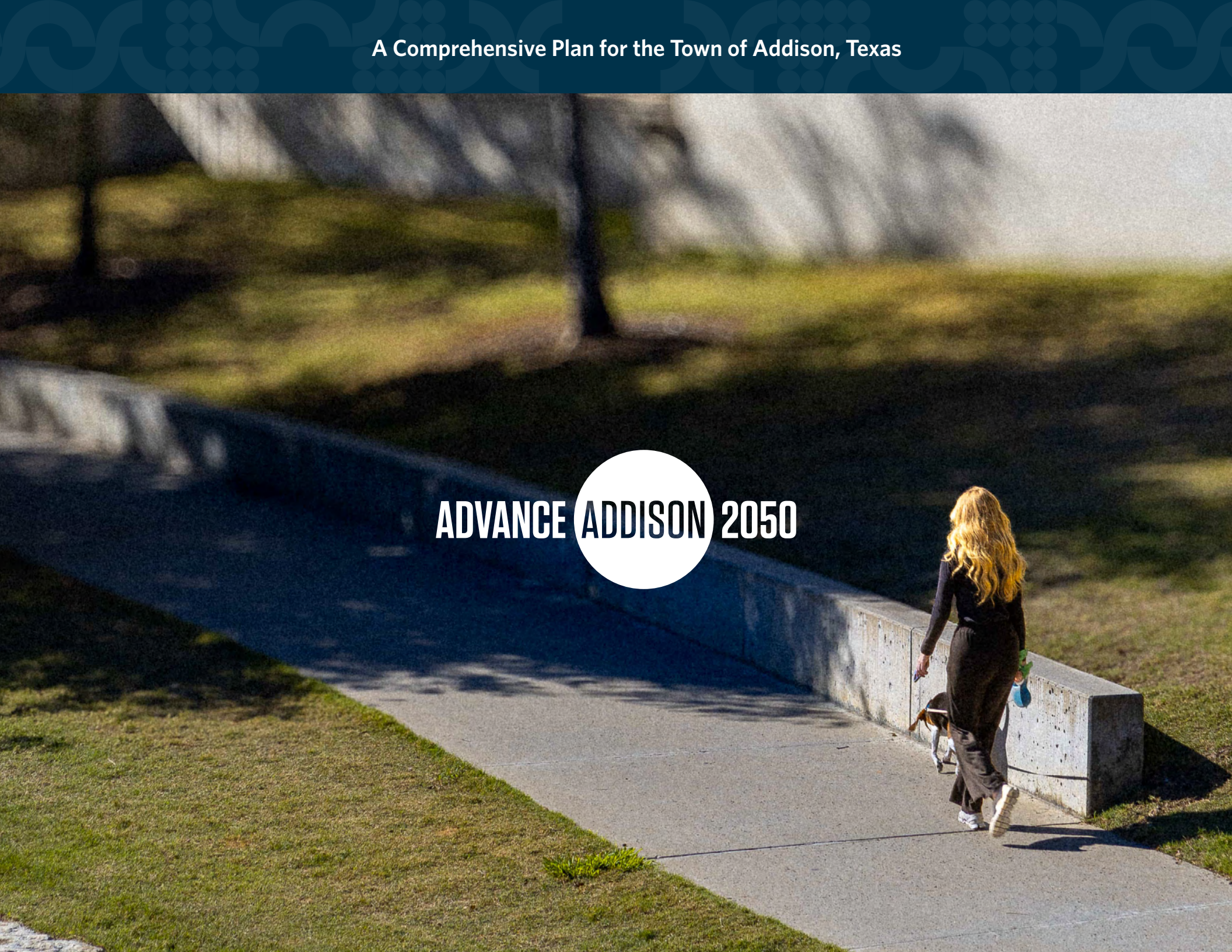


ADVANCE ADDISON 2050



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 & LINTON 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



ADVANCE ADDISON 2050

A Comprehensive Plan for the Town of Addison, Texas

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EXECUTIVE SUMMARY

This is a critical time for Addison. After four decades of robust growth cultivating an identity, local economy, and urban development model that is unique to North Texas, the Town is now transitioning to a focus on revitalization and retention. The vision, plans, and policies that have served Addison well during its growth phase must now be updated to prioritize maintenance, infill, and redevelopment. Existing infrastructure, buildings, and public spaces must be reimagined to provide the framework needed to attract and retain the next generation of businesses and residents. For Addison, this means becoming an even more connected community.

This Comprehensive Plan is intended to provide the overarching vision, principles, strategic framework, and implementation program to guide Addison’s development over the next decade. Over the course of nearly two years, a series of engagement activities were conducted with residents, business owners, developers, Advisory Committee members, staff, and elected and appointed officials to inform and refine this Plan. Early on, analysis of existing conditions data was combined with community input on assets, values, and aspirations to craft the Town’s Vision Story and Decision-Making Principles. These highlight Addison’s longstanding commitment to fiscal responsibility, innovation, mixed-use semi-urban development, and high quality services, amenities, and public spaces. Looking forward, Addison must continue to diversify and expand multimodal transportation options, enhance connectivity within and between neighborhoods and commercial centers, and repurpose aging office, hotel, and other commercial properties.

ENGAGEMENT ACTIVITY HIGHLIGHTS

October 2023 - March 2024

2
Public Meetings

120+
Public Attendees

3,156
People Engaged in the Field

15,187
Direct Mailer/Postcards Sent

11
Pop-Up Events

5+
Resident-Led Meetings-In-A-Box

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

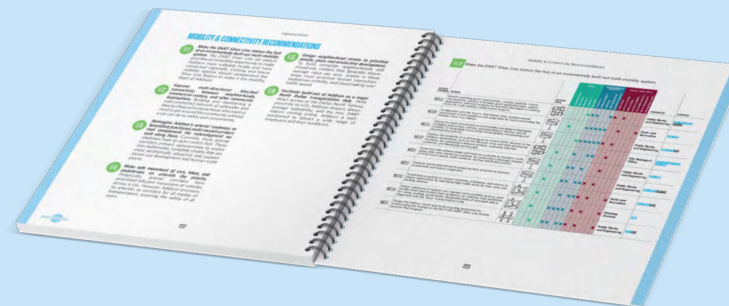
IMPLEMENTATION

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

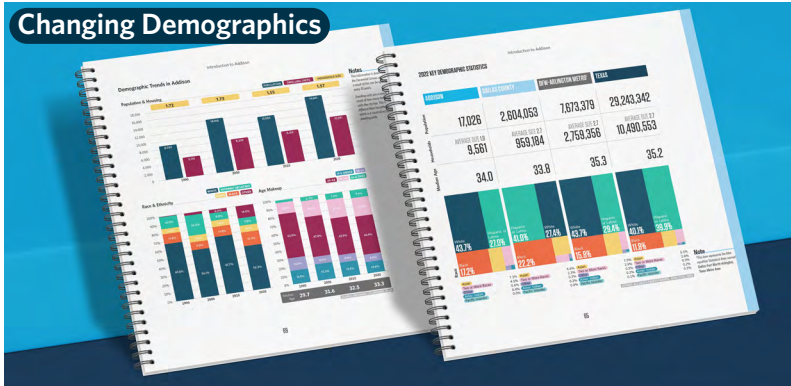


Implementation

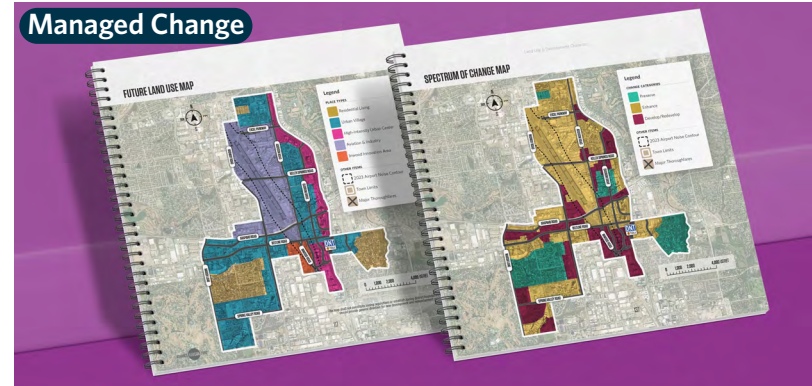
p. 175-214



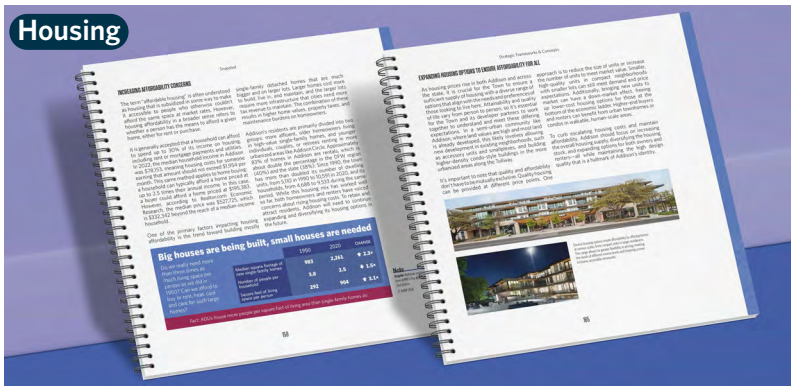
PLAN HIGHLIGHTS



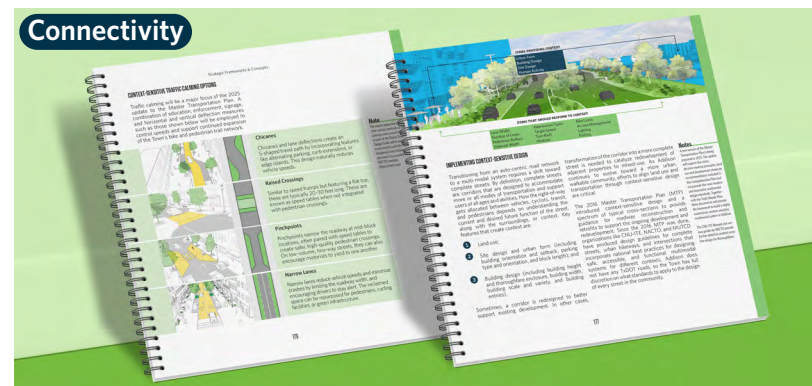
Demographic and market trends favor walkable, mixed-use environments, making Addison increasingly attractive. Younger generations seek convenience, empty nesters value accessibility, and businesses benefit from vibrant, well-connected spaces. Addison’s walkability, amenities, and business-friendly atmosphere position it to thrive in this shifting landscape.



While Addison has walkable areas, some parts remain auto-centric and aging. Preserving certain areas while enhancing others with added uses and density can create more complete, adaptable places. The Place Type and Spectrum of Change maps guide this balance, ensuring strategic growth strengthens neighborhoods, improves street connectivity, and supports Addison’s long-term success.



Housing in Addison is expensive, with a strong rental market reflecting its semi-urban character. Expanding homeownership remains a priority where feasible, with diverse housing types like townhomes and condos creating more ownership opportunities while preserving Addison’s connected, high-quality environment.



Already one of North Texas’ most walkable communities, Addison can further enhance connectivity with the Silver Line, enabling seamless, car-free mobility. Investing in public spaces and expanding bike and pedestrian networks will improve quality of life, support the economy, and reinforce Addison’s appeal as a vibrant, people-friendly destination.

PLACE TYPES

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



Detailed Descriptions

p. 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

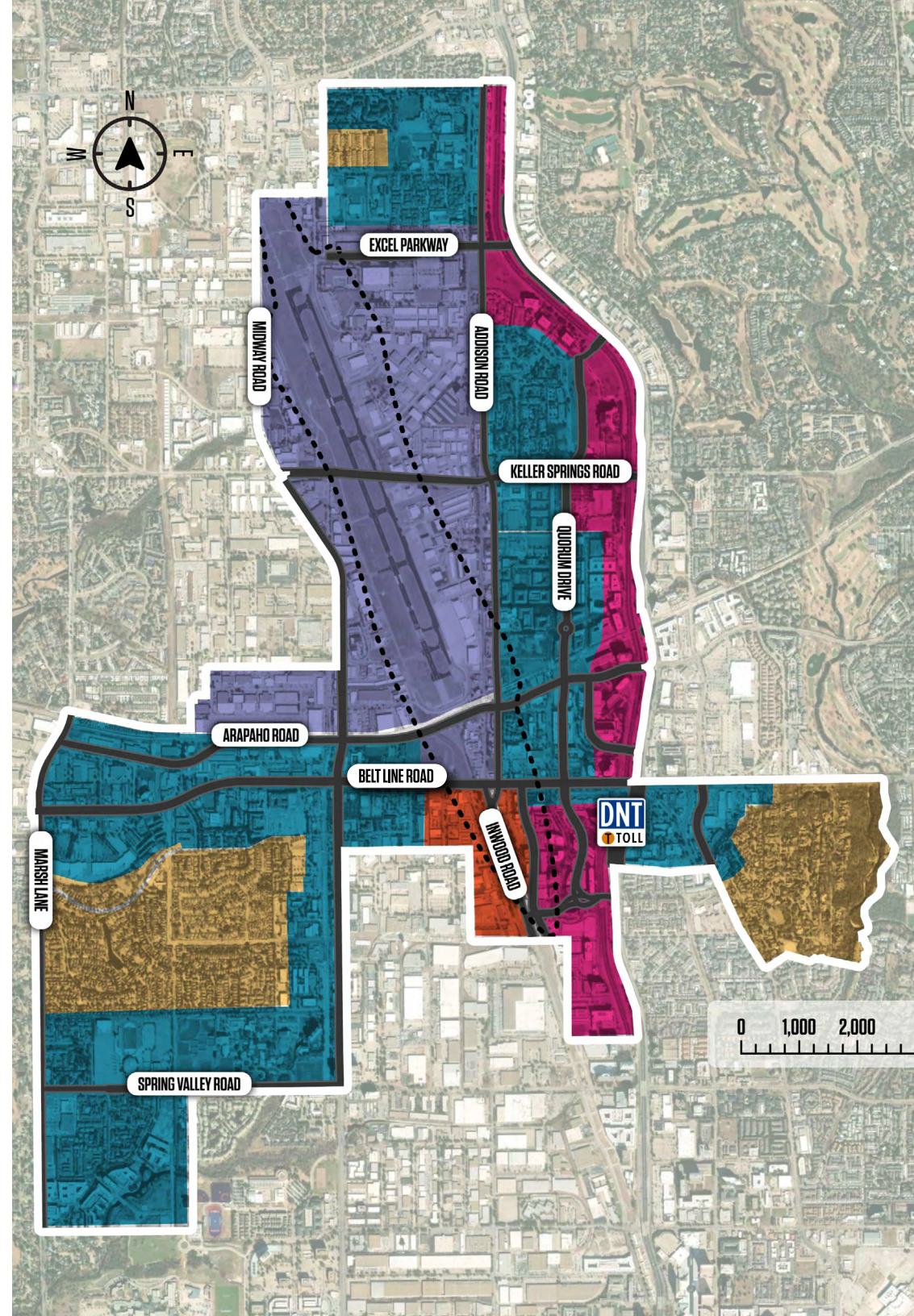
The High Intensity Urban Center place type is the most intense, and it suggests heavy mixed-use development and redevelopment along the Dallas North Tollway (DNT).

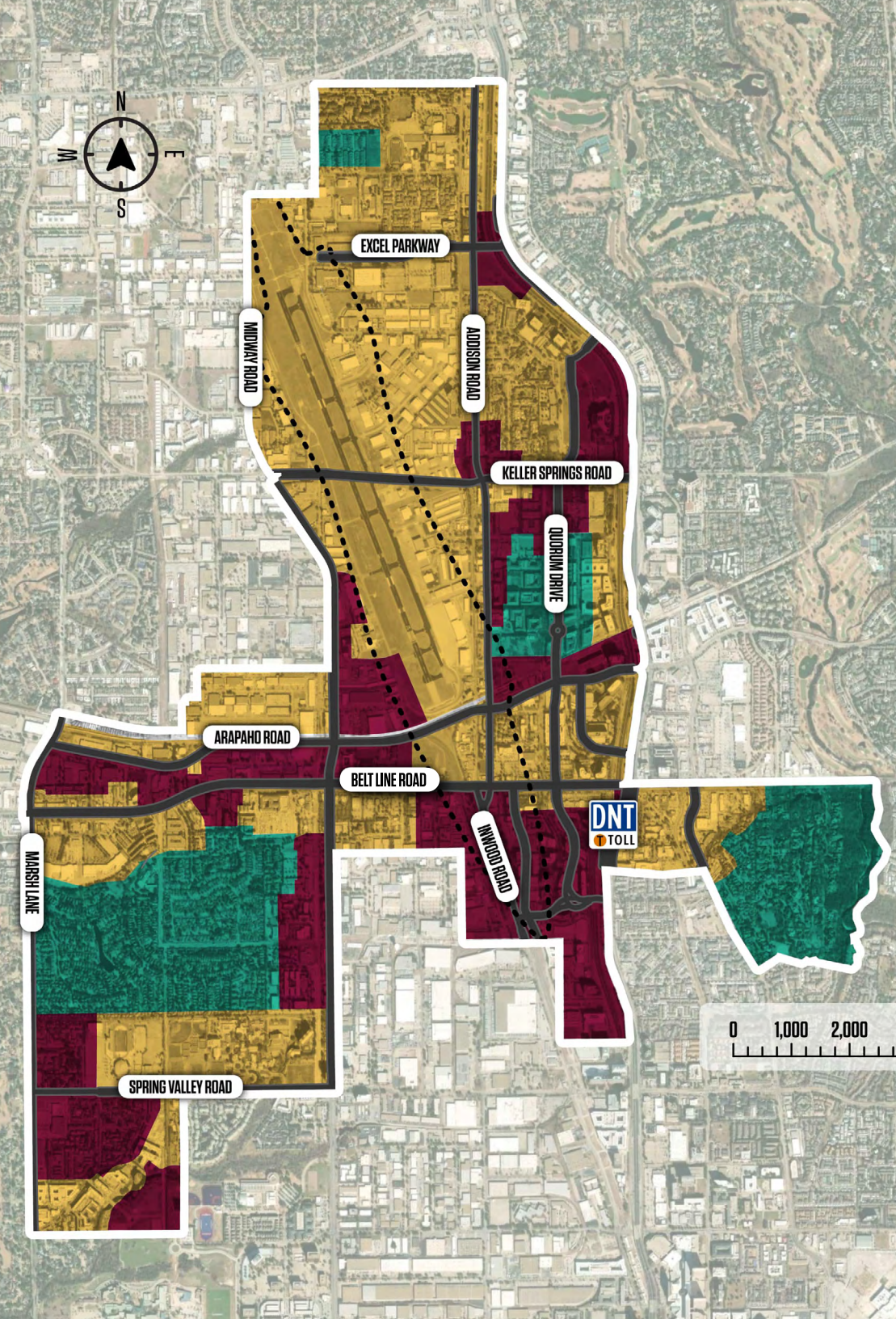
AVIATION & INDUSTRY

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.

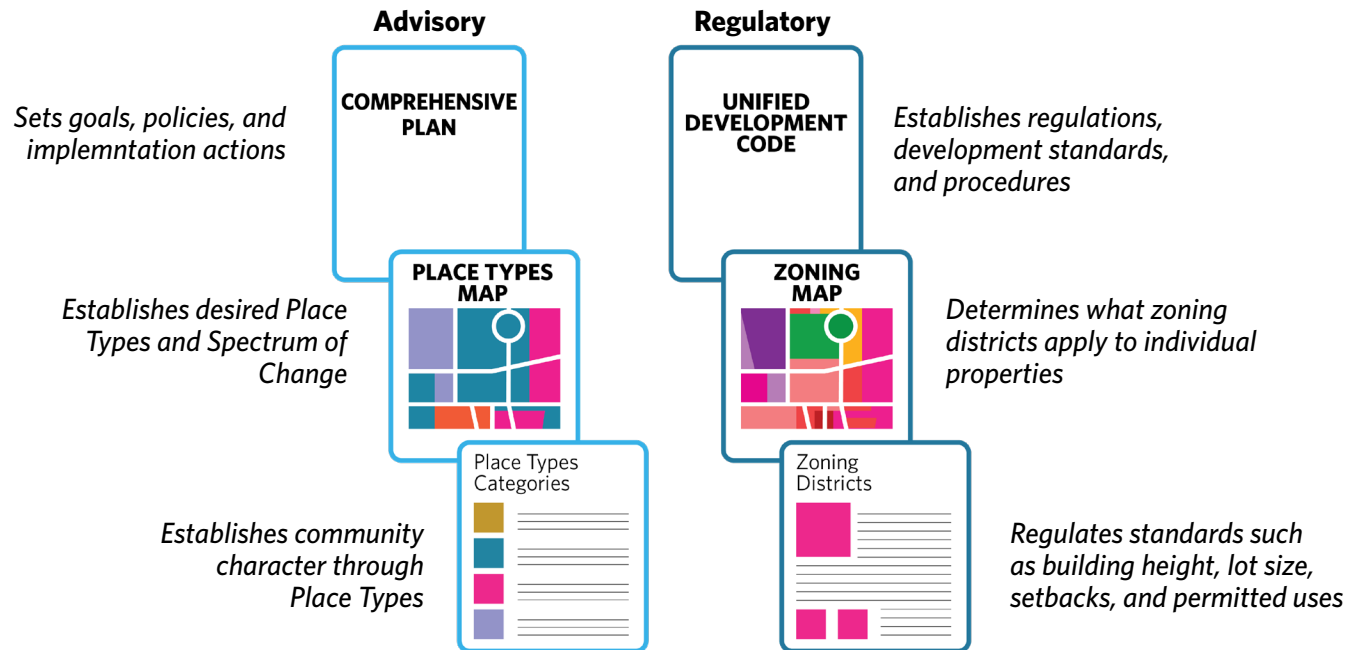
The vision is achieved when Town officials, staff, residents, and the business community embrace the Plan implementation strategy, take ownership of its goals, and drive its execution. Together, they can shape Addison's future and ensure its continued success.



Additional Information

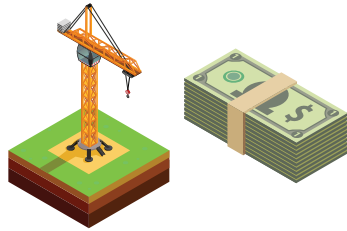
Texas Local Government Code 213.002

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

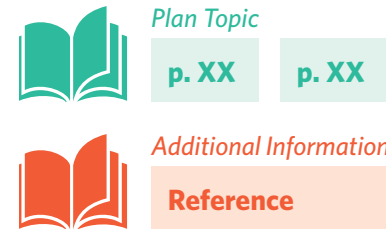
PLAN ORGANIZATION

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.

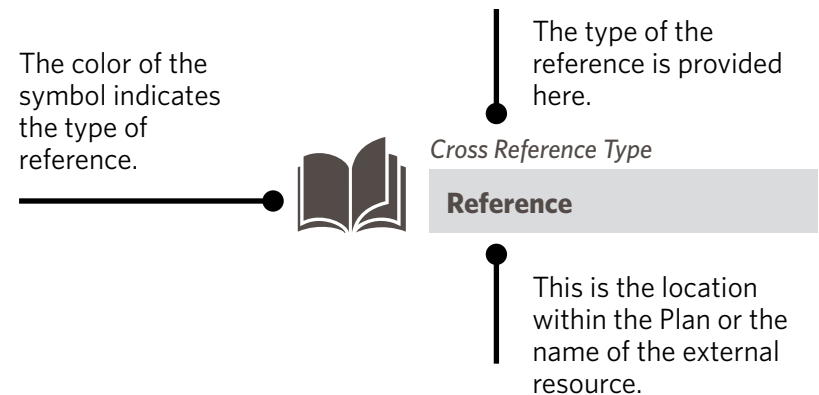


This symbol directs you to another section of the Plan for more information on this topic.

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

HOW THE CROSS REFERENCES WORK

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



HOW YOU CAN USE THIS PLAN

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

Residents & Other Locals

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

Town Staff & Officials

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

REFINING AND UPDATING THIS PLAN

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

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

Public input should also be gathered on a regular schedule to help inform staff and Council’s work. An inexpensive way of doing this would be to solicit feedback on a specific element of each major

component during high-turnout public events. For example, “What matters most to you when new commercial growth happens near your neighborhood?” The answers to this single question could be gathered and presented to Council. Then, the Council would determine what new recommendations should be added to the *Land Use & Development Character* component.

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

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



	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



Level 1

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

Level 2

Recommendations are each broken into a series of actions.

Level 3

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

ADDISON'S IDENTITY

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

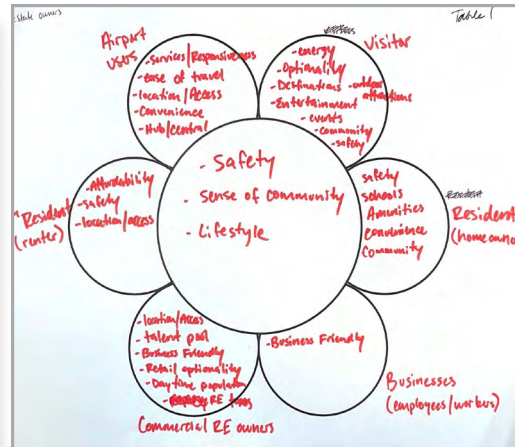
To ensure that Addison's future aligns with this vision, a set of Decision-Making Principles has been crafted. These principles offer a framework for making choices that keep the community on track toward realizing the future they have collectively envisioned.

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

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.
- B** We set the standard by prioritizing multimodal mobility options for moving in and around Addison, including walking, biking, and internal public transit options, creating a people-first design to foster a diverse and thriving community and local economy in a safe, vibrant, and connected environment.

As we look ahead, 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 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.

- D**

- 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):

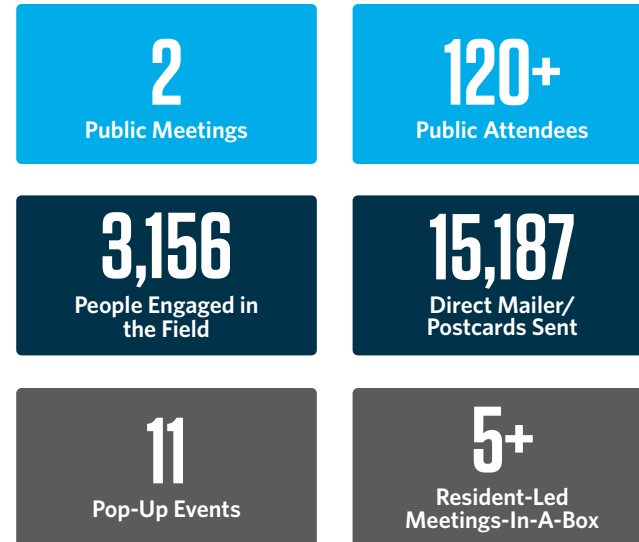
Met monthly to get updates, vet ideas, and provide input on proposed strategies and priorities.

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

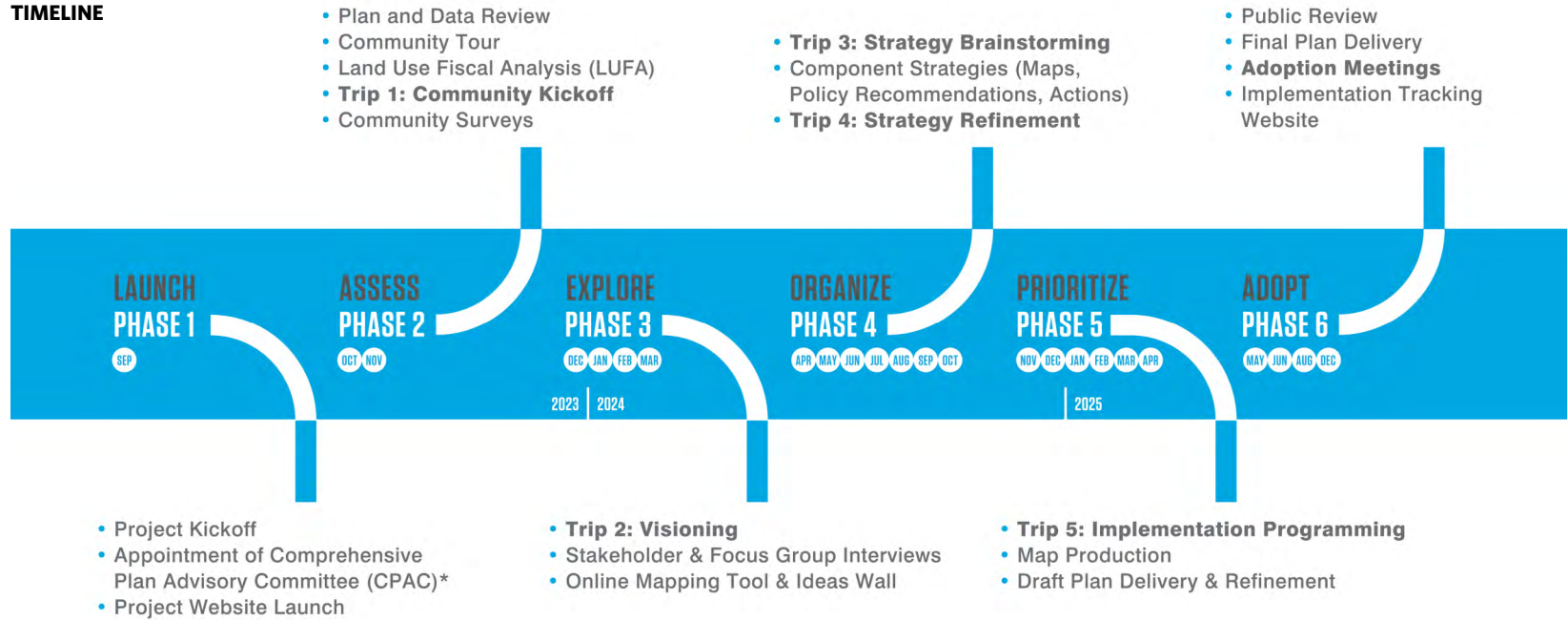
This Comprehensive Plan was broken up into six major phases. The first two phases focused on project initiation, data analysis, and completing a quantitative and qualitative assessment of existing conditions. Commercial development is critical to Addison's identity and fiscal health, so a detailed Market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

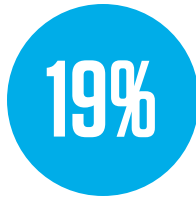
VIBRANCY AVERAGE: 6.41

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



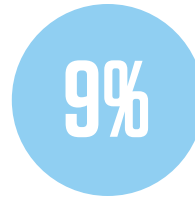
Fewer Apartments/Housing



Walkability & Bikeability



Redevelopment



Government & Communication

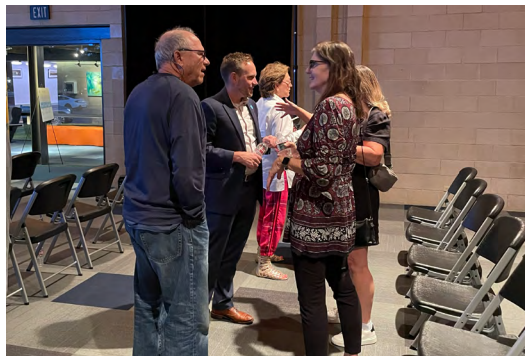
Source: Vibrant Community Assessment, 2023

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.



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.

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.

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.

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

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.

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

3
Developers

35
Business Owners

106
Renters

315
Property Owners

536
Residents

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:

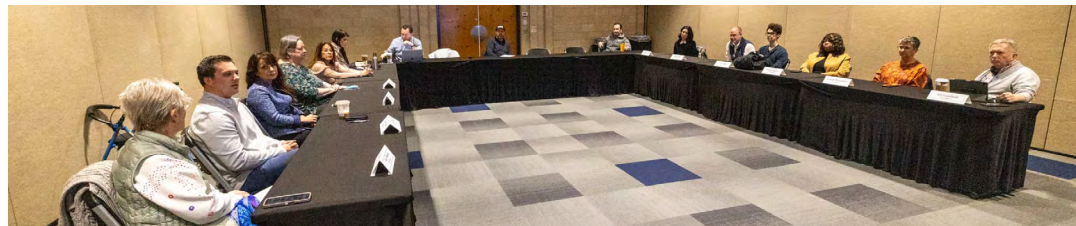
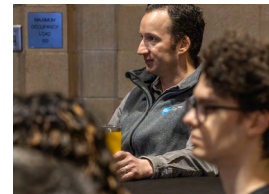
Staff, residents, and consultants discuss Addison at Focus Groups.

