REGULAR MEETING OF THE
PLANNING AND ZONING COMMISSION

TUESDAY, JULY 21, 2026

ADDISON TOWN HALL
15600 ADDISON ROAD, ADDISON, TX 75001

6:00 P.M. REGULAR MEETING

The Planning and Zoning Commission meeting and public hearing will be held at the Addison Town Hall, 15600 Addison Road, Addison, Texas 75001 on Tuesday, July 21, 2026 at 6 pm. For more information on the meeting location and ways to view and/or present comments, please contact Korrie Becht prior to 3:00 pm on the day of the meeting at 972-450-2848 or by emailingzoninginput@addisontx.gov. For more detailed instructions on how to participate in this meeting, visit our Agenda Page. The meeting will be live streamed on Addison's website at www.addisontx.gov.

Call Meeting to Order

Pledge of Allegiance

Planning & Zoning Commission Purpose Statement

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

1. Consider Action on the minutes from the May 19, 2026 Planning and Zoning Commission Meeting.

Regular Agenda:

2. Hold a public hearing, present, discuss, and consider action on a request to replat 12.222 acres located at southwest corner of the Addison Road and Excel Parkway intersection. Case SUBR-2026-0004/Innovation Center Replat.

3. Present, discuss, hold a public hearing, and consider action on Resolution adopting the 2026 Master Transportation Plan.

4. Hold a public hearing, present, discuss, and consider action on a request to rezone a 11.6± acre property generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway, from Planned Development (PD), Ordinance No. O20-47, to a new Planned Development (PD) district to allow for a development comprised of 186 age restricted multifamily dwelling units, 108 townhomes, and associated private open space and common areas, through the approval of development plans and standards. Case 1953-Z/Addison Green PD.

5. Hold a public hearing, present, discuss, and consider action on a request to amend the comprehensive plan, Advance Addison 2050, to modify the Place Type Map designation from High-Intensity Urban Center to Urban Village for a 11.6± acre property generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway. Case CPA2026-1/Comp Plan Amendment - Addison Green.

6. Hold a public hearing, present, discuss, and consider action on a request to amend the permitted use and development standards for Planned Development, Ordinance Nos. 092-037 and 098-049, for a 3.62± acre property generally located north of Belt Line Road and East of Marsh Lane, and addressed as 3711 Belt Line Road. Case 1955-Z/Remington Addison Plaza PD Amendment.

7. Hold a public hearing, present, discuss, and consider action on a request to rezone a 0.56-acre property, located at 3810 Belt Line Road, from Planned Development (PD), Ordinance No. O22-27 to Commercial Limited (CL) zoning district. Case 1961-Z/Roadrunners Coffee Rezoning.

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

Adjourn Meeting

NOTE: The Planning & Zoning Commission reserves the right to meet in Executive Session closed to the public at any time in the course of this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551, including §551.071 (private consultation with the attorney for the City). Any decision held on such matters will be taken or conducted in Open Session following the conclusion of the Executive Session.

THE TOWN OF ADDISON IS ACCESSIBLE TO PERSONS WITH DISABILITIES. PLEASE CALL (972) 450-7017 AT LEAST 48 HOURS IN ADVANCE IF YOU NEED ASSISTANCE.

POSTED BY: _____
Korrie Becht, Assistant Director of Development Services
DATE POSTED: _____

TIME POSTED: _____
DATE REMOVED FROM BULLETIN BOARD: _____
REMOVED BY: _____

Planning & Zoning Commission **1.**

Meeting Date: 07/21/2026

Agenda Caption:

Consider Action on the minutes from the May 19, 2026 Planning and Zoning Commission Meeting.

Staff Report:

The minutes from the May 19, 2026 Planning and Zoning Commission Meeting have been prepared for consideration.

Recommendation:

Staff recommends approval.

Attachments

Minutes of May 19, 2026 Planning and Zoning Commission

D R A F T

OFFICIAL ACTIONS OF THE ADDISON PLANNING AND ZONING COMMISSION

May 19, 2026
6:00 P.M. - Council Chambers
Addison Town Hall, 15600 Addison Road

Present: Chair Denise Fansler; Vice Chair Chelsey Smith; Commissioner Jimmy Barker; Commissioner Dave Collins; Commissioner EJ Copeland; Commissioner Alan Then; Commissioner Tyler Wright

Call Meeting to Order

Chair Fansler called the meeting to order.

Pledge of Allegiance

Chair Fansler led the Pledge of Allegiance.

Planning & Zoning Commission Purpose Statement

Chair Fansler recited the Planning and Zoning Commission Purpose Statement.

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

1. Consider Action on the minutes from the April 21, 2026 Planning and Zoning Commission Meeting.

Motion to approve the Consent agenda.

Moved by Commissioner Tyler Wright, Seconded by Vice Chair Chelsey Smith

AYE: Chair Denise Fansler, Vice Chair Chelsey Smith, Commissioner Jimmy Barker, Commissioner Dave Collins, Commissioner EJ Copeland, Commissioner Alan Then, Commissioner Tyler Wright

Passed

Regular Agenda:

2. Hold a public hearing, present, discuss, and consider action on a request to amend the permitted use and development standards for Planned Development, Ordinance Nos. 085-100 and 095-035, for a 2.42± acre property generally located at the northwest corner of Landmark Place and Dallas Parkway, and addressed as 14841 North Dallas Parkway. Case 1951-Z/Aberdeen PD Amendment.

Korrie Becht, Assistant Director of Development Services, presented a request to amend the permitted use and development standards for Planned Development, Ordinance Nos. 085-100 and 095-035, for a 2.42± acre property generally located at the northwest corner of Landmark Place and Dallas Parkway, and addressed as 14841 North Dallas Parkway.

The existing PD district limits the permitted uses to office and restaurant uses. The applicant is requesting an amendment to the PD to allow a broader range of commercial uses, including office, restaurant, daycare center, vocational or trade school, medical clinic, indoor recreation facility, bank or financial institution, personal services, retail sales, and data center uses, with several uses subject to use-specific standards.

The purpose of the request is to provide greater flexibility in tenant occupancy and better respond to current market conditions. The existing PD standards significantly restrict the range of prospective tenants, contributing to extended vacancies and difficulties leasing available space. Expanding the list of permitted uses would improve the property's adaptability while maintaining compatibility through proposed use-specific standards.

The proposed modification would allow additional uses permitted by right or with an approved Special Use Permit within the Commercial General (CG) district, a zoning classification compatible with the surrounding area. The presence of similar nearby uses supports consistency with the Town's development regulations and existing development pattern.

Staff has reviewed the proposal and determined that it does comply with the Town's adopted policies and development regulations.

Salli Such and Amanda Acevedo, Sunshine Commercial Properties, spoke on behalf of the property owner for the PD amendment request.

Public Hearing: No individuals provided input during the public hearing.

Motion: Recommend approval of Case 1951-Z/Aberdeen PD Amendment.

Moved by Commissioner Jimmy Barker, Seconded by Commissioner Tyler Wright

AYE: Chair Denise Fansler, Vice Chair Chelsey Smith, Commissioner Jimmy Barker, Commissioner Dave Collins, Commissioner EJ Copeland, Commissioner Alan Then, Commissioner Tyler Wright

Passed

3. Hold a public hearing, present, discuss, and consider action on a request to rezone a 4.7± acre property generally located north and east of Landmark Boulevard, boarding the Addison town boundary on the west and the Dallas North Tollway to the east, addressed as 14651 Dallas Parkway, from Planned Development (PD) to a new Planned Development (PD) district to allow for a development comprised of 365 multifamily dwelling units, 10 condominium townhomes, 5 live/work units, office uses, and associated private open space and common areas, through the approval of development plans and standards. Case 1949-Z/The Princeton.

Lesley Nyp, Director of Development and Neighborhood Services, presented a request to rezone a 4.7± acre property generally located north and east of Landmark Boulevard, boarding the Addison town boundary on the west and the Dallas North Tollway to the east, addressed as 14651 Dallas Parkway, from Planned Development (PD) to a new Planned Development (PD) district to allow for a development comprised of 365 multifamily dwelling units, 10 condominium townhomes, 5 live/work units, office uses, and associated private open space and common areas, through the approval of development plans and standards.

This rezoning request is for The Princeton Building, a 4.69-acre site located west of the Dallas North Tollway and east of Landmark Boulevard. The western property line also serves at the Town Boundary, immediately adjacent to the City of Farmers Branch. The Princeton Building is an existing office building, with approximately 380,000 square feet of floor area, that was constructed in 1981. The existing office has struggled for several years due to competition along the Dallas North Tollway and the effects of the pandemic. The property is currently zoned Planned Development (PD) through Ordinance No. 079-517.

The applicant purchased the property in 2024 with the intent to convert the office into for-sale condominium units, however, that efforted proved to be cost prohibitive and lacked market demand. The property owner previously submitted a request, Case 1925-Z, for a multifamily project, which was ultimately denied by the Planning & Zoning Commission at the August 19, 2025 meeting. Since last fall, the applicant has revised their proposal and submitted a new rezoning request.

With this new request, the applicant proposes to rezone the property from the Planned Development District (PD, Ordinance No. 079-517) to a new Planned Development District (PD) to allow for a development comprised of 365 multifamily dwelling units, 10 condominium townhomes, 5 live/work units, office uses, and associated private open space and common areas, through the approval of development plans and standards.

This property is unique as the current improvements are split across two jurisdictions: Addison and Farmers Branch. The improvements that exist within Farmers Branch to serve the existing office building include a 5-story parking garage. This request also utilizes the existing parking garage to provide required parking for the proposed development within Addison.

The applicant submitted a zoning request to the City of Farmers Branch to construct 135 multifamily units above the existing parking garage. The City of Farmers Branch approved the zoning request on August 5, 2025.

The intent of the property owner is to develop the project and have JPI serve as the property manager. JPI is a multifamily developer that develops, constructs, and manages apartment communities across the country. The JPI Addison Heights project is currently under construction at the southeast corner of Addison Road and Airport Parkway.

Staff has reviewed the application and determined that it meets all applicable development

regulations as proposed with the request, including the Permitted Use and Development Standards.

Although this proposal does not explicitly comply with the intent of the Housing Policy to provide an increased proportion of fee-simple owner housing in Addison, there are elements of this project that may warrant consideration by City Council as an exceptional project.

If recommended for approval, staff recommends including the following conditions:

- All public art intended for dedication or donation to the Town is subject to prior review and acceptance by Town Staff in coordination with the Addison Arbor Foundation.
- A building permit must be obtained for the condominium townhome unit before a Certificate of Occupancy may be issued for the multifamily structure.
- All property signage must adhere to Section 5.9: Signs of the Unified Development Code, or comply with any approved ocess as specified within that section.

The following indiviudals spoke on behalf of the request:

- Herbert Gears, 4526 Wildbriar Drive, Irving
- Scot Florsheim, Trinity National Property Management, 12770 Coit Road, Suite 200, Dallas
- Will Duncan, WDRG Architecture, 1601 Elm Street, Dallas
- Tommy Mann, Winstread PC, 2728 North Harwood Street, Dallas

Public Hearing: No individuals provided input during the public hearing.

Motion: Recommend denial of Case 1949-Z/The Princeton.

Moved by Commissioner Jimmy Barker, Seconded by Commissioner Dave Collins

AYE: Chair Denise Fansler, Vice Chair Chelsey Smith, Commissioner Jimmy Barker, Commissioner Dave Collins, Commissioner Alan Then

NAY: Commissioner EJ Copeland, Commissioner Tyler Wright

Passed

4. Hold a public hearing, present, discuss, and consider action on a request for a Special Use Permit (SUP) for property located at 5000 Belt Line Road, Suite 430 that is currently zoned Planned Development (PD), Ordinance No. 004-001, for a restaurant to allow late-night hours of operation. Case 1952-SUP/Insomnia Cookies Late-Night Hours.

Korrie Becht, Assistant Director of Development Services, presented a request for a Special Use Permit (SUP) for property located at 5000 Belt Line Road, Suite 430 that is currently zoned Planned Development (PD), Ordinance No. 004-001, for a restaurant to allow late-night hours of operation.

The subject property is located at Addison Walk, 5000 Belt Line Road, Suite 430. The site is generally situated at the southwest corner of Belt Line Road and the Dallas North Tollway and is zoned Planned Development (PD), Ordinance No. 004-001. The surrounding area is characterized by a high concentration of restaurants and commercial uses. Insomnia Cookies opened in late December 2025/early January 2026 as a restaurant closing at 11:00 pm. The Unified Development Code (UDC) requires a SUP for the proposed late-night hours of operation.

Insomnia Cookies is a retail bakery concept specializing in the sale of baked goods, hand-dipped ice cream, and bottled beverages. Currently, Insomnia Cookies is closing at

11:00 pm, but to align with company's concept of fresh baked, warm and delicious cookies delivered late night, a Special Use Permit is required for late-night hours of operation.

Town staff has reviewed the proposal and determined that it does comply with the Town's adopted policies and development regulations.

If recommended for approval, staff recommends adding the following condition:

- Future expansion of business operations to include on-site consumption of alcohol requires approval of a Special Use Permit (SUP).

Emily Hunt, a representative of Insomnia Cookies, spoke on behalf of the SUP request.

Public Hearing: No individuals provided input during the public hearing.

Motion: Recommend approval of Case 1952-SUP/Insomnia Cookies Late-Night Hours with staff recommendation, as presented.

Moved by Commissioner Tyler Wright

Motion dies due to lack of second.

Motion: Recommend approval of Case 1952-SUP/Insomnia Cookies Late-Night Hour with a 2:00 am closure on Thursdays, Fridays, and Saturdays.

Moved by Commissioner Alan Then

Motion dies due to lack of second.

Motion: Recommend approval of Case 1952-SUP/Insomnia Cookies Late-Night Hours with staff recommendation, as presented.

Moved by Commissioner Tyler Wright, Seconded by Commissioner EJ Copeland

AYE: Chair Denise Fansler, Vice Chair Chelsey Smith, Commissioner Jimmy Barker, Commissioner Dave Collins, Commissioner EJ Copeland, Commissioner Alan Then, Commissioner Tyler Wright

Passed

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

No individuals spoke during the citizen comment.

Adjourn Meeting

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

NOTE: The Planning & Zoning Commission reserves the right to meet in Executive Session closed to the public at any time in the course of this meeting to discuss matters listed on the agenda, as authorized by the Texas Open Meetings Act, Texas Government Code, Chapter 551, including §551.071 (private consultation with the attorney for the City). Any decision held on such matters will be taken or conducted in Open Session following the conclusion of the Executive Session.

Planning & Zoning Commission **2.**

Meeting Date: 07/21/2026

Agenda Caption:

Hold a public hearing, present, discuss, and consider action on a request to replat 12.222 acres located at southwest corner of the Addison Road and Excel Parkway intersection.
Case SUBR-2026-0004/Innovation Center Replat.

Recommendation:

Applicant is requesting a 30-day extension.

Attachments

SUBR-2026-0004 Extension Request

SUBR-2026-0004 Staff Report

Winkelmann
& Associates, Inc.
6750 Hillcrest Plaza Dr., Ste. 215
Dallas, TX 75230 (972) 490-7090 Fax (972) 490-7099
TEXAS ENGINEERING FIRM REGISTRATION No. 89
TEXAS SURVEYOR FIRM REGISTRATION No. 10086600

July 15, 2026

Development Services, Town of Addison
Director of Development & Neighborhood Services
16801 Westgrove Dr.
Addison, TX 75254

RE: 30-day extension on the 16675 Addison Road Plat (SUBR-2026-0004)

We are asking for a 30-day extension. Please remove us from the July meeting and add us for the August Planning and Zoning Commission meeting.

Should you have any questions please feel free to contact me.

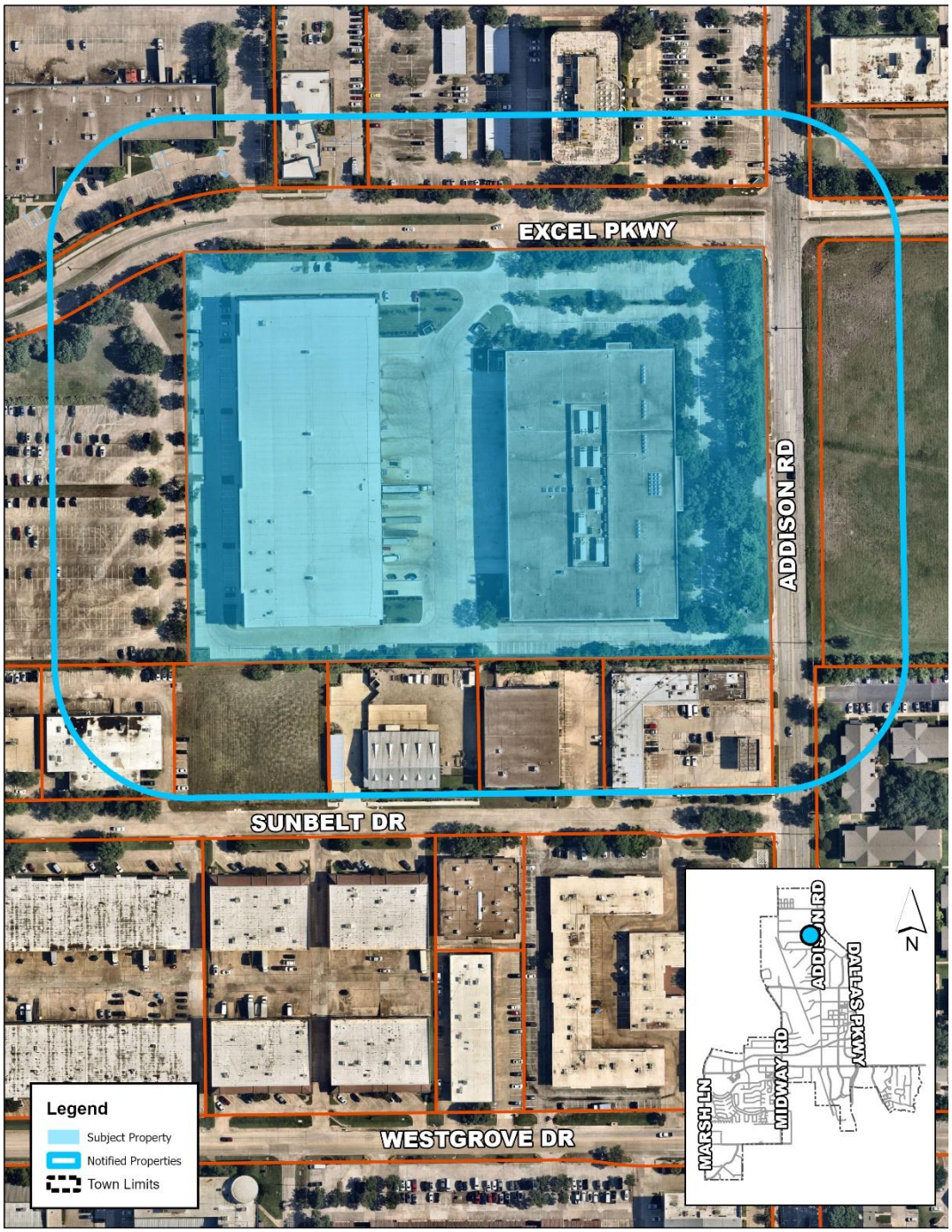
Sincerely,

Matthew Haskin, P.E.
Senior Engineer
6750 Hillcrest Plaza Dr., Ste. 215
Dallas, TX 75230
O: 972-490-7090 Ext. 218
C: 480-766-1464
mhaskin@winkelmann.com

SUBR-2026-0004

PUBLIC HEARING Case SUBR-2026-0004/Innovation Center Replat. Hold a public hearing, present, discuss, and consider action on a request to replat 12.222 acres located at southwest corner of the Addison Road and Excel Parkway intersection.

LOCATION MAP



July 21, 2026

STAFF REPORT

CASE NO: Case SUBR-2026-0004/Innovation Center Replat

LOCATION: 16675 Addison Road

APPLICANT: Matthew Haskin, P.E. at Winkelmann & Associates, Inc.

REQUESTING: Approval of a Replat for 12.222± acres located at southwest corner of the Addison Road and Excel Parkway intersection (Application Date: 6/22/2026).

DISCUSSION:

Background: The subject property is located on southwest corner of the Addison Road and Excel Parkway intersection, addressed as 16675 Addison Road. The purpose of this replat is to subdivide the property into two lots and dedicate easements to be used for fire, public access, and utilities.

In accordance with Chapter 212 of the Local Government Code, the Town is required to take action on this replat within 30 days of application submittal. With the proposed plat not meeting Town standards and still under staff review, this replat cannot be approved by the Town at this time. As such, the applicant is exercising their right to request a 30-day extension for consideration of the replat. This extension will allow the applicant additional time to address the remaining issues.

If this request is approved, final action on this replat would be required at the August Planning and Zoning Commission meeting.

STAFF ANALYSIS:

Staff supports the 30-day extension request.

Planning & Zoning Commission **3.**

Meeting Date: 07/21/2026

Agenda Caption:

Present, discuss, hold a public hearing, and consider action on Resolution adopting the 2026 Master Transportation Plan.

Staff Report:

As part of the Town's long-term infrastructure and mobility planning efforts, staff engaged Kimley Horn and Associates, Inc. to prepare a comprehensive update to the Town of Addison's Master Transportation Plan. The purpose of the plan is to provide a strategic framework for future transportation improvements that address roadway capacity, safety, multimodal access, pedestrian and bicycle connectivity, and regional mobility.

Town staff and Kimley Horn presented the draft Master Transportation Plan to the City Council for review on September 9, 2025 and October 28, 2025. A draft plan was sent to Planning and Zoning Commission for comments on November 24, 2025 and staff received seven comments Planning and Zoning Commission from two reviewers. The Planning and Zoning Commission Work Session was held December 16, 2025. The Pedestrian Toolbox and Crossing Guidelines was presented at the City Council Work Session on April 7, 2026 and adopted at the April 14, 2026 City Council meeting.

Staff is seeking a recommendation from the Planning and Zoning Commission at the July 21, 2026 meeting. It is anticipated to be considered by City Council at the July 28, 2026 meeting.

Recommendation:

Staff recommends approval of the 2026 Master Transportation Plan.

Attachments

Presentation - Master Transportation Plan

Master Transportation Plan



Master Transportation Plan Update

July 21, 2026

Rebecca P Diviney, P.E.
Public Works and Engineering

The 2026 Master Transportation Plan is Addison's roadmap for making it safer, easier and more enjoyable to get around. It guides future projects to support our community's growth, connect people to jobs and destinations, and keep Addison a vibrant, welcoming place to live, work, and visit.



Overview – Functions of the MTP

- Evaluates the existing conditions and incorporates community input
- Develops flexible roadway cross sections
- Creates a thoroughfare plan
- Creates an active transportation plan
- Creates a pedestrian toolbox
- Creates a traffic calming toolbox
- Creates an implementation plan



Overview

- The Town of Addison entered into a Professional Services Agreement (PSA) with Kimley-Horn and Associates, Inc. to update the Town's Master Transportation Plan (MTP) on November 12, 2024, in the amount of $144,500.
- According to Sec. 213.002, the Comprehensive Plan states that the Master Transportation Plan should be adopted by ordinance after review by Planning and Zoning Commission and a public hearing at City Council meeting.
- Project Schedule:
  - City Council Work Session September 9, 2025 – Completed
  - City Council Work Session October 28, 2025 – Completed
  - Draft Plan sent to Planning and Zoning Commission for comments, November 24, 2025 – Completed
  - December 8, 2025 – Staff received 7 comments Planning and Zoning Commission from two reviewers - Completed
  - Planning and Zoning Commission Work Session December 16, 2025 – Completed
  - City Council Work Session April 7, 2026 - Completed
  - City Council Adoption of Pedestrian Toolbox and Crossing Treatment Guidelines April 14, 2026 – Completed
  - Planning and Zoning Commission Meeting – July 21, 2026
  - City Council Public Hearing scheduled – July 28, 2026
  - City Council Plan Adoption scheduled – July 28, 2026



Comments Received/Incorporated

- Updated pedestrian toolbox to add lighting
- Updated speed limit recommendations
- Updated the speed limit on Arapaho Road segment
- Revised implementation/reference sections
- Updated pedestrian projects requested
- Updated the plan to show the DART Silver Lane as completed
- Created a comment response log
- Incorporated comments from Planning and Zoning Commission and City Council

Coordination Across Plans & Partners

PLAN REVIEW AND INTEGRATION

Reviewed and aligned with the 2016 Master Transportation Plan, UDC, 2021 Citywide Trails Master Plan, and other local and regional plans to ensure continuity and build on previous investments.

COMMUNITY ENGAGEMENT

Used surveys, open houses, focus groups, and pop-up events to gather input from residents, employers, and community groups. Public feedback helped define priorities and shape plan recommendations.

GUIDANCE FROM ADVANCE ADDISON 2050

Grounded the plan in the town's vision, values, and decision-making principles —especially the goals of walkability, transit accessibility, and fiscal sustainability.

MULTIMODAL NETWORK PLANNING

Evaluated all travel modes and identified opportunities to improve connectivity, safety, and comfort for users of all ages and abilities.

TRANSIT COORDINATION

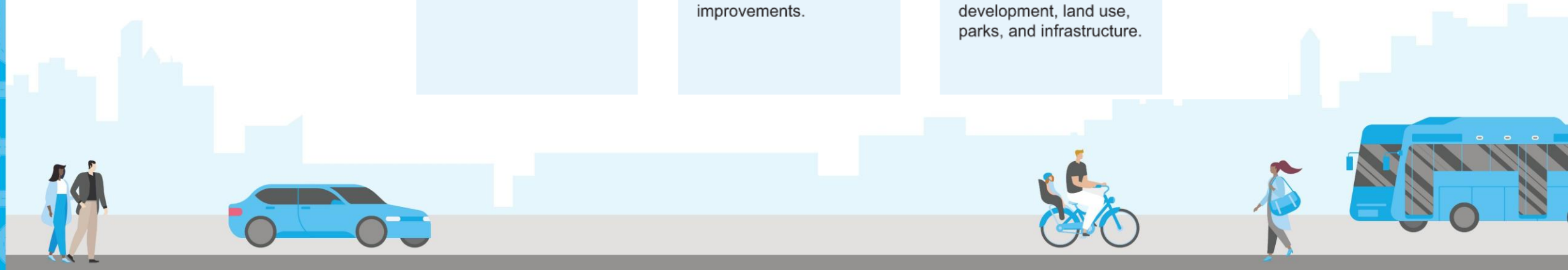
Focused on first/last mile connections and development strategies surrounding the upcoming DART Silver Line Addison Station.

DATA ANALYSIS

Assessed transportation system performance, crash data, traffic patterns, and land use context to identify needs and test future improvements.

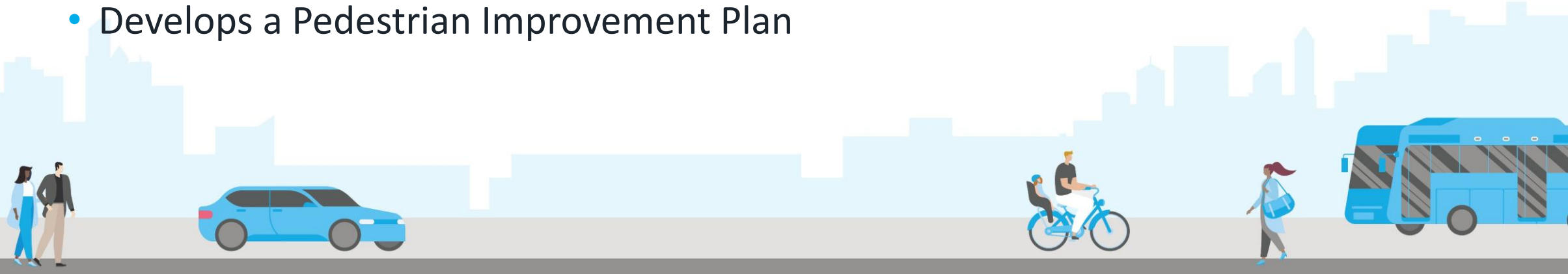
CROSS-DEPARTMENTAL COLLABORATION

Worked with multiple Town departments to ensure the MTP supports broader goals related to economic development, land use, parks, and infrastructure.

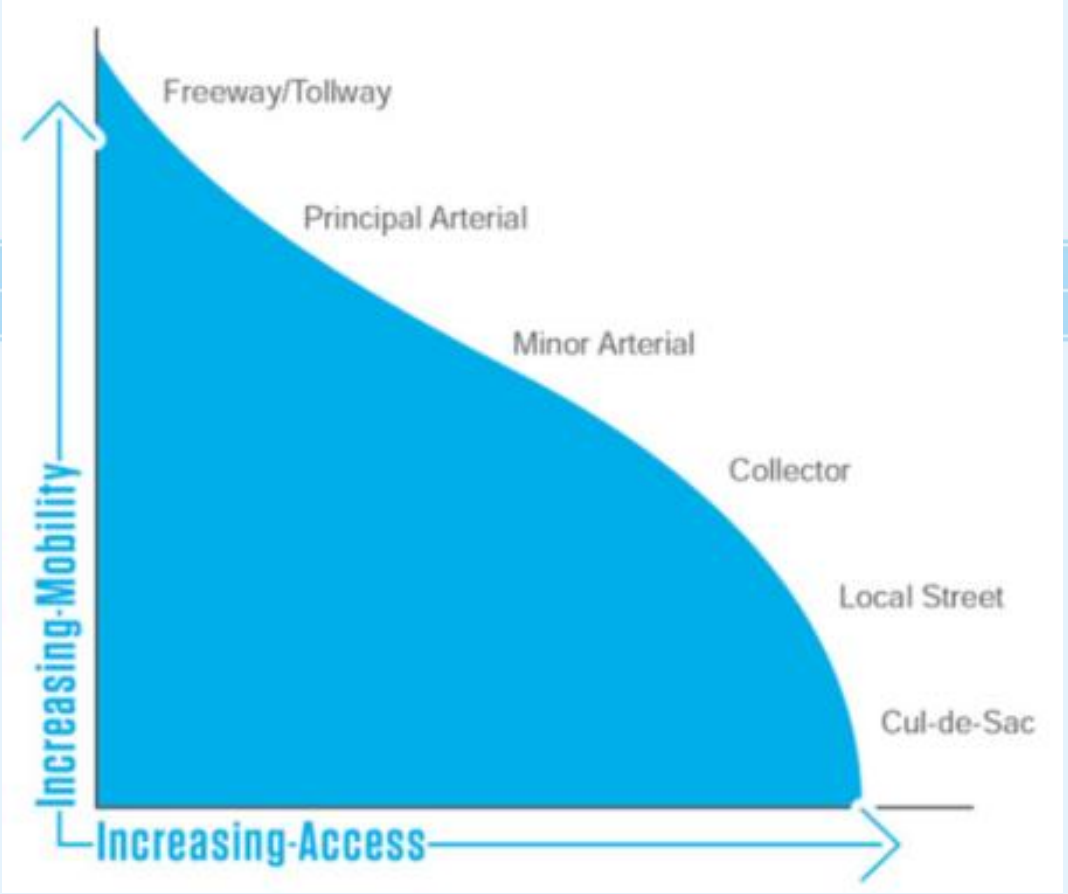


Creation of Plan

- Development of typical “flexible” roadway cross sections
- Sets goals for implementation
- Creates a Thoroughfare Plan
- Creates an Active Transportation Plan
- Creates a Traffic Calming Toolbox
- Develops and Recommends Speed Limits
- Creates a Pedestrian Toolbox
- Creates a Crossing Guidelines
- Develops a Pedestrian Improvement Plan



Typical “Flexible” Cross Sections



1

Principal Arterial

High-capacity corridors facilitating regional traffic flow.

2

Minor Arterial

Roadways connecting neighborhoods and commercial areas.

3

Urban Collector

Streets supporting multimodal travel within walkable centers.

4

Residential Collector

Roads linking local streets to arterials, balancing traffic volumes with multimodal access.

5

Urban Local

Streets in mixed-use, walkable areas with high pedestrian activity.

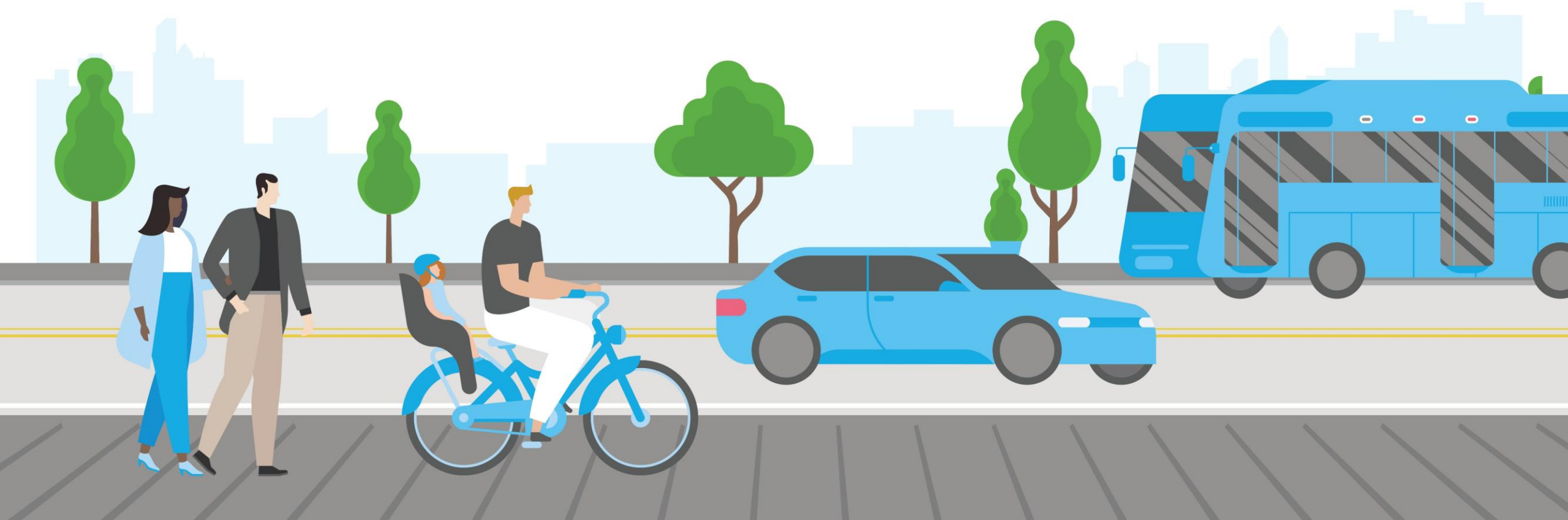
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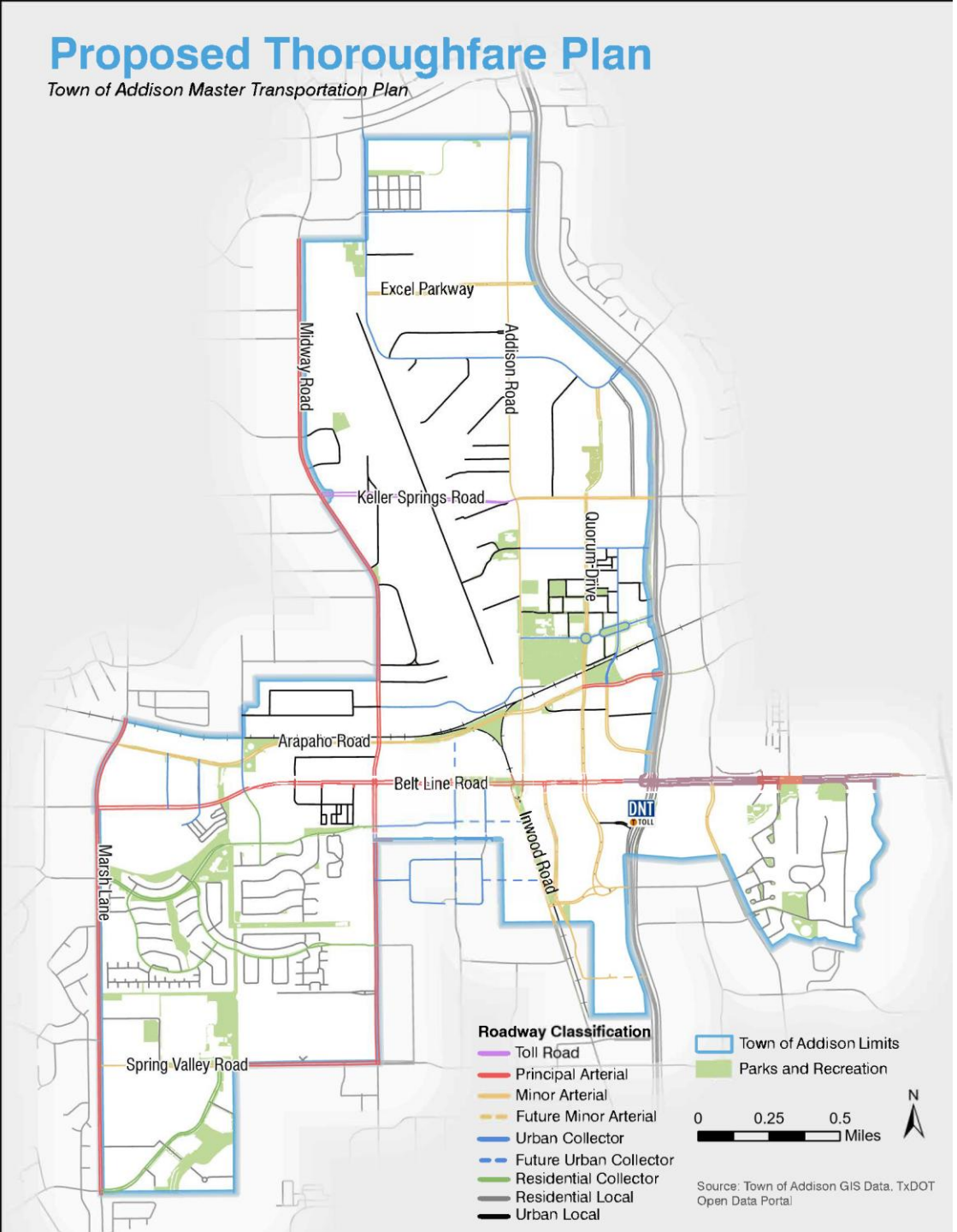
Residential Local

Neighborhood streets prioritizing pedestrian comfort and local access.

Goals

- **Increased Flexibility**– Provide adaptable cross-section “envelopes” so staff can deliver cost-effective roadway modernizations tailored to context and available right-of-way.
- **Hold Developers Accountable –** Establish clear, enforceable standards that ensure private projects build their portion of streets to Town specifications.
- **Deliver Addison’s Vision –** Guarantee that all new or reconstructed streets meet the Town’s expectations for walkability, safety, and quality design.





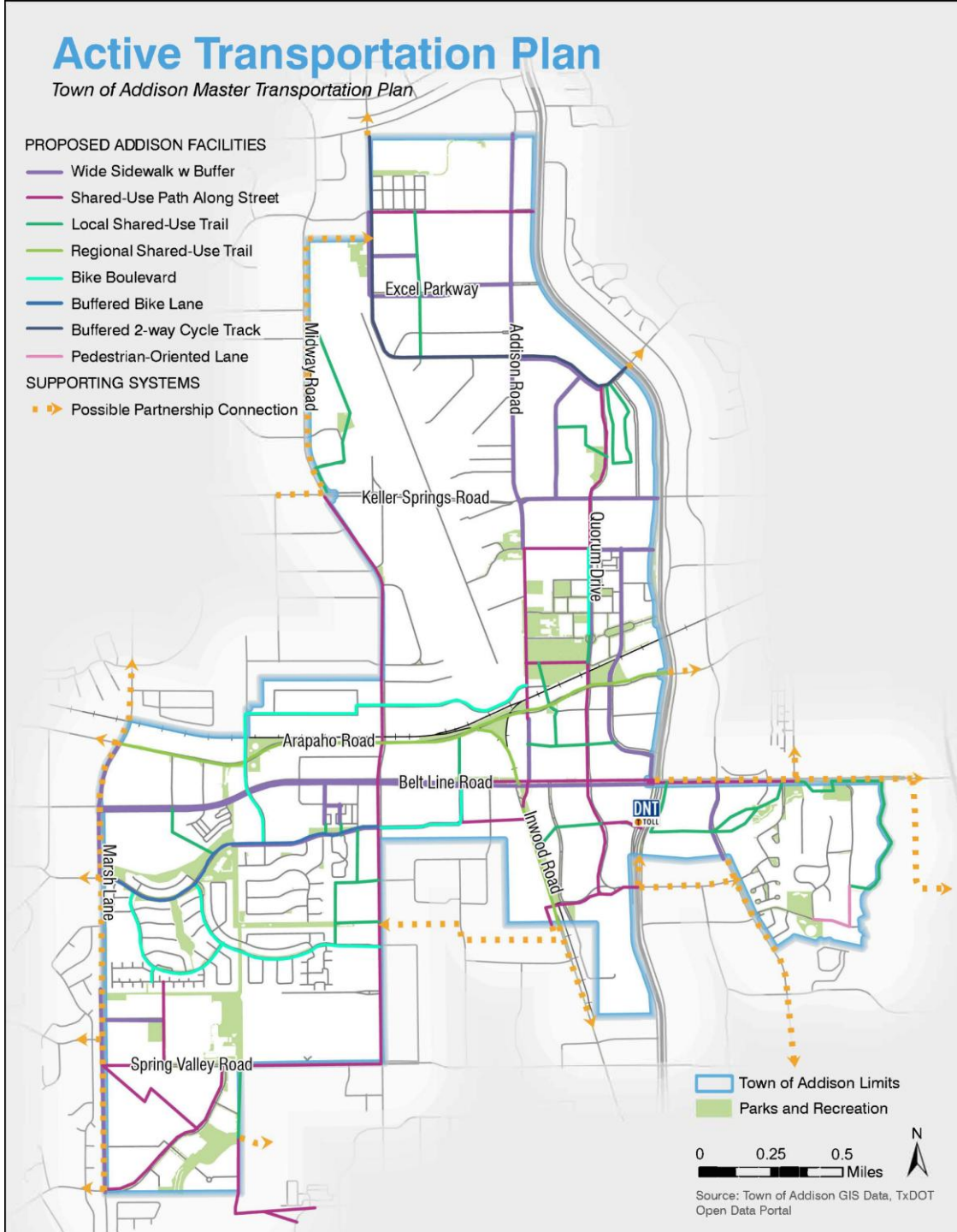
Thoroughfare Plan:

What is it? A plan for Addison's major streets. It designates classifications and cross-sections..

- **New Classifications –** Introduces Urban Local and Urban Collector to better match walkable, mixed-use areas.
- **Development Standards –** Ensures developers construct their share to Town specifications, including right-of-way dedications.
- **Future Segments –** Identifies key new connections to improve circulation and support redevelopment.

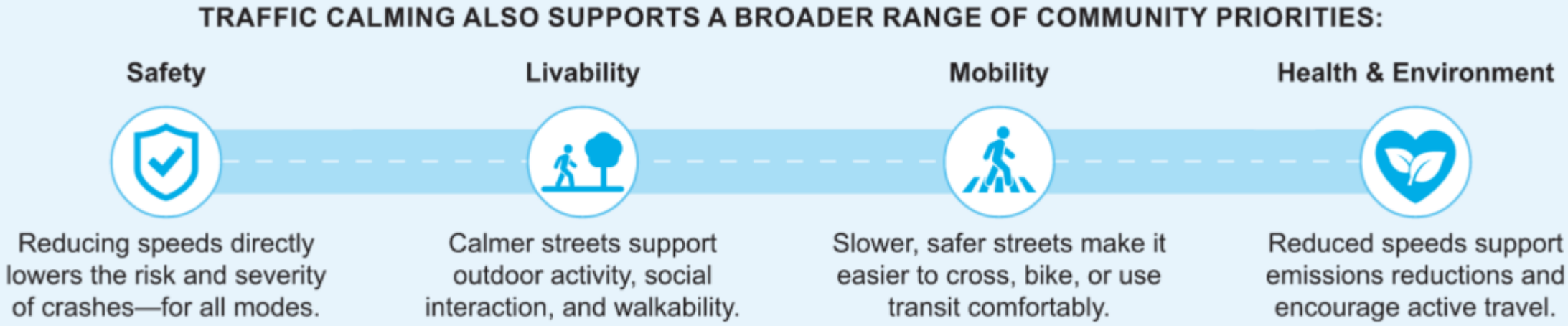
Active Transportation Plan

- Incorporates the adopted 2021 Citywide Trails Master Plan.
- Updates with recent bicycle and trail projects such as Midway Shared-Use Path and Vitruvian connections.
- Provides a long-range vision for a connected walking and biking network along Addison roadways.
- Not all projects are immediate priorities—priority projects are outlined in the report.



Traffic Calming Toolbox

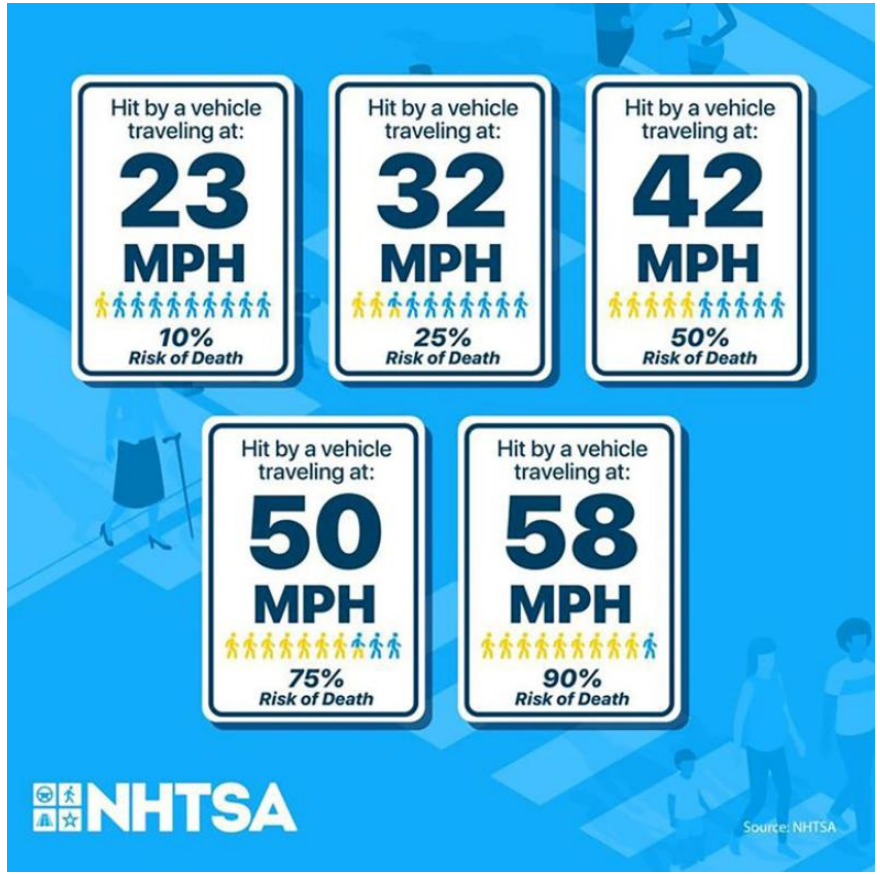
- **Purpose:** Reduce vehicle speeds, improve safety, and enhance comfort for people walking, biking, and driving.
- **Four Categories of Tools:**
  - Speed Management – Raised intersections and radar speed signs.
  - Roadway Delineation Tools – Pavement markings and dividers & medians.
  - Intersection Tools – Roundabouts, curb extensions, in-street crosswalk signs, pedestrian refuge islands, and corner radii's.
  - Community Enhancement Tools – Textured pavement, Street trees & landscaping, and gateway treatments.



Speed Limit Evaluations

- **Legal Framework** – New TMUTCD guidance allows speed limits to consider land use, safety, and engineering judgment—not just the 85th percentile; cities have authority to adjust local/collector speeds.
- **Data-Driven Evaluation** – INRIX speed data used to identify corridors where posted limits don't align with actual driver behavior.
- **Key Findings** – Recommended speed limit reductions on multiple roadways in Addison.

ROADWAY NAME	85TH PERCENTILE SPEED (TIME-BASED)	POSTED SPEED LIMIT
EB Westgrove Drive	37 mph	40 mph
WB Westgrove Drive	37 mph	40 mph
NB Quorum Drive	29 mph	30 mph
SB Quorum Drive	28 mph	30 mph
EB Arapaho Road	41 mph	40 mph
WB Arapaho Road	39 mph	40 mph
SB Addison Road	36 mph	40 mph
NB Addison Road	36 mph	40 mph

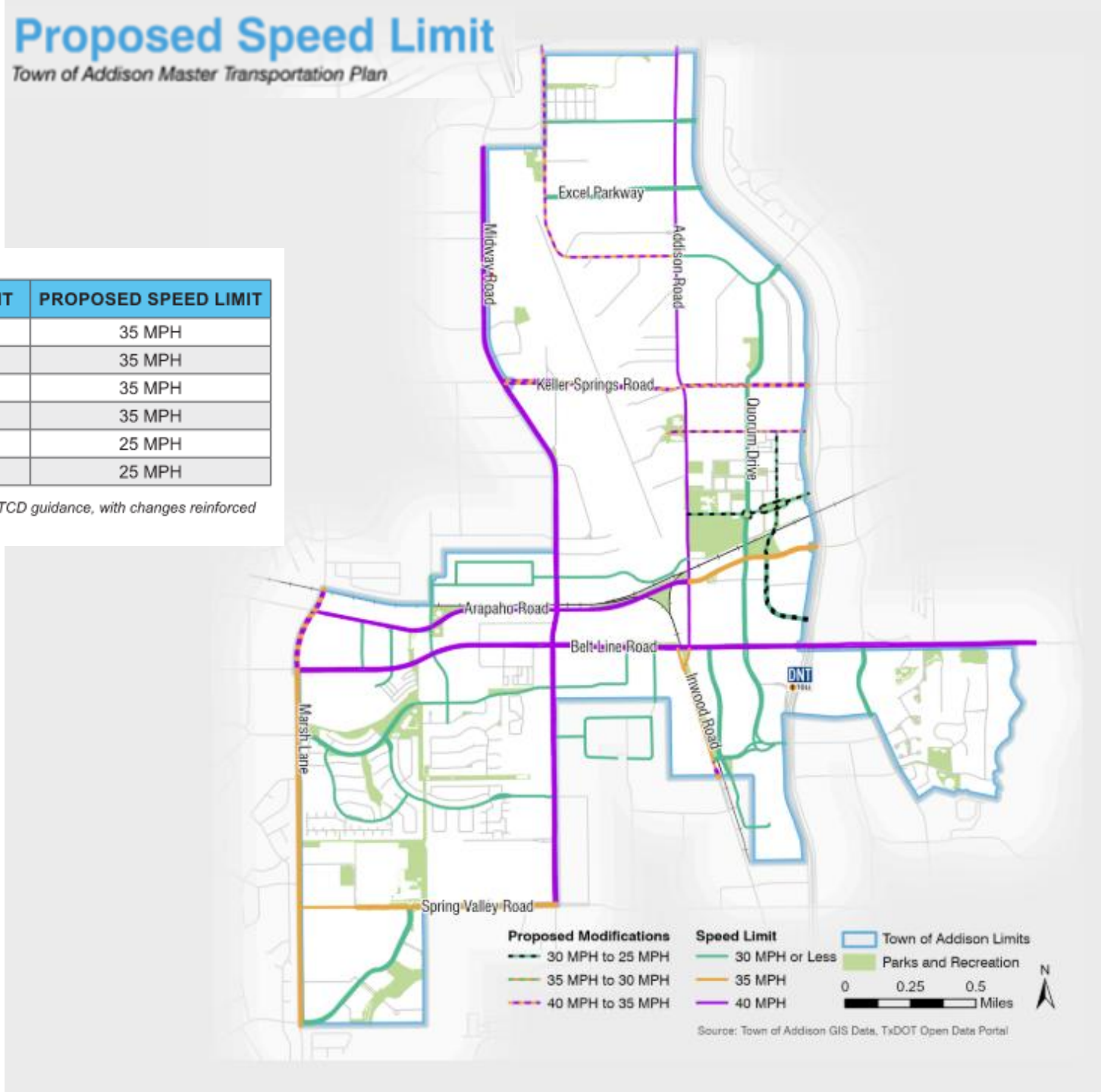


Speed Limit Recommendations

TABLE 16. SPEED LIMIT RESTRICTIONS

ROADWAY	PROJECT LIMITS	EXISTING SPEED LIMIT	PROPOSED SPEED LIMIT
Westgrove Drive	Northern Limits to Addison Road	40 MPH	35 MPH
Keller Springs Road	Midway Road to Dallas North Tollway	40 MPH	35 MPH
Airport Parkway	Addison Road to Dallas North Tollway	40 MPH	35 MPH
Marsh Lane	Northern Limits to Belt Line Road	40 MPH	35 MPH
Spectrum Drive	Airport Parkway to Dallas North Tollway	30 MPH	25 MPH
Addison Circle	Addison Road to Dallas North Tollway	30 MPH	25 MPH

Note: Proposed speed limit reductions reflect safety data, roadway configurations, land use context, and TMUTCD guidance, with changes reinforced by traffic calming design tools or enforcement.



Pedestrian Toolbox

PHB

Shared-Use Path

Marked Crosswalk

Curb Ramps

RRFB

Sidewalk

Crossing Islands

LPI

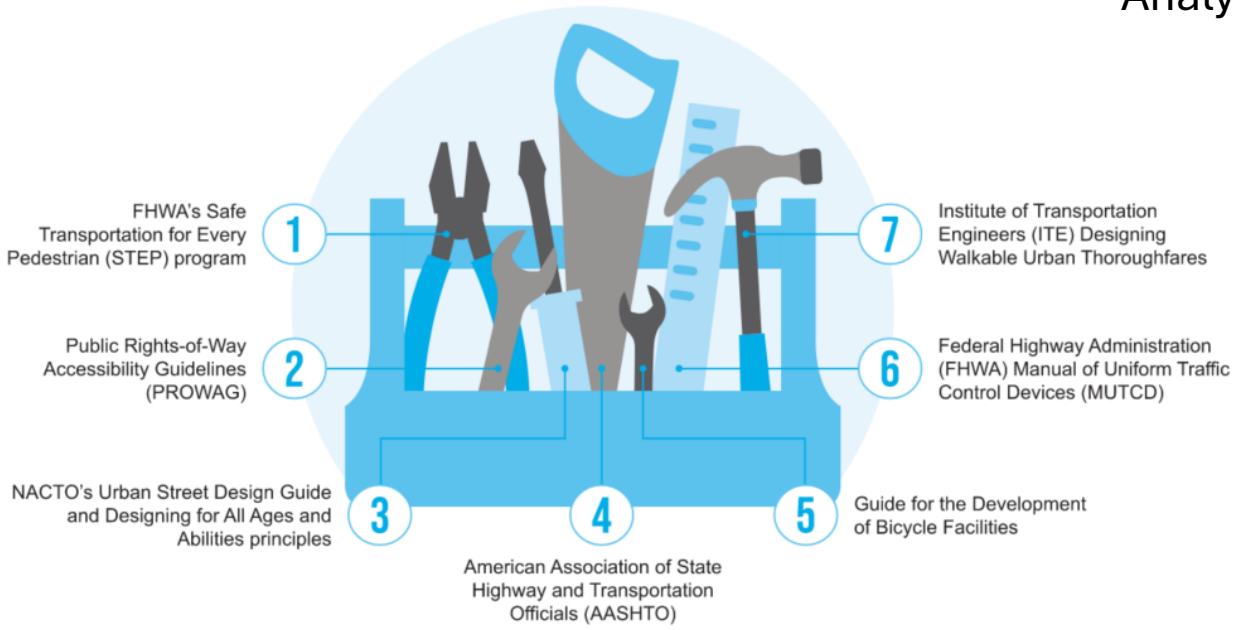
Improved Slip Lanes

Pedestrian Countdown

Curb Extensions

Traffic Signal Warrant Analysis

Lighting



Crossing Guidelines

IDENTIFY
Identify where crossings are needed

EVALUATE
Analyze speed, volume, safety, ADA

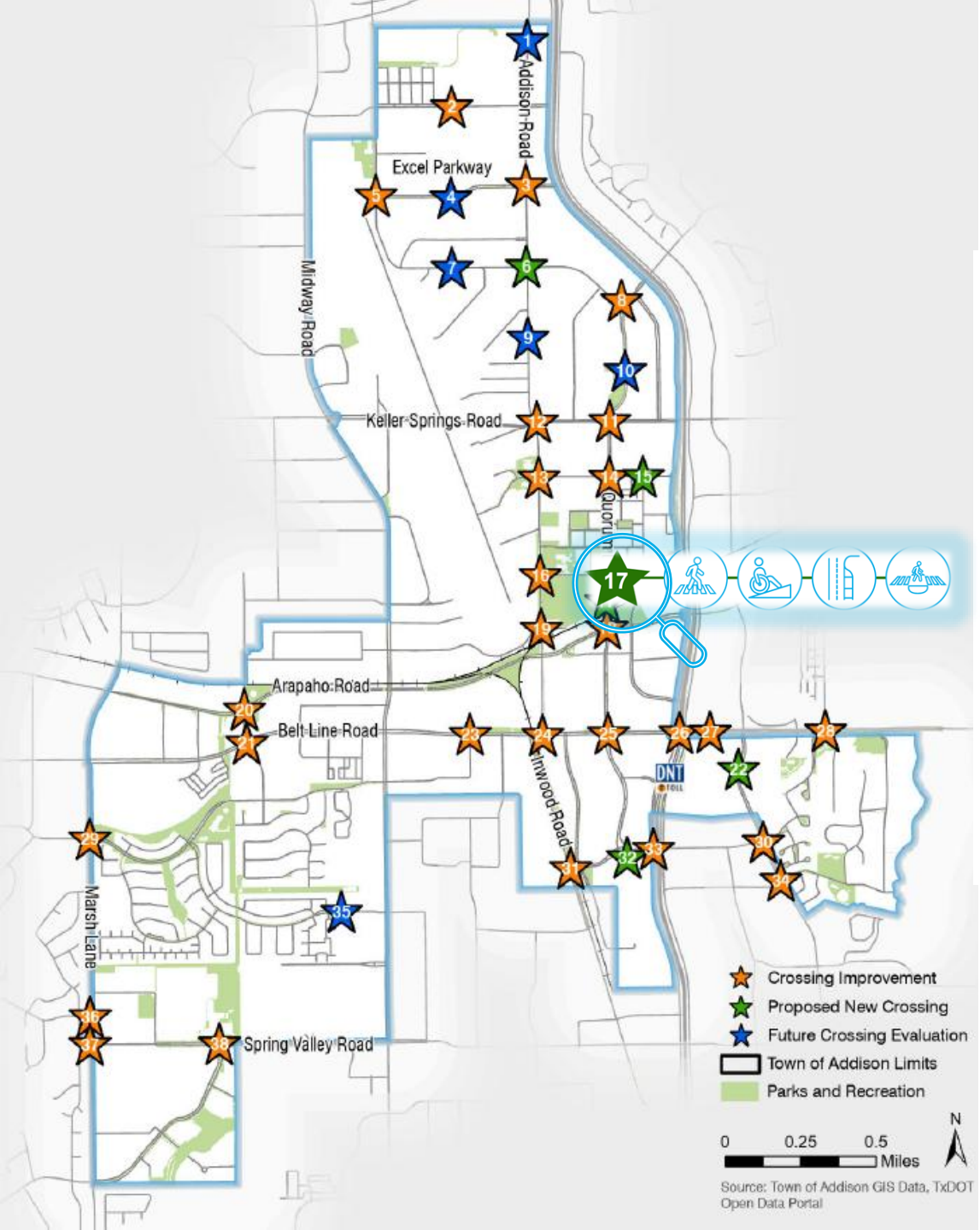
PRIORITIZE
Rank by risk and community benefit

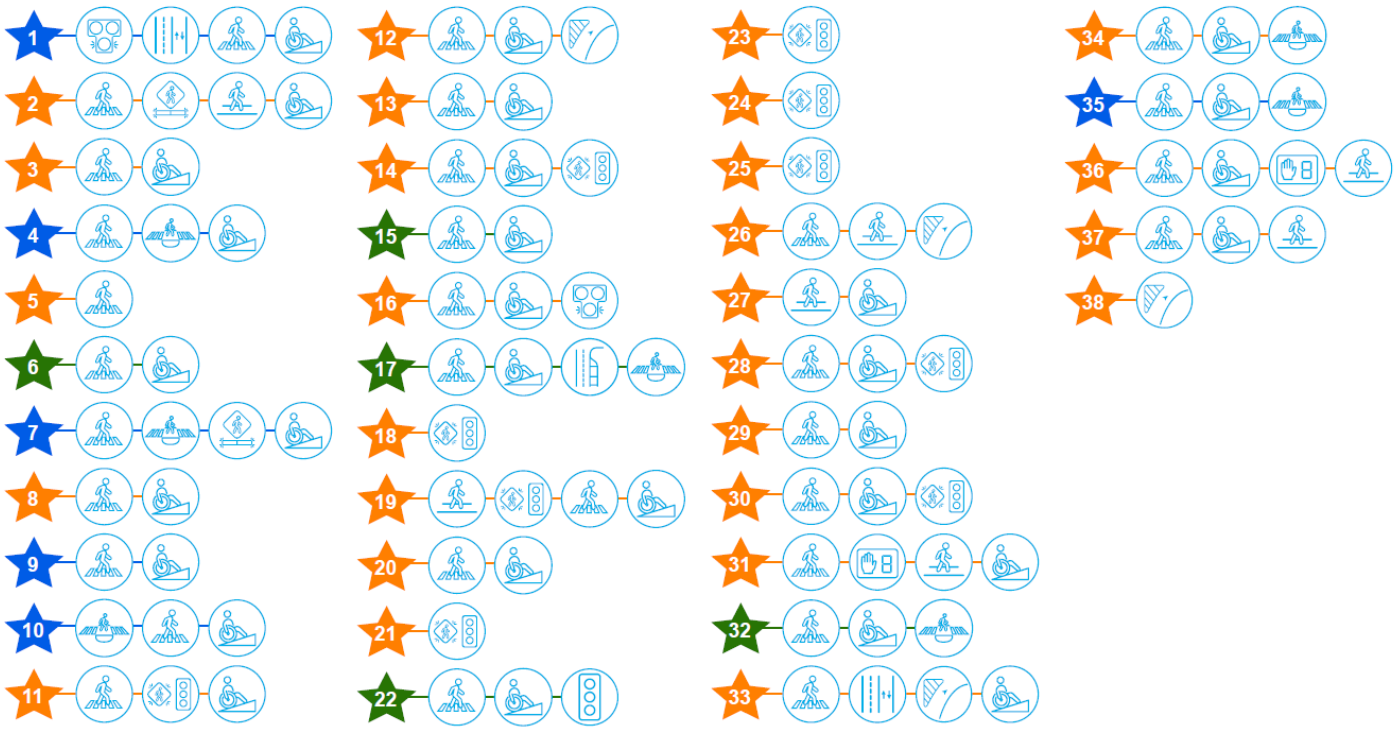
SELECT
Choose right-sized treatment

IMPLEMENT & MONITOR
Deliver, measure, refine



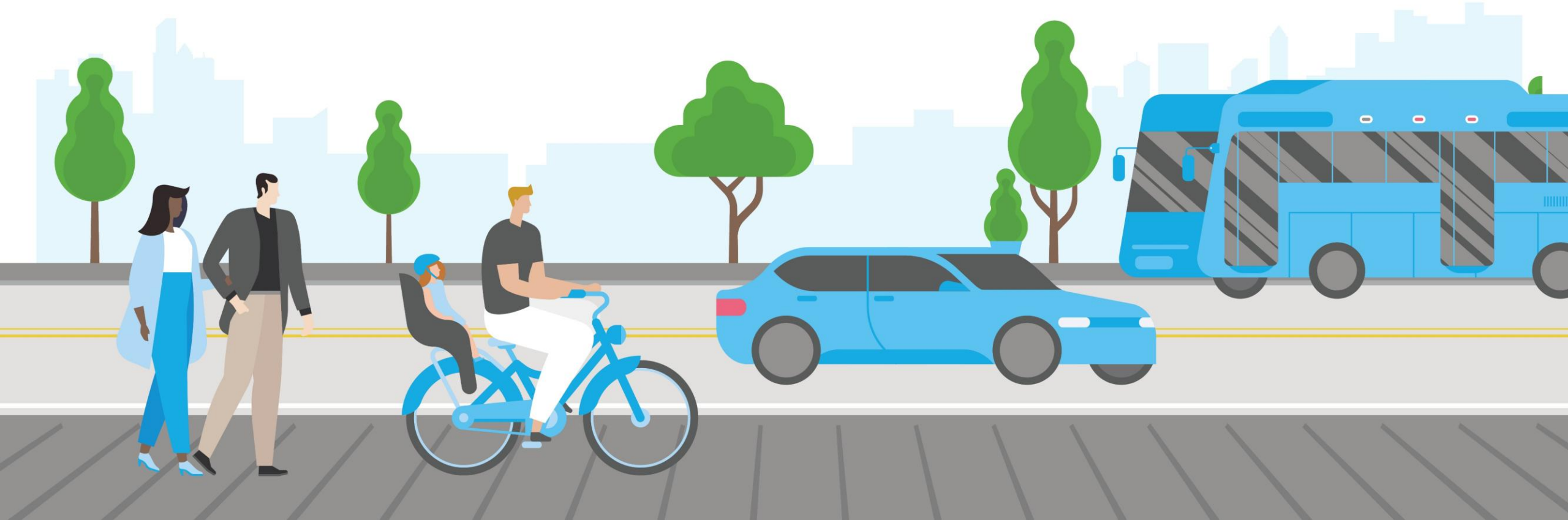
Proposed Improvements





Note: For all Crossing Improvement locations, the listed pedestrian toolbox applications are based on initial analysis and should be evaluated further. Each location should undergo site-specific study using the **Crossing Guidelines** outlined in this report to confirm or refine the proposed treatments.

Questions?





TOWN OF ADDISON

2026 MASTER TRANSPORTATION PLAN

JULY 2026

PREPARED FOR:

ADDISON®

2026 MASTER TRANSPORTATION PLAN

PREPARED BY:

Kimley»Horn

ACKNOWLEDGMENTS

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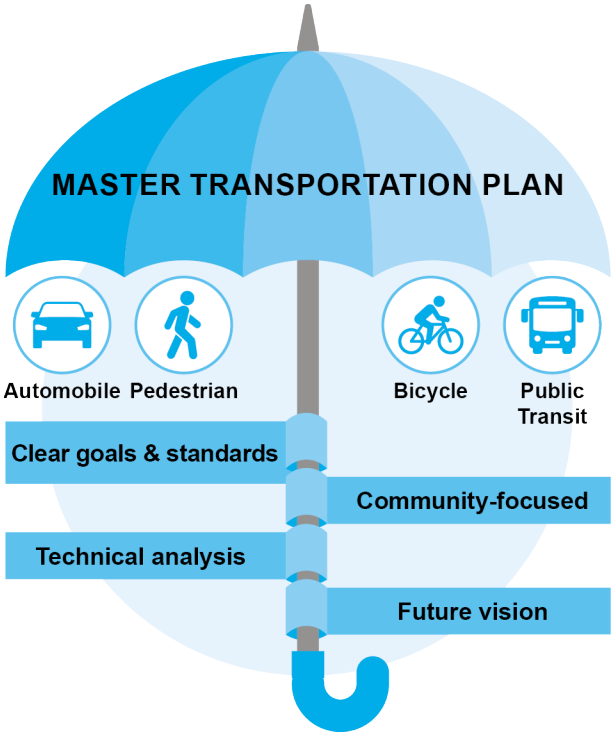
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ADDISON

CHAPTER 1:
INTRODUCTION & PROJECT OVERVIEW

The Town of Addison is undertaking a comprehensive update of its Master Transportation Plan in 2025 as an evolution of the 2016 plan. This updated Master Transportation Plan (MTP) will serve as the guiding document for all major transportation-related improvements within Addison, addressing all travel modes—automobile, pedestrian, bicycle, and public transit—and establishing clear goals and standards for each. The plan is crafted to be accessible and community-focused, meaning it is written in plain language for residents and stakeholders to understand, while still incorporating the necessary technical analysis and standards that engineers and planners require. In essence, the MTP provides a long-range blueprint for mobility in Addison that aligns with the town's broader vision for the future. This chapter outlines the purpose of the plan, the process by which it is being developed, the timeline of related planning efforts, and the guiding principles shaping its recommendations.



MOVING FORWARD WITH ADVANCE ADDISON 2050

Addison's transportation planning does not occur in a vacuum—it is closely tied to the Town's land use planning and community goals. In fact, the MTP update is being coordinated with the Advance Addison 2050 Comprehensive Plan, a visionary policy document guiding land use, transportation, and community facilities through the year 2050.

The comprehensive plan was developed with extensive public input from October 2023 through April 2025, reflecting the community's aspirations for Addison's future. By updating the transportation plan in concert with this new comprehensive plan, Addison ensures that transportation policies and investments support the Town's desired development character, quality of life, and economic vitality. Ultimately, the Master Transportation Plan's project overview can be summarized as follows: it is a strategic yet user-friendly roadmap for improving how people move in and around Addison, tailored to community needs and bolstered by technical best practices.

PURPOSE OF THE PLAN

The primary purpose of the 2026 Master Transportation Plan is to establish a cohesive long-term vision and actionable strategy for Addison's transportation system. The plan updates and replaces the previous 2016 MTP, responding to new developments and opportunities that have emerged in the past decade.

The guiding principles of this Master Transportation Plan reflect the community values and mobility priorities outlined in the Advance Addison 2050 Plan. These principles ensure that transportation policies and projects align with Addison's broader goals of putting people first, enhancing quality of life, and supporting sustainable growth.

The key guiding principles include:

People First: Addison prioritizes its people—residents and visitors—over their automobiles in every decision; accordingly, this plan emphasizes pedestrian-friendly design, safety, and human-centered mobility choices across the network.

Aesthetics Matter: The Town is committed to high-quality design and materials in the built environment. The MTP upholds this by promoting streetscape enhancements and comfortable, attractive infrastructure that make walking, biking, and transit pleasant experiences.

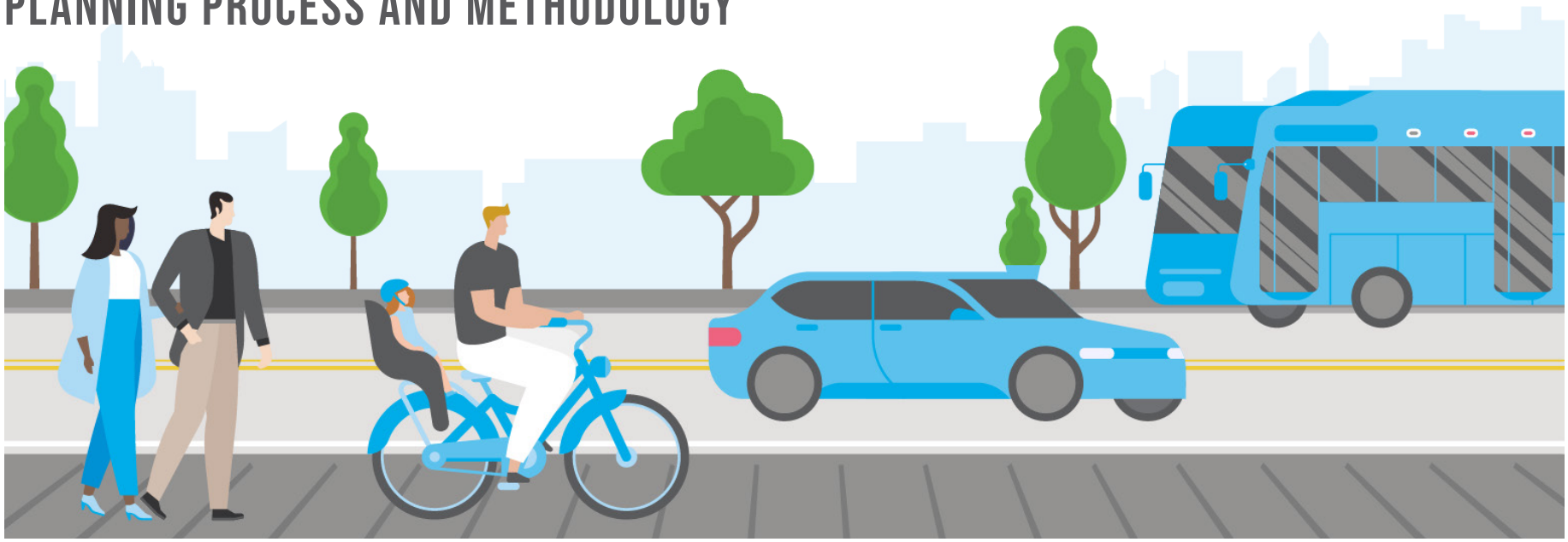
Leadership & Innovation: Addison has a legacy of innovative leadership and intends to lead in the future of mobility. The plan embraces forward-thinking solutions—from adopting new transit technologies to creative street designs—to keep Addison on the cutting edge of transportation planning.

High Quality of Life: Providing the "highest quality of life in North Texas" is a core principle for Addison. Thus, this plan seeks to improve everyday mobility for all ages and abilities, ensuring convenient access to jobs, services, parks, and entertainment through a variety of transportation options.

Economic Prosperity: Easy access to local employers, retail, and entertainment is critical to Addison's fiscal health and vibrancy. Guided by this principle, the MTP prioritizes investments that connect key commercial centers and employment hubs—such as enhancing transit service and filling gaps in the trail and sidewalk network—to support economic growth.

These guiding principles, drawn from the comprehensive plan's vision and decision-making framework, provide a consistent point of reference. They ensure that as we develop transportation projects and policies, we remain focused on people-oriented, well-designed, and future-focused solutions that enhance community well-being and prosperity.

PLANNING PROCESS AND METHODOLOGY



The 2025 Master Transportation Plan (MTP) builds upon the foundation established in Addison's 2016 MTP, carrying forward its commitment to multimodal mobility, safety, and accessibility. While the 2016 plan introduced important strategies for integrating walking, biking, and transit into Addison's transportation network, the 2025 update expands and refines those strategies to reflect current conditions and emerging priorities. This update is also fully aligned with the Advance Addison 2050 Comprehensive Plan, which reinforces the need for more walkable neighborhoods, first- and last-mile transit connections, and a transportation system that serves and accommodates all residents and visitors in Addison.

The MTP guides transportation decisions and investments across all modes—walking, biking, transit, and driving—and ensures those improvements align with Addison's core values: people first, high quality of life, and economic prosperity.

ADDISON'S CORE VALUES



APPROACH

This plan was shaped by a data-driven and community-focused process that builds on existing plans and advances the 2050 vision. The approach included:

PLAN REVIEW AND INTEGRATION

Reviewed and aligned with the 2016 Master Transportation Plan, 2021 Trails Master Plan, and other local and regional plans to ensure continuity and build on previous investments.

COMMUNITY ENGAGEMENT

Used surveys, open houses, focus groups, and pop-up events to gather input from residents, employers, and community groups. Public feedback helped define priorities and shape plan recommendations.

