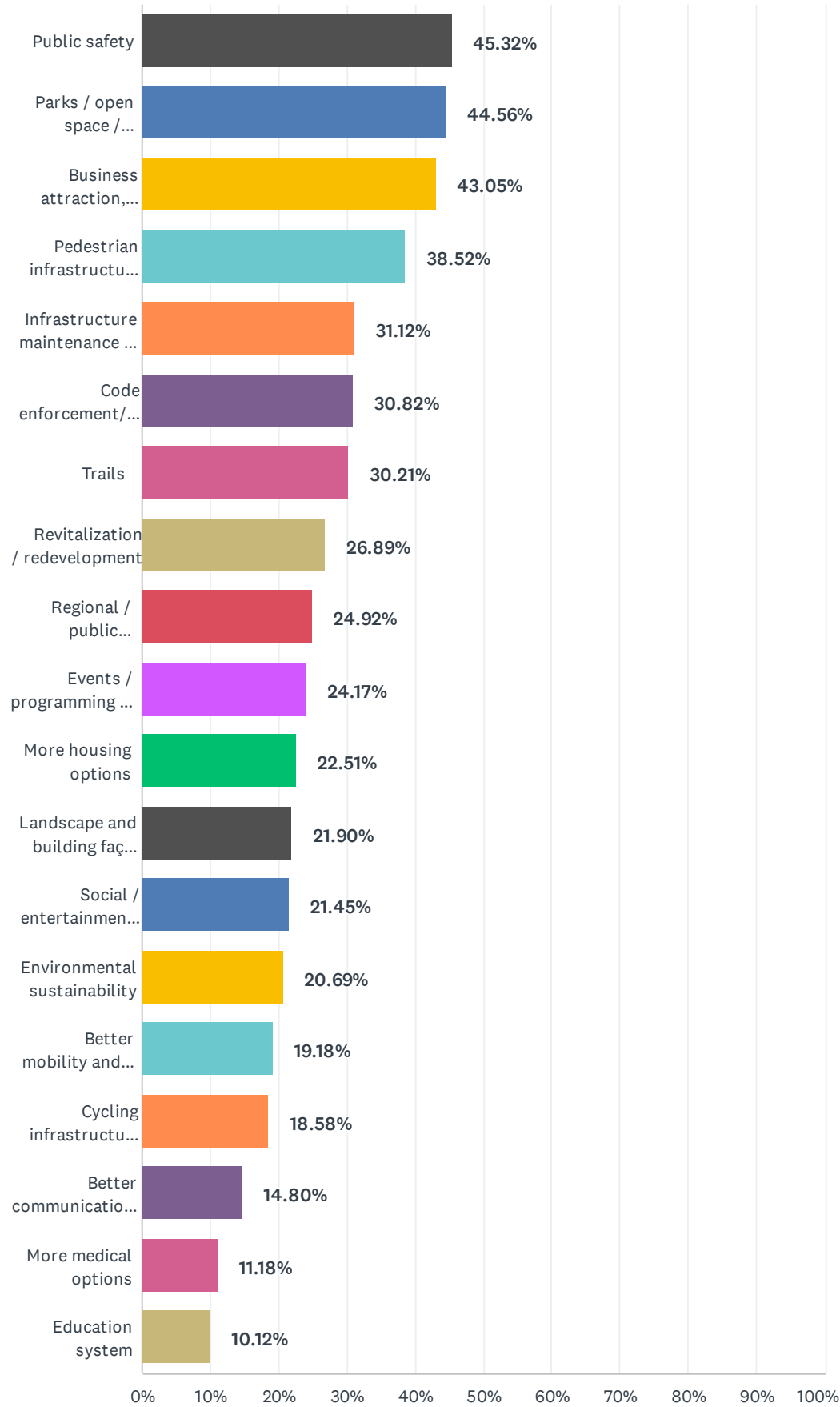
512	Be Pro-active	11/4/2023 11:49 AM
513	The Addison way, Trees, Quality, More home ownership, Monitor existing apartment management for quality	11/4/2023 9:44 AM
514	family-friendly and safety	11/4/2023 6:32 AM
515	Inclusive	11/4/2023 5:43 AM
516	Provocative, engaged, innovative, courageous	11/3/2023 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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



VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 suburbs 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 / suburb 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 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

54	Affordable housing	1/12/2024 5:06 PM
55	Addison is competition with newer communities to the north such as Frisco, Allen, and Prosper. 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

90	Maintain the small community feel in a growing city.	12/31/2023 10:47 AM
91	Attract businesses, rehabilitate Beltline west of Midway 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 business	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 it 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 infrastructure 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 trolley 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 in 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	greatly and the community doesn'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 extension 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 young 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 w 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 Vitruvian 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 incompetent 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 over the toll road. Connect the west side with the east side with a path beneath the power line from Redding Trail to the east side. Somehow build a more walkable community while 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 / Trolley 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	Ejlljrb	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 Independent 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 EUROPEAN 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 trolley 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

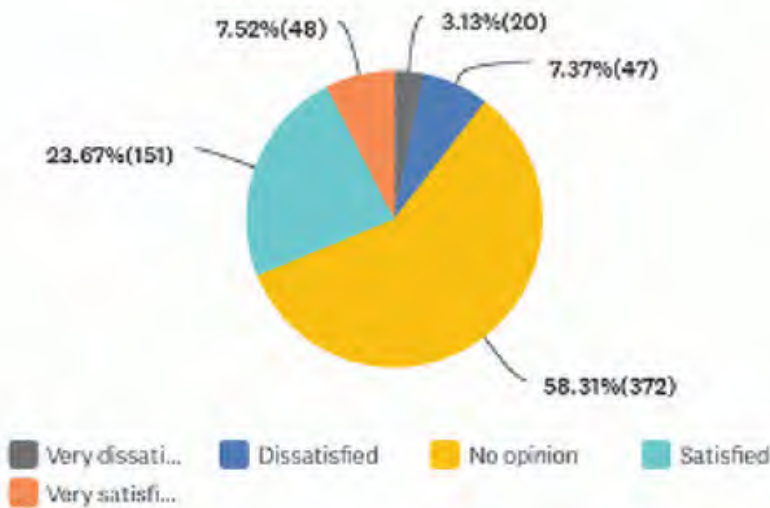
455	More businesses that will bring regional traffic to town (Entertainment/museums/activities)	11/10/2023 9:35 PM
456	More control on how bars are run	11/10/2023 4:43 PM
457	Be more diverse, friendly police, more opportunities for people of color in local government	11/9/2023 2:52 AM
458	Create entertainment 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. restrng 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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?

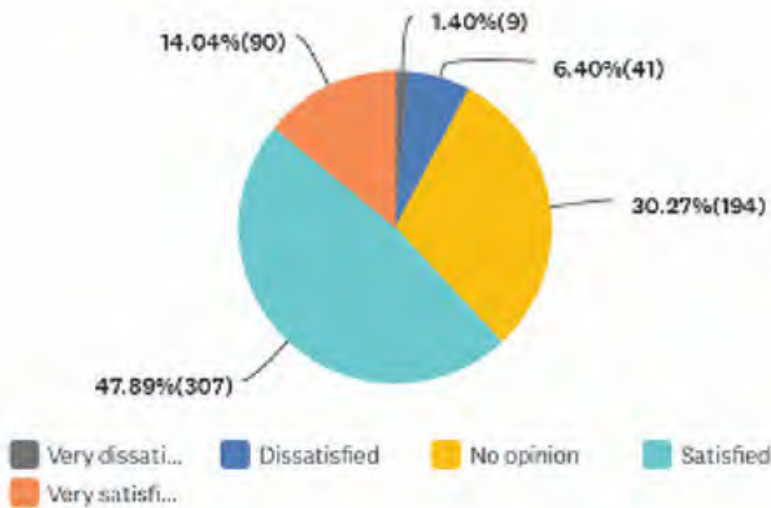
Answered: 638 Skipped: 111



	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?

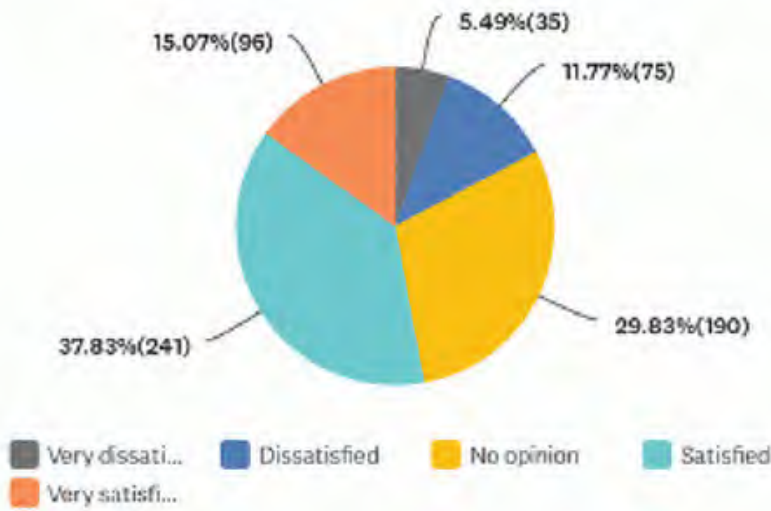
Answered: 641 Skipped: 108



	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?

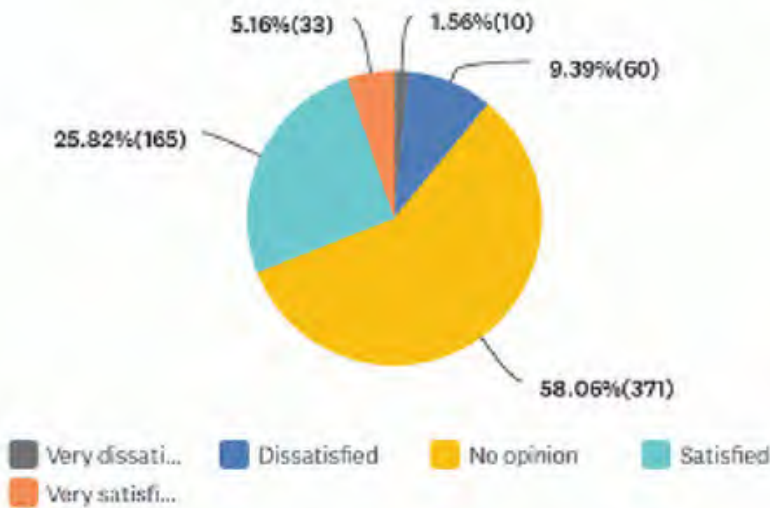
Answered: 637 Skipped: 112



	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/stripping/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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 and fairly.	1/2/2024 4:36 PM
58	Marked "Familles" 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	affordable 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 Apartment 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

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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 Amil 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

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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 doesn't become too 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 cly 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

93	Public schools, safety, homelessness population, aging facilities and infrastructure	12/31/2023 8:31 AM
94	No assisting living options in appartments 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	Sustainability	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 town 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 control	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

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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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 result 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 destroyyyy 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 be 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 properties. 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 more living units. Growth just makes politicians look good, it doesn't make things better for citizens.	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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	Cleaniness	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 millennial 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 hellscape.	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 causing Addison to lose 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 about 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 landscaoiing 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 best 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

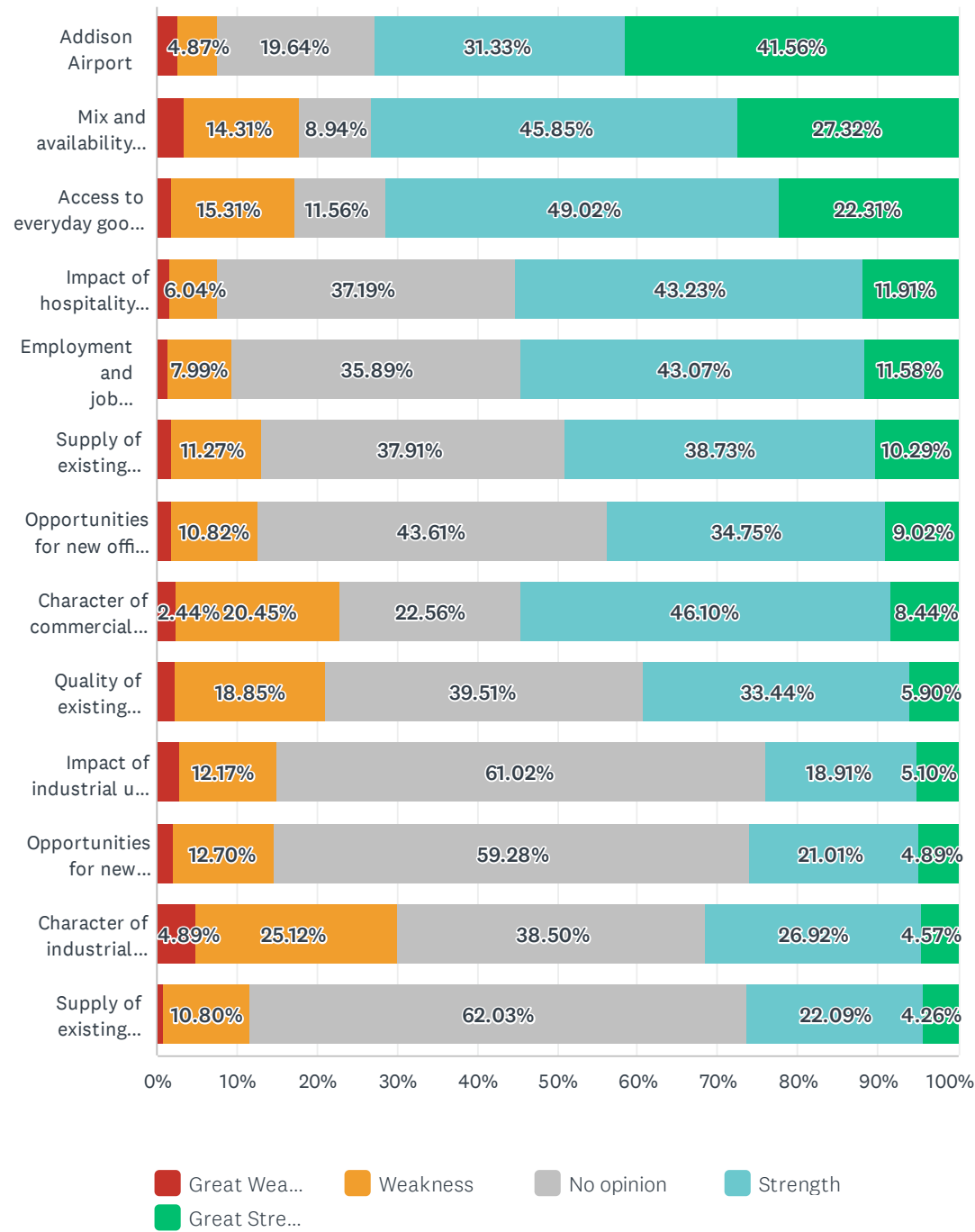
449	Finishing road construction ASAP taking too long	11/11/2023 8:07 AM
450	Maybe lower rent. I'm the circle, I'm paying \$1,600 for a 1br 1 bath	11/11/2023 6:57 AM
451	It's too late. Too much rented living space.	11/11/2023 6:35 AM
452	No green spaces Poor choices of businesses	11/10/2023 10:10 PM
453	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 replacement 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

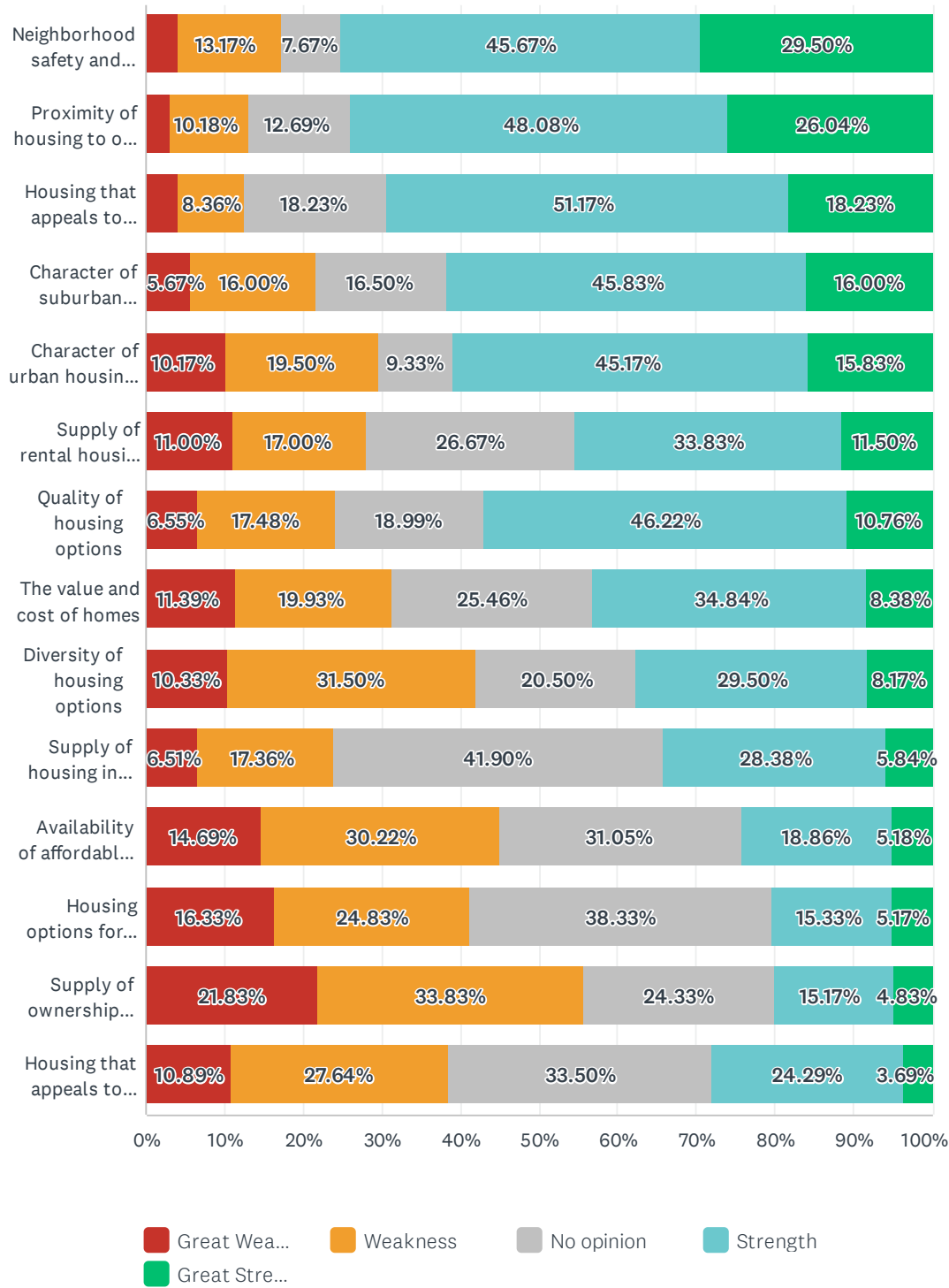


VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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

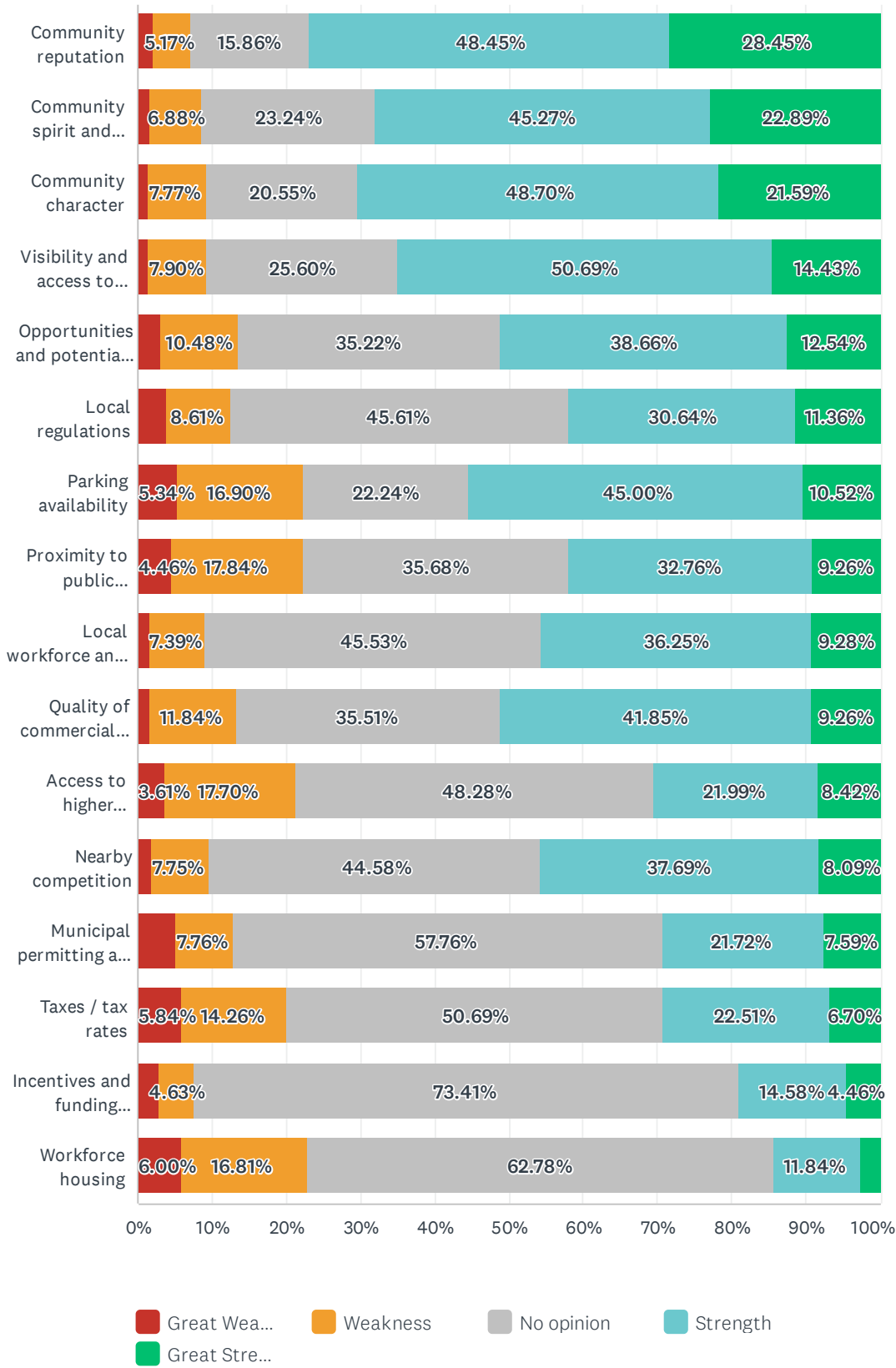


VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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

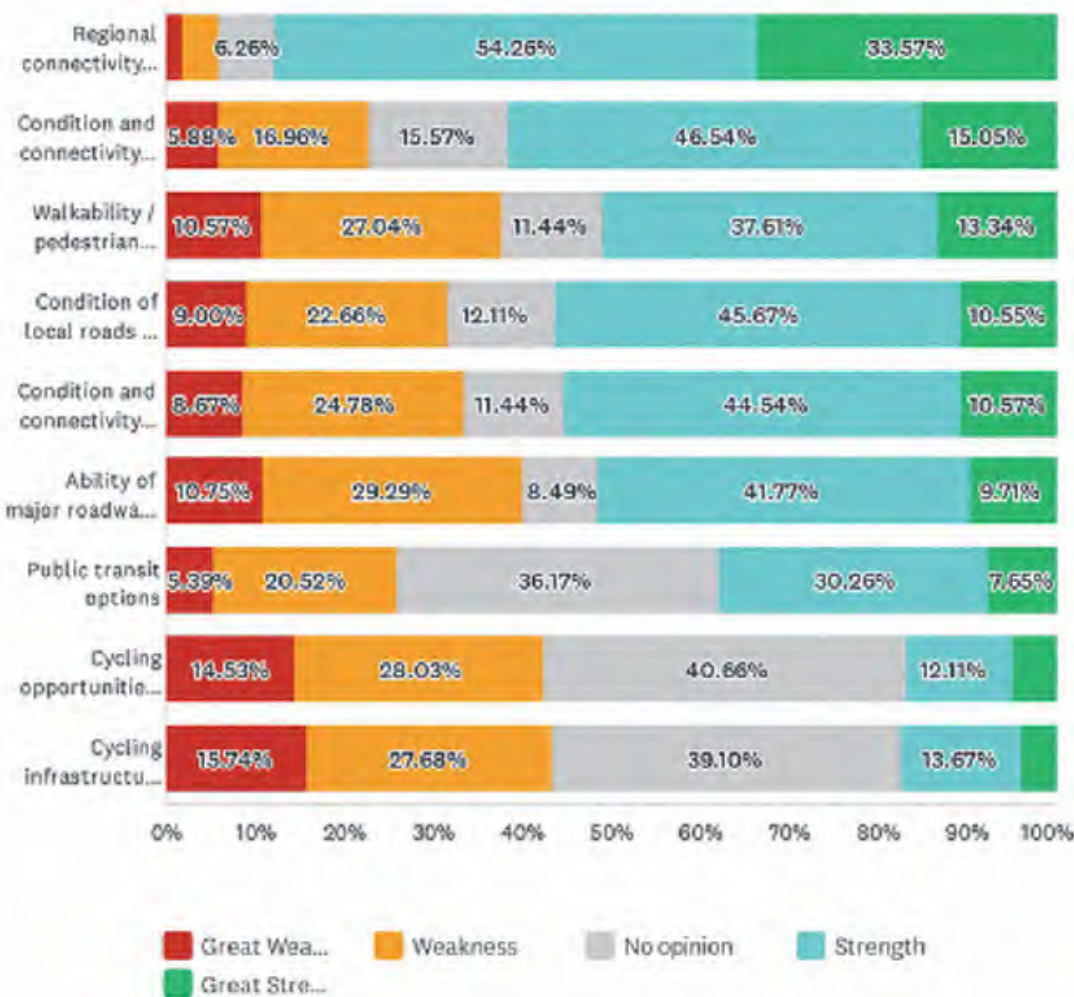


VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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.

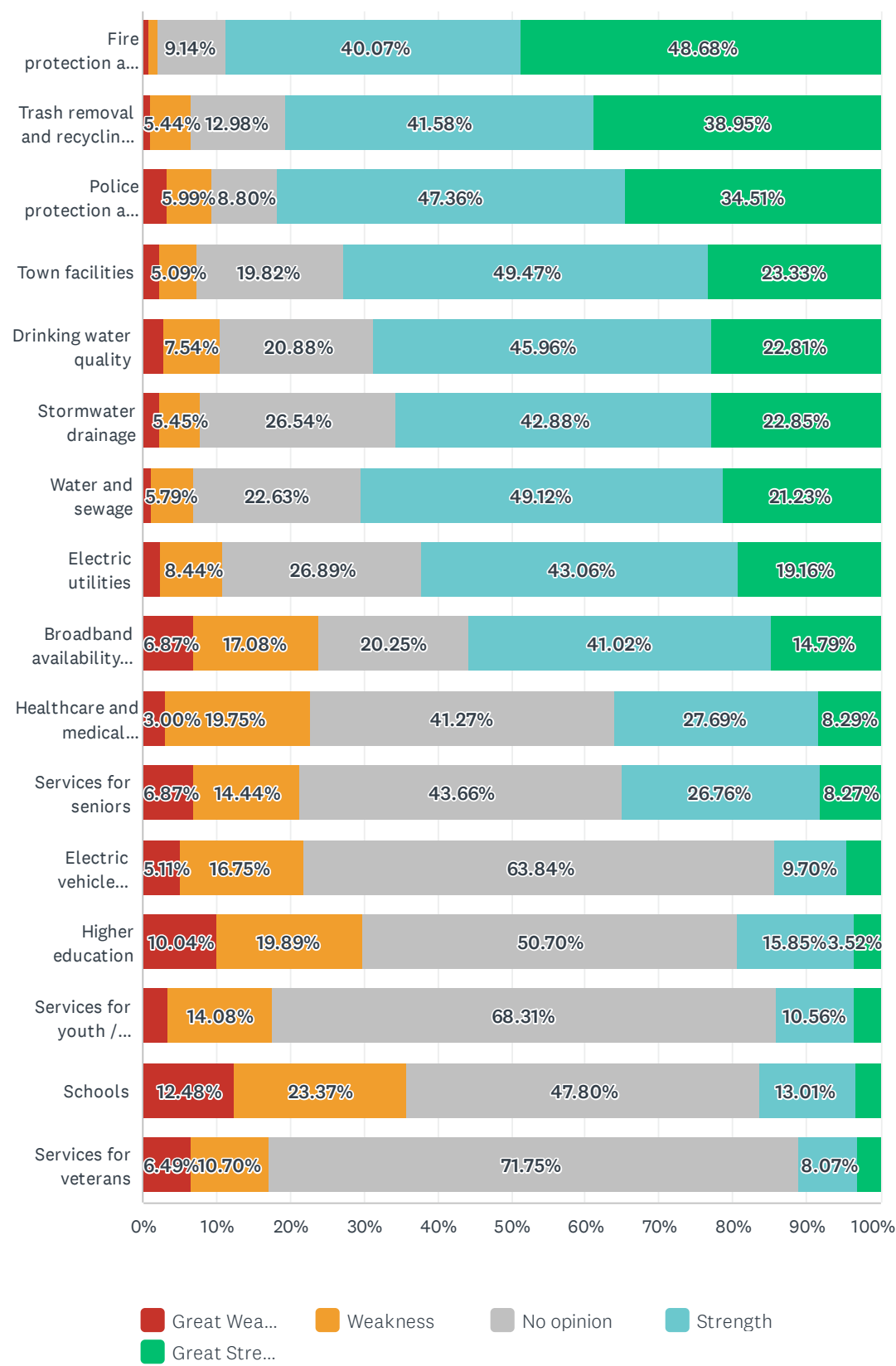
Answered: 579 Skipped: 170



	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% 158	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

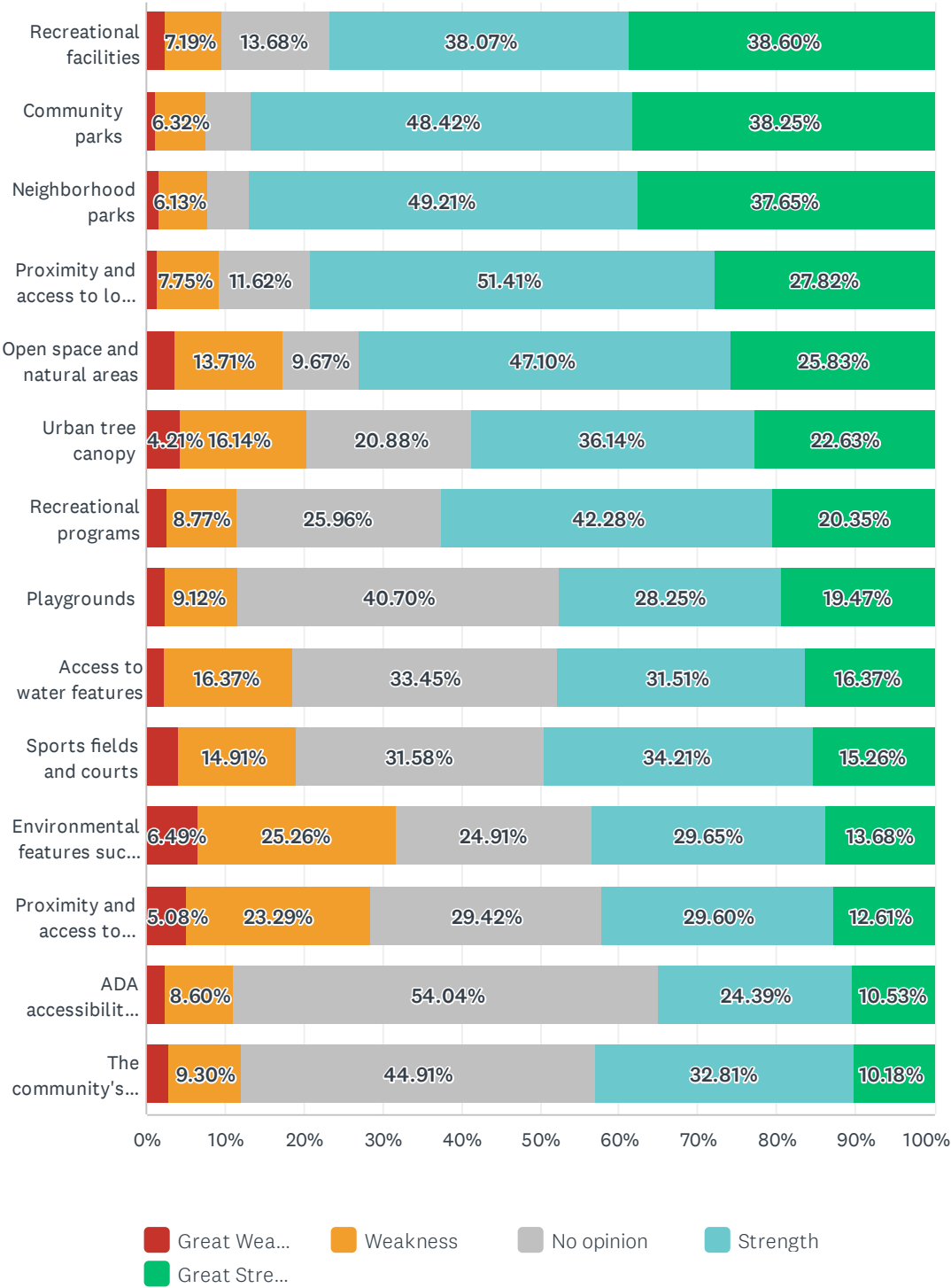


VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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



VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 is 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 filwer 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 Vitruvian 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 police 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 proly 30%	12/15/2023 5:52 PM

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

	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 its 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 it 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 its 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 residents.	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, Beltline as a restaurant row faces severe competition from 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 a single vote. Despite universal opposition by the homeowners, the council voted to destroy one very beautiful neighborhood by allowing spot zoning in a residential 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 community .	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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 maintenance 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 more 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	commercial 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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 wait 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

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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 involvement 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 unaffordable	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

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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.

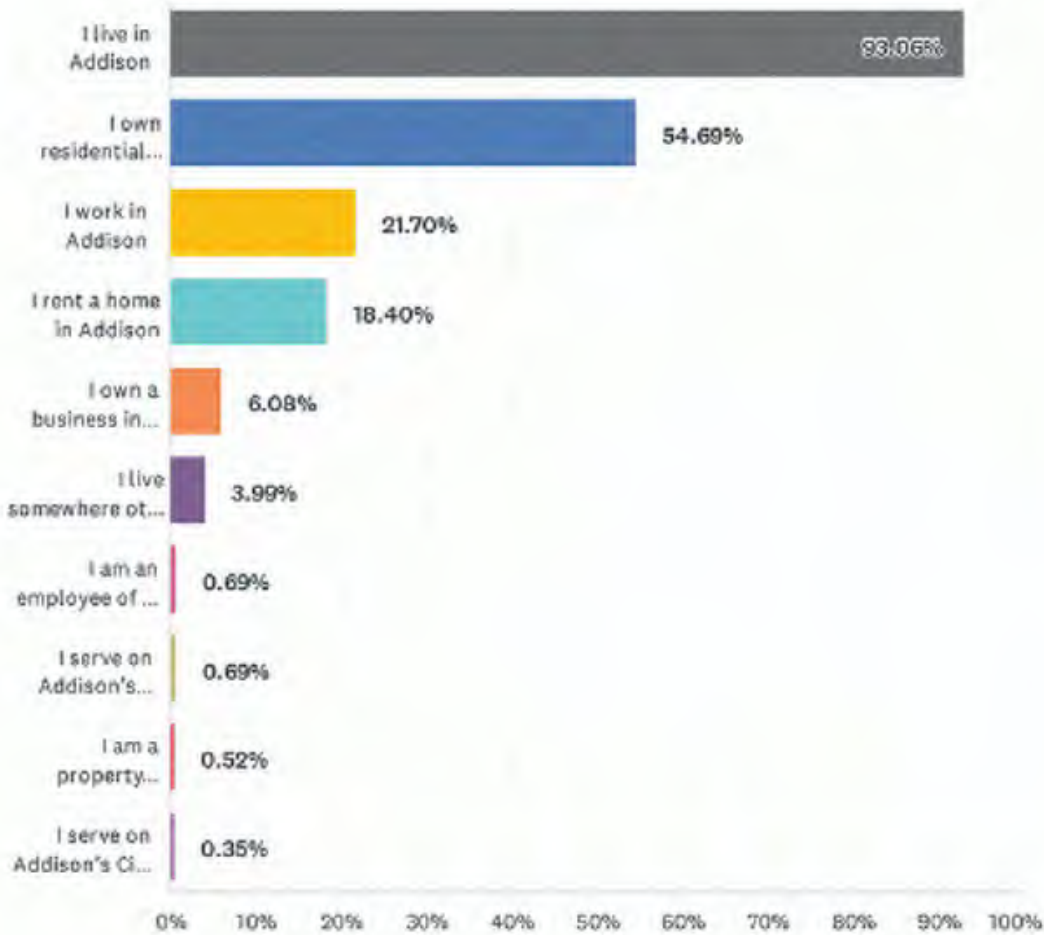
252	housing opinion survey was unclear - currently have too much multifamily and council propensity to approve more which will evolve into affordable housing projects. Too many single family rentals as well. Landlords are not monitored for poor upkeep. We don't need education on homeless - needs to be 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 tentative 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

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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.

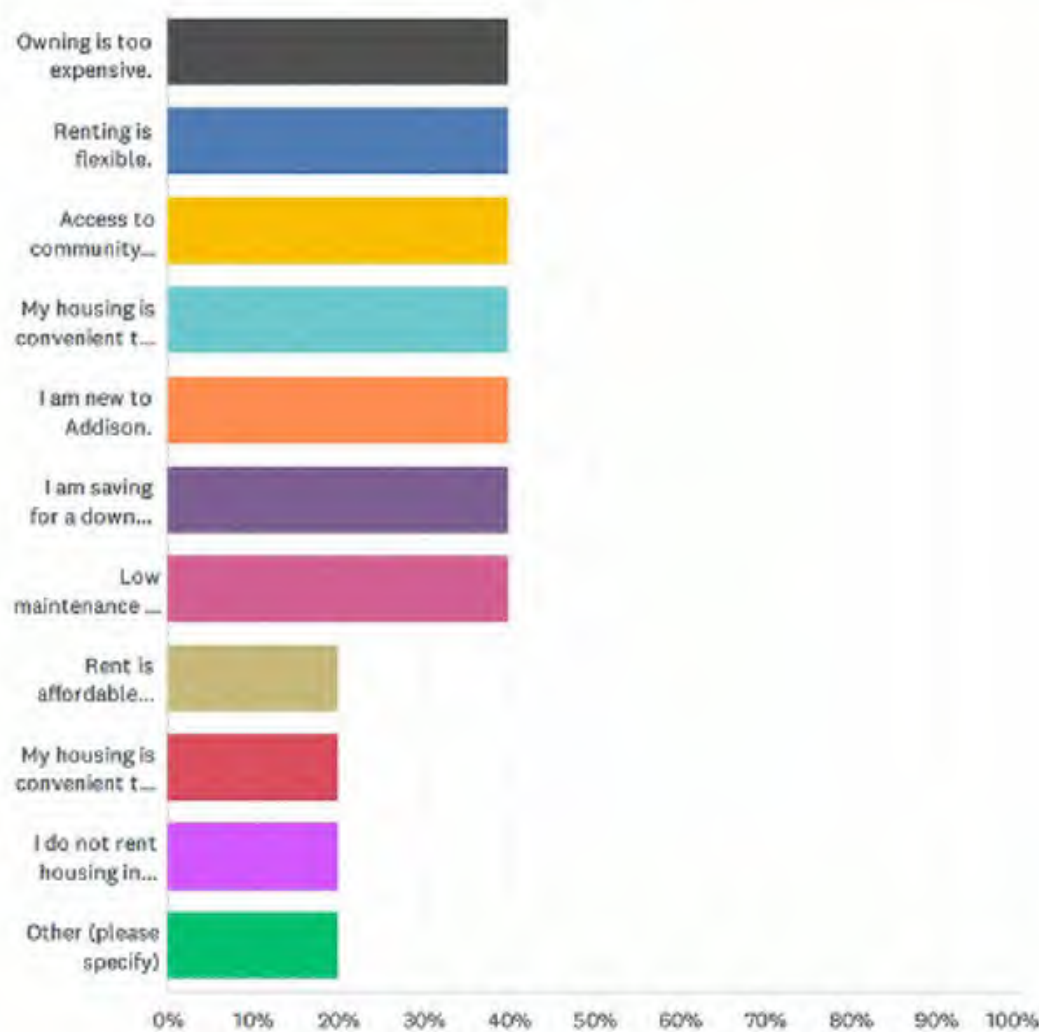
Answered: 576 Skipped: 173



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

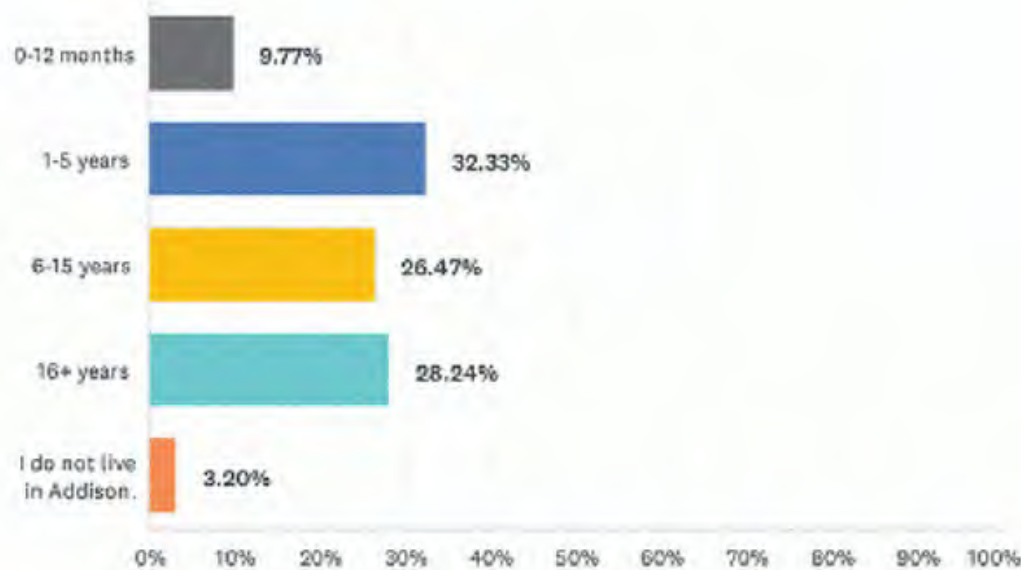


ANSWER CHOICES		RESPONSES	
Owning is too expensive.		40.00%	2
Renting is flexible.		40.00%	2
Access to community amenities.		40.00%	2
My housing is convenient to my job.		40.00%	2
I am new to Addison.		40.00%	2
I am saving for a down payment on a home.		40.00%	2
Low maintenance of renting.		40.00%	2
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?

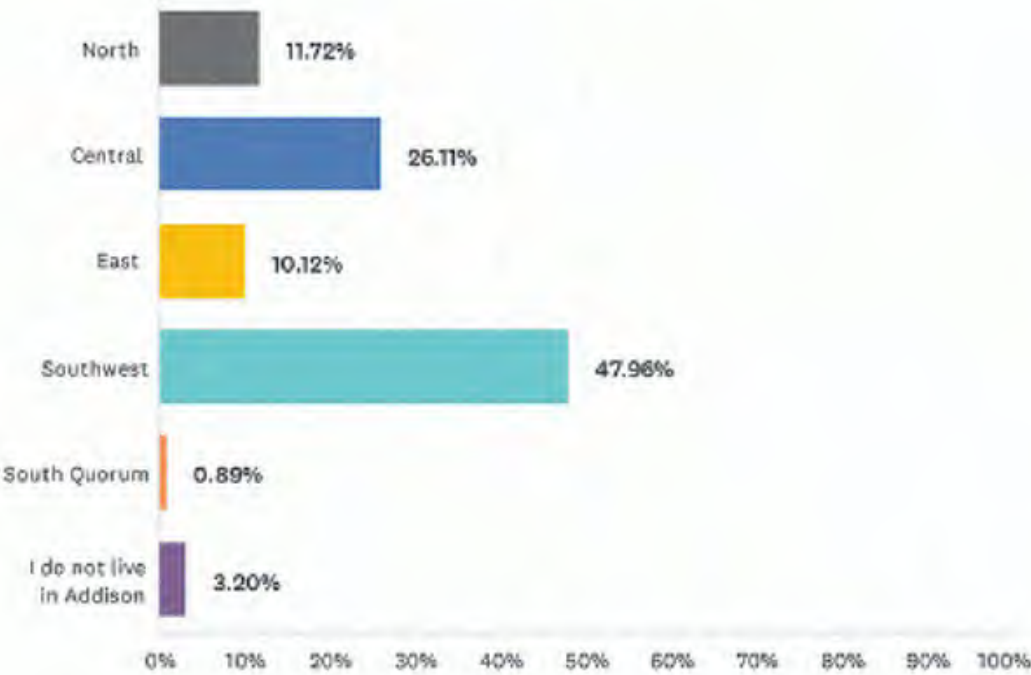
Answered: 563 Skipped: 186



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.

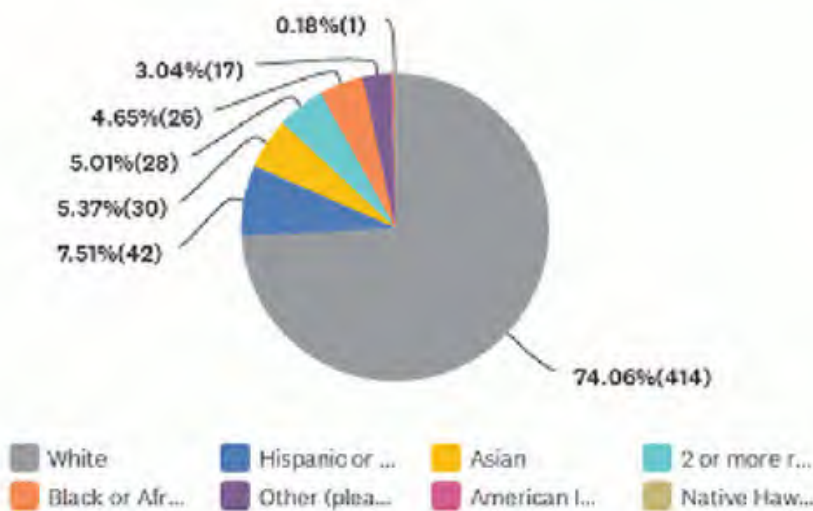
Answered: 563 Skipped: 186



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

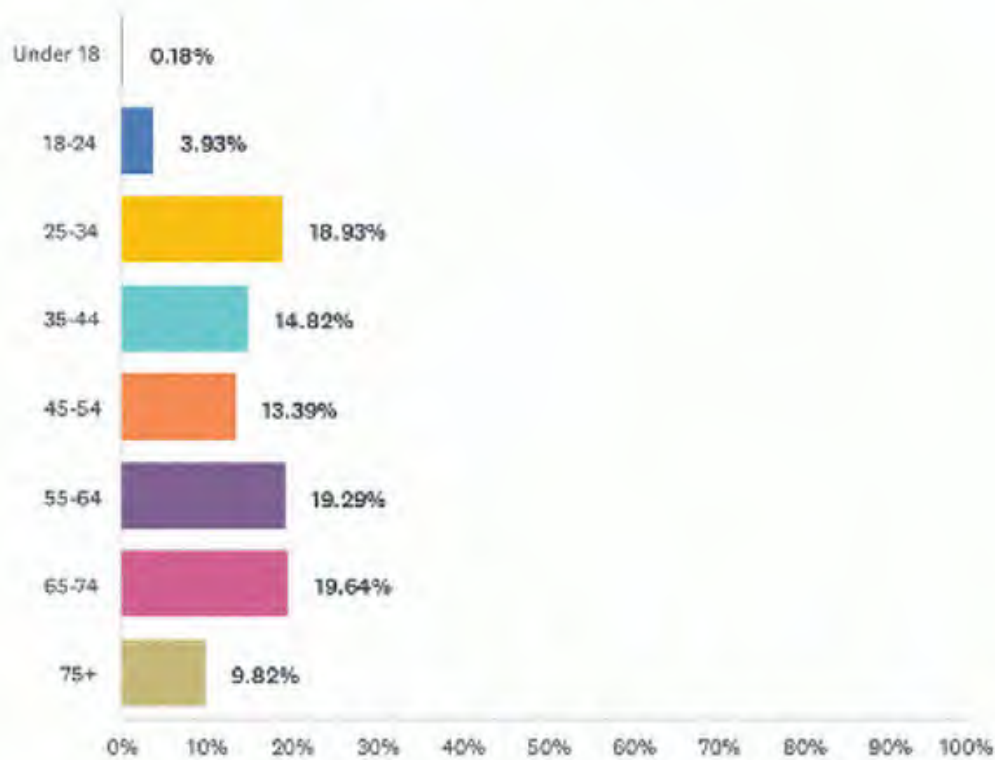


ANSWER CHOICES		RESPONSES	
White		74.06%	414
Hispanic or Latino		7.51%	42
Asian		5.37%	30
2 or more races		5.01%	28
Black or African-American		4.65%	26
Other (please specify)		3.04%	17
American Indian or Alaska Native		0.18%	1
Native Hawaiian or Other Pacific Islander		0.18%	1
TOTAL			559

#	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?

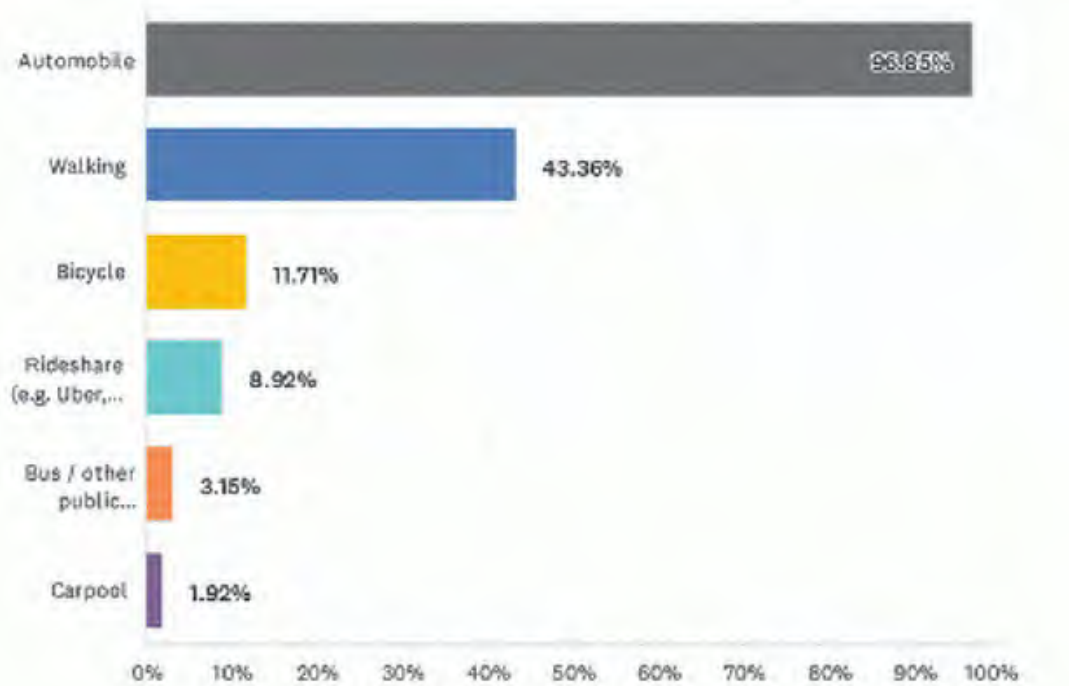
Answered: 560 Skipped: 189



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.

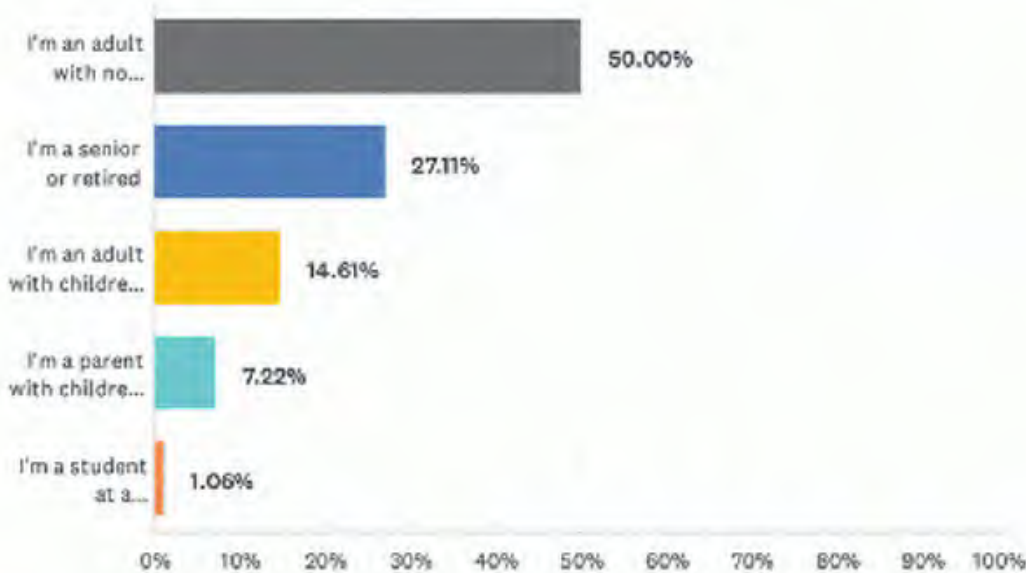
Answered: 572 Skipped: 177



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?

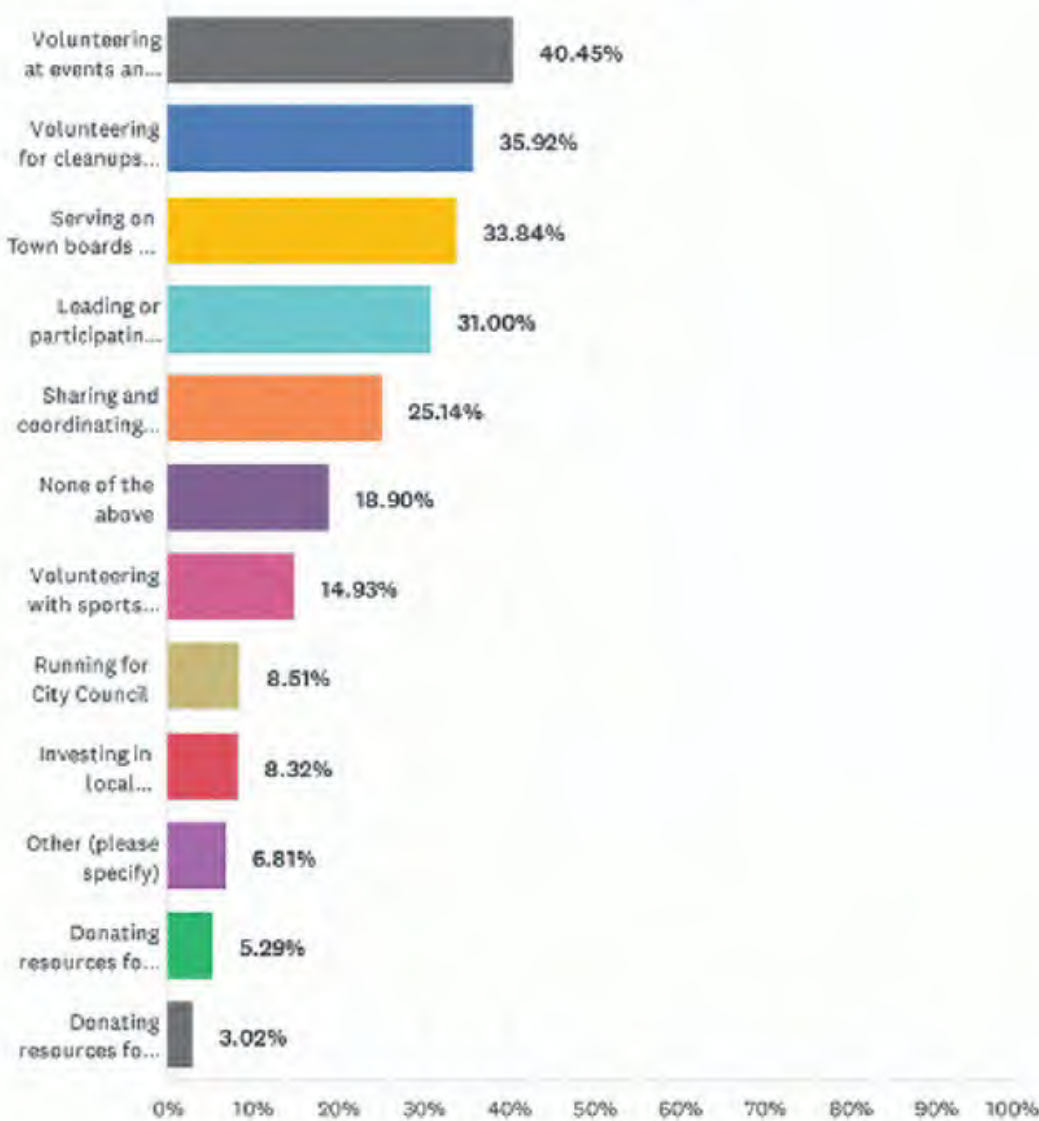
Answered: 568 Skipped: 181



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

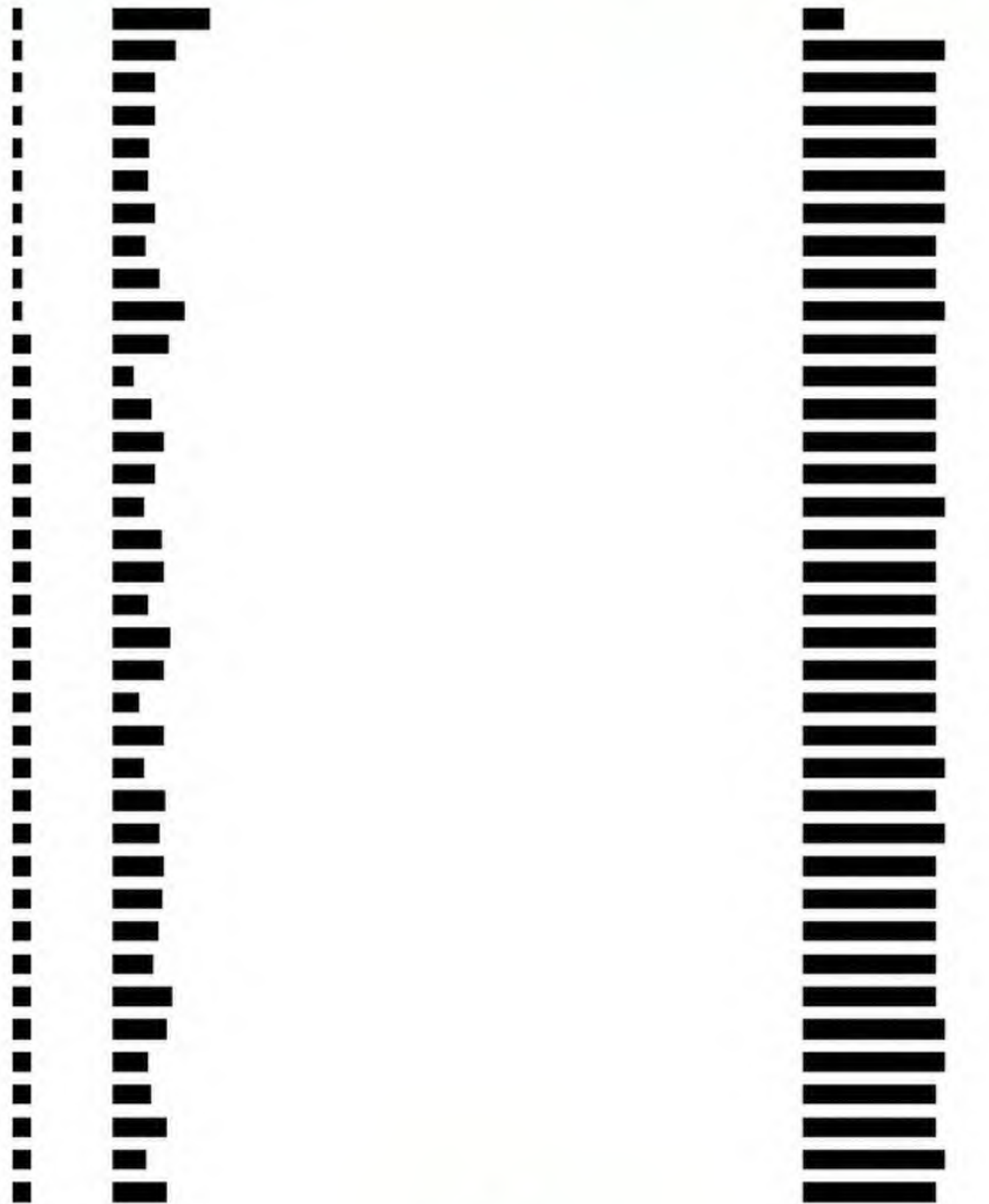
VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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



VISION, VALUES AND PRIORITY OUTCOMES SURVEY

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VISION, VALUES AND PRIORITY OUTCOMES SURVEY

[illegible]

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

237

12/6/2023 4:58 PM

[illegible]

337

[illegible]

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

8

43

128 / 143

108

This horizontal bar chart displays the number of publications for 108 authors. The x-axis represents the number of publications, ranging from 0 to 108. The y-axis lists the authors. The bars are ordered by the number of publications in descending order. The first author has 108 publications, and the last author has 1 publication.

Author	Publications
1	108
2	107
3	106
4	105
5	104
6	103
7	102
8	101
9	100
10	99
11	98
12	97
13	96
14	95
15	94
16	93
17	92
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91	18
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93	16
94	15
95	14
96	13
97	12
98	11
99	10
100	9
101	8
102	7
103	6
104	5
105	4
106	3
107	2
108	1

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

A 100x3 grid of black and white squares. The grid is composed of 100 rows and 3 columns. The first column contains 100 black squares. The second column contains 100 white squares. The third column contains 100 black squares.

[illegible]

[illegible]

308

[illegible]

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

[illegible]

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]
2	[REDACTED]	[REDACTED]
3	[REDACTED]	[REDACTED]
4	[REDACTED]	[REDACTED]
5	[REDACTED]	[REDACTED]
6	[REDACTED]	[REDACTED]
7	[REDACTED]	[REDACTED]
8	[REDACTED]	[REDACTED]
9	[REDACTED]	[REDACTED]
10	[REDACTED]	[REDACTED]
11	[REDACTED]	[REDACTED]
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46	[REDACTED]	[REDACTED]
47	[REDACTED]	[REDACTED]
48	[REDACTED]	[REDACTED]
49	[REDACTED]	[REDACTED]
50	[REDACTED]	[REDACTED]

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

41

[illegible]

12/28/2023 5:29 PM

VISION, VALUES AND PRIORITY OUTCOMES SURVEY

[illegible]

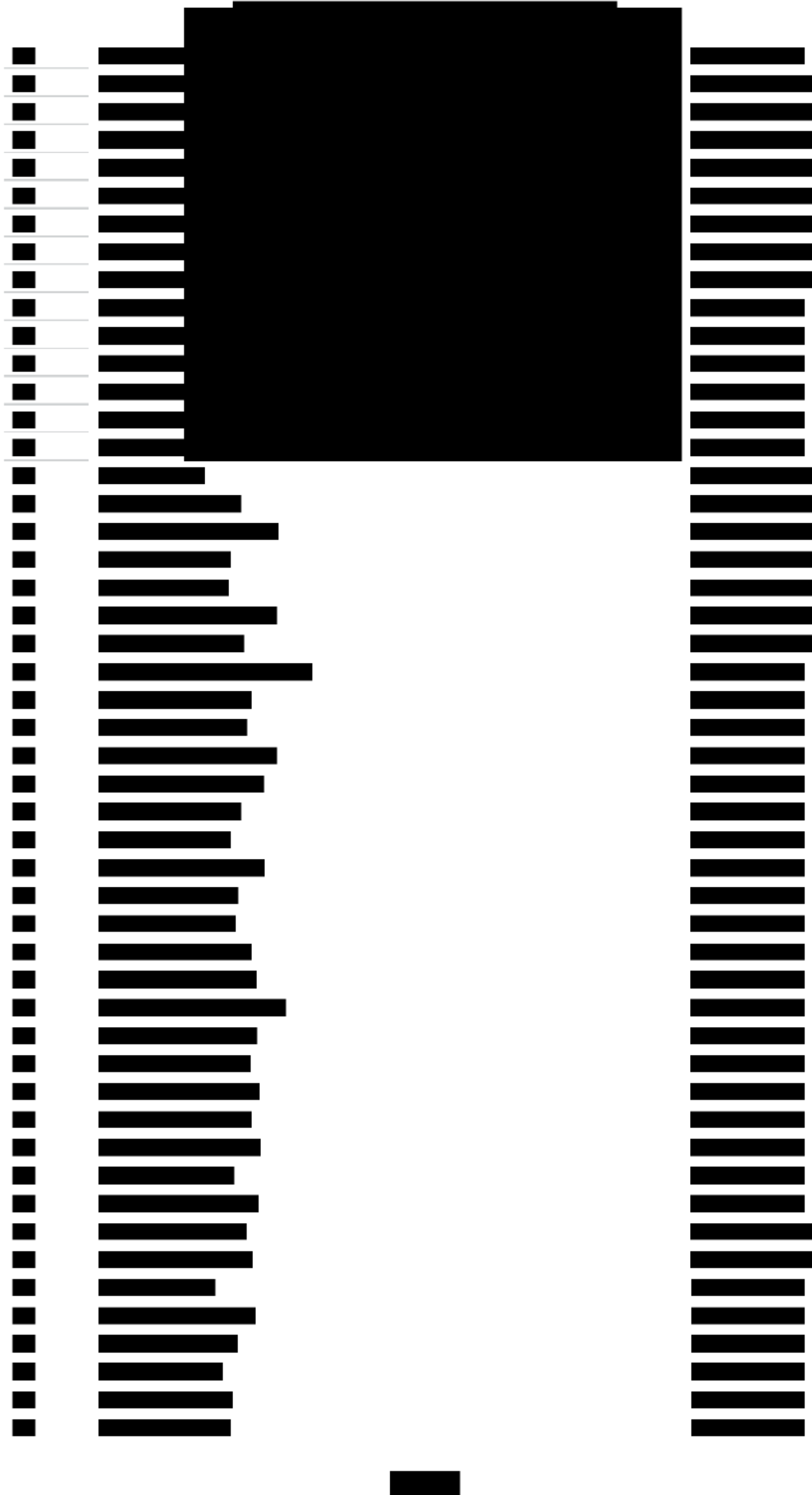
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VISION, VALUES AND PRIORITY OUTCOMES SURVEY

241

[illegible]



VISION, VALUES AND PRIORITY OUTCOMES SURVEY

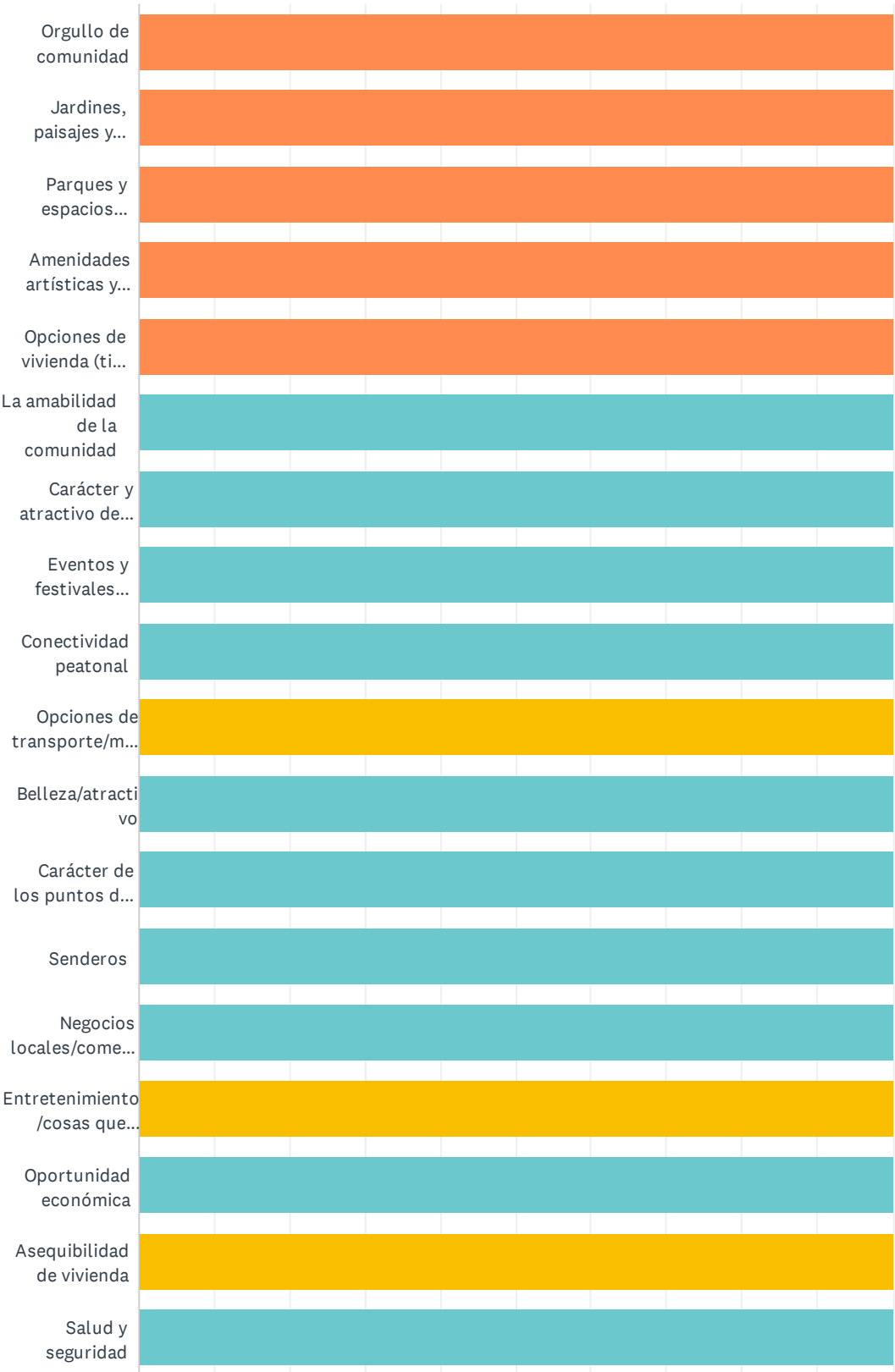
[illegible]

Country	Percentage of respondents who believe the U.S. should take more action to reduce global warming
U.S.	77%
China	77%
France	77%
Germany	77%
India	77%
Indonesia	77%
Italy	77%
Japan	77%
South Korea	77%
Malaysia	77%
Mexico	77%
Russia	77%
U.K.	77%
U.S. (control group)	77%

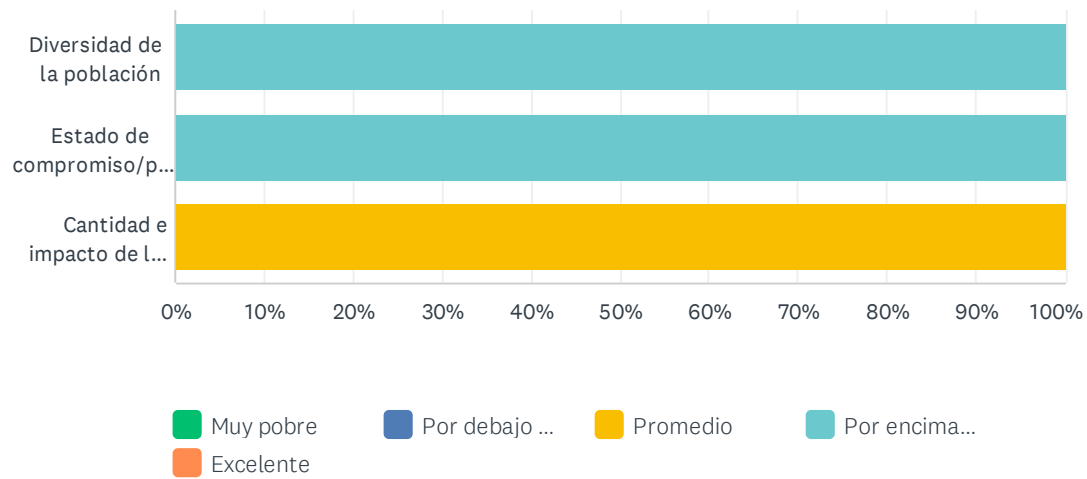
Q1 ¿Cómo califica actualmente a Addison en lo siguiente?

Answered: 1 Skipped: 0

Seleccione una respuesta para cada elemento utilizando el menú desplegable.



Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

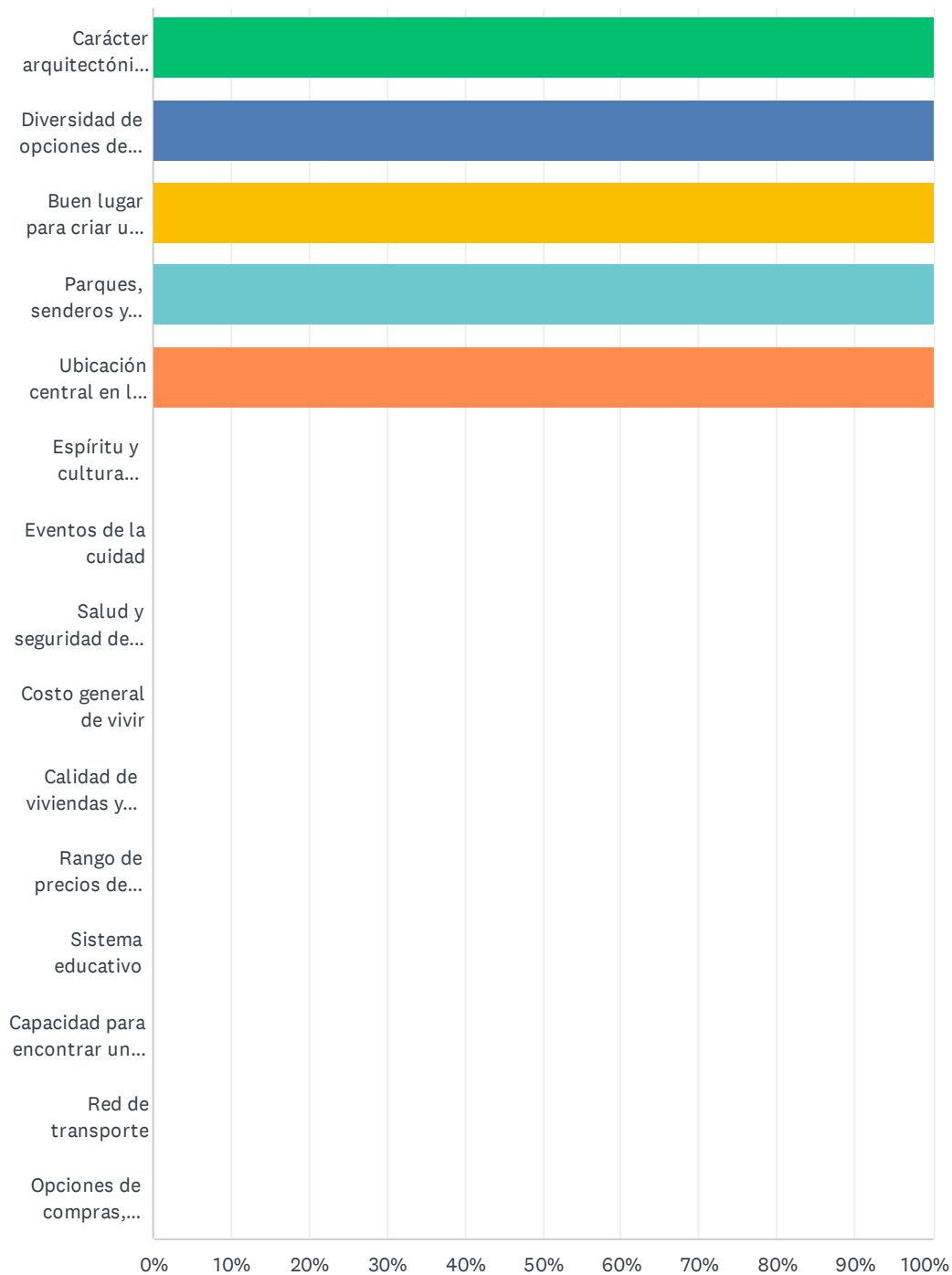


Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

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

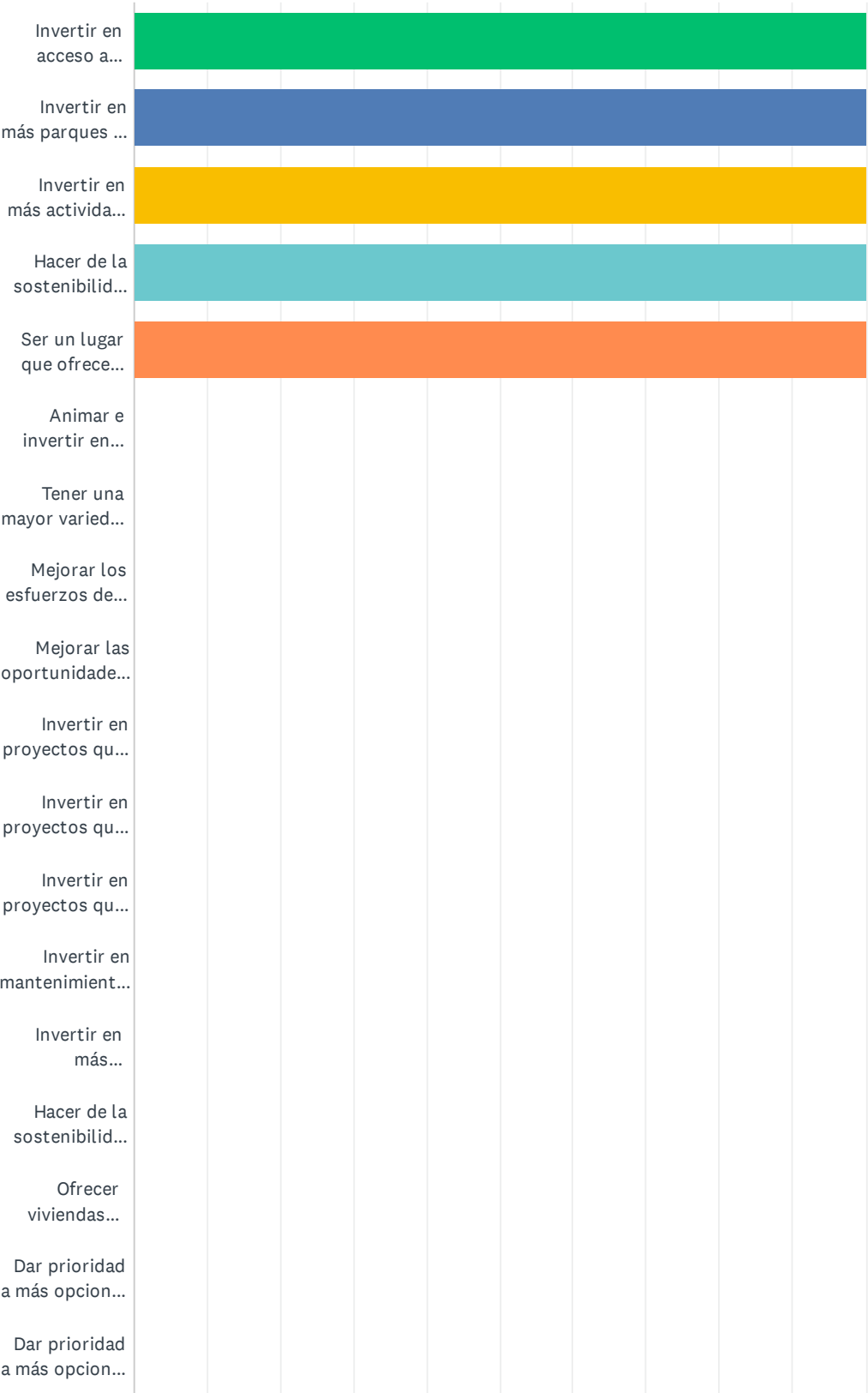


Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

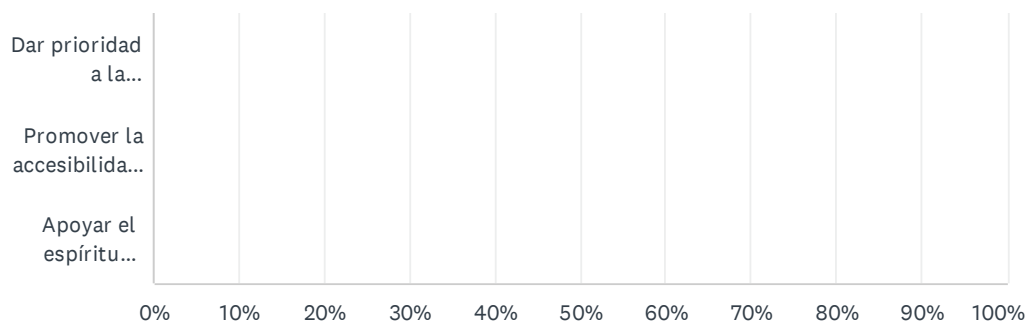
ANSWER CHOICES	RESPONSES	
Carácter arquitectónico y paisajístico	100.00%	1
Diversidad de opciones de viviendas	100.00%	1
Buen lugar para criar una familia	100.00%	1
Parques, senderos y espacios públicos	100.00%	1
Ubicación central en la región	100.00%	1
Espíritu y cultura comunitario	0.00%	0
Eventos de la ciudad	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



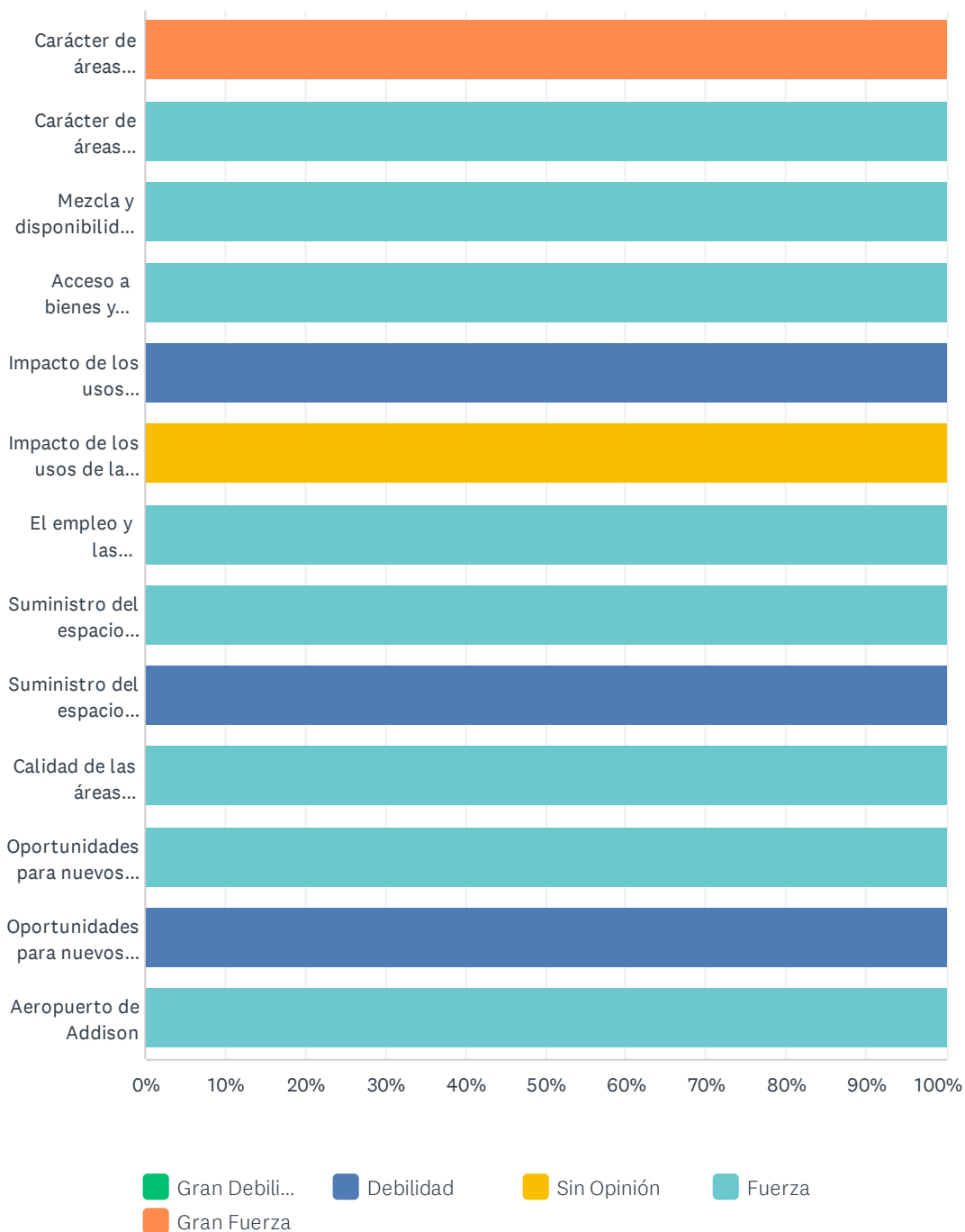
Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)



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

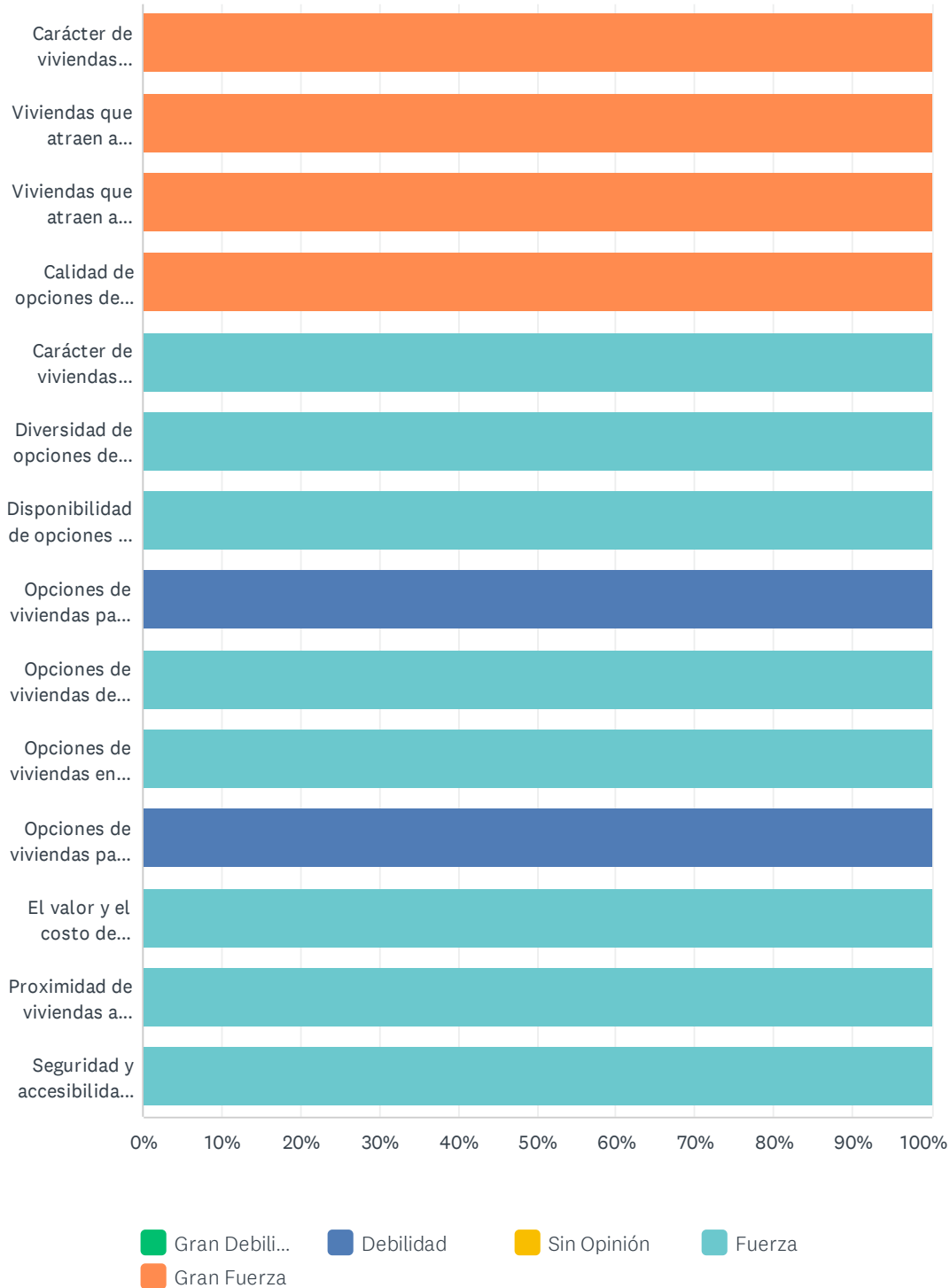


Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

	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



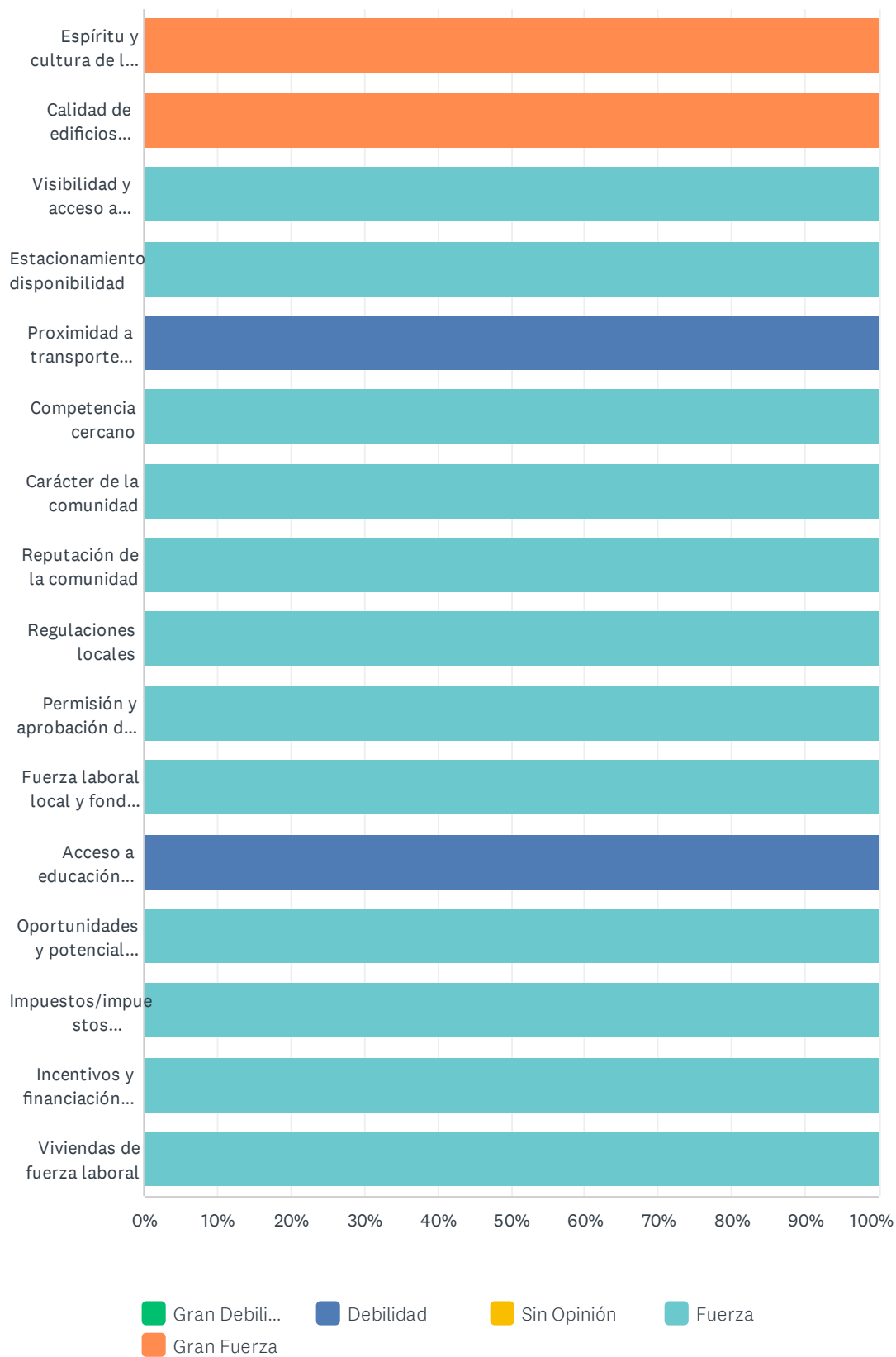
Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

	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

Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

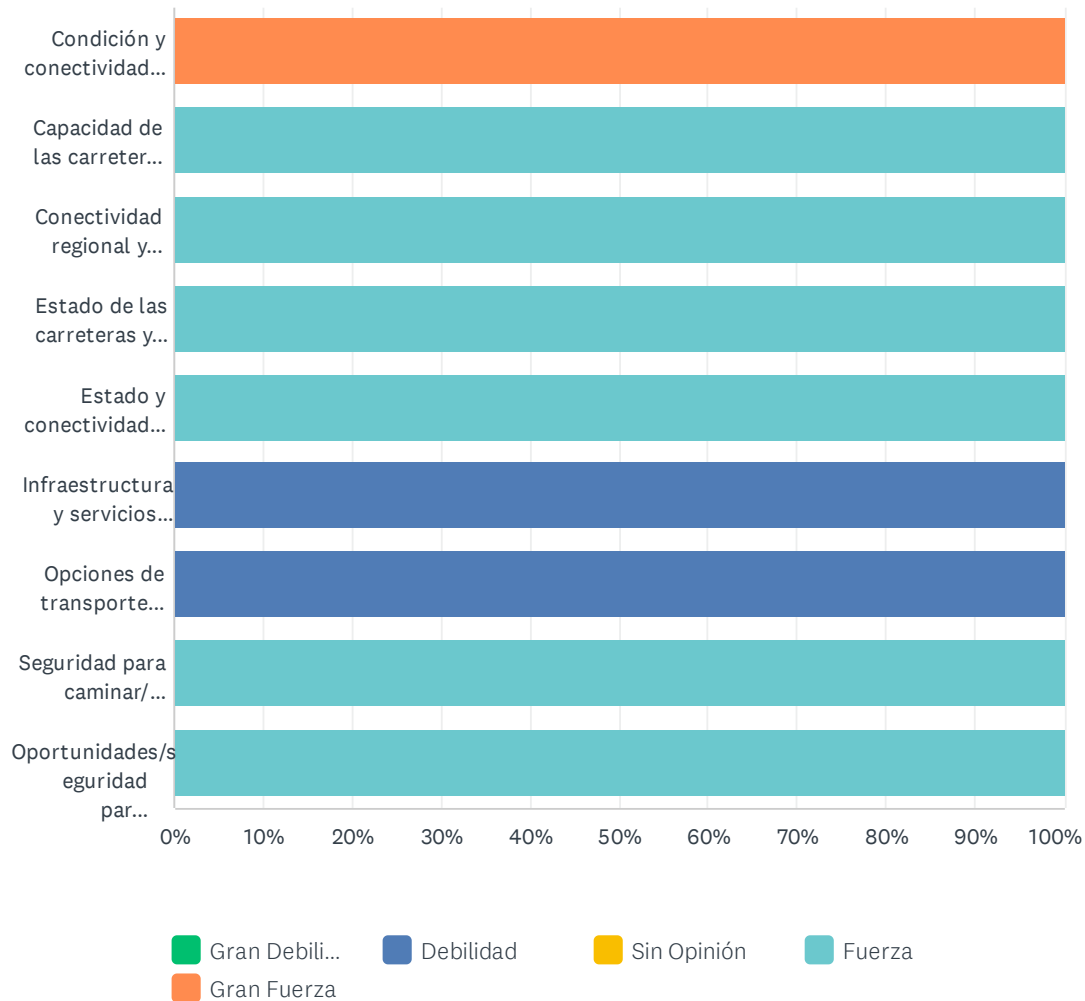


Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

	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



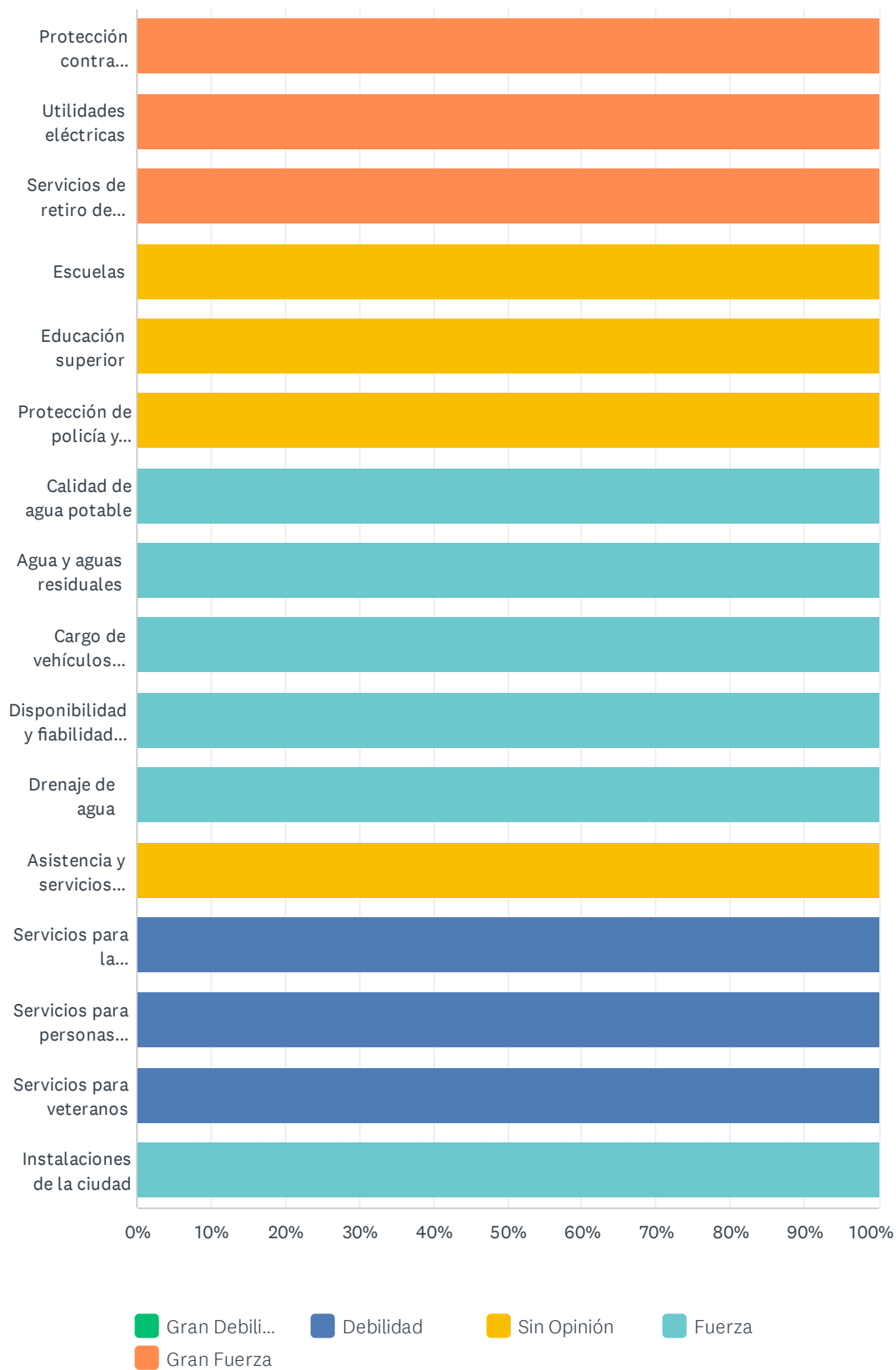
Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

	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

Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

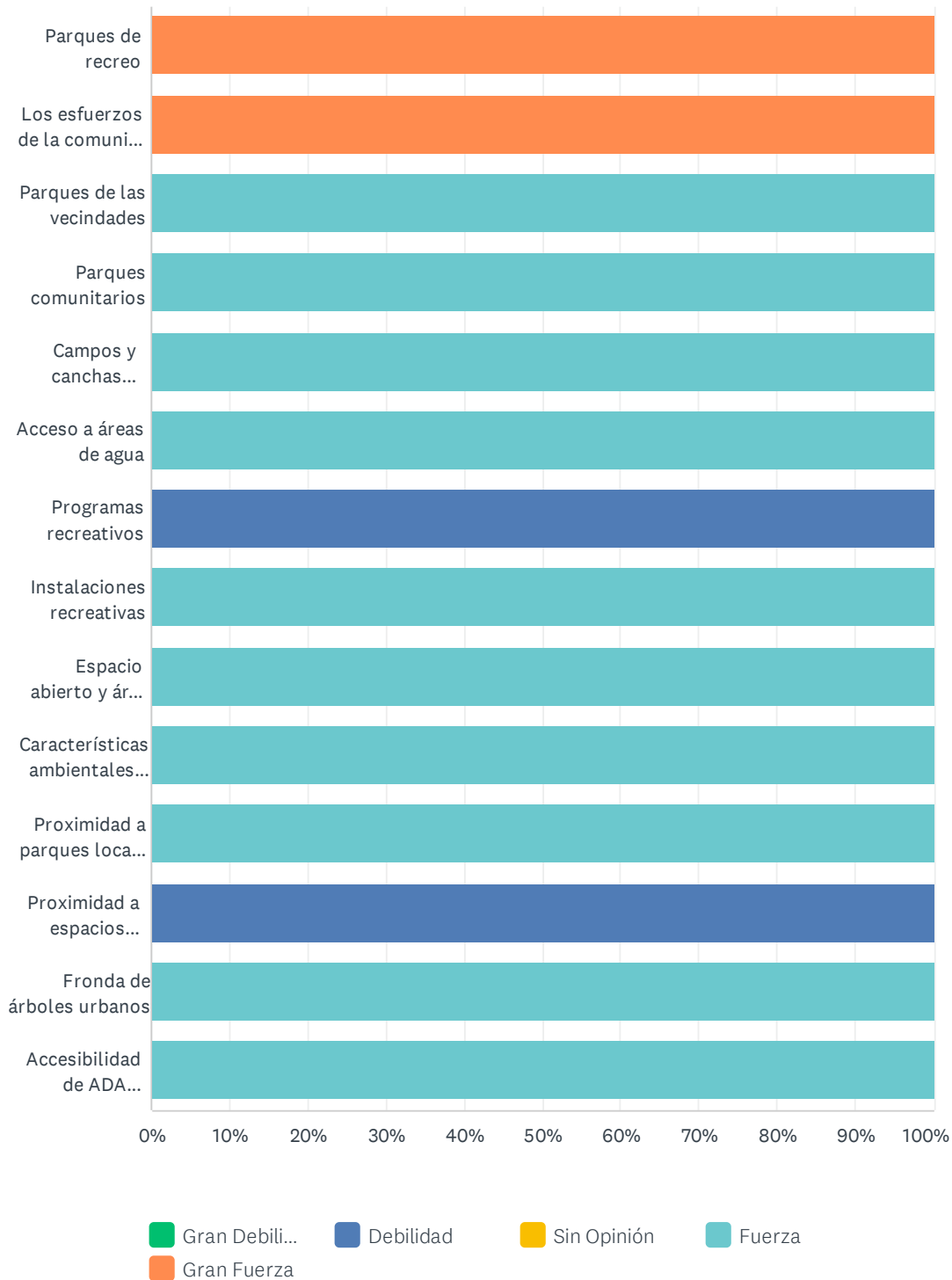


Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

	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

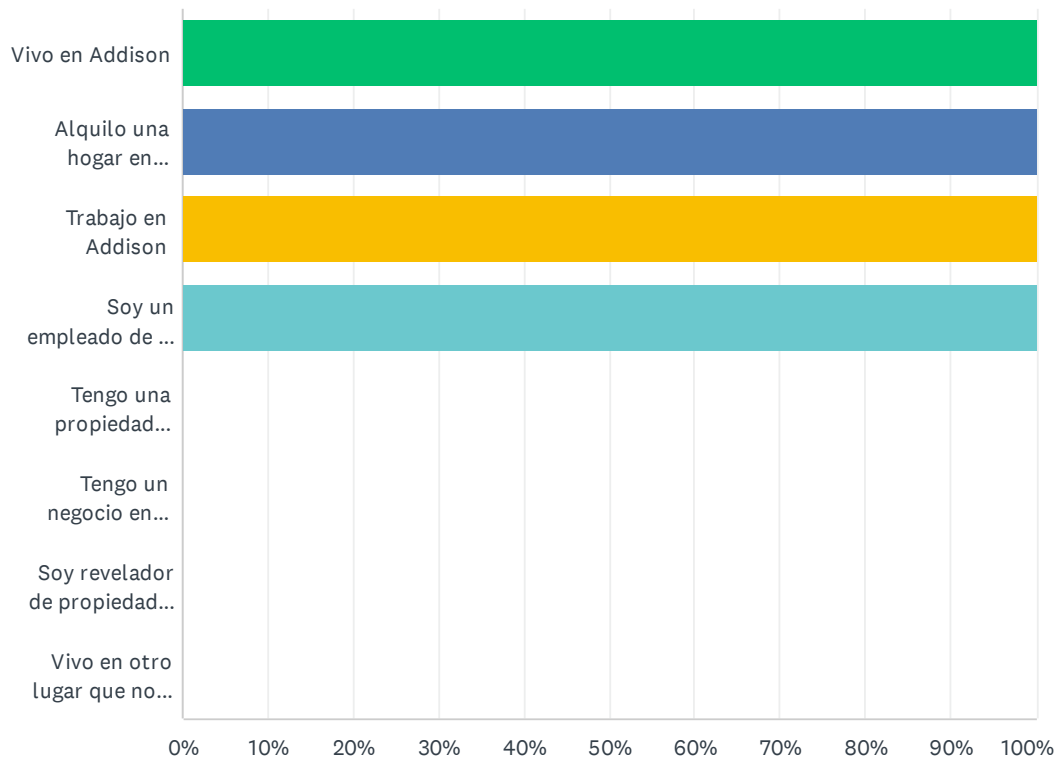


Encuesta de Visión, Principios Rectores y Resultados Prioritarios (Encuesta #2)

	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
Fronza 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

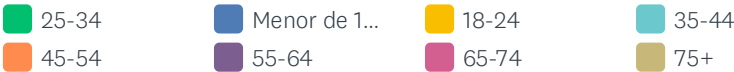
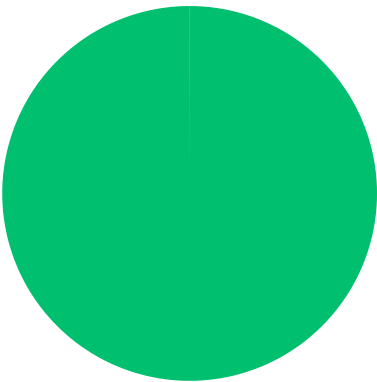
 No matching responses.

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?

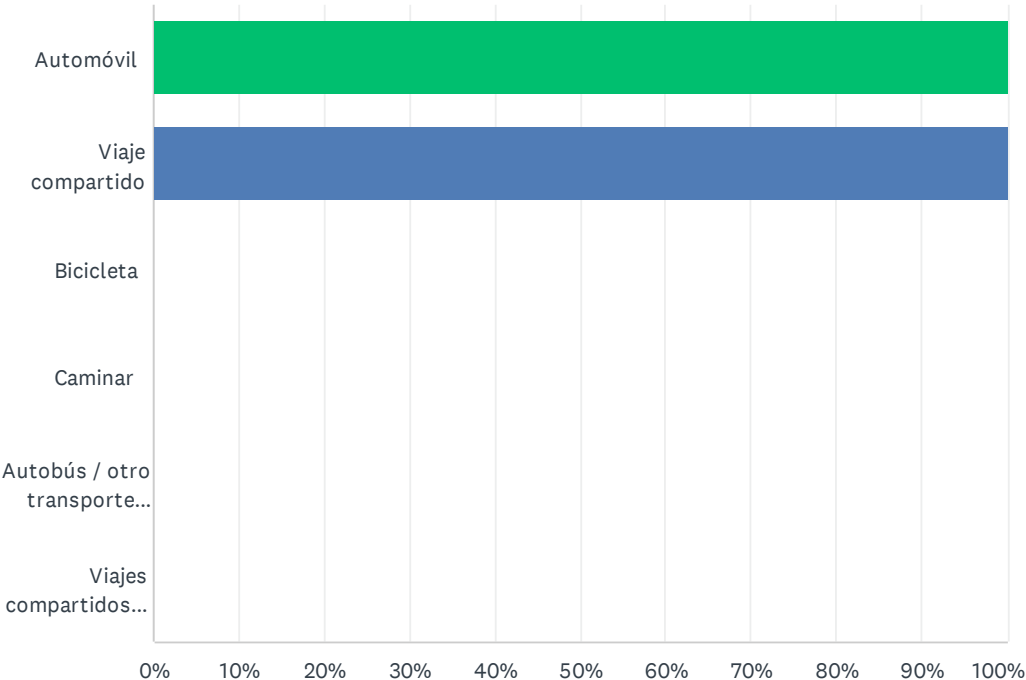
Answered: 1 Skipped: 0



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		

There are no responses.

Appendix E: Hawes Hill Market Position Report



TOWN OF ADDISON MARKET POSITION REPORT

August 2024

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INTRODUCTION

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.

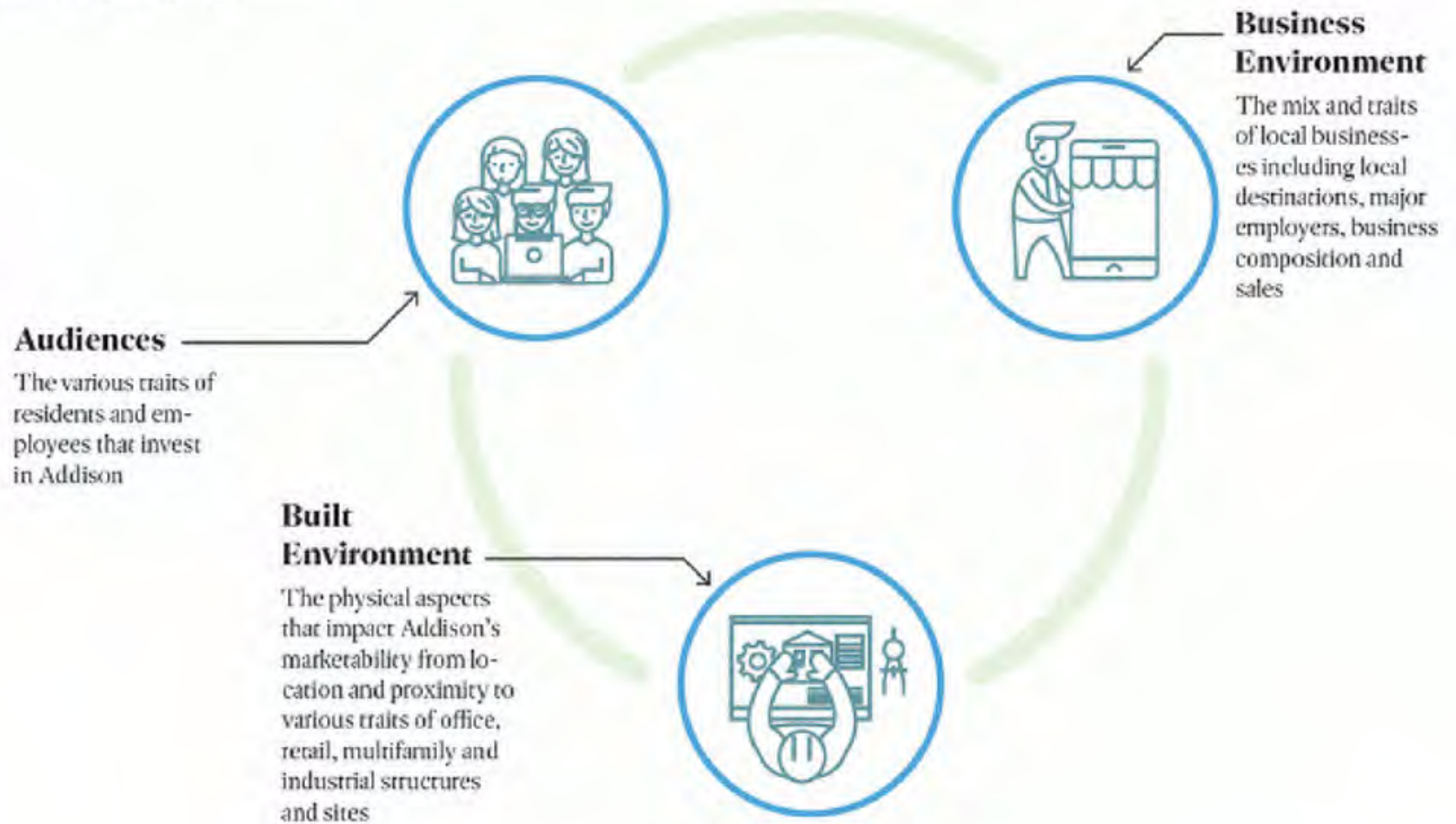


OBSERVATIONS

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.



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.

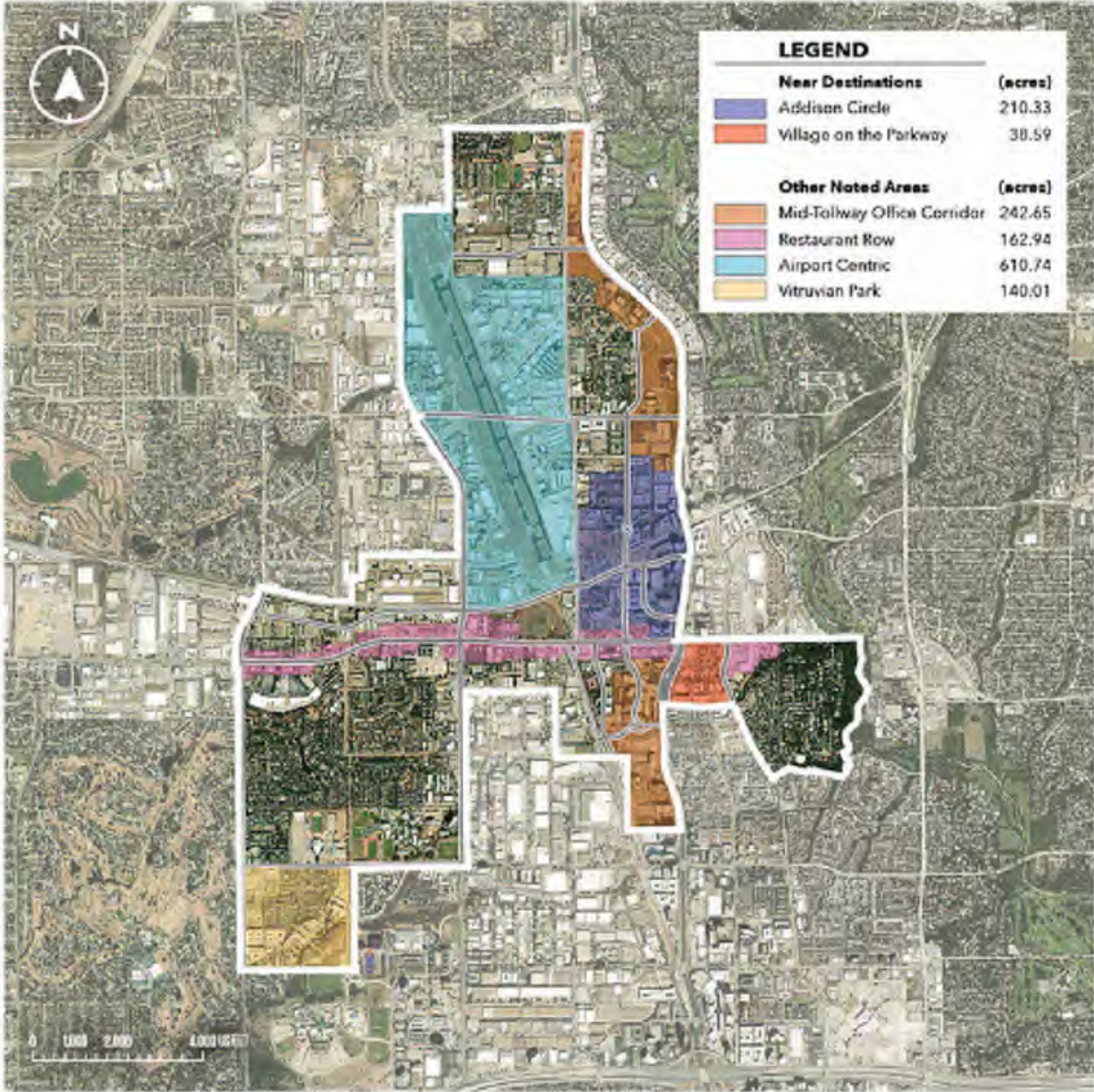
Airport Centric

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 new 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 inter-modal 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

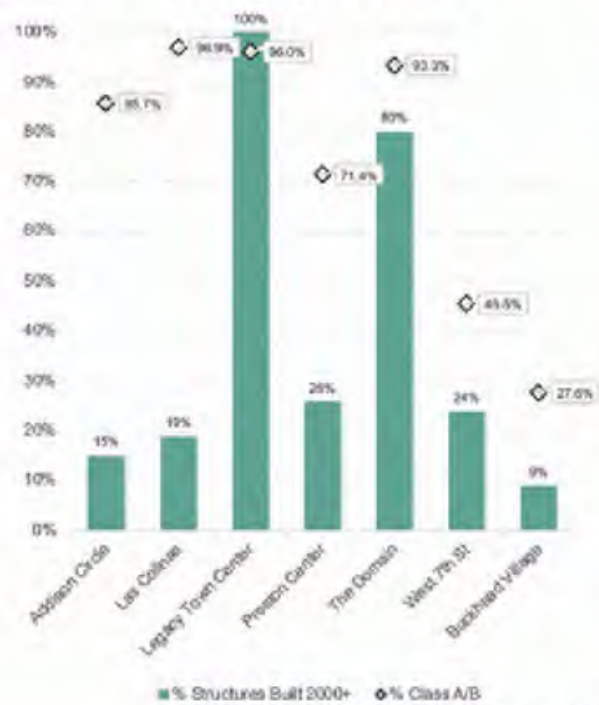
Office Space Inventory, Density and Rent in Peer Places Ranked

	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



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

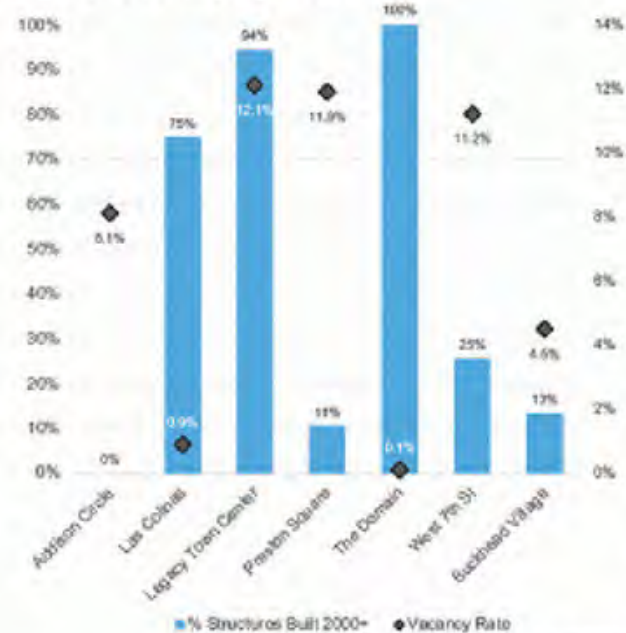
	Existing SF	SF / Building	Density (SF/Ac)	Market Rent / SF*
Addison Circle	7	5	6	7
Las Colinas	6	1	7	6
Legacy Town Center	5	3	5	3
Preston Center	4	7	3	2
The Domain	1	2	1	4
West 7th St	2	4	4	5
Buckhead Village	3	6	2	1

* 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 Dal- las-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 avail- able; full-service Busi- ness Conference Center available to corporate & private travelers. Con- cierge Service.	Multiple dining & shop- ping (books, news, cos- metics, 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

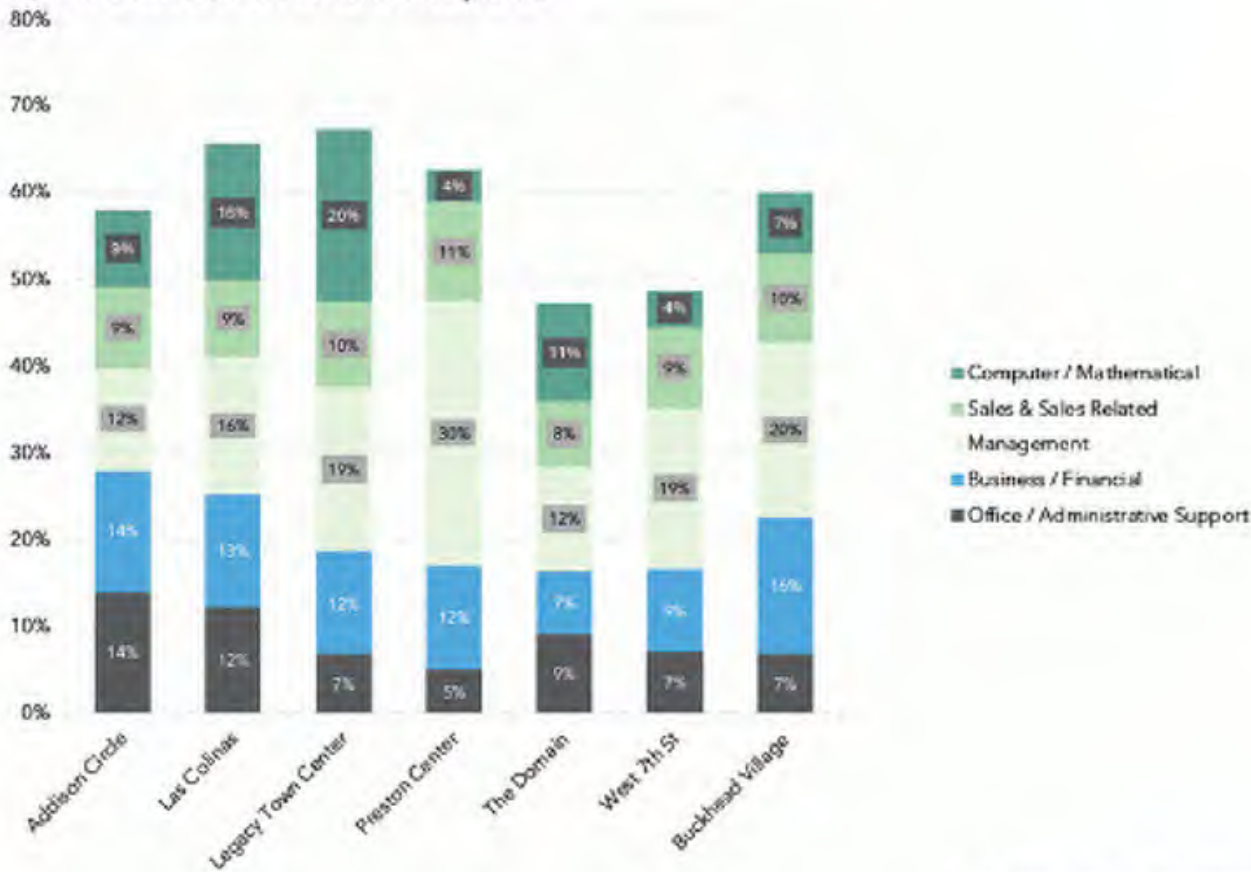
Buying Power within 5 Minutes of Peer Place Ranked

	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



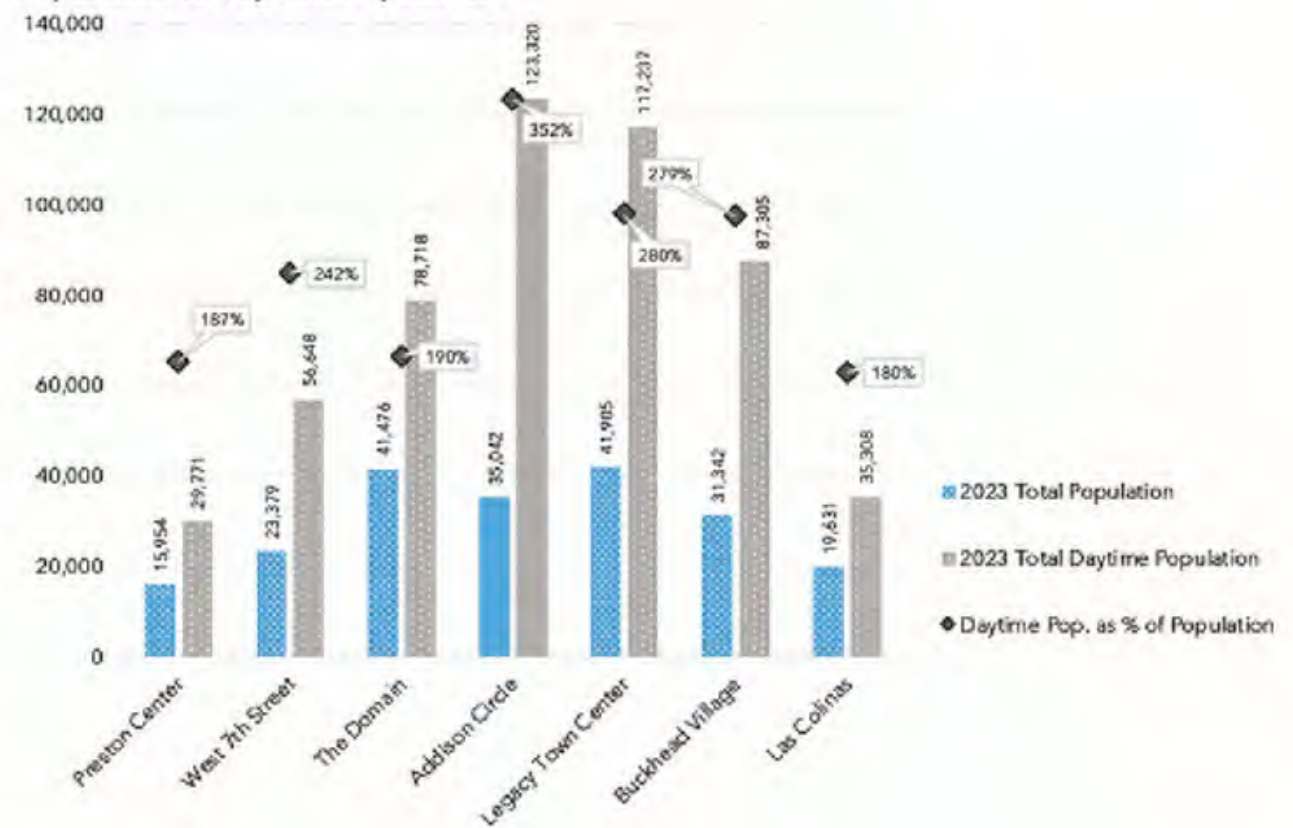
Source: ESRI, December 2023

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.

Population vs Daytime Population



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.



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

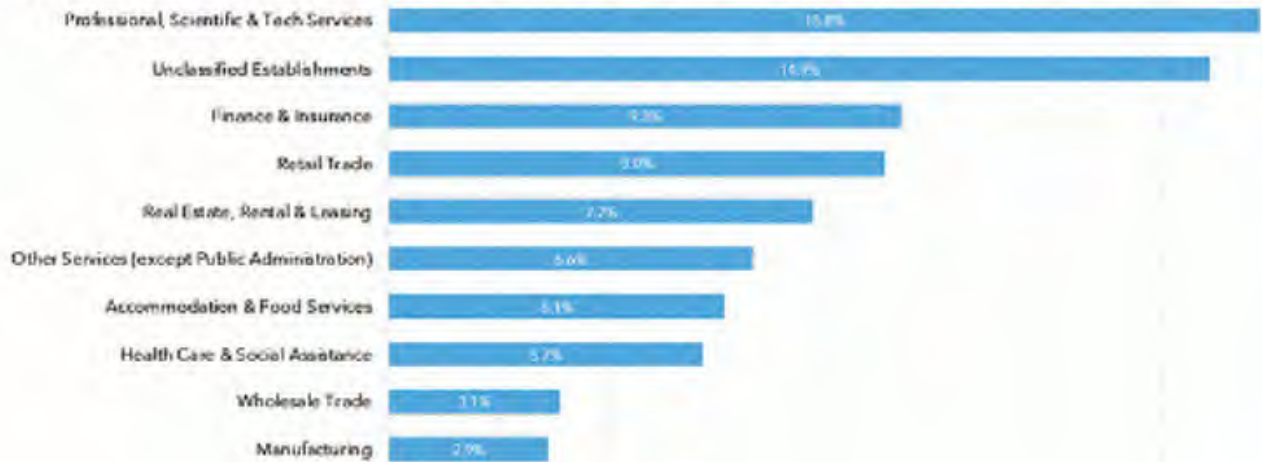
	2023 Total Businesses	2023 Total Employees	2023 Total Population	Employees per Business
Addison Circle	1	2	3	5
Las Colinas	7	6	6	2
Legacy Town Center	2	1	1	1
Preston Center	6	7	7	7
The Domain	4	4	2	4
West 7th Street	5	5	5	6
Buckhead Village	3	3	4	3

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) re-imagines 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

Top Twenty Tapestry Segments

Rank	Tapestry Segment	2023 Households		2023 U.S. Households		Index
		Percent	Cumulative Percent	Percent	Cumulative Percent	
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%		

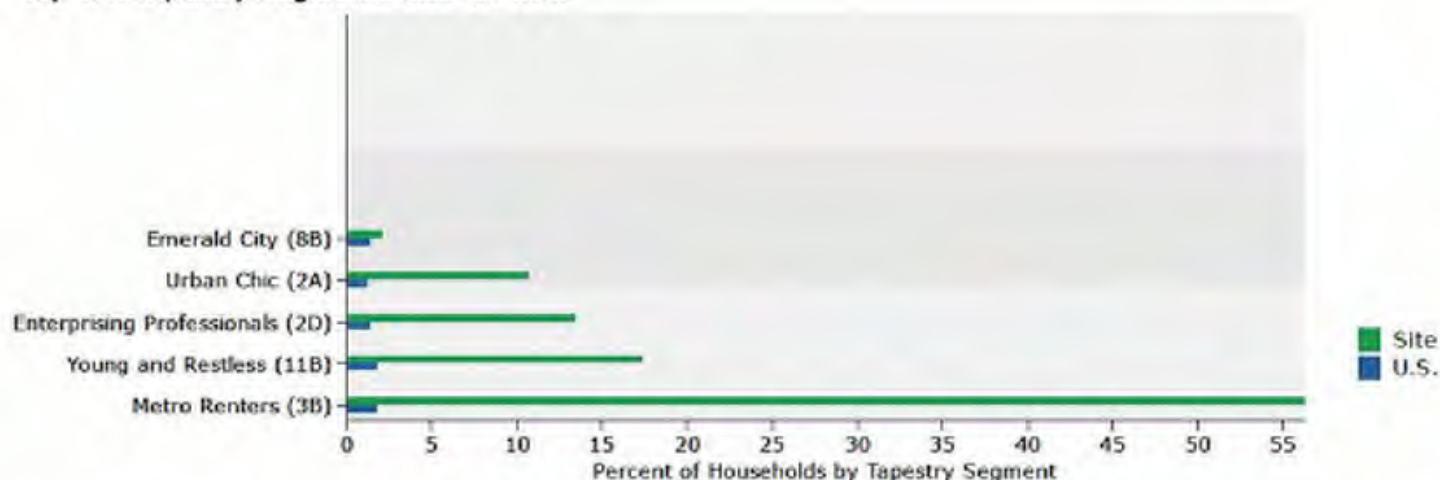
Total

100.0%

7.7%

1297

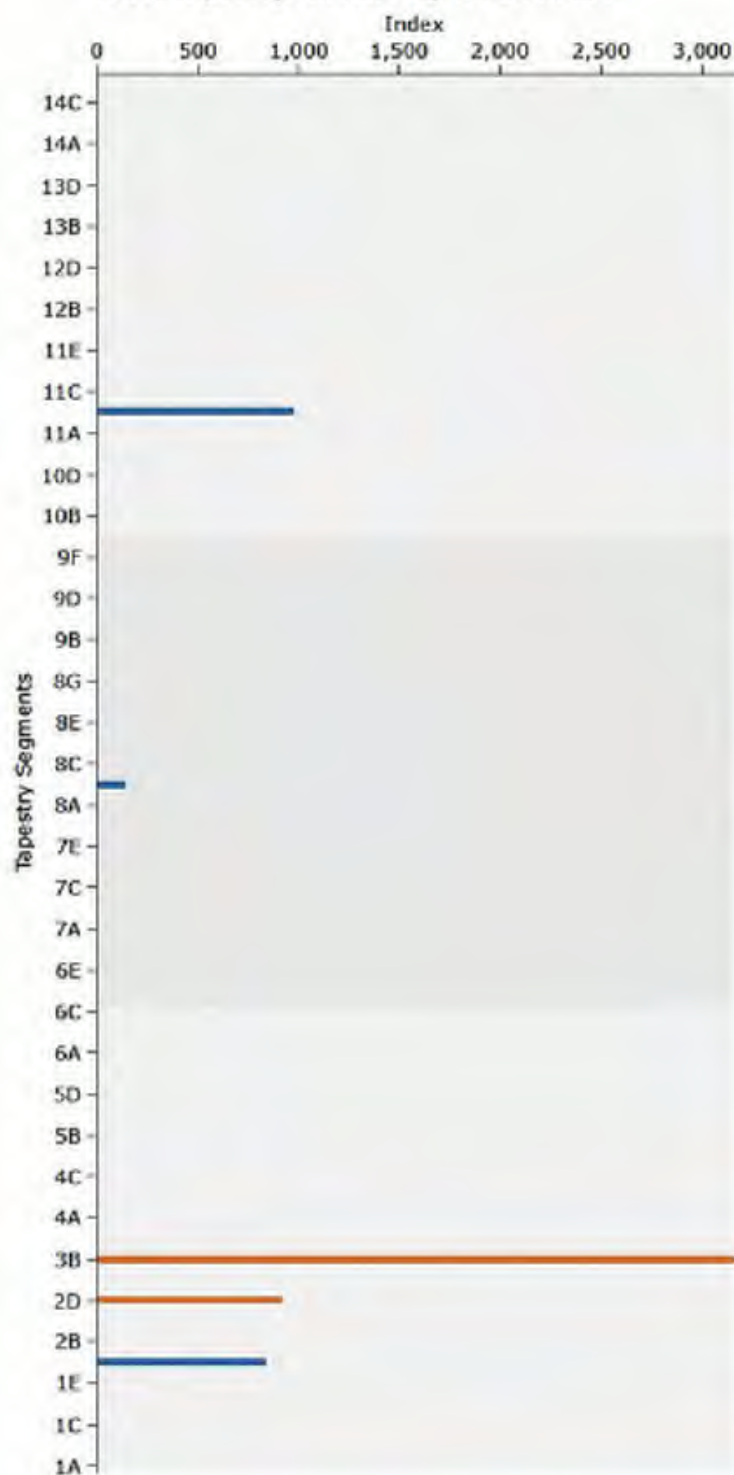
Top Ten Tapestry Segments Site vs. U.S.



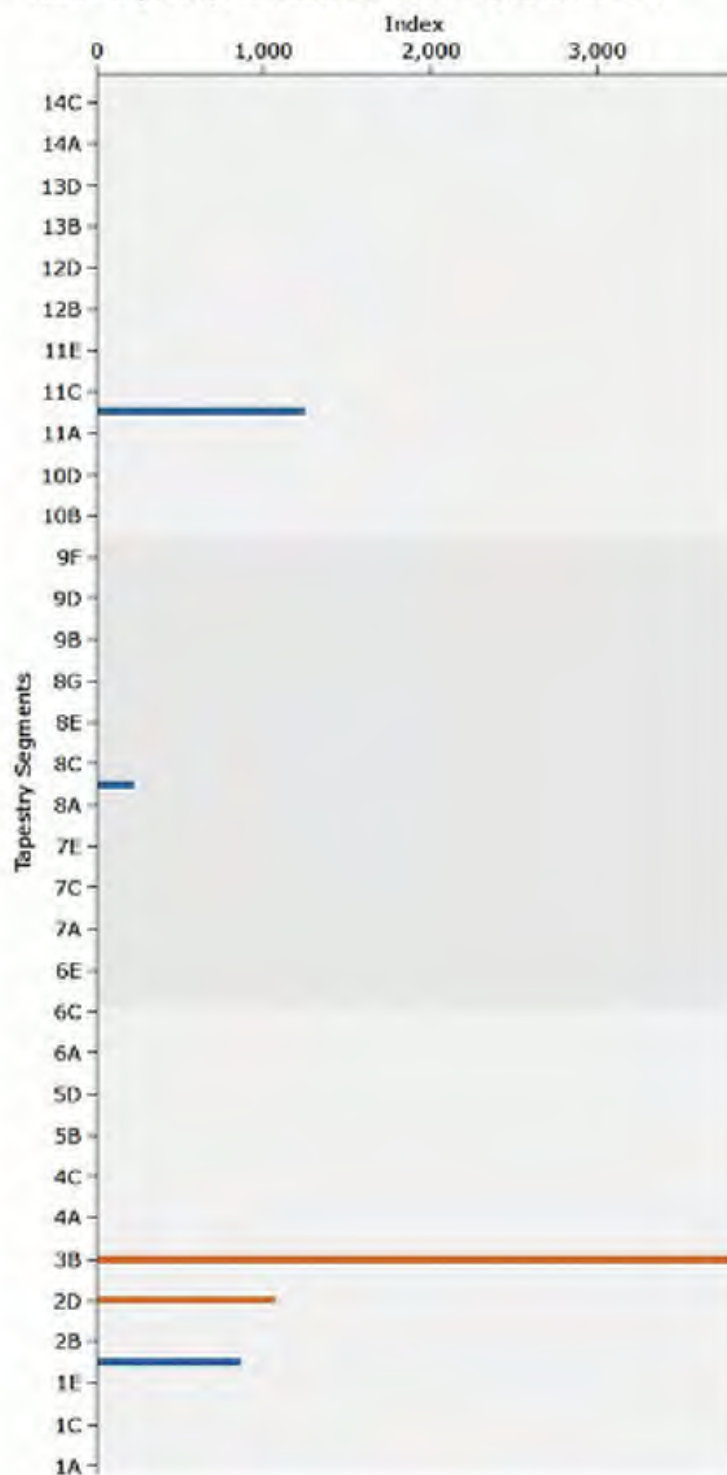
Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or Total Population 18+ in the area, by Tapestry segment, to the percent of households or Total Population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

Source: Esri

2023 Tapestry Indexes by Households



2023 Tapestry Indexes by Total Population 18+



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



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



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



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

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.

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Tapestry Urbanization Groups	2023 Households			2023 Adult Population		
	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



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

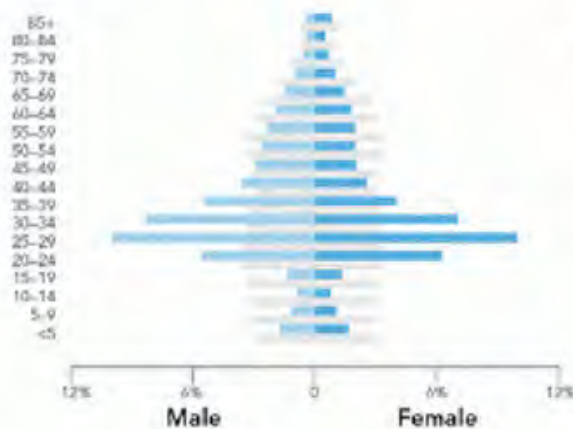
- Well-educated consumers, many currently enrolled in college.
- Very interested in the fine arts and strive to be sophisticated; value education and creativity.
- Willing to take risks and work long hours to get to the top of their profession.
- Become well informed before purchasing the newest technology.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



AGE BY SEX (Esri data)

Median Age: **32.5** US: 38.2

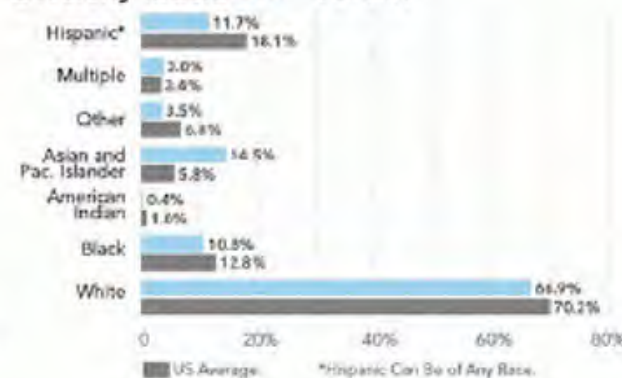
■ Indicates US



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



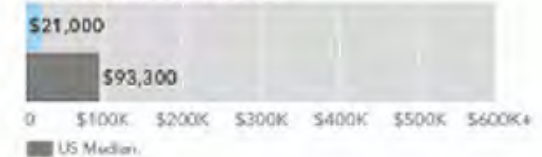
INCOME AND NET WORTH

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

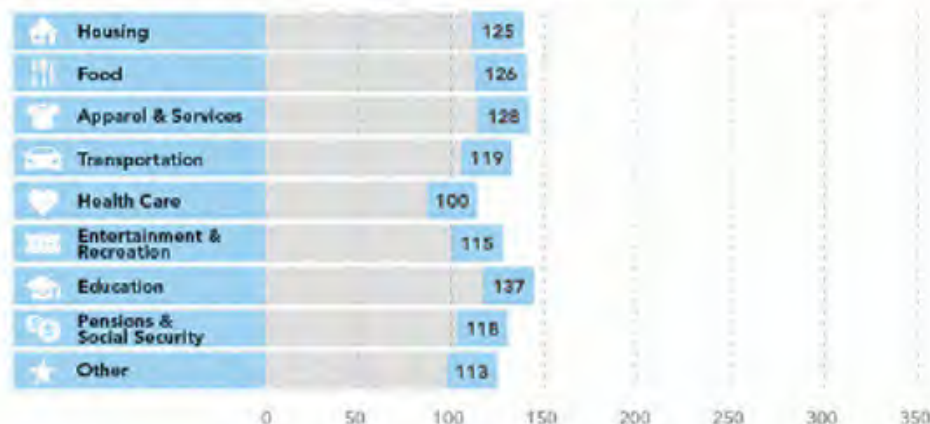


Median Net Worth



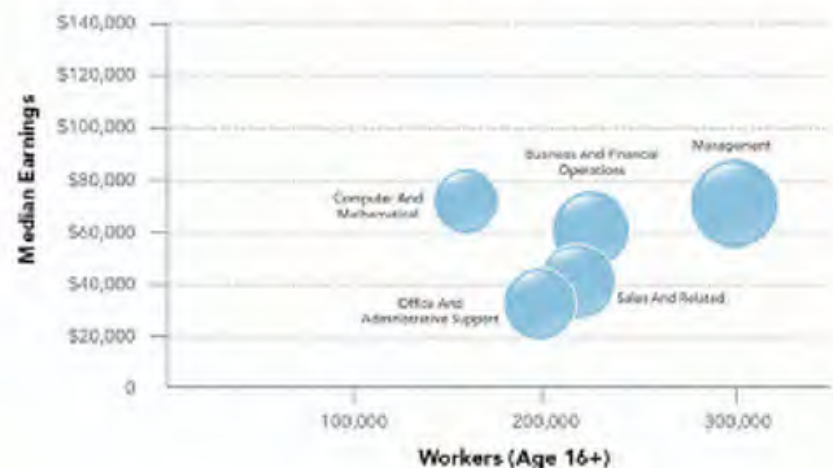
AVERAGE HOUSEHOLD BUDGET INDEX

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.





MARKET PROFILE

(Consumer preferences are estimated from data by MR 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

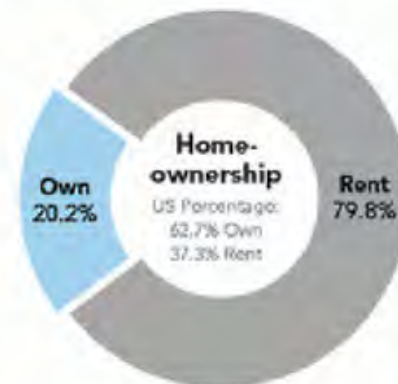
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



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.



Metro Renters



TAPESTRY
SEGMENTATION
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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.

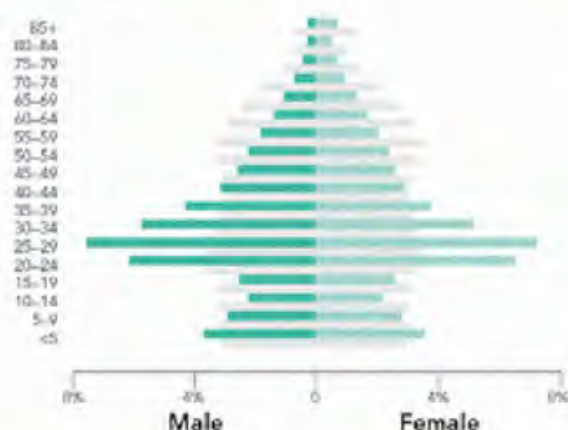
Note: The Index represents the ratio of the segment rate to the US rate multiplied by 100. Consumer preferences are estimated from data by MRI Simmons.



AGE BY SEX (11a1 data)

Median Age: **29.8** US: 38.2

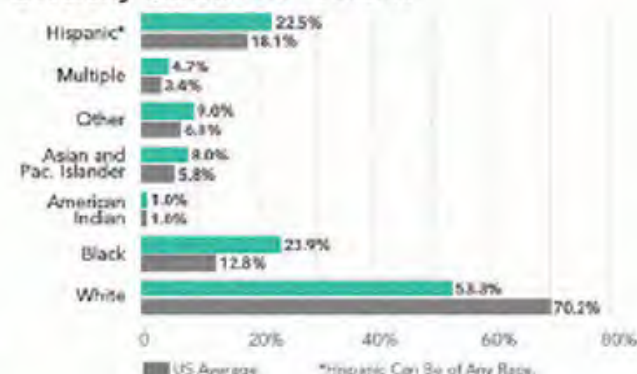
■ indicates US



RACE AND ETHNICITY (11a1 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: **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

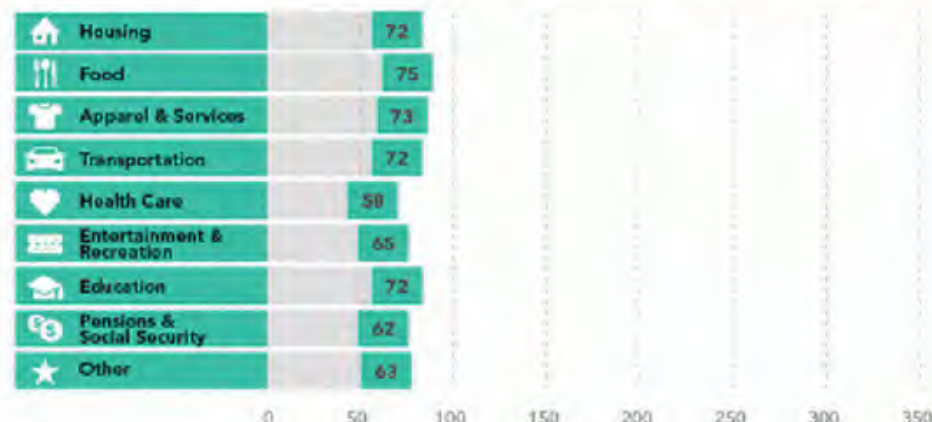


Median Net Worth



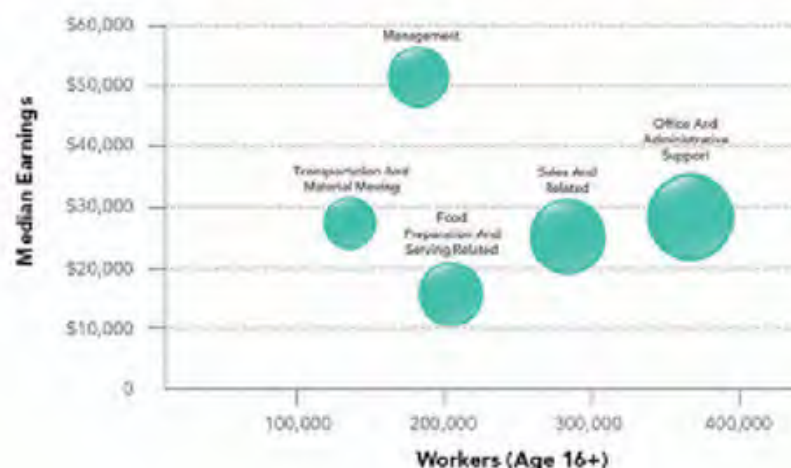
AVERAGE HOUSEHOLD BUDGET INDEX

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.





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

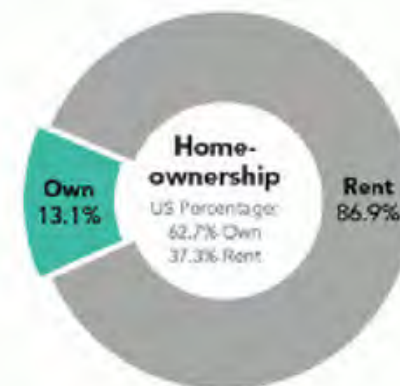
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



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

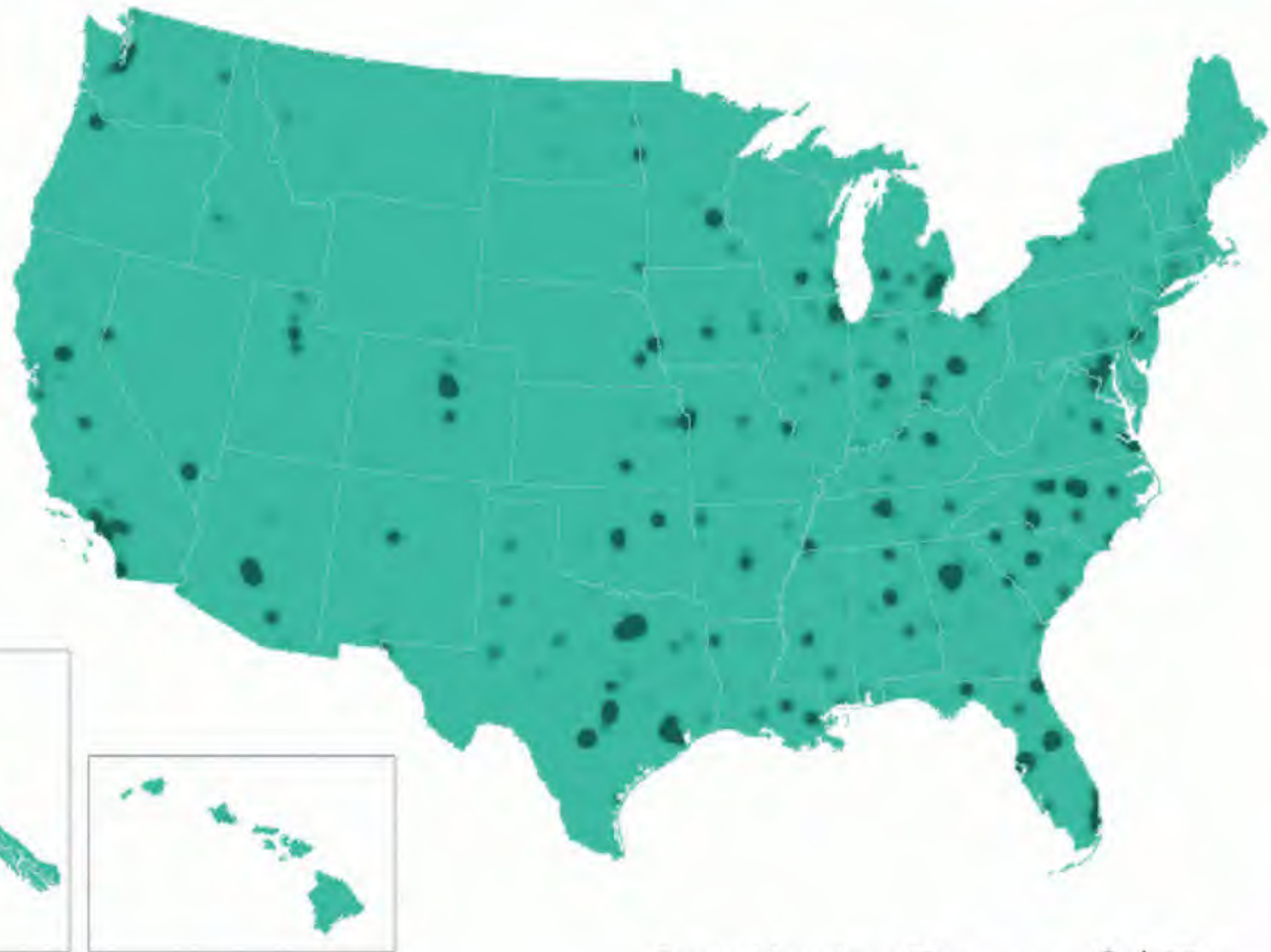
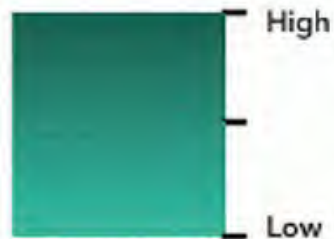
LifeMode Group: Midtown Singles

Young and Restless

TAPESTRY
SEGMENTATION
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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.



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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.



LifeMode Group: Upscale Avenues

Enterprising Professionals

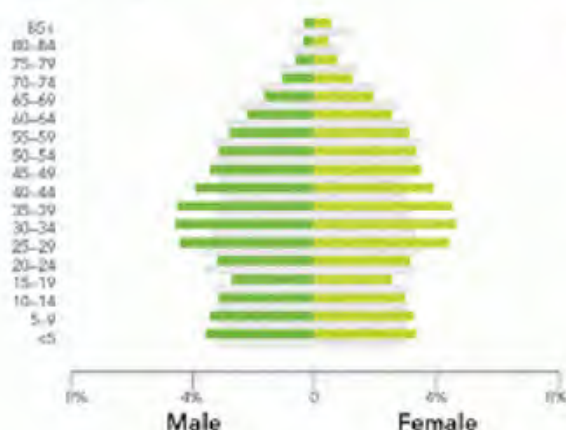


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AGE BY SEX (Esri data)

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



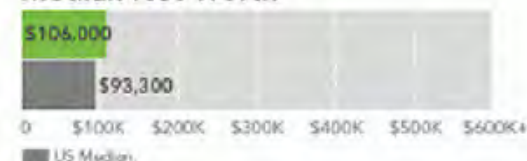
INCOME AND NET WORTH

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

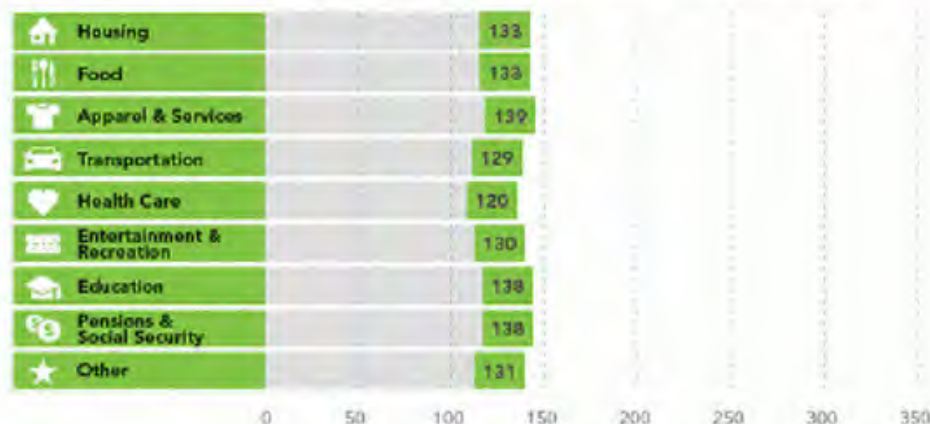


Median Net Worth



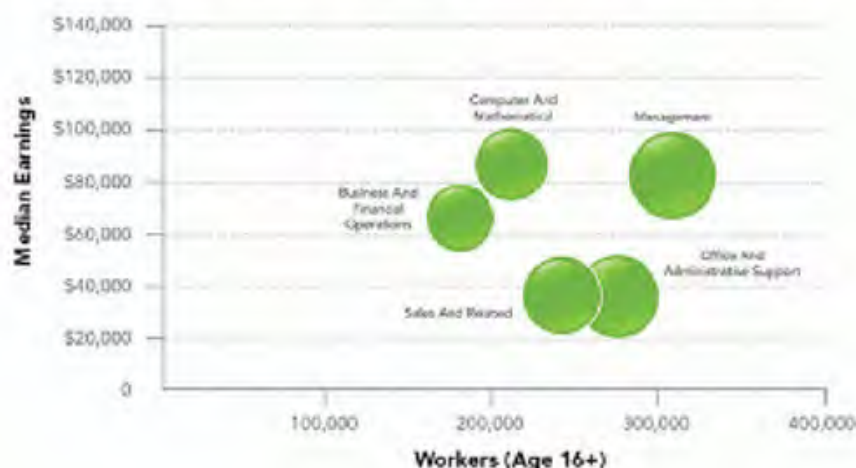
AVERAGE HOUSEHOLD BUDGET INDEX

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.





LifeMode Group: Upscale Avenues

Enterprising Professionals



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MARKET PROFILE

(Consumer preferences are estimated from data by MRSSimmons.)

- 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.





LifeMode Group: Upscale Avenues

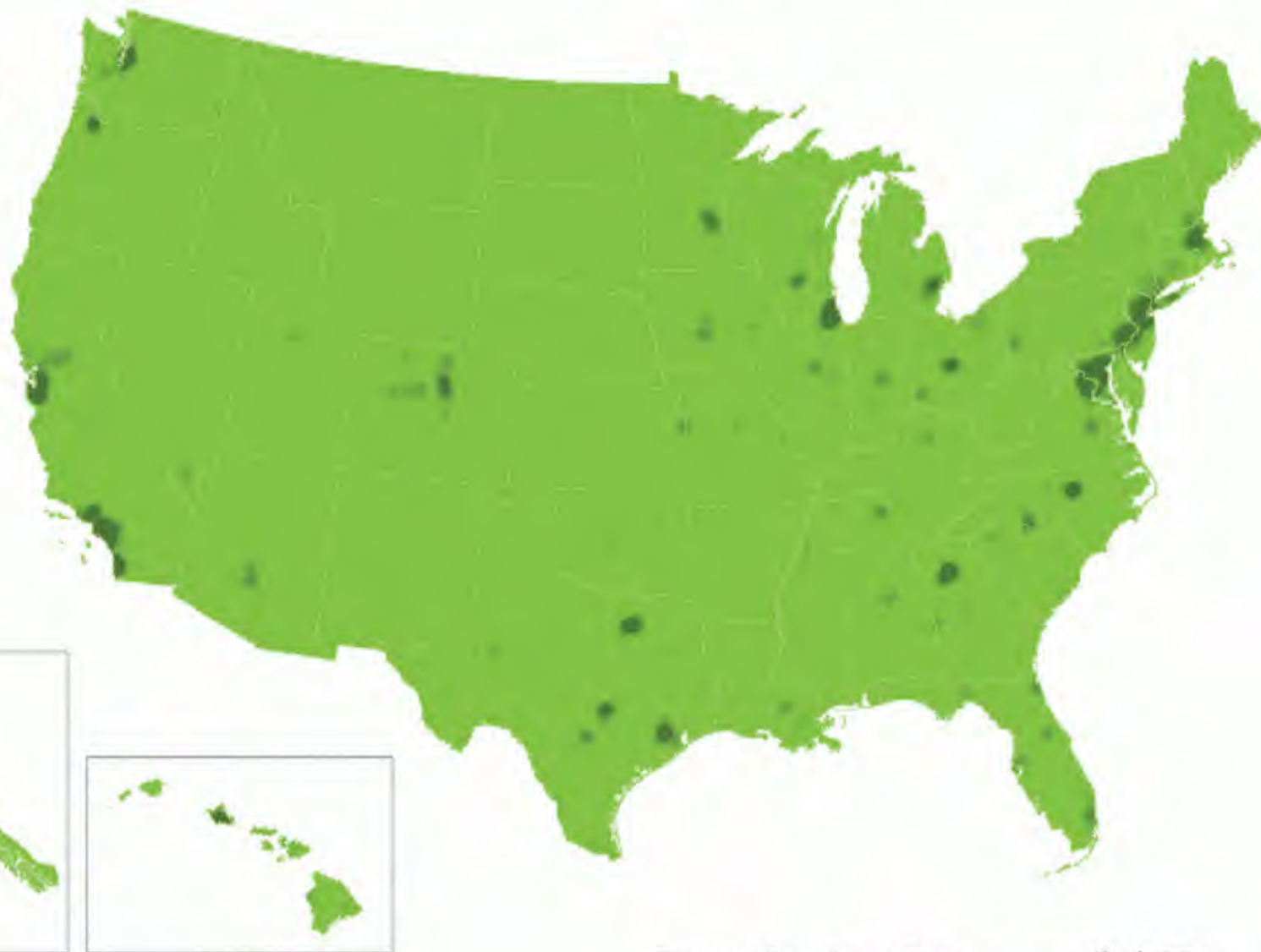
Enterprising Professionals



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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.