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

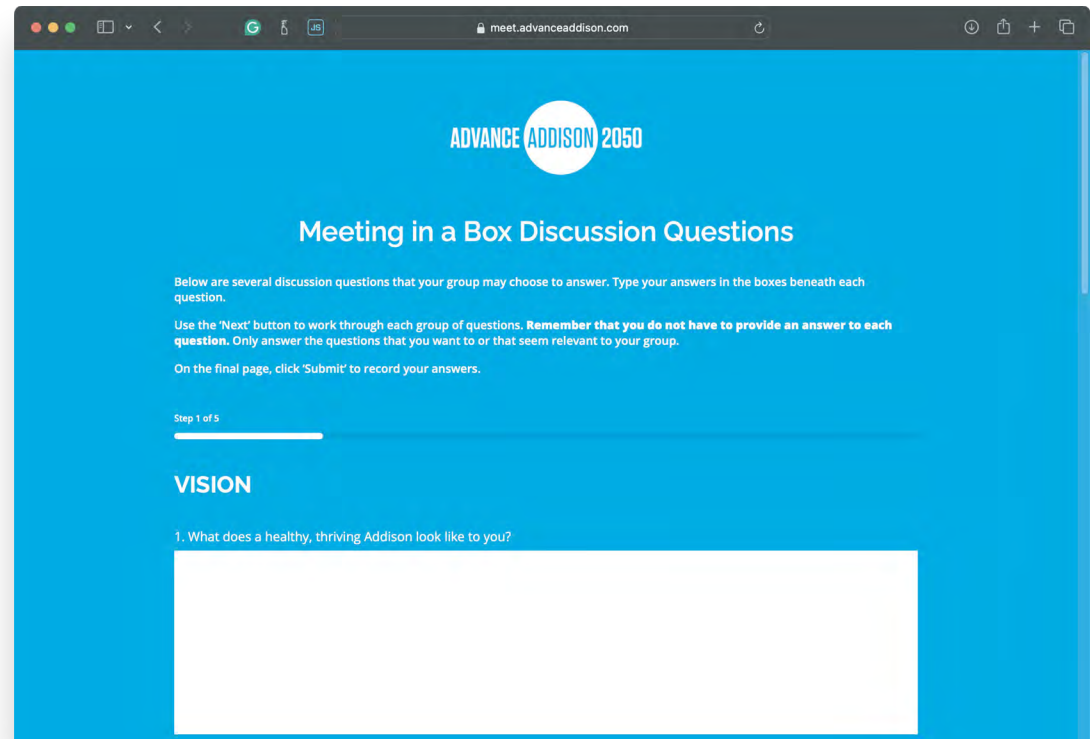
Vision, Values, & Priorities Survey (Appendix D)

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.



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

MAPPING TOOL

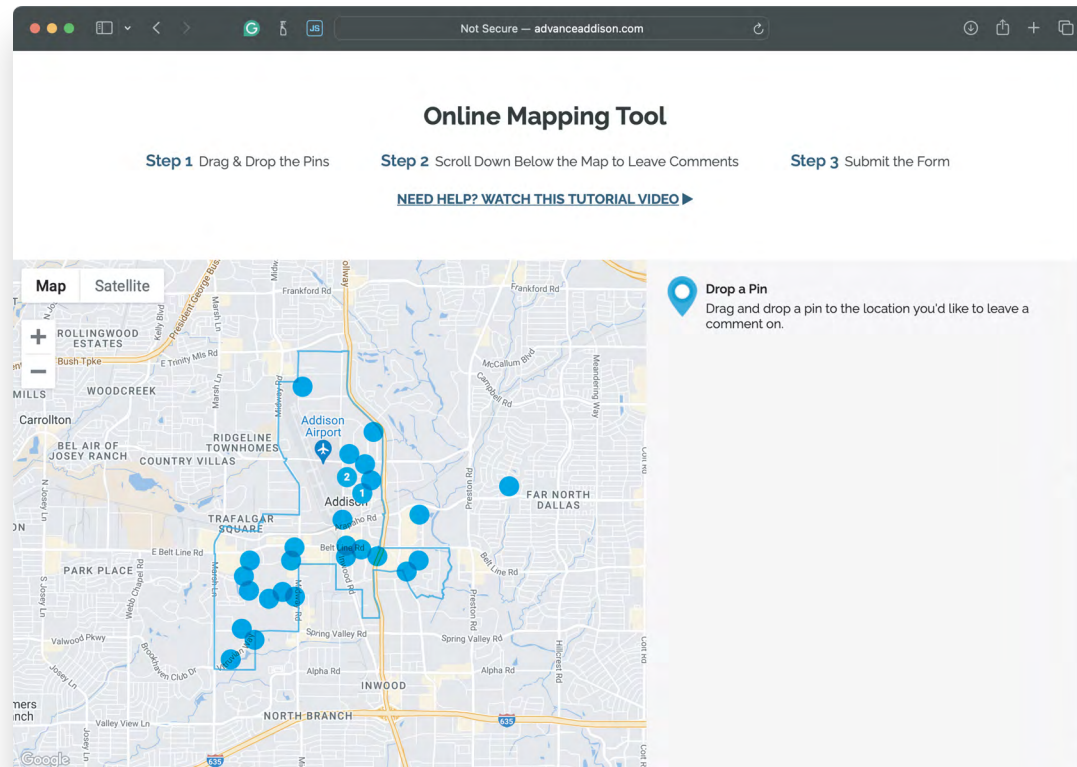
January 25, 2024

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

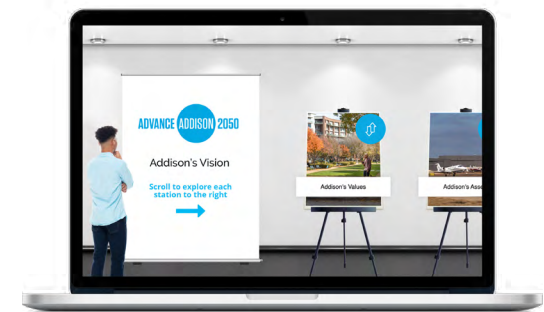
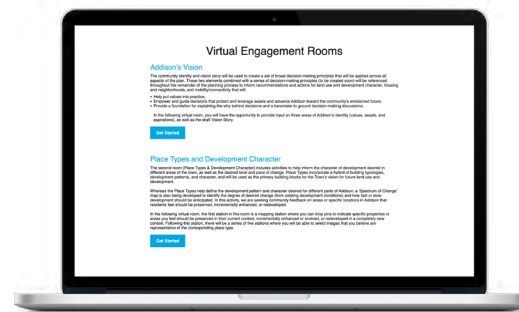
1. Mix and availability of dining, entertainment (and to a lesser extent, shopping) options.
2. Quality design, materials, and aesthetics in the built environment.
3. A history of innovation driven by the prioritization of a more walkable environment
4. Location and proximity to regional destinations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

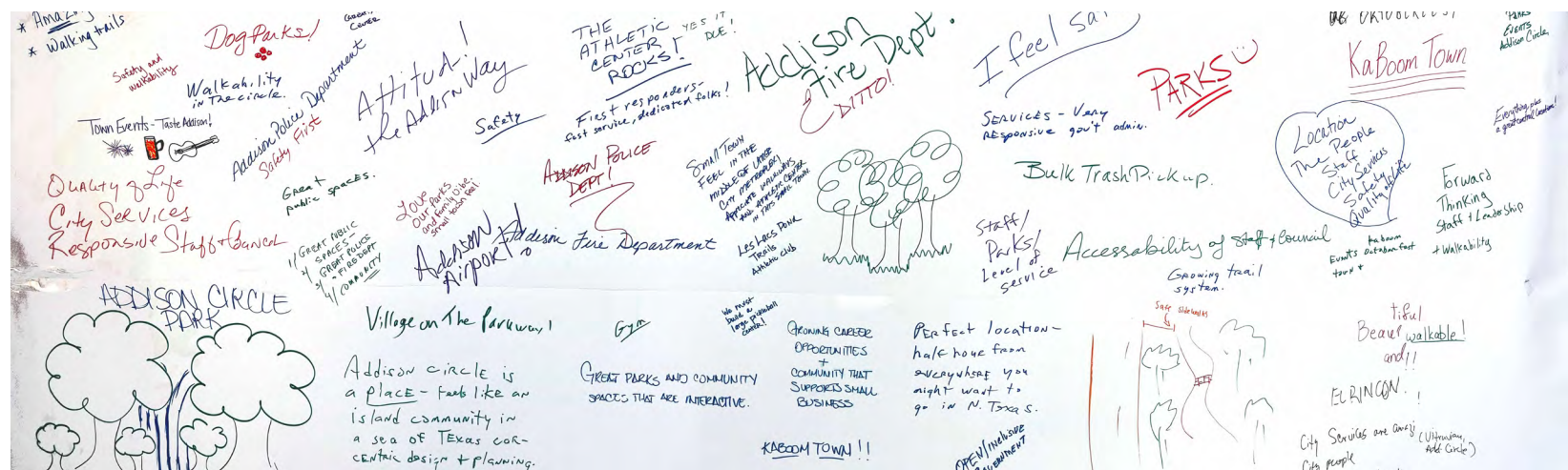
Engagement Input

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 engaging 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."

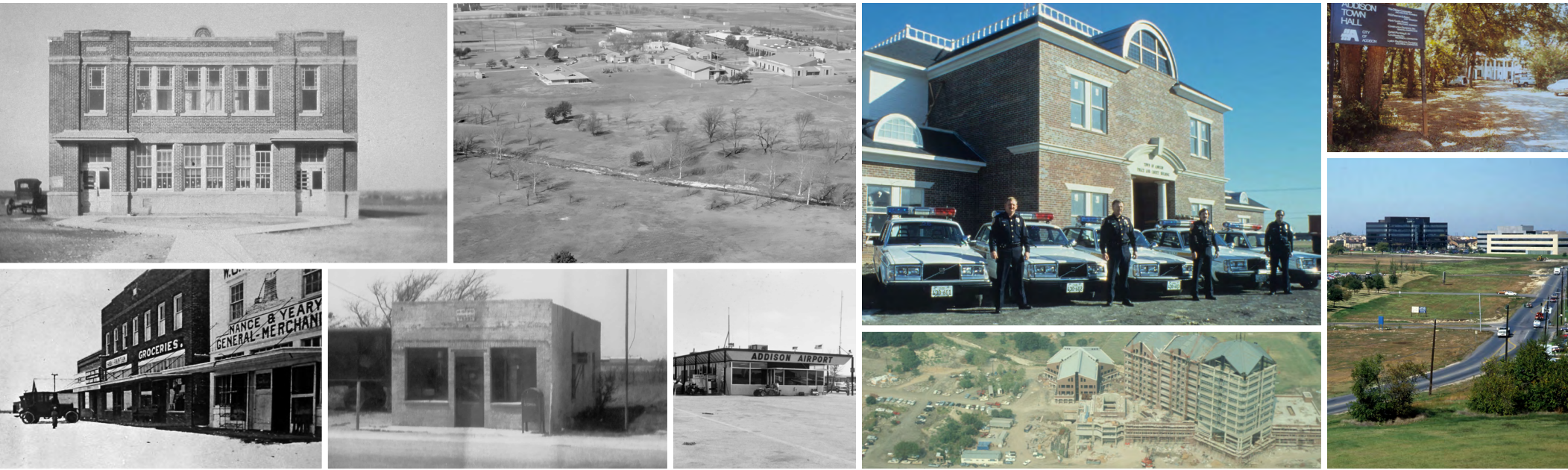
"Unleash creativity and innovation."

"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



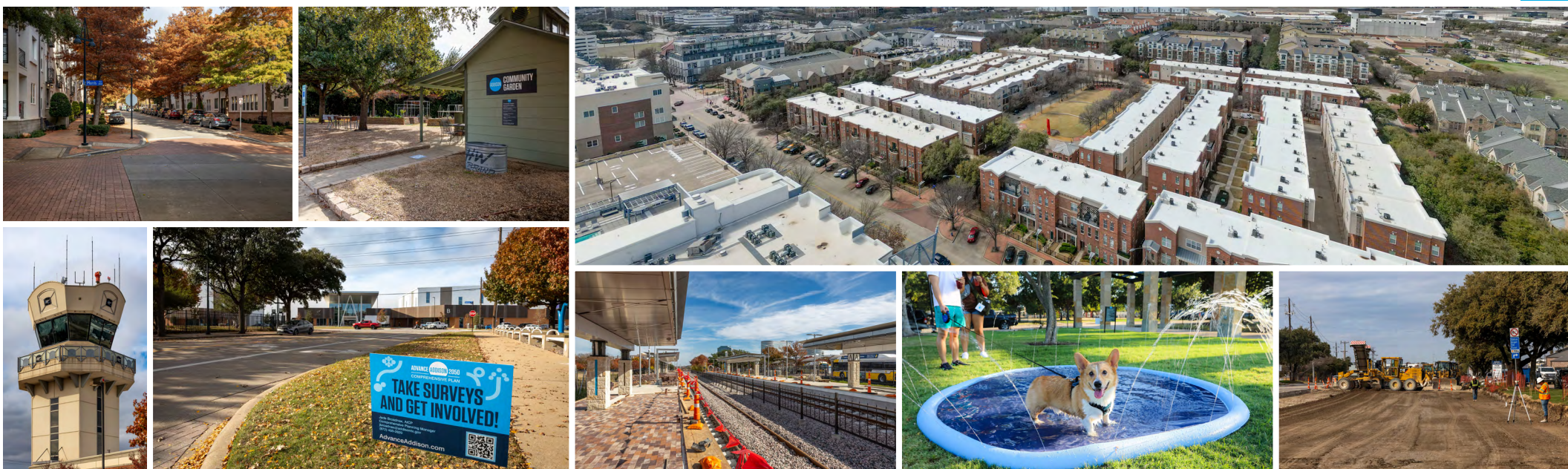
A HISTORY OF INNOVATION

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

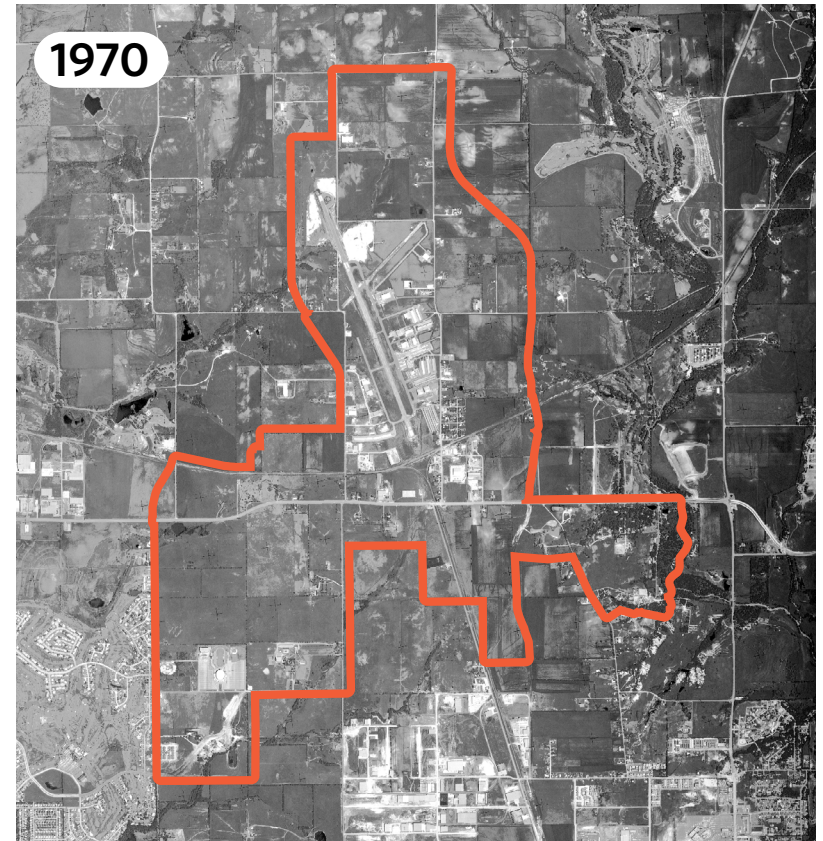
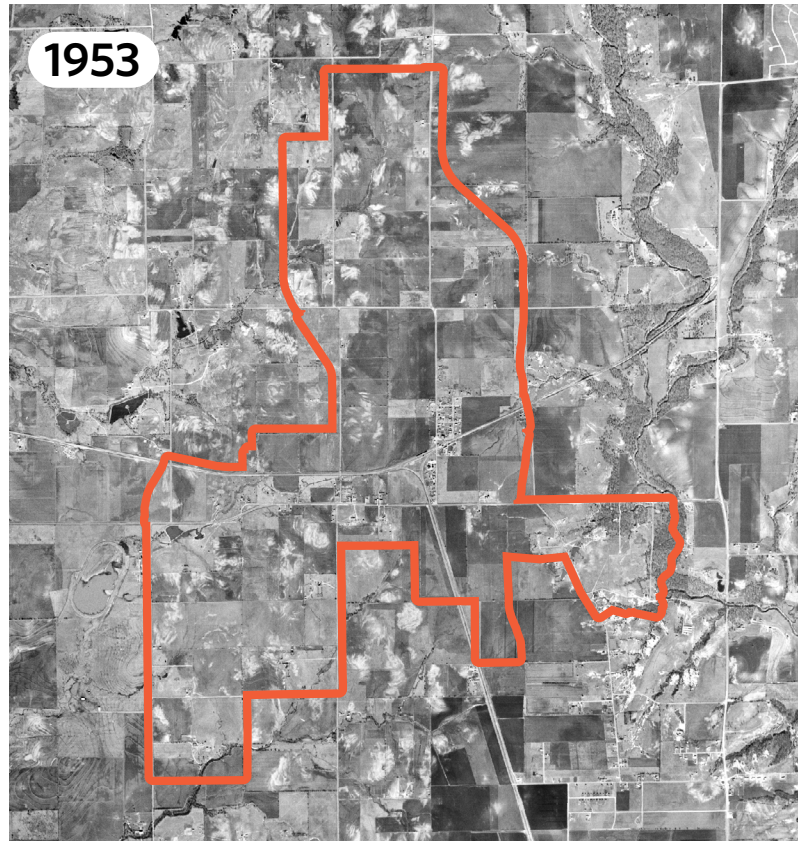
Addison's commitment to innovation with walkable urbanism began in the 1970s, as illustrated at Addison Circle, and was further cemented with the 2013 Comprehensive Plan. Information for this historical narrative pulled from the 2013 Town of Addison Comprehensive Plan.



Additional Information

2013 Comprehensive Plan

ADDISON, PAST & PRESENT

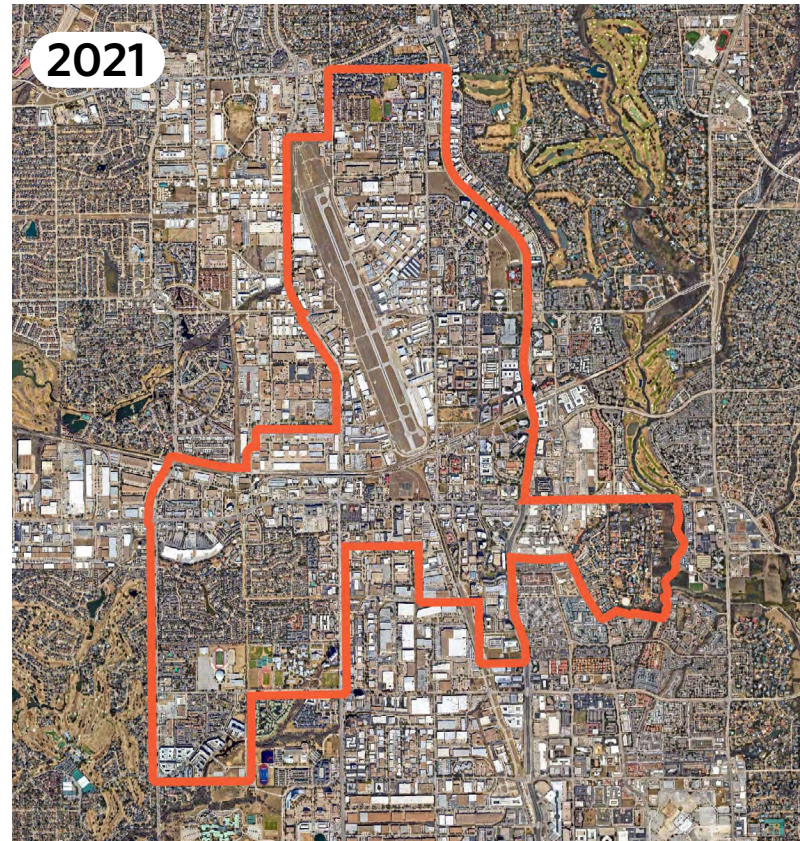
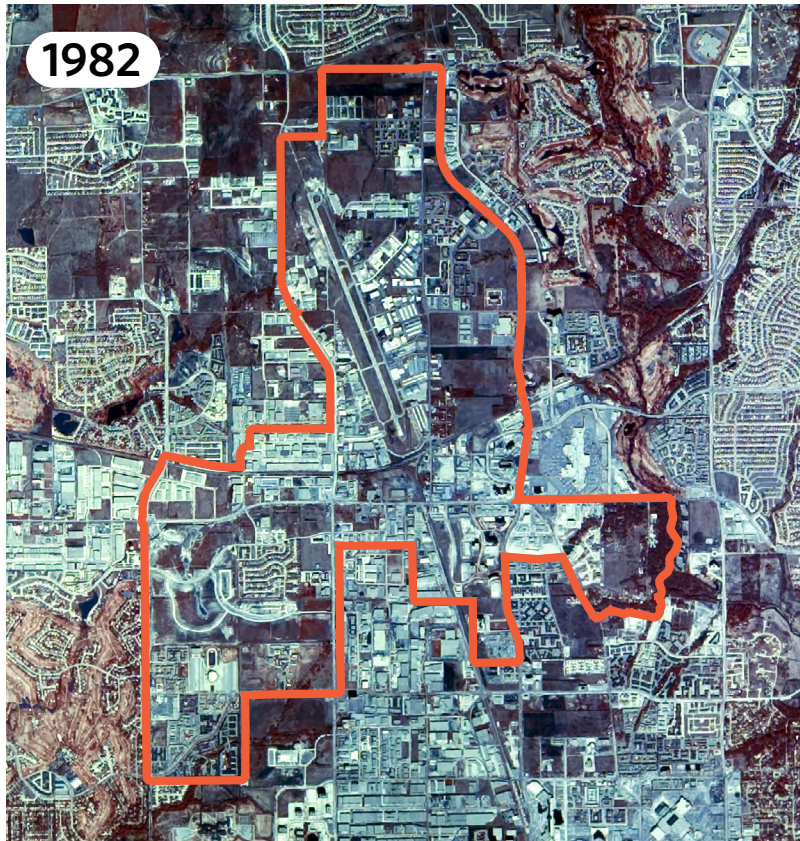


Note

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

- 1953** Addison is incorporated
- 1953** Much of Downtown destroyed by fire
- 1956** Construction begins at Addison Airport
- 1956** First street light installed
- 1957** Addison Airport opens
- 1959** Greenhill School opens
- 1961** Addison Airport gets FAA Tower
- 1964** Addison School closes

- 1967** First shopping center opens at Marsh & Spring Valley
- 1970** Dallas North Tollway (DNT) extended through Addison
- 1970** Addison Methodist and Addison Baptist close
- 1972** Walden School opens with 110 students
- 1975** Local option for liquor by the drink passes
- 1976** Trinity Christian Academy moves to Addison



- 1980** Intercontinental Hotel opens
- 1982** City Charter names "Town of Addison"
- 1985** First Kaboom Town event held
- 1988** WaterTower Theatre Opens
- 1988** Council-Manager government adopted
- 1989** Grand Prix of Dallas held at Airport grounds
- 1991** Addison 2020 Vision Project was created
- 1995** Mary Kay buys Sunbelt Savings building
- 1999** Toll tunnel dedicated
- 1999** Transit center opens

- 2000** Blueprints sculpture dedicated
- 2001** First Shakespeare in the Park
- 2003** Addison Circle and fountain opens
- 2009** Methodist Hospital construction begins
- 2013** Whole Foods opens in Village on the Parkway
- 2013** Comprehensive Plan Adopted
- 2016** Master Transportation Plan Adopted
- 2019** Belt Line Master Plan Adopted
- 2021** Trail Master Plan Adopted
- 2022** Midway South Special Area Study Adopted

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

ADDISON'S REGIONAL CONTEXT

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

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

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



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

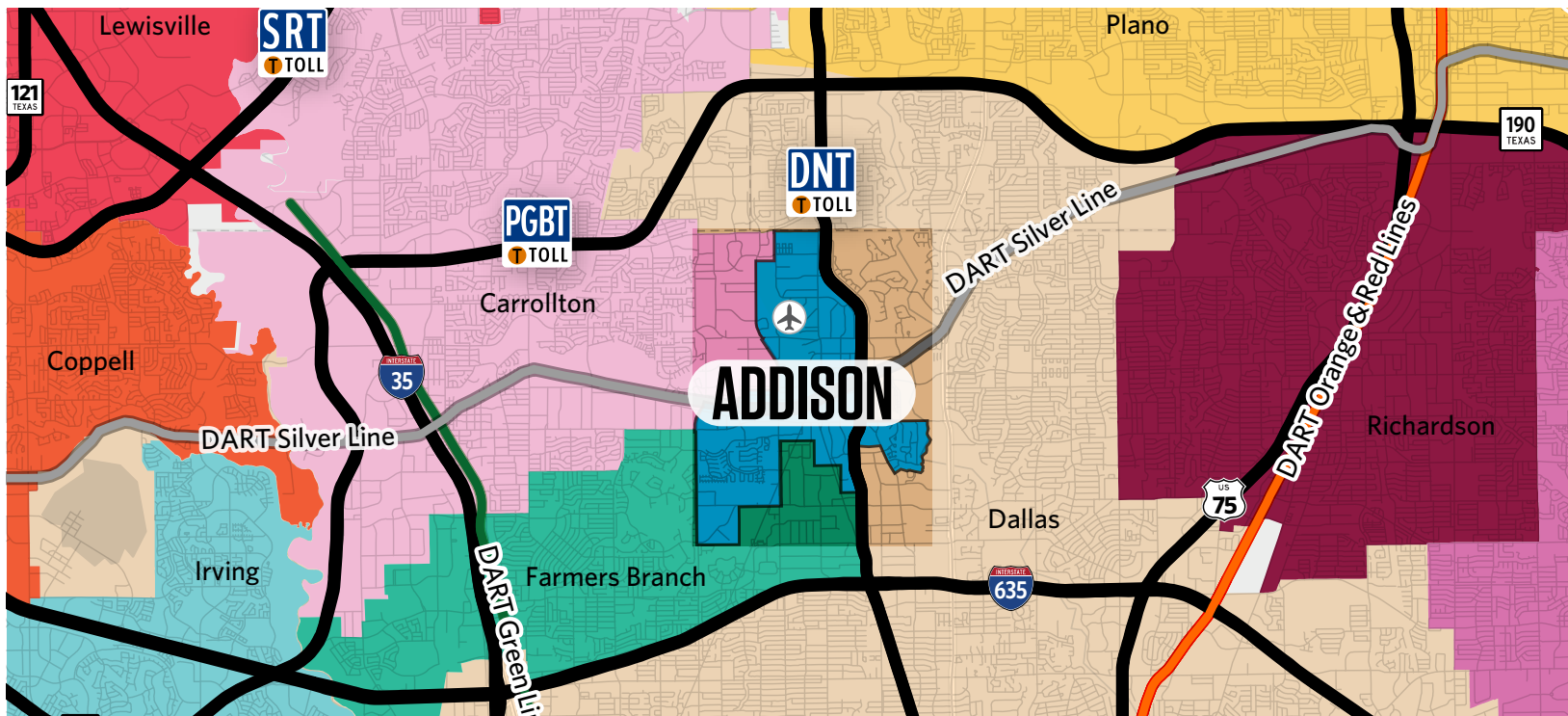
ADDISON'S PRIME LOCATION IN THE REGION

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.

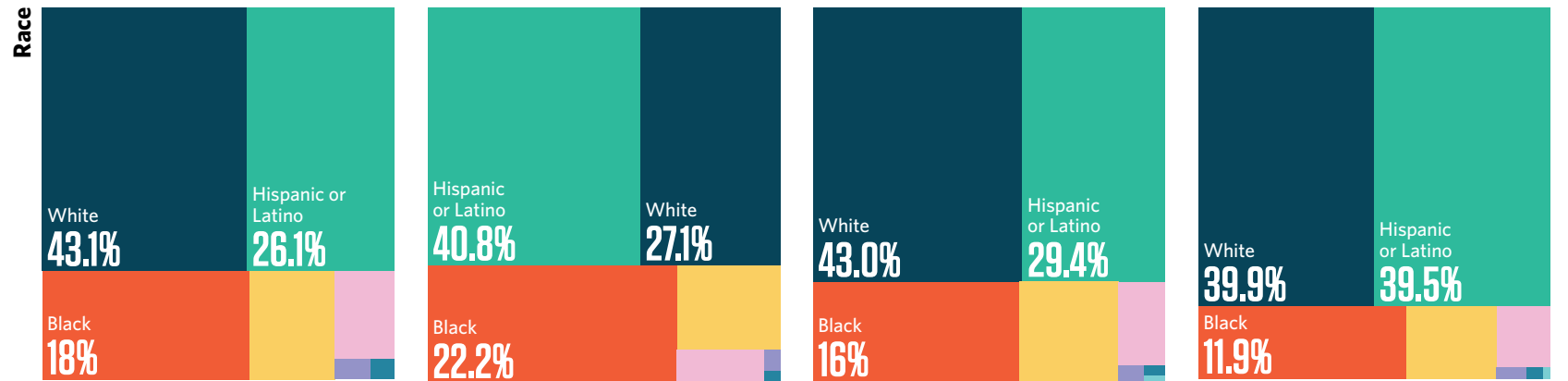
This puts Addison in a truly unique position in the region, should it choose to capitalize on these assets.

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



Note

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

Asian	7.2%	6.8%	7.8%	5.3%
Two or More Races	4.6%	2.6%	3.2%	2.9%
Other	0.7%	0.3%	0.4%	0.4%
Amer. Indian	0.4%	0.2%	0.2%	0.2%
Pacific Islander	0.0%	0.0%	0.1%	0.1%

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

QUICK FACTS ABOUT ADDISON

MEDIAN HOUSEHOLD INCOME



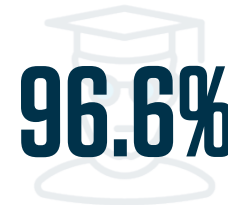
MALE TO FEMALE RATIO



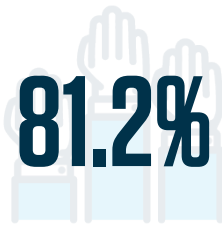
MEAN TRAVEL TIME TO WORK



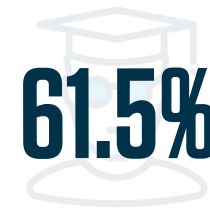
HIGH SCHOOL GRADUATE OR HIGHER - PERSONS OVER 25



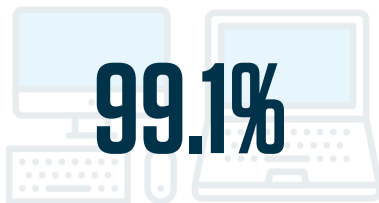
LABOR FORCE PARTICIPATION - PERSONS OVER 16



BACHELOR'S DEGREE OR HIGHER - PERSONS OVER 25



HOUSHOLDS WITH ACCESS TO A COMPUTER



POVERTY RATE



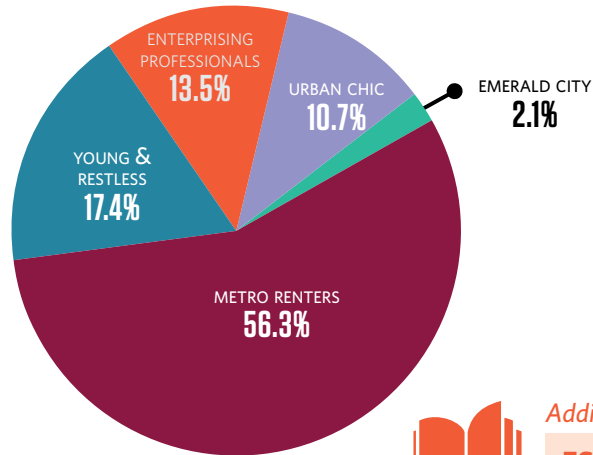
Source: ACS 5-Year Estimates, S0101, S0801, S1501, S1701, S1901, S2801, DP03, 2023

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



Additional Information

ESRI Tapestries
(Appendix F)

METRO RENTERS (MR)

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

HH SIZE
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

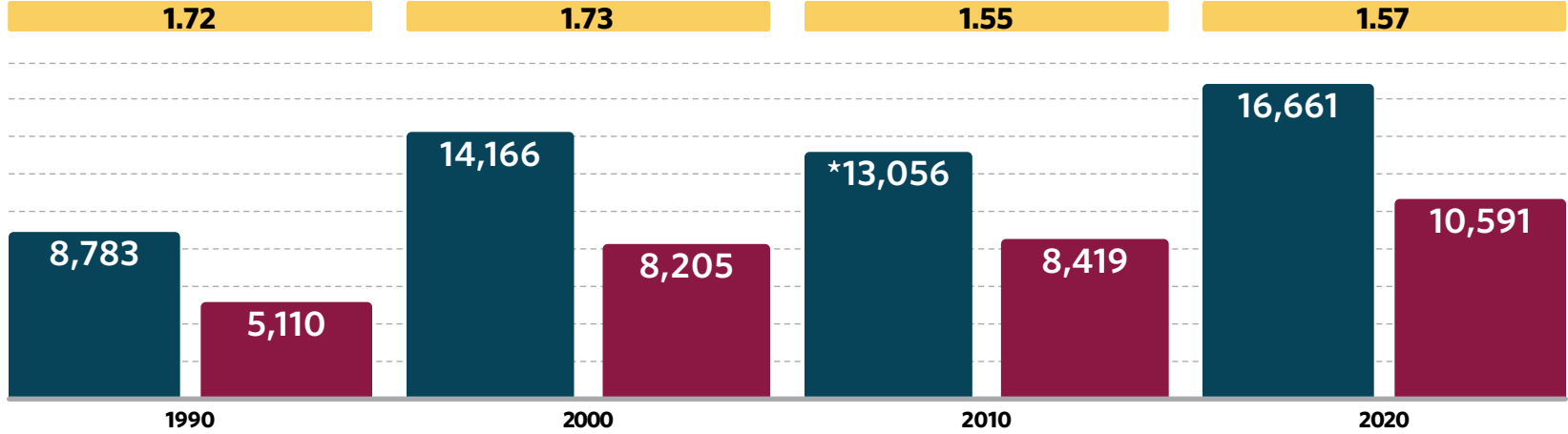
DEMOGRAPHIC TRENDS IN ADDISON

POPULATION & HOUSING



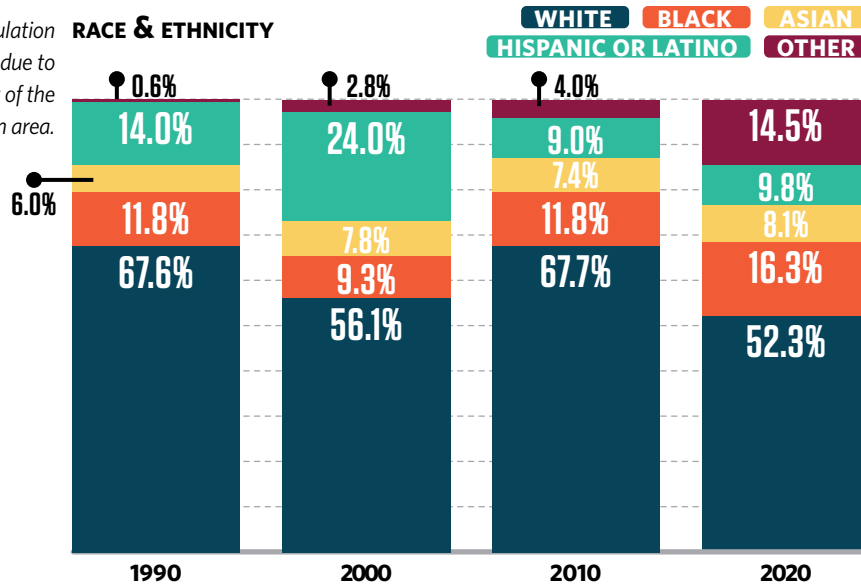
Data Note
This information is drawn from the Decennial Census, and as a result this can be updated every 10 years.