GUIDANCE FROM ADVANCE ADDISON 2050

Grounded the plan in the town's vision, values, and decision-making principles—especially the goals of walkability, transit accessibility, and fiscal sustainability.

MULTIMODAL NETWORK PLANNING

Evaluated all travel modes and identified opportunities to improve connectivity, safety, and comfort for users of all ages and abilities.

TRANSIT COORDINATION

Focused on first/last mile connections and development strategies surrounding the DART Silver Line Addison Station.

DATA ANALYSIS

Assessed transportation system performance, crash data, traffic patterns, and land use context to identify needs and test future improvements.

CROSS-DEPARTMENTAL COLLABORATION

Worked with multiple Town departments to ensure the MTP supports broader goals related to economic development, land use, parks, and infrastructure.

Together, these steps produced a practical, community-backed plan that will guide how Addison invests in transportation to support mobility, growth, and quality of life through 2050.

CHAPTER 2:
COMMUNITY CONTEXT

TOWN OF ADDISON TODAY

Addison is a compact, thriving community in the heart of the Dallas-Fort Worth region, home to about 17,000 residents in just 4.4 square miles. While small in population, Addison plays a big role in regional mobility. It has a daytime population exceeding 120,000, driven by a dense mix of offices, restaurants, retail, and one of the busiest general aviation airports in the country; Addison Airport, which occupies a large portion of the town's land area.

This unique mix of land uses creates complex transportation needs. On one hand, Addison must manage regional-scale traffic and transit, including major arterials like Belt Line Road and the DART Silver Line station which opened in 2025. On the other, it must support neighborhood-scale mobility—safe crossings, well-connected sidewalks, and access to parks and trails—for its residents. Although Addison's residential neighborhoods occupy a smaller share of the Town's land area, they play a meaningful role in town life and planning and its priorities—such as safety, traffic calming, and neighborhood walkability—are central to this plan.



Addison Circle – Neighborhood in Addison

Addison's identity blends a high-energy urban core with a close-knit residential community. Housing in Addison includes a significant share of multifamily units, particularly in walkable neighborhoods like Addison Circle and Vitruvian Park. At the same time, the Town places strong value on maintaining a balanced and diverse residential mix—supporting both urban living and long-established single-family neighborhoods. With vibrant economic activity, a high concentration of restaurants, and regional attractions like Kaboom Town!, Addison's infrastructure must serve both its residents and the thousands of visitors who come to work, dine, or celebrate here.

ADDISON IS HOME TO

- 17,000 Residents
- Offices
- Retail
- 4.4 Square Miles
- Restaurants
- Addison Airport



Neighborhood in Addison



Offices in Addison



Airport in Addison

WAYFINDING AND MESSAGING MASTER PLAN

The Town of Addison is developing a comprehensive Wayfinding and Gateway Master Plan to create a clear, consistent, and welcoming system of signage that enhances navigation and reinforces Addison's identity. The plan will establish a coordinated family of signs—including vehicular and pedestrian directional signs, gateway monuments, parking identifiers, and trail connections—that guide residents and visitors to key districts, destinations, and community assets. Beyond physical signage, the plan emphasizes themes, design character, and innovative tools to improve the visitor experience and highlight Addison's cultural, recreational, and commercial destinations.

This initiative is occurring in parallel with the Master Transportation Plan (MTP) update, allowing the two efforts to reinforce one another. While the MTP identifies the long-term vision for Addison's streets, active transportation corridors, and multimodal connections, the Wayfinding Plan translates those investments into a user-friendly navigation system that improves access and mobility. Together, the plans ensure that new transportation projects are paired with intuitive wayfinding, making it easier to walk, bike, drive, and explore Addison's network of districts. The result is a coordinated strategy that not only improves mobility but also strengthens Addison's sense of place.



Addison's Wayfinding and Messaging Master Plan Report Cover

FUTURE LAND USE AND GROWTH PATTERNS

With limited undeveloped land remaining, Addison's future growth will come largely from infill and redevelopment. The Advance Addison 2050 Comprehensive Plan establishes a clear strategy to guide this growth through defined Place Types, and the Spectrum of Change Map, which together identify where and how change is expected.

The Town's approach emphasizes preserving stable neighborhoods—particularly the single-family area in Southeast and Southwest Addison—while encouraging redevelopment in aging commercial corridors and underutilized sites.

Commercial sites surrounding major corridors like Inwood Road, the Dallas North Tollway, Belt Line Road, and the Urban Village Place Types are key redevelopment opportunities.

Areas like Addison Circle, Midway South, Inwood Road, and the Vitruvian Park and Addison Grove developments are key opportunity zones. These areas are envisioned to evolve into walkable, mixed-use districts with a blend of housing, retail, office, and public space that supports Addison's goals for connectivity and quality of life.

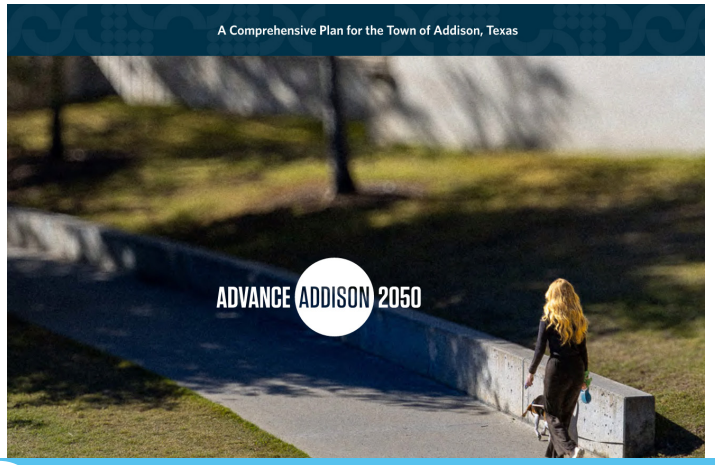
Mixed-use centers—especially near transit—are central to this vision. The area surrounding the DART Silver Line Addison Station is designated as a High-Intensity Urban Center and will be a focus for transit-oriented development. The plan calls for active ground-floor uses, improved pedestrian access, and integration with trails and parks to ensure this node is not just dense, but livable and connected.

Addison also aims to diversify housing options by encouraging fee-simple ownership models such as townhomes and condos, especially in transitional areas. New housing types like Accessory Dwelling Units (ADUs) and triplexes are also supported to expand livability for all ages and income levels. These efforts are intended to complement, not replace, Addison's existing neighborhoods.

Importantly, strategic redevelopment also provides an opportunity to implement the proposed roadway cross sections and segment improvements outlined in this Master Transportation Plan. As properties redevelop, new internal street grids, sidewalk connections, and multimodal infrastructure can be delivered in coordination with private investment—completing critical links in the town's transportation network.

Advance Addison 2050 further supports modernizing older office and industrial areas into mixed-use employment hubs and continuing to preserve and enhance Addison Airport's surrounding district as a major employment and economic driver.

Across all redevelopment, Addison prioritizes walkability, street design, and public space. Projects are expected to tie into the town-wide trail network, incorporate complete streets, and contribute to a strong public realm. This ensures that new development reinforces Addison's identity while supporting broader mobility and sustainability goals.



View the webpage for Advance Addison 2050

REGIONAL PLANNING CONTEXT

Addison may be small in size, but it is an integral part of the greater North Texas region. Regional planning efforts by agencies like the North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and Dallas County influence Addison's planning decisions. Likewise, Addison's developments and infrastructure contribute to regional objectives such as reducing sprawl, improving transportation networks, and enhancing air quality. This section discusses how Addison fits into and coordinates with the broader regional context, especially in transportation and growth management.

LOCATION AND CONNECTIVITY

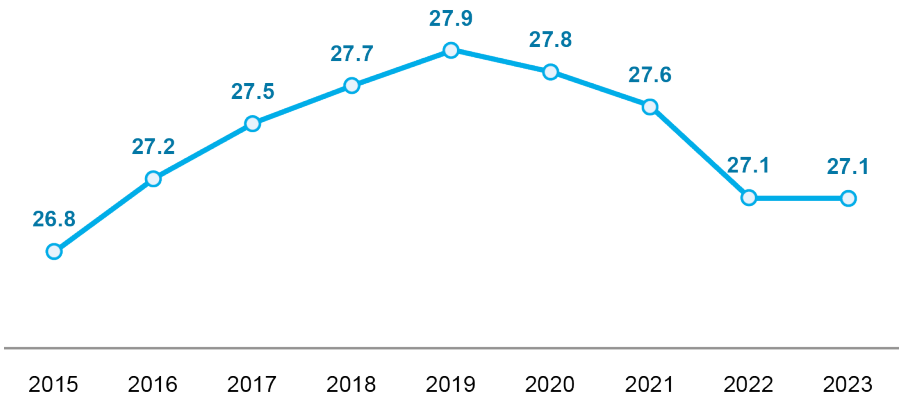
Addison is located in Dallas County, surrounded by the cities of Dallas, Carrollton and Farmers Branch. It sits at the convergence of major transportation corridors—notably the Dallas North Tollway running north-south through town, and Interstate 635 (Lyndon B. Johnson Freeway) just to the south. Being in the heart of the Dallas-Fort Worth urbanized area, Addison benefits from and contributes to regional mobility systems. For example, Belt Line Road in Addison is a principal east-west arterial that continues through multiple neighboring cities, carrying regional traffic across the northern suburbs. Addison continuously works on improvements to such arterial roads to ensure capacity and safety. A notable project was the Addison Airport Toll Tunnel completed in 1999, which reconnected Keller Springs Road under the airport runway to relieve traffic on Belt Line—a project with regional impact funded through multi-jurisdictional cooperation. Today, Addison's Master Transportation Plan aligns with NCTCOG's Metropolitan Transportation Plan, recognizing that efficient local traffic flow on roads like Belt Line, Midway, Arapaho, and Marsh affects the broader network and vice versa. Regional traffic models used by NCTCOG include Addison's growth assumptions to forecast congestion and target improvements.

NCTCOG MOBILITY 2050

More time in traffic: the average North Texas commute time is 27.1 minutes in 2023, up from 26.8 minutes in 2015, reflecting growing congestion and longer trips due to outward expansion in the Dallas-Fort Worth region.

Enhancing roadway efficiency and expanding travel options can help manage travel times and improve reliability.

FIGURE 1. MEAN REGIONAL COMMUTE TIME



Source: US Census Bureau, American Community Survey 5-Year Estimation

One regional challenge is the explosive growth occurring on the region's fringes—over 50% of the DFW area's projected population growth by 2045 is expected outside existing city boundaries. Addison's strategy of accommodating redevelopment internally supports the regional goal of curbing sprawl; by planning for higher residential and employment densities in an inner-area like Addison, the region can reduce development pressure on fringe areas and make better use of existing infrastructure. This approach also helps lower average vehicle miles traveled (VMT) by placing more residents within walking or biking distance of retail, restaurants, and employment—reducing the need for long, car-dependent commutes and improving overall regional mobility. National data shows a meaningful share of daily trips are short distance trips, which are often the easiest to shift to walking, biking, or transit when safe connections exist.

BUS NETWORK AND ADDISON TRANSIT CENTER

Addison has been a member of the DART transit authority since its inception in 1983, dedicating a portion of local sales tax to fund regional transit. For decades, transit access in Addison was provided primarily through bus service, and the Town did not have the rail service available in many other DART cities. During this time, the Addison Transit Center developed into one of the busiest bus hubs in the DART system, serving 12 bus routes and supporting substantial daily and quarterly boardings. The bus network has long played a central role in providing mobility for residents, employees, and visitors, particularly for local and regional trips within North Dallas.

The Addison Transit Center continues to function as a critical access point within the regional transit network, supporting transfers between multiple bus routes as well as on demand services. With the DART Silver Line completed in 2025, the Transit Center will also provide a direct connection between bus service and regional rail, strengthening Addison's role as a multimodal hub. This connection will allow bus riders to seamlessly access new rail service while expanding the reach of the Silver Line to destinations beyond walking distance of the station. The Town continues to coordinate with DART to improve stop amenities, strengthen service integration, and enhance first and last mile connections, ensuring that bus and rail services function as a cohesive system.



DART Transit in Addison



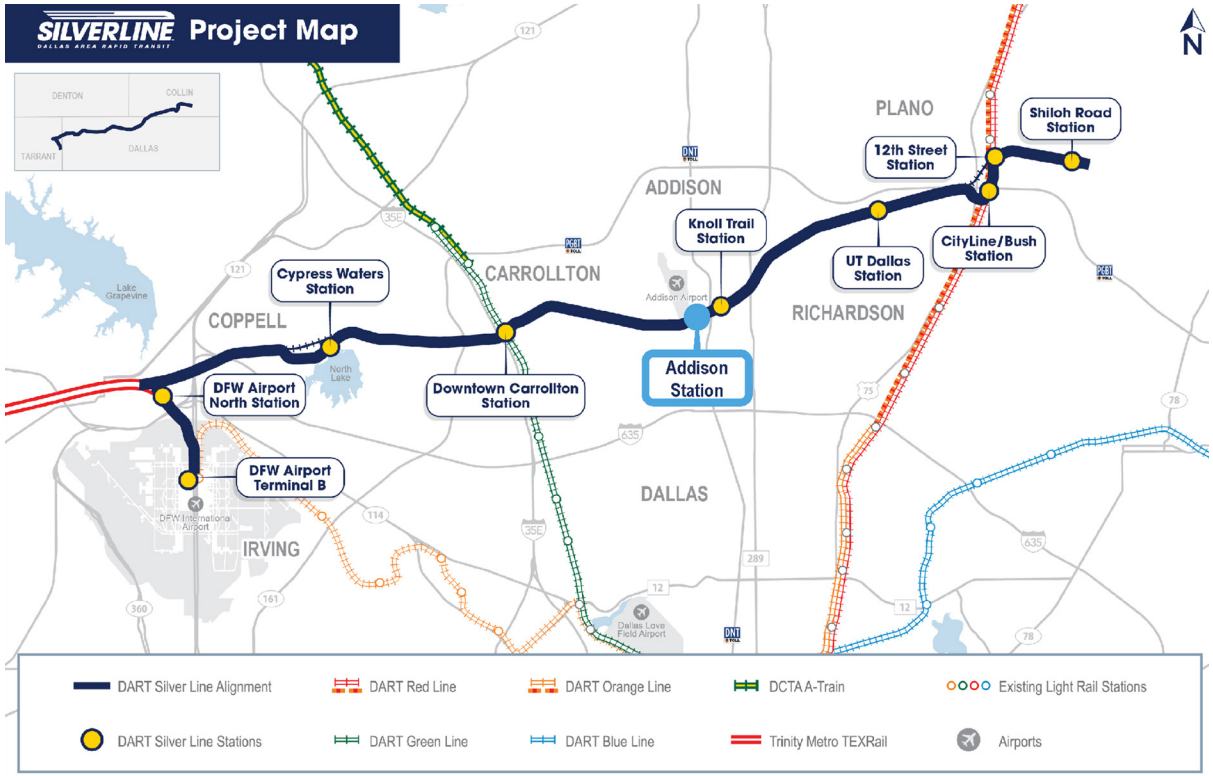
DART Transit in Addison

DART SILVER LINE

The DART Silver Line project, originally known as the Cotton Belt corridor, began passenger rail service to Addison in October 2025. The Silver Line is a 26 mile regional rail line stretching from Plano on the northeast end, through Addison, to Dallas Fort Worth International Airport on the west end. The addition of rail service represents a major expansion of regional connectivity for Addison and builds upon the Town's long standing role in supporting transit investment.

The Town has worked closely with DART and regional partners on station design, first and last mile connections, and transit oriented development planning around the Addison Station. Addison's role in the Silver Line was also a major impetus for broader regional planning efforts. NCTCOG led a Silver Line Corridor TOD Planning initiative, supported by a federal grant, that brought together Addison, Carrollton, Dallas, Plano, Richardson, and other cities to coordinate land use and transportation strategies. This collaborative work has helped ensure that policies, from zoning to pedestrian and bicycle improvements, are consistent across city boundaries and support transit use while reducing reliance on short vehicle trips that contribute to congestion.

FIGURE 2. SILVER LINE PROJECT MAP



From a regional perspective, Addison Station is expected to function as a significant multimodal hub. There are an estimated 210,000 jobs within a half mile of the Silver Line corridor, and the Addison and North Dallas station areas together account for more than half of those jobs. The Silver Line provides an alternative to congested highways for accessing these employment centers, supports regional mobility goals, and improves travel options for both transit riders and drivers. It also connects Addison residents to major destinations, including DFW Airport and transfers to the Red, Orange, and Green lines.

While rail service represents a major new investment, it is intended to complement, not replace, the existing bus network. DART plans to operate Silver Line trains every 30 minutes during peak periods and hourly during off peak periods. Addison is coordinating with DART to align bus service with rail operations and to explore shuttles, circulators, and on demand options that expand access beyond walking distance from the station. As a member city, Addison continues to participate in DART board and committee discussions to advocate for services that reflect local needs and priorities.

REGIONAL TRAIL AND BIKE NETWORKS

North Texas is steadily building out a connected regional trail system—known as the Regional Veloweb—and Addison is an integral part of this network. The Town's City-Wide Trails Master Plan (2021) prioritized extending trail access beyond Addison's borders and tying into key regional routes. A centerpiece of this effort is the Cotton Belt Trail, a planned 26-mile hike-and-bike corridor that runs parallel to DART's new Silver Line. Addison's segment of the Cotton Belt Trail will offer direct connections west into Carrollton and Coppell and northeast into Dallas, Richardson, and Plano, creating a seamless east-west active transportation spine.

A major priority of the Cotton Belt Trail is connecting to the White Rock Creek Trail and the planned Northaven Trail extension, which will form part of the City of Dallas's 50-mile Loop project—an effort to integrate into Dallas' improving trail infrastructure. Together, these links will greatly improve connectivity to Addison utilizing a robust trail system that reaches as far as downtown Dallas and key destinations across the region.

The Farmers Branch-Addison Inwood Trail connection is another key initiative. This coordinated effort between the two cities will create a north-south active mobility corridor along Inwood Road, providing safe access to transit, neighborhoods, and commercial areas, and linking to both the Cotton Belt Trail and Farmers Branch's growing trail network.



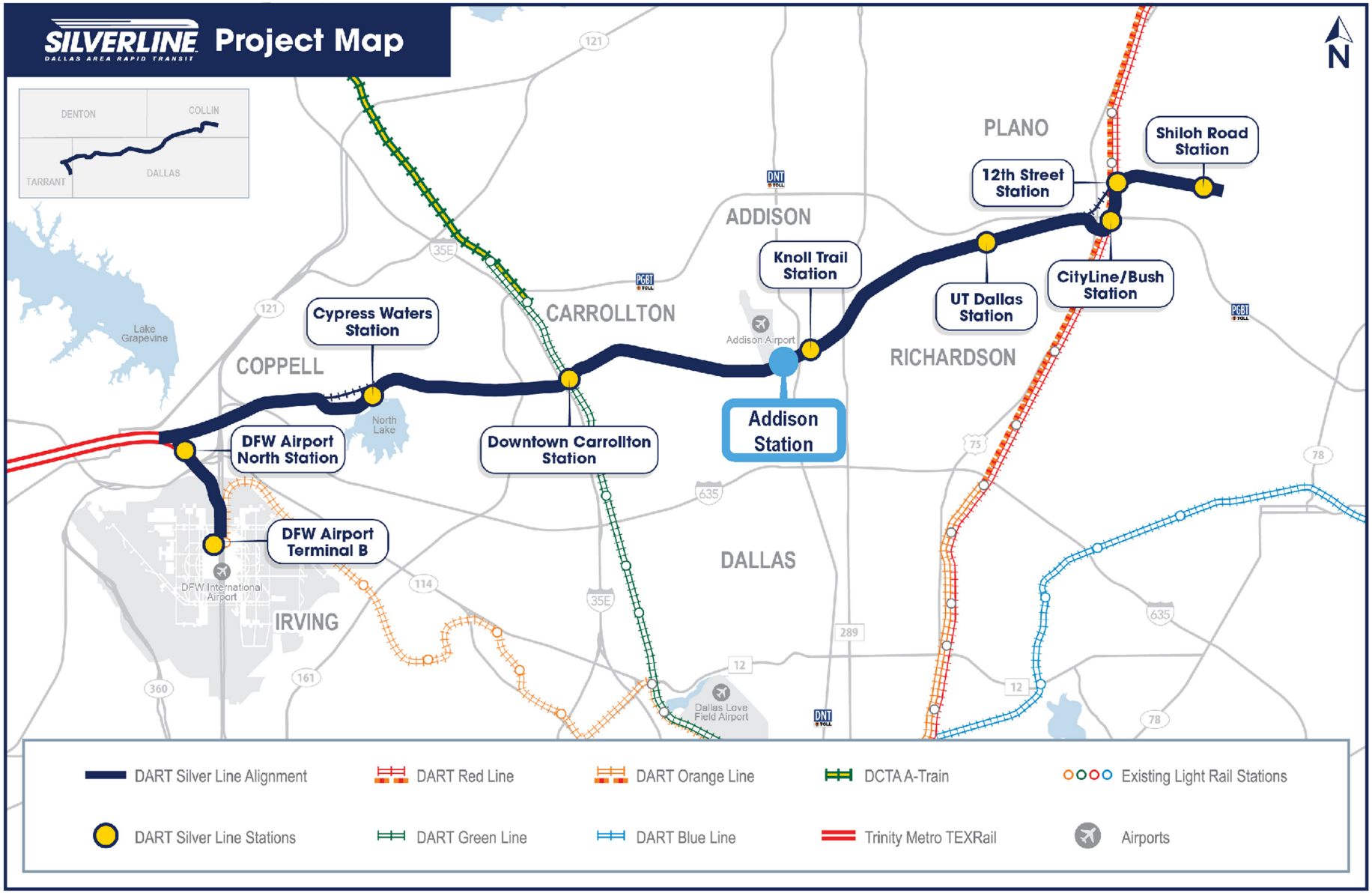
The Trails Master Plan calls for focusing on "first and last mile" connections from the Silver Line station and Cotton Belt Trail—through spurs, signage, and safer crossings—so that nearby neighborhoods and employment centers can easily access the regional network. Addison's existing Redding Trail already ties into the White Rock Creek system, and future projects aim to close remaining gaps and strengthen these regional links.

Regionally, NCTCOG's Active Transportation Plan identifies Addison as a vital connector city within the Veloweb, helping bridge Dallas, Farmers Branch, Carrollton, and beyond. By investing in these trail linkages, Addison not only expands transportation choices for residents and workers but also supports broader goals around air quality, sustainability, and active recreation.

NCTCOG & METROPOLITAN PLANNING

At the broader scale, Addison engages with the NCTCOG's Regional Transportation Council (RTC), the metropolitan planning organization for North Texas. Addison's elected officials and staff provide input on the region's Metropolitan Transportation Plan and Transportation Improvement Program (TIP). Through this involvement, Addison has secured funding for projects like intersection upgrades, thoroughfare enhancements, and trail construction via NCTCOG's allocation of federal and state transportation funds. For example, Addison's ongoing Midway Road Reconstruction received regional funding support due to its importance as a reliever route for traffic around the Dallas North Tollway. The RTC's policies on air quality influence Addison's push for transit, walkability, and mixed-use development to reduce vehicle miles traveled. Moreover, NCTCOG's regional demographic forecasts provide a planning backdrop—for instance, NCTCOG forecasts modest population growth for Addison and significant employment growth on the transit corridor; these projections help Addison align its Thoroughfare Plan with the regional roadway network classifications to ensure continuity of roadways at the city limits.

FIGURE 3. MOBILITY 2045 REGIONAL VELOWEB



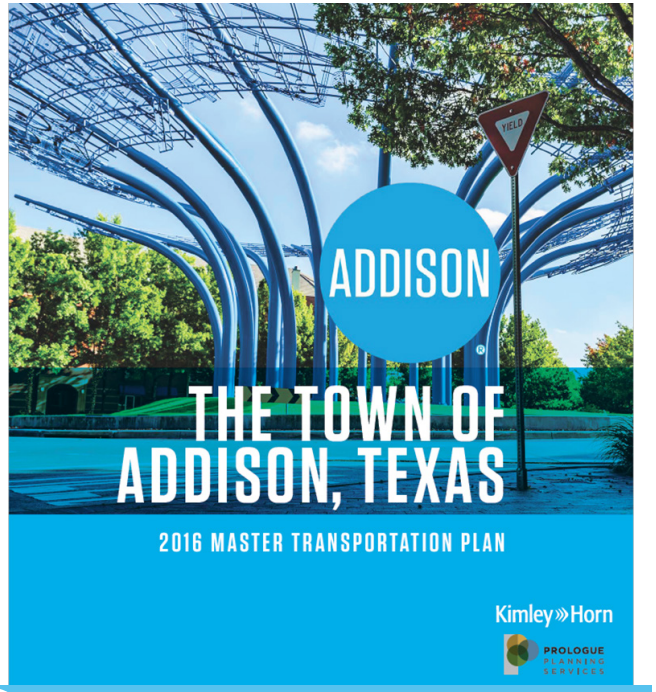
PREVIOUS PLANNING EFFORTS

2016 MASTER TRANSPORTATION PLAN

The 2016 Master Transportation Plan (MTP) marked a significant evolution in Addison's approach to mobility, shifting from a car-centric framework toward a multimodal, people-focused system. The plan introduced comprehensive strategies to address the needs of pedestrians, cyclists, transit riders, and drivers, emphasizing:

- Complete streets principles
- Pedestrian and bicycle infrastructure planning
- Intersection improvements and street redesign concepts
- Preliminary planning for future DART rail service
- Guidance for integrating transportation with land use and redevelopment

The 2016 MTP laid the foundation for many of the Town's recent transportation improvements, including sidewalk gap closure, trail expansion, and the development of cross-section standards that inform today's street design practices.



View Addison's 2016 Master Transportation Plan

1998 MASTER TRANSPORTATION PLAN

The 1998 MTP served as Addison's primary transportation policy document through the early 2000s. This plan focused on accommodating rapid development and rising traffic volumes as the Town grew into a major employment and entertainment hub. Key priorities included:

- Improving roadway capacity and circulation
- Addressing growing congestion on Belt Line Road and other arterials
- Supporting airport access and economic development through infrastructure upgrades
- Establishing a clear thoroughfare network for future buildout

Though rooted in traditional vehicle-oriented planning, the 1998 plan provided the structural foundation for today's network and anticipated the need for future updates to address multimodal needs.


ADDISON

CHAPTER 3:

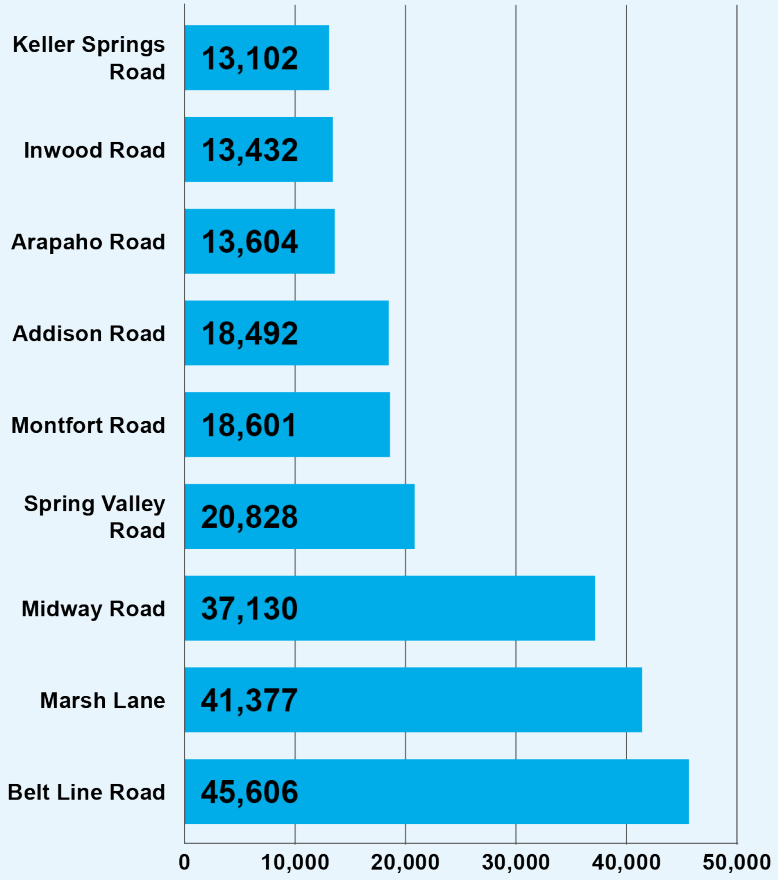
EXISTING CONDITIONS

TRAFFIC DATA

Understanding roadway use and travel patterns is essential to creating a transportation network that meets Addison's needs today and in the future. The Town has maintained a robust traffic monitoring program for more than a decade, relying on machine tube counts and turning movement counts to track trends and identify infrastructure needs. In 2024, Addison expanded this program with a Townwide Traffic Count Program and Dashboard, building a comprehensive data platform that supports smarter decision-making and long-term planning.

Recent data shows that Belt Line Road continues to be Addison's busiest corridor, carrying more than 45,600 vehicles per day. It's followed by Marsh Lane with over 41,000, and Midway Road with over 37,000 vehicles daily. Other key corridors such as Spring Valley Road, Montfort Drive, and Addison Road see volumes between 18,000–21,000 vehicles per day, while streets like Arapaho Road, Inwood Road, and Keller Springs Road carry lighter but still significant traffic in the 13,000–14,000 range. These numbers reflect the varying roles each roadway plays in Addison's overall network—from major regional connectors to neighborhood-serving arterials—and help the Town prioritize maintenance, upgrades, and design improvements based on real usage.

FIGURE 4. VEHICLES TRAVELED PER DAY



2024 Traffic Counts (Midway reconstruction impacted traffic volumes)

WHAT ARE TRAFFIC COUNTS—AND HOW ARE THEY COLLECTED?

To understand how people are using Addison's streets, the Town uses different types of traffic counts to measure how many vehicles are on the road, when they're traveling, and where they're going. Here's how it works:

TUBE COUNTS (STREET SEGMENT COUNTS)

These are the rubber tubes you sometimes see stretched across the road. When a car drives over them, the tubes record:

- How many vehicles pass by
- What time of day they travel
- Whether traffic is heavier on certain days of the week

In Addison, these counts were collected over 24-hour periods, and in some areas, over 3 or 4 days to capture weekend traffic. These counts are helpful for tracking overall traffic volume on each street.

TURNING MOVEMENT COUNTS

At busy intersections, observers or video cameras record exactly how vehicles move through the intersection—including:

- Which direction cars are turning (left, right, or straight)
- How many vehicles move through each part of the intersection
- The busiest hours of the day (like morning rush hour or evening commutes)
- This type of data is especially useful for designing better traffic signals, turn lanes, and crosswalks.

SCHOOL MIDDAY COUNTS

Some intersections near schools were counted during midday pick-up times to measure the unique traffic patterns that occur when students are dropped off or picked up. This helps the Town better plan for school-related congestion and safety improvements.

2024 TOWNWIDE TRAFFIC COUNT DASHBOARD

In 2024, the Town of Addison launched a major update to its traffic data program to better understand how people move through the community. With the help of consultants, the Town collected and analyzed traffic counts at over 90 street segments and 37 signalized intersections, building one of the most complete pictures to date of how traffic patterns have changed over time.

This effort led to the creation of a new public-facing Traffic Dashboard, which allows anyone to explore traffic data by street, year, and location. The dashboard helps answer questions like:

- How many cars travel on Belt Line Road each day?
- Which streets are seeing more (or less) traffic over time?
- Where are the busiest intersections in Addison?

WHY IT MATTERS

This data isn't just numbers—it's a tool that helps the Town:

- Plan efficient and safe intersections and streets
- Target traffic improvements where they're most needed
- Track the impact of new developments
- Coordinate with regional partners like DART and NCTCOG

For residents, the new dashboard offers transparency and insight into how Addison is managing traffic as the community grows. Whether you're a homeowner on a quiet residential street or a commuter driving Belt Line every day, this information helps ensure that decisions are based on real-world data.

EXPLORE THE DASHBOARD

The new Addison Traffic Dashboard is a powerful, public-friendly tool that makes traffic data easy to explore and understand. Whether you're curious about how busy your street is, want to see how traffic has changed over time, or are just interested in how Addison is planning for growth—this dashboard puts the information at your fingertips.

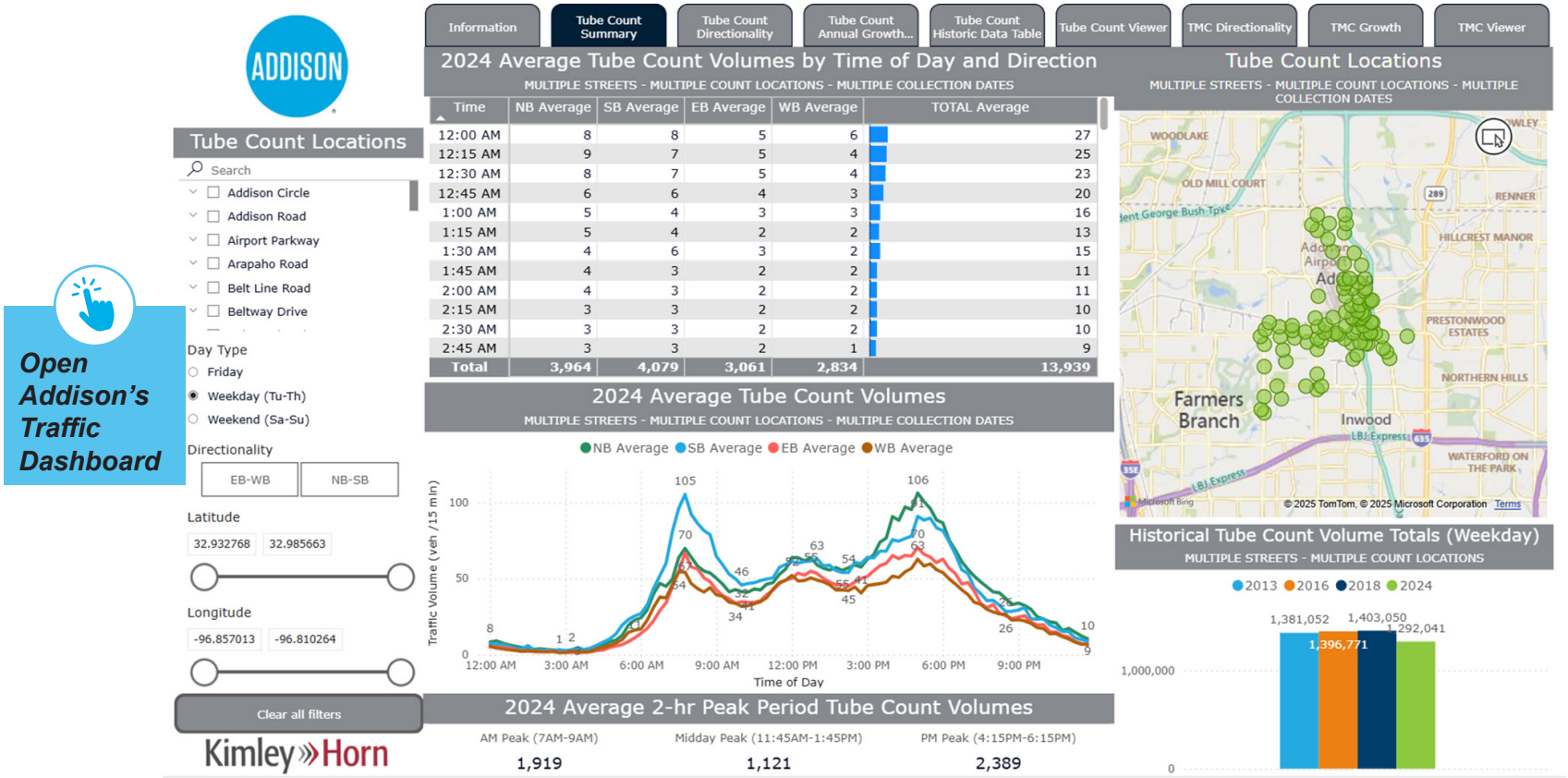
Key features include:

- **Tube Count Summary:** View average daily volumes on each road segment
- **Tube Count Directionality:** See how traffic is split by travel direction
- **Tube Count Annual Growth:** Understand which streets are getting busier over time
- **Historic Data Viewer:** Compare volumes going back to 2013
- **Turning Movement Counts Directionality:** Dive into turning movement data by direction and time of day
- **Turning Movement Counts Growth Tracker:** See how intersection volumes have changed
- **Turning Movement Counts Viewer:** Zoom into specific intersections to explore turning counts

You can explore:

- Street-by-street traffic volumes across the Town
- Trends in growth or decline over the past decade
- Intersection patterns showing where vehicles turn and how intersections function
- Differences in traffic flow by direction (northbound vs. southbound, for example)
- School-related traffic activity and weekday vs. weekend travel habits

The dashboard is interactive, mobile-friendly, and updated with the latest 2024 data. It helps residents, businesses, and Town staff work from a shared understanding of how Addison's streets are used—and where improvements should happen next.



KEY FINDINGS

LOCALIZED GROWTH IN REDEVELOPING AREAS

Several streets—including Landmark Boulevard, Celestial Road, and Addison Circle—have seen notable growth in traffic, with Landmark Boulevard increasing by 7.47% over the past decade. These increases are associated with targeted redevelopment and new mixed-use projects that have introduced more housing, dining, and entertainment destinations.

STABILITY ON MAJOR ARTERIALS

Despite Addison's growing residential and employment density, key arterials such as Belt Line Road, Midway Road, and Marsh Lane have shown relatively stable or even slightly declining traffic volumes. This suggests that redevelopment patterns, alternative modes of travel, and existing roadway capacity have helped absorb growth without significantly increasing congestion systemwide.

DAILY TRAFFIC VOLUME MAP

The daily Traffic Volume Map provides a snapshot of how busy Addison's streets are today by showing average daily traffic volumes across key roads in the Town. The map uses color-coded circles to show how many vehicles use each segment on a typical weekday, based on the most recent 2024 counts.

WHAT THE MAP SHOWS

- Red and orange dots mark high-volume roads like Belt Line Road, Marsh Lane, and Midway Road, where daily traffic exceeds 30,000 vehicles in some segments.
- Yellow and green dots represent medium or lower-volume streets, like Addison Road, Spring Valley Road, and Quorum Drive, which see between 5,000 and 15,000 vehicles per day.
- The map includes over 90 roadway segments across Addison, helping the Town track where the system is under the most pressure—and where it's operating comfortably.

WHY IT MATTERS

This map helps answer questions like:

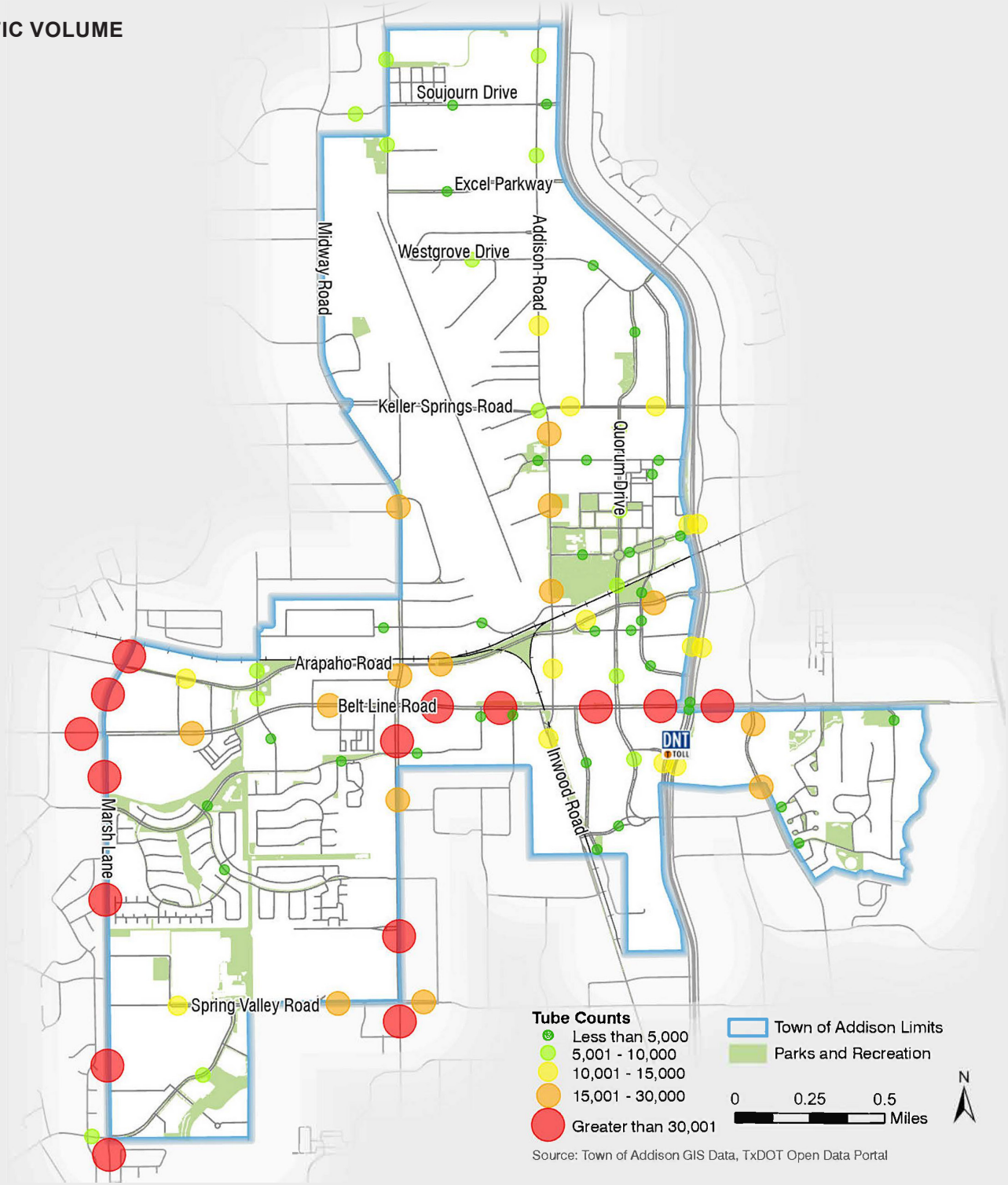
- Which roads carry the most traffic?
- Are there certain segments that may need more lanes, safer crossings, or traffic calming?
- How do residential streets compare to commercial corridors?

WHAT ARE ADDISON'S BUSIEST ROADS?

- Belt Line Road between the Dallas North Tollway and Montfort Drive is the busiest segment in Town, carrying over 45,000 vehicles per day.
- Midway Road, Marsh Lane, and parts of Addison Circle also carry heavy daily volumes, supporting regional traffic as well as local business and residential access.

This data, available to the public through the Town's Traffic Dashboard, gives residents and businesses a better understanding of local mobility patterns—and supports better, data-informed decisions for roadway improvements and planning.

MAP 1. DAILY TRAFFIC VOLUME



TRAFFIC VOLUME GROWTH RATES MAP

Traffic Volume Growth Rate Map shows how traffic volumes have changed across Addison's roadway network over time—specifically from 2018 to 2024. Each roadway segment is color-coded based on its average annual growth rate, helping the Town see where traffic is increasing, staying flat, or declining.

WHERE IS TRAFFIC INCREASING?

Some roadways are seeing steady traffic growth, likely due to nearby development, improved connectivity, or increased activity. Notable growth segments include:

- Landmark Boulevard — up **+7.47%,** likely tied to new activity and development along the corridor.
- Beltwood Parkway — growing by **+2.75%** annually.
- Celestial Road — growing by **3.04%** annually

These increases reflect corridors with more localized traffic, often supporting new housing and retail.

WHERE IS TRAFFIC DECREASING?

Some major roads are seeing small but steady declines in daily traffic, even as the town grows. These trends may reflect a shift toward walkability, shorter trips, and alternative travel options.

Key declines include:

Spectrum Drive **-3.38%**	Dallas Parkway NB **-3.19%**	Quorum Drive **-2.45%**	Montfort Drive **-1.42%**
Keller Springs Road **-3.27%**	Westgrove Drive **-2.73%**	NB Dallas Parkway **-1.55%**	Belt Line Road **-1.04%**

Even Addison Road and Belt Line Road—key auto corridors—show modest decreases, suggesting traffic is spreading across the network or being offset by multimodal travel and proximity to services.

WHY IT MATTERS

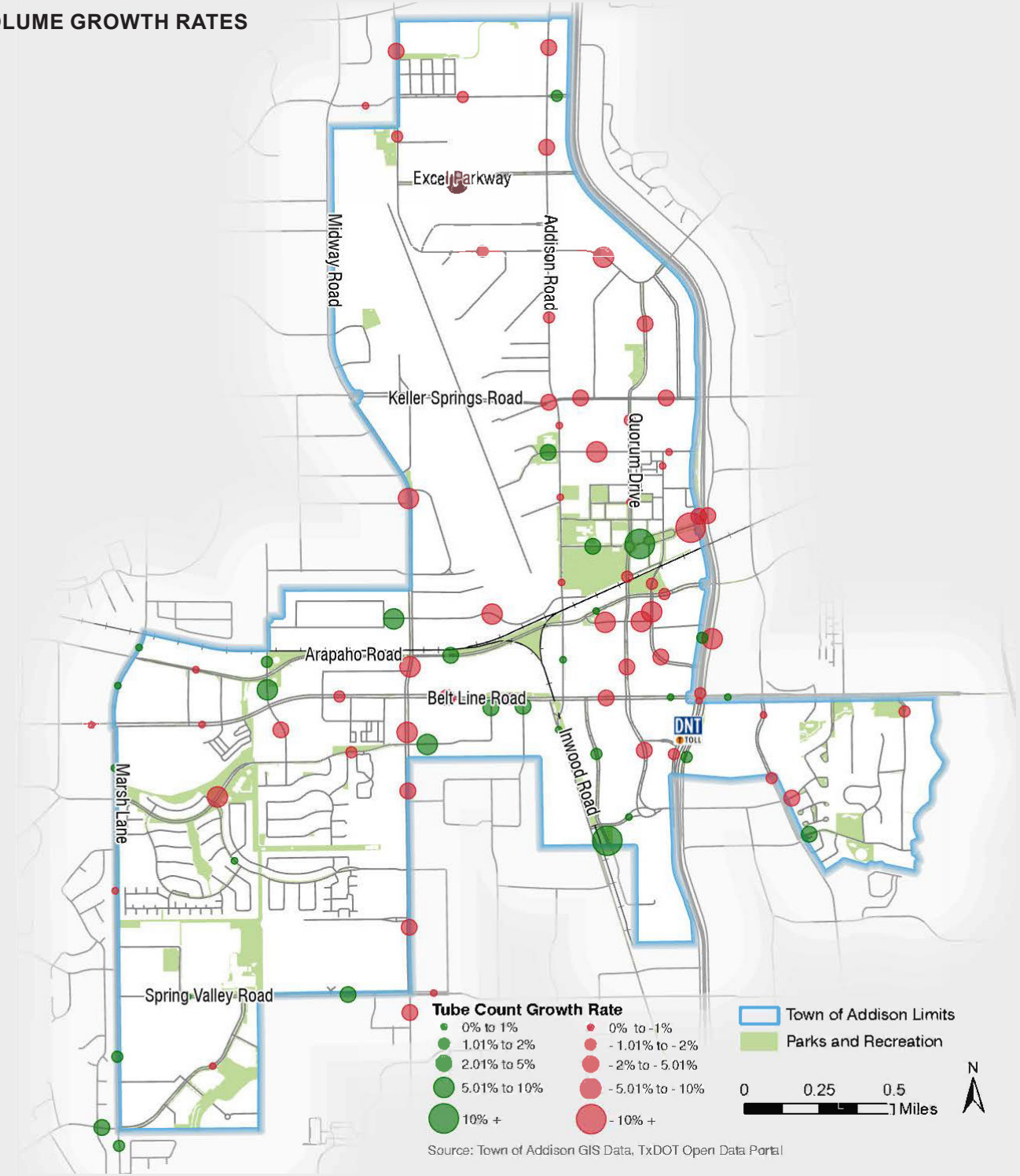
Tracking traffic growth and decline helps Addison:

- Focus safety improvements on growing corridors
- Right-size roadway investments
- Identify areas where travel behavior is changing
- Monitor the effects of redevelopment and land use changes

Combined with volume data, this growth analysis helps the Town support safe, efficient, and adaptable streets that reflect how residents and visitors actually move through Addison today.

- Proactively identify where congestion could emerge
- Prioritize safety upgrades in growing corridors
- Evaluate how redevelopment impacts nearby roadways
- Monitor success in reducing vehicle miles traveled (VMT), a key regional goal

MAP 2. TRAFFIC VOLUME GROWTH RATES



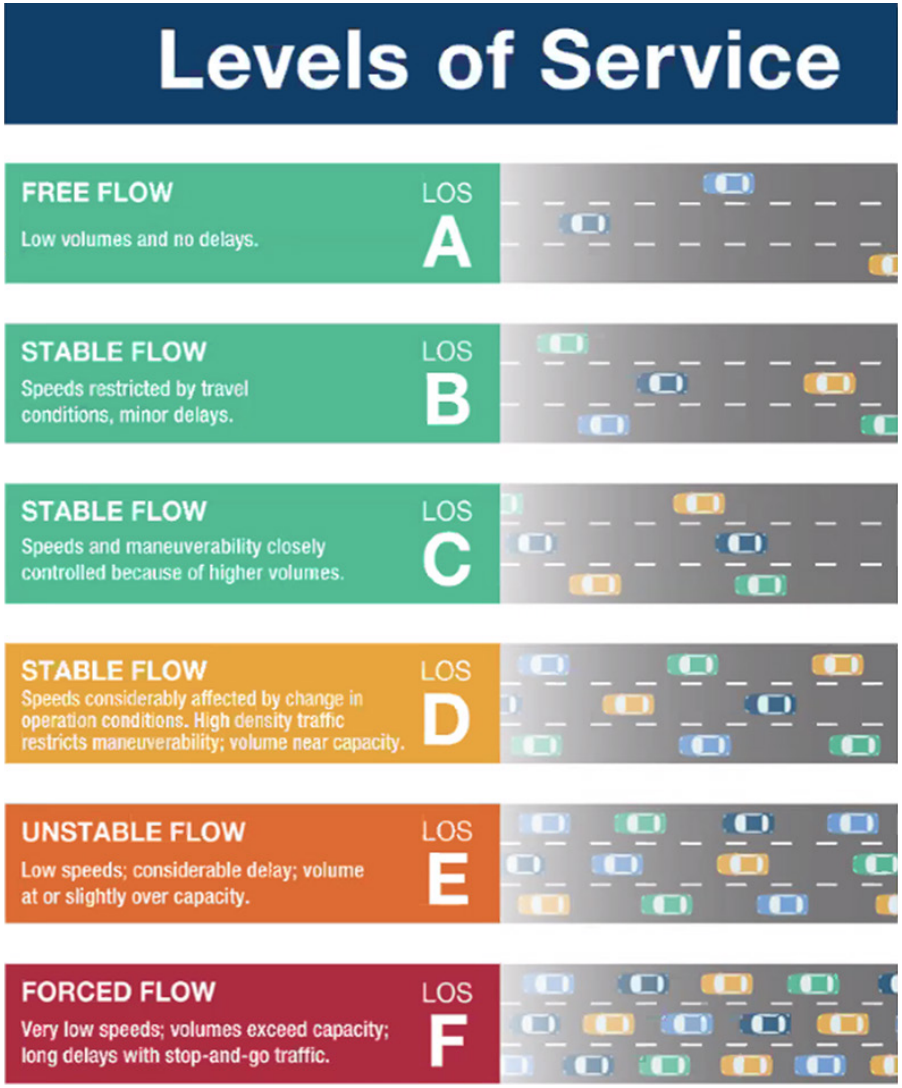
LEVEL-OF-SERVICE

Level-of-service (LOS) is a planning metric used by transportation planners and engineers to evaluate the operational performance of roadways. LOS reflects how well traffic is flowing on a corridor based on the relationship between traffic demand (the number of vehicles using the roadway) and available capacity (how many vehicles the road can handle). This performance is scored on a letter-grade scale from A to F, with LOS A representing free-flowing conditions and LOS F indicating severe congestion or failure.

To calculate LOS, the Town used the most recent 2024 traffic volumes collected through the Town's Traffic Count Program and Dashboard. These volumes were compared against service volume thresholds established by the North Central Texas Council of Governments (NCTCOG), which vary depending on roadway classification (e.g., arterial vs. collector) and number of lanes. This analysis was completed for all public thoroughfares where reliable traffic volume data was available, providing a comprehensive snapshot of systemwide performance.

Per the Town of Addison's policies, **LOS D or better** is considered acceptable. Corridors operating at **LOS E or F** should be evaluated for improvement strategies that may include signal timing adjustments, intersection turn lane modifications, or potential roadway reconfiguration.

FIGURE 5. LEVELS OF SERVICE



Based on this reports operational analysis of all Addison roadway segments:

60%	25%	8.7%	5.8%	0.6%
of segments **operate at LOS A/B**	*of segments* **operate at LOS C**	*of segments* **operate at LOS D**	*of segments* **operate at LOS E**	*of segments* **operate at LOS F**

From a planning-level perspective, **most of Addison's roadway network is performing well.** Over 90% of evaluated segments operate at LOS D or better, suggesting that the existing roadway system has sufficient capacity to meet current demand in most areas. This reflects effective long-term thoroughfare planning, targeted capital investments, and the success of local redevelopment patterns in limiting regional cut-through traffic.

FOCUS AREAS FOR IMPROVEMENT

A small but important share of roadway segments in Addison are experiencing constrained operations and should be considered for targeted interventions. These include:

- **Marsh Lane** (North Town Limit to Vitruvian Way)
- **Westgrove Drive** (Sojourn Drive to Addison Road)
- **Belt Line Road** (Quorum Drive to Dallas North Tollway SBFR)
- **Surveyor Boulevard** (Arapaho Road to Belt Line Road)

Recommended strategies:


Add or extend dedicated left-turn lanes at signalized intersections


Reevaluate signal timing and coordination


Enhance multimodal facilities to encourage short local trips by foot or bike


Explore access management strategies or shared driveways with adjacent parcels

EXISTING LEVEL OF SERVICE MAP

The Existing Level of Service (LOS) Map presents a systemwide snapshot of how Addison's roadway corridors are currently performing based on roadway capacity and vehicle demand. Each segment is color-coded using the LOS scale from A to F, providing a clear picture of where congestion exists and where roadway capacity is being underutilized.

WHAT THE MAP SHOWS

- Green segments represent LOS A-C, where corridors operate efficiently with minimal delay.
- Yellow segments represent LOS D, where moderate to heavy traffic volumes may cause some delay during peak periods.
- Orange and Red segments highlight LOS E and F conditions, where travel demand exceeds available capacity, resulting in significant congestion and delay.
- The analysis is based on 2024 volumes compared to North Central Texas Council of Governments (NCTCOG) service volume thresholds for each functional classification.

WHERE IS CONGESTION OCCURRING?

Most roadways in Addison are operating at acceptable levels, with over 60% of segments rated LOS A or B and only 6% falling into LOS E or F. However, the Town should closely monitor and address the following corridors, which are currently experiencing constrained conditions:

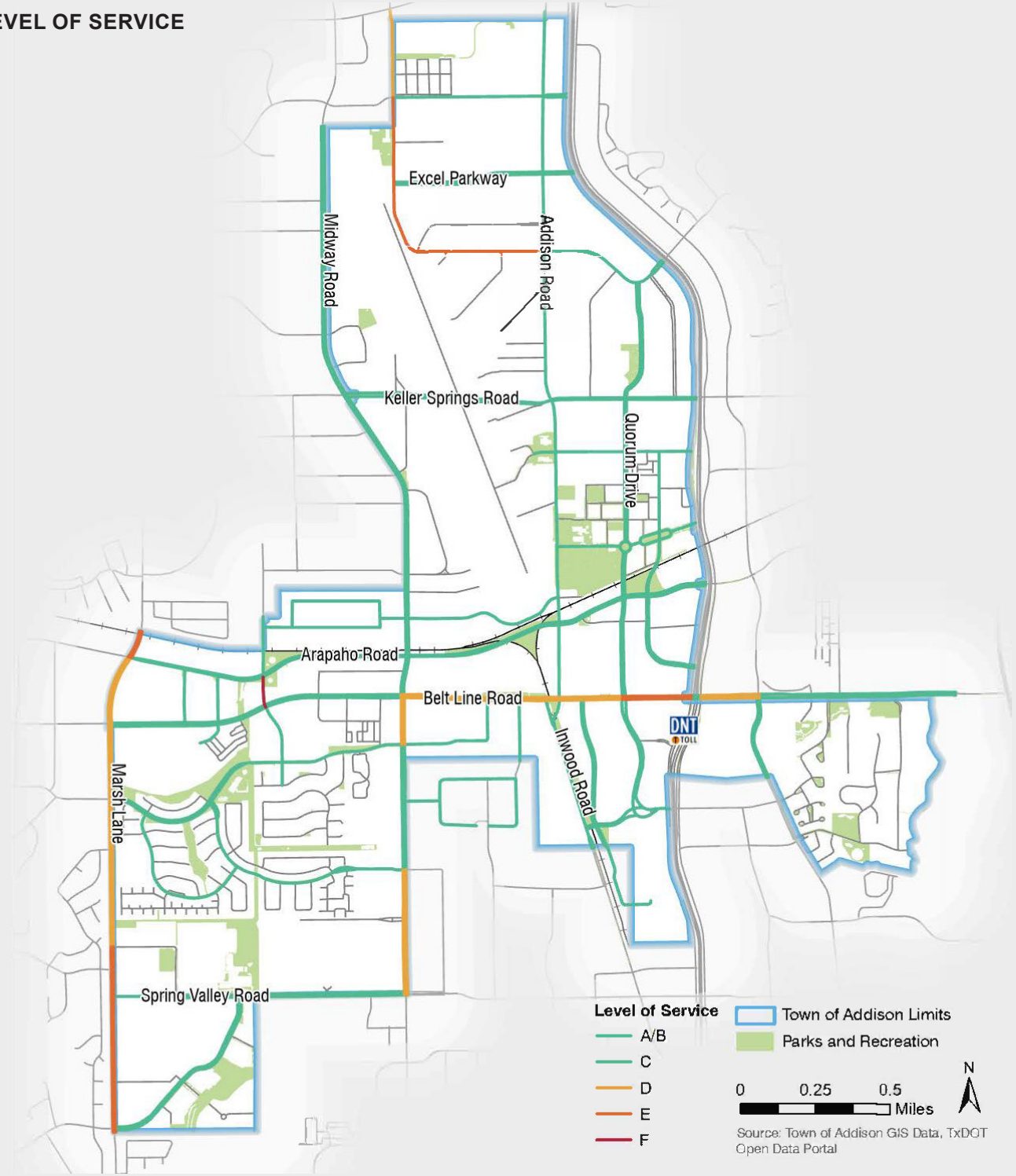
- Marsh Lane
- Belt Line Road
- Westgrove Drive
- Surveyor Boulevard

These locations are identified as candidates for targeted intersection upgrades, added turn lanes, signal timing modifications, or corridor right-sizing evaluations to reduce operational strain.

WHY IT MATTERS

- Understanding LOS conditions helps Addison proactively manage future growth, redevelopment, and infrastructure investment.
- Identification of corridors where roadway operations need immediate attention or long-term capital planning.
- Evaluation of right-sizing opportunities where corridors may be overbuilt relative to current demand.
- Coordination with redevelopment areas, ensuring future growth does not exacerbate existing constraints.
- Prioritization of funding for roadway widening, signal improvements, or multimodal enhancements where appropriate.
- By visualizing system performance in a clear, corridor-by-corridor format, the LOS map supports strategic decision-making and reinforces the Town's commitment to maintaining a high-quality transportation network.

MAP 3. EXISTING LEVEL OF SERVICE



SAFETY DATA

Safety is at the heart of Addison's transportation vision. Over the last five years, the Town has made measurable progress in reducing crashes and protecting all road users. With a data-driven approach and targeted investments, Addison is creating safer streets for everyone who lives, works, and travels here.

A SAFER ADDISON: CRASH TRENDS (2020-2024)

Between 2020 and 2024, Addison experienced a total of 2,585 crashes. While 2021 saw a post-pandemic spike (598 crashes), annual crash totals have declined every year since, reaching just 432 crashes in 2024—a significant improvement.

Even more encouraging:

- 2024 had one fatal crash, the lowest in five years.
- Serious injuries have decreased steadily since 2021.
- Crashes involving pedestrians or cyclists have dropped, with zero fatalities in 2024—a strong sign that investments in trails, crossings, and walkability are working.

WHAT'S CAUSING CRASHES?

Addison tracks the underlying causes of every reported crash. By understanding the "why," the Town can develop more targeted, effective solutions. The most common contributing factors over the past five years were:



Distracted Driving
862



Speed-Related
464



Roadway Departure
409



Impaired Driving
166



Red Light Running
135



At-Risk User (Pedestrian or Cyclist) Involved
43



Serious Injury Crashes
50

As the data shows, driver inattention—often tied to phone use—is the leading factor. That's why the Town is focused on reducing distractions, improving signalized intersections, and lowering speeds where needed to create a safer driving environment.

ENGINEERING & INFRASTRUCTURE

- **Traffic calming** to reduce speeds in neighborhoods and near parks
- **Protected left-turn signals and dedicated turn lanes** at key intersections
- **Divided roadways and medians** to reduce severe crashes
- **Improved lighting, signage, and visibility** for night and low-light conditions

ENFORCEMENT & EDUCATION

- **Increased police presence** along higher-crash corridors (Belt Line, Marsh, and Midway)
- **Public awareness campaigns** around distracted driving and speeding
- **Collaboration with regional partners like NCTCOG** to support regional Vision Zero goals

FOCUS AREAS & SAFETY PRIORITIES

Addison's safety efforts are focused on both prevention and design. The following strategies are being prioritized as part of this plan:

43 **43 crashes** involving pedestrians or cyclists were reported from 2020–2024.

0 **No pedestrian or bicycle fatalities** occurred in 2024, and total pedestrian/bike crashes are trending down.

PROTECTING PEOPLE ON FOOT AND BIKE

Addison is proud of its progress in making the Town safer for people walking and biking.

These results reflect years of investment in trails, sidewalks, protected crossings, and street design that prioritizes people over speed. Addison will continue to expand this work—especially around schools, parks, and transit stations.

FIGURE 6. TOTAL CRASHES IN ADDISON

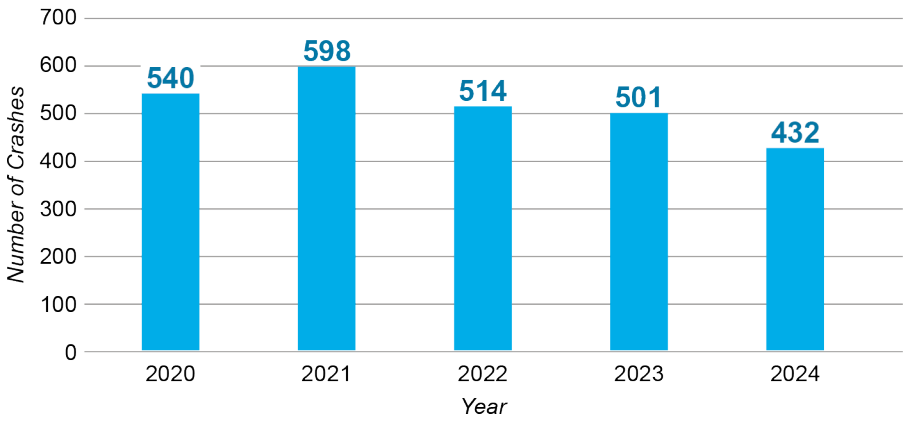
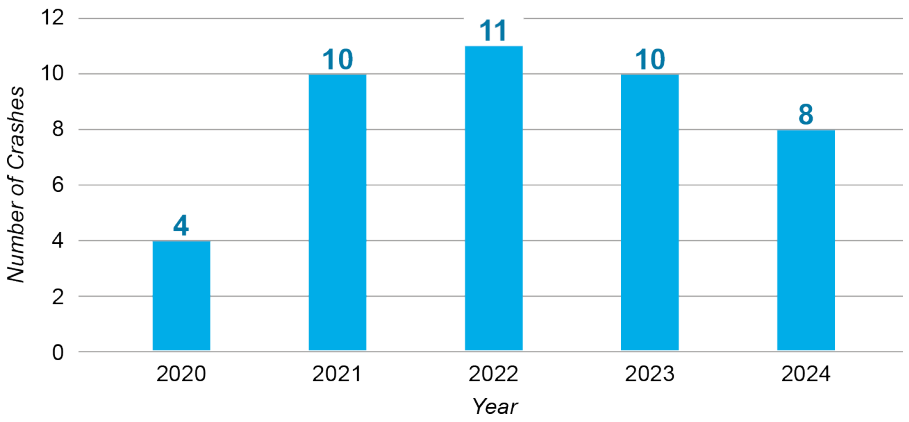


FIGURE 7. TOTAL PEDESTRIAN AND BICYCLE CRASHES IN ADDISON



CRASH HEATMAP

The Crash Heatmap provides a visual overview of where crashes are happening in Addison, using five years of crash data (2020–2024). The map helps the Town identify problem areas—especially at intersections and along busy corridors—and highlights locations where fatal crashes have occurred.

WHAT THE MAP SHOWS

- Red and yellow “heat” areas represent locations with a higher density of crashes.
- Green areas indicate fewer or no crashes.
- Star symbols mark the sites of fatal crashes during the five-year period.

Data covers crashes involving all road users—drivers, passengers, pedestrians, and cyclists.

WHAT WE’VE LEARNED

Crash patterns are not evenly distributed. Instead, they tend to cluster at intersections along:

- Belt Line Road
- Midway Road
- Marsh Lane

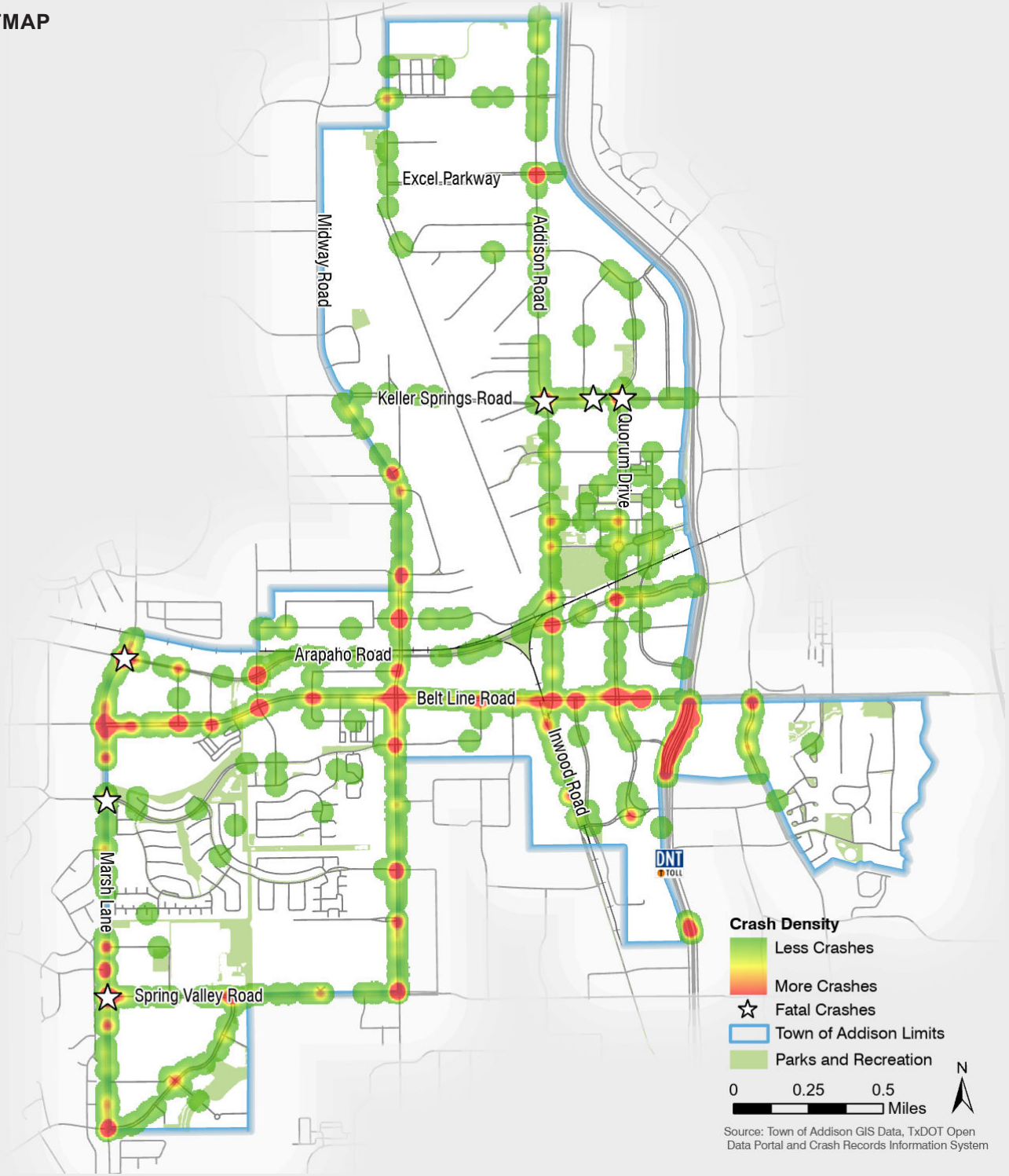
These high-traffic areas are where the Town is focusing efforts to improve signal timing, intersection design, turning movements, and enforcement.

WHY IT MATTERS

This crash heatmap supports the Town’s ongoing goal to:

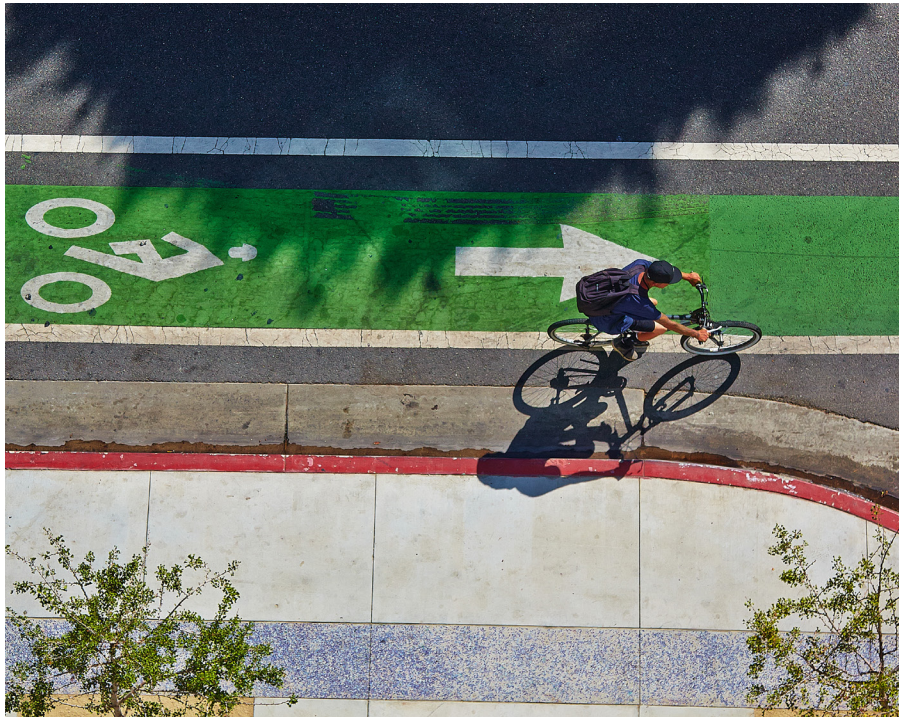
- Target safety improvements where they’re needed most
- Prioritize protected left-turns, traffic calming, and street redesigns
- Coordinate police enforcement and public awareness campaigns
- Prevent future serious crashes—especially in locations with prior fatalities

MAP 4. CRASH HEATMAP



PEDESTRIAN AND BICYCLE ACTIVITY

Addison continues to make meaningful progress toward becoming a walkable, bike-friendly community that supports active lifestyles, short trips, and multimodal transportation. The Town's efforts over the last decade—guided by the 2016 Master Transportation Plan, the City-Wide Trails Master Plan (2021), and most recently Advance Addison 2050—reflect a growing commitment to safe, connected, and accessible infrastructure for people of all ages and abilities. Today, more people are walking and biking in Addison than ever before, and the Town is well positioned to build on that momentum through future investments and policy direction.



Example of a Bike Lane | Source: Adobe Stock

PROGRESS SINCE THE 2016 MTP

The 2016 Master Transportation Plan established an important shift in Addison's approach to mobility. Rather than focusing solely on moving cars, the plan introduced the concept of complete streets and called attention to sidewalk gaps, bicycle infrastructure needs, and the importance of connecting neighborhoods to key destinations without relying on a vehicle. That vision laid the groundwork for the City-Wide Trails Master Plan, which was adopted in 2021 and has since guided a number of strategic trail connections and sidewalk improvements. Addison has prioritized expanding access to parks, transit, and employment centers through a mix of off-street trails and improved on-street facilities. Notably, the Town has worked to link its local trail system with regional corridors such as the Cotton Belt Trail, helping to integrate Addison into the broader North Texas trail network.

The progress made over the last decade reflects not only a response to planning goals, but also to the everyday needs of residents and visitors. More people are choosing to walk or bike in Addison's urban neighborhoods and trail-connected districts, reinforcing the value of these investments. From enhanced crossings to smoother trail surfaces and better signage, infrastructure improvements are steadily making it easier and more enjoyable to move around Addison without a car.

ADVANCE ADDISON 2050: A PEOPLE-FIRST VISION

Building on that foundation, Advance Addison 2050 places walkability, comfort, and connectivity at the center of the Town's transportation future. Community input gathered throughout the planning process made it clear that Addison residents want safe, attractive streets that support active travel. The plan calls for prioritizing sidewalk expansion in key corridors, improving crossing safety near schools and parks, and ensuring that all new development supports comfortable pedestrian and bicycle access. In mixed-use areas like Addison Circle, Vitruvian Park, and future transit-oriented development zones, the plan encourages human-scaled design and amenities that make walking and biking the natural choice for short trips.