AGE BY SEX ([esri data])

Median Age: **43.3** US: 38.2

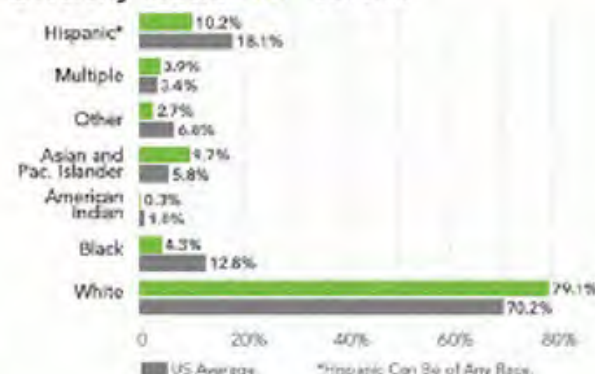
■ indicates US



RACE AND ETHNICITY ([esri data])

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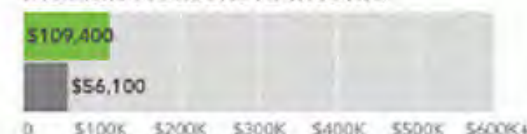
Diversity Index: **48.1** US: 64.0



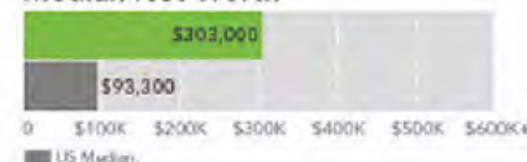
INCOME AND NET WORTH

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

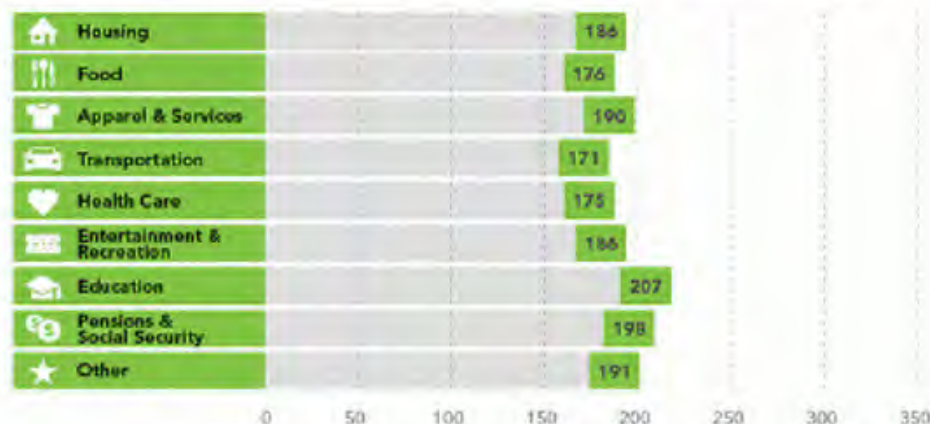


Median Net Worth



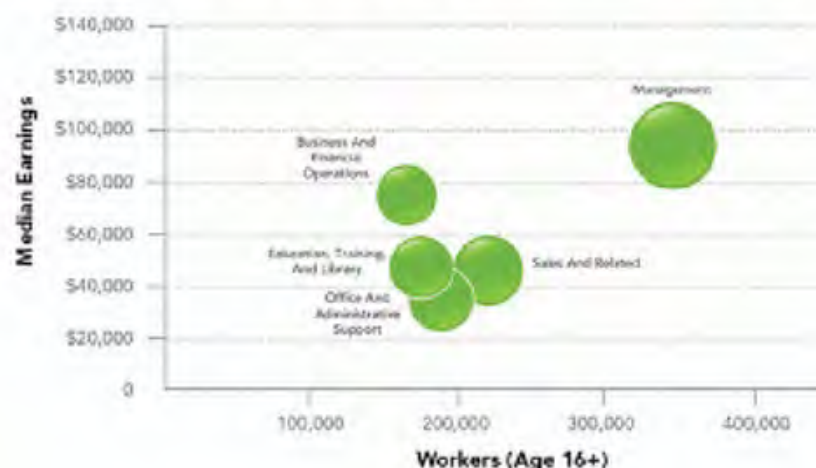
AVERAGE HOUSEHOLD BUDGET INDEX

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.





MARKET PROFILE

(Consumer preferences are estimated from data by MR 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

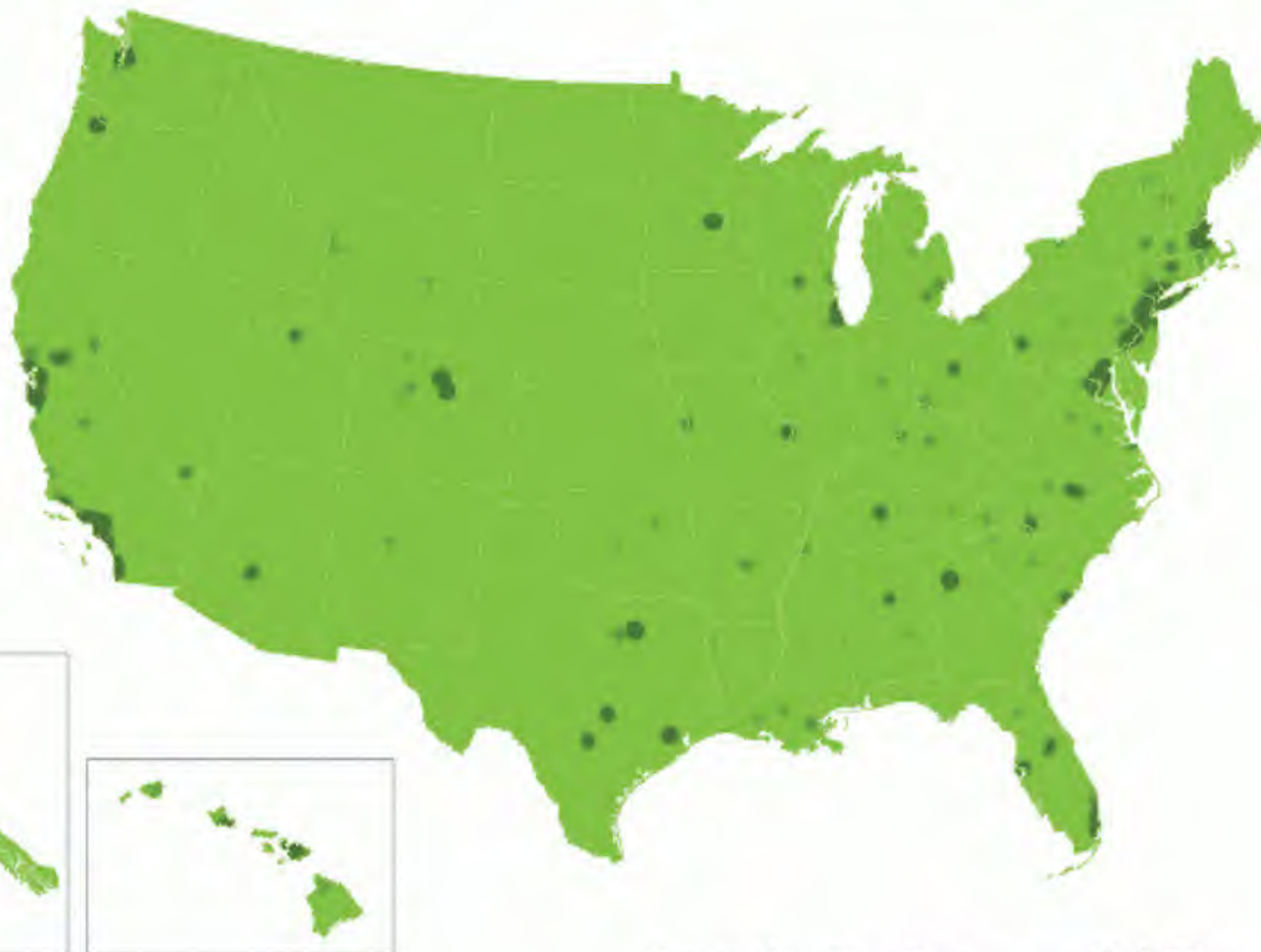
Esri developed three indexes to display average household wealth, socioeconomic status, and housing affordability for the market relative to US standards.





SEGMENT DENSITY

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





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?

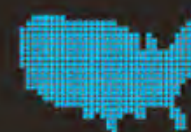
Emerald City's denizens live in lower-density neighborhoods of urban areas throughout the country. Young and mobile, they are more likely to rent. Half have a college degree and a professional occupation. Incomes close to the US median come primarily from wages, investments, and self-employment. This 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.



AGE BY SEX (Esri data)

Median Age: **37.4** US: 38.2

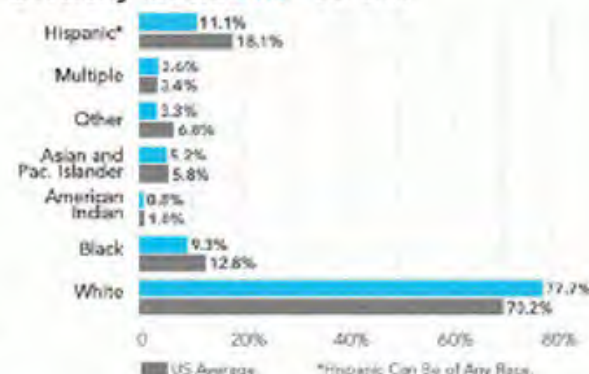
■ indicates US



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

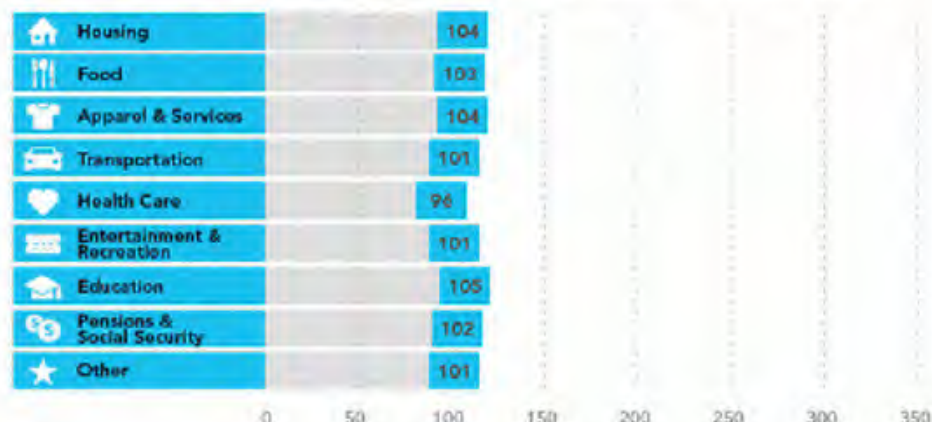


Median Net Worth



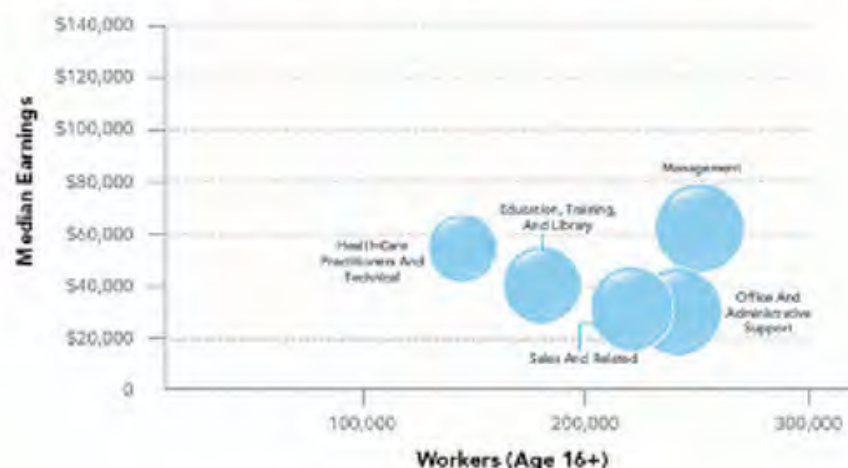
AVERAGE HOUSEHOLD BUDGET INDEX

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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.





MARKET PROFILE (Consumer preferences are estimated from data by MRG 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

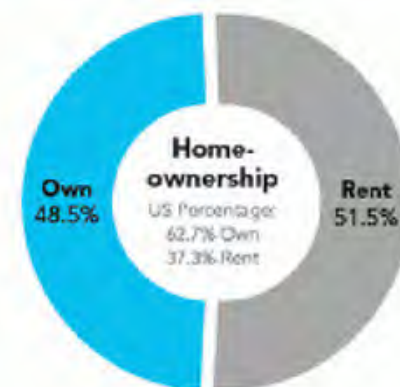
Median home value is displayed for markets that are primarily owner occupied; average rent is shown for renter-occupied markets. Tenure and home value are estimated by Esri. Housing type and average rent are from the Census Bureau's American Community Survey.



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.





SEGMENT DENSITY

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



2026 City Council Regular Meeting

6. a.

Meeting Date: 02/10/2026

Department: General Services

Key Focus Areas: Infrastructure Development and Maintenance

AGENDA CAPTION:

Present, discuss, and consider action on a Resolution approving a construction services agreement with Construction Solutions USA, LLC for the renovation of the outdoor pool restroom at the Addison Athletic Club and authorize the City Manager to execute the agreement in an amount not to exceed \$165,164.26 and establish a total project construction budget of \$181,680.

BACKGROUND:

The Addison Athletic Club (AAC) outdoor pool restroom has not been updated since it was constructed in 2003. AAC members have expressed concerns that the restroom is showing signs of wear and have requested that it be updated. Additionally, staff have identified the need for rehabilitation, maintenance, and functional improvements within the restroom. Based on member feedback and staff-identified needs, staff submitted a budget request to replace aging assets and renovate the restroom.

For the restroom renovation, a Request for Proposals (RFP) was issued on September 18, 2025 under Bid #25-228 through Bid Net Direct. Competitive sealed proposals were received from 11 companies on October 16, 2025. A selection committee consisting of staff representatives from Finance, General Services, and Parks evaluated the proposals based on price (50%), experience (25%), proposed suppliers / subcontractors (15%), and construction time (10%).

General Contractor	Base Bid	Evaluation Score
Ambercrest	\$179,678.00	85
APR	\$231,491.00	80.7
Big Sky	\$325,000.00	66.4
CGC	\$345,638.22	49.9
Construction Solutions	\$165,164.26	99
Cortex	\$197,362.00	63.5
Dallas Harmony	\$262,024.50	69.5
Fast	\$210,984.23	67.1
Talbert Reed	\$194,426.53	73.5
Tegrity	\$264,777.00	74.2
Vision Builders	\$279,337.40	64.6

The FY2026 Budget contains \$220,000.00 for construction efforts to renovate the Addison Athletic Club outdoor pool restroom. Staff recommends awarding the base bid to Construction Solutions USA, LLC for the renovation of the outdoor pool restroom in the amount of \$165,164.26. Staff requests that a total project construction budget of \$181,680.00 be established that includes the base bid award plus an owner's allowance of \$16,515.74 to cover any unforeseen issues that may arise during construction.

The base bid scope of work includes: demolition and repairs, resinous flooring for slip resistance, installation of doors, painting, ceiling plaster, toilet partition replacement, baby changing stations, mirrors, ADA elements, dispensers, signage, exhaust fans, hand dryers, plumbing chase heater, lavatory, toilet, and shower replacements, lighting replacement, and related electrical work.

As part of the bidding process, staff requested bidders to provide pricing proposals for four (4) separate add alternates. There is \$38,320 available in the project budget should Council choose to authorize any of the add alternate bid items for inclusion in the contract.

Alternate Bid	Bid Price
Add Alternate 1 – Exterior Shade and Canopy Letter Signage	\$14,670.28
Add Alternate 2 – Men’s and Women’s Restroom Signage	\$5,559.90
Add Alternate 3 – Substituting Decorative Glazing at Doors	\$17,586.42
Add Alternate 4 – Tile Wainscoting in the Men’s and Women’s Restrooms	\$4,282.93

FISCAL IMPACT

Expenditures in the amount of \$220,000 are budgeted for construction in FY2026.

RECOMMENDATION

Administration recommends approval of the base bid project with an owner’s allowance and seeks Council direction regarding the authorization of Alternate Bid Items 1-4.

Attachments

Presentation - AAC Outdoor Pool Renovation
Resolution - AAC Outdoor Pool Restroom
Proposal - AAC Outdoor Pool Restroom
AAC Outdoor Pool Restroom - Bid Project Manual

Addison Athletic Club Outdoor Restroom Renovation

February 10, 2026

Bill Hawley, General Services Director



Addison Athletic Club (AAC) Outdoor Pool Restroom

- Original Construction:** 2003
- Renovation History:** No renovations or updates have been made since the original construction.
- Asset Age:** Restroom assets and fixtures are now 22+ years old
- Plumbing & Ventilation Concerns:** Existing Fixtures are not installed with freeze protection, creating maintenance and operational challenges. Air in the restrooms currently does not recirculate.
- Member Feedback:** AAC Members have expressed concerns about wear and have requested improvements.
- Funding:** FY26 adopted budget includes \$220,000 for the restroom renovation.

Background

ADDISON



Background



Competitive Sealed Proposals

•**September 18, 2025:** Request for Proposals

issued on BidNetDirect.com for bid no. 25-228.

- Specifications indicated proposals would be scored and the best value for the town would be identified.
- Scoring Price (50%), Experience (25%), Proposed Suppliers / Subcontractors (15%) and Construction Time (10%)
- Prices for a Based Bid and Alternate Bid Items was requested.

Base Bid Scope

- Demolition
- CMU Repairs
- Painting
- Plaster Ceiling Repair
- Toilet Partitions
- Toilets & Urinals
- Lavatory / Mirrors
- Shower Fixtures
- Electrical Work
- Lights
- Baby Changing Stations
- ADA Benches
- ADA Grab Bars
- Door Storefront System w/ Frosted Glass
- Hand Driers
- Dispensers & Receptacles
- Exhaust Fans & Ducts
- Plumbing Chase Heater
- Fire Alarm Strobe

Competitive Sealed Proposals

•**October 16, 2025:** Eleven companies submitted Competitive Sealed Proposals

Contractor	Base Bid Price	Evaluation Score
Ambercrest	\$179,678.00	85
APR	\$231,491.00	80.7
Big Sky	\$325,000.00	66.4
CGC	\$345,638.22	49.9
Construction Solutions	\$165,164.26	99
Cortex	\$197,362.00	63.5
Dallas Harmony	\$262,024.50	69.5
Fast	\$210,984.23	67.1
Talbert Rodd	\$194,426.53	73.5
Tegrity	\$265,777.00	74.2
Vision Builders	\$279,337.40	64.6

Competitive Sealed Proposals

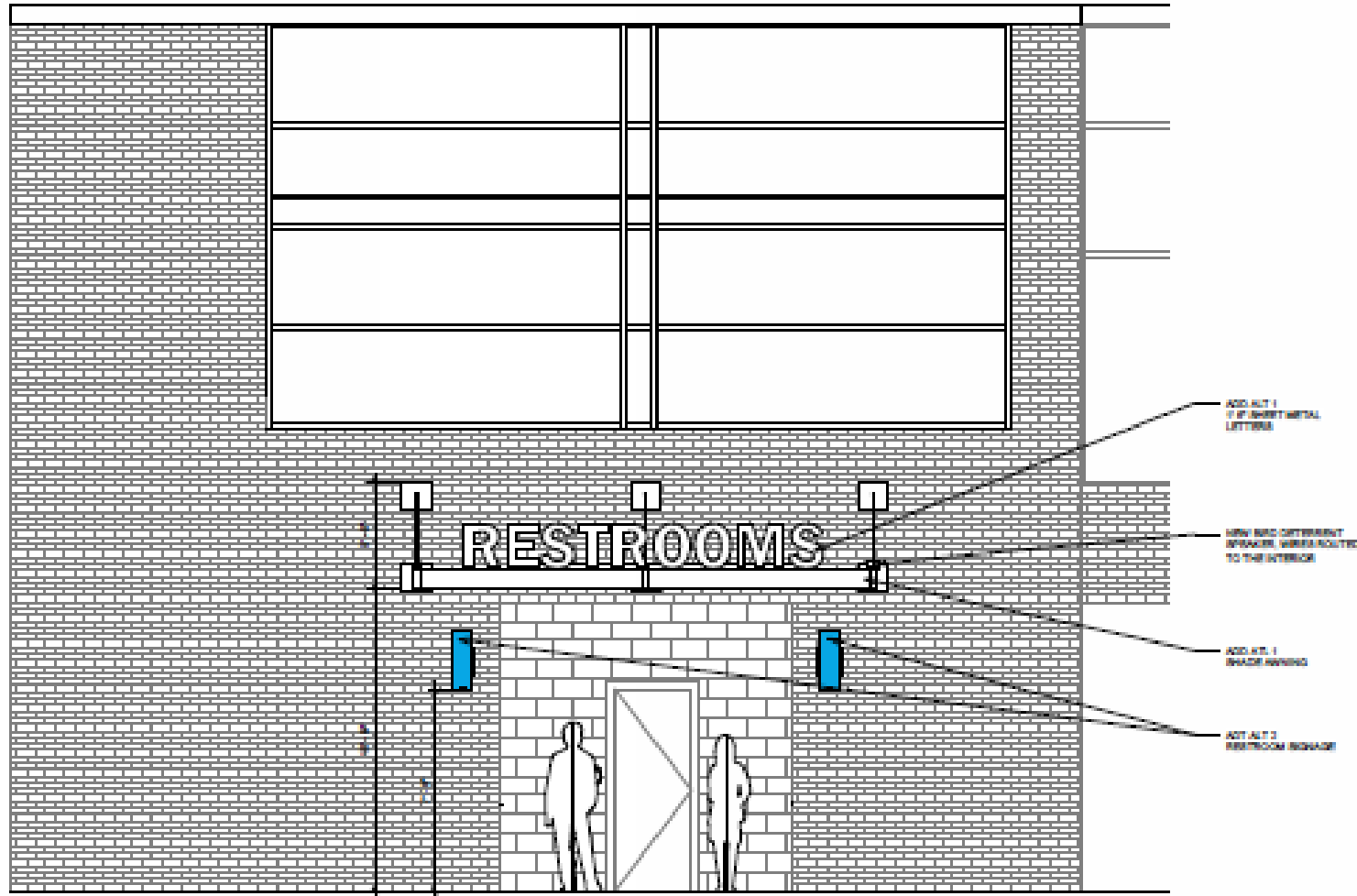
A blue circular logo with the word "ADDISON" in white, uppercase letters.

Alternate Bid Items

- Add Alternate 1 – Entrance Shade Canopy and Letter Signage
- Add Alternate 2 – Custom Men's and Women's Restroom Signage
- Add Alternate 3 – Substitution for Frosted Glass
- Add Alternate 4 – Tile Wainscotting in Men's and Women's Restrooms

Competitive Sealed Proposals

ADDISON



2 North Exterior Elevation
3/8" = 1'-0"

Alternate Bid Items

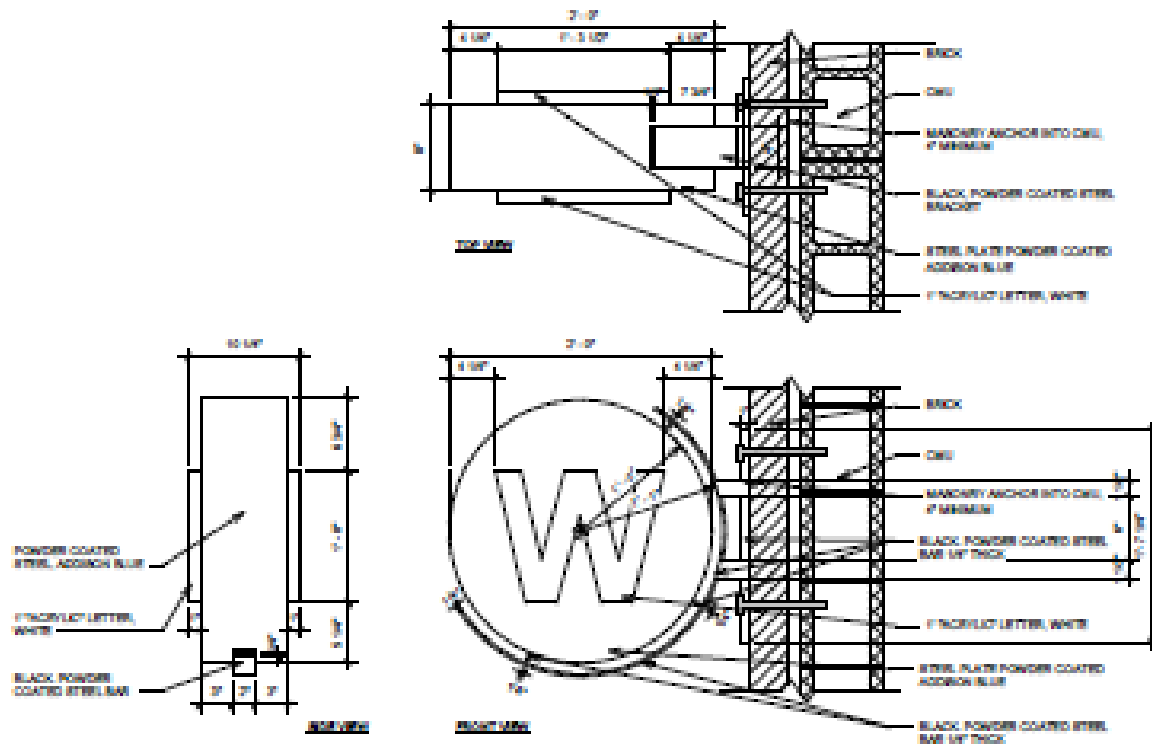
- Add Alternate 1 – Entrance Shade Canopy and Letter Signage

Alternate Bid Item 1
\$14,670.28

Competitive Sealed Proposals

ADDISON

NOTE:
1. FABRICATOR TO PROVIDE SHOP DRAWINGS FOR REVIEW AND APPROVAL.



Alternate Bid Items

- Add Alternate 2 – Custom Men's and Women's Restroom Signage

Alternate Bid Item 2
\$5,559.90

4

ADD ALT 2 - SIGNAGE DETAIL
1:100 - P&P

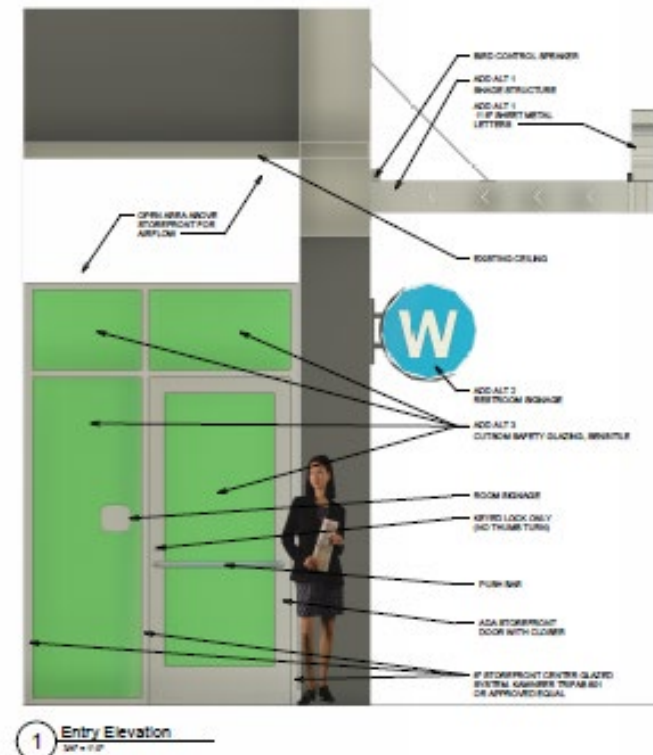
Competitive Sealed Proposals

ADDISON

Alternate Bid Items

- Add Alternate 3 – Substitution for Frosted Glass

Alternate Bid Item 3
\$17,586.42



Staff Recommends Approving the Base Bid Proposal and Including a 10% Owner's Allowance.

Staff Seeks Council Direction Regarding the Addition of Alternate Bid Items

- There is \$38,320 available in the project budget to fund any Council approved alternates

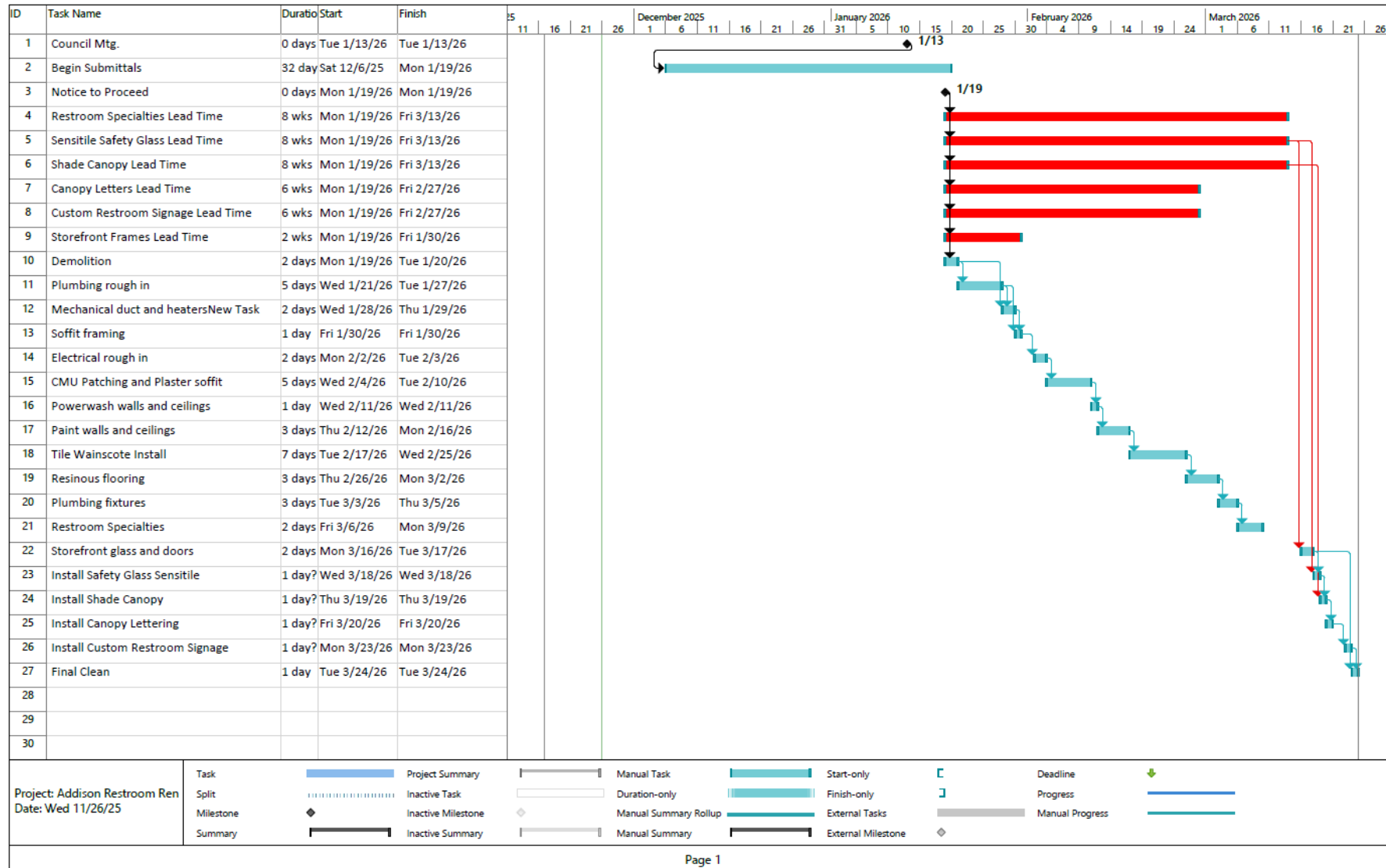
Schedule

ADDISON

Construction Solutions USA

SCHEDULE OF CONSTRUCTION ADDISON ATHLETIC CLUB RESTROOM RENOVATION

11-26-2025



Questions

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS
APPROVING AN AGREEMENT WITH CONSTRUCTION SOLUTIONS USA FOR
THE ADDISON ATHLETIC CLUB OUTDOOR RESTROOM IN AN AMOUNT
NOT TO EXCEED \$165,164.26; AUTHORIZING THE CITY MANAGER TO
EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the City Council desires to authorize an agreement with Construction Solutions USA for the Addison Athletic Club Outdoor Restroom project in conformance with the contract documents for the Town's Bid No. 25-228.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE
TOWN OF ADDISON, TEXAS:**

SECTION 1. The City Council hereby approves the contract agreement between the Town of Addison and Construction Solutions USA for the Addison Athletic Club Outdoor Restroom project in conformance with the contract documents for the project for an amount not-to-exceed of \$165,164.26, a copy of which is attached to this Resolution as **Exhibit A**. The City Manager is hereby authorized to execute the agreement.

SECTION 2. This Resolution shall take effect from and after its date of adoption.

DULY RESOLVED AND ADOPTED by the City Council of the Town of Addison, Texas, on this the **10th** day of **February**, 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

Valencia Garcia, City Secretary

EXHIBIT A

CONSTRUCTION SERVICES AGREEMENT ADDISON ATHLETIC CLUB OUTDOOR RESTROOM (Bid # 25-228)

This CONSTRUCTION SERVICES AGREEMENT ("Agreement") is made as of the Effective Date by and between **Construction Solutions USA**, a Texas Limited Liability Company, hereinafter called "Contractor", and the **Town of Addison, Texas**, hereinafter called "City".

RECITALS

WHEREAS, City desires Contractor to perform certain work and services set forth in Section 1, below; and

WHEREAS, Contractor has expressed a willingness to perform said work and services, hereinafter referred to only as "services", specified in the Contract Documents and Section 1 of this Agreement.

NOW, THEREFORE, for and in consideration of the covenants and promises made one to the other herein, City and Contractor agree as follows:

Section 1. Scope of Services

Upon issuance of a written notice to proceed by City, Contractor agrees to provide to City the necessary services, labor, materials, equipment, and supplies to perform the Addison Athletic Club Outdoor Restroom project (the "Project"), such services being more fully described herein and pursuant to the plans and specifications identified in the Contract Documents (defined below).

Section 2. Term of Agreement

The term of this Agreement shall begin on the last date of execution hereof (the "Effective Date") and shall continue until Contractor completes the services required herein to the satisfaction of City and has been paid in full by City, unless sooner terminated in conformance with this Agreement.

Section 3. Contract Documents

This Agreement is a part of the "Contract Documents", which include:

- (1) This Agreement, including all exhibits and addenda hereto;
- (2) City's plans, specifications, and all other contract documents for the Project contained in City's Bid #Bid 25-228;
City's written notice(s) to proceed to the Contractor;
- (3) Properly authorized change orders;
- (4) Contractor's Bid Proposal ("Proposal" and/or "Response"); and
Any other materials distributed by the City that relate to the Project.

In the event there exists a conflict between any term, provision, and/or interpretation of the Contract Documents, the documents shall take precedent and control in the order listed above in this section (which shall supersede any conflicting provision concerning priority of contract documents contained in the Bid Packet). If discrepancies are found that may impact Contractor's performance of the services for the Project, it shall be the Contractor's obligation to seek clarification as to which requirements or provisions control before undertaking any work on that component of the Project. Should the Contractor fail or refuse to seek a clarification of such conflicting or inconsistent requirements or provisions prior to any work on that component of the Project, the Contractor shall be solely responsible for the costs and expenses - including additional time - necessary to cure, repair and/or correct that component of the Project.

Section 4. Contractor Obligations

(a) Performance of Services. To the extent reasonably necessary for Contractor to perform the services under this Agreement, Contractor shall be authorized to engage the services of any agents, assistants, persons, or corporations that Contractor may deem proper to aid or assist in the performance of the services under this Agreement with the prior written approval of City. The cost of such personnel and assistance shall be a reimbursable expense to Contractor only if authorized in writing in advance by City. Unless otherwise agreed, Contractor shall provide and pay for all materials, supplies, machinery, equipment, tools, superintendence, labor, insurance, and all water, light, power, fuel, transportation and all other facilities necessary for the execution and completion of the Project.

(b) Quality Materials. Contractor shall be responsible for the professional quality, technical accuracy, and the coordination of all materials, construction, installation and other services furnished by Contractor under this Agreement. Unless otherwise specified in writing by City, all materials shall be new and both workmanship and materials shall be of a good quality. Contractor shall, if required, furnish satisfactory evidence as to the kind and quality of materials. Materials or work described in the Contract Documents that, so applied, have well known, technical or trade meaning shall be held to refer to such recognized standards. Contractor shall, without additional compensation, correct or revise any errors or deficiencies in the installation and construction of the Project components to conform as shown in the Project drawings and specifications.

(c) Additional Services. All minor details of the work not specifically mentioned in the Contract Documents but obviously necessary for the proper completion of the work, such as the proper connection of new work to old, shall be considered as incidental to and a part of the work for which the prices are set forth in this Agreement. Contractor will not be entitled to any additional compensation therefor unless specifically stated otherwise. Should City require additional services not included under this Agreement, Contractor shall make reasonable effort to provide such additional services at mutually agreed charges or rates, and within the time schedule prescribed by City, and without decreasing the effectiveness of the performance of services required under this Agreement. The terms "extra work" and "additional services" as used in this Agreement shall be understood to mean and include all work that may be required by City to be done by Contractor to accomplish any alteration or addition to the work as shown on the Project plans and drawings. It is agreed that Contractor shall perform all extra work under the direction of the City's representative when presented with a written work/change order signed by the City's representative, subject, however, to the right of Contractor to require written confirmation of such extra work order by City. No claims for extra services, additional services or changes in the services whatsoever, including any change in pricing or time for performance related to the services will be made by Contractor without first obtaining the City's written agreement and approval of a work/change order reflecting the same.

(d) Independent Contractor. It is understood and agreed by and between the parties that Contractor, while performing under this Agreement, is acting independently, and that City assumes no responsibility or liabilities to any third party in connection with Contractor's acts or omissions. All services to be performed by Contractor pursuant to this Agreement shall be in the capacity of an independent contractor, and not as an agent or employee of City. Contractor shall supervise the performance of its services and shall be entitled to control the manner and means by which its services are to be performed, subject to the terms of this Agreement. There is no intended third-party beneficiary to this Agreement.

(e) Inspection of Records. Contractor grants City and its designees the right to audit, examine, or inspect, at City's election, all of Contractor's Records relating to the performance of services under this Agreement, during the term of the Agreement and any retention period herein. City's audit, examination, or inspection of Contractor's Records may be performed by a City designee, which may include its internal auditors or an outside representative engaged by City. Contractor agrees to retain Contractor's Records for

a minimum of four (4) years following termination of the Agreement, unless there is an ongoing dispute under the contract; then, such retention period shall extend until final resolution of the dispute. "Contractor's Records" shall include any and all information, materials and data of every kind and character generated as a result of the services under this Agreement. City agrees that it will exercise its right to audit, examine or inspect Contractor's Records only during regular business hours unless City has provided advance written notice of an alternate time. Contractor agrees to allow City and its designees access to all of Contractor's Records, Contractor's facilities and the current or former employees of Contractor, deemed necessary by City or its designee(s), to perform such audit, inspection, or examination.

(f) Certification of No Conflicts. Contractor hereby warrants to the City that Contractor has made full disclosure in writing of any existing or potential conflicts of interest related to Contractor's services under this Agreement. In the event that any conflicts of interest arise after the Effective Date of this Agreement, Contractor hereby agrees immediately to make full disclosure to the City in writing.

(g) No Waiver of City's Rights. Neither City's review, approval or acceptance of, nor payment for any of the materials or services required under this Agreement, shall be construed to operate as a waiver of any rights under this Agreement or of any cause of action arising out of the performance of this Agreement, and Contractor shall be and remain liable to City in accordance with applicable law for all damages to City caused by Contractor's negligent performance of any of the services furnished under this Agreement.

(h) Rights-of-Access. City will endeavor to provide such rights of access on any project site as may be reasonably necessary for Contractor to perform any required preliminary site studies, surveys, tests, or other necessary investigations prior to mobilization for the Project. Contractor will take all necessary and reasonable precautions to minimize damage to all personal and real property in the performance of such surveys, tests, studies and investigations.

(i) Compliance with Laws. Contractor shall comply with all laws, ordinances, rules, policies, orders, directives, and other regulations governing Contractor's performance of this Agreement.

Section 5. Payment

(a) Compensation. City agrees to pay Contractor for all services authorized in writing and properly performed by Contractor in a total amount not to exceed ONE HUNDRED AND SIXTY-FIVE THOUSAND, ONE HUNDRED AND SIXTY-FOUR DOLLARS AND TWENTY-SIX CENTS (\$165,164.26) ("Contract Price"), subject to additions or deletions for change orders and/or extra work agreed upon in writing.

(b) Method of Payment. Unless otherwise agreed by the parties in writing, payment to Contractor shall be monthly based on a monthly progress report and detailed monthly itemized statement for services submitted by Contractor that shows the names of the Contractor's employees, agents, or subcontractors performing the services, the time worked, the actual services performed, and the rates charged for such services, in a form acceptable to City. City shall pay such monthly statements within thirty (30) days after receipt of a completed submission and City's verification of the services performed.

(c) Deductions; Withholding. City may deduct from any amounts due or to become due to Contractor any sum or sums owing by Contractor to City. In the event of any breach by Contractor of any provision or obligation of this Agreement, or in the event of the assertion by any third-party of a claim or lien against City, or the City's premises, arising out of Contractor's performance under this Agreement, City shall have the right to retain out of any payments due or to become due to Contractor an amount sufficient to completely protect the City from any and all loss, damage or expense therefrom, until the breach, claim, or lien has been satisfactorily remedied by Contractor. Additionally, City may, on account

of subsequently discovered evidence, withhold the whole or part of any payment to such extent as may be necessary to protect itself from loss on account of:

1. defective work not remedied;
2. claims filed or reasonable evidence indicating possible filing of claims;
3. failure of Contractor to make payments promptly to subcontractors or for material or labor which City may pay as an agent for the Contractor; or
4. damages to another contractor or subcontractor.

When the above grounds are removed, or Contractor provides a letter of credit, or similar guaranty satisfactory to City (to be determined in City's sole discretion) which will protect City in the amount withheld because of said grounds, City will release the amounts withheld.

Section 6. Performance Schedule

(a) Time for Performance. Contractor shall perform all services as provided for under this Agreement in a proper, efficient, timely, and professional manner in accordance with City's requirements. The time for performance under this Agreement is sixty (60) calendar days. Accordingly, Contractor shall complete all work related to the Project on or before sixty (60) calendar days following the date of City's written notice to proceed to Contractor.

(b) Extensions: Written Request Required. No allowance of any extension of time, for any cause whatever (including an event of Force Majeure), shall be claimed by or granted to Contractor, unless (i) Contractor shall have made written request to City for such extension within forty-eight (48) hours after the cause for such extension occurred, and (ii) City and Contractor have agreed in writing that such additional time shall be granted. As used in this section, the term "Force Majeure" shall mean that Contractor's performance of the services under this Agreement is prevented or delayed, in whole or in part, to such an extent that Contractor would not be able to complete the services (or any partial component thereof) within the time for performance set forth herein by reason of or through work strikes, stoppage of labor, riot, fire, flood, acts of war, insurrection, court judgment, act of God, pandemic, or other specific cause reasonably beyond Contractor's control and not attributable to its malfeasance, neglect or nonfeasance. Should Contractor timely request an extension of time due to an event of force majeure under this section, City and Contractor may agree in writing to suspended Contractor's performance until such disability to perform (other than a payment obligation) is removed; provided, that Contractor shall use commercially reasonable efforts to remove any such causes and resume performance of the services under this Agreement as soon as reasonably practicable.

(c) Costs of Delay. Contractor understands and agrees that time is of the essence of this contract, and that for each day of delay beyond the number of calendar days agreed upon for the completion of the work herein specified and contracted for (after due allowance for such extension of time as may otherwise be provided for extension of time herein), the Owner may withhold permanently from the Contract Price an amount equal to \$600.00 per day, which the parties agree represents a reasonable estimation of the actual costs that would be incurred by the City in the event of such delay. In the event Contractor's performance under this Agreement is delayed or interfered with, regardless of reason, Contractor shall not be entitled to any increase in fee or price, or to damages or additional compensation as a consequence of such delays.

Section 7. Ownership of Project; Bill of Sale; No Liens

(a) Title of Ownership. Contractor warrants that title to all services, including all equipment and materials incorporated into the Project, will pass to City no later than the time of final payment. Contractor further warrants that upon payment by City, all services for which payments have been received

from City shall be free and clear of liens, claims, security interests or other encumbrances in favor of Contractor or any other person or entity whatsoever.

(b) Assignment; Bill of Sale. Contractor agrees, no later than the time of completion of the Project, to assign to City all manufacturer's warranties relating to equipment, materials and labor used in the Project and further agrees it will at all times perform the services in a manner that will, to the greatest extent possible, preserve all manufacturer's warranties. If necessary, as a matter of law, Contractor may retain the right to enforce directly any such manufacturers' warranties during the one-year period following the date of acceptance of the Project by City; provided, that City's rights related to the same shall not be subordinate to Contractor's enforcement rights.

CONTRACTOR AGREES TO INDEMNIFY, DEFEND, AND SAVE CITY HARMLESS FROM ALL CLAIMS RELATED TO ANY DEMANDS OF SUBCONTRACTORS, LABORERS, WORKMEN, MECHANICS, MATERIALMEN, AND SUPPLIERS OF MACHINERY AND PARTS THEREOF, EQUIPMENT, POWER TOOLS, ALL SUPPLIES ARISING OUT OF THE PERFORMANCE OF THIS AGREEMENT. CONTRACTOR SHALL FURNISH SATISFACTORY EVIDENCE THAT ALL OBLIGATIONS DESCRIBED HEREIN HAVE BEEN PAID, DISCHARGED OR WAIVED UPON CITY'S WRITTEN REQUEST.

Section 8. Default; Termination; Abandonment

(a) Default by Contractor. Should Contractor fail to comply with any term or condition this Agreement applicable to Contractor or become disabled and unable to comply with any provisions of this Agreement related to the quality or character of the services or time of performance, Contractor shall be deemed in default of this Agreement. If such default is not corrected within ten (10) days after written notice by City to Contractor, City may, at its sole discretion and without prejudice to any other right or remedy:

1. Terminate this Agreement and be relieved of any further payment or consideration to Contractor except for all services determined by City to be satisfactorily completed prior to such termination. Payment for work satisfactorily completed shall be for actual costs incurred and non-refundable, including reasonable salaries and travel expenses of Contractor to and from meetings called by City at which Contractor is required to attend, but shall not include any loss of profit of Contractor. City may further proceed to complete the services in any manner deemed proper by City, either by the use of its own forces or by re-subletting to others; or
2. City may, without terminating this Agreement or taking over the services, furnish the necessary materials, equipment, supplies and/or help necessary to remedy the situation, at Contractor's sole expense.

(b) Suspension or Termination by City. City may suspend or terminate this Agreement for cause or without cause at any time by giving written notice to Contractor. In the event suspension or termination is without cause, payment to Contractor, in accordance with the terms of this Agreement, will be made based on services reasonably determined by City to be satisfactorily performed as of the date of suspension or termination. Such payment will become payable upon delivery of all instruments of service to City and City's acceptance of the same. If City requires a modification of the services under this Agreement, and in the event City and Contractor fail to agree upon such modification(s), City shall have the option of terminating this Agreement and Contractor's services hereunder at no additional cost other than the payment to Contractor in accordance with the terms of this Agreement for the services reasonably determined by City to be properly performed prior to such termination date.

(c) Abandonment. If Contractor should abandon and fail or refuse to resume work within ten (10) days after written notification from the City, or if Contractor fails to timely comply with the orders of the City, when such orders are consistent with the Contract Documents, then, and in that case, where a performance bond(s) exists, the surety on the bond(s) may be notified in writing by City and directed to complete the work (at City's sole discretion), and a copy of said notice shall be delivered to Contractor. After receiving said notice of abandonment, Contractor shall not remove from the work any machinery, equipment, tools, materials or supplies then on the job, but the same, together with any materials and equipment under contract for the work, may be held for use on the work by the City or the surety on the performance bond, or another Contractor in completion of the work; and Contractor shall not receive any rental or credit therefor, having hereby acknowledged that the use of such equipment and materials will ultimately reduce the cost to complete the work and be reflected in the final settlement. In the event a surety fails to comply with City's written notice provided for herein, then the City may provide for completion of the work in either of the following elective manners:

1. the City may employ such labor and use such machinery, equipment, tools, materials and supplies as said City may deem necessary to complete the work and charge the expense of such labor, machinery, equipment, tools, materials and supplies to Contractor, which shall be deducted and paid by City out of such amounts as may be due, or that may thereafter at any time become due to the Contractor under this Agreement. In case such expense is less than the sum which would have been payable under this Agreement if the same had been completed by the Contractor, then Contractor shall receive the difference. In case such expense is greater than the sum which would have been payable under this Agreement if the same had been completed by said Contractor, then the Contractor and/or its surety (ies) shall pay the amount of such excess to the City; or
2. the City may (under sealed bids when and in the manner required by law) let the contract to another Contractor for the completion of the work under substantially the same terms and conditions which are provided in this Agreement. In the case of any increase in cost to the City under the new contract as compared to what would have been the cost under this Agreement, such increase shall be charged to the Contractor, and its surety (ies) shall be and remain bound therefor. However, should the cost to complete any such new contract prove to be less than what would have been the cost to complete under this Agreement, the Contractor and/or its surety (ies) shall be credited therewith.

(d) Remedies Cumulative. The remedies in this section are cumulative, and nothing herein shall be deemed a waiver of any other remedy available to the City under this Agreement, including its remedies upon default provided herein above.

Section 9. Insurance

(a) Contractor shall during the term hereof maintain in full force and effect all policies of insurance reasonably required by City and in compliance with the Contract Documents. Contractor's obligation to provide acceptable certificates of insurance is a material condition of this Agreement, and services under this Agreement shall not commence until certificates of insurance have been received, reviewed, and accepted by City. The minimum coverages and limits of liability for the policies of insurance required under this Agreement are maintained by and accessible through the City's purchasing department.

Section 10. Indemnification

(a) Release of liability. CITY SHALL NOT BE LIABLE FOR ANY LOSS, DAMAGE, OR INJURY OF ANY KIND OR CHARACTER TO ANY PERSON OR PROPERTY ARISING FROM THE

SERVICES OF CONTRACTOR PURSUANT TO THIS AGREEMENT. CONTRACTOR HEREBY WAIVES ALL CLAIMS AGAINST CITY, ITS OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY REFERRED TO IN THIS SECTION AS "CITY") FOR DAMAGE TO ANY PROPERTY OR INJURY TO, OR DEATH OF, ANY PERSON ARISING AT ANY TIME AND FROM ANY CAUSE OTHER THAN THE GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF CITY OR BREACH OF CITY'S OBLIGATIONS HEREUNDER.

(b) Contractor's Indemnity Obligation. CONTRACTOR AGREES TO INDEMNIFY AND SAVE HARMLESS CITY FROM AND AGAINST ANY AND ALL LIABILITIES, DAMAGES, CLAIMS, SUITS, COSTS (INCLUDING COURT COSTS, REASONABLE ATTORNEYS' FEES AND COSTS OF INVESTIGATION) AND ACTIONS OF ANY KIND BY REASON OF INJURY TO OR DEATH OF ANY PERSON OR DAMAGE TO OR LOSS OF PROPERTY TO THE EXTENT CAUSED BY CONTRACTOR'S PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR BY REASON OF ANY NEGLIGENT ACT OR OMISSION ON THE PART OF CONTRACTOR, ITS OFFICERS, DIRECTORS, SERVANTS, EMPLOYEES, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS (EXCEPT WHEN SUCH LIABILITY, CLAIMS, SUITS, COSTS, INJURIES, DEATHS OR DAMAGES ARISE, IN WHOLE OR IN PART, FROM OR ARE ATTRIBUTED TO THE GROSS NEGLIGENCE OF CITY, IN WHICH CASE CONTRACTOR SHALL INDEMNIFY CITY ONLY TO THE EXTENT OR PROPORTION OF NEGLIGENCE ATTRIBUTED TO CONTRACTOR AND/OR ITS OFFICERS, DIRECTORS, SERVANTS, EMPLOYEES, REPRESENTATIVES, CONSULTANTS, LICENSEES, SUCCESSORS OR PERMITTED ASSIGNS AS DETERMINED BY A COURT OR OTHER FORUM OF COMPETENT JURISDICTION).

(c) Notice of Claim(s). Contractor shall promptly advise City in writing of any claim or demand against the City, related to or arising out of Contractor's acts or omissions under this Agreement and shall see to the investigation and defense of such claims or demand at Contractor's sole cost and expense; provided, that City, at its option and at its own expense, may participate in such defense without relieving Contractor of any of its obligations hereunder

CONTRACTOR'S OBLIGATIONS UNDER THIS SECTION SHALL NOT BE LIMITED TO THE LIMITS OF COVERAGE OF INSURANCE MAINTAINED OR REQUIRED TO BE MAINTAINED BY CONTRACTOR UNDER THIS AGREEMENT. THE PROVISIONS OF THIS SECTION 10 SHALL SURVIVE TERMINATION OF THIS AGREEMENT.

Section 11. Notice

(a) All notices required by this Agreement shall be in writing and addressed to the parties at the addresses set forth on the signature page(s) of this Agreement (or to such other address that may be designated by the receiving party from time to time in accordance with this section). All notices shall be delivered by (a) personal delivery, (b) certified or registered mail (in each case, return receipt requested, postage prepaid), (c) nationally recognized overnight courier (with all fees pre-paid), or (d) email of a pdf document containing the required notice. Such notice or document shall be deemed to be delivered or given, whether actually received or not, (i) when received if delivered or given in person, (ii) if sent by United States mail, three (3) business days after being deposited in the United States mail as set forth above, (iii) on the next business day after the day the notice or document is provided to a nationally recognized carrier to be delivered as set forth above, or (iv) if sent by email, the next business day. A confirmation of delivery report which reflects the time that the email was delivered to the recipient's last notified email address is prima facie evidence of its receipt by the recipient, unless the sender receives a delivery failure notification, indicating that the email has not been delivered to the recipient.

Section 12. Sales and Use Taxes

(a) Contractor understands and acknowledges that City is a governmental entity and exempt from the payment of sales and use taxes for certain materials and equipment conveyed to City as part of this Project or otherwise incorporated into the Project. City agrees to provide Contractor such documentation as may otherwise be required by state law to allow Contractor to avoid payment of sales and uses taxes for materials and equipment with respect to the Project to the extent allowed by law.

Section 13. Texas Government Code Verifications

(a) Contractor's execution of this Agreement shall serve as its acknowledgement and written verification that:

1. the requirements of Subchapter J, Chapter 552, Government Code, apply to this Agreement and Contractor agrees that the Agreement can be terminated if Contractor knowingly or intentionally fails to comply with a requirement of that subchapter;

2. pursuant to Texas Government Code Chapter 2271, that Contractor's organization does not presently boycott Israel and will not boycott Israel during the term of this Agreement; and

3. pursuant to Texas Government Code Chapter 2251, that Contractor's organization does not current discriminate against firearm and ammunition industries and will not for the term of the contract. Discriminating means refusing to deal with, terminating business activities with, or otherwise taking any action that is intended to penalize, inflict economic harm on, or limit commercial relations specifically with the firearm or ammunition industry or with a person or entity doing business in the firearm or ammunition industry, but does not include an action made for ordinary business purposes.

Section 14. Miscellaneous

(a) Contractor shall not assign or sublet this Agreement, in whole or in part, without the prior written consent of City. (b) Contractor shall comply with all federal, state, county and municipal laws, ordinances, resolutions, regulations, rules, policies, orders, and directives applicable to the services under this Agreement. (c) The laws of the State of Texas shall govern this Agreement; and venue for any action concerning this Agreement shall be in the state district courts of Dallas County, Texas. The parties agree to submit to the personal and subject matter jurisdiction of said courts. (d) This Agreement contains the entire understanding of the parties with respect to the subject matter hereof and there are no oral understandings, statements or stipulations bearing upon the meaning or effect of this Agreement which have not been incorporated herein. (e) The exhibits attached hereto, if any, are incorporated herein and made a part hereof for all purposes. (f) Unless expressly provided otherwise herein, this Agreement may only be modified, amended, supplemented or waived by a mutual written agreement of the parties. (g) In the event any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions, and the Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained in it. (h) Any of the representations and obligations of the parties, as well as any rights and benefits of the parties pertaining to a period of time following the termination of this Agreement shall survive termination. (i) This Agreement may be executed by the parties in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument. Each counterpart may consist of any number of copies hereof each signed by less than all but together signed by all of the parties. (j) Each party represents that it has full capacity and authority to grant all rights and assume all obligations granted and assumed under this Agreement. (k) Subject to the provisions regarding assignment, this Agreement shall be binding on and inure to the benefit of the parties to it and their respective heirs, executors, administrators, legal representatives, successors and assigns.

IN WITNESS WHEREOF, the parties have executed and delivered this Agreement as of the Effective Date.

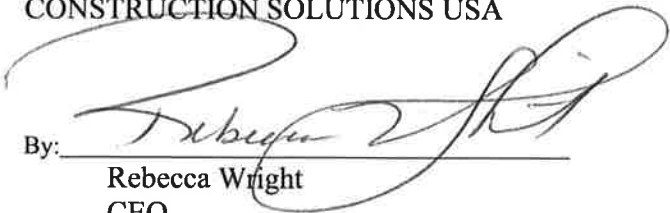
For City:

For Contractor:

TOWN OF ADDISON, TEXAS

CONSTRUCTION SOLUTIONS USA

By: _____
David Gaines
City Manager

By: _____
Rebecca Wright
CEO

Date: _____

Date: 1/28/26

Notice Address:

Notice Address:

Town of Addison
Attn: City Manager
P.O. Box 9010
Addison, Texas 75001
E: dgaines@addisontx.gov

Construction Solutions USA
Attn: Rebecca Wright, CEO
1452 Halsey Way, STE 200
Carrollton, Texas 75007
E: rwright@consolusa.com

Addison Contract ID:
CSA_JT_December 9, 2025_v1.20220628

10-16-2025

CONSTRUCTION SOLUTIONS USA,LLC

SECTION PF

PROPOSAL FORM

PROPOSAL FORM

TO: The Honorable Mayor and Town Council
Town of Addison, Texas

September 18, 2025

Mayor and Council:

The undersigned bidder, having examined the plans, specifications and contract documents, and the location of the proposed work, and being fully advised as to the extent and character of the work, proposes to furnish all equipment and to perform labor and work necessary for completion of the work described by and in accordance with the Plans, Specifications and Contract for the following prices, to wit:

ACKNOWLEDGMENT OF ADDENDA:

Signed by:

The Bidder acknowledges receipt of the following addenda:

Addendum No. 1 9.22.25

Addendum No. 4 10.07.25

Addendum No. 2 9.26.25

Addendum No. 5 _____

Addendum No. 3 10.06.25

Addendum No. 6 _____

IMPORTANT NOTE TO BIDDERS: The bidding contractor is responsible for providing a proposal according to the published plans, project manual, addenda and answers to questions as they have been presented. The space below is available for bidding contractors to make the Owner aware of items that may require further consideration after selection of a contractor based on best value to the Town of Addison which is consistent with published evaluation criteria. The notes below are for information purposes only and will not become a factor in evaluation of qualifications:_____

The following pages contain all bid items for: ADDISON ATHLETIC CLUB OUTDOOR POOL
RESTROOM RENOVATIONS- BID 25-228

Item No.	Package	Estimate Quantity	Unit	Name of Pay Item with Unit Price in Words	Unit Bid Price	Amount Bid
1	Demolition	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred one</u> <u>three thousand six</u> dollars and <u>one</u> cents per lump sum	\$ 3601.01	\$ 3601.01
2	Resinous Flooring	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred sixteen</u> <u>nine thousand three</u> dollars and <u>seven</u> cents per lump sum	\$ 9316.07	\$ 9316.07
3	CMU – Repairs	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred twenty-two</u> <u>one thousand four</u> dollars and <u>thirty</u> cents per lump sum	\$ 1422.30	\$ 1422.30
4	Door Hardware	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred twenty-five</u> <u>four thousand five</u> dollars and <u>fifty</u> cents per lump sum	\$ 4525.50	\$ 4525.50
5	Storefront Window System	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>eight</u> <u>eleven thousand sixty-</u> dollars and <u>eight</u> cents per lump sum	\$ 11,068.08	\$ 11,068.08
6	Frosted Safety Glass	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>sixty-three</u> <u>four thousand five hundred</u> dollars and <u>eighty-eight</u> cents per lump sum	\$ 4363.88	\$ 4363.88
7	Painting	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>sixty-nine</u> <u>seven thousand five hundred</u> dollars and <u>fifty-five</u> cents per lump sum	\$ 7569.55	\$ 7569.55

8	Plaster Ceilings	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred sixty-four</u> <u>Seven thousand nine</u> dollars and <u>eighty-eight</u> cents per lump sum	\$ 7964.88	\$ 7964.88
9	Metal Framing for Ceilings	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>forty-four</u> <u>four thousand one hundred</u> dollars and <u>seven</u> cents per lump sum	\$ 4144.07	\$ 4144.07
10	Toilet Partitions	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred forty-six</u> <u>sixteen thousand one</u> dollars and <u>twenty-eight</u> cents per lump sum	\$ 16,146.98	\$ 16,146.98
11	Baby Changing Stations	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>twenty-eight</u> <u>one thousand two hundred</u> dollars and <u>thirty-five</u> cents per lump sum	\$ 1228.35	\$ 1228.35
12	Mirrors	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred sixty-three</u> <u>One thousand one</u> dollars and <u>seventy</u> cents per lump sum	\$ 1163.70	\$ 1163.70
13	Grab Bars	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred ninety-three</u> <u>one thousand two</u> dollars and <u>zero</u> cents per lump sum	\$ 1293.00	\$ 1293.00
14	Paper Towel Dispensers	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>nine</u> <u>nine hundred sixty-</u> dollars and <u>seventy-five</u> cents per lump sum	\$ 969.75	\$ 969.75

15	Soap Dispensers	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred sixty-three</u> <u>one thousand one</u> dollars and <u>seventy</u> cents per lump sum	\$ 1163.70	\$ 1163.70
16	Toilet Paper Dispensers	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>nine</u> <u>five hundred forty-</u> dollars and <u>fifty-three</u> cents per lump sum	\$ 549.53	\$ 549.53
17	Room Signage	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>seven hundred seven</u> ^{teen} <u>sixty-two</u> dollars and <u>two</u> cents per lump sum	\$ 717.62	\$ 717.62
18	Sanitary Napkin Receptacles	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>eight</u> <u>three hundred sixty-</u> dollars and <u>fifty-one</u> cents per lump sum	\$ 368.51	\$ 368.51
19	Benches (moveable)	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred eighty-six</u> <u>two thousand five</u> dollars and <u>zero</u> cents per lump sum	\$ 2586.00	\$ 2586.00
20	Exhaust Fans and Ducts	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred ninety</u> <u>four thousand nine</u> dollars and <u>ninety-eight</u> cents per lump sum	\$ 4990.98	\$ 4990.98
21	Electric Hand Drier and Recess Kit	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred sixty one</u> <u>three thousand three</u> dollars and <u>eighty</u> cents per lump sum	\$ 3361.80	\$ 3361.80

22	Electric Unit Heater	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred thirty-nine</u> <u>one thousand nine</u> dollars and <u>fifty</u> cents per lump sum	\$ 1939.50	\$ 1939.50
23	Electronic Bird Control	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>thirty-nine</u> <u>one thousand nine hundred</u> dollars and <u>fifty</u> cents per lump sum	\$ 1939.50	\$ 1939.50
24	Lavatory (two person trough)	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>four hundred thirty-seven</u> <u>twenty-four thousand</u> dollars and <u>seventy</u> cents per lump sum	\$ 24,437.70	\$ 24,437.70
25	Toilets	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred sixty-two</u> <u>sixteen thousand one</u> dollars and <u>fifty</u> cents per lump sum	\$ 16,162.50	\$ 16,162.50
26	Urinal	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>two</u> <u>two thousand sixty-</u> dollars and <u>seventy-five</u> cents per lump sum	\$ 2262.75	\$ 2262.75
27	Shower	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>one</u> <u>nine thousand fifty</u> dollars and <u>zero</u> cents per lump sum	\$ 9051.00	\$ 9051.00
28	Electrical	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred eleven</u> <u>seven thousand one</u> dollars and <u>fifty</u> cents per lump sum	\$ 7111.50	\$ 7111.50

29	Electrical Lights	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred eighteen</u> twelve thousand two dollars and <u>eighty-five</u> cents per lump sum	\$ 12,218.85	\$ 12,218.85
30	Electrical – Fire Alarm Strobes	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>hundred ninety-three</u> <u>one thousand two</u> dollars and <u>zero</u> cents per lump sum	\$ 1293.00	\$ 1293.00
31	Miscellaneous	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of <u>two</u> <u>two hundred thirty-</u> dollars and <u>seventy-four</u> cents per lump sum	\$ 232.74	\$ 232.74
32	Add Alt 1	1	LS	Shade Canopy and Letter Signage in accordance with plans and specifications, complete and in place for the price of <u>hundred seventy</u> fourteen thousand six dollars and <u>thirty-eight</u> cents per lump sum	\$ 14,670.38	\$ 14,670.38
33	Add Alt 2	1	LS	Custom Men's and Women's Restroom Signage in accordance with plans and specifications, complete and in place for the price of <u>fifty-nine</u> five thousand five hundred dollars and <u>ninty</u> cents per linear foot	\$ 5559.90	\$ 5559.90
34	Add Alt 3	1	LS	Substituting the 1" frosted, safety glazing at the storefront with a custom Sensitile safety glazing in accordance with plans and specifications, complete and in place for the price of <u>hundred eighty-six</u> seventeen thousand five dollars and <u>forty-two</u> cents per each	\$ 17,586.42	\$ 17,586.42
35	Add Alt 4	1	LS	Tile wainscot in the Men's and Women's Restroom in accordance with plans and specifications, complete and in place for the price of <u>hundred eighty-two</u> four thousand two dollars and <u>ninty-three</u> cents per each	\$ 4282.93	\$ 4282.93

TOTAL BASE BID:

BASE BID (ITEMS 1-31)

\$ 165,164.26
(one hundred sixty-five thousand
one hundred and sixty-four DOLLARS
AND twenty-six CENTS)

ADD ALTERNATE BID 1:

**SHADE CANOPY AND LETTER SIGNAGE
(ITEM 32)**

\$ 14,670.28
(~~fourteen~~ thirteen thousand six hundred
seventy DOLLARS
AND thirty-eight CENTS)

ADD ALTERNATE BID 2:

**CUSTOM MEN'S AND WOMEN'S
RESTROOM SIGNAGE (ITEM 33)**

\$ 5,559.90
(~~five~~ five thousand ~~five~~ nine hundred
ninety DOLLARS
AND ninety CENTS)

ADD ALTERNATE BID 3:

**SUBSTITUTING THE 1" FROSTED,
SAFETY GLAZING AT THE
STOREFRONTS WITH SENSITILE
SAFETY GLAZING (ITEM 34)**

\$ 17,586.42
(~~seventeen~~ seventeen thousand ~~five~~ six hundred
eighty-six DOLLARS
AND forty-two CENTS)

ADD ALTERNATE BID 4:

**TILE WAINSCOTING IN THE MEN'S AND
WOMEN'S RESTROOM (ITEM 35)**

\$ 4,282.93
(~~four~~ four thousand ~~two~~ eighty-two hundred
ninety-three DOLLARS AND three CENTS)

UNIT PRICES

This project is being bid lump sum. The undersigned agrees that in case additional work or materials installation or deduction of work or materials are authorized and requested only by the Owner. Unit prices shall include all overhead, profit, taxes, materials, labor, incidentals, etc., for a complete installation.

LENGTH OF CONSTRUCTION DAYS: Bidder proposes to complete the construction of the project described herein in 30 Calendar Days.

In addition to the proposed contract price and Construction Schedule, the items listed below are required for scoring the Proposals. Please verify these items have been included in the Proposal as these items are mandatory:

*** Previous Experience on similar projects/ References.**

Experience Include the following for 5 separate project references:

- Project Name / Location
- Project Budget
- Date of Completion
- Project Reference Contact Information

*** List of Proposed Suppliers and Sub-Contractors and Their Role on the Project. List key personnel for the project.**

*** A Brief Overview of the Construction Schedule and Sequencing.**

**PLEASE USE THIS SPACE TO INSERT ALL OF THE
ABOVE MANDATORY INFORMATION AS
REQUESTED. IF THIS SECTION IS NOT PROVIDED,
THE PROPOSAL WILL BE DISQUALIFIED.**



1452 Halsey Way #100
Carrollton TX 75007
469-758-0079

Construction Solutions USA

Company Project History

Project Name	BlueMound, Jack In the Box
Description	Jack In The Box ground Up #4887
Location	5400 S Blue Mound Rd, Ft Worth, TX 76106
Company Responsibilities	General Contractor/ Prime
Completion Date	11/2024
Project Owner/Phone	Feast Texas LLC - 41760 Ivy St, Ste 201 Murrieta, CA 92562 Chad Hamilton – 208.794.1032 - chad@trekcd.com
Contract Amount	\$1,333,083.00
SuperIntendent	Bo Carsrud

Project Name	Burlington Coat Factory
Description	Major Renovation & Addition to existing Space
Location	1300 North Miller Street, Wenatchee, WA - 98801.
Company Responsibilities	General Contractor
Completion Date	02/2023
Project Owner/Phone	Feast Texas, LLC - 41760 Ivy St, Ste 201 Murrieta, CA 92562 Chad Hamilton – 208.794.1032 - chad@trekcd.com
Contract Amount	\$1,043,287.88
SuperIntendent	David Wright

Project Name	Colleyville Restroom renovations
Description	Renovation of Pleasant Run & McPherson Parks Restrooms
Location	240 West McDonwell School Road & 6501 Pleasant run Road, Colleyville, TX 76034.

Company Responsibilities	General Contractor
Completion Date	02/29/2025
Project Owner/Phone	City of Colleyville - 100 Main Street, Colleyville, TX 76034 Elijah Dorminty - 871.503.1104 - EDorminy@colleyville.com
Contract Amount	\$444,919.88
SuperIntendent	Josh Finch

Project Name	United Rentals
Description	Renovation of United Rentals College Park PA
Location	1005 W College Ave, State College, PA 16801
Company Responsibilities	General Contractor
Completion Date	04/18/25 - Ongoing
Project Owner/Phone	Cannestellas Builders crop - 218-2 S Swing Rd, Greensboro, NC 27409 Steve Klinedinst - 919-454-8160 - sklinedinst@cannestellas.com
Contract Amount	\$206,000.00
SuperIntendent	David Wright

Project Name	Aaron's CYTBD
Description	Aaron's CYTBD Interior Remodel
Location	2106 N Amidon Ave, Wichita, KS 67203
Company Responsibilities	General Contractor
Completion Date	10/18/24
Project Owner/Phone	Cannestellas Builders crop - 218-2 S Swing Rd, Greensboro, NC 27409. Steve Klinedinst – 919.454.8160 - sklinedinst@cannestellas.com
Contract Amount	\$87,000.00
SuperIntendent	David Wright

Project Name	Jack In The Box
Description	Reimage FY24 JIB#3863
Location	920 E Loop 820 N Fort Worth, TX 76112
Company Responsibilities	General Contractor
Completion Date	09/26/24
Project Owner/Phone	Jack in the Box Crop - 9357 Spectrum Center Blvd, San Diego, 92123 Dawn Bennyhoff – 214.226.3990 - dawn.bennyhoff@jackinthebox.com
Contract Amount	\$235,565.00
SuperIntendent	Bo Carsrud

Project Name	Russell Creek Park
Description	Renovation of Park Dumpster Enclosure
Location	5901 Los Rios Blvd, Plano, TX 75074
Company Responsibilities	General Contractor
Completion Date	01/20/25
Project Owner/Phone	City of Plano - 5901 Los Rios Blvd Plano, TX 75074 Byron robinson - 972.208.8138 - byronr@plano.gov
Contract Amount	\$67,711.31
SuperIntendent	David Wright

Project Name	Jack in the Box
Description	JIB#4894 - Ground Up
Location	5127 N Tarrant PKWY, Fort Worth, TX 76244
Company Responsibilities	General Contractor
Completion Date	02/28/25

Project Owner/Phone	Feast Texas LLC - 41760 Ivy St, Ste 201 Murrieta, CA 92562 Chad Hamilton - 208.794.1032 - chad@trekcd.com
Contract Amount	\$1,402,411.00
SuperIntendent	Bo Carsrud

Project Name	Press Hall
Description	Press Hall Building Shell + Core Renovation
Location	18 North Mission Street, Wenatchee, WA 98801
Company Responsibilities	General Contractor
Completion Date	05/21/24
Project Owner/Phone	Wapato Real property - 636 Valley Mall Parkway, Suite 204 East Wenatchee, WA 9882. Chad Hamilton - 208.794.1032 chad@trekcd.com
Contract Amount	\$1,043,287.88
SuperIntendent	Josh Finch

Project Name	Pinnacle Beer Works & Wapato Real Property
Description	Tenant improvements
Location	18C North Mission Street, Wenatchee, WA 98801
Company Responsibilities	General Contractor
Completion Date	09/10/24
Project Owner/Phone	Pinnacle Beerhall LLC - 18 North Mission Street Wenatchee, WA 98801. Chad Hamilton - 208.794.1032 - chad@trekcd.com
Contract Amount	\$299,003.28
SuperIntendent	Josh Finch

Project Name	Jack in the Box
Description	JIB#4880, Mesquite - Ground Up
Location	2312 N Galloway Avenue, Mesquite, TX 75150
Company Responsibilities	General Contractor
Completion Date	09/20/24
Project Owner/Phone	Jack in the box crop - 9330 Balboa Ave, San Diego, CA 92123 Dawn Bennyhoff - 858-571-2254 - dawn.bennyhoff@jackinthebox.com
Contract Amount	\$1,680,523.00
Superintendent	Ruben Lopez



Construction Solutions USA

List of Proposed Sub Contactors

For

Town of Addison Restroom Renovation Project

Please find below our list of proposed subcontractors and suppliers:

- | | |
|------------------------------|---------------------------|
| 1. Demolition | Tritium Demolition |
| 2. Resinous Flooring | Polyseal Coating |
| 3. CMU repair and Plaster | Golden Construction |
| 4. Storefront System/Doors | Campbell Glass and Mirror |
| 5. Metal Framing | Sellers Drywall |
| 6. Restroom Specialties | Division X |
| 7. Restroom interior signage | Brown Graphics |
| 8. HVAC | RJR Mechanical Services |
| 9. Plumbing | J&C Sandoval Plumbers |
| 10. Electrical | ENE Electric |
| 11. Shade Canopy | Victory Awning |
| 12. Exterior signage | Brown Graphics |
| 13. Safety Glass | Sensitile |
| 14. Ceramic Tile wainscot | DDF Flooring |

Project Manager/Estimator

SUMMARY OF QUALIFICATIONS

A driven, confident Project Manager with expertise managing day to day operations of business with expertise in commercial construction for design build projects. Demonstrated skill in projects including meeting and communicating client needs and wants, estimating, scheduling, design, operations, and managing multiple projects. Strong proficiency in construction process from ground up. Reputation of strong leadership with the ability to partner with operations, risk management, and supply chain to manage project budgets, improve efficiency and decrease costs, to identify and remediate safety, compliance, and loss trends.

Key Strengths:

Strategic Planning • Design Build • Client Relations • Analytical Skills • Leadership Skills • Contract Management
Planning/Coordinating • Presentation Skills • Problem Solving • Organization Skills • Interpersonal Skills • Self-Starter
• Contract Negotiations • Operations Management • Estimating • Budget Management • Team Building / Management •
Planning/Negotiations • Observation Skills • Labor Relations • Project Management • Verbal Communication • Goal Setting •
Personnel Management Coaching/Mentoring • Process Improvement • Scheduling • Proposal Preparation • Microsoft
Office/Word and Excel * Bluebeam

PROFESSIONAL EXPERIENCE

Construction Solutions USA LLC. - Project Manager

2024-Present

- Take offs and estimates. Average projects \$100,000 to \$4,000,000.
- Develop schedules.
- Buy jobs out and maintain project budget.
- Meet with City Officials.
- Directed employees, subcontractors, and material suppliers.

Codel, Inc. - Project Manager/Construction Manager

2006-2024

- Take offs and estimates. Average projects \$200,000 to \$4,000,000.
- Develop schedules.
- Buy jobs out and maintain project budget.
- Meet with City Officials.
- Directed employees, subcontractors, and material suppliers.

Codel, Inc. - Superintendent

2000-2006

- Line up subcontractors.
- Ensure work was complete and up to standard.
- Organize projects to complete on time and under budget.

Pierce Contractors, LLC.

1997-2000

- Began career as Superintendent.
- Estimated projects using RS Means software.
- Bought out jobs under budget.
- Composed and ran weekly jobsite meetings for owners and architects.
- Oversaw all subcontractors for the durations of the projects.

Malooly Construction Concepts – Sole Proprietor

1994-1997

- Small interior finish out company, metal framing, drywall, tape, bed and painting.
- Various projects from Restaurants, strip centers and office spaces.

EDUCATION

University of North Texas

BS Emergency Administration and Planning
Minor in **Engineering Technology**

Project Experience For Kevin Malooly (Project Manager)

Plaza at Preston Center- New Lobby

8300 Preston Road Suite 200, University Park TX 75225

Contract Amount \$ 1,400,000.00

Description 2000 S.F. Building demo and new build back, Retail

Rock Pointe Church-Building Renovation

500 Parker Square Road, Flower Mound TX 75028

Contract Amount \$ 4,500,000.00

Description 55,000 S.F. Interior demo and Finish out, Church

Sprouts Crossing- New Ground up Build to Suite

204 Grapevine Hwy, Grapevine TX

Contract Amount \$ 2,000,000.00

Description 12,000 S.F. Ground up shell, Retail

Statlab Medical Products

320 Wilmeth Rd. Suite 100, McKinney TX

Contract Amount \$ 1,700,000.00

Description 13,000 S.F. Office finish out with 10,000 S.F. conditioned storage

Burlington Coat Factory- Building Renovation

2325 Stemmons Frwy suite 503, Lewisville TX 75067

Contract Amount \$ 3,000,000.00

Description 55000 S.F. Building Interior Finish out ,Retail

Party City- Building Renovation

3060 S. 31st Street, Temple TX 76502

Contract Amount \$700,000.00

Description 15,000 S.F. Interior Demo and Finish out, Retail

Tuesday Morning- Building Renovation

3060 S. 31st Street, Temple TX 76502

Contract Amount \$600,000.00

Description 15,000 S.F. Interior Demo and Finish out, Retail

Methodist Urgent Care- Building Renovation, New Finish out

350 S. Plano Rd, Richardson TX 75018

Contract Amount \$ 1,000,000.00

Description 8000 S.F. Finish out, Medical

Methodist Urgent Care- Building Renovation, New Finish out

1718 US Hwy 287, Mansfield TX 76063

Contract Amount \$ 750,000.00

Description 5000 S.F. Finish out, Medical

Methodist Urgent Care- Building Renovation, New Finish out

5709 W Lovers Lane, Dallas TX, 75209

Contract Amount \$ 350,000.00

Description 5000 S.F. Finish out, Medical

Older Ground up Projects

M&M Manufacturing - Ground up Office Warehouse/MFG.

4001 Mark IV Pkwy Ft.Worth TX

Description 200,000 S.F. Metal Building and Site Work

Canon- Warehouse Expansions- Ground up

3200 Regent Blvd. Irving TX

Description Two 50,000 S.F. Tilt Wall Construction, Engineered Slab

Texas Lime Company- Ground up Office Shop

15865 FM 1434 Cleburne TX

Description 17,000 S.F. Tilt Wall Construction, Exposed aggregate

*** *Familiar with Tilt Wall, Metal Building and Conventional Construction.***

Ruben Lopez

Lopezruben700@yahoo.com

Denton, TX 76210

rubenlopez672_48d@indeedemail.com

1(940)5956248

Have 35 years experience of Strong Commercial Construction Superintendent and Multifamily Construction Superintendent. Exceptional leadership skills combined with knowledge of all construction subtrades. Have excellent communication skills combined with knowledge of blueprint plans and designs. Have 35 years of leading a team as a Superintendent on multimillion dollar projects.
#readytowork

Authorized to work in the US for any employer

Work Experience

Superintendent

Construction Solutions USA, LLC-Carrollton, TX 75057

May 2024 - Present

Supervised and monitor work daily of workers and subcontractors to ensure accuracy and completion of work. Reviewed and analysis site plans and blueprints in order to monitor and ensure compliance of work. Controlled production costs through review and approval of time sheets, production and service invoices, delivery and inspection sheets. Monitored and tracked costs to avoid overruns. Inspected commercial building daily to ensure quality control and to monitor progress to keep each job on schedule. Arranged and scheduled multiple subcontractors to meet hard deadlines and tight schedules. Responsibilities included management, organization, running office, reading blueprints, scheduling contractors and filing computer progress reports. Schedule delivery of materials and completed tasks and assignments as scheduled in accordance with applicable rules, regulations, codes, policies, procedures, guideline standards, directive and within budget. Monitored subcontractors for adherence to OSHA standards and quality workmanship. Order materials needed for office, and equipment needed for daily use. Organized coordinated and supervised all jobsite contractors including field engineers, plumbers, electricians.

Construction Project Manager/Superintendent

UMCI- United Multifamily Construction - Krum, TX

October 2019 to May 2024

Managed day to day activities with contractors, administrative and technical support to ensure work orders were handled efficiently. Meet and went over blueprints with concrete, electricians and plumbers on a daily basis to review plans and specifications on construction requirements. Coordinated with contractors and supervised on all activities at assigned construction buildings. Responded to needs of contractors and tenants when needed. Ensured site was healthy and safe and in compliance with city and OSHA regulations. Carried out any repairs as necessary to maintain buildings. At end of the day made sure the work site was cleaned up and trash thrown in dumpsters.