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.

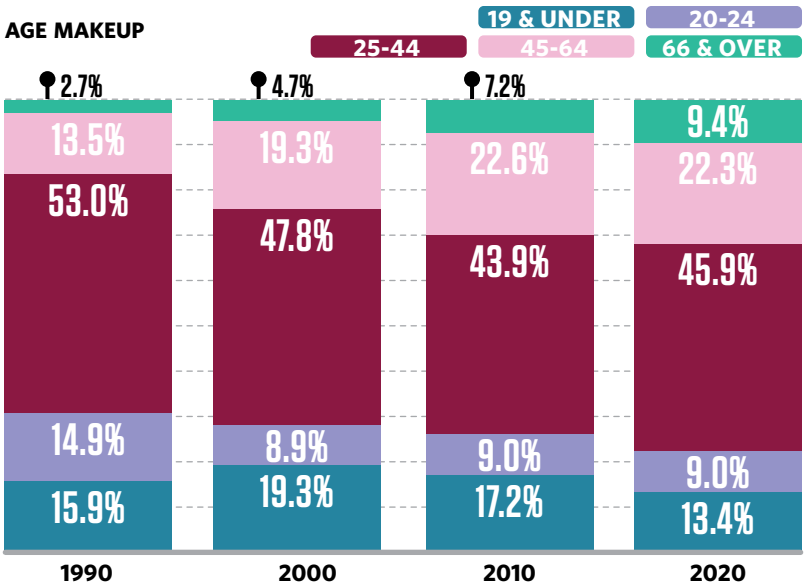


*Temporary population decrease likely due to the redevelopment of the Vitruvian area.

RACE & ETHNICITY



AGE MAKEUP



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.

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.

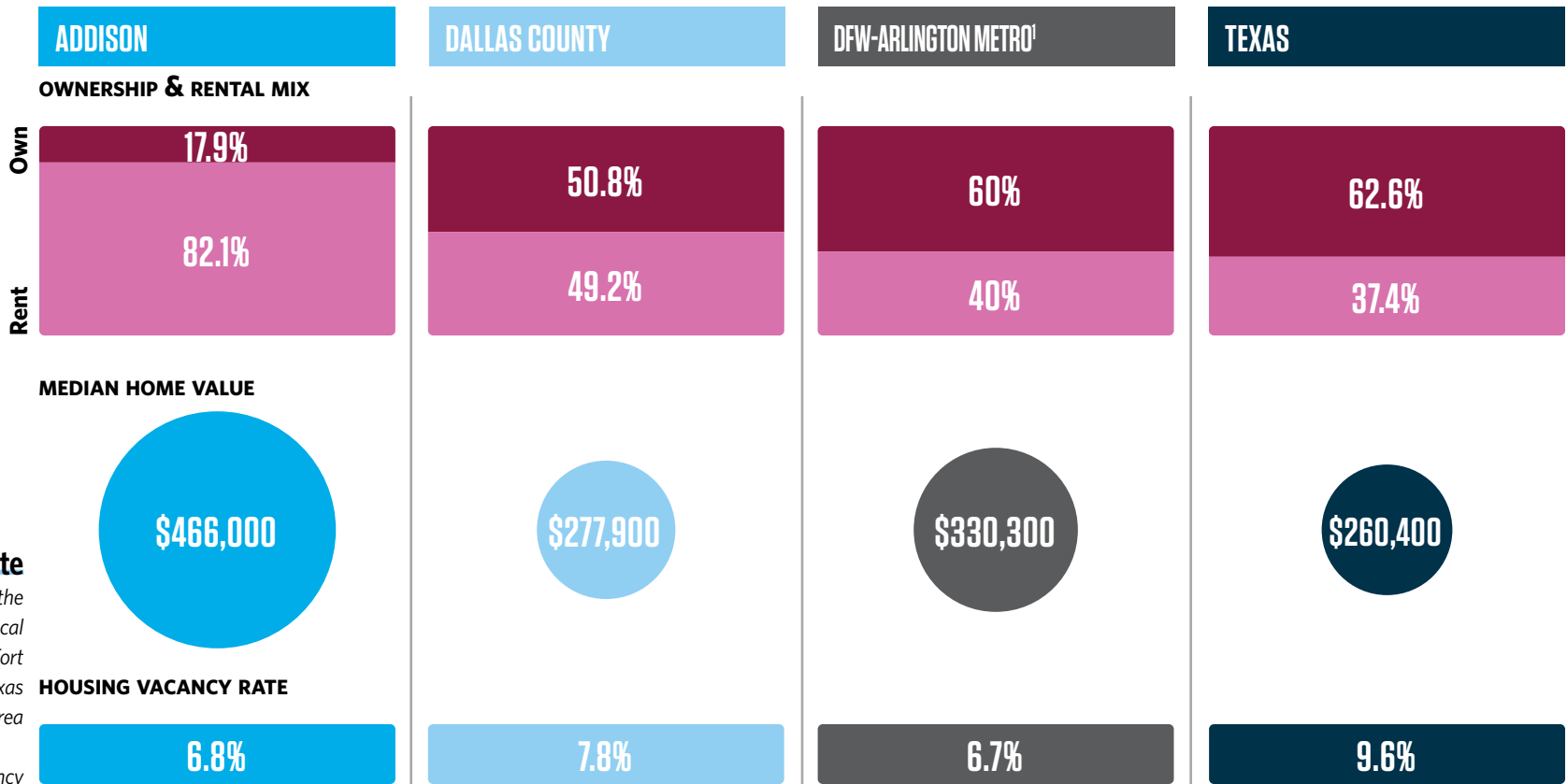
The region’s growth, demographic shifts, and demand for walkable neighborhoods present an opportunity for the Town to continue to attract residents and businesses, but doing so in a manner that encourages and allows more people to move around without a vehicle so that traffic impacts are minimized. As 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.

	<i>Housing & Neighborhoods</i>	<i>Housing & Neighborhoods Implementation</i>
	p. 129-142	p. 197-202
	<i>Additional Information</i>	
	Market Position Report (Appendix E)	



Above: Vitruvian Park

2023 KEY HOUSING STATISTICS

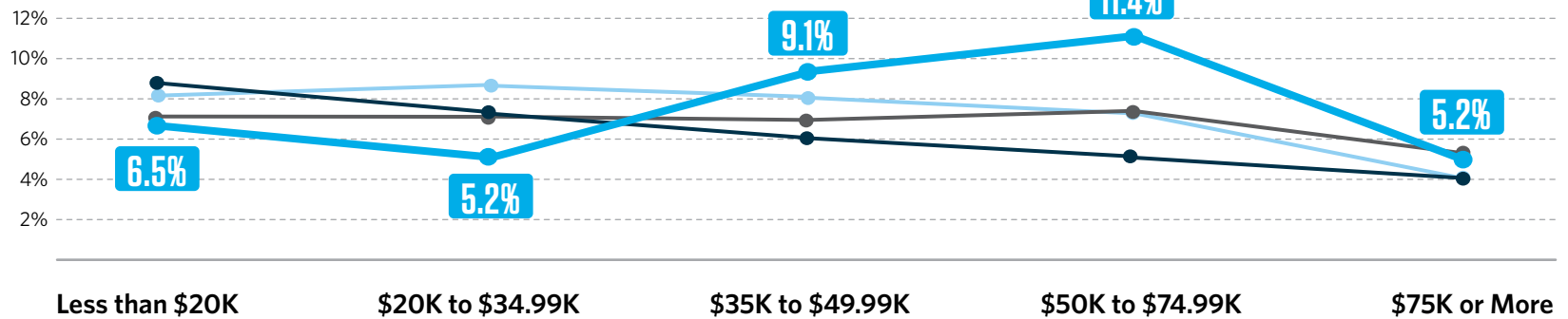


Date Note

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 (73%).

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



EXISTING & APPROVED HOUSING UNITS - TOWN OF ADDISON HOUSING COUNTS



MEDIAN MONTHLY MORTGAGE COST



MEDIAN NUMBER OF ROOMS IN HOME



MEDIAN GROSS RENT



Data Note

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

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

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

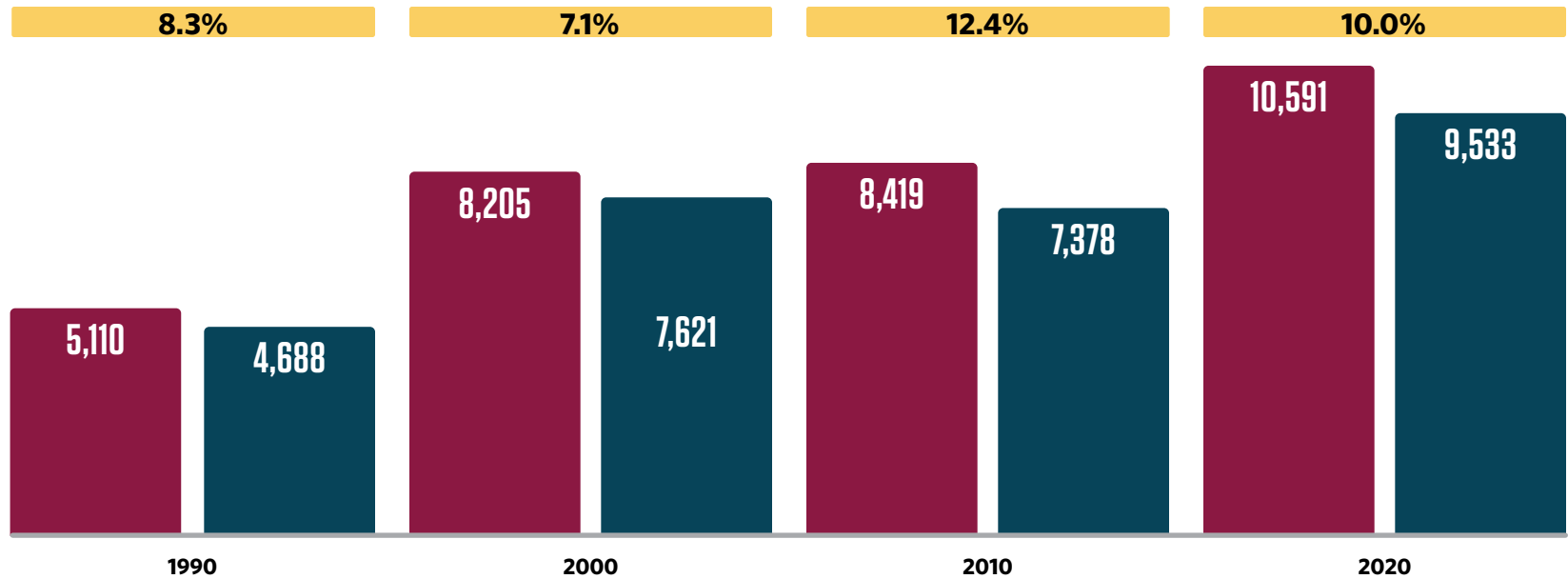
HOUSING TRENDS IN ADDISON

UNITS AND HOUSEHOLDS COMPARED WITH VACANCY RATE

HOUSEHOLDS DWELLING UNITS VACANCY RATE

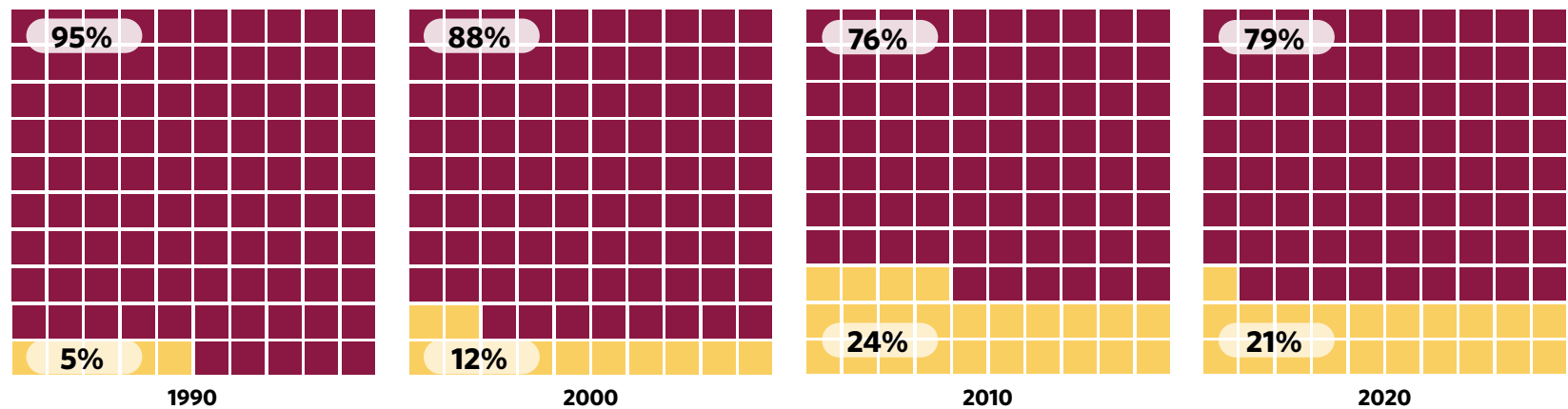
Date Note

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



SINGLE-FAMILY & MULTIFAMILY MIX

MULTIFAMILY SINGLE-FAMILY & CONDOS



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.

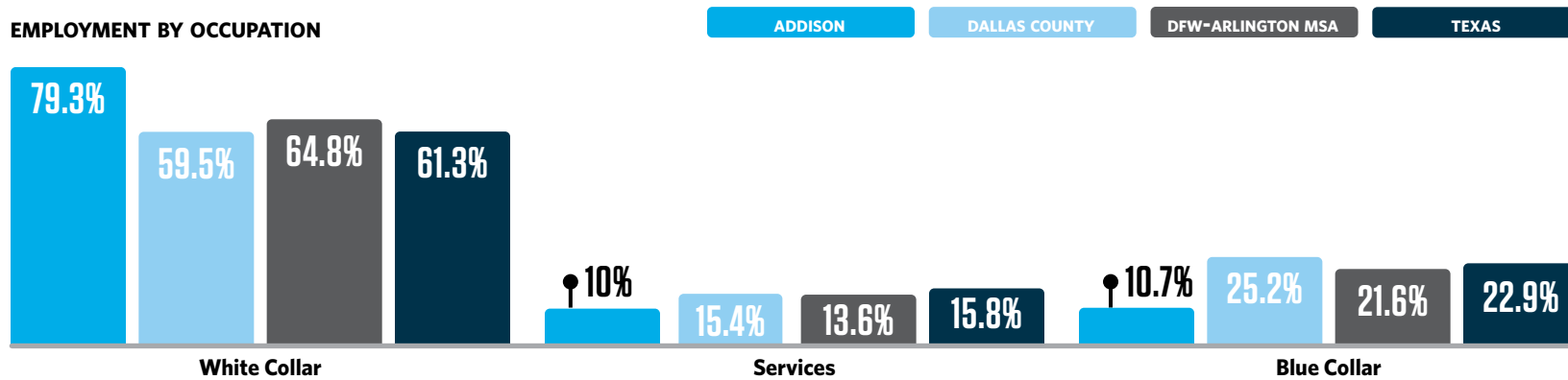
Highlights from this report are summarized across the following pages and key recommendations and actions from the report are incorporated into the implementation matrix.



Additional Information

Market Position Report (Appendix E)

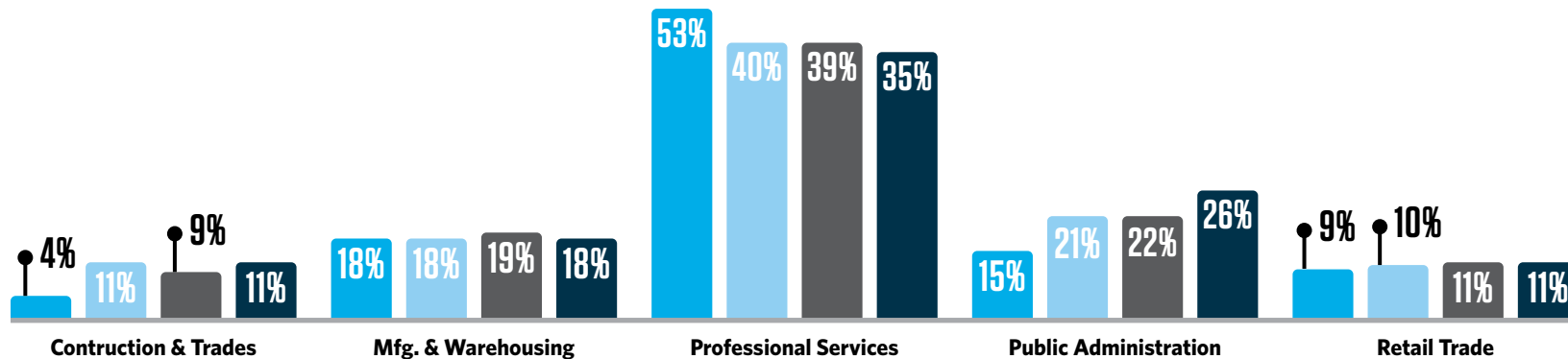
EMPLOYMENT BY OCCUPATION



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.

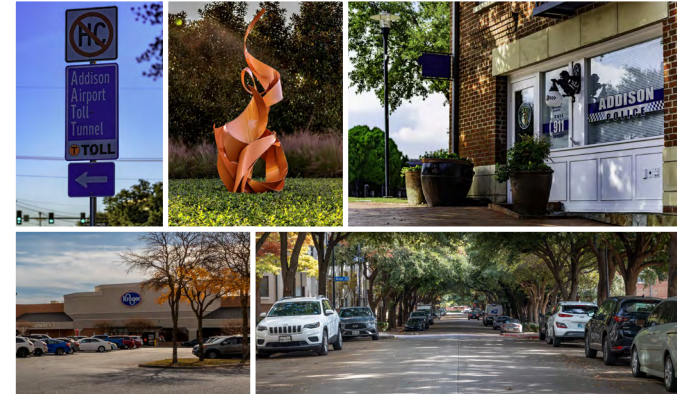


Additional Information

Market Position Report (Appendix E)

THE PERSPECTIVE OF THE MARKETPLACE

PRODUCTS



EXPERIENCES



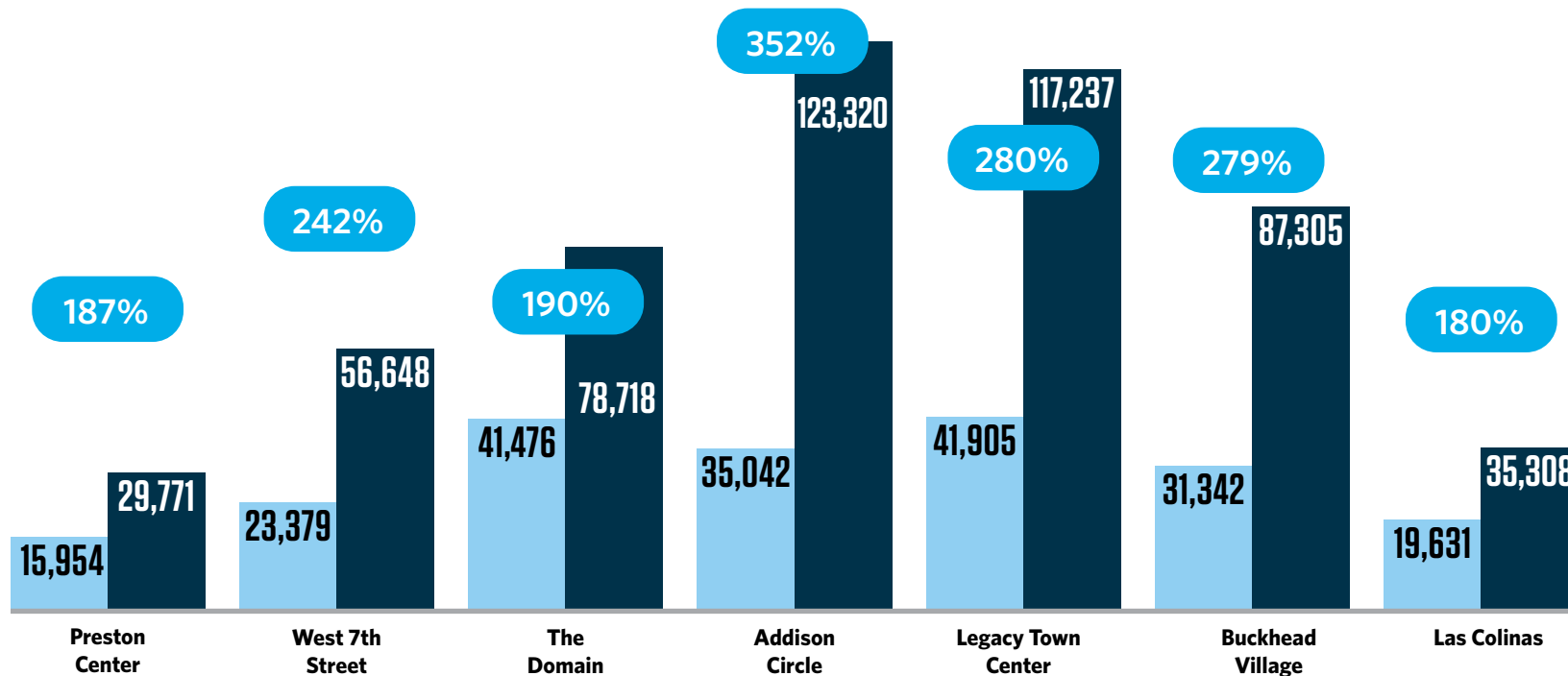
DAYTIME POPULATION

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

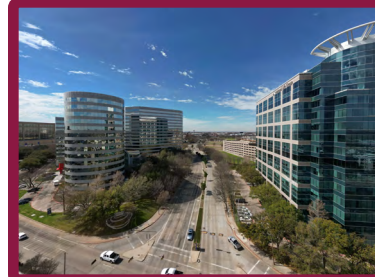
Discussions with investors highlighted a number of key areas within Addison; each area performs a different role for the community. In addition to analyzing peer communities, these key areas were also measured.

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

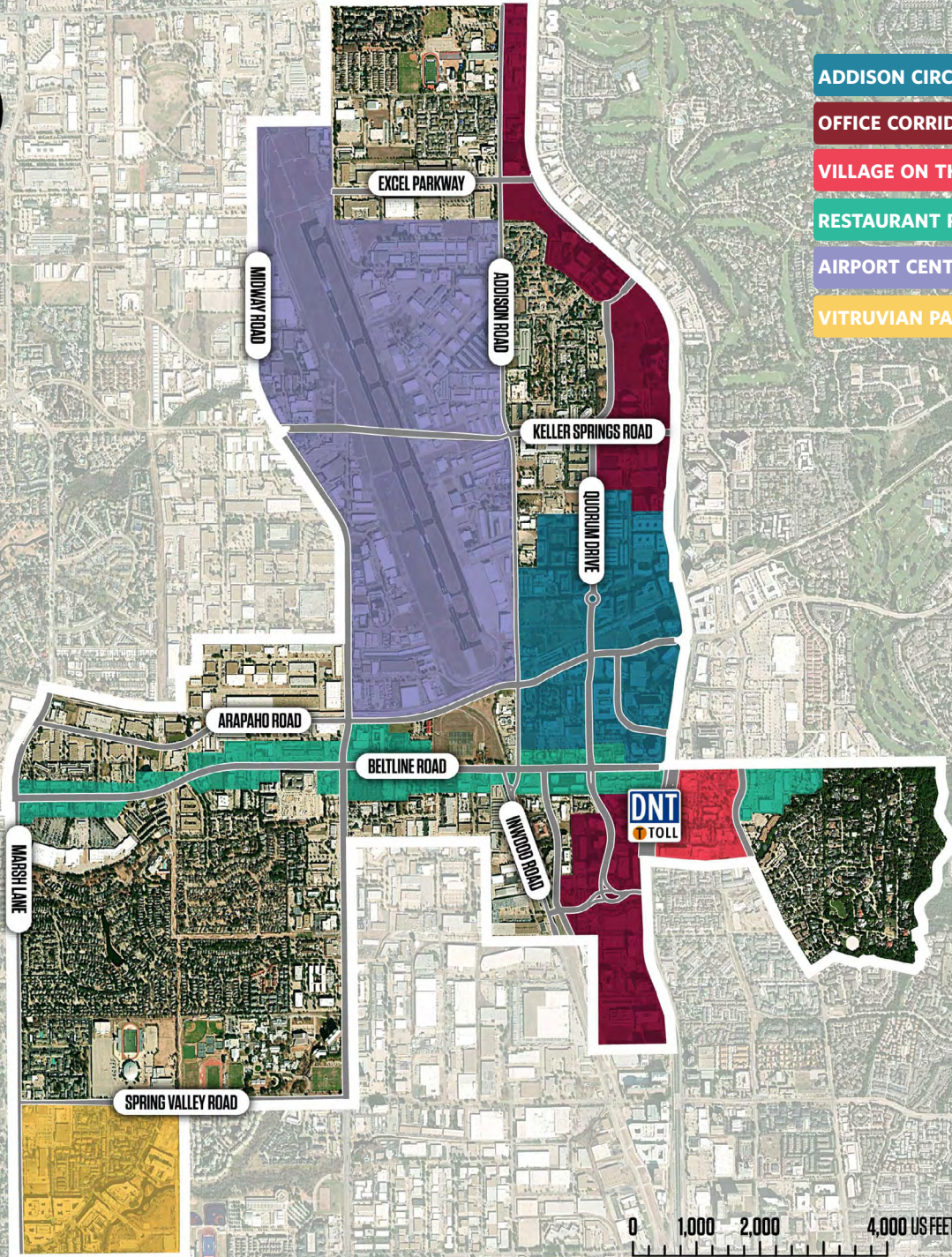


The ongoing, large scale mixed-use development located along the edge of Addison near Farmers Branch.

KEY AREAS MAP



- ADDISON CIRCLE
- OFFICE CORRIDOR
- VILLAGE ON THE PARKWAY
- RESTAURANT ROW
- AIRPORT CENTRIC
- VITRUVIAN PARK



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

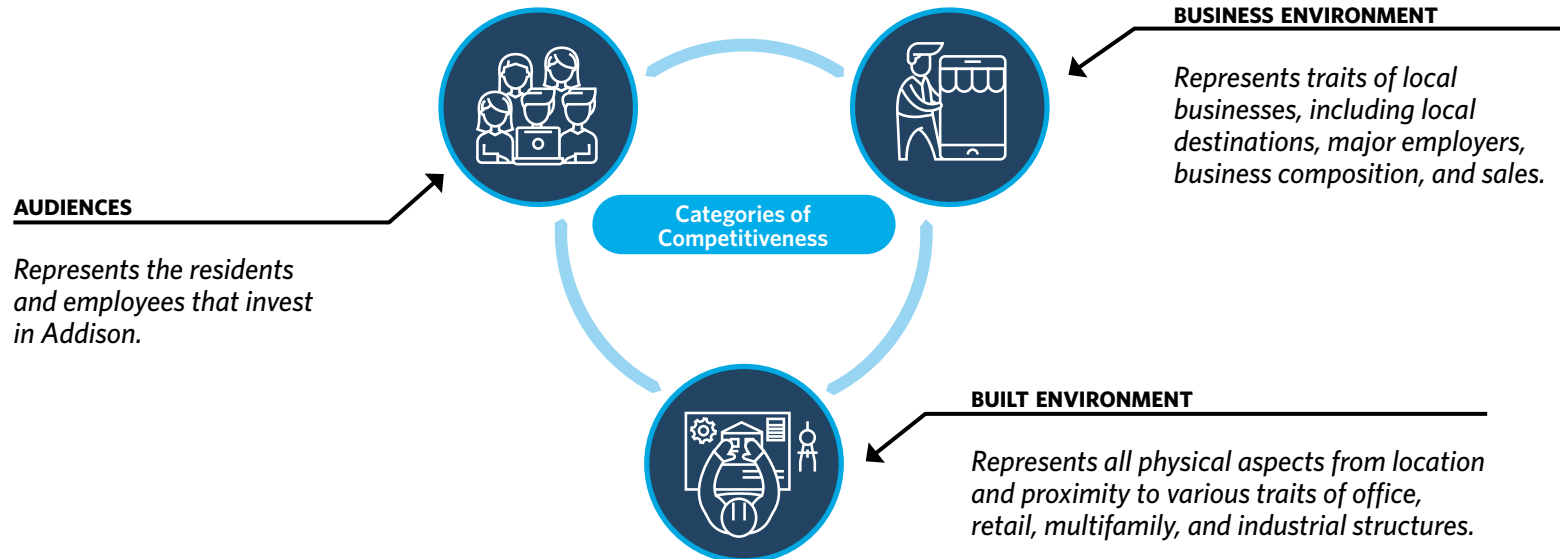
The Addison Product Could Also Use a Change

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.



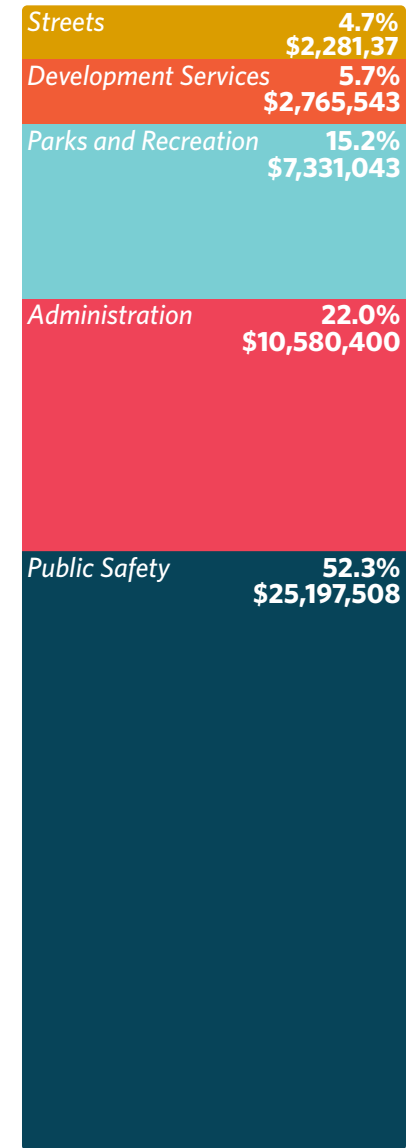
Additional Information

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.