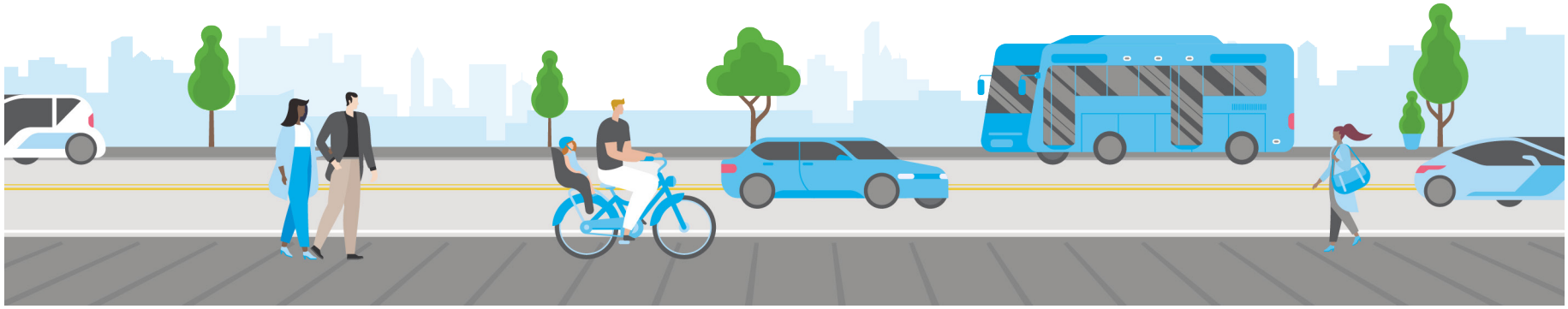
Rather than viewing active transportation as an alternative mode, Advance Addison 2050 treats it as a core component of the Town's mobility network. This approach reflects a national trend among forward-looking communities that recognize the role of walking and biking in supporting sustainability, economic vitality, and health. It also aligns with regional goals set by NCTCOG to reduce vehicle miles traveled, improve air quality, and build complete communities.

ADDISON RESIDENTS WANT

- **Safe streets**
- **Attractive streets**
- **Active travel**

ADVANCE ADDISON 2050 PLANS TO

- **Expand sidewalks in key corridors**
- **Improve crossing safety near schools and parks**
- **Ensure that all new development supports comfortable pedestrian and bicycle access**



PEDESTRIAN TRIP & CRASH LOCATION MAP

Pedestrian Trip & Crash Location Map presents a combined view of pedestrian trip activity and pedestrian crash locations across Addison. This map helps identify where people are walking most often—and where safety interventions may be needed to protect them.

WHAT THE MAP SHOWS

- Heat mapping of pedestrian activity highlights areas with the highest estimated foot traffic based on land use, trail and sidewalk connectivity, and observed travel patterns.
- Star symbols show where pedestrian-involved crashes occurred between 2020 and 2024.
- Together, this map helps the Town target improvements in high-use, high-risk locations.

WHERE ARE PEOPLE WALKING?

The most concentrated pedestrian activity in Addison occurs:

- Along Belt Line Road, particularly near the restaurant district and transit stops
- On Addison Road and Keller Springs Road, especially near the edges of Addison Circle
- Within Addison Circle itself and at Village on the Parkway, where mixed-use development supports walkable destinations

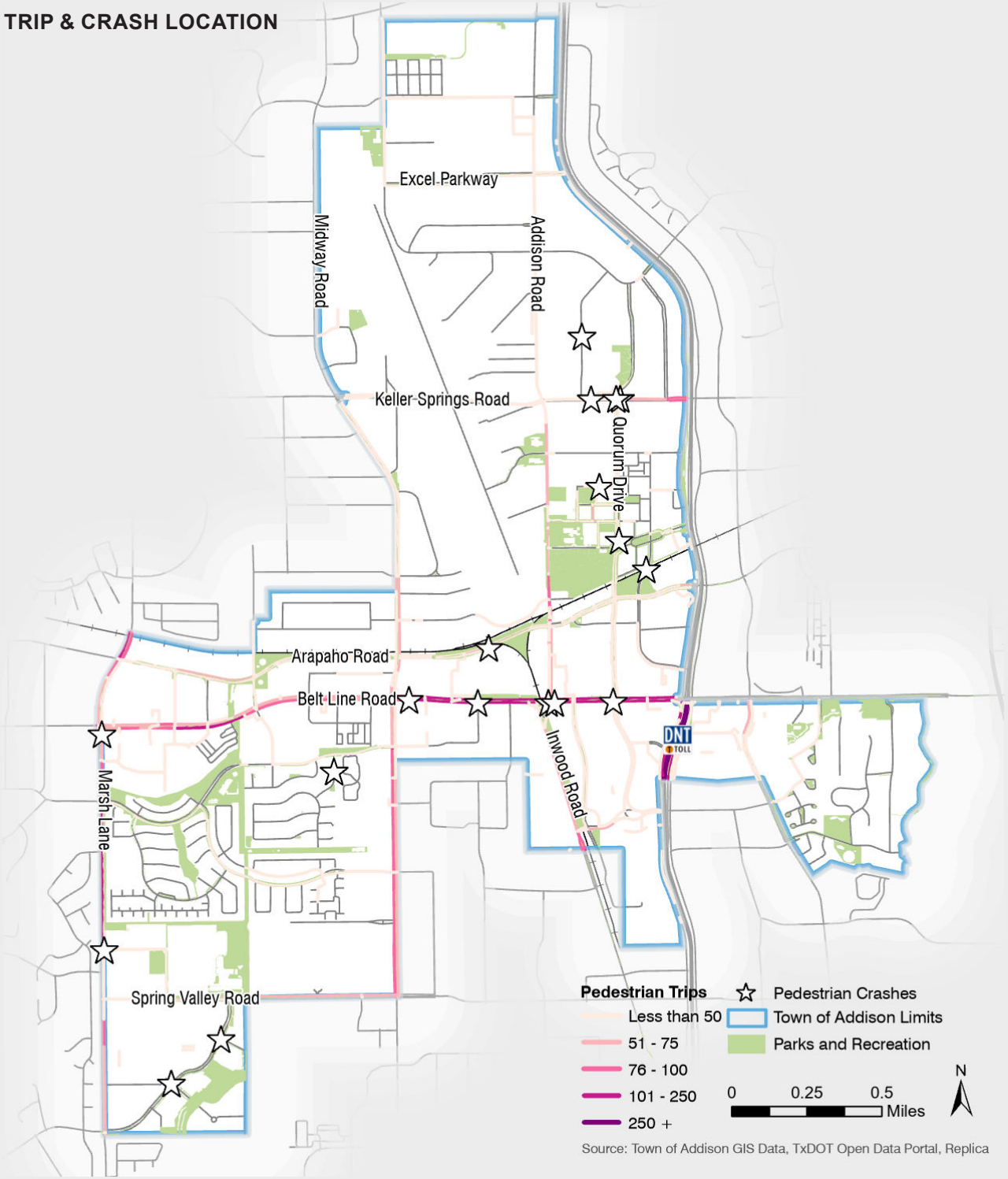
These areas combine residential, commercial, and recreational uses—making walking a convenient and appealing choice for many short trips.

WHY IT MATTERS

Understanding where people walk—and where pedestrian crashes occur—is critical to building a safe, accessible walking network. Map 5 helps Addison:

- Pinpoint locations for new crosswalks, lighting, and signal timing changes
- Prioritize traffic calming and streetscape enhancements in walkable districts
- Ensure that future development supports safe, connected pedestrian access

MAP 5. PEDESTRIAN TRIP & CRASH LOCATION



BICYCLE TRIP & CRASH LOCATION MAP

Bicycle Trip & Crash Location Map illustrates bicycle activity levels throughout Addison alongside locations of reported bicycle-related crashes from 2020 to 2024. This map provides insight into where people are riding bikes—and where safety concerns may not align with current usage patterns.

WHAT THE MAP SHOWS

- Heat zones reflect estimated bicycle trip activity based on trail networks, land use, and observed behavior.
- Crash markers indicate reported collisions involving cyclists over the past five years.
- The map allows Addison to compare bicycle demand with safety outcomes and identify areas for targeted improvements.

WHERE ARE PEOPLE BIKING?

The highest levels of bicycle activity are concentrated in a few key corridors:

- Westgrove Drive, particularly near trail connections and recreational destinations
- Addison Road, a north-south connector with access to trails and employment centers
- Quorum Drive, especially in the Addison Circle area where mixed-use development encourages biking
- Montfort Drive and Arapaho Road, near apartments, shopping, and transit access

These corridors support a mix of commuter and recreational cycling, often linking homes with parks, jobs, and nearby regional trails.

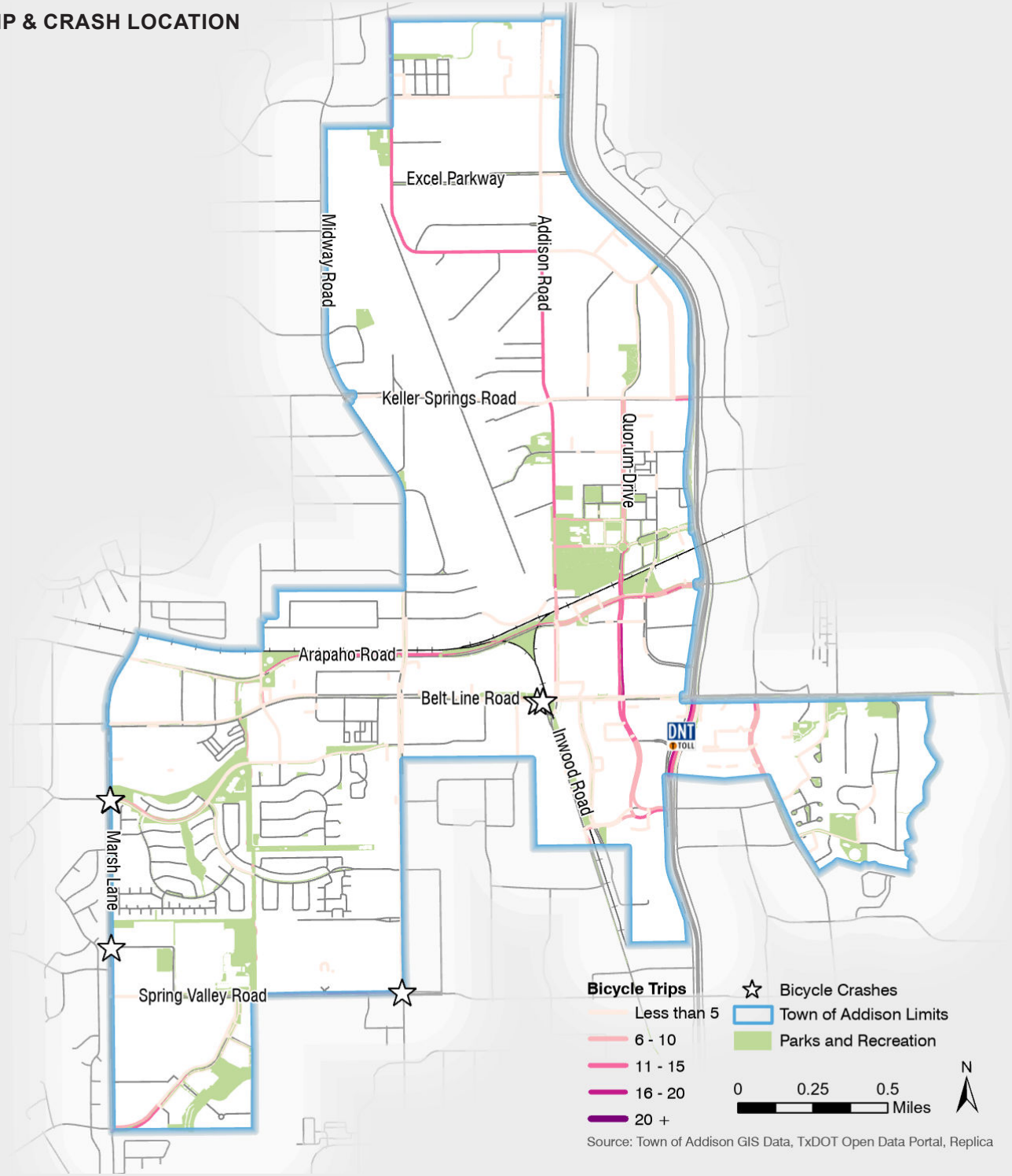
WHY IT MATTERS

Map 6 helps the Town align bike infrastructure investments with safety and demand. It supports Addison's broader goal of encouraging biking as a practical and enjoyable travel option while reducing crash risk through smart design and policy.

Key takeaways from this map will help Addison:

- Improve safety on high-crash corridors like Midway and Marsh, even if current ridership is low
- Prioritize bike facility upgrades and crossings on routes with growing usage, such as Addison Road and Quorum Drive
- Support first- and last-mile connections to regional trails and the DART Silver Line

MAP 6. BICYCLE TRIP & CRASH LOCATION



Source: Town of Addison GIS Data, TxDOT Open Data Portal, Replica

CONSTRAINTS AND OPPORTUNITIES

As Addison continues to evolve as a compact, mixed-use town with both regional economic significance and a growing residential population, its transportation system must adapt to support increasingly diverse needs. The Master Transportation Plan update builds on the foundation laid in 2016, revisiting prior constraints and identifying new opportunities informed by updated data, community input, and emerging best practices.

EVOLVING CONSTRAINTS

Many of the core transportation challenges identified in the 2016 MTP persist today, but several have intensified or shifted in nature:

LIMITED RIGHT-OF-WAY

With the Town largely built out, most roadway corridors have little room for expansion. This makes it challenging to add turn lanes, new sidewalks, or protected bike facilities without repurposing existing lanes or reconfiguring intersections.

TRAFFIC GROWTH IN KEY CORRIDORS

While total traffic volumes are stable across most of the Town, certain corridors—particularly Belt Line Road, Midway Road, and Marsh Lane—continue to experience high levels of congestion and crashes. These corridors are also where many of Addison's key destinations are located, making them critical for all modes.

COMPLEX INTERSECTIONS AND ACCESS POINTS

Intersections with multiple commercial driveways, skewed alignments, or closely spaced signals (e.g., near Addison Circle or Village on the Parkway) create confusion for both drivers and pedestrians.

GAPS IN PEDESTRIAN AND TRAIL NETWORKS

Many survey respondents pointed to missing or narrow sidewalks, poor lighting, and limited connections across major barriers like the Dallas North Tollway or Belt Line Road. While significant trail progress has been made, several links remain incomplete.

INCONSISTENT OPINIONS ON BIKE INFRASTRUCTURE

Public input was mixed on bike infrastructure—with some residents advocating for protected lanes and others opposing them altogether—but nearly all agreed that today's cycling environment lacks clarity and safety. Sharrows are not seen as sufficient, and Midway/Marsh were identified as unsafe for biking.

EQUITY OF ACCESS TO TRANSIT

With the Silver Line rail station now open, gaps remain in first/last-mile connectivity, especially for residents in multifamily developments and commercial workers who rely on walking or bus access to reach destinations.

COMMUNITY FEEDBACK: CONSTRAINTS

Public engagement has highlighted several cross-cutting concerns and areas for improvement:



1. A desire for faster action on sidewalk gaps and crosswalks
2. Strong support for safer pedestrian environments, especially along Belt Line and around Addison Circle
3. Mixed opinions on bike lanes, with some requesting protected lanes on Quorum and others opposing bike infrastructure altogether
4. Concerns over traffic congestion and speeding, especially in areas near new housing
5. Calls for more shaded, walkable areas and better connectivity between neighborhoods and destinations
6. Interest in local shuttle or trolley service, particularly to connect Addison Circle, Vitruvian Park, and Village on the Parkway
7. Emphasis on maintaining existing roads, resurfacing, and better signal timing

> ***Sidewalks are missing in too many places. Please prioritize making it safer to walk to work and school.***
>
> – Survey Response #24

> ***It's hard to get across Belt Line without a car—crossings are far apart or don't feel safe.***
>
> – Open House Comment

> ***There's no safe way to bike through Addison if you're not already on a trail.***
>
> – Survey Response #15

> ***The intersections around Addison Circle are too complex—drivers don't always yield.***
>
> – Open House Dot Board (Intersection Priorities)

OPPORTUNITIES FOR PROGRESS

Despite physical and political constraints, Addison has many strategic advantages it can leverage to improve transportation access and safety:

REDEVELOPMENT AS A MOBILITY CATALYST

As older sites redevelop, the Town can implement new street grids, enhanced sidewalks, left-turn lanes, and transit-supportive infrastructure that aligns with the proposed cross-sections in this MTP.

INTEGRATION WITH THE SILVER LINE STATION

The DART Silver Line rail station brought regional connectivity to Addison for the first time. This presents an opportunity to reimagine last-mile mobility, parking policy, and land use around the station.

A CULTURE OF ENGAGEMENT

Addison residents are deeply involved in local decision-making and have consistently voiced their priorities through surveys, meetings, and public comments. This engaged public can be a powerful ally in implementing transformative projects.

TRAIL AND TRANSIT INVESTMENTS

Addison has positioned itself as a regional trail connector and is actively coordinating with Dallas, Farmers Branch, and NCTCOG to complete multi-city alignments. These partnerships open up funding opportunities and make active transportation a viable alternative to driving.

COMPACT LAND USE

Addison's density and mix of uses make it uniquely suited for multimodal transportation. Many destinations are within a 10-minute bike ride or 20-minute walk—supporting a shift toward shorter trips and reduced vehicle miles traveled.

COMMUNITY FEEDBACK: OPPORTUNITIES

Public feedback revealed several recurring themes about how Addison can build on its strengths and recent progress to improve transportation access, safety, and choice:



1. Support for integrating walkability and biking into new development and redevelopment projects
2. Excitement around leveraging the Silver Line station to create a more connected town center
3. Desire for better trail connectivity between Addison and neighboring cities like Dallas and Farmers Branch
4. Interest in launching a local circulator or shuttle to connect Addison's key destinations
5. Support for using redevelopment as a way to redesign large blocks for better pedestrian access
6. A call to pair trail investments with safer crossings, slower speeds, and more visible pedestrian infrastructure

> ***Redevelopment is the time to fix the street layout—make it easier to walk or bike through these big blocks.***
>
> – Survey Response #37

> ***If we're building a rail station, we should make it the best-connected place in town for walking and biking.***
>
> – Comment from July 10 Open House

> ***Addison's size makes it perfect for a local shuttle or circulator—connect Vitruvian, Addison Circle, and the restaurant district.***
>
> – Survey Response #50

> ***The new trails are great—I just want to see more of them connect into Dallas and Farmers Branch.***
>
> – Comment from Town Hall Booth

CHAPTER 4:

CROSS-SECTION DESIGN STRATEGY

CONTEXT SENSITIVE APPROACH

Context-sensitive design (CSD) is a planning and engineering approach that responds to the physical, cultural, and functional context of a place. It prioritizes the design of transportation facilities that not only support safe and efficient movement but also reflect and enhance their surroundings. This method brings together multiple disciplines and stakeholders to ensure that transportation projects align with the community's identity, character, and values.

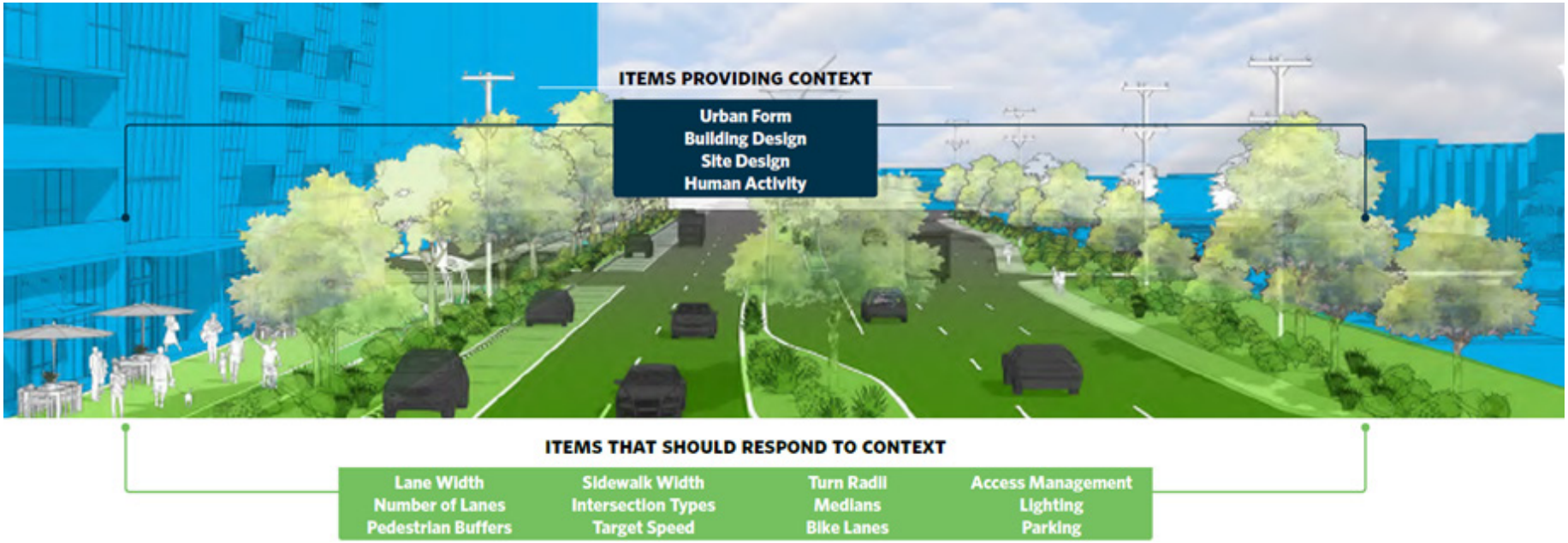
In Addison, context-sensitive design is a central element of both the Comprehensive Plan and this Master Transportation Plan. These documents emphasize the need to tailor street designs to different settings—whether walkable urban districts or quieter residential neighborhoods—based on surrounding land use and desired outcomes.

In areas like Addison Circle, the focus is on supporting vibrant, pedestrian-oriented environments. Streets are designed with wide sidewalks, shade trees, street furnishings, and space for outdoor dining to reflect the mixed-use, high-activity nature of the area. In contrast, residential streets prioritize comfort and safety with narrower travel lanes, landscaped buffers, and targeted pedestrian crossings that maintain the calm character of the neighborhood.

This approach directly supports Addison's Place Types and Spectrum of Change framework identified in Advance Addison 2050 by allowing cross sections to flex depending on context—accommodating high-intensity development in urban areas, preserving neighborhood character in residential zones, and providing space for evolving needs like trails, street furnishings, or transit.

Context-sensitive design is also a key tool in advancing Addison's "People First" principle, improving connectivity and walkability while enhancing fiscal resilience through support for compact, high-value development patterns. As the Town updates the MTP, this approach provides the foundation for a more complete, multimodal network that balances function with quality of place—ensuring that Addison's streets serve not only vehicles, but the full range of users and community priorities.

FIGURE 8. CONTEXT-SENSITIVE DESIGN



FLEXIBLE CROSS-SECTIONS

Recognizing that one size does not fit all, Addison uses flexible cross-section envelopes to guide street design in a way that responds to surrounding land use, transportation function, and community preferences. These envelopes establish a range of dimensions for each street element, allowing the Town to allocate space within the right-of-way based on context—whether it's a quiet residential street, a high-activity urban corridor, or a transitional mixed-use district.

This approach also supports the concept of right-sizing roadways, in which the number or width of travel lanes is evaluated based on actual traffic volumes and desired community outcomes. If a street is found to be overbuilt for its current or projected traffic, it may be appropriate to reduce lane widths or reallocate entire lanes to support other needs such as wider sidewalks, bike facilities, transit stops, on-street parking, or landscaping. This not only improves safety and comfort for non-motorized users but can also enhance the public realm and support local economic activity.

In walkable or mixed-use areas, flexibility allows the Town to enhance public space and prioritize other modes through features such as:

- Wide sidewalks and furnishing zones for street trees, outdoor dining, and pedestrian comfort;
- On-street bike lanes or shared-use paths to support active transportation;
- Transit stops with shelters, seating, and ADA-compliant access;
- Narrower vehicle lanes or reduced lane counts to calm traffic and increase pedestrian safety;
- Public realm improvements like lighting, benches, or parklets that foster social activity and vibrancy.

In contrast, on key arterials or corridors where higher volumes of traffic are expected, the same envelope can be adapted to preserve vehicular function while improving comfort and safety through:

- Dedicated or shared turn lanes to maintain roadway capacity and manage congestion;
- Landscaped medians or channelized intersections for smoother operations and safety;
- Sidewalk buffers or planting strips that physically separate pedestrians from moving traffic;
- Clearly defined access points and driveway consolidation to reduce conflict and improve flow.

FIGURE 9. EXAMPLE OF A CROSS-SECTION



The table below outlines the typical elements that may be included in a street cross-section envelope, along with recommended minimum and maximum widths. This structured flexibility allows Addison to adapt street designs to the needs and character of each corridor

TABLE 1. STREET CROSS-SECTION DESIGN ELEMENTS

COMPONENT	DESCRIPTION	MINIMUM WIDTH	MAXIMUM WIDTH
Travel Lane	General-purpose lane on a roadway for vehicles and bicycles.	10 ft	14 ft
Median	Raised or flush divider between travel lanes. May include landscaping or turn bays.	7 ft (minimum) 4 ft (with Left-Turn)	20 ft (landscaped or turn lane)
Turn Lane	Dedicated center or right turn lane.	10 ft	12 ft
Bike Lane	Designated on-street bicycle facility, striped or buffered.	5 ft	12 ft (buffered)
Sidewalk	Pedestrian zone adjacent to curb or parkway.	5 ft	8 ft
Enhanced Sidewalk	Wider sidewalks for high-pedestrian areas (mixed-use, downtown).	8 ft	15 ft
Parkway/Buffer	Landscaped or hardscape buffer between curb and sidewalk; may include street trees.	3 ft 5 ft (for new development)	10 ft
Parking Lane	On-street parallel parking.	7 ft	13 ft (accessible or buffered)
Curb and Gutter	Concrete edge treatment for drainage and vehicle control.	1.5 ft	2 ft
Shared-Use Path	Multi-use facility for bikes and pedestrians.	10 ft	14 ft
Streetscape Zone	Additional space adjacent to sidewalks for benches, lights, bike racks, trash cans, tree wells, etc.	4 ft	None
Transit Stop	Clear boarding area; may include shelter, seating, and ADA access zone.	6 ft	15 ft
Two-Way Cycle Track	A physically separated, bidirectional bicycle facility, distinct from sidewalks and travel lanes.	10 ft	14 ft

TYPICAL CROSS SECTIONS

The Town of Addison's street network is designed to serve a dual purpose: facilitating regional mobility and providing local access. To achieve this balance, the Town has developed a comprehensive framework of typical street sections that guide right-of-way (ROW) dedication and context-sensitive street design. These typical sections are integral to the Town's long-term planning strategy, ensuring that new developments and capital improvement projects contribute to a cohesive and efficient transportation system.

Each typical section is tailored to accommodate the unique characteristics and demands of its corresponding street classification. The classifications include:

1

Principal Arterial

High-capacity corridors facilitating regional traffic flow.

2

Minor Arterial

Roadways connecting neighborhoods and commercial areas.

3

Urban Collector

Streets supporting multimodal travel within walkable centers.

4

Residential Collector

Roads linking local streets to arterials, balancing traffic volumes with multimodal access.

5

Urban Local

Streets in mixed-use, walkable areas with high pedestrian activity.

6

Residential Local

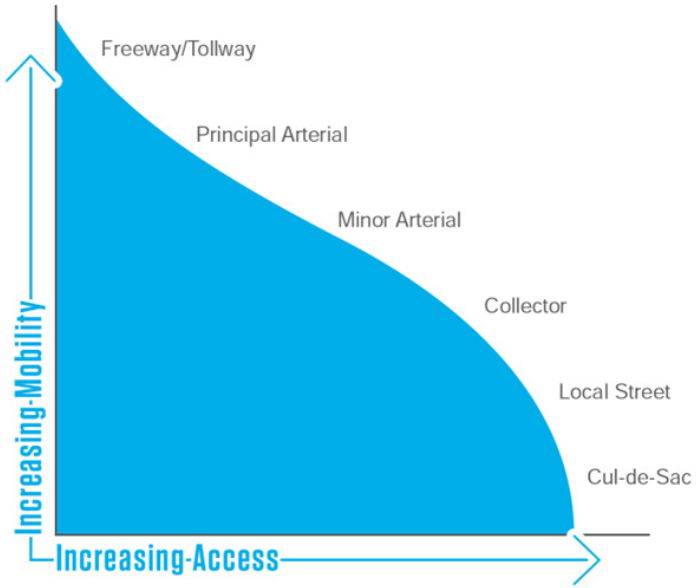
Neighborhood streets prioritizing pedestrian comfort and local access.

These typical sections are not prescriptive but provide a range of acceptable dimensions and optional design features. This flexibility allows for adaptation to local conditions, ensuring that the final street design supports Addison's overarching vision of safe, efficient, and attractive streets for all users.

In areas where existing ROW is insufficient to meet the minimum standards outlined in these typical sections, the Town may utilize easements to achieve the desired street dimensions. This approach ensures that the necessary space is available for future transportation needs without compromising current land use.

By implementing these typical sections, Addison aims to create a transportation network that accommodates all modes of travel, supports economic development, and enhances the quality of life for its residents.

FIGURE 10. MOBILITY-ACCESSRELATIONSHIP



PRINCIPAL ARTERIAL

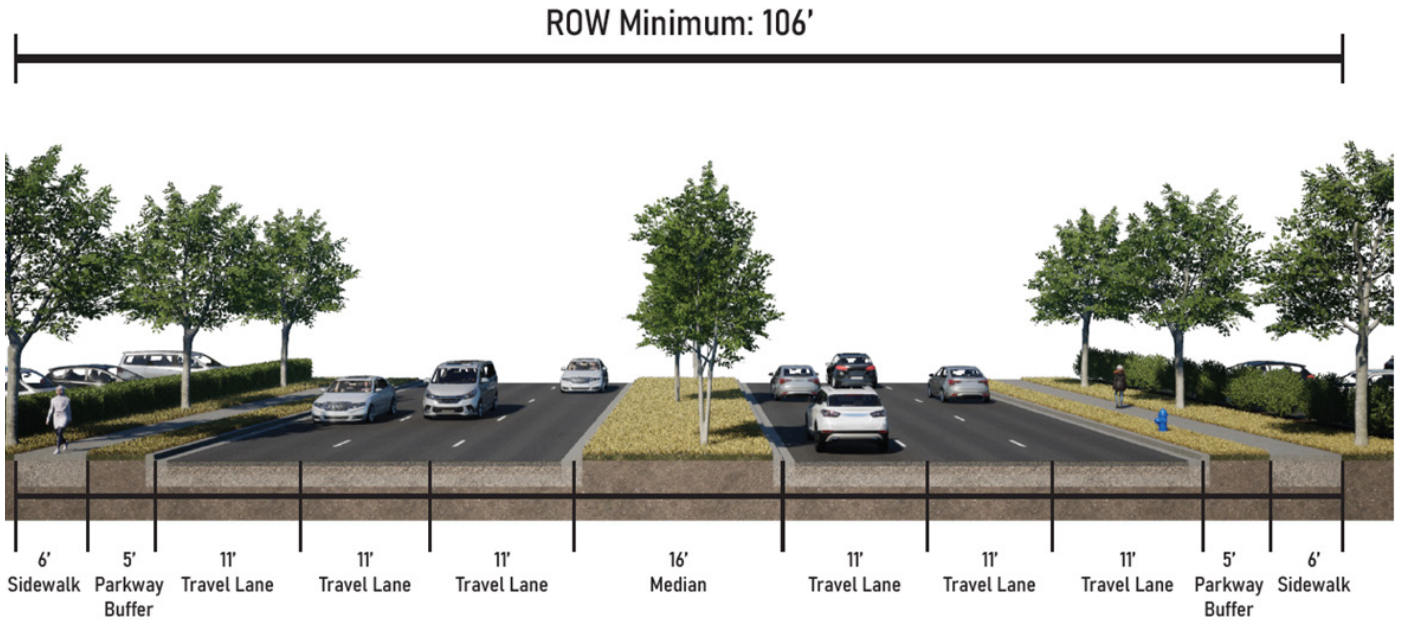
Description: Principal Arterials are the highest-capacity streets in the city network, connecting major destinations and carrying significant volumes of commuter, freight, and transit traffic. These corridors must balance efficient movement with safety and multimodal access, providing a durable, future-ready streetscape framework.

Implementation Note: Principal Arterials should support regional mobility and be designed to safely accommodate the highest volumes of all travel modes. Transit lanes and enhanced bus stop zones can be considered on high-frequency corridors. Bicycle facilities, if present, should be separated and physically protected where feasible, with wide shared-use paths as a preferred alternative in constrained corridors. Median treatments should balance turning movements with safety and may be landscaped to improve corridor identity. Access management and signal coordination should be used to ensure smooth and safe traffic flow.

TABLE 2. PRINCIPAL ARTERIAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	106 ft
	Right-of-Way Maximum	130 ft
	Pavement Width	72–90 ft
Streetscape	Sidewalk	6–10 ft
	Parkway Buffer	5–10 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	4–6
	Lane Widths	10–12 ft
	Median Width	15 –20 ft (5ft if adjacent to turn lane)
General	Design Speed	40–45 mph
	Design Service Volumes	30,000–45,000+ vpd

FIGURE 11. PRINCIPAL ARTERIAL COMPONENTS



MINOR ARTERIAL

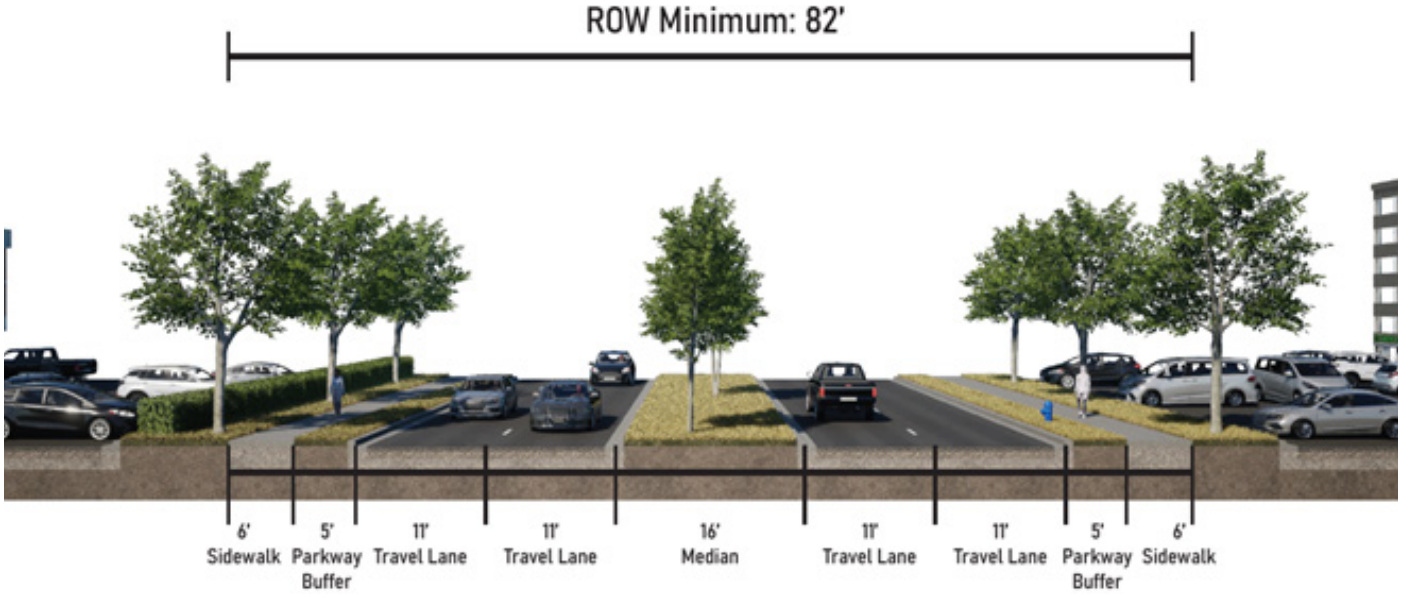
Description: Minor Arterials provide regional connections between neighborhoods and commercial areas. These streets serve higher volumes of traffic and accommodate multiple modes, including transit and protected bike facilities. Medians and turn lanes improve traffic flow, while wide sidewalks and buffers enhance pedestrian comfort.

Implementation Note: Minor Arterials should provide multimodal regional access while accommodating high vehicle volumes. ROW should consider future transit upgrades and dedicated bike facilities. Dedicated left-turn lanes and landscaped medians should be included where space allows to support safe turning movements and reduce conflicts. Separated side paths should be prioritized in constrained environments to maintain safe and comfortable bike travel. Streetscape elements like wide sidewalks and buffers are critical to create a safer and more pleasant pedestrian environment, especially near bus stops and intersections.

TABLE 3. MINOR ARTERIAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	82 ft
	Right-of-Way Maximum	110 ft
	Pavement Width	60–72 ft
Streetscape	Sidewalk	6–10 ft
	Parkway Buffer	6–15 ft (Enhanced)
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	4–6
Flex Space	Lane Widths	10–12 ft
	Median Width (If Applicable)	15–20 ft (5ft if adjacent to turn lane)
General	Design Speed	35–40 mph
	Design Service Volumes	15,000-30,000 vpd

FIGURE 12. MINOR ARTERIAL COMPONENTS



URBAN COLLECTOR

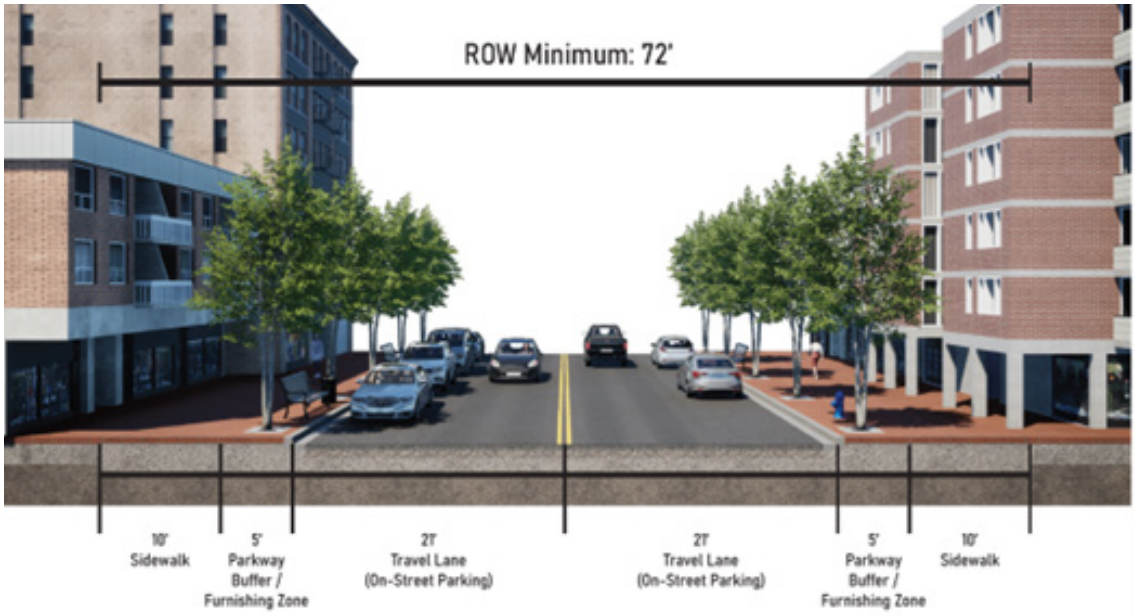
Description: Urban Collectors function as key multimodal corridors within walkable centers or transitioning urban areas. These streets are designed to support high pedestrian activity, accommodate bicycles, and serve emerging transit and curbside needs.

Implementation Note: Urban Collectors should prioritize multimodal travel and balance flexibility with safety. ROW should protect for future transit, bikeways, and pedestrian enhancements. Where high pedestrian activity exists, curbside space should support enhanced crossings, furnishings, or stormwater planters. Bicycle facilities may be raised, buffered, or integrated with shared-use paths depending on the corridor function. Active curbside zones should remain flexible to support deliveries, rideshare, or future transit service.

TABLE 4. URBAN COLLECTOR COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	72 ft
	Right-of-Way Maximum	100 ft
	Pavement Width	44–60 ft
Streetscape	Sidewalk	8–15 ft (Enhanced)
	Parkway Buffer	Minimal or replaced by furnishings
	Streetscape Zone	4–8 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2–4
	Lane Widths	10–11 ft
General	Design Speed	30–35 mph
	Design Service Volumes	10,000–20,000 vpd

FIGURE 13. URBAN COLLECTOR COMPONENTS



RESIDENTIAL COLLECTOR

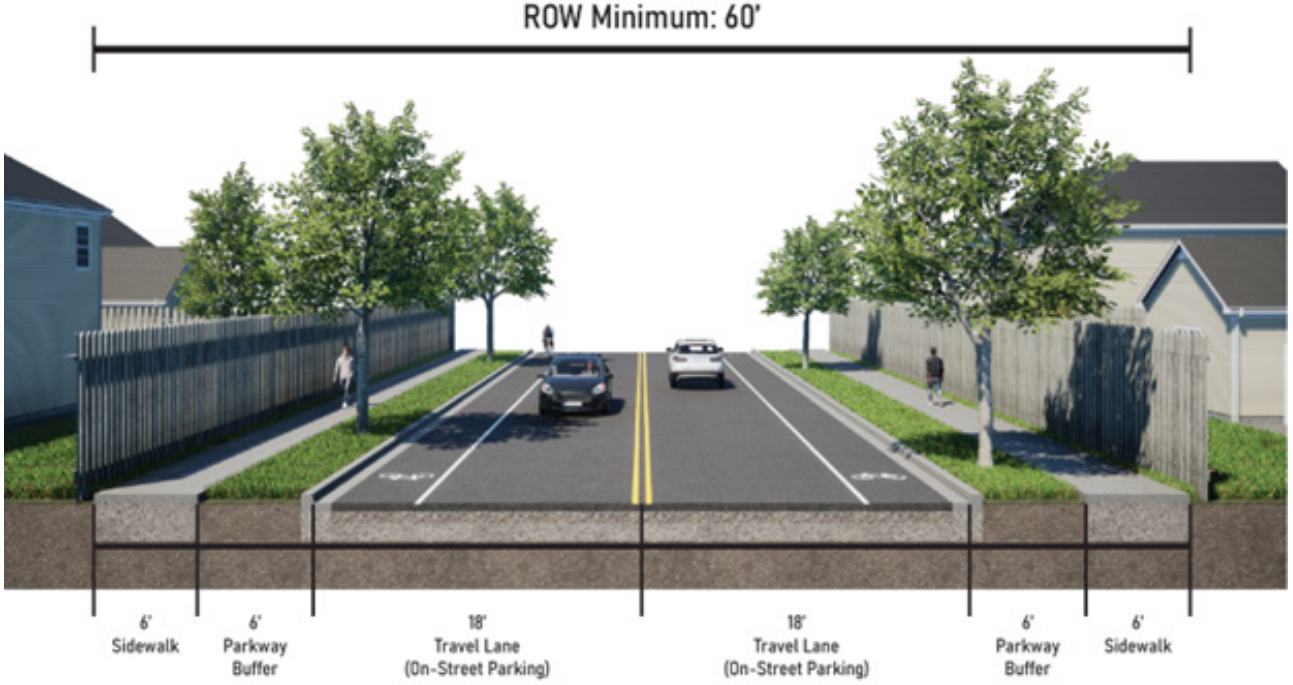
Description: Residential Collectors connect local streets to arterials and are designed to balance low to moderate traffic volumes with multimodal access. They serve key community destinations and can provide space for bicycle facilities and traffic calming elements like medians or crossing islands.

Implementation Note: Final cross-section design will be determined during project development through a context-sensitive approach. However, ROW dedication should follow the maximum width to ensure the Town's long-term transportation vision can be realized. For Residential Collector streets: Bike lanes may be used instead of parking lanes where appropriate. These trade-offs should be determined through a public engagement process. Parking lanes may be removed at key intersections to accommodate a dedicated turn lane for improved access to major roadways.

TABLE 5. RESIDENTIAL COLLECTOR COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	60 ft
	Right-of-Way Maximum	80 ft
	Pavement Width	36–44 ft
Streetscape	Sidewalk	5–6 ft
	Parkway Buffer	3–6 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2–3
	Lane Widths	10–11 ft
General	Design Speed	25–30 mph
	Design Service Volumes	5,000–10,000 vpd

FIGURE 14. RESIDENTIAL COLLECTOR COMPONENTS



URBAN LOCAL

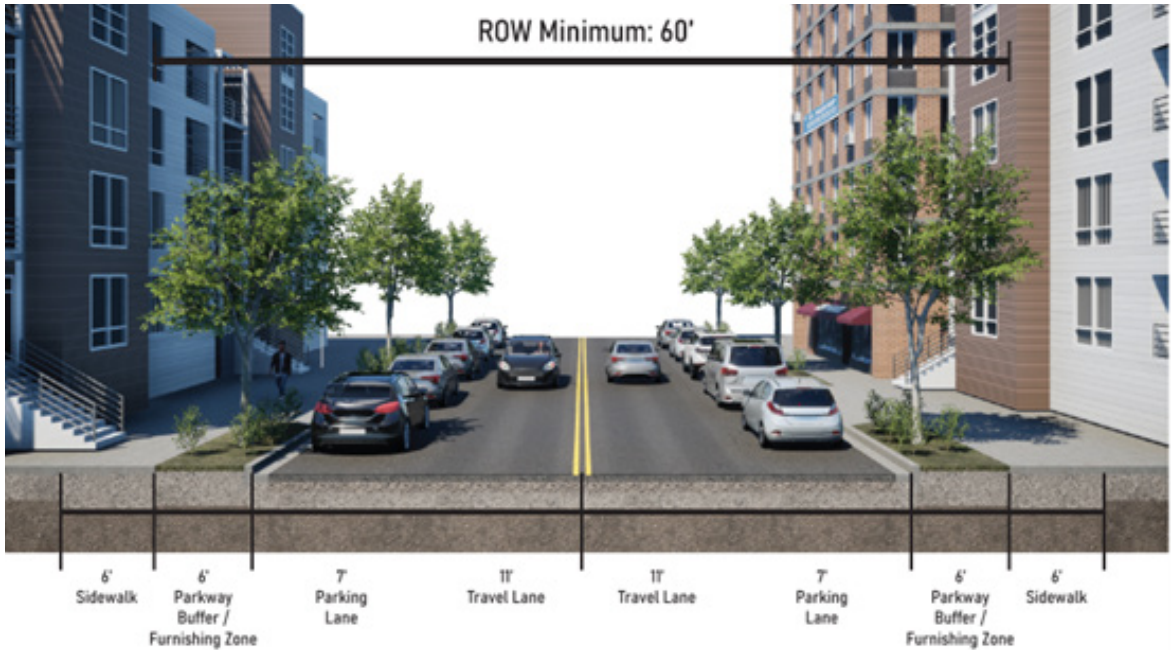
Description: Urban Local streets are intended for mixed-use and walkable areas with higher pedestrian activity than Residential Local streets. These streets prioritize wide sidewalks, parkway space can be replaced with streetscape zones, and the roadway should provide parking on both sides of the street to support adjacent land uses and ground-floor activity.

Implementation Note: Urban Local streets should integrate active design elements that reflect high levels of pedestrian activity and mixed-use development. Parking on both sides should be maintained where feasible but may transition to bike lanes, loading zones, or expanded pedestrian areas. Pedestrian-friendly tools such as bulb-outs, midblock crossings, and raised intersections should be heavily considered to enhance safety and access near ground-floor activity.

TABLE 6. URBAN LOCAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	60 ft
	Right-of-Way Maximum	70 ft
	Pavement Width	36–40 ft
Streetscape	Sidewalk	6–12 ft (enhanced)
	Parkway Buffer	Minimal or replaced by furnishings
	Streetscape Zones	4–8 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2
	Lane Widths	10–11 ft
General	Design Speed	25 mph
	Design Service Volumes	<5,000 vpd

FIGURE 15. URBAN LOCAL COMPONENTS



RESIDENTIAL LOCAL

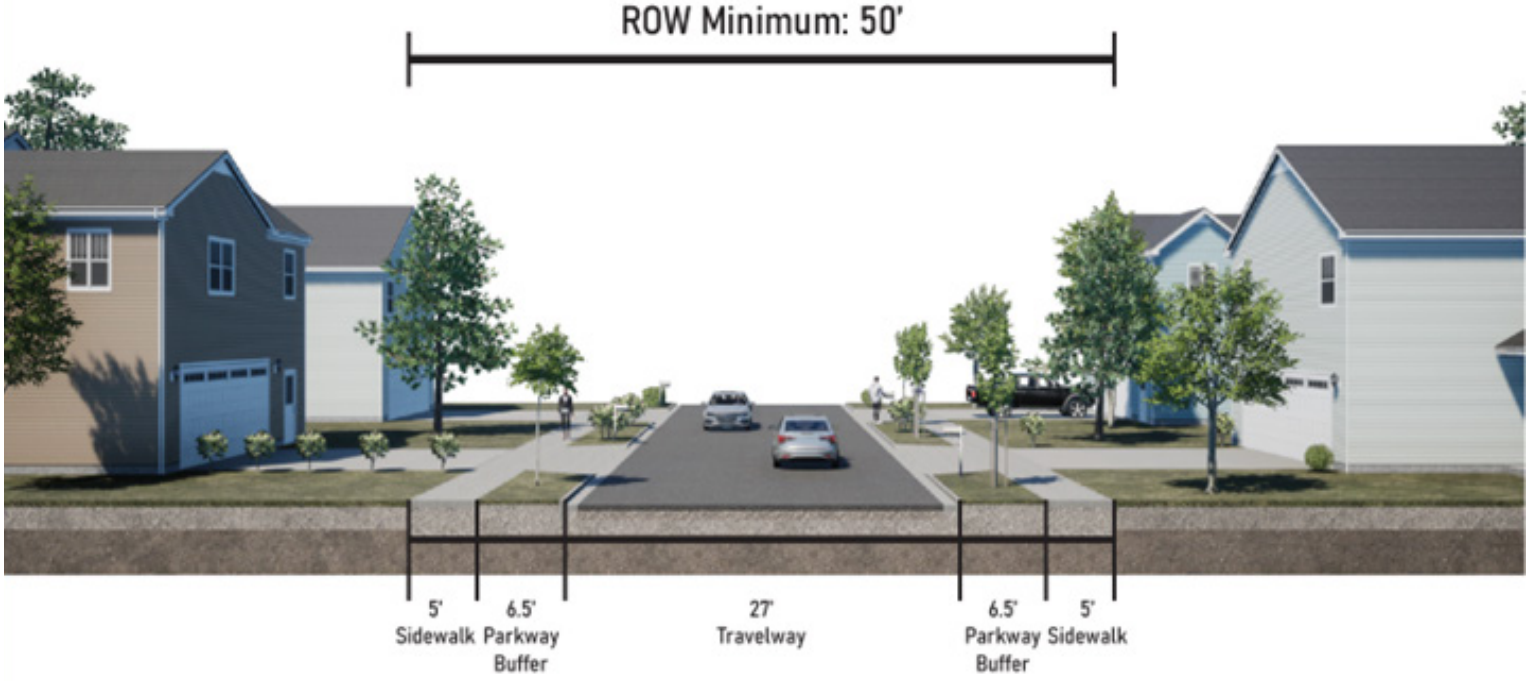
Description: Residential Local streets serve neighborhoods with low vehicle volumes and prioritize pedestrian comfort, tree planting, and local access. Sidewalks and street trees create a welcoming environment, while travel lanes accommodate shared bicycle use.

Implementation Note: Final cross-section design will be determined during project development through a context-sensitive approach. However, ROW dedication should follow the maximum width to ensure the Town's long-term transportation vision can be realized.

TABLE 7. RESIDENTIAL LOCAL COMPONENTS

CATEGORY	COMPONENT	RANGE
Width	Right-of-Way Minimum	50 ft
	Right-of-Way Maximum	60 ft
	Pavement Width	26–30 ft
Streetscape	Sidewalk	5–6 ft
	Parkway Buffer	3–7 ft
	Curb & Gutter	1.5–2 ft
Travelway	Number of Lanes	2
	Lane Widths	10–11 ft
General	Design Speed	25–30 mph
	Design Service Volumes	<2,000 vpd

FIGURE 16. RESIDENTIAL LOCAL COMPONENTS



TRANSPORTATION TECHNICAL STANDARDS



View the Transportation Technical Design Standards Report

The Town of Addison's Transportation Technical Standards serve as the authoritative guide for the design and evaluation of roadways and transportation infrastructure within the town. This document is essential for engineers, planners, and developers engaged in new roadway designs or assessing the transportation impacts of proposed developments.

The Transportation Technical Standards provide comprehensive requirements and guidelines to ensure that transportation infrastructure in Addison is safe, efficient, and consistent with the town's planning objectives. These standards apply to all new roadway designs and to the evaluation of transportation aspects in new developments. They are intended to align with the Town of Addison's Master Transportation Plan and other relevant planning documents.

The standards encompass various aspects of transportation design, including:

- **Roadway Classifications:** Defining different types of streets (e.g., major arterials, minor arterials, collectors, local streets) and their intended functions.
- **Design Criteria:** Specifications for lane widths, shoulder widths, curb and gutter designs, and other geometric features.
- **Access Management:** Guidelines for the spacing and design of driveways, median openings, and intersections to optimize traffic flow and safety.
- **Traffic Control Devices:** Standards for the placement and design of signs, signals, and pavement markings.
- **Pedestrian and Bicycle Facilities:** Requirements for sidewalks, crosswalks, bike lanes, and related infrastructure to support non-motorized transportation.
- **Lighting and Landscaping:** Standards for street lighting placement and landscaping to enhance safety and aesthetics.

The table below summarizes typical spacing guidelines for various street types in Addison, as outlined in the Transportation Technical Standards. These guidelines are subject to the latest edition of the standards and may be adjusted based on specific project requirements.

TABLE 8. SPACING REQUIREMENTS

STREET TYPE	MEDIAN OPENING SPACING	PREFERRED SIGNAL SPACING	DRIVEWAY SPACING	LIGHTING SPACING	LIGHTING SETBACK FROM MEDIAN NOSE
Principal Arterial	400–600 ft	1,320 ft	200 ft	150 ft	30 ft
Minor Arterial	400–600 ft	1,320 ft	200 ft	150 ft	30 ft
Urban Collector	350–600 ft	1000 ft	150 ft	150 ft	30 ft
Residential Collector	350–600 ft	1000 ft	20 ft	150 ft	30 ft
Urban Local	N/A	N/A	20 ft	100 ft	N/A
Residential Local	N/A	N/A	20 ft	100 ft	N/A

Access spacing standards should be considered early in the planning and design phases of a development or roadway project. They are tailored to each roadway classification and should be balanced with site access needs, traffic volumes, and adjacent land uses. While the spacing values provided in the accompanying table reflect preferred minimums, adjustments may be warranted based on operational analyses, topography, or specific development conditions. All deviations must be reviewed and approved by the Town of Addison's Public Works and Engineering Department.

CHAPTER 5:

TRANSPORTATION SYSTEM PLAN

THOROUGHFARE PLAN MAP

The Thoroughfare Plan Map defines the functional classification of Addison's Street network and sets expectations for the scale and connectivity of future transportation infrastructure. While the majority of the roadway classifications established in the 2016 Master Transportation Plan remain consistent, this update incorporates several key changes intended to better align Addison's mobility system with its evolving development patterns, fiscal realities, and community aspirations.

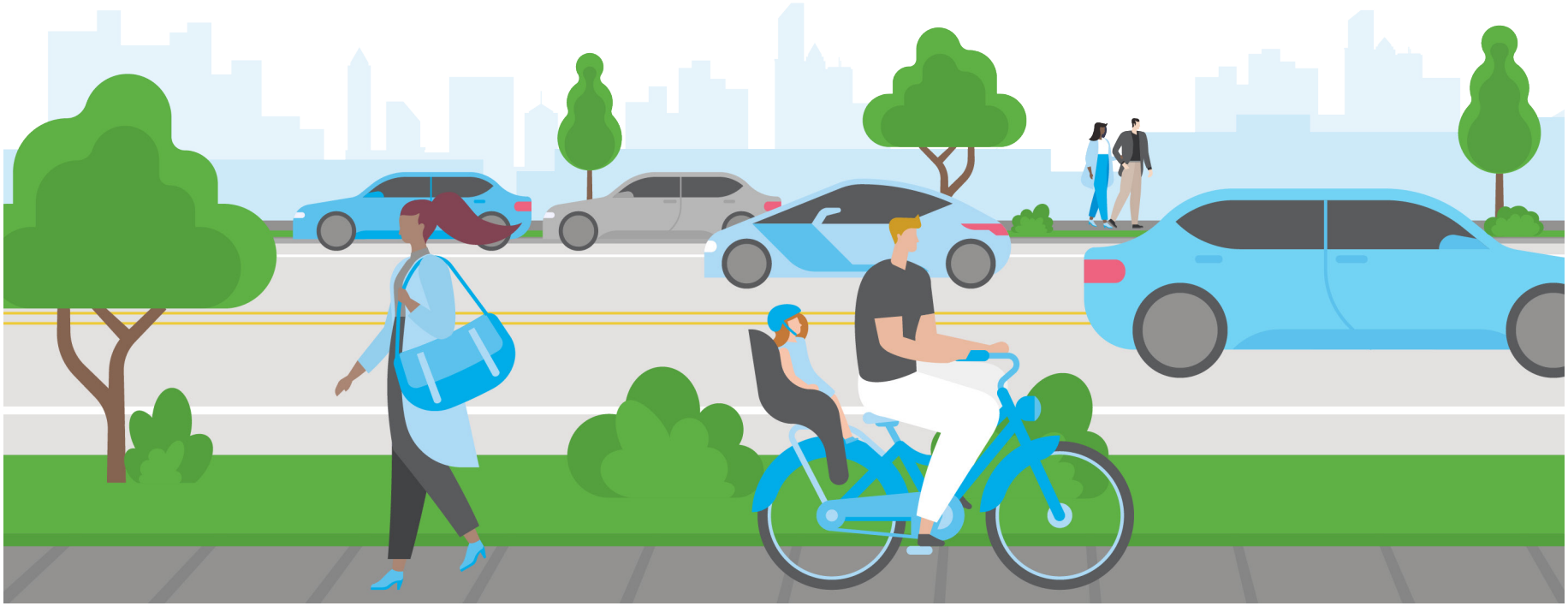
Most notably, Commercial Collector roadways have been reclassified as Urban Collector to reflect a more walkable, mixed-use context, and to clarify the expected design character of these corridors as they evolve. This change also supports Addison's broader goals to reduce vehicle miles traveled, improve multimodal connectivity, and increase the economic productivity of existing corridors.

Street Classifications

- Toll
- Principal Arterial
- Minor Arterial
- Urban Collector
- Residential Collector
- Residential Local
- Urban Local

Additionally, the Urban Local classification has been added. This new typology recognizes the need for lower-speed, pedestrian-oriented streets in dense, mixed-use areas such as Addison Circle and future transit-oriented development zones. Urban Local streets prioritize safety, comfort, and access for people walking and biking, and are a key element in the Town's efforts to develop more complete, compact, and connected neighborhoods.

These classifications are illustrated in the updated Thoroughfare Plan Map (see page 56), which shows both existing and planned alignments. This map should be interpreted in conjunction with the Place Types and Spectrum of Change Maps and cross section guidance found in the Cross-Section Design Strategy section.



PROPOSED THOROUGHFARE PLAN MAP

The Proposed Thoroughfare Plan map defines the functional classification of all public streets in Addison and guides long-term roadway design and infrastructure investment. It reflects both existing conditions and future expectations for development, mobility, and context-sensitive design. The map includes roadway classifications such as Principal Arterial, Minor Arterial, Urban Collector, Residential Collector, Residential Local, and the newly introduced Urban Local category.

WHAT THE MAP SHOWS

- A complete, built-out street network with functional classifications for all public roadways
- Classifications that coordinate with recommended cross sections and help define expected design character and function
- A small number of proposed new segments, with most changes focused on redesign and modernization rather than new connections

WHAT'S NEW

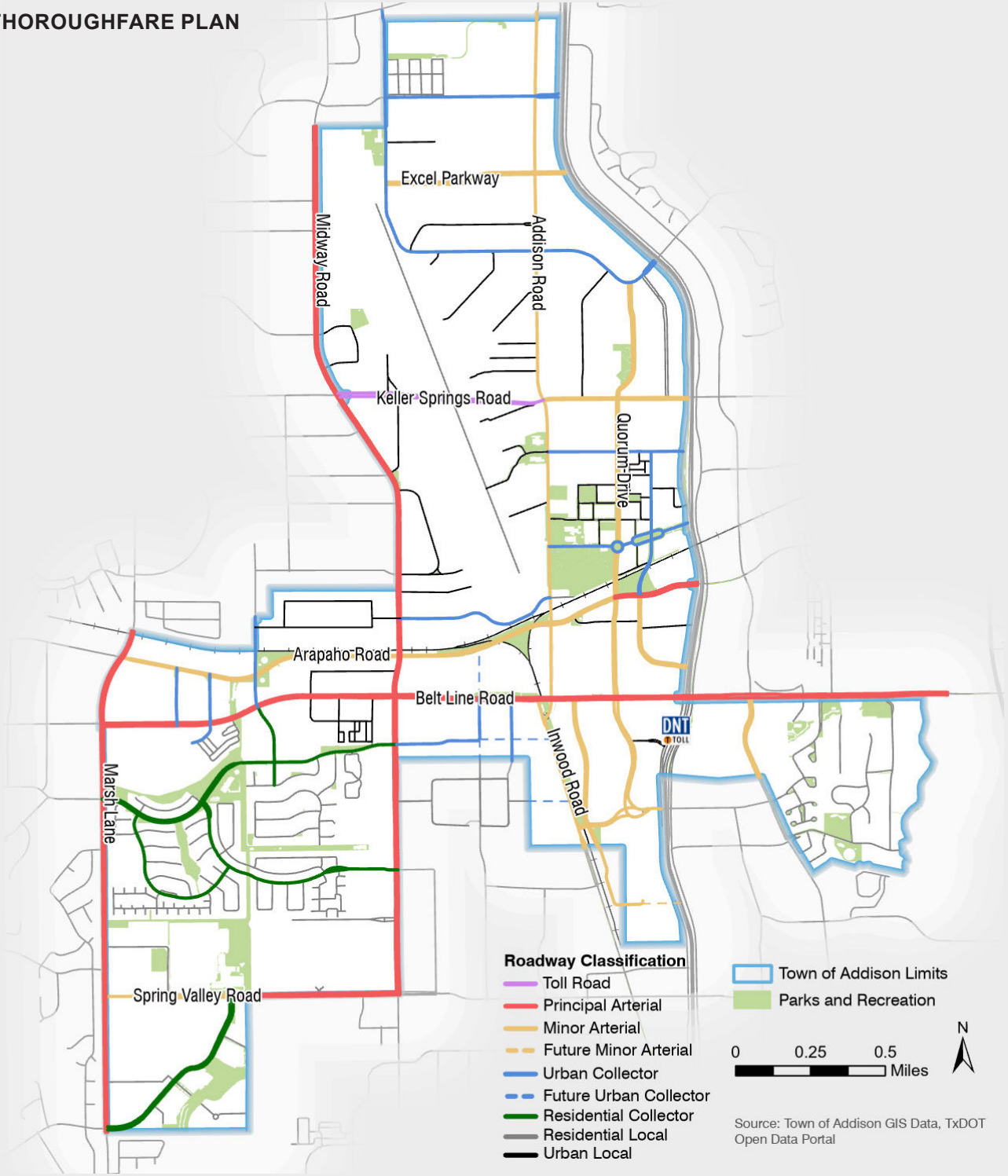
- Updated cross sections that prioritize wider sidewalks, ADA-compliant facilities, and enhanced streetscapes—typically without adding travel lanes
- A new Urban Local classification to distinguish walkable, mixed-use streets (e.g., in Addison Circle) from traditional residential local streets ,in alignment with the concept of redesigning for desired slower comfortable driving speeds
- A flexible cross-section strategy that allows for context-sensitive designs across varying right-of-way widths. If a corridor has a surplus or deficit of right-of-way, the cross section can be adapted while still meeting core design goals. This flexibility makes it easier for staff to work with developers to build complete street sections and allows the Town to implement projects without requiring extensive or costly right-of-way acquisition.
- Continued emphasis on Complete Streets principles—ensuring all users are accommodated, not just vehicles

IMPLEMENTATION GUIDANCE

- Supports development review by identifying expected roadway types and associated design elements
- Guides right-of-way preservation and ensures reconstructed roadways reflect long-term design intent
- Enables more cost-effective capital planning by reducing the need for additional right-of-way purchases
- Coordinates public infrastructure upgrades with private development to ensure streets are delivered consistently and efficiently

This map ensures that future roadway investments align with Addison's goals for safety, connectivity, and walkability while maintaining the efficiency of the street network.

MAP 7. PROPOSED THOROUGHFARE PLAN



FUTURE ROADWAY SEGMENTS

To complete Addison's long-range vision for a more connected and resilient street network, the Transportation Plan includes recommendations for a limited number of future roadway segments. Most of Addison's transportation network is already built out, and the Town's compact footprint means that new corridors are the exception, not the rule. However, select extensions and connections have been identified as important opportunities to support redevelopment, enhance east-west access, and complete internal circulation in key growth areas—particularly within the Inwood Enhancement Zone, where coordinated infrastructure and land use strategies are central to economic revitalization.

These future segments are shown as striped or dashed lines on the Proposed Thoroughfare Plan Map and represent planned connections—not existing roadways. While most of these segments were carried forward from the 2016 Master Transportation Plan, they have been refined to reflect current land use and development feasibility.

TABLE 9. FUTURE ROADWAY SEGMENTS

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
Alpha Rd/Bella Lane*	Near Vitruvian	Connection completed	Complete
Landmark Boulevard*	Extend to Dallas North Tollway	Project infeasible under current conditions	Proposed
Beltway Drive – East-West Segment*	Current terminus to Inwood Road	Consider future extension in coordination with redevelopment opportunities; follow Inwood Enhancement Zone study	Proposed
Beltway Drive – North-South Segment*	Arapaho Road to Belt Line Road and current north–south terminus to South Town Limit	Consider future extension in coordination with redevelopment opportunities; follow Inwood Enhancement Zone study	Proposed
Beltwood Parkway*	Extend to Inwood Road	Consider with future redevelopment; align with Inwood Enhancement Zone	Proposed

**Carried forward from 2016 Master Transportation Plan Update*

Implementation Considerations

Linked to Redevelopment: Most of these segments are not standalone public projects—they are expected to be constructed in partnership with or as a condition of redevelopment. Preserving right-of-way and integrating future connections into site plans is essential.

No Immediate Timeline: These segments are long-range recommendations and are not prioritized in the current Capital Improvements Plan. Implementation will be tied to property redevelopment, private investment, or public-private partnerships.

Enhancing the Grid: The intent is not to create high-speed roadways but to enhance local circulation and support more walkable, urban development. Design standards for these connections will reflect their role in neighborhood-scale mobility and redevelopment success.

Landmark Boulevard Extension

While extending Landmark Boulevard to the Dallas North Tollway could provide a new east-west route, the project is currently considered infeasible due to existing development patterns and limited right-of-way availability. The Town continues to monitor conditions for future feasibility.

Beltway Drive (East-West Segments)

A future east-west segment of Beltway Drive connecting to Inwood Road would help relieve pressure on Belt Line Road, improve local access, and strengthen the area's internal grid—especially if paired with the Beltwood Parkway extension. Both are envisioned as urban-scale connectors, supporting walkable mixed-use development as the Inwood area evolves.

Beltway Drive (North-South Segments)

There is strong interest in extending the north-south segment of Beltway Drive southward to connect with Gillis Road and Maxim Drive in Farmers Branch. This would create a new, continuous north-south route between Arapaho Road and Spring Valley Road. While this connection would require demolition of existing buildings and parking, it would significantly improve access and enhance redevelopment opportunities across both cities. Coordinated planning with Farmers Branch will be essential.

Beltwood Parkway Extension

Extending Beltwood Parkway to Inwood Road would help complete the local grid and improve east-west circulation through the Inwood Enhancement Zone. It also supports the area's envisioned transition from light industrial uses to creative office, civic, and flex space. If implemented alongside the Beltway Drive extension, the combined grid would provide flexible routing options and reduce dependence on Inwood and Belt Line for local trips.

FUTURE ROADWAY MODIFICATIONS

While Addison's street network is largely built out, many corridors are in need of modernization to support long-term mobility, accessibility, and redevelopment goals. The Transportation Plan identifies several key modifications to existing streets, focusing on improving multimodal safety, upgrading infrastructure, and aligning roadway design with current land use patterns. These improvements are not intended to expand the Town's network, but rather to enhance these roadways' function and appearance.

Most projects focus on reconfiguring existing streets to better serve pedestrians and cyclists while calming traffic and meeting ADA standards. Several recommendations—carried forward from the 2016 Master Transportation Plan—have been updated to reflect current right-of-way conditions, development status, and implementation feasibility.

TABLE 10. FUTURE ROADWAY MODIFICATIONS

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
Midway Road	Spring Valley Road to Keller Springs Road	Roadway modernization including side path, utilities, ADA-compliance, and modern lighting	Complete
Keller Springs Road	Addison to Dallas North Tollway	Enhanced sidewalks and pedestrian improvements along the corridor	Under Construction
Montfort Drive*	Belt Line Road to Celestial Road	Add pedestrian enhancements along the street; potential installation of a new traffic signal with pedestrian crossing at one of the drives at Village on the Parkway and improve crossing at Celestial Road	Design Phase
Quorum Drive*	Dallas North Tollway to DART ROW	Maintain planned upgrades for drainage, bicycle, and pedestrian enhancements	Design Phase
Airport Parkway	Addison to Dallas North Tollway	"Roadway modernization including enhanced sidewalk, utilities, traffic signals, ADA-compliance, and modern lighting"	Design Phase
Addison/Inwood Road*	Keller Springs Road to South Town Limit	Widen to 4D in the remaining locations as right-of-way becomes available	Proposed
Addison Road	North Town Limit to Keller Springs Road	Roadway modernization including utilities, ADA compliance and modern lighting. Evaluate cross section for multimodal enhancements, including side path to align with Trails Master Plan	Proposed
Marsh Lane	North Town Limit to South Town Limit	Roadway modernization including side path, utilities, ADA-compliance, and modern lighting	Proposed
Quorum & Westgrove Intersection*	Westgrove to Dallas North Tollway	Reconfigure the intersection when the adjacent property develops so that Quorum is the through movement at Westgrove	Proposed

**Carried forward from 2016 Master Transportation Plan Update*

Implementation Considerations

Linked to Redevelopment: Some modifications—particularly at the Quorum & Westgrove intersection—are triggered by adjacent redevelopment and will be implemented in coordination with private investment.

ROW-Responsive Cross Sections: The Town's new flexible cross-section strategy allows projects to proceed regardless of minor right-of-way variations, supporting implementation without requiring costly property acquisition.

Multimodal Focus: Improvements emphasize walkability and accessibility, helping to complete Addison's pedestrian network and align with regional trail and transit initiatives.

View Addison's Capital Projects

Midway Road (Spring Valley Road to Keller Springs Road)

The full reconstruction of Midway Road is now ***complete***, delivering upgraded utilities, drainage improvements, new pavement, and a wide shared-use side path for pedestrians and cyclists. Funded by the **2012 and 2019 Bond Programs**, along with certificates of obligation and Dallas County support, the project also includes modern traffic signals, enhanced crosswalks, and ADA-compliant sidewalks. As Addison's largest infrastructure investment to date, the completed corridor improves safety, multimodal access, and regional connectivity—including a key link to the DART Silver Line station.

Keller Springs Road (Dallas North Tollway to Addison Road)

This reconstruction project, included in Proposition A of the 2019 Bond Program, is currently ***under construction***. It involves replacing the original 1970s asphalt with durable concrete pavement, upsizing utility infrastructure to support future growth, and installing Complete Streets elements—sidewalks, medians, landscaping, and upgraded signals at Quorum Drive. Project design and bidding concluded in mid-2023, and construction running from spring 2025 to early 2027. Utility relocations are complete and initial demolition and traffic reconfigurations are already in progress, maintaining one lane in each direction.

Montfort Drive (Belt Line Road to Celestial Road)

Funded by the **2019 Bond Program**, this project will reconstruct Montfort Drive with new pavement, upgraded utilities, enhanced sidewalks, lighting, and streetscape. A pedestrian signal near Village on the Parkway is also under consideration. The project is in ***design phase***, with construction expected to begin in 2027.

Quorum Drive (Dallas North Tollway to DART Right-of-Way)

Quorum Drive will undergo a reconstruction from the Tollway to the DART right-of-way, including upgraded utilities, ADA-compliant sidewalks, enhanced streetscapes, and new bicycle infrastructure. Funded through the 2019 Bond Program (Proposition B), the project also includes placemaking features such as landscaping, public space enhancements, and potential redesign of the Addison Circle intersection. A design contract was approved in 2022, and a Public Advisory Committee has helped shape the final design. The Town, in coordination with NCTCOG, completed a temporary demonstration of the proposed cycle track. The project is in ***design phase***, with construction expected to begin in late summer of 2027.

Airport Parkway (Addison to Dallas North Tollway)

Reconstructed under Proposition A of the 2019 Bond Program, the Airport Parkway project is currently in the Engineering Design Phase and consists of full roadway modernization—including replacing aging 1970s asphalt with durable concrete pavement, upsizing water and sewer infrastructure, and upgrading traffic signals to meet Master Transportation Plan standards. The project also integrates Complete Streets features—ADA-compliant sidewalks, accessible crossings, modern lighting, and landscaping. As of late 2021, the ***design phase*** work was nearly complete (95%), and preliminary right-of-way appraisals were underway; construction procurement is anticipated to follow completion of the Keller Springs project.

Addison/Inwood Road (Keller Springs Road to South Town Limit)

Addison/Inwood Road is planned to transition from a four-lane undivided to a divided roadway, with medians and turn lanes added where missing—especially between Arapaho and Keller Springs. Improvements can be completed as a full bond project or advance incrementally as redevelopment occurs within the Inwood Enhancement Zone and Addison TOD. A regional trail is planned along Inwood Road, supporting broader active transportation goals. The segment from Landmark to Belt Line requires upgraded pavement and sidewalks, while the intersection at Belt Line should be reevaluated for operational efficiency and pedestrian safety. The project is currently ***not started*** and dependent on right-of-way availability and private development coordination.

Addison Road (North Town Limit to Keller Springs Road)

This project will include a comprehensive evaluation of the roadway cross section and a detailed right-of-way (ROW) study. The goal is to explore the introduction of multimodal improvements in alignment with the Town's Trails Master Plan—such as a shared-use path, enhanced pedestrian features, ADA upgrades, and modern lighting—while delivering broader roadway modernization. A full traffic capacity review will ensure that any changes maintain mobility and service levels. The project has ***not started*** and will require future bond funding.

Marsh Lane (North Town Limit to South Town Limit)

Marsh Lane is planned for full modernization, including utility upgrades, ADA-compliant sidewalks, improved lighting, and an enhanced pedestrian sidewalk along the east side to improve access and safety. The project will maintain its current lane configuration while closing key sidewalk gaps near schools and neighborhoods. It is currently ***not started*** and will require future funding through capital improvements or a bond program.

Quorum & Westgrove Intersection

This intersection will be reconfigured when the adjacent site redevelops to create a continuous Quorum Drive through-movement—either as a T-intersection or potential roundabout. The project is ***not started*** and tied to redevelopment of adjacent undeveloped parcels.

CHAPTER 6:

ACTIVE TRANSPORTATION PLAN

ACTIVE TRANSPORTATION PLAN

Addison's Active Transportation Plan builds directly on the foundation laid by the 2024 City-Wwide Trails Masterplan, continuing the Town's commitment to developing a safe, connected, and practical network for walking and biking. While the Trails Masterplan outlined a long-term vision for trail connectivity across the community, this plan focuses on implementation—identifying which roadway corridors should be prioritized for near-term projects and integrating active transportation infrastructure directly into Addison's street network.