Superintendent of Commercial Construction

ISC / Imperial Stone Corp. - Dallas, TX

August 2016 to Present

Supervised and monitor work daily of workers and subcontractors to ensure accuracy and completion of work. Reviewed and analysis site plans and blueprints in order to monitor and ensure compliance of work. Controlled production costs through review and approval of time sheets, production and service invoices,

delivery and inspection sheets. Monitored and tracked costs to avoid overruns. Inspected commercial building daily to ensure quality control and to monitor progress to keep each job on schedule. Arranged and scheduled multiple subcontractors to meet hard deadlines and tight schedules. Responsibilities included management, organization, running office, reading blueprints, scheduling contractors and filing computer progress reports. Schedule delivery of materials and completed tasks and assignments as scheduled in accordance with applicable rules, regulations, codes, policies, procedures, guideline standards, directive and within budget. Monitored subcontractors for adherence to OSHA standards and quality workmanship. Order materials needed for office, and equipment needed for daily use. Organized coordinated and supervised all jobsite contractors including field engineers, plumbers, electricians.

Superintendent of Irrigation and Land Care

TruGreen Landcare - San Antonio, TX

July 2010 to August 2016

Supervised a crew of 10 for services including mowing, edging, blowing and cleaning. Maintained equipment and ordered materials to complete projects. Hired and assigned work for each project. Coordinated materials and equipment ensuring that all specifications were being strictly followed, and work was proceeding on schedule. Maintained daily time sheets and prepared a weekly report to fax over to San Antonio Trugreen Co.

Superintendent of Residential and Commercial Construction

Barcom Commercial and Residential Construction Company - Corpus Christi, TX
February 2001 to October 2010

Outstanding and highly accomplished Superintendent with 21 years of experience working with subcontractors, large and small general contractors and directly dealing with builders in the construction trade of New Residential Housing and Custom Homes. Provided efficient customer satisfaction through hands on and highly skilled work performance. Constructed custom single family, multi residential, re constructions, additions, remodeling, light commercial, and tenant improvements throughout Nueces County- Co ordinated activities of subcontractors and company personnel to successfully construct numerous speculation and turn key completion of projects. Posses effective and interpersonal skills and dedicated in building good rapport with colleagues and clients.

Education

Diploma in Basics

Foy H. Moody - Corpus Christi, TX
1985 to 1988

Skills

- Commercial / Residential Construction Experience / Sceduling / Construction Management / Coordinating / OSHA Standards / Budget Management / Communication Skills / Commercial Construction / Residential Construction / Quality Control / MS Office / Huge knowledge of building and construction from site development / Familiarity with terms and conditions of Project Contracts, Subcontracts / Purchase Orders / Ability to Supervise, formulate reports and manage independently / Superior Management, Decision Making / Problem Solving Skills/ (10+ years)
- Federal & State Regulatory Issues (10+ years)
- Commercial / Industrial Development
- Architectural Plan Review & Analysis (10+ years)
- Contractor / Subcontractor Supervision Evaluations (10+ years)
- management
- Commercial Construction
- Multifamily
- Osha
- Construction Management
- Renovation
- Supervision
- Maintenance
- Troubleshooting
- Hand Tools

- blueprints
- Construction
- OSHA 30
- Supervising Experience
- Carpentry
- Blueprint Reading
- Drywall
- Project Management
- Lawn Care
- Handyman
- Mowing
- Construction Experience
- Microsoft Office
- Microsoft Outlook
- Automotive Repair
- Customer Service
- Mechanical Knowledge
- HVAC
- Property Management
- Landscape Maintenance
- Electrical Experience
- Trim Carpentry
- Plumbing
- Equipment Repair
- Management
- Management
- Construction
- Plumbing
- Blueprint reading
- Carpentry
- Quality control
- Automotive repair
- Supervising experience
- Project management
- Customer service
- Property management
- Leadership
- Microsoft Outlook
- Microsoft Excel
- Organizational skills

- Computer skills
- Communication skills
- Adobe Acrobat

Certifications and Licenses

Forklift Certified manlift certified frontend certified scissor lift certified

Present

OSHA 30

Additional Information

Quality focused and Strong Commercial Construction Superintendent. Utilize exceptional leadership skills combined with a knowledge of all construction subtrades. Have excellent communication skills and extensive knowledge of blueprints plans and designs. Have over 15 years of experience leading a team as a Commercial Construction Superintendent.



Company Profile

Design
Management
Construction
Facilities

Rebecca Wright– Owner

2 Years Morgan Stanley, Dallas, TX – Corp. National Account Rep
3 Years Vista Fitness, Dallas, TX – Accounting Manager / Corp. Office Manager
8 Years Construction Solution USA LLC, Carrollton, TX – Owner / President

Banking
Retail
High-rise
Warehouse
Government
Restaurant

Christopher Wright– Vice President

4 Years Gibbs Construction Inc, Garland, TX – Superintendent
3 Years Holzem Construction, Dallas, TX– Superintendent
14 Years Construction Solution Inc, Dallas, TX – Project Manager / Vice President
8 Years Construction Solution USA LLC, Carrollton, TX – Owner / Vice President

Freddie Streeter– Project Manager & Business Development

15 Years Journeyman Carpenter – Foreman
6 Years TSG Construction, Dallas, TX – Sr. Project Manager
2 Years Construction Solution Inc, Dallas, TX – Project Manager
3 Years Warrior Construction, DFW, TX – Project Manager
7 Years Construction Solution USA LLC, Carrollton, TX – Business Development

Kevin Malooly– Project Manager

4 Years Pierce Contractors LLC – Superintendent year
15 Years Yes Codel, Inc, Lewisville Texas – Project Manager
1 Year JC Commercial, Lewisville Texas – Project Manager
1 Year Construction Solutions USA LLC, Carrollton, TX -Project Manager

Jason Wright – Project & Facility Maintenance Manager

10 Year Construction Solutions USA LLC, Carrollton, TX -Project Manager

Lindsey Stout – Project & Operations Manager

3 Years Albertsons Garland, Texas – Customer Service Associate
2 Years Target, Tulsa Oklahoma – Customer Service Representative
1 Year Walmart Farmers Branch, Texas – Sales Associate
12 Walmart, Roanoke, Texas –Asset Protection Manager
6 Year Construction Solutions USA LLC -Project Manager



Company Profile

Design
Management
Construction
Facilities

David Wright– Project Superintendent

3 Years Gibbs Construction Inc, Garland, TX – Labor
2 Years Metro Star Construction, Garland, TX – Carpenter
2 Years Holzem Construction, Dallas, TX – Labor
8 Years JDL Construction, Carrollton, TX – Superintendent
10 Years Construction Solution USA LLC, Carrollton, TX – Superintendent

Banking
Retail
High-rise
Warehouse
Government
Restaurant

Ruben Lopez – Project Superintendent

10 Years Barcom Commercial and Residential Construction, Corpus Christi, TX – Superintendent
6 Years TruGreen Landcare, San Antonio, TX– Superintendent
3 Years ISC Imperial Stone Corp, Dallas, TX – Superintendent
5 Years United Multifamily Construction, Krum, TX – Superintendent
1 Year Construction Solution Inc, Carrollton, TX – Superintendent

Andrew Hathway – Project Superintendent

1 Years Braum's, Plano, TX – Sales
9 Years Billybob's Texas, Fort Worth, TX – Multiple
1 Years Walmart, Roanoke, TX – Overnight Stocker
3 Years Warrior Construction, DFW, TX – Project Manager
9 Years Construction Solution USA LLC, Carrollton, TX – Superintendent

Elizabeth Rodriguez– Accounting Manager

1 Year Great Clips, Trophy Club, TX -Receptionist
1 Year Sack-N-Save, Mesquite TX –Cashier
2 Years Walmart, Royce City, TX – Cashier
1 Years AT&T Warehouse, Fort Worth, TX – Sales
2 Year Metropcs, Roanoke / Grand Prairie, TX – Sales
11 Years Walmart, Roanoke, Texas – Multiple
6 Years Construction Solutions USA LLC, Carrollton, TX – Accounting

Gowthami Sravanthi Neelavelli – Project Coordinator

1 year Alsai Construction Inc, Dallas, Tx – Coordinator Intern
2 Years Construction Solutions USA, LLC, Carrollton, TX – Project Coordinator

Kamber Wheeler – Bid Coordinator

1 Year Kroger, Bartonville, Texas – Sales Associate
2 Years Justice, Southlake, Texas – Sales Associate
1 UPS,,Roanoke, Texas – Sales Associate
1 Year Construction Solutions USA LLC, Carrollton, Texas– Bid coordinator



10-13-2025

Construction Solutions USA

PROJECT AVAILABILITY RESPONSE

Subject: Project Availability for Town of Addison Restroom Renovation Project

Thank you for the inquiry regarding the above-mentioned project and the opportunity to bid.

After reviewing the scope and considering an anticipated start date of November 17th, 2025, our team has completed an initial internal review. We are available and believe we are well-positioned to meet your needs effectively.

Based on the information provided, we can offer the following regarding our capacity and ability to staff the project:

- **Capacity:** Our current project load allows for the allocation of a dedicated team for a project of this size. We will be finishing two out-of-state projects in the next few weeks and are starting a new local project at the end of this month.
- **Team:** We have the necessary resources and relevant expertise available to staff the project on the anticipated timeline. We will not need any new employees to fill and assign a project team. Construction Solutions USA has a proven history of success with similar projects.
- **Confidence in Bid:** We are confident in our ability to deliver a high-quality solution that aligns with your objectives and strategic goals.

We look forward to the possibility of working with you.

Best regards,

Kevin Malooly

Project Manager

Construction Solutions USA

Kevin@consolusa.com

215-502-0156

ID		Task Mode	Task Name	Duration	Start	Finish	December 2025																											
							15	17	19	21	23	25	27	29	1	3	5	7	9	11	13	15	17	19	21	23	25	27						
1																																		
2			Demolition	2 days	Mon 11/17/25	Tue 11/18/25																												
3			Plumbing rough in	5 days	Wed 11/19/25	Tue 11/25/25																												
4			Mechanical duct and heatersNew Task	2 days	Mon 11/24/25	Tue 11/25/25																												
5			Soffit framing	1 day	Wed 11/26/25	Wed 11/26/25																												
6			Electrical rough in	2 days	Thu 11/27/25	Fri 11/28/25																												
7			CMU Patching and Plaster soffit	5 days	Mon 12/1/25	Fri 12/5/25																												
8			Powerwash walls and ceilings	1 day	Mon 12/8/25	Mon 12/8/25																												
9			Paint walls and ceilings	3 days	Tue 12/9/25	Thu 12/11/25																												
10			Resinous flooring	2 days	Fri 12/12/25	Mon 12/15/25																												
11			Plumbing fixtures	3 days	Tue 12/16/25	Thu 12/18/25																												
12			Restroom Specialties	2 days	Fri 12/19/25	Mon 12/22/25																												
13			Storefront glass and doors	2 days	Tue 12/23/25	Wed 12/24/25																												
14			Final Clean	1 day	Thu 12/25/25	Thu 12/25/25																												

Project: Addison Restroom Ren
Date: Thu 10/16/25

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone















Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only















External Tasks

External Milestone

Deadline

Progress

Manual Progress











NOTES: 1. All items, labor, materials, equipment, facilities, incidentals and work required for construction of the project are to be provided and installed by the Contractor as part of the project and payment for the cost of such shall be included in the price bid for the construction of the project.

2. Prices must be shown in words and figures for each item listed in the Proposal. In the event of discrepancy, the words shall control.

3. Materials, which are "tax exempt", are those items which are physically incorporated into the facilities constructed for the Town of Addison, as set forth in the Special Provisions. Materials include, but are not limited to purchased items such as water pipe, sanitary sewer pipe, storm drain pipe, etc.

Services, which are "not tax exempt", are those items which are used by the Contractor but are not physically incorporated into the Town of Addison's facility and/or items which are consumed by construction, as set forth in the Special Provisions. Services include, but are not limited to, items such as supplies, tools, skill and labor, the purchase, rental or lease of equipment, etc.

Kevin Malooly

Name of Person Signing Bid

[Signature]

Signature of Person Signing Bid

1452 Halsey Way, Carrollton, TX - 75007

Address

214.502.0156

Telephone No.

-

Fax No.

61-1664259

T.I.N. (Tax Identification or Employer's Number)

If BIDDER is:

AN INDIVIDUAL

By Construction Solutions USA, LLC (Seal)
(Individual's Name)

doing business as Construction solutions USA, LLC

Business address: 1452 Halsey Way, Ste #100,
Carrollton, Texas 75007

Phone No. 972-670-1920

A PARTNERSHIP

By _____ (Seal)
(Firm Name)

(General Partner)

doing business as _____

Business address: _____

Phone No. _____

Information and Instruction Form

RESPONSES THAT DO NOT CONTAIN THIS COMPLETED FORM MAY NOT BE COMPLIANT

Section I Company Profile

Name of Business: *Construction Solutions USA, LLC*

Business Address: *1452 Halsey Way, Ste #100
Carrollton, TX 75007*

Contact Name: *Rebecca Wright*

Phone#: *972.670.1920*

Fax#: *-*

Email: *rwright@consolusa.com*

Name(s) Title of Authorized Company Officers: *Rebecca Wright - Owner
Christopher Wright - Vice President
Kevin Malooly - Project Manager.*

Federal ID #: W-9 Form: A W-9 form will be required from the successful bidder.

DUN #: *079799972*

Remit Address: If different than your physical address:

Same as business address mentioned above.

Section II Instructions to Bidders

Electronic Bids: The Town of Addison uses BidNet Direct to distribute and receive bids and proposals. There will be **NO COST** to the Contractor/Supplier for Standard bids or proposals. For **Cooperative Bids and Reverse Auctions ONLY**, the successful contractor/supplier agrees to pay BidNet Direct a transaction fee of one percent (1%) of the total amount of all contracts for goods and/or services. **Cooperative Bids and Reverse Auctions** will be clearly marked on the bid documents. To assure that all contractors/suppliers are treated fairly, the fee will be payable whether the bid/proposal is submitted electronically, or by paper means. Refer to www.bidnetdirect.com for further information.

Contractor/Supplier Responsibility: It is the contractor/suppliers responsibility to check for any addenda or questions and answers that might have been issued before bid closing date and time. Contractors/Suppliers will be

notified of any addenda and Q&A if they are on the invited list, they view the bid, or add themselves to the watch list.

Acknowledgement of Addenda: #1 #2 #3 #4 #5



Delivery of Bids: For delivery of paper bids our physical address is:

Town of Addison

5350 Beltline Road

Dallas, TX 75254

Attn: Purchasing Department

Contractor/Supplier Employees: No Contractor/Supplier employee shall have a direct or indirect financial interest in any contract with the town, or be directly or indirectly financially interested in the sale of land, materials, supplies or services to the town.

Deliveries: All deliveries will be F.O.B. Town of Addison. All Transportation Charges paid by the contractor/supplier to Destination.

Payment Terms: A Prompt Payment Discount of % is offered for Payment Made Within Days of Acceptance of Goods or Services. If Prompt Payments are not offered or accepted, payments shall be made 30 days after receipt and acceptance of goods or services or after the date of receipt of the invoice whichever is later.

Delivery Dates: Delivery Dates are to be specified in Calendar Days from the Date of Order.

Bid Prices: Pre-Award bid prices shall remain Firm and Irrevocable for a Period of 30 Days.

☒ Exceptions: Contractor/Supplier does not take Exception to Bid Specifications or Other Requirements of this Solicitation. If neither exceptions box is checked, default shall be "No Exceptions"

☐ Contractor/Supplier take the following Exception(s) to the Bid Specifications or Other Requirements of this Solicitation (Explain in Detail). If box checked but no exceptions are listed, default shall be "No Exceptions"

Historically Underutilized Business (HUB): It is the policy of the Town of Addison to involve HUBs in the procurement of goods, equipment, services and construction projects. Prime Contractors/Suppliers are encouraged to provide HUBs the opportunity to compete for sub-contracting and other procurement opportunities. A listing of HUBs in this area may be accessed at the following State of Texas Website.

<http://www.window.state.tx.us/procurement/cmb1/cmb1hub.html>.

HUB Owned Business Yes No Include a current copy of your HUB certification with your response or insert Certification number _____ and expire date _____.

Other Government Entities: Would bidder be willing to allow other local governmental entities to participate in this contract, if awarded under the same Terms and Conditions? Yes ☒ No ☐

Bid Bond: Is Bid Bond attached if applicable? ☒ Yes ☐ No

Termination: The town at any time after issuance of this agreement, by 30 days written notice, has the absolute right to terminate this agreement for cause or convenience. Cause shall be the contractor/supplier's refusal or failure to satisfactorily perform or complete the work within the time specified, or failure to meet the specifications, quantities, quality and/or other requirements specified in the contract/purchase order. In such case the supplier shall be liable for any damages suffered by the town. If the agreement is terminated for convenience, the supplier has no further obligation under the agreement. Payment shall be made to cover the cost of material and work in process or "consigned" to the town as of the effective date of the termination.

Bidder Compliance: Bidder agrees to comply with all conditions contained in this Information and Instruction Form and the additional terms and conditions and specifications included in this request. The undersigned hereby agrees to furnish and deliver the articles or services as specified at the prices and terms herein stated and in strict accordance with the specifications and conditions, all of which are made a part of your offer. Your offer is not subject to withdrawal after the award is made.

The Town of Addison reserves the right to reject all or part of the offer and to accept the offer considered most advantageous to the town by item or total bid.

The Town of Addison will award to the lowest responsible bidder or to the bidder who provides goods or services at the best value for the Town.

I hereby certify that all of the information provided in sections I and II are true and accurate to the best of my knowledge.

Signature:  Date: 10/16/25

Title: Project Manager

Signature certifies no changes have been made to the content of this solicitation as provided by the Town of Addison.

10/17/17

PROJECT MANUAL

TOWN OF ADDISON

Addison Athletic Club

Outdoor Pool Restroom Renovations

Addison, Texas





SPECIFICATIONS AND CONTRACT DOCUMENTS
FOR
ADDISON ATHLETIC CLUB
OUTDOOR POOL RESTROOM RENOVATIONS

TOWN OF ADDISON, TEXAS
BID NUMBER 25-228

September 18, 2025

PREPARED BY:



3028 Selma Lane
Farmers Branch, TX 75234

817.705.6275



TOWN OF ADDISON, TEXAS

MAYOR

Bruce Arfsten

MAYOR PRO TEMPORE

Marlin Willesen

DEPUTY MAYOR PRO TEMPORE

Chris DeFrancisco

COUNCIL MEMBERS

Howard Freed

Darren Gardner

Dan Liscio

Randy Smith

CITY MANAGER

David Gaines

DEPUTY CITY MANAGER

Ashley Shroyer

DIRECTOR OF PARKS AND RECREATION

Janna Tidwell

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Section IB	Instructions to Bidders
Section PF	Proposal Form
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Section PyB	Payment Bond
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Section GP	General Provisions
Section SP	Special Provisions
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SECTION RP

REQUEST FOR PROPOSALS

REQUEST FOR PROPOSALS

1. The Town of Addison, Texas is requesting competitive sealed proposals for the **Addison Athletic Club Restroom Renovations** in accordance with the specifications, bid documents and contract document prepared by **Brohard Architecture**. **Sealed Proposals will be accepted until 2:00 pm, Thursday October 16, 2025** at the Finance Building located 5350 Belt Line Road, Dallas, Texas 75254 and labeled ATTN: Purchasing Manager. Late proposals will not be considered. The plans, specifications and all bid information are available on www.bidnetdirect.com. The Town of Addison reserves the right to waive any formalities, to reject any and all proposals, and to select the proposal deemed most advantageous to the Town of Addison.
This request for proposals (RFP) is a competitive sealed proposal method in accordance with the Texas Government Code Chapter 2269, Subchapter D.
2. The Contractor shall identify the proposal on the outside of the proposal by writing the words **“TOWN OF ADDISON PARKS & RECREATION DEPARTMENT BID NO. 25-228, ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS.**
3. Proposals shall be accompanied by a Bid Bond in an amount not less than five percent (5%) of the total maximum bid price, from a reliable surety company licensed by the State of Texas to act as a Surety and be listed on the current U.S. Treasury Listing of Approved Sureties; or a Binder of Insurance executed by a surety company licensed by the State of Texas to act as a surety or its authorized agent as a guarantee that the bidder will enter into a contract and execute a Performance Bond & Payment Bond within ten (10) days after notice of award of contract to him. Bid bonds need to be signed originals to be valid – no photocopied, faxed, or scanned copies will be accepted.
4. Plans, specifications and proposals documents may be secured electronically through www.bidnetdirect.com. The Town of Addison is a “free buyer”, meaning that all prospective bidders need only a free registration to sign up for plan updates. Bidders assume all risk for acquiring specs and / or plans from third party sites and plan rooms, as only BidSync.com will be directly updated by the Town of Addison.
5. The right is reserved by the Mayor and the City Council as the interests of the City may require rejecting any or all proposals and to waive any formality in proposals received and to select the proposal deemed most advantageous to the Town.
6. The Offeror (Proposer) must supply all the information required by the Proposal Form.
7. For information regarding proposals submit all questions on [BidNetDirect](http://BidNetDirect.com). **All questions must be received by 12:00 pm on Tuesday October 7, 2025. All questions received by the deadline will be answered by 12:00 pm on Friday October 10, 2025.**

9. The project consists of restroom renovations for the Addison Athletic Club. Improvements include Demolition of existing toilet fixtures, toilet partitions, light fixtures, hand dryers, shower controls, shower benches, etc. Cleaning all surfaces, prepping existing concrete floors for resinous flooring, recessing all existing exposed plumbing pipes at shower, repairing all burnished CMU and patching burnished CMU holes to match existing in similar color and texture. Installing new toilet fixtures, carriers, toilet partitions, hand driers, baby changing stations, toilet
10. This project contains resinous flooring on existing concrete, the floors will need to be properly prepped and installed per manufacturer instructions by a qualified installer.
11. **A Non-Mandatory Pre-Bid meeting will be held at the Addison Athletic Club located at 3900 Beltway Drive, Addison, TX 10:00 am on Thursday October 2, 2025. Although the Pre-Bid meeting is non-mandatory, qualified bidding contractors are very highly encouraged to attend.**

SECTION IB

INSTRUCTIONS TO BIDDERS

INSTRUCTIONS TO BIDDERS

- A. PROJECT: ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS CSP 25-228**, in the Town of Addison. The bids will be evaluated as stated in Section "O" of these Instructions to Bidders.
- B. PROJECT DESCRIPTION:** The project is renovating/updating an existing outdoor public restroom. Existing toilets, sinks, toilet partitions, soap dispensers, shower controls, shower benches, light fixtures, baby changing stations, room signage, etc. to be removed. Walls, ceiling, floors to be cleaned and prepped. The surface mounted shower controls are to be removed; the new controls will be recessed into the existing burnished CMU. Burnished CMU repairs will be required in the showers and other areas. The design intent is to have a completely renovated restroom and to feel brand new. A storefront system and storefront doors will be installed at the Men's and Women's Restroom entrances with a frosted, safety glass. The existing, exposed pipes located at the ceiling of the restrooms, are to be covered with a new Portland Cement Plaster ceiling, to installed just below the pipes, to conceal the existing pipes. New toilets, sinks, shower, shower bench, shower controls, toilet partitions, mirrors, soap dispensers, hand dryers, paper towel dispensers, toilet paper, etc. to be installed. New LED lighting, exhaust fans, mechanical ducts to be installed. A new unit heater is to be installed in the existing plumbing chase. New resinous flooring to be installed. There are four Add Alternates on this project. Add Alternate 1 will be installing an Anodized Aluminum shade canopy with 18" sheet metal letters over the Restroom Entrance. Add Alternate 2 will be to provide custom Men's and Women's restroom signage to the outside of the building at the restroom entrance. Add Alternate 3 will be replacing the frosted, safety glazing at the Storefront and Storefront Door entrances with a Sensitile Safety Glazing. Add Alternate 4 will be to provide a tile wainscot in the Men's and Women's restrooms. Reference drawings for additional information.
- C. PROPOSALS:** Proposals must be in accordance with these instructions to receive consideration.
- D. DOCUMENTS:** Bidding Documents include the Project Manual (consisting of the Advertisement for Bids, these Instructions to Bidders, Proposal Forms, Contract Agreement, General Provisions, Bonds and Technical Specifications), a Waiver of Lien, Drawings, Terms & Conditions, Information and Instructions and Addenda which may be issued by the Town of Addison during the bidding period. Bidding Documents may be viewed and/or obtained under the terms and conditions set forth in the Request for Proposal, Section RP of this Project Manual.
- E. EXAMINATION OF DOCUMENTS AND SITE:** Bidders shall carefully examine the Bidding Documents and the construction site to obtain firsthand knowledge of the scope and the conditions of the Work. Each Contractor, Subcontractor and Sub-subcontractor, by submitting a proposal to perform any portion of the Work, represents and warrants that he has examined the Drawings, Specifications (Project Manual) and the site of the Work, and from his own investigation has satisfied himself as to the scope, accessibility, nature and location of the Work; the character of the equipment and other facilities needed for the performance of the Work; the character and extent of other work to be

performed; the local conditions; labor availability, practices and jurisdictions; and other circumstances that may affect the performance of the Work. No additional compensation will be allowed by the Owner for the failure of such Contractor, Subcontractor or Sub-subcontractor to inform himself as to conditions affecting the Work. Participation and representation at the Pre-Bid conference is highly recommended.

- F. INTERPRETATION OF DOCUMENTS:** If any person contemplating submitting a bid for the proposed Contract is in doubt as to the meaning of any part of the Drawings, Specifications (Project Manual) or other proposed Contract Documents, he may submit to the Town of Addison, not later than ten (10) calendar days prior to the date set for opening bids, a written request for an interpretation or clarification. Bidders should act promptly and allow sufficient time for a reply to reach them before preparing their bids. Any interpretation or clarification will be in the form of an Addendum duly issued. No alleged verbal interpretation or ruling will be held binding upon the Owner.
- G. SUBSTITUTIONS:** Conditions governing the submission of substitutions for specific materials, products, equipment and processes are in the Special Provisions. Requests for substitutions must be received by the Town of Addison ten (10) calendar days prior to the established bid date.
- H. ADDENDA:** Interpretations, clarifications, additions, deletions and modifications to the Documents during the bidding period will be issued in the form of Addenda will be issued on Bid Sync. Addenda will be a part of the Bidding Documents and the Contract Documents, and receipt of them shall be acknowledged in the Bid Form. If any bidder fails to acknowledge the receipt of such addenda in the space provided in the bid form, his bid will nevertheless be construed as though the receipt of such addenda had been acknowledged.

I. EVALUATION OF PROPOSALS:

1. Within 45 days after the date of opening the Proposals, the Owner will evaluate and rank each Proposal with respect to the selection criteria described in Section "O" of these Instructions to Bidders. All procurements shall conform to Texas Government Code Chapter 2269. In evaluating Proposals, the Owner will consider whether the Proposals comply with the prescribed requirements, and such alternatives, prices and other data, as may be requested in the Proposal Form or may be requested from Bidders prior to a Notice of Award.
2. In evaluating Proposals, the Owner will consider the Contract Price, Offeror Qualification Statement and other requested information to determine which Proposal offers the best value to the Owner. The Proposals will be evaluated using the information submitted in the Proposal Form and information submitted in the Offeror Qualification Statement.
3. Owner may conduct such investigations as the Owner deems necessary to establish the responsibility, qualifications, and financial ability of contractors, individuals, or entities proposed to furnish parts of the Work in accordance with the Contract Documents.
4. The Owner may request Offeror Interviews as a portion of the evaluation and selection process.
5. The evaluation criteria and weighting are as described this RFP.
6. Submission of a Proposal indicates the Offeror's acceptance of the evaluation technique and methodology as well as the Offeror's recognition that some subjective judgments must be made by the Owner during the evaluation.

J. COMPLETION TIME: The selected contractor shall use the time- period between the awarding of the contract at Town Council and the date of Notice to Proceed to submit materials, shop drawings, traffic control plan, a detailed construction schedule and other items needed to move forward with construction activities, for acceptance by The Town. The Town shall review and return these submittals in the most expedient manner possible to accommodate immediate material ordering. Review time will vary based on the number of submittals under review at any given time.
The term "Contract Time" as used in this Provision will mean the sum of the calendar

days proposed by the contractor on the proposal form to achieve substantial completion for the project. The term "calendar day" as used in this Article will mean every day shown on the calendar. The term "substantial completion" means that the improvements have been made suitable for use or occupancy or the facility is in condition to serve its intended purpose, but still may require minor miscellaneous work and adjustment, as determined by the Owner. Calendar days will be consecutively counted from commencement of Contract Time (issuance of a Notice to Proceed) regardless of weather, weekends, and holidays, suspensions of Contractor's operations, delays or other events as described herein.

1. **Substantial Completion** for the project includes the following items:

- i. Completion of **all work** included in the Contract Documents.
- ii. A Punchlist walk-through with the Town will be performed for this segment and provided to the Contractor. If elements of the project are not complete or numerous defects and/or deficiencies are found during the walk-through, project time will be suspended, and Contractor will be required to perform their own Quality Control walk-through and make corrections as needed. Once Contractor's Quality Control corrections has been completed, Contractor shall request another walk-through.
- iii. The Contractor will have thirty (30) days to correct the items on the walk-through Punchlist and request a re- inspection from the Town. If Contractor fails to correct all repairs in this timeframe, Contract Time will be restarted.

2. **Final Acceptance** of the for the project includes the following items:

- i. All Punchlist items completed and accepted by the Town
- ii. Final clean-up after Punchlist corrections
- iii. Issue Contractor's Affidavit of Bills Paid
- iv. Submittal of Contractor's Record Drawings; and
- v. Execution of Maintenance Bond.

K. PREPARATION OF PROPOSALS: Prices quoted shall include all items of cost, expense, taxes, fees and charges incurred by, or arising out of, the performance of the work to be performed under the Contract. Bids shall be submitted per Item L. Any bid on other than the required form will be considered informal and may be rejected. Erasures or other changes in a bid must be explained or noted over the initials of the bidder. Bids containing any conditions, omissions, unexplained erasures and alterations, or irregularities of any kind may be rejected as informal. The prices should be expressed in words and figures, or they may be deemed informal and may be rejected. In case of discrepancy between the price written in the bid and that given in the figures, the price in writing will be considered as the bid. In the case of a discrepancy between a unit price and its extension, the unit price will govern. Failure to submit all requested information will make a bid irregular and subject to rejection. Bids shall be signed with name typed

or printed below signature, and, if a partnership, give full name of all partners. Where bidder is a corporation, bids must be signed with the legal name of the corporation followed by the name of the state of incorporation and the legal signature of an officer authorized to bind the corporation to a contract.

NOTE: AN ELECTRONIC PROPOSAL FORM MAY BE USED IN LIEU OF THE ENCLOSED FORMS. THE FORM SHALL BE 8 1/2" BY 11" IN SIZE AND WILL BE ATTACHED TO THE PROPOSAL IN THE PROPER SECTION AND WILL BE MADE PART OF THE PROPOSAL AND CONTRACT DOCUMENTS.

NOTE: THE SPREADSHEET OPTION IS FOR THE CONVENIENCE OF THE BIDDER. NO WORDING IN THE SPREADSHEET SHALL MODIFY OR AMEND THE WORDING IN THE BID PROPOSAL OR PLANS. THE UNIT PRICE ON THE FORM SHALL BE THE PRICE OF THE ITEM, AND ERRORS THAT MAY BE PRESENT IN THE PRINTOUT WILL NOT BE RECOGNIZED AS AN OPPORTUNITY TO REVISE THE PROPOSAL. THE SUMMARY SHEET INCLUDED IN THIS BID DOCUMENT SHALL BE UTILIZED FOR SUMMARIZING THE BID. THE SPREADSHEET SHALL PRESENT EACH ITEM IN THE ORDER AND NUMBER AS SHOWN IN THE TOWN'S PROPOSAL AND BID SCHEDULE FOR THIS PROJECT. THE SPREADSHEET SHALL BE IN A COLUMN FORMAT WITH THE FOLLOWING COLUMNS:

1. ITEM NUMBER
2. DESCRIPTION & UNIT PRICE IN WORDS
3. UNIT OF MEASURE
4. UNIT PRICE
5. ESTIMATED QUANTITY
6. AMOUNT BID

- L. SUBMITTAL OF PROPOSALS:** Sealed proposals, containing one (1) original, three (3) copies and one (1) USB, will be received at the time, date and place stated in the Advertisement for Bids. Proposals shall be made on Proposal Forms furnished by the Town of Addison; an electronic spreadsheet will be made available for use. Offerors shall submit sealed proposals addressed to the Owner and plainly mark on the outside of the envelope the name and address of the bidder. The submittals shall also be marked with the following project description:

**TOWN OF ADDISON PARKS DEPARTMENT BID NO. 25-228
ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS**

The Bid Bond must be completed and signed by each bidder and submitted with the bid. Submit Bids by mail or in person prior to the time for receiving bids set forth in the Advertisement for Bids issued by the Town.

Electronic proposals submitted on bidsync.com will not be considered for this project. Paper proposal submittals are required. The Town of Addison uses **BidNetDirect** to distribute bids and proposals. There will be NO COST to the contractor for standard

proposals.

M. MODIFICATION AND WITHDRAWAL OF BIDS: Prior to the time set for bid opening, bids may be withdrawn or modified. Bids may be modified only on the official bid form and must be signed by a person legally empowered to bind the bidder. No bidder shall modify, withdraw, or cancel his bid or any part thereof for sixty (60) calendar days after the time agreed upon for the receipt of bids.

N. DISQUALIFICATION: The Owner reserves the right to disqualify proposals, before or after the opening, upon evidence of collusion with intent to defraud or other illegal practices relating to this proposal upon the part of the bidder.

O. EVALUATION CRITERIA AND WEIGHTING: The Owner will consider the Contract Price, Statement of Qualifications and other criteria requested of the Bidders to determine which Proposal offers the best value to the Owner. The Proposals will be evaluated using the criteria and weighting described below:

Rating Category	Description	Weighting Value %
A	Proposed Contract Price (Base Bid Items 1-46)	50
B	Previous experience on similar construction projects. This section is to be considered references. Proposers must include 5 related project references with full contact information. See information on Page PF-10 for further instructions.	25
C	Listing of proposed suppliers and experienced subcontractors with a minimum of 5 years of experience. List eligible experience of Key Personnel that will be assigned to this project.	15
D	Construction Time	10
Total		100

The Owner reserves the right to consider in its evaluation of the Price Proposal, the Total Proposal Amount on the Proposal Form as to its reasonableness for the actual cost of the work to complete the scope of work for this Project. The Owner may consider the increased risk for contract performance problems that a significantly low Total Proposal Amount could represent.

P. SUBMISSION OF POST-BID INFORMATION: Upon notification of acceptance, the selected bidder shall, within five (5) calendar days, submit the following:

1. A designation of the portions of the Work proposed to be performed by the bidder with his own force.
2. A list of names of the Subcontractors or other persons or organizations, including those who are to furnish materials and equipment fabricated to a special design proposed for such portions of the Work as may be designated in the Bidding

Documents or as may be requested by the Town of Addison. The bidder will be required to establish to the satisfaction of the Owner the reliability and responsibility of the proposed Subcontractors and suppliers to furnish and perform the Work.

Q. AWARD: The Owner reserves the right to accept any or to reject any bids without compensation to bidders and to waive irregularities and informalities. The Town of Addison Parks Department, in making its recommendation, will consider the following elements:

1. Whether the bidder is a contractor with practical experience or subcontractor experienced in this type of work.
2. Whether the bidder has adequate plant, equipment and personnel to perform the work properly and expeditiously.
3. Whether the bidder has a suitable financial status and reputation for meeting obligations incident to work of the kind specified.

Alternate items may or may not be awarded. Addition or deletion of other items or schedules will be governed by the *Standard Specifications for Public Works Construction – North Central Texas, most current edition*, (hereinafter called SSPWC) Item 104.2 "Change or Modification of Contract". Alternate item samples will be provided to the town at no cost to the town, upon request.

R. EXECUTION OF THE CONTRACT: The successful bidder will be required to enter into a contract with the Owner in a reasonable time as negotiated with the Owner and Contractor.

S. CONSTRUCTION SCHEDULE: It is the Owner's desire to have the project completed and operational in as short a time as possible. The number of calendar days for completion of the project will begin with the date specified in the Notice to Proceed. The Notice to Proceed will be issued in a manner to facilitate a smooth construction of the project. The Contractor shall begin construction within ten (10) calendar days of the issuance of the Notice to Proceed.

T. COST PLUS TIME BIDDING: Not applicable for this project.

U. FORM OF CONTRACT: The contract for the construction of the project will be drawn up by the Owner. A sample form of agreement is included in the Contract Agreement Section.

V. BONDS: A Bid Bond will be required by the Owner. The Bid Bond shall name the Town of Addison, and others as directed by the Town, as joint obligees. Sample forms have been included in the Bid Bond sections. (Contractor shall confirm the legal names of obligees prior

to execution of Bonds.) Upon award of contract the contractor shall furnish to the Town a Performance Bond, Payment Bond within ten (10) working days and a Maintenance Bond upon Substantial Completion.

W. BID SECURITY: Bids shall be accompanied by a bid bond in an amount not less than five percent (5%) of the total maximum bid price, from a surety company licensed to do business in the State of Texas as a guarantee that the bidder will enter into a contract and execute a Performance Bond and Payment Bond within ten (10) working days after notice of award of contract.

X. CONSTRUCTION STAKING: Construction staking, and re-staking will not be provided by the Owner. Benchmarks, Vertical and Horizontal Control are shown on the plans. There is no separate bid item for staking, therefore, the contractor must include value for staking in the various bid items as subsidiary to the contract. Any staking or re-staking that is required shall be the responsibility of the Contractor and shall be at no cost to the Owner.

Y. FINAL PAYMENT: The general provisions for Final Payment shall be as stated in Item 109.5.4 of the SSPWC including all Amendments and Additions. Prior to final payment the Contractor shall provide the Owner with the following items:

1. A Contractor's Affidavit of Bills Paid in accordance with Section BP.
2. A Consent of Surety Company to Final Payment.
3. A complete set of record plans which indicate all construction variations from the original construction documents in accordance with Item 5 of the Special Provisions.
4. A one (1) year Maintenance Bond in accordance with Section MB.

Z. PRIORITY OF CONTRACT DOCUMENTS: In case of conflict between contract documents, priority of interpretation shall be in the following order: signed agreement; performance and payment bonds; proposal; special provisions (or conditions); technical specifications; general provisions; advertisement for bids; project drawings; *Standard Specifications for North Central Texas Council of Governments (NCTCOG)*; Town of Addison Standard Drawings. This priority list shall take precedence over Item 105.1.1 of the SSPWC.

SECTION PF

PROPOSAL FORM

PROPOSAL FORM

TO: The Honorable Mayor and Town Council
Town of Addison, Texas

September 18, 2025

Mayor and Council:

The undersigned bidder, having examined the plans, specifications and contract documents, and the location of the proposed work, and being fully advised as to the extent and character of the work, proposes to furnish all equipment and to perform labor and work necessary for completion of the work described by and in accordance with the Plans, Specifications and Contract for the following prices, to wit:

ACKNOWLEDGMENT OF ADDENDA:

Signed by:

The Bidder acknowledges receipt of the following addenda:

Addendum No. 1 _____

Addendum No. 4 _____

Addendum No. 2 _____

Addendum No. 5

Addendum No. 3

Addendum No. 6

IMPORTANT NOTE TO BIDDERS: The bidding contractor is responsible for providing a proposal according to the published plans, project manual, addenda and answers to questions as they have been presented. The space below is available for bidding contractors to make the Owner aware of items that may require further consideration after selection of a contractor based on best value to the Town of Addison which is consistent with published evaluation criteria. The notes below are for information purposes only and will not become a factor in evaluation of qualifications:

The following pages contain all bid items for: ADDISON ATHLETIC CLUB OUTDOOR POOL
RESTROOM RENOVATIONS- BID 25-228

Item No.	Package	Estimate Quantity	Unit	Name of Pay Item with Unit Price in Words	Unit Bid Price	Amount Bid
1	Demolition	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
2	Resinous Flooring	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
3	CMU – Repairs	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
4	Door Hardware	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
5	Storefront Window System	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
6	Frosted Safety Glass	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
7	Painting	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$

8	Plaster Ceilings	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
9	Metal Framing for Ceilings	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
10	Toilet Partitions	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
11	Baby Changing Stations	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
12	Mirrors	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
13	Grab Bars	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
14	Paper Towel Dispensers	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$

15	Soap Dispensers	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
16	Toilet Paper Dispensers	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
17	Room Signage	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
18	Sanitary Napkin Receptacles	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
19	Benches (moveable)	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
20	Exhaust Fans and Ducts	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
21	Electric Hand Drier and Recess Kit	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$

22	Electric Unit Heater	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
23	Electronic Bird Control	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
24	Lavatory (two person trough)	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
25	Toilets	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
26	Urinal	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
27	Shower	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
28	Electrical	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$

29	Electrical Lights	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
30	Electrical – Fire Alarm Strobes	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
31	Miscellaneous	1	LS	Mobilization in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
32	Add Alt 1	1	LS	Shade Canopy and Letter Signage in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per lump sum	\$	\$
33	Add Alt 2	1	LS	Custom Men's and Women's Restroom Signage in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per linear foot	\$	\$
34	Add Alt 3	1	LS	Substituting the 1" frosted, safety glazing at the storefront with a custom Sensitile safety glazing in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per each	\$	\$
35	Add Alt 4	1	LS	Tile wainscot in the Men's and Women's Restroom in accordance with plans and specifications, complete and in place for the price of _____dollars and _____cents per each	\$	\$

TOTAL BASE BID: \$ _____
BASE BID (ITEMS 1-31) (_____
_____ DOLLARS
AND _____ CENTS)

ADD ALTERNATE BID 1: \$ _____
SHADE CANOPY AND LETTER SIGNAGE (_____
(ITEM 32) _____ DOLLARS
AND _____ CENTS)

ADD ALTERNATE BID 2: \$ _____
CUSTOM MEN'S AND WOMEN'S (_____
RESTROOM SIGNAGE (ITEM 33) _____ DOLLARS
AND _____ CENTS)

ADD ALTERNATE BID 3: \$ _____
SUBSTITUTING THE 1" FROSTED, (_____
SAFETY GLAZING AT THE _____ DOLLARS
STOREFRONTS WITH SENSITILE AND _____ CENTS)
SAFETY GLAZING (ITEM 34)

ADD ALTERNATE BID 4: \$ _____
TILE WAINSCOTING IN THE MEN'S AND (_____
WOMEN'S RESTROOM (ITEM 35) _____ DOLLARS AND _____
_____ CENTS)

UNIT PRICES

This project is being bid lump sum. The undersigned agrees that in case additional work or materials installation or deduction of work or materials are authorized and requested only by the Owner. Unit prices shall include all overhead, profit, taxes, materials, labor, incidentals, etc., for a complete installation.

LENGTH OF CONSTRUCTION DAYS: Bidder proposes to complete the construction of the project described herein in _____ Calendar Days.

In addition to the proposed contract price and Construction Schedule, the items listed below are required for scoring the Proposals. Please verify these items have been included in the Proposal as these items are mandatory:

* **Previous Experience on similar projects/ References.**

Experience Include the following for **5 separate project references:**

- Project Name / Location
- Project Budget
- Date of Completion
- Project Reference Contact Information

* **List of Proposed Suppliers and Sub-Contractors and Their Role on the Project. List key personnel for the project.**

* **A Brief Overview of the Construction Schedule and Sequencing.**

**PLEASE USE THIS SPACE TO INSERT ALL OF THE
ABOVE MANDATORY INFORMATION AS
REQUESTED. IF THIS SECTION IS NOT PROVIDED,
THE PROPOSAL WILL BE DISQUALIFIED.**

NOTES: 1. All items, labor, materials, equipment, facilities, incidentals and work required for construction of the project are to be provided and installed by the Contractor as part of the project and payment for the cost of such shall be included in the price bid for the construction of the project.

2. Prices must be shown in words and figures for each item listed in the Proposal. In the event of discrepancy, the words shall control.

3. Materials, which are "tax exempt", are those items which are physically incorporated into the facilities constructed for the Town of Addison, as set forth in the Special Provisions. Materials include, but are not limited to purchased items such as water pipe, sanitary sewer pipe, storm drain pipe, etc.

Services, which are "not tax exempt", are those items which are used by the Contractor but are not physically incorporated into the Town of Addison's facility and/or items which are consumed by construction, as set forth in the Special Provisions. Services include, but are not limited to, items such as supplies, tools, skill and labor, the purchase, rental or lease of equipment, etc.

Name of Person Signing Bid

Signature of Person Signing Bid

Address

Telephone No.

Fax No.

T.I.N. (Tax Identification or Employer's Number)

If BIDDER is:

AN INDIVIDUAL

By _____ (Seal)
(Individual's Name)

doing business as _____

Business address: _____

Phone No. _____

A PARTNERSHIP

By _____ (Seal)
(Firm Name)

(General Partner)

doing business as _____

Business address: _____

Phone No. _____

A CORPORATION

By _____
(Corporation Name)

(State of Incorporation)

By _____
(Name of Person Authorized to Sign)

(Title)

(Corporate Seal)

Attest _____
(Secretary)

Business address: _____

Phone No. _____

A JOINT VENTURE

By _____
(Name)

(Address)

By _____
(Name)

(Address)

(Each joint venture must sign. The manner of signing for each individual, partnership and corporation that is a party to the joint venture should be in the manner indicated above.)

SECTION CA

CONTRACT AGREEMENT

CONTRACT AGREEMENT

STATE OF TEXAS

COUNTY OF DALLAS

THIS AGREEMENT is made and entered into this _____ day of _____, 2024, by and between the Town of Addison, of the County of Dallas and State of Texas, acting through its City Manager, thereunto duly authorized so to do, Party of the First Part, hereinafter termed the OWNER, and _____, of the City of _____, County of _____, State of _____, Party of the Second Part, hereinafter termed CONTRACTOR.

WITNESSETH: That for and in consideration of the payment and agreement hereinafter mentioned, to be made and performed by the OWNER, the said CONTRACTOR hereby agrees with the said OWNER to commence and complete construction of certain improvements as follows:

**ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS
BID NO. 25-228**

and all extra work in connection therewith, under the terms as stated in the General and Specific Conditions of the AGREEMENT; and at his own proper cost and expense to furnish all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance and other accessories and services necessary to complete the said construction, in accordance with the conditions and prices stated in the Proposal attached hereto and in accordance with the Advertisement for Bids, Instructions to Bidders, General Provisions, Special Provisions, Plans, and other drawings and printed or written explanatory matter thereof, and the Technical Specifications and Addenda thereto, as prepared by the OWNER, each of which has been identified by the endorsement of the CONTRACTOR and the OWNER thereon, together with the CONTRACTOR's written Proposal and the General Provisions, all of which are made a part hereof and collectively evidence and constitute the entire AGREEMENT.

The CONTRACTOR hereby agrees to commence work within ten (10) calendar days after the date of written notice to do so shall have been given to him, to complete the work within _____ (_____) calendar days, after he commences work, subject to such extensions of time as are provided by the General Provisions.

The OWNER agrees to pay the CONTRACTOR _____ Dollars (\$ _____) in current funds for the performance of the Contract in accordance with the Proposal submitted thereof, subject to additions and deductions, as provided in the General Provisions, and to make payments of account thereof as provided therein.

IN WITNESS WHEREOF, the parties of these presents have executed this AGREEMENT in the year and day first above written.

TOWN OF ADDISON, TEXAS (OWNER)

ATTEST:

By: _____
David Gaines, City Manager

By: _____
Valencia Garcia, Interim City Secretary

(CONTRACTOR)

ATTEST:

By: _____

By: _____

The following to be executed if the CONTRACTOR is a corporation:

I, _____ certify that I am the secretary of the corporation named as CONTRACTOR herein; that _____, who signed this Contract on behalf of the CONTRACTOR is the (official title) of said corporation; that said Contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

Signed: _____

Corporate Seal

SECTION PrB

PERFORMANCE BOND

**STATUTORY PERFORMANCE BOND PURSUANT TO CHAPTER 2253
OF THE TEXAS GOVERNMENT CODE
(PUBLIC WORKS)**

(Penalty of this Bond must be 100% of Contract Amount)

KNOW ALL MEN BY THESE PRESENTS, That _____
(hereinafter called the Principal), as Principal, and _____
(hereinafter called the Surety), as Surety are held and firmly bound unto the **Town of Addison** (hereinafter
called the Obligee), in the amount of _____
_____ Dollars (\$ _____) for the
payment whereof the said Principal and Surety bind themselves and their heirs, administrators, executors,
successors and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain written contract with the Obligee, dated the
_____ day of _____, 2024 to

ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS- BID NO. 25-228

which contract is hereby referred to and made a part hereof as fully and to the same extent as if copied at
length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said
Principal shall faithfully perform the work in accordance with the plans, specifications and contract
documents, then this obligation shall be void, otherwise to remain in full force and effect.

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of
the Texas Government Code and all liabilities on this bond shall be determined in accordance with the
provisions, conditions and limitations of said Chapter to the same extent as if it were copied at length
herein.

IN WITNESS, WHEREOF, the said Principal and Surety have signed this instrument ____ this day
of _____, 2024.

_____ _____	_____ (Principal) By: _____ _____ (Surety) By: _____ (Attorney-in-Fact)
--------------------	---

SECTION PyB

PAYMENT BOND

**STATUTORY PAYMENT BOND PURSUANT TO CHAPTER 2253
OF THE TEXAS GOVERNMENT CODE
(PUBLIC WORKS)**

(Penalty of this Bond must be 100% of Contract Amount)

KNOW ALL MEN BY THESE PRESENTS, That _____
(hereinafter called the Principal), as Principal, and _____
(hereinafter called the Surety), as Surety are held and firmly bound unto the **Town of Addison** (hereinafter
called the Obligee), in the amount of _____
_____ Dollars (\$ _____) for the
payment whereof the said Principal and Surety bind themselves and their heirs, administrators, executors,
successors, and assigns, jointly and severally, firmly by these presents.

WHEREAS, the Principal has entered into a certain written contract with the Obligee, dated the
_____ day of _____, 2025

ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS BID NO 25-228

to which contract is hereby referred to and made a part hereof as fully and to the same extent as if
copied at length herein.

NOW, THEREFORE, THE CONDITION OF THIS OBLIGATION IS SUCH, that if the said
Principal shall pay all claimants supplying labor and material to him or a subcontractor in the prosecution
of the work provided for in said contract, then this obligation shall be void; otherwise to remain in full force
and effect.

PROVIDED, HOWEVER, that this bond is executed pursuant to the provisions of Chapter 2253 of
the Texas Government Code and all liabilities on this bond shall be determined in accordance with the
provisions, conditions, and limitations of said Chapter to the same extent as if it were copied at length
herein.

IN WITNESS, WHEREOF, the said Principal and Surety have signed this instrument _____
this day of _____, 2025.

(Principal)

By: _____

(Surety)

By: _____

(Attorney-in-Fact)

SECTION MB

MAINTENANCE BOND

MAINTENANCE BOND

STATE OF TEXAS

COUNTY OF DALLAS

That _____ as principal and _____
_____, a corporation organized under the laws of _____
and _____ as sureties, said sureties being authorized to do business in the State of Texas,
do hereby expressly acknowledge themselves to be held and bound to pay unto the Town of Addison, a municipal
corporation, chartered by virtue of a Special Act of Legislature of the State of Texas, as Addison, Dallas County,
Texas, the sum of

(\$_____) for the payment of which sum will and truly to be made unto said Town of Addison and its
successors, said principal and sureties do hereby bind themselves, their assigns and successors, jointly and severally.

This obligation is conditioned, however, that whereas said

has this day entered into a written contract with the said Town of Addison to warranty improvements related to
ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS BID NO. 25-228

The Contractor hereby agrees to repair and correct defective work or material, should an issue arise, for a period of
one (1) years from the date of the Maintenance Bond.

During the Term of the Bond, the Contractor and Surety, jointly and severally, bind themselves, their heirs,
executors, administrators, successors and assigns to the Owner for the Contractor's warranty obligations set forth
in the Construction Contract, which is incorporated herein by reference.

If the Contractor satisfies its warranty obligations under the Construction Contract, the Surety and the Contractor
shall have no obligation under this Bond. It is understood and agreed that in no event shall the Surety's obligations
under this Bond extend to warranties provided by the Contractor's suppliers and manufacturers.

If there is no Owner Default under the Construction Contract, the Surety's obligation under this Bond shall arise
after:

1. The owner provides notice to the Contractor and the Surety during the Term of the Bond of the Owner's intent
to declare a Contractor Default;
2. The Contractor fails to remedy the Contractor Default within a reasonable amount of time of such notice: and,
3. The Owner declares a Contractor Default and notifies the Surety.

Failure on the part of the Owner to comply with the notice requirement shall not constitute a failure to comply with the condition precedent to the Surety's obligations, or release the Surety from its obligations, except to the extent the Surety demonstrates actual prejudice.

If the Surety does not proceed with reasonable promptness, the Surety shall be deemed to be in default on this Bond seven days after receipt of an additional written notice from the Owner to the Surety shall be demanding that the Surety perform its obligations under this Bond, and the Owner shall be entitled to enforce any remedy available to the Owner.

The responsibilities of the Surety to the Owner shall not be greater than those of the Contractor under the Construction Contract, and the responsibilities of the Owner to the Surety shall not be greater than those of the Owner under the Construction Contract. The Surety is obligated, without modification or qualification, for the responsibilities of the Contractor for correction of defective work as set forth in the Construction Contract, and additional legal and design professional costs resulting from the Contractor's Default or resulting from the actions or failure to act of the Surety.

The owner may request an extension of the Term of this Bond. The Surety, at its sole option, may extend the Term of this Bond by continuation certificate or rider setting forth the new expiration dates.

1. If the Surety extends the Term of this Bond, the Bond shall be considered on continuous bond.
2. If the Surety decides not to extend the Term of this Bond, then the Surety shall notify the Owner in writing thirty (30) days prior to the end of the current term of this Bond.
3. Neither the Surety's failure to extend the Term of this Bond nor the Contractor's failure to provide a replacement bond or other acceptable security shall be considered a breach or default by the Surety or Contractor on this Bond, nor serve as a basis for a claim demand on this Bond.

The Surety's total liability under this Bond is limited to the Amount of this Bond indicated on Page 1, regardless of whether the Term of this Bond is extended, the length of time this Bond remains in force, and the number of premiums that shall be payable or paid.

No right of action shall accrue on this Bond to any person or entity other than the Owner or its heirs, executors, administrators, successors and assigns.

Any proceeding, legal or equitable, under this Bond may be instituted in any court of competent jurisdiction in the location in which the work of the Contractor required by the Construction Contract is located and shall be instituted within two years after a declaration of Contractor Default. If the provisions of this Paragraph are void or prohibited by law, the minimum period of limitation available to sureties as a defense in the jurisdiction of the suit shall be applicable.

Notice to the Surety, the Owner of the Contractor shall be in writing and mailed or delivered to the address shown on the first page of the Bond.

Provisions in this Bond that conflict with applicable statutory or other legal requirements shall be deemed deleted here from and provisions conforming to such statutory or other legal requirements shall be deemed incorporated herein.

IN WITNESS, WHEREOF, the said_____has caused these presents to be
executed by_____and the said_____has hereunto set his
hand this the_____day of_____, 2025

SURETY

PRINCIPAL

By: _____

By:_____
Attorney in Fact

ATTEST

By:_____
Surety

Secretary

Agency and Address

NOTE: Date of Maintenance Bond must be same as date of Substantial Completion.

SECTION BP

CONTRACTOR'S AFFIDAVIT OF BILLS PAID

CONTRACTOR'S AFFIDAVIT OF BILLS PAID

STATE OF TEXAS

COUNTY OF DALLAS

Personally, before me the undersigned authority, on this day appeared _____ who, being
duly sworn, on oath, says that he is a legal representative of _____
(full name of Contractor as in contract)

and that the contract for the construction of the project, designated as

ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS BID NO. 25-228

has been satisfactorily completed and that all bills for materials, apparatus, fixtures, machinery and labor
used in connection with the construction of this project have, to the best of my knowledge and belief, been
fully paid.

Signature

Title

Sworn to and subscribed before me this _____ day of _____, 2025.

Notary Public in and for

_____ County, Texas

Instructions:

If the contractor is an individual, he shall sign the affidavit. If the contractor is a partnership, any partner may sign the affidavit. If the contractor is a corporation, a person authorized by the by-laws or by the Board of Directors shall sign the affidavit. If the Contractor is a joint-venture of individuals, any of the individuals may sign the affidavit. If the Contractor is a joint-venture of partnerships, or of individuals and partnerships, the affidavit may be signed by the individual or any partner of any partnership. If the contractor is a joint-venture in which a corporation is a party, separate affidavits must be executed in the name of the joint-venture: one by each corporation and one by each individual or partnership. Signatures for corporations should be by a duly authorized officer. If signature is by another, a showing of authority to sign must accompany the affidavit.

SECTION GP

GENERAL PROVISIONS

GENERAL PROVISIONS

The General Provisions of the Contract shall be as stated in the *Standard Specifications for Public Works Construction – North Central Texas, 5th Edition (2017)*, under Division 100, "General Provisions," Items 101.1 through 110.4 inclusive, as amended or supplemented and except as modified by the Special Provisions.

SECTION SP

SPECIAL PROVISIONS

SPECIAL PROVISIONS

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SPECIAL PROVISIONS

1. **SCOPE OF WORK:** The work to be performed under the provisions of these Contract Documents shall consist of furnishing all materials, labor, equipment, supplies and appurtenances; providing all construction, plant, equipment and tools; performing all necessary labor and supervision; and the construction complete, including all work appurtenant thereto, the proposed improvements for **ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS**. **Not all of the construction items noted in the Special Provisions are included as part of the proposed improvements, however the Owner has elected to provide these specifications in the event of unforeseen conditions on the project.**

2. **GENERAL:** This work shall conform to the requirements of the specifications and the details as shown on the Drawings. These Contract Documents are intended to be complementary. Requirements of any of the Contract Documents are as binding as if called for by all. In the event of conflict between the Drawings and the Specifications, the Contractor will be deemed to have assumed the more expensive way of doing the work unless, before submitting a bid, the Contractor shall have asked for and obtained (by addendum) a written decision as to which method or material is intended.
In cases of discrepancies, calculated dimensions shall govern over scaled dimensions; special provisions and special specifications shall govern over both general and standard specifications; and quantities shown on the plans shall govern over those shown in the proposal.

3. **EXAMINATION OF THE SITE:** The Contractor acknowledges that he has investigated and satisfied himself as to the conditions affecting the Work, including but not restricted to those bearing upon transportation, disposal, handling and storage of materials, availability of labor, water, electric power, roads and uncertainties of weather, or similar physical conditions at the site, conditions of the ground, the character of equipment and facilities needed preliminary to and during prosecution of the Work. The Contractor acknowledges that he has inspected the site of the Work and is familiar with the soil conditions to be encountered. Any failure by the Contractor to acquaint himself with the available information will not relieve him from responsibility for estimating properly the difficulty or cost of successfully performing the Work. The Town of Addison assumes no responsibility for any conclusions or interpretations made by the Contractor on the basis of the information made available by the Town and the Engineer.

4. **SPECIFICATIONS:** Construction improvements shall be governed by the following published specifications and details (except as modified by these Special Provisions):
Standard Specifications for Public Works Construction, North Central Texas – North Central Texas Council of Governments (2017 edition);
Standard Specifications for Construction and Maintenance of Highways, Streets, and Bridges - Texas Department of Transportation, 2014; Town of Addison Standard Specifications and Construction Details;

The Contractor shall keep copies of applicable specifications on the project site at all times.

Where reference is made to specifications compiled by other agencies, organizations or departments, such specifications referred to are hereby made a part of the project specifications.

5. **SUBSURFACE INVESTIGATION:** Subsurface exploration to ascertain the nature of soils, including the amount of rock, if any, is the responsibility of any and all prospective bidders. It shall be the responsibility of the bidders to make such subsurface investigations as he deems necessary to determine the nature of the material to be encountered. Some preliminary subsurface exploration has been performed by the Town of Addison and the Engineer, and is provided to the Contractor in these documents. This information is provided only as preliminary and all bids shall be based on information obtained by the Contractor. The Town of Addison and the Engineer disclaim any responsibility for the accuracy, true location, and extent of the soils information that has been prepared by others. They further disclaim responsibility or interpretation of that data by bidders, as in projecting soil bearing values, rock profiles, soils stability and the presence, level and extent of underground water.
6. **COMPLIANCE WITH LAWS:** The Contractor shall familiarize himself with the nature and extent of the specifications, site conditions, traffic and safety requirements, and shall fully comply with all local, state and federal laws, including all codes, ordinances, rules and regulations applicable to this Contract and the Work to be done hereunder, which exist or which may be enacted later by governmental bodies having jurisdiction or authority for such enactment. The Contractor shall comply with all federal, state, and local laws, rules and regulations of every kind and nature applicable to the performance of its Work hereunder, and shall hold the Town of Addison and the Engineer harmless there from.
7. **PERMITS, LICENSES, AND REGULATIONS:** Permits and licenses for the prosecution of the Work shall be secured and paid for by the Contractor. Wherever the Work under this Contract requires the obtaining of permits from the Town of Addison or other public authorities, duplicate copies of such permits shall be furnished to the Engineer by the Contractor hereunder before the Work covered thereby is started. NO WORK WILL BE ALLOWED TO PROCEED BEFORE SUCH PERMITS ARE OBTAINED.
8. **RIGHTS-OF-WAY AND EASEMENTS:** Rights-of-way and permanent easements, dedicated to the Town of Addison, have been secured for this project and made a part of thereto. The Contractor shall obtain a right-of-way permit from the Town of Addison prior to beginning work. When working within the public rights-of-way and easements, the Contractor shall at all times observe and comply with all Federal and State Laws, and Town of Addison ordinances and regulations which in any way affect the conduct of the Work or his operations, and shall observe and comply with all orders, laws, ordinances and regulations which exist or which may be enacted later by bodies having jurisdiction or authority for such enactment. No plea of misunderstanding or ignorance thereof will be considered. The Contractor and his Sureties shall indemnify and save harmless the Town of Addison, the Engineer and all of their officers, agents, and employees against any and all claims or liability arising from or based on the violation of any such law, ordinance, regulation, or order, whether it be by himself or his employees.

It shall be the responsibility of the Contractor, prior to the initiation of construction on easements through private property, to inform the property owner of his intent to begin construction. Before beginning construction in areas of public dedication, the Contractor shall inform the agency having jurisdiction in the area forty-eight (48) hours prior to initiation of

the Work. All easements shall be cleaned up after use and restored to their original conditions or better.

9. **RESTRICTED WORK HOURS:** Per the Town of Addison Building Regulations, "It shall be unlawful for a person, firm or corporation to excavate, erect, build, construct, alter, repair or demolish any building or structure which has been issued or which is required to be issued a building permit by the Town of Addison between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, and between the hours of 7:00 p.m. and 8:00 a.m. on Saturday and Sunday, if such activity is performed within a residential, apartment, or townhouse zoned area, or within three hundred (300) feet of an occupied residence, except in case of urgent necessity or in the interest of public safety and convenience, and then only by permit of the City Manager."
10. **COMPLIANCE WITH IMMIRGRATION LAWS:** Contractor shall take all steps necessary to ensure that all of the Contractor's employees are authorized to work in the United States as required by the Immigration Reform and Control Act of 1986.
11. **NON-DISCRIMINATION POLICY:** It is the policy of the Town of Addison to afford all people an equal opportunity to bid on any contract being let by the Town. The Town of Addison has a policy that prohibits discrimination against any person because of race, color, sex, or national origin, in the award or performance of any contract. The Town of Addison will require its employees, agents, and contractors to adhere to this policy.
12. **ANTITRUST LAWS:** The Contractor hereby assigns to the Town of Addison any and all claims for overcharges associated with this contract which arise under the antitrust laws of the United States 15 U.S.C.A. Sec. 1, et seq. (1973).
13. **ABANDONMENT:** The Town of Addison reserves the right to abandon, without obligation to the Contractor, any part of the project, or the entire project, at any time before the Contractor begins any construction work authorized by the Town of Addison. In case of total abandonment of the project, the Contract becomes void. The Town of Addison may abandon portions of the project at any time during the project duration. In case of such partial abandonment, the Contractor shall not be due any payment for lost or unrealized profits on the abandoned portions of the project.
14. **DISCREPANCIES:** If the Contractor, in the course of the Work, finds any discrepancy between the Contract Documents and the physical conditions of the locality, or any errors or omissions in the Drawings or in the layout as given by survey points and instructions, or if it appears that any Plan, Specification or other Contract Document is or may be not in compliance with any building code or other requirement of any governmental body, he shall immediately inform the Town of Addison and the Engineer in writing, and the Town of Addison and the Engineer shall promptly verify the same. Any Work done after such discovery, until authorized, will be done at the Contractor's risk.
15. **PREPARATION OF STORM WATER POLLUTION PREVENTION PLAN:** A Storm Water Pollution Prevention Plan (SW3P) will be prepared in accordance with the Texas Pollution Discharge Elimination System, General Permit Number TXR150000 Relating to Discharges From Construction Activities issued by the Texas Commission on Environmental Quality (TCEQ). The SW3P will include the following information as required by the TCEQ

Permit: Project description that includes: description of the construction activity; intended schedule or sequence of major soil disturbing activities; number of total areas of the project area and number of acres where soil will be disturbed; estimate of the runoff coefficient of the site for pre-construction and post-construction conditions; data describing the soil; a general location map; name of the receiving waters at or near the site and a copy of the TPDES General Permit.

A detailed site map will be prepared showing drainage patterns and approximate slopes after grading; areas where soil disturbance will occur; locations of major structural controls; locations where stabilization practices are expected to be used; surface waters; and locations where storm water discharges from the site directly to a surface water.

The Contractor will be required to locate his operation specific items on the site map, such as locations of waste containment, sanitary facilities, equipment storage, fuel storage, off-site materials and batch plants, etc.

For projects where the disturbed area is 1 or more acres and less than 5 acres only a SW3P is required. The Contractor shall prepare a SW3P and submit a Notice of Intent (NOI) as required by the TPDES Permit if the total disturbed area is 5 or more acres.

A three-ring SW3P binder will be prepared containing all information and reports that are required as part of the SW3P. The Contractor will be required to utilize the SW3P prepared as listed above, and maintain all records on-site during the project including performing inspections and maintaining all required documentation required by the TPDES General Permit.

This specification is not all inclusive of the requirements for a SW3P. The Contractor shall comply with all requirements of the TCEQ TPDES permit and the local authorities' storm water ordinance and/or regulations.

16. **ADDENDA:** Bidders desiring further information, or interpretation of the Plans and Specifications, must make written request for such information to the Engineer (not later than there (3) calendar days prior to the date set for the Bid opening). Answers to all such requests will be e-mailed, faxed, or mailed to all Bidders in addendum form and all addenda will be bound with and made a part of the Contract Documents. No other explanation or interpretation will be considered official or binding. Should a Bidder find discrepancies in, or omissions from, the Plans, Specifications, or Contract Documents, or should he be in doubt as to their meaning, he shall at once notify the Engineer in writing in order that a written addendum may be sent to all Bidders.
17. **PAY ITEMS:** Pay items provided are intended to be all-inclusive of the Work required on this project. Work required by the plans or specifications but not provided with a specific pay item shall be considered incidental to other items of work. Final payment to the construction Contractor shall not be made until all Work has been finally completed and verified in accordance with the construction contract, plans and specifications and have been finally accepted by the Town of Addison.
18. **INCREASE OR DECREASE IN QUANTITIES:** The quantities shown in the proposal are approximate. Final payment will be based on quantities determined by measurement methods described for each work item.

When the quantity of work to be done or materials to be furnished under any major pay item or contract is more than 125% of the quantity stated in the Contract, whether stated by Town

of Addison or by Contractor, then either party to the Contract, upon demand, shall be entitled to negotiate for revised consideration on the portion of work above 125% of the quantity stated in the Contract.

When the quantity of the work to be done or materials to be furnished under any major pay item of the contract is less than 75% of the quantity stated in the contract, whether stated by Town of Addison or by Contractor, then either party to the contract, upon demand, shall be entitled to negotiate for revised consideration on the portion of work below 75% of the quantity stated in the contract. This paragraph shall not apply in the event Town of Addison deletes a pay item in its entirety from this contract.

19. **SUBSIDIARY WORK:** Any and all Work specifically governed by documentary requirements for the project, such as conditions imposed by the Plans or these Special Provisions, in which no specific item for bid has been provided for in the Proposal, shall be considered as a subsidiary item of Work, the cost of which shall be included in the various bid items in the Proposal. Costs of permits, inspection fees, traffic control, construction staking, surface restoration and cleanup are general items of work which fall in the category of subsidiary work.
20. **QUALIFICATIONS OF BIDS:** The Town of Addison reserves the right to reject any and all Bids, to waive any and all informalities not involving price, time, or changes in the Work, and the right to disregard all nonconforming, non-responsive, unbalanced, or conditional Bids. The Town reserves the right to reject the Bid of any Bidder if the Town believes that it would not be in the best interest of the Project to make an award to that Bidder, whether because the Bid is not responsive or the Bidder is unqualified or of doubtful financial ability or fails to meet any other pertinent standard or criteria established by the Town. Discrepancies in the multiplication of units of Work and unit prices will be resolved in favor of the unit prices. Discrepancies between the indicated sum of any column of figures and the correct sum thereof will be resolved in favor of the correct sum.
21. **AWARD AND EXECUTION OF CONTRACT:** For the purpose of award, each bid submitted shall consist of a single contractual agreement with inclusion or exclusion of additional alternate items as approved by the Town of Addison.
22. **EXPLANATION OF CONTRACT TIME:** The term "Original Contract Time" as used in this Provision will mean the number of calendar days established by the Contractor for completion of the Work of the Contract on the date the Contract was executed. The term "calendar day" as used in this Provision will mean every day shown on the calendar. Calendar days will be consecutively counted from commencement of Contract Time regardless of weather, weekends, holidays, suspensions of Contractor's operations, delays, or other events as described herein. For purposes of the calculation and determination of entitlement to the incentive payment stated above, the Original Contract Time will not be adjusted for any reason, cause or circumstance whatsoever, regardless of fault, save and except in the instance of a catastrophic event (i.e., war, invasion, riot, declared state of emergency, national strike, or other situation as declared by the Town of Addison). The parties anticipate that delays may be caused by or arise from any number of events during the course of the Contract, including, but not limited to, work performed, disruptions, permitting issues, actions of suppliers, subcontractors or other contractors, actions by third parties, weather, weekends, holidays, or other such events, forces or factors sometimes experienced in roadway construction work.

Such delays or events and their potential impacts on performance by the Contractor are specifically contemplated and acknowledged by the parties in entering into this Contract. Further, any and all costs or impacts whatsoever incurred by the Contractor in accelerating the Contractor's work to overcome or absorb such delays or events in an effort to complete the Contract prior to expiration of the Original Contract Time, regardless of whether the Contractor successfully does so or not, shall be the sole responsibility of the Contractor in every instance. In the event the project is altered by work deleted, change order, supplemental agreements, utility conflicts, design changes or defects, extra work, right of way issues, or other situations which are not the fault of or a direct result of Contractor's negligence which may impact the critical path of the project construction schedule, the Town may choose to negotiate the extension or reduction of the Original Contract Time with the Contractor.

(l) In the event of a catastrophic event (i.e., war, invasion, riot, declared state of emergency, national strike, or other situations as declared by the Town of Addison) directly and substantially affecting the Contractor's operations on the Contract, the Contractor and the Town shall agree as to the number of calendar days to extend the Original Contract Time. In the event the Contractor and Town are unable to agree to the number of calendar days to extend the Original Contract Time, the Town shall unilaterally determine the number of calendar days to extend the Original Contract Time reasonably necessary and due solely to such catastrophic event and the Contractor shall have no right whatsoever to contest such determination, save and except that the Contractor establishes that the number of calendar days determined by the Town were arbitrary or without any reasonable basis.

Should the Contractor fail to complete the Contract on or before expiration of the Allowable Contract Time, as adjusted in accordance with the provisions above, the Town shall deduct from the monies due the Contractor the Daily Value in terms of **Liquidated Damages** for each calendar day completion exceeds the Allowable Contract Time. The term "Allowable Contract Time" as used in this Provision shall mean the Original Contract Time plus adjustments pursuant to the statements above. This deduction shall be the disincentive for the Contractor's failing to timely complete the Contract. **This shall be strictly enforced.**

Should the Contractor fail to complete the Contract on or before the following dates the Town of Addison reserves the right to enforce Liquidated Damages:

ADDISON ATHLETIC CLUB OUTDOOR POOL RESTROOM RENOVATIONS

1. The length of Construction is based on _____ start of construction date.
 2. Liquidated Damages of \$600.00 per day shall be applied until the Certificate of Substantial Completion has been approved by the Town of Addison.
23. **COPIES OF PLANS FURNISHED:** One (1) full size set and one half size set of plans shall be furnished to the Contractor, at no charge, for construction purposes. Additional copies are the responsibility of the contractor.
24. **PRE-CONSTRUCTION CONFERENCE:** The successful Contractor, Engineer, and Town of Addison shall meet for a preconstruction conference before any of the Work begins on this project. At this time, details of sequencing of the work, contact individuals for each party, testing requirements, submittals, and pay requests will be covered. Prior to the meeting, the Contractor shall prepare schedules showing the sequencing and progress of their work and its effect on others. A final composite schedule will be prepared during this conference to allow an orderly sequence of project construction.

25. **MOBILIZATION:** The work specified in this item consists of the preparatory work and operations in mobilizing for beginning work on the project, including, but not limited to, those operations necessary for the movement of personnel, equipment, supplies and incidentals to the project site, and for the establishment of temporary offices, utilities, and other facilities, if necessary, for the construction of proposed improvements.

26. **GENERAL SEQUENCE OF CONSTRUCTION:** Prior to the start of Work, the Contractor shall develop a detailed construction and sequence of construction schedule using the critical path method, to be submitted to the Town of Addison for approval, that shall cause minimum interference with traffic along, across and adjacent to the project during construction. If the schedule or sequence becomes unworkable or unsatisfactory as work proceeds, adjustments shall be made. During all phases of construction access to all existing residences and businesses must be maintained at all times unless otherwise authorized in writing by the Town of Addison. Erosion control devices must be properly installed and maintained during all stages of construction.

The Contractor must comply with all work area restrictions as indicated in the Contract Documents unless specifically authorized in writing by the Town of Addison and shall minimize disruptions to residents living in the vicinity of the construction site.

27. **PROJECT REPRESENTATIVE:** The Town of Addison, the Engineer, the Contractor(s), and any applicable public utilities shall designate a single individual within their organization to act as liaison for the project. This individual shall be aware of the day to day activities on the project, have authority to make decisions binding on the party, and serve as single point for coordination of activities with the other team members.

28. **COORDINATION WITH OTHERS:** In the event that other Contractors are doing Work in the same area simultaneously with this Project, the Contractor shall coordinate his proposed construction with that of the other contractors. The Town of Addison and/or the Engineer shall mediate any disputes, and the contractors shall comply with their decisions.

29. **INSURANCE:** Each insurance policy that the Contractor must furnish in accordance with these contract documents shall name the Town of Addison and the Engineer as additional insured. Contractor shall include in their bid package, a copy of their certificate of insurance showing compliance to the limits established by the Town of Addison.

1.0 The Contractor shall agree to furnish and maintain continuously during the period of this agreement, any renewals or extension, insurance coverage meeting all of the following requirements:

1.1 Commercial General Liability Insurance at minimum combined single limits of \$1,000,000 per occurrence and \$2,000,000 general aggregate for Bodily Injury and Property Damage, which coverage shall include Products/Completed Operations, and XCU Hazards. Coverage for product/completed operations must be maintained for at least two (2) years after the construction work has been completed. Coverage must be amended to provide for an each-project aggregate limit of insurance. Contractual Liability must be included.

1.2 Workers Compensation Insurance at statutory limits, including employer's

liability coverage at minimum limits of \$1,000,000 each occurrence-each accident, \$1,000,000 by disease-each occurrence and \$1,000,000 by disease aggregate.

1.3 Commercial Automobile Liability Insurance at minimum combined single limits of \$1,000,000 per occurrence for bodily injury and property damage, including owned, non-owned, and hired car coverage.

1.4 Umbrella Liability at minimum limits of \$1,000,000 each-occurrence \$4,000,000 aggregate with respect to primary commercial general liability, automobile liability and employer's liability policies.

1.5 Any Subcontractor(s) hired by the Contractor shall maintain insurance coverage equal to that required by the Contractor. It is the responsibility of the Contractor to assure compliance with this provision. The Town accepts no responsibility arising from the conduct, or lack of conduct, of the Subcontractor.

1.6 A comprehensive general liability insurance form may be used in lieu of a commercial general liability form. In this event, coverage must be written on an occurrence basis, at limits of \$1,000,000 each-occurrence, combined single limit and coverage must include a broad form comprehensive general liability endorsement, products/completed operations, XCU hazards and contractual liability.

2.0 With reference to the foregoing insurance requirements, Contractor shall specifically endorse applicable insurance policies as follows:

21 The Town shall be named as an additional insured with respect to general liability and automobile liability.

22 All liability policies shall contain no cross-liability exclusions or insured versus insured restrictions.

23 A waiver of subrogation in favor of the Town of Addison shall be contained in the workers compensation and all liability policies.

24 All insurance policies shall be endorsed to require the insured to immediately notify the Town of Addison of any material changes in the insurance coverage.

25 All insurance policies shall be endorsed to the effect that the Town will receive at least thirty (30) days notice prior to cancellation or non-renewal of the insurance.

26 All certificates shall be mailed to Town of Addison, Purchasing Dept., PO Box 9010, Addison, Texas 75001.

27 All insurance policies, which name the Town as an additional insured, must be endorsed to read as primary coverage regardless of the application of other insurance

28 Required limits may be satisfied by any combination of primary, and umbrella liability insurances.

29 Contractor may maintain reasonable and customary deductibles, subject to approval by the Town.

3.0 All insurance shall be purchased from an insurance company who meets the following requirements:

3.1 Must be issued by a carrier, which is rated "A-" or better by A.M. Best's Key Rating Guide.

3.2 Licensed and admitted to do business in the State of Texas and is a subscriber to the Texas Guaranty Fund.

4.0 All insurance must be written on forms filed with and approved by the Texas State Board of Insurance. Certificates of insurance shall be prepared and executed by the insurance company or its authorized agent and shall contain provisions representing and warranting the following:

4.1 Set forth all endorsements and insurance coverage's according to requirements and instruction contained herein.

4.2 Shall specifically set forth the notice-of-cancellation or termination provisions to the Town.

5.0 Upon request, Contractor shall furnish the Town of Addison with certified copies of all insurance policies.

30. WORKERS' COMPENSATION INSURANCE COVERAGE:

A. Definitions.

Certificate of Coverage ("certificate") - A copy of a certificate of insurance, a certificate of authority to self insure issued by the Texas Workers' Compensation Commission (the "TWCC"), or a coverage agreement (TWCC-81, TWCC-82, TWCC-83 or TWCC-84), showing statutory workers' compensation insurance coverage for the person's or entity's employees providing services on a project, for the duration of the project.

Duration of the Project - Includes the time from the beginning of the Work on the project until the Contractor's/person's work on the project has been completed and accepted by the governmental entity.

Persons Providing Services on the Project ("subcontractor" in Section 406.096 of the Texas Labor Code) - Includes all persons or entities performing all or part of the services the Contractor has undertaken to perform on the project, regardless of whether that person contracted directly with the Contractor and regardless of whether that person has employees. This includes, without limitation, independent contractors, subcontractors, leasing companies, motor carriers, Town-operators, employees of any such entity or employees of any entity which furnishes persons to provide services on the project. "Services" include, without limitation, providing, hauling, or delivering equipment or materials, or providing labor, transportation, or other service related to a project. "Services" does not include activities unrelated to the project, such as food/beverage vendors, office supply deliveries, and delivery of portable toilets.

B. The Contractor shall provide coverage, based on proper reporting of classification codes

and payroll amounts and filing of any coverage agreement, which meets the statutory requirements of Texas Labor Code, 401.011 (44) for all employees of the Contractor providing services on the project, for the duration of the project.