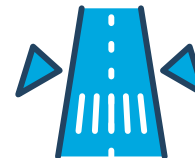
High Percentage of Lot Coverage

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

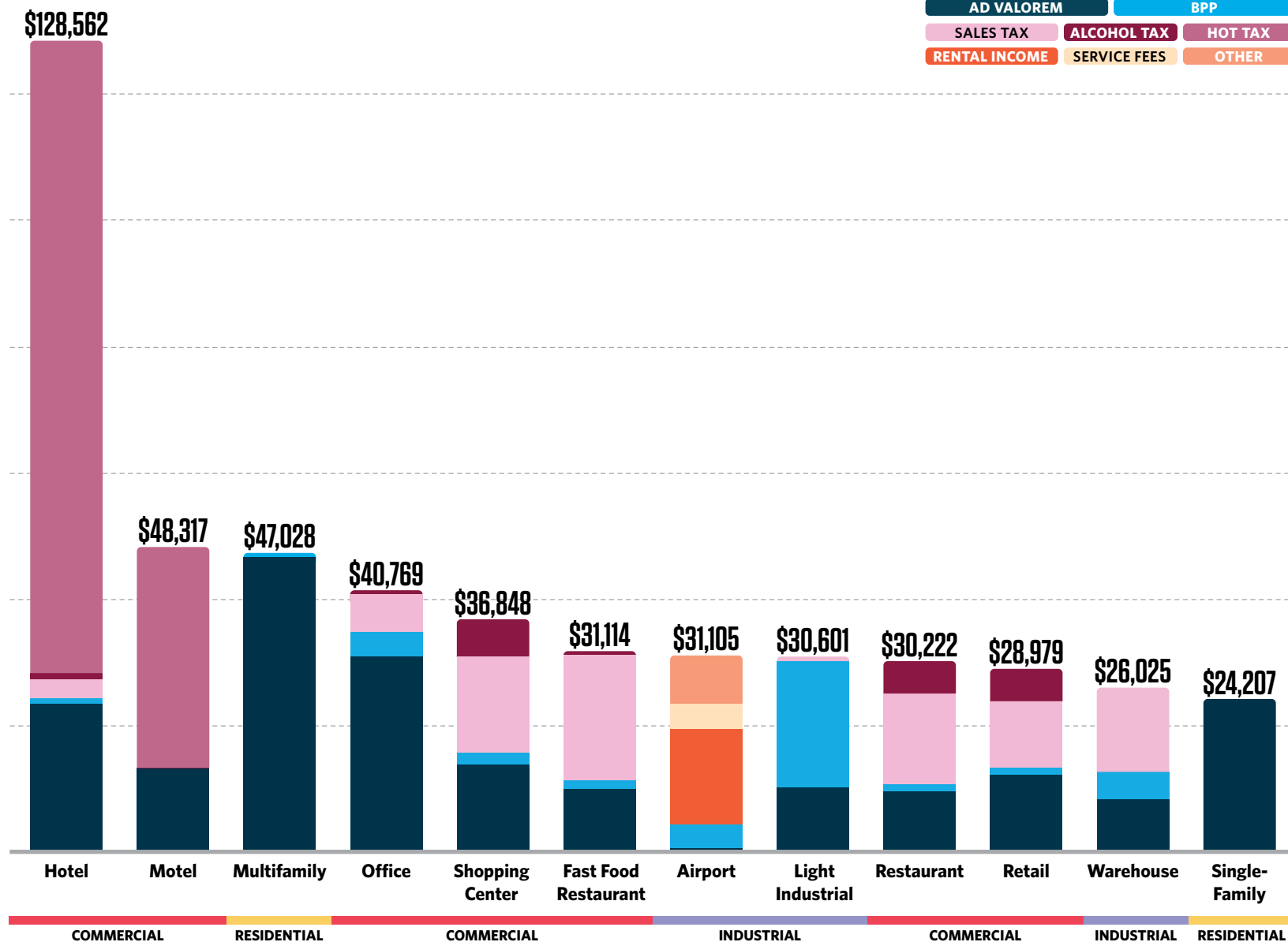
Especially in urban parts of Addison, building up is common. This means that a single parcel of land often has a lot more building on it, increasing its overall taxable value.



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

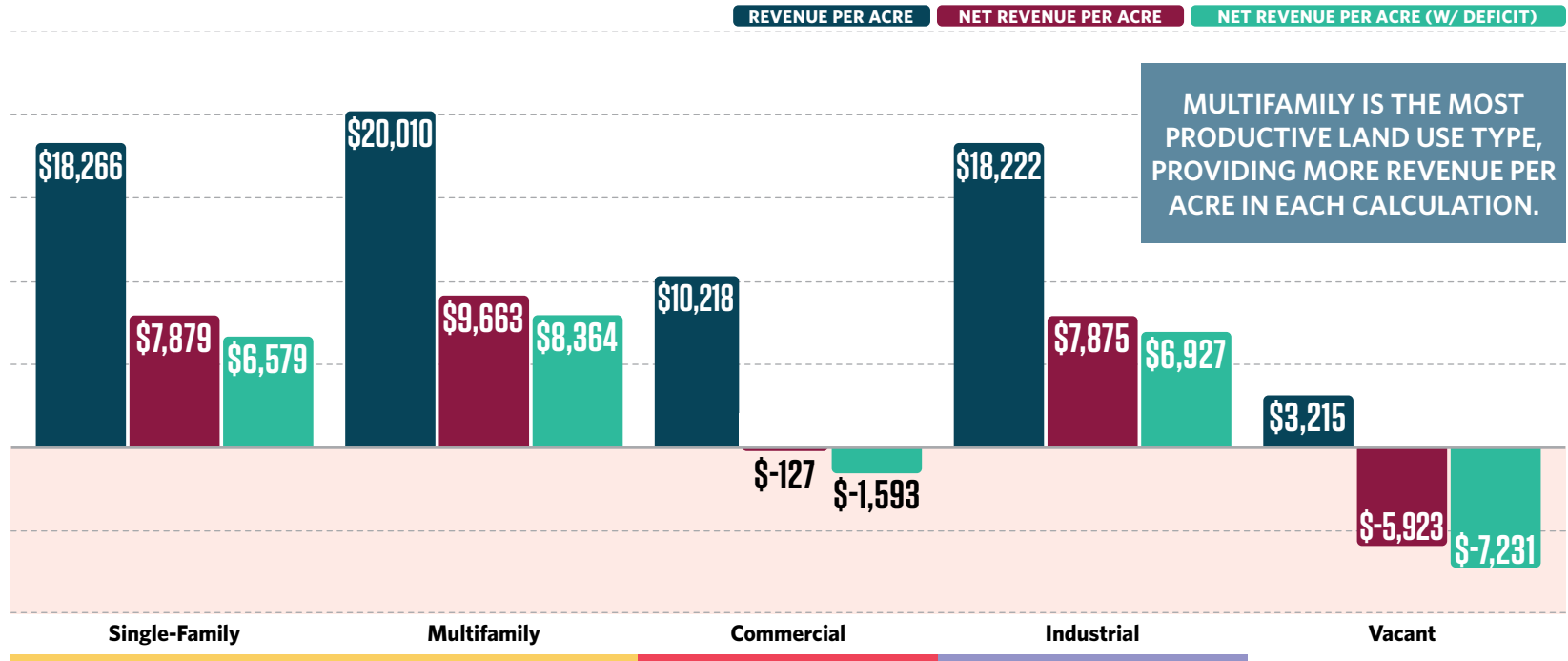
The first level of the analysis process involves mapping the revenue side of the fiscal equation. Property data and property tax levy amounts were pulled directly from the 2023 certified tax roll data obtained from the Dallas County Appraisal District. Levy amounts were verified with the Town of Addison's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

-\$12,000 — -\$4,000

-\$3,999 — -\$2,000

-\$1,999 — \$0

\$1 — \$2,000

\$2,001 — \$4,000

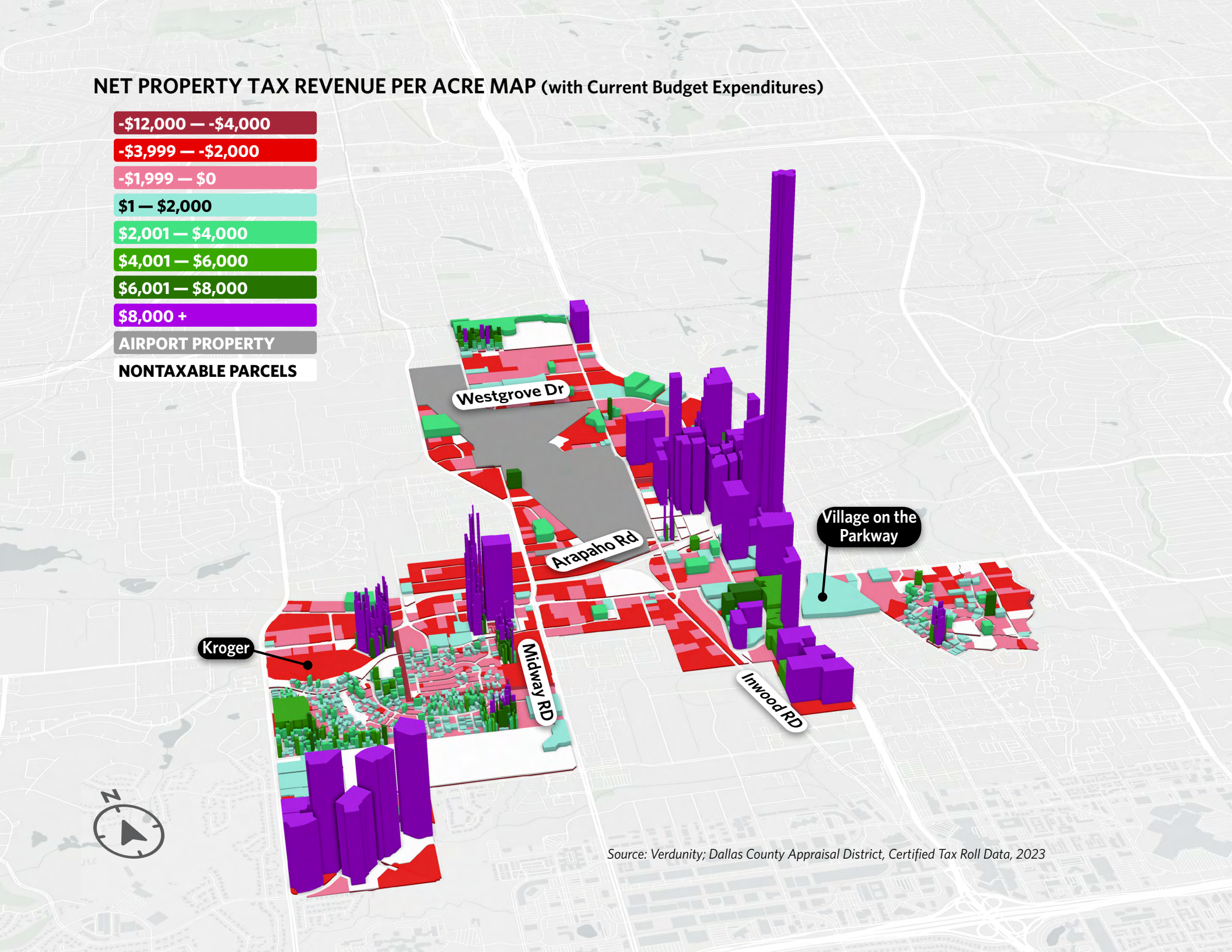
\$4,001 — \$6,000

\$6,001 — \$8,000

\$8,000 +

AIRPORT PROPERTY

NONTAXABLE PARCELS



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.



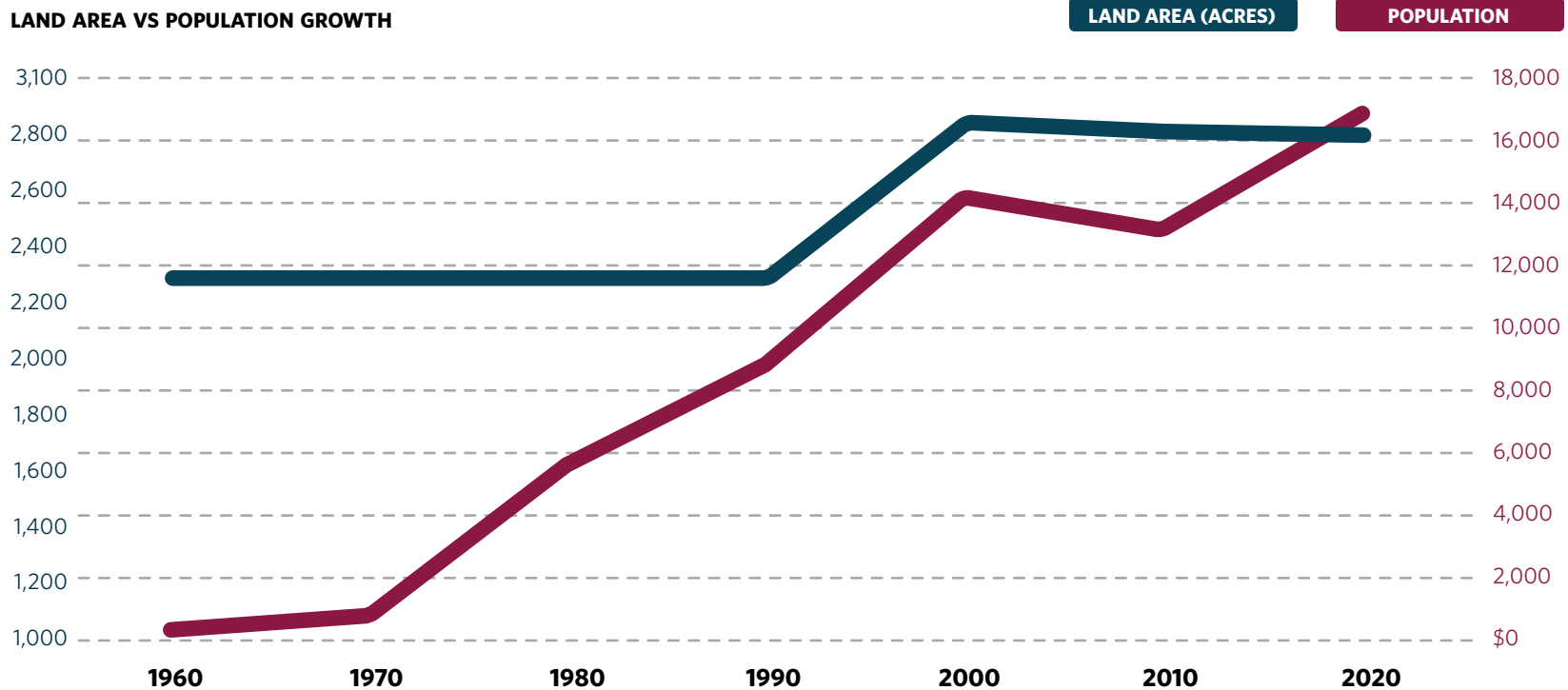
Above: The Colonnade, pictured above-left, at the intersection of Arapaho Road and Dallas Pkwy in Addison

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.



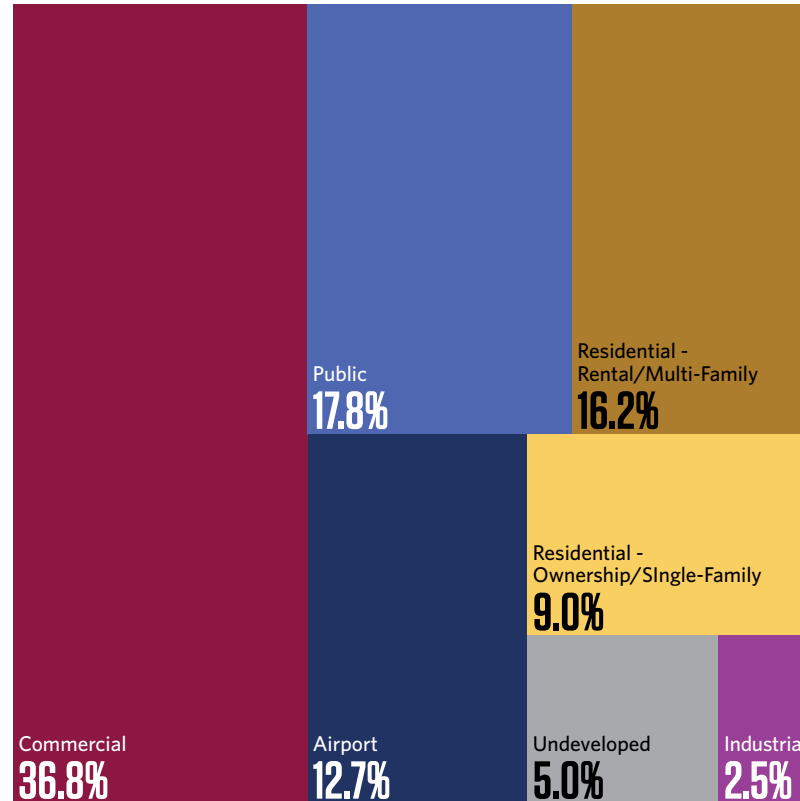
Source: Dallas County Appraisal District, Certified Tax Roll Data, 1960-2020 ; Decennial US Censuses, P1, 1960-2020

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



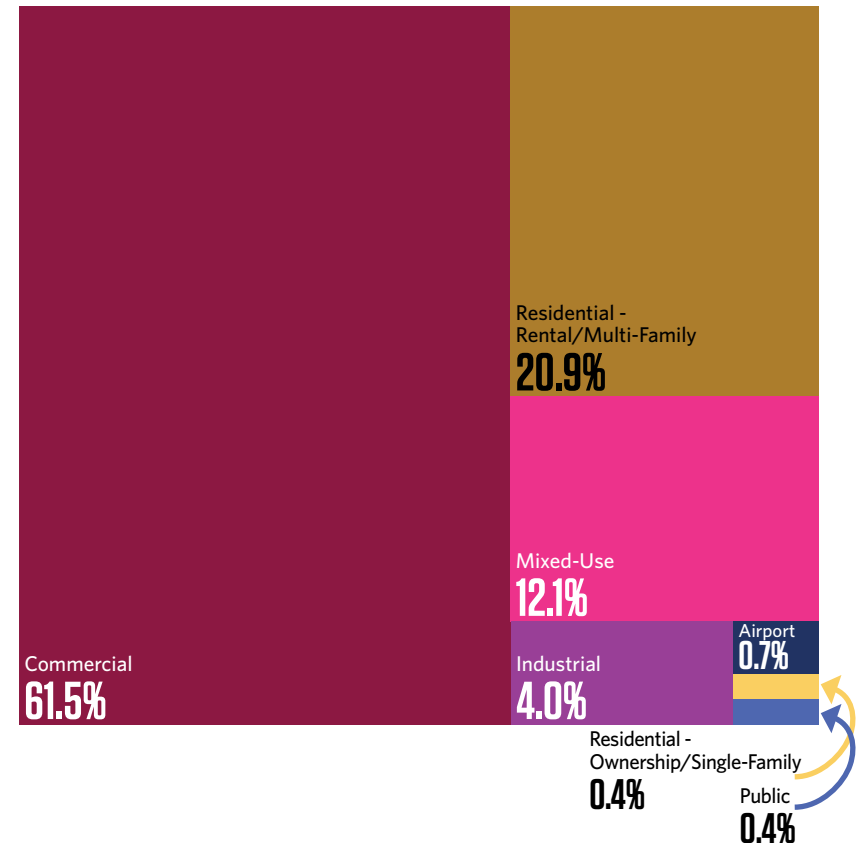
Source: (LEFT & RIGHT) Town of Addison, Existing Land Uses, 2024

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

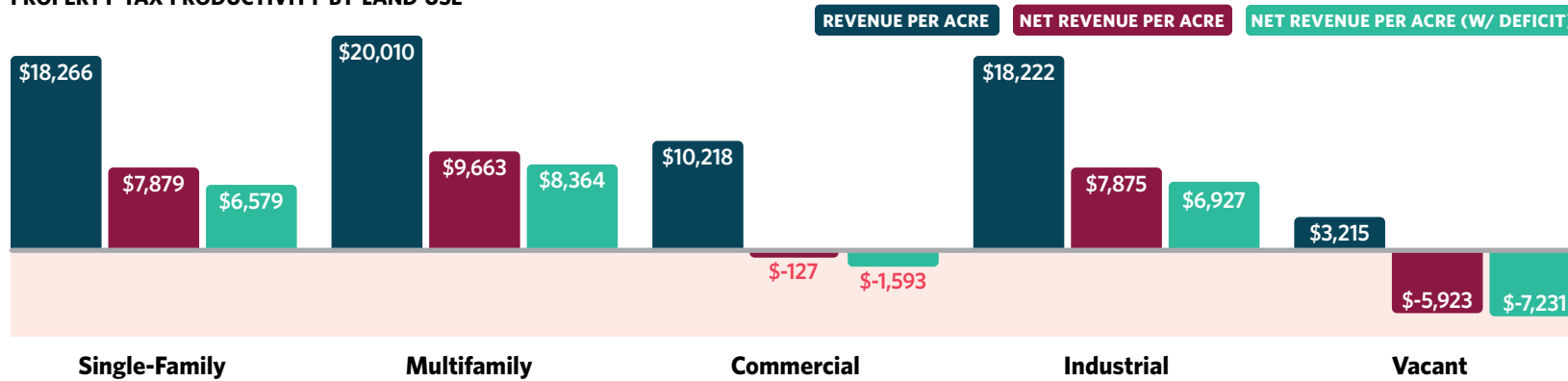


LAND USE PRODUCTIVITY

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.

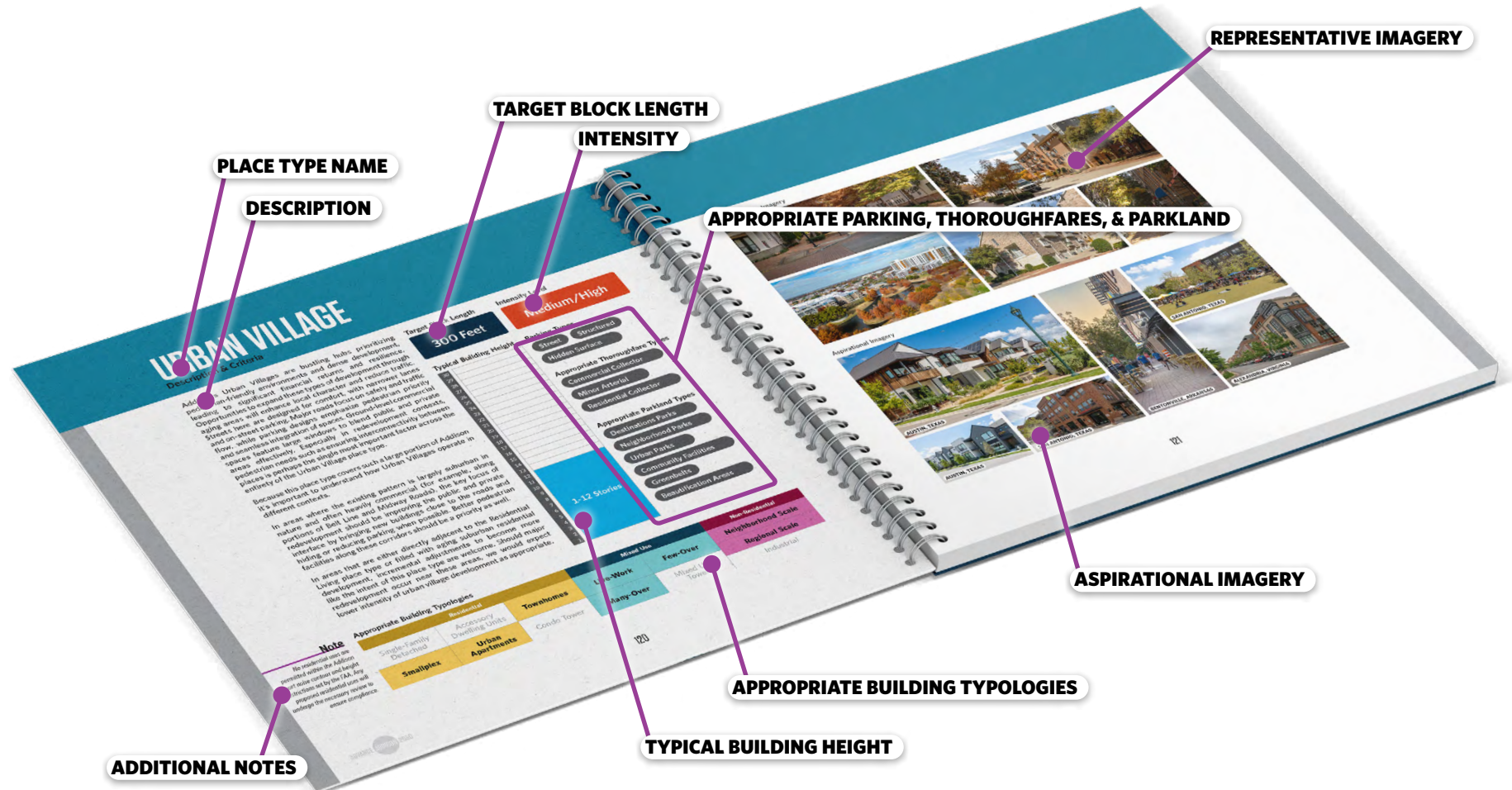
This Plan adopts the Place Type approach. When combined with updated zoning and standards that align with this Comprehensive Plan, Town staff will be better equipped to efficiently guide future development, helping Addison achieve its long-term vision.

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

UNDERSTANDING THE PLACE TYPE SPREADS

The Place Types attributes work together to illustrate the different elements that proposed developments and areas should contain. On the left hand page, a description of the place type, appropriate building typologies and typical building height to expect is shown. Additional urban design elements, such as target block length, parking types and appropriate thoroughfare and parkland types, and use intensity are listed. On the right hand page, representative imagery that exists in Addison is shown as well as aspirational imagery to provide examples for new proposed developments.



PLACE TYPE ATTRIBUTES

As you navigate the place types themselves you will find the specific attributes of each defined. They include a definition of the Place Type, along with a series of criteria that help define its character. These definitions were collaboratively crafted and refined with community input. There are also photos that visually represent these places today, as well as aspirational images from similar cities. These photos serve as inspiration rather than prescribing a specific architectural design or style, and many were selected through votes by CPAC, P&Z, Council members, and the community during various engagement activities in-person and online.

INTENSITY LEVEL

Low Intensity

At this level, there is more space between buildings compared to medium and high intensities. It is reflective of the suburban residential neighborhoods seen in Addison today, with lower building heights and a focus on private yards and vehicle access. Pedestrian infrastructure is minimal, as the development pattern prioritizes individual lot space and lower overall densities. This intensity level is shown in red.

Medium Intensity

At this level, buildings are moderately spaced but may begin to include more compact layouts. Building heights are generally between two to four stories, and pedestrian pathways become more prominent alongside vehicle access. This intensity level balances private space with shared public or commercial spaces, supporting a mix of uses. This intensity level is shown in orange.

High Intensity

High-intensity development is characterized by tall, closely spaced buildings, maximizing land use efficiency. Structures are often multi-story and densely packed, creating a more vertical urban form. This development pattern emphasizes pedestrian access, public transit, and shared spaces, as parking becomes more constrained and vehicle dependence decreases. This intensity level is shown in green.

APPROPRIATE BUILDING TYPOLOGIES

The design and aesthetics of the buildings are some of, if not the most important elements of how a particular place looks and feels.



Building Typologies

p. 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.



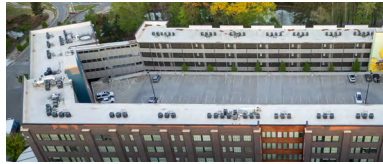
Street

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



Surface

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



Hidden Surface

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



Structured

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

THOROUGHFARE TYPES

The design of street and thoroughfares and how the right-of-way is allocated between travel lanes, bike and pedestrian facilities, and streetscape has an impact on the walkability of an area, but also the type and character of adjacent development. Current typical sections and additional details for the referenced thoroughfare types can be found in pages 42-47 of the 2016 Master Transportation Plan.



Additional Information

Master Transportation Plan

PUBLIC PARKS AND FACILITIES

The 2019 Parks, Recreation and Open Space Master Plan provides details on the location and characteristics of current and proposed parks and public facilities. Details for the referenced park typologies can be found in the Appendices. Future development should be designed to support and enhance these facilities.



Additional Information

Parks, Recreation and Open Space Master Plan

PLACE TYPES DESIGNATIONS

RESIDENTIAL LIVING

The Residential Living Place Type protects existing, traditional neighborhoods from inappropriate types of redevelopment. Reinvestment in these areas should focus largely on low density housing, and enhanced pedestrian and cycling connections to places of interest like parks, trails, and commercial areas. Read page(s) 90-91 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) 92-93.

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) 94-95.

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 96-97 for a full description of this Place Type.

INWOOD INNOVATION AREA

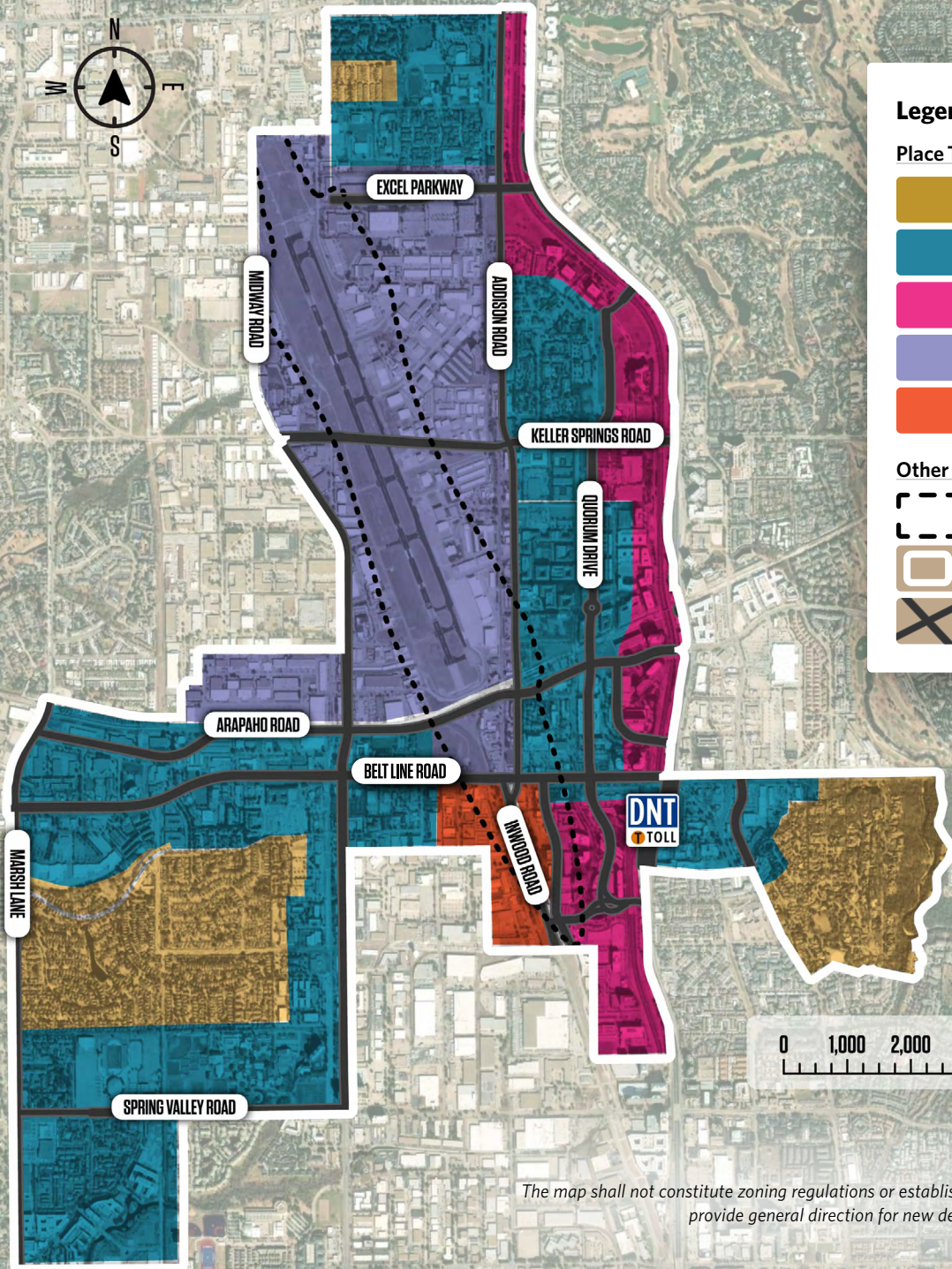
Due to its storied past and slower redevelopment progress, the Inwood Innovation Area has been positioned as a distinct Placet Type focusing on cultural enrichment, innovation in industry, creative retail, and other special services. For a full description of HIUC, read pag(s) 98-99.



Additional Information

Planning & Development Map

PLACE TYPES MAP



Legend

Place Types

- Residential Living
- Urban Village
- High-Intensity Urban Center
- Aviation & Industry
- Inwood Innovation Area

Other Items

- 2023 Airport Noise Contour
- Town Limits
- Major Thoroughfares

FAA Regulations

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

The map shall not constitute zoning regulations or establish zoning district boundaries, but should provide general direction for new development and redevelopment projects.

RESIDENTIAL LIVING

This Place Type is typically comprised of existing exclusively residential places in Addison. Housing types in this Place Type are generally single-family and detached. Townhomes and low-density multifamily housing types are also appropriate in more intense parts of this Place Type. Some properties, like those adjacent to Lake Forest, Bellbrook, and Winnwood areas, are typically situated on larger lots, presenting a unique opportunity for multi-generational living. These properties are more likely to accommodate the construction of accessory dwelling units or modifications to the main home to include additional living spaces.

Commercial activities visible from the street are generally not suitable in this Place Type. However, home-based businesses as permitted in the UDC should be allowed. Large, car-centric commercial developments are not compatible with the character of this area.

Improving connectivity is crucial, with a focus on making walking and biking more convenient. This includes designing streets to accommodate pedestrians and cyclists, connecting to townwide trails, and providing access to small local parks. Parking should be on-street or accessible via driveways or alleys. In any redevelopment, avoiding creating dead-end streets or cul-de-sacs is essential. Instead, streets should be interconnected, offering multiple routes to destinations. Redevelopment efforts should contemplate creating pedestrian shortcuts with aesthetic and landscape enhancements to provide access to nearby commercial or public areas.