The Town of Addison is uniquely positioned to support active transportation. Its compact size, dense commercial corridors, access to bus or rail transit, and proximity to regional trails—including the future Cotton Belt Trail and White Rock Creek connections—make it well-suited for trips by foot, bike, and other micro-mobility modes. However, several barriers remain, including gaps in the sidewalk network, limited north-south crossings over the DART Silver Line corridor, and inconsistent bicycle accommodations on arterial streets. This plan helps address those challenges by applying flexible roadway cross sections and a Complete Streets framework to support walking and biking as part of everyday mobility.

Where the City-Wide Trails Master Plan identified dozens of improvements—including Tier 1 and Tier 2 corridors, preferred trail typologies, and long-range priorities—this Active Transportation Plan provides a more tactical lens. It identifies which roadways should be targeted for investment based on multiple factors:

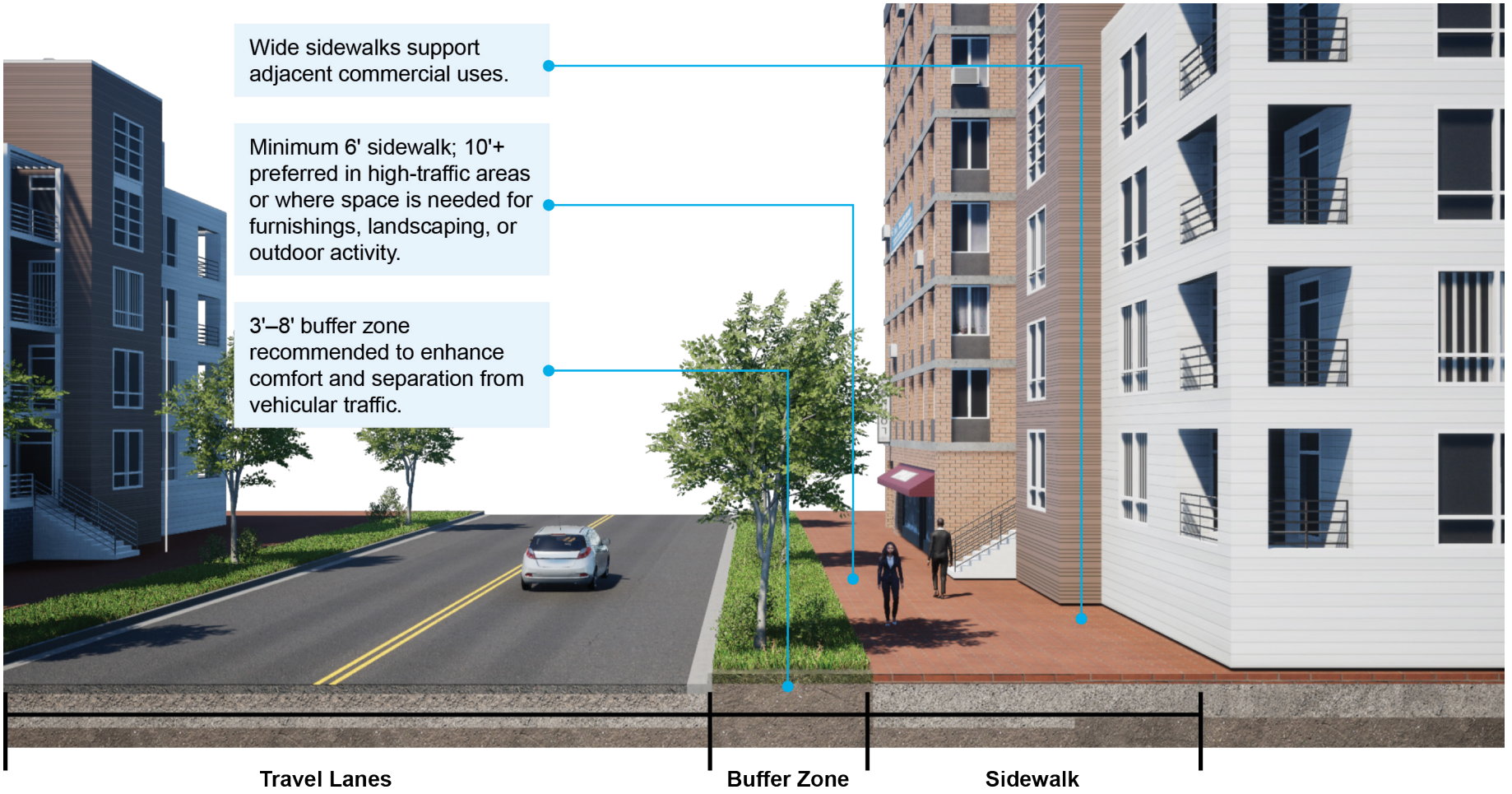
- ✔ **Proximity to existing and planned trails**
- ✔ **Existing pedestrian and bicycle travel patterns**
- ✔ **Crash data involving vulnerable road users**
- ✔ **Gaps in sidewalk or bicycle infrastructure**
- ✔ **Locations with high demand for safe crossings**

This information directly informs the prioritization of major roadway projects as well as development-related infrastructure requirements, ensuring that private and public investments contribute to a consistent and connected network.

The Active Transportation Plan Map, provided on page 70, illustrates where various types of walking and biking infrastructure are recommended throughout the community. These facility types reflect both the guidance of the Trails Masterplan and the context-specific design strategies of this MTP. Facilities shown on the map are described on the following pages.

WIDE SIDEWALK WITH BUFFER

Minimum 6-foot sidewalks with landscaped or hardscape buffers from vehicular travel lanes

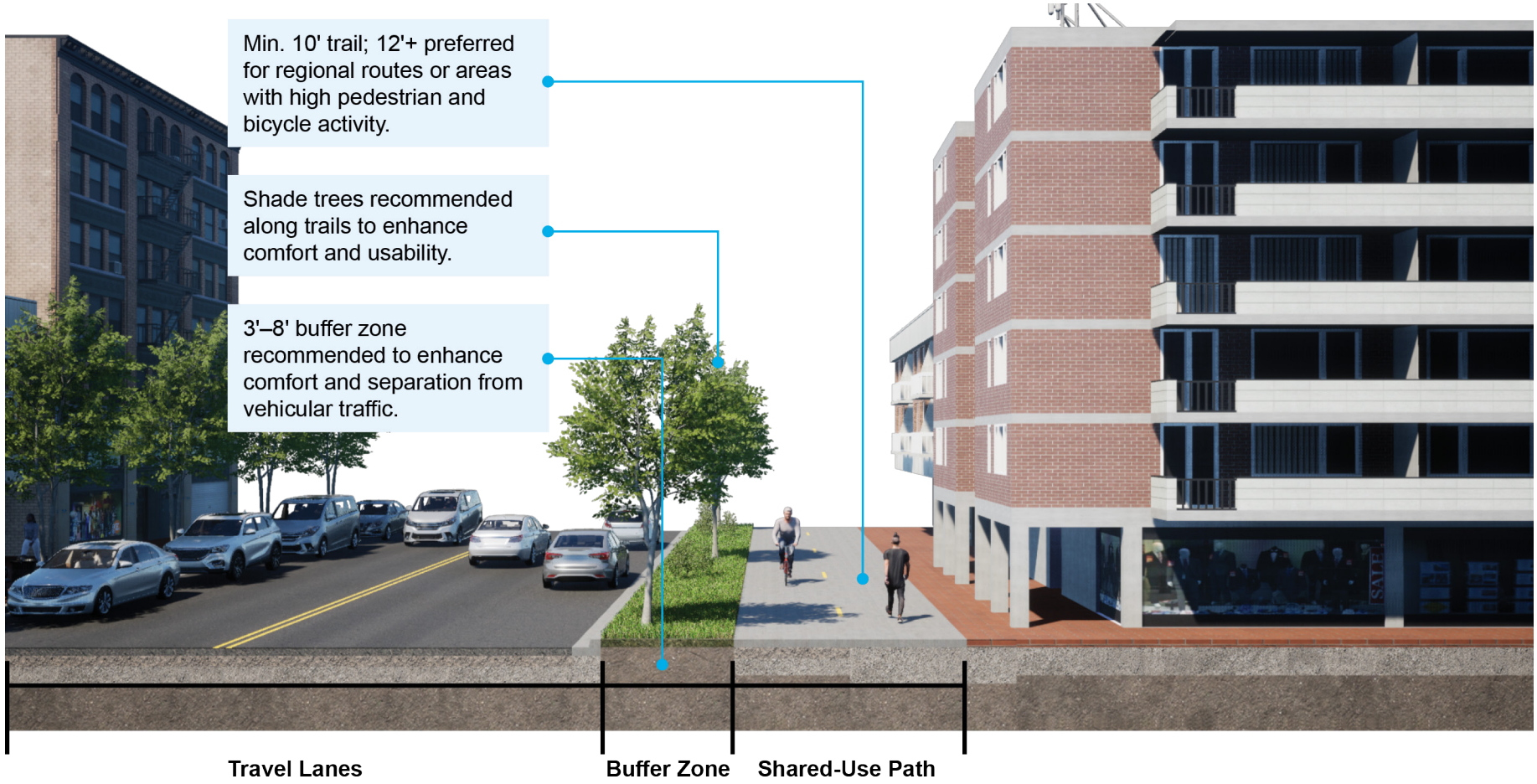


Where do wide sidewalks belong?

- Major arterials and commercial corridors like Belt Line, Midway, and Marsh
- Transit-oriented areas, including the DART Silver Line Station and Addison Circle
- Mixed-use and high-activity districts such as Vitruvian Park and Village on the Parkway
- Corridors with high pedestrian demand, including near restaurants, retail, and event venues
- Near schools, parks, and public facilities, where safety and comfort are essential
- Redevelopment and trail connection areas, where streetscapes are being improved or realigned

SHARED-USE PATH ALONG STREET

A sidepath accommodating both pedestrians and bicyclists, typically 10–12 feet wide, adjacent to the roadway

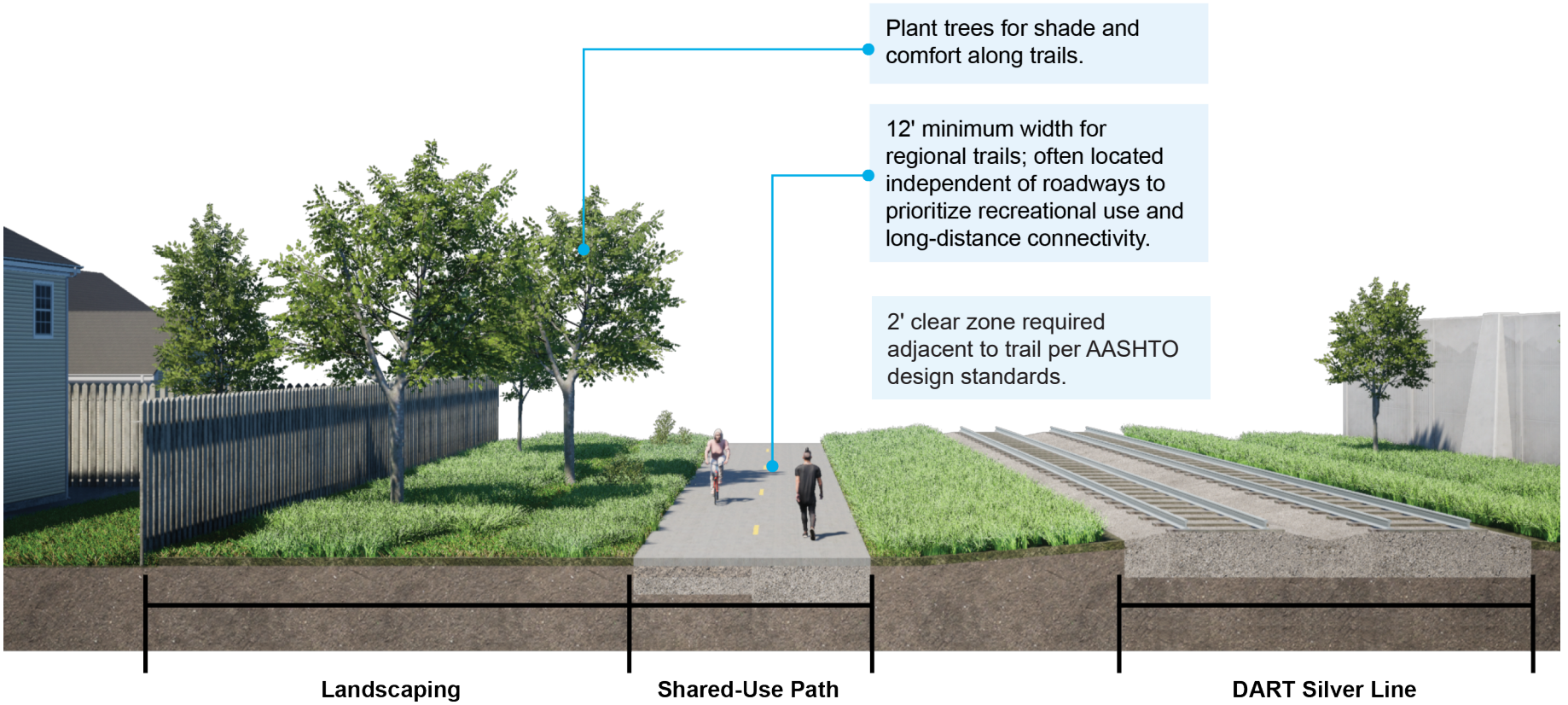


Where do shared-use paths belong?

- Along major arterials like Midway Road and Inwood Road, as identified in the City-Wide Trails Master Plan
- Corridors with limited pavement width for separate bike lanes, providing safe space for both pedestrians and cyclists
- Connections to regional trails, such as the planned Cotton Belt Trail and White Rock Creek Trail
- First/Last mile connections to the DART Silver Line Station and key bus stops

REGIONAL SHARED-USE TRAIL

Off-street facilities that serve regional connectivity goals (e.g., Cotton Belt Trail), typically separated from roadways

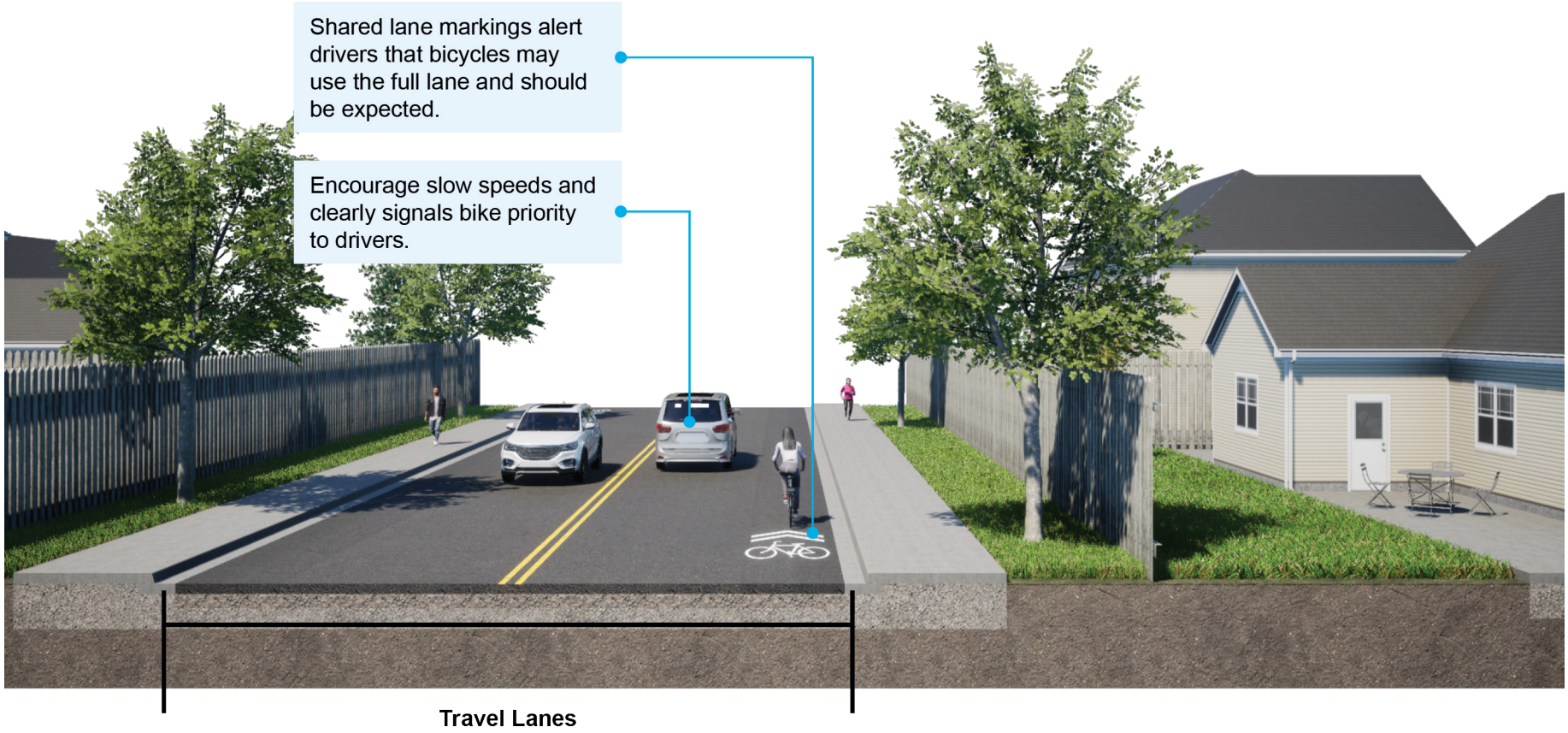


Where do regional shared-use paths belong?

- Follow alignments in the NCTCOG Veloweb to ensure regional connectivity
- Connect to neighboring cities like Dallas, Farmers Branch, and Carrollton
- Prioritize long, continuous corridors that support both recreation and transportation
- Use off-street alignments where possible, such as greenbelts or utility corridors
- Incorporate on-street segments along major roadways when off-street paths aren't feasible

BIKE BOULEVARD

Low-speed, low-traffic neighborhood streets with signage, markings, and traffic calming to prioritize bicycle use

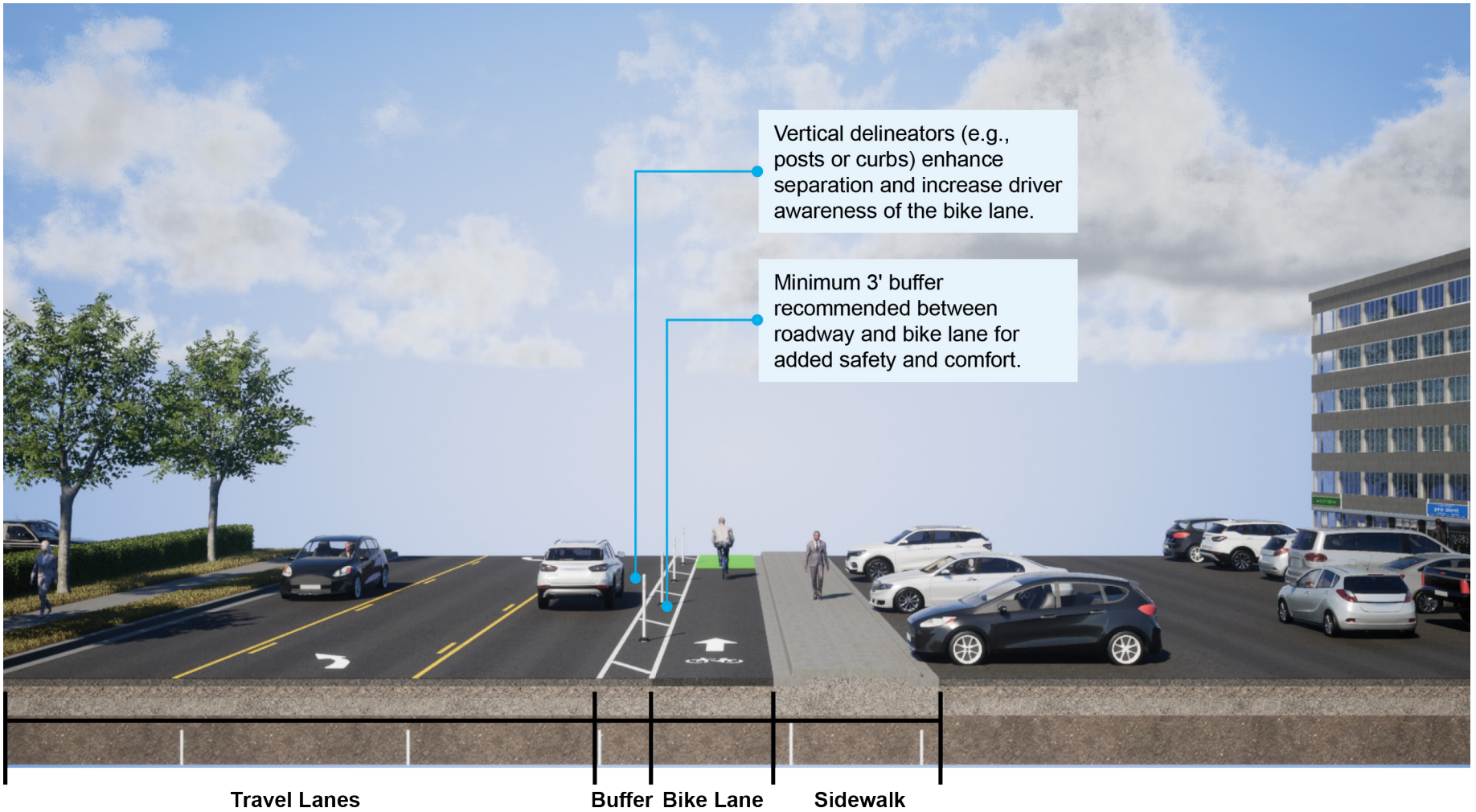


Where do bike boulevards belong?

- Use low-speed, low-volume local streets to create safe routes for bicyclists
- Prioritize connections between neighborhoods, parks, schools, and trails
- Avoid major intersections and high-traffic corridors where possible
- Enhance with signage, pavement markings, and traffic calming to signal bike priority
- Fill gaps in the trail network or provide alternatives where shared-use paths aren't feasible

BUFFERED BIKE LANE

A standard bike lane separated from vehicular travel by a striped buffer zone

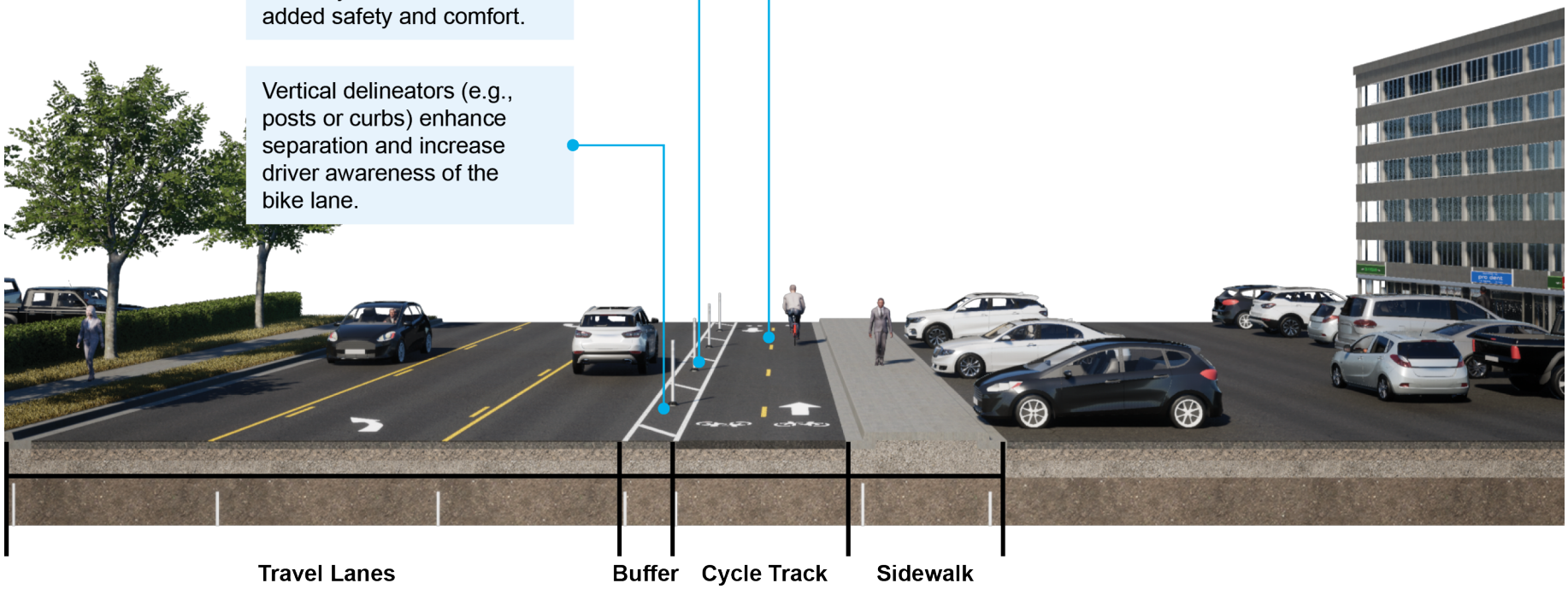


Where do buffered bike lanes belong?

- Along arterials and collectors where traffic speeds are higher
- Corridors without space for sidepaths, but where bicycle demand exists
- Along roadways where number of lanes is being reevaluated
- Routes identified in the City-Wide Trails Master Plan as priority bikeways

BUFFERED TWO-WAY CYCLE TRACK

A protected, directional facility that allows bicyclists to travel in both directions on one side of the street, separated from traffic by a buffer or vertical element



Where do buffered two-way cycle-tracks belong?

- Along corridors with excess roadway width, such as Westgrove Drive
- On roadways with higher traffic speeds, where greater separation is needed for safety
- Near schools, parks, and civic facilities, where all-ages bicycle access is a priority
- Along roadways where streets are being reconfigured for multimodal use

It is important to note that this plan does not include the full extent of off-street trails and park pathways captured in the City-Wide Trails Master Plan. Instead, it focuses on the transportation function of active modes, particularly those corridors where walking and biking infrastructure will be integrated into roadway projects or development requirements.

Together, the Active Transportation Plan and Trails Masterplan support a phased, achievable vision for a connected, comfortable, and safe network for all active travelers in Addison.

ADDISON®

ACTIVE TRANSPORTATION PLAN MAP

The Active Transportation Plan Map identifies a network of walking and biking facilities that support Addison's vision for safe, connected, and practical active mobility. Building on the 2024 City-Wide Trails Master Plan, this map focuses on where sidewalks, sidepaths, and bikeways should be integrated into the street network through future roadway projects or development. Unlike the Trails Masterplan, which includes off-street park and recreational trails, this map concentrates on **street-adjacent improvements** that close gaps, enhance safety, and connect key destinations.

WHAT THE MAP SHOWS

- Recommended facility types (sidewalks, sidepaths, bikeways) linked to specific corridors
- On-street integration of trails and bikeways through flexible cross sections

FACILITY TYPES

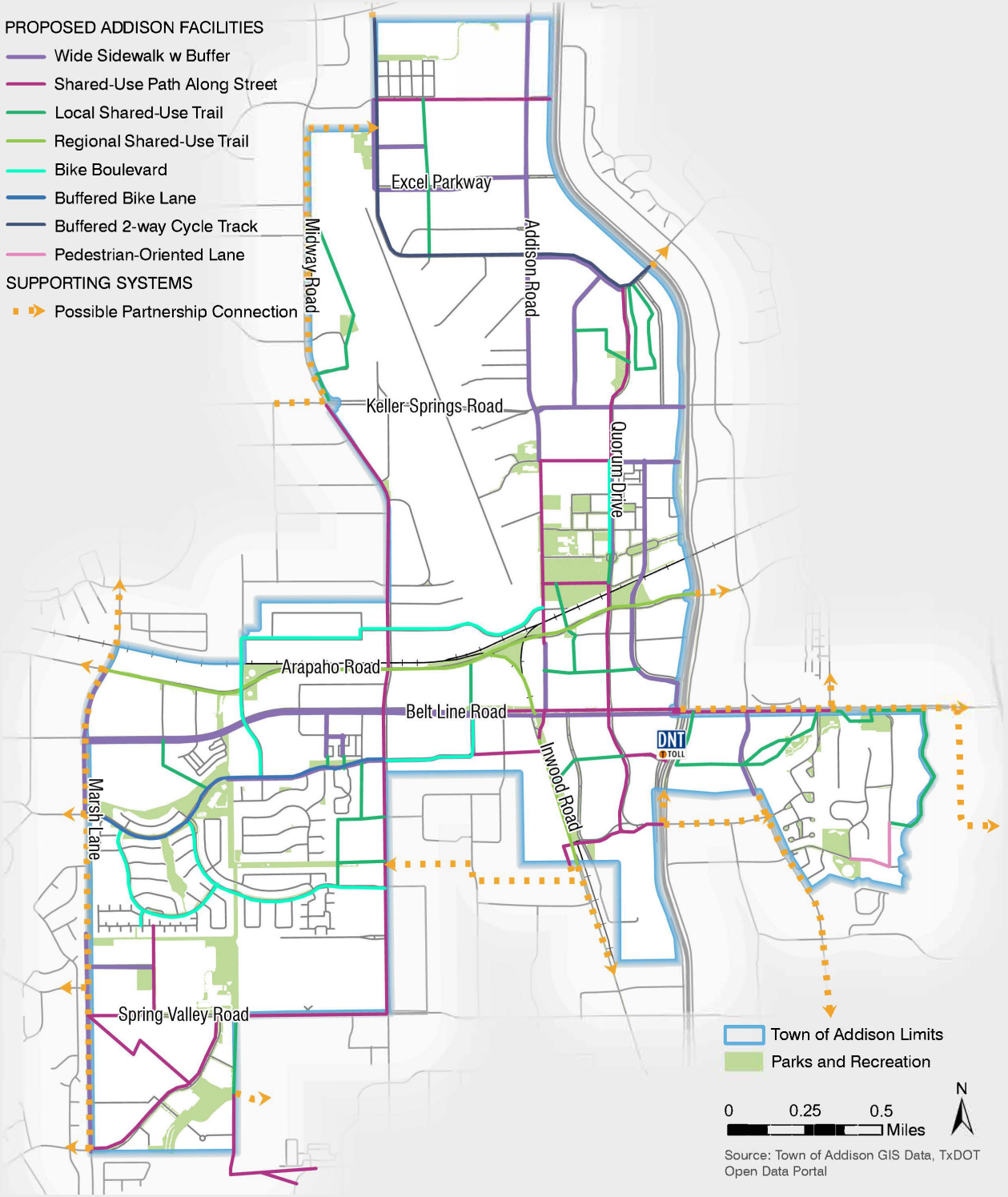
- **Wide Sidewalk with Buffer:** Minimum 6–8 feet with landscaped separation from traffic
- **Shared-Use Path Along Street:** 10–12 feet wide multi-use path adjacent to the roadway
- **Regional Shared-Use Trail:** Off-street trails like the planned Cotton Belt Trail
- **Bike Boulevard:** Low-volume streets with bike-friendly treatments
- **Buffered Bike Lane:** Bike lanes separated from traffic by striped buffers
- **Buffered Two-Way Cycle Track:** Protected, bidirectional bikeway on one side of the street

IMPLEMENTATION GUIDANCE

- Helps prioritize roadway improvements and development-driven infrastructure
- Guides integration of walking and biking facilities into capital projects
- Reinforces Complete Streets principles by embedding active modes into the everyday street system

This map ensures future investments support a walkable, bikeable Addison—making active transportation a viable and visible part of the Town's mobility future.

MAP 8. ACTIVE TRANSPORTATION PLAN



COMPLETE STREETS PRINCIPLES

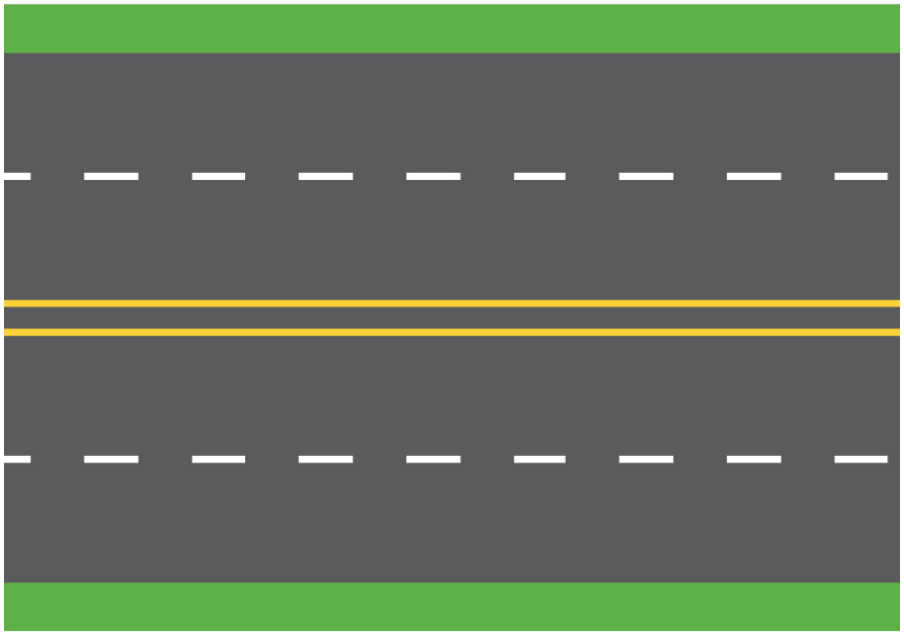
A foundational goal of the Master Transportation Plan is to ensure Addison's streets are designed and operated to serve users of all ages and abilities—whether they are walking, biking, riding transit, or driving. This Complete Streets approach prioritizes safety, access, and comfort for everyone and recognizes the important relationship between transportation and quality of life.

The Town of Addison has long supported Complete Streets principles through policy and planning efforts, including the recently adopted City-Wide Trails Master Plan. The MTP builds on that foundation by embedding Complete Streets thinking into every aspect of its design guidance—particularly in the development of flexible roadway cross sections that can accommodate multiple modes within a constrained right-of-way.

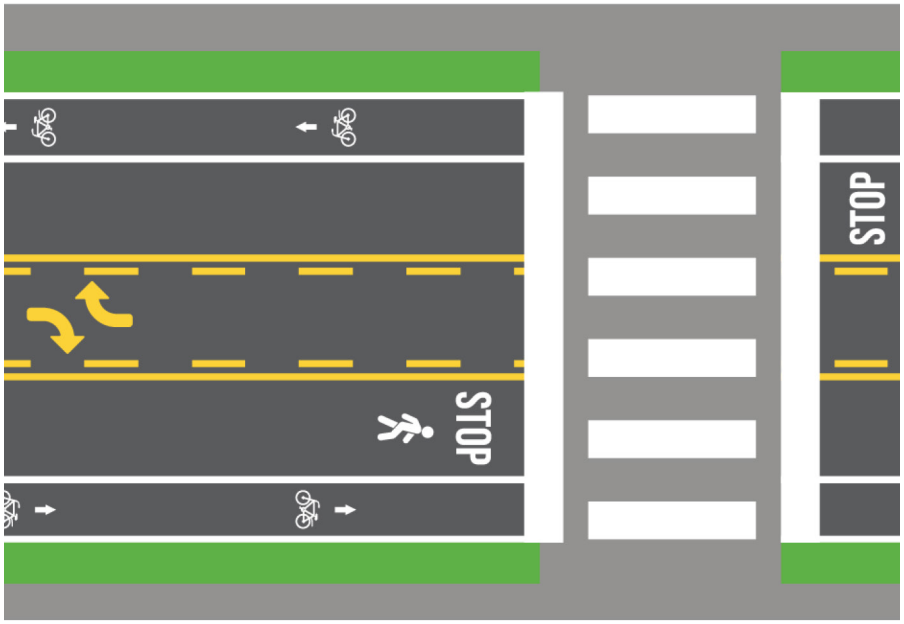
The cross-section designs recommended in this plan reflect Complete Streets values by incorporating:

- Continuous sidewalks and streetscape buffers to enhance walkability and comfort
- Protected or off-street bicycle facilities, integrated with trail connections wherever possible
- Street flex zones that allow for a range of multimodal or placemaking functions depending on corridor needs
- Improved crossing treatments and access to transit stops, especially near priority trail and transit corridors

BEFORE COMPLETE STREETS



AFTER COMPLETE STREETS



At its core, Addison's Complete Streets strategy is guided by the following principles:



Safety and Accessibility for All Users

Prioritize street designs that reduce crashes and protect the most vulnerable users (pedestrians, cyclists, children, seniors, and those with disabilities) through features like safe crossings, ADA-compliant sidewalks, and traffic-calming measures.



Multimodal Mobility Options

Ensure streets serve all modes of travel by incorporating sidewalks, bike lanes or trails, transit amenities, and car lanes—giving people real choices beyond driving alone.



Connected and Continuous Networks

Develop an integrated network of sidewalks, trails, and bike routes that link key destinations and transit, so that active transportation is convenient and seamless across the entire town and region.



Context-Sensitive Design & Placemaking

Design streets to fit the surrounding context and land use, supporting Addison's high-quality, mixed-use development pattern. Streets should not only move traffic but also act as attractive public spaces that enhance community character.



Healthy, Sustainable & Equitable Communities

Leverage complete streets to improve public health (by encouraging active lifestyles), reduce pollution, and provide equitable access to mobility for all ages, abilities, and socioeconomic groups—ultimately boosting quality of life in Addison.

TABLE 11. COMPLETE STREETS PRINCIPLES

PRINCIPLE	TECHNICAL APPLICATION
Safety and Comfort for All Users	▸ Incorporate traffic calming measures ▸ Minimize conflict points at intersections ▸ Use lighting, signage, and visibility standards to enhance user confidence
Mode Shift and Reduced Vehicle Dependency	▸ Include dedicated and protected bike infrastructure ▸ Design high-quality pedestrian zones ▸ Provide safe access to transit through sidewalks and crossings
Equity in Mobility Access	▸ Prioritize improvements in underserved areas ▸ Ensure ADA compliance in all facilities ▸ Include multilingual wayfinding and outreach where relevant
Integration with Land Use Context	▸ Match street typology to adjacent land uses (residential, commercial, mixed-use) ▸ Use context-sensitive design speeds and access controls ▸ Allow flex space for loading, outdoor seating, or mobility hubs
Environmental Resilience	▸ Incorporate green infrastructure in medians, buffers, and curb extensions ▸ Use street trees and shade structures to reduce heat exposure ▸ Design drainage systems that support low-impact development (LID) practices

PRIORITY ACTIVE TRANSPORTATION PROJECTS

TABLE 12. ACTIVE TRANSPORTATION PROJECTS

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
Tollway Crossing	Belt Line	Continue coordination with NTTA and City of Dallas for a potential pedestrian/bike sidepath	Design Phase
Quorum Drive	Dallas North Tollway to DART ROW	Two-way cycle track and pedestrian improvements	Design Phase
Quorum Drive	DART Station to Westgrove	Proposed bicycle facility; could include bike lanes, shared-use lanes, or other options	Proposed
Westgrove Drive	Quorum to North Town Limits	Buffered cycle track; connect to Quorum facilities	Design Phase
Belt Line Road	Beltway to Winnwood Park	Buffered shared-use path and crossing improvements	Proposed
Inwood "Rail Trail"	South Town Limit to Belt Line	Shared-use path coordinated with Farmers Branch	Proposed
Spring Valley Road	Bush Elementary to Midway	Shared-use path coordinated with Silver Line Trail	Proposed
Addison Road	Belt Line to Addison Park Trail	Shared-Use Path	Proposed
Crossing Improvements	Citywide	Provide safe crossings at frequent intervals on all thoroughfares	Ongoing
Bicycle Parking	Citywide	Install bicycle parking in high-traffic areas	Ongoing
Micro-Mobility Options	Citywide	Evaluate bike-share and scooter-share options only with Council direction; develop operating and safety regulations before any pilot.	Under Consideration

**Carried forward from 2016 Master Transportation Plan Update*

Tollway Crossing (at Belt Line)

The Town is actively pursuing improvements with NTTA and the City of Dallas to upgrade the Belt Line overpass. Proposed enhancements include a shared use sidepath, improved lighting, removal of an existing U turn ramp, and targeted slip lane modifications to enhance pedestrian safety and comfort. Potential slip lane improvements may include refined geometry, improved crosswalk placement, and enhanced signage and striping to support safer pedestrian crossings and clearer driver yielding.

Quorum Drive (Dallas North Tollway to DART ROW)

This segment is currently in the design phase, focusing on implementing a two-way cycle track combined with pedestrian enhancements to improve safety and connectivity to the DART Silver Line station. These improvements align with the Town's aspirations for enhanced multimodal access and placemaking within the context of Quorum Drive's revitalization.

Quorum Drive (DART Station to Westgrove)

This portion is proposed as part of the Active Transportation Plan and may include a mix of bike lanes, shared-use lanes, or other bicycle facility types, tailored to the adjacent context and community needs. Design options will reflect feedback from recent analyses and align with the Town's evolving multimodal strategy.

Westgrove Drive (Quorum to North Town Limit)

Design phase planning is underway for a **buffered two-way cycle track** to connect North Addison and support access to employment, retail, and transit areas. This project is identified as a Phase 1 corridor in the Trails Masterplan.

Belt Line Road (Beltway to Winnwood Park)

A planned buffered shared-use path and upgraded crossings along Addison's major east-west corridor. This project is informed by the 2021 Beltway Drive Trail planning effort and the Belt Line Enhancements Master Plan, closing sidewalk gaps and serving commercial and entertainment districts including Addison Circle and Vitruvian Park.

Inwood "Rail Trail" (South Town Limit to Belt Line)

A planned sidepath extending from Surveyor in Farmers Branch north to Belt Line Road. This trail conversion repurposes the former rail corridor to reinforce regional connections and matches the typologies outlined in the Trails Masterplan.

Spring Valley Road (Bush Elementary to Midway)

A coordinated shared-use path project aligned with the City-wide Trails Master Plan. This corridor enhances east west connectivity to schools, neighborhoods, and transit infrastructure identified in MTP and Trails Masterplan priorities.

Addison Road (Belt Line to Addison Park Trail)

A buffered shared-use path is planned along the corridor, improving pedestrian and bicycle connectivity through Addison's dense commercial corridor toward the Silver Line station. However, further study is needed to determine the most cost-effective approach—whether reducing vehicle lanes (road diet) or preserving the current configuration—based on right-of-way constraints and development potential. The project remains Planned, with alignment and design decisions contingent on future analysis.

Crossing Improvements (Citywide)

An ongoing safety initiative focused on installing high visibility pedestrian crossings at frequent intervals along arterial streets—especially near transit stops, schools, and activity centers. Projects follow the crossing guidelines and Pedestrian Toolbox included in this report, applying treatments such as marked crosswalks, Rectangular Rapid Flashing Beacons (RRFBs), median refuge islands, curb extensions, and enhanced lighting to reduce vehicle speeds and improve driver yielding rates.

Bicycle Parking (Citywide)

Bicycle parking should be expanded citywide with secure, visible racks at parks, trailheads, transit stops, Addison Station, Addison Circle, Village on the Parkway, Belt Line Road, and other high-activity destinations. Racks should be added through roadway, streetscape, trail, transit, and redevelopment projects while maintaining clear pedestrian paths and ADA accessibility.

Micro-Mobility Options (Citywide)

Bike-share, scooter-share, or other micro-mobility options should only be evaluated with Town Council direction, and any pilot should be preceded by regulations for operations, parking, safety, accessibility, vendor management, and enforcement.

CROSSING TREATMENT GUIDELINES

As Addison evolves its transportation network through context-sensitive cross-sections and flexible design strategies, safe and intuitive pedestrian crossings are essential for supporting walkability, comfort, and access. These guidelines provide a structured, adaptable framework for determining where crossings are needed and how they should be designed, ensuring consistency across the Town's evolving street network.

Pedestrian crossings serve as the connective tissue between destinations, supporting local mobility, encouraging active transportation, and enhancing overall safety. The Town of Addison's public input emphasized the priority of pedestrian comfort and safety. These guidelines are designed to:

Support Addison's vision for walkable, mixed-use corridors and neighborhoods

Promote flexible, right-sized crossing treatments tailored to context

Encourage proactive, data-informed planning and coordination with redevelopment and capital projects

WHEN TO PROVIDE A MARKED CROSSING

Marked crossings should be included or evaluated at the following locations:

- All signalized intersections
- All stop-controlled approaches with current or anticipated pedestrian activity
- Mid-block locations near key pedestrian generators *(e.g., transit stops, schools, parks, or shopping areas)*

Addison's diverse roadway typologies—ranging from Residential Local streets to Principal Arterials—require a flexible toolkit of crossing treatments that match the surrounding context. Treatments outlined in the pedestrian toolbox may be layered or combined to enhance visibility, reduce crossing distances, and improve user safety.

ENHANCED VISIBILITY

These treatments increase the visibility of pedestrians and help drivers anticipate crossings.

- **High-Visibility Crosswalk Markings:** Use continental or ladder-style striping for better daytime and nighttime visibility
- **Parking Restrictions on Crosswalk Approach:** Improve sightlines by removing parking at least 20–30 feet in advance of crosswalks
- **Adequate Nighttime Lighting:** Lighting placed 10–15 feet in advance of the crosswalk (on both sides) reduces silhouettes and improves safety.
- **Pedestrian Warning Signs (W11-2):** Installed on approaches to alert drivers of crossing activity.
- **Advance Yield/Stop Markings and Signs:** Stop lines and signage 30–50 feet in advance of the crossing encourage earlier yielding and reduce encroachment.
- **In-Street Pedestrian Crossing Signs:** Flexible, TMUTCD-approved signs in the roadway median or centerline; ideal for 2–3 lane roads with ≤30 mph speed limits.
- **Curb Extensions ("Bulb-Outs"):** Shorten crossing distance and improve visibility; ideal in mixed-use areas or where parking lanes are present.

RAISED AND REFUGE FEATURES

These treatments physically alter the roadway to slow vehicles or provide safe waiting areas.

- **Raised Crosswalks:** Elevated crosswalks serve as both traffic calming and a crossing enhancement; suitable on low-speed, low-volume streets.
- **Pedestrian Refuge Islands:** Allow two-stage crossings on wide roadways; recommended on 4+ lane roads or where crossing exceeds ~40 feet.

TRAFFIC CONTROL AND DRIVER COMPLIANCE

For higher-speed or higher-volume streets, these tools increase driver yielding and pedestrian control.

- **Rectangular Rapid Flashing Beacons (RRFBs):** Pedestrian-activated flashing beacons for mid-block or uncontrolled locations. Most effective where speed <40 mph and on multilane approaches.
- **Pedestrian Hybrid Beacons (PHBs):** Signalized control for higher-volume mid-block crossings; effective on roads ≥3 lanes and AADT >9,000. Not to be used in conjunction with RRFBs.
- **Full Signalization:** Installed when conditions meet TMUTCD pedestrian warrants. Appropriate at high-volume arterials or major development entrances.
- **Leading Pedestrian Intervals (LPI):** Signal timing strategy that gives pedestrians a head start at signalized intersections, reducing conflicts with turning vehicles.

CORRIDOR-WIDE ENHANCEMENTS

These treatments address broader roadway design and can create opportunities for new or safer crossings.

- **Road Diets:** Reconfigure 4-lane undivided roads into 3 lanes with a center turn lane. Reduces crossing width, speeds, and crash potential; often paired with new crosswalks, islands, or bike lanes.

APPLICATION WITHIN THE MASTER TRANSPORTATION PLAN

Each crossing treatment should be scaled and adapted to the surrounding environment, street classification, and travel behavior. For example:

- In Residential and Urban Local areas, marked crossings, curb extensions, and in-street signs are often sufficient.
- Along Urban or Commercial Collectors, combine high-visibility markings with RRFBs, islands, and daylighting.
- On Minor and Principal Arterials, PHBs, signalization, or refuge islands should be considered where pedestrian demand is present or anticipated.

INTEGRATING WITH ADDISON'S PLANNING PROCESS

Crossing enhancements should not be treated as isolated projects—they should be woven into Addison's broader planning, redevelopment, and capital improvement projects. This approach ensures that treatments are timely and cost-effective.

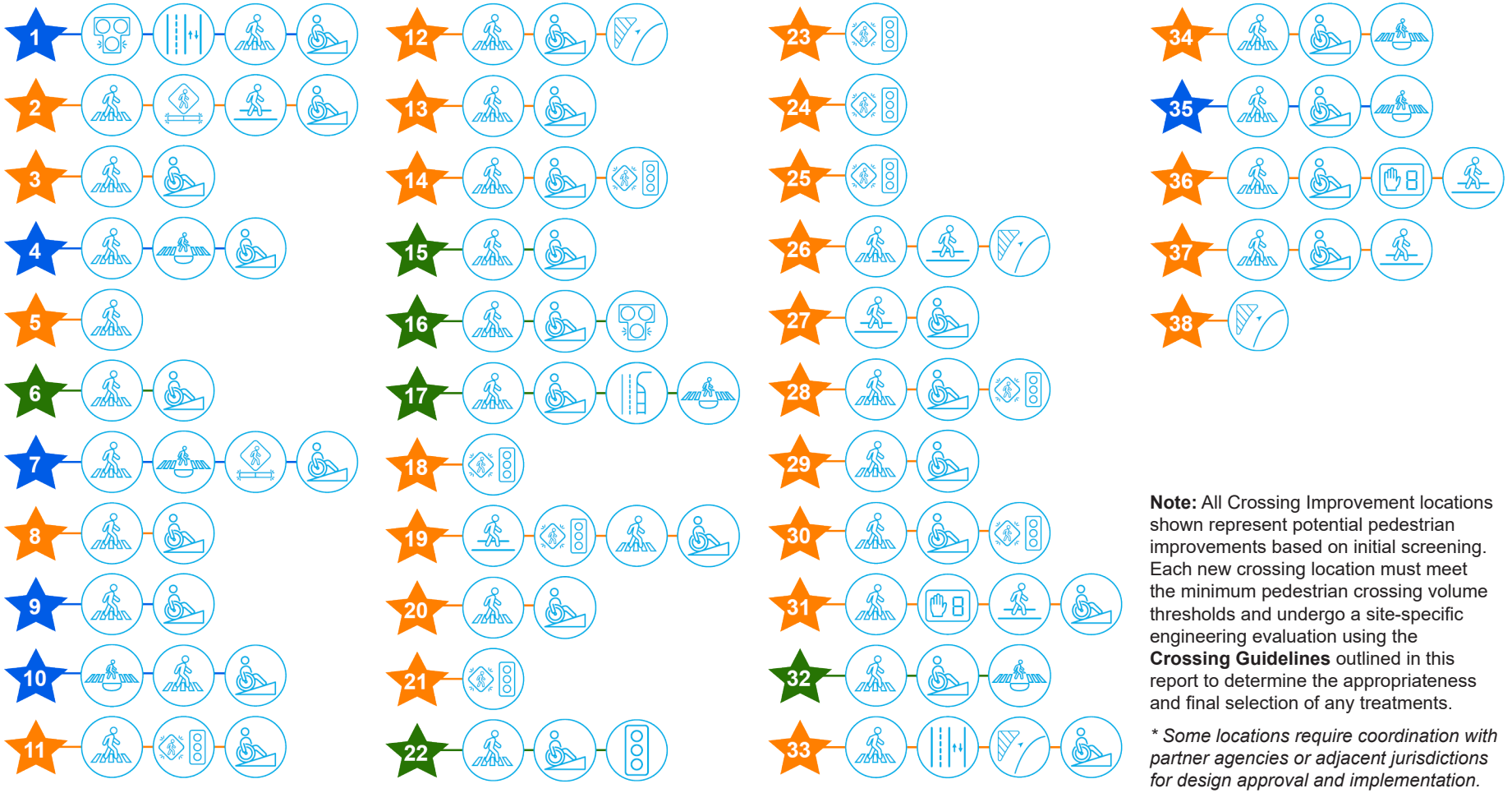
THE TOWN'S PROCESS FOR SELECTING CROSSING LOCATIONS IS:

Data-Informed	Context-Aware	Proactive	Implementation-Focused
Uses traffic, speed, and pedestrian data to identify needs	Reflective of adjacent land uses, pedestrian generators, and Master Transportation Plan classification	Anticipates future demand, especially in growth areas	Leverages existing projects, development, or quick-build strategies

CROSSING IMPROVEMENTS MAP

The Crossing Improvements Map identifies locations where pedestrian toolbox applications are recommended based on pedestrian trip data, safety data, the Active Transportation Plan, and other data sources. Each icon corresponds to a potential improvement—such as marked crosswalks, curb ramps, refuge islands, or pedestrian hybrid beacons—at the listed locations. While these recommendations represent priority projects, a full case-by-case evaluation should be conducted using the process outlined in this chapter, which can also be applied to any future Town- or community-identified crossing improvement or pedestrian project.

PHB | Shared-Use Path | Marked Crosswalk | Curb Ramps | RRFB | Sidewalk | Crossing Islands | LPI | Improved Slip Lanes | Pedestrian Countdown | Curb Extensions | Traffic Signal Warrant Analysis



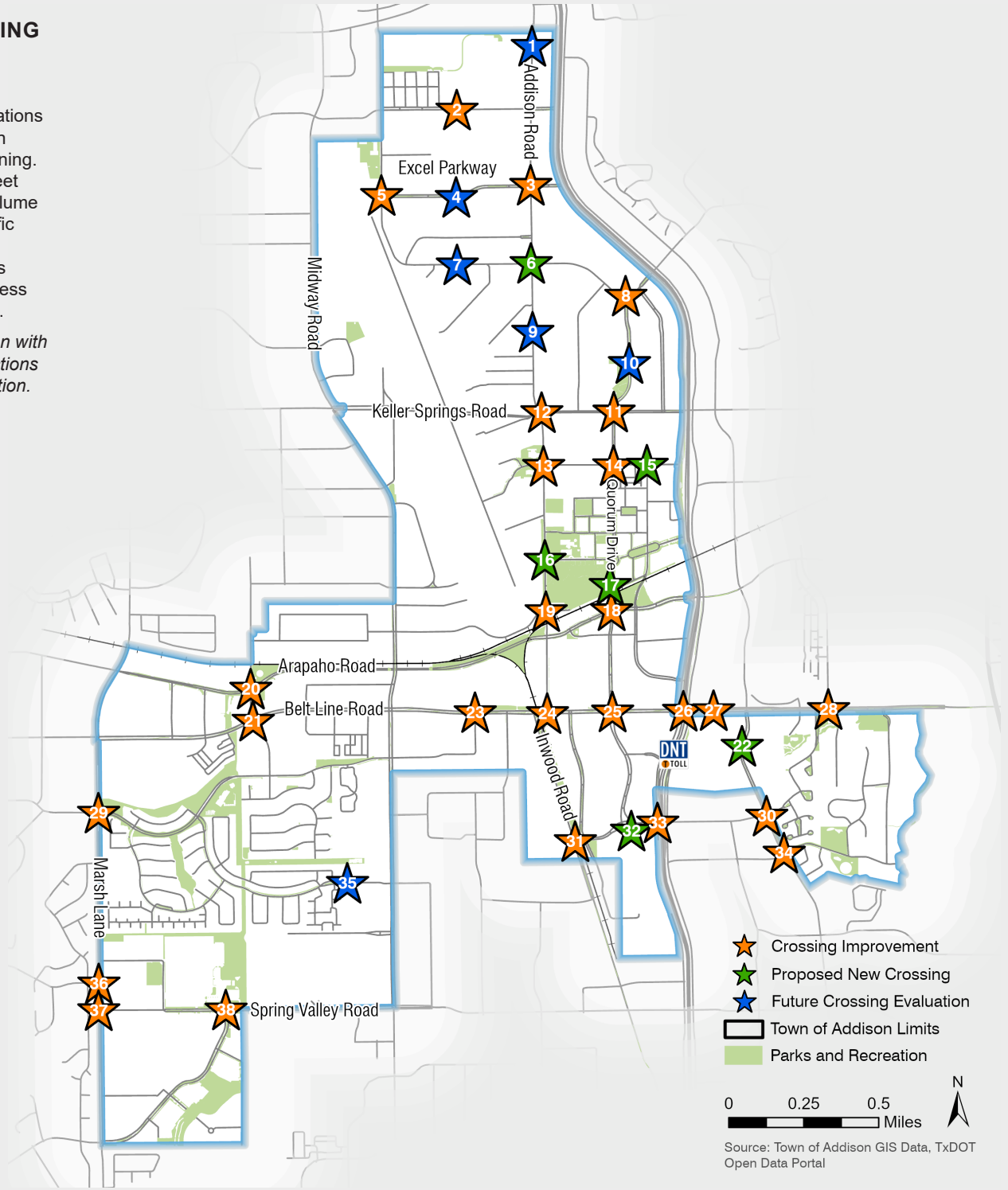
Note: All Crossing Improvement locations shown represent potential pedestrian improvements based on initial screening. Each new crossing location must meet the minimum pedestrian crossing volume thresholds and undergo a site-specific engineering evaluation using the **Crossing Guidelines** outlined in this report to determine the appropriateness and final selection of any treatments.

** Some locations require coordination with partner agencies or adjacent jurisdictions for design approval and implementation.*

MAP 9. PROPOSED CROSSING IMPROVEMENTS

Note: All Crossing Improvement locations shown represent potential pedestrian improvements based on initial screening. Each new crossing location must meet the minimum pedestrian crossing volume thresholds and undergo a site-specific engineering evaluation using the **Crossing Guidelines** outlined in this report to determine the appropriateness and final selection of any treatments.

** Some locations require coordination with partner agencies or adjacent jurisdictions for design approval and implementation.*



Source: Town of Addison GIS Data, TxDOT Open Data Portal

STEP 1: SCREEN FOR POTENTIAL NEED

Identify areas where crossings are likely to improve safety and access:

- Near schools, parks, transit stops, retail areas, or civic destinations
- Within walkable districts or redevelopment corridors
- Along wide or high-speed streets with long block lengths
- Where informal or desire-line crossings are observed

Tip: *Coordinate with upcoming cross section redesigns or developer improvements to maximize efficiency.*

Map 9 highlights priority crossing locations currently identified for evaluation based on context and need. This is not an exhaustive list—additional locations may be added over time through ongoing analysis, community input, and development coordination.

STEP 2: EVALUATE EXISTING CONDITIONS

Collect key data points:

- Street classification
- Traffic volumes
- Number of lanes and lane widths
- Posted or design speed
- Median presence
- Pedestrian activity (observed or modeled)
- ADA conditions (ramps, sidewalk continuity)
- Traffic Control
- Lighting
- Crash History



Existing Conditions in Addison

STEP 3: PRIORITIZE BASED ON CONTEXT AND DEMAND

Rank potential locations using:

- Proximity to destinations
- Accessibility factors
- Opportunity to coordinate with capital improvements
- Fit with future land use or modal priorities

Tip: *Use a scoring matrix to support consistent prioritization of locations, an example of such a matrix is presented in Table 13.*

TABLE 13. EXAMPLE SCORING MATRIX

CRITERIA	CRITERIA POINT VALUES	POINTS
1. Collisions involving pedestrians & bicycles at the crossing within a 36 Month Period.	Period (0 to 24)	10 points per incident
	Period (25 to 36)	5 points per incident
2. Current and expected pedestrian crossing activity	0 to 10 Pedestrians	-20 points
	11 to 20 Pedestrians	-10 points
	21 to 25 Pedestrians	5 points
	26 to 40 Pedestrians	10 points
	41 to 60 Pedestrians	20 points
	61 or more Pedestrians	30 points
3. Proximity of nearest signalize or STOP controlled intersection or grade separated crossing:	0 to 500 Feet	-10 points
	501 to 750 Feet	-5 points
	751 to 1000 Feet	0 points
	1001 to 1250 Feet	5 points
	1251 or more Feet	10 points
4. Posted speed limit:	0 to 29 MPH	0 points
	30 to 35 MPH	3 points
	40 or more MPH	6 points
5. Roadway traffic Volume ADT:	0 to 5000 Vehicles	0 points
	5001 to 10000 Vehicles	4 points
	10001 or more Vehicles	8 points

EXAMPLE

TABLE 13. EXAMPLE SCORING MATRIX (CONTINUED)

CRITERIA	CRITERIA POINT VALUES	POINTS
6. Roadway number of through lanes:	2 Lanes	0 points
	3 Lanes	2 points
	4 Lanes	4 points
	5 lanes	6 points
	6 lanes	-5 points
	7 lanes	-10 points
7. Pedestrian Refuge	Yes (Raised)	10 points
	None	0 points
8. Designated Trail (Reference City-Wide Trails Master Plan)	No	0 points
	Yes	10 points
9. Special Needs Route (School, Senior Citizens, medical facility, etc.)	No	0 points
	Yes	10 points
10. Meets Vol. Warrant (25 pedestrians during peak hour/15 elderly or children)	No	-10 points
	Yes	10 points
11. Is Illuminated	Yes	0 points
	No	5 points
12. Oneway Street	No	0 points
	Yes	-2 points
13. Sharp Curve	No	0 points
	Yes	3 points
14. Reverse Lanes	No	0 points
	Yes	5 points
15. Supervised Crossing	Yes	-10 points
	No	0 points

EXAMPLE

STEP 4: DETERMINE APPROPRIATE TREATMENT

Use the Crossing Treatment Matrix (Figure 17) and toolkit to match the treatment to the context:

- Roadway Configuration (Number of lanes and median presence)
- Visibility or control needs
- Vehicle speed and AADT

FIGURE 17. CROSSING TREATMENT MATRIX

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

- \# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

STEP 5: IMPLEMENT AND MONITOR

Implement through:

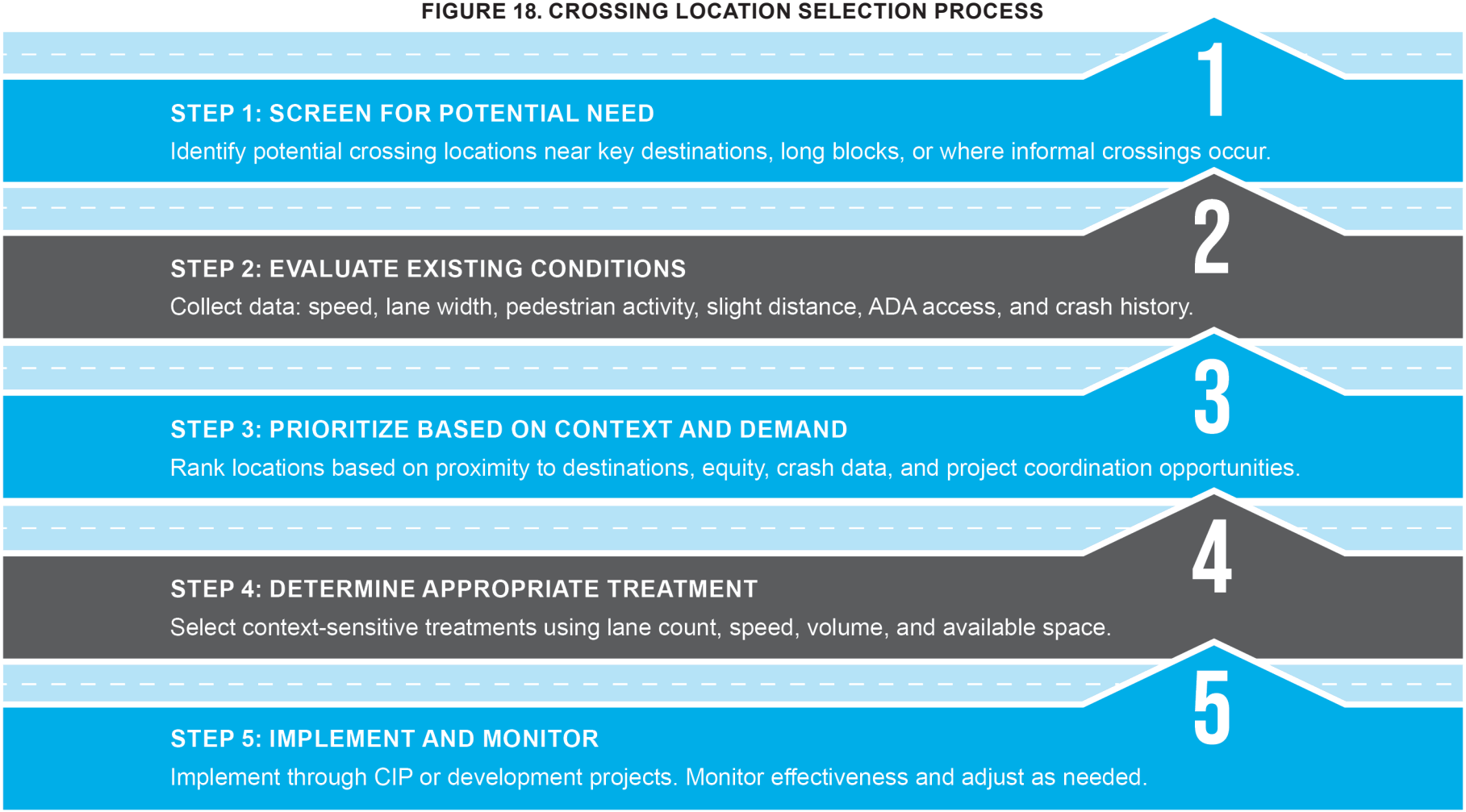
- Capital Improvement Plan (CIP)
- Developer coordination
- Signal timing or operational upgrades
- Resurfacing or repaving projects
- Highway Safety Improvement Program (HSIP)

Monitor results using:

- Pedestrian counts and driver compliance
- Community feedback and observed behavior
- Crash and speed data

***Tip:** Adjust treatment approaches based on outcomes and make refinements as needed.*

FIGURE 18. CROSSING LOCATION SELECTION PROCESS



TRANSIT INTEGRATION

The 2025 opening of the DART Silver Line marked a major milestone in Addison's transportation network, introducing regional rail service and anchoring a broader strategy for enhancing transit access, mobility options, and first and last mile connectivity. As the Town transitions from a primarily bus-oriented system to a more fully multimodal transit hub, this plan outlines key initiatives to ensure local circulation and infrastructure investments are integrated with regional transit improvements in ways that support both transit users and drivers by reducing parking demand and short internal vehicle trips.

The newly redesigned Addison Station near Quorum Drive and Addison Circle will serve as the Town's primary connection to DART's regional commuter rail network. This shift, from the former Addison Transit Center on Addison Road to a centrally located TOD site, will require targeted investment in new mobility infrastructure. In response, the Town will continue working closely with DART to improve bus frequency, strengthen the local bus network that feeds the station, expand on-demand options, upgrade stops, and pursue a local circulator shuttle for daily trips. Coordination will also include tracking ridership, stop activity, and access conditions to ensure first and last mile improvements are aligned with how the system is actually used.

TABLE 14. TRANSIT INTEGRATION

IMPROVEMENT LOCATION	PROJECT LIMITS	RECOMMENDATION	STATUS
DART Silver Line Rail*	Addison Transit Center to DFW Airport and Plano via Silver Line	Support integration of pedestrian, bike, and shuttle access to the new Addison Station	Ongoing
DART Bus Service Enhancements*	Route 229 (Belt Line), 239 (Quorum), GoLink expansion Route 250 (E Belt Line)	Coordinate with DART to increase frequency and align with TOD service; pursue GoLink expansion to improve first/last mile service	Ongoing
Bus Stop Improvements*	Various townwide locations	Prioritize upgrades using accessibility and ridership data; consider branding improvements at key bus stops and DART station area	Ongoing
Addison Station TOD	Area surrounding new DART station	Reinvest in Addison Circle; promote high-intensity TOD including housing, offices, park expansion, and new trails; integrate future shuttle and active transportation	Design Phase
Addison Shuttle/ Circulator System*	Town-wide with priority on Belt Line Rd, Tollway, TOD, Village	Evaluate on-demand microtransit and fixed-route shuttle; two preferred routes identified: wide-area and employment-focused circuits	Planned
DART Service to Vitruvian Park*	Bella Lane/Alpha Road connection	Maintain service planning efforts with DART for fixed-route extension via new Bella–Alpha connection completed in 2023	Planned
First/Last Mile Transit Support	Around Addison Station and major stops	Enhance sidewalks, bike parking, and shared mobility access near transit centers and stops	Planned

**Carried forward from 2016 Master Transportation Plan Update*

DART Service to Vitruvian Park

Addison will continue collaborating with DART to evaluate fixed-route transit extensions into the Vitruvian Park area. The recent completion of the **Bella Lane-Alpha Road connector** improves direct access from the TOD area to Vitruvian, supporting a future bus route extension. Service planning is ongoing; implementation will be driven by ridership demand and land use activity. The project is currently ***Not Started***.

DART Bus Service Enhancements

Addison is coordinating with DART to improve local bus service along Route 229 (Belt Line Road) and Route 239 (Quorum Drive). These routes are being evaluated for increased frequency, TOD alignment, and eventual integration into the Addison Circulator. The Town is also pursuing GoLink microtransit expansion to improve coverage in areas with low fixed-route viability. This effort is under ***Ongoing Coordination***.

Bus Stop Improvements

This initiative prioritizes townwide upgrades to DART bus stops and future circulator stops. Improvements will be based on ridership levels, accessibility audits, and equity considerations. Standard elements include ADA-compliant boarding pads, shelters, benches, real-time signage, and lighting. Key locations include Belt Line Road, Quorum Drive, Addison Circle, and the Addison Station area. This project is ***Planned*** and supports improved rider experience and visibility.

Addison Station TOD

The area surrounding the new Addison Station is planned for high-intensity Transit-Oriented Development (TOD). The Town will support mixed-use redevelopment, trail and sidewalk expansion, park space, and flexible zoning to encourage housing, offices, and retail. Integration of a circulator stop and direct connections to trails and bike lanes are critical elements. The project is ***In Design*** and will shape future land use and mobility patterns for the surrounding district.

DART Silver Line Rail

Addison continues to coordinate with DART and support integration of pedestrian, bicycle, and shuttle access into the Addison Station and has already initiated roadway improvements and wayfinding planning. The project is ***Ongoing***.

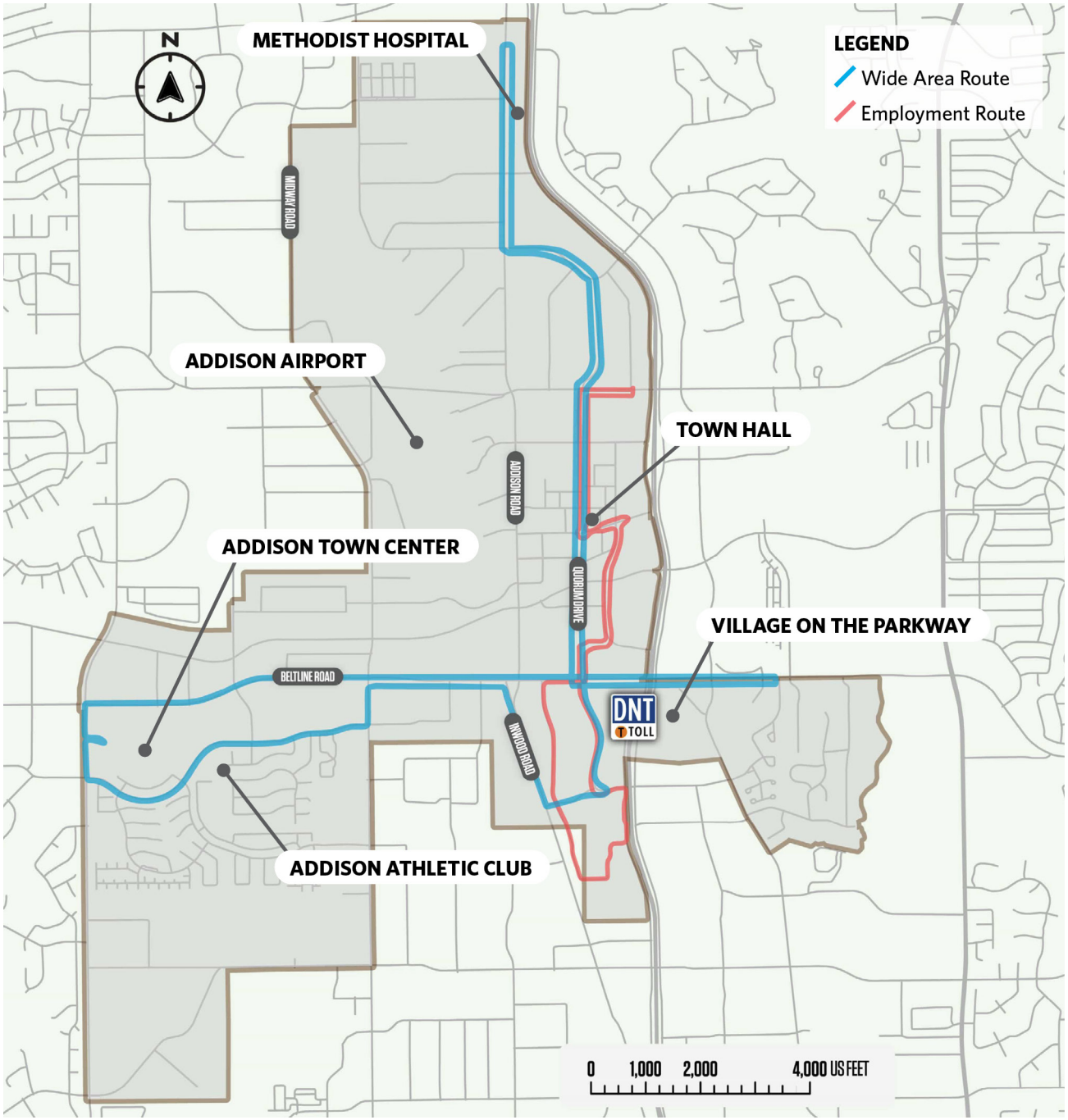
First/Last Mile Transit Support

To support transit ridership and reduce dependence on personal vehicles, the Town will enhance sidewalk, bicycle, and shared mobility access to all major stops—particularly around the Addison Silver Line Station. Improvements include wider sidewalks, secure bike parking, micro-mobility parking zones, and designated rideshare pickup/drop-off areas. These enhancements are ***Planned*** and should be implemented as ridership grows and station access needs are monitored.

ADDISON SHUTTLE/ CIRCULATOR SYSTEM

The Town plans to implement a branded circulator service that connects employment, retail, residential, and civic destinations. Two preferred route types have been identified: a wide-area town loop and an employment-focused corridor along Quorum Drive and the Tollway. The service would provide frequent, short-distance trips—enhancing last-mile mobility and reducing parking pressure in busy areas. This project is Not Started and will require service modeling, vehicle branding, and funding coordination with DART and private partners.

FIGURE 19. ADDISON SHUTTLE/CIRCULATOR SYSTEM



CHAPTER 7:
PEDESTRIAN TOOLBOX

Pedestrian infrastructure serves as the backbone of walkable, vibrant communities. For Addison, prioritizing pedestrian safety, comfort, connectivity, and placemaking is essential. This Pedestrian Toolbox provides guidance and practical recommendations tailored to the unique context of Addison, complementing previous planning efforts and emphasizing strategic integration with the Addison City-Wide Trails Master Plan and existing MTP initiatives.