- C. The Contractor must provide a certificate of coverage to the Town of Addison prior to being awarded the contract.
- D. If the coverage period shown on the Contractor's current certificate of coverage ends during the duration of the project, the Contractor must, prior to the end of the coverage period, file a new certificate of coverage with the Town of Addison, showing that the coverage has been extended.
- E. The Contractor shall obtain from each person providing services on the project, and provide to the Town of Addison:
 - (1) a certificate of coverage, prior to that person beginning work on the project, so that the Town of Addison will have on file certificates of coverage showing coverage for all persons providing services on the project; and,
 - (2) no later than seven days after receipt by Contractor, a new certificate of coverage showing extension of coverage, if the coverage period shown on the current certificate of coverage ends during the duration of the project;
- F. The Contractor shall retain all required certificates of coverage on file for the duration of the project and for one year thereafter;
- G. The Contractor shall notify the Town of Addison in writing by certified mail or personal delivery, within 10 days after the Contractor knew or should known, of any change that materially affects the provision of coverage of any person providing services on the project.
- H. The Contractor shall post on each project site a notice, in the text, form and manner prescribed by the TWCC, informing all persons providing services on the project that they are required to be covered, and stating how a person may verify current coverage and report failure to provide coverage.
- I. The Contractor shall contractually require each person with whom it contracts to provide Services on a project to:
 - (1) provide coverage, based on proper reporting of classification codes and payroll amounts and filing of any coverage agreements, which meets the statutory requirements of Texas Labor Codes 401.011 (44) for all its employees providing services on the project, for the duration of the project;
 - (2) provide to the Contractor, prior to that person beginning work on the project, a certificate of coverage showing that coverage is being provided for all employees of the person providing services on the project, for the duration of the project;
 - (3) provide the Contractor, prior to the end of the coverage period, a new certificate of coverage showing extension of coverage, if the coverage period shown on the

current certificate of coverage ends during the duration of the project;

- (4) obtain from each person with whom it contracts, and provide to the Contractor;
 - a a certificate of coverage, prior to the other person beginning work on the project; and,
 - b a new certificate of coverage showing extension of the coverage period, prior to the end of the coverage period, if the coverage period shown on the current certificate of coverage ends during the duration of the project;
 - (5) retain all required certificates of coverage on file for the duration of the project and for one year thereafter;
 - (6) notify the Town of Addison in writing by certified mail or personal delivery, within 10 days after the person knew or should have known, of any change that materially affects the provision of coverage of any person providing services on the project; and,
 - (7) contractually require each other person with whom it contracts to perform as required by paragraphs (1) - (7) with the certificate of coverage to be provided to the person for whom they are providing services.
- J. By signing this contract or providing or causing to be provided a certificate of coverage, the Contractor is representing to the Town of Addison that all employees of the Contractor who will provide services on the project will be covered by worker's compensation coverage for the duration of the project, that the coverage will be based on proper reporting of classification codes and payroll amounts, and that all coverage agreements will be filed with the appropriate insurance carrier or, in the case of a self-insured, with the TWCC's Division of Self-Insurance Regulation. Providing false or misleading information may subject the Contractor to administrative penalties, criminal penalties, civil penalties or other civil actions.
- K. The Contractor's failure to comply with any of these provisions is a breach of contract by the Contractor which entitles the Town of Addison to declare the contract void if the Contractor does not remedy the breach within ten days after receipt of notice of breach from the Town.

The following is the form of notice of workers' compensation coverage prescribed by the TWCC. Pursuant to Section 110.110 (d) (7), this notice must be printed with a title in a least 30-point bold type, and text in a least 19-point nominal type, and shall be in both English and Spanish and any other language common to the worker population.

REQUIRED WORKERS' COMPENSATION COVERAGE

“The law requires that each person working on this site or providing services related to this construction project must be covered by workers' compensation insurance. This includes persons providing, hauling or delivering equipment or materials, or providing labor or transportation or other service related to the project, regardless of the identity of their employer or status as an employee.

“Call the Texas Workers' Compensation Commission (TWCC) at (512) 440-3789 to receive further information on the legal requirements for coverage, to verify whether your employer has provided the required coverage, or to report an employer's failure to provide coverage.”

31. **CLEAN AIR ACT AND CLEAN WATER ACT:** Include in all construction contracts exceeding \$100,000, the following requirement: "Contractor is responsible for compliance with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, Section 505 of the Clean Water Act, Executive Order 11738, and Environmental Protection Agency regulations”.
32. **RESOLUTION OF DISPUTES:** The parties hereby covenant and agree that in the event of any controversy, dispute, or claim, of whatever nature arising out of, in connection with or in relation to the interpretation, performance or breach of this agreement, including but not limited to any claims based on contract, tort or statute, before filing a lawsuit, the parties agree to submit the matter to Alternative Dispute Resolution pursuant to the laws of the State of Texas. The parties shall select a third party arbitrator or mediator from the current list of neutrals on file with the Alternative Dispute Resolution Administrator of the Dallas County District Courts. All forms of Alternative Dispute Resolution may be used except binding arbitration. The proceedings shall be conducted in the laws of the State of Texas.
33. **SHOP DRAWINGS:** The Contractor shall provide, review, approve and submit all shop drawings, product data and samples required by the Town of Addison, the Engineer and the Contract Documents in accordance with Item 105.3 of the Standard Specifications for Public Works Construction, North Central Texas Council of Governments. The Contractor shall furnish a minimum of four and a maximum of six copies of shop drawings for review by the Town of Addison. Acceptable submittals will be returned as follows:

Two (2) – Town of Addison
One (1) – Contractor
One (1) – Brohard Architecture

Maximum size of submittals shall be 11 x 17 inch. No fax copies are acceptable. Shop drawings shall include all items to be installed in the project, as shown in the Special Specifications.

34. **PROJECT VIDEO:** Prior to the start of construction, Contractor shall video the construction area and property adjacent to construction in the presence of the City Inspector. The format shall be on a thumb drive. The video shall be narrated. The Contractor shall furnish the Town of Addison a copy of the video prior to commencement of project. This shall be subsidiary to project.
35. **SAMPLES AND TESTS OF MATERIALS:** The Town of Addison shall designate and pay an independent testing laboratory to furnish testing for this project. Samples of all materials for tests shall be taken by the independent lab as necessary. Contractor shall provide access and the materials for testing. All costs for the field quality control testing shall be paid for by the Town of Addison, except for any and all re-testing, which shall be paid by the Contractor and such cost shall be deducted from monthly pay requests.
36. **INSPECTION:** The Town of Addison and the Engineer reserve the right to inspect, test, measure or verify the construction work for this project as they deem necessary to ascertain that the Work is being accomplished in accordance with the standards and requirements set forth in the Contract Documents. Notwithstanding such reviews, the Contractor will be held responsible for the finished Work and any acceptance of the Work by the Town or governmental agencies will not relieve the Contractor from responsibility for the Work. The Town reserves the right to place full-time construction inspectors at the site of the Work. Costs for inspection services will be paid by the Town of Addison. The Contractor shall provide assistance to the Town of Addison and the Engineer by providing excavation, trench safety, or other work necessary to facilitate inspection activities, and shall give sufficient notice well in advance of pending construction activities for scheduling of inspection services.

If the Specifications, the Town's instructions, laws, ordinances, or any public authority require any Work to be specially tested, the Contractor shall give the Town timely notice of its readiness for testing, and if the testing is by an authority other than the Town, of the date fixed for such testing. Tests by the Town shall be made promptly, and where practicable at the source of supply.

37. **ACCESS ROUTES, PARKING, STAGING AREAS AND STORAGE AREAS:** All haul roads and access routes and the location of job site trailers, staging areas, and storage areas shall be subject to the approval of the Town and the Architect. The Contractor shall be responsible for maintaining and repairing damage to any roads, parking lots and other facilities used during construction. Upon completion of the project all existing roads and other disturbed areas shall be left in a condition equal to that at the time the Contractor commences Work on this project. Parking and storage should take into consideration of the residential neighborhood surrounding.
38. **PROPERTY ACCESS:** Access to adjacent properties shall be maintained at all times unless otherwise directed by the Engineer and/or Town of Addison. Contractor shall also maintain sufficient ADA accessible sidewalk access throughout the project limits, or around the project as noted in the plans and specifications.
39. **PLANT, PROCEDURE, METHODS AND EQUIPMENT:** The Contractor shall determine the methods to be employed, the procedures to be followed, and equipment to be used on the Work under this contract, subject to the requirements of these specifications and approval of the Engineer and Town of Addison. Only adequate and safe procedures, methods and equipment shall be used.

The Contractor shall so arrange his work and provide such plant and equipment as is necessary in order to meet the progress requirements of the approved time schedule and to complete the Work within the period of time as specified in the Construction Agreement.

Where the Work under this contract requires permits from the Town of Addison, the State of Texas, or other public authorities, duplicate copies of such permits shall be furnished to the Engineer by the Contractor before the Work covered thereby is started. NO WORK WILL BE ALLOWED TO PROCEED BEFORE REQUIRED PERMITS ARE OBTAINED AND DISTRIBUTED.

Only such materials and equipment as are necessary for the construction of the Work under this contract shall be placed, stored or allowed to occupy any space at the site of the Work.

It is expressly agreed that the acceptance or approval of any order of procedure, methods or equipment submitted or employed by the Contractor shall not in any manner relieve the Contractor of responsibility for the safety, maintenance and repairs of any work, or for the construction maintenance and safety of the Work hereunder, or from any liability whatsoever on account of any procedure or method employed by the Contractor.

40. **PARKING OF CONSTRUCTION EQUIPMENT:** At night and during all other periods of time when equipment is not being actively used on the construction work, the Contractor shall park the equipment at a designated spot agreed upon by the owner and Contractor. The Contractor shall provide adequate barricades, markers and lights to protect the Town of Addison, the Engineer, the public and other work. All barricades, lights, and markers must meet the requirements of the Town of Addison, State and Federal regulations.
41. **ZONING REQUIREMENTS:** During the construction of this project, the Contractor shall comply with the present zoning requirements of the Town of Addison in the use of vacant property for storage purposes.
42. **CONSTRUCTION IN PUBLIC ROADS AND PRIVATE DRIVES:** No public road shall be entirely closed. It shall be the responsibility of the Contractor to build and maintain all weather bypasses and detours, if necessary, and to properly light, barricade and mark all bypasses and detours that might be required on and across the roads involved in the Work included in this contract. No interference with traffic flow on city streets shall be permitted during the hours of 6:30 a.m. to 9:30 a.m. and 3:30 p.m. to 7:30 p.m., Mondays through Fridays.

The Contractor shall make every effort to complete construction and allow immediate access to adjacent property at driveway entrances located along the roadways. Towns or tenants of improvements where access and/or entrance drives are located shall be notified at least twenty-four (24) hours prior to the time the construction will be started at their driveways or entrances and informed as to the length of time driveways will be closed. Contractor shall at all times maintain at least one point of access into all properties, unless obtaining written permission from property owner to do otherwise with such written permission being provided to the Town's inspector.

The Contractor shall be responsible for all road and entrance reconstruction and repairs and maintenance of same for a period of one year from the date of such reconstruction. In the event the repairs and maintenance are not made immediately to the satisfaction of the Town, and it

becomes necessary for the Town to make such repairs, the Contractor shall reimburse the Town for the cost of such repairs.

The Contractor shall, at all times, keep a sufficient width of the roadway clear of dirt and other material to allow the free flow of traffic. The Contractor shall assume any and all responsibility for damage, personal or otherwise, that may be caused by the construction along roads and private drives.

43. **HAULING ON TOWN OF ADDISON STREETS:** The Contractor shall receive approval of his haul routes and type of equipment to be used prior to beginning construction. The Contractor shall be responsible for maintaining the cleanliness of existing paved roadways and shall provide equipment and manpower for that purpose.
44. **EXISTING POWER POLES & GUY WIRES:** The Contractor shall have the responsibility of coordinating with the proper authorities for the bracing, replacing or relocating of all utility poles and guy wires which interfere with the construction of this project prior to beginning his construction operations. The Contractor will also be responsible for all damage to poles, guy wires, etc. that are damaged or destroyed by Contractor's operations.
45. **SAFETY RESTRICTIONS - WORK NEAR HIGH VOLTAGE LINES:** The following procedures shall be followed for work near high voltage lines on this contract:
 - a. A warning sign not less than five (5) inches by seven (7) inches, painted yellow with black letters that are legible at twelve (12) feet shall be placed inside and outside vehicles such as cranes, derricks, power shovels, drilling rigs, pile drivers, hoisting equipment or similar apparatus. The warning sign shall read as follows: "Warning – Unlawful to Operate This Equipment Within Six Feet of High Voltage Lines".
 - b. Equipment that may be operated within ten (10) feet of high voltage lines shall have an insulating cage guard protecting the boom or arm, except backhoes or dippers, and insulator links on lift hook connections.
 - c. When necessary to work within six (6) feet of high voltage electric lines, notify the power company who will erect temporary mechanical barriers, de-energize the line, or raise or lower the line. All such work done by the power company shall be at the expense of the Contractor. The Contractor shall maintain an accurate log of all such calls to the power company.
 - d. The Contractor is required to make arrangements with the power company for the temporary relocation or raising of high voltage lines at the Contractor's sole cost and expense.
 - e. No person shall work within six (6) feet of high voltage lines without protection measures having been taken as outlined in Paragraph c.
46. **PROTECTION OF EXISTING UTILITIES AND STRUCTURES:** The location and dimensions shown on the plans relative to existing utilities and subsurface structures are based on the best records and/or field information available and are not guaranteed by the Town of Addison or the Engineer to be accurate as to location and depth. It shall be the Contractor's responsibility to verify locations of adjacent and conflicting utilities sufficiently in advance of

his activities in order that he may negotiate such restrictive locations with the Town of Addison of the conflicting utility and/or make local adjustments to provide adequate clearances. The Contractor shall take all necessary precautions in order to protect all utilities and services encountered, whether or not they are indicated on the plans. All damage to utilities resulting from Contractor's operations shall be restored at his expense. The Town of Addison and the Engineer assume no responsibility for failure to show any or all of these utilities or structures on the plans, or to show them in their exact locations. It is mutually agreed that such failure shall not be considered sufficient basis for claims for additional compensation for extra work or for increasing the pay quantities in any manner whatsoever, unless the obstruction encountered is such as to necessitate changes in the lines or grades, or requires the building of special work, provisions for which are not made in the plans, in which case, provisions in these specifications for extra work shall apply.

47. **PUBLIC UTILITIES AND OTHER PROPERTY TO BE CHANGED:** In case it is necessary to change or move the property of a public utility, such property shall not be moved or interfered with until authorized by the Town of Addison or the Engineer. The right is reserved for the Owner of public utilities to enter upon the limits of the project for the purpose of making such changes or repairs of their property that may be made necessary by performance of the Contract. The Contractor shall be responsible for coordination with the Town of Addison and the Engineer, and all utility companies whose utility lines or streets may be affected by the proposed improvements. The Contractor shall observe the following:
- a. Prior to any excavation, the Contractor shall determine the locations of all existing water, gas, sewer, electric, telephone, telegraph, television, pipelines and other underground utilities and structures.
 - b. After commencing work, the Contractor shall use every precaution to avoid interference with existing underground and surface utilities and structures, and protect them from damage.
 - c. Where the locations of existing underground and surface utilities and structures are indicated, these locations are generally approximate, and all items which may be encountered during the work are not necessarily indicated. The Contractor shall determine the exact locations of all items indicated, and the existence and locations of all items not indicated.
 - d. The Contractor shall repair or pay for all damage caused by his operations to all existing utility lines, public property, and private property, whether it is below ground or above ground, and he shall settle in total the cost of all damages which may arise as a result of his operations.
 - e. To avoid unnecessary interferences or delays, the Contractor shall coordinate all utility removals, replacements and construction with the appropriate utility company, and then request written authorization from the Town of Addison or the Engineer. The Town of Addison and the Engineer will not be liable for damages due to delay as a result of the above.
48. **MAINTENANCE AND REPAIRS:** The Contractor shall maintain and keep in good repair all work contemplated under these plans, specifications, and drawings which shall include the maintenance and repair of all existing streets, storm sewer crossings, utility crossings,

temporary crossings for access to adjacent property, barricades, lights, and danger signals, and all work which is necessary for the well being of the general public. In the event the Contractor fails in his obligations to properly maintain the Work, the Town of Addison shall make such repairs as are necessary and the cost of such repairs shall be deducted from payment due the Contractor.

49. **PROTECTION OF WORK:** During performance and up to date of final acceptance, the Contractor shall be under the absolute obligation to protect the finished work against damage, loss or injury. In the event of damage, loss or injury, the Contractor shall promptly replace or repair such work, whichever the Town of Addison shall determine to be preferable. The obligation to deliver finished work in strict accordance with the contract prior to final acceptance shall be absolute and shall not be affected by the Town of Addison's approval of or failure to prohibit means and methods of construction used by the Contractor.

All risk of loss or damage to the Work shall be borne solely by the Contractor until final acceptance of all Work by the Town of Addison, as evidenced by the Town of Addison's issuance of a certificate of acceptance.

50. **PUBLIC CONVENIENCE AND SAFETY:** In accordance with generally accepted construction practices, the Contractor shall be solely and completely responsible for conditions of the job site, including safety of all persons and property during performance of the Work. This requirement shall apply continuously and not be limited to normal working hours.

Temporary 6-foot tall opaque fencing should be erected along the full length of the project limits as noted on the plans during the construction period.

Materials stored about the Work site shall be so placed, and the Work shall at all times be so conducted, as to cause no greater obstruction to the traveling public than is considered necessary by the Town of Addison. The materials excavated shall be placed so as not to endanger the Work or prevent free access to all fire hydrants, water valves, gas valves, manholes (telephone, telegraph or electrical conduits, and sanitary sewers) and fire alarm or police call boxes in the vicinity.

The Town of Addison reserves the right to remedy any neglect on the part of the Contractor as regards to the public convenience and safety which may come to the Town of Addison's attention, after 24 hours notice in writing to the Contractor, save in cases of emergency, when either case, the cost of such work done by the Town of Addison shall be deducted from the monies due or to become due the Contractor. The Contractor shall notify the Town of Addison and the Engineer when any street is to be closed or obstructed. The Contractor shall provide for emergency vehicle access at all times.

Where the Work passes over or through private property, the Town of Addison shall provide such right-of-way. The Contractor shall notify the proper representatives of any public utility, corporation, company or individual, not less than 48 hours in advance of work which might damage or interfere with the operation of their property along or adjacent to the Work. The Contractor shall be responsible for all damage or injury to property of any character (except such as may be required by the provisions of the Contract Documents, or caused by agents or employees or the Town of Addison) by reason of any negligent act or omission on the part of the Contractor, his employees, agents or subcontractors, or at any time due to defective work or materials, or due to his failure to reasonably or properly prosecute the Work, and said

responsibility shall not be released by the fact that the Work shall have been completed and accepted.

When and where any such damage or injury is done to public or private property on the part of the Contractor, he shall restore or have restored at his own cost and expense such property to a condition similar or equal to that existing before such damage was done, by repairing, rebuilding or otherwise restoring as he may be directed, or he shall make good such damage or injury in a manner acceptable to the property owner, the Town of Addison and the Engineer. In case of failure on the part of the Contractor to restore such property or make good such damage or injury, the Town of Addison may, upon 48 hour written notice under ordinary circumstances, and without notice when a nuisance or hazardous condition results, proceed to repair, rebuild or otherwise restore such property as may be determined necessary, and the cost thereof shall be deducted from any monies due or to become due to the Contractor under this contract; or where sufficient contract funds are unavailable for this purpose, the Contractor or his surety shall reimburse the Town of Addison for all such costs.

51. **PROTECTION OF PERSONS AND PROPERTY:** The Contractor shall have the responsibility to provide and maintain all warning devices and take all precautionary measures required by law or otherwise necessary to protect persons and property while said persons or property are approaching, leaving or within the work site or any area adjacent to said work site. No separate compensation shall be paid to the Contractor for the installation or maintenance of any warning devices, barricades, lights, signs, or any other precautionary measures required by law or otherwise necessary for the protection of persons or property.

The Contractor shall assume all responsibilities to the general public in connection with the general public's immediate approach to and travel through the work site and the area adjacent to said work site.

Where the work is in or adjacent to any street, alley, sidewalk, public right-of-way or public place, the Contractor shall at his own cost and expense provide such flagmen and watchmen and furnish, erect and maintain such warning devices, barricades, lights, signs, and other precautionary measures for the protection of persons or property as may be prudent or necessary, or as required by law. The Contractor's responsibility for providing and maintaining flagmen, watchmen, warning devices, barricades, signs and lights and other precautionary measures shall not cease until the project shall be completed and accepted by the Town of Addison, and shall cease when the Town of Addison notifies the Contractor in writing of final project acceptance.

If the Town of Addison discovers that the Contractor has failed to comply with applicable federal or state laws (by failing to furnish the necessary flagmen, warning devices, barricades, lights, signs or other precautionary measures for the protection of persons or property), the Town of Addison may order the Contractor to take such additional precautionary measures as required by law to protect persons and property. In addition, the Contractor shall be held responsible for all damages to the Work and other public or private property due to the failure of warning devices, barricades, signs, lights or other precautionary measures in protecting said property; and whenever evidence is found of such damage, the Town of Addison may order the damaged portion immediately removed and replaced by and at the cost and expense of the Contractor.

52. **DURING CONSTRUCTION:** During construction of the work, the Contractor shall, at all times, keep the site of the work and adjacent premises as free from material, debris and rubbish

as is practicable and shall remove same from any portion of the site if, in the opinion of the Town of Addison or the Engineer, such material, debris or rubbish constitutes a nuisance or is objectionable. In case of failure on the part of the Contractor to maintain a clean site, the Town of Addison may, upon 24 hours written notice, clean the site, and the cost thereof shall be deducted from any monies due or to become due to the Contractor under his contract; or where sufficient contract funds are unavailable for this purpose, the Contractor or his surety shall reimburse the Town of Addison for all such costs.

53. **CONTRACTOR'S CONTINUING OBLIGATION:** Contractor's obligation to perform and complete the Work in accordance with the Contract Documents shall be absolute. Neither recommendation of any progress or final payment by the Town of Addison, nor the issuance of a certificate of Substantial Completion, nor any payment by Town of Addison to Contractor under the Contract Documents, nor any use or occupancy of the Work or any part thereof by Town of Addison, nor any act of acceptance by Town of Addison nor any failure to do so, nor any review and approval of a Shop Drawing or sample submission, nor the issuance of a notice of acceptability by the Town of Addison pursuant to final payment nor any correction of defective Work by Town of Addison will constitute an acceptance of Work not in accordance with the Contract Documents or a release of Contractor's obligation to perform the Work in accordance with the Contract Documents.
54. **DISPOSITION AND DISPOSAL OF MATERIALS:** All materials to be removed from the site including refuse and other debris shall become the property of the Contractor and shall be disposed of outside the limits of the project. Contractor shall also comply with all applicable laws governing the spillage of debris while transporting to a disposal site.
55. **CLEAN-UP FOR FINAL ACCEPTANCE:** The Contractor shall make a final clean-up of all parts of the work before acceptance by the Town of Addison. This cleanup shall include removal of all objectionable rock and other construction materials, and in general preparing the site of the work in an orderly manner and appearance.
56. **TV INSPECTION OF WASTEWATER AND STORM DRAIN SYSTEMS:** NOT USED
57. **STREET LIGHT OPTIONS:** NOT USED
58. **MATERIALS TO BE FURNISHED BY AT&T:** NOT USED
59. **RECYCLING OF ASPHALT AND CONCRETE:** NOT USED
60. **SILICONE JOINT SEALANT:** Silicone joint sealant must be used in all instances where joint sealing applies to Portland cement concrete pavement and curbs. Payment for the use of silicone joint sealant throughout this project will in all cases be subsidiary to this contract at no extra payment.
61. **CLAIMS FOR DAMAGES OR INJURY:** If any person files a claim against the Town of Addison or Contractor for personal injury or property damage resulting from, arising out of, or caused by, the operations of the Contractor, or any work within the limits of the project, the Contractor must either submit to the Town of Addison, a duly executed full release within thirty (30) days from the date of written claim, or immediately report the claim to his liability insurance carrier for their action in adjusting the claim. If the Contractor fails to comply with this provision within the stipulated time limit, it will be automatically deemed that the

Contractor has appointed the Town as it's irrevocable Attorney-In-Fact authorizing the Town to report the claim directly with the liability insurance carrier. This provision is in and of itself a Power-of-Attorney from the Contractor to the Town which authorizes the Town to take said action on behalf of the Contractor without the necessity of the execution of any other document. If the Contractor fails to comply with the provisions of this item the Town, at its own discretion, may terminate this Contract or take any other actions it deems appropriate. Any payment or portion thereof due the Contractor, whether it is a final payment, progress payment, payment out of retainage or refund payment may be withheld by the Town as is authorized by Item 109.4. Bankruptcy, insolvency or denial of liability by the insurance carrier shall not exonerate the Contractor from liability.

As a result of the additional work created to Town of Addison due to un-responded claims for damages by Contractor to third parties, Contractor shall incur penalties for failure to abide by this Special Provision.

Contractor shall respond to the claimant in writing regarding the status of the claim, including whether Contractor disputes the claim, wishes to settle, or will notify its liability insurance carrier regarding the claim. Contractor will be assessed a penalty by the Town of \$75.00 per claim, for its failure to respond to the claimant as described above within thirty days (30) of its written notice of claim by the Town.

To ensure Contractor compliance, the Town of Addison shall be notified, by copied correspondence of responses or settlement by Contractor.

62. **WAIVER OF CLAIMS:** The making and acceptance of final payment will constitute:
 - a. A waiver of all claims by Town of Addison against Contractor, except claims arising from unsettled Liens, from defective Work appearing after final inspection or failure to comply with the Contract Documents or the terms of any special guarantees specified therein; however, it will not constitute a waiver by Town of Addison of any rights in respect of Contractor's continuing obligations under the Contract Documents.
 - b. A waiver of all claims by Contractor against Town of Addison other than those previously made in writing and still unsettled.
63. **MECHANICS AND MATERIALMEN'S LIEN:** The Contractor shall be required to execute a release of mechanics and materialmen's liens upon receipt of payment.
64. **CONTRACTOR'S AFFIDAVIT OF BILLS PAID:** The Contractor shall be required to execute the form provided in Section BP prior to the acceptance of the project.
65. **PRODUCT RECORD DOCUMENTS:** The Contractor shall maintain record drawings and legibly annotate shop drawings to record changes made after review. A red felt-tip marking pen shall be used for all recording.

Maintenance of Documents: The Contractor shall maintain at the job site one record copy of the Contract Drawings, Specifications, Shop Drawings, Change Orders, other modification to the Contract, field test records and other documents submitted by Contractor in compliance with specification requirements. These documents shall be maintained at the job site apart from documents used for construction. These documents are not to be used for construction purposes. The documents shall be maintained in clean, legible condition. The documents shall be made available at all times for inspection by the Town.

Recording: Each document shall be labeled Project Record Copy in 2-inch high printed letters. The record documents shall be kept current. No work shall be covered until required information has been recorded.

Contract Drawings: The appropriate drawing shall be legibly marked to record, where applicable:

- a. Horizontal and vertical location of underground utilities and appurtenances referenced to permanent surface improvements.
- b. Field changes of dimension and detail made during construction process.
- c. Changes made by Change Order or Supplemental Agreement.
- d. Details not on original Contract Drawings.
- e. Manufacturer, trade name, catalog number, and supplier of each product and item of equipment actually installed.
- f. Changes made by Change Order or Supplemental Agreement.
- g. Other matters not originally specified.

Shop Drawing: The Contractor shall maintain the Shop Drawings as record drawings and legibly annotate shop drawings to record changes made after review.

Submittal: At the completion of the project, the Contractor shall deliver record drawings to the Town. The transmittal letter shall be accompanied, in duplicate with:

- a. Date, project title and number.
- b. Contractor's name and address.
- c. Title and number of each record document.
- d. Certification that each document as submitted is complete and accurate.
- e. Signature of Contractor or his authorized representative.

66. **TOWN OF ADDISON APPROVAL:** This project is subject to a final approval and acceptance by the Town of Addison. Final approval acceptance will not be given until the punch list items are completed to the Town's satisfaction and as-built drawings are given to the Town of Addison.
67. **USE OF EXPLOSIVES:** The use of explosives by the Contractor to complete the Work shall be prohibited.

SECTION SS

Special Specifications

SECTION 05 5050

MISCELLANEOUS METAL

PART 1 - GENERAL

1.01 QUALITY ASSURANCE

- A. American Society for Testing and Materials:
 - 1. Specification for Structural Steel, ASTM A 36.
 - 2. Specification for Low-Carbon Steel Externally and Internally Threaded Standard Fasteners, ASTM A 307.
 - 3. Specification for Mild Steel Arc-Welding Electrodes, ASTM A 233.
- B. American Institute of Steel Construction:
 - 1. Specifications for the Design, Fabrication and Erection of Structural Steel for Buildings, February 12, 1969.
 - 2. Code of Standard Practice, July 1, 1970.
 - 3. Manual of Steel Construction.
- C. American Welding Society: Code for Welding in Building Construction, AWS D1.0.
- D. Latest edition of each of above governing standards shall apply.

1.02 SHOP DRAWINGS

- A. Prepare large scale shop and erection drawings in advance of fabrication. Give complete information necessary for fabrication of component parts including location, type and size of all welds. Clearly distinguish between shop and field welds. Make shop drawings in conformity with best modern practice and with due regard to speed and economy in fabrication and erection, all as set forth in AISC "Structural Shop Drafting."

PART 2 - MATERIALS

2.01 MISCELLANEOUS STEEL

- A. Shall conform to ASTM Designation A 36.

PART 3 - EXECUTION

3.01 FABRICATION

- A. Execute fabrication in accordance with drawing requirements and in accordance with applicable provisions of current edition of AISC Specifications.

3.02 GENERAL ERECTION REQUIREMENTS

- A. Provide all temporary staging, equipment, etc., required for erection.

3.03 SHOP AND FIELD WELDING

- A. All welding shall fully comply with requirements of American Welding Society's "Code for Arc and Gas Welding in Building Construction," as amended to date.

- B. Welding equipment shall be maintained in good working condition at all times, and shall be capable of adjustments in full range of current settings.
- C. Use American Welding Society's recommended electrodes for use on particular type of steel being worked.

3.04 CLEANUP

- A. At completion, remove from site all debris and excess materials resulting from execution of work of this section.

END OF SECTION

SECTION 07 9200

JOINT SEALANTS

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

A. Section Includes:

1. Silicone joint sealants.
2. Urethane joint sealants.
3. Latex joint sealants.
4. Solvent-release-curing joint sealants.
5. Preformed joint sealants.

B. Related Sections:

1. Section 042200 "Concrete Unit Masonry" for masonry control and expansion joint fillers and gaskets.

1.03 ACTION SUBMITTALS

A. Product Data: For each joint-sealant product indicated.

B. Samples for Initial Selection: Manufacturer's color charts consisting of strips of cured sealants showing the full range of colors available for each product exposed to view.

C. Samples for Verification: For each kind and color of joint sealant required, provide Samples with joint sealants in 1/2-inch- wide joints formed between two 6-inch- long strips of material matching the appearance of exposed surfaces adjacent to joint sealants.

D. Joint-Sealant Schedule: Include the following information:

1. Joint-sealant application, joint location, and designation.
2. Joint-sealant manufacturer and product name.
3. Joint-sealant formulation.
4. Joint-sealant color.

1.04 INFORMATIONAL SUBMITTALS

A. Qualification Data: For qualified Installer.

B. Product Certificates: For each kind of joint sealant and accessory, from manufacturer.

C. Sealant, Waterproofing, and Restoration Institute (SWRI) Validation Certificate: For each sealant specified to be validated by SWRI's Sealant Validation Program.

- D. Product Test Reports: Based on evaluation of comprehensive tests performed by a qualified testing agency, indicating that sealants comply with requirements.
- E. Preconstruction Compatibility and Adhesion Test Reports: From sealant manufacturer, indicating the following:
 - 1. Materials forming joint substrates and joint-sealant backings have been tested for compatibility and adhesion with joint sealants.
 - 2. Interpretation of test results and written recommendations for primers and substrate preparation needed for adhesion.
- F. Preconstruction Field-Adhesion Test Reports: Indicate which sealants and joint preparation methods resulted in optimum adhesion to joint substrates based on testing specified in "Preconstruction Testing" Article.
- G. Field-Adhesion Test Reports: For each sealant application tested.
- H. Warranties: Sample of special warranties.

1.05 QUALITY ASSURANCE

- A. Installer Qualifications: Manufacturer's authorized representative who is trained and approved for installation of units required for this Project.
- B. Source Limitations: Obtain each kind of joint sealant from single source from single manufacturer.
- C. Product Testing: Test joint sealants using a qualified testing agency.
 - 1. Testing Agency Qualifications: An independent testing agency qualified according to ASTM C 1021 to conduct the testing indicated.
 - 2. Test according to SWRI's Sealant Validation Program for compliance with requirements specified by reference to ASTM C 920 for adhesion and cohesion under cyclic movement, adhesion-in-peel, and indentation hardness.
- D. Mockups: Install sealant in mockups of assemblies specified in other Sections that are indicated to receive joint sealants specified in this Section. Use materials and installation methods specified in this Section.

1.06 PROJECT CONDITIONS

- A. Do not proceed with installation of joint sealants under the following conditions:
 - 1. When ambient and substrate temperature conditions are outside limits permitted by joint-sealant manufacturer or are below 40 deg F.
 - 2. When joint substrates are wet.
 - 3. Where joint widths are less than those allowed by joint-sealant manufacturer for applications indicated.
 - 4. Where contaminants capable of interfering with adhesion have not yet been removed from joint substrates.

1.07 WARRANTY

- A. Special Installer's Warranty: Manufacturer's standard form in which Installer agrees to repair or replace joint sealants that do not comply with performance and other requirements specified in this Section within specified warranty period.
 - 1. Warranty Period: Two years from date of Substantial Completion.
- B. Special Manufacturer's Warranty: Manufacturer's standard form in which joint-sealant manufacturer agrees to furnish joint sealants to repair or replace those that do not comply with performance and other requirements specified in this Section within specified warranty period.
 - 1. Warranty Period: Two years from date of Substantial Completion.
- C. Special warranties specified in this article exclude deterioration or failure of joint sealants from the following:
 - 1. Movement of the structure caused by structural settlement or errors attributable to design or construction resulting in stresses on the sealant exceeding sealant manufacturer's written specifications for sealant elongation and compression.
 - 2. Disintegration of joint substrates from natural causes exceeding design specifications.
 - 3. Mechanical damage caused by individuals, tools, or other outside agents.
 - 4. Changes in sealant appearance caused by accumulation of dirt or other atmospheric contaminants.

PART 2 - PRODUCTS

2.01 MATERIALS, GENERAL

- A. Compatibility: Provide joint sealants, backings, and other related materials that are compatible with one another and with joint substrates under conditions of service and application, as demonstrated by joint-sealant manufacturer, based on testing and field experience.
- B. VOC Content of Interior Sealants: Sealants and sealant primers used inside the weatherproofing system shall comply with the following limits for VOC content when calculated according to 40 CFR 59, Subpart D (EPA Method 24):
 - 1. Architectural Sealants: 250 g/L.
 - 2. Sealant Primers for Nonporous Substrates: 250 g/L.
 - 3. Sealant Primers for Porous Substrates: 775 g/L.
- C. Low-Emitting Interior Sealants: Sealants and sealant primers used inside the weatherproofing system shall comply with the testing and product requirements of the California Department of Health Services' "Standard Practice for the Testing of Volatile Organic Emissions from Various Sources Using Small-Scale Environmental Chambers."
- D. Liquid-Applied Joint Sealants: Comply with ASTM C 920 and other requirements indicated for each liquid-applied joint sealant specified, including those referencing ASTM C 920 classifications for type, grade, class, and uses related to exposure and joint substrates.
 - 1. Suitability for Immersion in Liquids. Where sealants are indicated for Use I for joints that will be continuously immersed in liquids, provide products that have undergone testing according to ASTM C 1247. Liquid used for testing sealants is deionized water, unless otherwise indicated.

- E. Stain-Test-Response Characteristics: Where sealants are specified to be nonstaining to porous substrates, provide products that have undergone testing according to ASTM C 1248 and have not stained porous joint substrates indicated for Project.
- F. Suitability for Contact with Food: Where sealants are indicated for joints that will come in repeated contact with food, provide products that comply with 21 CFR 177.2600.
- G. Colors of Exposed Joint Sealants: [As indicated by manufacturer's designations] [Match Architect's samples] [As selected by Architect from manufacturer's full range].

2.02 SILICONE JOINT SEALANTS

- A. Single-Component, Nonsag, Neutral-Curing Silicone Joint Sealant: ASTM C 920, Type S, Grade NS, Class 50, for Use NT.
 - 1. Products: Subject to compliance with requirements, provide one of the following:
 - a. BASF Building Systems; Omniseal 50.
 - b. Dow Corning Corporation; 791.
 - c. GE Advanced Materials - Silicones; SilGlaze II SCS2800.
 - d. May National Associates, Inc.; Bondaflex Sil 295.
 - e. Pecora Corporation; 864.
 - f. Polymeric Systems, Inc.; PSI-641.
 - g. Sika Corporation, Construction Products Division; SikaSil-C995.
 - h. Tremco Incorporated; Spectrem 2.
- B. Mildew-Resistant, Single-Component, Nonsag, Neutral-Curing Silicone Joint Sealant: ASTM C 920, Type S, Grade NS, Class 25, for Use NT.
 - 1. Products: Subject to compliance with requirements, provide the following:
 - a. Pecora Corporation; 898.
- C. Mildew-Resistant, Single-Component, Acid-Curing Silicone Joint Sealant: ASTM C 920, Type S, Grade NS, Class 25, for Use NT.
 - 1. Products: Subject to compliance with requirements, provide one of the following:
 - a. BASF Building Systems; Omniplus.
 - b. Dow Corning Corporation; 786 Mildew Resistant.
 - c. GE Advanced Materials - Silicones; Sanitary SCS1700.
 - d. May National Associates, Inc.; Bondaflex Sil 100 WF.
 - e. Tremco Incorporated; Tremsil 200 Sanitary.

2.03 URETHANE JOINT SEALANTS

- A. Single-Component, Nonsag, Urethane Joint Sealant: ASTM C 920, Type S, Grade NS, Class 25, for Use NT.
 - 1. Products: Subject to compliance with requirements, provide one of the following:
 - a. Pecora Corporation; Dynatrol I-XL.
 - b. Polymeric Systems, Inc.; Flexiprene 1000.
 - c. Sika Corporation, Construction Products Division; Sikaflex - 1a.
 - d. Tremco Incorporated; Dymonic.

2.04 LATEX JOINT SEALANTS

A. Latex Joint Sealant: Acrylic latex or siliconized acrylic latex, ASTM C 834, Type OP, Grade NF.

1. Products: Subject to compliance with requirements, provide one of the following:

- a. BASF Building Systems; Sonolac.
- b. Bostik, Inc.; Chem-Calk 600.
- c. Pecora Corporation; AC-20+.
- d. Schnee-Morehead, Inc.; SM 8200.
- e. Tremco Incorporated; Tremflex 834.

2.05 SOLVENT-RELEASE-CURING JOINT SEALANTS

A. Acrylic-Based Joint Sealant: ASTM C 1311.

1. Products: Subject to compliance with requirements, provide one of the following:

- a. Schnee-Morehead, Inc.; Acryl-R Acrylic Sealant.
- b. Tremco Incorporated; Mono 555.

B. Butyl-Rubber-Based Joint Sealant: ASTM C 1311.

1. Products: Subject to compliance with requirements, provide one of the following:

- a. Bostik, Inc.; Chem-Calk 300.
- b. Pecora Corporation; BC-158.
- c. Tremco Incorporated; Tremco Butyl Sealant.

2.06 PREFORMED JOINT SEALANTS

A. Preformed Silicone Joint Sealants: Manufacturer's standard sealant consisting of precured low-modulus silicone extrusion, in sizes to fit joint widths indicated, combined with a neutral-curing silicone sealant for bonding extrusions to substrates.

1. Products: Subject to compliance with requirements, provide one of the following:

- a. Dow Corning Corporation; 123 Silicone Seal.
- b. GE Advanced Materials - Silicones; UltraSpan US1100.
- c. May National Associates, Inc.; Bondaflex Silbridge 300.
- d. Pecora Corporation; Sil-Span.
- e. Sealex, Inc.; ImmerSeal.

B. Preformed Foam Joint Sealant: Manufacturer's standard preformed, precompressed, open-cell foam sealant manufactured from urethane foam with minimum density of 10 lb/cu. ft. and impregnated with a nondrying, water-repellent agent. Factory produce in precompressed sizes in roll or stick form to fit joint widths indicated; coated on one side with a pressure-sensitive adhesive and covered with protective wrapping.

1. Products: Subject to compliance with requirements, provide one of the following:

- a. Dayton Superior Specialty Chemicals; Polytite Standard.
- b. EMSEAL Joint Systems, Ltd.; Emseal 25V.
- c. Sandell Manufacturing Co., Inc.; Polyseal.
- d. Schul International, Inc.; Sealtite.

- e. Willseal USA, LLC; Willseal 150.

2.07 JOINT SEALANT BACKING

- A. General: Provide sealant backings of material that are nonstaining; are compatible with joint substrates, sealants, primers, and other joint fillers; and are approved for applications indicated by sealant manufacturer based on field experience and laboratory testing.
- B. Cylindrical Sealant Backings: ASTM C 1330, [Type C (closed-cell material with a surface skin)] [Type O (open-cell material)] [Type B (bicellular material with a surface skin)] [or any of the preceding types, as approved in writing by joint-sealant manufacturer for joint application indicated], and of size and density to control sealant depth and otherwise contribute to producing optimum sealant performance.
- C. Bond-Breaker Tape: Polyethylene tape or other plastic tape recommended by sealant manufacturer for preventing sealant from adhering to rigid, inflexible joint-filler materials or joint surfaces at back of joint. Provide self-adhesive tape where applicable.

2.08 MISCELLANEOUS MATERIALS

- A. Primer: Material recommended by joint-sealant manufacturer where required for adhesion of sealant to joint substrates indicated, as determined from preconstruction joint-sealant-substrate tests and field tests.
- B. Cleaners for Nonporous Surfaces: Chemical cleaners acceptable to manufacturers of sealants and sealant backing materials, free of oily residues or other substances capable of staining or harming joint substrates and adjacent nonporous surfaces in any way, and formulated to promote optimum adhesion of sealants to joint substrates.
- C. Masking Tape: Nonstaining, nonabsorbent material compatible with joint sealants and surfaces adjacent to joints.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine joints indicated to receive joint sealants, with Installer present, for compliance with requirements for joint configuration, installation tolerances, and other conditions affecting joint-sealant performance.
- B. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 PREPARATION

- A. Surface Cleaning of Joints: Clean out joints immediately before installing joint sealants to comply with joint-sealant manufacturer's written instructions and the following requirements:
 - 1. Remove all foreign material from joint substrates that could interfere with adhesion of joint sealant, including dust, paints (except for permanent, protective coatings tested and approved for sealant adhesion and compatibility by sealant manufacturer), old joint sealants, oil, grease, waterproofing, water repellents, water, surface dirt, and frost.
 - 2. Clean porous joint substrate surfaces by brushing, grinding, mechanical abrading, or a combination of these methods to produce a clean, sound substrate capable of developing optimum bond with joint sealants. Remove loose particles remaining after cleaning

operations above by vacuuming or blowing out joints with oil-free compressed air. Porous joint substrates include the following:

- a. Concrete.
 - b. Masonry.
 - c. Unglazed surfaces of ceramic tile.
 - d. Exterior insulation and finish systems.
3. Remove laitance and form-release agents from concrete.
 4. Clean nonporous joint substrate surfaces with chemical cleaners or other means that do not stain, harm substrates, or leave residues capable of interfering with adhesion of joint sealants. Nonporous joint substrates include the following:
 - a. Metal.
 - b. Glass.
 - c. Porcelain enamel.
 - d. Glazed surfaces of ceramic tile.
- B. Joint Priming: Prime joint substrates where recommended by joint-sealant manufacturer or as indicated by preconstruction joint-sealant-substrate tests or prior experience. Apply primer to comply with joint-sealant manufacturer's written instructions. Confine primers to areas of joint-sealant bond; do not allow spillage or migration onto adjoining surfaces.
- C. Masking Tape: Use masking tape where required to prevent contact of sealant or primer with adjoining surfaces that otherwise would be permanently stained or damaged by such contact or by cleaning methods required to remove sealant smears. Remove tape immediately after tooling without disturbing joint seal.

3.03 INSTALLATION OF JOINT SEALANTS

- A. General: Comply with joint-sealant manufacturer's written installation instructions for products and applications indicated, unless more stringent requirements apply.
- B. Sealant Installation Standard: Comply with recommendations in ASTM C 1193 for use of joint sealants as applicable to materials, applications, and conditions indicated.
- C. Install sealant backings of kind indicated to support sealants during application and at position required to produce cross-sectional shapes and depths of installed sealants relative to joint widths that allow optimum sealant movement capability.
1. Do not leave gaps between ends of sealant backings.
 2. Do not stretch, twist, puncture, or tear sealant backings.
 3. Remove absorbent sealant backings that have become wet before sealant application and replace them with dry materials.
- D. Install bond-breaker tape behind sealants where sealant backings are not used between sealants and backs of joints.
- E. Install sealants using proven techniques that comply with the following and at the same time backings are installed:
1. Place sealants so they directly contact and fully wet joint substrates.
 2. Completely fill recesses in each joint configuration.
 3. Produce uniform, cross-sectional shapes and depths relative to joint widths that allow optimum sealant movement capability.

- F. Tooling of Nonsag Sealants: Immediately after sealant application and before skinning or curing begins, tool sealants according to requirements specified in subparagraphs below to form smooth, uniform beads of configuration indicated; to eliminate air pockets; and to ensure contact and adhesion of sealant with sides of joint.
1. Remove excess sealant from surfaces adjacent to joints.
 2. Use tooling agents that are approved in writing by sealant manufacturer and that do not discolor sealants or adjacent surfaces.
 3. Provide concave joint profile per Figure 8A in ASTM C 1193, unless otherwise indicated.
 4. Provide flush joint profile where indicated per Figure 8B in ASTM C 1193.
 5. Provide recessed joint configuration of recess depth and at locations indicated per Figure 8C in ASTM C 1193.
 - a. Use masking tape to protect surfaces adjacent to recessed tooled joints.
- G. Installation of Preformed Silicone-Sealant System: Comply with the following requirements:
1. Apply masking tape to each side of joint, outside of area to be covered by sealant system.
 2. Apply silicone sealant to each side of joint to produce a bead of size complying with preformed silicone-sealant system manufacturer's written instructions and covering a bonding area of not less than 3/8 inch. Hold edge of sealant bead 1/4 inch inside masking tape.
 3. Within 10 minutes of sealant application, press silicone extrusion into sealant to wet extrusion and substrate. Use a roller to apply consistent pressure and ensure uniform contact between sealant and both extrusion and substrate.
 4. Complete installation of sealant system in horizontal joints before installing in vertical joints. Lap vertical joints over horizontal joints. At ends of joints, cut silicone extrusion with a razor knife.
- H. Installation of Preformed Foam Sealants: Install each length of sealant immediately after removing protective wrapping. Do not pull or stretch material. Produce seal continuity at ends, turns, and intersections of joints. For applications at low ambient temperatures, apply heat to sealant in compliance with sealant manufacturer's written instructions.
- I. Acoustical Sealant Installation: At sound-rated assemblies and elsewhere as indicated, seal construction at perimeters, behind control joints, and at openings and penetrations with a continuous bead of acoustical sealant. Install acoustical sealant at both faces of partitions at perimeters and through penetrations. Comply with ASTM C 919 and with manufacturer's written recommendations.

3.04 FIELD QUALITY CONTROL

- A. Field-Adhesion Testing: Field test joint-sealant adhesion to joint substrates as follows:
1. Extent of Testing: Test completed and cured sealant joints as follows:
 - a. Perform 10 tests for the first 1000 feet of joint length for each kind of sealant and joint substrate.
 - b. Perform 1 test for each 1000 feet of joint length thereafter or 1 test per each floor per elevation.
 2. Test Method: Test joint sealants according to Method A, Field-Applied Sealant Joint Hand Pull Tab, in Appendix X1 in ASTM C 1193 or Method A, Tail Procedure, in ASTM C 1521.

- a. For joints with dissimilar substrates, verify adhesion to each substrate separately; extend cut along one side, verifying adhesion to opposite side. Repeat procedure for opposite side.
 - 3. Inspect tested joints and report on the following:
 - a. Whether sealants filled joint cavities and are free of voids.
 - b. Whether sealant dimensions and configurations comply with specified requirements.
 - c. Whether sealants in joints connected to pulled-out portion failed to adhere to joint substrates or tore cohesively. Include data on pull distance used to test each kind of product and joint substrate. Compare these results to determine if adhesion passes sealant manufacturer's field-adhesion hand-pull test criteria.
 - 4. Record test results in a field-adhesion-test log. Include dates when sealants were installed, names of persons who installed sealants, test dates, test locations, whether joints were primed, adhesion results and percent elongations, sealant fill, sealant configuration, and sealant dimensions.
 - 5. Repair sealants pulled from test area by applying new sealants following same procedures used originally to seal joints. Ensure that original sealant surfaces are clean and that new sealant contacts original sealant.
- B. Evaluation of Field-Adhesion Test Results: Sealants not evidencing adhesive failure from testing or noncompliance with other indicated requirements will be considered satisfactory. Remove sealants that fail to adhere to joint substrates during testing or to comply with other requirements. Retest failed applications until test results prove sealants comply with indicated requirements.
- 3.05 CLEANING
- A. Clean off excess sealant or sealant smears adjacent to joints as the Work progresses by methods and with cleaning materials approved in writing by manufacturers of joint sealants and of products in which joints occur.
- 3.06 PROTECTION
- A. Protect joint sealants during and after curing period from contact with contaminating substances and from damage resulting from construction operations or other causes so sealants are without deterioration or damage at time of Substantial Completion. If, despite such protection, damage or deterioration occurs, cut out and remove damaged or deteriorated joint sealants immediately so installations with repaired areas are indistinguishable from original work.
- 3.07 JOINT-SEALANT SCHEDULE
- A. Joint-Sealant Application: Exterior joints in horizontal traffic surfaces.
- 1. Joint Locations:
 - a. Control and expansion joints in brick pavers.
 - b. Isolation and contraction joints in cast-in-place concrete slabs.
 - c. Joints between plant-precast architectural concrete paving units.
 - d. Joints in stone paving units, including steps.
 - e. Tile control and expansion joints.
 - f. Joints between different materials listed above.
 - g. Other joints as indicated.

2. Silicone Joint Sealant: Single component, nonsag, traffic grade, neutral curing.
 3. Urethane Joint Sealant: Single component, nonsag, traffic grade.
 4. Preformed Joint Sealant: Preformed foam sealant.
 5. Joint-Sealant Color: As selected by Architect from manufacturer's full range of colors.
- B. Joint-Sealant Application: Exterior joints in vertical surfaces and horizontal nontraffic surfaces.
1. Joint Locations:
 - a. Construction joints in cast-in-place concrete.
 - b. Joints between plant-precast architectural concrete units.
 - c. Control and expansion joints in unit masonry.
 - d. Joints in dimension stone cladding.
 - e. Joints in glass unit masonry assemblies.
 - f. Joints in exterior insulation and finish systems.
 - g. Joints between metal panels.
 - h. Joints between different materials listed above.
 - i. Perimeter joints between materials listed above and frames of doors windows and louvers.
 - j. Control and expansion joints in ceilings and other overhead surfaces.
 - k. Other joints as indicated.
 2. Silicone Joint Sealant: Single component, nonsag, neutral curing, Class 50.
 3. Urethane Joint Sealant: Single component, nonsag, Class 25.
 4. Preformed Joint Sealant: Preformed silicone or Preformed foam.
 5. Joint-Sealant Color: As selected by Architect from manufacturer's full range of colors.
- C. Joint-Sealant Application: Interior joints in vertical surfaces and horizontal nontraffic surfaces.
1. Joint Locations:
 - a. Control and expansion joints on exposed interior surfaces of exterior walls.
 - b. Perimeter joints of exterior openings where indicated.
 - c. Tile control and expansion joints.
 - d. Vertical joints on exposed surfaces of interior unit masonry and partitions.
 - e. Perimeter joints between interior wall surfaces and frames of interior doors windows and elevator entrances.
 - f. Other joints as indicated.
 2. Joint Sealant: Latex or Acrylic based.
 3. Joint-Sealant Color: As selected by Architect from manufacturer's full range of colors.
- D. Joint-Sealant Application: Mildew-resistant interior joints in vertical surfaces and horizontal nontraffic surfaces.
1. Joint Sealant Location:
 - a. Joints between plumbing fixtures and adjoining walls, floors, and counters.
 - b. Tile control and expansion joints where indicated.
 - c. Other joints as indicated.
 2. Joint Sealant: Mildew resistant, single component, nonsag, neutral curing, Silicone or Single component, nonsag, mildew resistant, acid curing.

3. Joint-Sealant Color: As selected by Architect from manufacturer's full range of colors.

END OF SECTION

SECTION 08 4113

ALUMINUM-FRAMED ENTRANCES AND STOREFRONTS

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. Section Includes:
 - 1. Exterior and interior storefront framing.
 - 2. Exterior and interior manual-swing entrance doors and door-frame units.

1.03 ACTION SUBMITTALS

- A. Product Data: For each type of product.
 - 1. Include construction details, material descriptions, dimensions of individual components and profiles, and finishes.
- B. Shop Drawings: For aluminum-framed entrances and storefronts. Include plans, elevations, sections, full-size details, and attachments to other work.
 - 1. Include details of provisions for assembly expansion and contraction and for draining moisture occurring within the assembly to the exterior.
 - 2. Include full-size isometric details of each vertical-to-horizontal intersection of aluminum-framed entrances and storefronts, showing the following:
 - a. Joinery, including concealed welds.
 - b. Anchorage.
 - c. Expansion provisions.
 - d. Glazing.
 - e. Flashing and drainage.
 - 3. Show connection to and continuity with adjacent thermal, weather, air, and vapor barriers.
- C. Samples for Initial Selection: For units with factory-applied color finishes.
- D. Samples for Verification: For each type of exposed finish required, in manufacturer's standard sizes.

- E. Fabrication Sample: Of each vertical-to-horizontal intersection of assemblies, made from 12-inch lengths of full-size components and showing details of the following:
 - 1. Joinery, including concealed welds.
 - 2. Anchorage.
 - 3. Expansion provisions.
 - 4. Glazing.
 - 5. Flashing and drainage.
- F. Entrance Door Hardware Schedule: Prepared by or under supervision of supplier, detailing fabrication and assembly of entrance door hardware, as well as procedures and diagrams. Coordinate final entrance door hardware schedule with doors, frames, and related work to ensure proper size, thickness, hand, function, and finish of entrance door hardware.
- G. Delegated-Design Submittal: For aluminum-framed entrances and storefronts indicated to comply with performance requirements and design criteria, including analysis data signed and sealed by the qualified professional engineer responsible for their preparation.

1.04 INFORMATIONAL SUBMITTALS

- A. Preconstruction Laboratory Mockup Testing Submittals:
 - 1. Testing Program: Developed specifically for Project.
 - 2. Test Reports: Prepared by a qualified preconstruction testing agency for each mockup test.
 - 3. Record Drawings: As-built drawings of preconstruction laboratory mockups showing changes made during preconstruction laboratory mockup testing.
- B. Qualification Data: For Installer and laboratory mockup testing agency][and field testing agency.
- C. Energy Performance Certificates: For aluminum-framed entrances and storefronts, accessories, and components, from manufacturer.
 - 1. Basis for Certification: NFRC-certified energy performance values for each aluminum-framed entrance and storefront.
- D. Product Test Reports: For aluminum-framed entrances and storefronts, for tests performed by manufacturer and witnessed by a qualified testing agency.
- E. Quality-Control Program: Developed specifically for Project, including fabrication and installation, according to recommendations in ASTM C 1401. Include periodic quality-control reports.
- F. Source quality-control reports.
- G. Field quality-control reports.
- H. Sample Warranties: For special warranties.

1.05 CLOSEOUT SUBMITTALS

- A. Maintenance Data: For aluminum-framed entrances and storefronts to include in maintenance manuals.
- B. Maintenance Data for Structural Sealant: For structural-sealant-glazed storefront to include in maintenance manuals. Include ASTM C 1401 recommendations for post-installation-phase quality-control program.

1.06 QUALITY ASSURANCE

- A. Installer Qualifications: An entity that employs installers and supervisors who are trained and approved by manufacturer.
- B. Laboratory Mockup Testing Agency Qualifications: Qualified according to ASTM E 699 for testing indicated and accredited by IAS or ILAC Mutual Recognition Arrangement as complying with ISO/IEC 17025.
- C. Testing Agency Qualifications: Qualified according to ASTM E 699 for testing indicated [and accredited by IAS or ILAC Mutual Recognition Arrangement as complying with ISO/IEC 17025].
- D. Product Options: Information on Drawings and in Specifications establishes requirements for aesthetic effects and performance characteristics of assemblies. Aesthetic effects are indicated by dimensions, arrangements, alignment, and profiles of components and assemblies as they relate to sightlines, to one another, and to adjoining construction.
 - 1. Do not change intended aesthetic effects, as judged solely by Architect, except with Architect's approval. If changes are proposed, submit comprehensive explanatory data to Architect for review.
- E. Structural-Sealant Glazing: Comply with ASTM C 1401 for design and installation of storefront systems.

1.07 MOCKUPS

- A. Mockups: Build mockups to verify selections made under Sample submittals and to demonstrate aesthetic effects and set quality standards for fabrication and installation.
 - 1. Build mockup of typical wall area as shown on Drawings.
 - 2. Testing shall be performed on mockups according to requirements in "Field Quality Control" Article.
 - 3. Approval of mockups does not constitute approval of deviations from the Contract Documents contained in mockups unless Architect specifically approves such deviations in writing.
 - 4. Subject to compliance with requirements, approved mockups may become part of the completed Work if undisturbed at time of Substantial Completion.

1.08 PRECONSTRUCTION LABORATORY MOCKUPS

- A. Preconstruction Testing Service: Engage a qualified testing agency to perform testing on preconstruction laboratory mockups.

- B. Build preconstruction laboratory mockups at testing agency facility; use personnel, products, and methods of construction that will be used at Project site.
 - 1. Size and Configuration: As indicated on Drawings.
 - 2. Notify Architect seven days in advance of the dates and times when preconstruction laboratory mockups will be constructed and tested.
- C. Preconstruction Laboratory Mockup Testing Program: Test preconstruction laboratory mockups according to requirements in "Performance Requirements" Article. Perform the following tests in the following order:
 - 1. Structural: ASTM E 330 at 50 percent of positive test load.
 - 2. Air Infiltration: ASTM E 283.
 - 3. Water Penetration under Static Pressure: ASTM E 331.
 - 4. Water Penetration under Dynamic Pressure: AAMA 501.1.
 - 5. Structural: ASTM E 330 at 100 percent of positive and negative test loads. Repeat the following:
 - a. Air Infiltration: ASTM E 283.
 - b. Water Penetration under Static Pressure: ASTM E 331.
 - 6. Interstory Drift: AAMA 501.4 at 100 percent of design displacement. Repeat the following:
 - a. Air Infiltration: ASTM E 283.
 - b. Water Penetration under Static Pressure: ASTM E 331.
 - 7. Vertical Interstory Movement: AAMA 501.7. Repeat the following:
 - a. Air Infiltration: ASTM E 283.
 - b. Water Penetration under Static Pressure: ASTM E 331.
 - 8. Thermal Cycling: According to AAMA 501.5. Repeat the following:
 - a. Air Infiltration: ASTM E 283.
 - b. Water Penetration under Static Pressure: ASTM E 331.
 - 9. Structural: ASTM E 330 at 100 and 150 percent of positive and negative test loads. Repeat the following:
 - a. Air Infiltration: ASTM E 283.
 - b. Water Penetration under Static Pressure: ASTM E 331.

1.09 WARRANTY

- A. Special Warranty: Manufacturer agrees to repair or replace components of aluminum-framed entrances and storefronts that do not comply with requirements or that fail in materials or workmanship within specified warranty period.
 - 1. Failures include, but are not limited to, the following:
 - a. Structural failures including, but not limited to, excessive deflection.
 - b. Noise or vibration created by wind and thermal and structural movements.
 - c. Deterioration of metals, metal finishes, and other materials beyond normal weathering.
 - d. Water penetration through fixed glazing and framing areas.
 - e. Failure of operating components.
 - 2. Warranty Period: Two years from date of Substantial Completion.
- B. Special Finish Warranty: Standard form in which manufacturer agrees to repair finishes or replace aluminum that shows evidence of deterioration of factory-applied finishes within specified warranty period.
 - 1. Deterioration includes, but is not limited to, the following:
 - a. Color fading more than 5 Hunter units when tested according to ASTM D 2244.
 - b. Chalking in excess of a No. 8 rating when tested according to ASTM D 4214.
 - c. Cracking, checking, peeling, or failure of paint to adhere to bare metal.
 - 2. Warranty Period: 20 years from date of Substantial Completion.

PART 2 - PRODUCTS

2.01 PERFORMANCE REQUIREMENTS

- A. Delegated Design: Engage a qualified professional engineer, as defined in Section 01 4000 "Quality Requirements," to design aluminum-framed entrances and storefronts.
- B. General Performance: Comply with performance requirements specified, as determined by testing of aluminum-framed entrances and storefronts representing those indicated for this Project without failure due to defective manufacture, fabrication, installation, or other defects in construction.
 - 1. Aluminum-framed entrances and storefronts shall withstand movements of supporting structure including, but not limited to, story drift, twist, column shortening, long-term creep, and deflection from uniformly distributed and concentrated live loads.
 - 2. Failure also includes the following:
 - a. Thermal stresses transferring to building structure.

- b. Glass breakage.
 - c. Noise or vibration created by wind and thermal and structural movements.
 - d. Loosening or weakening of fasteners, attachments, and other components.
 - e. Failure of operating units.
- C. Structural Loads:
 - 1. Wind Loads: 20 blf/sq. ft.
- D. Deflection of Framing Members: At design wind pressure, as follows:
 - 1. Deflection Normal to Wall Plane: Limited to edge of glass in a direction perpendicular to glass plane not exceeding 1/175 of the glass edge length for each individual glazing lite 1/175 of clear span for spans up to 13 feet 6 inches and to 1/240 of clear span plus 1/4 inch for spans greater than 13 feet 6 inches or an amount that restricts edge deflection of individual glazing lites to 3/4 inch, whichever is less.
 - 2. Deflection Parallel to Glazing Plane: Limited to 1/360 of clear span or 1/8 inch, whichever is smaller amount not exceeding that which reduces glazing bite to less than 75 percent of design dimension and that which reduces edge clearance between framing members and glazing or other fixed components to less than 1/8 inch.
 - a. Operable Units: Provide a minimum 1/16-inch clearance between framing members and operable units.
 - 3. Cantilever Deflection: Where framing members overhang an anchor point, as follows:
 - a. Perpendicular to Plane of Wall: No greater than 1/240 of clear span plus 1/4 inch for spans greater than 11 feet 8-1/4 inches or 1/175 times span, for spans less than 11 feet 8-1/4 inches.
- E. Structural: Test according to ASTM E 330 as follows:
 - 1. When tested at positive and negative wind-load design pressures, assemblies do not evidence deflection exceeding specified limits.
 - 2. When tested at 150 percent of positive and negative wind-load design pressures, assemblies, including anchorage, do not evidence material failures, structural distress, or permanent deformation of main framing members exceeding 0.2 percent of span.
 - 3. Test Durations: As required by design wind velocity, but not less than 10 seconds.
- F. Air Infiltration: Test according to ASTM E 283 for infiltration as follows:
 - 1. Fixed Framing and Glass Area:
 - a. Maximum air leakage of 0.06 cfm/sq. ft. at a static-air-pressure differential of 1.57 lbf/sq. ft..
 - 2. Entrance Doors:

- a. Pair of Doors: Maximum air leakage of 1.0 cfm/sq. ft. at a static-air-pressure differential of 1.57 lbf/sq. ft..
 - b. Single Doors: Maximum air leakage of 0.5 cfm/sq. ft. at a static-air-pressure differential of 1.57 lbf/sq. ft..
- G. Water Penetration under Static Pressure: Test according to ASTM E 331 as follows:
 - 1. No evidence of water penetration through fixed glazing and framing areas when tested according to a minimum static-air-pressure differential of 20 percent of positive wind-load design pressure, but not less than 6.24 lbf/sq. ft.
- H. Water Penetration under Dynamic Pressure: Test according to AAMA 501.1 as follows:
 - 1. No evidence of water penetration through fixed glazing and framing areas when tested at dynamic pressure equal to 20 percent of positive wind-load design pressure, but not less than 6.24 lbf/sq. ft.
 - 2. Maximum Water Leakage: No uncontrolled water penetrating assemblies or water appearing on assemblies' normally exposed interior surfaces from sources other than condensation. Water leakage does not include water controlled by flashing and gutters, or water that is drained to exterior.
- I. Seismic Performance: Aluminum-framed entrances and storefronts shall withstand the effects of earthquake motions determined according to ASCE/SEI 7.
 - 1. Seismic Drift Causing Glass Fallout: Complying with criteria for passing based on building occupancy type when tested according to AAMA 501.6 at design displacement.
- J. Energy Performance: Certify and label energy performance according to NFRC as follows:
 - 1. Thermal Transmittance (U-factor): Fixed glazing and framing areas shall have U-factor of not more than 0.45 Btu/sq. ft. x h x deg F as determined according to NFRC 100.
 - 2. Solar Heat Gain Coefficient: Fixed glazing and framing areas shall have a solar heat gain coefficient of no greater than 0.40 as determined according to NFRC 200.
 - 3. Condensation Resistance: Fixed glazing and framing areas shall have an NFRC-certified condensation resistance rating of no less than 25 as determined according to NFRC 500.
- K. Noise Reduction: Test according to ASTM E 90, with ratings determined by ASTM E 1332, as follows.
 - 1. Outdoor-Indoor Transmission Class: Minimum 26.
- L. Windborne-Debris Impact Resistance: Pass missile-impact and cyclic-pressure tests when tested according to ASTM E 1886 and testing information in ASTM E 1996 for Wind Zone 1.
 - 1. Large-Missile Test: For glazed openings located within 30 feet of grade.
- M. Thermal Movements: Allow for thermal movements resulting from ambient and surface temperature changes:
 - 1. Temperature Change: 120 deg F, ambient; 180 deg F, material surfaces.

2. Thermal Cycling: No buckling; stress on glass; sealant failure; excess stress on framing, anchors, and fasteners; or reduction of performance when tested according to AAMA 501.5.
 - a. High Exterior Ambient-Air Temperature: That which produces an exterior metal-surface temperature of 180 deg F.
 - b. Low Exterior Ambient-Air Temperature: 0 deg F.
 - c. Interior Ambient-Air Temperature: 75 deg F.

N. Structural-Sealant Joints:

1. Designed to carry gravity loads of glazing.
2. Designed to produce tensile or shear stress of less than 20 psi.

O. Structural Sealant: Capable of withstanding tensile and shear stresses imposed by structural-sealant-glazed storefront system without failing adhesively or cohesively. When tested for preconstruction adhesion and compatibility, cohesive failure of sealant shall occur before adhesive failure.

1. Adhesive failure occurs when sealant pulls away from substrate cleanly, leaving no sealant material behind.
2. Cohesive failure occurs when sealant breaks or tears within itself but does not separate from each substrate because sealant-to-substrate bond strength exceeds sealant's internal strength.

2.02 MANUFACTURERS

- A. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
1. EFCO Corporation.
 2. Kawneer North America.
 3. Oldcastle BuildingEnvelope.
 4. United States Aluminum.
- B. Source Limitations: Obtain all components of aluminum-framed entrance and storefront system, including framing spandrel panels, venting windows and accessories, from single manufacturer.

2.03 FRAMING

- A. Framing Members: Manufacturer's extruded- or formed-aluminum framing members of thickness required and reinforced as required to support imposed loads.
1. Construction: Thermally broken.
 2. Glazing System: Retained mechanically with gaskets on four sides.

3. Glazing Plane: Front.
 4. Finish: Clear anodic finish.
 5. Fabrication Method: Field-fabricated stick system.
- B. Backer Plates: Manufacturer's standard, continuous backer plates for framing members, if not integral, where framing abuts adjacent construction.
- C. Brackets and Reinforcements: Manufacturer's standard high-strength aluminum with nonstaining, nonferrous shims for aligning system components.
- D. Materials:
1. Aluminum: Alloy and temper recommended by manufacturer for type of use and finish indicated.
 - a. Sheet and Plate: ASTM B 209.
 - b. Extruded Bars, Rods, Profiles, and Tubes: ASTM B 221.
 - c. Extruded Structural Pipe and Tubes: ASTM B 429/B 429M.
 - d. Structural Profiles: ASTM B 308/B 308M.
 2. Steel Reinforcement: Manufacturer's standard zinc-rich, corrosion-resistant primer complying with SSPC-PS Guide No. 12.00; applied immediately after surface preparation and pretreatment. Select surface preparation methods according to recommendations in SSPC-SP COM, and prepare surfaces according to applicable SSPC standard.
 - a. Structural Shapes, Plates, and Bars: ASTM A 36/A 36M.
 - b. Cold-Rolled Sheet and Strip: ASTM A 1008/A 1008M.
 - c. Hot-Rolled Sheet and Strip: ASTM A 1011/A 1011M.

2.04 ENTRANCE DOOR SYSTEMS

- A. Entrance Doors: Manufacturer's standard glazed entrance doors for manual-swing operation.
1. Door Construction: 1-3/4-inch overall thickness, with minimum 0.125-inch-thick, extruded-aluminum tubular rail and stile members. Mechanically fasten corners with reinforcing brackets that are deeply penetrated and fillet welded or that incorporate concealed tie rods.
 - a. Thermal Construction: High-performance plastic connectors separate aluminum members exposed to the exterior from members exposed to the interior.
 2. Door Design: Medium stile; 3-1/2-inch nominal width or as indicated.
 3. Glazing Stops and Gaskets: Beveled, snap-on, extruded-aluminum stops and preformed gaskets.
 - a. Provide nonremovable glazing stops on outside of door.

2.05 ENTRANCE DOOR HARDWARE

- A. Entrance Door Hardware: Hardware not specified in this Section is specified in Section 08 7100 "Door Hardware."
- B. General: Provide entrance door hardware and entrance door hardware sets indicated in door and frame schedule for each entrance door to comply with requirements in this Section.
 - 1. Entrance Door Hardware Sets: Provide quantity, item, size, finish or color indicated, and products complying with BHMA standard referenced.
 - 2. Sequence of Operation: Provide electrified door hardware function, sequence of operation, and interface with other building control systems indicated.
 - 3. Opening-Force Requirements:
 - a. Egress Doors: Not more than 15 lbf to release the latch and not more than 30 lbft to set the door in motion and not more than 15 lbf to open the door to its minimum required width.
 - b. Accessible Interior Doors: Not more than 5 lbf to fully open door.
- C. Designations: Requirements for design, grade, function, finish, size, and other distinctive qualities of each type of entrance door hardware are indicated in "Entrance Door Hardware Sets" Article. Products are identified by using entrance door hardware designations as follows:
 - 1. Named Manufacturers' Products: Manufacturer and product designation are listed for each door hardware type required for the purpose of establishing minimum requirements. Manufacturers' names are abbreviated in "Entrance Door Hardware Sets" Article.
 - 2. References to BHMA Standards: Provide products complying with these standards and requirements for description, quality, and function.
- D. Pivot Hinges: BHMA A156.4, Grade 1.
 - 1. Offset-Pivot Hinges: Provide top, bottom, and intermediate offset pivots at each door leaf.
- E. Butt Hinges: BHMA A156.1, Grade 1, radius corner.
 - 1. Nonremovable Pins: Provide set screw in hinge barrel that, when tightened into a groove in hinge pin, prevents removal of pin while entrance door is closed.
 - 2. Exterior Hinges: Stainless steel, with stainless-steel pin.
 - 3. Quantities:
 - a. For doors up to 87 inches high, provide three hinges per leaf.
 - b. For doors more than 87 and up to 120 inches high, provide four hinges per leaf.
- F. Panic Exit Devices: BHMA A156.3, Grade 1, listed and labeled by a testing and inspecting agency acceptable to authorities having jurisdiction, for panic protection, based on testing according to UL 305.

- G. Cylinders: BHMA A156.5, Grade 1.
 - 1. Keying: Master key system. Permanently inscribe each key with a visual key control number and include notation to be furnished by Owner.
- H. Strikes: Provide strike with black-plastic dust box for each latch or lock bolt; fabricated for aluminum framing.
- I. Operating Trim: BHMA A156.6.
- J. Removable Mullions: BHMA A156.3, extruded aluminum.
 - 1. When used with panic exit devices, provide removable mullions listed and labeled by a testing and inspecting agency acceptable to authorities having jurisdiction, for panic protection, based on testing according to UL 305. Use only mullions that have been tested with exit devices to be used.
- K. Closers: BHMA A156.4, Grade 1, with accessories required for a complete installation, sized as required by door size, exposure to weather, and anticipated frequency of use; adjustable to comply with field conditions and requirements for opening force.
- L. Concealed Overhead Holders: BHMA A156.8, Grade 1.
- M. Surface-Mounted Holders: BHMA A156.16, Grade 1.
- N. Door Stops: BHMA A156.16, Grade 1, floor or wall mounted, as appropriate for door location indicated, with integral rubber bumper.
- O. Weather Stripping: Manufacturer's standard replaceable components.
 - 1. Compression Type: Made of ASTM D 2000, molded neoprene, or ASTM D 2287, molded PVC.
 - 2. Sliding Type: AAMA 701/702, made of wool, polypropylene, or nylon woven pile with nylon-fabric or aluminum-strip backing.
- P. Weather Sweeps: Manufacturer's standard exterior-door bottom sweep with concealed fasteners on mounting strip.
- Q. Silencers: BHMA A156.16, Grade 1.
- R. Thresholds: BHMA A156.21, raised thresholds beveled with a slope of not more than 1:2, with maximum height of 1/2 inch.
- S. Finger Guards: Manufacturer's standard collapsible neoprene or PVC gasket anchored to frame hinge-jamb at center-pivoted doors.

2.06 GLAZING

- A. Glazing Gaskets: Manufacturer's standard sealed-corner pressure-glazing system of black, resilient elastomeric glazing gaskets, setting blocks, and shims or spacers.
- B. Glazing Sealants: As recommended by manufacturer.
- C. Sealants used inside the weatherproofing system shall have a VOC content of 250 g/L.

- D. Sealants used inside the weatherproofing system shall comply with the testing and product requirements of the California Department of Public Health's "Standard Method for the Testing and Evaluation of Volatile Organic Chemical Emissions from Indoor Sources Using Environmental Chambers."

2.07 ACCESSORIES

- A. Fasteners and Accessories: Manufacturer's standard corrosion-resistant, nonstaining, nonbleeding fasteners and accessories compatible with adjacent materials.
 - 1. Use self-locking devices where fasteners are subject to loosening or turning out from thermal and structural movements, wind loads, or vibration.
 - 2. Reinforce members as required to receive fastener threads.
 - 3. Use exposed fasteners with countersunk Phillips screw heads[, finished to match framing system][, fabricated from 300 series stainless steel].
- B. Anchors: Three-way adjustable anchors with minimum adjustment of 1 inch that accommodate fabrication and installation tolerances in material and finish compatible with adjoining materials and recommended by manufacturer.
 - 1. Concrete and Masonry Inserts: Hot-dip galvanized cast-iron, malleable-iron, or steel inserts complying with ASTM A 123/A 123M or ASTM A 153/A 153M requirements.
- C. Concealed Flashing: Manufacturer's standard corrosion-resistant, nonstaining, nonbleeding flashing compatible with adjacent materials.
- D. Bituminous Paint: Cold-applied asphalt-mastic paint complying with SSPC-Paint 12 requirements except containing no asbestos, formulated for 30-mil thickness per coat.

2.08 FABRICATION

- A. Form or extrude aluminum shapes before finishing.
- B. Weld in concealed locations to greatest extent possible to minimize distortion or discoloration of finish. Remove weld spatter and welding oxides from exposed surfaces by descaling or grinding.
- C. Fabricate components that, when assembled, have the following characteristics:
 - 1. Profiles that are sharp, straight, and free of defects or deformations.
 - 2. Accurately fitted joints with ends coped or mitered.
 - 3. Physical and thermal isolation of glazing from framing members.
 - 4. Accommodations for thermal and mechanical movements of glazing and framing to maintain required glazing edge clearances.
 - 5. Provisions for field replacement of glazing from exterior.
 - 6. Fasteners, anchors, and connection devices that are concealed from view to greatest extent possible.

- D. Mechanically Glazed Framing Members: Fabricate for flush glazing without projecting stops.
- E. Structural-Sealant-Glazed Framing Members: Include accommodations for using temporary support device to retain glazing in place while structural sealant cures.
- F. Storefront Framing: Fabricate components for assembly using shear-block system.
- G. Entrance Door Frames: Reinforce as required to support loads imposed by door operation and for installing entrance door hardware.
 - 1. At exterior doors, provide compression weather stripping at fixed stops.
 - 2. At interior doors, provide silencers at stops to prevent metal-to-metal contact. Install three silencers on strike jamb of single-door frames and two silencers on head of frames for pairs of doors.
- H. Entrance Doors: Reinforce doors as required for installing entrance door hardware.
 - 1. At pairs of exterior doors, provide sliding-type weather stripping retained in adjustable strip and mortised into door edge.
 - 2. At exterior doors, provide weather sweeps applied to door bottoms.
- I. Entrance Door Hardware Installation: Factory install entrance door hardware to the greatest extent possible. Cut, drill, and tap for factory-installed entrance door hardware before applying finishes.
- J. After fabrication, clearly mark components to identify their locations in Project according to Shop Drawings.

2.09 ALUMINUM FINISHES

- A. Clear Anodic Finish: AAMA 611, AA-M12C22A41, Class I, 0.018 mm or thicker.

2.10 SOURCE QUALITY CONTROL

- A. Structural Sealant: Perform quality-control procedures complying with ASTM C 1401 recommendations including, but not limited to, assembly material qualification procedures, sealant testing, and assembly fabrication reviews and checks.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine areas, with Installer present, for compliance with requirements for installation tolerances and other conditions affecting performance of the Work.
- B. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 PREPARATION

- A. Prepare surfaces that are in contact with structural sealant according to sealant manufacturer's written instructions to ensure compatibility and adhesion. Preparation includes, but is not limited to, cleaning and priming surfaces.

3.03 INSTALLATION

A. General:

1. Comply with manufacturer's written instructions.
2. Do not install damaged components.
3. Fit joints to produce hairline joints free of burrs and distortion.
4. Rigidly secure nonmovement joints.
5. Install anchors with separators and isolators to prevent metal corrosion and electrolytic deterioration and to prevent impeding movement of moving joints.
6. Seal perimeter and other joints watertight unless otherwise indicated.

B. Metal Protection:

1. Where aluminum is in contact with dissimilar metals, protect against galvanic action by painting contact surfaces with materials recommended by manufacturer for this purpose or by installing nonconductive spacers.
2. Where aluminum is in contact with concrete or masonry, protect against corrosion by painting contact surfaces with bituminous paint.

C. Set continuous sill members and flashing in full sealant bed as specified in Section 07 9200 "Joint Sealants" to produce weathertight installation.

D. Install components plumb and true in alignment with established lines and grades.

E. Install operable units level and plumb, securely anchored, and without distortion. Adjust weather-stripping contact and hardware movement to produce proper operation.

F. Install glazing as specified in Section 08 8000 "Glazing."

G. Install weatherseal sealant according to Section 07 9200 "Joint Sealants" and according to sealant manufacturer's written instructions to produce weatherproof joints. Install joint filler behind sealant as recommended by sealant manufacturer.

H. Entrance Doors: Install doors to produce smooth operation and tight fit at contact points.

1. Exterior Doors: Install to produce weathertight enclosure and tight fit at weather stripping.
2. Field-Installed Entrance Door Hardware: Install surface-mounted entrance door hardware according to entrance door hardware manufacturers' written instructions using concealed fasteners to greatest extent possible.

3.04 ERECTION TOLERANCES

A. Erection Tolerances: Install aluminum-framed entrances and storefronts to comply with the following maximum tolerances:

1. Plumb: 1/8 inch in 10 feet; 1/4 inch in 40 feet.

2. Level: 1/8 inch in 20 feet; 1/4 inch in 40 feet.
3. Alignment:
 - a. Where surfaces abut in line or are separated by reveal or protruding element up to 1/2 inch wide, limit offset from true alignment to 1/16 inch.
 - b. Where surfaces are separated by reveal or protruding element from 1/2 to 1 inch wide, limit offset from true alignment to 1/8 inch.
 - c. Where surfaces are separated by reveal or protruding element of 1 inch wide or more, limit offset from true alignment to 1/4 inch.
4. Location: Limit variation from plane to 1/8 inch in 12 feet; 1/2 inch over total length.

3.05 FIELD QUALITY CONTROL

- A. Testing Agency: Engage a qualified testing agency to perform tests and inspections.
- B. Field Quality-Control Testing: Perform the following test on [representative areas of aluminum-framed entrances and storefronts.
 1. Water-Spray Test: Before installation of interior finishes has begun, areas designated by Architect shall be tested according to AAMA 501.2 and shall not evidence water penetration.
 - a. Perform a minimum of two tests in areas as directed by Architect.
 - b. Perform tests in each test area as directed by Architect. Perform at least three tests, prior to 10, 35, and 70 percent completion.
- C. Structural-Sealant Adhesion: Test structural sealant according to recommendations in ASTM C 1401, Destructive Test Method A, "Hand Pull Tab (Destructive)," Appendix X2.
 1. Test a minimum of two areas on each building facade.
 2. Repair installation areas damaged by testing.
- D. Aluminum-framed entrances and storefronts will be considered defective if they do not pass tests and inspections.
- E. Prepare test and inspection reports.

3.06 MAINTENANCE SERVICE

- A. Entrance Door Hardware:
 1. Maintenance Tools and Instructions: Furnish a complete set of specialized tools and maintenance instructions as needed for Owner's continued adjustment, maintenance, and removal and replacement of entrance door hardware.
 2. Initial Maintenance Service: Beginning at Substantial Completion, provide six months' full maintenance by skilled employees of entrance door hardware Installer. Include quarterly preventive maintenance, repair or replacement of worn or defective components, lubrication, cleaning, and adjusting as required for proper entrance door hardware

operation at rated speed and capacity. Use parts and supplies that are the same as those used in the manufacture and installation of original equipment.

3.07 ENTRANCE DOOR HARDWARE SETS

END OF SECTION

SECTION 08 7111

DOOR HARDWARE (DESCRIPTIVE SPECIFICATION)

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. Section includes:
 - 1. Mechanical door hardware for the following:
 - a. Swinging doors.
 - 2. Cylinders for door hardware specified in other Sections.
- B. Related Sections:
 - 1. Section 08 4113 "Aluminum-Framed Entrances and Storefronts" for installation of entrance door hardware, including cylinders.