TARGET BLOCK LENGTH

350 Feet

INTENSITY LEVEL

Low

TYPICAL BUILDING HEIGHT



PARKING TYPES

Driveway

APPROPRIATE THOROUGHFARE TYPES

Residential Local

Residential Collector

APPROPRIATE PARKLAND TYPES

Neighborhood Parks

Community Facilities

Greenbelts

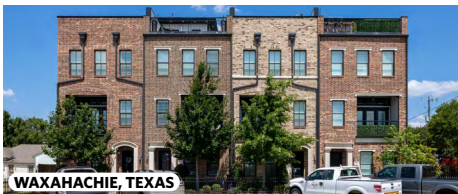
APPROPRIATE BUILDING TYPOLOGIES

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes	Live-Work	Few-Over	Neighborhood Scale
Smallplex	Urban Apartments	Condo Tower	Many-Over	Mixed Use Tower	Regional Scale
					Industrial

REPRESENTATIVE IMAGERY - ADDISON, TX



ASPIRATIONAL IMAGERY



URBAN VILLAGE

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

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

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

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

TARGET BLOCK LENGTH

300 Feet

INTENSITY LEVEL

Medium/High

TYPICAL BUILDING HEIGHT



PARKING TYPES

- Street
- Structured
- Hidden Surface

APPROPRIATE THOROUGHFARE TYPES

- Commercial Collector
- Residential Collector
- Minor Arterial

APPROPRIATE PARKLAND TYPES

- Destinations Parks
- Neighborhood Parks
- Urban Parks
- Community Facilities
- Greenbelts
- Beautification Areas

FAA Regulations*

No residential uses are permitted within the Addison Airport noise contour and height restrictions set by the FAA. Any proposed residential uses will undergo the necessary review to ensure compliance.

APPROPRIATE BUILDING TYPOLOGIES

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes*	Live-Work	Few-Over	Neighborhood Scale
Smallplex*	Urban Apartments*	Condo Tower	Many-Over	Mixed Use Tower	Regional Scale
					Industrial

REPRESENTATIVE IMAGERY - ADDISON, TX



ASPIRATIONAL IMAGERY



HIGH-INTENSITY URBAN CENTER

An Urban Center is the next increment of development intensity above Urban Village. This place maintains the urban form of Urban Village, with gridded streets and multimodal connectivity, but allows for larger and often denser developments.

In Addison, this Place Type generally hugs the western boundary of the Dallas North Tollway, and the largest buildings should orient themselves closest to this corridor. Allowing for very high-density condominium towers in this area provides more users for nearby businesses while keeping these highest-intensity uses geographically restrained. All commercial uses make sense in these areas as long as the building form treats pedestrians as the principal user. Active ground-floor interfaces between the building and the public realm will be an important part of making this area feel logically connected to existing developed urban villages like Addison Circle.

TARGET BLOCK LENGTH

250 Feet

INTENSITY LEVEL

High

TYPICAL BUILDING HEIGHT



PARKING TYPES

Street

Structured

APPROPRIATE THOROUGHFARE TYPES

Commercial Collector

Minor Arterial

APPROPRIATE PARKLAND TYPES

Urban Parks

Community Facilities

Greenbelts

Beautification Areas

APPROPRIATE BUILDING TYPOLOGIES

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units	Townhomes	Live-Work	Few-Over	Neighborhood Scale
Smallplex	Urban Apartments	Condo Tower	Many-Over	Mixed Use Tower	Regional Scale
					Industrial

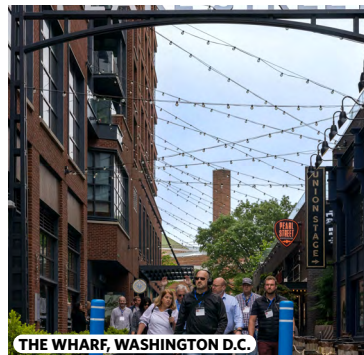
REPRESENTATIVE IMAGERY - ADDISON, TX



ASPIRATIONAL IMAGERY



SEATTLE, WASHINGTON



THE WHARF, WASHINGTON D.C.



NAVY YARD, D.C.



DALLAS, TEXAS



KINGSTON, ONTARIO

AVIATION & INDUSTRY

This Place Type consists primarily of commercial or industrial uses in larger and less expensive building types on and surrounding the Addison Airport. Historically, the nuisance-laden nature of industry encouraged the far-flung placement of industrial operations. Today, thanks to technology, these uses have evolved, improved efficiencies, and become better neighbors. In Addison, this place type includes technology industries, light to heavy manufacturing, warehouse showrooms, warehousing, distribution centers, and aviation-related uses.

These areas should be located along roadways that have adequate capacity to serve their daily vehicle trip generation which include employees, customers and larger industrial vehicles. However, it is important that the ability to mix uses inside an industrial building is maintained as well as allowing supportive commercial businesses nearby.

In arranging sites, the placement of more human-scale elements like showrooms, offices, and lodging should be located along the property edges, intersecting roadways and other place types to aesthetically enhance the site from a user perspective and act as buffers from the heavier operations. Parking requirements should be determined by the users of the development but should generally be placed behind structures and away from roadways.

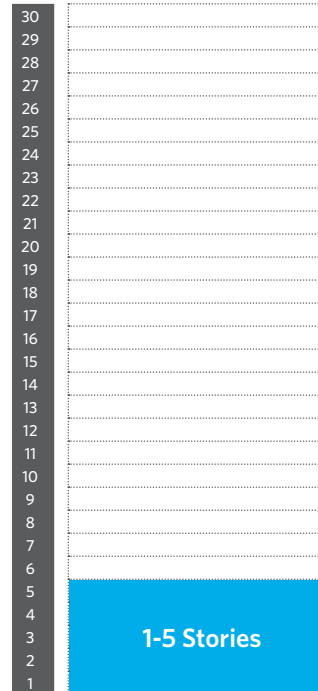
TARGET BLOCK LENGTH

600 Feet

INTENSITY LEVEL

Medium/High

TYPICAL BUILDING HEIGHT



PARKING TYPES

Street

Surface

APPROPRIATE THOROUGHFARE TYPES

Commercial Collector

Minor Arterial

APPROPRIATE PARKLAND TYPES

Urban Parks

Community Facilities

Beautification Areas

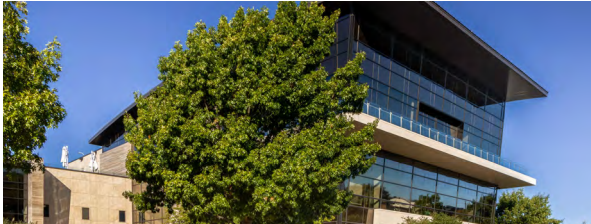
FAA Regulations*

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APPROPRIATE BUILDING TYPOLOGIES

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

REPRESENTATIVE IMAGERY - ADDISON, TX



ASPIRATIONAL IMAGERY



INWOOD INNOVATION AREA

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

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

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

FAA Regulations*

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APPROPRIATE BUILDING TYPOLOGIES

Residential			Mixed Use		Non-Residential
Single-Family Detached	Accessory Dwelling Units*	Townhomes*	Live-Work	Few-Over	Neighborhood Scale
Smallplex	Urban Apartments*	Condo Tower	Many-Over	Mixed Use Tower	Regional Scale
					Industrial

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

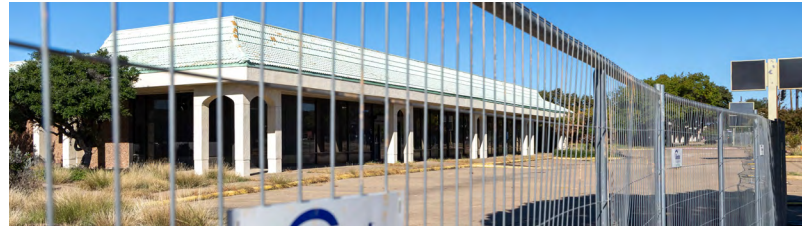
Urban Parks

Community Facilities

Greenbelts

Beautification Areas

REPRESENTATIVE IMAGERY - ADDISON, TX



ASPIRATIONAL IMAGERY



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

Non-Residential

Accessory Commercial Unit

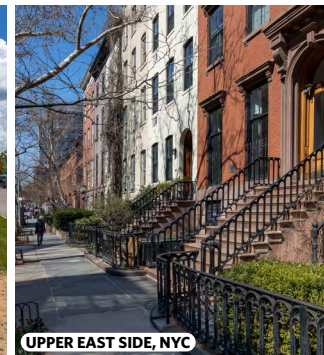
Accessory Units are typically found with detached single-family homes, which often have unused land. However, they can be added to any building typology with available space. In residential areas, they are known as Accessory Dwelling Units (ADUs). A variation is the Accessory Commercial Unit used for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



Residential

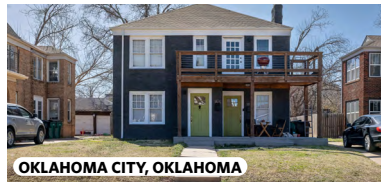
Townhomes

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.



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.



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

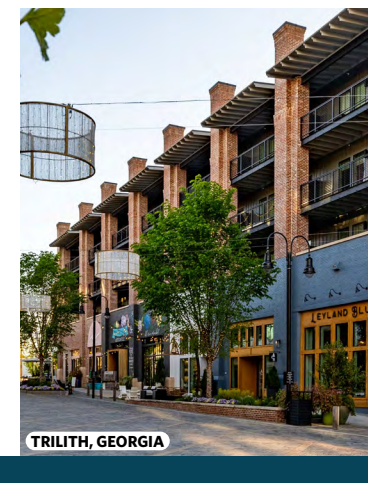
Few-Over describes a mixed-use building where a small number of units, either office or residential, are on a floor above a commercial use (generally retail). Office over retail is common in downtowns and main streets where there is not presently a demand for residential use. For these spaces to adapt 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.



Mixed-Use

Many-Over

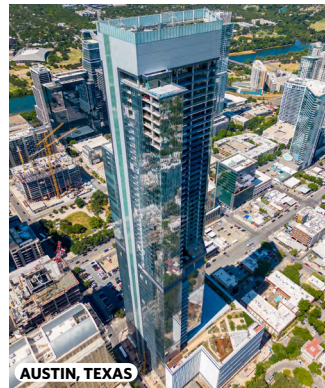
Many-Over describes a mixed-use building where a large number of units, either office or residential, are on floors above a commercial use (generally retail). Office over retail is common in downtowns and main streets where there is not a large demand for residential presently. In modern mixed use developments, 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.



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.



THE WHARF, WASHINGTON D.C.



KYLE, TEXAS



ATLANTA, GEORGIA



SEABROOK, WASHINGTON



THE WHARF, WASHINGTON D.C.

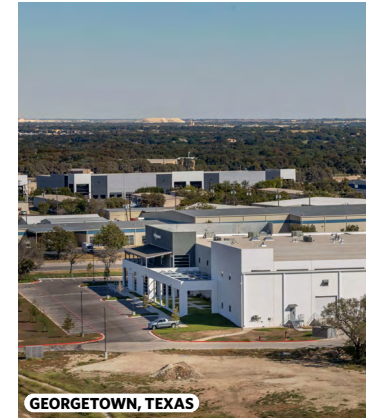
Non-Residential

Industrial

Industrial buildings consist of primarily intense commercial or industrial uses that may not be compatible with lower intensity and residential uses. At a slightly lower scale these building can house technology industries, light to mid-level manufacturing, and outdoor operations and storage.



AUSTIN, TEXAS



GEORGETOWN, TEXAS



ADDISON, TEXAS



ADDISON, TEXAS

SPECTRUM OF CHANGE

Managing development in a mostly built-out community like Addison differs from guiding growth in cities with abundant vacant land. Addison's location, development pattern, and focus on high-quality services, amenities, and design have made it an attractive place for both businesses and residents. As a result, land, homes, and commercial properties have appreciated in value, increasing the cost of living and doing business.

Today, some areas of Addison are aging and need reinvestment to maintain their appeal, while other areas are ripe for enhancement or more intensive development. Context-sensitive strategies are essential to preserving, enhancing, and redeveloping properties in a

way that balances residential, employment, and commercial needs. At the same time, current property owners seek confidence in the level of development activity around them.

By focusing growth in certain areas and preserving the character of others, Addison can continue to offer diverse lifestyle options, maintain property values, increase tax revenues, ensure reliable services, and promote more complete, walkable neighborhoods. The Spectrum of Change classifications and accompanying map outline the expected rate of change across different sites in the Town. The three classifications reflect Addison's growth management approach.

Below: Quorum Park near the Bent Tree neighborhood in Addison.



SPECTRUM OF CHANGE CLASSIFICATIONS

Preserve

These areas are expected to retain their current character, with occasional infill or maintenance to preserve value and appeal. Most properties are in single-family subdivisions and Addison Circle. In single-family areas, improvements may include enhancing streets for pedestrian safety and connectivity, and adding ADUs where allowed. In Addison Circle, efforts will focus on maintaining buildings, uses, and public spaces consistent with the current form and character.



Above: Celestial Park Panoramic

Enhance

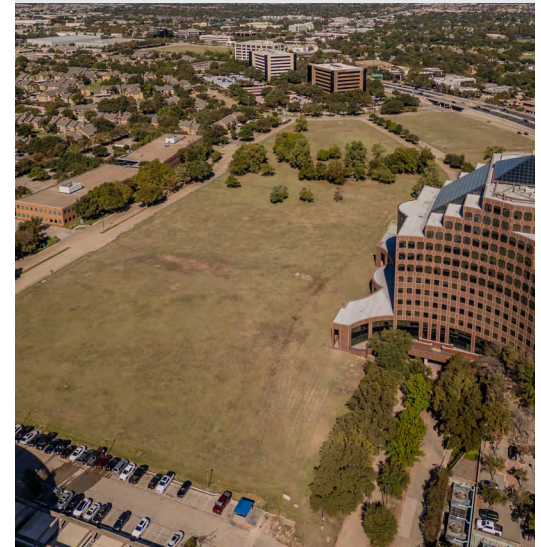
These areas are expected to evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements. Development may include building renovations, adding mixed uses (residential, commercial, or both), creating public spaces and amenities, 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.



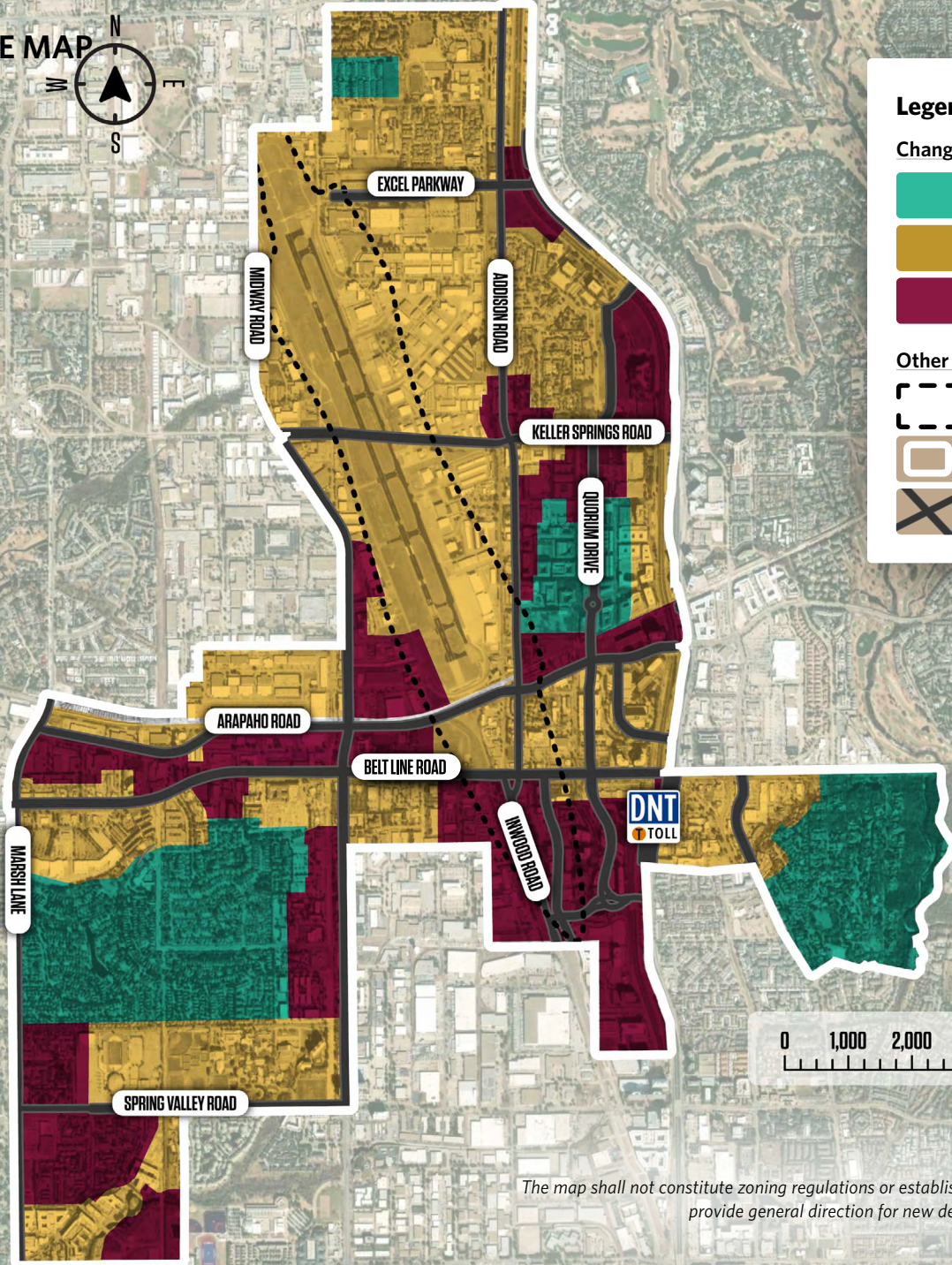
Above: Mary Kay site



Additional Information

Planning & Development Map

SPECTRUM OF CHANGE MAP



Legend

Change Categories

- Preserve
- Enhance
- Develop/Redevelop

Other Items

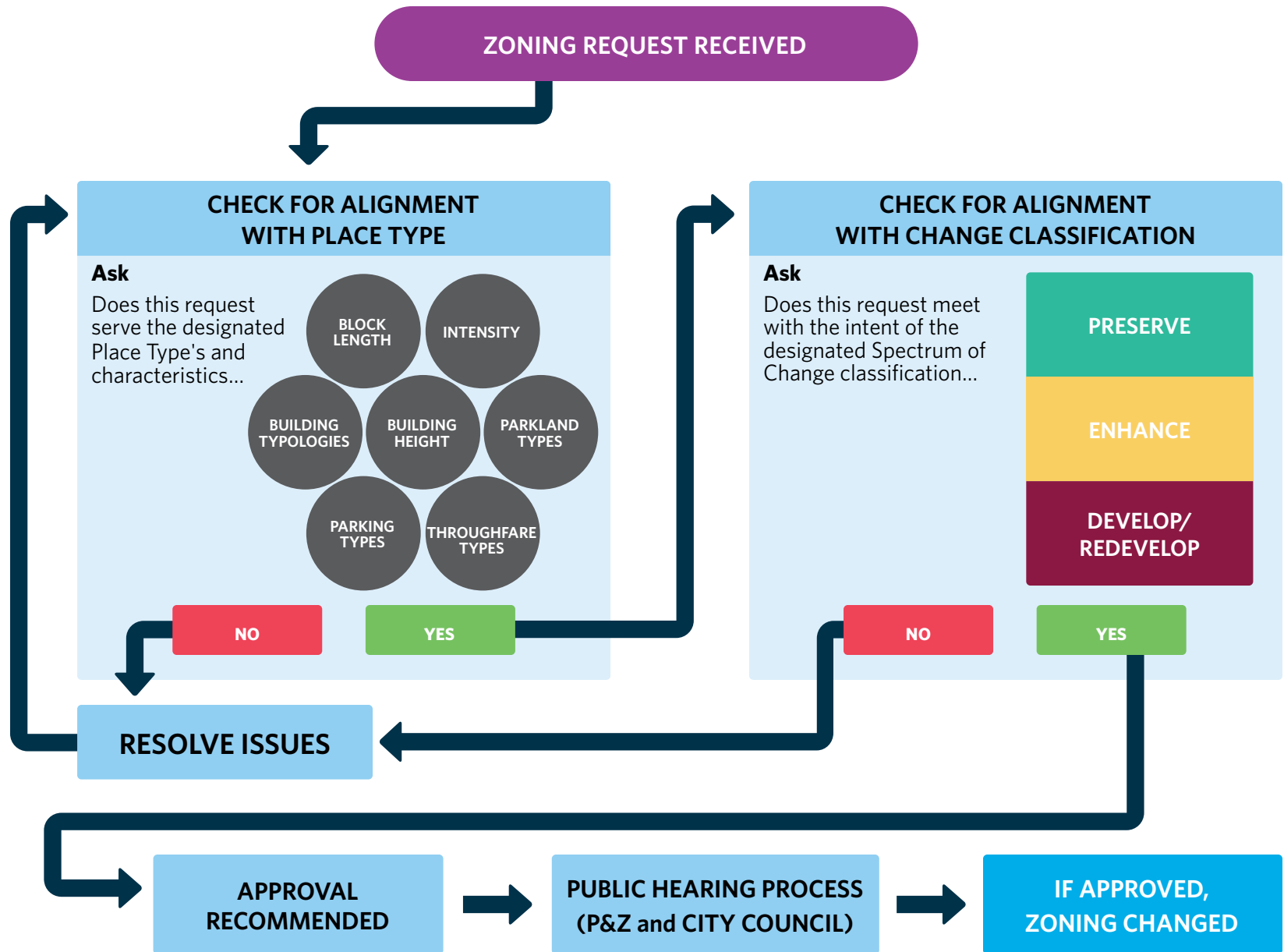
- 2023 Airport Noise Contour
- Town Limits
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APPLYING PLACE TYPES AND SPECTRUM OF CHANGE TO ZONING



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 and 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.

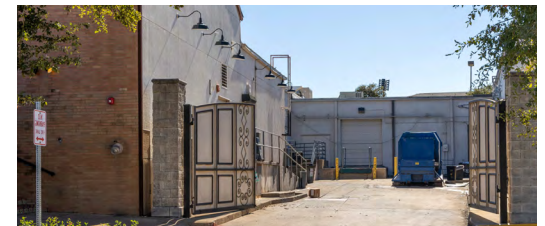


Development Renderings

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.



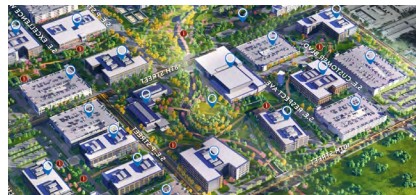
18 MORE DIVERSE MIX OF USES ALLOWED

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 MEDIUM

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.



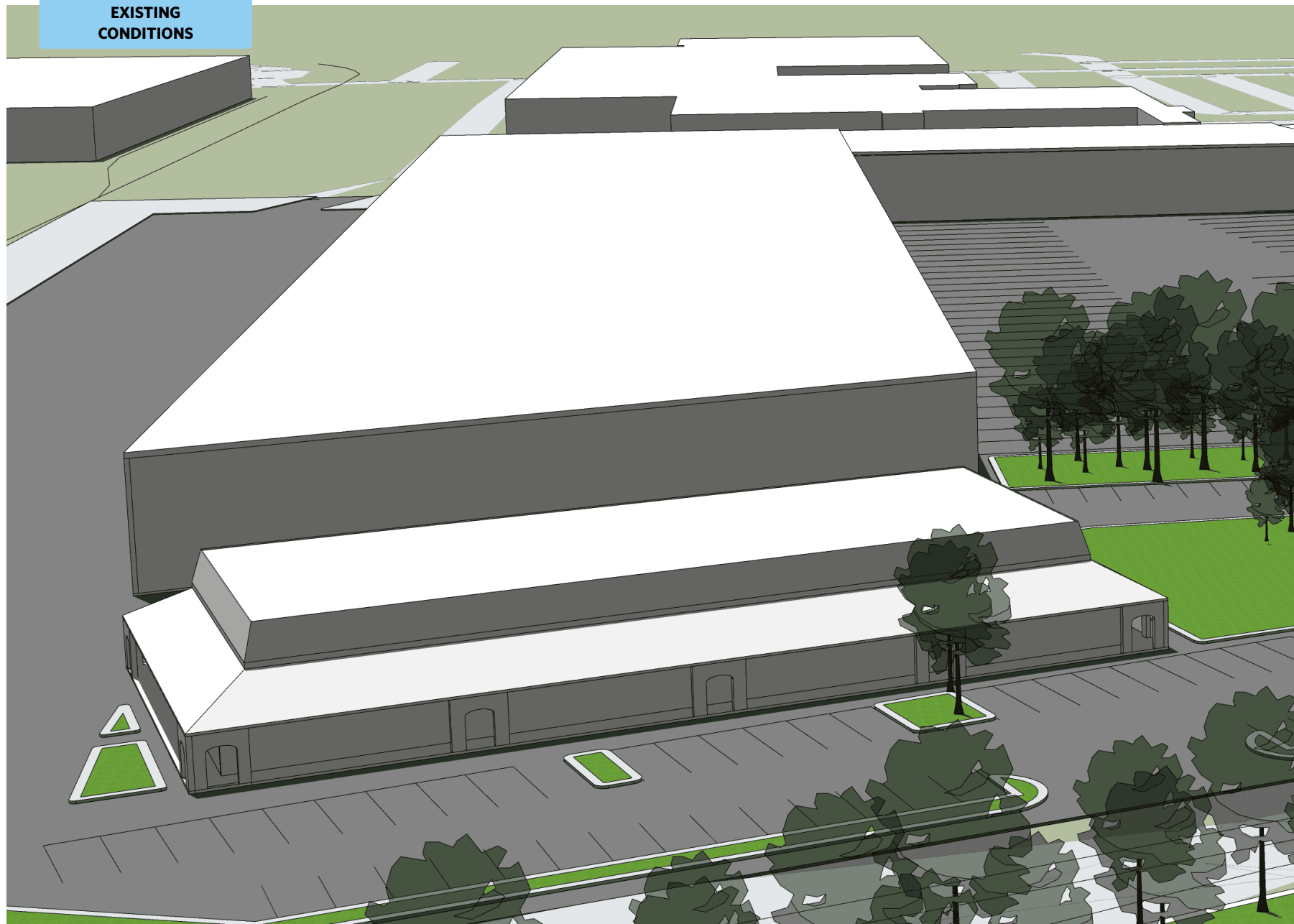
33 BETTER PEDESTRIAN INFRASTRUCTURE

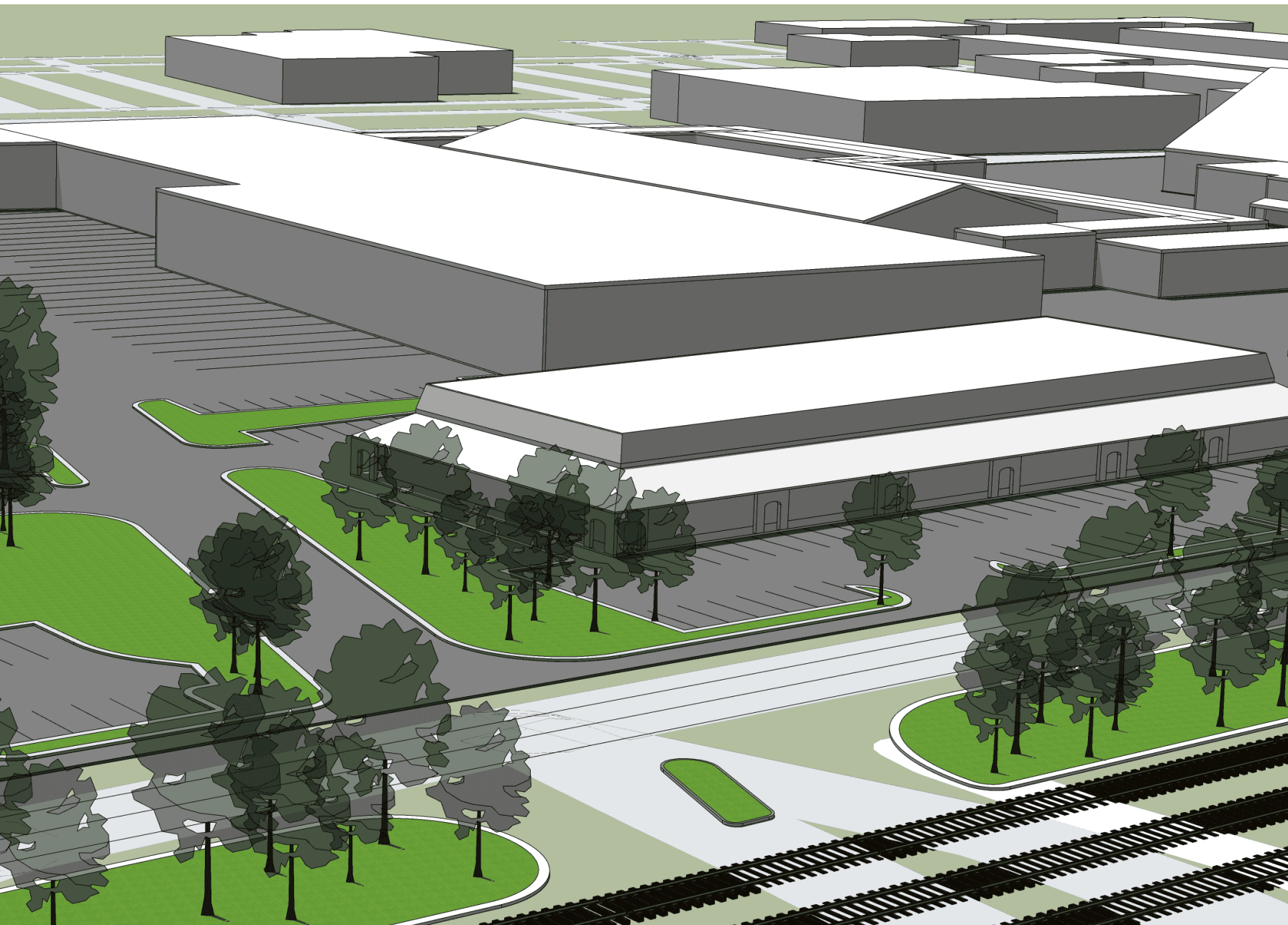
Improved walkways, lighting, signage, and landscaping.