WHY PLAN FOR PEDESTRIANS?

Addison has earned a reputation as one of the most walkable and livable communities in North Texas. Many residents move to Addison specifically to take advantage of its shaded, tree-lined streets and wide sidewalks. The Town has proactively designed and reconstructed its roadways with the goal of supporting a high-quality pedestrian experience. These design choices—such as adding buffers between sidewalks and traffic, implementing landscaping standards, and integrating trails into redevelopment areas—demonstrate a long-standing commitment to walkability.

The Pedestrian Toolbox builds upon this, offering a strategic framework to evaluate, prioritize, and implement future pedestrian improvements that align with Addison's goals for sustainability, mobility, and community character.



Pedestrians on Sidewalk

ECONOMY

A connected pedestrian network promotes economic vitality and supports local businesses. Walkable communities attract residents, businesses, and visitors, often contributing to higher property values and retail sales. According to research from the National Association of Realtors, walkable neighborhoods experience up to 15–20% higher property values. In Addison, pedestrian access to employment hubs and commercial corridors like Quorum Drive and Belt Line Road helps foster a thriving local economy.

HEALTH

Walkable environments support public health by encouraging daily physical activity. With inviting sidewalks, safe crossings, and trail connections, Addison enables residents of all ages and abilities to walk for recreation, fitness, or daily errands. This contributes to lower rates of chronic illness, improved mental health, and higher overall quality of life.

MOBILITY

Sidewalks, trails, and crossings form a critical layer of the transportation system. They increase mobility options and connect residents to transit, employment, and local destinations. In Addison, pedestrian routes are often shorter and more direct than vehicular ones, allowing for efficient travel between neighborhoods and amenities. With a growing number of planned trails and transit connections, this mobility layer is more important than ever.

ENVIRONMENT

By replacing short vehicle trips with walking trips, a complete pedestrian network helps reduce vehicle miles traveled and associated emissions. Addison's pedestrian network—enhanced with shade trees and native landscaping—contributes to better air quality and regional climate resilience while also supporting stormwater management.

LIVABILITY

A walkable community is a livable community. Addison's neighborhoods, parks, and mixed-use centers are linked by high-quality pedestrian routes that foster a strong sense of place. Safe and accessible sidewalks support residents who may not drive—children, seniors, and those with disabilities—ensuring that all can access key destinations independently and comfortably.

SAFETY

Pedestrian safety is a core priority in Addison's street design. As the Town upgrades corridors like Midway Road and Keller Springs Road, it incorporates wider sidewalks, buffer areas, and improved crossing locations to reduce crash risk and create safer and more comfortable conditions for people walking. Continued investment in these features supports a more walkable and safe community for all.

HOW DOES ADDISON PLAN TO RESPOND TO PEDESTRIAN NEEDS?

Across the country, communities are grappling with a similar set of challenges when it comes to pedestrian safety, comfort, and access. National guidance from organizations such as the Federal Highway Administration (FHWA), the National Association of City Transportation Officials (NACTO), and the American Planning Association (APA) identifies several key barriers to walkability that are commonly experienced in communities of all sizes:

- Gaps in the pedestrian network, including missing sidewalks or discontinuous trails
- Unsafe or incomplete crossings, especially on wide or high-speed streets
- Poor accessibility for people with disabilities, due to outdated curb ramps or sidewalk obstructions
- Limited connectivity between neighborhoods, parks, schools, transit, and retail
- Lack of shade, lighting, or pedestrian-scale amenities, which can deter walking in all seasons
- Insufficient data or tools for prioritizing improvements based on context and need

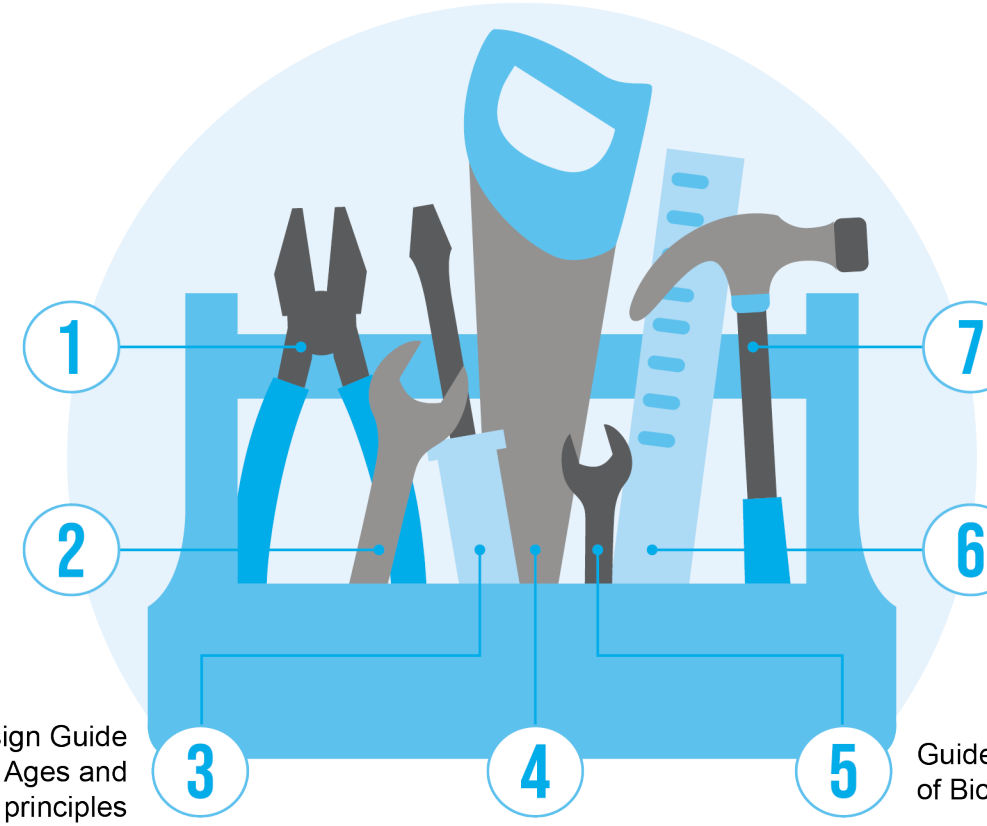
Addison is not immune to these issues. While many parts of the community are known for their comfortable, shaded sidewalks and high-quality pedestrian infrastructure, others are still catching up—particularly where older development patterns, wide arterials, or disconnected neighborhoods exist.

To meet these goals, Addison will rely on a flexible but structured approach—one that is aligned with national best practices and tailored to local conditions. This includes:

> **Using data-driven tools** to evaluate where pedestrian improvements are most needed, based on safety, demand, and land use context
>
> **Implementing the City-Wide Trails Master Plan**, which provides a long-term vision for a connected and comfortable trail network that complements on-street improvements
>
> **Designing for context**, ensuring that cross sections, sidewalks, crossings, and amenities reflect the surrounding land use and expected pedestrian activity
>
> **Coordinating with redevelopment**, **bond-funded initiatives, and capital projects**, to implement pedestrian improvements efficiently and cost-effectively
>
> **Ensuring ADA compliance**, so that new and reconstructed infrastructure is inclusive, accessible, and supports public health and mobility for all ages and abilities

Recognizing that walking is a fundamental part of daily life, Addison is committed to a comprehensive and context-sensitive approach to improving pedestrian infrastructure. This means moving beyond basic compliance and toward a pedestrian environment that is safe, convenient, and comfortable for people of all ages and abilities.

The following Pedestrian Toolbox is Addison's coordinated response to these needs. It includes a flexible suite of tools—ranging from core sidewalk and trail facilities to safety enhancements, placemaking features, and strategic crossing treatments. Each tool is grounded in national guidance, including:



1. FHWA's Safe Transportation for Every Pedestrian (STEP) program
2. Public Rights-of-Way Accessibility Guidelines (PROWAG)
3. NACTO's Urban Street Design Guide and Designing for All Ages and Abilities principles
4. American Association of State Highway and Transportation Officials (AASHTO)
5. Guide for the Development of Bicycle Facilities
6. Federal Highway Administration (FHWA) Manual of Uniform Traffic Control Devices (MUTCD)
7. Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares

Together, these tools will help Addison strengthen what's working, address what's missing, and shape a safe, inclusive, and walkable public realm for generations to come.

CORE PEDESTRIAN TOOLS

A high-quality pedestrian network is built on more than just sidewalks—it includes a range of interconnected elements that create a safe, comfortable, and accessible environment for walking. This section outlines the core infrastructure tools that support pedestrian mobility in Addison, consistent with design guidance. These tools are foundational to creating a walkable, livable community that works for people of all ages and abilities.

SIDEWALKS



Source: Kimley-Horn

DESCRIPTION

Sidewalks are the foundation of any pedestrian-friendly network. They provide a safe, dedicated space for people walking and enable everyday access to homes, workplaces, retail centers, schools, parks, and transit. Sidewalks are often the most frequently used piece of public infrastructure, and their quality directly impacts a community's walkability and livability.

In Addison, the City-Wide Trails Master Plan calls for both the addition of new sidewalks and the consistent implementation of wide sidewalks—defined as at least 8 feet in width—in many locations across the community. This standard exceeds national minimum guidelines and reflects Addison's commitment to comfort and accessibility.



TYPICAL USE

Sidewalks should be implemented on both sides of all public streets and are particularly important in the following contexts:

- Mixed-use districts, such as Addison Circle and areas along Belt Line Road, where walking is part of daily life
- Transit corridors, including Addison Road, Midway Road, and Keller Springs, where pedestrian activity and bus stop access overlap
- Commercial and civic destinations that attract higher foot traffic or host events
- Trail and park connectors, where pedestrian activity blends with recreational and fitness uses

DESIGN GUIDANCE

National best practices from FHWA, NACTO, and PROWAG recommend the following:

- Sidewalks should be located on both sides of the street, regardless of street classification
- Minimum clear width should be 5 feet, with wider sidewalks (8 feet or more) provided in high-demand areas
- Sidewalks should be continuous and connected, with minimal gaps or obstructions
- ADA-compliant curb ramps, cross slopes, and landings are required at all crossings and intersections
- Landscaped buffers (typically 3 to 8 feet wide) between the sidewalk and the curb enhance comfort, improve safety, and allow for shade trees and stormwater management features

SHARED-USE PATH



Source: Adobe Stock

DESCRIPTION

Shared-use sidepaths are paved, two-way trails that run parallel to roadways but are physically separated from vehicular traffic by a landscaped buffer or barrier. Unlike standalone trails, sidepaths are integrated into roadway corridors and are designed to accommodate a mix of users. They provide a safe and comfortable alternative to on-street facilities, particularly in areas where vehicle speeds are high.

Sidepaths are a key element of Addison's City-Wide Trails Master Plan and have been integrated into roadway reconstruction projects, such as along Midway Road.



TYPICAL USE

Shared-use sidepaths are most effective in the following contexts:

- Along arterial roads with high vehicle volumes and speeds
- In areas with limited pavement width, where separate on-street bike lanes are infeasible
- As connectors between on-street bikeways and off-street trails
- Near schools, parks, and transit hubs where there is a need for two-way bicycle and pedestrian travel

DESIGN GUIDANCE

National design guidelines recommend the following standards for shared-use sidepaths:

- Minimum paved width of 10 feet; reduced to 8 feet only in constrained conditions with low expected volumes
- Two-foot shoulders or clear zones on either side of the path, where space permits
- A minimum 5-foot landscaped buffer between the path and roadway; if less than 5 feet, a physical barrier (e.g., guardrail or curb) should be provided
- Sight lines must be maintained at all crossings and driveways; signage and markings should clearly alert drivers to the presence of path users
- Each end of the sidepath should connect directly to another bicycle-compatible facility—such as an on-street bike lane, another trail, or a neighborhood street
- At signalized intersections, consider prohibiting right turns on red and implementing Leading Pedestrian Intervals (LPIs) to minimize conflicts between turning vehicles and path users
- Lighting, striping, and wayfinding elements should be provided to enhance safety, visibility, and comfort

MARKED CROSSWALKS



Source: Adobe Stock

DESCRIPTION

Marked crosswalks play a key role in guiding pedestrians and alerting drivers to pedestrian activity. While crosswalks legally exist at all intersections where sidewalks meet the street—even without striping—markings significantly improve visibility, reinforce pedestrian priority, and clarify expectations for all users.

Ladder and continental styles, featuring wide bars perpendicular to the walking direction, are the most visible and effective. These should be paired with stop bars, signage, and, where appropriate, pedestrian signals or beacons. Decorative treatments may be used to enhance placemaking but must not compromise safety or visibility. In Addison, marked crosswalks are essential to a safe and comfortable pedestrian network, especially along arterials like Belt Line Road, Midway Road, and Addison Road, near schools and in high pedestrian areas such as Addison Circle and Vitruvian Park.



TYPICAL USE

Marked crosswalks are especially appropriate in the following locations:

- Along any roadway with moderate to high traffic volumes (typically >3,000 ADT) or posted speeds above 20 mph
- At all legs of signalized and stop-controlled intersections in high pedestrian activity areas
- At mid-block crossings near schools, parks, trails, transit stops, senior centers, civic buildings, or commercial areas
- Within mixed-use areas where informal crossing behavior is common or where pedestrian desire lines are clearly visible

DESIGN GUIDANCE

Design and placement of crosswalks should follow TMUTCD, PROWAG, and FHWA guidance, with the following standards recommended for Addison:

- Use high-visibility continental, ladder, or longitudinal bar markings at uncontrolled crossings, school crossings, trail crossings, transit stops, mixed-use areas, and multilane or higher-speed roadways.
- Provide a minimum crosswalk width of 6 feet, with wider crosswalks used in high-pedestrian areas or where crossing activity warrants additional space. At non-intersection crossings on roadways posted 40 mph or greater, provide a minimum width of 8 feet.
- Align crosswalks with pedestrian desire lines, sidewalks, curb ramps, and accessible routes; curb ramps should fall within the extension of the crosswalk markings.
- Provide ADA-compliant curb ramps, detectable warning surfaces, landings, and clear pedestrian access routes at all marked crossings.
- Place stop or yield lines outside of the crosswalk and in advance of the crossing as appropriate. At uncontrolled multilane crossings, advance yield/stop lines should generally be placed 20–50 feet in advance of the crosswalk and paired with the appropriate “Yield Here to Pedestrians” or “Stop Here for Pedestrians” signage.
- Maintain clear sight distance on all approaches by limiting parking, landscaping, street furniture, or other obstructions near the crossing. Provide pedestrian-scale lighting at marked crossings, especially at mid-block crossings, trail crossings, transit stops, and locations with nighttime activity.
- Decorative or textured pavement may be used for placemaking, but it should not replace required white crosswalk markings or reduce visibility, retroreflectivity, skid resistance, or accessibility.

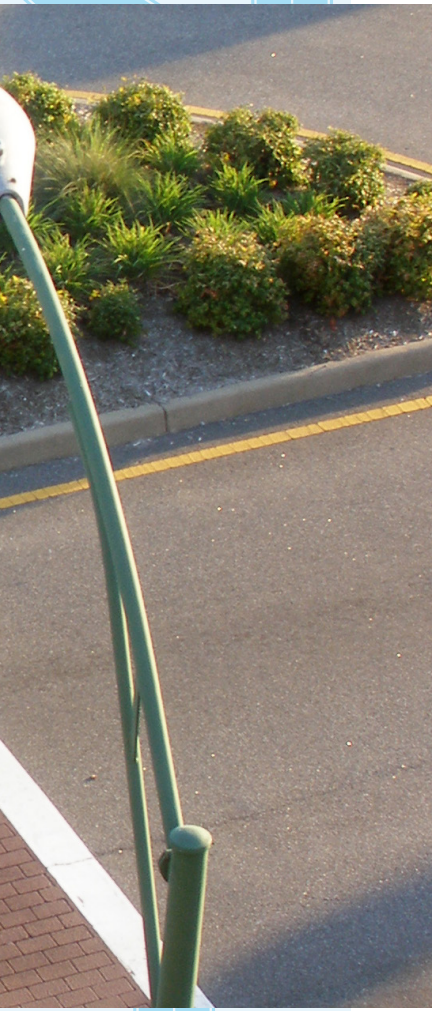
CROSSING ISLANDS (PEDESTRIAN REFUGE)



Source: Adobe Stock

DESCRIPTION

Crossing islands, or pedestrian refuge islands, are raised areas in the center of the roadway that allow pedestrians to pause safely while crossing multiple lanes of traffic. By letting pedestrians cross one direction at a time, they reduce exposure and improve safety on wide or high-speed streets. In addition to supporting pedestrian safety, crossing islands can also help calm traffic by visually narrowing the roadway and encouraging slower vehicle speeds. Recognized by the FHWA as a proven safety countermeasure, they are particularly effective in locations with high pedestrian activity. In Addison, crossing islands are well-suited for major arterials like Belt Line Road, Midway Road, and Arapaho Road.



TYPICAL USE

Crossing islands are particularly effective in the following conditions:

- On roads with four or more travel lanes (including turn lanes)
- At mid-block crossings where pedestrians are crossing significant distances
- Near transit stops, schools, or civic destinations
- In areas with older adults, children, or users with mobility limitations
- Where pedestrian volumes are moderate to high and crossing gaps are limited

DESIGN GUIDANCE

Best practices for crossing island design include:

- Islands should be a minimum of 6 feet wide to accommodate pedestrians with mobility devices and groups of users
- Length should extend the full width of the crosswalk, with an additional buffer where feasible
- Islands should include curb ramps or cut-throughs aligned with the crosswalk; surfaces should be level, ADA-compliant, and include detectable warning strips at entry points
- Raised islands should be landscaped or designed with vertical elements (e.g., bollards or signs) to improve visibility without obstructing sight lines
- In unsignalized locations, islands may be paired with high-visibility crosswalk markings and Rectangular Rapid Flashing Beacons (RRFBs)
- Lighting should be provided where nighttime use is expected

CURB RAMPS



Source: pedbikeimages.org | Dan Burden

DESCRIPTION

Curb ramps provide the critical transition between sidewalks and streets at intersections and crossings. They are essential for accessibility and are required by the Americans with Disabilities Act (ADA) at all locations where pedestrians are expected to cross the street. Properly designed curb ramps allow people using wheelchairs, strollers, walkers, or bicycles to move smoothly and safely between the sidewalk and roadway. In addition to ensuring compliance, well-placed curb ramps improve overall pedestrian comfort and help guide visually impaired users into the correct crossing path. In Addison, curb ramp upgrades should be incorporated into all intersection improvements, resurfacing projects, and sidewalk repairs.

As Addison upgrades sidewalks, intersections, and crossings through capital improvement projects, curb ramp retrofits should be systematically prioritized to eliminate accessibility barriers and provide safe access for all pedestrians.



TYPICAL USE

Curb ramps should be provided wherever a curb exists and pedestrians are expected to cross, including:

- All intersections (signalized, stop-controlled, and uncontrolled)
- Mid-block crosswalks
- Trail or sidepath crossings
- Transit stop access points
- Driveway crossings with continuous pedestrian access

DESIGN GUIDANCE

Curb ramps should meet ADA, PROWAG, and TxDOT standards. Key design elements include:

- Each pedestrian path of travel should have its own curb ramp (Type II/directional ramps), not a single diagonal ramp
- Ramps should be aligned with the crosswalk to ensure proper orientation and minimize travel distance
- Detectable warning surfaces (truncated domes) are required at the base of all ramps to alert visually impaired pedestrians to the street edge
- Ramp slope must not exceed 1:12 (8.33%)
- Side flare slopes must not exceed 1:10 (10%)
- Cross-slope should be no more than 2% for comfort and accessibility
- Ramps must connect to a level landing area of at least 4 feet by 4 feet (5 feet by 5 feet preferred), with a maximum cross-slope of 2%

PEDESTRIAN SIGNAL TIMING & COUNTDOWN INDICATOR



Source: Adobe Stock

DESCRIPTION

Pedestrian signals help manage crossings at signalized intersections and mid-block locations, providing clear guidance for when it is safe to cross. Standard pedestrian signal heads display three phases:

1. **Walk Interval:** Indicates that pedestrians may begin crossing (WALK symbol or walking person)
2. **Flashing Don't Walk Interval:** Warns that crossing should not be initiated; often paired with a countdown timer
3. **Steady Don't Walk Interval:** Indicates that pedestrians should not enter the crosswalk

Countdown indicators show the number of seconds remaining in the crossing phase, helping both pedestrians and drivers make informed decisions. Accessible Pedestrian Signals (APS) may supplement these indications with audible tones, speech messages, and tactile features to assist pedestrians with visual or hearing impairments. In Addison, pedestrian signals with countdown indicators should be standard at all new or upgraded signalized intersections. When coordinated with traffic operations and accessibility goals, they significantly improve safety, compliance, and comfort for people walking.



TYPICAL USE

Pedestrian signal timing and countdown indicators are appropriate for:

- All signalized intersections with regular pedestrian activity
- Mid-block crossings controlled by traffic signals
- Areas with high pedestrian volumes such as school zones, transit stations, and mixed-use districts

DESIGN GUIDANCE

Design and timing of pedestrian signals should follow standards established by the Texas Manual on Uniform Traffic Control Devices (TMUTCD):

- **Walking Speed Assumptions:** Use a pedestrian walking speed of 3.5 feet per second to determine crossing time, per TMUTCD guidance
- **Minimize Wait Time:** Excessive delays can lead to noncompliance; signal timing should minimize pedestrian wait times where feasible
- **Automatic Pedestrian Phases:** In high-activity areas (e.g., Addison Circle, near DART stops), program a pedestrian phase into every signal cycle, rather than requiring pushbutton activation
- **Accessibility:** Consider APS at key locations to support all users; ensure clear visibility of signal heads for children, older adults, and people using mobility devices
- **Countdown Placement:** Install countdown indicators during the flashing Don't Walk interval to inform pedestrians how much crossing time remains

SAFETY TOOLS

Creating a walkable community sometimes requires more than sidewalks and core pedestrian tools; it requires infrastructure that makes walking feel safe, visible, and predictable. Safety tools help reduce conflicts between pedestrians and vehicles by addressing crossing distance, speed, and driver awareness.

This section outlines proven design strategies such as high-visibility crosswalks, refuge islands, and signal enhancements. These tools are based on national best practices and support Addison's goals to improve pedestrian safety, especially along busy corridors and at key crossing locations.

RECTANGULAR RAPID FLASHING BEACON



Source: Kimley-Horn

DESCRIPTION

RRFBs are user-activated flashing beacons installed at uncontrolled pedestrian crossings to alert drivers to crossing activity. When activated by a pedestrian, the device emits a bright, alternating (wig-wag) rectangular flash pattern mounted with standard pedestrian crossing signs.

Recognized by FHWA as a proven safety countermeasure, RRFBs are effective at increasing driver yielding behavior, particularly on multilane or high-speed roads where visibility is a concern. In Addison, RRFBs should be prioritized at high-activity mid-block locations; such as along principal and minor arterials or at trail crossings identified in the City-Wide Trails Master Plan. They offer a cost-effective way to enhance pedestrian safety without requiring full traffic signal installation.



TYPICAL USE

RRFBs are best suited for:

- Unsignalized or mid-block crosswalks with moderate to high pedestrian activity
- Trail and shared-use path crossings at roadways
- School routes, near multifamily housing, retail, or employment centers
- Locations where full signal warrants are not met but enhanced visibility is needed

DESIGN GUIDANCE

Design and placement of the RRFB should follow standards established by the TMUTCD:

- Install per FHWA Interim Approval IA-21 and TMUTCD Section 2B.12
- Locate beacons on both sides of the crossing; add a third unit in a median, if present
- Pair with pedestrian crossing (W11-2) signs and downward arrow plaques (W16-7P)
- Use pushbutton or passive activation; flash duration should match crossing time
- Provide advance yield or stop bars 20–50 feet in advance of the crosswalk
- Use only at marked crosswalks on uncontrolled approaches
- Ensure automatic shutoff after pedestrian clearance phase

PEDESTRIAN HYBRID BEACON



Source: Kimley-Horn – Intersection of Belt Line Road and Asbury Road in Addison

DESCRIPTION

Pedestrian Hybrid Beacons (PHBs), sometimes referred to as HAWK signals, are a type of traffic control device used at mid-block or unsignalized crossings to stop vehicle traffic and provide pedestrians or bicyclists a protected opportunity to cross. Unlike full traffic signals, PHBs remain dark until activated by a user and are often used at high-speed, high-volume locations that do not meet traditional signal warrants. When activated, the beacon flashes yellow, then changes to a solid red, requiring motorists to stop.

PHBs are a proven safety countermeasure and are especially effective on wide arterials or multilane roads where traditional signs and markings alone do not yield high driver compliance.



TYPICAL USE

PHBs are recommended for:

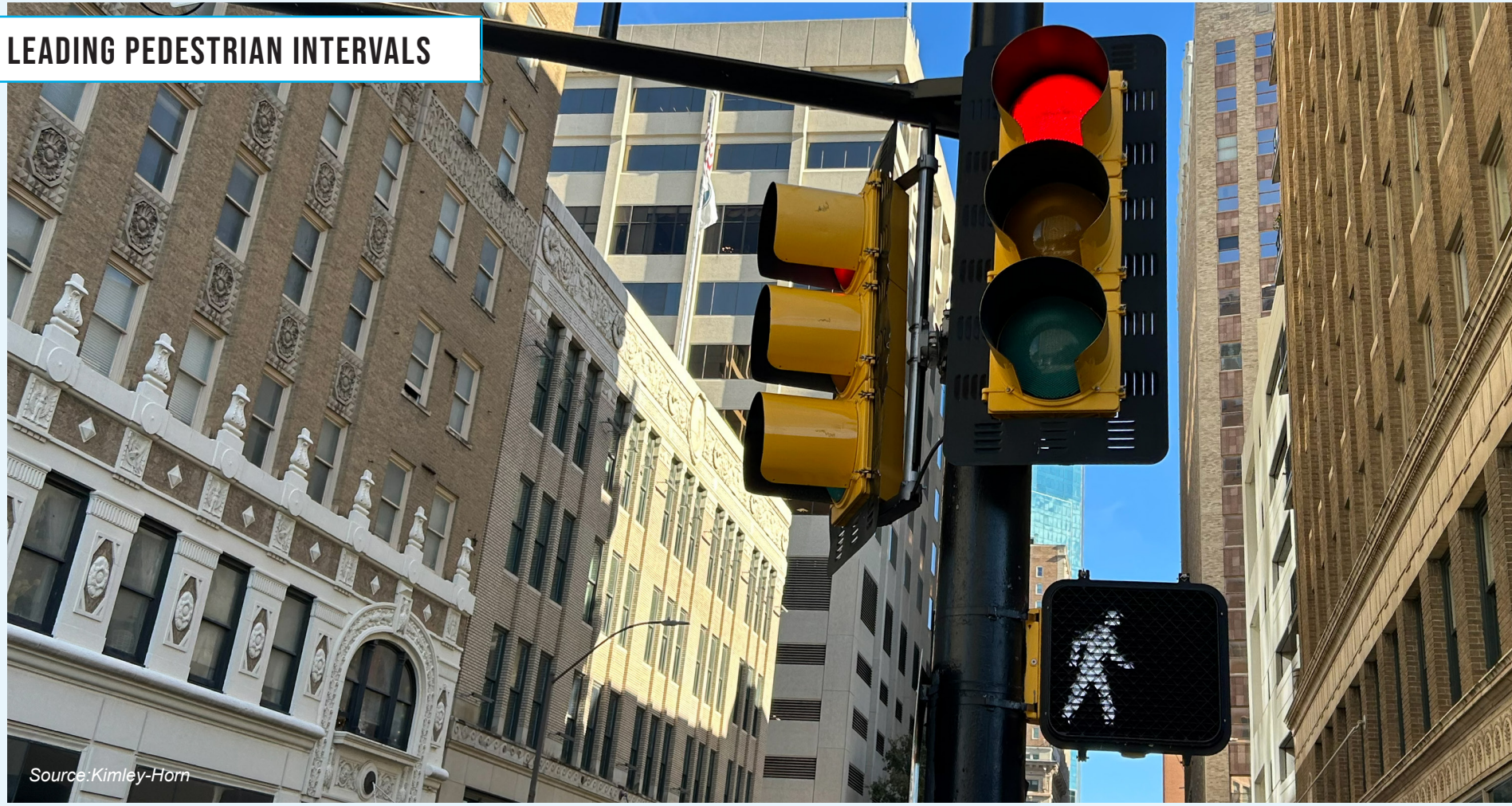
- Crossings of high-speed, multi-lane arterial roadways
- Locations with ≥20 pedestrians or bicyclists per hour and ≥2,000 vehicles per hour
- Unsignalized crossings with 6 or more travel lanes
- Trail or shared-use path crossings where other treatments are insufficient
- Areas with crash history or observed non-compliance at crossings

DESIGN GUIDANCE

Design and placement of the PHB should follow standards established by the TMUTCD. Key considerations include:

- Install at logical crossing points on pedestrian and bicycle networks where traffic volumes or speeds present barriers
- Use “hot” pushbuttons for immediate response, or passive detection (e.g., infrared or video) to activate the beacon
- Provide clear crosswalk markings and ADA-compliant curb ramps
- Ensure signal timing provides adequate clearance for pedestrians of all abilities
- Include appropriate signage (W11-2 with W16-7P) and advance warning devices as needed

LEADING PEDESTRIAN INTERVALS



Source:Kimley-Horn

DESCRIPTION

Leading Pedestrian Intervals (LPIs) give pedestrians a 3 to 7-second head start at signalized intersections before parallel vehicular traffic is released. This early walk phase allows pedestrians to enter the crosswalk and become more visible, reducing conflicts with turning vehicles. LPIs are especially effective at increasing driver yielding and improving crossing safety in high-volume or complex intersection environments. They are implemented through signal timing adjustments and typically do not require any additional physical infrastructure.

In Addison, LPIs should be prioritized at busy intersections with high pedestrian volumes, and near mixed-use or transit-oriented areas. They offer a low-cost, high-impact improvement to reduce crashes and improve pedestrian visibility at intersections.



TYPICAL USE

LPIs are most effective at:

- Signalized intersections with high pedestrian volumes and frequent turning conflicts
- Locations where pedestrian visibility is limited or turning speeds are high
- Intersections near schools, commercial centers, or transit stops
- Areas with a high proportion of slower-moving pedestrians, including seniors or people with disabilities

DESIGN GUIDANCE

Design should follow FHWA and TMUTCD guidance, including:

- Provide a pedestrian head start of 3–7 seconds, depending on crossing width and signal phasing
- Ensure pedestrians can enter and be fully visible in the intersection before vehicles receive a green indication
- LPIs should not be used where protected (exclusive) left or right turns already eliminate conflicts
- Pair LPIs with complementary treatments such as curb extensions, high-visibility crosswalks, or No Turn on Red restrictions to improve effectiveness
- Clearly communicate pedestrian priority through signage and public education

CURB EXTENSIONS (BULB-OUTS)

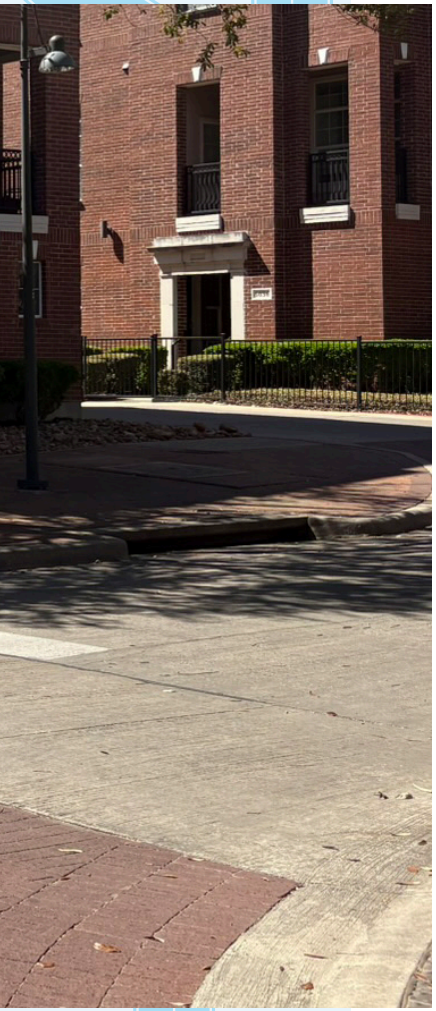


Source: Kimley-Horn – Intersection of Calloway Drive and Quorum Road in Addison Circle Neighborhood

DESCRIPTION

Curb extensions (also known as bulb-outs or neckdowns) extend the sidewalk or curb line into the parking lane at intersections or mid-block crossings. This reduces the width of the roadway that pedestrians must cross, improves visibility between pedestrians and drivers, and slows turning vehicles by tightening corner radii. Curb extensions are a proven traffic calming tool and can also create space for street trees, lighting, benches, or stormwater infrastructure.

In Addison, curb extensions are especially well-suited for mixed-use areas, commercial districts, and urban roadways where pedestrian activity is high and slower vehicle speeds are desirable. They can be implemented as permanent infrastructure or as temporary installations using materials like flexible curbs, striping, or planters (also known as quick-build or tactical applications).



TYPICAL USE

Curb extensions are most effective in the following contexts:

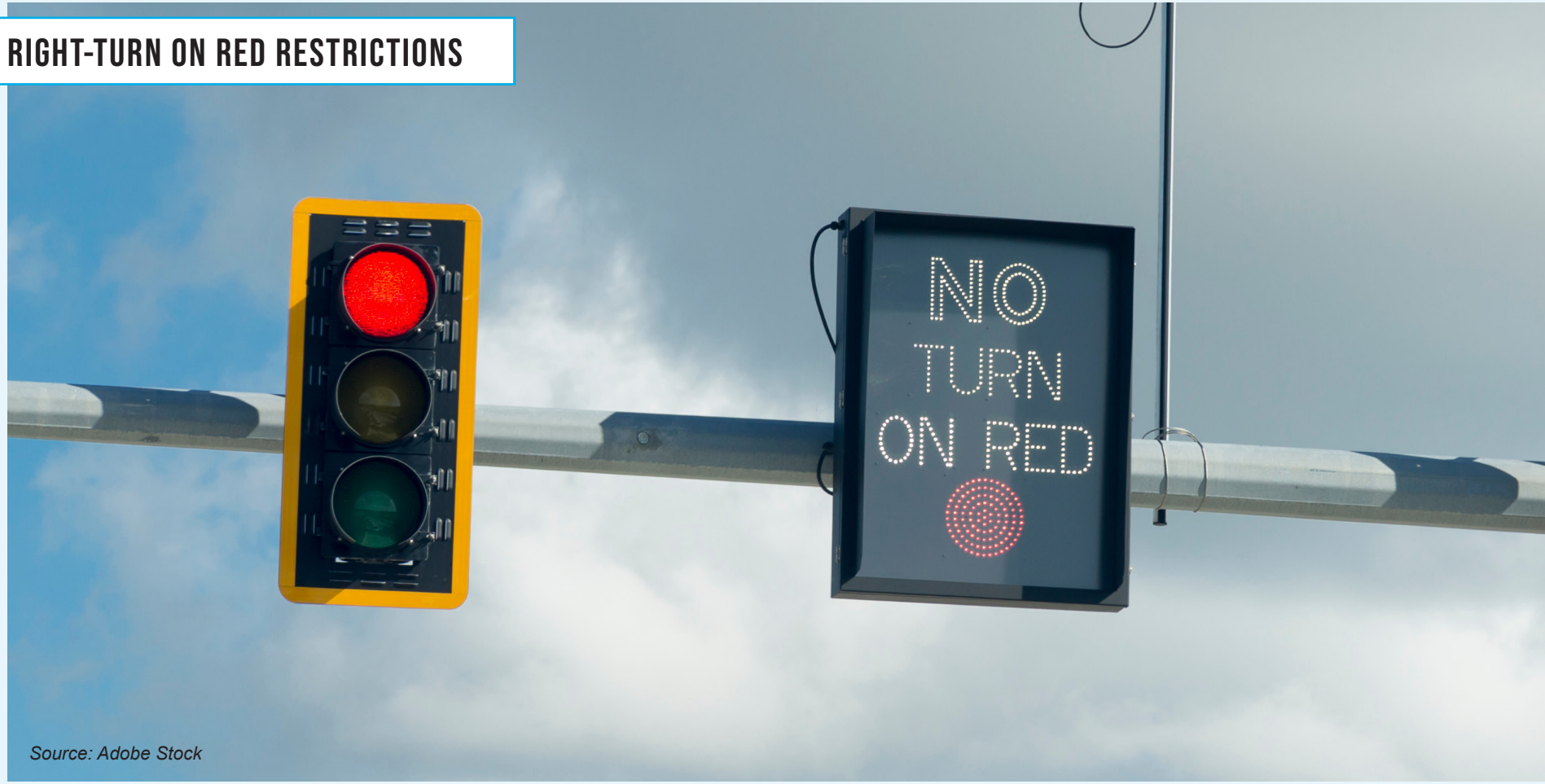
- At intersections with high pedestrian activity or long crossing distances
- In downtown or walkable districts such as Addison Circle
- Near schools, parks, senior housing, or transit stops where pedestrian visibility is critical
- Along corridors with on-street parking, where curb extensions can be added without affecting travel lanes
- As part of traffic calming or placemaking projects

DESIGN GUIDANCE

Curb extensions should be designed in accordance with NACTO, FHWA, and ADA standards. Key considerations include:

- Reduce pedestrian crossing distance by 6–8 feet (the width of a typical parking lane)
- Maintain a minimum clear pedestrian path of 5 feet through the extension
- Curb radii should be tightened to slow turning speeds, but must still accommodate emergency and turning vehicles (use mountable aprons if needed)
- Ensure extensions do not block bike lanes unless a dedicated bypass is provided
- Include ADA-compliant curb ramps and landings where extensions incorporate crossings
- In mid-block locations, curb extensions should include high-visibility crosswalks and, where appropriate, signage or RRFBs

RIGHT-TURN ON RED RESTRICTIONS



Source: Adobe Stock

DESCRIPTION

Right Turn on Red (RTOR) restrictions prohibit vehicles from turning right during the red signal phase, reducing conflicts with pedestrians crossing in the same direction. While RTOR is generally permitted under state and federal traffic laws, local agencies may restrict it at intersections where turning vehicles frequently conflict with pedestrians or where safety concerns warrant greater control.

RTOR restrictions are an effective, low-cost measure to improve pedestrian safety, particularly when paired with other signal timing tools like Leading Pedestrian Intervals (LPIs). Prohibiting RTOR increases driver attentiveness and reduces the likelihood of right-hook crashes, especially where visibility is limited or pedestrian volumes are high.

In Addison, RTOR restrictions should be considered at key intersections along corridors with shared-use side paths, and within high-pedestrian activity areas like Addison Circle and near future transit-oriented development. They are a simple but effective measure to enhance pedestrian safety without major infrastructure changes.



TYPICAL USE

RTOR restrictions are appropriate at:

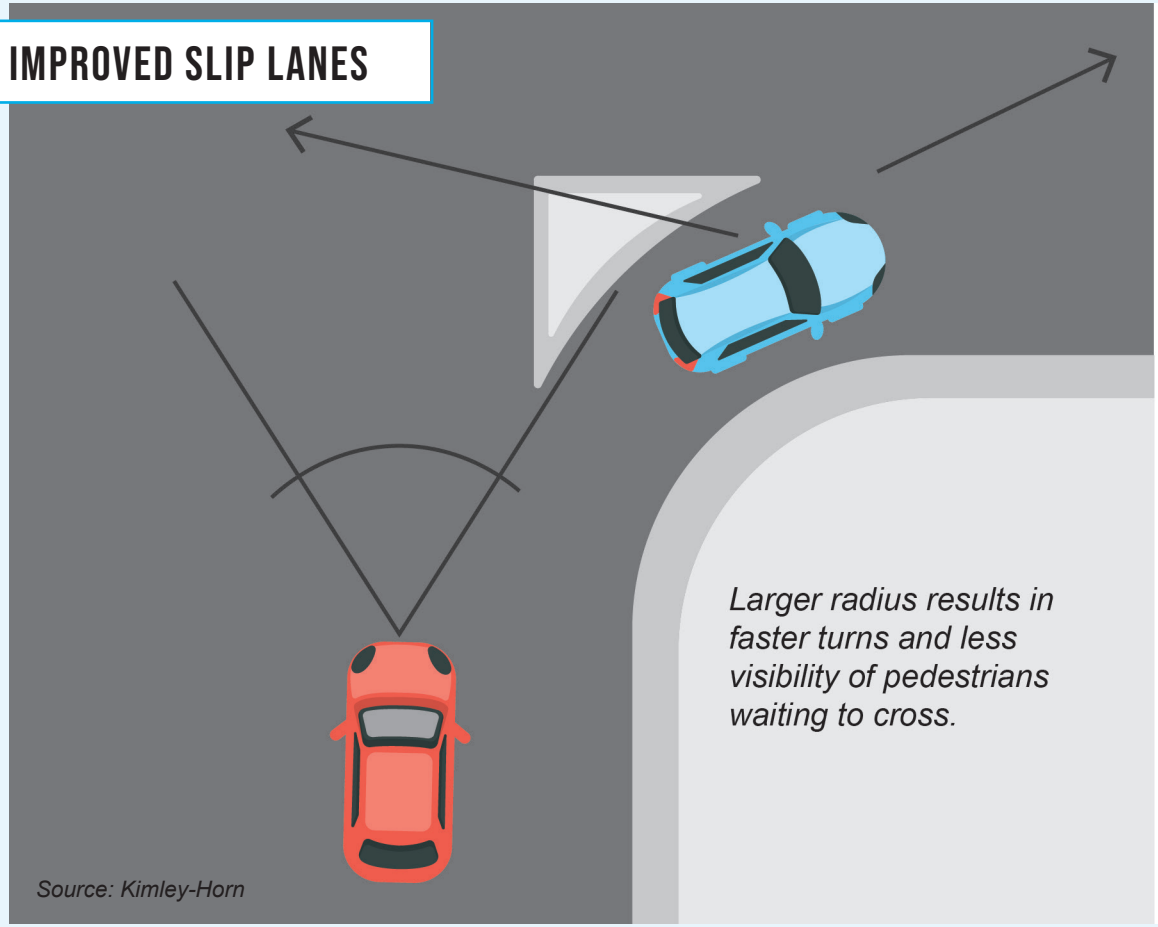
- Intersections adjacent to shared-use paths with high pedestrian and bicycle volumes and frequent turning conflict
- Locations with LPIs, where early pedestrian movement may conflict with turning drivers
- Intersections with a history of pedestrian-related crashes or near-misses
- Places where sight distance is limited due to geometry, landscaping, or parked vehicles

DESIGN GUIDANCE

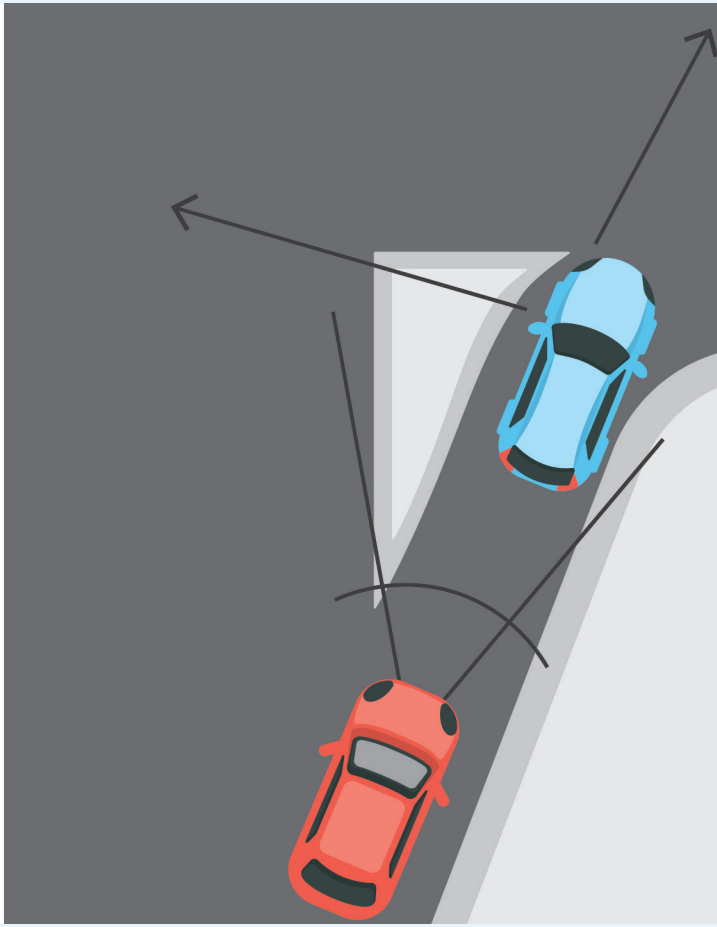
Design and implementation should follow guidance from the TMUTCD (Section 2B.54) and FHWA:

- Install **"No Turn on Red" (R10-11)** or time-based restriction signs at signalized intersections as warranted
- Consider **variable restrictions** that apply during peak pedestrian hours (e.g., school start/end times or special events)
- Pair RTOR restrictions with **LPIs, high-visibility crosswalks, and curb extensions** to maximize pedestrian visibility
- Evaluate turning movement volumes, pedestrian crash history, and observed conflicts before applying full-time restrictions
- Clearly place signage where drivers are likely to see it—typically near the signal head or curbside post

IMPROVED SLIP LANES



Source: Kimley-Horn



DESCRIPTION

Slip lanes, or free-flowing right-turn lanes, are designed to allow vehicles to turn without stopping at intersections—often bypassing traffic signals. However, when poorly designed, they create conflict points for pedestrians by encouraging high-speed turns and limiting visibility. Improved slip lane designs prioritize pedestrian safety by reducing vehicle speeds, improving sight lines, and increasing driver awareness at crossings.

Common design enhancements include sharper entry angles, enlarged islands (“pork chop” islands) with curb ramps and waiting space, raised crosswalks, and high-visibility markings. These features ensure that turning motorists can clearly see and yield to pedestrians, especially at large or complex intersections.

In Addison, improved slip lanes should be considered at arterial intersections such as along Belt Line Road, where right-turn traffic volumes are high and pedestrian activity is expected to increase. These design upgrades offer a targeted, cost-effective solution to enhance safety and comfort at complex intersections.

Smaller radius results in need for vehicles to slow to enter traffic as well as improved visibility of pedestrians and on-coming traffic.

TYPICAL USE

Improved slip lanes are best applied at:

- Arterial-arterial intersections with high right-turn volumes
- Existing intersections where right-turn slip lanes cross marked pedestrian paths
- Intersections with a history of pedestrian conflicts or visibility concerns
- Locations near schools, parks, or commercial areas with frequent pedestrian activity

DESIGN GUIDANCE

Design should follow guidance from NACTO and FHWA, and be context-sensitive. Key best practices include:

- Align crosswalks perpendicular (90 degrees) to the slip lane to improve visibility between drivers and pedestrians
- Set crosswalks at least one car length back from the intersecting roadway to give turning vehicles space to yield
- Reduce the turning radius with a sharper slip lane entry angle (ideally 45–60 degrees) to lower vehicle speeds
- Provide large, accessible pedestrian refuge islands with ADA-compliant curb ramps and detectable warnings
- Consider installing a raised crosswalk within the slip lane to further reduce vehicle speed and highlight pedestrian priority
- Use high-visibility crosswalk striping and appropriate signage (W11-2 with W16-7P) to alert drivers to pedestrian crossings

PEDESTRIAN LIGHTING

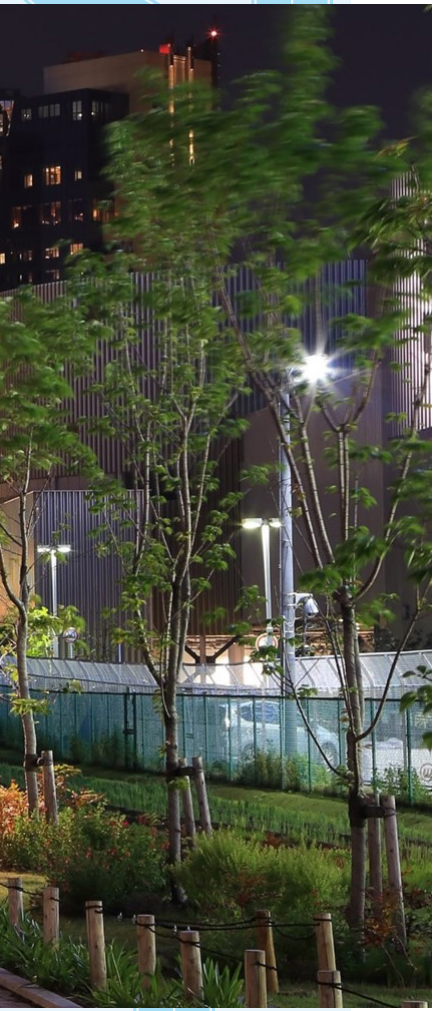


Source: Adobe Stock

DESCRIPTION

Pedestrian-scale lighting improves visibility, safety, and comfort along sidewalks, trails, and crossings—especially during early morning, evening, and nighttime hours. Unlike overhead roadway lighting, pedestrian lighting is mounted lower and designed to illuminate the walking zone, faces, and potential obstacles without creating glare. In addition to its safety function, well-designed pedestrian lighting enhances the character of streets and public spaces, supporting placemaking and encouraging greater use of walkable areas after dark.

In Addison, lighting is a key component of walkable design, particularly in mixed-use areas like Addison Circle, along major corridors, and within the City-Wide Trails Master Plan network.



TYPICAL USE

Pedestrian lighting should be prioritized in:

- Areas with high nighttime foot traffic, including transit stops, parks, and entertainment districts
- Along trails and shared-use paths, especially where natural surveillance is limited
- At pedestrian crossings, curb ramps, and intersections to improve visibility and reduce crash risk
- Mixed-use corridors or town centers where ambiance and aesthetics are part of the pedestrian experience

DESIGN GUIDANCE

Design should follow IESNA (Illuminating Engineering Society of North America), TxDOT and FHWA recommendations:

- Mount fixtures between 10–15 feet in height to light the sidewalk and adjacent pedestrian zone
- Avoid high-intensity glare or over-lighting; use warm, uniform lighting to improve comfort and visibility
- Prioritize lighting at decision points, including crosswalks, bus stops, trailheads, and curb ramps
- Space fixtures to eliminate dark spots and ensure even illumination along continuous pedestrian paths
- Incorporate full cutoff luminaires to reduce light pollution and preserve dark skies where appropriate
- Coordinate lighting design with streetscape elements, using fixtures that align with the area's character and contribute to placemaking

COMFORT AND PLACEMAKING TOOLS

A walkable environment is not just about getting from point A to B; it's about making that experience comfortable, welcoming, and memorable. For Addison, this is especially important. Public feedback gathered through the City-Wide Trails Master Plan, Advance Addison 2050, and MTP outreach consistently emphasized the importance of high-quality pedestrian infrastructure that goes beyond basic function. Residents expressed a strong desire for shaded walkways, attractive streetscapes, opportunities to sit and rest, and a more vibrant, human-scaled public realm.

These elements, shade, seating, public art, and well-designed transit amenities are not just aesthetic upgrades; they directly influence whether people choose to walk and how they feel while doing so. They also support Addison's identity as a community known for thoughtful design, active public spaces, and attention to detail.

This section outlines key comfort and placemaking tools that help transform sidewalks, trails, and waiting areas into inviting destinations, enhancing both usability and the sense of place across Addison's pedestrian network.

SHADE



Source: Kimley-Horn – Intersection of Arapaho Road and Edwin Lewis Drive in Addison

DESCRIPTION

Shade is a critical component of a comfortable pedestrian environment, particularly in warmer climates like Texas summers. Whether provided by street trees, architectural elements, or built structures, shade significantly improves thermal comfort, making walking more viable year-round. In addition to comfort, shaded walkways can extend the amount of time people are willing to spend outside, increase foot traffic to local businesses, and support broader goals related to health, equity, and livability.

Public feedback in Addison has consistently emphasized the value of shaded sidewalks and trails, and the Town has already incorporated this principle into several key corridors. Expanding shade throughout the pedestrian network will support both walkability and community character.



TYPICAL USE

Shade should be prioritized in the following locations:

- Along high-use pedestrian corridors
- On sidewalks near retail, dining, and civic destinations, where pedestrians may dwell or gather
- Along trails and shared-use paths in open or exposed areas
- At transit stops, public plazas, and trailheads where people may spend time waiting
- In school zones, near senior housing, or in areas with vulnerable populations

DESIGN GUIDANCE

Effective shade strategies should combine natural and built elements and follow best practices in urban design and streetscape planning:

- Use street trees with wide canopies spaced regularly (typically 20–30 feet apart) in landscaped buffers between sidewalks and roadways
- Choose drought-tolerant, regionally appropriate tree species that provide dense canopy and require minimal maintenance
- In areas where trees are not feasible, incorporate structural shade elements such as awnings, arcades, pergolas, or freestanding shade canopies
- Prioritize placement on west- and south-facing sidewalks to block afternoon sun
- Maintain clear pedestrian paths and ADA access; ensure tree grates, planters, or supports do not obstruct movement
- Combine shade with other comfort amenities such as benches, lighting, or water fountains where appropriate

STREET FURNITURE



Source: Kimley-Horn – Addison Road across from Addison Circle Park

DESCRIPTION

Street furniture includes the small-scale elements—such as benches, trash receptacles, bike racks, and planters—that support pedestrian comfort and contribute to the overall functionality and identity of public spaces. These features offer places to rest, socialize, or secure a bicycle, while also helping organize the pedestrian zone and enhance the visual quality of sidewalks and trails.

In Addison, public feedback has consistently pointed to the importance of high-quality pedestrian environments that feel complete, comfortable, and thoughtfully designed. Well-placed street furniture supports longer and more enjoyable walking experiences and reinforces the character of Addison's commercial areas, parks, and civic corridors.



TYPICAL USE

Street furniture should be provided in:

- Mixed-use districts such as Addison Circle and along Belt Line Road
- Parks, plazas, trailheads, and open spaces where people may gather or rest
- Transit stops, near public buildings, and within shopping or dining areas
- Along long stretches of trail or sidewalk where seating is desired for comfort, accessibility, or social use
- Public gathering areas, event zones, or locations with high pedestrian activity

DESIGN GUIDANCE

Street furniture should be thoughtfully selected and placed to support pedestrian needs and complement the surrounding context. Key considerations include:

- Place benches at regular intervals (e.g., every 300–500 feet) along high-use corridors, and near destinations such as transit stops, parks, and shops
- Select durable, low-maintenance materials appropriate for outdoor use and local climate conditions
- Ensure furniture placement maintains a clear pedestrian path (minimum 5 feet clearance) and complies with ADA requirements
- Coordinate furniture styles and finishes within each district to create a cohesive streetscape identity
- Place trash and recycling receptacles so that they are accessible to seating areas, bus stops, and commercial zones
- Include bike racks near destinations and trailheads; ensure racks allow for locking the bicycle frame and wheel
- Where appropriate, integrate planters, lighting, or public art into street furniture installations for added placemaking value

BUS STOP SHELTERS



Source: Town of Addison

DESCRIPTION

Bus stop shelters provide a protected, comfortable space for transit users waiting to board. By offering shade, seating, and weather protection, shelters enhance the rider experience and make transit a more attractive and equitable transportation option. These amenities are especially important for seniors, individuals with disabilities, and transit-dependent riders who may wait longer for service or use transit frequently.

In Addison, public feedback consistently emphasized the need for better bus stop comfort and visibility. Enhancing shelters along key DART routes—specifically Route 229 along Belt Line Road and Route 239 serving Quorum Drive and Addison Road—will play a central role in improving pedestrian and transit infrastructure across the Town.



TYPICAL USE

Bus stop shelters should be prioritized at:

- Stops with moderate to high boardings, particularly along Routes 229 and 239
- Destinations with consistent foot traffic such as commercial corridors, employment centers, senior housing, and civic facilities
- Areas with limited shade or high sun exposure
- Locations where wait times are longer or transfers are common
- Corridors identified for multimodal investment or streetscape upgrades

DESIGN GUIDANCE

Shelters should comply with ADA standards, DART design guidelines, and context-sensitive streetscape design. Key recommendations include:

- Provide a covered structure that offers protection from sun, wind, and rain
- Include a level landing pad at least 5 feet wide by 8 feet deep, connected to the sidewalk or trail
- Integrate seating (preferably with back support), lighting, and trash receptacles
- Maintain a 5-foot minimum pedestrian clear zone on adjacent walkways
- Locate shelters to ensure visibility, comfort, and convenience, avoiding driveways or obstructions
- Include transit information such as route maps, schedules, and real-time arrival displays where feasible
- Consider shelter enhancements—such as landscaping, public art, or branded design elements—in high-visibility areas like Addison Circle and along Belt Line Road

PUBLIC ART



Source: Kimley-Horn – the AMLI Addison on Edwin Lewis Drive in Addison

DESCRIPTION

Public art enhances the visual and cultural experience of public spaces by creating distinct, memorable environments that reflect a community's identity. In the pedestrian realm, public art can serve multiple functions, including wayfinding, placemaking, engagement, and beautification, while enriching the walking experience. Art can be integrated into sidewalks, trails, walls, utility boxes, transit shelters, or open space features, offering both visual interest and a sense of civic pride.

Addison is already known for its creative public spaces and commitment to design excellence. The Quorum Art Walk project, currently under development, incorporates lighting, seating, and space for future art installations along a key pedestrian corridor from the DART line to Dallas Parkway—highlighting Addison's active investment in placemaking and pedestrian experience. Expanding public art throughout the pedestrian network aligns with this vision and supports Addison's identity as a vibrant, people-focused community.



TYPICAL USE

Public art is well-suited for:

- Trailheads, plazas, and park entrances where it can serve as a visual anchor
- Transit stops or streetscape zones along corridors like Belt Line Road and Quorum Drive
- Nodes along trails or sidewalks to highlight rest areas, gathering spots, or intersections
- Walls, fences, or underpasses where mural treatments can enhance the walking environment
- Wayfinding or interpretive elements that combine function with artistic expression

DESIGN GUIDANCE

Public art installations should align with Addison's design standards, reflect community character, and enhance pedestrian-scale experiences:

- Prioritize art that is site-specific and context-sensitive, responding to the location's history, culture, or purpose
- Use durable, low-maintenance materials suitable for outdoor exposure and public interaction
- Coordinate with local artists or arts organizations to ensure community relevance and engagement
- Where possible, integrate art into existing infrastructure—such as pavement, light poles, benches, or retaining walls
- Ensure installations do not obstruct clear pedestrian paths or compromise accessibility
- Lighting and signage can be used to enhance visibility and encourage evening use

CHAPTER 8:

TRAFFIC CALMING TOOLBOX

Traffic calming is a critical element of a complete street network. By reducing vehicle speeds, improving driver awareness, and enhancing safety for all users, traffic calming strategies help transform roadways into shared public spaces that support community livability, health, and mobility.

In Addison, many streets already incorporate high-quality urban design elements, including landscaping, wide sidewalks, and thoughtful lighting. However, as the Town continues to evolve—with denser infill, mixed-use developments, and increasing multimodal demand—it must also expand its toolbox of traffic calming tools to ensure that neighborhood streets, collectors, and arterials function safely and comfortably for all.

This Traffic Calming Toolbox provides a flexible but actionable set of tools that can be applied across different street types, aligned with the Town's goals for safety, context-sensitive design, and long-term sustainability.



Streetscape in Addison along Arapaho Road

WHY PLAN FOR TRAFFIC CALMING?

Across North Texas and the nation, communities are increasingly turning to traffic calming to address a common set of challenges: excessive vehicle speeds, unsafe crossings, cut-through traffic, and the need to better balance the movement of cars with the safety of people walking, biking, or accessing transit.

For Addison, these challenges are particularly important in residential neighborhoods, near parks and schools, and on corridors transitioning into more walkable urban contexts. Residents have expressed consistent support for measures that slow traffic, reduce crash risk, and enhance neighborhood quality of life.

TRAFFIC CALMING ALSO SUPPORTS A BROADER RANGE OF COMMUNITY PRIORITIES:

Safety

Reducing speeds directly lowers the risk and severity of crashes—for all modes.

Livability

Calmer streets support outdoor activity, social interaction, and walkability.

Mobility

Slower, safer streets make it easier to cross, bike, or use transit comfortably.

Health & Environment

Reduced speeds support emissions reductions and encourage active travel.

The following toolbox categorizes key traffic calming strategies into three categories: speed management tools, pavement and parking applications, and intersection tools. Each tool is supported by national guidance from FHWA, NACTO, and ITE and tailored to Addison's specific context and goals.

SPEED MANAGEMENT TOOLS

Managing vehicle speed is one of the most effective ways to improve safety and livability on public streets. Lower speeds reduce crash risk and severity, increase reaction time for drivers, and create more comfortable conditions for people walking, biking, or crossing the street. In Addison, speed management is especially important in residential neighborhoods, near schools and parks, and in areas transitioning to more walkable development patterns. The tools in this section are designed to calm traffic in strategic locations and reinforce safe, context-sensitive driving behavior across the network.

RAISED INTERSECTIONS



Source: pedbikeimages.org | Kristen Langford

DESCRIPTION

Raised intersections elevate the entire intersection to sidewalk level, creating a flat, continuous crossing for pedestrians. By forcing drivers to reduce speed while turning or proceeding through, raised intersections improve safety for all users and reinforce pedestrian priority in walkable areas.

TYPICAL USE

- Mixed-use areas like Addison Circle and Urban Village Place Types
- School zones and senior living areas
- Intersections along streets with high pedestrian activity

DESIGN GUIDANCE

- Use detectable warning surfaces and gentle ramps on all approaches
- Combine with high-visibility crosswalks and curb extensions where feasible
- Ensure ADA compliance and drainage considerations are addressed
- May be constructed with decorative paving or contrasting materials for visibility and placemaking

RADAR SPEED SIGNS



Source: Kimley-Horn

DESCRIPTION

Radar speed signs display approaching driver speeds in real-time, encouraging voluntary speed reduction by increasing awareness. These signs are often portable or solar-powered and can be deployed flexibly in response to complaints or data-identified speed issues. In Addison, radar speed signs were recently installed along Quorum Drive and have proven effective in reducing vehicle speeds, particularly in areas with high pedestrian activity. The Town has collected before-and-after speed data demonstrating measurable improvements, reinforcing the value of these signs as a cost-effective speed management tool.

TYPICAL USE

- Residential streets with recurring speeding issues
- Near parks, schools, or community centers
- Collector roads where full physical traffic calming is not appropriate
- Commercial corridors with mixed-use activity, such as Quorum Drive

DESIGN GUIDANCE

- Use on streets with posted speeds of 25–35 mph
- Position signs for maximum driver visibility and at strategic entry points
- Evaluate speed reduction effectiveness using before/after data collection
- Pair with educational campaigns or enforcement efforts as needed
- Consider periodic relocation or rotation of signs to maintain driver attentiveness and broaden coverage across the network

ROADWAY DELINEATION TOOLS

Visual cues and roadway markings play an essential role in shaping driver behavior and reinforcing intended travel paths. Roadway delineation tools—such as narrowed lane striping, medians, and edge treatments—can help slow traffic, reduce confusion, and clarify expectations without the need for full physical reconstruction. In Addison, these tools offer a cost-effective and adaptable strategy for calming traffic on a wide range of streets, from quiet neighborhood roads to busy collectors. When combined with broader corridor improvements, delineation treatments contribute to a safer, more legible, and more visually appealing public realm.

PAVEMENT MARKINGS



Source: FHWA

DESCRIPTION

Reducing lane widths through pavement markings—such as edge lines, advisory bike lanes, or shoulder stripes—helps visually narrow the street, encouraging drivers to slow down. These applications can be used flexibly without reconstruction and are ideal for quick-build traffic calming.

TYPICAL USE

- Residential collector streets and neighborhood entries
- Wide local streets with low on-street parking demand
- Areas near parks or schools where additional buffer space is desirable

DESIGN GUIDANCE

- Reduce travel lanes to 10–11 feet in most urban and residential contexts
- Use edge striping or colored treatments to create visual narrowing
- Consider pairing with sharrows, advisory bike lanes, or pedestrian buffers
- Monitor for driver compliance and effectiveness through speed studies
- May be constructed with decorative paving or contrasting materials for visibility and placemaking

DIVIDERS & MEDIANS



Source: Kimley-Horn

DESCRIPTION

Medians and centerline dividers create a physical and visual break in the roadway that slows traffic, reduces passing, and improves pedestrian safety by providing a refuge. They may be landscaped, raised, or flush depending on context. In Addison, medians have also been strategically installed just in advance of intersections—such as on Proton Drive—to calm traffic, improve driver focus, and reinforce intersection visibility and control. This application helps reduce approach speeds and creates a more orderly transition into cross traffic or turning environments.

TYPICAL USE

- Entry treatments to residential neighborhoods
- Transition zones on collector or arterial streets
- Mid-block crossings or trail intersections
- Intersection approaches where speed control or visibility is a concern, such as Proton Drive

DESIGN GUIDANCE

- Minimum width of 6 feet for pedestrian refuge
- Use landscaping or vertical elements to enhance visibility and aesthetics
- Ensure emergency vehicle access and drainage needs are accommodated
- Coordinate with lighting, signage, and access management strategies
- Consider use at intersection approaches to reinforce speed transition and turning behavior

INTERSECTION TOOLS

Intersections are some of the most critical points in the street network—where travel paths converge, speeds shift, and users interact across multiple modes. Well-designed intersections can significantly improve safety, comfort, and predictability for everyone, especially pedestrians and cyclists. In Addison, intersection treatments are key to achieving slower turning speeds, shorter crossing distances, and clearer visual cues for drivers. Whether through geometric changes, signage, or enhanced crossings, these tools help reinforce the Town's broader goals for multimodal access, safe neighborhood streets, and high-quality urban design.

ROUNDABOUTS



Source: Adobe Stock

DESCRIPTION

Roundabouts are circular intersections that reduce conflict points, improve safety, and calm traffic by requiring drivers to slow down and yield. Modern roundabouts are more compact than older traffic circles, requiring less right-of-way and offering better lane guidance upon entry. They are specifically engineered to operate at low speeds and accommodate all users—including pedestrians, cyclists, and large vehicles—through clear deflection and consistent design.

In Addison, the Addison Circle roundabout serves as a prominent roadway and placemaking feature. While larger in scale and less compact than modern designs, it is still effective at reducing vehicle speeds and visually signaling a change in context, especially in a high-activity mixed-use area.

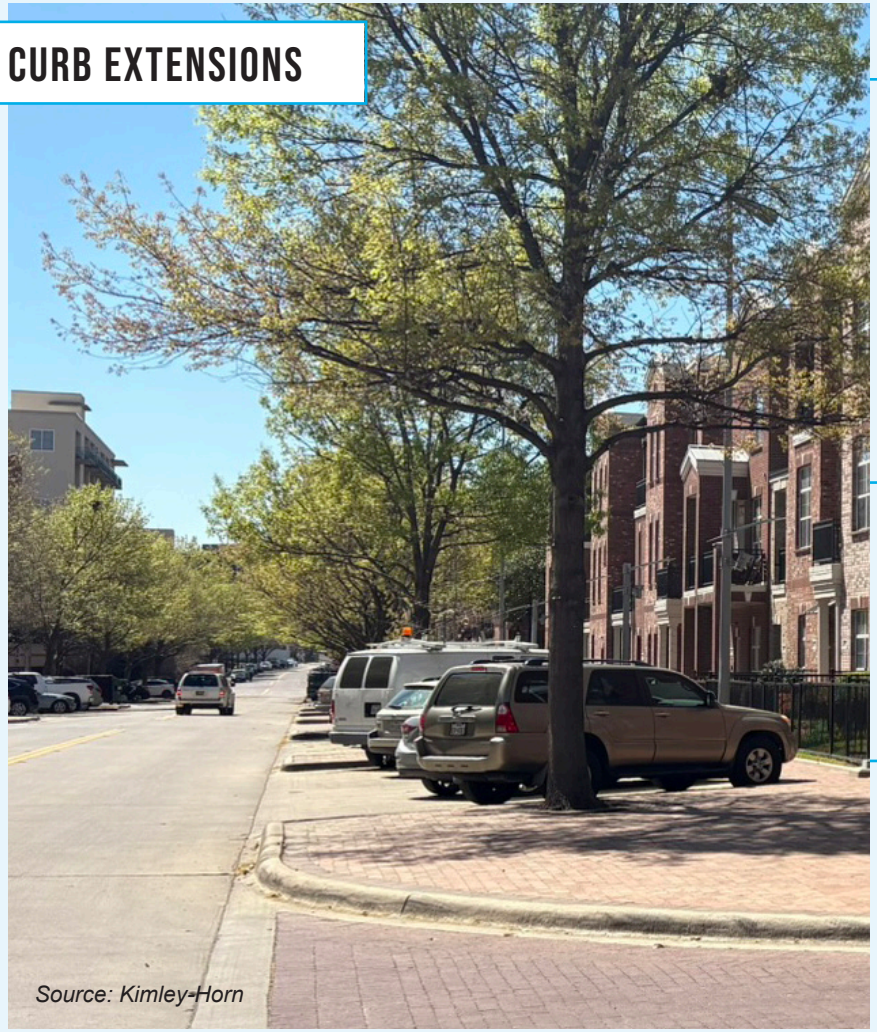
TYPICAL USE

- Collector-to-collector intersections or minor arterials
- Neighborhood gateways and intersections with crash history
- Intersections where traditional signalization is ineffective
- Urban centers or mixed-use zones, such as Addison Circle

DESIGN GUIDANCE

- Design for entry and circulating speeds under 20 mph
- Use clear horizontal deflection and splitter islands to guide entering vehicles
- Include pedestrian crossings set back from circulating lanes to improve visibility and safety
- Accommodate large vehicles with mountable aprons where needed
- Incorporate landscaping, public art, or gateway signage in central islands to reinforce placemaking and visibility

CURB EXTENSIONS



Source: Kimley-Horn

DESCRIPTION

Curb extensions (also known as bulb-outs) reduce crossing distances, improve pedestrian visibility, and tighten vehicle turning radii, thereby reducing speeds and enhancing safety at intersections. They are especially common in urban areas, where they not only improve safety but also contribute to the walkability and character of streetscapes. In Addison, curb extensions are prominently featured throughout Addison Circle, where they enhance the pedestrian experience and support the Town's goals for a vibrant, walkable mixed-use environment.

TYPICAL USE

- Mixed-use districts and school zones
- Transit stop locations and neighborhood centers
- Any intersection where long crossing distances are a concern
- Urban districts like Addison Circle, where pedestrian activity is high

DESIGN GUIDANCE

- Extend sidewalk into the parking lane by 6–8 feet
- Maintain drainage flow and ensure ADA-compliant curb ramps
- Use modular or quick-build materials for temporary installations
- Coordinate with crosswalk placement and pedestrian signal timing
- Consider integrating landscaping, lighting, or street furniture to enhance placemaking and visibility

IN-STREET CROSSWALK SIGNS



Source: Kimley-Horn

DESCRIPTION

In-street pedestrian signs are flexible signs placed on the centerline or median at marked crosswalks to alert drivers to pedestrian activity. These signs reinforce pedestrian priority and help calm traffic by visually narrowing the roadway. They are especially effective in school zones and should be prioritized around schools, where frequent crossings and the presence of children require heightened driver awareness and reduced speeds.

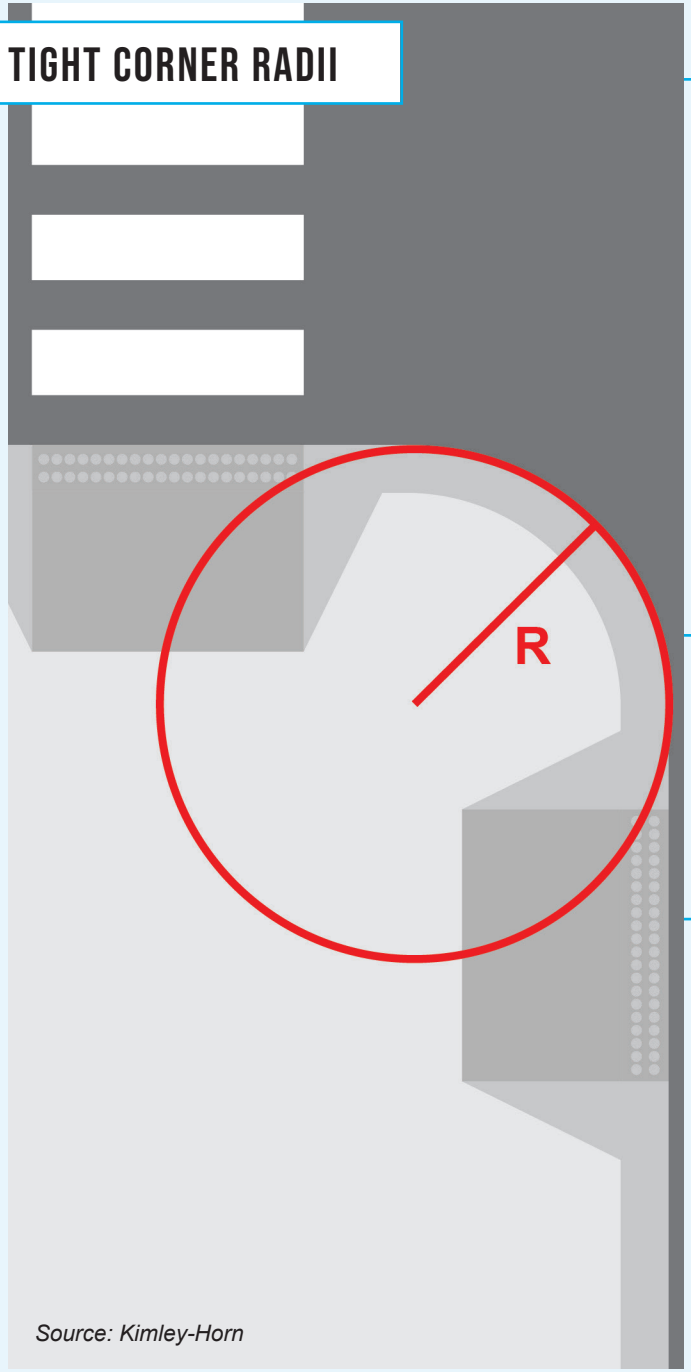
TYPICAL USE

- Mid-block crossings and trail crossings
- Intersections without signals or stop control
- School routes and high pedestrian activity corridors
- Crosswalks near elementary and middle schools

DESIGN GUIDANCE

- Use at crossings with high visibility needs but lower vehicle volumes
- Ensure signs are TMUTCD-compliant and placed within breakaway bases
- Replace or reset signs regularly if damaged by traffic
- Pair with high-visibility markings and advance yield lines
- Consider seasonal deployment (e.g., during the school year) to align with pedestrian activity patterns

TIGHT CORNER RADII



Source: Kimley-Horn

DESCRIPTION

Reducing the turning radius at intersections forces drivers—especially those making right turns—to slow down and navigate more carefully. This design strategy enhances safety by decreasing the likelihood of high-speed turning conflicts with pedestrians and cyclists, while also improving driver visibility at corners. Tighter radii encourage more deliberate maneuvering, shorten crossing distances, and promote a more compact, walkable street geometry that aligns with the goals of urban and mixed-use districts.