1.03 ACTION SUBMITTALS

- A. Product Data: For each type of product indicated. Include construction and installation details, material descriptions, dimensions of individual components and profiles, and finishes.
- B. Samples for Initial Selection: For plastic protective trim units in each finish, color, and texture required for each type of trim unit indicated.
- C. Samples for Verification: For exposed door hardware of each type required, in each finish specified, prepared on Samples of size indicated below. Tag Samples with full description for coordination with the door hardware schedule. Submit Samples before, or concurrent with, submission of door hardware schedule.
 - 1. Sample Size: Full-size units or minimum 2-by-4-inch Samples for sheet and 4-inch long Samples for other products.
 - a. Full-size Samples will be returned to Contractor. Units that are acceptable and remain undamaged through submittal, review, and field comparison process may, after final check of operation, be incorporated into the Work, within limitations of keying requirements.
- D. Other Action Submittals:
 - 1. Door Hardware Schedule: Prepared by or under the supervision of Installer, detailing fabrication and assembly of door hardware, as well as installation procedures and

diagrams. Coordinate final door hardware schedule with doors, frames, and related work to ensure proper size, thickness, hand, function, and finish of door hardware.

- a. Submittal Sequence: Submit door hardware schedule after or concurrent with submissions of Product Data, Samples, and Shop Drawings. Coordinate submission of door hardware schedule with scheduling requirements of other work to facilitate the fabrication of other work that is critical in Project construction schedule.
 - b. Format: Comply with scheduling sequence and vertical format in DHI's "Sequence and Format for the Hardware Schedule." Double space entries, and number and date each page.
 - c. Format: Use same scheduling sequence and format and use same door numbers as in the Contract Documents.
 - d. Content: Include the following information:
 - 1) Identification number, location, hand, fire rating, size, and material of each door and frame.
 - 2) Locations of each door hardware set, cross-referenced to Drawings on floor plans and to door and frame schedule.
 - 3) Complete designations, including name and manufacturer, type, style, function, size, quantity, function, and finish of each door hardware product.
 - 4) Description of electrified door hardware sequences of operation and interfaces with other building control systems.
 - 5) Fastenings and other pertinent information.
 - 6) Explanation of abbreviations, symbols, and codes contained in schedule.
 - 7) Mounting locations for door hardware.
 - 8) List of related door devices specified in other Sections for each door and frame.
2. Keying Schedule: Prepared by or under the supervision of Installer, detailing Owner's final keying instructions for locks. Include schematic keying diagram and index each key set to unique door designations that are coordinated with the Contract Documents.

1.04 INFORMATIONAL SUBMITTALS

- A. Qualification Data: For Installer.
- B. Product Test Reports: For compliance with accessibility requirements, based on evaluation of comprehensive tests performed by manufacturer and witnessed by a qualified testing agency, for door hardware on doors located in accessible routes.
- C. Warranty: Special warranty specified in this Section.

1.05 CLOSEOUT SUBMITTALS

- A. Maintenance Data: For each type of door hardware to include in maintenance manuals. Include final hardware and keying schedule.

1.06 MAINTENANCE MATERIAL SUBMITTALS

- A. Furnish extra materials that match products installed and that are packaged with protective covering for storage and identified with labels describing contents.

1.07 QUALITY ASSURANCE

- A. Installer Qualifications: Supplier of products and an employer of workers trained and approved by product manufacturers and an Architectural Hardware Consultant who is available during the course of the Work to consult with Contractor, Architect, and Owner about door hardware and keying.
 - 1. Warehousing Facilities: In Project's vicinity.
 - 2. Scheduling Responsibility: Preparation of door hardware and keying schedules.
- B. Source Limitations: Obtain each type of door hardware from a single manufacturer.
- C. Fire-Rated Door Assemblies: Where fire-rated door assemblies are indicated, provide door hardware rated for use in assemblies complying with NFPA 80 that are listed and labeled by a qualified testing agency, for fire-protection ratings indicated, based on testing at positive pressure according to NFPA 252 or UL 10C, unless otherwise indicated.
- D. Smoke- and Draft-Control Door Assemblies: Where smoke- and draft-control door assemblies are required, provide door hardware that meet requirements of assemblies tested according to UL 1784 and installed in compliance with NFPA 105.
 - 1. Air Leakage Rate: Maximum air leakage of 0.3 cfm/sq. ft. at the tested pressure differential of 0.3-inch wg of water.
- E. Means of Egress Doors: Latches do not require more than 15 lbf to release the latch. Locks do not require use of a key, tool, or special knowledge for operation.
- F. Accessibility Requirements: For door hardware on doors in an accessible route, comply with the U.S. Architectural & Transportation Barriers Compliance Board's ADA-ABA Accessibility Guidelines, ICC/ANSI A117.1 and HUD's "Fair Housing Accessibility Guidelines".
 - 1. Provide operating devices that do not require tight grasping, pinching, or twisting of the wrist and that operate with a force of not more than 5 lbf.
 - 2. Comply with the following maximum opening-force requirements:
 - a. Interior, Non-Fire-Rated Hinged Doors: 5 lbf applied perpendicular to door.
 - b. Sliding or Folding Doors: 5 lbf applied parallel to door at latch.
 - c. Fire Doors: Minimum opening force allowable by authorities having jurisdiction.
 - 3. Bevel raised thresholds with a slope of not more than 1:2. Provide thresholds not more than 1/2 inch high and 3/4 inch high for exterior sliding doors.
 - 4. Adjust door closer sweep periods so that, from an open position of 70 degrees, the door will take at least 3 seconds to move to a point 3 inches from the latch, measured to the leading edge of the door.
- G. Keying Conference: Conduct conference at Project site to comply with requirements in "Project Management and Coordination." In addition to Owner, Construction Manager, Contractor, and

Architect, conference participants shall also include Installer's Architectural Hardware Consultant and Owner's security consultant. Incorporate keying conference decisions into final keying schedule after reviewing door hardware keying system including, but not limited to, the following:

1. Function of building, flow of traffic, purpose of each area, degree of security required, and plans for future expansion.
2. Preliminary key system schematic diagram.
3. Requirements for key control system.
4. Requirements for access control.
5. Address for delivery of keys.

H. Preinstallation Conference: Conduct conference at Project site.

1. Review and finalize construction schedule and verify availability of materials, Installer's personnel, equipment, and facilities needed to make progress and avoid delays.
2. Inspect and discuss preparatory work performed by other trades.
3. Inspect and discuss electrical roughing-in for electrified door hardware.
4. Review sequence of operation for each type of electrified door hardware.
5. Review required testing, inspecting, and certifying procedures.

1.08 DELIVERY, STORAGE, AND HANDLING

- A. Inventory door hardware on receipt and provide secure lock-up for door hardware delivered to Project site.
- B. Tag each item or package separately with identification coordinated with the final door hardware schedule, and include installation instructions, templates, and necessary fasteners with each item or package.
- C. Deliver keys to manufacturer of key control system for subsequent delivery to Owner.
- D. Deliver keys and permanent cores to Owner by registered mail or overnight package service.

1.09 COORDINATION

- A. Coordinate layout and installation of floor-recessed door hardware with floor construction. Cast anchoring inserts into concrete. Concrete, reinforcement, and formwork requirements are specified elsewhere.
- B. Installation Templates: Distribute for doors, frames, and other work specified to be factory prepared. Check Shop Drawings of other work to confirm that adequate provisions are made for locating and installing door hardware to comply with indicated requirements.
- C. Security: Coordinate installation of door hardware, keying, and access control with Owner's security consultant.
- D. Electrical System Roughing-In: Coordinate layout and installation of electrified door hardware with connections to power supplies and building safety and security systems.
- E. Existing Openings: Where hardware components are scheduled for application to existing construction or where modifications to existing door hardware are required, field verify existing

conditions and coordinate installation of door hardware to suit opening conditions and to provide proper door operation.

1.10 WARRANTY

- A. Special Warranty: Manufacturer's standard form in which manufacturer agrees to repair or replace components of door hardware that fail in materials or workmanship within specified warranty period.
 - 1. Failures include, but are not limited to, the following:
 - a. Structural failures including excessive deflection, cracking, or breakage.
 - b. Faulty operation of doors and door hardware.
 - c. Deterioration of metals, metal finishes, and other materials beyond normal weathering and use.
 - 2. Warranty Period: Three years from date of Substantial Completion, unless otherwise indicated.
 - a. Electromagnetic and Delayed-Egress Locks: Five years from date of Substantial Completion.
 - b. Exit Devices: Two years from date of Substantial Completion.
 - c. Manual Closers: 10 years from date of Substantial Completion.
 - d. Concealed Floor Closers: Five years from date of Substantial Completion.

1.11 MAINTENANCE SERVICE

- A. Maintenance Tools and Instructions: Furnish a complete set of specialized tools and maintenance instructions for Owner's continued adjustment, maintenance, and removal and replacement of door hardware.
- B. Maintenance Service: Beginning at Substantial Completion, provide six months' full maintenance by skilled employees of door hardware Installer. Include quarterly preventive maintenance, repair or replacement of worn or defective components, lubrication, cleaning, and adjusting as required for proper door and door hardware operation. Provide parts and supplies that are the same as those used in the manufacture and installation of original products.

PART 2 - PRODUCTS

2.01 SCHEDULED DOOR HARDWARE

- A. Provide door hardware for each door as scheduled in Part 3 "Door Hardware Schedule" Article on Drawings to comply with requirements in this Section.
 - 1. Door Hardware Sets: Provide quantity, item, size, finish or color indicated.

2. Sequence of Operation: Provide electrified door hardware function, sequence of operation, and interface with other building control systems indicated.
- B. Designations: Requirements for design, grade, function, finish, size, and other distinctive qualities of each type of door hardware are indicated in Part 3 "Door Hardware Schedule" Article. Products are identified by descriptive titles corresponding to requirements specified in Part 2.

2.02 HINGES

- A. Hinges: BHMA A156.1. Provide template-produced hinges for hinges installed on hollow-metal doors and hollow-metal frames.
1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Baldwin Hardware Corporation.
 - b. Bommer Industries, Inc.
 - c. Cal-Royal Products, Inc.
 - d. Hager Companies.
 - e. IVES Hardware; an Ingersoll-Rand company.
 - f. Lawrence Hardware Inc.
 - g. McKinney Products Company; an ASSA ABLOY Group company.
 - h. PBB, Inc.
 - i. Stanley Commercial Hardware; Div. of The Stanley Works.
- B. Antifriction-Bearing Hinges:
1. Mounting: Full mortise (butts).
 2. Bearing Material: Manufacturer's standard antifriction bearing.
 3. Grade: Grade 1 (heavy weight).
 4. Base and Pin Metal:
 - a. Exterior Hinges: Stainless steel with stainless-steel pin.
 - b. Interior Hinges: Brass with stainless-steel pin body and brass protruding heads.
 - c. Hinges for Fire-Rated Assemblies: Stainless steel with stainless-steel pin.
 5. Pins: Non-rising loose unless otherwise indicated.
 - a. Outswinging Exterior Doors: Maximum security.
 - b. Outswinging Corridor Doors with Locks: Maximum security.
 6. Tips: Flat button.

7. Corners: Square.
8. Options: Raised barrel.

2.03 CENTER-HUNG AND OFFSET PIVOTS

A. Center-Hung and Offset Pivots: BHMA A156.4.

1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. DORMA Architectural Hardware; Member of The DORMA Group North America.
 - b. IVES Hardware; an Ingersoll-Rand company.
 - c. Rixson Specialty Door Controls; an ASSA ABLOY Group company.

B. Offset Pivot Sets: Grade 1.

1. Offset: 3/4 inch.
2. Top Pivot: Full-mortise mounting; walking-beam type with retractable pin and oil-impregnated bronze bearing.
 - a. Knuckle: Standard.
3. Bottom Pivot: Surface floor mounted, and mortised into door; with thrust ball bearing.
4. Base Metal: Stainless steel.

2.04 CONTINUOUS HINGES

- ### A. Continuous Hinges: BHMA A156.26; minimum 0.120-inch- thick, hinge leaves with minimum overall width of 4 inches; fabricated to full height of door and frame and to template screw locations; with components finished after milling and drilling are complete.

2.05 MECHANICAL LOCKS AND LATCHES

A. Lock Functions: As indicated in door hardware schedule.

B. Lock Throw: Comply with testing requirements for length of bolts required for labeled fire doors, and as follows:

1. Bored Locks: Minimum 1/2-inch latchbolt throw.
2. Mortise Locks: Minimum 3/4-inch latchbolt throw.
3. Deadbolts: Minimum 1-inch bolt throw.

C. Lock Backset: 2-3/4 inches, unless otherwise indicated.

D. Lock Trim:

1. Description: As indicated on Drawings.
2. Levers: Wrought.
3. Escutcheons (Roses): Wrought.
4. Dummy Trim: Match lever lock trim and escutcheons.

5. Operating Device: Lever with escutcheons (roses).
- E. Strikes: Provide manufacturer's standard strike for each lock bolt or latchbolt complying with requirements indicated for applicable lock or latch and with strike box and curved lip extended to protect frame; finished to match lock or latch.
1. Flat-Lip Strikes: For locks with three-piece antifriction latchbolts, as recommended by manufacturer.
 2. Extra-Long-Lip Strikes: For locks used on frames with applied wood casing trim.
 3. Aluminum-Frame Strike Box: Manufacturer's special strike box fabricated for aluminum framing.
 4. Rabbet Front and Strike: Provide on locksets for rabbeted meeting stiles.
- F. Bored Locks: BHMA A156.2; Grade 1; Series 4000.
1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Best Access Systems; Div. of Stanley Security Solutions, Inc.
 - b. Cal-Royal Products, Inc.
 - c. Corbin Russwin Architectural Hardware; an ASSA ABLOY Group company.
 - d. Falcon Lock; an Ingersoll-Rand company.
 - e. K2 Commercial Hardware; a Black & Decker Corp. company.
 - f. Marks USA.
 - g. SARGENT Manufacturing Company; an ASSA ABLOY Group company.
 - h. Schlage Commercial Lock Division; an Ingersoll-Rand company.
 - i. Yale Security Inc.; an ASSA ABLOY Group company.

2.06 ELECTROMAGNETIC LOCKS

- A. Electromagnetic Locks: BHMA A156.23; electrically powered; with electromagnet attached to frame and armature plate attached to door; full-exterior or full-interior type, as required by application indicated.
1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Dortronics Systems, Inc.
 - b. DynaLock Corp.
 - c. Rutherford Controls Int'l. Corp.
 - d. Schlage; an Ingersoll-Rand brand.

2. Direct-Hold Type: Lock mounted on bottom of header; strike flush mounted on door push side.
3. Strength Ranking: 1500 lbf.
4. Inductive Kickback Peak Voltage: Not more than 53 V.
5. Residual Magnetism: Not more than 4 lbf to separate door from magnet.
6. Options:
 - a. Magnetic bond sensor.
 - b. Continuous housing for full width of door.
 - c. Continuous housing for full height of door.
 - d. Single LED indicators.
 - e. Double LED indicators.
 - f. Adjustable time delay with automatic relock.
 - g. Integral door position switch.

2.07 MANUAL FLUSH BOLTS

- A. Manual Flush Bolts: BHMA A156.16; minimum 3/4-inch throw; designed for mortising into door edge.
 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Adams Rite Manufacturing Co.; an ASSA ABLOY Group company.
 - b. Burns Manufacturing Incorporated.
 - c. Don-Jo Mfg., Inc.
 - d. Door Controls International, Inc.
 - e. Hiawatha, Inc.
 - f. IVES Hardware; an Ingersoll-Rand company.
 - g. Trimco.
- B. Manual-Extension Flush Bolts: Grade 1, fabricated from extruded brass or aluminum, with 12-inch rod actuated by flat lever; listed and labeled for fire-rated doors. Provide with matching strike.
- C. Slide Flush Bolts: Grade 1, cast brass, with rod actuated by slide. Provide with matching strike.
- D. Tubular Bolts: Grade 1, polished-brass or polished-bronze, oval turn knob and escutcheon; minimum 9/16-inch steel bolt with 1/2-inch throw. Provide with matching strike.

- E. Dustproof Strikes: Locking type, Grade 1, polished wrought brass, with 3/4-inch- diameter, spring-tension plunger.

2.08 AUTOMATIC AND SELF-LATCHING FLUSH BOLTS

- A. Automatic and Self-Latching Flush Bolts: BHMA A156.16; minimum 3/4-inch throw; designed for mortising into door edge.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Cal-Royal Products, Inc.
 - b. Door Controls International, Inc.
 - c. IVES Hardware; an Ingersoll-Rand company.
 - d. Trimco.
- B. Automatic Flush Bolts: Grade 1, fabricated from steel and brass components, with spring-activated bolts that automatically retract when active leaf is opened and that automatically engage when active door depresses bolt trigger; listed and labeled for fire-rated doors. Provide brass or stainless-steel cover plate, top and bottom matching strikes, guides, guide supports, wear plates, and shims.
- C. Self-Latching Flush Bolts: Grade 1, fabricated from steel and brass components, with spring-activated bolts that automatically engage when active door depresses trigger; listed and labeled for fire-rated doors. Bolts are manually retracted by a slide in the bolt face. Provide brass or stainless-steel cover plate, matching top and bottom strikes, guides, guide supports, wear plates, and shims.
- D. Dustproof Strikes: Locking type, Grade 1, polished wrought brass, with 3/4-inch- diameter, spring-tension plunger.

2.09 EXIT DEVICES AND AUXILIARY ITEMS

- A. Exit Devices and Auxiliary Items: BHMA A156.3.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Cal-Royal Products, Inc.
 - b. Corbin Russwin Architectural Hardware; an ASSA ABLOY Group company.
 - c. DORMA Architectural Hardware; Member of The DORMA Group North America.
 - d. Dor-O-Matic; an Ingersoll-Rand company.
 - e. K2 Commercial Hardware; a Black & Decker Corp. company.
 - f. Precision Hardware, Inc.; Division of Stanley Security Solutions, Inc.

- g. SARGENT Manufacturing Company; an ASSA ABLOY Group company.
 - h. Von Duprin; an Ingersoll-Rand company.
 - i. Yale Security Inc.; an ASSA ABLOY Group company.
- B. Panic Exit Devices: Listed and labeled by a testing and inspecting agency acceptable to authorities having jurisdiction, for panic protection, based on testing according to UL 305.
- C. Fire Exit Devices: Devices complying with NFPA 80 that are listed and labeled by a testing and inspecting agency acceptable to authorities having jurisdiction, for fire and panic protection, based on testing according to UL 305 and NFPA 252.
- D. Rim Exit Devices: Grade 1.
- 1. Type: Type 1, rim.
 - 2. Grade: Grade 1.
 - 3. Actuating Bar: Cross bar.
 - 4. Material: Brass.
 - 5. Electrified Options:
 - a. Pushpad monitor switch.
 - b. Double-pushpad monitor switch.
 - c. Electric locking and unlocking.
 - d. Delayed egress.
 - e. Alarm.
- E. Fire-Exit Removable Mullions: Provide removable mullions for use with fire exit devices complying with NFPA 80 that are listed and labeled by a testing and inspecting agency acceptable to authorities having jurisdiction for fire and panic protection, based on testing according to UL 305 and NFPA 252. Use mullions only with exit devices for which they have been tested.

2.10 LOCK CYLINDERS

- A. Lock Cylinders: Tumbler type, constructed from brass or bronze, stainless steel, or nickel silver.
- 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Best Access Systems; Div. of Stanley Security Solutions, Inc.
 - b. Corbin Russwin Architectural Hardware; an ASSA ABLOY Group company.
 - c. Falcon Lock; an Ingersoll-Rand company.
 - d. Medeco Security Locks, Inc.; an ASSA ABLOY Group company.
 - e. SARGENT Manufacturing Company; an ASSA ABLOY Group company.

- f. Schlage Commercial Lock Division; an Ingersoll-Rand company.
 - g. Yale Security Inc.; an ASSA ABLOY Group company.
- B. Standard Lock Cylinders: BHMA A156.5; Grade 1; permanent cores that are interchangeable; face finished to match lockset.
 - 1. Number of Pins: Seven.
 - 2. Type: Bored-lock type.
- C. High-Security Lock Cylinders: BHMA A156.30; Grade 1; Type M, mechanical; permanent cores that are removable; face finished to match lockset.
 - 1. Number of Pins: Seven.
 - 2. Type: Bored-lock type.
- D. Construction Master Keys: Provide cylinders with feature that permits voiding of construction keys without cylinder removal. Provide 10 construction master keys.
- E. Construction Cores: Provide construction cores that are replaceable by permanent cores. Provide 10 construction master keys.

2.11 KEYING

- A. Keying System: Factory registered, complying with guidelines in BHMA A156.28, Appendix A. Incorporate decisions made in keying conference.
 - 1. No Master Key System: Only change keys operate cylinder.
 - 2. Master Key System: Change keys and a master key operate cylinders.
 - 3. Grand Master Key System: Change keys, a master key, and a grand master key operate cylinders.
 - 4. Great-Grand Master Key System: Change keys, a master key, a grand master key, and a great-grand master key operate cylinders.
 - 5. Existing System:
 - a. Master key or grand master key locks to Owner's existing system.
 - b. Re-key Owner's existing master key system into new keying system.
 - 6. Keyed Alike: Key all cylinders to same change key.
- B. Keys: Brass.
 - 1. Stamping: Permanently inscribe each key with a visual key control number and include the following notation:
 - a. Notation: Information to be furnished by Owner.
 - 2. Quantity: In addition to one extra key blank for each lock, provide the following:
 - a. Cylinder Change Keys: Three.
 - b. Master Keys: Five.

- c. Grand Master Keys: Five.
- d. Great-Grand Master Keys: Five.

2.12 OPERATING TRIM

- A. Operating Trim: BHMA A156.6; stainless steel, unless otherwise indicated.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Burns Manufacturing Incorporated.
 - b. Don-Jo Mfg., Inc.
 - c. Forms + Surfaces.
 - d. Hager Companies.
 - e. Hiawatha, Inc.
 - f. IVES Hardware; An Ingersoll-Rand Company.
 - g. Rockwood Manufacturing Company.
 - h. Trimco.
- B. Flat Push Plates: 1/8 inch thick, 4 inches wide by 16 inches high with square corners and beveled edges; secured with exposed screws.
- C. Push-Pull Plates: 1/8 inch thick, 3-1/2 inches wide by 15-3/4 inches high with square corners, beveled edges, and raised integral lip; secured with exposed screws.
- D. Straight Pull-Plate Door Pulls: 0.050-inch- thick plate, 4 inches wide by 16 inches high with square corners and beveled edges; pull with minimum clearance of 1-1/2 inches from face of door.
 - 1. Type: 3/4-inch constant-diameter pull.
 - 2. Mounting: Surface applied with concealed fasteners.
 - 3. Overall Pull Length: 9 inches.

2.13 ACCESSORIES FOR PAIRS OF DOORS

- A. Carry-Open Bars: BHMA A156.3; prevent the inactive leaf from opening before the active leaf; provide polished brass or bronze carry-open bars with strike plate for inactive leaves of pairs of doors unless automatic or self-latching bolts are used.
- B. Rigid, Housed Astragals: BHMA A156.22; gasket material held in place by metal housing; fastened to face of door with screws.
 - 1. Gasket Material: Closed-cell sponge silicone.
 - 2. Housing Material: Copper alloy (brass or bronze).

- C. Overlapping-with-Gasket Astragals: BHMA A156.22; T-shaped metal, surface mounted on edge of door with screws; with integral gasket and base metal as follows:
1. Base Metal: Zinc-plated steel.
 2. Gasket Material: Vinyl or Polypropylene.

2.14 SURFACE CLOSERS

- A. Surface Closers: BHMA A156.4; rack-and-pinion hydraulic type with adjustable sweep and latch speeds controlled by key-operated valves and forged-steel main arm. Comply with manufacturer's written recommendations for size of door closers depending on size of door, exposure to weather, and anticipated frequency of use. Provide factory-sized closers, adjustable to meet field conditions and requirements for opening force.
1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Corbin Russwin Architectural Hardware; an ASSA ABLOY Group company.
 - b. DORMA Architectural Hardware; Member of The DORMA Group North America.
 - c. Dor-O-Matic; an Ingersoll-Rand company.
 - d. K2 Commercial Hardware; a Black & Decker Corp. company.
 - e. LCN Closers; an Ingersoll-Rand company.
 - f. Rixson Specialty Door Controls; an ASSA ABLOY Group company.
 - g. SARGENT Manufacturing Company; an ASSA ABLOY Group company.
 - h. Yale Security Inc.; an ASSA ABLOY Group company.
- B. Cast-Aluminum Surface Closers: Grade 1; Traditional Type with mechanism enclosed in cast-aluminum alloy shell.
1. Mounting: Hinge side.
 2. Type: Regular arm.
 3. Backcheck: Factory preset, effective between 60 and 85 degrees of door opening.

2.15 MECHANICAL STOPS AND HOLDERS

- A. Wall- and Floor-Mounted Stops: BHMA A156.16; polished cast brass, bronze, or aluminum base metal.
1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Architectural Builders Hardware Mfg., Inc.
 - b. Cal-Royal Products, Inc.
 - c. Hager Companies.

- d. IVES Hardware; an Ingersoll-Rand company.
 - e. Rockwood Manufacturing Company.
 - f. Stanley Commercial Hardware; Div. of The Stanley Works.
 - g. Trimco.
- B. Rigid-Type Floor Stop: Grade 1; with rubber bumper; for surface-screw or expansion-shield application.
 - C. Dome-Type Floor Stop: Grade 1; with minimum 1-inch- high bumper for doors without threshold and 1-3/8-inch- high bumper for doors with threshold; provide with extruded aluminum riser for carpet installations.
 - D. Combination Floor Stop and Holder: Grade 1; for surface-screw or expansion-shield application; with automatic hold open and release by pushing door.
 - E. Manual Combination Floor Stop and Holder: Grade 1; 3-1/2 inches long, with holder, keeper, and rubber bumper; for surface-screw or expansion-shield application.
 - F. Chain Door Stops: Grade 2; welded chain, each end attached to compression springs, both covered with protective sleeve; for surface-screw application.
 - G. Wall Bumpers: Grade 1; with rubber bumper; 2-1/2-inch diameter, minimum 3/4-inch projection from wall; with backplate for concealed fastener installation; with convex bumper configuration.

2.16 OVERHEAD STOPS AND HOLDERS

- A. Overhead Stops and Holders: BHMA A156.8.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Architectural Builders Hardware Mfg., Inc.
 - b. Glynn-Johnson; An Ingersoll-Rand Company.
 - c. Rockwood Manufacturing Company.
 - d. SARGENT Manufacturing Company; an ASSA ABLOY Group company.
- B. Overhead Concealed Slide Holders: Type 1; Grade 1; hold open and release by push and pull of door unless control is set in inactive position; with stop, shock absorber, and adjustable holding pressure; for single or double-acting doors opening 110 degrees.
- C. Overhead Surface-Mounted Slide Holders: Type 2; Grade 1; hold open and release by push and pull of door unless control is set in inactive position; with stop, shock absorber, and adjustable holding pressure; for single-acting doors opening 110 degrees.
- D. Overhead Surface-Mounted, Jointed-Arm Holders: Type 3; Grade 1; hold open and release by push and pull of door; control capable of being set in inactive position; with stop and shock absorber; for single-acting doors opening 110 degrees.

2.17 DOOR GASKETING

- A. Door Gasketing: BHMA A156.22; air leakage not to exceed 0.50 cfm per foot of crack length for gasketing other than for smoke control, as tested according to ASTM E 283; with resilient or flexible seal strips that are easily replaceable and readily available from stocks maintained by manufacturer.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Hager Companies.
 - b. M-D Building Products, Inc.
 - c. National Guard Products.
 - d. Pemko Manufacturing Co.; an ASSA ABLOY Group company.
 - e. Reese Enterprises, Inc.
 - f. Sealeze; a unit of Jason Incorporated.
 - g. Zero International.
- B. Adhesive-Backed Perimeter Gasketing: Vinyl bulb gasket material applied to frame rabbet with self-adhesive.
- C. Rigid, Housed, Perimeter Gasketing: Vinyl bulb gasket material held in place by [aluminum] [brass or bronze] [stainless steel] housing; fastened to frame stop with screws.
- D. Adjustable, Housed, Perimeter Gasketing: Screw-adjustable polyurethane bulb gasket material held in place by aluminum housing; fastened to frame stop with screws.
- E. Adjustable Astragals for Meeting Stiles: Screw-adjustable brush pile gasket material held in place by aluminum housing; mounted with screws.
 - 1. Mounting: Surface mounted on face of each door.
- F. Door Sweeps: Nylon brush gasket material held in place by flat aluminum housing or flange; surface mounted to face of door with screws.
- G. Door Shoes: Brush pile gasket material held in place by aluminum housing; mounted to bottom edge of door with screws.
 - 1. Extended Housing: One side of door.
 - 2. Mounting: Surface mounted on bottom edge of door.
- H. Automatic Door Bottoms: Nylon brush gasket material held in place by [aluminum] [bronze] [aluminum lined with 0.047-inch thick lead] housing that automatically drops to form seal when door is closed; mounted to bottom edge of door with screws.
 - 1. Mounting: Mortised into bottom of door.
 - 2. Type: Low-closing-force type for doors required to meet accessibility requirements.

2.18 THRESHOLDS

- A. Thresholds: BHMA A156.21; fabricated to full width of opening indicated.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Hager Companies.
 - b. M-D Building Products, Inc.
 - c. National Guard Products.
 - d. Pemko Manufacturing Co.; an ASSA ABLOY Group company.
 - e. Reese Enterprises, Inc.
 - f. Rixson Specialty Door Controls; an ASSA ABLOY Group company.
 - g. Sealeze; a unit of Jason Incorporated.
 - h. Zero International.
- B. Compressing-Top Thresholds: Metal member with compressible vinyl seal on top of threshold that seals against bottom of door; and base metal of aluminum.
- C. Saddle Thresholds:
 - 1. Type: Fluted top.
 - 2. Base Metal: Aluminum.

2.19 METAL PROTECTIVE TRIM UNITS

- A. Metal Protective Trim Units: BHMA A156.6; fabricated from 0.050-inch- thick aluminum, brass, bronze or stainless steel; with manufacturer's standard machine or self-tapping screw fasteners.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Baldwin Hardware Corporation.
 - b. Burns Manufacturing Incorporated.
 - c. Don-Jo Mfg., Inc.
 - d. Hiawatha, Inc.
 - e. IPC Door and Wall Protection Systems, Inc.; Div. of InPro Corporation.
 - f. IVES Hardware; an Ingersoll-Rand company.
 - g. Pawling Corporation.
 - h. Rockwood Manufacturing Company.

- i. Trimco.
- B. Armor Plates: 36 inches high by door width with allowance for frame stops.
- C. Kick Plates: 12 inches high by door width with allowance for frame stops.
- D. Mop Plates: 6 inches high by 1 inch less than door width.

2.20 AUXILIARY DOOR HARDWARE

- A. Auxiliary Hardware: BHMA A156.16.
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - a. Baldwin Hardware Corporation.
 - b. Cal-Royal Products, Inc.
 - c. Don-Jo Mfg., Inc.
 - d. Hager Companies.
 - e. Rockwood Manufacturing Company.
 - f. Stanley Commercial Hardware; Div. of The Stanley Works.
 - g. Trimco.
- B. Coat Hooks: Grade 1; two curved hooks with rounded ends; 3-inch projection from wall; for surface-screw application; fabricated from burnished cast aluminum.
- C. Garment Hooks: Grade 1; one long hat hook and one small coat hook; 3-3/4-inch projection from wall with 7-inch overall height; for surface-screw application; fabricated from burnished cast aluminum.
- D. Silencers for Wood Door Frames: Grade 1; neoprene or rubber; minimum 5/8 by 3/4 inch; fabricated for drilled-in application to frame.
- E. Silencers for Metal Door Frames: Grade 1; neoprene or rubber; minimum diameter 1/2 inch; fabricated for drilled-in application to frame.

2.21 FABRICATION

- A. Manufacturer's Nameplate: Do not provide products that have manufacturer's name or trade name displayed in a visible location except in conjunction with required fire-rated labels and as otherwise approved by Architect.
 - 1. Manufacturer's identification is permitted on rim of lock cylinders only.
- B. Base Metals: Produce door hardware units of base metal indicated, fabricated by forming method indicated, using manufacturer's standard metal alloy, composition, temper, and

hardness. Furnish metals of a quality equal to or greater than that of specified door hardware units and BHMA A156.18.

- C. Fasteners: Provide door hardware manufactured to comply with published templates prepared for machine, wood, and sheet metal screws. Provide screws that comply with commercially recognized industry standards for application intended, except aluminum fasteners are not permitted. Provide Phillips flat-head screws with finished heads to match surface of door hardware, unless otherwise indicated.
 - 1. Concealed Fasteners: For door hardware units that are exposed when door is closed, except for units already specified with concealed fasteners. Do not use through bolts for installation where bolt head or nut on opposite face is exposed unless it is the only means of securely attaching the door hardware. Where through bolts are used on hollow door and frame construction, provide sleeves for each through bolt.
 - 2. Fire-Rated Applications:
 - a. Wood or Machine Screws: For the following:
 - 1) Hinges mortised to doors or frames; use threaded-to-the-head wood screws for wood doors and frames.
 - 2) Strike plates to frames.
 - 3) Closers to doors and frames.
 - b. Steel Through Bolts: For the following unless door blocking is provided:
 - 1) Surface hinges to doors.
 - 2) Closers to doors and frames.
 - 3) Surface-mounted exit devices.
 - 3. Spacers or Sex Bolts: For through bolting of hollow-metal doors.
 - 4. Fasteners for Wood Doors: Comply with requirements in DHI WDHS.2, "Recommended Fasteners for Wood Doors."
 - 5. Gasketing Fasteners: Provide noncorrosive fasteners for exterior applications and elsewhere as indicated.

2.22 FINISHES

- A. Provide finishes complying with BHMA A156.18 as indicated in door hardware schedule.
- B. Protect mechanical finishes on exposed surfaces from damage by applying a strippable, temporary protective covering before shipping.
- C. Appearance of Finished Work: Variations in appearance of abutting or adjacent pieces are acceptable if they are within one-half of the range of approved Samples. Noticeable variations in the same piece are not acceptable. Variations in appearance of other components are acceptable if they are within the range of approved Samples and are assembled or installed to minimize contrast.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine doors and frames, with Installer present, for compliance with requirements for installation tolerances, labeled fire-rated door assembly construction, wall and floor construction, and other conditions affecting performance.
- B. Examine roughing-in for electrical power systems to verify actual locations of wiring connections before electrified door hardware installation.
- C. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 PREPARATION

- A. Steel Doors and Frames: For surface applied door hardware, drill and tap doors and frames according to ANSI/SDI A250.6.
- B. Wood Doors: Comply with DHI WDHS.5 "Recommended Hardware Reinforcement Locations for Mineral Core Wood Flush Doors."

3.03 INSTALLATION

- A. Mounting Heights: Mount door hardware units at heights to comply with the following unless otherwise indicated or required to comply with governing regulations.
 - 1. Standard Steel Doors and Frames: ANSI/SDI A250.8.
 - 2. Custom Steel Doors and Frames: HMMA 831.
 - 3. Wood Doors: DHI WDHS.3, "Recommended Locations for Architectural Hardware for Wood Flush Doors."
- B. Install each door hardware item to comply with manufacturer's written instructions. Where cutting and fitting are required to install door hardware onto or into surfaces that are later to be painted or finished in another way, coordinate removal, storage, and reinstallation of surface protective trim units with finishing work. Do not install surface-mounted items until finishes have been completed on substrates involved.
 - 1. Set units level, plumb, and true to line and location. Adjust and reinforce attachment substrates as necessary for proper installation and operation.
 - 2. Drill and countersink units that are not factory prepared for anchorage fasteners. Space fasteners and anchors according to industry standards.
- C. Hinges: Install types and in quantities indicated in door hardware schedule but not fewer than the number recommended by manufacturer for application indicated or one hinge for every 30 inches of door height, whichever is more stringent, unless other equivalent means of support for door, such as spring hinges or pivots, are provided.
- D. Intermediate Offset Pivots: Where offset pivots are indicated, provide intermediate offset pivots in quantities indicated in door hardware schedule but not fewer than one intermediate offset pivot per door and one additional intermediate offset pivot for every 30 inches of door height greater than 90 inches.

- E. Lock Cylinders: Install construction cores to secure building and areas during construction period.
 - 1. Replace construction cores with permanent cores as directed by Owner.
 - 2. Furnish permanent cores to Owner for installation.
- F. Key Control System: Tag keys and place them on markers and hooks in key control system cabinet, as determined by final keying schedule.
- G. Thresholds: Set thresholds for exterior doors and other doors indicated in full bed of sealant complying with requirements specified in Section 07 9200 "Joint Sealants."
- H. Stops: Provide floor stops for doors unless wall or other type stops are indicated in door hardware schedule. Do not mount floor stops where they will impede traffic.
- I. Perimeter Gasketing: Apply to head and jamb, forming seal between door and frame.
- J. Meeting Stile Gasketing: Fasten to meeting stiles, forming seal when doors are closed.
- K. Door Bottoms: Apply to bottom of door, forming seal with threshold when door is closed.

3.04 FIELD QUALITY CONTROL

- A. Independent Architectural Hardware Consultant: Owner will engage a qualified independent Architectural Hardware Consultant to perform inspections and to prepare inspection reports.
 - 1. Independent Architectural Hardware Consultant will inspect door hardware and state in each report whether installed work complies with or deviates from requirements, including whether door hardware is properly installed and adjusted.

3.05 ADJUSTING

- A. Initial Adjustment: Adjust and check each operating item of door hardware and each door to ensure proper operation or function of every unit. Replace units that cannot be adjusted to operate as intended. Adjust door control devices to compensate for final operation of heating and ventilating equipment and to comply with referenced accessibility requirements.
 - 1. Spring Hinges: Adjust to achieve positive latching when door is allowed to close freely from an open position of 30 degrees.
 - 2. Electric Strikes: Adjust horizontal and vertical alignment of keeper to properly engage lock bolt.
 - 3. Door Closers: Adjust sweep period to comply with accessibility requirements and requirements of authorities having jurisdiction.
- B. Occupancy Adjustment: Approximately six months after date of Substantial Completion, Installer's Architectural Hardware Consultant shall examine and readjust each item of door hardware, including adjusting operating forces, as necessary to ensure function of doors, door hardware, and electrified door hardware.

3.06 CLEANING AND PROTECTION

- A. Clean adjacent surfaces soiled by door hardware installation.

- B. Clean operating items as necessary to restore proper function and finish.
- C. Provide final protection and maintain conditions that ensure that door hardware is without damage or deterioration at time of Substantial Completion.

3.07 DEMONSTRATION

- A. Engage a factory-authorized service representative to train Owner's maintenance personnel to adjust, operate, and maintain door hardware and door hardware finishes. Refer to Section 01 7900 "Demonstration and Training."

3.08 DOOR HARDWARE SCHEDULE

Door Hardware Set No. 1 Aluminum and Glass Storefront Doors

3	Offset pivots	BHMA A156.4	630
1	Door Pulls	BHMA A156.6	630
1	Push Bar	BHMA A156.6	630
1	Surface Closers	BHMA A156.4	652
1	Threshold	BHMA A156.21.	652
1 set	Door Gasketing	BHMA A156.22	
1	Floor Stop	BHMA A156.16	626
1	Door Bottom	BHMA A156.22	

END OF SECTION

SECTION 08 8000

GLAZING

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. Section includes glazing for the following products and applications, including those specified in other Sections where glazing requirements are specified by reference to this Section:
 - 1. Aluminum-Framed Entrance and Storefront

1.03 PERFORMANCE REQUIREMENTS

- A. General: Installed glazing systems shall withstand normal thermal movement and wind and impact loads (where applicable) without failure, including loss or glass breakage attributable to the following: defective manufacture, fabrication, or installation; failure of sealants or gaskets to remain watertight and airtight; deterioration of glazing materials; or other defects in construction.

1.04 SUBMITTALS

- A. Product Data: For each glass product and glazing material indicated.
- B. Glass Samples: For each type of the following products; 12 inches (300 mm) square.
 - 1. Frosted glass.
 - 2. Laminated glass (if applicable)

1.05 QUALITY ASSURANCE

- A. Installer Qualifications: A qualified installer who employs glass installers for this Project who are certified under the National Glass Association's Certified Glass Installer Program.

1.06 DELIVERY, STORAGE, AND HANDLING

- A. Protect glazing materials according to manufacturer's written instructions. Prevent damage to glass and glazing materials from condensation, temperature changes, direct exposure to sun, or other causes.
- B. Comply with insulating-glass manufacturer's written recommendations for venting and sealing units to avoid hermetic seal ruptures due to altitude change.

1.07 PROJECT CONDITIONS

- A. Environmental Limitations: Do not proceed with glazing when ambient and substrate temperature conditions are outside limits permitted by glazing material manufacturers and when glazing channel substrates are wet from rain, frost, condensation, or other causes.

1. Do not install glazing sealants when ambient and substrate temperature conditions are outside limits permitted by sealant manufacturer or below 40 deg F (4.4 deg C).

1.08 WARRANTY

- A. Manufacturer's Special Warranty on Laminated Glass: Manufacturer's standard form in which laminated-glass manufacturer agrees to replace laminated-glass units that deteriorate within specified warranty period. Deterioration of laminated glass is defined as defects developed from normal use that are not attributed to glass breakage or to maintaining and cleaning laminated glass contrary to manufacturer's written instructions. Defects include edge separation, delamination materially obstructing vision through glass, and blemishes exceeding those allowed by referenced laminated-glass standard.

1. Warranty Period: Five years from date of Substantial Completion.

PART 2 - PRODUCTS

2.01 GLASS PRODUCTS, GENERAL

- A. Thickness: Where glass thickness is indicated, it is a minimum. Provide glass lites in thicknesses as needed to comply with requirements indicated.

2.02 GLASS PRODUCTS

- A. Heat-Treated Float Glass: ASTM C 1048; Type I; Quality-Q3; Class I (clear) unless otherwise indicated; of kind and condition indicated.
 1. Fabrication Process: By horizontal (roller-hearth) process with roll-wave distortion parallel to bottom edge of glass as installed unless otherwise indicated.
 2. For uncoated glass, comply with requirements for Condition A.
 3. For coated vision glass, comply with requirements for Condition C (other coated glass).

2.03 LAMINATED GLASS

- A. Manufacturers: Subject to compliance with requirements, available manufacturers offering products that may be incorporated into the Work include, but are not limited to, the following:
- B. Laminated Glass: ASTM C 1172, and complying with testing requirements in 16 CFR 1201 for Category II materials, and with other requirements specified. Use materials that have a proven record of no tendency to bubble, discolor, or lose physical and mechanical properties after fabrication and installation.
 1. Construction: Laminate glass with polyvinyl butyral interlayer or cast-in-place and cured-transparent-resin interlayer to comply with interlayer manufacturer's written recommendations.
 2. Interlayer Thickness: Provide thickness not less than that indicated and as needed to comply with requirements.
 3. Interlayer Color: Clear unless otherwise indicated.
- C. Windborne-Debris-Impact-Resistant Laminated Glass: ASTM C 1172, and complying with testing requirements in 16 CFR 1201 for Category II materials, with "Windborne-Debris-Impact Resistance" Paragraph in "Glass Products, General" Article, and with other requirements specified. Use materials that have a proven record of no tendency to bubble, discolor, or lose physical and mechanical properties after fabrication and installation.
 1. Construction: Laminate glass with[**one of**] the following to comply with interlayer manufacturer's written recommendations:
 - a. Polyvinyl butyral interlayer.

- b. Polyvinyl butyral interlayers reinforced with polyethylene terephthalate film.
- c. Ionoplast interlayer.
- d. Cast-in-place and cured-transparent-resin interlayer.
- e. Cast-in-place and cured-transparent-resin interlayer reinforced with polyethylene terephthalate film.
- 2. Interlayer Thickness: Provide thickness not less than that indicated and as needed to comply with requirements.
- 3. Interlayer Color: Clear unless otherwise indicated.
- D. Glass: Comply with applicable requirements in "Glass Products" Article as indicated by designations in "Laminated-Glass Types" Article.

2.04 GLAZING GASKETS

- A. Dense Compression Gaskets: Molded or extruded gaskets of profile and hardness required to maintain watertight seal, made from[**one of**] the following:
 - 1. Neoprene complying with ASTM C 864.
 - 2. EPDM complying with ASTM C 864.
 - 3. Silicone complying with ASTM C 1115.
 - 4. Thermoplastic polyolefin rubber complying with ASTM C 1115.
- B. Soft Compression Gaskets: Extruded or molded, closed-cell, integral-skinned neoprene EPDM gaskets complying with ASTM C 509, Type II, black; of profile and hardness required to maintain watertight seal.
 - 1. Application: Use where soft compression gaskets will be compressed by inserting dense compression gaskets on opposite side of glazing or pressure applied by means of pressure-glazing stops on opposite side of glazing.
- C. Lock-Strip Gaskets: Neoprene extrusions in size and shape indicated, fabricated into frames with molded corner units and zipper lock-strips, complying with ASTM C 542, black.

2.05 GLAZING SEALANTS

- A. General:
 - 1. Compatibility: Provide glazing sealants that are compatible with one another and with other materials they will contact, including glass products, seals of insulating-glass units, and glazing channel substrates, under conditions of service and application, as demonstrated by sealant manufacturer based on testing and field experience.
 - 2. Suitability: Comply with sealant and glass manufacturers' written instructions for selecting glazing sealants suitable for applications indicated and for conditions existing at time of installation.
 - 3. Colors of Exposed Glazing Sealants: As selected by Architect from manufacturer's full range.
- B. Glazing Sealant: Neutral-curing silicone glazing sealant complying with ASTM C 920, Type S, Grade NS, Class 100/50, Use NT.

2.06 GLAZING TAPES

- A. Back-Bedding Mastic Glazing Tapes: Preformed, butyl-based, 100 percent solids elastomeric tape; nonstaining and nonmigrating in contact with nonporous surfaces; with or without spacer rod as recommended in writing by tape and glass manufacturers for application indicated; and complying with ASTM C 1281 and AAMA 800 for products indicated below:
 - 1. AAMA 804.3 tape, where indicated.

2. AAMA 806.3 tape, for glazing applications in which tape is subject to continuous pressure.
 3. AAMA 807.3 tape, for glazing applications in which tape is not subject to continuous pressure.
- B. Expanded Cellular Glazing Tapes: Closed-cell, PVC foam tapes; factory coated with adhesive on both surfaces; and complying with AAMA 800 for the following types:
1. AAMA 810.1, Type 1, for glazing applications in which tape acts as the primary sealant.
 2. AAMA 810.1, Type 2, for glazing applications in which tape is used in combination with a full bead of liquid sealant.

2.07 MISCELLANEOUS GLAZING MATERIALS

- A. General: Provide products of material, size, and shape complying with referenced glazing standard, requirements of manufacturers of glass and other glazing materials for application indicated, and with a proven record of compatibility with surfaces contacted in installation.
- B. Cleaners, Primers, and Sealers: Types recommended by sealant or gasket manufacturer.
- C. Setting Blocks: Elastomeric material with a Shore, Type A durometer hardness of 85, plus or minus 5.
- D. Spacers: Elastomeric blocks or continuous extrusions of hardness required by glass manufacturer to maintain glass lites in place for installation indicated.
- E. Edge Blocks: Elastomeric material of hardness needed to limit glass lateral movement (side walking).

2.08 FABRICATION OF GLAZING UNITS

- A. Fabricate glazing units in sizes required to fit openings indicated for Project, with edge and face clearances, edge and surface conditions, and bite complying with written instructions of product manufacturer and referenced glazing publications, to comply with system performance requirements.

2.09 MONOLITHIC-GLASS TYPES

- A. Glass Type: Clear heat-strengthened float glass.
1. Thickness: 6.0 mm.
 2. Provide safety glazing labeling.

2.10 LAMINATED-GLASS TYPES

- A. Glass Type : Clear laminated glass with two plies of heat-strengthened float glass.
1. Thickness of Each Glass Ply: 3.0 mm.
 2. Interlayer Thickness: 0.030 inch (0.76 mm).
 3. Provide safety glazing labeling.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine framing, glazing channels, and stops, with Installer present, for compliance with the following:

1. Manufacturing and installation tolerances, including those for size, squareness, and off-sets at corners.
 2. Presence and functioning of weep systems.
 3. Minimum required face and edge clearances.
 4. Effective sealing between joints of glass-framing members.
- B. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 PREPARATION

- A. Clean glazing channels and other framing members receiving glass immediately before glazing. Remove coatings not firmly bonded to substrates.
- B. Examine glazing units to locate exterior and interior surfaces. Label or mark units as needed so that exterior and interior surfaces are readily identifiable. Do not use materials that will leave visible marks in the completed work.

3.03 GLAZING, GENERAL

- A. Comply with combined written instructions of manufacturers of glass, sealants, gaskets, and other glazing materials, unless more stringent requirements are indicated, including those in referenced glazing publications.
- B. Adjust glazing channel dimensions as required by Project conditions during installation to provide necessary bite on glass, minimum edge and face clearances, and adequate sealant thicknesses, with reasonable tolerances.
- C. Protect glass edges from damage during handling and installation. Remove damaged glass from Project site and legally dispose of off Project site. Damaged glass is glass with edge damage or other imperfections that, when installed, could weaken glass and impair performance and appearance.
- D. Apply primers to joint surfaces where required for adhesion of sealants, as determined by preconstruction testing.
- E. Install setting blocks in sill rabbets, sized and located to comply with referenced glazing publications, unless otherwise required by glass manufacturer. Set blocks in thin course of compatible sealant suitable for heel bead.
- F. Do not exceed edge pressures stipulated by glass manufacturers for installing glass lites.
- G. Provide spacers for glass lites where length plus width is larger than 50 inches (1270 mm).
1. Locate spacers directly opposite each other on both inside and outside faces of glass. Install correct size and spacing to preserve required face clearances, unless gaskets and glazing tapes are used that have demonstrated ability to maintain required face clearances and to comply with system performance requirements.
 2. Provide 1/8-inch (3-mm) minimum bite of spacers on glass and use thickness equal to sealant width. With glazing tape, use thickness slightly less than final compressed thickness of tape.
- H. Provide edge blocking where indicated or needed to prevent glass lites from moving sideways in glazing channel, as recommended in writing by glass manufacturer and according to requirements in referenced glazing publications.
- I. Set glass lites in each series with uniform pattern, draw, bow, and similar characteristics.

- J. Set glass lites with proper orientation so that coatings face exterior or interior as specified.
- K. Square cut wedge-shaped gaskets at corners and install gaskets in a manner recommended by gasket manufacturer to prevent corners from pulling away; seal corner joints and butt joints with sealant recommended by gasket manufacturer.

3.04 TAPE GLAZING

- A. Position tapes on fixed stops so that, when compressed by glass, their exposed edges are flush with or protrude slightly above sightline of stops.
- B. Install tapes continuously, but not necessarily in one continuous length. Do not stretch tapes to make them fit opening.
- C. Cover vertical framing joints by applying tapes to heads and sills first and then to jambs. Cover horizontal framing joints by applying tapes to jambs and then to heads and sills.
- D. Place joints in tapes at corners of opening with adjoining lengths butted together, not lapped. Seal joints in tapes with compatible sealant approved by tape manufacturer.
- E. Do not remove release paper from tape until right before each glazing unit is installed.
- F. Center glass lites in openings on setting blocks and press firmly against tape by inserting

3.05 GASKET GLAZING (DRY)

- A. Cut compression gaskets to lengths recommended by gasket manufacturer to fit openings exactly, with allowance for stretch during installation.
- B. Insert soft compression gasket between glass and frame or fixed stop so it is securely in place with joints miter cut and bonded together at corners.
- C. Installation with Drive-in Wedge Gaskets: Center glass lites in openings on setting blocks and press firmly against soft compression gasket by inserting dense compression gaskets formed and installed to lock in place against faces of removable stops. Start gasket applications at corners and work toward centers of openings. Compress gaskets to produce a weathertight seal without developing bending stresses in glass. Seal gasket joints with sealant recommended by gasket manufacturer.
- D. Installation with Pressure-Glazing Stops: Center glass lites in openings on setting blocks and press firmly against soft compression gasket. Install dense compression gaskets and pressure-glazing stops, applying pressure uniformly to compression gaskets. Compress gaskets to produce a weathertight seal without developing bending stresses in glass. Seal gasket joints with sealant recommended by gasket manufacturer.
- E. Install gaskets so they protrude past face of glazing stops.

3.06 CLEANING AND PROTECTION

- A. Protect exterior glass from damage immediately after installation by attaching crossed streamers to framing held away from glass. Do not apply markers to glass surface. Remove nonpermanent labels and clean surfaces.

- B. Protect glass from contact with contaminating substances resulting from construction operations. If, despite such protection, contaminating substances do come into contact with glass, remove substances immediately as recommended in writing by glass manufacturer.
- C. Examine glass surfaces adjacent to or below exterior concrete and other masonry surfaces at frequent intervals during construction, but not less than once a month, for buildup of dirt, scum, alkaline deposits, or stains; remove as recommended in writing by glass manufacturer.
- D. Remove and replace glass that is broken, chipped, cracked, or abraded or that is damaged from natural causes, accidents, and vandalism, during construction period.
- E. Wash glass on both exposed surfaces in each area of Project not more than four days before date scheduled for inspections that establish date of Substantial Completion. Wash glass as recommended in writing by glass manufacturer.

END OF SECTION

SECTION 09 2400

PORTLAND CEMENT PLASTERING

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. This Section includes the following:
 - 1. Nonstructural steel framing and furring.
 - 2. Interior portland cement plasterwork on metal lath plaster bases.
 - 3. Exterior portland cement plasterwork (stucco) on metal lath plaster bases.
- B. Related Sections include the following:
 - 1. Division 05 Section "Cold-Formed Metal Framing" for structural, load-bearing (transverse and axial) steel trusses and joists that support lath and portland cement plaster.
 - 2. Division 07 Section "Joint Sealants" for sealants installed with exterior portland cement plaster (stucco).

1.03 SUBMITTALS

- A. Product Data: For each type of product indicated.
- B. Shop Drawings: Show locations and installation of control and expansion joints including plans, elevations, sections, details of components, and attachments to other work.
- C. Samples for Initial Selection: For each type of factory-prepared finish coat indicated.

1.04 QUALITY ASSURANCE

- A. Fire-Test-Response Characteristics: For portland cement plaster assemblies with fire-resistance ratings, provide materials and construction identical to those tested in assembly indicated according to ASTM E 119 by an independent testing and inspecting agency acceptable to authorities having jurisdiction.
- B. Mockups: Before plastering, install mockups of at least 100 sq. ft. (9 sq. m) in surface area to demonstrate aesthetic effects and set quality standards for materials and execution.
 - 1. Install mockups for each type of finish indicated.
 - 2. For interior plasterwork, simulate finished lighting conditions for review of mockups.
 - 3. Approved mockups may become part of the completed Work if undisturbed at time of Substantial Completion.
- C. Preinstallation Conference: Conduct conference at Project site to comply with requirements in Division 01 Section "Project Management and Coordination."

1.05 DELIVERY, STORAGE, AND HANDLING

- A. Store materials inside under cover and keep them dry and protected against damage from weather, direct sunlight, surface contamination, corrosion, construction traffic, and other causes.

1.06 PROJECT CONDITIONS

- A. Comply with ASTM C 926 requirements.
- B. Interior Plasterwork: Maintain room temperatures at greater than 40 deg F (4.4 deg C) for at least 48 hours before plaster application, and continuously during and after application.
 - 1. Avoid conditions that result in plaster drying out during curing period. Distribute heat evenly; prevent concentrated or uneven heat on plaster.
 - 2. Ventilate building spaces as required to remove water in excess of that required for hydrating plaster in a manner that prevents drafts of air from contacting surfaces during plaster application and until plaster is dry.
- C. Exterior Plasterwork:
 - 1. Apply and cure plaster to prevent plaster drying out during curing period. Use procedures required by climatic conditions, including moist curing, providing coverings, and providing barriers to deflect sunlight and wind.
 - 2. Apply plaster when ambient temperature is greater than 40 deg F (4.4 deg C).
 - 3. Protect plaster coats from freezing for not less than 48 hours after set of plaster coat has occurred.
- D. Factory-Prepared Finishes: Comply with manufacturer's written recommendations for environmental conditions for applying finishes.

PART 2 - PRODUCTS

2.01 MANUFACTURERS

- A. In other Part 2 articles where titles below introduce lists, the following requirements apply to product selection:
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the manufacturers specified.

2.02 NONSTRUCTURAL STEEL FRAMING MEMBERS, GENERAL

- A. Manufacturers:
 - 1. California Expanded Metal Products Company (CEMCO).
 - 2. Clark Steel Framing Systems.
 - 3. Consolidated Systems, Inc.
 - 4. Dale/Incor.
 - 5. Dietrich Industries, Inc.
 - 6. Marino/Ware; Division of Ware Industries, Inc.
 - 7. Phillips Manufacturing Co.
 - 8. SCAFCO Corporation.
 - 9. Unimast, Inc.
 - 10. Western Metal Lath & Steel Framing Systems.
- B. Components, General: Comply with ASTM C 1063. For steel sheet components not included in ASTM C 1063, comply with ASTM C 645 requirements for metal, unless otherwise indicated.

- C. Wire: ASTM A 641/A 641M, Class 1 zinc coating, soft temper, not less than 0.0475-inch (1.21-mm) diameter, unless otherwise indicated.

2.03 STEEL FRAMING FOR CEILINGS

- A. Direct Furring: Cold-formed steel trusses, 3/4 inch (19.1 mm) deep.
- B. Tie Wire:
 - 1. For tying main runners directly to beams or joists (where wire hangers are used between beams or joists), use double loop of 0.1205-inch- (3.06-mm-) diameter wire.
 - 2. For tying furring directly to steel or wood structure without main runners, use double loop of 0.0625-inch- (1.59-mm-) diameter wire, or quadruple loop of 0.0475-inch- (1.21-mm-) diameter wire.

2.04 METAL LATH

- A. Expanded-Metal Lath: ASTM C 847 with ASTM A 653/A 653M, G60 (Z180), hot-dip galvanized zinc coating.
 - 1. Manufacturers:
 - a. Alabama Metal Industries Corporation (AMICO).
 - b. Dale/Incor.
 - c. Marino/Ware; Division of Ware Industries, Inc.
 - d. Phillips Manufacturing Co.
 - e. Unimast, Inc.
 - f. Western Metal Lath & Steel Framing Systems.
 - 2. Diamond-Mesh Lath: Self-furring.
 - a. Weight: 2.5 lb/sq. yd. (1.4 kg/sq. m).

2.05 ACCESSORIES

- A. General: Comply with ASTM C 1063 and coordinate depth of trim and accessories with thicknesses and number of plaster coats required.
- B. Zinc and Zinc-Coated (Galvanized) Accessories:
 - 1. Manufacturers:
 - a. Alabama Metal Industries Corporation (AMICO).
 - b. Dale/Incor.
 - c. Dietrich Industries, Inc.
 - d. Phillips Manufacturing Co.
 - e. Unimast, Inc.
 - f. Western Metal Lath & Steel Framing Systems.
 - 2. Foundation Weep Screed: Fabricated from hot-dip galvanized steel sheet, ASTM A 653/A 653M, G60 (Z180) zinc coating.
 - 3. Cornerite: Fabricated from metal lath with ASTM A 653/A 653M, G60 (Z180), hot-dip galvanized zinc coating.
 - 4. External-Corner Reinforcement: Fabricated from metal lath with ASTM A 653/A 653M, G60 (Z180), hot-dip galvanized zinc coating.
 - 5. Cornerbeads: Fabricated from zinc or zinc-coated (galvanized) steel.
 - a. Small nose cornerbead with expanded flanges; use unless otherwise indicated.
 - 6. Casing Beads: Fabricated from zinc or zinc-coated (galvanized) steel; square-edged style; with expanded flanges.

7. Control Joints: Fabricated from zinc or zinc-coated (galvanized) steel; one-piece-type, folded pair of unperforated screeds in M-shaped configuration; with perforated flanges and removable protective tape on plaster face of control joint.
8. Expansion Joints: Fabricated from zinc or zinc-coated (galvanized) steel; folded pair of unperforated screeds in M-shaped configuration; with expanded flanges.
9. Two-Piece Expansion Joints: Fabricated from zinc or zinc-coated (galvanized) steel; formed to produce slip-joint and square-edged reveal that is adjustable from 1/4-to-5/8-inch (6.34-to-16-mm) wide; with perforated flanges.

2.06 MISCELLANEOUS MATERIALS

- A. Water for Mixing: Potable and free of substances capable of affecting plaster set or of damaging plaster, lath, or accessories.
- B. Fiber for Base Coat: Alkaline-resistant glass or polypropylene fibers, 1/2 inch long, free of contaminants, manufactured for use in portland cement plaster.
- C. Bonding Compound: ASTM C 932.
- D. Steel Drill Screws: For metal-to-metal fastening, ASTM C 1002 or ASTM C 954, as required by thickness of metal being fastened; with pan head that is suitable for application; in lengths required to achieve penetration through joined materials of not fewer than three exposed threads.
- E. Fasteners for Attaching Metal Lath to Substrates: Complying with ASTM C 1063.
- F. Isolation Strip at Exterior Walls:
 1. Asphalt-Saturated Organic Felt: ASTM D 226, Type I (No. 15 asphalt felt), unperforated.
 2. Foam Gasket: Adhesive-backed, closed-cell vinyl foam strips that allow fastener penetration without foam displacement, 1/8 inch (3.1 mm) thick, in width to suit steel stud size.

2.07 PLASTER MATERIALS

- A. Portland Cement: ASTM C 150, Type I.
 1. Color for Finish Coats: White.
- B. Colorants for Job-Mixed Finish-Coats: Colorfast mineral pigments that produce finish plaster color to match Architect's sample.
- C. Lime: ASTM C 206, Type S; or ASTM C 207, Type S.
- D. Sand Aggregate: ASTM C 897.
 1. Color for Job-Mixed Finish Coats: White.
- E. Exposed Aggregates for Finish Coats: For marblecrete finish, clean, sound, crushed marble matching color and size gradation of Architect's sample.
- F. Ready-Mixed Finish-Coat Plaster: Mill-mixed portland cement, aggregates, coloring agents, and proprietary ingredients.
 1. Products:
 - a. California Stucco Products Corp.; Conventional Portland Cement Stucco.
 - b. ChemRex; Thoro Stucco.
 - c. Florida Stucco Corp.;

- d. Highland Stucco & Lime Products, Inc.;
- e. United States Gypsum Co.; Oriental Exterior Finish Stucco.
- 2. Color: As selected by Architect from manufacturer's full range.

2.08 PLASTER MIXES

- A. General: Comply with ASTM C 926 for applications indicated.
- B. Base-Coat Mixes for Use over Metal Lath: Scratch and brown coats for three-coat plasterwork as follows:
 - 1. Portland Cement Mixes:
 - a. Scratch Coat: For cementitious material, mix 1 part portland cement and 3/4 to 1-1/2 parts lime. Use 2-1/2 to 4 parts aggregate per part of cementitious material (sum of separate volumes of each component material).
 - b. Brown Coat: For cementitious material, mix 1 part portland cement and 3/4 to 1-1/2 parts lime. Use 3 to 5 parts aggregate per part of cementitious material (sum of separate volumes of each component material).
- C. Job-Mixed Finish-Coat Mixes:
 - 1. Portland Cement Mix: For cementitious materials, mix 1 part portland cement and 3/4 to 1-1/2 parts lime. Use 1-1/2 to 3 parts aggregate per part of cementitious material (sum of separate volumes of each component material).
- D. Factory-Prepared Finish-Coat Mixes: For ready-mixed finish-coat plasters, comply with manufacturer's written instructions.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine areas and substrates, with Installer present, and including welded hollow-metal frames, cast-in anchors, and structural framing, for compliance with requirements and other conditions affecting performance.
 - 1. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 PREPARATION

- A. Protect adjacent work from soiling, spattering, moisture deterioration, and other harmful effects caused by plastering.
- B. Prepare solid-plaster bases that are smooth or that do not have the suction capability required to bond with plaster according to ASTM C 926.

3.03 INSTALLATION, GENERAL

- A. Fire-Resistance-Rated Assemblies: Install components according to requirements for design designations from listing organization and publication indicated on Drawings.

3.04 INSTALLING NONSTRUCTURAL STEEL FRAMING, GENERAL

- A. General: Comply with requirements in ASTM C 1063 for applications indicated.
 - 1. Comply with ASTM C 754 for installation of items not addressed in ASTM C 1063.

- B. Install supplementary framing, blocking, and bracing at terminations in plaster assemblies to support fixtures, equipment services, heavy trim, grab bars, toilet accessories, furnishings, or similar construction.
- C. Isolate steel framing from building structure to prevent transfer of loading imposed by structural movement.
 - 1. Isolate ceiling assemblies where they abut or are penetrated by building structure.
 - 2. Isolate partition framing and wall furring where it abuts structure, except at floor. At head of assemblies, install slip-type joints that avoid axial loading and that support assembly laterally.
- D. Do not bridge building control and expansion joints with steel framing or furring members. Frame both sides of joints independently.
- E. Soffits: Unless otherwise detailed on Drawings, install furred or suspended soffits to comply with requirements for ceiling installation.

3.05 INSTALLING METAL LATH

- A. Expanded-Metal Lath: Install according to ASTM C 1063.
 - 1. Flat-Ceiling and Horizontal Framing: Install flat diamond-mesh lath.

3.06 INSTALLING ACCESSORIES

- A. Install according to ASTM C 1063 and at locations indicated on Drawings.
- B. Reinforcement for External Corners:
 - 1. Install lath-type external-corner reinforcement at exterior locations.
 - 2. Install cornerbead at interior and exterior locations.
- C. Control Joints: Install control joints at locations indicated on Drawings. in specific locations approved by Architect for visual effect as follows:
 - 1. As required to delineate plasterwork into areas (panels) of the following maximum sizes:
 - a. Horizontal and other Nonvertical Surfaces: 100 sq. ft. (9.3 sq. m).
 - 2. At distances between control joints of not greater than 18 feet (5.5 m) o.c.
 - 3. As required to delineate plasterwork into areas (panels) with length-to-width ratios of not greater than 2-1/2:1.
 - 4. Where control joints occur in surface of construction directly behind plaster.
 - 5. Where plasterwork areas change dimensions, to delineate rectangular-shaped areas (panels) and to relieve the stress that occurs at the corner formed by the dimension change.

3.07 PLASTER APPLICATION

- A. General: Comply with ASTM C 926.
 - 1. Do not deviate more than plus or minus 1/4 inch in 10 feet (6.4 mm in 3 m) from a true plane in finished plaster surfaces, as measured by a 10-foot (3-m) straightedge placed on surface.
 - 2. Finish plaster flush with metal frames and other built-in metal items or accessories that act as a plaster ground, unless otherwise indicated. Where casing bead does not terminate plaster at metal frame, cut base coat free from metal frame before plaster sets and groove finish coat at junctures with metal.
 - 3. Provide plaster surfaces that are ready to receive field-applied finishes indicated.

B. Plaster Finish Coats: Apply to provide float finish to match Architect's sample.

3.08 CUTTING AND PATCHING

A. Cut, patch, replace, and repair plaster as necessary to accommodate other work and to restore cracks, dents, and imperfections. Repair or replace work to eliminate blisters, buckles, crazing and check cracking, dry outs, efflorescence, sweat outs, and similar defects and where bond to substrate has failed.

3.09 CLEANING AND PROTECTION

A. Remove temporary protection and enclosure of other work. Promptly remove plaster from doorframes, windows, and other surfaces not indicated to be plastered. Repair floors, walls, and other surfaces stained, marred, or otherwise damaged during plastering.

END OF SECTION

SECTION 09 3000

TILING

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 1 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. This Section includes the following:
 - 1. Ceramic mosaic tile.
 - 2. Glazed wall tile.
- B. Related Sections include the following:
 - 1. Division 3 Section "Cast-in-Place Concrete" for monolithic slab finishes specified for tile substrates.
 - 2. Division 7 Section "Joint Sealants" for sealing of expansion, contraction, control, and isolation joints in tile surfaces.

1.03 DEFINITIONS

- A. Module Size: Actual tile size (minor facial dimension as measured per ASTM C 499) plus joint width indicated.
- B. Facial Dimension: Actual tile size (minor facial dimension as measured per ASTM C 499).
- C. Facial Dimension: Nominal tile size as defined in ANSI A137.1.

1.04 PERFORMANCE REQUIREMENTS

- A. Static Coefficient of Friction: For tile installed on walkway surfaces, provide products with the following values as determined by testing identical products per ASTM C 1028:
 - 1. Level Surfaces: Minimum 0.6.

1.05 SUBMITTALS

- A. Product Data: For each type of product indicated.
- B. Shop Drawings: Show locations of each type of tile and tile pattern. Show widths, details, and locations of expansion, contraction, control, and isolation joints in tile substrates and finished tile surfaces.
- C. Samples for Initial Selection: For each type of tile and grout indicated. Include Samples of accessories involving color selection.
- D. Samples for Verification:
 - 1. Full-size units of each type and composition of tile and for each color and finish required.
- E. Product Certificates: For each type of product, signed by product manufacturer.

F. Qualification Data: For Installer.

1.06 QUALITY ASSURANCE

- A. Source Limitations for Tile: Obtain all tile of same type and color or finish from one source or producer.
 - 1. Obtain tile from same production run and of consistent quality in appearance and physical properties for each contiguous area.
- B. Source Limitations for Setting and Grouting Materials: Obtain ingredients of a uniform quality for each mortar, adhesive, and grout component from a single manufacturer and each aggregate from one source or producer.
- C. Source Limitations for Other Products: Obtain each of the following products specified in this Section through one source from a single manufacturer for each product:
 - 1. Waterproofing.
 - 2. Joint sealants.

1.07 DELIVERY, STORAGE, AND HANDLING

- A. Deliver and store packaged materials in original containers with seals unbroken and labels intact until time of use. Comply with requirement in ANSI A137.1 for labeling sealed tile packages.
- B. Store tile and cementitious materials on elevated platforms, under cover, and in a dry location.
- C. Store aggregates where grading and other required characteristics can be maintained and contamination avoided.
- D. Store liquid latexes and emulsion adhesives in unopened containers and protected from freezing.
- E. Handle tile that has temporary protective coating on exposed surfaces to prevent coated surfaces from contacting backs or edges of other units. If coating does contact bonding surfaces of tile, remove coating from bonding surfaces before setting tile.

1.08 PROJECT CONDITIONS

- A. Environmental Limitations: Do not install tile until construction in spaces is complete and ambient temperature and humidity conditions are maintained at the levels indicated in referenced standards and manufacturer's written instructions.

PART 2 - PRODUCTS

2.01 MANUFACTURERS

- A. In other Part 2 articles where titles below introduce lists, the following requirements apply for product selection:
 - 1. Manufacturers: Subject to compliance with requirements, provide products by one of the manufacturers specified.

2.02 PRODUCTS, GENERAL

- A. ANSI Ceramic Tile Standard: Provide tile that complies with ANSI A137.1, "Specifications for Ceramic Tile," for types, compositions, and other characteristics indicated.
 - 1. Provide tile complying with Standard grade requirements, unless otherwise indicated.
 - 2. For facial dimensions of tile, comply with requirements relating to tile sizes specified in Part 1 "Definitions" Article.
- B. ANSI Standards for Tile Installation Materials: Provide materials complying with ANSI standards referenced in "Setting and Grouting Materials" Article.
- C. Colors, Textures, and Patterns: Where manufacturer's standard products are indicated for tile, grout, and other products requiring selection of colors, surface textures, patterns, and other appearance characteristics, provide specific products or materials complying with the following requirements:
 - 1. As selected by Architect from manufacturer's full range.
- D. Factory Blending: For tile exhibiting color variations within ranges selected during Sample submittals, blend tile in factory and package so tile units taken from one package show same range in colors as those taken from other packages and match approved Samples.
- E. Mounting: For factory-mounted tile, provide back- or edge-mounted tile assemblies as standard with manufacturer, unless otherwise indicated.
 - 1. Where tile is indicated for installation in swimming pools on exteriors or in wet areas, do not use back- or edge-mounted tile assemblies unless tile manufacturer specifies in writing that this type of mounting is suitable for installation indicated and has a record of successful in-service performance.
- F. Factory-Applied Temporary Protective Coating: Where indicated under tile type, protect exposed surfaces of tile against adherence of mortar and grout by precoating with continuous film of petroleum paraffin wax, applied hot. Do not coat unexposed tile surfaces.

2.03 TILE PRODUCTS

- A. Manufacturers:
 - 1. American Marazzi Tile, Inc.
 - 2. Arizona Tile
 - 3. Daltile; Div. of Dal-Tile International Inc.
 - 4. Monarch Tile, Inc.
- B. Unglazed Ceramic Mosaic Tile:
 - 1. Composition: Porcelain.
 - 2. Surface: Slip-resistant, with abrasive admixture.
 - 3. Module Size 12 by 12 inches (304 by 304 mm).
 - 4. Nominal Thickness: 1/4 inch (6.35 mm).
 - 5. Face: Plain with cushion edges.
- C. Ceramic Mosaic Trim Units: Matching characteristics of adjoining flat tile and coordinated with sizes and coursing of adjoining flat tile where applicable.

2.04 SETTING AND GROUTING MATERIALS

- A. Manufacturers:
 - 1. Atlas Minerals & Chemicals, Inc.
 - 2. Bostik.

3. C-Cure.
 4. LATICRETE International Inc.
 5. MAPEI Corporation.
- B. Latex-Portland Cement Mortar (Thin Set): ANSI A118.4, consisting of the following:
1. Prepackaged dry-mortar mix containing dry, redispersible, ethylene vinyl acetate additive to which only water must be added at Project site.
 2. Prepackaged dry-mortar mix combined with acrylic resin or styrene-butadiene-rubber liquid-latex additive.
- C. Water-Cleanable, Tile-Setting Epoxy Adhesive: ANSI A118.3, with a VOC content of 65 g/L or less when calculated according to 40 CFR 59, Subpart D (EPA Method 24)].
- D. Organic Adhesive: ANSI A136.1, Type I, with a VOC content of 65 g/L or less when calculated according to 40 CFR 59, Subpart D (EPA Method 24).
- E. Sand-Portland Cement Grout: ANSI A108.10, composed of white or gray cement and white or colored aggregate as required to produce color indicated.
- F. Polymer-Modified Tile Grout: ANSI A118.7, color as indicated.
1. Polymer Type: Ethylene vinyl acetate, in dry, redispersible form, prepackaged with other dry ingredients.
 2. Polymer Type: Acrylic resin or styrene-butadiene rubber in liquid-latex form for addition to prepackaged dry-grout mix.
 3. Polymer Type: Either ethylene vinyl acetate, in dry, redispersible form, prepackaged with other dry ingredients, or acrylic resin or styrene-butadiene rubber in liquid-latex form for addition to prepackaged dry-grout mix.
 - a. Unsanded grout mixture for joints 1/8 inch (3.2 mm) and narrower.
 - b. Sanded grout mixture for joints 1/8 inch (3.2 mm) and wider.

2.05 ELASTOMERIC SEALANTS

- A. General: Provide manufacturer's standard chemically curing, elastomeric sealants of base polymer and characteristics indicated that comply with applicable requirements in Division 7 Section "Joint Sealants."
1. Use sealants that have a VOC content of 250 g/L or less when calculated according to 40 CFR 59, Subpart D (EPA Method 24).
- B. Colors: Provide colors of exposed sealants to match colors of grout in tile adjoining sealed joints, unless otherwise indicated.
- C. One-Part, Mildew-Resistant Silicone Sealant: ASTM C 920; Type S; Grade NS; Class 25; Uses NT, G, A, and, as applicable to nonporous joint substrates indicated, O; formulated with fungicide, intended for sealing interior ceramic tile joints and other nonporous substrates that are subject to in-service exposures of high humidity and extreme temperatures.
1. Products:
 - a. Dow Corning Corporation; Dow Corning 786.
 - b. GE Silicones; Sanitary 1700.
 - c. Pecora Corporation; Pecora 898 Sanitary Silicone Sealant.
 - d. Tremco, Inc.; Tremsil 600 White.
- D. Multipart, Pourable Urethane Sealant for Use T: ASTM C 920; Type M; Grade P; Class 25; Uses T, M, A, and, as applicable to joint substrates indicated, O.
1. Products:

- a. Bostik; Chem-Calk 550.
- b. Mameco International, Inc.; Vulkem 245.
- c. Pecora Corporation; NR-200 Urexpan.
- d. Tremco, Inc.; THC-900.

2.06 MISCELLANEOUS MATERIALS

- A. Trowelable Underlayments and Patching Compounds: Latex-modified, portland cement-based formulation provided or approved by manufacturer of tile-setting materials for installations indicated.
- B. Temporary Protective Coating: Either product indicated below that is formulated to protect exposed surfaces of tile against adherence of mortar and grout; compatible with tile, mortar, and grout products; and easily removable after grouting is completed without damaging grout or tile.
 - 1. Petroleum paraffin wax, fully refined and odorless, containing at least 0.5 percent oil with a melting point of 120 to 140 deg F (49 to 60 deg C) per ASTM D 87.
 - 2. Grout release in form of manufacturer's standard proprietary liquid coating that is specially formulated and recommended for use as temporary protective coating for tile.
- C. Tile Cleaner: A neutral cleaner capable of removing soil and residue without harming tile and grout surfaces, specifically approved for materials and installations indicated by tile and grout manufacturers.

2.07 MIXING MORTARS AND GROUT

- A. Mix mortars and grouts to comply with referenced standards and mortar and grout manufacturers' written instructions.
- B. Add materials, water, and additives in accurate proportions.
- C. Obtain and use type of mixing equipment, mixer speeds, mixing containers, mixing time, and other procedures to produce mortars and grouts of uniform quality with optimum performance characteristics for installations indicated.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine substrates, areas, and conditions where tile will be installed, with Installer present, for compliance with requirements for installation tolerances and other conditions affecting performance of installed tile.
 - 1. Verify that substrates for setting tile are firm; dry; clean; free of oil, waxy films, and curing compounds; and within flatness tolerances required by referenced ANSI A108 Series of tile installation standards for installations indicated.
 - 2. Verify that installation of grounds, anchors, recessed frames, electrical and mechanical units of work, and similar items located in or behind tile has been completed before installing tile.
 - 3. Verify that joints and cracks in tile substrates are coordinated with tile joint locations; if not coordinated, adjust joint locations in consultation with Architect.
- B. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 PREPARATION

- A. Remove coatings, including curing compounds and other substances that contain soap, wax, oil, or silicone, that are incompatible with tile-setting materials.
- B. Provide concrete substrates for tile floors installed with adhesives or thin-set mortar that comply with flatness tolerances specified in referenced ANSI A108 Series of tile installation standards.
 - 1. Fill cracks, holes, and depressions with trowelable leveling and patching compound according to tile-setting material manufacturer's written instructions. Use product specifically recommended by tile-setting material manufacturer.
 - 2. Remove protrusions, bumps, and ridges by sanding or grinding.
- C. Blending: For tile exhibiting color variations within ranges selected during Sample submittals, verify that tile has been factory blended and packaged so tile units taken from one package show same range of colors as those taken from other packages and match approved Samples. If not factory blended, either return to manufacturer or blend tiles at Project site before installing.
- D. Field-Applied Temporary Protective Coating: Where indicated under tile type or needed to prevent grout from staining or adhering to exposed tile surfaces, precoat them with continuous film of temporary protective coating, taking care not to coat unexposed tile surfaces.

3.03 INSTALLATION, GENERAL

- A. ANSI Tile Installation Standards: Comply with parts of ANSI A108 Series "Specifications for Installation of Ceramic Tile" that apply to types of setting and grouting materials and to methods indicated in ceramic tile installation schedules.
- B. TCA Installation Guidelines: TCA's "Handbook for Ceramic Tile Installation." Comply with TCA installation methods indicated in ceramic tile installation schedules.
- C. Extend tile work into recesses and under or behind equipment and fixtures to form complete covering without interruptions, unless otherwise indicated. Terminate work neatly at obstructions, edges, and corners without disrupting pattern or joint alignments.
- D. Accurately form intersections and returns. Perform cutting and drilling of tile without marring visible surfaces. Carefully grind cut edges of tile abutting trim, finish, or built-in items for straight aligned joints. Fit tile closely to electrical outlets, piping, fixtures, and other penetrations so plates, collars, or covers overlap tile.
- E. Jointing Pattern: Lay tile in grid pattern, unless otherwise indicated. Align joints when adjoining tiles on floor, base, walls, and trim are same size. Lay out tile work and center tile fields in both directions in each space or on each wall area. Adjust to minimize tile cutting. Provide uniform joint widths, unless otherwise indicated.
 - 1. For tile mounted in sheets, make joints between tile sheets same width as joints within tile sheets so joints between sheets are not apparent in finished work.
- F. Lay out tile wainscots to next full tile beyond dimensions indicated.
- G. Expansion Joints: Locate expansion joints and other sealant-filled joints, including control, contraction, and isolation joints, where indicated during installation of setting materials, mortar beds, and tile. Do not saw-cut joints after installing tiles.
 - 1. Locate joints in tile surfaces directly above joints in concrete substrates.
 - 2. Prepare joints and apply sealants to comply with requirements in Division 7 Section "Joint Sealants."

- H. Grout tile to comply with requirements of the following tile installation standards:
1. For ceramic tile grouts (sand-portland cement; dry-set, commercial portland cement; and latex-portland cement grouts), comply with ANSI A108.10.
 2. For chemical-resistant epoxy grouts, comply with ANSI A108.6.
 3. For chemical-resistant furan grouts, comply with ANSI A108.8.