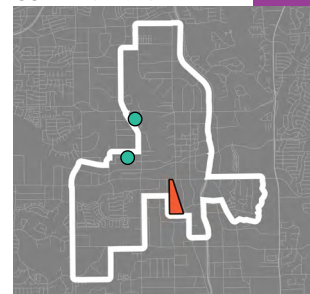
TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT

EXISTING
CONDITIONS







CONTEXT MAP



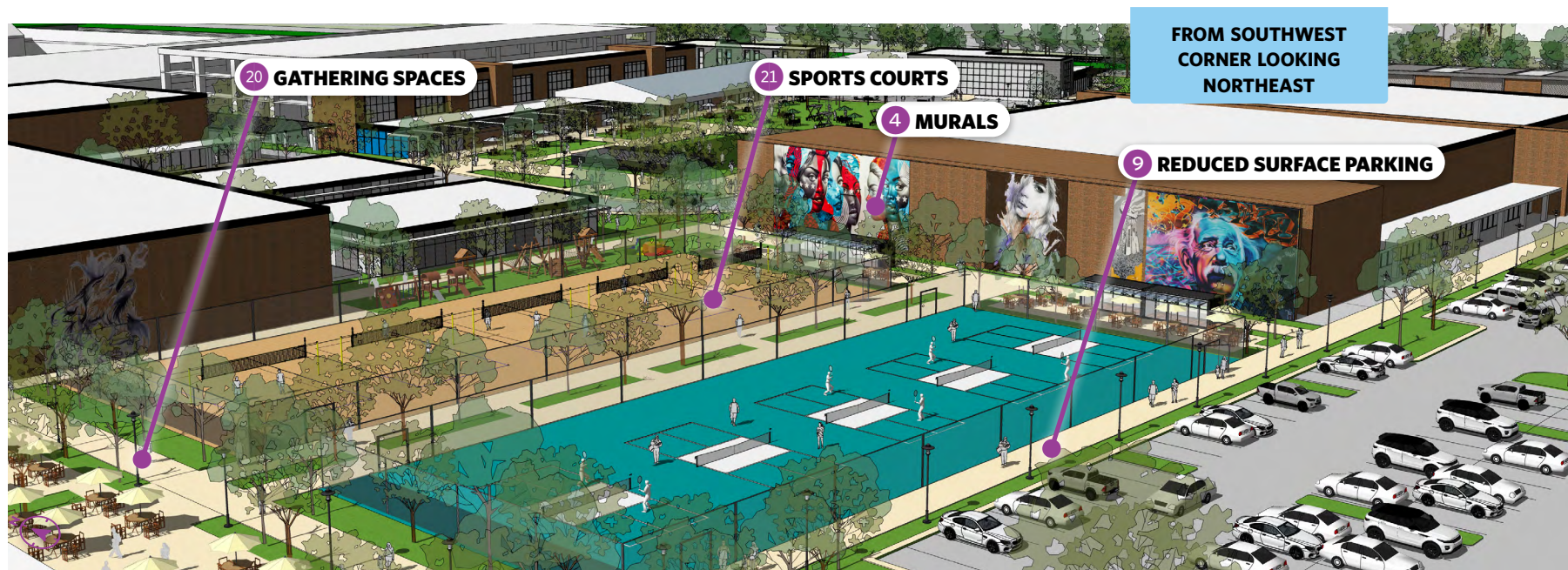
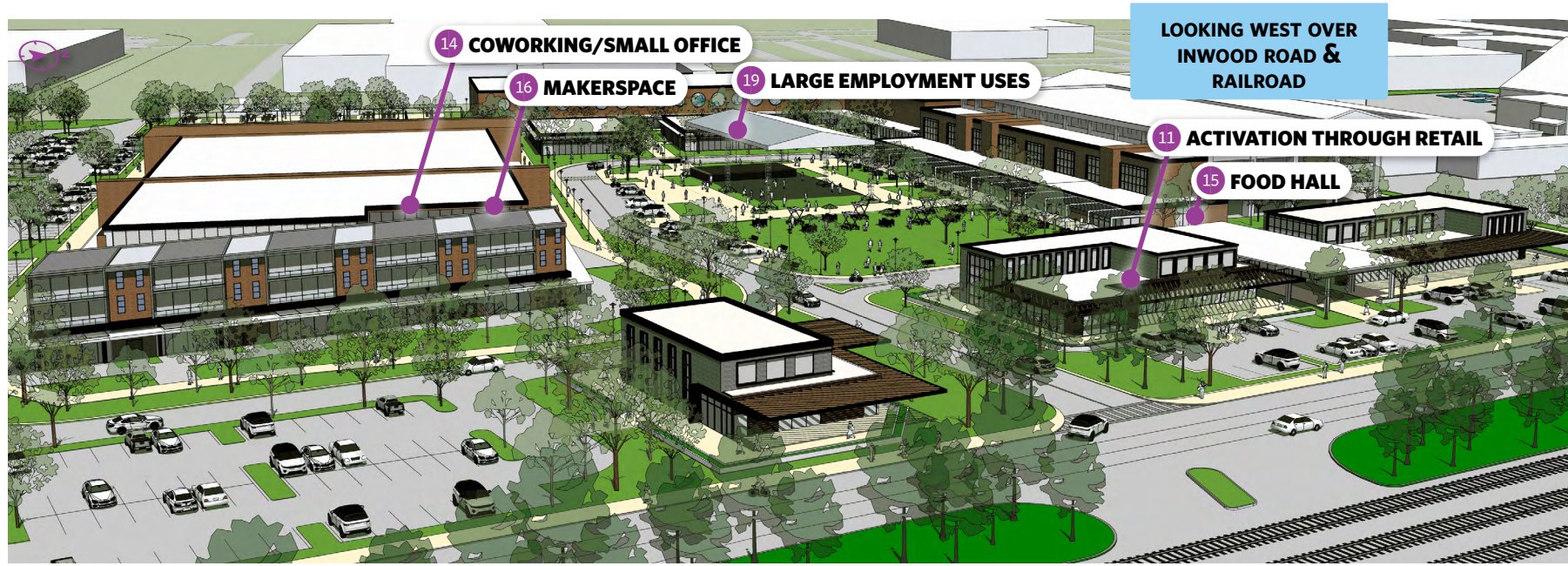
LEGEND

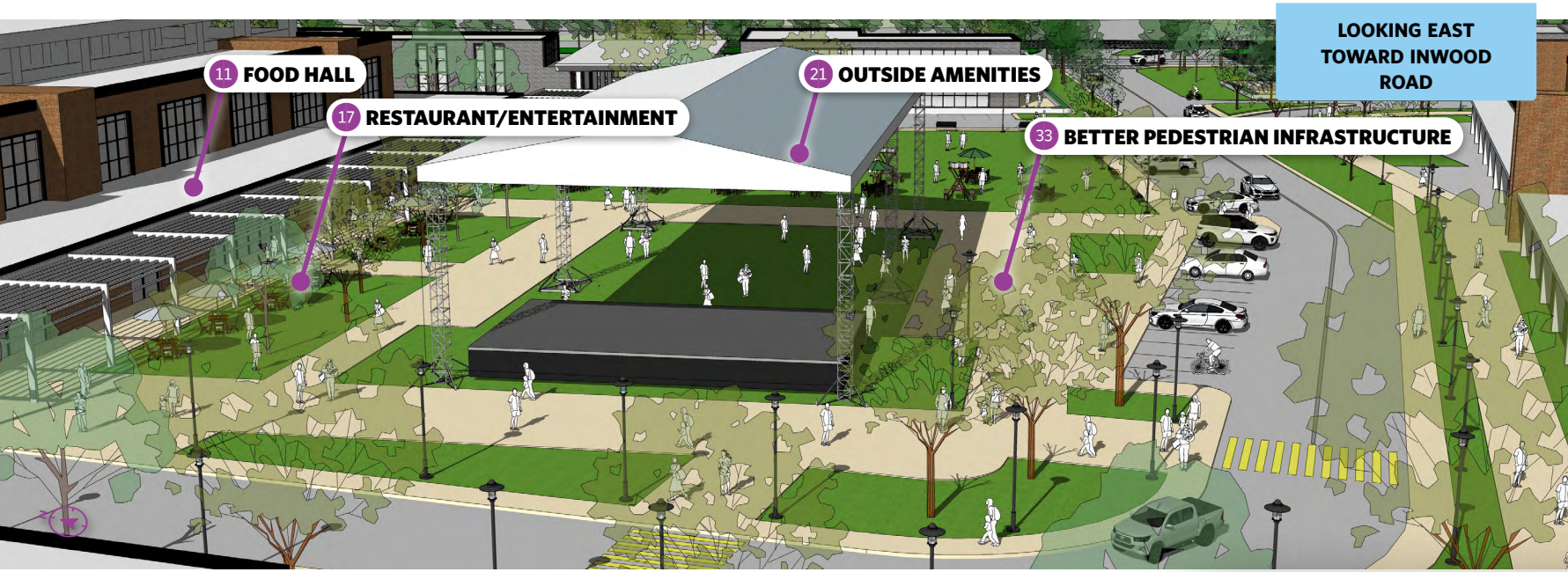
-  **Featured Site**
Inwood Corridor
-  **Similar Locations**
Midway/
Dooley
Surveyor/
Lindbergh

TRANSITIONAL DEVELOPMENT: INDUSTRIAL REDEVELOPMENT

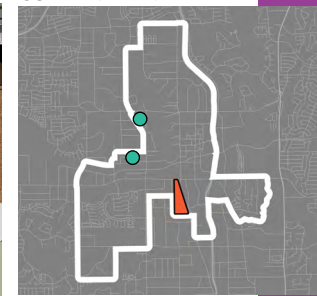
Note

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

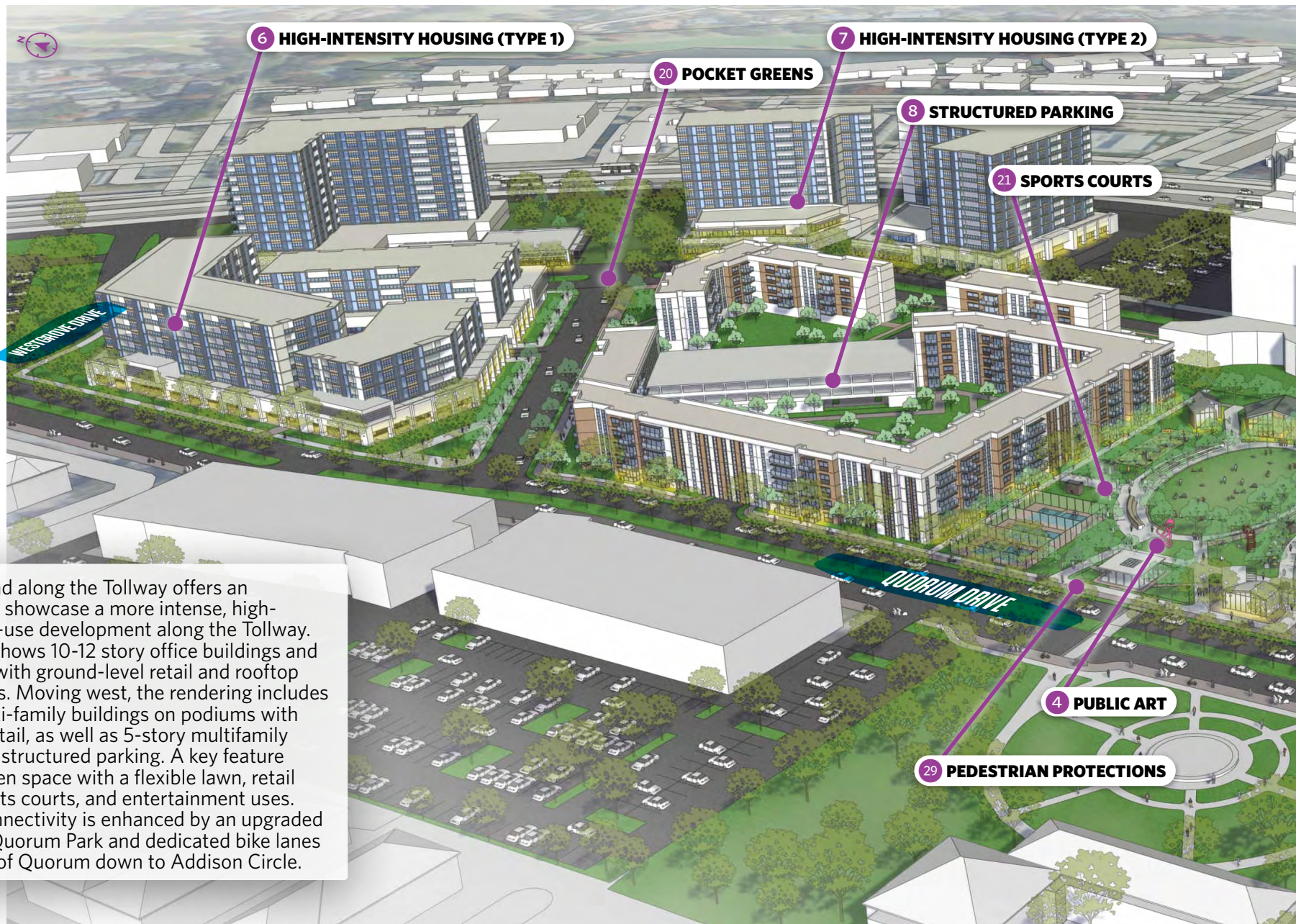


These renderings of an imagined development along the Inwood Road corridor show the adaptive reuse of an industrial area for flexible uses like art studios, co-working spaces, breweries, or sports facilities. The first image highlights updated facades, a shared parking structure, and new retail pads.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

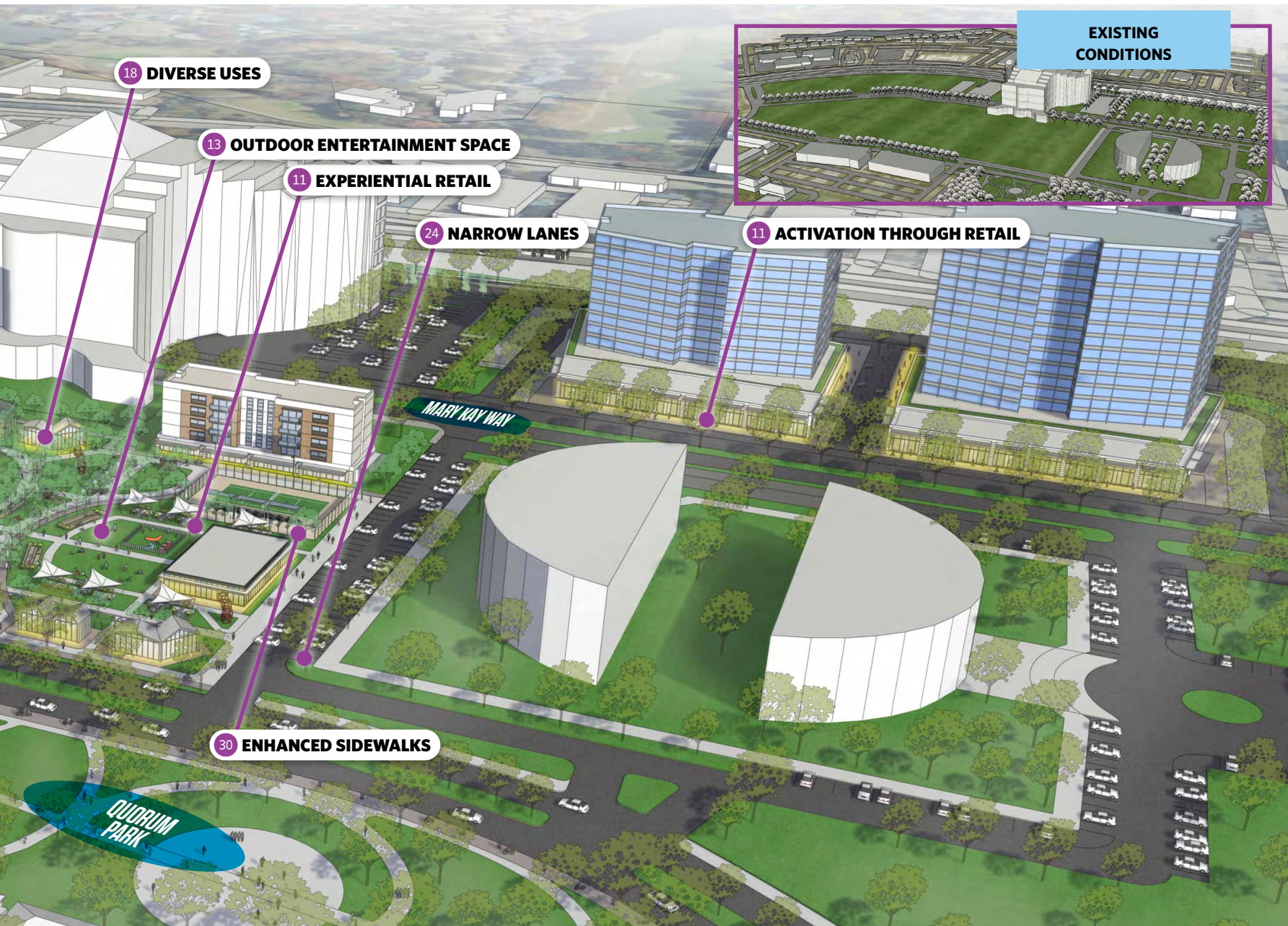
TRANSITIONAL DEVELOPMENT: DENSE URBAN GREENFIELD DEVELOPMENT

Note

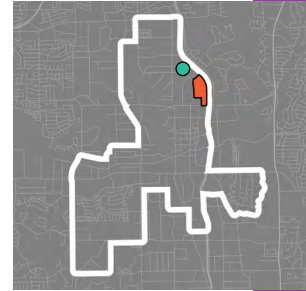
This page showcases conceptual layouts for an imagined transitional process, illustrating how an existing commercial development could evolve to become more walkable over time. **These are not part of a proposed project, have not been funded, and are not seeking funding.** They are purely intended to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



The vacant land along the Tollway offers an opportunity to showcase a more intense, high-density mixed-use development along the Tollway. This concept shows 10-12 story office buildings and condos, each with ground-level retail and rooftop terrace options. Moving west, the rendering includes 4-6 story multi-family buildings on podiums with parking and retail, as well as 5-story multifamily buildings with structured parking. A key feature is a central open space with a flexible lawn, retail pavilions, sports courts, and entertainment uses. Pedestrian connectivity is enhanced by an upgraded crosswalk to Quorum Park and dedicated bike lanes on both sides of Quorum down to Addison Circle.



CONTEXT MAP



LEGEND

- **Featured Site**
Quorum/
Westgrove
- **Similar Locations**
Addison/Excel

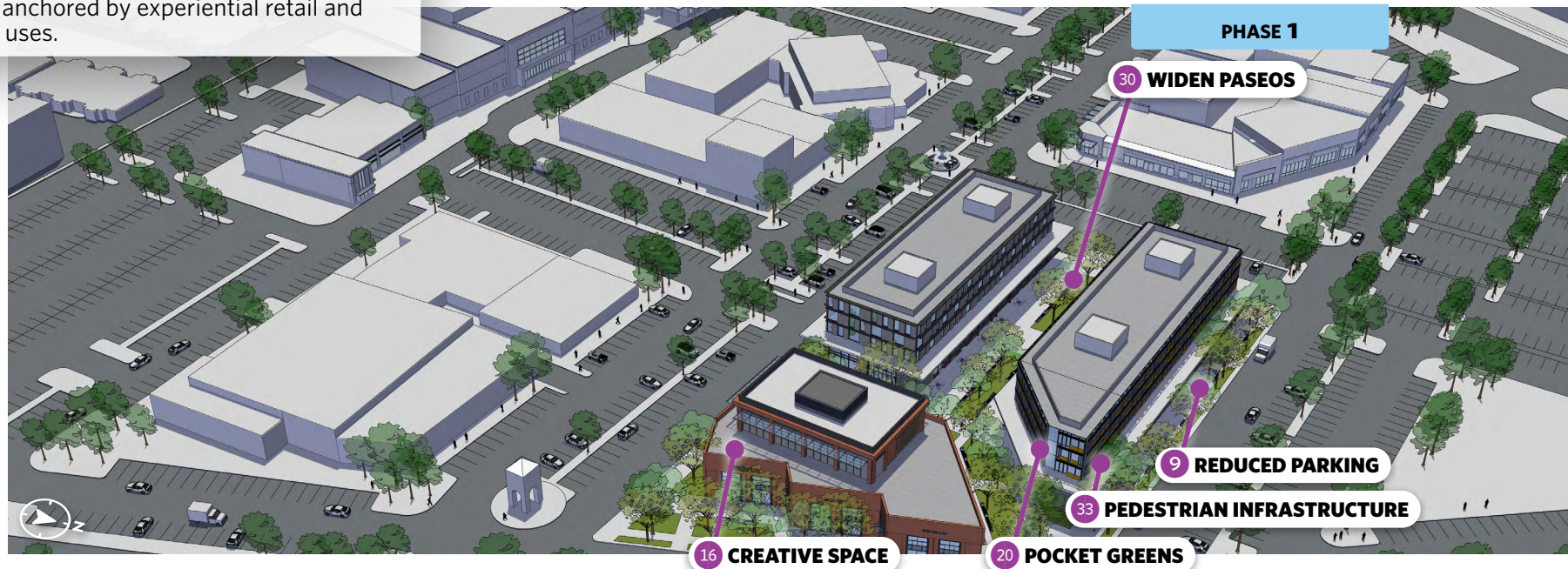
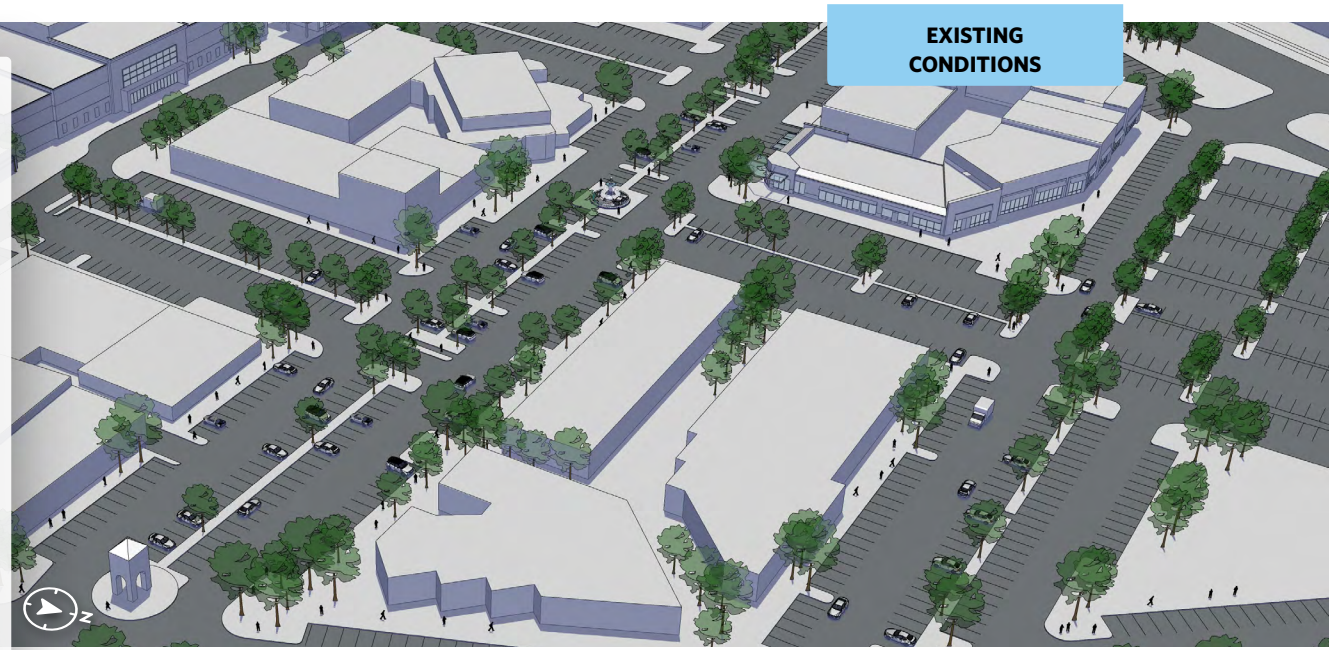
TRANSITIONAL DEVELOPMENT: AGING COMMERCIAL TO URBAN VILLAGE

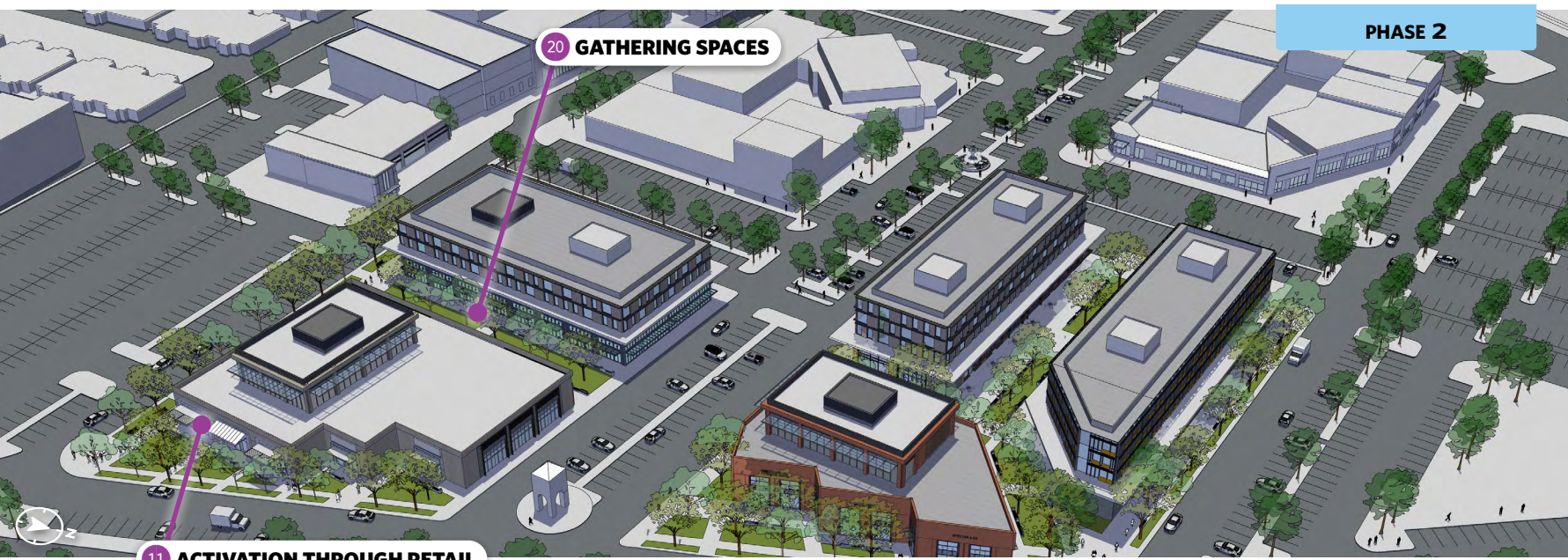
Transitioning aging, auto-oriented commercial centers to mixed-use hubs that enhance surrounding neighborhoods is a key challenge and opportunity for Addison. Big box sites can evolve through master-planned redevelopments or incremental changes, while areas like Village on the Parkway will require phased, intensive investment.

In each phase, more elements are added. Early improvements include updated facades, enhanced materials, and rebuilding existing retail with creative office space. Parking spaces are strategically removed to expand pedestrian-friendly walkways. Later phases mirror these upgrades on adjacent blocks, adding new ground-level retail, creative offices, and green spaces. The final phase introduces mixed-use multifamily and office over retail, replaces parking lots with new developments, and widens pedestrian areas by reconfiguring street sections. A new park and green corridor create space for public programming, anchored by experiential retail and entertainment uses.

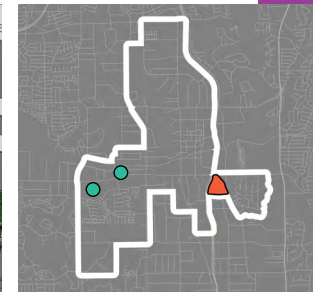
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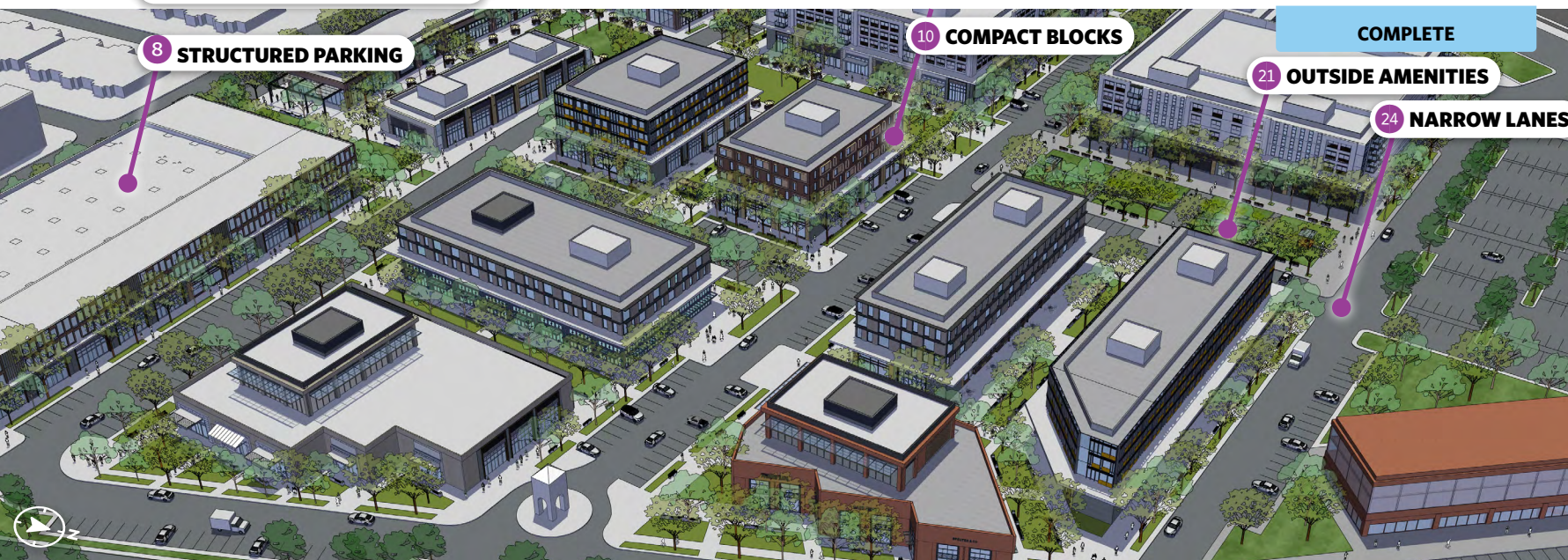


CONTEXT MAP



LEGEND

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



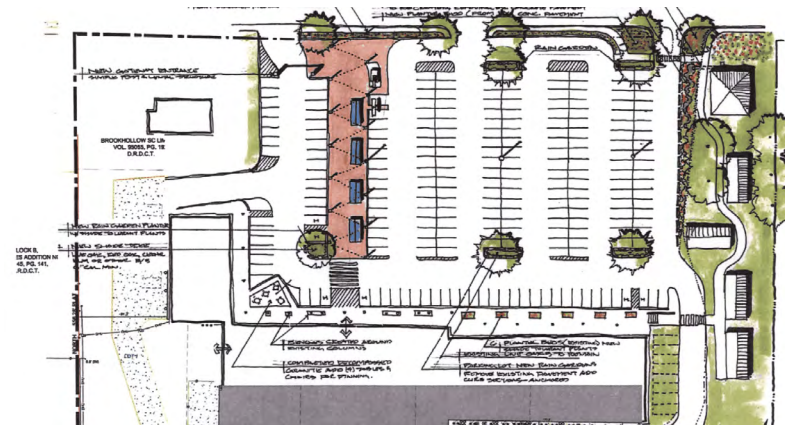
LOCALISM & INCREMENTALISM

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

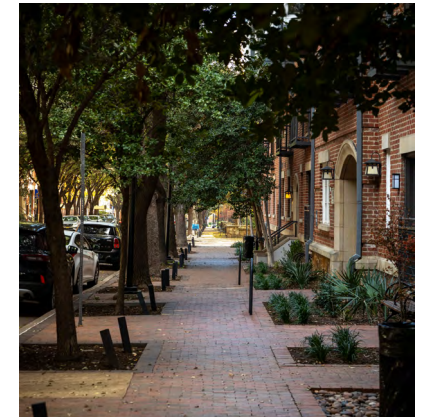


ADDISON'S HOUSING & NEIGHBORHOODS

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

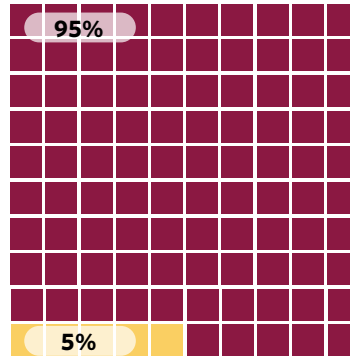
30 YEARS OF PROGRESS TOWARD ADDING MORE SINGLE FAMILY OWNERSHIP HOUSING

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.

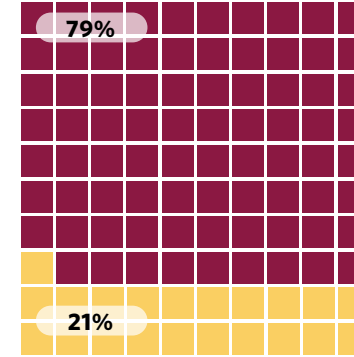
SINGLE-FAMILY & MULTIFAMILY MIX



1990

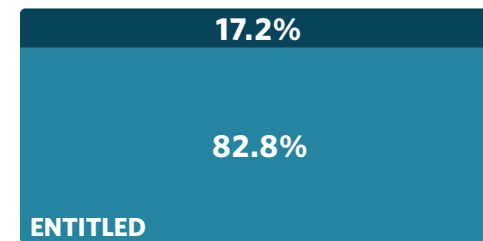
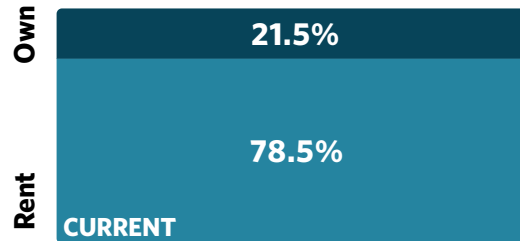
MULTIFAMILY

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

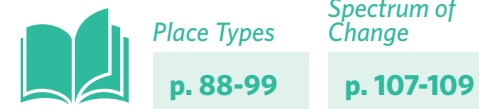
Addison has long prioritized neighborhood design over the more common subdivision approach, recognizing that the built environment plays a key role in shaping how people interact. This focus on creating cohesive neighborhoods has given Addison a unique character, where public spaces, housing design, 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.

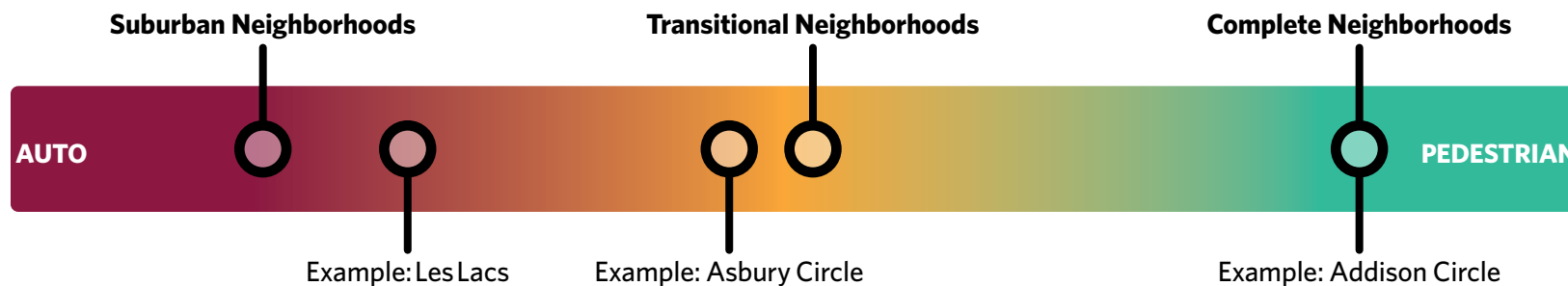
A CONTINUUM OF WALKABILITY

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.



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.

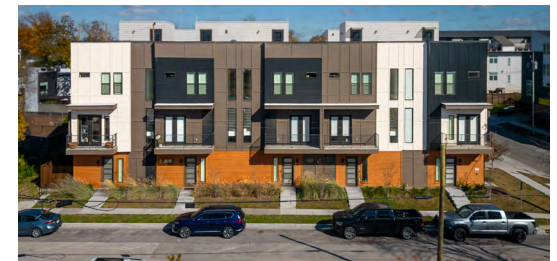
SUBURBAN NEIGHBORHOODS

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.