In contrast to suburban-style intersections with wide curb returns (often designed for speed and large-vehicle accommodation), tight corner radii reflect a people-first approach—slowing vehicles to more appropriate urban speeds and better defining space for all users. These treatments are especially well-suited for future Transit-Oriented Development (TOD) areas, where safe, multimodal street design will play a key role in shaping walkable, high-activity environments.

TYPICAL USE

- Walkable districts and downtown intersections
- Intersections near schools, parks, or civic spaces
- Future Transit-Oriented Development (TOD) zones
- Locations with documented right-turn speeding issues
- Streets transitioning into mixed-use or pedestrian-priority area

DESIGN GUIDANCE

- Target effective curb return radii of 10–15 feet in low-speed, pedestrian-oriented areas
- Use mountable aprons or truck aprons to accommodate infrequent large vehicle turns without sacrificing pedestrian safety
- Incorporate curb extensions, planters, bollards, or flexible delineators to reinforce turning geometry and protect corners
- Evaluate turning paths using AutoTURN or truck turning templates to balance safety and operational needs
- Combine with high-visibility crosswalks, signage, and signal timing to further reduce conflicts at busy intersections
- Where appropriate, apply context-sensitive radii—smaller at residential corners, larger at freight-heavy or emergency access routes

COMMUNITY ENHANCEMENT TOOLS

Traffic calming is not just about slowing vehicles—it's also about enhancing the experience of the street. Community enhancement tools help reinforce a sense of place, promote neighborhood identity, and create more attractive and welcoming environments for people walking, biking, or driving. In Addison, these tools play a dual role: they support functional goals like speed reduction and safety while also elevating the aesthetics and comfort of the public realm.

These treatments are especially important in areas where design quality, character, and placemaking matter—such as neighborhood gateways, park frontage roads, or commercial corridors. When thoughtfully designed, community enhancement tools help foster pride, increase property values, and strengthen the Town's identity as a vibrant, people-first community.

TEXTURED PAVEMENT



Source: Kimley-Horn

DESCRIPTION

Textured or decorative pavement treatments—such as stamped asphalt or colored concrete—create visual and tactile contrast that encourages drivers to slow down. These treatments enhance the visibility of crossings, intersections, and key nodes while reinforcing pedestrian priority and supporting a sense of place.

Addison has used textured pavement for years, integrating it into streetscapes, plazas, and intersections throughout the community. From Addison Circle to Belt Line Road, these treatments are not only functional but also help define the Town's distinct aesthetic—contributing to the high-quality urban character that residents and visitors associate with Addison. When thoughtfully designed, textured pavement supports both traffic calming and placemaking goals, helping streets function as both travelways and public spaces.

TYPICAL USE

- Mid-block or uncontrolled pedestrian crossings
- Intersection approaches in walkable districts
- Entryways into neighborhoods, parks, or mixed-use zones

DESIGN GUIDANCE

- Use patterns and colors that contrast with standard pavement but maintain good visibility
- Ensure surfaces meet ADA slip resistance and accessibility standards
- Select durable materials appropriate for traffic loads and climate
- Consider use in conjunction with raised intersections or crosswalks for added impact

STREET TREES & LANDSCAPING



Source: Adobe Stock

DESCRIPTION

Street trees and landscaping serve both functional and aesthetic roles in traffic calming. Strategically placed plantings help frame the roadway, visually narrow the travelway, and signal to drivers that they are entering a lower-speed, pedestrian-friendly environment. They also enhance comfort, support shade, and contribute to environmental goals.

TYPICAL USE

- Along neighborhood streets and park frontages
- Within medians, curb extensions, or pedestrian refuge islands
- Along commercial corridors or trail-adjacent roadways

DESIGN GUIDANCE

- Use native, drought-tolerant species that require minimal maintenance
- Maintain clear sight lines near intersections and driveways
- Include landscaped buffers between sidewalks and travel lanes where possible
- Incorporate trees into curb extensions or chicanes to enhance traffic calming benefits
- Ensure root systems are protected with structural soil or root barriers in urban conditions

GATEWAY TREATMENTS



Source: Kimley-Horn

DESCRIPTION

Gateway treatments are visual cues that alert drivers they are entering a distinct area—such as a residential neighborhood, school zone, or commercial district—and should adjust their speed accordingly. Treatments may include signage, pavement changes, medians, vertical features, or art elements that signal a transition in context and reinforce a sense of arrival.

In Addison, gateway treatments are closely tied to the Town's ongoing Gateway and Wayfinding Project, which is focused on transforming streets into memorable places and destinations. These enhancements go beyond function—they establish identity, support traffic calming, and reflect the community's commitment to high-quality urban design. Whether marking the entrance to Addison Circle, a park, or a neighborhood, gateways help define space, communicate character, and create a stronger connection between people and place.

TYPICAL USE

- Transitions between higher- and lower-speed road types
- Entrances to residential neighborhoods or town centers
- School zones, parks, or civic campuses

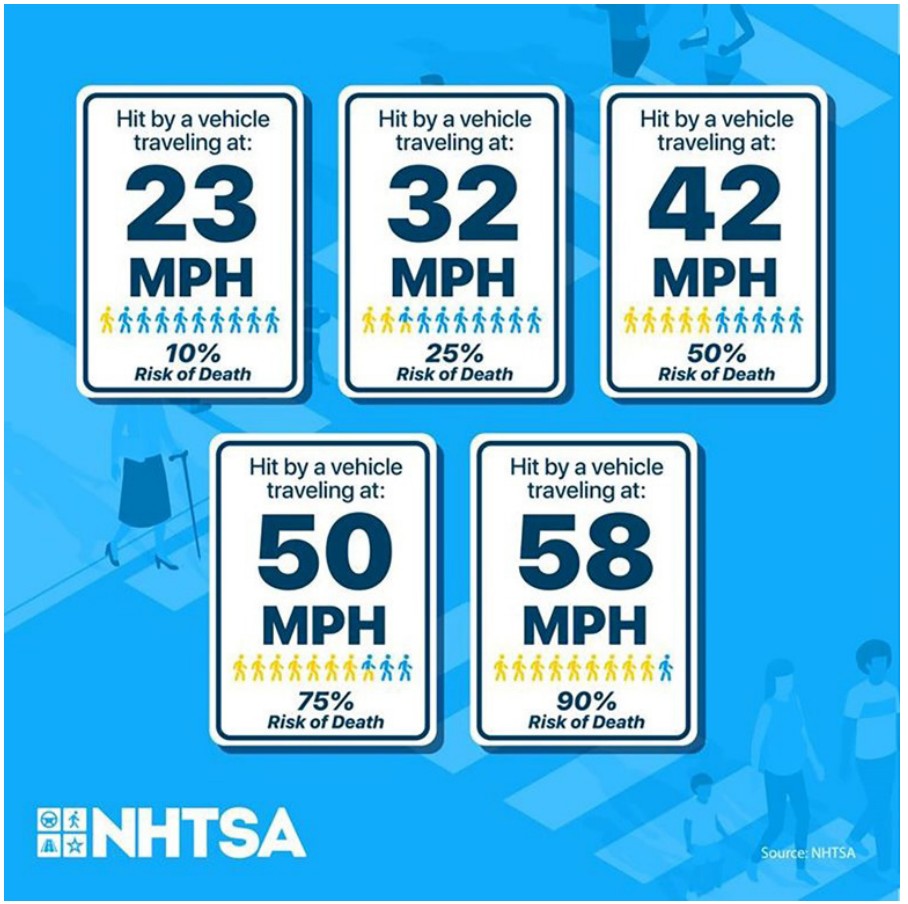
DESIGN GUIDANCE

- Combine multiple elements—e.g., signage, landscaping, medians, or pavement markings—for maximum effect
- Incorporate branding elements or materials that reflect Addison's identity and design standards
- Design features to be low-maintenance and consistent with adjacent land use
- Consider use of textured pavement, lighting, or vertical elements (e.g., columns or monuments) to reinforce gateway visibility
- Coordinate with speed limit transitions or school zone signage where applicable

SPEED MANAGEMENT STRATEGY & CORRIDOR EVALUATION

Establishing appropriate speed limits is a foundational element of street design, safety, and livability. While traffic calming tools physically shape driver behavior, posted speed limits set expectations and serve as a key regulatory measure. In Addison, where the vision prioritizes walkability, multimodal access, and community character, speed limits must reflect the context of the street—not just traffic flow. A central motivation for evaluating and adjusting speed limits is to reduce the risk of serious injuries and fatalities, particularly among vulnerable road users such as pedestrians, cyclists, and children. Slower speeds improve reaction times, reduce stopping distances, and significantly increase survival rates in the event of a crash.

This section outlines the Town's evolving approach to speed limit evaluation, including the use of data-driven tools, crash data analysis, and corridor context assessments. As part of the Master Transportation Plan (MTP) process, speed limits will be reviewed and updated where appropriate to better match land use patterns, roadway design, and the Town's broader safety and livability goals.



LEGAL AND ENGINEERING FRAMEWORK

Across Texas and nationally, the methodology for setting speed limits is changing. Traditionally, speed limits were based heavily on the 85th percentile speed—the speed at or below which 85% of vehicles are observed traveling. While this method remains commonly used, it is increasingly criticized for reinforcing existing unsafe behaviors, especially in urban and mixed-use contexts.

New guidance from the Texas Manual on Uniform Traffic Control Devices (TMUTCD)—which became effective January 18, 2026—expanded the role of engineering judgment, land use context, and multimodal safety considerations when setting speed limits. This shift empowers communities like Addison to balance technical standards with public safety and quality-of-life goals.

Importantly, Texas state law allows cities to lower speed limits on certain local and collector streets through ordinance, as long as they conduct supporting studies and follow procedural requirements. Speed limits should always be reinforced by complementary tools, such as the Traffic Calming Toolbox (see previous section), design-based interventions, or enforcement strategies.

CORRIDOR EVALUATION & INRIX ANALYSIS

As part of the MTP, Kimley-Horn evaluated speed patterns on several key corridors across Addison using INRIX, a nationally recognized platform that provides anonymized vehicle speed data collected from GPS and mobile device signals. INRIX allows for cost-effective, real-world analysis of travel speeds over time and across specific segments—useful for screening corridors for potential speed limit changes.

An estimated 85th percentile speed was derived for each corridor using time-based INRIX data. While this does not replace on-the-ground speed studies, it serves as a reliable planning-level tool to identify areas where posted speed limits may be too high—or out of sync with actual driver behavior. Results of the analysis are summarized in the table to the right.

TABLE 15. INRIX SPEED ANALYSIS IN ADDISON

ROADWAY NAME	85TH PERCENTILE SPEED (TIME-BASED)	POSTED SPEED LIMIT
EB Westgrove Drive	37 mph	40 mph
WB Westgrove Drive	37 mph	40 mph
NB Quorum Drive	29 mph	30 mph
SB Quorum Drive	28 mph	30 mph
EB Arapaho Road	41 mph	40 mph
WB Arapaho Road	39 mph	40 mph
SB Addison Road	36 mph	40 mph
NB Addison Road	36 mph	40 mph

Looking Ahead

Addison has an opportunity to lead with a safer, more context-sensitive approach to setting speed limits. By using data, applying local authority, and aligning with the Town's mobility and livability goals, speed limits can move beyond just numbers—they can reflect Addison's commitment to protecting people and creating a safer, more walkable community.

ADDISON®

PROPOSED SPEED LIMIT MAP

The Proposed Speed Limit Map identifies corridors where posted speed limits could be reduced to better align with Addison's community character, land use context, and safety goals. As part of the Master Transportation Plan (MTP), this map serves as a planning tool to evaluate speed limit reductions based on preliminary speed data, public input, and evolving national guidance. It complements the Traffic Calming Toolbox by identifying locations where changes in posted speed should be paired with design interventions or enforcement strategies.

Addison has long prioritized walkability, safety, and high-quality urban design—values that are increasingly reflected in national and state-level changes to speed limit policy. Under Texas law, cities have the authority to reduce speed limits through engineering studies and council action.

WHAT THE MAP SHOWS

- Corridors identified for proposed speed limit reductions from 40 to 35 mph, 35 to 30 mph, and 30 to 25 mph
- Locations where INRIX data, land use context, and public feedback suggest current speed limits may be too high
- Focus areas where speed reductions support pedestrian safety, redevelopment, or multimodal access

IMPLEMENTATION GUIDANCE

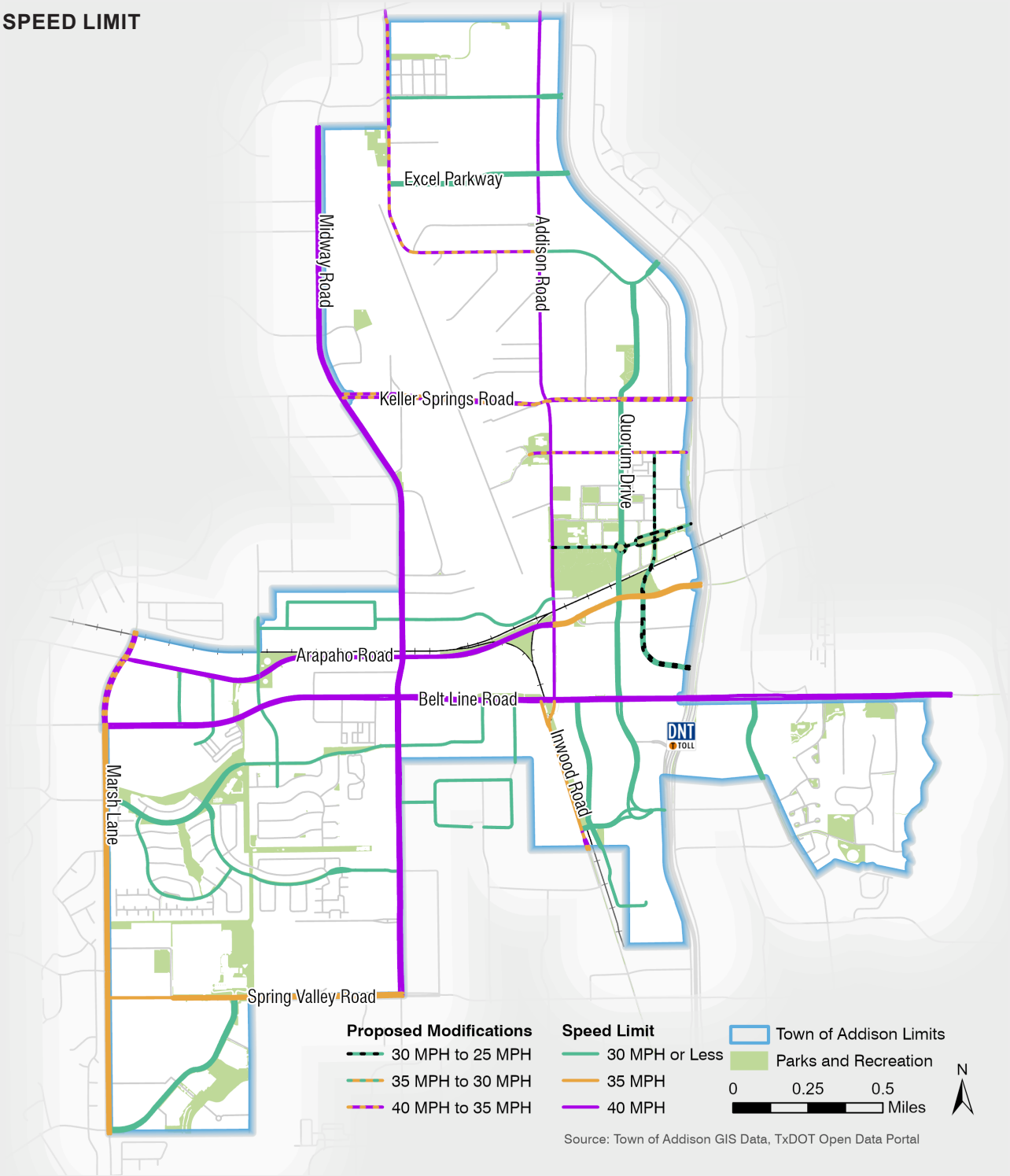
- Speed limit changes should be supported by engineering analysis and reflected in an updated Speed Limit Map
- Proposed corridors should be evaluated in tandem with traffic calming tools or design strategies to ensure compliance and safety
- Recommended speed limits will be finalized through coordination with the Town, public engagement, and legal review under state law and the new TMUTCD
- Changes support the Town's position that 40 mph is no longer appropriate for many corridors within Addison

TABLE 16. SPEED LIMIT RESTRICTIONS

ROADWAY	PROJECT LIMITS	EXISTING SPEED LIMIT	PROPOSED SPEED LIMIT
Westgrove Drive	Northern Limits to Addison Road	40 MPH	35 MPH
Keller Springs Road	Midway Road to Dallas North Tollway	40 MPH	35 MPH
Airport Parkway	Addison Road to Dallas North Tollway	40 MPH	35 MPH
Marsh Lane	Northern Limits to Belt Line Road	40 MPH	35 MPH
Spectrum Drive	Airport Parkway to Dallas North Tollway	30 MPH	25 MPH
Addison Circle	Addison Road to Dallas North Tollway	30 MPH	25 MPH

Note: Proposed speed limit reductions reflect safety data, roadway configurations, land use context, and TMUTCD guidance, with changes reinforced by traffic calming design tools or enforcement.

MAP 10. PROPOSED SPEED LIMIT



CHAPTER 9:

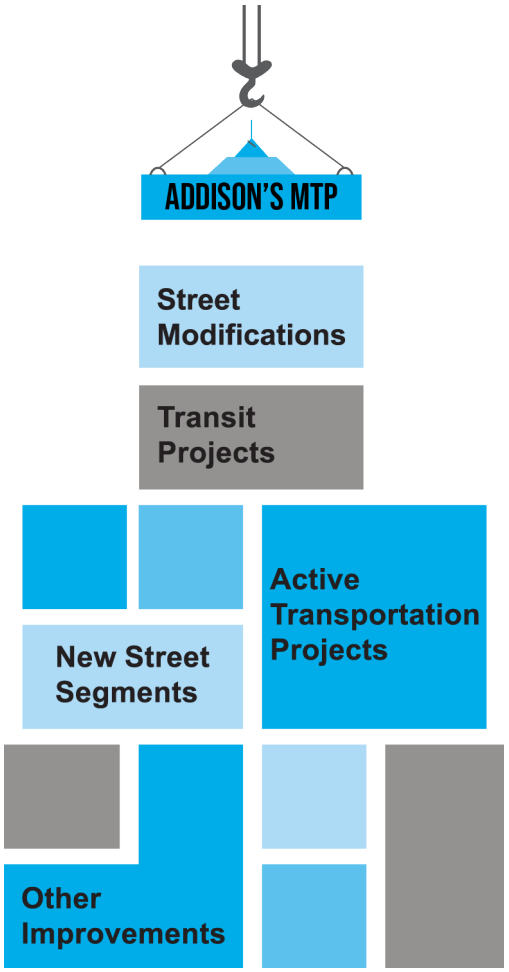
IMPLEMENTATION PLAN

REVIEW OF THE 1998 AND 2016 MTP RECOMMENDATIONS

As part of the 2025 update to the Town of Addison's Master Transportation Plan, the Town reviewed progress since the 1998 and 2016 plans. While many recommended improvements from those plans have been completed—such as the extension of Arapaho Road, the Keller Springs Toll Tunnel, Landmark Place, and improvements along Spectrum Drive—other projects have evolved in response to shifting land use, development potential, and emerging priorities like walkability and active transportation.

Some recommendations from earlier plans remain relevant and are carried forward, while others have been revised or removed. Changes in regional infrastructure (e.g., George Bush Turnpike, LBJ Freeway) have reduced pressure on local arterials, allowing the Town to shift its focus toward placemaking, multimodal connectivity, and equitable infrastructure upgrades.

In this latest Implementation section, we review the status of projects across five major categories: Street Modifications, New Street Segments, Transit Projects, Active Transportation Projects, and Other Improvements. Many of these projects build upon recommendations from the 1998 and 2016 MTPs (projects carried over from the 2016 plan are marked with an asterisk * in the detailed tables), reflecting a continued commitment to Addison's long-term transportation vision.



PRIORITIZATION

A core objective of the Master Transportation Plan is to ensure that improvements are implemented in a way that is responsive, coordinated, and fiscally responsible. To that end, the Town of Addison has assigned general priority levels—**High**, **Medium**, or **Low**—to each project based on its expected community benefit, alignment with Town policies, potential for improving safety or mobility, and readiness for implementation.

- **High-priority projects** typically address critical safety needs, provide immediate multimodal benefits, support ongoing development or infrastructure efforts, or are essential to the success of regionally significant investments (such as the DART Silver Line rail).
- **Medium-priority projects** often provide meaningful enhancements but may depend on redevelopment, further design, or funding availability.
- **Low-priority projects** tend to be long-term or visionary in nature and may require further coordination or feasibility study before proceeding.

In many cases, priority is also linked to timing—projects that are shovel-ready or already in the design pipeline receive higher priority for implementation, while others remain on hold until development activity or right-of-way becomes available. In this way, Addison can stay responsive to evolving conditions and strategic opportunities, while still advancing toward its long-term vision.

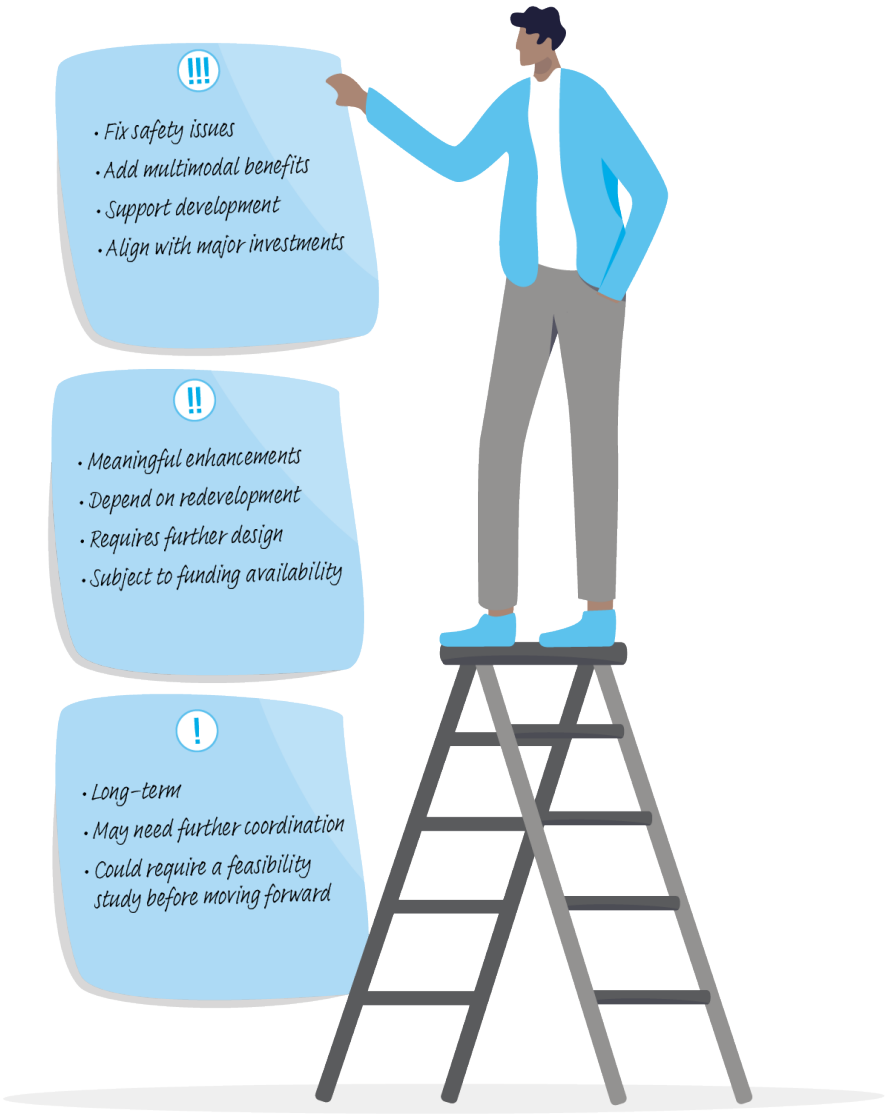


TABLE 17. PRIORITY PROJECTS

PROJECT ID	PROJECT NAME	CATEGORY	STATUS	PRIORITY
RM1	**Midway Road**	Roadway Modification	Complete	High
RM2	**Keller Springs Road**	Roadway Modification	Under Construction	High
RM3	**Montfort Drive**	Roadway Modification	Design Phase	High
RM4	**Quorum Drive**	Roadway Modification	Design Phase	High
RM5	**Airport Parkway**	Roadway Modification	Design Phase	High
RM6	**Addison/Inwood Road**	Roadway Modification	Planned	High
RM7	**Addison Road**	Roadway Modification	Planned	Medium
RM8	**Marsh Lane**	Roadway Modification	Planned	Low
RM9	**Quorum & Westgrove Intersection**	Roadway Modification	Planned	Low
NR1	**Alpha Road/Bella Lane**	New Roadway	Completed	Not Applicable
NR2	**Beltway Drive East-West Segment**	New Roadway	Planned	Medium
NR3	**Landmark Boulevard**	New Roadway	Planned	Medium
NR4	**Beltway Drive - North-South Segment**	New Roadway	Planned	Low
NR5	**Beltwood Parkway**	New Roadway	Planned	Low
AT1	**Crossing Improvements**	Active Transportation	Ongoing	High
AT2	**Bicycle Parking**	Active Transportation	Ongoing	Medium
AT3	**Quorum Drive**	Active Transportation	Design Phase	High
AT4	**Westgrove Drive**	Active Transportation	Design Phase	High
AT5	**Tollway Crossing**	Active Transportation	Planned	High
AT6	**Belt Line Road**	Active Transportation	Planned	Medium
AT7	**Inwood 'Rail Trail'**	Active Transportation	Planned	Medium
AT8	**Spring Valley Road**	Active Transportation	Planned	Medium
AT9	**Addison Road**	Active Transportation	Planned	Medium
AT10	**Micro-Mobility Options**	Active Transportation	Under Consideration	Low
AT11	**Trail Location/Emergency Markers**	Active Transportation	Planned	Medium

TABLE 17. PRIORITY PROJECTS (CONTINUED)

PROJECT ID	PROJECT NAME	CATEGORY	STATUS	PRIORITY
TP1	**DART Silver Line Rail Integration**	Transit Project	Ongoing	High
TP2	**DART Bus Service Enhancements**	Transit Project	Ongoing	Medium
TP3	**Bus Stop Improvements**	Transit Project	Ongoing	Medium
TP4	**Addison Station TOD**	Transit Project	Planned	High
TP5	**Addison Shuttle/Circulator System**	Transit Project	Planned	Medium
TP6	**DART Service to Vitruvian Park**	Transit Project	Planned	Medium
TP7	**First/Last Mile Transit Support**	Transit Project	Planned	Low
O1	**Wayfinding Plan**	Other	Ongoing	High
O2	**Roadway Speed Limit Evaluation**	Other	Ongoing	High
O3	**Intersection Improvements**	Other	Ongoing	High
O4	**Sidewalk Gap/Repair Program**	Other	Ongoing	High
O5	**Safety Action Plan**	Other	Planned	Medium
O6	**Safe Routes to School Program**	Other	Planned	Medium
O7	**Implementation Dashboard**	Other	Ongoing	High

PRIORITY PROJECTS MAP

As part of the Master Transportation Plan (MTP) update, Addison's strategy includes three separate Priority Projects Maps, each aligned with a different timeframe and county-level planning tool. These maps are vital to the Town's Capital Improvement Program (CIP) and bond planning, illustrating how targeted transportation investments enhance safety, mobility, and connectivity for all users.

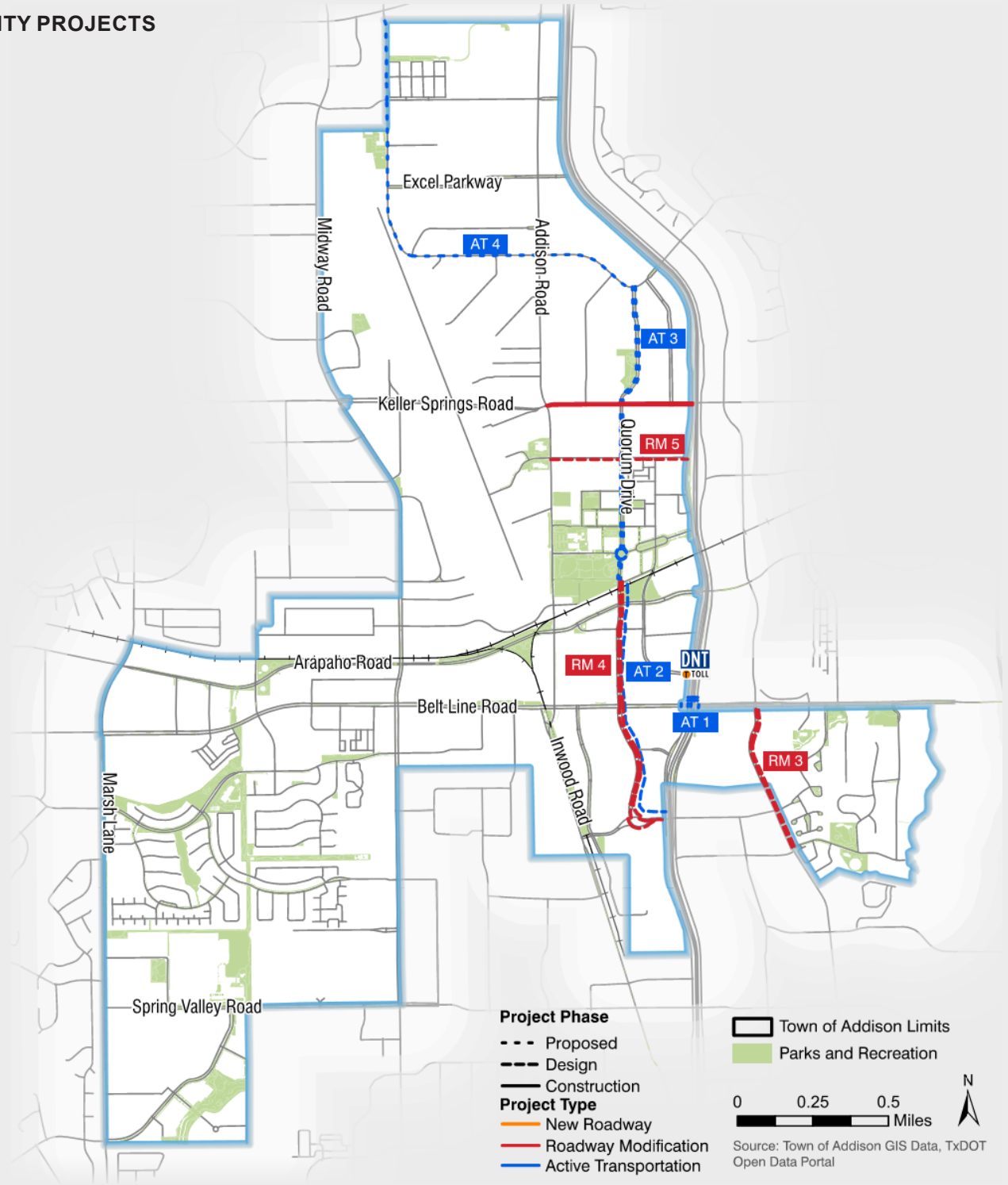
WHAT THE MAPS SHOW

- **High Priority Map (0–7 years):** Projects that are Under Construction, in Design Phase, or imminently Planned—targeted for immediate execution.
- **Medium Priority Map (7–12 years):** Projects in Design Phase or Planned that align with mid-term planning horizons and capital programming.
- **Low Priority Map (12+ years):** Long-range Planned projects envisioned for future bond cycles or major development coordination.
- Each map visually depicts where roadway improvements, new connections, and active transportation facilities sit within the Town's network, helping stakeholders and staff quickly assess project phase and prioritization.

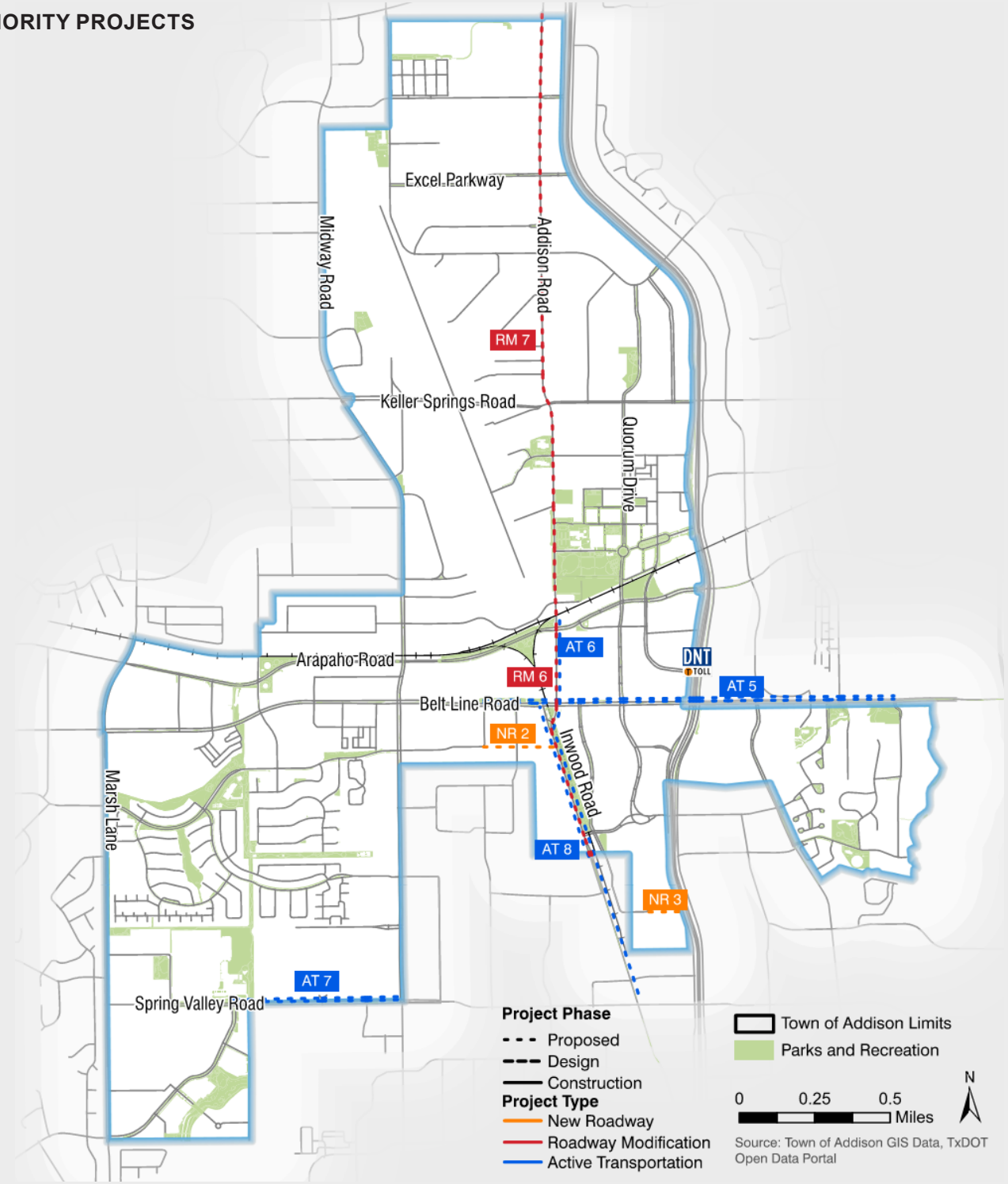
IMPLEMENTATION GUIDANCE

- Start with High Priority initiatives that address urgent safety or connectivity needs.
- Sync Medium and Low Priority projects with upcoming infrastructure or development opportunities to achieve cost-effectiveness and synergy.
- Ensure that every project, regardless of priority, adheres to multimodal and Complete Streets principles—integrating pedestrian, bicycle, and transit needs seamlessly.
- Update the maps regularly to reflect changes in project status or timeline. These dynamic maps should guide CIP and bond decision-making, ensuring investments remain responsive and coordinated across Town departments.
- These three phased maps will serve as Addison's navigational tools for strategic, timely, and equitable transportation investments—ensuring that improvements are effectively prioritized, communicated, and implemented in line with MTP goals.

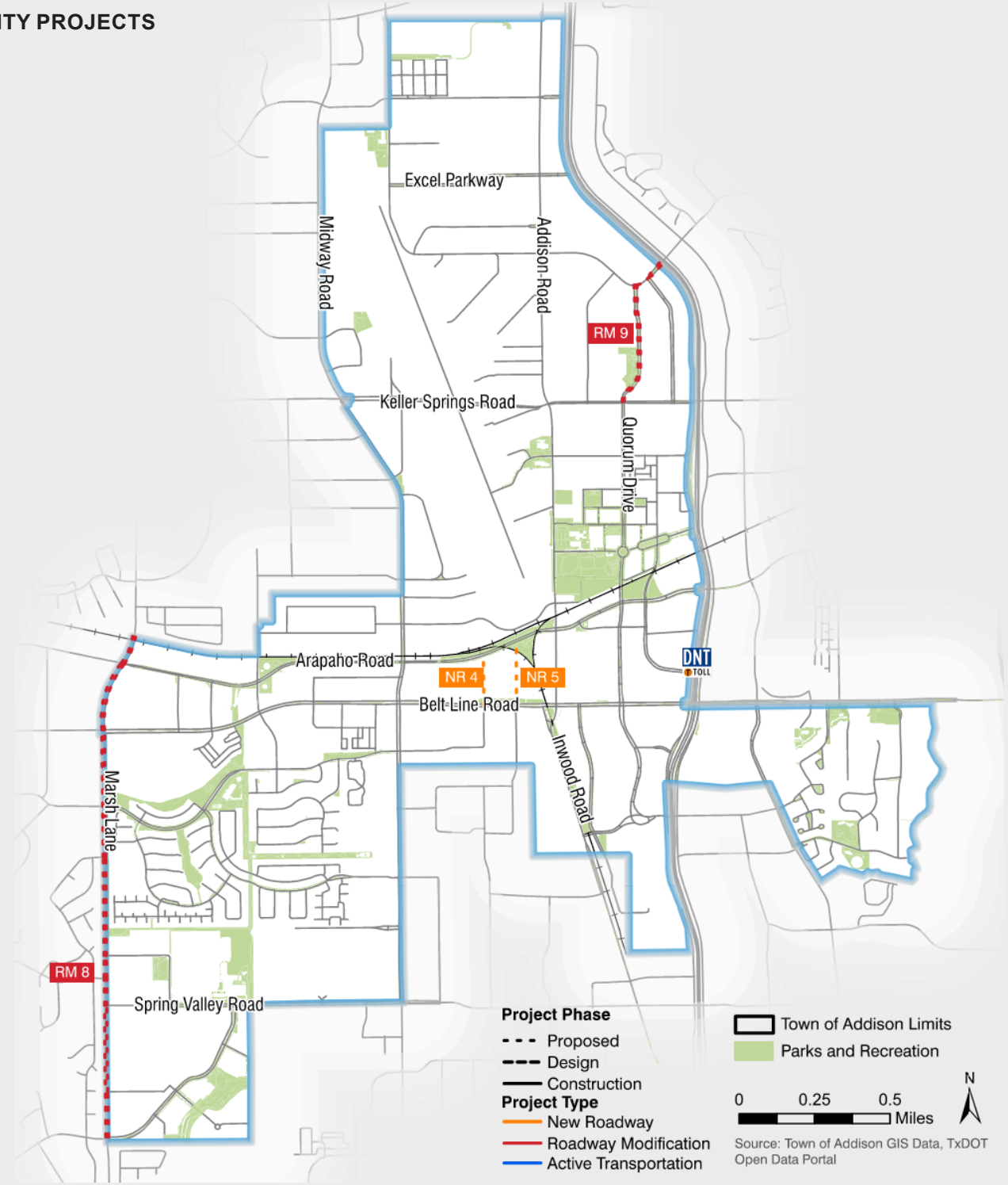
MAP 11. HIGH PRIORITY PROJECTS



MAP 12. MEDIUM PRIORITY PROJECTS



MAP 13. LOW PRIORITY PROJECTS



FUNDING STRATEGIES AND OPPORTUNITIES

Delivering the full vision of Addison's Master Transportation Plan will require a strategic and diversified funding approach. While the Town has made substantial investments in capital infrastructure—such as the full reconstruction of Midway Road and ongoing trail and sidewalk projects—it is not feasible to fund all improvements through local sources alone. Therefore, the Town will continue to pursue a mix of local, regional, state, and federal funding mechanisms to support project delivery.

Key funding strategies include:

Capital Improvement Program (CIP): Addison's CIP remains the primary tool for programming local funds for transportation projects. Continued coordination between the MTP and annual CIP updates will ensure that priority projects receive timely support.

Bond Funding: The Town may consider future bond programs for large-scale or transformative projects, similar to how Midway Road reconstruction was supported.

Regional Partnerships: Addison will continue collaborating with the North Central Texas Council of Governments (NCTCOG) to pursue Regional Transportation Council (RTC) funding programs such as the Transportation Alternatives Set-Aside (TASA) for trails and bike/ped projects, and the Surface Transportation Block Grant Program (STBG) for road and transit investments.

State and Federal Grants: Strategic use of TxDOT programs, FTA/FHWA competitive grants, and new federal infrastructure packages offers opportunities for high-impact projects such as first/last mile improvements, safety programs, and transit-supportive infrastructure.

Private Sector Contributions: Many projects—particularly new street segments and active transportation infrastructure—can be coordinated with redevelopment. In these cases, Addison may require developer participation or cost-sharing through tools like developer agreements, in-kind infrastructure contributions, or public improvement districts (PIDs).

Innovative and Emerging Tools: The Town remains open to public-private partnerships (P3s), value capture financing, and grants tied to housing, sustainability, or economic development, especially for transit-oriented development around Addison Station.

By aligning its funding efforts with regional priorities and remaining proactive in grant-seeking and private-sector coordination, the Town can continue delivering transportation projects that reflect community values while maximizing available resources.

Addison's largest-ever infrastructure project—the full reconstruction of Midway Road—was made possible through a combination of local bond funding, Certificates of Obligation, and regional grants. Voters approved $16 million in bonds to launch the project, with additional funds provided through Addison's CIP and debt financing. In 2019, the Town secured a $2.7 million grant from Dallas County to add a 10-foot sidepath trail along Midway, enhancing multimodal access and connecting to the DART Silver Line station. This funding strategy allowed Addison to transform Midway into a modern, multimodal corridor without relying solely on local tax dollars.



PARTNERSHIP AND COORDINATION STRATEGIES

Implementing the Master Transportation Plan will require sustained coordination with regional agencies, neighboring cities, private developers, and the Addison community. The Town has a proven history of working across jurisdictions to deliver transportation projects efficiently and strategically. To support successful implementation, Addison will continue to advance the following partnership strategies:

COORDINATE WITH REGIONAL TRANSIT AND TRANSPORTATION AGENCIES

Addison will continue to build on its strong relationships with DART, NCTCOG, TxDOT, NTTA, and Dallas County to support regional mobility goals. Specific coordination strategies include:

DART

- Collaborate on the operations and promotion of the Silver Line commuter rail and Addison Station.
- Coordinate first/last-mile connections, including trails, sidewalks, and shuttles.
- Integrate station planning with the Cotton Belt Trail and transit-oriented development (TOD) at Addison Circle.

NCTCOG

- Pursue funding through TASA, STBG, and other regional calls for projects.
- Align Addison projects with Mobility 2050 and regional transportation priorities.
- Partner on regional trail planning and multimodal infrastructure studies.

TxDOT and Dallas County

- Coordinate on projects impacting major arterials, traffic signal timing, and safety initiatives.
- Leverage Dallas County Major Capital Improvement Program (MCIP) funding for trail and roadway improvements.
- Participate in TxDOT-administered grant programs such as Transportation Alternatives.

PARTNER WITH NEIGHBORING CITIES

Many transportation projects in Addison benefit from interjurisdictional collaboration, and the Town will continue to work closely with adjacent cities such as Farmers Branch, Carrollton, and Dallas to enhance regional connectivity. This includes joint street improvement projects, coordinated trail segments and wayfinding near shared boundaries, and efforts to maintain traffic management consistency and corridor design across city limits. These partnerships help ensure a seamless travel experience for residents and support the broader regional transportation network.

REFERENCE LIST

Select the icons below to view the corresponding reference sources.

Advance Addison 2050 Comprehensive Plan

Town of Addison 2016 Master Transportation Plan

Town of Addison City-Wide Trails Master Plan

Town of Addison Transportation Technical Design Standards

NCTCOG Mobility 2050

NCTCOG 2050 Regional Veloweb

DART Silver Line/ Addison Station

NCTCOG Silver Line Corridor TOD Planning Study

Silver Line Transit-Oriented Development Plan

ALIGN REDEVELOPMENT WITH INFRASTRUCTURE INVESTMENTS

Addison integrates transportation planning with land use and redevelopment to ensure projects are built at the right time and place. Key strategies include:

Coordinate infrastructure delivery with private development in key areas such as:

- **Inwood Road Enhancement Zone:** where the Town is pursuing street extensions and public realm upgrades as redevelopment occurs.
- **Addison Circle TOD area:** where transit station access, sidewalks, and local street connections are tied to new housing and offices.

ENGAGE THE COMMUNITY THROUGHOUT IMPLEMENTATION

Public and stakeholder input will remain a cornerstone of transportation planning and implementation in Addison. The Town is committed to ensuring that residents, businesses, and community organizations are actively involved at every stage of the process. Key engagement strategies include:



PUBLIC WORKSHOPS AND OPEN HOUSES

Conduct interactive events during design and implementation phases to gather feedback and share project updates.



STAKEHOLDER COORDINATION

Maintain regular communication with local groups such as:

- Addison Business Association
- Homeowner associations
- Civic, school, and neighborhood organizations



SMALL AREA STUDIES AND PILOT PROJECTS

Invite public input on targeted initiatives like the Safe Routes to School program, neighborhood mobility enhancements, and trail connections.

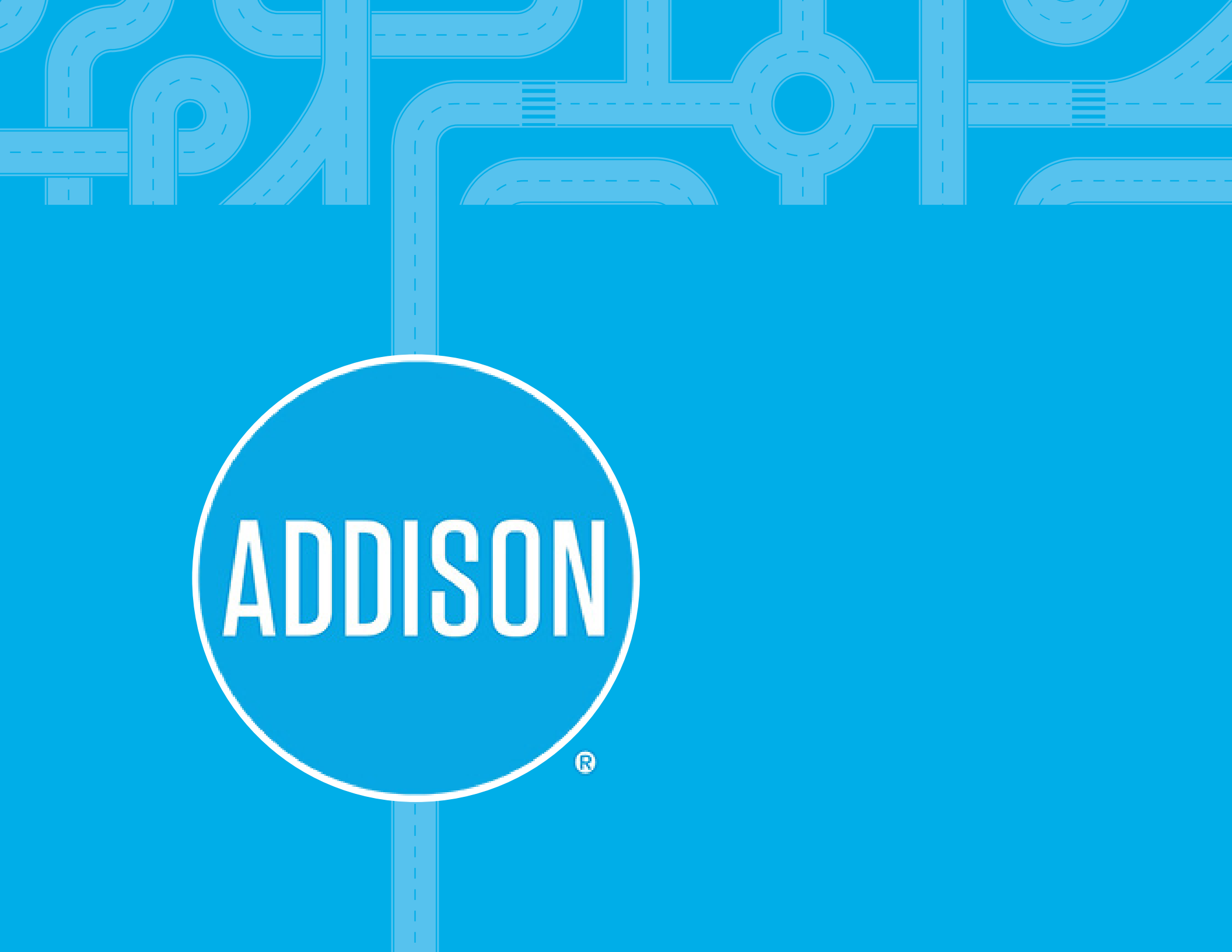


PUBLIC-PRIVATE PARTNERSHIPS

Encourage collaboration with residents, businesses, and developers to support infrastructure delivery, streetscape improvements, and beautification efforts.

These ongoing efforts help ensure that transportation improvements reflect community needs and values, while fostering shared ownership and long-term support.


ADDISON


ADDISON

Planning & Zoning Commission **4.**

Meeting Date: 07/21/2026

Agenda Caption:

Hold a public hearing, present, discuss, and consider action on a request to rezone a 11.6± acre property generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway, from Planned Development (PD), Ordinance No. O20-47, to a new Planned Development (PD) district to allow for a development comprised of 186 age restricted multifamily dwelling units, 108 townhomes, and associated private open space and common areas, through the approval of development plans and standards. Case 1953-Z/Addison Green PD.

Recommendation:

Staff has reviewed the application and determined that it meets all applicable development regulations within the proposed zoning district, Mixed-Use Suburban Corridor (M-2), apart from the parking standard modification for the age-restricted multifamily units, which is modified via the proposed Permitted Use and Development Standards.

If recommended for approval, staff recommends including the following conditions:

- Approval of the rezoning request (Case 1953-Z) is contingent upon approval of a Comprehensive Plan Amendment for Advance Addison 2050.
- Prior to approval of construction drawings, the Town and applicant shall enter into a development agreement that further defines requirements for:
    - Performance standards for the timing and construction of the fee-simple townhomes; and
    - Management provisions for the fee-simple townhomes.

Attachments

1953-Z Staff Report

1953-Z Letter of Intent

1953-Z Plans

1953-Z Permitted Use and Development Standards

1953-Z Active Adult Information Packet

1953-Z Active Adult White Paper

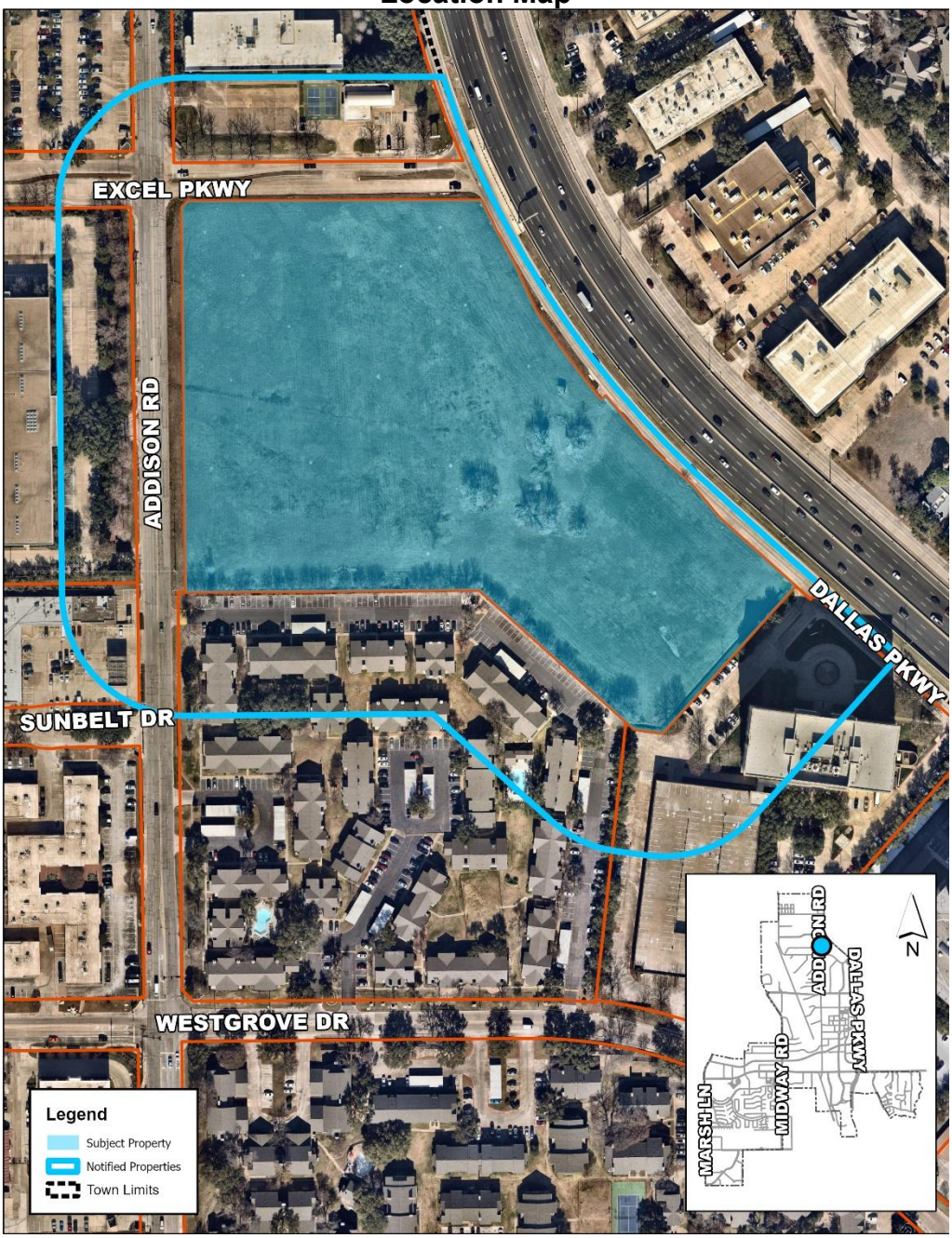
1953-Z Active Adult Sample Activity Calendar

Planned Development, Ordinance No. 020-47

1953-Z

PUBLIC HEARING Case 1953-Z/Addison Green PD. Hold a public hearing, present, discuss, and consider action on a request to rezone a 11.6± acre property generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway, from Planned Development (PD), Ordinance No. O20-47, to a new Planned Development (PD) district to allow for a development comprised of 186 age restricted multifamily dwelling units, 108 townhomes, and associated private open space and common areas, through the approval of development plans and standards.

Location Map



July 15, 2026

STAFF REPORT

RE:	1953-Z/ Addison Green PD
LOCATION:	11.6± acres generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway.
REQUEST:	Approval to rezone a property from Planned Development District (PD, Ordinance No. O20-47) to a new Planned Development (PD) district with use and development standards for a residential project that includes townhomes, age restricted multifamily, and associated private open space and common areas (Application Date: 04/17/2026).
APPLICANT:	Jerry Sylo, JBI Partners

DISCUSSION:

Background: This rezoning request is for an 11.6-acre property which fronts Addison Road to the west and the Dallas North Tollway to the east. The site is currently zoned as Planned Development (PD) Ordinance No. 020-47, which allows an 11-story senior housing development. The project was never constructed, and the property owner pursued other development opportunities after exhausting possible senior housing options. The site is currently vacant and undeveloped. The subject property is currently surrounded by office, light industrial, and multifamily.

With this request, the applicant proposes to rezone the property from the Planned Development District (PD, Ordinance No. 020-47) to a new Planned Development District (PD) with an M-2, Mixed-Use Suburban Corridor base district, including permitted use and development standards for age-restricted multifamily residential and fee-simple townhomes and associated private open space and common areas.

Sparrow Partners is anticipated to develop the age-restricted multifamily component (Tract 2) and have partnered with Cadence Homes as the developer of the fee-simple townhomes (Tract 1). Sparrow Partners is a national active living developer and operator with several locations across the Metroplex, including Mera Craig Ranch in McKinney. Cadence Homes is a local townhome developer who has active projects in Addison at AMLI Treehouse.

This proposal is seeking a Preliminary Planned Development request, which would require both tracts to seek approval of a Final Planned Development to approve the development plans for the project. This approach is commonly referred to as a “two-step” rezoning process, which provides an opportunity for a less significant financial and time commitment prior to seeking zoning entitlements.

Proposed Development: The proposal envisions a master-planned residential community organized into two tracts. The proposal includes a mix of age-restricted multifamily and townhome housing designed as a unified, walkable residential community.

- Tract 1 – Fee-Simple Townhomes (6.63 acres):
  - 108 three-story townhomes are anticipated to be constructed utilizing the Mixed-Use Suburban Corridor (M-2) zoning district within the UDC. The townhomes are contemplated with rear-entry, two-car garages and internal private drives via Access from Addison Road. Townhomes will be individually platted.

- Tract 2 – Age-Restricted Multifamily (4.98 acres):
  - A four-story, 184-unit age-restricted multifamily building with surface parking. The design includes two points of direct access from the Dallas North Tollway frontage and a common access drive from Addison Road. There is also a two-unit single story cottage structure at the rear of Tract 1. The age-restricted multifamily community would provide onsite amenities for residents.
  - The proposed age-restricted units would require that 100% of the units be occupied by at least one person who is 55 years of age or older. Additionally, minors (under 18 years of age) are now allowed to reside in the community. Age restricted housing communities are allowed via the Housing for Older Persons Act (HOPA), which is an amendment of the Fair Housing Act.

Shared open spaces, sidewalks, and pedestrian connectivity unify the two components under a cohesive landscape and architectural design. The intent is that each tract will operate independently for ownership and management.

Building Facades: The multifamily building is proposed to be 4 stories and approximately 60 feet in height. The townhome units will be 3 stories and approximately 45 feet in height. All structures will be required to comply with Town standards as it relates to the building facades. Compliance with Town standards will be confirmed via a Development Plan review process.

Parking: For this new Planned Development District (PD), the applicant proposes to exceed the parking standards as required within the UDC.

- Tract 1:
  - Each townhome unit will include a rear-entry, enclosed two-car garage. In addition to private parking within the enclosed garages, 48 visitor parking spaces will be provided throughout the project.

- Tract 2:
  - The parking for the age-restricted multifamily structure will be on a surface lot towards the rear of the property, which has access on the north and south of the structure. The parking lot will provide 233 spaces.
  - The proposed ratio for the age-restricted multifamily is 1 space per unit, plus an additional 47 spaces for visitors and staff. This standard varies from the Unified Development Code (UDC), which requires 1 space per studio/1 bedroom unit and 1.5 spaces per 2-bedroom unit + 5% of required parking for visitors.

Access and Circulation: Access to the subject property is contemplated from Addison Road and two points of entry from the Dallas North Tollway Frontage Road. Private access drives will be shared between Tract 1 and Tract 2. All vehicular access drives will be fire code compliant. The internal streets provide on-street parallel parking, and drive aisles are designed to discourage cut-through traffic while maintaining fire department access.

Landscaping & Open Space:

- Tract 1:
  - The fee-simple townhome development has committed to complying with the Town's landscaping standards as required within the M-2 zoning district. Compliance with Town standards will be confirmed via a Development Plan review process.
- Tract 2:
  - The age-restricted multifamily development has committed to complying with the Town's landscaping standards as required within the M-2 zoning district. Compliance with Town standards will be confirmed via a Development Plan review process.

Pedestrian connectivity will be provided throughout the development via sidewalks. The applicant will provide other improvements such as enhanced pavement and pedestrian amenities.

Per the Parkland Dedication Ordinance, this request will be required to pay the fee in lieu of parkland dedication and the park development fee, which is assessed per residential unit (townhome and age-restricted multifamily). Due to the lack of opportunities for connectivity or proximity to other Town park and recreation assets, this site was not a viable candidate for parkland dedication. Through the Permitted Use and Development Standards (Exhibit B), the applicant is requesting a credit for both the parkland dedication and park development fees. The proposed credit would be up to 68% of the total parkland dedication fee (fee in lieu of) for both tracts (townhomes and age-restricted multifamily) and a credit for the park development fee equal to the proposed private improvements.

The total fees to be assessed (before discounts or credits) would be approximately $2,325,246 (*Parkland Dedication (fee in lieu of) $1,575,840 + Park Development $749,406*). With the proposed credit, this could result in a minimum fee to be paid to the Town of $504,268.80. All fees are required to be paid prior to issuance of a building permit.

Streetscapes: The Master Transportation Plan (MTP) provides direction on streetscape standards for various street types throughout the community. As properties develop or redevelop, these standards are applied to support the buildout and maintenance of the Town's street and pedestrian network. This project has frontage on Addison Road, Excel Parkway, and Dallas North Tollway. With the development of this site, it will be required that streetscape standards be met, including installation of required sidewalks, street trees, site furnishings, and ground cover.

Unit Mix, Interior Construction, and Sustainability Features: The proposed age-restricted multifamily rental unit mix includes one- and two-bedroom units and two units within a detached duplex cottage structure. The minimum unit size for the one-bedroom units is 675 square feet and 1,000 square feet for two-bedroom units. The minimum size of the fee-simple townhome units is 1,700 square feet.

Compliance with Town Land Use and Development Policies: In considering rezoning requests, it is important for Town leadership to utilize the Town's long range planning documents to evaluate

compliance with Town land use and development policies. Most notably for this request, this includes consideration of the Town's Comprehensive Plan, Advance Addison 2050, and the Addison Housing Policy. Key considerations include:

Advance Addison 2050
The Advance Addison 2050 Comprehensive Plan establishes a cohesive growth management and land development vision, supported by Place Type and Spectrum of Change maps and illustrative building typology imagery. To ensure the vision is implemented within the time frame, staff has evaluated whether the proposal meets the intent and form established in the Comprehensive Plan.

- **Place Types:** The subject property is located within the High Intensity Urban Center Place Type. High Intensity Urban Centers is concentrated along the western edge of the Dallas North Tollway, with the largest buildings oriented toward the corridor to concentrate higher-intensity development in a defined area. High Intensity Urban Center supports the highest intensity and variety of development in the Town. More information on this Place Type can be found on pages 94-95 in the Comprehensive Plan.
    - The proposed site does does not align with the HIUC's narrative and aspirational imagery. Additionally, it does not comply with the Place Type designation's permitted building typologies, building height standards, and parking types. Approval of a Comprehensive Plan Amendment to reclassify the subject property to the Urban Village Place Type is required in order to grant the rezoning request.
- **Spectrum of Change:** The subject property is designated as a Develop/Redevelop area on the Spectrum of Change map. Develop/Redevelop properties are areas that are expected to undergo significant development or redevelopment, increasing the mix and intensity of uses to align with the area's envisioned Place Type. More information on the Develop/Redevelop designation can be found on pages 107-109 in the Comprehensive Plan.

Addison Housing Policy
In order to help guide future housing decisions, the City Council adopted a Housing Policy in 2015 and amended it in early 2017. Components of the policy are provided below:

1. Where feasible and appropriate, new housing should increase the proportion of fee simple ownership in Addison's housing mix. Apartment-only rezoning is unlikely to be approved, as currently the ratio of rental to ownership properties is higher than desired.
2. A proposal should offer a 'best fit' mix of uses and housing choices within the context of the surrounding Addison community. The Town may use a study area committee (with staff, elected, and appointed members such as area residents and business representatives) to evaluate a proposal's fit in Addison.
3. New housing should create or enhance neighborhoods of urban character rather than locate on a stand-alone, nonintegrated property and should continue the high quality design and walkability that make Addison's existing neighborhoods distinctive.
4. Proposals for independent and/or assisted living may be considered by the Town of Addison. Since there are no assisted living housing units in Addison today, the Town will conduct research to understand how this housing could or should be included in Addison's future.

5. The City Council acknowledges that there may be exceptional projects that do not comply with elements of this policy. The Council encourages developers and staff to pursue projects that represent the highest and best use of each property and that advance portions of this policy or other Town goals.

As can be expected with a policy addressing such a broad consideration, evaluating alignment of this proposal with this policy can be a nuanced exercise.

This proposal does allow a minor increase in the proportion of fee-simple ownership in Addison that is called for in the first component of the Housing Policy. The proposed 108 townhome units would constitute an overall increase of 0.4% in ownership product.

- Existing + Entitled Housing Mix (Existing + Entitled Residential Units):
  - 17.1% Ownership Product
  - 82.9% Rental Product
- Proposed Housing Mix (Existing + Entitled + Proposed Residential Units):
  - 17.5% Ownership Product *(+108 fee-simple townhomes*)
  - 82.5% Rental Product *(+186 age-restricted multifamily units*)

This proposal does include *Active Adult* living, or age-restricted multifamily units. This model focuses on housing opportunities for individuals age 55+ and provides basic amenities and some social programming. While this product does not meet the definition of independent or assisted living as it does not provide amenities such as housekeeping, dining, or medical care for residents, this product would offer a new type of housing in Addison.

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

Residential Compatibility
The subject property is immediately adjacent to an existing multifamily community to the south, Communities of Bent Tree. The Communities of Bent Tree includes two-story garden style apartment buildings. Staff finds the proposed adjacency compatible with surrounding development as the proposed 3-story townhomes would be of similar scale, and the proposed age-restricted multifamily structure would be less intensive than the adjacent office building (One Hanover Park) at 8-stories.

Other adjacencies include office and light industrial to the north, southeast, and west. Existing light industrial uses, such as warehousing and research & development, to the west could create noise or traffic disruptions for future townhome residents. Additionally, the roadway activity on the Dallas North Tollway could create undesired roadway noise for residents.

Traffic Generation and Circulation
The Town required the applicant to complete a Traffic Impact Analysis to determine what effect the proposed development would have on the roadway network. These analyses are based on traffic engineering standards and best practices, and traffic data assumptions published by the Institute of Transportation Engineers (ITE). The ITE Trip Generation Manual combines multiple studies of actual traffic counts from different uses to establish the average number of one-way trips that similar uses can be expected to generate in a day, as well as in the AM peak hour and the PM peak hour. The table below provides anticipated trip generation for the proposed development:

Use	Size	Daily One Way Trips	AM Peak Hour One-Way Trips			PM Peak Hour One-Way Trips		
			In	Out	Total	In	Out	Total
Senior Adult Housing	186 units	576	12	24	36	26	21	47
Townhomes (Fee Simple - Attached)	108 units	708	12	36	48	31	23	54
TOTAL		**1,284**	**24**	**57**	**84**	**57**	**44**	**101**

Given that this site is currently undeveloped, this project will result in increased traffic for this area. In addition to analyzing traffic generation, site generated traffic also impacts the operations of the surrounding roadway network. The analysis indicates that there is sufficient capacity in Addison Road to support this development and that no additional improvements to Addison Road are required (i.e., adding a right-turn lane, increasing the size of a left turn lane, adding a traffic signal, etc.).

This analysis was conducted by David E. Wooster and Associates, LLC under the direction of JBI Partners. The analysis was reviewed by Town staff and traffic engineers at Kimley-Horn and Associates. Kimley-Horn's traffic engineering group provides traffic engineering and transportation planning services to the Town, which includes development of the Town's Master Transportation Plan. Based on their review, Kimley-Horn determined that the applicant's traffic impact assessment was accurate.

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

Tree Mitigation
The subject property is undeveloped land and has several small clusters of dense tree growth near the center of the site. To staff's knowledge, the site has never been developed. The site has no irrigation or other watering system and the trees on site were not planted by the current or previous ownership.

All existing trees are proposed to be removed, including 396 caliper inches. Only protected trees are required to be mitigated per the Town code. Unprotected trees account for 5.5 caliper inches, which include eastern red cedar trees. The remaining 390.5 caliper inches proposed to be removed will be required to be mitigated via new plantings on site and/or fee in lieu of mitigation at $192 per caliper inch. This will be determined during the Development Plan review process.

Preservation of existing trees is a high priority, however, due to the sporadic growth pattern, existing condition, and proximity to dead/undesired species, preservation of protected trees will be challenging for any future development of this site.

Public Services Capacity
This site is served by Dallas Independent School District (DISD) and given the anticipated demographics of the project, DISD is unlikely to have issues serving this property. This development provides sufficient access for emergency services through its three points of access from Dallas Parkway and Addison Road.

There was not substantial opportunity for on-site open space, however there are many interconnected amenity spaces that can be utilized by Tract 1 or Tract 2 residents. There was also limited opportunity for connectivity to nearby Town open space as several adjacent properties do not have sidewalks. Tract 1 will include some resident amenities including common open space, outdoor seating, outdoor games, and artwork. Tract 2 will include social amenities such as a pool and fitness center, which are not anticipated to be shared by the townhome residents. A dog park near the center of the site is proposed to be shared between the residents of the townhome and age-restricted multifamily units. As Town residents, all tenants and townhome owners will also have the opportunity to become members of the Addison Athletic Club.

Community Input: The applicant team hosted a community meeting on July 1, 2026 to gather input on the project.

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

STAFF ANALYSIS:

Staff has reviewed the application and determined that it meets all applicable development regulations within the proposed zoning district, Mixed-Use Suburban Corridor (M-2), apart from the parking standard modification for the age-restricted multifamily units, which is modified via the proposed Permitted Use and Development Standards. Additionally, the proposed 108 fee-simple townhome units is able to achieve a small increase in the proportion of fee-simple ownership product in Addison that is identified in the Addison Housing Policy.

If recommended for approval, Staff recommends including the following conditions:

- Approval of the rezoning request (Case 1953-Z) is contingent upon approval of a Comprehensive Plan Amendment for Advance Addison 2050.
- Prior to approval of construction drawings, the Town and applicant shall enter into a development agreement that further defines requirements for:
    - Performance standards for the timing and construction of the fee-simple townhomes; and
    - Management provisions for the fee-simple townhomes.

June 12, 2026

Ms. Lesley Nyp, AICP, CNU-A
Director of Development & Neighborhood Services
Town of Addison
16801 Westgrove Dr
Addison, Texas 75001

RE: Addison Green Rezoning Request – Letter of Intent

Existing Zoning and Site Context

This letter serves as a request to amend the zoning on approximately 11.6 acres generally located south of Excel Pkwy, between the Dallas North Tollway and Addison Road. The property is currently zoned to Planned Development (PD) Ordinance No. 020-47, which requires a minimum 11-story senior living facility (148 independent living, 70 assisted living, and 30 memory care units) with ancillary and accessory uses on approximately 4.3 acres on the north side of the property adjacent to Excel Pkwy. The same ordinance requires a minimum 6-story, 550,000 square foot office building with 1,834 associated parking spaces on the remaining approximate 7.3 acres on the south side of the property. Despite sustained efforts to attract these uses since the property was zoned to its current designations in October of 2020, the landowner has concluded they are not viable.

Proposed Development – Addison Green

The submitted Concept Plan for the Addison Green development reorganizes the site into two complementary components: a senior living community and a for-sale townhome neighborhood. Together, these uses create an integrated, walkable community that better reflects current market realities and aligns with the Town's long-term goals.

Senior Living Component

The senior living component is relocated to the southern portion of the site, where it will be adjacent to both the existing Communities at Bent Tree development and the One Hanover Park office development. The primary building contains 184 independent living units, with an additional two-unit cottage along its west side, for a total of 186 independent living units. The proposed building is 4 stories in height, versus the 11 stories required under the current zoning. This right-sizing reflects the development's focus on independent living and results in an overall decrease in development intensity from what is currently permitted.

Townhome Component

The northern 6.67 acres of the site will accommodate 108 three-story, rear-entry, for-sale townhomes, each with an enclosed two-car garage and situated on an individually platted lot. Common area lots depicted on the Concept Plan will be owned and maintained by a mandatory Homeowners Association. This configuration is directly aligned with the Town of Addison's stated desire to attract for-sale, fee simple homes with owner-occupants.

Open Space and Community Character

A defining feature of Addison Green is its integrated open space network. More than half of the townhomes front on attached greenways that are woven throughout the community. Both the townhome and senior living components share access to a large central open space. Together, these greenways and open spaces create a softer, more inviting environment than is typically found in an urban townhome community, one that encourages incidental interaction between residents and fosters a cohesive neighborhood identity.

Rezoning Request

A new Planned Development is necessary to achieve the integrated community vision described above. We are requesting that the property be rezoned to a Planned Development with base development standards associated with the Mixed-Use Suburban Corridor (M-2) District. The townhomes will be developed in accordance with the City's general townhouse standards and the development pattern depicted on the Concept Plan. The senior living component will be developed per the standards established through this Planned Development request, with the development pattern as shown on the Concept Plan. Additional refinements, including landscape design and building materials, will be addressed during the Final Planned Development process.

Rezoning Considerations

The following addresses the key criteria typically evaluated in connection with a rezoning request.

Traffic

The Traffic Impact Analysis (TIA) demonstrates a dramatic reduction in vehicle trips compared to what is permitted under existing zoning:

- Existing Zoning: The current PD would generate 4,451 daily trips, including 680 AM peak hour trips and 635 PM peak hour trips, for a combined 1,315 trips in just two peak hours (approximately 30% of daily traffic).
- Addison Green: The proposed development will generate 1,315 trips over a full 24-hour day, which is the same number currently produced in only two peak hours under existing zoning. This represents a reduction of more than 70% in daily vehicle trips.

Comprehensive Plan

The Town's Advance Addison 2050 Plan designates this site as "High-Intensity Urban Center," the Plan's most intense place type, which calls for heavy mixed-use development and specifies that the largest buildings should orient toward the Dallas North Tollway corridor, with typical building heights ranging from 5 to 30 stories. A second applicable place type designation in this area is "Urban Village," which contemplates strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods. The Plan describes Urban Villages as pedestrian-friendly environments that prioritize bringing buildings closer to the street and minimizing visible parking. (See attached Plan excerpt.)

While the Comprehensive Plan establishes an aspirational framework at a broad scale, it must be balanced against real-world conditions and the character of adjacent development. As illustrated on the Tollway Corridor Development Intensity Exhibit, Addison Green sits within a transitional area between lower-intensity 2–3 story development and higher-intensity 8+ story development. The proposed project appropriately mediates these intensities while achieving the Town's goals for senior living and fee simple, owner-occupied homes.