3.04 FLOOR TILE INSTALLATION

- A. General: Install tile to comply with requirements in the Floor Tile Installation Schedule, including those referencing TCA installation methods and ANSI A108 Series of tile installation standards.
1. For installations indicated below, follow procedures in ANSI A108 Series tile installation standards for providing 95 percent mortar coverage.
 - a. Tile floors in wet areas.
 - b. Tile swimming pool decks.
 - c. Tile floors composed of tiles 8 by 8 inches (200 by 200 mm) or larger.
- B. Joint Widths: Install tile on floors with the following joint widths:
1. Ceramic Mosaic Tile: 1/16 inch (1.6 mm).

3.05 WALL TILE INSTALLATION

- A. Install types of tile designated for wall installations to comply with requirements in the Wall Tile Installation Schedule, including those referencing TCA installation methods and ANSI setting-bed standards.
- B. Install metal lath and scratch coat for walls to comply with ANSI A108.1A, Section 4.1.
- C. Joint Widths: Install tile on walls with the following joint widths:
1. Glazed Wall Tile: 1/16 inch (1.6 mm).

3.06 CLEANING AND PROTECTING

- A. Cleaning: On completion of placement and grouting, clean all ceramic tile surfaces so they are free of foreign matter.
1. Remove epoxy and latex-portland cement grout residue from tile as soon as possible.
 2. Clean grout smears and haze from tile according to tile and grout manufacturer's written instructions, but no sooner than 10 days after installation. Use only cleaners recommended by tile and grout manufacturers and only after determining that cleaners are safe to use by testing on samples of tile and other surfaces to be cleaned. Protect metal surfaces and plumbing fixtures from effects of cleaning. Flush surfaces with clean water before and after cleaning.
 3. Remove temporary protective coating by method recommended by coating manufacturer that is acceptable to tile and grout manufacturer. Trap and remove coating to prevent it from clogging drains.
- B. When recommended by tile manufacturer, apply coat of neutral protective cleaner to completed tile walls and floors. Protect installed tile work with kraft paper or other heavy covering during construction period to prevent staining, damage, and wear.
- C. Prohibit foot and wheel traffic from tiled floors for at least seven days after grouting is completed.

- D. Before final inspection, remove protective coverings and rinse neutral cleaner from tile surfaces.

3.07 FLOOR TILE INSTALLATION SCHEDULE

- A. Tile Installation: Interior floor installation on concrete; thin-set mortar; TCA F113 and ANSI A108.5.
 - 1. Tile Type: Unglazed ceramic mosaic.
 - 2. Thin-Set Mortar: Latex- portland cement mortar.
 - 3. Grout: Polymer-modified unsanded grout.

END OF SECTION

SECTION 09 6723
RESINOUS FLOORING

PART 1 - GENERAL

1.01 SUMMARY

- A. This Section includes resinous flooring systems with epoxy body coat(s).
 - 1. Application Method: Self-leveling slurry with broadcast aggregates.
- B. Related Sections include the following:
 - 1. Division 7 Section "Joint Sealants" for sealants installed at joints in resinous flooring systems.

1.02 SUBMITTALS

- A. Product Data: For each type of product indicated. Include manufacturer's technical data, application instructions, and recommendations for each resinous flooring component required.
- B. Samples for Verification: For each resinous flooring system required, 6 inches (150 mm) square, applied to a rigid backing by Installer for this Project.
- C. Installer Certificates: Signed by manufacturer certifying that installers comply with specified requirements.
- D. Maintenance Data: For resinous flooring to include in maintenance manuals.

1.03 QUALITY ASSURANCE

- A. Installer Qualifications: Engage an experienced installer (applicator) who is experienced in applying resinous flooring systems similar in material, design, and extent to those indicated for this Project, whose work has resulted in applications with a record of successful in-service performance, and who is acceptable to resinous flooring manufacturer.
 - 1. Engage an installer who is certified in writing by resinous flooring manufacturer as qualified to apply resinous flooring systems indicated.
- B. Source Limitations: Obtain primary resinous flooring materials, including primers, resins, hardening agents, grouting coats, and topcoats, through one source from a single manufacturer. Provide secondary materials, including patching and fill material, joint sealant, and repair materials, of type and from source recommended by manufacturer of primary materials.
- C. Mockups: Apply mockups to verify selections made under sample submittals and to demonstrate aesthetic effects and set quality standards for materials and execution.
 - 1. Apply full-thickness mockups on 48-inch- (1200-mm-) square floor area selected by Architect.
 - a. Include 48-inch (1200-mm) length of integral cove base.
 - 2. Simulate finished lighting conditions for Architect's review of mockups.
 - 3. Approved mockups may become part of the completed Work if undisturbed at time of Substantial Completion.

1.04 DELIVERY, STORAGE, AND HANDLING

- A. Deliver materials in original packages and containers, with seals unbroken, bearing manufacturer's labels indicating brand name and directions for storage and mixing with other components.
- B. Store materials to prevent deterioration from moisture, heat, cold, direct sunlight, or other detrimental effects.

1.05 PROJECT CONDITIONS

- A. Environmental Limitations: Comply with resinous flooring manufacturer's written instructions for substrate temperature, ambient temperature, moisture, ventilation, and other conditions affecting resinous flooring application.
- B. Lighting: Provide permanent lighting or, if permanent lighting is not in place, simulate permanent lighting conditions during resinous flooring application.
- C. Close spaces to traffic during resinous flooring application and for not less than 24 hours after application, unless manufacturer recommends a longer period.

PART 2 - PRODUCTS

2.01 RESINOUS FLOORING

- A. Products: Subject to compliance with requirements, provide one of the following:
 - 1. Dur-A-Flex Inc.; DUR-A-QUARTZ.
 - 2. Supplier: Texas Resins Corporation
1400 S Sherman # 118
Richardson, Texas 75081
Tel 972-480-8775
- B. System Characteristics:
 - 1. Color and Pattern: As selected by Architect from manufacturer's full range.
 - 2. Wearing Surface: Textured for slip resistance.
 - 3. Integral Cove Base: 4 inches (100 mm) high.
 - 4. Overall System Thickness: 1/8 inch (3.2 mm).
- C. System Components: Manufacturer's standard components that are compatible with each other and as follows:
 - 1. Body Coat(s):
 - a. Resin: Epoxy.
 - b. Application Method: Self-leveling slurry with broadcast aggregates.
 - 1) Thickness of Coats: 1/8 inch (3.2 mm).
 - 2) Number of Coats: one.
 - c. Aggregates: Manufacturer's standard.
 - 2. Primer: Type recommended by manufacturer for substrate and body coat(s) indicated.
 - a. Formulation Description: 100 percent solids.
 - 3. Waterproofing Membrane: Type recommended by manufacturer for substrate and primer and body coat(s) indicated.
 - a. Formulation Description: 100 percent solids.

4. Reinforcing Membrane: Flexible resin formulation that is recommended by manufacturer for substrate and primer and body coat(s) indicated and that prevents substrate cracks from reflecting through resinous flooring.
 - a. Formulation Description: 100 percent solids.
 - b. Delete subparagraph below if not required or revise to suit products selected. Fiberglass-scrim reinforcement may not be required in areas subject to moderate impact; consult manufacturers for recommendations.
 - c. Provide fiberglass scrim embedded in reinforcing membrane.
5. Topcoat: Chemical-resistant sealing or finish coat(s).
 - a. Resin: Epoxy.
 - b. Type: Clear.
 - c. Finish: Matte.
 - d. Number of Coats: One.
- D. System Physical Properties: Provide resinous flooring system with the following minimum physical property requirements when tested according to test methods indicated:
 1. Compressive Strength: 12,500 psi per ASTM C 579.
 2. Tensile Strength: 2,600 psi per ASTM C 307.
 3. Flexural Modulus of Elasticity: 4,500 psi per ASTM C 580.
 4. Water Absorption: 0.04% per ASTM D 570.
 5. Coefficient of Linear Expansion: 2×10^{-3} per ASTM D 696.
 6. Indentation: .025 maximum per MIL-D-3134.
 7. Impact Resistance: No chipping, cracking, or delamination and not more than 1/16-inch (1.6-mm) permanent indentation per MIL-D-3134.
 8. Abrasion Resistance: 24 mg loss per ASTM C-501.
 9. Flammability: Self-extinguishing per ASTM D 635.
 10. Hardness: 75-80, Shore D per ASTM D 2240.
 11. Bond Strength: 400 psi, 100 percent concrete failure per ACI 503R.

2.02 ACCESSORY MATERIALS

- A. Patching and Fill Material: Resinous product of or approved by resinous flooring manufacturer and recommended by manufacturer for application indicated.
- B. Joint Sealant: Type recommended or produced by resinous flooring manufacturer for type of service and joint condition indicated.
 1. Use sealants that have a VOC content of 250 g/L or less when calculated according to 40 CFR 59, Subpart D (EPA Method 24).

PART 3 - EXECUTION

3.01 PREPARATION

- A. General: Prepare and clean substrates according to resinous flooring manufacturer's written instructions for substrate indicated. Provide clean, dry, and neutral Ph substrate for resinous flooring application.
- B. Concrete Substrates: Provide sound concrete surfaces free of laitance, glaze, efflorescence, curing compounds, form-release agents, dust, dirt, grease, oil, and other contaminants incompatible with resinous flooring.
 1. Roughen concrete substrates as follows:
 - a. Shot-blast surfaces with an apparatus that abrades the concrete surface, contains the dispensed shot within the apparatus, and recirculates the shot by vacuum pickup.

- b. Comply with ASTM C 811 requirements, unless manufacturer's written instructions are more stringent.
 - 2. Repair damaged and deteriorated concrete according to resinous flooring manufacturer's written recommendations.
 - 3. Consider including allowance or unit price for remedial procedures if concrete substrates exhibit unacceptable moisture-vapor-emission rates. See "Moisture and Flooring Failures" Article in the Evaluations.
 - 4. Verify that concrete substrates are dry.
 - a. Perform anhydrous calcium chloride test, ASTM F 1869. Proceed with application only after substrates have maximum moisture-vapor-emission rate of 3 lb of water/1000 sq. ft. (1.36 kg of water/92.9 sq. m) of slab in 24 hours.
 - b. Perform plastic sheet test, ASTM D 4263. Proceed with application only after testing indicates absence of moisture in substrates.
 - c. Perform additional moisture tests recommended by manufacturer. Proceed with application only after substrates pass testing.
 - 5. Verify that concrete substrates have neutral Ph and that resinous flooring will adhere to them. Perform tests recommended by manufacturer. Proceed with application only after substrates pass testing.
- C. Resinous Materials: Mix components and prepare materials according to resinous flooring manufacturer's written instructions.
- D. Use patching and fill material to fill holes and depressions in substrates according to manufacturer's written instructions.
- E. Treat control joints and other nonmoving substrate cracks to prevent cracks from reflecting through resinous flooring according to manufacturer's written recommendations.

3.02 APPLICATION

- A. General: Apply components of resinous flooring system according to manufacturer's written instructions to produce a uniform, monolithic wearing surface of thickness indicated.
 - 1. Coordinate application of components to provide optimum adhesion of resinous flooring system to substrate, and optimum intercoat adhesion.
 - 2. Cure resinous flooring components according to manufacturer's written instructions. Prevent contamination during application and curing processes.
- B. Apply primer over prepared substrate at manufacturer's recommended spreading rate.
- C. Integral Cove Base: Apply cove base mix to wall surfaces before applying flooring. Apply according to manufacturer's written instructions and details including those for taping, mixing, priming, troweling, sanding, and topcoating of cove base. Round internal and external corners.
- D. Apply self-leveling slurry body coat(s) in thickness indicated for flooring system.
 - 1. Broadcast aggregates and, after resin is cured, remove excess aggregates to provide surface texture indicated.
- E. Apply topcoat(s) in number of coats indicated for flooring system and at spreading rates recommended in writing by manufacturer.

3.03 FIELD QUALITY CONTROL

- A. Core Sampling: At the direction of Owner and at locations designated by Owner, take 1 core sample per 1000 sq. ft. (92.9 sq. m) of resinous flooring, or portion of, to verify thickness. For

each sample that fails to comply with requirements, take two additional samples. Repair damage caused by coring and correct deficiencies.

3.04 CLEANING AND PROTECTING

- A. Protect resinous flooring from damage and wear during the remainder of construction period. Use protective methods and materials, including temporary covering, recommended in writing by resinous flooring manufacturer.

END OF SECTION

SECTION 09 9600

HIGH-PERFORMANCE COATINGS

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. Section includes surface preparation and application of high-performance coating systems on the following substrates:
 - 1. Exterior Substrates:
 - a. Concrete.
 - b. Concrete masonry units (CMU).
 - 2. Interior Substrates:
 - a. Concrete, vertical and horizontal surfaces.
 - b. Concrete masonry units (CMU).

1.03 DEFINITIONS

- A. Gloss Level 6: 70 to 85 units at 60 degrees, according to ASTM D 523.
- B. Gloss Level 7: More than 85 units at 60 degrees, according to ASTM D 523.

1.04 ACTION SUBMITTALS

- A. Product Data: For each type of product indicated. Include preparation requirements and application instructions.
- B. Samples for Initial Selection: For each type of topcoat product indicated.
- C. Samples for Verification: For each type of coating system and in each color and gloss of topcoat indicated.
 - 1. Submit Samples on rigid backing, 8 inches square.
 - 2. Step coats on Samples to show each coat required for system.
 - 3. Label each coat of each Sample.
 - 4. Label each Sample for location and application area.
- D. Product List: For each product indicated, include the following:
 - 1. Cross-reference to paint system and locations of application areas. Use same designations indicated on Drawings and in schedules.
 - 2. Printout of current "MPI Approved Products List" for each product category specified in Part 2, with the proposed product highlighted.
 - 3. VOC content.

1.05 MAINTENANCE MATERIAL SUBMITTALS

- A. Furnish extra materials, from the same product run, that match products installed and that are packaged with protective covering for storage and identified with labels describing contents.

1. Coatings: 5 percent, but not less than 1 gal. of each material and color applied.

1.06 QUALITY ASSURANCE

- A. Mockups: Apply mockups of each coating system indicated to verify preliminary selections made under sample submittals and to demonstrate aesthetic effects and set quality standards for materials and execution.

1. Architect will select one surface to represent surfaces and conditions for application of each coating system specified in Part 3.
 - a. Wall Surfaces: Provide samples of at least 100 sq. ft.
 - b. Other Items: Architect will designate items or areas required.
2. Final approval of color selections will be based on mockups.
 - a. If preliminary color selections are not approved, apply additional mockups of additional colors selected by Architect at no added cost to Owner.
3. Approval of mockups does not constitute approval of deviations from the Contract Documents contained in mockups unless Architect specifically approves such deviations in writing.
4. Subject to compliance with requirements, approved mockups may become part of the completed Work if undisturbed at time of Substantial Completion.

1.07 DELIVERY, STORAGE, AND HANDLING

- A. Store materials not in use in tightly covered containers in well-ventilated areas with ambient temperatures continuously maintained at not less than 45 deg F.

1. Maintain containers in clean condition, free of foreign materials and residue.
2. Remove rags and waste from storage areas daily.

1.08 FIELD CONDITIONS

- A. Apply coatings only when temperature of surfaces to be coated and surrounding air temperatures are between 50 and 95 deg F.
- B. Do not apply coatings when relative humidity exceeds 85 percent; at temperatures less than 5 deg F above the dew point; or to damp or wet surfaces.
- C. Do not apply exterior coatings in snow, rain, fog, or mist.

PART 2 - PRODUCTS

2.01 MANUFACTURERS

- A. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
1. Benjamin Moore & Co.

2. ICI Paints.
3. Kelly-Moore Paints.
4. Kwal Paint.
5. PPG Architectural Finishes, Inc.
6. Sherwin-Williams Company (The).

2.02 HIGH-PERFORMANCE COATINGS, GENERAL

- A. MPI Standards: Provide products that comply with MPI standards indicated and are listed in "MPI Approved Products List."
- B. Material Compatibility:
 1. Provide materials for use within each coating system that are compatible with one another and substrates indicated, under conditions of service and application as demonstrated by manufacturer, based on testing and field experience.
 2. For each coat in a coating system, provide products recommended in writing by manufacturers of topcoat for use in coating system and on substrate indicated.
 3. Provide products of same manufacturer for each coat in a coating system.
- C. VOC Content: Products shall comply with VOC limits of authorities having jurisdiction[and, for interior coatings applied at project site, the following VOC limits, exclusive of colorants added to a tint base, when calculated according to 40 CFR 59, Subpart D (EPA Method 24)].
 1. Flat Paints and Coatings: 50 g/L.
 2. Nonflat Paints and Coatings: 150 g/L.
 3. Primers, Sealers, and Undercoaters: 200 g/L.
 4. Anti-Corrosive and Anti-Rust Paints Applied to Ferrous Metals: 250 g/L.
 5. Zinc-Rich Industrial Maintenance Primers: 340 g/L.
 6. Pre-Treatment Wash Primers: 420 g/L.
 7. Floor Coatings: 100 g/L.
 8. Shellacs, Clear: 730 g/L.
 9. Shellacs, Pigmented: 550 g/L.
- D. Low-Emitting Materials: Interior coatings shall comply with the testing and product requirements of the California Department of Health Services' "Standard Practice for the Testing of Volatile Organic Emissions from Various Sources Using Small-Scale Environmental Chambers."
- E. Colors: As selected by Architect from manufacturer's full range.

2.03 BLOCK FILLERS

- A. Block Filler, Epoxy: MPI #116.

2.04 INTERIOR PRIMERS/SEALERS

- A. Primer Sealer, Latex, Interior: MPI #50.

2.05 EPOXY COATINGS

- A. Epoxy, Gloss: MPI #77.
- B. Epoxy-Modified Latex, Interior, Gloss (Gloss Level 6): MPI #115.
- C. Epoxy, High-Build, Low Gloss: MPI #108.

2.06 SOURCE QUALITY CONTROL

A. Testing of Coating Materials: Owner reserves the right to invoke the following procedure:

1. Engage the services of a qualified testing agency to sample coating materials. Contractor will be notified in advance and may be present when samples are taken. If coating materials have already been delivered to Project site, samples may be taken at Project site. Samples will be identified, sealed, and certified by testing agency.
2. Testing agency will perform tests for compliance with product requirements.
3. Owner may direct Contractor to stop applying paints if test results show materials being used do not comply with product requirements. Contractor shall remove noncomplying coating materials from Project site, pay for testing, and recoat surfaces coated with rejected materials. Contractor will be required to remove rejected materials from previously coated surfaces if, on recoating with complying materials, the two coatings are incompatible.

PART 3 - EXECUTION

3.01 EXAMINATION

A. Examine substrates and conditions, with Applicator present, for compliance with requirements for maximum moisture content and other conditions affecting performance of the Work.

1. Maximum Moisture Content of Substrates: When measured with an electronic moisture meter as follows:
 - a. Concrete: 12 percent.
 - b. Masonry (Clay and CMU): 12 percent.

B. Plaster Substrates: Verify that plaster is fully cured.

C. Verify suitability of substrates, including surface conditions and compatibility with existing finishes and primers.

D. Proceed with coating application only after unsatisfactory conditions have been corrected.

1. Beginning coating application constitutes Contractor's acceptance of substrates and conditions.

3.02 PREPARATION

A. Comply with manufacturer's written instructions and recommendations in "MPI Architectural Painting Specification Manual" applicable to substrates indicated.

B. Remove hardware, covers, plates, and similar items already in place that are removable and are not to be painted. If removal is impractical or impossible because of size or weight of item, provide surface-applied protection before surface preparation and painting.

1. After completing painting operations, use workers skilled in the trades involved to reinstall items that were removed. Remove surface-applied protection.

C. Clean substrates of substances that could impair bond of coatings, including dust, dirt, oil, grease, and incompatible paints and encapsulants.

1. Remove incompatible primers and reprime substrate with compatible primers or apply tie coat as required to produce coating systems indicated.
- D. Concrete Substrates: Remove release agents, curing compounds, efflorescence, and chalk. Do not coat surfaces if moisture content or alkalinity of surfaces to be coated exceeds that permitted in manufacturer's written instructions.
- E. Masonry Substrates: Remove efflorescence and chalk. Do not coat surfaces if moisture content or alkalinity of surfaces or if alkalinity of mortar joints exceed that permitted in manufacturer's written instructions.
- F. Steel Substrates: Remove rust, loose mill scale, and shop primer if any. Clean using methods recommended in writing by paint manufacturer but not less than the following:
 1. SSPC-SP 7/NACE No. 4, "Brush-Off Blast Cleaning."
 2. SSPC-SP 11, "Power Tool Cleaning to Bare Metal."
 3. SSPC-SP 6/NACE No. 3, "Commercial Blast Cleaning."
 4. SSPC-SP 10/NACE No. 2, "Near-White Blast Cleaning."
 5. SSPC-SP 5/NACE No. 1, "White Metal Blast Cleaning."
- G. Shop-Primed Steel Substrates: Clean field welds, bolted connections, and abraded areas of shop paint, and paint exposed areas with the same material as used for shop priming to comply with SSPC-PA 1 for touching up shop-primed surfaces.
- H. Galvanized-Metal Substrates: Remove grease and oil residue from galvanized sheet metal by mechanical methods to produce clean, lightly etched surfaces that promote adhesion of subsequently applied coatings.
- I. Aluminum Substrates: Remove loose surface oxidation.
- J. Wood Substrates:
 1. Scrape and clean knots. Before applying primer apply coat of knot sealer recommended in writing by topcoat manufacturer for coating system indicated.
 2. Sand surfaces that will be exposed to view and dust off.
 3. Prime edges, ends, faces, undersides, and back sides of wood.
 4. After priming, fill holes and imperfections in the finish surfaces with putty or plastic wood filler. Sand smooth when dried.

3.03 APPLICATION

- A. Apply high-performance coatings according to manufacturer's written instructions and recommendations in "MPI Architectural Painting Specification Manual."
 1. Use applicators and techniques suited for coating and substrate indicated.
 2. Coat surfaces behind movable equipment and furniture same as similar exposed surfaces. Before final installation, coat surfaces behind permanently fixed equipment or furniture with prime coat only.
 3. Coat back sides of access panels, removable or hinged covers, and similar hinged items to match exposed surfaces.
 4. Do not apply coatings over labels of independent testing agencies or equipment name, identification, performance rating, or nomenclature plates.

- B. Tint each undercoat a lighter shade to facilitate identification of each coat if multiple coats of the same material are to be applied. Tint undercoats to match color of finish coat, but provide sufficient difference in shade of undercoats to distinguish each separate coat.
- C. If undercoats or other conditions show through final coat, apply additional coats until cured film has a uniform coating finish, color, and appearance.
- D. Apply coatings to produce surface films without cloudiness, spotting, holidays, laps, brush marks, runs, sags, ropiness, or other surface imperfections. Produce sharp glass lines and color breaks.

3.04 FIELD QUALITY CONTROL

- A. Dry Film Thickness Testing: Owner will engage the services of a qualified testing and inspecting agency to inspect and test coatings for dry film thickness.
 - 1. Contractor shall touch up and restore coated surfaces damaged by testing.
 - 2. If test results show that dry film thickness of applied coating does not comply with coating manufacturer's written recommendations, Contractor shall pay for testing and apply additional coats as needed to provide dry film thickness that complies with coating manufacturer's written recommendations.

3.05 CLEANING AND PROTECTION

- A. At end of each workday, remove rubbish, empty cans, rags, and other discarded materials from Project site.
- B. After completing coating application, clean spattered surfaces. Remove spattered coatings by washing, scraping, or other methods. Do not scratch or damage adjacent finished surfaces.
- C. Protect work of other trades against damage from coating operation. Correct damage by cleaning, repairing, replacing, and recoating, as approved by Architect, and leave in an undamaged condition.
- D. At completion of construction activities of other trades, touch up and restore damaged or defaced coated surfaces.

3.06 EXTERIOR HIGH-PERFORMANCE COATING SCHEDULE

- A. Concrete Substrates, Vertical Surfaces:
 - 1. Epoxy System:
 - a. Prime Coat: Epoxy, gloss, MPI #77.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.

3.07 INTERIOR HIGH-PERFORMANCE COATING SCHEDULE

- A. Concrete Substrates, Vertical Surfaces:
 - 1. Epoxy System:
 - a. Prime Coat: Epoxy, gloss, MPI #77.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.

- c. Topcoat: Epoxy, gloss, MPI #77.
- B. CMU Substrates:
 - 1. Epoxy System:
 - a. Block Filler: Block filler, latex, interior/exterior, MPI #4.
 - b. Block Filler: Block filler, epoxy, MPI #116.
 - c. Intermediate Coat: Epoxy, gloss, MPI #77.
 - d. Topcoat: Epoxy, gloss, MPI #77.
 - 2. Epoxy-Modified Latex System:
 - a. Block Filler: Block filler, latex, interior/exterior, MPI #4.
 - b. Intermediate Coat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
 - c. Topcoat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
- C. Steel Substrates:
 - 1. High-Build Epoxy System:
 - a. Prime Coat: Primer, zinc-rich, epoxy, MPI #20.
 - b. Intermediate Coat: Epoxy, high-build, low gloss, MPI #108.
 - c. Topcoat: Epoxy, gloss, MPI #77.
 - d. Topcoat: Epoxy, high-build, low gloss, MPI #108.
 - 2. Epoxy System:
 - a. Prime Coat: Primer, epoxy, anti-corrosive, for metal, MPI #101.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.
 - 3. Epoxy System:
 - a. Prime Coat: Primer, epoxy, as recommended in writing by topcoat manufacturer.
 - b. Intermediate Coat: Epoxy, gloss[, MPI #77].
 - c. Topcoat: Epoxy, gloss[, MPI #77].
 - 4. Epoxy-Modified Latex System:
 - a. Prime Coat: Primer, rust-inhibitive, water based, MPI #107.
 - b. Intermediate Coat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
 - c. Topcoat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
 - 5. Epoxy-Modified Latex System:
 - a. Prime Coat: Primer, rust-inhibitive, as recommended in writing by topcoat manufacturer.
 - b. Intermediate Coat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
 - c. Topcoat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
- D. Galvanized-Metal Substrates:
 - 1. Epoxy System:

- a. Prime Coat: Primer, epoxy, anti-corrosive, for metal, MPI #101.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.
 - 2. Epoxy System:
 - a. Prime Coat: Primer, epoxy, as recommended in writing by topcoat manufacturer.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.
- E. Aluminum (Not Anodized or Otherwise Coated) Substrates:
- 1. Epoxy System:
 - a. Prime Coat: Primer, vinyl wash, MPI #80.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.
- F. Wood Substrates:
- 1. Epoxy System:
 - a. Prime Coat: Epoxy, gloss, MPI #77.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.
- G. Plaster Substrates:
- 1. Epoxy System:
 - a. Prime Coat: Primer sealer, latex, interior, MPI #50.
 - b. Intermediate Coat: Epoxy, gloss, MPI #77.
 - c. Topcoat: Epoxy, gloss, MPI #77.
 - 2. Epoxy-Modified Latex System:
 - a. Prime Coat: Primer sealer, latex, interior, MPI #50.
 - b. Intermediate Coat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.
 - c. Topcoat: Epoxy-modified latex, interior, gloss (Gloss Level 6), MPI #115.

END OF SECTION

SECTION 10 1400

SIGNAGE

PART 1 - GENERAL

1.01 RELATED DOCUMENTS

- A. Drawings and general provisions of the Contract, including General and Supplementary Conditions and Division 01 Specification Sections, apply to this Section.

1.02 SUMMARY

- A. This Section includes the following:
 - 1. Panel signs.

1.03 DEFINITIONS

- A. ADA-ABA Accessibility Guidelines: U.S. Architectural & Transportation Barriers Compliance Board's "Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA) Accessibility Guidelines."

1.04 SUBMITTALS

- A. Product Data: For each type of product indicated.
- B. Shop Drawings: Show fabrication and installation details for signs.
 - 1. Show sign mounting heights, locations of supplementary supports to be provided by others, and accessories.
 - 2. Provide message list, typestyles, graphic elements, including tactile characters and Braille, and layout for each sign.
- C. Samples for Selection: Manufacturer's color charts consisting of actual units or sections of units showing the full range of colors available for the following:
 - 1. Acrylic sheet.
 - 2. Polycarbonate sheet.
 - 3. Fiberglass sheet.
 - 4. Die-cut vinyl characters and graphic symbols. Include representative samples of available typestyles and graphic symbols.
- D. Sign Schedule: Use same designations indicated on Drawings.
- E. Qualification Data: For Installer and fabricator.
- F. Maintenance Data: For signs to include in maintenance manuals.
- G. Warranty: Special warranty specified in this Section.

1.05 QUALITY ASSURANCE

- A. Installer Qualifications: Fabricator of products.

- B. Fabricator Qualifications: Shop that employs skilled workers who custom-fabricate products similar to those required for this Project and whose products have a record of successful in-service performance.
- C. Source Limitations for Signs: Obtain each sign type indicated from one source from a single manufacturer.
- D. Signage required to be accessible to people with disabilities must comply with requirements in ADA-ABA Accessibility Guidelines and with requirements of authorities having jurisdiction, whichever are more stringent. Verify local requirements and insert additional requirements below.
- E. Regulatory Requirements: Comply with applicable provisions in ADA-ABA Accessibility Guidelines and ICC/ANSI A117.1.

1.06 PROJECT CONDITIONS

- A. Field Measurements: Verify recess openings by field measurements before fabrication and indicate measurements on Shop Drawings.

1.07 COORDINATION

- A. Coordinate placement of anchorage devices with templates for installing signs.

1.08 WARRANTY

- A. Special Warranty: Manufacturer's standard form in which manufacturer agrees to repair or replace components of signs that fail in materials or workmanship within specified warranty period.
 - 1. Failures include, but are not limited to, the following:
 - a. Deterioration of embedded graphic image colors and sign lamination.
 - 2. Warranty Period: Five years from date of Substantial Completion.

PART 2 - PRODUCTS

2.01 MATERIALS

- A. Fiberglass Sheet: Molded, seamless, thermosetting, glass-fiber-reinforced polyester panels with a minimum tensile strength of 15,000 psi (103 MPa) when tested according to ASTM D 638 and with a minimum flexural strength of 30,000 psi (207 MPa) when tested according to ASTM D 790.
- B. Acrylic Sheet: ASTM D 4802, Category A-1 (cell-cast sheet), Type UVA (UV absorbing).
- C. Polycarbonate Sheet: Of thickness indicated, manufactured by extrusion process, coated on both surfaces with abrasion-resistant coating:
 - 1. Impact Resistance: 16 ft-lbf/in. (854 J/m) per ASTM D 256, Method A.
 - 2. Tensile Strength: 9000 lbf/sq. in. (62 MPa) per ASTM D 638.
 - 3. Flexural Modulus of Elasticity: 340,000 lbf/sq. in. (2345 MPa) per ASTM D 790.
 - 4. Heat Deflection: 265 deg F (129 deg C) at 264 lbf/sq. in. (1.82 MPa) per ASTM D 648.
 - 5. Abrasion Resistance: 1.5 percent maximum haze increase for 100 revolutions of a Taber abraser with a load of 500 g per ASTM D 1044.

- D. Applied Vinyl: Die-cut characters from vinyl film of nominal thickness of 3 mils (0.076 mm) with pressure-sensitive adhesive backing, suitable for exterior applications.

2.02 PANEL SIGNS

- A. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - 1. ASI-Modulex, Inc.
 - 2. Best Sign Systems Inc.
 - 3. Mohawk Sign Systems.
- B. Interior Panel Signs: Provide smooth sign panel surfaces constructed to remain flat under installed conditions within a tolerance of plus or minus 1/16 inch (1.5 mm) measured diagonally from corner to corner, complying with the following requirements:
 - 1. Laminated, Polycarbonate-Faced Sheet: 0.060-inch- (1.52-mm-) thick, polycarbonate face sheet laminated to each side of 0.197-inch- (5.0-mm) thick phenolic backing.
 - 2. Acrylic Sheet: 0.080 inch (2.03 mm) thick.
 - 3. PVC Sheet: 0.080-inch- (2.03-mm-) thick, extruded, high-impact PVC plastic in color to match face color.
 - 4. High-Pressure Decorative Laminate: 0.048 inch (1.21 mm) thick.
 - 5. Laminated Sheet: High-pressure engraved stock with contrasting color face laminated to acrylic core as selected by Architect from manufacturer's full range.
 - 6. ADA-ABA Accessibility Guidelines and ICC/ANSI A117.1 require tactile and Braille characters to be raised a minimum of 1/32 inch (0.8 mm) from face of sign.
 - 7. Edge Condition: Square cut.
 - 8. Corner Condition: Rounded to radius indicated.
 - 9. Mounting: Framed.
 - a. Wall mounted with two-face tape.
 - b. Manufacturer's standard anchors for substrates encountered.
 - 10. Custom Paint Colors: Match Pantone color matching system.
 - 11. Color: As selected by Architect from manufacturer's full range.
 - 12. Tactile Characters: Characters and Grade 2 Braille raised 1/32 inch (0.8 mm) above surface with contrasting colors.
- C. Exterior Panel Signs: Provide smooth sign panel surfaces constructed to remain flat under installed conditions within a tolerance of plus or minus 1/16 inch (1.5 mm) measured diagonally from corner to corner, complying with the following requirements:
 - 1. Fiberglass Sheet: 0.125-inch- (3.18-mm-) thick sheet.
 - 2. Edge Condition: Square cut.
 - 3. Corner Condition: Rounded to radius indicated.
 - 4. Mounting: Framed.
 - a. Projection mounted.
 - b. Manufacturer's standard noncorroding anchors for substrates encountered.
 - 5. Custom Paint Colors: Match Pantone color matching system.
 - 6. Color: As selected by Architect from manufacturer's full range.
- D. Laminated Interior Signs: Solid phenolic panel core with graphic image covered with thermo-setting resin face layer.
 - 1. Surface Finish: Mat.
 - 2. Edge Condition: Square cut.
 - 3. Corner Condition: Rounded to radius indicated.
 - 4. Thickness: 1/8 inch (3 mm).
- E. Panel Sign Frames:

1. PVC Frames: Extruded, high-impact PVC plastic.
 - a. Color: As selected by Architect from manufacturer's full range.
 - b. Depth: As indicated.
 - c. Profile: Square.
 - d. Corner Condition: Rounded to radius indicated.
 - e. Mounting: As indicated.
 - 1) Wall mounted with two-face tape.
- F. Tactile and Braille Sign: Manufacturer's standard process for producing text and symbols complying with ADA-ABA Accessibility Guidelines and with ICC/ANSI A117.1. Text shall be accompanied by Grade 2 Braille. Produce precisely formed characters with square-cut edges free from burrs and cut marks; Braille dots with domed or rounded shape.
 1. Panel Material: Opaque acrylic sheet.
 2. Raised-Copy Thickness: Not less than 1/32 inch (0.8 mm).
- G. Engraved Copy: Machine engrave letters, numbers, symbols, and other graphic devices into panel sign on face indicated to produce precisely formed copy, incised to uniform depth.
 1. Engraved Plastic Laminate: Engrave through exposed face ply of plastic-laminate sheet to expose contrasting core ply.
 2. Engraved Metal: Fill engraved copy with enamel.
 3. Engraved Opaque Acrylic Sheet: Fill engraved copy with enamel.
 4. Face-Engraved Clear Acrylic Sheet: Fill engraved copy with enamel. Apply opaque background color coating to back face of acrylic sheet.
- H. Subsurface Copy: Apply minimum 4-mil- (0.10-mm-) thick vinyl copy to back face of clear acrylic sheet forming panel face to produce precisely formed opaque image. Image shall be free of rough edges.
- I. Colored Coatings for Acrylic Sheet: For copy, background and frame colors, provide colored coatings, including inks, dyes, and paints, that are recommended by acrylic manufacturers for optimum adherence to acrylic surface and are UV and water resistant for three years for application intended.
 1. Custom Paint Colors: Match Pantone color matching system.
 2. Color: As selected by Architect from manufacturer's full range.

2.03 ACCESSORIES

- A. Anchors and Inserts: Provide nonferrous-metal or hot-dip galvanized anchors and inserts for exterior installations and elsewhere as required for corrosion resistance. Use toothed steel or lead expansion-bolt devices for drilled-in-place anchors. Furnish inserts, as required, to be set into concrete or masonry work.

2.04 FABRICATION

- A. General: Provide manufacturer's standard signs of configurations indicated.
 1. Mill joints to tight, hairline fit. Form joints exposed to weather to exclude water penetration.
 2. Preassemble signs in the shop to greatest extent possible. Disassemble signs only as necessary for shipping and handling limitations. Clearly mark units for reassembly and installation, in location not exposed to view after final assembly.
 3. Conceal fasteners if possible; otherwise, locate fasteners where they will be inconspicuous.

2.05 FINISHES, GENERAL

- A. Protect mechanical finishes on exposed surfaces from damage by applying a strippable, temporary protective covering before shipping.
- B. Appearance of Finished Work: Variations in appearance of abutting or adjacent pieces are acceptable if they are within one-half of the range of approved Samples. Noticeable variations in the same piece are not acceptable. Variations in appearance of other components are acceptable if they are within the range of approved Samples and are assembled or installed to minimize contrast.

PART 3 - EXECUTION

3.01 EXAMINATION

- A. Examine substrates, areas, and conditions, with Installer present, for compliance with requirements for installation tolerances and other conditions affecting performance of work.
- B. Verify that items, including anchor inserts, are sized and located to accommodate signs.
- C. Proceed with installation only after unsatisfactory conditions have been corrected.

3.02 INSTALLATION

- A. Locate signs and accessories where indicated, using mounting methods of types described and complying with manufacturer's written instructions.
 - 1. Install signs level, plumb, and at heights indicated, with sign surfaces free of distortion and other defects in appearance.
 - 2. Interior Wall Signs: Install signs on walls adjacent to latch side of door where applicable. Where not indicated or possible, such as double doors, install signs on nearest adjacent walls. Locate to allow approach within 3 inches (75 mm) of sign without encountering protruding objects or standing within swing of door.
- B. Wall-Mounted Signs: Comply with sign manufacturer's written instructions except where more stringent requirements apply.
 - 1. Two-Face Tape: Mount signs to smooth, nonporous surfaces. Do not use this method for vinyl-covered or rough surfaces.
 - 2. Hook-and-Loop Tapes: Mount signs to smooth, nonporous surfaces.
 - 3. Magnetic Tape: Mount signs to smooth, nonporous surfaces.
 - 4. Silicone-Adhesive Mounting: Attach signs to irregular, porous, or vinyl-covered surfaces.
 - 5. Shim Plate Mounting: Provide 1/8-inch- (3-mm-) thick, concealed aluminum shim plates with predrilled and countersunk holes, at locations indicated, and where other mounting methods are not practicable. Attach plate with fasteners and anchors suitable for secure attachment to substrate. Attach panel signs to plate using method specified above.

3.03 CLEANING AND PROTECTION

- A. After installation, clean soiled sign surfaces according to manufacturer's written instructions. Protect signs from damage until acceptance by Owner.

END OF SECTION

SECTION 10 1550

TOILET COMPARTMENTS

PART 1 - GENERAL

1.01 SUMMARY

- A. This Section includes solid-polymer units as follows:
 - 1. Toilet Enclosures: Floor anchored.
 - 2. Entrance Screens: Floor anchored.
 - 3. Urinal Screens: Wall hung.
- B. Related Sections include the following:
 - 1. Division 10 "Toilet, Bath and Laundry Accessories" for toilet tissue dispensers, grab bars, purse shelves, and similar accessories.

1.02 SUBMITTALS

- A. Product Data: For each type of product indicated. Include construction details, material descriptions, dimensions of individual components and profiles, and finishes.
- B. Shop Drawings: Include plans, elevations, sections, details, and attachments to other work.
 - 1. Show locations of cutouts for compartment-mounted toilet accessories.
 - 2. Show locations of reinforcements for compartment-mounted grab bars.
- C. Samples for Initial Selection: For each type of unit indicated.

1.03 QUALITY ASSURANCE

- A. Comply with requirements in CID-A-A-60003, "Partitions, Toilets, Complete."

1.04 PROJECT CONDITIONS

- A. Field Measurements: Verify actual locations of walls, columns, ceilings, and other construction contiguous with toilet compartments by field measurements before fabrication and indicate measurements on Shop Drawings.
 - 1. Established Dimensions: Where field measurements cannot be made without delaying the Work, establish dimensions and proceed with fabricating toilet compartments without field measurements. Coordinate wall, floor, ceilings, and other contiguous construction to ensure that actual dimensions correspond to established dimensions.

PART 2 - PRODUCTS

2.01 SOLID-POLYMER UNITS

- A. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - 1. Bradley Corporation; Mills Partitions.
 - 2. Capitol Partitions, Inc.
 - 3. Metpar Corp.
 - 4. Santana Products, Inc.
 - 5. Sanymetal; a Crane Plumbing Company.
- B. Door, Panel, and Pilaster Construction: Solid, high-density polyethylene (HDPE) or polypropylene (PP) panel material, not less than 1 inch (25 mm) thick, seamless, with eased edges, and with homogenous color and pattern throughout thickness of material.
 - 1. Color and Pattern: One color and pattern in each room as selected by Architect from manufacturer's full range of colors and patterns.

- C. Pilaster Shoes and Sleeves (Caps): Manufacturer's standard design; stainless steel.
- D. Brackets (Fittings):
 - 1. Stirrup Type: Continuous U-brackets, stainless steel.
- E. Heat-Sink Strip: Manufacturer's standard continuous, extruded-aluminum strip fastened to exposed bottom edges of solid-polymer components to prevent burning.

2.02 ACCESSORIES

- A. Hardware and Accessories: Manufacturer's standard design, heavy-duty operating hardware and accessories.
 - 1. Material: Stainless steel.
- B. Support Posts for Urinal Screens: Manufacturer's standard aluminum post with floor shoe for anchoring to floor construction.
- C. Anchorages and Fasteners: Manufacturer's standard exposed fasteners of stainless steel or chrome-plated steel or brass, finished to match hardware, with theft-resistant-type heads. Provide sex-type bolts for through-bolt applications. For concealed anchors, use hot-dip galvanized or other rust-resistant, protective-coated steel.

2.03 FABRICATION

- A. Floor-Anchored Units: Provide manufacturer's standard corrosion-resistant anchoring assemblies complete with threaded rods, lock washers, and leveling adjustment nuts at pilasters for structural connection to floor. Provide shoes at pilasters to conceal anchorage.
- B. Doors: Unless otherwise indicated, provide 24-inch- (610-mm-) wide in-swinging doors for standard toilet compartments and 36-inch- (914-mm-) wide out-swinging doors with a minimum 32-inch- (813-mm-) wide clear opening for compartments indicated to be accessible to people with disabilities.
 - 1. Hinges: Manufacturer's standard self-closing type that can be adjusted to hold doors open at any angle up to 90 degrees.
 - 2. Recessed latch-operating devices that are accessible to people with disabilities are available. Verify requirements of authorities having jurisdiction.
 - 3. Latch and Keeper: Manufacturer's standard recessed latch unit designed for emergency access and with combination rubber-faced door strike and keeper. Provide units that comply with accessibility requirements of authorities having jurisdiction at compartments indicated to be accessible to people with disabilities.
 - 4. Coat Hook: Manufacturer's standard combination hook and rubber-tipped bumper, sized to prevent door from hitting compartment-mounted accessories.
 - 5. Door Bumper: Manufacturer's standard rubber-tipped bumper at out-swinging doors and entrance screen doors.
 - 6. Door Pull: Manufacturer's standard unit at out-swinging doors that complies with accessibility requirements of authorities having jurisdiction. Provide units on both sides of doors at compartments indicated to be accessible to people with disabilities.

PART 3 - EXECUTION

3.01 INSTALLATION

- A. General: Comply with manufacturer's written installation instructions. Install units rigid, straight, level, and plumb. Secure units in position with manufacturer's recommended anchoring devices.
 - 1. Maximum Clearances:
 - a. Pilasters and Panels: 1/2 inch (13 mm).
 - b. Panels and Walls: 1 inch (25 mm).

2. Stirrup Brackets: Secure panels to walls and to pilasters with not less than three brackets attached at midpoint and near top and bottom of panel.
 - a. Locate wall brackets so holes for wall anchors occur in masonry or tile joints.
 - b. Align brackets at pilasters with brackets at walls.
- B. Floor-Anchored Units: Set pilasters with anchors penetrating not less than 2 inches (50 mm) into structural floor, unless otherwise indicated in manufacturer's written instructions. Level, plumb, and tighten pilasters. Hang doors and adjust so tops of doors are level with tops of pilasters when doors are in closed position.
- C. Wall-Hung and Post-Supported Urinal Screens: Attach with anchoring devices to suit supporting structure. Set units level and plumb and to resist lateral impact.

3.02 ADJUSTING

- A. Hardware Adjustment: Adjust and lubricate hardware according to manufacturer's written instructions for proper operation. Set hinges on in-swinging doors to hold doors open approximately 30 degrees from closed position when unlatched. Set hinges on out-swinging doors and doors in entrance screens to return doors to fully closed position.

END OF SECTION

SECTION 10 2800

TOILET, BATH, AND LAUNDRY ACCESSORIES

PART 1 - GENERAL

1.01 SUMMARY

- A. This Section includes the following:
 - 1. Public-use washroom accessories.
 - 2. Warm-air dryers.
 - 3. Childcare accessories.
 - 4. Underlavatory guards.
 - 5. Custodial accessories.
- B. Related Sections include the following:
 - 1. Division 09 Section "Tiling" for ceramic toilet and bath accessories.

1.02 SUBMITTALS

- A. Product Data: For each type of product indicated. Include the following:
 - 1. Construction details and dimensions.
 - 2. Anchoring and mounting requirements, including requirements for cutouts in other work and substrate preparation.
 - 3. Material and finish descriptions.
 - 4. Features that will be included for Project.
 - 5. Manufacturer's warranty.
- B. Maintenance Data: For toilet and bath accessories to include in maintenance manuals.

1.03 QUALITY ASSURANCE

- A. Source Limitations: For products listed together in the same articles in Part 2, provide products of same manufacturer unless otherwise approved by Architect.
- B. Electrical Components, Devices, and Accessories: Listed and labeled as defined in NFPA 70, Article 100, by a testing agency acceptable to authorities having jurisdiction, and marked for intended use.

1.04 COORDINATION

- A. Coordinate accessory locations with other work to prevent interference with clearances required for access by people with disabilities, and for proper installation, adjustment, operation, cleaning, and servicing of accessories.
- B. Deliver inserts and anchoring devices set into concrete or masonry as required to prevent delaying the Work.

1.05 WARRANTY

- A. Special Mirror Warranty: Manufacturer's standard form in which manufacturer agrees to replace mirrors that develop visible silver spoilage defects and that fail in materials or workmanship within specified warranty period.

1. Warranty Period: 15 years from date of Substantial Completion.

PART 2 - PRODUCTS

2.01 MATERIALS

- A. Stainless Steel: ASTM A 666, Type 304, 0.0312-inch (0.8-mm) minimum nominal thickness, unless otherwise indicated.
- B. Brass: ASTM B 19 flat products; ASTM B 16 (ASTM B 16M), rods, shapes, forgings, and flat products with finished edges; or ASTM B 30, castings.
- C. Steel Sheet: ASTM A 1008/A 1008M, Designation CS (cold rolled, commercial steel), 0.0359-inch (0.9-mm) minimum nominal thickness.
- D. Galvanized Steel Sheet: ASTM A 653/A 653M, with G60 (Z180) hot-dip zinc coating.
- E. Fasteners: Screws, bolts, and other devices of same material as accessory unit and tamper-and-theft resistant where exposed, and of galvanized steel where concealed.
- F. Chrome Plating: ASTM B 456, Service Condition Number SC 2 (moderate service).
- G. Mirrors: ASTM C 1503, Mirror Glazing Quality, clear-glass mirrors, nominal 6.0 mm thick.
- H. ABS Plastic: Acrylonitrile-butadiene-styrene resin formulation.

2.02 PUBLIC-USE WASHROOM ACCESSORIES

- A. Basis-of-Design Product: The design for accessories is based on products indicated. Subject to compliance with requirements, provide the named product or a comparable product by one of the following:
 1. American Specialties, Inc.
 2. Bobrick Washroom Equipment, Inc.
 3. Bradley Corporation.
- B. Toilet Tissue (Roll) Dispenser:
 1. Basis-of-Design Product: Product by one of the listed Manufacturers
 2. Description: Single-roll dispenser.
 3. Mounting: Surface mounted.
 4. Capacity: Designed for 4-1/2- or 5-inch- (114- or 127-mm-) diameter tissue rolls.
 5. Material and Finish: Satin-finish aluminum bracket with plastic spindle.
- C. Paper Towel (Folded) Dispenser:
 1. Basis-of-Design Product: Product by one of the listed Manufacturers
 2. *Mounting*: Recessed.
 3. Single-fold towels usually require 6-inch- (152.4-mm-) deep dispensers. Dispensers 4 inches (101.6 mm) in depth accommodate C-fold or multifold towels. C-fold towels are the highest quality and softest folded towels; single-fold towels are the least expensive.
 4. Minimum Capacity: 600 C-fold or 800 multifold towels.
 5. Material and Finish: Stainless steel, No. 4 finish (satin).
 6. Lockset: Tumbler type.
 7. Refill Indicators: Pierced slots at sides or front.
- D. Grab Bar:

1. Basis-of-Design Product: B-6206 x 42 inch length and B-6206 x 36 inch length.
 2. Mounting: Flanges with concealed fasteners.
 3. Material: Stainless steel, 0.05 inch (1.3 mm) thick.
 - a. Finish: Smooth, No. 4, satin finish on ends and slip-resistant texture in grip area.
 4. Outside Diameter: 1-1/2 inches (38 mm).
 5. Configuration and Length: As indicated on Drawings.
- E. Sanitary-Napkin Disposal Unit:
1. Basis-of-Design Product: Product by one of the listed Manufacturers
 2. Mounting: Surface mounted.
 3. Door or Cover: Self-closing disposal-opening cover and hinged face panel with tumbler lockset.
 4. Receptacle: Removable.
 5. Material and Finish: Stainless steel, No. 4 finish (satin).
- F. Mirror Unit:
1. Basis-of-Design Product: Product by one of the listed Manufacturers.
 2. Tilted and adjustable tilting mirrors are for use by persons in wheelchairs. Adjustable tilting mirrors are prone to vandalism. In lieu of tilted mirrors, standard flat mirrors can be mounted at heights to accommodate users in wheelchairs.
 3. Frame: Stainless-steel angle, 0.05 inch (1.3 mm) thick.
 - a. Corners: Manufacturer's standard.
 4. Integral Shelf: 5 inches (127 mm) deep.
 5. Hangers: Produce rigid, tamper- and theft-resistant installation, using method indicated below.
 - a. One-piece, galvanized steel, wall-hanger device with spring-action locking mechanism to hold mirror unit in position with no exposed screws or bolts.
 - b. Delete subparagraph above or first subparagraph below, or retain both and indicate as Contractor's option. Delete below if tilting mirrors are required.
 - c. Wall bracket of galvanized steel, equipped with concealed locking devices requiring a special tool to remove.

2.03 WARM-AIR DRYERS

- A. Basis-of-Design Product: The design for accessories is based on products indicated. Subject to compliance with requirements, provide the named product or a comparable product by one of the following:
1. A & J Washroom Accessories, Inc.
 2. American Dryer, Inc.
 3. American Specialties, Inc.
 4. Bobrick Washroom Equipment, Inc.
 5. Bradley Corporation.
 6. Excel Dryer Corporation.
 7. General Accessory Manufacturing Co. (GAMCO).
 8. World Dryer Corporation.
- B. Warm-Air Dryer:
1. Basis-of-Design Product: Excel Dryer Corporation: Model: The Xlerator
 2. Mounting: Semirecessed.
 3. Operation: Motion sensor activated.
 4. Cover Material and Finish: Stainless Steel.
 5. Electrical Requirements: 115 V, 13 A, 1500 W.

2.04 CHILDCARE ACCESSORIES

- A. Manufacturers: Subject to compliance with requirements, provide products by one of the following:
 - 1. American Infant Care Products Inc.
 - 2. American Specialties, Inc.
 - 3. Brocar Products, Inc.
 - 4. General Accessory Manufacturing Co. (GAMCO).
 - 5. Koala Corporation.
 - 6. Safe-Strap Company, Inc.
- B. Diaper-Changing Station:
 - 1. Description: Horizontal unit that opens by folding down from stored position and with child-protection strap.
 - a. Engineered to support a minimum of 250-lb (113-kg) static load when opened.
 - 2. Mounting: Surface mounted, with unit projecting not more than 4 inches (100 mm) from wall when closed.
 - 3. Operation: By pneumatic shock-absorbing mechanism.
 - 4. Material and Finish: High-density polyethylene with plastic laminate insert in color selected by Architect.
 - 5. Liner Dispenser: Built in.

2.05 UNDERLAVATORY GUARDS

- A. Basis-of-Design Product: The design for accessories is based on products indicated. Subject to compliance with requirements, provide the named product or a comparable product by one of the following:
 - 1. Plumberex Specialty Products, Inc.
 - 2. TCI Products.
 - 3. Truebro, Inc.
- B. Underlavatory Guard:
 - 1. Basis-of-Design Product:
 - 2. Description: Insulating pipe covering for supply and drain piping assemblies, that prevent direct contact with and burns from piping, and allow service access without removing coverings.
 - 3. Material and Finish: Antimicrobial, molded-plastic, white.

2.06 CUSTODIAL ACCESSORIES

- A. Basis-of-Design Product: The design for accessories is based on products indicated. Subject to compliance with requirements, provide the named product or a comparable product by one of the following:
 - 1. American Specialties, Inc.
 - 2. Bobrick Washroom Equipment, Inc.
 - 3. Bradley Corporation.
- B. Utility Shelf:
 - 1. Basis-of-Design Product:
 - 2. Description: With exposed edges turned down not less than 1/2 inch (12.7 mm) and supported by two triangular brackets welded to shelf underside.
 - 3. Size: As indicated.
 - 4. Material and Finish: Not less than nominal 0.05-inch- (1.3-mm-) thick stainless steel, No. 4 finish (satin).

C. Mop and Broom Holder:

1. Basis-of-Design Product:
2. Description: Unit with shelf, hooks, holders, and rod suspended beneath shelf.
3. Length: 36 inches (914 mm).
4. Hooks: Three.
5. Mop/Broom Holders: Four, spring-loaded, rubber hat, cam type.
6. Material and Finish: Stainless steel, No. 4 finish (satin).
 - a. Shelf: Not less than nominal 0.05-inch- (1.3-mm-) thick stainless steel.
 - b. Rod: Approximately 1/4-inch- (6-mm-) diameter stainless steel.

2.07 FABRICATION

- A. General: Fabricate units with tight seams and joints, and exposed edges rolled. Hang doors and access panels with full-length, continuous hinges. Equip units for concealed anchorage and with corrosion-resistant backing plates.
- B. Keys: Provide universal keys for internal access to accessories for servicing and resupplying. Provide minimum of six keys to Owner's representative.

PART 3 - EXECUTION

3.01 INSTALLATION

- A. Install accessories according to manufacturers' written instructions, using fasteners appropriate to substrate indicated and recommended by unit manufacturer. Install units level, plumb, and firmly anchored in locations and at heights indicated.
- B. Grab Bars: Install to withstand a downward load of at least 250 lbf (1112 N), when tested according to method in ASTM F 446.

3.02 ADJUSTING AND CLEANING

- A. Adjust accessories for unencumbered, smooth operation. Replace damaged or defective items.
- B. Remove temporary labels and protective coatings.
- C. Clean and polish exposed surfaces according to manufacturer's written recommendations.

END OF SECTION

2026 City Council Regular Meeting

6. b.

Meeting Date: 02/10/2026

Department: Finance

Key Focus Areas: Public Safety

AGENDA CAPTION:

Present, discuss, and consider action on an Ordinance by the Town of Addison, Texas calling a Bond Election to be held within the town; making provisions for the Conduct and the Giving of Notice of the Election; and containing other provisions relating thereto. A draft of the election order reflecting the proposed amount and scope of the proposition is available for review at <https://www.addisontx.gov/Government/Meetings-Agendas> or upon request to Valencia Garcia, City Secretary. The final amount and the scope of any proposition to be presented to the voters is within the discretion of the City Council.

BACKGROUND:

On October 14, 2025, Council approved a resolution establishing and appointing a Bond Advisory Committee to assess and review information and options related to a capital project to address the Town's aging Police and Courts facility. Specifically, Council asked the Committee to review and consider the following options and costs:

- To remodel the existing police and courts facility or build a new facility at the existing site;
- To purchase and remodel a vacant building;
- To construct a new Police and Courts facility on property currently owned by the Town and/or through the acquisition of new property.

The Bond Advisory Committee is made up of 14 members, with each Council Member appointing two Addison residents. The Committee, in addition to touring other Police and Courts facilities across the North Texas area, held three meetings on October 30, November 20, and December 4, 2025, and on January 8, 2026, to review and evaluate various capital project options for the Police and Courts facility.

On January 13, 2026, the Bond Advisory Committee recommended to Council to call a bond election in May 2026 regarding a capital project for the remodel of an existing building or the construction of a new building for an Addison Police facility in an amount not to exceed \$55 million.

This item was further discussed at the City Council work session on February 3, 2026.

If the ordinance to call a bond election is approved, election day would be May 2, 2026, with early voting from April 20, 2026, to April 28, 2026.

FISCAL IMPACT

Assuming 3% annual property value growth and interest rates of 5%, the Town's debt service tax rate would increase by approximately \$0.06276 as a result of the issuance of the bonds, which represents a maximum annual increase of \$62.76 in ad valorem taxes that would be imposed on a residence homestead with an appraised value of \$100,000 to repay the proposed bonds.

RECOMMENDATION

Staff recommends approval.

Presentation - May 2026 Bond Election Order

Ordinance - May 2026 Bond Election Order

Voter Information - Prop A

2026 Bond Election Ordinance

February 10, 2026 City Council Meeting

Passion Hayes, Deputy City Manager
Steven Glickman, Chief Financial Officer



- On October 14, 2025, Council approved a resolution establishing and appointing a Bond Advisory Committee to **assess and review information and options** related to a capital project to address the Town's aging Police and Courts facility (the "Project").
 - Specifically, Council asked the Committee to review and consider the following options and costs:
 1. To **remodel the existing** police and courts facility or **build a new facility at the existing site**;
 2. To **purchase and remodel a vacant building**;
 3. To **construct a new police and courts facility** on property currently owned by the Town and/or through the acquisition of new property.
 - The Committee was asked to **make a recommendation to City Council concerning the Project, the monetary amount, and whether a bond election should be called in May 2026.**

Bond Advisory Committee

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

Total of 14 Committee Members:

- Armando Gallardo, Chair
- Jimmy Barker, Vice Chair
- Bertha Rivera Roop
- Fran Powell
- Guillermo Quintanilla
- Jim Decuir
- Joseph Pedroza
- Nancy Craig
- Phillip Valentine
- Robert Jacoby
- Ron Whitehead
- Scott Hunt
- Thomas Braun
- Tricia Stuart

Town Staff Supporting:

- Bill Hawley, Director of General Services
- Hamid Khaleghipour, Executive Director of Internal Services
- Chris Freis, Police Chief
- TJ Smetzer, Assistant Police Chief
- Steven Glickman, Chief Financial Officer
- Sarah Kuechler, Chief of Staff
- Passion Hayes, Deputy City Manager
- David Gaines, City Manager

Consultants/Partners Supporting:

- GFF Design Architects, Jason Cave
- Peak Program Value, Chris Squadra

Committee Meetings

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

Meeting Schedule

Thursday, Oct. 30 at 6 p.m., Addison Police and Courts (4799 Airport Parkway)

- Overview of Bond Committee Process
- Financial Background and Assumptions
- Overview of Current PD Building and Tour

Thursday, Nov. 20 at 6 p.m., New Town Hall (15600 Addison Road)

- Review of Needs Assessment and Best Practices for Public Safety Facilities
- Review Options and Discuss

Thursday, Dec. 4 at 6 p.m., New Town Hall (15600 Addison Road)

- Review Options and Discuss
- Committee Discussion and Recommendation

Thursday, Jan. 8 at 6 p.m. at New Town Hall (15600 Addison Road)

- Continued Committee Discussion and Recommendation

All meeting agendas, presentations, and materials are available on the Town's website.

The meetings were recorded and are also available on the website for viewing.

Optional Tours were also held for interested Committee Members to tour the Carrollton PD facility, Roanoke PD facility, and Farmers Branch PD facility.

The Bond Advisory Committee recommends calling a bond election in May 2026 regarding a capital project for the remodel of an existing building or the construction of a new building for an Addison Police facility in an amount not to exceed \$55 million.

Bond Proposition Language

ADDISON

TOWN OF ADDISON PROPOSITION A THIS IS A TAX INCREASE

“Shall the City Council of the Town of Addison, Texas, be authorized to issue general obligation bonds of the Town in the amount of \$55,000,000 for the purpose of providing funds for permanent public improvements, to wit: designing, developing, constructing, acquiring, improving, expanding, and equipping police facilities, including the acquisition of land therefore; said bonds to mature serially or otherwise, over a period not to exceed forty (40) years from their date, to be issued in such installments and sold at any price or prices and to bear interest at any rate or rates as shall be determined within the discretion of the City Council under laws in effect at the time of issuance, and to provide for the payment of the principal of and interest on said bonds by levying a tax sufficient to pay the annual interest on and to create a sinking fund sufficient to redeem said bonds as they become due?”

TOWN OF ADDISON PROPOSITION A

THIS IS A TAX INCREASE

- | | | |
|--------------------------|---------|---|
| ☐ | FOR | THE ISSUANCE OF \$55,000,000 GENERAL OBLIGATION BONDS FOR POLICE FACILITIES AND THE ACQUISITION OF LAND THEREFORE, AND THE LEVYING OF A TAX SUFFICIENT TO PAY PRINCIPAL AND INTEREST THEREON. |
| ☐ | AGAINST | |

2026 Bond Election Timeline

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

January 13, 2026	Bond Committee Recommendation Presented to City Council
February 3, 2026	City Council considered calling a May 2026 Election
February 10, 2026	Ordinance presented to call a May 2026 Bond Election.
April 2026	Early Voting Begins
May 2026	Election Day on Saturday, May 2, 2026

Questions

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE
TOWN OF ADDISON, TEXAS, CALLING A BOND
ELECTION TO BE HELD ON SATURDAY, MAY 2, 2026, A
UNIFORM ELECTION DATE, WITHIN THE CITY;
MAKING PROVISIONS FOR THE CONDUCT OF THE
ELECTION AND OTHER PROVISIONS RELATING
THERE TO.**

WHEREAS, the City Council of the Town of Addison, Texas (the “City”), hereby finds and determines that it is necessary and advisable to call and hold an election in the Town for the purpose of submitting a proposition pertaining to the issuance of bonds for the purposes as hereinafter set forth; and

WHEREAS, the City Council hereby finds and determines that said election shall be held on a uniform election date established by Section 41.001(a) Texas Election Code, as amended, as required by Texas law; and

WHEREAS, the City Council hereby finds and declares that the meeting at which this Ordinance is considered is open to the public as required by law, and that public notice of the time, place, and purpose of said meeting was given as required by Chapter 551, Texas Government Code, as amended;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE
TOWN OF ADDISON, TEXAS:**

Section 1. Findings. The statements contained in the preamble of this Ordinance are true and correct and are hereby adopted as findings of fact and as part of the operative provisions hereof.

Section 2. Election Ordered; Date; Propositions. An election (the “Election”) shall be held for and within the Town on Saturday, May 2, 2026 (“Election Day”), a uniform election date established by Section 41.001(a) of the Texas Election Code, as amended (the “Election Code”). At the Election the following proposition (the “Proposition”) shall be submitted to the qualified voters of the Town in accordance with law:

TOWN OF ADDISON PROPOSITION A

THIS IS A TAX INCREASE

“Shall the City Council of the Town of Addison, Texas, be authorized to issue general obligation bonds of the Town in the amount of \$55,000,000 for the purpose of providing funds for permanent public improvements, to wit: designing, developing, constructing, acquiring, improving, expanding, and equipping police facilities, including the acquisition of land therefore; said

bonds to mature serially or otherwise, over a period not to exceed forty (40) years from their date, to be issued in such installments and sold at any price or prices and to bear interest at any rate or rates as shall be determined within the discretion of the City Council under laws in effect at the time of issuance, and to provide for the payment of the principal of and interest on said bonds by levying a tax sufficient to pay the annual interest on and to create a sinking fund sufficient to redeem said bonds as they become due?"

Section 3. Official Ballot. Voting at the Election, and early voting therefore, shall be by the use of the lawfully approved Dallas County, Texas ("Dallas County" or the "County") voting systems and ballots.

(a) The Proposition shall be set forth substantially in the following form, so as to permit the voters to vote "FOR" or "AGAINST" the Proposition which shall be set forth on the ballots in substantially the following form:

TOWN OF ADDISON PROPOSITION A

THIS IS A TAX INCREASE

- | | | |
|--------------------------|---------|---|
| ☐ | FOR | THE ISSUANCE OF \$55,000,000 GENERAL OBLIGATION BONDS FOR POLICE FACILITIES AND THE ACQUISITION OF LAND THEREFORE, AND THE LEVYING OF A TAX SUFFICIENT TO PAY PRINCIPAL AND INTEREST THEREON. |
| ☐ | AGAINST | |

Section 4. Multilingual Election Materials. All notices, instructions, and ballots pertaining to the Election shall be furnished to voters in English, Spanish and Vietnamese in compliance with the Federal Voting Rights Act of 1965, as amended (the "Voting Rights Act"), and the Election Code, including particularly Chapter 272 of the Election Code pertaining to bilingual requirements.

Section 5. Persons Qualified to Vote. All resident, qualified electors of the Town shall be eligible to vote at the Election.

Section 6. Election Precincts, Voting Locations and Voting Hours on Election Date. The election precincts for the Election shall consist of the territory within the boundaries of the Town situated within one or more County election precincts located wholly or partially within the City. The precinct numbers for the City's election precincts shall be the same as those assigned by the County to the County election precincts. The polling places for the Election are hereby designated to be those locations identified by the Elections Administrator (as defined herein). Voting on Election Day shall be conducted at the polling locations for the precincts designated on Exhibit A attached hereto, with such locations being incorporated herein by reference and made a part hereof for all purposes; provided, however, such locations may be changed if so directed by the Elections Administrator as provided in the Joint Election Services Contract without further action of the City. The County or the Elections Administrator are

hereby authorized and directed to make such changes in polling locations as may be necessary for the proper conduct of the Election, without further action by the City, and the City Secretary or the City Secretary's designee is hereby authorized to update Exhibit A to reflect the locations designated by the County or the Elections Administrator, which locations are hereby approved. Each polling place shall be open from 7:00 a.m. to 7:00 p.m. on Election Day.

Section 7. Elections Administrator; Early Voting Clerk; Early Voting Locations, Dates and Times.

(a) Paul Adams, the Dallas County Elections Administrator (the "Elections Administrator") is hereby appointed as the Early Voting Clerk for purposes of this Election (the "Early Voting Clerk") and appointed Elections Administrator for the Town and agent for the custodian of voted ballots in the jurisdiction.

(b) The address for the Early Voting Clerk of Dallas County is Dallas County Elections Administration, 1520 Round Table Drive, Dallas, Texas 75247, and the Early Voting Clerk may be reached at: (i) Telephone:(469) 627-8683, (ii) Email: dallascountyvotes@dallascounty.org, and (iii) Website: <https://www.dallascountyvotes.org/>.

(c) Applications for early voting by mail shall be submitted to the Elections Administrator by regular mail to Paul Adams, Dallas County Election, Attn: Early Voting Clerk, 1520 Round Table Drive, Dallas, Texas 75247, or by common or contract carrier to Paul Adams, Dallas County Election, Attn: Early Voting Clerk, 1520 Round Table Drive, Dallas, Texas 75247.

(d) The main early voting polling place for Dallas County is hereby designated to be Elections Training/Warehouse 1460 Round Table Dr., Dallas TX 75247

(e) Early voting by personal appearance for all election precincts shall be held at the locations, at the times and on the days set forth in Exhibit B, attached hereto and incorporated herein, or at such other locations, times, and days as hereafter may be designated by the County or the Elections Administrator as provided in the Joint Election Services Contract without further action by the City. The City Secretary or the City Secretary's designee is hereby authorized to update Exhibit B to reflect the locations and times designated by the County or the Elections Administrator, and such locations are hereby approved.

(f) The Elections Administrator and/or Early Voting Clerk are hereby authorized to appoint the members of the early voting ballot board and the presiding judges and alternate judges for each polling location in accordance with the requirements of the Election Code. Each of the presiding judges shall be authorized to approve the necessary election clerks to assist in conducting the Elections.

(g) Voting times may be changed if so directed by the Elections Administrator without further action of the City. The Elections Administrator is hereby authorized and directed to make such changes in voting hours as may be necessary for the proper conduct of the Election.

Section 8. Appointment of Election Officers. The Election shall be conducted under the jurisdiction of the Dallas County Elections Department pursuant to a Joint Election Services

Contract (the “Contract”) by and among the County, the Town and other participating entities, if any, described in the Contract. The Contract providing for the joint election and the conduct of the Election by the Elections Administrator shall be presented to the City Council for consideration and approval. The City Secretary or the City Secretary’s designee is authorized to amend or supplement the Contract to the extent required for the Election to be conducted in an efficient and legal manner as determined by the Elections Administrator.

Section 9. Notice of Election. Notice of the Election shall be given by: (i) publishing a substantial copy of this ordinance, in English, Spanish and Vietnamese, two (2) times on the same day in consecutive weeks, with the first publishing not earlier than the thirtieth (30th) day or later than fourteen (14) days prior to the date set for the Election, in a newspaper published in the City, or, in the absence of such newspaper, in a newspaper of general circulation within the City, (ii) posting a copy of this Ordinance, in English, Spanish and Vietnamese, in Town Hall on the bulletin board used for posting notices of the meetings of the City Council and in at least three (3) other public places within the boundaries of the City, not later than the twenty-first (21st) day prior to the date set for the Election, (iii) posting a copy of this Ordinance, in English, Spanish and Vietnamese, on the City’s website, prominently and together with the notice of the Election and the contents of the Proposition, not later than the twenty-first (21st) day prior to the date set for the Election through Election Day. Additionally, on Election Day and during early voting by personal appearance, this Ordinance shall be posted in a prominent location at each polling place. Notice of the Election shall also be provided to the clerk of Dallas County and the County voter registrar not later than the 60th day before the Election Day; the County is hereby authorized and directed to post notice of the Election to its website not later than the twenty-first (21st) day prior to the date set for the Election. The website for the Town can be found at <https://www.addisontx.gov>.

Section 10. Conduct of Election. (a) The Election shall be conducted in accordance with the Election Code, the Texas Government Code and the Federal Voting Rights Act of 1965, as amended, under the jurisdiction of the Dallas County Elections Department pursuant to the Joint Election Services Contract.

(b) Election judges, alternate judges and clerks shall be paid, as determined by the Elections Administrator, for their service in the Election.

(c) The holding of the Election shall be in compliance with the Election Code except as modified by other applicable provisions of law.

(d) The election officers shall make returns for the Election in the manner required by law, and the ballots that are properly marked in conformance with the provisions of the Election Code for votes cast both during the period of early voting and on the day of the Election shall be counted in the manner required by law.

Section 11. City’s Outstanding Debt. As of the effective date of this Ordinance, the City’s aggregate principal amount outstanding of tax-supported debt was \$179,530,000 and the aggregate amount of outstanding interest on such tax-supported debt was \$44,137,896. The City’s total ad valorem tax rate for the current fiscal year was \$0.6081 which is comprised of a maintenance and operations tax rate component of \$0.4331 per \$100 of taxable assessed

valuation and a debt service tax rate of \$0.1750 per \$100 of assessed valuation. The City's taxable assessed valuation for calendar year 2025, as of the date that the current tax rate was established, was \$6,620,550,955.

Section 12. Issuance of New Debt. The Town intends to issue the bonds authorized by the Proposition over a period of years in a manner and in accordance with a schedule to be determined by the City Council based upon a number of factors, including, but not limited to, the then current needs of the City, demographic changes, prevailing market conditions, assessed valuations of property in the Town and management of the City's short-term and long-term interest rate exposure. Market conditions, demographics and assessed valuations of property vary based upon a number of factors beyond the City's control, and therefore, the Town cannot and does not guarantee a particular interest rate or tax rate associated with the bonds authorized by the Proposition(s). As such, the information contained in this paragraph is provided solely for illustrative purposes and does not establish any limitations or restrictions or create a contract with the voters. The Town estimates that, based on the City's current taxable assessed valuation, current market conditions and estimated future growth in the City's taxable assessed valuation, if all of the bonds authorized by the Proposition(s) were issued in accordance with the City's current project finance plan, the maximum interest rate on the bonds is not expected to exceed 5.00%.

Section 13. Voter Information Document. The City Council hereby approves a voter information document for the Proposition (the "Voter Information Document"), in substantially the form presented to the City Council, with such changes as may be approved by the Mayor, the City Secretary, the Town Manager, or their designees, acting on behalf of the City Council, in consultation with the City's attorney, bond counsel, and financial advisor, as prescribed by Section 1251.052(b), Texas Government Code.

The Mayor, the City Secretary, the Town Manager, or their designees, acting on behalf of the City Council, is further authorized and directed to post the Voter Information Document in the same manner as provided for notice of the Election under Section 9 of this Ordinance, and additionally on the City's website in an easily accessible manner beginning not later than the twenty-first (21st) day before the date set for the Election and ending on the day after Election Day.

Section 14. Necessary Actions. The Mayor, the City Secretary, and the Town Manager, or their designees,, in consultation with the City's Attorney and bond counsel, are hereby authorized and directed to take any and all actions necessary to comply with the provisions of the Election Code and the Federal Voting Rights Act in carrying out and conducting the Election, whether or not expressly authorized herein, including making changes or additions to polling places or procedures to the extent required or desirable or as may become necessary due to circumstances arising after the date of this Ordinance.

Section 15. Severability. If any provision, section, subsection, sentence, clause or phrase of this Ordinance, or the application of same to any person or set of circumstances is for any reason held to be unconstitutional, void, invalid, or unenforceable, neither the remaining portions of this Ordinance nor their application to other persons or sets of circumstances shall be affected thereby, it being the intent of the City Council in adopting this Ordinance that no

portion hereof or provision or regulation contained herein shall become inoperative or fail by reason of any unconstitutionality, voidness, invalidity or unenforceability of any other portion hereof, and all provisions of this Ordinance are declared to be severable for that purpose.

Section 16. Effective Date. This Ordinance shall take effect immediately upon its adoption.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the **10th** day of **FEBRUARY** 2026.