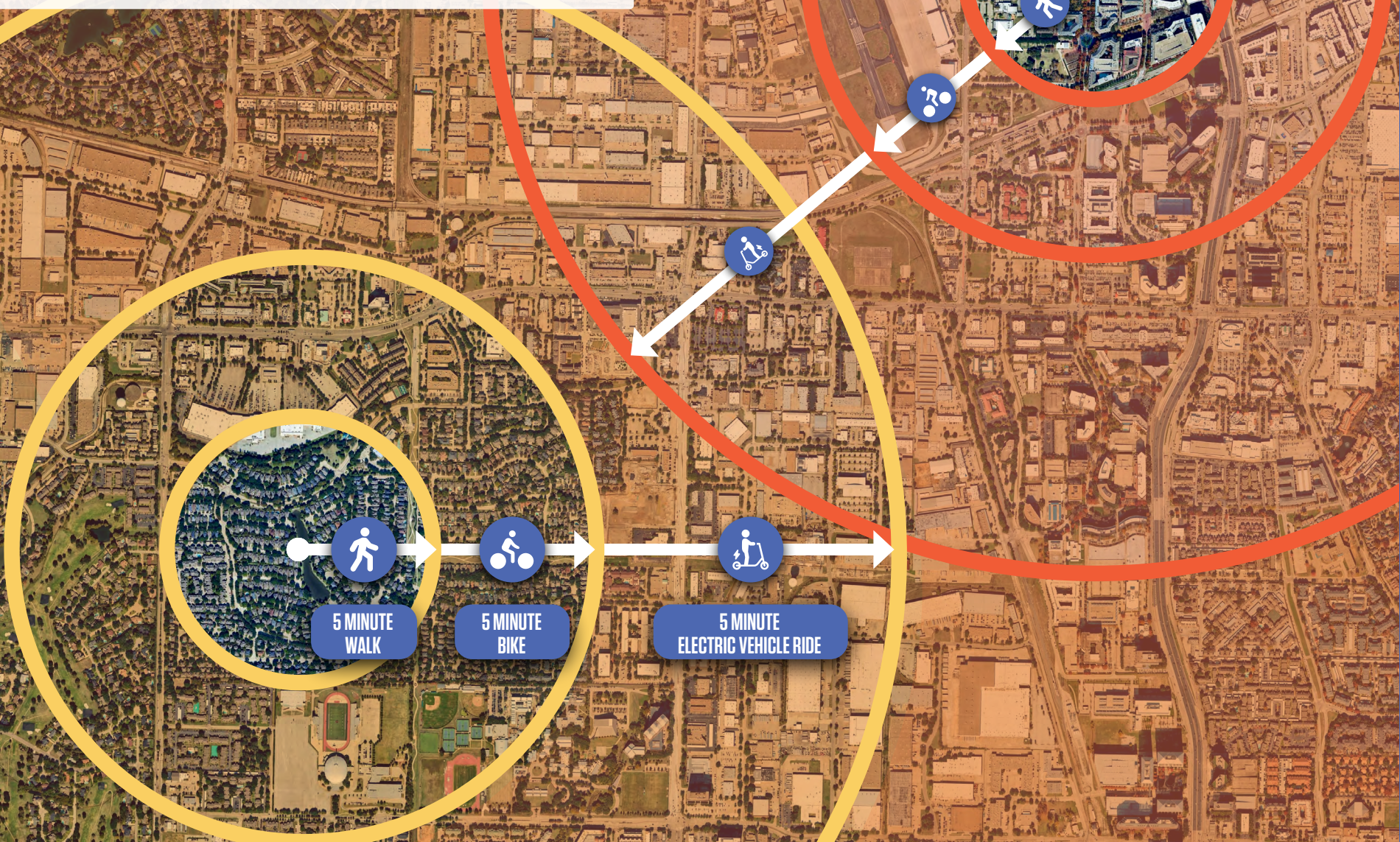
TOWNWIDE SCALE

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.



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.

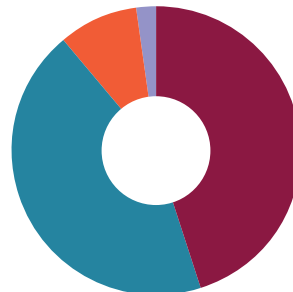
PROPORTION OF ADDISONITES THAT COMMUTE TO WORK



MEDIAN TRAVEL TIME TO WORK



HOUSEHOLD ACCESS TO VEHICLES

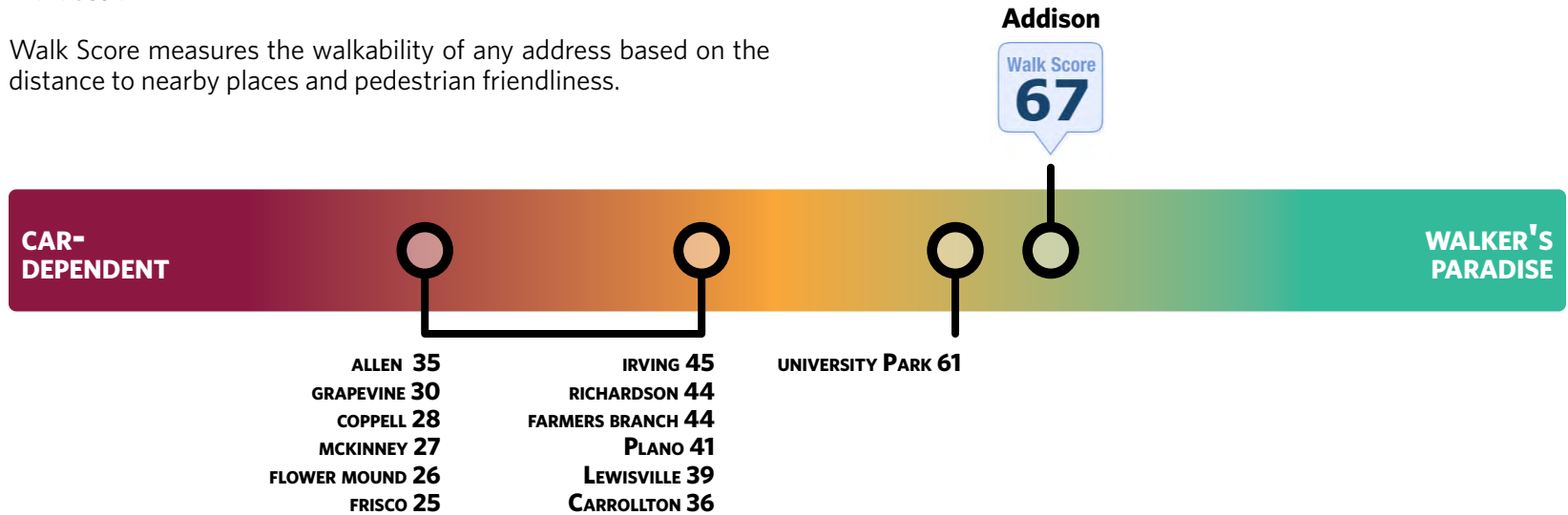


VEHICLES AVAILABLE	%
2 Vehicles	42.1
1 Vehicle	48.9
3 or More Vehicles	7.8
No Vehicles	1.2

Source: ACS 5-Year Estimates, S0801, 2023

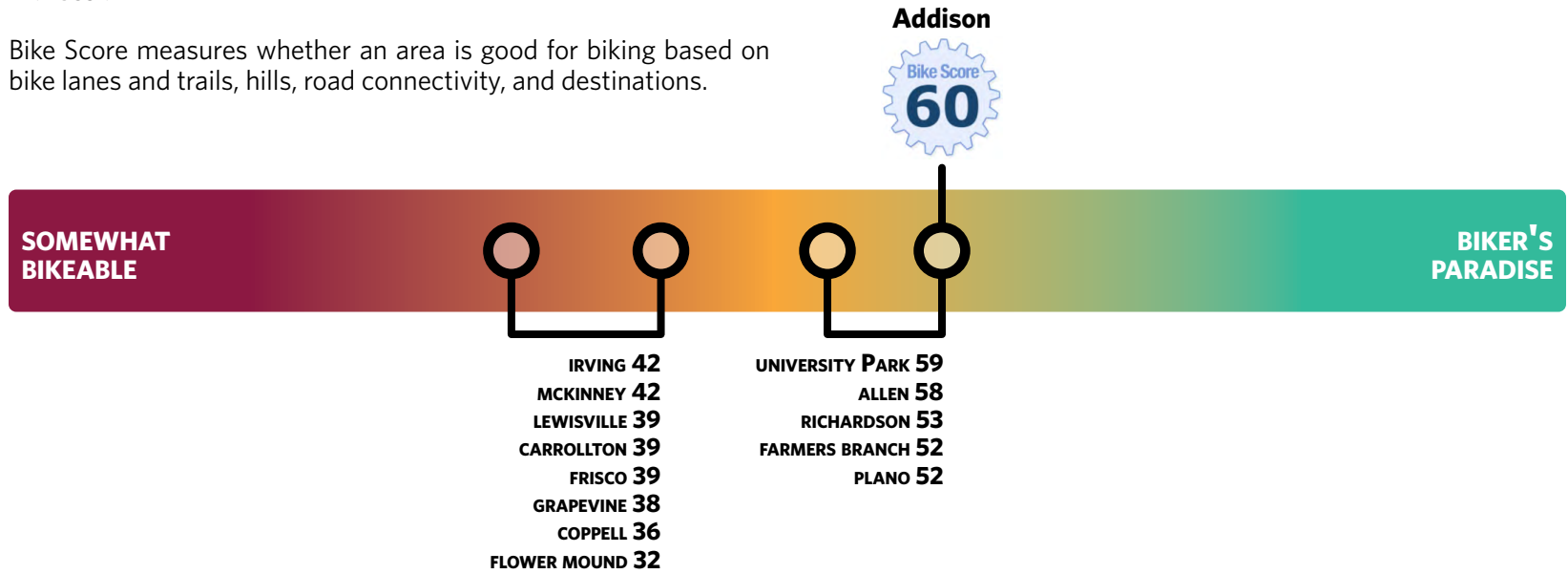
WALK SCORE

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.

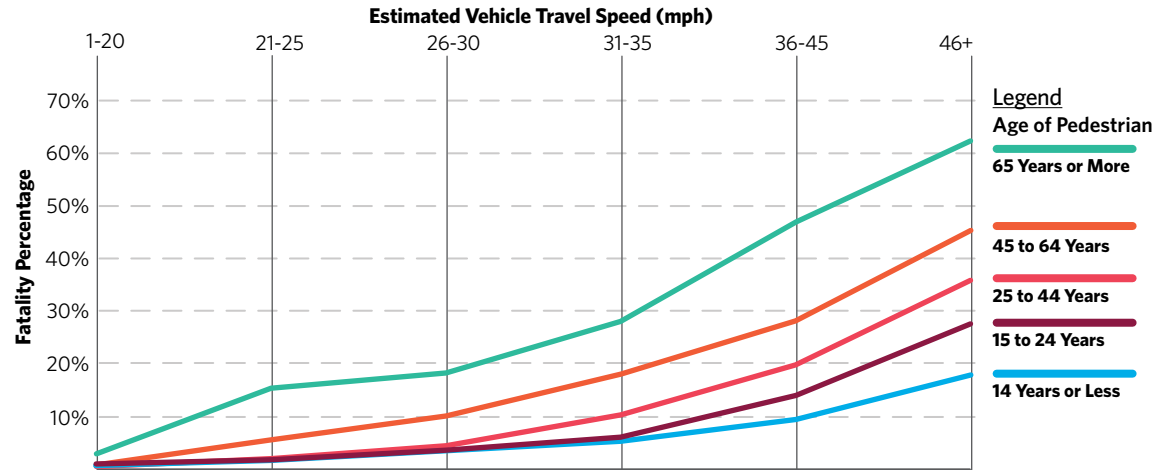
TRAVEL SPEEDS & SAFETY

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.

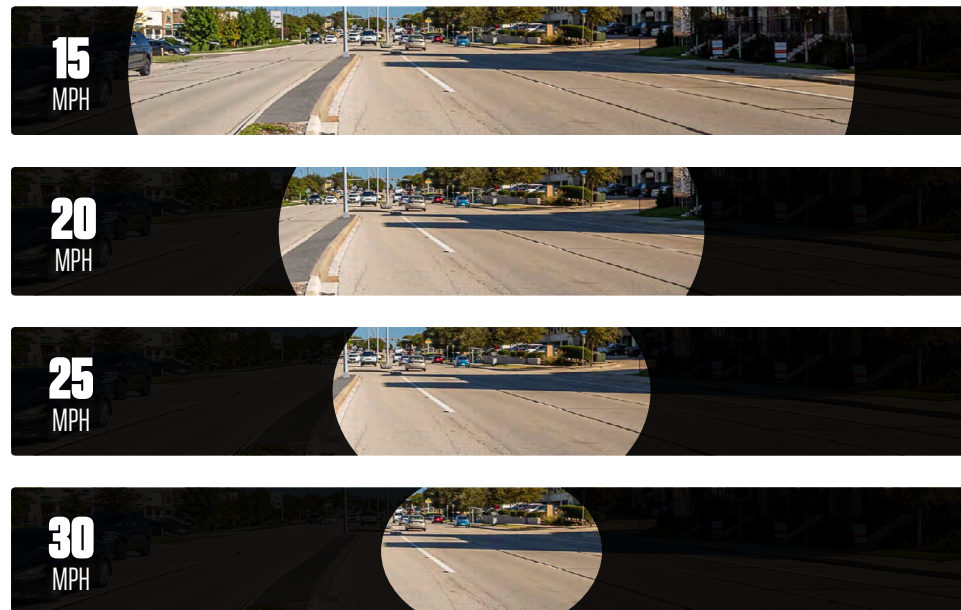
Addison already performs better than many surrounding suburbs in managing vehicle speeds and limiting pedestrian-vehicle conflicts. Unlike neighboring areas with wide thoroughfares, expansive residential streets, and car-oriented designs, Addison's residential neighborhoods and mixed-use developments 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

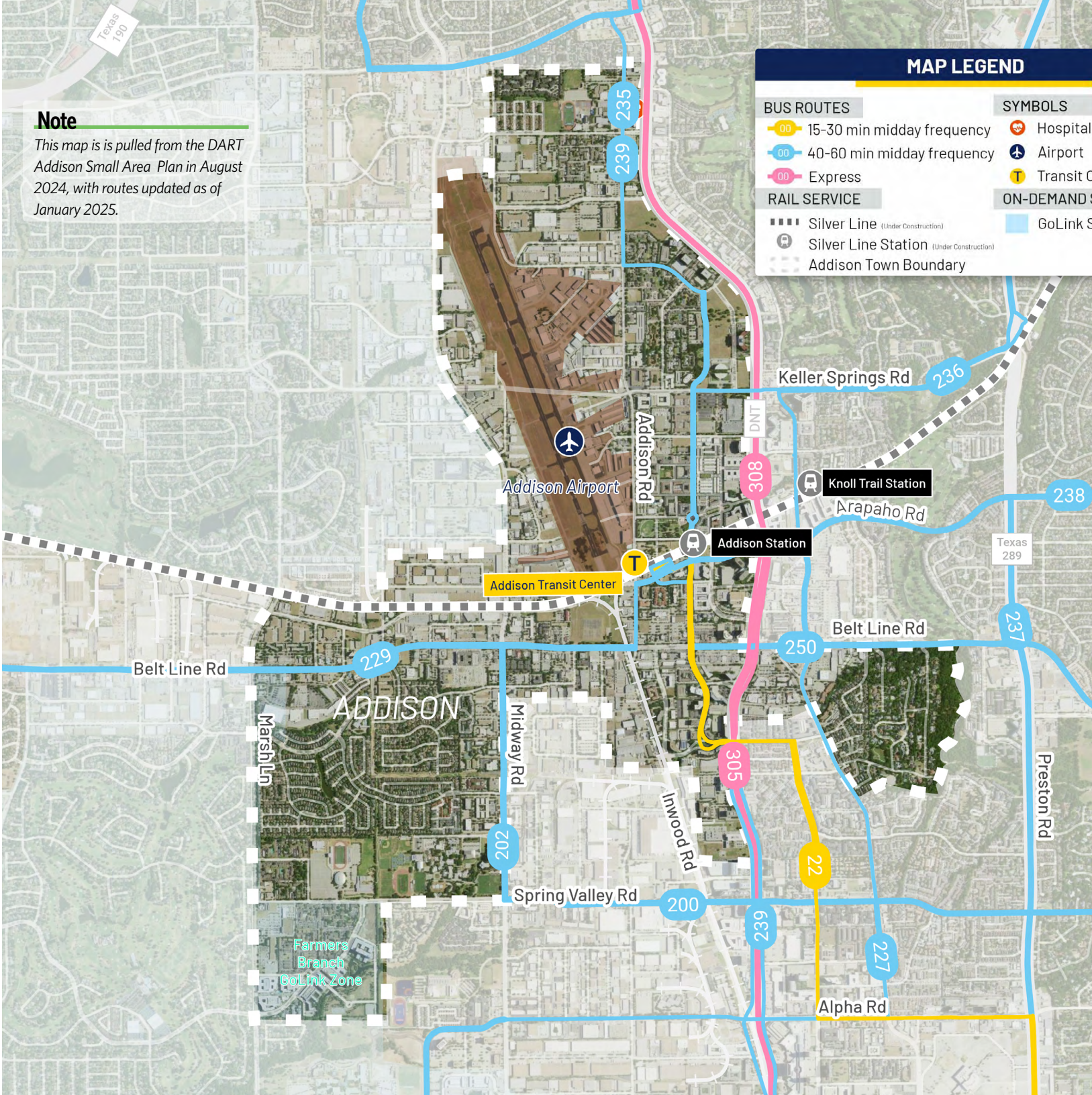
- Silver Line (Under Construction)
- Silver Line Station (Under Construction)
- Addison Town Boundary

SYMBOLS

- Hospital
- Airport
- Transit Center

ON-DEMAND SERVICE

- GoLink Service Area



STRATEGIC FRAMEWORKS & CONCEPTS

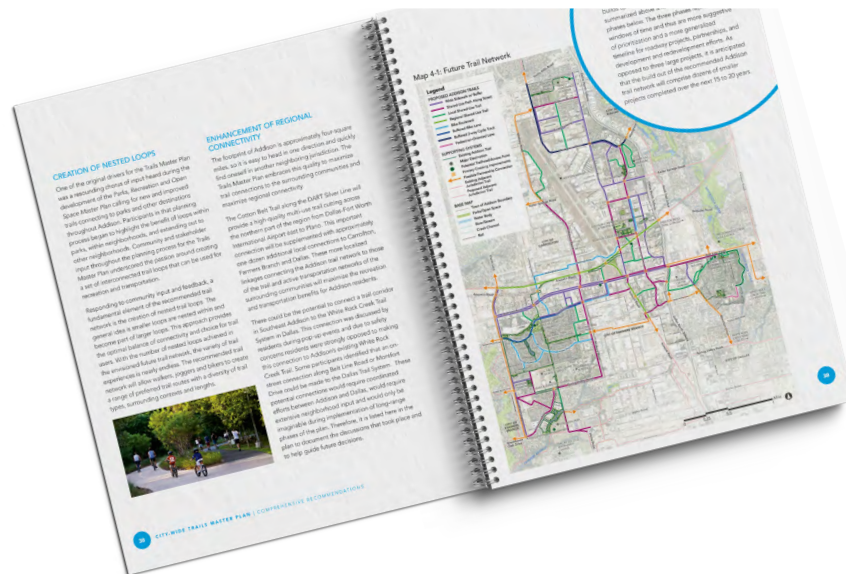
IMPROVING PEDESTRIAN ACCESS AND CONNECTIVITY

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

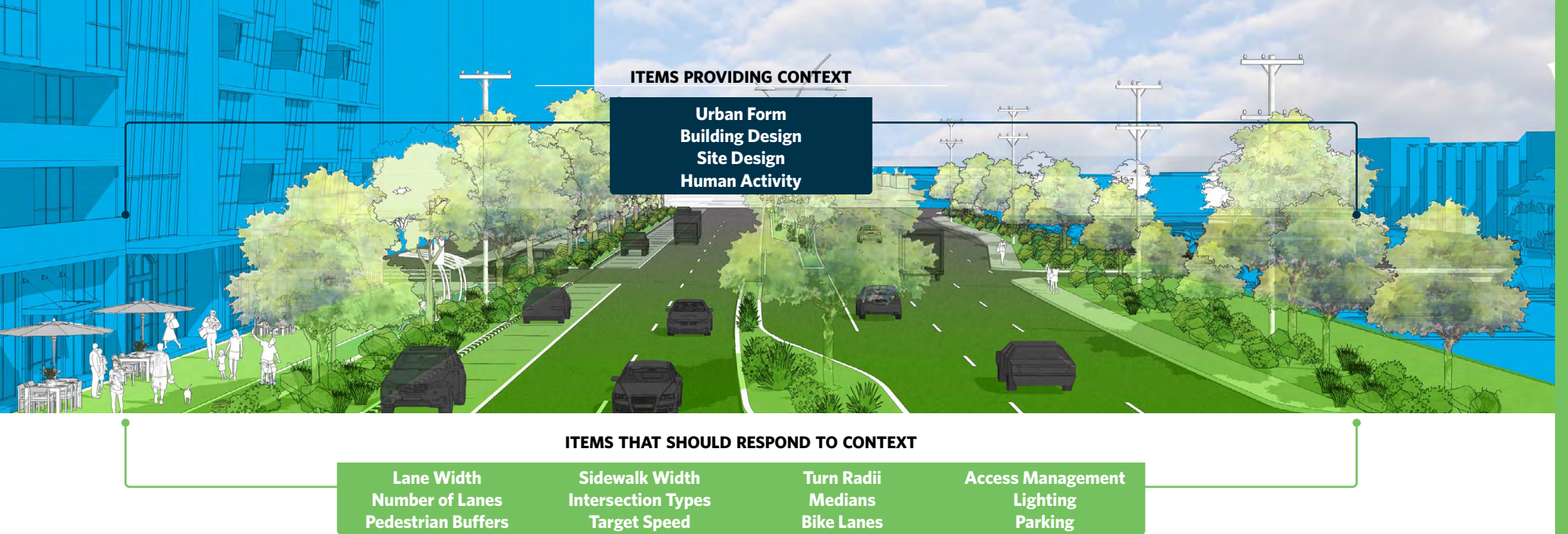
p. 154-156

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.

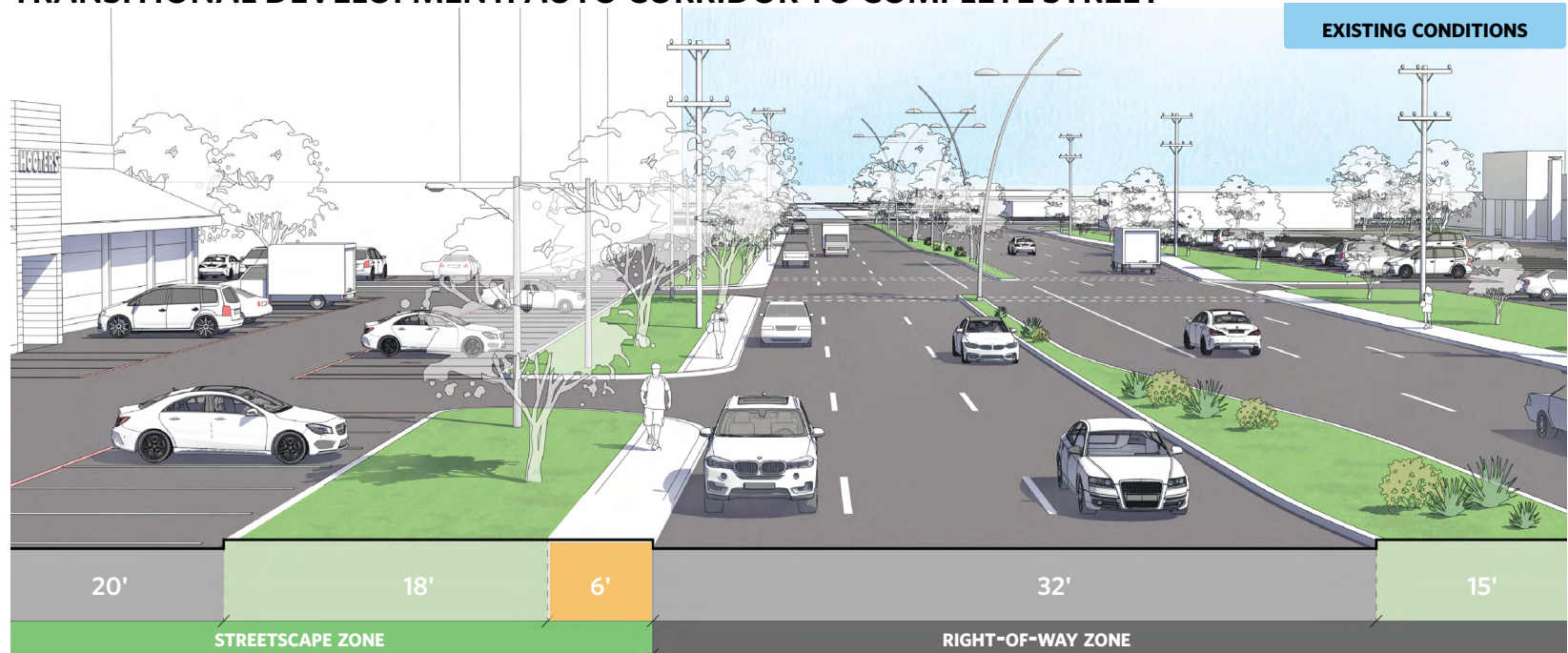
The 2016 Master Transportation Plan (MTP) introduced context-sensitive design and a spectrum of typical cross-sections to provide guidance for roadway reconstruction and retrofits to support the ongoing development and redevelopment. Since the 2016 MTP was done, organizations like CNU-ITE, NACTO, and 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.

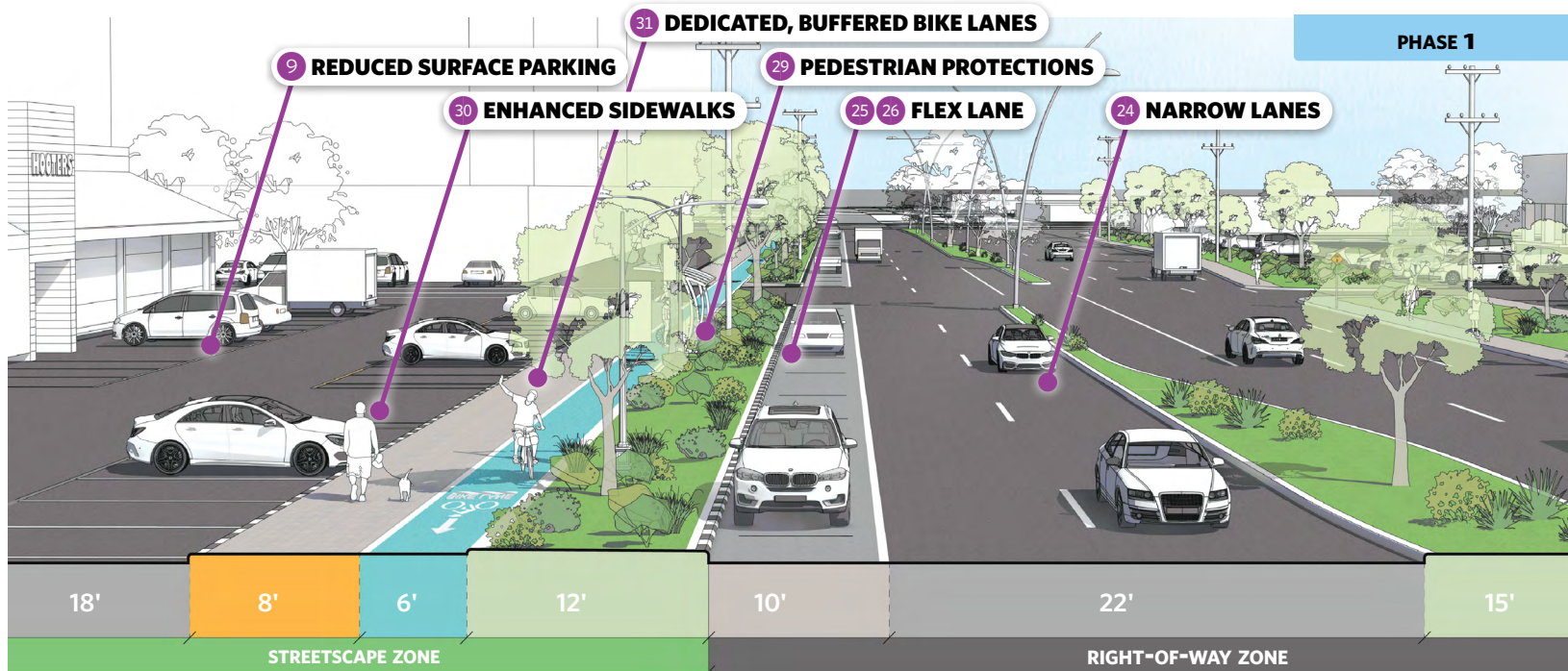


Transitional
Development

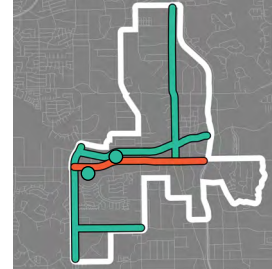
p. 111-115

Neighborhood
Typologies

p. 133-135

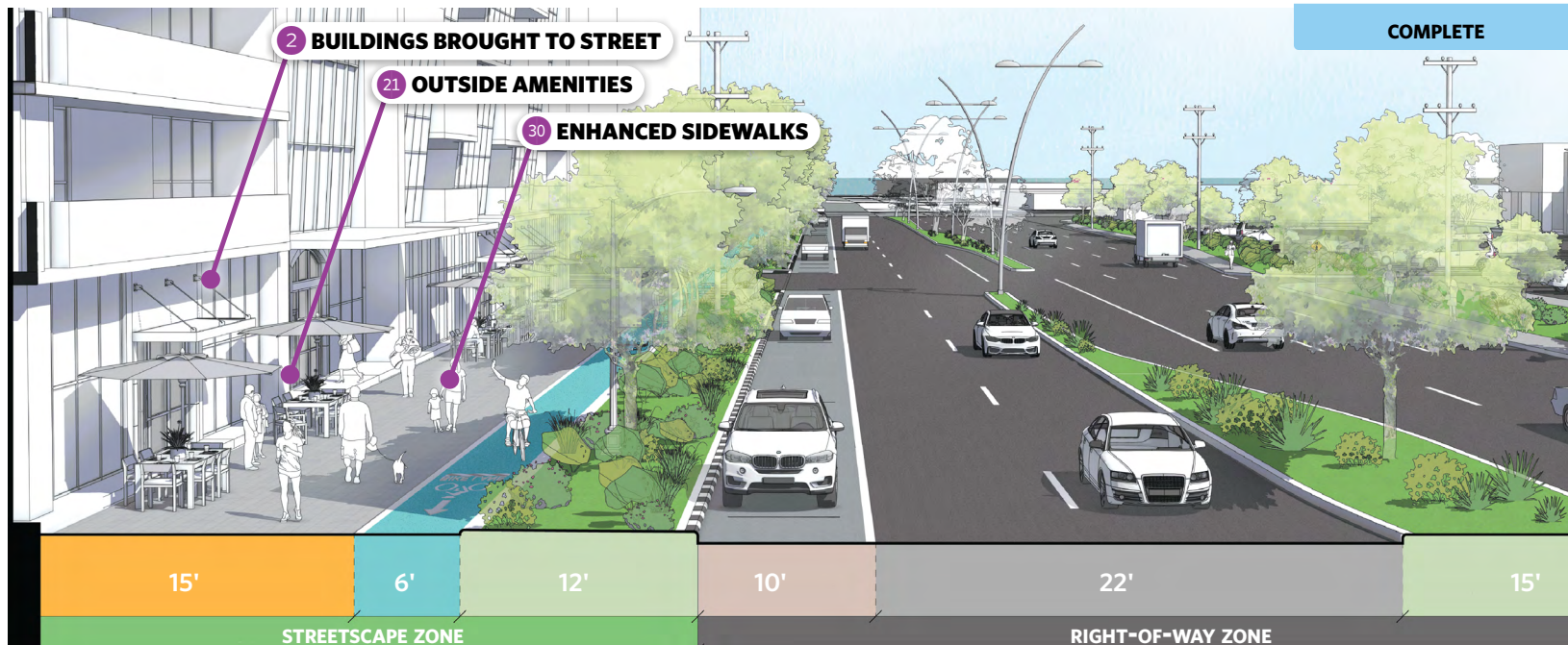


CONTEXT MAP



LEGEND

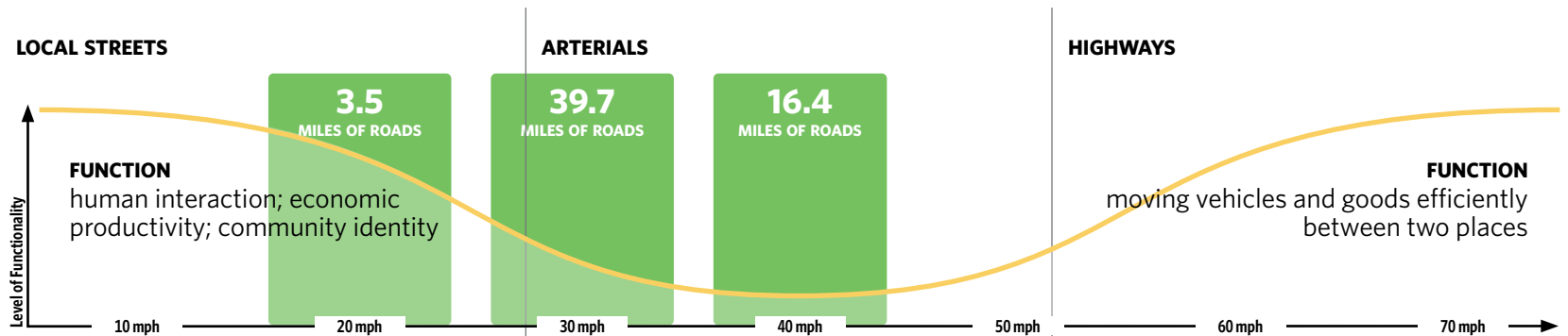
- **Featured Site**
Belt Line Road
- **Similar Locations**
Addison Road
Arapaho Road
Marsh Lane
Spring Valley Road



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.