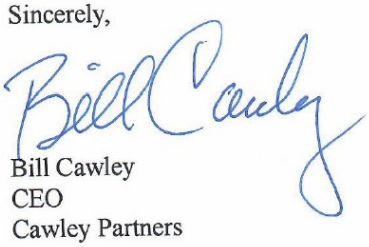
Tax Revenue

A rezoning request's fiscal impact on the community is an important consideration. Using Dallas Central Appraisal District (DCAD) market value assessments as a baseline, properties immediately north of the Addison Green site range in assessed market value from $1.5 million to $8.2 million, excluding the Methodist Hospital and its associated office development, which carry market values of $11.2 million and $20 million, respectively. The property immediately south of the site (One Hanover Park) is assessed at $22 million. At full build-out, the market valuation of the Addison Green neighborhood is anticipated to be in excess of $110 million.

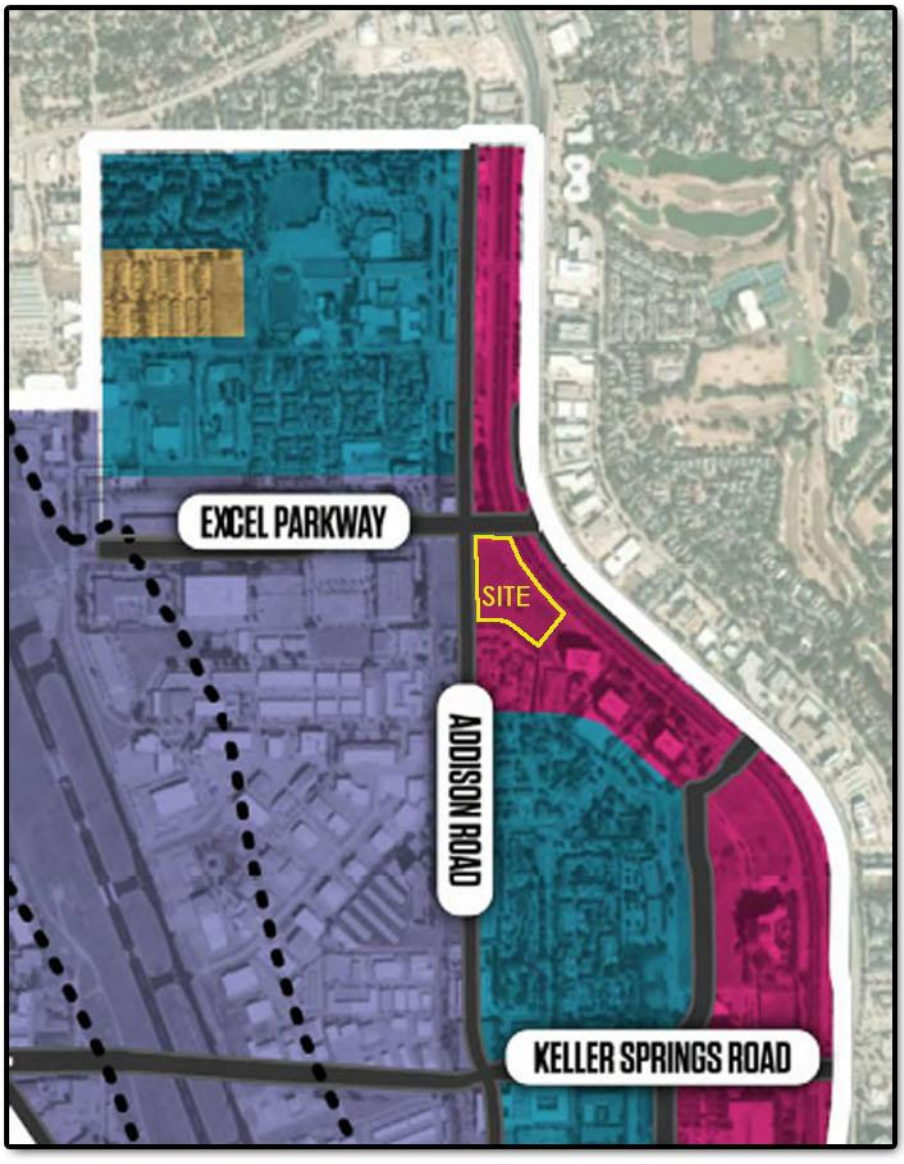
Conclusion

The purpose of this rezoning request is to allow for uses and a development intensity that is complementary to adjacent properties and better suited to a mid-block location along the Dallas North Tollway. Addison Green achieves this by replacing an unrealistic and unviable zoning entitlement with a thoughtfully designed, lower-intensity community that delivers on the Town's priorities, including senior living, owner-occupied homes, meaningful open space, and a reduced traffic footprint. We appreciate the Town's consideration of this request and look forward to working collaboratively through the review process.

Sincerely,



Bill Cawley
CEO
Cawley Partners



URBAN VILLAGE

TYPICAL BUILDING HEIGHT



HIGH-INTENSITY URBAN CENTER

TYPICAL BUILDING HEIGHT



URBAN VILLAGE

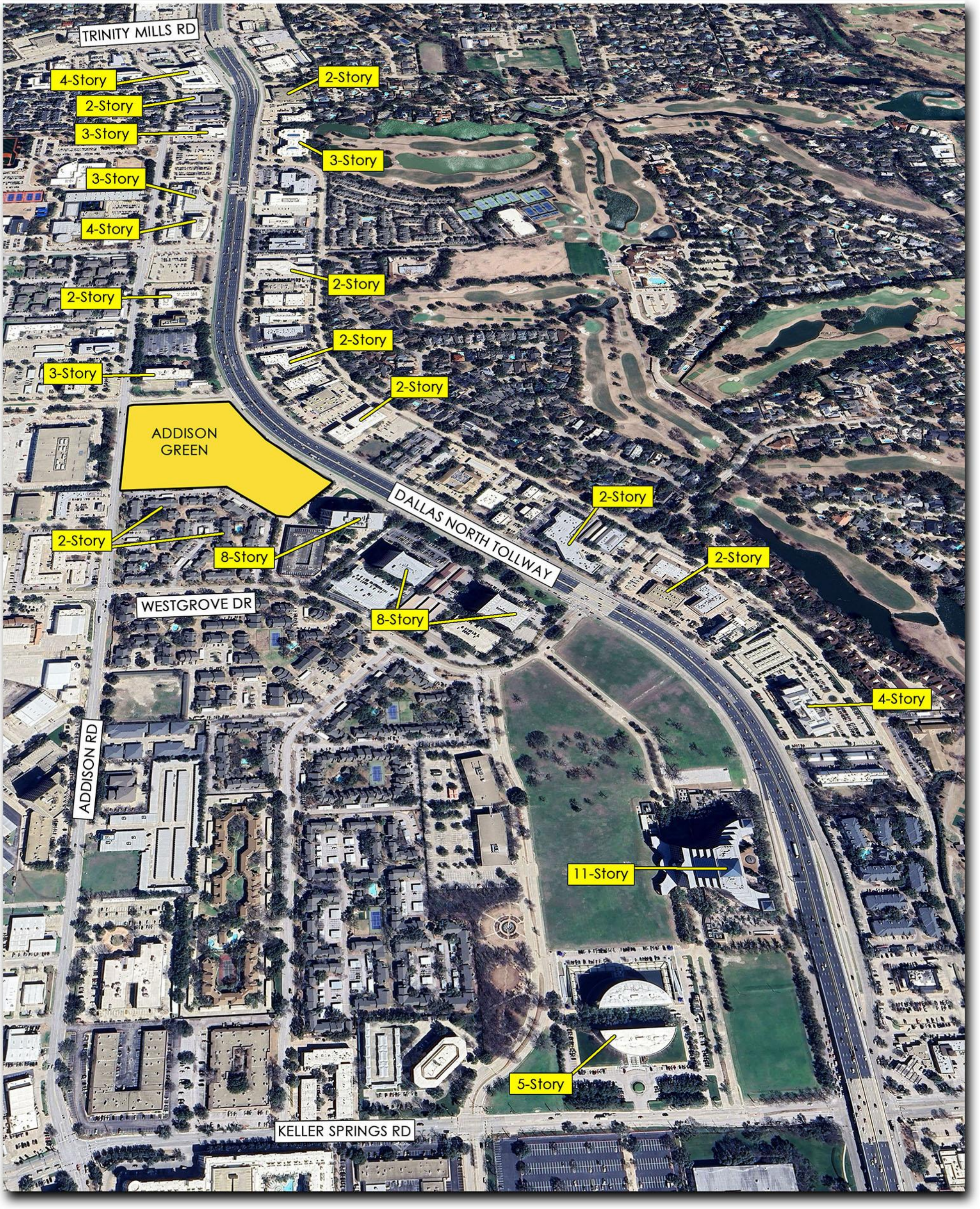
APPROPRIATE BUILDING TYPOLOGIES

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

HIGH-INTENSITY URBAN CENTER

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



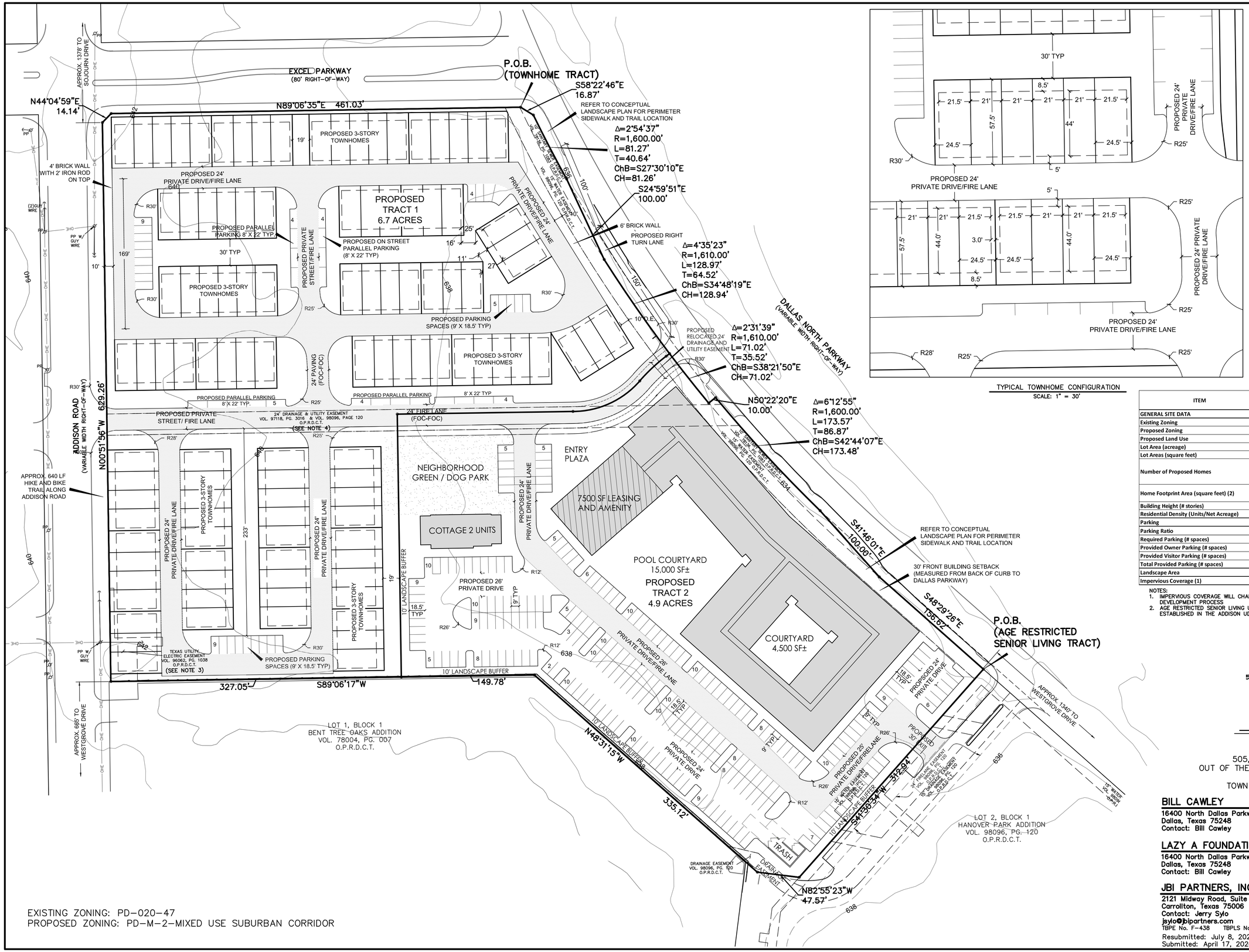
CONTOUR
REAL ESTATE & DEVELOPMENT

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MAY 28, 2026
CTR044SP

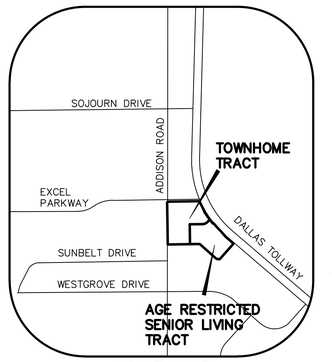
ADDISON GREEN

TOLLWAY CORRIDOR
DEVELOPMENT INTENSITY

JBI PARTNERS



TYPICAL TOWNHOME CONFIGURATION
SCALE: 1" = 30'



VICINITY MAP
N.T.S.

ITEM	SINGLE-FAMILY ATTACHED-TOWNHOMES (TRACT 1)	AGE RESTRICTED SENIOR LIVING MULTI-FAMILY (TRACT 2)
GENERAL SITE DATA		
Existing Zoning	PD-020-47	PD-020-47
Proposed Zoning	PD-M-2 Mixed Use Surburban Corridor	PD-M-2 Mixed Use Surburban Corridor
Proposed Land Use	Single-Family Attached (Townhomes)	Age Restricted Senior Living
Lot Area (acreage)	6.7 AC	4.9 AC
Lot Areas (square feet)	290,548 SF	215,650 SF
Number of Proposed Homes	108	Senior Living Buildings: 184 Units Cottage Building: 2 Units Total: 186 Units
Home Footprint Area (square feet) (2)	1,700 SF min	1 Bedroom: 675 SF MIN. 2 Bedroom: 1,000 SF MIN.
Building Height (# stories)	45' (3-Story)	60' (4-Story)
Residential Density (Units/Net Acreage)	16.2 units/ac	38 units/ac
Parking		
Parking Ratio	2 spaces/unit + 5% for Visitors	1 space/ unit + 5% for Visitors
Required Parking (# spaces)	216 + 11 = **227**	186 + 10 = **196**
Provided Owner Parking (# spaces)	216	186
Provided Visitor Parking (# spaces)	48	47
Total Provided Parking (# spaces)	**264**	**233**
Landscape Area		
Impervious Coverage (1)	86% (interior lot)	65%

NOTES:
1. IMPERVIOUS COVERAGE WILL CHANGE FOR TRACT 2 AS THE DESIGN IS REFINED DURING THE FINAL PLANNED DEVELOPMENT PROCESS
2. AGE RESTRICTED SENIOR LIVING UNIT SQUARE FOOTAGES ARE FOR REFERENCE. MINIMUM SQUARE FOOTAGES ESTABLISHED IN THE ADDISON UDC WILL BE COMPLIED WITH.

50 25 0 50 100
1" = 50' - 0"

CONCEPT PLAN
CASE NO. 1953-Z

ADDISON GREEN

505,600 SQUARE FEET OR 11.607 ACRES
OUT OF THE WILLIAM LOMAX SURVEY, ABSTRACT NO 792

TOWN OF ADDISON, DALLAS COUNTY, TEXAS

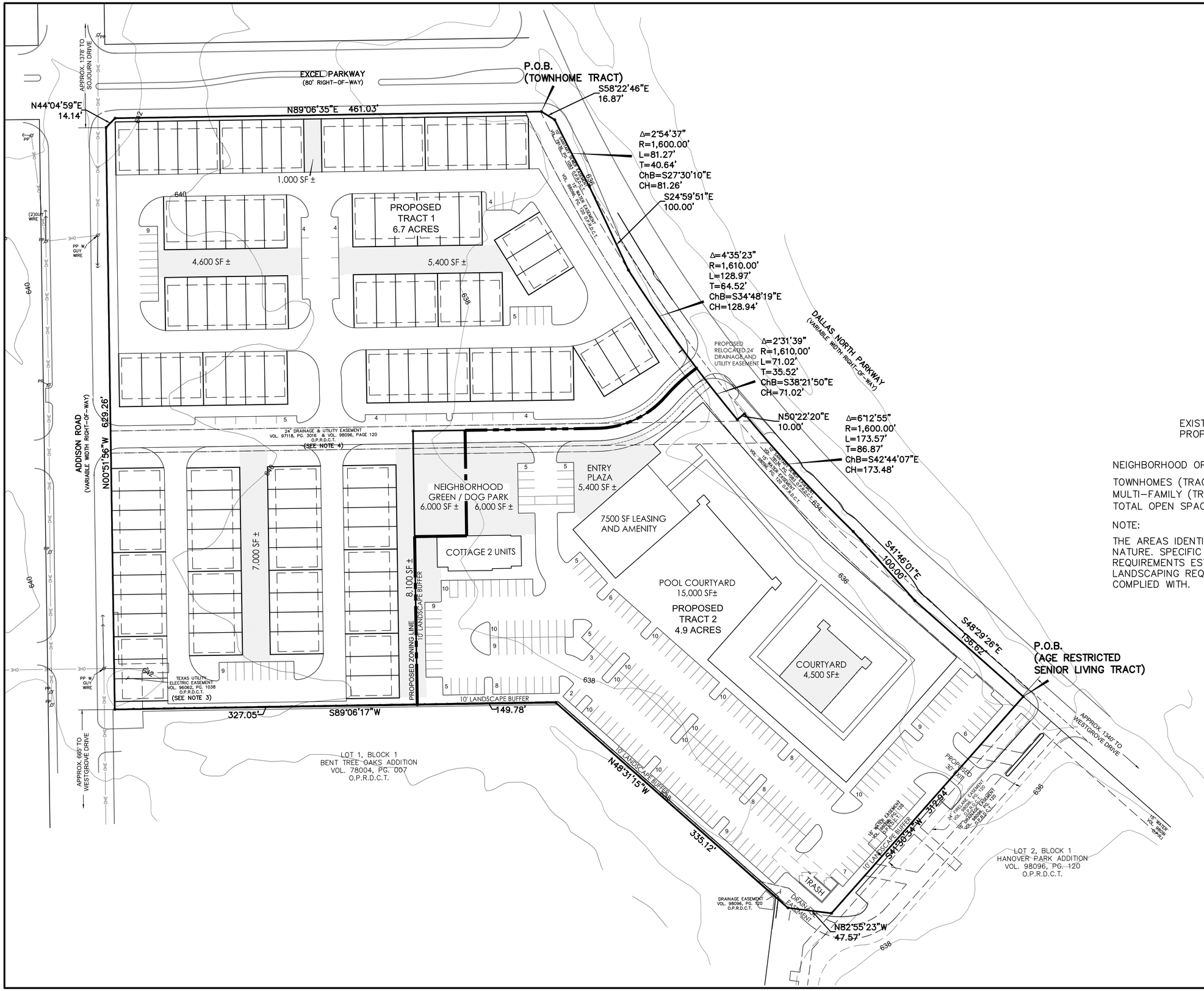
BILL CAWLEY — **APPLICANT**
16400 North Dallas Parkway, Suite 150
Dallas, Texas 75248
Contact: Bill Cawley
(972)759-7700

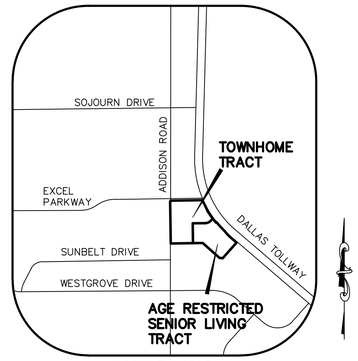
LAZY A FOUNDATION (CAWLEY PARTNERS) — **OWNER**
16400 North Dallas Parkway, Suite 150
Dallas, Texas 75248
Contact: Bill Cawley
(972)759-7700

JBI PARTNERS, INC. — **PLANNER/SURVEYOR/ENGINEER**
2121 Midway Road, Suite 300
Carrollton, Texas 75006
Contact: Jerry Sylo
jsylo@jbipartners.com
TBPE No. F-438 TBPLS No. 10076000
(972)248-7676

Resubmitted: July 8, 2026
Submitted: April 17, 2026

Plotted by: ccabrera Plot Date: 7/6/2026 2:07 PM
Drawing: H:\Projects\CTR044SL\Phase 1\Planning\dwg\XCTR044SL-Zoning Exhibit.dwg Saved By: ccabrera Save Time: 6/11/2026 4:22 PM





VICINITY MAP
N.T.S.

EXISTING ZONING: PD-020-47
PROPOSED ZONING: PD-M-2-MIXED USE SUBURBAN CORRIDOR

NEIGHBORHOOD OPEN SPACE AREAS:

TOWNHOMES (TRACT 1): 32,100 SF±
MULTI-FAMILY (TRACT 2): 15,900 SF±
TOTAL OPEN SPACE: 48,000 SF± (9.5% OF TOTAL SITE)

NOTE:

THE AREAS IDENTIFIED ON THIS PLAN ARE GENERAL IN NATURE. SPECIFIC AREA DELINEATIONS WHICH MEET THE REQUIREMENTS ESTABLISHED IN SECTION 5.6.4 MINIMUM LANDSCAPING REQUIRED OF THE ADDISON UDC WILL BE COMPLIED WITH.

50 25 0 50 100
1" = 50' - 0"

OPEN SPACE PLAN
CASE NO. 1953-Z

ADDISON GREEN

505,600 SQUARE FEET OR 11.607 ACRES
OUT OF THE WILLIAM LOMAX SURVEY, ABSTRACT NO 792

TOWN OF ADDISON, DALLAS COUNTY, TEXAS

BILL CAWLEY — APPLICANT
16400 North Dallas Parkway, Suite 150
Dallas, Texas 75248
Contact: Bill Cawley
(972)759-7700

LAZY A FOUNDATION (CAWLEY PARTNERS) — OWNER
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TBPE No. F-438 TBPLS No. 10076000

Resubmitted: July 8, 2026
Submitted: April 17, 2026

Plotted by: ccabrera Plot Date: 7/7/2026 10:30 AM
Drawing: H:\Projects\CTR044SL\Phase 1\Planning\dwg\XCTR044SL-Zoning Exhibit.dwg Saved By: ccabrera Save Time: 7/7/2026 10:02 AM



[KEY]

1 | COMMUNITY OPEN SPACE
- OPEN LAWN FOR ACTIVE PLAY AND COMMUNITY GATHERING
- MOVIE ON THE LAWN
- EVENT STAGE / PAVILION / SHADED SEATING
- BENCHES
- ENHANCED LIGHTING
- MONUMENTATION SIGNAGE / MURAL
- POTENTIAL FOOD TRUCK AREA

2 | DOG PARK
- FENCED, ENCLOSED AREA
- LEASH OFF ENCLOSURE
- DRINKING FOUNTAIN AND STICK LIBRARY
- BENCHES
- ENHANCED LIGHTING
- SURFACE TO BE DETERMINED DURING DESIGN PHASE

3 | ARTWORK LOCATION
- POTENTIAL PLACEMENT OF ART INSTALLATION
- LANDSCAPE AND ENHANCED LIGHTING
- LOCATION CREATES MEANINGFUL ART WALK

4 | MUSE ENTRY
- GATEWAY ARTWORK SIGNATURE TO MUSE
- ADDRESSING SIGNAGE FOR RESIDENTIAL UNITS

5 | SEATING AREA
- OUTDOOR SOFT FURNISHINGS FOR RESIDENT USE
- HARDSCAPE WITH SOFTENED LANDSCAPE PERIMETER

6 | MUSE LAWN
- OUTDOOR YARD GAMES FOR RESIDENT USE
- EVERGREEN SCREENING HEDGE ALONG PARKING
- BENCHES

7 | SIGNATURE WALL
- VERTICAL SCREEN WALL SERVING AS TERMINATING VISTA
- UNIQUE TO MUSE
- MAY INCORPORATE WATER, VINES, LIGHTING

8 | ARTISTS LAWN
- FESTOON STRING LIGHTS
- OUTDOOR YARD GAMES FOR RESIDENT USE
- BENCHES

9 | GALLERY LAWN
- FESTOON STRING LIGHTS
- OUTDOOR YARD GAMES FOR RESIDENT USE
- BENCHES

10 | GAMING AREA
- HARDSCAPE AREA WITH GAMING TABLES
- FESTOON STRING LIGHTS
- WATER FEATURE
- BENCHES

11 | 8' ADDISON HIKE AND BIKE TRAIL
- CANOPY STREET TREES
- COORDINATED WITH OVERHEAD UTILITIES

12 | 6' COMMUNITY WALKING TRAIL
- CANOPY STREET TREES
- RESIDENTIAL CHARACTER WITH FRONT WALK

13 | 6' COMMUNITY WALKING TRAIL
- ENHANCED LANDSCAPING
- SHRUBS, PERENNIALS, SEASONAL COLOR

14 | 5' SIDEWALK
- ENHANCED LANDSCAPING
- SHRUBS, PERENNIALS, SEASONAL COLOR
- RESIDENTIAL CHARACTER WITH FRONT WALK
- UNIQUE ROADWAY LIGHTING

15 | 6' ORNAMENTAL SCREEN WALL
- 4' MASONRY WALL BASE
- 2' METAL FENCE OVER MASONRY
- COLUMNS AT EACH END OF WALL
- LOCATED ALONG EDGE OF ALLEY

16 | 6'-8' MASONRY SCREEN WALL
- COLUMNS AT EACH END OF WALL
- LOCATED ALONG EDGE OF ALLEY

17 | SECONDARY ENTRY MONUMENT
- MASONRY COLUMN ANNOUNCING GATEWAY INTO COMMUNITY
- ENHANCED LANDSCAPING AND LIGHTING

18 | EXISTING FENCE AND TREES TO REMAIN

19 | ENHANCED INTERSECTION
- PAVEMENT TREATMENT FOR TRAFFIC CALMING
- 4-WAY STOP INTERSECTION
- PEDESTRIAN ENHANCEMENT FOR CROSSING SAFETY

20 | ENHANCED CROSSWALK
- UPGRADED CROSSWALK FOR ENHANCED PEDESTRIAN CONNECTIVITY
- IMPORTANT PEDESTRIAN CORRIDOR WITHIN TOWN OF ADDISON

NOTES:
- TREES AND FENCING WILL BE PLACED OUTSIDE OF THE EASEMENTS ALONG THE DALLAS NORTH TOLLWAY FRONTAGE.
- PRIVATE OPEN SPACES ARE INTENDED TO REMAIN OPEN AND ACCESSIBLE AND SHALL BE DESIGNED TO SUPPORT THE SHARED USE AND ENJOYMENT OF RESIDENTS AND VISITORS WITHIN THE ADDISON GREEN COMMUNITY.
- STREET TREES LOCATION AND SIZES SHALL BE COORDINATED WITH THE EXISTING OVERHEAD UTILITY LINES AND POLES.
- THIS PLAN IS ILLUSTRATIVE IN NATURE AND IS INTENDED TO CONVEY THE DESIGN INTENT OF THE PROPOSED DEVELOPMENT. THE PLAN IS SUBJECT TO REVISION AS THE SITE PLAN CONTINUES TO BE REFINED THROUGH THE PERMITTING PROCESS.

ADDISON GREEN ADDISON, TX • TOWNHOMES SITE AND CONCEPTUAL OPEN SPACE PLAN

PN 8526051 | 07.08.2026 | CONTOUR REAL ESTATE & DEVELOPMENT

CONTOUR REAL ESTATE & DEVELOPMENT

LandDesign

EXCEL PARKWAY
(80' RIGHT-OF-WAY)

NOTES:
- THIS PLAN IS ILLUSTRATIVE IN NATURE AND IS INTENDED TO CONVEY THE DESIGN INTENT OF THE PROPOSED DEVELOPMENT. THE PLAN IS SUBJECT TO REVISION AS THE SITE PLAN CONTINUES TO BE REFINED THROUGH THE PERMITTING PROCESS.

PRIVATE ALLEY

PRIVATE ALLEY

PRIVATE ALLEY

PRIVATE ALLEY

SMALL TREES NEAR POWER LINE

EXISTING POWER POLE

35'X35' VISIBILITY TRIANGLE

35'X35' VISIBILITY TRIANGLE

35'X35' VISIBILITY TRIANGLE

35'X35' VISIBILITY TRIANGLE

10' 0' 10' 20' 40'

ADDISON GREEN ADDISON, TX • TOWNHOMES SITE AND CONCEPTUAL OPEN SPACE PLAN - NORTH

PN 8526051 | 07.08.2026 | CONTOUR REAL ESTATE & DEVELOPMENT

CONTOUR
REAL ESTATE & DEVELOPMENT

LandDesign.



ADDISON GREEN ADDISON, TX • TOWNHOMES SITE AND CONCEPTUAL OPEN SPACE PLAN - SOUTH

PN 8526051 | 07.08.2026 | CONTOUR REAL ESTATE & DEVELOPMENT

CONTOUR REAL ESTATE & DEVELOPMENT

LandDesign

TRACT 1 TAG NO.	DBH	SPECIES	CONDITION	CLASSIFICATION
015	5,5	CHINESE PISTACHE	GOOD	Protected Tree
016	5	CHINESE PISTACHE	GOOD	Protected Tree
017	5.5	CHINESE PISTACHE	GOOD	Protected Tree
018	5	CHINESE PISTACHE	GOOD	Protected Tree
019	4	CEDAR ELM	GOOD	Protected Tree
020	4.5	CHINESE PISTACHE	GOOD	Protected Tree
021	6	CHINESE PISTACHE	GOOD	Protected Tree
022	4	CHINESE PISTACHE	GOOD	Protected Tree
023	6	CHINESE PISTACHE	FAIR	Protected Tree
024	5	CHINESE PISTACHE	GOOD	Protected Tree
025	4	CHINESE PISTACHE	GOOD	Protected Tree
026	5	CHINESE PISTACHE	GOOD	Protected Tree
027	10	LIVE OAK	FAIR	Protected Tree
028	6.5, 4	CEDAR ELM	GOOD	Protected Tree

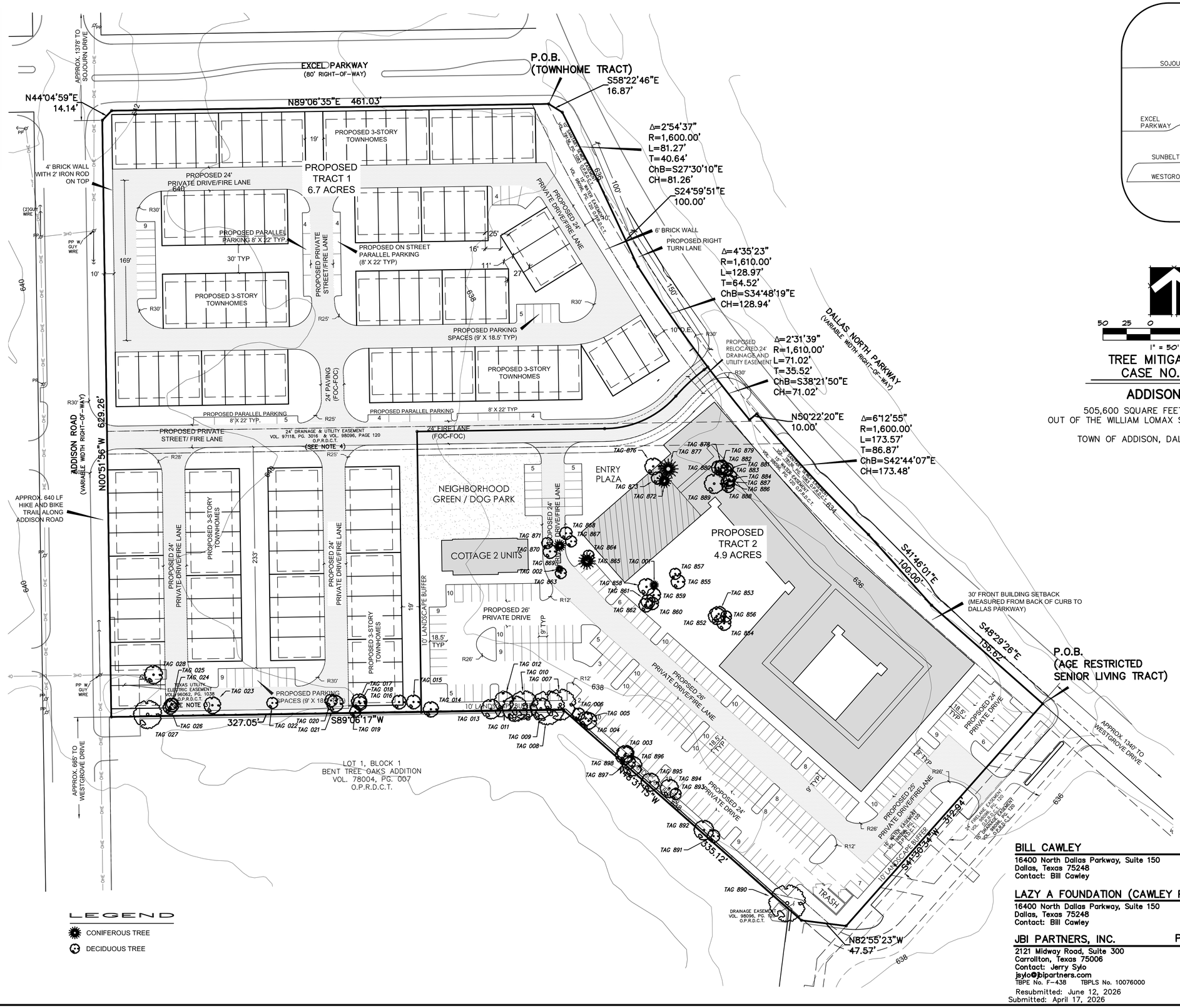
TOTAL TREES ON TRACT 1: 14 TREES
CALIPER INCHES: 75.5"

TRACT 2 TAG NO.	DBH	SPECIES	CONDITION	CLASSIFICATION
001	3	EASTERN RED CEDAR	GOOD	
002	2.5	EASTERN RED CEDAR	GOOD	
003	6,5,5	CHINESE PISTACHE	GOOD	Protected Tree
004	6	CEDAR ELM	GOOD	Protected Tree
005	5	CEDAR ELM	GOOD	Protected Tree
006	4.5,4.5,4	CEDAR ELM	GOOD	Protected Tree
007	11	CEDAR ELM	GOOD	Protected Tree
008	12	CEDAR ELM	GOOD	Protected Tree
009	7.5,5	CEDAR ELM	GOOD	Protected Tree
010	10	CEDAR ELM	GOOD	Protected Tree
011	9	CHINESE PISTACHE	GOOD	Protected Tree
012	7	CHINESE PISTACHE	GOOD	Protected Tree
013	7	CEDAR ELM	GOOD	Protected Tree
014	5.5,5,4	CHINESE PISTACHE	GOOD	Protected Tree
852	6,4,4	CHINESE PISTACHE	GOOD	Protected Tree
853	5.5,4,4	CHINESE PISTACHE	GOOD	Protected Tree
854	5,5	CHINESE PISTACHE	GOOD	Protected Tree
855	4	CHINESE PISTACHE	GOOD	Protected Tree
856	5	CHINESE PISTACHE	GOOD	Protected Tree
857	4	CHINESE PISTACHE	GOOD	Protected Tree
858	6	CHINESE PISTACHE	GOOD	Protected Tree
859	5	CHINESE PISTACHE	GOOD	Protected Tree
860	4.5	CHINESE PISTACHE	GOOD	Protected Tree
861	5	CHINESE PISTACHE	GOOD	Protected Tree
862	5	CHINESE PISTACHE	GOOD	Protected Tree
863	4	CHINESE PISTACHE	GOOD	Protected Tree
864	4	CHINESE PISTACHE	GOOD	Protected Tree
865	6	EASTERN RED CEDAR	POOR	Protected Tree
867	4	CHINESE PISTACHE	GOOD	Protected Tree
868	4.5	CHINESE PISTACHE	GOOD	Protected Tree
869	4	EASTERN RED CEDAR	FAIR	Protected Tree
870	5	CHINESE PISTACHE	GOOD	Protected Tree
871	4	CHINESE PISTACHE	GOOD	Protected Tree
872	5	EASTERN RED CEDAR	GOOD	Protected Tree
873	4.5,4.5	CHINESE PISTACHE	GOOD	Protected Tree
876	4,4,6	CHINESE PISTACHE	GOOD	Protected Tree
877	7	EASTERN RED CEDAR	GOOD	Protected Tree
878	4.5	CHINESE PISTACHE	GOOD	Protected Tree
879	5	CHINESE PISTACHE	GOOD	Protected Tree
880	5	CHINESE PISTACHE	GOOD	Protected Tree
881	4	CHINESE PISTACHE	GOOD	Protected Tree
882	4.5	CHINESE PISTACHE	GOOD	Protected Tree
883	4	CHINESE PISTACHE	GOOD	Protected Tree
884	4	CHINESE PISTACHE	GOOD	Protected Tree
886	4	CHINESE PISTACHE	GOOD	Protected Tree
887	5	CHINESE PISTACHE	GOOD	Protected Tree
888	4.5	CHINESE PISTACHE	GOOD	Protected Tree
889	7,6.5	CHINESE PISTACHE	GOOD	Protected Tree
890	13,5.5	CEDAR ELM	FAIR	Protected Tree
891	4.5	CHINESE PISTACHE	GOOD	Protected Tree
892	7	CEDAR ELM	GOOD	Protected Tree
893	4	CHINESE PISTACHE	GOOD	Protected Tree
894	6.5,4	CHINESE PISTACHE	GOOD	Protected Tree
895	6.5	CEDAR ELM	DEAD	Protected Tree
896	7	CHINESE PISTACHE	GOOD	Protected Tree
897	5	CHINESE PISTACHE	GOOD	Protected Tree
898	6.5	CEDAR ELM	GOOD	Protected Tree

TOTAL TREES ON TRACT 2: 57 TREES
CALIPER INCHES: 320.5"

TREE MITIGATION SUMMARY

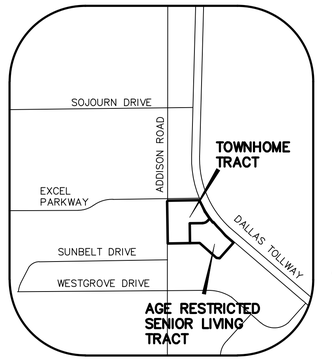
MITIGATION REQUIREMENTS	
TOTAL TREES ON SITE:	396"
TOTAL TREES REMOVED:	390.5"
PROTECTED REMOVALS:	390.5"
UNPROTECTED REMOVALS:	5.5"
TOTAL TREES PROVIDED:	TBD
TOTAL MITIGATION REMAINING:	390.5"



LEGEND

CONIFEROUS TREE

DECIDUOUS TREE



VICINITY MAP
N.T.S.

50 25 0 50 100
1" = 50' - 0"

TREE MITIGATION PLAN
CASE NO. 1953-Z

ADDISON GREEN

505,600 SQUARE FEET OR 11.607 ACRES
OUT OF THE WILLIAM LOMAX SURVEY, ABSTRACT NO 792

TOWN OF ADDISON, DALLAS COUNTY, TEXAS

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Carrollton, Texas 75006
Contact: Jerry Sylo
jsylo@jbipartners.com
TBPE No. F-438 TBPLS No. 10076000
(972)248-7676

Resubmitted: June 12, 2026
Submitted: April 17, 2026

Drawing: H:\Projects\CTR044SL\Phase 1\Planning\dwg\XCTR044SL-Tree Mitigation.dwg Saved By: ccabrera Save Time: 6/12/2026 10:44 AM
Plotted by: ccabrera Plot Date: 6/12/2026 10:47 AM

EXHIBIT B

PERMITTED USES AND DEVELOPMENT STANDARDS

Unless otherwise specified in this Planned Development, development within the Addison Green neighborhood is governed by the standards established in Section 3.5.2 M-2 – Mixed-Use Suburban Corridor, of the Addison Unified Development Code (UDC), as amended. In the event of any conflict or inconsistency between these standards and the applicable Town regulations, the terms and provisions of this Planned Development shall apply.

In the event of a conflict between the written text and the illustrations provided in this planned development, the written text contained herein shall control.

TRACT 1 (Fee-Simple Townhomes)

1. **Permitted Uses:** All uses shall comply with the Mixed-Use Suburban Corridor (M-2) district, as defined within the Unified Development Code, except as otherwise specified below:
   A. The following uses shall be permitted.
      I. Dwelling, Single-Family (Attached).
      II. Dwelling, Single-Family (Detached).
      III. Park or Open Space, Active.
      IV. Park or Open Space, Passive.
      V. Place of Worship.
      VI. All Utility and Communication Uses permitted within M-2 as identified within Table 4.2-1: Table of Allowed Uses within the UDC.
   B. The following accessory uses are allowed.
      I. Home Occupation.
   C. The following temporary uses are allowed.
      I. Construction Support Activities.
      II. Real Estate Sales or Model Home.
2. **Development Plan:** The improvements shall be executed in accordance with the Concept Plan, as depicted in **Exhibit C**.
3. **Parking:**
   A. Parking Maximum: In no case shall any use provide more than 125 percent of the minimum number of off-street parking spaces required by Section 5.5.4: Minimum Off-Street vehicle Parking Requirements.

4. **Open Space / Amenities:**

   A. Open Space: The open spaces shall be improved in accordance with the Townhome Site and Conceptual Open Space Plans, as depicted in **Exhibit C**.

   B. Credits for Parkland Dedication: The Open Spaces identified on the Open Space Plan (**Exhibit C**) shall be credited to the total Parkland Dedication fees assessed by the Town. Said credit shall not exceed 68 percent (68%) of the total Parkland Dedication fees assessed by the Town. Said credit shall be directly related to the amount of open space depicted on each Tract.

   C. Credits for Open Space Improvements: The developer shall receive a credit to the required Park Development Fee equal to the amount paid by the developer for the improvements accepted by the town in the above-mentioned credited open space.

      The credit shall be applied solely for the costs directly attributable to the acquisition, construction, and installation of the improvements and generally excludes soft costs, such as developer's overhead and profit, and the costs associated with the developer's architects, engineers, other consultants, or advisors, and all other costs that would customarily be considered "soft costs" by industry standards. The developer shall provide, if requested, the Town with all invoices, payment records, and any other supporting documentation reasonably necessary for the Town to verify the amount paid by the developer for the improvements.

5. **Required Homeowner's Association**: A homeowner's association and associated restrictive covenants shall be established for the Townhomes. Said covenants shall account for HOA maintenance of Townhome common areas.

TRACT 2 (Age-Restricted Multifamily)

1. **Permitted Uses:** All uses shall comply with the Mixed-Use Suburban Corridor (M-2) district, as defined within the Unified Development Code, except as otherwise specified below:

   A. The following uses shall be permitted.

      I. Dwelling, Multi-Family (Age Restricted Senior Living). For purposes of this section, Age Restricted Senior Living shall be allowed pursuant to applicable Town zoning ordinances, any multi-family residential housing facility or community developed or constructed on the Property must be operated as a senior age restricted housing facility or community as required to qualify under the federal law for Housing for Older Persons Act exemption under 24 CFR 100.304, as amended from time to time.

         a. Non-Age Restricted Multifamily Dwellings are prohibited within Tract 2.

      II. Park or Open Space, Active.

      III. Park or Open Space, Passive.

      IV. Place of Worship.

      V. All Utility and Communication Uses permitted within M-2 as identified

within Table 4.2-1: Table of Allowed Uses within the UDC.

B. The following accessory uses are allowed.

1. Home Occupation.

C. The following temporary uses are allowed.

1. Construction Support Activities.
2. Real Estate Sales or Model Home.

2. Development Plan: The improvements shall be executed in accordance with the Concept Plan, as depicted in **Exhibit C**.

3. Parking:

A. Parking Requirement: The minimum parking space requirement for an Age Restricted Senior Living residential use shall be 1 space per DU plus 5% of the total required spaces for visitor parking.

B. Parking Maximum: In no case shall any use provide more than 125 percent of the minimum number of off-street parking spaces required by Section 5.5.4: Minimum Off-Street vehicle Parking Requirements.

4. Open Space / Amenities:

A. The design of the Age-Restricted Senior Living community on Tract 2 shall incorporate the following:

I. Resort-style pool with sun deck.
II. Grilling stations.
III. Fire pit.
IV. Community garden with raised garden beds.
V. Dog park.
VI. Elevator served building(s) with air conditioned corridors.
VII. Clubhouse which includes the following spaces.
VIII. Great room.
IX. Demonstration kitchen.
X. Fitness studio.
XI. Game room.
XII. Media room.
XIII. Card room.
XIV. Arts & craft room.
XV. Private dining room.
XVI. Library.
XVII. Business Center.

B. In addition to providing the physical amenities listed above, regular scheduled

activities and events shall be offered on a consistent basis to the residents. Activities shown on Exhibit __, are representative of the activities that may be provided to the residents. The ultimate list of activities will be developed in conjunction with the community members and may vary from time to time as needed.

C. Credits for Parkland Dedication: The Open Spaces identified on the Open Space Plan (**Exhibit C**) shall be credited to the total Parkland Dedication fees assessed by the Town. Said credit shall not exceed 68 percent (68%) of the total Parkland Dedication fees assessed by the Town. Said credit shall be directly related to the amount of open space depicted on each Tract.

D. Credits for Open Space Improvements: The developer shall receive a credit to the required Park Development Fee equal to the amount paid by the developer for the improvements accepted by the town in the above-mentioned credited open space.

The credit shall be applied solely for the costs directly attributable to the acquisition, construction, and installation of the improvements and generally excludes soft costs, such as developer's overhead and profit, and the costs associated with the developer's architects, engineers, other consultants, or advisors, and all other costs that would customarily be considered "soft costs" by industry standards. The developer shall provide, if requested, the Town with all invoices, payment records, and any other supporting documentation reasonably necessary for the Town to verify the amount paid by the developer for the improvements.

SPARROW
PARTNERS

Sparrow Portfolio Photos & Introduction to 55+ Active Adult Communities



Mera Vintage Park - Houston, TX

Exterior Photos + Renderings

SPARROW PARTNERS



Mera Lawrenceville – Lawrenceville, GA

SPARROW
PARTNERS



Soléa Lewisville - Lewisville, TX

SPARROW
PARTNERS



Mera Goodyear - Goodyear, AZ

SPARROW
PARTNERS

Courtyard + Amenity Photos

SPARROW PARTNERS



Soléa Keller Ranch - Fort Worth, TX

SPARROW
PARTNERS



Amberlin at the Station – Sachse, TX

SPARROW
PARTNERS



Mera City Center - Surprise, AZ

SPARROW
PARTNERS

Clubhouse Interior + Amenity Photos

SPARROW PARTNERS



SPARROW
PARTNERS



SPARROW
PARTNERS



Mera City Center – Surprise, AZ

SPARROW PARTNERS



SPARROW
PARTNERS

Home Interiors

SPARROW
PARTNERS



SPARROW
PARTNERS



SPARROW
PARTNERS



SPARROW
PARTNERS

Introctuction to Active Adult + Sparrow Living

SPARROW
PARTNERS

Sparrow Living - Key Differences in 55+Active Adult Communities from Multi-Family Apartments







Product

- **8,000 SF Clubhouse amenity space**, community kitchen with coffee bar and wine fridge, game room, media room, library, and 24-hour wellness and fitness studio.
- **Spacious courtyard offering endless activities**; luxury pool and sun deck with space for pool aerobics classes, pickle ball court, outdoor kitchen and grilling stations, dog park, and community garden with raised garden beds.
- **30+ social events per month**, weekly fitness classes, and many other shared amenities and programming focused on bringing people together
- **Intentionally designed with 55+ community members in mind**: elevator served, surface parking, and strategically programmed both in-unit and in shared amenity spaces.

People

- **Our average community members are in their early to mid 70s** and value health, fitness and independence. On a daily basis community members can be found participating in community events such as yoga and water aerobics classes, walking nearby trails, or even utilizing our community amenities by partaking in a pickle ball or bocce ball tournament.
- **A majority of our community member come from a 15-minute drive time or are follow-ing their adult children** (ages 35-54) to the area, meaning they have often been a part of the community for years and are looking to maintain connection to their community and family.
- **Our residents are affluent and have a positive economic impact**. Our average resident's annual income across our Active Adult portfolio is $129k. The Bureau of Labor and Statistics has data to reflect individuals 65 and older with our resident's annual income spend $83k per year.
- **The average length of stay of our community members is 5 years** which is substantially higher th

Impact

- **Our communities have no impact on schools** as we are 55+ age restricted and do not allow children to live in the community.
- **Our community members generate less than half as much traffic impact** as multi-family apartments with the majority of our residence being retired they are taking far less trips and not contributing to traffic at the same time of day as multi-family traveling to work or school at peak times.
- **Our community members have more discretionary income** than the typical multi-family resident and with our community members being active and not having food services on-site, they have more income to spend in the broader-community, creating positive economic impact.
- **Our community members are an active part of the community,** volunteering locally and creating impact.

SPARROW
PARTNERS

Sparrow Living Sample Community Calendars + Events

SPARROW PARTNERS

Mera City Center: Lifestyle & Engagement Calendar

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 	**2** Office Closed in recognition of holiday 1:00 PM Mahjong (MR)▲	**3** 8:30 AM Women's Coffee & Conversation (B)▲ 10:00 AM Functional Fitness (W)◇ 5:00 PM Social Hour with Variety Cocktails (B).	**4 Yappy Hour** 12:00 PM Yappy New Year Hour (B) 5:00 PM Happy Hour (B)▲	**5** 8:30 AM Men's Coffee Gathering (B)▲ 10:00 AM Yoga Flow (W)◇	**6** 1:00 PM Mahjong (MR) ▲ 2:00 PM Mexican Train (G) ▲ 6:30 PM Game Night (B)▲	**7**
8	**9** 10:00 AM Barre (W)◇ 1:00 PM Mahjong (MR)▲	**10** 8:30 AM Women's Coffee & Conversation (B)▲ 10:00 AM Functional Fitness (W)◇ 5:00 PM Social Hour with Variety Cocktails (B). 6:30 PM Welcome New Community Members (L) #	**11 Hydration Station** 11:30 AM Zumba (W)◇ 1:00 PM Hydration Station (B) # 5:00 PM Happy Hour (B)▲	**12** 8:30 AM Men's Coffee Gathering (B)▲ 10:00 AM Yoga Flow (W)◇	**13 Movie Night** 11:00 PM Mahjong (MR) ▲ 2:00 PM Mexican Train (G) ▲ 4:00 PM Movie Night: Hello My Name is Doris (T) 6:30 PM Game Night (B)▲	**14** 5:30 PM Singles at Mera – meet in the Clubhouse for carpool departure to Cracker Barrel (C)▲
15	**16 MLK Day of Service** 10:00 AM Barre (W)◇ 1:00 PM Mahjong (MR)▲	**17** 8:30 AM Women's Coffee & Conversation (B)▲ 10:00 AM Functional Fitness (W)◇ 5:00 PM Social Hour – Bloody Mary Mocktail (B) #	**18 Drum Therapy** 11:30 AM Craft – Vision Boards (CR)◇ 3:00 PM Drum Therapy w/ Village MD (W) 5:00 PM Happy Hour (B)▲	**19 Healthy Potluck** 8:30 AM Men's Coffee Gathering (B)▲ 10:00 AM Yoga Flow (W)◇ 5:00 PM Potluck with a Healthy Spin (B)▲	**20** 1:00 PM Mahjong (MR) ▲ 2:00 PM Mexican Train (G) ▲ 6:30 PM Game Night (B)▲	**21**
22 	**23** 10:00 AM Barre (W)◇ 1:00 PM Mahjong (MR)▲	**24 Cooking Demo** 8:30 AM Women's Coffee & Conversation (B)▲ 10:00 AM Functional Fitness (W)◇ 5:00 PM Healthy Cooking Demo with Chef Pete & Wine Down (B) #.○	**25** 11:30 AM Bingo (B)◇ 5:00 PM Happy Hour (B)▲	**26** 8:30 AM Men's Coffee Gathering (B)▲ 10:00 AM Yoga Flow (W)◇	**27 Mozart's Birthday** 11:00 PM Mahjong (MR) ▲ 2:00 PM Mexican Train (G)▲ 4:00 PM Birthday Celebration w/ violinist (B) 6:30 PM Game Night (B)▲	**28**
29	**30** 10:00 AM Barre (W)◇ 1:00 PM Mahjong (MR)▲	**31 Kindred Tours Visit** 8:30 AM Women's Coffee & Conversation (B)▲ 10:00 AM Functional Fitness (W)◇ 3:00 PM Kindred Tours Meet & Greet (B) 5:00 PM Social Hour with Variety Cocktails (B).		**Location Key** (B) Bistro (C) Clubhouse (CR) Craft Room (CY) Courtyard (G) Game Room	**Location Key** L) Library (MR) Meeting Room (O) Offsite Media (T) Theater (W) Wellness Center	**Symbols Key** # rtment Life Coordinators ◇ Cooper Life Instructor . Bar Attendant ▲ Resident-Led ○ Community Members and Prospects Sales Event

MERA
CITY CENTER

SPARROW
PARTNERS

Share Your Gifts

DAILY RESIDENT-LED EVENTS

Monday
10am | Texas 42 - Men (CR)
1pm | Card Games (CR)
2pm | Bridge (CR)
2pm | Pool (GR)
2pm | Poker (CR)
3pm | A Stitch in Time (CH)

Tuesday
10am | Canasta (CR)
2pm | Texas 42 - Women (CR)
2pm | Poker (CR)
3pm | A Stitch in Time (CH)
7pm | Bible Study (CH)

Wednesday
10am | Texas 42 - Men (CR)
1pm | Card Games (CH)
2pm | Pool - Men (GR)
2pm | Poker (CR)

Thursday
2pm | Ladies Bible Study (L)
6:30pm | Game Night (CH)
7pm | Left, Right, Center (WC)

Friday
10am | Canasta (CR)
1pm | Card Games (CH)
2pm | Texas 42 - Women (CR)
2pm | Pool (GR)
2pm | Poker (GR)
3pm | A Stitch in Time (CH)
6:30pm | Game Night (CH)

Saturday
10am | Pool (W)
2pm | Canasta (CR)

Sunday
2pm | Canasta (CR)
5pm | Sunday Potluck Supper (CH)
6pm | Mah Jongg (CH)



Garden Kick Off Party

Get involved and grow with your community by sharing knowledge and creating a plan for your garden! Lemonade and light foods will be served.

Merrill Lynch Workshop: Positioning in a Foundational Year

Patrick McDonald with Merrill Lynch will be onsite to present 2023 as a foundational year for investors and maintain a high level of diversification across and within asset classes.



National Days Worth Celebrating

Black History Month
February 3: Wear Red Day (Heart Health)
February 5: Read Out Loud Day
February 14: Valentine's Day
February 17: Random Acts of Kindness Day

Community Newsletter

SOLÉA

L&E Pillar
Sharpen Your Mind

TRIVIA GAMES
TECHNOLOGY COURSES
ARTS & CRAFTS
SOCIAL HOURS
LIFELONG LEARNING
PET EVENTS

L&E Pillar
Strengthen Your Body

FITNESS CLASSES
WALKING GROUPS
COOKING DEMOS
HEALTH EDUCATION
GARDENING
DANCING

L&E Pillar
Share Your Gifts

TEACH
HOST
PLAN
SUPPORT
SERVE
VOLUNTEER

SPARROW PARTNERS

Community Events:









SPARROW PARTNERS



Active Adult Rental Properties

White Paper Update on the Emerging Property Type

November 2024

www.nic.org

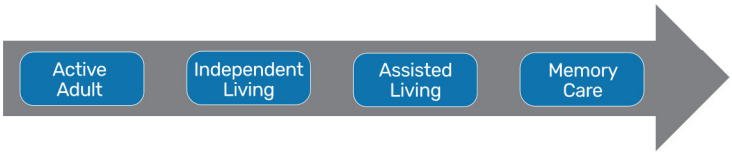
Introduction



The performance and growth of active adult rental properties continue to garner interest from real estate developers, investors, and operators as this property type evolves in response to demand from the Baby Boomer population and increasingly the oldest cohort of the Generation X population. Until recently, the term active adult solely described for-sale single-family homes set in a retirement community or within a section of a master-planned community. Early pioneers of the active adult rental product were primarily multifamily developers and investors envisioning a housing and lifestyle option that would appeal to aging Baby Boomers. Today, active adult rental properties bridge the gap between conventional multifamily housing and traditional senior housing with communities that offer amenities, activities, and social programming that support active lifestyles.

This paper updates the definition of the active adult rental property segment from the original definition launched by NIC in 2022 and provides new data and insights related to this burgeoning property type. Commentary included in this paper came from interviews and case studies conducted with current stakeholders in the sector—investors, developers, equity and debt providers, and operators. Active adult market data included in this paper such as occupancy rates and inventory are tracked and reported by NIC MAP Vision.

Continuum of Senior Housing Properties and Associated Services



Value Proposition of Senior Housing to Residents	Shelter Security	Socialization Engagement Activities Recreation Lifestyle Wellness	Meals Transportation Laundry	Care Coordination	On-Site Staffed Care
Active Adult	✓	✓			
Independent Living	✓	✓	✓	✓	
Assisted Living	✓	✓	✓		✓
Memory Care	✓	✓	✓		✓

The active adult market is evolving fast. Read on for critical market insights including the latest on demand, inventory, construction, and penetration rates; key resident and community characteristics; recent valuations; and emerging trends.

Definition. What is active adult? An element missing until recently for the active adult rental property type—similar to "congregate living" senior housing in its early days—is a consistent definition and one by which the market can be measured to allow for comparisons and knowledge sharing. To that end, the National Investment Center for Seniors Housing & Care (NIC) defines the active adult segment as:

Active adult rental communities are age-eligible, market-rate, multifamily properties focused on enhanced lifestyle programming without providing meals.

This definition puts a framework around the active adult rental category to enhance centralized data collection on the growth and performance of the sector. Several considerations help clarify the critical components of this definition:

Age-eligible: Communities must restrict a percentage of residents based on age. This typically means at least one "qualifying" resident in the household must be 55+, 60+, or 62+, depending on the local governing jurisdiction. For marketing purposes, active adult communities are often described as either age-qualified or age-restricted. The legal framework that enabled residential communities to be age-restricted began in the early 1980s when the Fair Housing Act was amended to include the Housing for Older Persons Act (HOPA). This amendment created the ability to age-restrict communities provided they are specifically designed and operated to assist older persons as defined in state or federal programs. To qualify for the 55 or older housing exemption, communities must satisfy each of the following requirements:

- At least 80% of units must have one occupant who is 55 or older (or perhaps 60 or 62 as noted above);
- Must have policies and procedures demonstrating intent to operate as 55 or older housing;
- Must adhere to Housing and Urban Development (HUD) age-verification regulations.

Majority Market Rate: Communities must have a majority of market rate units. Properties financed with LIHTC, or low-income housing tax credits, are an important part of addressing affordable housing issues but are excluded from properties tracked by NIC MAP Vision due to their unique characteristics.

Multifamily: Communities include multi-story apartment buildings and/or single-story attached or detached units such as villas or cottages.

Rental Properties: Excludes for-sale 55+ properties. Age-qualified build-for-rent (BFR) communities that physically resemble the for-sale properties are included. A key difference is that rental communities are often much smaller than for-sale communities.

Exclude Meals and Services: The property does not include meals (lunch or dinner) or allowances/credits for meals. Note that active adult may offer "light dining" options such as continental breakfast or happy hours.

Lifestyle Focused: Communities provide an engaged environment with rich social programming to support wellness and longevity. This is one feature that is common to traditional independent living, but the programming will likely be different given the average resident age difference of 12–15 years. In active adult, a variety of intellectual and physical activities are available daily via a combination of an onsite or part time Lifestyle Coordinator, resident-led programming, and/or the use of in-house and nearby amenities (not all active adult communities include a Lifestyle Coordinator).

Dynamic: The active adult definition and property type are expected to continue to evolve.

KEY METRICS

The information below details resident characteristics that influence development, leasing, and operating strategies. The key themes and metrics are based on executive interviews and reflect feedback received from industry experts who develop, own, and/or operate active adult rental communities.

Age:

- Average age at move-in is late 60s to early 70s
- Average age in-place: 70 - 72
- Approximately 20% of residents in newer vintage communities are age 55 to 64

Work Status:

- May still be employed full-time or part-time

Living Status:

- Majority singles – widowed or divorced "solo agers" – but may be up to 50% couples
- Majority female, often 2/3 of residents

Financial:

- Roughly 60-70% are downsizing or "right sizing" from a home that they own
- Typical annual incomes range from $50,000 to $150,000 excluding assets
- Asset spend-down is important financial contributor but difficult to quantify and verify

Targeted Lifestyle:

- Enhanced socialization with focus on health, wellness, and programming
- Connection with peers, particularly widowed or divorced solo agers
- Freedom from cost and maintenance of homeownership
- Freedom to travel via flexible and secure lock-and-leave residences
- May prefer to remain near current residence or may desire to move closer to children or grandchildren across town or out of state, i.e., "Baby Chasers"

Primary Market Area:

- Majority of move-ins come from age 55 to 75 households within a 5- to 10-mile radius or 15-minute drive time of a site; smaller/less dense population markets require a larger radius or longer drive time
- Markets with significant job growth, good schools, and a housing supply that is affordable for younger families may draw active adult residents willing to leave their current community to move closer to adult children and grandchildren, including Sun Belt markets and other markets where projects have been planned and developed such as Upstate New York, Ohio, and the Pacific Northwest







JULY 2026 | Taste of Summer

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
In July, we're celebrating the **Taste of Summer.** This month is all about savoring the flavors of the season through refreshing treats, festive gatherings, and community favorites. From potlucks and sparkling socials to sweet summer bites, join us as we enjoy good food, great company, and the simple pleasures of summer together.			1 **9am** | Pickleball (C) ^ **5pm** | **250 Years** of Flavor Potluck Social Hour (K) ♦	2 **4pm** | Resident Led Fitness Class (WS) ^ **5pm** | Poker (GL) ^	3 **Management Office Closed** **6pm** | Fireside Chat (C) ^	4 **Management Office Closed** **All Day** | Ping Pong **1pm** | Games (GL) ^ **8:30am - 1:30pm** | 4th of July Resident Pool Party **6pm** | LRC (GL) ^
5 **4pm** | Resident Led Fitness Class (WS) ^	6 **2pm** | Billiards (GL) ^ **2pm** | Bingo (K) ^ **5pm** | Poker (GL) ^	7 **All Day** | Ping Pong **2pm** | Doubles Play ^ **4pm** | Resident Led Fitness Class (WS) ^ **7pm** | Cards (GL) ^	8 **9am** | Pickleball (C) ^ **5pm** | Red, White & Sparkling Social Hour (K) ✳	9 **3pm** | Art Class with Aging is Cool: Flavored Salts (CR) <> ϟ **4pm** | Resident Led Fitness Class (WS) ^ **5pm** | Poker (GL) ^	10 **12pm** | Tropical Treats Grab & Go (K) **6pm** | Fireside Chat (C) ^	11 **All Day** | Ping Pong **12 - 3 pm** | Karaoke Practice (MR) ^ **1pm** | Games (GL) ^
12 **National Simplicity Day** **4pm** | Resident Led Fitness Class (WS) ^	13 **1pm** | Resident Lunch Outing ^ **2pm** | Billiards (GL) ^ **5pm** | Poker (GL) ^	14 **All Day** | Ping Pong **2pm** | Doubles Play ^ **4pm** | Resident Led Fitness Class (WS) ^ **7pm** | Cards (GL) ^	15 **9am** | Pickleball (C) ^ **5pm** | Taste of The Summer Social Hour (K) ♦	16 **4pm** | Resident Led Fitness Class (WS) ^ **5pm** | Poker (GL) ^	17 Brunch **11am** | Sparrow Songbird Brunch (K) **6pm** | Fireside Chat (C) ^	18 **All Day** | Ping Pong **1pm** | Games (GL) ^ **6:30pm** | Karaoke (C) ^
19 **4pm** | Resident Led Fitness Class (WS) ^ **6pm** | LRC (GL) ^	20 **2pm** | Bingo (K) ^ **2pm** | Billiards (GL) ^ **5pm** | Poker (GL) ^	21 **All Day** | Ping Pong **2pm** | Doubles Play ^ **4pm** | Resident Led Fitness Class (WS) ^ **7pm** | Cards (GL) ^	22 **9am** | Pickleball (C) ^ **5pm** | Sweet Summertime Social Hour (K) ♦	23 **3pm** | Unusual Foods of the World Presentation with Aging Is Cool (CH) <> **4pm** | Resident Led Fitness Class (WS) ^ **5pm** | Poker (GL) ^	24 **5pm** | Resident Led Movie Night (MR) ^ **6pm** | Fireside Chat (C) ^	25 **All Day** | Ping Pong **1pm** | Games (GL) ^
26 **4pm** | Resident Led Fitness Class (WS) ^	27 **1pm** | Resident Lunch Outing ^ **2pm** | Billiards (GL) ^ **5pm** | Poker (GL) ^	28 **All Day** | Ping Pong **2pm** | Doubles Play ^ **4pm** | Resident Led Fitness Class (WS) ^ **7pm** | Cards (GL) ^	29 live music! **9am** | Pickleball (C) ^ **5pm** | Music & Drinks Social Hour sponsored by Home Helpers (K) ✳♫	30 **International Day of Friendship** **4pm** | Resident Led Fitness Class (WS) ^ **5pm** | Poker (GL) ^	31 **4pm** | July Birthday Celebration (K) **5pm** | Resident Led Movie Night (MR) ^ **6pm** | Fireside Chat (C) ^	**Stay active with fitness classes offered three days a week!** Scan the QR code on the back of the calendar to view the full fitness schedule and class details..

MERA CRAIG RANCH

Activity Location Key

Clubhouse (CH)
Craft Room (CR)
Courtyard (C)
Game Lounge (GL)
Kitchen (K)
Library (LB)
Media Room (MR)
Pool (P)
Wellness Studio (WS)

✳ Bar Attendant Serving
♦ BYOB
^ Resident Led Activity

Symbols Key

<> Instructor
ϟ Sign Up Required
♫ Live Music

Community Volunteer Group Event (CVG)

ORDINANCE NO. O20-47

AN ORDINANCE OF THE TOWN OF ADDISON, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE TO REZONE 11.607 ACRES OF PROPERTY LOCATED AT SOUTHWEST CORNER OF DALLAS PARKWAY AND EXCEL PARKWAY FROM PLANNED DEVELOPMENT DISTRICT 008-054, AS AMENDED BY ORDINANCE 008-054, TO PLANNED DEVELOPMENT DISTRICT O20-47 FOR AN 11-STORY SENIOR LIVING FACILITY; PROVIDING A SAVINGS CLAUSE; PROVIDING A SEVERABILITY CLAUSE; PROVIDING FOR A PENALTY OF A FINE NOT TO EXCEED THE SUM OF TWO THOUSAND DOLLARS ($2,000) FOR EACH OFFENSE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Town of Addison, Texas (the "City") is a home rule municipality having full power of local self-government pursuant to Article 11, Section 5 of the Texas Constitution and its Home Rule Charter; and

WHEREAS, at its regular meeting held on September 15, 2020 the Planning & Zoning Commission considered and made recommendations on a request for a Planned Development District (Case No.1816-Z); and

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

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

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

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

SECTION 2. Planned Development District O20-47 for an 11-story, senior living facility is hereby established for the 11.607 acres of land located at southwest corner of Dallas Parkway and Excel Parkway, and more specifically described in **Exhibit A**.

SECTION 3. Development within the Planned Development District shall be in accordance with the following requirements:

Sub-District A – Subdistrict A shall be improved in accordance with the site plan, landscape plans, and building elevations set forth in **Exhibit B**, and shall be subject to the following stipulations:

1. *Permitted Uses by Right:*

- Residential uses are limited to continuing care retirement community, inclusive of independent living, assisted living, and memory care facility, for adults 55 and older.
- Retail Uses are permitted only in connection with and as a part of a mixed use (with residential) development and are defined as:
    - Barber and Beauty Shop
    - Coffee Shop, no seating on premises
    - Convenience Store without the sale of alcohol for off-premise consumption, except through a Special Use Permit
    - Donut and Pastry Shop, no seating on premises Drug Store, retail sales only
    - Florist, retail sales only
    - Health Club and Spa, private and public Optician and Optical Store
- Mixed use (with residential) -- As defined under Article XXX of the Zoning Ordinance.
- Medical office – As defined under Article XXX of the Zoning Ordinance.

2. *Special Uses:*
    - Restaurant
    - Sale of alcohol for on-premises consumption in conjunction with a restaurant
    - Sale of beer and wine for off-premises consumption as part of a convenience store, but not including a store for which beer and wine sales constitute the primary source of revenue for the business

3. *Accessory Uses:*
    - Community, social, hobby, physical and occupational therapy, beauty/barber salon, health and wellness facilities, health care clinic and associated exam rooms, personal services, business office space for local bank, travel agency or laundry facilities, for the exclusive use by occupants of a residential development for seniors within the property which are customary to such residential developments.
    - Recreation/open space and facilities
    - Parking and parking structures
    - Other uses customarily incidental and subordinate to permitted uses and any special uses

4. *Building Height:* Minimum of eleven (11) stories, or one hundred twenty-nine (129') feet. No maximum height. All heights to be subject to FAA approval.

5. *Building Setbacks:* Minimum building setback for this sub-district is ten (10') feet along Addison Road, the new street between Dallas Parkway and Addison Road, and Excel Parkway (as shown on **Exhibit B**) exclusive of the motor court and loading/delivery areas. The minimum building setback from Dallas Parkway is thirty (30') feet from back of curb. No minimum side yard or rear

yard setback.

6. *Lot Size and Coverage:* No minimum lot area, width, or depth. Maximum lot coverage is 95%.

7. *Dwelling Unit Size:* Minimum residential dwelling unit size is as follows:
    - Independent Living
        - Studio -- 800 square feet
        - One Bedroom -- 1,018 square feet
        - Two Bedroom -- 1,150 square feet
    - Assisted Living
        - Studio -- 425 square feet
        - One Bedroom -- 570 square feet
        - Two Bedroom -- 800 square feet
    - Memory Care
        - Studio -- 300 square feet

8. *Parking*
    - Residential Parking Requirements
        - Independent Living --1 parking space per dwelling unit
        - Assisted Living -- 0 .5 spaces per dwelling unit
        - Memory Care -- 0.3 spaces space per dwelling unit.

    A minimum of 65% of the required parking spaces shall be provided within a parking garage and a maximum of 20% of the required parking spaces may be provided in a surface parking lot.

    - Parking Requirements for Other Uses
        - General retail -- (1/250) One space per each 250 square feet of gross floor area.
        - Restaurant -- (1/100) One space per each 100 square feet of gross floor area.
        - Medical or dental clinics -- (1/200) One space per each 200 square feet of gross floor area.
        - Office -- (1/300) One space per each 300 square feet of gross floor area.
        - Health Club or Spa -- (1/100) One space per each 100 square feet of gross floor area.
    - Shared Parking – A parking study shall be required to demonstrate that parking can be shared between uses based on alternating time periods of use.

9. *Open Space:* The minimum park land dedication requirement is 20,907 square

feet or .48 acres, or payment of a fee in lieu of dedication may be accepted by the city, based on a mutually acceptable price based on the market value of the land.

10. *Streetscape Requirements:*
    - Addison Road – In accordance with the Master Transportation Plan.
    - Excel Parkway -- In accordance with Commercial Collector with Urban Pedestrian standards contained within the Master Transportation Plan, except that no on-street parking shall be required.
    - New Street along the Southern Edge of Sub-District A – In accordance with Commercial Collector with Urban Pedestrian standards contained within the Master Transportation Plan, with on-street parking provided on both sides.
    - Dallas Parkway -- A minimum eight-foot wide sidewalk with parkway and landscape buffers with trees on either side.
11. *Landscaping* – Landscaping shall be provided in accordance with the requirements of the Urban Center district and the Town's landscape regulations.

Sub-District B: Development within Sub-District B shall be in accordance with **Exhibit B**, with a minimum building height of 6 stories, a minimum of 550,000 square feet of office space, and with 70% structured parking.

SECTION 4. When the lot identified as Subdistrict B on **Exhibit B** develops, an amendment to this ordinance shall be required to establish additional development standards.

SECTION 5. Any person, firm, or corporation violating any of the provisions or terms of this ordinance shall be subject to the same penalty as provided for in the Comprehensive Zoning Ordinance of the city, as heretofore amended, and upon conviction shall be punished by a fine set in accordance with Chapter 1, General Provisions, Section 1.10, General penalty for violations of Code; continuing violations, of the Code of Ordinances for the Town of Addison.

SECTION 6. The provisions of this Ordinance are severable, and should any section, subsection, paragraph, sentence, phrase or word of this Ordinance, or application thereof to any person, firm, corporation or other business entity or any circumstance, be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of the remaining or other parts or portions of this Ordinance, and the City Council hereby declares that it would have passed such remaining parts or portions of this Ordinance despite such unconstitutionality, illegality, or invalidity, which remaining portions shall remain in full force and effect.

SECTION 7. All ordinances of the City in conflict with the provisions of this ordinance be, and

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

SECTION 8. This Ordinance shall become effective from and after its passage and approval and after publication as may be required by law or by the City Charter or ordinance.

PASSED AND APPROVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, on this the ***13th*** day of ***OCTOBER*** **2020**.