Bruce Arfsten, Mayor

ATTEST:

Valencia Garcia. City Secretary

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

***ELECTION DAY POLLING LOCATIONS FOR
SATURDAY, MAY 2, 2026 BOND ELECTION**
(Polls shall be open from 7:00 AM to 7:00 PM)

VC#	Location	Voting Area	Address	City	ZIP
V0003	Evans Recreation Center	Group Fitness Room	1116 Hillcrest St	MESQUITE	75149
V0005	Churchill Recreation Center	Large Room	6906 Churchill Way	DALLAS	75230
V0012	Rosemont Elem School-Lower Campus	Auditorium	1919 Stevens Forest Dr	DALLAS	75208
V0014	Vietnamese Community Center	Senior Room	3221 Belt Line Rd	GARLAND	75044
V0016	Elections Training / Warehouse	Voting Room	1460 Round Table Dr	DALLAS	75247
V0019	Mockingbird Elementary School-DISD	Auditorium	5828 E Mockingbird Ln	DALLAS	75206
V0020	Central Elementary School-DISD	Gym	902 Shady Ln	SEAGOVILLE	75159
V0021	Campbell Green Recreation Center	AB Room	16600 Park Hill Dr	DALLAS	75248
V0022	Janie Stark Elementary School	Cafeteria	12400 Josey Ln	FARMERS BRANCH	75234
V0026	The Woods United Methodist Church	The Commons	1350 Bardin Rd	GRAND PRAIRIE	75052
V0027	First UMC of Sachse	Gym	1520 Blackburn Rd	SACHSE	75048
V0030	Woodhaven Presbyterian Church	Hancock Hall	3650 N O'Connor Rd	IRVING	75062
V0032	Larry G Smith Elementary School	Auditorium	5299 Gus Thomasson Rd	MESQUITE	75150
V0034	Stephens Elementary School	Entrance Hall	3700 Cheyenne Dr	ROWLETT	75088
V0035	Albert Farine Elementary School	Small Gym	615 Metker St	IRVING	75062
V0036	Addison Town Hall	Lobby	15650 Addison Rd	ADDISON	75001
V0037	First Baptist Richardson	Activity Center	1001 N Central Expy	RICHARDSON	75080
V0038	Islamic Association of North Texas	Brothers & Sisters Ent Foyer	840 Abrams Rd	RICHARDSON	75081
V0039	West Irving Library	Large Meeting Room	4444 W Rochelle Rd	IRVING	75062
V0040	Desoto House of Peace & Comm Center	Gym, Door 11	531 W Belt Line Rd	DESOTO	75115
V0042	Frank Crowley Courts Building	A5	133 N Riverfront Blvd	DALLAS	75207
V0044	Cedar Hill Collegiate High School	Gym	1515 W Beltline Rd	CEDAR HILL	75104
V0047	Moises E Molina High School	Auditorium	2355 Duncanville Rd	DALLAS	75211
V0049	La Villita Elementary School	Gymnasium	1601 Camino Lago	IRVING	75039
V0050	Salem Institutional Baptist Church	Fellowship Hall	3918 Crozier St	DALLAS	75215
V0051	MLK Jr Branch Library	Auditorium	2922 MLK Jr Blvd	DALLAS	75215
V0052	Abbett Elementary School	Front Foyer	730 W Muirfield Rd	GARLAND	75044
V0054	Antioch Worship Center	Auditorium	6245 Shannon Rd	MESQUITE	75181

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V0055	Rocky Springs Missionary Baptist Ch	Fellowship Hall	316 E Shady Grove Rd	GRAND PRAIRIE	75050
V0061	The Summit	Ballroom 1	2975 Esplanade Dr	GRAND PRAIRIE	75052
V0062	For Oak Cliff	Multipurpose Room	907 E Ledbetter Dr	DALLAS	75216
V0063	Katherine Johnson Tech Magnet Acad	Room 1004	1200 Academy Way	DESOTO	75115
V0064	Trinity Love Church	Gym	111 E Stark Rd	SEAGOVILLE	75159
V0065	Mt Zion MBC of Sandbranch	Main Sanctuary	128 Burns Dr	SEAGOVILLE	75159
V0066	Pilgrim Rest Missionary Baptist Ch	Fellowship Hall	1819 N Washington Ave	DALLAS	75204
V0067	Thomas Jefferson High School	Main Gym	4001 Walnut Hill Ln	DALLAS	75229
V0072	Cedar Hill High School	ROTC Classroom	1 Longhorn Blvd	CEDAR HILL	75104
V1001	Sam Tasby M S	Rm 114	7001 Fair Oaks Ave	DALLAS	75231
V1002	Mission Vickery Church	Room #2	5814 Ridgecrest Rd	DALLAS	75231
V1003	Hamilton Park UMC	Library	11881 Schroeder Rd	DALLAS	75243
V1004	Forest Meadow Middle School	Abrams Entrance - Hallway	9373 Whitehurst Dr	DALLAS	75243
V1005	New Mount Zion Baptist Church	Educational Bldg, Chapel	9530 Shepherd Rd	DALLAS	75243
V1006	Moss Haven Elementary School	Gym	9202 Moss Farm Ln	DALLAS	75243
V1008	Lee McShan Jr Elem School	Main Lobby	8307 Meadow Rd	DALLAS	75231
V1013	North Dallas High School	Freshman Bldg	3120 N Haskell Ave	DALLAS	75204
V1015	Multiple Careers Magnet Center	Portable 1016	4528 Rusk Ave	DALLAS	75204
V1019	Solar Preparatory School for Girls	Bonham Bldg Vestibule	2617 N Henderson Ave	DALLAS	75206
V1020	Ben Milam Elementary School	Cafeteria	4200 Mckinney Ave	DALLAS	75205
V1022	Oak Lawn Branch Library	Auditorium	4100 Cedar Springs Rd	DALLAS	75219
V1023	The Father's Church	Youth Room	2707 Abrams Rd	DALLAS	75214
V1027	Audelia Creek Elementary School	Gym	12600 Audelia Rd	DALLAS	75243
V1029	Dallas College-R Jan LeCroy Ctr	LeCroy Center R012/019	9596 Walnut St	DALLAS	75243
V1030	A M Aikin Elementary School	Gym	12300 Pleasant Valley Dr	DALLAS	75243
V1032	Northwood Hills Elementary Sch	Gym	14532 Meandering Way	DALLAS	75254
V1033	Spring Valley Elementary School	Gym	13535 Spring Grove Ave	DALLAS	75240
V1040	Thurgood Marshall Elementary School	Gym	9666 Ferris Branch Blvd	DALLAS	75243
V1043	Skyview Elementary School	Gym	9229 Meadowknoll Dr	DALLAS	75243
V1045	PLA @ Highland Meadows	Auditorium	8939 Whitewing Ln	DALLAS	75238
V1047	Martha T Reilly Elementary Sch	Auditorium	11230 Lippitt Ave	DALLAS	75218
V1049	Merriman Park Elementary School	Cafeteria	7101 Winedale Dr	DALLAS	75231

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V1052	Lochwood Branch Library	Blackbox Theater	11221 Lochwood Blvd	DALLAS	75218
V1054	Casa View Elementary School	Auditorium Foyer	2100 N Farola Dr	DALLAS	75228
V1056	Charles A Gill Elementary School	Auditorium	10910 Ferguson Rd	DALLAS	75228
V1057	St Pius X Catholic Church Parish	Parish Hall	3030 Gus Thomasson Rd	DALLAS	75228
V1058	Harry Stone Recreation Center	Multipurpose Room 104	2403 Millmar Dr	DALLAS	75228
V1059	Reinhardt Elementary School	Auditorium	10122 Losa Dr	DALLAS	75218
V1060	Alex Sanger Preparatory School	Auditorium	8410 San Leandro Dr	DALLAS	75218
V1061	W H Gaston Middle School	Auditorium Foyer	9565 Mercer Dr	DALLAS	75228
V1063	George Truett Elementary School	Auditorium	1811 Gross Rd	DALLAS	75228
V1070	Grace United Methodist Church	Parlor	4105 Junius St	DALLAS	75246
V1071	Lakewood Branch Library	Auditorium	6121 Worth St	DALLAS	75214
V1073	Junius Heights Church	Milton Greer, Fellowship Hall	5429 Reiger Ave	DALLAS	75214
V1074	Samuell Grand Recreation Center	Game Room 112	6200 E Grand Ave	DALLAS	75223
V1076	Eduardo Mata Montessori School	Library	7420 La Vista Dr	DALLAS	75214
V1078	Bayles Elementary School	Computer Lab, Rm 121	2444 Telegraph Ave	DALLAS	75228
V1079	S S Conner Elementary School	Library	3037 Greenmeadow Dr	DALLAS	75228
V1081	Owenwood Farm & Neighbor Space	Sanctuary	1451 John West Rd	DALLAS	75228
V1083	Colonial Baptist Church	Hallway	6459 Scyene Rd	DALLAS	75227
V1084	Edna Rowe Elementary School	Auditorium	4918 Hovenkamp Dr	DALLAS	75227
V1085	Urban Park Elementary School	Auditorium	6901 Military Pkwy	DALLAS	75227
V1087	Skyline High School	Auditorium Foyer	7777 Forney Rd	DALLAS	75227
V1088	Skyline Branch Library	Auditorium	6006 Everglade Rd	DALLAS	75227
V1090	San Jacinto Elementary School	Auditorium	7900 Hume Dr	DALLAS	75227
V1091	Annie Webb Blanton Elem School	Auditorium	8915 Greenmound Ave	DALLAS	75227
V1092	Edward Titche Elementary School	Auditorium	9560 Highfield Dr	DALLAS	75227
V1094	S Mendez Crew Leadership Acad	Auditorium	1515 N Jim Miller Rd	DALLAS	75217
V1095	Nathaniel Hawthorne Elem School	Auditorium	7800 Umphress Rd	DALLAS	75217
V1096	Dallas College-Pleasant Grove Ctr	PG 108/109	802 S Buckner Blvd	DALLAS	75217
V1097	W W Samuell High School	Auditorium	8928 Palisade Dr	DALLAS	75217
V1098	Young Men's Leadership Academy	Auditorium	1625 N Masters Dr	DALLAS	75217
V1100	E B Comstock Middle School	Auditorium	7044 Hodde St	DALLAS	75217
V1101	Pleasant Grove Branch Library	Community Room 108/109	7310 Lake June Rd	DALLAS	75217

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V1102	B H Macon Elementary School	Auditorium	650 Holcomb Rd	DALLAS	75217
V1104	William Anderson Elem School	Auditorium	620 N St Augustine Rd	DALLAS	75217
V1107	Richard Lagow Elementary School	Main Lobby	637 Edgeworth Dr	DALLAS	75217
V1108	H Grady Spruce High School	Auditorium	9733 Old Seagoville Rd	DALLAS	75217
V1109	Fireside Recreation Center	Small Room	8601 Fireside Dr	DALLAS	75217
V1118	Ignite Middle School	Main Entrance	2211 Caddo St	DALLAS	75204
V1119	St Luke Community Church	Echols Chapel	5710 E R L Thornton Frwy	DALLAS	75223
V1120	Solar Preparatory School for Boys	Auditorium	1802 Moser Ave	DALLAS	75206
V1121	Living Waters Church of God	Fellowship Hall	11110 Shiloh Rd	DALLAS	75228
V1128	Lake Highlands High School	Gym	9449 Church Rd	DALLAS	75238
V1134	Herschel Forester Field House	Main Lobby	8233 Military Pkwy	DALLAS	75227
V1300	Vanston Middle School	New Gym	3230 Karla Dr	MESQUITE	75150
V1301	Florence Recreation Center	Event Room	2501 Whitson Way	MESQUITE	75150
V1302	Vernon Price Elementary School	Cafeteria	630 Stroud Ln	GARLAND	75043
V1303	Dallas College-Eastfield Campus	G Building, Lobby	3737 Motley Dr	MESQUITE	75150
V1304	Goodbar Recreation Center	Lobby	3000 Concord Dr	MESQUITE	75150
V1305	Motley Elementary School	Portable 119	3719 Moon Dr	MESQUITE	75150
V1308	Range Elementary School	Library	4060 Emerald Dr	MESQUITE	75150
V1310	Tosch Elementary School	Library	2424 Larchmont Dr	MESQUITE	75150
V1311	JC Rugel Elementary School	Cafeteria	2701 Sybil Dr	MESQUITE	75149
V1312	Galloway Elementary School	Front Foyer	200 Clary Dr	MESQUITE	75149
V1314	West Mesquite High School	Front Foyer, Right Side	2500 Memorial Pkwy	MESQUITE	75149
V1500	Dover Elementary School	Gym	700 Dover Dr	RICHARDSON	75080
V1501	Professional Development Ctr	C101A	701 W Belt Line Rd	RICHARDSON	75080
V1503	Richland Elementary School	Gym	550 Park Bend Dr	RICHARDSON	75081
V1700	Bradfield Recreation Center	Classroom	1146 Castle Dr	GARLAND	75040
V1701	Bussey Middle School	Gym	1204 Travis St	GARLAND	75040
V1703	A R Davis Elementary School	Teacher Lounge, Rm #201	1621 McCallum Dr	GARLAND	75042
V1705	O Henry Elementary School	Cafeteria	4100 Tynes Dr	GARLAND	75042
V1706	Bradfield Elementary School	Gym	3817 Bucknell Dr	GARLAND	75042
V1708	Dallas College-Garland Center	Room A & B	675 W Walnut St	GARLAND	75040
V1709	Austin Academy	Practice Gym	1125 Beverly Dr	GARLAND	75040

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V1710	Kimberlin Academy	Gym	1520 Cumberland Dr	GARLAND	75040
V1711	Granger Recreation Center	Classroom 103	1310 W Ave F	GARLAND	75040
V1713	Memorial Pathway Academy	Gym	2825 S First St	GARLAND	75041
V1715	Watson Technology Center	Practice Gym	2601 Dairy Rd	GARLAND	75041
V1716	South Garland High School	Foyer	600 Colonel Dr	GARLAND	75043
V1717	Classical Ctr at Brandenburg MS	Library	626 Nickens Rd	GARLAND	75043
V1718	Southgate Elementary School	Gym	1115 Mayfield Ave	GARLAND	75041
V1719	(Obsolete) Montclair Elem School	Gym	5200 Broadmoor Dr	GARLAND	75043
V1720	O'Banion Middle School	Practice Gym	700 Birchwood Dr	GARLAND	75043
V1722	Classical Ctr at Vial Elem Sch	Gym	126 Creekview Dr	GARLAND	75043
V1723	South Garland Branch Library	Program Room	4845 Broadway Blvd	GARLAND	75043
V1726	Routh Roach Elementary School	Foyer	1811 Mayfield Ave	GARLAND	75041
V1728	Sam Houston Middle School	Classroom 101	2232 Sussex Dr	GARLAND	75041
V2002	Thomas C Marsh Preparatory Academy	Auditorium	3838 Crown Shore Dr	DALLAS	75244
V2003	W T White High School	H101, 102, 103	4505 Ridgeside Dr	DALLAS	75244
V2004	Nathan Adams Elementary School	Auditorium	12600 Welch Rd	DALLAS	75244
V2005	Marsh Lane Baptist Church	Fellowship Hall	10716 Marsh Ln	DALLAS	75229
V2006	Harry C Withers Elementary Sch	Auditorium	3959 Northaven Rd	DALLAS	75229
V2008	John J Pershing Elementary Sch	Auditorium, Rm 136	5715 Meaders Ln	DALLAS	75229
V2009	L G Cigarroa Elementary School	Auditorium	9990 Webb Chapel Rd	DALLAS	75220
V2011	Walnut Hill Recreation Center	Small Room A	10011 Midway Rd	DALLAS	75229
V2013	Lovers Lane UMC	Watson Hall	9200 Inwood Rd	DALLAS	75220
V2019	George B Dealey Montessori Academy	Auditorium Foyer	6501 Royal Ln	DALLAS	75230
V2020	Arthur Kramer Elementary School	Foyer	7131 Midbury Dr	DALLAS	75230
V2023	Benjamin Franklin - IEA	Auditorium	6920 Meadow Rd	DALLAS	75230
V2029	Westminster Presbyterian Church	Fellowship Hall	8200 Devonshire Dr	DALLAS	75209
V2032	Skillman Southwestern Library	Auditorium	5707 Skillman St	DALLAS	75206
V2034	Henry W Longfellow - CEA	Community Ctr Rm - Inwood Ent	7600 Inwood Rd	DALLAS	75209
V2041	University of Texas at Dallas	Activity Center-Atrium	800 W Campbell Rd	RICHARDSON	75080
V2042	Parkhill Junior High School	Small Gym	16500 Shadybank Dr	DALLAS	75248
V2044	Texas A&M AgriLife Research	Water Education Building	17360 Coit Rd	DALLAS	75252
V2047	Bowie Elementary School	Gym	7643 La Manga Dr	DALLAS	75248

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V2050	Prestonwood Elementary School	Cafeteria / Stage	6525 La Cosa Dr	DALLAS	75248
V2051	Spring Creek Elementary School	Gym	7667 Roundrock Rd	DALLAS	75248
V2052	Fretz Park Library	Black Box Theater	6990 Belt Line Rd	DALLAS	75254
V2056	King of Glory Lutheran Church	Edu Wing, Rm 115	6411 LBJ Fwy	DALLAS	75240
V2059	Audelia Road Branch Library	Auditorium	10045 Audelia Rd	DALLAS	75238
V2061	Lake Highlands Elementary School	Gym	9501 Ferndale Rd	DALLAS	75238
V2064	Robert T Hill Middle School	Auditorium	505 Easton Rd	DALLAS	75218
V2067	L L Hotchkiss Elementary School	Auditorium Foyer	6929 Town North Dr	DALLAS	75231
V2068	Dan D Rogers Elementary School	Foyer	5314 Abrams Rd	DALLAS	75214
V2069	Ridgewood-Belcher Recreation Center	Large Room	6818 Fisher Rd	DALLAS	75214
V2071	Lakewood Elementary School	Library	3000 Hillbrook St	DALLAS	75214
V2072	Northridge Presbyterian Church	Quillin Hall	6920 Bob-O-Link Dr	DALLAS	75214
V2077	E D Walker Middle School	Gym	12532 Nuestra Dr	DALLAS	75230
V2079	Anne Frank Elementary School	Auditorium	5201 Celestial Rd	DALLAS	75254
V2203	John S Armstrong Elem School	Small Outside Gym	3600 Cornell Ave	DALLAS	75205
V2220	University Park UMC	Room 101	4024 Caruth Blvd	DALLAS	75225
V2221	John S Bradfield Elem School	Gym	4300 Southern Ave	DALLAS	75205
V2223	University Park Elem School	Gym C111	3500 Lovers Ln	DALLAS	75225
V2224	Highland Park Middle School	Small Gym Foyer	3555 Granada Dr	DALLAS	75205
V2226	Highland Park ISD Admin Bldg	Boardroom	7015 Westchester Dr	DALLAS	75205
V2300	St Andrews Episcopal Church	Hunsaker Parish Hall	2783 Valwood Pkwy	FARMERS BRANCH	75234
V2302	Vivian Field Middle School	Lobby	13551 Dennis Ln	FARMERS BRANCH	75234
V2305	Farmers Branch Manske Library	Community Hub	13613 Webb Chapel Rd	FARMERS BRANCH	75234
V2306	Chapel Hill Preparatory School	Auditorium	12701 Templeton Trl	DALLAS	75234
V2307	Dallas College-Brookhaven Campus	W Building W1001 and W1002	3939 Valley View Ln	FARMERS BRANCH	75244
V2401	Ted Polk Middle School	Gym Office	2001 Kelly Blvd	CARROLLTON	75006
V2402	McCoy Elementary School	Gym	2425 Mccoy Rd	CARROLLTON	75006
V2403	Jerry R Junkins Elementary Sch	Auditorium	2808 Running Duke Dr	CARROLLTON	75006
V2404	Blanton Elementary School	Gym	2525 Scott Mill Rd	CARROLLTON	75006
V2406	Keller Springs Baptist Church	Community Room 100	3227 Keller Springs Rd	CARROLLTON	75006
V2407	Josey Ranch Lake Library	Front Meeting Room	1700 Keller Springs Rd	CARROLLTON	75006
V2408	Crosby Recreation Center	The Pioneer Room	1610 E Crosby Rd	CARROLLTON	75006

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V2500	Greenwood Hills Elementary Sch	Gym	1313 W Shore Dr	RICHARDSON	75080
V2501	Canyon Creek Elementary School	Gym	2100 Copper Ridge Dr	RICHARDSON	75080
V2502	Prairie Creek Elementary School	Hall C	2120 E Prairie Creek Dr	RICHARDSON	75080
V2503	Mohawk Elementary School	Gym	1500 Mimosa Dr	RICHARDSON	75080
V2505	Northrich Elementary School	Library	1301 Custer Rd	RICHARDSON	75080
V2506	Arapaho Classical Magnet School	Gym	1300 Cypress Dr	RICHARDSON	75080
V2509	Care Church	Atrium A3	1504 E Campbell Rd	RICHARDSON	75081
V2510	Yale Elementary School	Gym	1900 E Collins Blvd	RICHARDSON	75081
V2511	Dartmouth Elementary School	Library	417 Dartmouth Ln	RICHARDSON	75081
V2513	Springridge Elementary School	Gym	1801 E Spring Valley Rd	RICHARDSON	75081
V2514	Jess Harben Elementary School	Gym	600 S Glenville Dr	RICHARDSON	75081
V2601	Valley Ranch Elementary School	Gym	9800 Rodeo Dr	IRVING	75063
V2602	Cimarron Park Rec Center	Small Activity Room	201 Red River Trl	IRVING	75063
V2603	Freeman Elementary School	Gym	8757 Valley Ranch Pkwy W	IRVING	75063
V2604	Valley Ranch Library	Meeting Room	401 Cimarron Trl	IRVING	75063
V2700	Big Springs Elementary School	Gym	3301 W Campbell Rd	GARLAND	75044
V2701	Springpark Sports Club	1st Floor Ballroom	3330 Springpark Way	GARLAND	75044
V2702	Spring Creek Elem School-GISD	Foyer	1510 Spring Creek Dr	GARLAND	75040
V2704	North Garland Branch Library	Program Room	3845 N Garland Ave	GARLAND	75040
V2705	Hickman Elementary School	Gym	3114 Pinewood Dr	GARLAND	75044
V2706	Wallace Ethridge Elementary Sch	Gym	2301 Sam Houston Dr	GARLAND	75044
V2710	Lister Elementary School	Cafeteria	3131 Mars Dr	GARLAND	75040
V2712	Northlake Elementary Sch-Garland	Gym	1626 Bosque Dr	GARLAND	75040
V2713	Club Hill Elementary School	Gym	1330 Colonel Dr	GARLAND	75043
V2714	Lyles Middle School	Competition Gym	4655 S Country Club Rd	GARLAND	75043
V2715	Northside Baptist Church	Fellowship Hall	2510 N Glenbrook Dr	GARLAND	75040
V2802	Wilson Elementary School	Gym	200 S Coppell Rd	COPPELL	75019
V2803	Mockingbird Elementary School-CISD	Gym	300 Mockingbird Ln	COPPELL	75019
V2805	Coppell Town Center	Atrium	255 E Parkway Blvd	COPPELL	75019
V2807	Lakeside Elementary School	Gym	1100 Village Pkwy	COPPELL	75019
V2808	Cottonwood Creek Elem School	Gym	615 Minyard Dr	COPPELL	75019
V2809	Riverchase Elementary School	Gym	272 S Macarthur Blvd	COPPELL	75019

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V2921	Back Elementary School	Gym	7300 Bluebonnet Dr	ROWLETT	75089
V2922	Liberty Grove Elementary School	Computer Lab 401	10201 Liberty Grove Rd	ROWLETT	75089
V2925	Rowlett Elementary School	Gym	3315 Carla Dr	ROWLETT	75088
V2926	Herfurth Elementary School	Gym	7500 Miller Rd	ROWLETT	75088
V2927	Schrade Middle School	Comp	6201 Danridge Rd	ROWLETT	75089
V2941	Sachse City Hall	Courtroom	3815-B Sachse Rd	SACHSE	75048
V2942	B G Hudson Middle School	Practice Gym	4405 Hudson Dr	SACHSE	75048
V3000	William B Travis Vanguard Acad	Orchestra Room	2910 Allen St	DALLAS	75204
V3003	T W Browne Middle School	Band Hall	3333 Sprague Dr	DALLAS	75233
V3004	Daniel Webster Elementary School	Auditorium	3815 S Franklin St	DALLAS	75233
V3007	Dallas College-El Centro Campus	ELB-Student Center Main Area	801 Main St	DALLAS	75202
V3008	George L Allen Sr Court Building	Main Lobby	600 Commerce St	DALLAS	75202
V3009	Exall Park Recreation Center	Large Room	1355 Adair St	DALLAS	75204
V3012	Life in Deep Ellum Community Ctr	Prayer & Practice Center	2803 Taylor St	DALLAS	75226
V3016	Dallas College-Bill J Priest Ctr	Room #1530	1402 Corinth St	DALLAS	75215
V3017	Dr MLK Jr Arts Academy	Main Lobby	1817 Warren Ave	DALLAS	75215
V3022	Irma Rangel Women's School	Auditorium	1718 Robert B Cullum Blvd	DALLAS	75210
V3025	Mt Horeb Missionary Baptist Chur	Fellowship Hall	3306 Carpenter Ave	DALLAS	75215
V3026	St Paul Baptist Church	Fellowship Hall	1600 Pear St	DALLAS	75215
V3027	Lincoln High School - CHM	Auditorium	2826 Elsie Faye Heggins St	DALLAS	75215
V3029	Evangelist Temple Church of God	Church	2627 Dorris St	DALLAS	75215
V3032	Hector P Garcia Middle School-DISD	Art Room A	700 E 8th St	DALLAS	75203
V3034	Greater Mt Pleasant Baptist Chur	Conference Room	1403 Morrell Ave	DALLAS	75203
V3035	F D Roosevelt HS of Innovation	Library	525 Bonnie View Rd	DALLAS	75203
V3038	The Way-Truth-Life Christian Ch	Fellowship Hall Parlor	1702 S Denley Dr	DALLAS	75216
V3040	Good Street Baptist Church	Nathaniel Spigner Wing	3110 Bonnie View Rd	DALLAS	75216
V3042	John Neely Bryan Elem School	Auditorium	2001 Deer Path Dr	DALLAS	75216
V3043	Paul L Dunbar Library	Auditorium	2008 E Kiest Blvd	DALLAS	75216
V3045	Gethsemane Missionary Baptist Ch	Fellowship Hall	4600 Solar Ln	DALLAS	75216
V3046	John W Carpenter Elem School	Auditorium	2121 Tosca Ln	DALLAS	75224
V3047	CFNI Student Center	Main Lobby	444 Fawn Ridge Dr	DALLAS	75224

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V3048	South Oak Cliff High School	Auditorium	3601 S Marsalis Ave	DALLAS	75216
V3049	Clara Oliver Elementary School	Auditorium	4010 Idaho Ave	DALLAS	75216
V3050	H I Holland Elem School @ Lisbon	Main Entrance Foyer	4203 S Lancaster Rd	DALLAS	75216
V3051	Fountain of Living Word Church	Sanctuary Entrance	2543 E Ledbetter Dr	DALLAS	75216
V3052	Elisha M Pease Elementary School	Auditorium	2914 Cummings St	DALLAS	75216
V3054	Jdg Louis A Bedford Jr Law Academy	Auditorium Foyer	1303 Reynoldston Ln	DALLAS	75232
V3055	Adelle Turner Elementary School	Gym	5505 S Polk St	DALLAS	75232
V3056	Mark Twain Leadership Vanguard	Auditorium	724 Green Cove Ln	DALLAS	75232
V3057	T G Terry Elementary School	Classroom 115	6661 Greenspan Ave	DALLAS	75232
V3058	St Paul Lutheran Church	Chi Rho House	5725 S Marsalis Ave	DALLAS	75241
V3059	Ideal Family Church	Main Gym	1000 E Redbird Ln	DALLAS	75241
V3060	Otto M Fridia Elementary School	Auditorium	6011 Old Ox Rd	DALLAS	75241
V3061	Barack Obama Male Leadership Acad	Foyer	3030 Stag Rd	DALLAS	75241
V3062	J N Ervin Elementary School	Auditorium Foyer	3722 Black Oak Dr	DALLAS	75241
V3063	Ronald E McNair Elementary Sch	Main Lobby	3150 Bainbridge Ave	DALLAS	75237
V3064	Friendship West Baptist Church	Banquet Hall Foyer	2020 W Wheatland Rd	DALLAS	75232
V3065	Umphrey Lee Elementary School	Auditorium	7808 Racine Dr	DALLAS	75232
V3066	Martin Weiss Elementary School	Large Room	8601 Willoughby Blvd	DALLAS	75232
V3068	Singing Hills Recreation Center	Tech Room	6805 Patrol Way	DALLAS	75241
V3069	Cornerstone Community Church	Bldg B, Room 1	2817 Cherry Valley Blvd	DALLAS	75241
V3070	Tommie Allen Recreation Center	Multipurpose Room	7071 Bonnie View Rd	DALLAS	75241
V3071	Highland Hills UMC	Fellowship Hall	3800 Simpson Stuart Rd	DALLAS	75241
V3072	Dallas College-Cedar Valley Campus	Rm M105	3030 N Dallas Ave	LANCASTER	75134
V3073	Highland Hills Library	Auditorium	6200 Bonnie View Rd	DALLAS	75241
V3075	Wilmer-Hutchins High School	Auditorium Foyer	5520 Langdon Rd	DALLAS	75241
V3078	Park in the Woods Recreation Ctr	Gym	6801 Mountain Creek Pkwy	DALLAS	75249
V3080	Kleberg-Rylie Recreation Center	Small Room	1515 Edd Rd	DALLAS	75253
V3081	Booker T Washington High School	MAT Foyer	2501 Flora St	DALLAS	75201
V3082	W A Blair Elementary School	Library	7720 Gayglen Dr	DALLAS	75217
V3083	Ebby Halliday Elementary School	Room 141	10210 Teagarden Rd	DALLAS	75217
V3090	J Erik Jonsson Central Library	Dallas East Room	1515 Young St	DALLAS	75201
V3092	Thurgood Marshall Recreation Ctr	Large Room	5150 Mark Trail Way	DALLAS	75232

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V3097	University of North Texas-Dallas	Room 100	7300 University Hills Blvd	DALLAS	75216
V3100	A E Sims Cedar Hill Rec Center	Bluebonnet Room	310 E Parkerville Rd	CEDAR HILL	75104
V3102	L Kim Lewis Auxiliary Services Ctr	Training Room, Enter Door #1	202 E Beltline Rd	CEDAR HILL	75104
V3103	Bessie Coleman Middle School	Library, Enter Door #2	1208 E Pleasant Run Rd	CEDAR HILL	75104
V3104	Maddox Teaching & Learning Center	Gym, Enter Door #3	1533 High Pointe Ln	CEDAR HILL	75104
V3107	Highlands Elementary School	Gym, Enter Door #4	131 Sims Dr	CEDAR HILL	75104
V3109	Lake Ridge Elementary School	Gym, Enter Door #9	1020 Lake Ridge Pkwy	CEDAR HILL	75104
V3200	H Bob Daniel Sr Intermediate Sch	Band 102	1007 Springwood Dr	DUNCANVILLE	75137
V3201	Alexander Elementary School	Music Room	510 Softwood Dr	DUNCANVILLE	75137
V3202	Duncanville Library	Meeting Rooms 1-3	201 James Collins Blvd	DUNCANVILLE	75116
V3203	Duncanville's First Baptist Chur	Sanctuary Foyer	323 W Wheatland Rd	DUNCANVILLE	75116
V3204	Reed Middle School	Auditorium	530 E Freeman St	DUNCANVILLE	75116
V3205	Brandenburg Intermediate School	Band	1903 Blueridge Dr	DUNCANVILLE	75116
V3206	Byrd Middle School	Gym B	1040 W Wheatland Rd	DUNCANVILLE	75116
V3207	Arise Church	Legacy Hall	201 W Center St	DUNCANVILLE	75116
V3208	Central Elementary School-DUISD	Auditorium	302 E Freeman St	DUNCANVILLE	75116
V3209	Duncanville High School	Performance Hall Foyer	900 W Camp Wisdom Rd	DUNCANVILLE	75116
V3211	Fairmeadows Elementary School	Gym	101 E Fairmeadows Dr	DUNCANVILLE	75116
V3300	Porter Elementary School	Gym Door 4	517 Via Avenida	MESQUITE	75150
V3301	Dunford Recreation Center	Galloway	1015 Green Canyon Dr	MESQUITE	75150
V3302	Georgia Kimball Elementary Sch	Gym	4010 Coryell Way	MESQUITE	75150
V3303	Dr JC Cannady Elementary School	Gym	2701 Chisolm Trl	MESQUITE	75150
V3304	Poteet High School	Orchestra Room/Conference	3300 Poteet Dr	MESQUITE	75150
V3307	W L Wilkinson Middle School	100 Front Foyer	2100 Crest Park Dr	MESQUITE	75149
V3308	Mesquite Convention Center	Exhibit Hall A	1700 Rodeo Dr	MESQUITE	75149
V3309	Lakeside Activity Center	Large Room	101 Holley Park Dr	MESQUITE	75149
V3310	Mesquite High School	Back Delivery Hallway	300 E Davis St	MESQUITE	75149
V3312	Pirrung Elementary School	Gym	1500 Creek Valley Rd	MESQUITE	75181
V3313	J R Thompson Elementary School	Gym	2525 Helen Ln	MESQUITE	75181
V3314	A C New Middle School	Front Entry Hallway	3700 S Belt Line Rd	BALCH SPRINGS	75181
V3315	Tisinger Elementary School	Front Foyer	1701 Hillcrest St	MESQUITE	75149
V3316	Rutherford Recreation Center	Room #100	900 Rutherford Dr	MESQUITE	75149

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V3317	Horn High School	Senior Section	3300 E Cartwright Rd	MESQUITE	75181
V3400	Balch Springs Civic Center	Big Room	12400 Elam Rd	BALCH SPRINGS	75180
V3405	Hodges Elem Sch	Gym	14401 Spring Oaks Dr	BALCH SPRINGS	75180
V3500	Sunnyvale Town Hall	Council Chambers	127 N Collins Rd	SUNNYVALE	75182
V3604	Ruby Young Elementary School	Gym	707 Young Blvd	DESOTO	75115
V3605	Disciple Central Comm Church	Youth Room	901 N Polk St	DESOTO	75115
V3606	The Meadows Elementary School	Gym	1016 The Meadows Pkwy	DESOTO	75115
V3607	Cockrell Hill Elementary School	Gym	425 S Cockrell Hill Rd	DESOTO	75115
V3609	Desoto High School	Gym 3 Foyer	600 Eagle Dr	DESOTO	75115
V3611	Desoto East Middle School	Gym 2	601 E Belt Line Rd	DESOTO	75115
V3700	Couch Elementary School	Gym	4349 Waterhouse Blvd	GARLAND	75043
V3702	Toler Elementary School	Gym	3520 Guthrie Rd	GARLAND	75043
V3800	Houston Elementary School-LISD	Library	2929 Marquis Ln	LANCASTER	75134
V3802	Pleasant Run Elementary School	Library	427 W Pleasant Run Rd	LANCASTER	75146
V3803	Rolling Hills Elementary School	Library	450 Rolling Hills Pl	LANCASTER	75146
V3805	Rosa Parks Millbrook Elem School	Gym	630 Millbrook Dr	LANCASTER	75146
V3807	Elsie Robertson Middle School	Gymnasium	822 W Pleasant Run Rd	LANCASTER	75146
V3808	West Main Elementary School	Library	531 W Main St	LANCASTER	75146
V3809	Lancaster Veterans Memorial Library	Meeting Room	1600 Veterans Memorial Pkwy	LANCASTER	75134
V3921	Seagoville City Hall	Foyer	702 N Hwy 175	SEAGOVILLE	75159
V3940	Wilmer Community Center	Main Room	101 Davidson Plz	WILMER	75172
V3951	Former Hutchins City Hall	Council Chambers	321 N Main St	HUTCHINS	75141
V4002	F P Caillet Elem School	Auditorium	3033 Merrell Rd	DALLAS	75229
V4004	Marcus Recreation Center	Large Room	3003 Northaven Rd	DALLAS	75229
V4006	E L Degolyer Elementary School	Auditorium	3453 Flair Dr	DALLAS	75229
V4010	Stephen Foster Elementary School	Auditorium	3700 Clover Ln	DALLAS	75220
V4014	Sudie L Williams TAG Academy	Auditorium	4518 Pomona Rd	DALLAS	75209
V4015	North Park Community Corp	Main Entrance	4619 W University Blvd	DALLAS	75209
V4016	K B Polk Vanguard Center ATG	Auditorium	6911 Victoria Ave	DALLAS	75209
V4018	Maple Lawn Elementary School	Cafeteria	3120 Inwood Rd	DALLAS	75235
V4019	Arlington Park Recreation Center	cnet.gatson@dallas.gov	1505 Record Crossing Rd	DALLAS	75235
V4022	Esperanza Medrano Elementary Sch	Front Entry Foyer	2221 Lucas Dr	DALLAS	75219

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V4028	Victory Cathedral	Main Foyer	3407 N Westmoreland Rd	DALLAS	75212
V4029	Dallas College-West Dallas Center	W141	3330 N Hampton Rd	DALLAS	75212
V4031	C F Carr Elementary School	Auditorium	1952 Bayside St	DALLAS	75212
V4032	Reverchon Recreation Center	Game Room	3505 Maple Ave	DALLAS	75219
V4035	Margaret B Henderson Elem School	Gym	2200 S Edgefield Ave	DALLAS	75224
V4038	Harrell Budd Elementary School	Gym	2121 S Marsalis Ave	DALLAS	75216
V4039	Bexar Street Baptist Church	Fellowship Hall	2018 S Marsalis Ave	DALLAS	75216
V4043	The Union Church	Educational Wing 4 & 6	3410 S Polk St	DALLAS	75224
V4046	Clinton P Russell Elementary Sch	Auditorium	3031 S Beckley Ave	DALLAS	75224
V4050	Mountain Creek Library	Auditorium	6102 Mountain Creek Pkwy	DALLAS	75249
V4052	Bilhartz Elementary School	Gym	6700 Wandt Dr	DALLAS	75236
V4055	Leslie Stemmons Elementary Sch	Auditorium	2727 Knoxville St	DALLAS	75211
V4056	Palabra De Vida Church	Multi-Purpose Bldg	2550 W Illinois Ave	DALLAS	75233
V4057	Kiest Recreation Center	Small Room	3081 S Hampton Rd	DALLAS	75224
V4060	Nancy Jane Cochran Elem Sch	Rm 128	6000 Keeneland Pkwy	DALLAS	75211
V4061	L O Donald Elementary School	Auditorium	1218 Phinney Ave	DALLAS	75211
V4062	Leila P Cowart Elementary School	Auditorium	1515 S Ravinia Dr	DALLAS	75211
V4063	Elmwood-El Buen Samaritano UMC	Fellowship Hall Rm 13	1315 Berkley Ave	DALLAS	75224
V4064	Martin Weiss Recreation Center	Large Room	1111 Martindell Ave	DALLAS	75211
V4065	Arcadia Park Elementary School	Main Bldg Entry Hall	1300 N Justin Ave	DALLAS	75211
V4066	Anson Jones Elementary School	Auditorium	3901 Meredith Ave	DALLAS	75211
V4068	Lida Hooe Elementary School	Main Lobby	2419 Gladstone Dr	DALLAS	75211
V4069	Winnetka Elementary School	Gym	1151 S Edgefield Ave	DALLAS	75208
V4070	John Peeler Elementary School	Library	810 S Llewellyn Ave	DALLAS	75208
V4071	Oak Cliff Government Center	Main Lobby	702 E Jefferson Blvd	DALLAS	75203
V4073	Preparing the Way Ministries	Situation Room	2442 W Jefferson Blvd	DALLAS	75211
V4074	Sunset High School - Annex Bldg	Annex Bldg-Room 410/411	2021 W Tenth St	DALLAS	75208
V4076	Stevens Park Elem School	Auditorium Foyer	2615 W Colorado Blvd	DALLAS	75211
V4078	Kidd Springs Recreation Center	Large Room	711 W Canty St	DALLAS	75208
V4079	Kessler Park United Methodist Chur	Sanctuary	1215 Turner Ave	DALLAS	75208
V4081	Eladio Martinez Learning Center	Library Hallway	4500 Bernal Dr	DALLAS	75212
V4082	Jaycee Zaragoza Recreation Center	Area in Lobby/Hallway	3114 Clymer St	DALLAS	75212

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V4083	J Moroles Expressive Arts Vanguard	Auditorium Foyer	1400 Walmsley Ave	DALLAS	75208
V4085	Anita Martinez Recreation Center	Large Room	3212 N Winnetka Ave	DALLAS	75212
V4086	Grauwyler Park Recreation Center	Room A	7780 Harry Hines Blvd	DALLAS	75235
V4087	Bachman Recreation Center	Assembly Room	2750 Bachman Dr	DALLAS	75220
V4094	Park Forest Branch Library	Auditorium	3421 Forest Ln	DALLAS	75234
V4097	David G Burnet Elem School	Auditorium	3200 Kinkaid Dr	DALLAS	75220
V4110	Boude Storey Middle School	Main Lobby	3000 Maryland Ave	DALLAS	75216
V4113	Dallas College-Mountain View Campus	E Foyer	4849 W Illinois Ave	DALLAS	75211
V4300	Cockrell Hill City Hall	Council Chambers	4125 W Clarendon Dr	COCKRELL HILL	75211
V4501	Suzanna Dickinson Elem School	Music Room, D113	1902 Palmer Trl	GRAND PRAIRIE	75052
V4502	Betty Warmack Library	Empower Room	760 Bardin Rd	GRAND PRAIRIE	75052
V4507	Daniels Elementary Academy	Community Room	801 Sw 19th St	GRAND PRAIRIE	75051
V4508	Ellen Ochoa Stem Acad Milam Elem	Project Room	2030 Proctor Dr	GRAND PRAIRIE	75051
V4509	Bill Arnold Middle School	Auxiliary Gym	1204 E Marshall Dr	GRAND PRAIRIE	75051
V4511	Bowie Fine Arts	Gym	425 Alice Dr	GRAND PRAIRIE	75051
V4512	Charley Taylor Recreation Center	Meeting Room	601 E Grand Prairie Rd	GRAND PRAIRIE	75051
V4513	Houston Auxiliary Building	PD Room 218	1502 College St	GRAND PRAIRIE	75050
V4514	Crosswinds High School	Room 104	1100 N Carrier Pkwy	GRAND PRAIRIE	75050
V4515	William B Travis World Lang Academy	Gym	525 Ne 15th St	GRAND PRAIRIE	75050
V4517	Eisenhower Elementary School	Music Room	2102 N Carrier Pkwy	GRAND PRAIRIE	75050
V4519	Ronald Reagan Middle School	Main Gym	4616 Bardin Rd	GRAND PRAIRIE	75052
V4520	Sam Rayburn Elementary School	Gym	2800 Reforma Dr	GRAND PRAIRIE	75052
V4521	Lorenzo De Zavala Academy	Parent/Community Room	3410 Kirby Creek Dr	GRAND PRAIRIE	75052
V4522	Truman Middle School	Library, A126	1501 Coffeyville Trl	GRAND PRAIRIE	75052
V4525	L B Johnson Daep	Main Entrance	650 Stonewall Dr	GRAND PRAIRIE	75052
V4527	Hector P Garcia Elementary Sch - GP	Gym	2444 Graham St	GRAND PRAIRIE	75050
V4528	Our Redeemer Lutheran Church-GP	Fellowship Hall NE Wing	4729 S Carrier Pkwy	GRAND PRAIRIE	75052
V4538	Global Leadership Academy	Gym	511 E Springdale Ln	GRAND PRAIRIE	75052
V4601	Sally B Elliott Elementary School	Cafeteria	1900 S Story Rd	IRVING	75060
V4602	Nimitz High School	Auditorium Foyer	100 W Oakdale Rd	IRVING	75060
V4605	Otis Brown Elementary School	Small Gym	2501 W Tenth St	IRVING	75060
V4606	Lamar Middle School	Auxiliary Gym	219 Crandall Rd	IRVING	75060

EXHIBIT A
ELECTION DAY POLLING LOCATIONS

VC#	Location	Voting Area	Address	City	ZIP
V4607	Irving City Hall	Main Lobby	825 W Irving Blvd	IRVING	75060
V4608	J O Davis Elementary School	Classroom 108 & 109	310 Davis Dr	IRVING	75061
V4610	L B Barton Elementary School	Small Gym	2931 Conflans Rd	IRVING	75061
V4613	Irving High School	Gym Foyer	900 N O'Connor Rd	IRVING	75061
V4616	John R Good Elementary School	Library	1200 E Union Bower Rd	IRVING	75061
V4618	David Crockett Middle School	Front Foyer	2431 Hancock St	IRVING	75061
V4619	Lively Elementary School	Front Office, Corner Hallway	1800 Plymouth Dr W	IRVING	75061
V4620	Oak Haven United Methodist Church	Fellowship Hall	1600 N Irving Heights Dr	IRVING	75061
V4621	Thomas Haley Elementary School	Small Gym	3601 Cheyenne St	IRVING	75062
V4622	W T Hanes Elementary School	Small Gym	2730 Cheyenne St	IRVING	75062
V4623	A S Johnston Elementary School	Small Gym	2801 Rutgers Dr	IRVING	75062
V4624	Brandenburg Elementary School	Small Gym	2800 Hillcrest Dr	IRVING	75062
V4626	Macarthur High School	Gym Foyer	3700 N Macarthur Blvd	IRVING	75062
V4627	Irving Fire Station #8	Front Bay	650 Las Colinas Blvd E	IRVING	75039
V4630	T J Lee Elementary School	Small Gym	1600 Carlisle St	IRVING	75062
V4631	Travis Middle School	Auxillary Gym	1600 Finley Rd	IRVING	75062
V4633	Dallas College-North Lake Campus	L137 A/B	5001 N Macarthur Blvd	IRVING	75038
V4634	Jack E Singley Academy	Auditorium Foyer	4601 N MacArthur Blvd	IRVING	75038
V4640	Houston Middle School	Auxiliary Gym	3033 W Country Club Rd	IRVING	75038
V4642	Irving Arts Center	Art Lab 1	3333 N Macarthur Blvd	IRVING	75062
V4645	Las Colinas Elementary School	Gym	2200 Kinwest Pkwy	IRVING	75063
V4646	Cardwell Career Preparatory Ctr	Library	101 E Union Bower Rd	IRVING	75061
V4647	Mustang Park Recreation Center	Large Activity Room	2223 Kinwest Pkwy	IRVING	75063
V4652	Britain Elementary School	Small Gym	631 Edmondson Dr	IRVING	75060
V4654	Irving Fire Station #2	Front Bay	1306 N Story Rd	IRVING	75061
V0097	Combine City Hall		100 Davis Rd	COMBINE	75247
V2924	Rowlett Community Center		5300 Main Street	ROWLETT	75088
V----	HPISD Administration		6915 Westchester Drive	DALLAS	75205
*Subject to change. To verify, please go the Dallas County Elections Administrator website.					

EXHIBIT B

EARLY VOTIGN DATES AND TIMES FOR THE JOINT ELECTION FOR CITIES AND SCHOOLS TO BE HELD ON MAY 2, 2026*

April 20 – 24, 2026 Monday – Friday 8 am to 5 pm
April 25, 2026 Saturday 7 am to 7 pm
April 26, 2026 Sunday 12 pm to 6 pm
April 27 – 28, 2026 Monday – Tuesday 7 am to 7 pm

VC#	Location	Voting Area	Address	City	ZIP
E0004	Elections Training / Warehouse **	Voting Room	1460 Round Table Dr	DALLAS	75247
E0008	First Baptist Richardson	Activity Center	1001 N Central Expy	RICHARDSON	75080
E0009	Cedar Hill Collegiate High School	Gym	1515 W Beltline Rd	CEDAR HILL	75104
E0021	Islamic Association of North Texas	Brothers & Sisters Ent Foyer	840 Abrams Rd	RICHARDSON	75081
E0022	Vietnamese Community Center	Senior Room	3221 Belt Line Rd	GARLAND	75044
E0023	For Oak Cliff	Multipurpose Room	907 E Ledbetter Dr	DALLAS	75216
E0024	North Garland Branch Library	Program Room	3845 N Garland Ave	GARLAND	75040
E0025	Kiest Recreation Center	Small Room	3081 S Hampton Rd	DALLAS	75224
E0026	Cedar Hill High School	ROTC Classroom	1 Longhorn Blvd	CEDAR HILL	75104
E0029	MLK Jr Branch Library	Auditorium	2922 MLK Jr Blvd	DALLAS	75215
E0036	Addison Town Hall	Lobby	15650 Addison Rd	ADDISON	75001
E0037	Skillman Southwestern Library	Auditorium	5707 Skillman St	DALLAS	75206
E1022	Oak Lawn Branch Library	Auditorium	4100 Cedar Springs Rd	DALLAS	75219
E1029	Dallas College-R Jan LeCroy Ctr	LeCroy Center R012/019	9596 Walnut St	DALLAS	75243
E1052	Lochwood Branch Library	Blackbox Theater	11221 Lochwood Blvd	DALLAS	75218
E1074	Samuell Grand Recreation Center	Game Room 112	6200 E Grand Ave	DALLAS	75223
E1088	Skyline Branch Library	Auditorium	6006 Everglade Rd	DALLAS	75227
E1096	Dallas College-Pleasant Grove Ctr	PG 108/109	802 S Buckner Blvd	DALLAS	75217
E1116	Harry Stone Recreation Center	Multipurpose Room 104	2403 Millmar Dr	DALLAS	75228
E1301	Florence Recreation Center	Event Room	2501 Whitson Way	MESQUITE	75150
E1303	Dallas College-Eastfield Campus	G Building, Lobby & G101	3737 Motley Dr	MESQUITE	75150
E1708	Dallas College-Garland Center	Room GC306A & GC302BB	675 W Walnut St	GARLAND	75040
E1723	South Garland Branch Library	Program Room	4845 Broadway Blvd	GARLAND	75043
E2005	Marsh Lane Baptist Church	Fellowship Hall	10716 Marsh Ln	DALLAS	75229
E2052	Fretz Park Library	Black Box Theater	6990 Belt Line Rd	DALLAS	75254

EXHIBIT B

VC#	Location	Voting Area	Address	City	ZIP
E2060	Audelia Road Branch Library	Auditorium	10045 Audelia Rd	DALLAS	75238
E2220	University Park UMC	Room 101	4024 Caruth Blvd	DALLAS	75225
E2305	Farmers Branch Manske Library	Community Hub	13613 Webb Chapel Rd	FARMERS BRANCH	75234
E2307	Dallas College-Brookhaven Campus	W Lobby	3939 Valley View Ln	FARMERS BRANCH	75244
E2407	Josey Ranch Lake Library	Front Meeting Room	1700 Keller Springs Rd	CARROLLTON	75006
E2604	Valley Ranch Library	Meeting Room	401 Cimarron Trl	IRVING	75063
E2805	Coppell Town Center	Atrium	255 E Parkway Blvd	COPPELL	75019
E2941	Sachse City Hall	Courtroom	3815-B Sachse Rd	SACHSE	75048
E3007	Dallas College-El Centro Campus	ELB-Student Center Main Area	801 Main St	DALLAS	75202
E3008	George L Allen Sr Court Building	Main Lobby	600 Commerce St	DALLAS	75202
E3043	Paul L Dunbar Library	Auditorium	2008 E Kiest Blvd	DALLAS	75216
E3064	Friendship West Baptist Church	Banquet Hall Foyer	2020 W Wheatland Rd	DALLAS	75232
E3072	Dallas College-Cedar Valley Campus	Rm M105	3030 N. Dallas Ave	LANCASTER	75134
E3073	Highland Hills Library	Auditorium	6200 Bonnie View Rd	DALLAS	75241
E3106	A E Sims Cedar Hill Rec Center	Bluebonnet Room	310 E Parkerville Rd	CEDAR HILL	75104
E3202	Duncanville Library	Meeting Rooms 1-3	201 James Collins Blvd	DUNCANVILLE	75116
E3309	Lakeside Activity Center	Large Room	101 Holley Park Dr	MESQUITE	75149
E3400	Balch Springs Civic Center	Big Room	12400 Elam Rd	BALCH SPRINGS	75180
E3500	Sunnyvale Town Hall	Council Chambers	127 N Collins Rd	SUNNYVALE	75182
E3605	Disciple Central Comm Church	Youth Room	901 N Polk St	DESOTO	75115
E3809	Lancaster Veterans Memorial Library	Meeting Room	1600 Veterans Memorial Pkwy	LANCASTER	75134
E3921	Seagoville City Hall	Foyer	702 N Hwy 175	SEAGOVILLE	75159
E3940	Wilmer Community Center	Main Room	101 Davidson Plz	WILMER	75172
E3950	Hutchins City Hall	Council Chambers	321 N Main St	HUTCHINS	75141
E4029	Dallas College-West Dallas Center	Room W141	3330 N Hampton Rd	DALLAS	75212
E4050	Mountain Creek Library	Auditorium	6102 Mountain Creek Pkwy	DALLAS	75249
E4064	Martin Weiss Recreation Center	Large Room	1111 Martindell Ave	DALLAS	75211
E4071	Oak Cliff Government Center	Main Lobby	702 E Jefferson Blvd	DALLAS	75203
E4081	Jaycee Zaragoza Recreation Center	Area in Lobby/Hallway	3114 Clymer St	DALLAS	75212
E4086	Grauwlyer Park Recreation Center	Room A	7780 Harry Hines Blvd	DALLAS	75235
E4113	Dallas College-Mountain View Campus	E Bldg, East Foyer	4849 W Illinois Ave	DALLAS	75211
E4502	Betty Warmack Library	Empower Room	760 Bardin Rd	GRAND PRAIRIE	75052
E4514	The Summit	Ballroom 1	2975 Esplanade Dr	GRAND PRAIRIE	75052
E4516	Crosswinds High School	Room 104	1100 N Carrier Pkwy	GRAND PRAIRIE	75050
E4528	Our Redeemer Lutheran Church-GP	Fellowship Hall NE Wing	4729 S Carrier Pkwy	GRAND PRAIRIE	75052

EXHIBIT B

VC#	Location	Voting Area	Address	City	ZIP
E4607	Irving City Hall	Main Lobby	825 W Irving Blvd	IRVING	75060
E4633	Dallas College-North Lake Campus	L137 A/B	5001 N Macarthur Blvd	IRVING	75038
E4642	Irving Arts Center	Art Lab 1	3333 N Macarthur Blvd	IRVING	75062
E2925	Rowlett Community Center		5300 Main Street	ROWLETT	75088
E2226	HPISD Administration		6915 Westchester Drive	DALLAS	75205

***Subject to change. To verify, please go the Dallas County Elections Administrator website.**

**** Main Location -**

Early Voting Clerk: Paul Adams

Early Voting Clerk Address:

Dallas County Elections Department
1520 Round Table Drive
Dallas, Texas 75247

Early Voting by Mail:

Mail completed application to:

Paul Adams – Early Voting Clerk
Dallas County Elections
1520 Round Table Drive
Dallas, Texas 75247

Or fax your application for ballot to:

Fax: (214)819-6301

VOTER INFORMATION DOCUMENT¹

Town of Addison, Texas Bond Election

Election Day: May 2, 2026

Early Voting Period: April 20, 2026 – April 28, 2026

Ballot Language – Town of Addison Proposition A (“Proposition A”)		
THIS IS A TAX INCREASE		
THE ISSUANCE OF \$55,000,000 GENERAL OBLIGATION BONDS FOR POLICE FACILITIES AND THE ACQUISITION OF LAND THEREFOR, AND THE LEVYING OF A TAX SUFFICIENT TO PAY PRINCIPAL AND INTEREST THEREON.		

Information Regarding the Debt Obligations Proposed Under Proposition A		
Principal Amount of the Debt Obligations Proposed Under Proposition A	Estimated Interest on the Debt Obligations Proposed Under Proposition A ²	Estimated Combined Principal and Interest Required to Pay the Debt Obligations Proposed Under Proposition A on Time and in Full
\$55,000,000	\$32,516,111	\$87,516,111

Information Regarding the Outstanding Debt Obligations of the Town as of February 10, 2026 ³		
Principal Amount of the Outstanding Debt Obligations	Estimated Remaining Interest on the Outstanding Debt Obligations	Estimated Combined Principal and Interest Required to Pay the Outstanding Debt Obligations on Time and in Full
\$179,530,000	\$44,137,896	\$223,667,896

¹ This Voter Information Document is provided in accordance with Section 1251.052 of the Texas Government Code.

² Based on assumptions set forth in “Assumptions Utilized in Calculating the Estimated Tax Impact” below.

³ The information contained in this table reflects the Town’s outstanding debt obligations as of the date the City Council approved the Ordinance calling the Bond Election.

Information Regarding the Estimated Maximum Annual Increase in the Amount of Ad Valorem Taxes on a Residence Homestead with an Appraised Value of \$100,000 to Pay the Debt Obligations Proposed Under Proposition A

If the bonds authorized by Proposition A of the election are issued pursuant to the assumptions set forth under “*Assumptions Utilized in Calculating the Estimated Tax Impact*” below, the Town’s debt service tax rate will increase by approximately \$0.06276 as a result of the issuance of the bonds, which represents a maximum annual increase of \$62.76 in ad valorem taxes that would be imposed on a residence homestead in the Proposition with an appraised value of \$100,000 to repay the proposed bonds.

Assumptions Utilized in Calculating the Estimated Tax Impact

The Proposition intends to issue the bonds authorized by Proposition A over a period of years in a manner and in accordance with a schedule to be determined by the City Council based upon a number of factors, including, but not limited to, the then current needs of the Town, demographic changes, prevailing market conditions, assessed valuations of property in the Town and management of the Town’s short-term and long-term interest rate exposure. For the purposes of estimating the maximum annual increase in taxes identified in this table, the Town utilized the following assumptions which are subject to change:

- (1) The bonds authorized under Proposition A are expected to be issued in multiple series over a period of two years in order to lessen the tax rate impact and to meet the construction needs of the Town. The table depicted on Exhibit A attached hereto is an estimated proforma amortization schedule showing the total debt service on the bonds authorized under Proposition A:
- (2) The bonds would bear interest at a rate of 5.00% based on tax exempt interest rates as of January 21, 2026.
- (3) The assessed value of the Town is projected to grow at a rate of 3.00% per year for the years 2027 through 2037.
- (4) The maximum Interest and Sinking Fund (I&S) tax rate is projected to be \$0.2378.

EXHIBIT A

		Existing Debt Detail						Committed Projects	Potential \$55 Million (Police Building)					
			Total Existing Self-Supporting Debt Service	\$44.6 Mil SIB Loan	Airport/ Stormwater	Net Existing	Projected Tax Rate For Existing	\$10,000,000 Programmed Funding CO 2027	\$27,500,000 7/1/27 - 5.00%	\$27,500,000 7/1/28 - 5.00%		Tax Rate Impact ⁽²⁾	Net Total Debt Service	Projected Total Calculated
FYE	TAV ⁽¹⁾	Debt Service	Requirements	Payments	Transfer	Debt Service	Debt Service ⁽²⁾	Total Debt Service	Total D/S	Total D/S	Total		Paid by Taxes	Tax Rate ⁽²⁾
2026	6,734,742,080	13,904,838	(3,392,656)	1,915,350	(1,366,831)	11,060,700	0.1750	-			-	-	11,060,700	0.1750
2027	6,936,784,342	14,488,363	(3,603,664)	2,947,925	(1,466,200)	12,366,424	0.1847	-			-	-	12,366,424	0.1847
2028	7,144,887,873	14,035,731	(3,599,033)	2,949,608	(1,467,844)	11,918,462	0.1729	941,361	2,186,556		2,186,556	0.03171	15,046,379	0.2182
2029	7,359,234,509	13,597,858	(3,510,395)	2,950,035	(1,472,729)	11,564,769	0.1628	943,625	2,190,250	2,186,556	4,376,806	0.06163	16,885,199	0.2378
2030	7,580,011,544	13,604,639	(3,504,780)	2,949,208	(1,467,888)	11,581,178	0.1583	939,375	2,185,750	2,190,250	4,376,000	0.05982	16,896,553	0.2310
2031	7,807,411,890	13,562,084	(3,508,725)	2,947,125	(1,465,993)	11,534,491	0.1531	943,875	2,189,000	2,185,750	4,374,750	0.05807	16,853,116	0.2237
2032	8,041,634,247	13,525,425	(3,493,750)	2,948,725	(1,458,756)	11,521,644	0.1485	942,000	2,189,750	2,189,000	4,378,750	0.05643	16,842,394	0.2170
2033	8,282,883,275	12,219,901	(3,508,890)	2,948,944	(1,248,709)	10,411,247	0.1303	934,000	2,188,000	2,189,750	4,377,750	0.05477	15,722,997	0.1967
2034	8,531,369,773	9,221,575	(2,380,244)	2,947,783	(798,888)	8,990,226	0.1092	934,750	2,188,625	2,188,000	4,376,625	0.05316	14,301,601	0.1737
2035	8,787,310,866	7,818,463	(1,876,406)	2,950,178	(708,262)	8,183,973	0.0965	943,750	2,186,500	2,188,625	4,375,125	0.05159	13,502,848	0.1592
2036	9,050,930,192	7,815,350	(1,878,200)	2,946,131	(707,624)	8,175,657	0.0936	941,000	2,186,500	2,186,500	4,373,000	0.05007	13,489,657	0.1544
2037	9,322,458,098	7,420,591	(1,711,709)	2,945,640	(707,275)	7,947,246	0.0883	941,625	2,188,375	2,186,500	4,374,875	0.04863	13,263,746	0.1474
2038	9,602,131,841	6,863,575	(1,705,819)	2,948,580	(707,942)	7,398,934	0.0798	555,375	2,187,000	2,188,375	4,375,375	0.04722	12,329,144	0.1331
2039	9,602,131,841	6,870,906	(1,706,562)	2,949,889	(708,603)	7,405,630	0.0799	557,625	2,187,250	2,187,000	4,374,250	0.04721	12,337,505	0.1331
2040	9,602,131,841	4,796,675	(763,213)	2,949,566	(595,408)	6,387,620	0.0689	558,875	2,188,875	2,187,250	4,376,125	0.04723	11,322,620	0.1222
2041	9,602,131,841	3,921,044	(762,034)	2,947,612	(508,276)	5,598,345	0.0604	554,250	2,186,750	2,188,875	4,375,625	0.04722	10,528,220	0.1136
2042	9,602,131,841	2,988,706	(759,750)	2,948,963	(414,601)	4,763,318	0.0514	553,750	2,190,625	2,186,750	4,377,375	0.04724	9,694,443	0.1046
2043	9,602,131,841	1,352,600	(550,300)	2,948,558	(345,346)	3,405,512	0.0368	557,125	2,190,250	2,190,625	4,380,875	0.04728	8,343,512	0.0900
2044	9,602,131,841	678,300	(377,400)	2,941,458	(294,146)	2,948,212	0.0318	559,250	2,185,625	2,190,250	4,375,875	0.04722	7,883,337	0.0851
2045	9,602,131,841	-	-					555,250	2,186,500	2,185,625	4,372,125	0.04718	4,927,375	0.0532
2046	9,602,131,841	-	-					555,125	2,187,500	2,186,500	4,374,000	0.04720	4,929,125	0.0532
2047	9,602,131,841	-	-					558,625	2,188,375	2,187,500	4,375,875	0.04722	4,934,500	0.0533
2048	9,602,131,841	-	-					-		2,188,375	2,188,375	0.02362	2,188,375	0.0236
2049	9,602,131,841	-	-					-			-	-	-	-
2050	9,602,131,841	-	-					-			-	-	-	-
		\$ 182,962,322	\$ (46,076,973)	\$ 55,975,780	\$ (18,881,321)	\$ 173,979,808		\$ 14,970,611	\$ 43,758,056	\$ 43,758,056	\$ 87,516,111		\$ 276,466,530	
Assumptions:														
(1) FYE 2025 is the Town's final TAV as provided by Dallas Central Appraisal District. FYE 2026 as provided by Town officials. Future values assume 3% growth through FYE 2038 as supplied by Town officials.														
(2) Collection Percentage: 96.5%		Tax Rate for FYE 2025 and FYE 2026 is actual. All other years are projections.												
(3) Interest Rate Assumptions:														
2026 Sales and beyond assume 5.00%														

2026 City Council Regular Meeting

6. c.

Meeting Date: 02/10/2026

Department: City Secretary

Key Focus Areas: Financial Health and Organizational Excellence

AGENDA CAPTION:

Present, discuss, and consider action on an Ordinance calling and ordering the May 2, 2026 General Election.

BACKGROUND:

A general election is conducted each May to elect representatives to the Addison City Council as necessary. The attached Ordinances (English, Spanish, and Vietnamese) establish the procedures for the May 2, 2026 General Election in accordance with state law and the Town's Home Rule Charter. The election is called to elect three (3) City Council Members.

The first day to file for a place on the May 2026 ballot was January 14, 2026. The last day to file is February 13, 2026.

The Town will enter into a Joint Election Contract with the Dallas County Election Department for administration of the May 2, 2026 General Election. Early voting begins on April 20, 2026 and ends on April 28, 2026. All election procedures remain the same as in previous years.

Should the election be uncontested and unnecessary, the Town will have the opportunity to cancel the election in accordance with the Election Code.

FISCAL IMPACT

N/A

RECOMMENDATION

Staff recommends approval.

Attachments

Presentation - May 2026 General Election Order

Ordinance - May 2026 General Election Order

May 2026 General Election Order

February 10, 2026

Valencia Garcia, City Secretary

The logo for Addison, featuring the word "ADDISON" in a bold, blue, sans-serif font. The text is centered within a white circle, which is itself set against a blue background. The blue background is part of a larger graphic on the right side of the slide, consisting of a blue triangle with a white circle and a grey triangle.

- A General Election is conducted each May to elect representatives to the Addison City Council. Ordinances in English, Spanish and Vietnamese have been prepared to establish and document the procedures for the Election to elect three (3) Council Members.
- The Town will enter into a Joint Election Contract with the Dallas County Elections Department for administration of the election.
- The Addison Town Hall Lobby will serve as both Early Voting and Election Day Voting sites in Addison.

Important Dates - May 2026 General Election

- First day to file for place on ballot – January 14, 2026
- Last day to file for place on ballot – February 13, 2026
- Drawing for Place on the Ballot (Tentative Date) – February 23, 2026
- Early Voting – April 20-28, 2026
- Election Day – May 2, 2026
- Official Canvass (Tentative Date) – May 12, 2026

Questions?

ORDINANCE NO. 026- (E)

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS CITY COUNCIL ORDERING A GENERAL ELECTION TO BE HELD ON SATURDAY, MAY 2, 2026, FOR THE PURPOSE OF ELECTING THREE (3) COUNCIL MEMBERS FOR A TERM OF TWO (2) YEARS; DESIGNATING POLLING PLACE WITHIN THE TOWN; ESTABLISHING OTHER PROCEDURES FOR THE CONDUCT OF THE ELECTION, INCLUDING PROVIDING THAT THE ELECTION IS TO BE HELD AS A JOINT ELECTION IN CONJUNCTION WITH DALLAS COUNTY.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE TOWN OF ADDISON, TEXAS, THAT:

SECTION 1: In accordance with the general laws and Constitution of the State of Texas, and the Charter of the Town, a General Election is hereby called and ordered for Saturday, May 2, 2026. All resident, qualified voters of the Town of Addison shall be permitted to vote, in said election for the purpose of electing three (3) Council Members for a term of two (2) years.

SECTION 2: The presently existing boundaries and territory of the Dallas County election precincts that are wholly or partly within the corporate limits of the Town shall constitute the election precincts for the election. The precinct numbers for the same shall be the corresponding Dallas County precinct numbers. The polling places for the general election shall be as set forth in the Joint Election Agreement (as defined in Section 3, below) with the Town location designated as Addison Town Hall Lobby at 15600 Addison Road, Addison, Texas.

SECTION 3: The election shall be held as a joint election with Dallas County and other municipalities and school districts pursuant to a Joint Election Agreement for the conduct of a joint election to be held on May 2, 2026 and the County shall be responsible for appointing all election judges and clerks and shall be responsible for their compensation. Election judges and clerks shall have the qualifications required by law and notice of appointment shall be given to such judges and clerks by the Administrator in accordance with law.

SECTION 4: Applications to have the name of the candidate placed on the ballot may not be filed earlier than thirty (30) days before the deadline prescribed by the Election Code for filing applications with the City Secretary, and that the earliest date for a candidate to file same will be Wednesday, January 14, 2026, at 8:00 am., with the last day for filing to be Friday, February 13, 2026 by 5:00 p.m.in accordance with Election Code Sect. 143.006 and 143.007.

SECTION 5: The order in which the names of the candidates are to be printed on the ballot for council members on said Addison City Council shall be determined by a drawing conducted by the City Secretary, as provided by Section 52.094 of the Texas Election Code, on Monday, February 23, 2026 at 10:30 a.m. at Addison Town Hall, 15600 Addison Road, Addison, Texas 75001.

SECTION 6: Paul Adams, Dallas County Elections Administrator, is hereby appointed as Early

Voting Clerk. The period for early voting by personal appearance, as established by provisions of the Texas Election Code, is between the hours of 8:00 a.m. and 5:00 p.m. beginning Monday, April 20, 2026 and ending on Tuesday, April 28, 2026. Early Voting by personal appearance will be conducted in the Office of the Elections Department, 1520 Round Table Drive, Dallas, Texas 75247 and at other locations so designated by the Dallas Council Elections Administrator.

SECTION 7: The Early Voting Clerk shall process all applications for early voting by mail. Applications for ballot by mail shall be mailed to: Dallas County Elections Department, 1520 Round Table Drive, Dallas, Texas 75247. The last day for unregistered applicants to submit a federal postcard application and be eligible to vote a full ballot is the close of business on Thursday, April 2, 2026.

SECTION 8: Notice of this election shall be given in accordance with the provisions of the Texas Election Code and returns of such notice shall be made as provided for in said Code. The Mayor shall issue all necessary orders and writs for such election. Returns of such election shall be made to the City Secretary immediately after the closing of the polls. In addition, the election materials as outlined in Section 272.005, Texas Election Code, shall be printed in both English, Spanish and Vietnamese for use at the polling places and for each voting for said election.

SECTION 9: The City Secretary will provide the Statement of Elected Officials to candidates who appear to have won or may win, Monday, May 4, 2026. Pursuant to Home Rule Charter, Tuesday, May 12, 2026 at 5:00 p.m. has been set as the date of the Official Canvass. Mayor Bruce Arfsten or a designated representative will provide the Oath of Office after the Official Canvass has been conducted. The City Secretary is directed to record results in the Election Register as soon as practical after the Canvass.

SECTION 10: The City Secretary is directed to transmit election results by city precinct in electronic form to the Secretary of State on or before Friday, May 29, 2026.

SECTION 11: Should any part, section, subsection, paragraph, sentence, clause or phrase contained in this ordinance is held to be unconstitutional or of no force and effect, such holding shall not affect the validity of the remaining portion of this ordinance, but in all respects said remaining portion shall be and remain in full force and effect.

SECTION 12: It is hereby officially found and determined that the meeting at which this ordinance is passed is open to the public as required by law, and that public notice of the time, place and purpose of said meeting was given as required.

SECTION 13. That this Ordinance shall become effective from and after its passage as may be required by law or by the City Charter or ordinance.

PASSED AND APPROVED by the City Council of the Town of Addison, Texas this the **10th** day of **FEBRUARY** 2026.

TOWN OF ADDISON, TEXAS

Bruce Arfsten, Mayor

ATTEST:

APPROVED AS TO FORM:

Valencia Garcia, City Secretary

Whitt L. Wyatt, City Attorney

ORDENANZA NRO. 026- (E)

UNA ORDENANZA DEL CONSEJO MUNICIPAL DE LA CIUDAD DE TOWN OF ADDISON, TEXAS, QUE ORDENA UNA ELECCIÓN GENERAL A CELEBRARSE EL SÁBADO 2 DE MAYO DE 2026 PARA EL PROPÓSITO DE ELEGIR TRES (3) MIEMBROS DEL CONSEJO PARA UN TÉRMINO DE DOS (2) AÑOS; DESIGNA LUGAR DE VOTACIÓN DENTRO DE LA CIUDAD; ESTABLECE OTROS PROCEDIMIENTOS PARA LA CELEBRACIÓN DE LA ELECCIÓN, INCLUSO DISPONE QUE LA ELECCIÓN SE CELEBRARÁ COMO UNA ELECCIÓN CONJUNTA CON EL CONDADO DE DALLAS.

AHORA, POR LO TANTO, EL CONSEJO DE LA CIUDAD DE TOWN OF ADDISON, TEXAS, ORDENA QUE:

SECCIÓN 1: De acuerdo con las leyes generales y la Constitución del Estado de Texas, y la Carta Orgánica del Poblado, por la presente, se convoca y ordena una Elección General para el sábado 2 de mayo de 2026. Todos los votantes habilitados residentes de la ciudad de Town of Addison tendrán permitido votar en dicha elección para el propósito de elegir tres (3) Miembros del Consejo para un término de dos (2) años.

SECCIÓN 2: Los límites y el territorio existentes actualmente de los precintos electorales del Condado de Dallas que se encuentran parcial o totalmente dentro de los límites corporativos del Poblado constituirán los precintos electorales para la elección. Los números de precinto de los precintos electorales serán los números de precinto correspondientes del Condado de Dallas. Los lugares de votación para la elección general serán los indicados en el Acuerdo de Elección Conjunta (como se define en la Sección 3, más adelante) con la sucursal de la ciudad de Town of Addison designada como el Vestíbulo de la Alcaldía de Addison, ubicado en 15600 Addison Road, Addison, Texas.

SECCIÓN 3: La elección será celebrada como una elección conjunta con el Condado de Dallas y otras municipalidades y distritos escolares en virtud de un Acuerdo de Elección Conjunta para la celebración de una elección conjunta a celebrarse el 2 de mayo de 2026, y el Condado será responsable de la designación de todos los jueces y funcionarios electorales y será responsable de su remuneración. Los jueces y funcionarios electorales cumplirán con los requisitos indicados por ley y el Administrador dará aviso de la designación a los jueces y funcionarios de ese tipo de acuerdo con la ley.

SECCIÓN 4: Las solicitudes para que se coloque el nombre de un candidato en la boleta de votación no pueden ser presentadas antes de treinta (30) días anteriores al plazo prescrito por el Código Electoral para presentar solicitudes ante la Secretaria de la Ciudad, y la primera fecha para que un candidato presente una solicitud de este tipo será el miércoles 14 de enero de 2026 a las 8:00 a.m., y el último día para la presentación será el viernes 13 de febrero de 2026 a las 5:00 p.m., de conformidad con las secciones 143.006 y 143.007 del Código Electoral.

SECCIÓN 5: El orden en que los nombres de los candidatos se imprimirán en la boleta de votación para miembros del consejo de dicho Consejo Municipal de Addison será determinado mediante un sorteo que realizará la Secretaria de la Ciudad, según lo dispuesto por la Sección 52.094 del Código Electoral de Texas, el lunes 23 de febrero de 2026 a las 10:30 a.m. en la Alcaldía de Addison, ubicada en 15600 Addison Road, Addison, Texas 75001.

SECCIÓN 6: Por la presente, se designa a Paul Adams, Administrador de Elecciones del Condado de Dallas, como Oficial de Votación Anticipada. El periodo para la votación anticipada en persona, como lo indican las disposiciones del Código Electoral de Texas, es en el horario de 8:00 a.m. a 5:00 p.m. a partir del lunes 20 de abril de 2026 y hasta el martes 28 de abril de 2026. La votación anticipada en persona se realizará en la Oficina del Departamento de Elecciones ubicada en 1520 Round Table Drive, Dallas, Texas 75247 y en otros lugares que el Administrador de Elecciones del Condado de Dallas designe para ese fin.

SECCIÓN 7: El Oficial de Votación Anticipada procesará todas las solicitudes de votación anticipada por correo. Las solicitudes de boleta de voto por correo se deberán enviar por correo postal a: Dallas County Elections Department, 1520 Round Table Drive, Dallas, Texas 75247. El último día para que los solicitantes no registrados envíen una solicitud de postal federal y sean elegibles para votar una boleta de votación completa es al cierre del horario de atención del jueves 2 de abril de 2026.

SECCIÓN 8: Se dará aviso de esta elección de acuerdo con las disposiciones del Código Electoral de Texas y los resultados de dicho aviso se realizarán según lo dispone el mencionado Código. El Alcalde emitirá todas las órdenes y los escritos necesarios para dicha elección. Los resultados de dicha elección serán entregados a la Secretaria de la Ciudad inmediatamente después del cierre de los lugares de votación. Además, los materiales electorales enumerados en la Sección 272.005 del Código Electoral de Texas serán impresos en inglés, español y vietnamita para que sean utilizados en los lugares de votación y para cada votación de dicha elección.

SECCIÓN 9: La Secretaria de la Ciudad entregará la Declaración de funcionarios electos a los candidatos que parezca que hayan ganado o puedan ganar, el lunes 4 de mayo de 2026. En virtud de la Carta Orgánica de Gobierno Autónomo, el martes 12 de mayo de 2026 a las 5:00 p.m. ha sido fijado como la fecha del Escrutinio Oficial. El Alcalde Bruce Arfsten o un representante designado tomará el Juramento al cargo después de que se haya realizado el Escrutinio Oficial. Se instruye a la Secretaria de la Ciudad a que registre los resultados en el Registro de la Elección tan pronto como sea práctico después del escrutinio.

SECCIÓN 10: Se instruye a la Secretaria de la Ciudad a transmitir los resultados de la elección por precinto de la ciudad en forma electrónica al Secretario de Estado hasta el viernes 29 de mayo de 2026 inclusive.

SECCIÓN 11: Si alguna parte, sección, subsección, párrafo, oración, cláusula o frase contenido en esta ordenanza fuese determinado inconstitucional o sin validez y vigencia, tal determinación no afectará la validez del resto de esta ordenanza, sino que en todos sus aspectos dichas porciones restantes mantendrán su plena validez y vigencia.

SECCIÓN 12: Por la presente, se halla y se determina oficialmente que la asamblea en la que esta ordenanza es adoptada está abierta al público, como es requerido por ley, y que se dio aviso público de la hora, el lugar y el propósito de dicha asamblea según lo exigido.

SECCIÓN 13: Que esta Ordenanza entrará en vigencia a partir de su adopción según pueda exigir la ley o la Carta Orgánica de la Ciudad o una ordenanza.

ADOPTADA Y APROBADA POR el Consejo Municipal de la ciudad de Town of Addison, Texas, este día **10 DE FEBRERO DE 2026.**

CIUDAD DE TOWN OF ADDISON, TEXAS

Bruce Arfsten, Alcalde

ATESTIGUA:

APROBADA EN CUANTO A SU FORMA:

Valencia Garcia, Secretaria de la Ciudad

Whitt L. Wyatt, Abogado de la Ciudad

SẮC LỆNH SỐ 026- (E)

MỘT SẮC LỆNH CỦA HỘI ĐỒNG THÀNH PHỐ THỊ TRẦN ADDISON, TEXAS YÊU CẦU TỔ CHỨC MỘT CUỘC TỔNG TUYỂN CỬ VÀO THỨ BẢY, NGÀY 2 THÁNG NĂM, 2026, VỚI MỤC ĐÍCH BẦU CHỌN BA (3) THÀNH VIÊN HỘI ĐỒNG TRONG NHIỆM KỲ HAI (2) NĂM; THIẾT LẬP ĐỊA ĐIỂM PHÒNG PHIẾU TRONG PHẠM VI THỊ TRẦN; QUY ĐỊNH CÁC THỦ TỤC KHÁC ĐỂ TIẾN HÀNH BẦU CỬ, BAO GỒM QUY ĐỊNH TỔ CHỨC CUỘC BẦU CỬ NÀY THEO HÌNH THỨC BẦU CỬ KẾT HỢP VỚI QUẬN DALLAS.

VÌ VẬY, BÂY GIỜ, HỘI ĐỒNG THÀNH PHỐ CỦA THỊ TRẦN ADDISON, TEXAS RA SẮC LỆNH NHƯ SAU:

MỤC 1: Theo quy định của các điều luật tổng quát và Hiến Pháp Tiểu Bang Texas, và Hiến Chương của Thị Trấn, một Cuộc Tổng Tuyển Cử theo đây được yêu cầu và ra lệnh tổ chức vào ngày thứ Bảy, 2 tháng Năm, 2026. Tất cả các cử tri cư trú, đủ tiêu chuẩn của Thị trấn Addison sẽ được phép bỏ phiếu, trong cuộc bầu cử nói trên với mục đích bầu chọn ba (3) thành viên Hội đồng với nhiệm kỳ hai (2) năm.

MỤC 2: Các ranh giới và địa giới hiện tại của các phân khu bầu cử Quận Dallas nằm toàn bộ hoặc một phần trong các ranh giới hoạt động của Thị trấn theo đây tạo thành các phân khu bỏ phiếu cho cuộc bầu cử. Số phân khu của các phân khu giống nhau sẽ tương ứng với số phân khu của Quận Dallas. Các địa điểm phòng phiếu cho cuộc tổng tuyển cử này sẽ được quy định trong Thỏa Thuận Tổ Chức Bầu Cử Kết Hợp (theo như định nghĩa trong Mục 3, dưới đây) tại các địa điểm của Thị Trấn được chỉ định là Đại Sảnh Tòa Thị Chính Addison, 15600 Addison Road, Addison, Texas.

MỤC 3: Cuộc bầu cử sẽ được tổ chức như một cuộc bầu cử kết hợp với Quận Dallas và các thành phố và khu học chánh khác theo Thỏa Thuận Bầu Cử Kết Hợp để tiến hành một cuộc bầu cử kết hợp vào ngày 2 tháng Năm, 2026, và Quận sẽ chịu trách nhiệm bổ nhiệm tất cả các trưởng ban điều hành và thư ký phụ trách cuộc bầu cử, và có trách nhiệm trả lương cho họ. Các trưởng ban điều hành và thư ký phụ trách cuộc bầu cử phải có đủ trình độ theo quy định của pháp luật và thông báo bổ nhiệm sẽ được Quản trị viên trao cho các trưởng ban điều hành và thư ký đó theo quy định của pháp luật.

MỤC 4: Đơn xin ghi tên của ứng cử viên trên lá phiếu không được nộp sớm hơn ba mươi (30) ngày trước thời hạn chót được quy định theo Bộ Luật Bầu Cử về quy trình nộp đơn cho Thư Ký Hội Đồng Thành Phố, và ngày sớm nhất để một ứng cử viên nộp hồ sơ tương tự sẽ bắt đầu từ 8 giờ sáng thứ Tư, ngày 14 tháng Một, 2026, và ngày cuối cùng có thể nộp đơn là 5 giờ chiều thứ Sáu, ngày 13 tháng Hai, 2026, theo quy định trong các Mục 143.006 và 143.007 của Bộ Luật Bầu Cử.

MỤC 5: Chiếu theo Mục 52.094 của Bộ Luật Bầu Cử Texas, thứ tự ghi tên các ứng cử viên trên lá phiếu bầu các thành viên hội đồng cho Hội Đồng Thành Phố Addison nói trên sẽ được quyết định qua thủ tục rút thăm do Thư Ký Hội Đồng Thành Phố thực hiện, vào 10:30 sáng thứ Hai, 23 tháng Hai, 2026 tại Tòa Thị Chính Addison, 15600 Addison Road, Addison, Texas 75001.

MUC 6: Paul Adams, Quản Trị Viên phụ trách Bầu Cử Quận Dallas, theo đây được bổ nhiệm làm Thư Ký phụ trách Bỏ Phiếu Sớm. Theo quy định trong Bộ Luật Bầu Cử Texas, khoảng thời gian cử tri có thể đích thân đến bỏ phiếu sớm là từ 8 giờ sáng đến 5 giờ chiều, bắt đầu từ thứ Hai, ngày 20 tháng Tư, 2026 và kết thúc vào thứ Ba, ngày 28 tháng Tư, 2026. Thủ Tục Đích thân tới bỏ phiếu sớm sẽ được tiến hành tại Văn phòng Ban Bầu cử, 1520 Round Table Drive, Dallas, Texas 75247 và tại các địa điểm khác do Quản trị viên Bầu cử của Hội đồng Dallas chỉ định.

MUC 7: Thư Ký phụ trách Bỏ Phiếu Sớm sẽ giải quyết tất cả các đơn xin bỏ phiếu sớm qua thư. Địa chỉ nhận đơn xin lá phiếu bầu qua thư: Dallas County Elections Department, 1520 Round Table Drive, Dallas, Texas 75247. Ngày cuối cùng những người nộp đơn chưa ghi danh có thể nộp đơn xin dạng bưu thiếp liên bang và đủ điều kiện bỏ phiếu toàn bộ là vào cuối giờ hành chính thứ Năm, ngày 2 tháng Tư, 2026.

MUC 8: Thông báo của cuộc bầu cử này sẽ được cung cấp theo như các điều khoản qui định trong Bộ Luật Bầu Cử Texas, và kết quả kiểm phiếu của thông báo đó sẽ được cung cấp theo nhu qui định trong Bộ Luật nói trên. Thị Trưởng sẽ ban hành tất cả các lệnh và văn bản cho cuộc bầu cử này. Kết quả của cuộc bầu cử đó sẽ được gửi cho Thư ký Thành phố ngay sau khi kết thúc các cuộc bỏ phiếu. Ngoài ra, các tài liệu bầu cử được nêu trong Mục 272.005, Bộ Luật Bầu Cử Texas, sẽ được in bằng cả tiếng Anh, tiếng Tây Ban Nha, và tiếng Việt để sử dụng tại các địa điểm phòng phiếu và cho mỗi thủ tục bỏ phiếu cho cuộc bầu cử nói trên.

MUC 9: Thư Ký Hội Đồng Thành Phố sẽ cung cấp Thông Cáo về Các Viên Chức Được Bầu Chọn cho các ứng cử viên đã đắc cử hoặc có thể đắc cử, vào thứ Hai, ngày 4 tháng Năm, 2026. Căn cứ vào Hiến Chương Tự Trị, Thứ Ba, ngày 12 tháng Năm, 2026 lúc 5:00 chiều đã được chỉ định làm ngày kiểm phiếu chính thức. Thị trưởng Bruce Arfsten hoặc một đại diện được chỉ định sẽ thực hiện Tuyên Thệ Nhậm Chức sau khi tiến hành Cuộc Kiểm Phiếu Chính Thức này. Thư Ký Hội Đồng Thành Phố được ra lệnh ghi kết quả vào Sổ Đăng Ký Bầu Cử sớm nhất có thể ngay sau khi thực hiện Kiểm Phiếu.

MUC 10: Thư Ký Hội Đồng Thành Phố được chỉ đạo chuyển các kết quả bầu cử theo phân khu bầu cử thành phố dưới dạng điện tử cho Tổng Trưởng Tiểu Bang vào hoặc trước thứ Sáu, ngày 29 tháng Năm, 2026.

MUC 11: Nếu bất kỳ phần, mục, tiểu mục, đoạn, câu, khoản hoặc cụm từ nào trong sắc lệnh này bị coi là vi hiến hoặc không có hiệu lực, thì việc giữ lại đó sẽ không ảnh hưởng đến hiệu lực của phần còn lại của sắc lệnh này, nhưng trong mọi trường hợp, phần còn lại đã nói sẽ vẫn còn nguyên hiệu lực.

MUC 12: Theo đây chính thức nhận định và quyết định rằng cuộc họp trong đó sắc lệnh này được thông qua đã diễn ra công khai theo luật pháp quy định, và việc thông báo công khai về ngày giờ, địa điểm, và mục đích của cuộc họp nói trên đã được thực hiện theo quy định.

MUC 13: Rằng Sắc lệnh này sẽ có hiệu lực kể từ và sau khi được thông qua theo yêu cầu của pháp luật hoặc Hiến chương hoặc sắc lệnh của Thành phố.

ĐƯỢC THÔNG QUA VÀ PHÊ CHUẨN bởi Hội Đồng Thành Phố của Thị Trấn Addison, Texas
ngày **10 THÁNG HAI, 2026.**

THỊ TRẤN ADDISON, TEXAS

Bruce Arfsten, Thị Trưởng

CHỨNG THỰC:

PHÊ CHUẨN ĐỊNH DẠNG:

Valencia Garcia, Thư Ký Thành Phố

Whitt L. Wyatt, Luật Sư Thành Phố