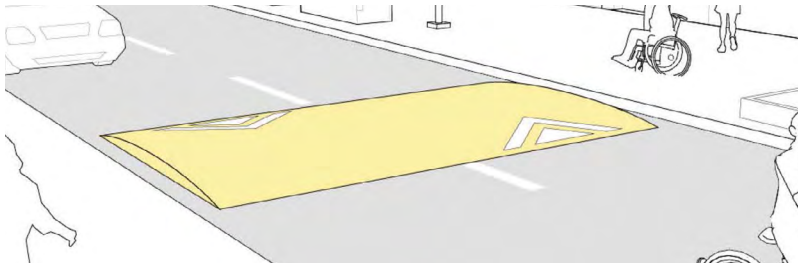
Note

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>)



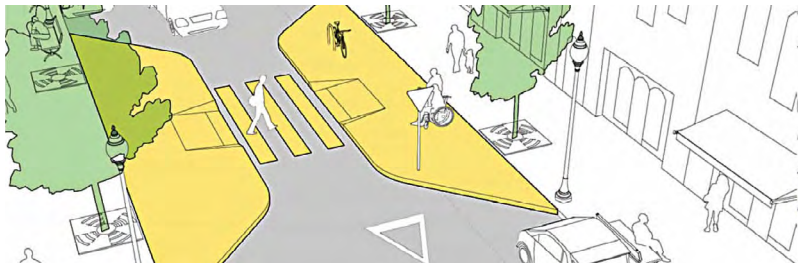
CHICANES

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.



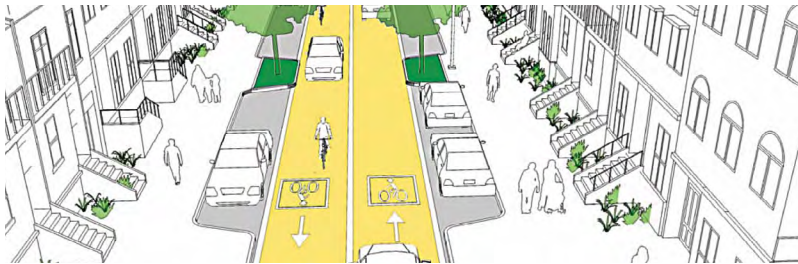
SPEED HUMPS

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.

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

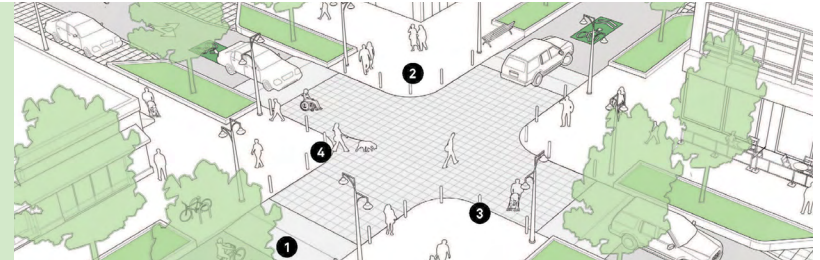
CONTEXT-SENSITIVE TRAFFIC CALMING OPTIONS CONTINUED

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>)

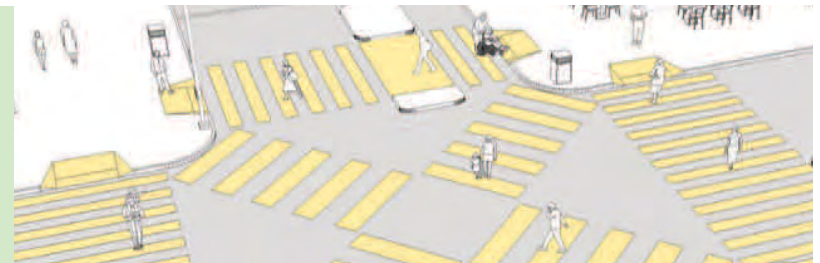
INTERSECTION ENHANCEMENTS

Design elements like raised intersections, curb extensions, bollards, and small turn radii help to increase pedestrian visibility and slow vehicle speeds.



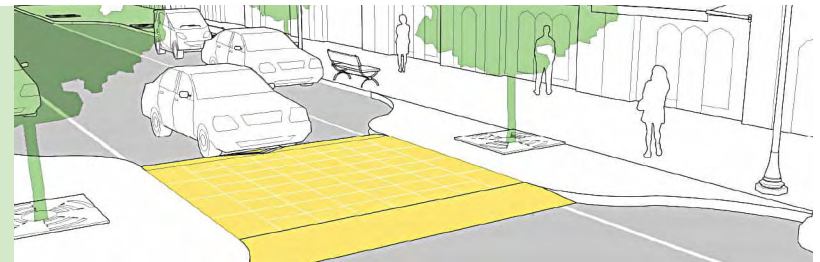
PEDESTRIAN SCRAMBLES

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.



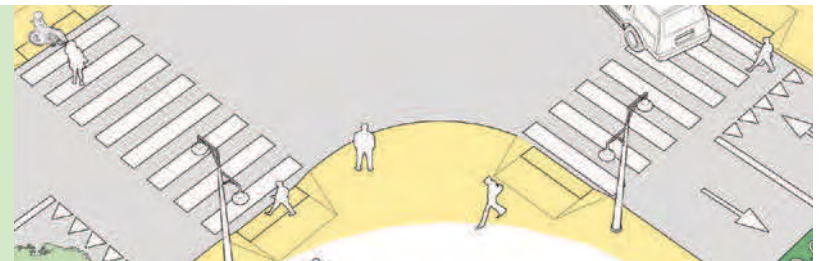
RAISED INTERSECTIONS

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 Lacs heading to Village on the Parkway for a night out, the interest in circulator to supplement other mobility options was strong.

The map to the right shows two potential routes identified by CPAC for such a circulator service. The blue route would provide wide area coverage, connecting many parts of Addison, while the red route focuses on the employment areas, providing frequent service where it's needed most. A locally branded circulator with these strategically planned routes could not only address mobility needs but also become an attraction in itself, much like the McKinney Avenue Trolley has for Uptown Dallas. Key destinations like Addison Circle, the DART TOD, Village on the Parkway, the Addison Athletic Club, and major employment hubs along the Tollway were frequently mentioned as high priority stops.

Recent discussions between DART and Town officials highlighted the importance of routes 229 (Belt Line Road) and 239 (Quorum Drive), identifying them as prime candidates for increased frequency as "express lines." As Addison updates its Master Transportation Plan, further discussions with DART and other potential partners will be essential in making this circulator service a reality.

POSSIBLE CIRCULATOR ROUTES

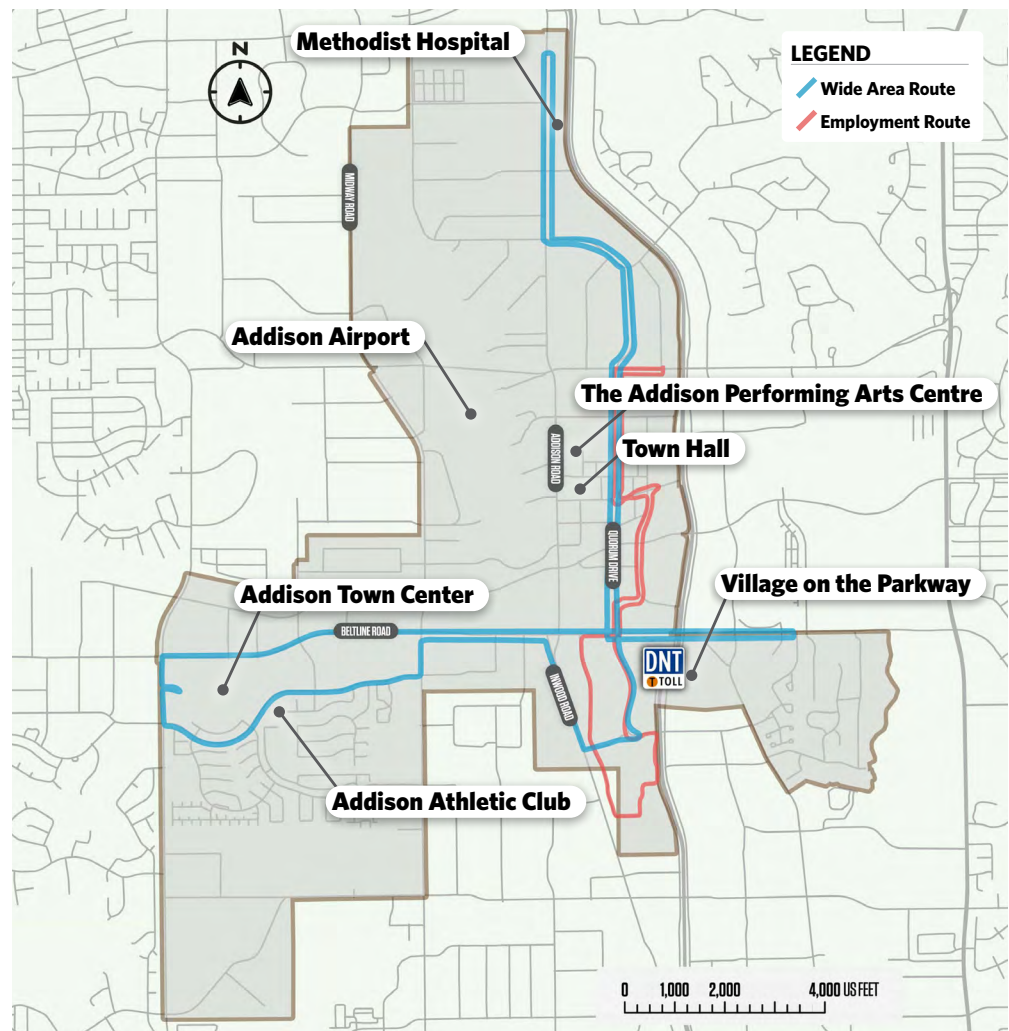


Photo Credit:
(LEFT) Kansas City Streetcar Authority;
(RIGHT) City of Dallas

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

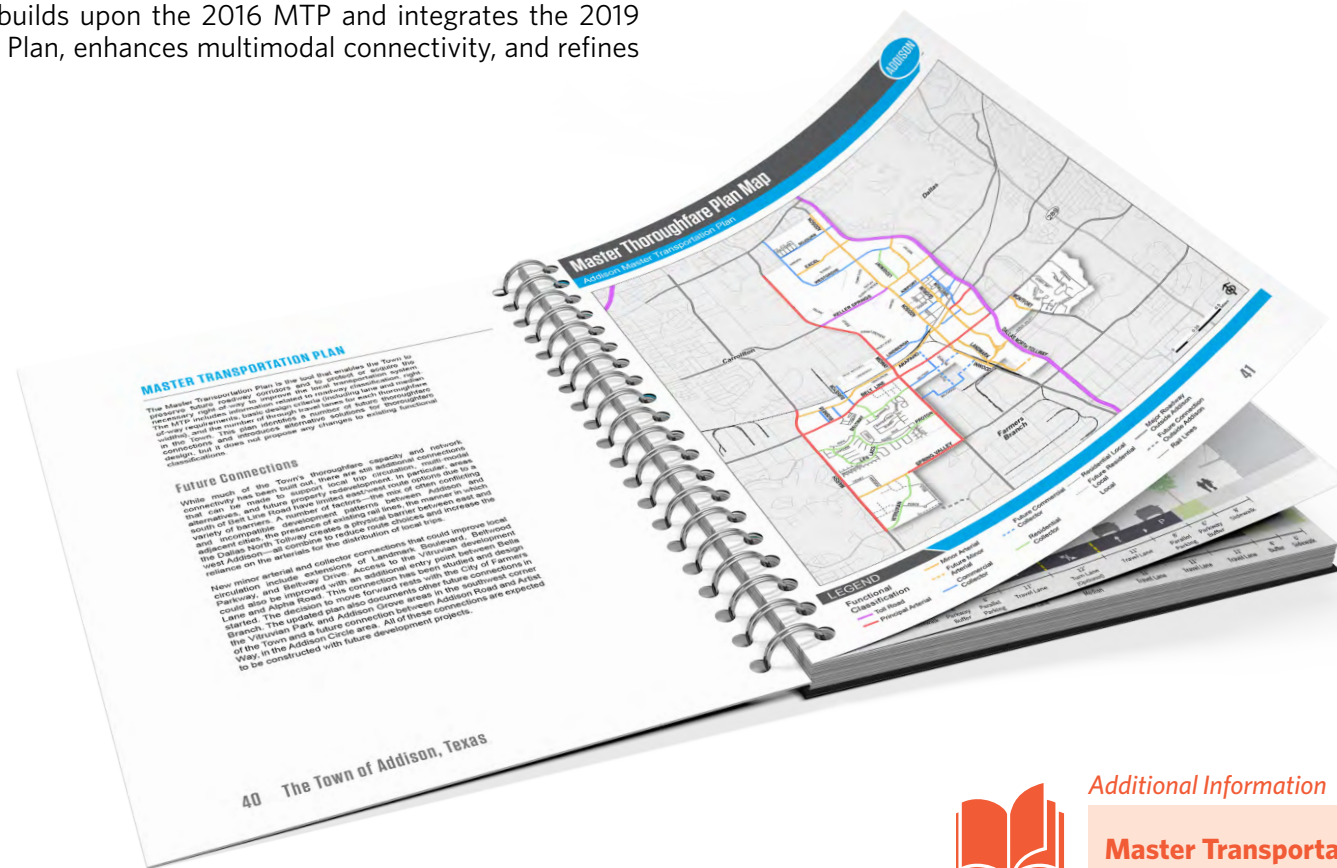


UPDATING THE 2016 MASTER TRANSPORTATION PLAN

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

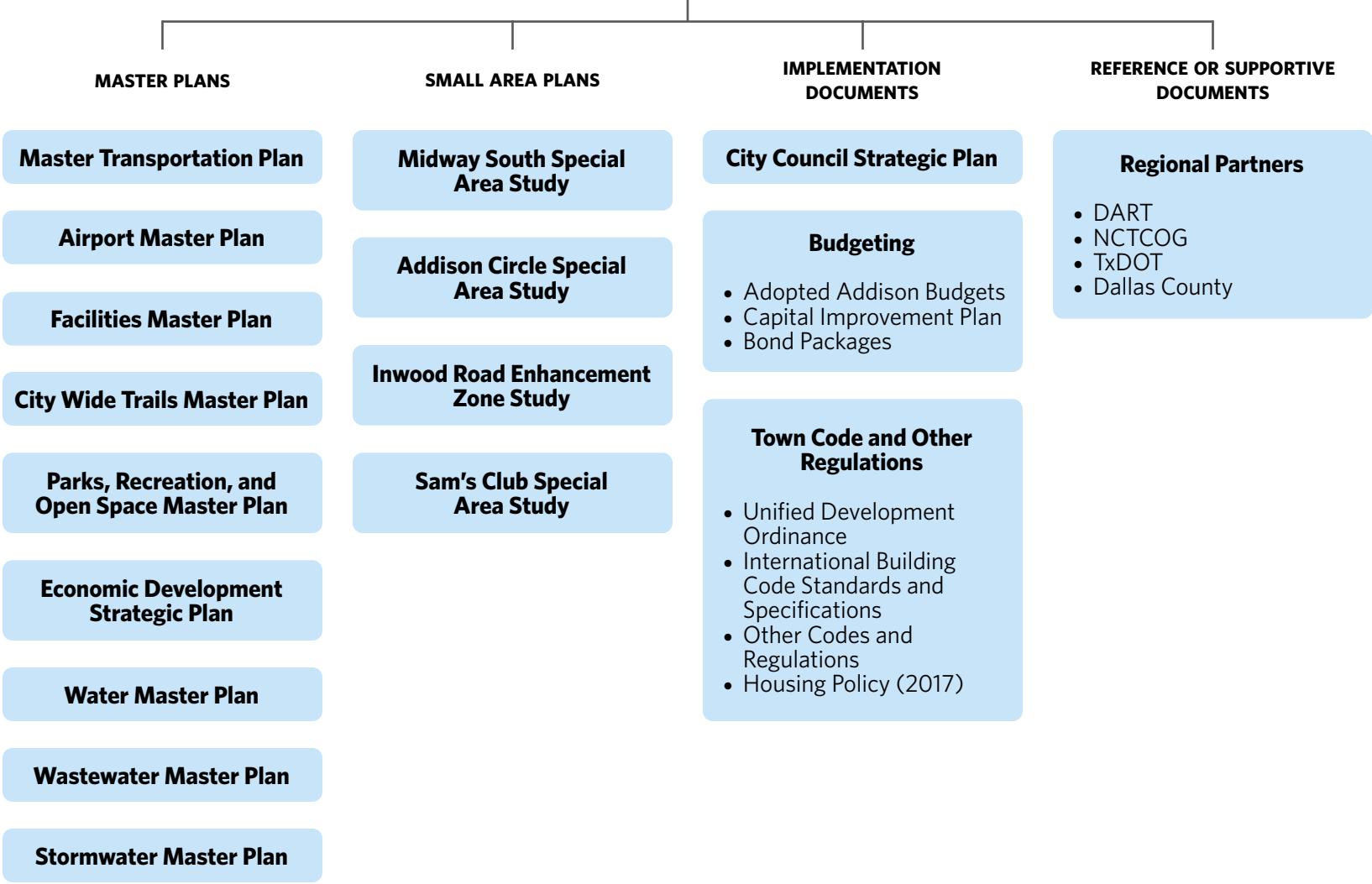
Large-scale master plans, like transportation plans, address specific community needs by outlining infrastructure and mobility strategies. They guide the development of efficient transportation systems, supporting growth and sustainability. In a comprehensive plan, these plans are crucial references,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

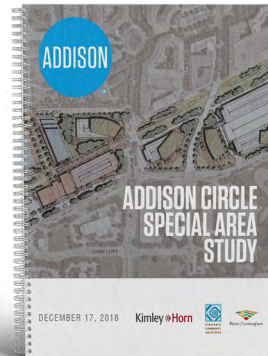


Note: This list of plans is not inclusive of all planning efforts of the Town of Addison.


[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.

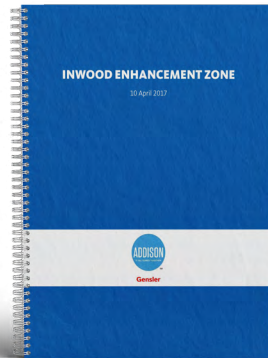


Additional Information

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.

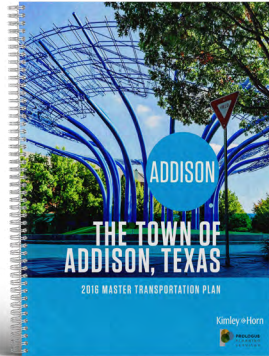


Additional Information

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.



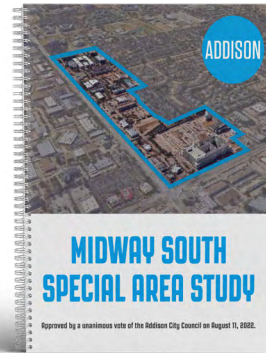
Additional Information

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.

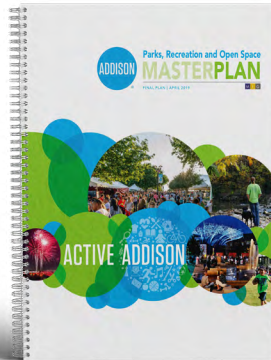


Additional Information

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

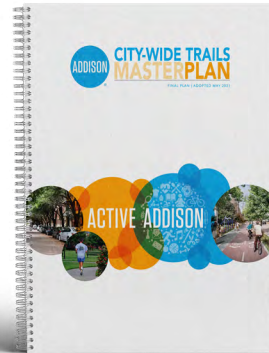
- 1 Use the new asset management tool to reevaluate costs, track the lifecycle of park assets, and implement an annual replacement schedule.
- 2 Set aside funds for the future replacement and refreshing of parks, facilities, and landscaping that will all need attention in a small timeframe.
- 3 Enhance 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



The Town's 2021 Trails Master Plan outlined safe and comfortable pedestrian and bicycle facilities to connect local and regional recreation, amenities, and destinations. Through community engagement, stakeholder interviews, and analysis, a Future Trail Network was created for implementation. The Plan includes a vision, guiding principles, and goals for city-wide trails, with each proposed segment and trail typology aligned to these elements.

The Future Trail Network provides a long-term vision for a fully developed trail system that fills gaps and connects Addison's residents and visitors to key destinations. The network features various trail typologies that specify preferred widths, accommodate different users, promote compatibility with the surroundings, and recommend buffers. Implementing this network will significantly improve connectivity within Addison and the broader region. While these recommendations align with the Comprehensive Plan, they do not encompass the full scope of the Trails Master Plan recommendations.

SUMMARY OF THIS PLAN'S RECOMMENDATIONS

- 1 Improvements along several principal and minor arterials, including:
 - Widened sidewalks with buffers along Marsh Lane, as well as an improved crossing at Pebble Beach Drive.
 - Widened sidewalks with buffers and shared-use paths along Belt Line Road extending from 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.



Additional Information

Trails Master Plan

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



Level 1

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

Level 2

Recommendations are each broken into a series of actions.

Level 3

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

ELEMENTS OF THE IMPLEMENTATION PLAN

UNDERSTANDING THE IMPLEMENTATION TABLES

Each Implementation Table follows a standard format to clearly convey the information readers and Town staff need to initiate the implementation of this Comprehensive Plan. Each table represents a single recommendation and includes all actions associated with it. The image of a recommendation below highlights the location of each element within the Implementation Tables.

RECOMMENDATION IDENTIFIER (MC2)

RECOMMENDATION (Improve multi-directional bike/ped connectivity between neighborhoods, commercial centers, and other community centers.)

TOWN DEPARTMENT THAT LEADS THE ACTION (Public Works and Engineering)

GROUPS THAT SUPPORT THE ACTION (PLN, P&R)

ACTION IDENTIFIER (MC2.A)

ACTION (Incorporate recommendations and projects from the 2021 Trails Master Plan into the 2025 Master Transportation Plan update.)

TYPE OF ACTION (Guidelines)

COMPLETION YEAR (25)

COMPLETION TIMING (Short-Term (0-3 Y), Mid-Term (3-10 Y), Long-Term (10+ Y))

DECISION MAKING PRINCIPLES (People First, Aesthetics Matter, Leadership, High Quality of Life, Economic Prosperity, Public Safety, Eco. Dev. & Reviv., Multi. & Com., Info. Dev. & Ment., Fire, Health & Org. Sv., Comm. Engagement, Visually Active Comm.)

COUNCIL STRATEGIC FOCUS AREAS (PLN, P&R, CC, P&Z, FIN, RA, City Manager's Office)

CHAMPION (Public Works and Engineering)

SUPPORT (PLN, P&R)

ACTION TYPE LEGEND

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

COMPREHENSIVE PLAN DECISION MAKING PRINCIPLES

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.



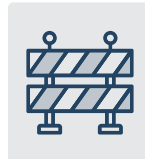
Regulations

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



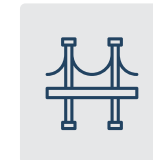
Tactical/Community

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.



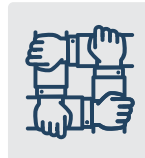
Capital Investments

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.

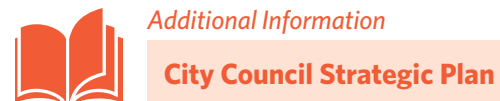
- 1 People First
- 2 Aesthetics Matter
- 3 Leadership
- 4 High Quality of Life
- 5 Economic Prosperity



CITY COUNCIL STRATEGIC PLAN KEY FOCUS AREAS

The implementation actions in the Advance Addison Comprehensive Plan have been crafted to tightly integrate with the Addison City Council's strategic objectives. This Plan's actions are aligned with the Council's Key Focus Areas:

- 1 Public Safety
- 2 Economic Development and Revitalization
- 3 Mobility and Connectivity Timing
- 4 Infrastructure Development and Maintenance
- 5 Financial Health and Organizational Excellence
- 6 Vibrant Active Community



TIMING

The Year column indicates the recommended completion year for short-term actions (represented as a two-digit year). For recurring actions, it 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.

G1 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 & Revitalz.	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
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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.
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 entities 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. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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
G4.A	Conduct a Strategic Emergency Response Plan with elements analyzing the possibility of increasing response times with increased density, reducing fire lanes and turning radii and evaluation of smaller emergency vehicles.		30																Fire	PLN, PWE
G4.B	Conduct a workshop with public safety staff to discuss and outline ways to prepare for increased density.		26																Police	CC, FD

ACTION TYPE LEGEND

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

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 & Revitz.			Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
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 & Revitz.			Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
G6.A	Partner with local organizations impacted by planning and development to communicate Addison's vision and story. Make sure that the organizations have an open line of communication to both Town staff and elected officials.						■	■	■								■	■	City Manager's Office	CC
G6.B	Promote Addison's culture and story by ensuring that access to this Plan is accessible widely. Make sure bound copies are available at all Town facilities.		26	■			■	■	■								■	■	City Manager's Office	CC, PLN
G6.C	Expansion of the Addison's Citizen Academy should be evaluated along with potential partnerships with local higher education institutions to equip local leaders for public service and elected/appointed positions.		27	■				■	■								■	■	City Manager's Office	CC

ACTION TYPE LEGEND



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. Mobb. & Comm.	Infra Dev. & Maint.
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. Mobb. & Comm.	Infra Dev. & Maint.
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
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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

p. 79-128

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 & Revitalize.			Mobi. & Conn.	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 & Revitiz.	Mobi. & 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
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LU3 Transform autocentric places into more pedestrian-friendly, mixed-use destinations.

Action ID	Action	Action Type	Timing				Decision-Making Principles				Council Focus Areas				Champion	Support				
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitaliz.			Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
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 & Revitalz.			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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HOUSING & NEIGHBORHOODS RECOMMENDATIONS

HN1

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

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

HN2

Make it more safe, comfortable, and convenient for Addisonites to get around their neighborhoods, and to nearby services.

By enhancing active transportation, pedestrian and cycling paths, and mobility systems, the Town can ensure easy access to services and amenities. Strategically linking neighborhoods boosts convenience and quality of life, reduces traffic, and supports local economic development.

HN3

Provide for household types that support the ability for residents to age in place within Addison.

Expanding housing options is key to building a diverse, sustainable community that attracts and retains residents of all family sizes and lifestyles, fostering vibrant neighborhoods.

HN4

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

Allowing dense housing is essential for offering alternatives to single-family units. Options like condo towers, townhomes, and live-work spaces fit well in Urban Village and High-Intensity Urban Center areas.

HN5

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

Addison's reputation for high-quality, contextually appropriate design attracts new development and residents. Recommitting to this standard will continue to drive growth.

HN6

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








Residents value gathering spaces for connection and vibrancy. The Town can transform underutilized areas and new developments into dynamic hubs for recreation and socializing, becoming the community's heartbeat and reflecting Addison's unique appeal.



Housing & Neighborhoods

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

Action ID	Action	Action Type	Timing				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.
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.
HN2.A	Conduct a neighborhood safety and mobility assessment to gather residents and stakeholders' feedback regarding their transportation needs and preferences.		27	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								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.						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										Public Works and Engineering	CC, MKT, PLN, P&R, VOL
HN2.C	Adopt budget items to implement identified strategies permanently.				<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>										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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
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.						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>										Planning Division	CC, MKT
HN3.B	Offer technical assistance and streamlined permitting processes for those seeking infill housing projects within existing neighborhoods.						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									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	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									Planning Division	CMO, ED

ACTION TYPE LEGEND

 GUIDELINES	 TACTICAL/COMMUNITY	 PARTNERSHIPS	 EDUCATION & COMMUNICATION	 REGULATIONS	 CAPITAL INVESTMENTS	 FINANCIAL & PROCESS INCENTIVES	 ECONOMIC DEVELOPMENT
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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.
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
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HN5 Maintain a high standard of quality design, materials, and aesthetics in new neighborhood development.

Action ID	Action	Action Type	Timing				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 & Revitalz.			Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
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
HN6.A	Consider privately-owned public open spaces in conjunction with the multi-story office, retail, and residential complexes, as well as parks on structured parking rooftops and/or underground parking.																		Parks and Recreation	CC, PLN
HN6.B	Build parks with open edges to establish synergies with surrounding uses and businesses.																		Parks and Recreation	ED, PLN
HN6.C	Bolster outdoor programs to activate park sites quarterly with activities such as yoga in the park, walking group meet ups, pop-up programs/local business vendors and interactive play oppportunities.		27																Parks and Recreation	ED, MKT
HN6.D	Survey or host workshops to collect community preferences on potential locations and gathering and recreation amenities residents would like to see in their neighborhoods.		27																Parks and Recreation	CC, MKT, PLN, VOL
HN6.E	Expand mobile recreation equipment and pop-up offerings that can be temporarily located in different parks across the Town, particularly areas that improve connections to the business community.		27																Parks and Recreation	CC

ACTION TYPE LEGEND



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

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 & Revitaliz.			Mobi. & Comm.	Infra. Dev. & Maint.	Fin. Health & Org. Ex.
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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
MC2.K	Complete Quorum Drive multi-modal enhancements as outlined in the Trails Master Plan.			■			■	■	■	■	■	■	■	■	■	■	■	Public Works and Engineering	PLN, P&R
MC2.L	Complete Westgrove Drive two-way cycle track as outlined in the Trails Master Plan.			■			■	■	■	■	■	■	■	■	■	■	■	Public Works and Engineering	PLN, P&R
MC2.M	Complete Inwood "Rail Trail" to Addison central as outlined in the Trails Master Plan.			■			■	■	■	■	■	■	■	■	■	■	■	Public Works and Engineering	PLN, P&R
MC2.N	Complete Addison Road Trail bike/ped enhancements as outlined in the Trails Master Plan.			■			■	■	■	■	■	■	■	■	■	■	■	Public Works and Engineering	PLN, P&R

ACTION TYPE LEGEND

 GUIDELINES	 TACTICAL/COMMUNITY	 PARTNERSHIPS	 EDUCATION & COMMUNICATION	 REGULATIONS	 CAPITAL INVESTMENTS	 FINANCIAL & PROCESS INCENTIVES	 ECONOMIC DEVELOPMENT
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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.
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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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 & Revitiz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
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
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RELATED PLANS & INITIATIVES RECOMMENDATIONS

RP1

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

The Town has several existing master plans and small area plans that were recently completed and support the vision, principles, and goals outlined in this plan. The Town should continue to implement the recommendations and projects outlined in these plans.

RP2

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

Some of the Town's plans are older and need updating. As these plans are revised, they should include recommendations and projects that support the vision, principles, and priorities included in this Comprehensive Plan.



*Related Plans
& Initiatives*

p. 163-174

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. & Revitalz.			Mobi. & Comm.	Infra Dev. & Maint.	Fin. Health & Org. Ex.
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

GUIDELINES	TACTICAL/COMMUNITY	PARTNERSHIPS	EDUCATION & COMMUNICATION	REGULATIONS	CAPITAL INVESTMENTS	FINANCIAL & PROCESS INCENTIVES	ECONOMIC DEVELOPMENT
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RP2 Update existing plans to reflect the vision, principles, and goals outlined in this Comprehensive Plan.

Action ID	Action	Action Type	Timing				Decision-Making Principles			Council Focus Areas					Champion	Support				
			Completion Year	Short-Term (0-5 yr)	Mid-Term (6-15 yr)	Long-Term (16+ yr)	Recurring	People First	Aesthetics Matter	Leadership	High Quality of Life	Economic Prosperity	Public Safety	Eco. Dev & Revitalz.			Mobi. & Conn.	Infra Dev. & Maint.	Fin. Health & Org. Ex.	Comm. Engagement
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

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



GLOSSARY

Adaptive Reuse

The redevelopment of existing built stock that is not intended for its original use, but rather for the purposes of contemporary living and other operations.

(What Is Adaptive Reuse? | Planopedia. (n.d.). www.planetizen.com. <https://www.planetizen.com/definition/adaptive-reuse>)

Built Environment

The elements of the environment that are generally built or made by people as contrasted with natural processes.

(A Planners Dictionary Edited by Michael Davidson and Fay Dolnick American Planning Association Planning Advisory Service Report. (n.d.). https://planning-org-uploaded-media.s3.amazonaws.com/publication/download_pdf/PAS-Report-521-522.pdf)

Complete Neighborhoods

A neighborhood where access to housing, jobs, education, essential needs, services, and amenities are all organized around the human scale.

(Program Kickoff. (2022). https://www.mhp.net/assets/resources/documents/Complete-Neighborhoods-Partnership-Webinar-03-10-22_v2.pdf)

Complete Streets

An approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

(Smart Growth America. (2023). Complete Streets. Smart Growth America. <https://smartgrowthamerica.org/what-are-complete-streets/>)

Congress for New Urbanism (CNU)

A member-based 501(c)(3) nonprofit championing better design of cities and towns to improve lives and strengthen communities for all.

(CNU. (n.d.). CNU. <https://www.cnu.org/>)

Congress for New Urbanism and Institute of 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). <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](http://www.planetizen.com). <https://www.planetizen.com/definition/yimbys>)

COLOPHON

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

The document was laid out and typeset, and graphic elements were designed by Marshall Hines in Adobe InDesign, Illustrator, and Photoshop. 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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