TOWN OF ADDISON, TEXAS

Joe Chow, Mayor

ATTEST:

Irma G. Parker, City Secretary

Reviewed/Prepared/Approved by law offices of **Messer, Fort & McDonald**

Published in the Dallas Morning News on Wednesday, October 21, 2020

EXHIBIT A

BEING a tract of land out of the William Lomax Survey, Abstract No. 792, in the City of Addison, Dallas County, Texas, being all of Lot 1R, Block 1 of Replat of Hanover Park Addition, an addition to the Town of Addison according to the plat thereof recorded in Volume 98096, Page 120, Deed Records of Dallas County, Texas and being more particularly described as follows:

BEGINNING at a 5/8" iron rod with plastic cap stamped "KHA" set for the west corner of a corner clip at the intersection of the south right-of-way line of Excel Parkway (80' ROW) and the west right-of-way line of the Dallas North Tollway (variable width ROW);

THENCE with said corner clip, South 58°22'43" East, a distance of 16.87 feet to a 5/8" iron rod with plastic cap stamped "KHA" set at the beginning of a non-tangent curve to the left having a central angle of 2°54'38", a radius of 1600.00 feet, a chord bearing and distance of South 27°30'06" East, 81.27 feet;

THENCE with said west right-of-way line, the following courses and distances to wit:

In a southeasterly direction, with said curve to the left, an arc distance of 81.28 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner from which a 5/8" iron rod stamped GSES bears North 83°41' West 2.1 feet;

South 24°59'49" East, a distance of 100.00 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner from which a 5/8" iron rod stamped GSES bears North 84°44' West 2.0 feet for the beginning of a non-tangent curve to the left having a central angle of 07°07'03", a radius of 1610.00 feet, a chord bearing and distance of South 36°04'06" East, 199.87 feet;

In a southeasterly direction, with said curve to the left, an arc distance of 200.00 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner;

North 50°22'23" East, a distance of 10.00 feet to a 5/8" iron rod with plastic cap stamped "KHA" set at the beginning of a non-tangent curve to the left having a central angle of 06°12'55", a radius of 1600.00 feet, a chord bearing and distance of South 42°44'05" East, 173.48 feet;

In a southeasterly direction, with said curve to the left, an arc distance of 173.56 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner;

South 41°45'56" East, a distance of 100.00 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner;

South 48°29'23" East, a distance of 156.60 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner, being the easternmost corner of Lot 1R, Block 1, said Replat of Hanover Park Addition;

THENCE South 41°30'37" West, departing said west right-of-way along the southeast line of said Lot 1R, a distance of 312.95 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner;

THENCE North 82°55'20" West, a distance of 47.57 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner;

THENCE North 48°31'12" West, along the southerly line of said Lot 1R, a distance of 335.12 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner;

THENCE South 89°06'20" West, continuing along the southerly line of said Lot 1R, a distance of 476.83 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner in the east right-of- way line of Addison Road (variable width ROW);

THENCE North 0°51'53" West, with said east right-of-way line, a distance of 629.26 feet to a 5/8" iron rod with plastic cap stamped "KHA" set for corner from which a 5/8" iron rod stamped GSES bears North 85°19' West 2.1 feet for the south corner of a corner clip at the intersection of the said east right-of-way line and the said south right-of-way line of Excel Parkway;

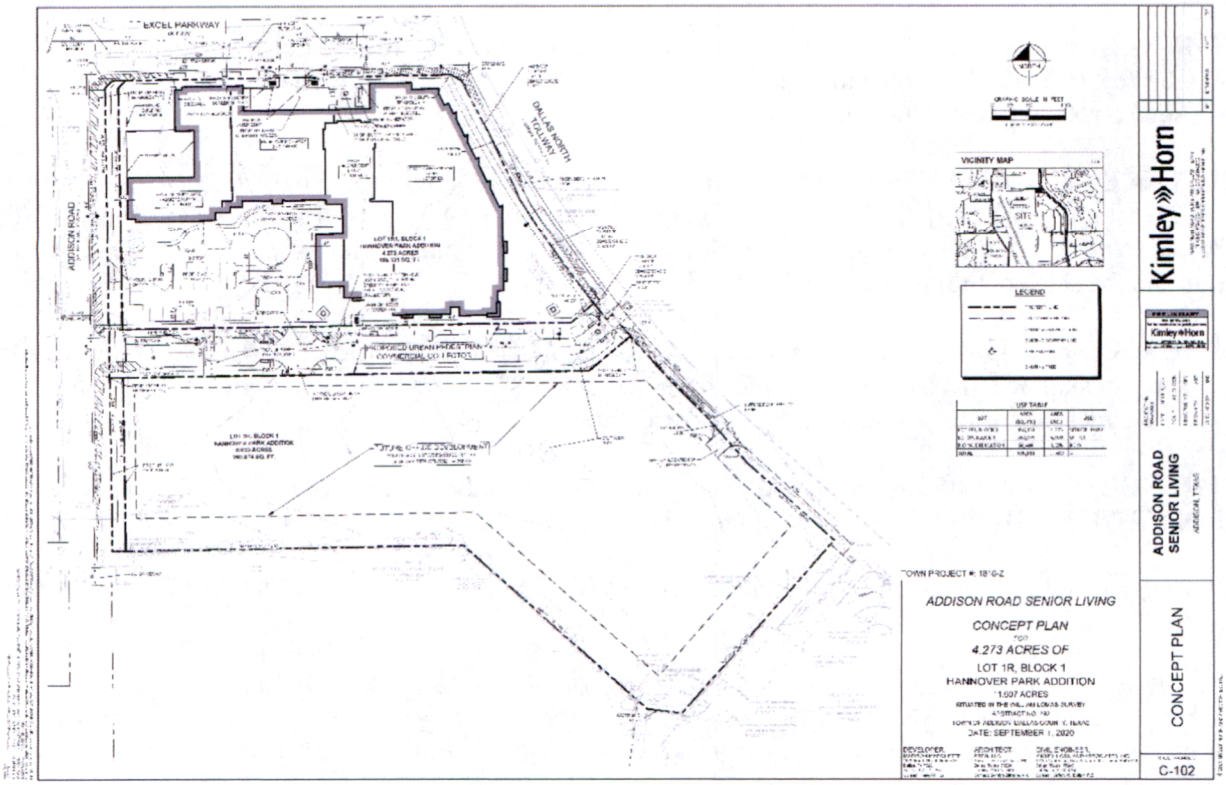
THENCE North 44°07'23" East, with said corner clip, a distance of 14.15 feet to a 5/8" iron rod with a plastic cap stamped "KHA" set for corner from which a 5/8" iron rod stamped GSES bears North 84°24' West 2.1 feet for corner in said south right-of-way line;

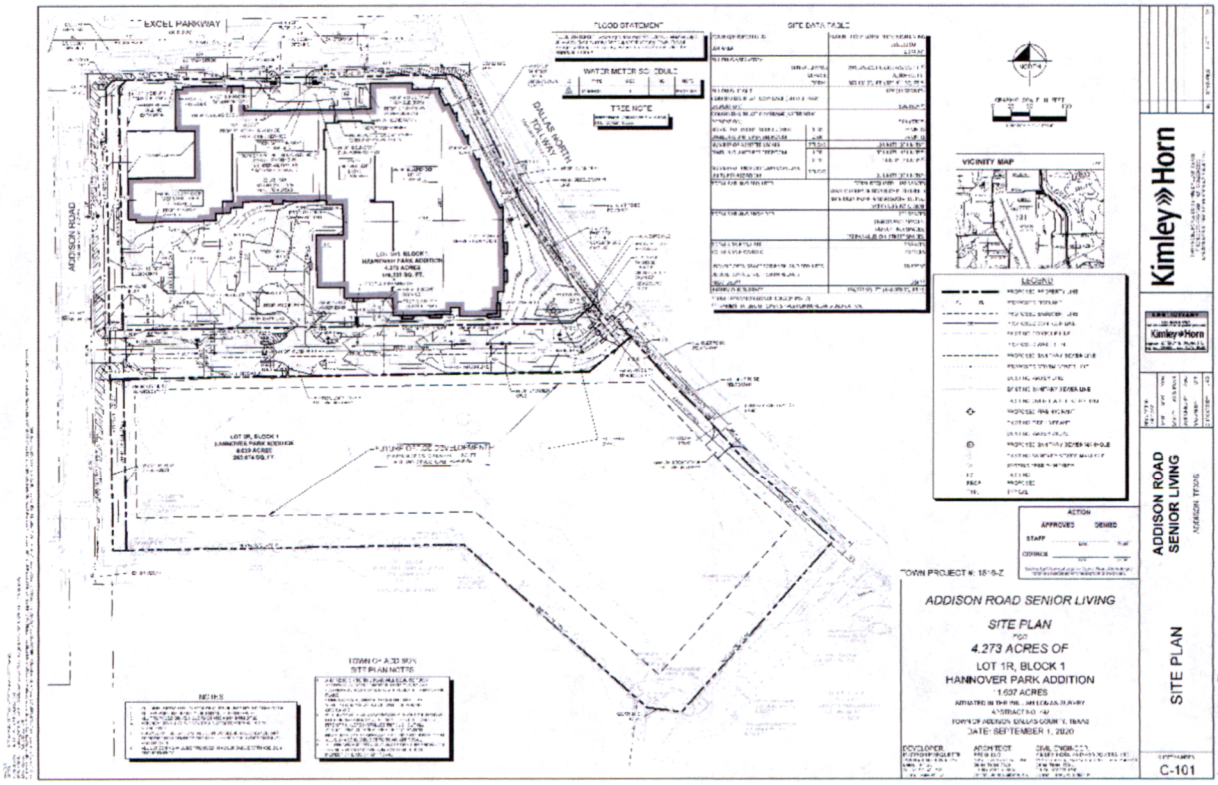
THENCE North 89°06'38" East, with said south right-of-way line, a distance of 461.03 feet to the **POINT OF BEGINNING** and containing 11.607 acres or 505,611 square feet of land.

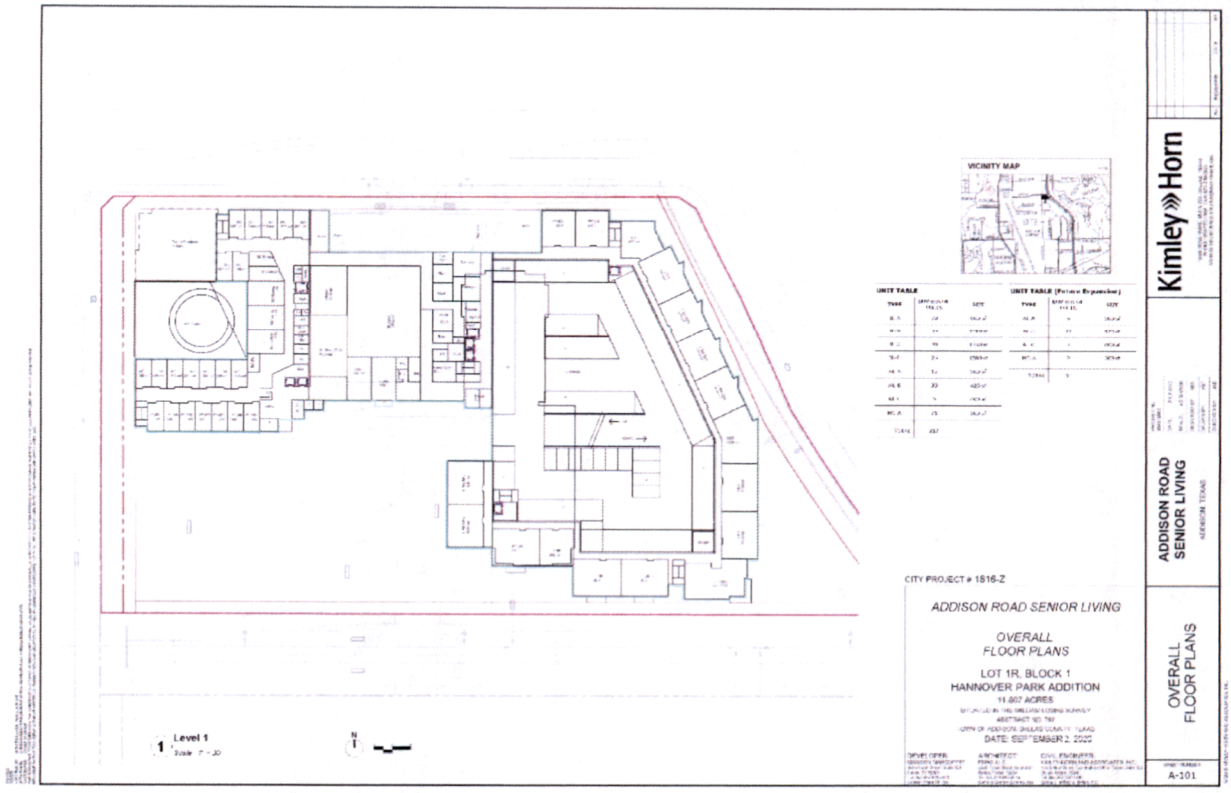
Bearing system based on the Texas Coordinate System of 1983, North Central Zone (4202), North American Datum of 1983.

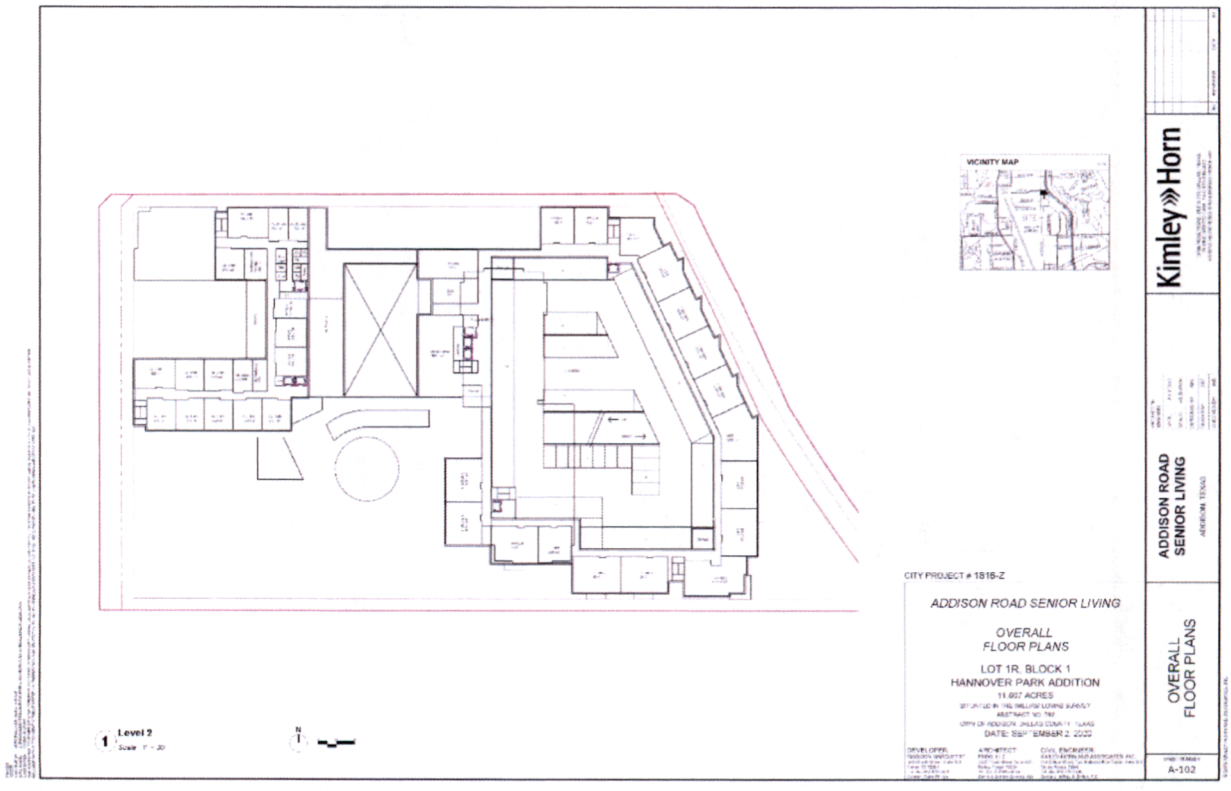
This document was prepared under 22 TAC §663.21, does not reflect the results of an on the ground survey, and is not to be used to convey or establish interests in real property except those rights and interests implied or established by the creation or reconfiguration of the boundary of the political subdivision for which it was prepared.

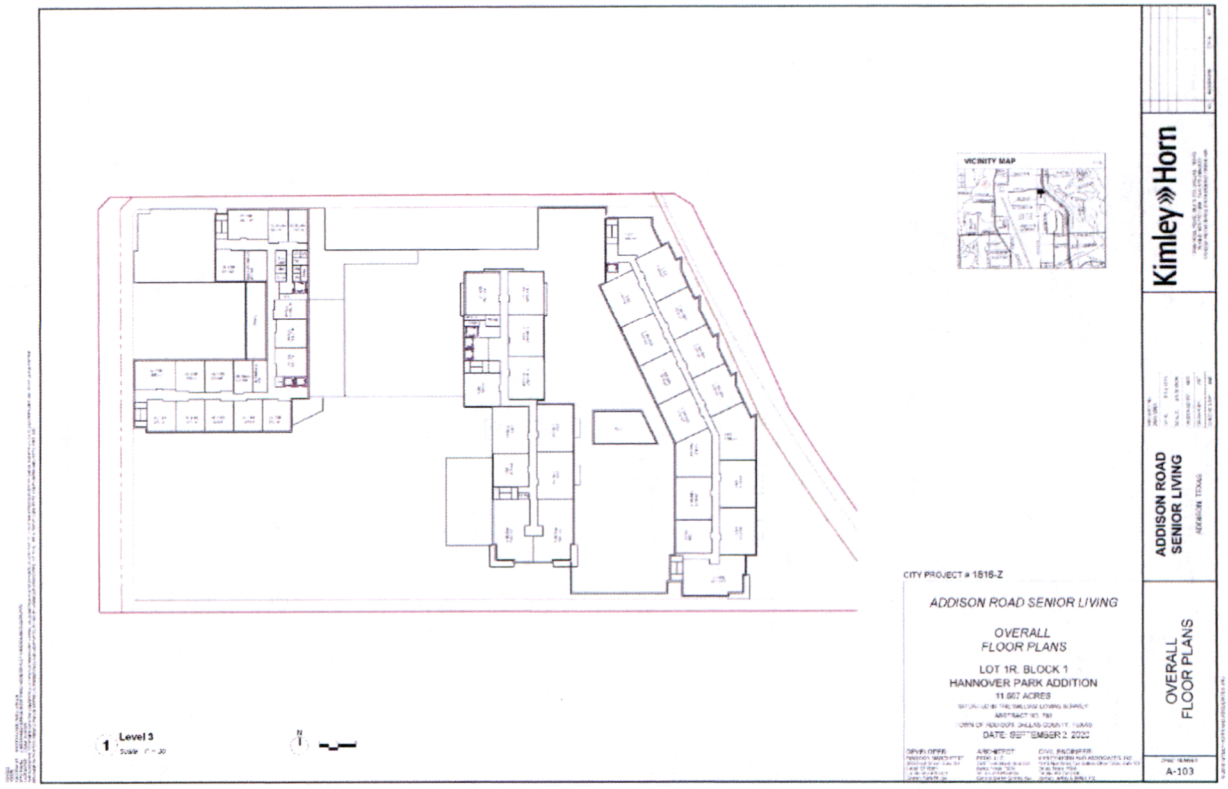
EXHIBIT B

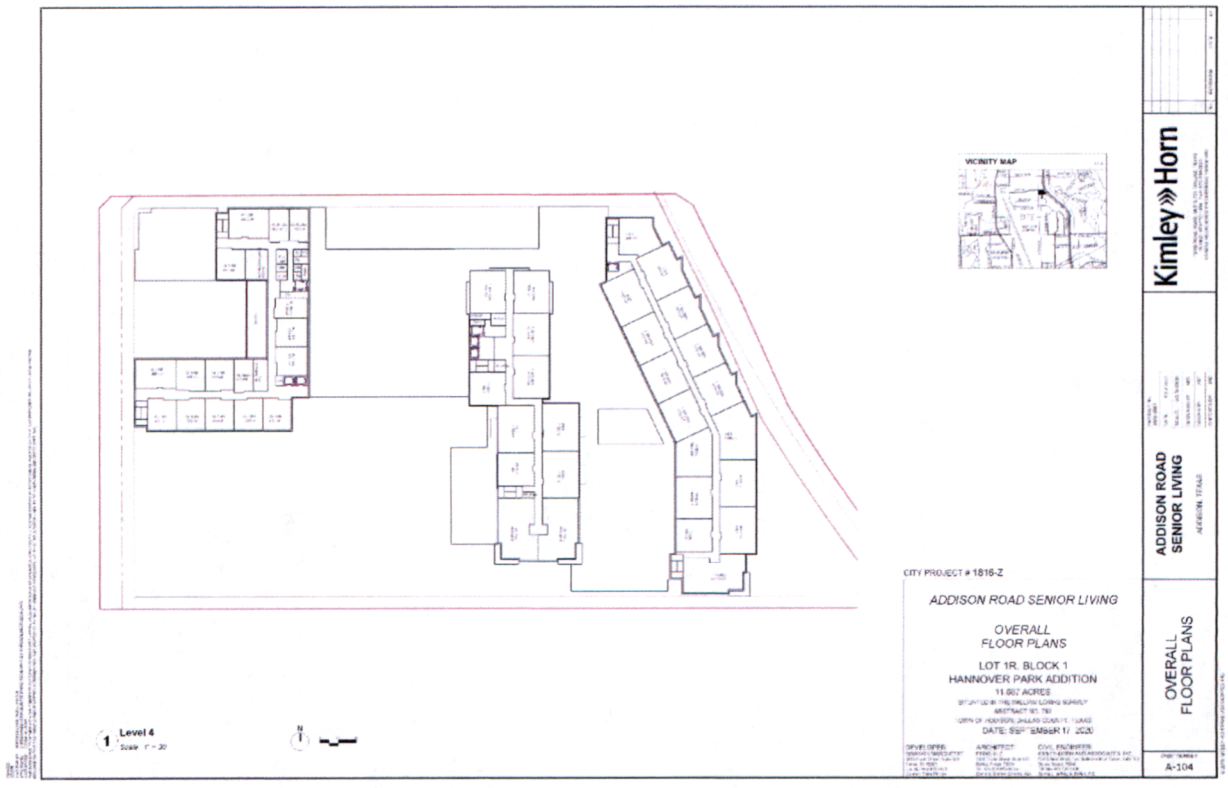

EXCEL PARKWAY
ADDISON ROAD
DALLAS NORTH TOLLWAY
VICINITY MAP
LEGEND
ADDISON ROAD SENIOR LIVING
CONCEPT PLAN
4.273 ACRES OF
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
1.637 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
CONCEPT PLAN
C-102

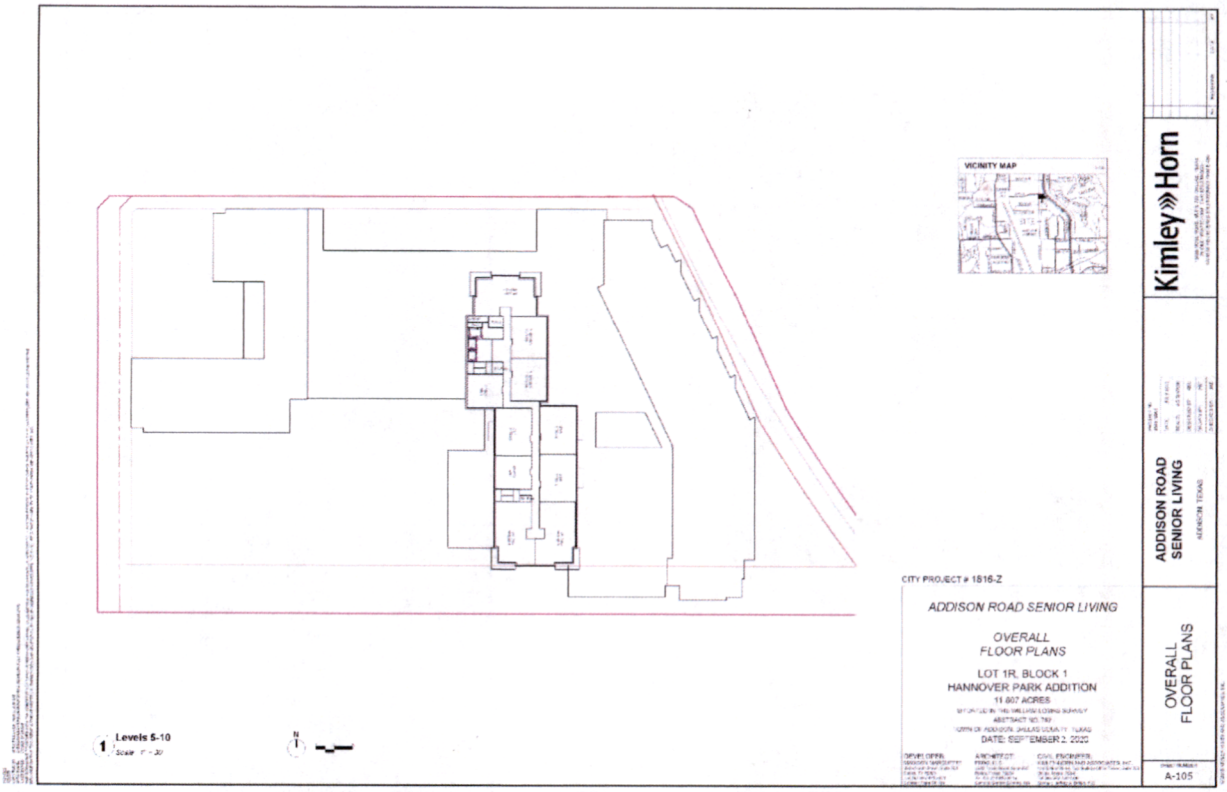

EXCEL PARKWAY
ADDISON ROAD
DALLAS NORTH TOLLWAY
FLOOD STATEMENT
WATER METER SCHEDULE
TREE NOTE
SITE DATA TABLE
VICINITY MAP
LEGEND
ACTION
APPROVED
DENIED
STAFF
COMMISSION
ADDISON ROAD SENIOR LIVING
SITE PLAN
4.273 ACRES OF
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
1.637 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
SITE PLAN
C-101

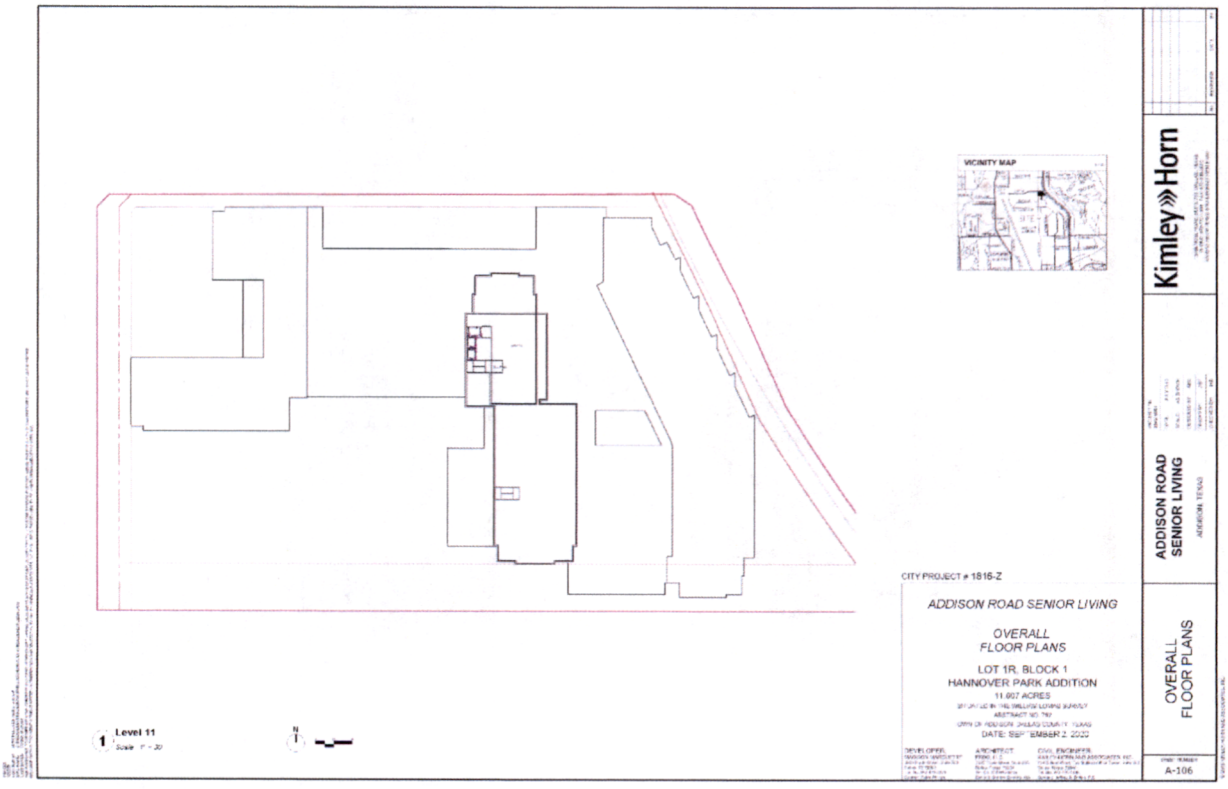

VICINITY MAP
UNIT TABLE
UNIT TABLE (Future Expansion)
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL FLOOR PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Level 1
Kimley»Horn
ADDISON ROAD SENIOR LIVING
OVERALL FLOOR PLANS
A-101

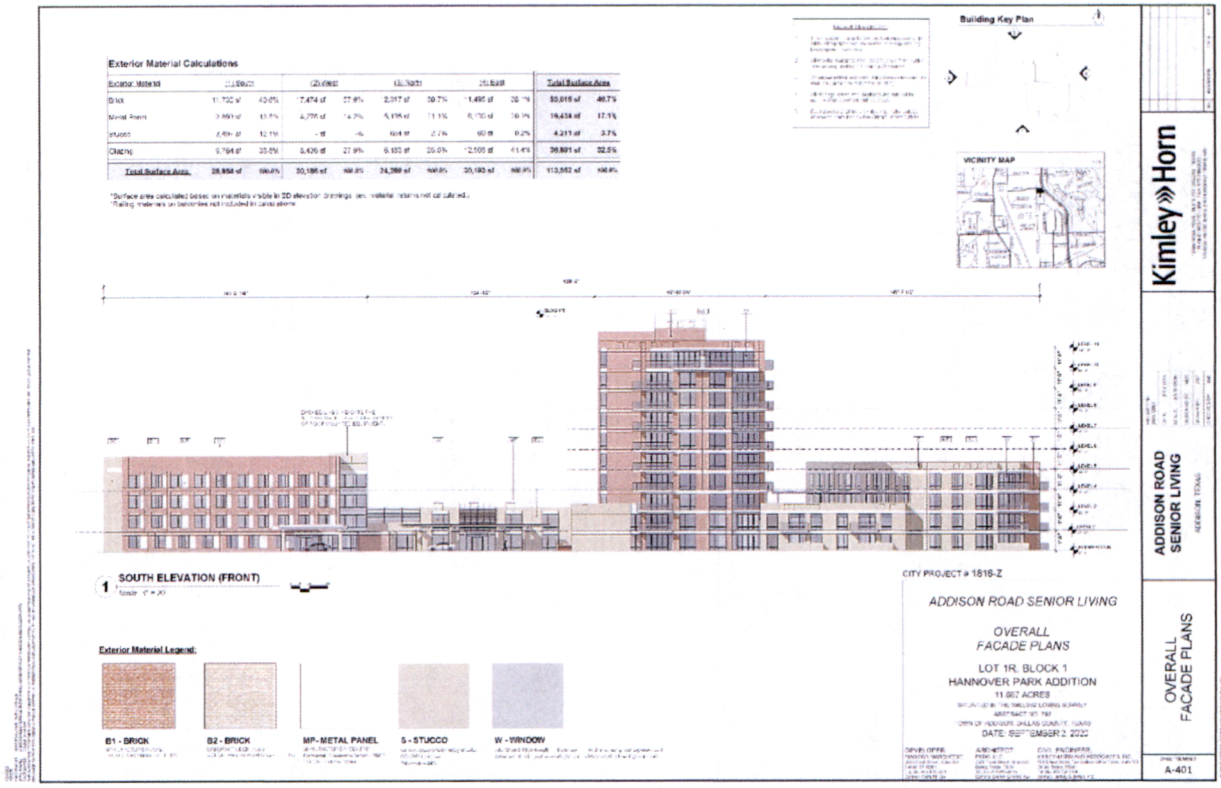

VICINITY MAP
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL FLOOR PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Level 2
Kimley»Horn
ADDISON ROAD SENIOR LIVING
OVERALL FLOOR PLANS
A-102

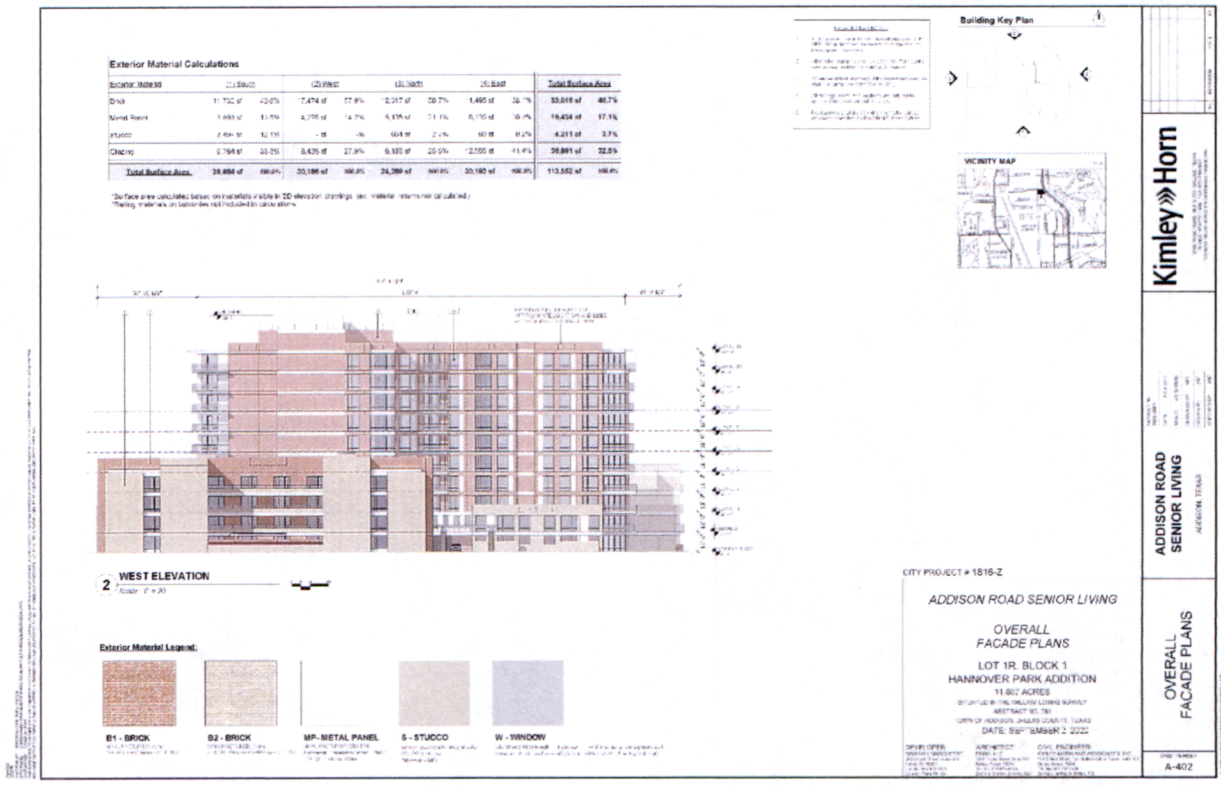

VICINITY MAP
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL
FLOOR PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Level 3
Scale: 1" = 30'
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON, TEXAS
OVERALL
FLOOR PLANS
A-103

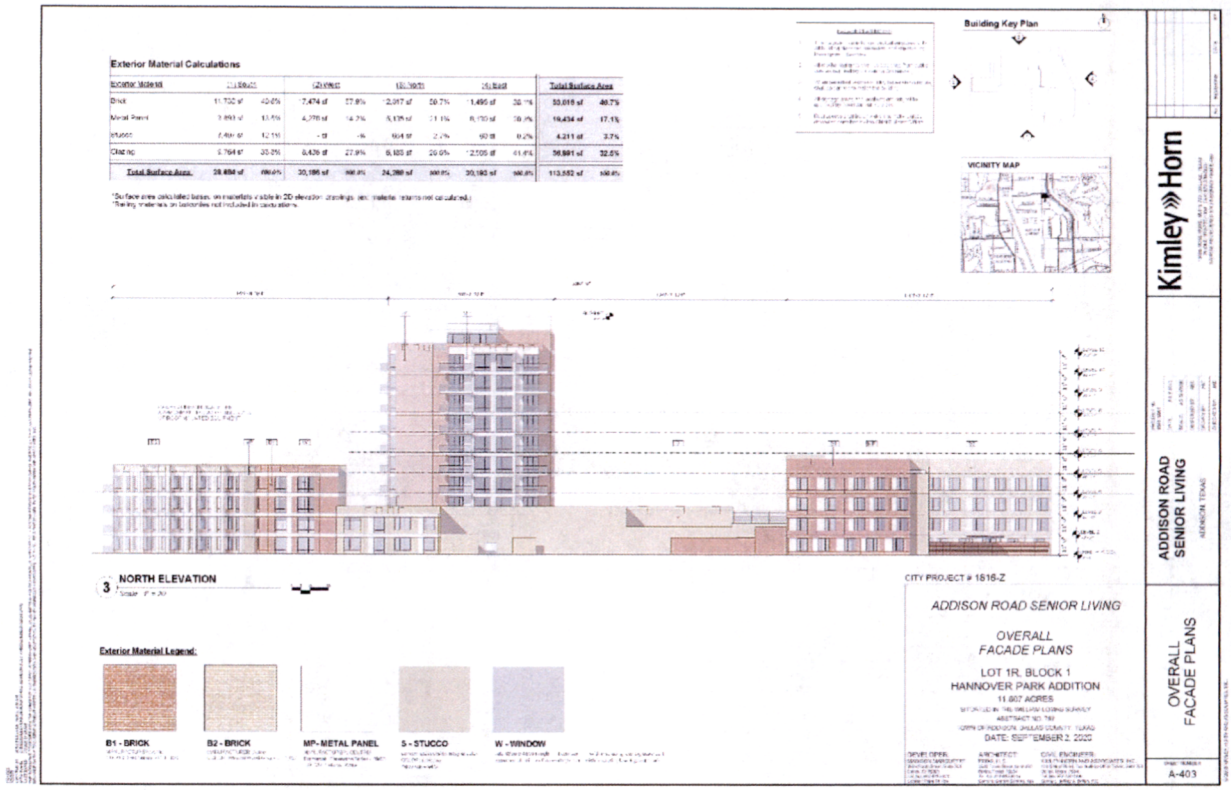

VICINITY MAP
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL
FLOOR PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 1/, 2020
Level 4
Scale: 1" = 30'
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON, TEXAS
OVERALL
FLOOR PLANS
A-104

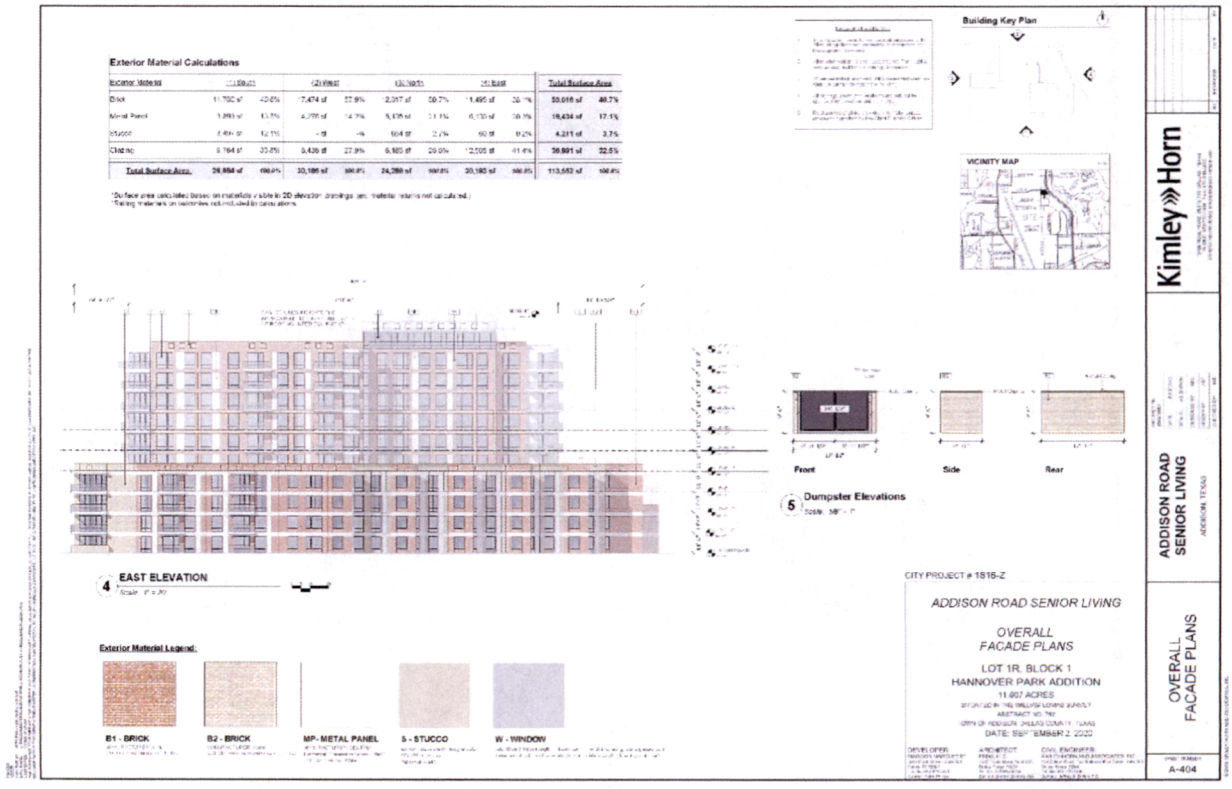

VICINITY MAP
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL
FLOOR PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.607 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON, TEXAS
OVERALL
FLOOR PLANS
A-105
1 Levels 5-10

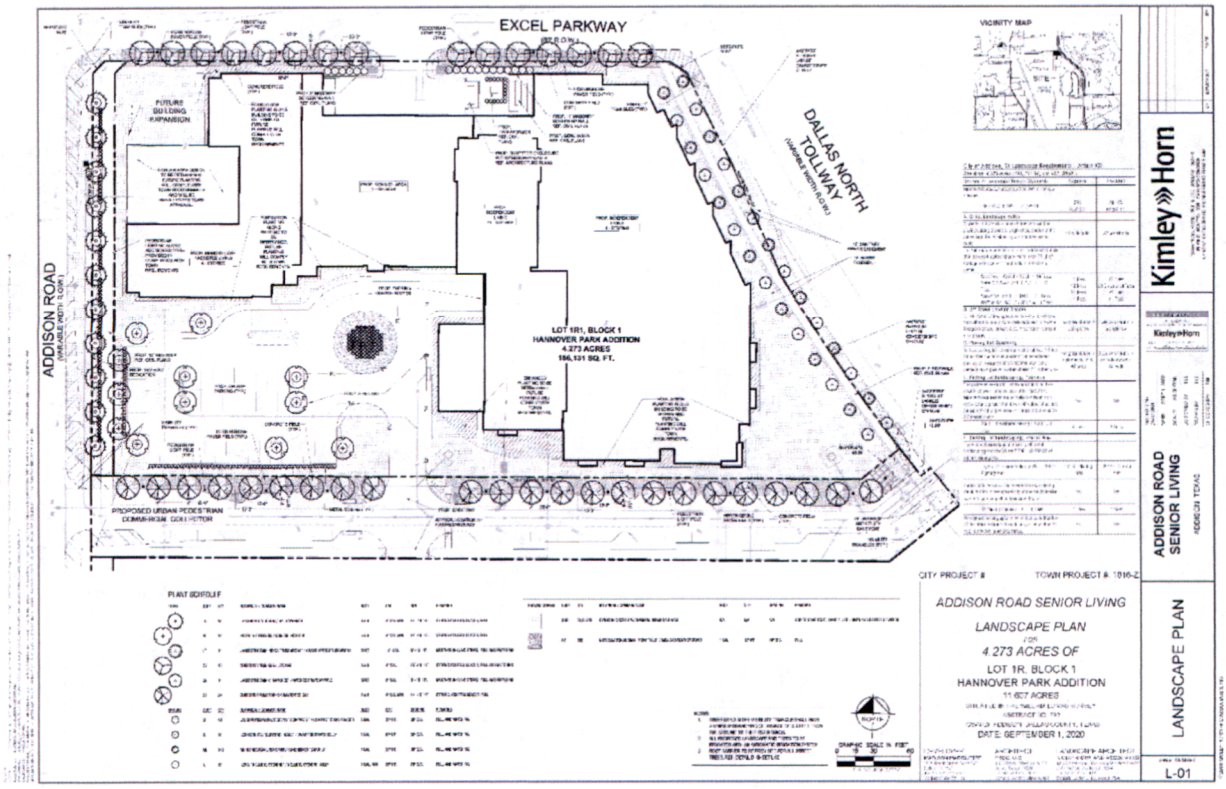

VICINITY MAP
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL
FLOOR PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.607 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON, TEXAS
OVERALL
FLOOR PLANS
A-106
1 Level 11

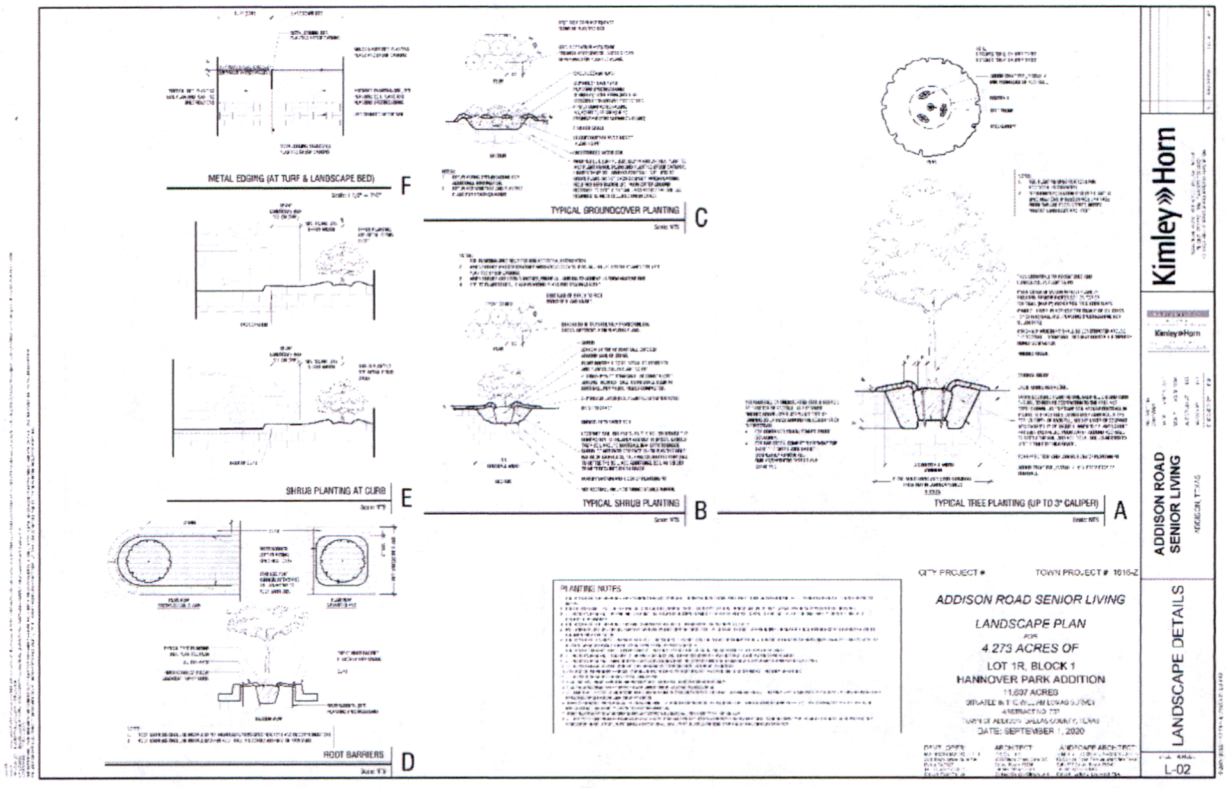

Exterior Material Calculations
Building Key Plan
VICINITY MAP
1 SOUTH ELEVATION (FRONT)
Exterior Material Legend:
B1 - BRICK
B2 - BRICK
MP- METAL PANEL
S - STUCCO
W - WINDOW
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL FACADE PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
ADDISON, TEXAS
OVERALL FACADE PLANS
A-401


Exterior Material Calculations
Building Key Plan
VICINITY MAP
2 WEST ELEVATION
Exterior Material Legend:
B1 - BRICK
B2 - BRICK
MP- METAL PANEL
S - STUCCO
W - WINDOW
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL FACADE PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
ADDISON, TEXAS
OVERALL FACADE PLANS
A-402


Exterior Material Calculations
Building Key Plan
VICINITY MAP
3 NORTH ELEVATION
Exterior Material Legend:
B1 - BRICK
B2 - BRICK
MP - METAL PANEL
S - STUCCO
W - WINDOW
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL FACADE PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.997 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
OVERALL FACADE PLANS
A-403


Exterior Material Calculations
Building Key Plan
VICINITY MAP
4 EAST ELEVATION
5 Dumpster Elevations
Front
Side
Rear
Exterior Material Legend:
B1 - BRICK
B2 - BRICK
MP - METAL PANEL
S - STUCCO
W - WINDOW
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
OVERALL FACADE PLANS
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.997 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
OVERALL FACADE PLANS
A-404


EXCEL PARKWAY
ADDISON ROAD
DALLAS NORTH TOLLWAY
FUTURE BUILDING EXPANSION
LOT 1R1, BLOCK 1
HANNOVER PARK ADDITION
4.273 ACRES
186,101 SQ. FT.
PROPOSED URBAN PEDESTRIAN
VICINITY MAP
PLANT SCHEDULE
ADDISON ROAD SENIOR LIVING
LANDSCAPE PLAN
4.273 ACRES OF
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.627 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
LANDSCAPE PLAN
L-01


METAL EDGING (AT TURF & LANDSCAPE BED)
F
TYPICAL GROUNDCOVER PLANTING
C
SHRUB PLANTING AT CURB
E
TYPICAL SHRUB PLANTING
B
TYPICAL TREE PLANTING (UP TO 3" CALIPER)
A
ROOT BARRIERS
D
PLANTING NOTES
ADDISON ROAD SENIOR LIVING
LANDSCAPE PLAN
4.273 ACRES OF
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.627 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
LANDSCAPE DETAILS
L-02

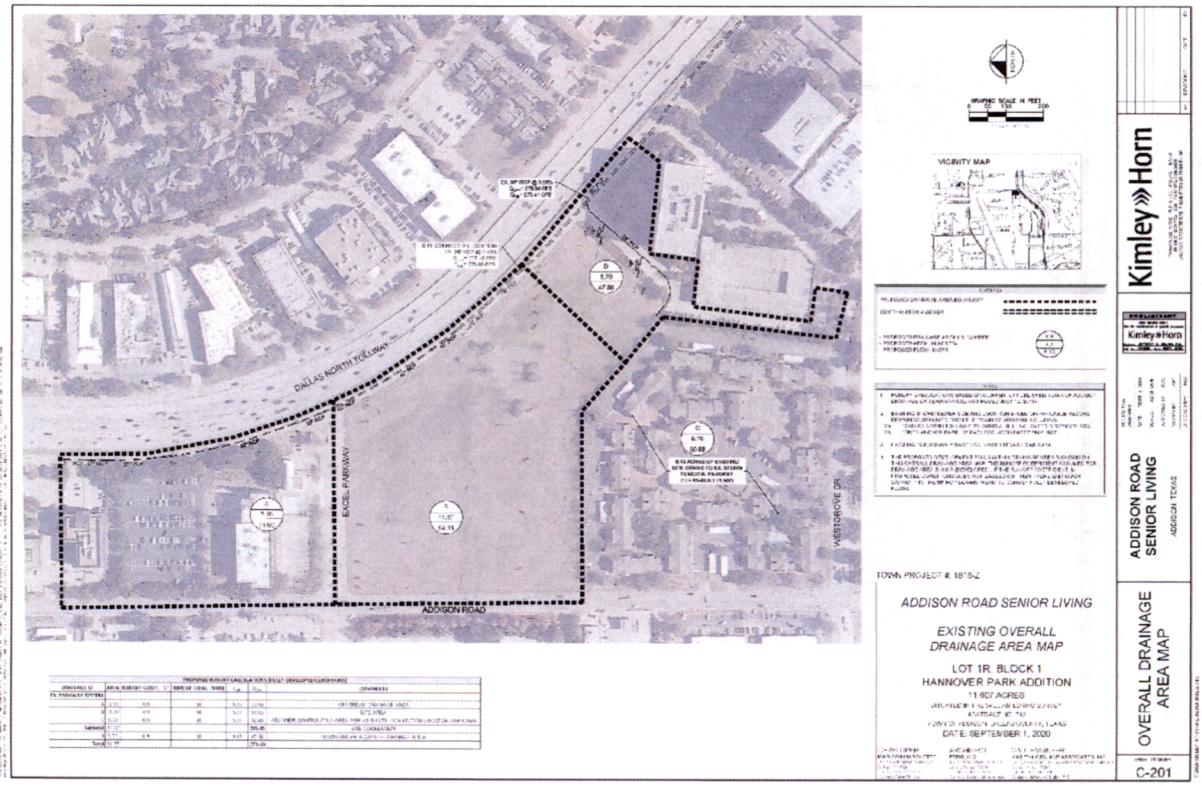

VICINITY MAP
Perspective 1
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
PERSPECTIVES
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.607 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
ADDISON, TEXAS
PERSPECTIVES
A-901

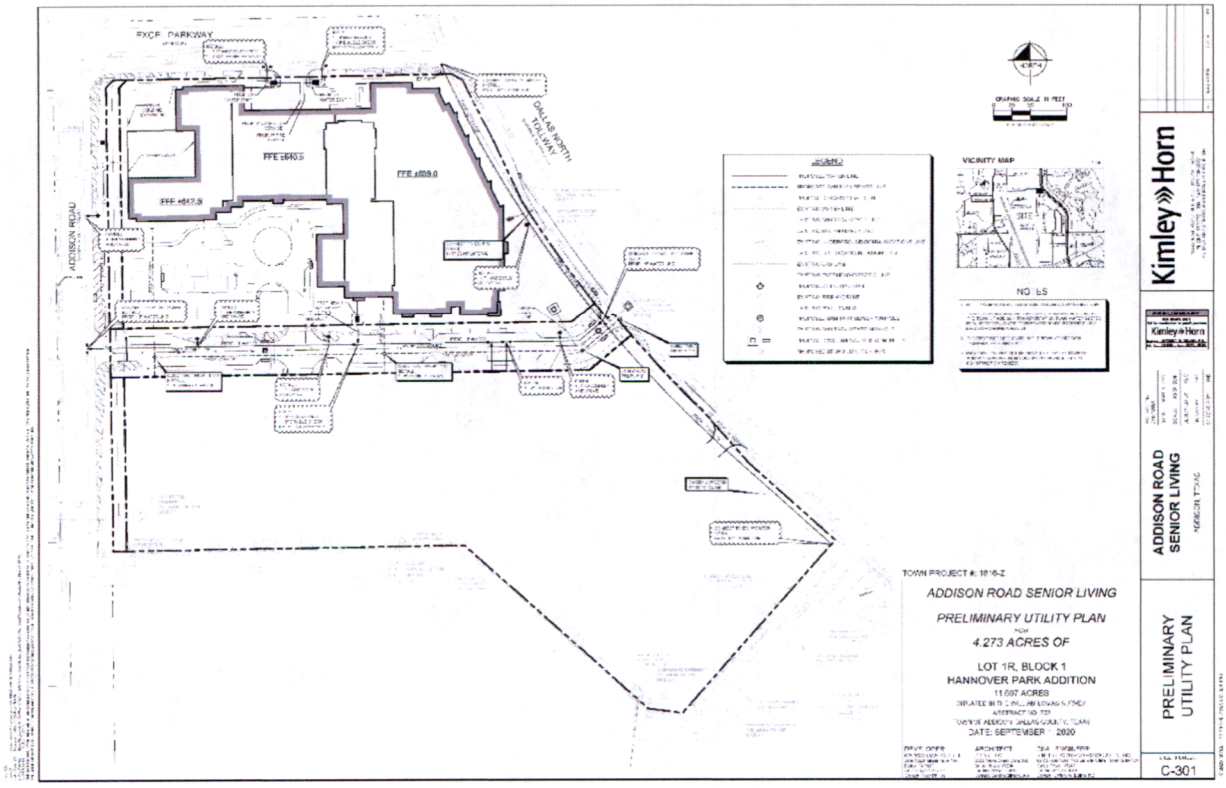

VICINITY MAP
Perspective 2
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
PERSPECTIVES
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.607 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
ADDISON, TEXAS
PERSPECTIVES
A-902

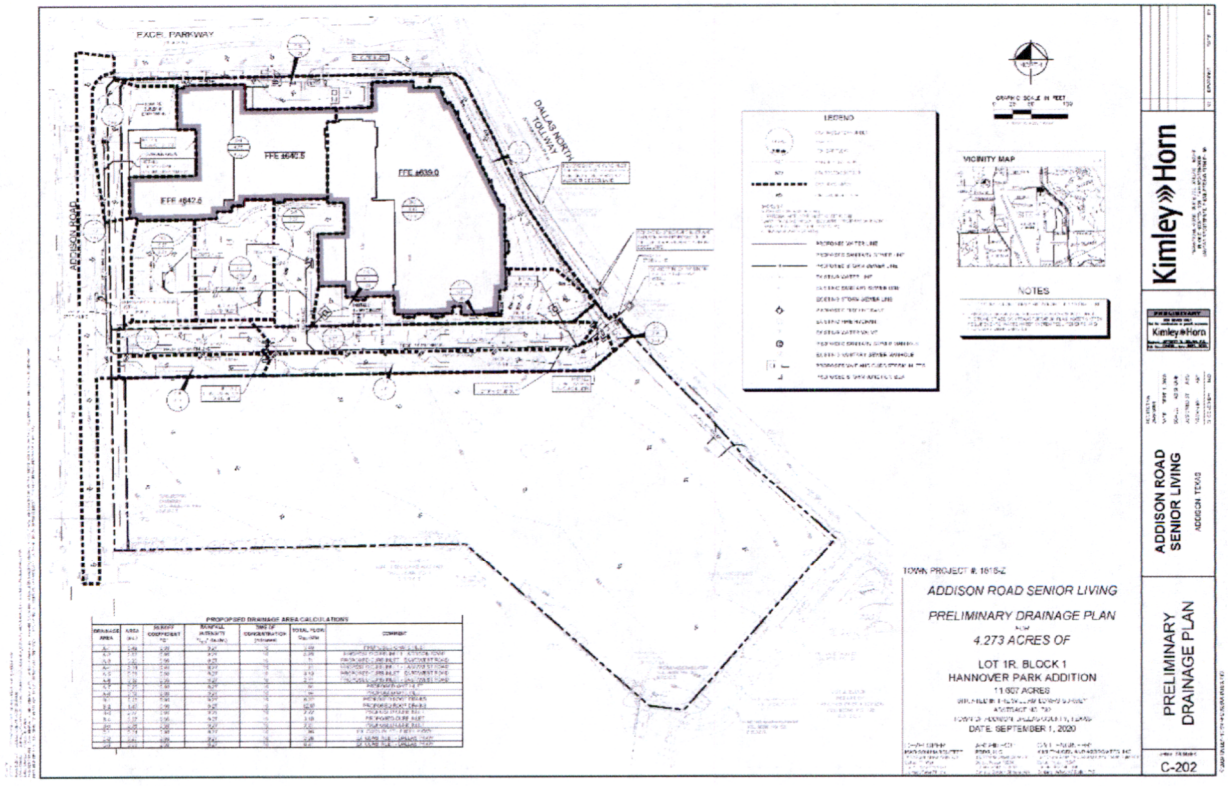

VICINITY MAP
Perspective 3
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
PERSPECTIVES
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON, TEXAS
PERSPECTIVES
A-903

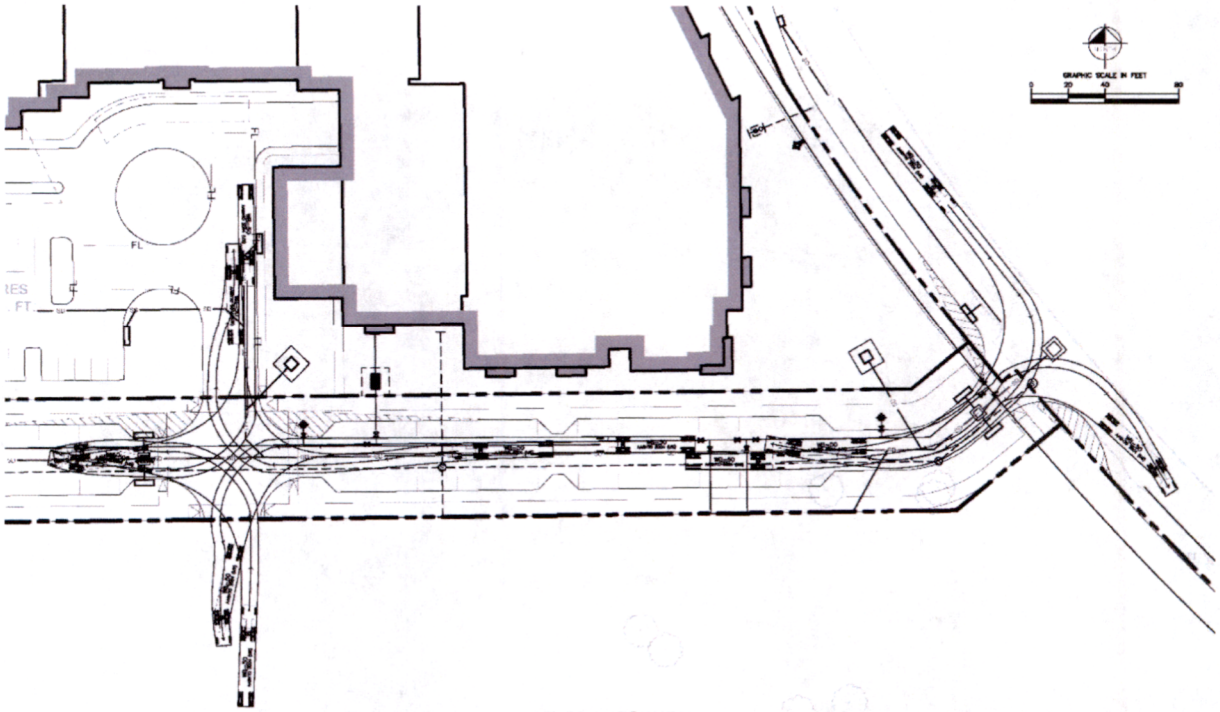

VICINITY MAP
Perspective 4
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
PERSPECTIVES
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.667 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON, TEXAS
PERSPECTIVES
A-904


VICINITY MAP
Perspective 5
CITY PROJECT # 1816-Z
ADDISON ROAD SENIOR LIVING
PERSPECTIVES
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.907 ACRES
DATE: SEPTEMBER 2, 2020
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON TEXAS
PERSPECTIVES
A-905


DALLAS NORTH TOLLWAY
EXCEL PARKWAY
ADDISON ROAD
WESTGROVE DR.
VICINITY MAP
TOWN PROJECT #: 1815-Z
ADDISON ROAD SENIOR LIVING
EXISTING OVERALL
DRAINAGE AREA MAP
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.907 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD
SENIOR LIVING
ADDISON TEXAS
OVERALL DRAINAGE
AREA MAP
C-201


FXDR. PARKWAY
ADDISON ROAD
DALLAS NORTH TOLLWAY
FFE 4648.5
FFE 4647.8
FFE 4639.0
LEGEND
VICINITY MAP
NOTES
GRAPHIC SCALE IN FEET
TOWN PROJECT #: 1818-Z
ADDISON ROAD SENIOR LIVING
PRELIMINARY UTILITY PLAN
4.273 ACRES OF
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.007 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
ADDISON TEXAS
PRELIMINARY UTILITY PLAN
C-301


FXDR. PARKWAY
ADDISON ROAD
DALLAS NORTH TOLLWAY
FFE 4648.5
FFE 4647.8
FFE 4639.0
LEGEND
VICINITY MAP
NOTES
GRAPHIC SCALE IN FEET
PROPOSED DRAINAGE AREA CALCULATIONS
TOWN PROJECT #: 1818-Z
ADDISON ROAD SENIOR LIVING
PRELIMINARY DRAINAGE PLAN
4.273 ACRES OF
LOT 1R, BLOCK 1
HANNOVER PARK ADDITION
11.007 ACRES
DATE: SEPTEMBER 1, 2020
Kimley»Horn
ADDISON ROAD SENIOR LIVING
ADDISON TEXAS
PRELIMINARY DRAINAGE PLAN
C-202



WB-50 AUTOTURN
EXHIBIT
SEPTEMBER 2020

Kimley»Horn

Planning & Zoning Commission **5.**

Meeting Date: 07/21/2026

Agenda Caption:

Hold a public hearing, present, discuss, and consider action on a request to amend the comprehensive plan, Advance Addison 2050, to modify the Place Type Map designation from High-Intensity Urban Center to Urban Village for a 11.6± acre property generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway. Case CPA2026-1/Comp Plan Amendment - Addison Green.

Staff Report:

A Comprehensive Plan Amendment provides the mechanism for the Town to update the text or maps of the Comprehensive Plan, ensuring it remains responsive to changing conditions, public policy, and community needs. Under Section 2.5.5.D of the Unified Development Code, amendment requests must be evaluated against established criteria, including whether an error occurred during the original plan adoption; whether new events, trends, or facts have changed the Council's original findings; and whether conditions in an area have shifted enough to make the amendment necessary. Amendments must align with the goals and policies of the Comprehensive Plan, provide a substantial benefit to the Town rather than a single landowner, and avoid creating isolated or incompatible land use patterns.

In addition, Texas Local Government Code §211.004 requires that all zoning decisions be made in accordance with the adopted Comprehensive Plan. Because the Advance Addison 2050 Plan currently designates the Addison Green (*Zoning Case 1953-Z*) area as a High-Intensity Urban Center—supporting taller, denser development than the proposed age?restricted multifamily and fee-simple townhomes—a Comprehensive Plan Amendment to reclassify the site to Urban Village is necessary to ensure consistency with state law and alignment with the intended development form.

Recommendation:

Staff has evaluated the approval criteria for a Comprehensive Plan Amendment request and determined that 4 of the 6 criteria have not been met.

Attachments

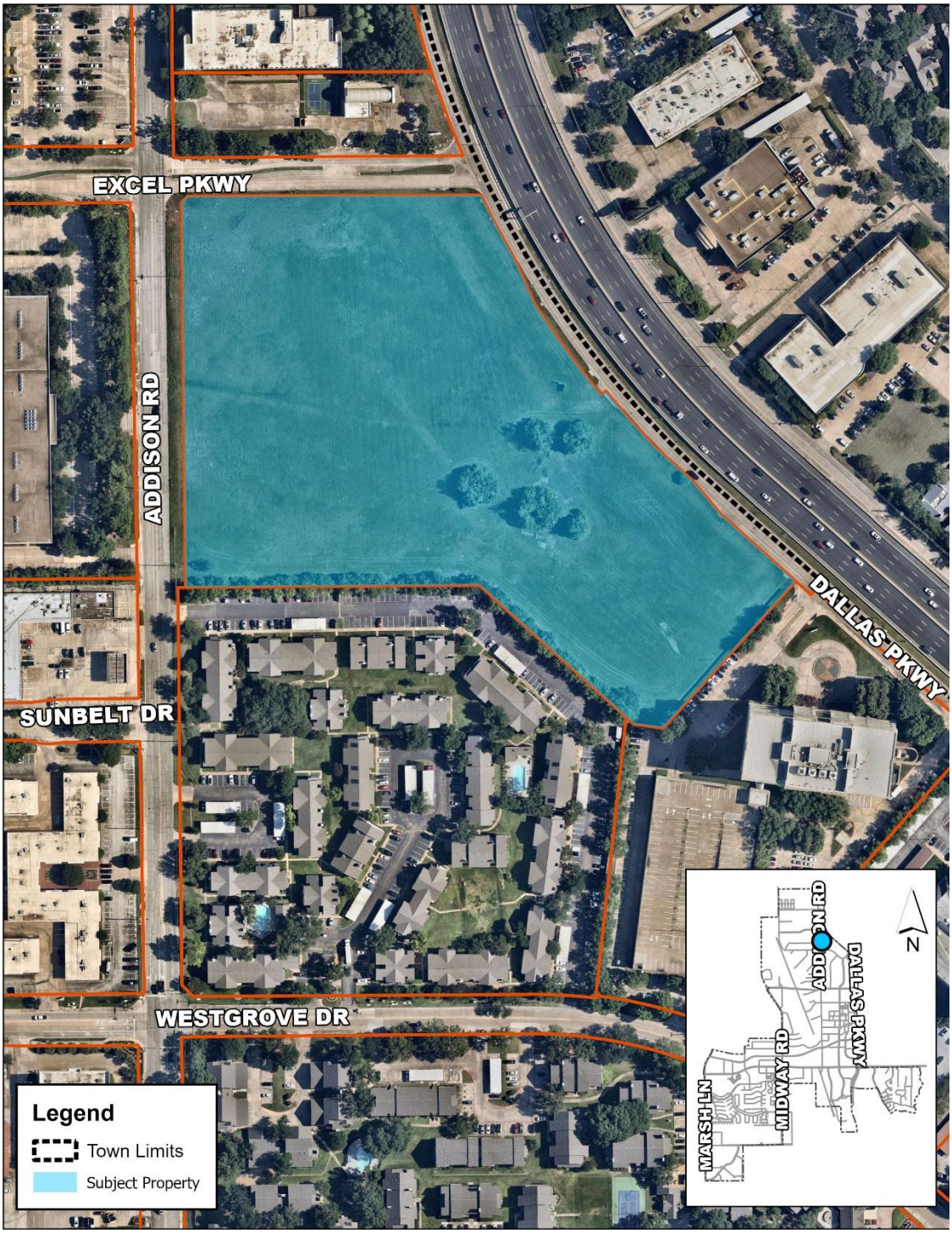
CPA2026-01 Staff Report

CPA2026-01 Letter of Intent

CPA2026-01

PUBLIC HEARING Case CPA2026-01/ Comp Plan Amendment – Addison Green. Hold a public hearing, present, discuss, and consider action on a request to amend the comprehensive plan, Advance Addison 2050, to modify the Place Type Map designation from High-Intensity Urban Center to Urban Village for a 11.6± acre property generally located at the southwest corner of Dallas Parkway and Excel Parkway, addressed as 16641 Dallas Parkway.

Location Map



July 21, 2026

STAFF REPORT

CASE NO: CPA2026-01/ Comp Plan Amendment – Addison Green

LOCATION: 16641 Dallas Parkway

APPLICANT: Cawley Partners

REQUESTING: Approval of a Comprehensive Plan Amendment from High-Intensity Urban Center (HIUC), to Urban Village (UV).

Criteria for Approval:

Review Criteria - Unified Development Code (UDC) section 2.5.5.D *Review Criteria* requires the Commission to consider if the proposed amendment meets the following:		**Staff Evaluation of Intent**
1	There was an error in the original Comprehensive Plan adoption;	Does Not Meet
2	Events, trends, or facts after adoption of the Comprehensive Plan have changed the City Council's original findings made upon plan adoption; and/or	Does Not Meet
3	Events, trends, or facts after adoption of the Comprehensive Plan have changed the character or condition of an area so as to make the proposed amendment necessary.	Does Not Meet
4	The amendment is not in conflict with any portion of the goals and policies of the Comprehensive Plan.	Does Not Meet
5	The amendment constitutes a substantial benefit to the Town and is not solely for the good or benefit of a particular landowner or owners at a particular point in time.	Meets
6	The proposed amendment and other amendments in the general area are compatible with the land use goals of the Comprehensive Plan and that they avoid creation of isolated uses that will cause incompatible community form and a burden on public services and facilities.	Does Not Meet / Meets

Criteria 1 – The Advance Addison 2050 Comprehensive Plan (AA2050) was adopted in February 2026 and the Place Types Map and Spectrum of Change Map were adopted as intended. Addison's vacant land accounts for roughly 5% of all land mass (pg. 82 of AA2050) and the Plan emphasized the need to thoughtfully redevelop on vacant parcels. The subject property was intentionally designated as High-Intensity Urban Center to allow for the highest and best mix of uses, increased housing diversity, and major catalytic redevelopment by allowing the most dense

and intense development to be permitted by right. Townhome and smallplex cottage development is not permitted in HIUC, as they are not considered the highest or best use of land adjacent to the Dallas North Tollway.

Criteria 2 – No Comprehensive Plan amendments have been sought before City Council, nor have any events, trends, or facts changed the original findings made upon plan adoption.

Criteria 3 – As indicated on the New Development Map, no new development or redevelopment has been sought or approved in the immediate area that changes the character or condition of the area.

Criteria 4 – The amendment includes a proposal with townhomes and a two-unit cottage smallplex, both of which conflict with the Place Type designation's permitted building typologies , building height standards, and parking types. The HIUC does not permit smallplexes or townhomes, but it does allow for urban apartments and condo towers. It requires street or structured parking and does not allow for hidden surface or individual driveways. HIUC lists commercial collectors and minor arterials, with right of way widths of 68-78' and 82-90', respectively, as appropriate thoroughfare types in the 2016 Master Transportation Plan. HIUC states that the typical building height should be a minimum of five stories and a maximum of 30 stories. All building typologies included in the proposed Comprehensive Plan amendment are encouraged in the Urban Village Place Type.

Criteria 5 – The subject property has been rezoned several times to allow for "tower" products of various types, including 10+story retail/office rezonings in 1983, 1985, and 1997 and an 11-story senior housing facility rezoning in 2020. Condo towers are supported by HIUC Place Type, but decades long market constraints impact the feasibility of a dense ownership product in Addison.

A study on Increasing Addison's Owner-Occupied Housing supply was conducted by Catalyst Urban Planning in Fall 2025, prior to Comprehensive Plan adoption in February 2026, that used AA2050 as a baseline for its analysis on realistic ownership housing scenarios. This individual study supports ownership housing in infill redevelopment scenarios. It also notes that less expensive housing types built to a mid-rise density standard, like townhomes and smallplexes found in the Urban Village, can help to achieve additional ownership housing product.

For current residential uses, the Comprehensive Plan identifies that the highest land revenue per acre occurs on the smallest lot sizes of 3,000 square feet or less (pg. 83 of AA2050). The plan also supports highly amenitized, dense development to ensure attractive, financially feasible development scenarios. Being the result of decades long goal of increasing homeownership product in Addison, the 2017 Housing Policy was incorporated into AA2050. In keeping with this, Comprehensive Plan Recommendation HN3 states that "Addison should Provide for household types that support the ability for residents to age in place within Addison." Plan Recommendation HN4 states that Addison should "Provide denser housing options in Addison's urban and transitional areas."

The Market Study, which serves as Appendix E to the Comprehensive Plan, identifies the subject property as part of the "Office Corridor" and strategizes that this corridor should be diversified with infill activity to integrate residential uses between office towers (pg.289/319 of the Appendices).

Criteria 6 – The proposed amendment is the first Comprehensive Plan amendment since its adoption, and the request to designate the area as Urban Village accounts for a mix of building typologies that complement the surrounding area's thoroughfare network, building height, parking

types, and existing building typologies. However, the goals of the Comprehensive Plan do identify higher density situated along the Dallas North Tollway.

June 12, 2026

Ms. Lesley Nyp, AICP, CNU-A
Director of Development & Neighborhood Services
Town of Addison
16801 Westgrove Dr
Addison, Texas 75001

RE: Addison Green Rezoning Request – Letter of Intent

Existing Zoning and Site Context

This letter serves as a request to amend the zoning on approximately 11.6 acres generally located south of Excel Pkwy, between the Dallas North Tollway and Addison Road. The property is currently zoned to Planned Development (PD) Ordinance No. 020-47, which requires a minimum 11-story senior living facility (148 independent living, 70 assisted living, and 30 memory care units) with ancillary and accessory uses on approximately 4.3 acres on the north side of the property adjacent to Excel Pkwy. The same ordinance requires a minimum 6-story, 550,000 square foot office building with 1,834 associated parking spaces on the remaining approximate 7.3 acres on the south side of the property. Despite sustained efforts to attract these uses since the property was zoned to its current designations in October of 2020, the landowner has concluded they are not viable.

Proposed Development – Addison Green

The submitted Concept Plan for the Addison Green development reorganizes the site into two complementary components: a senior living community and a for-sale townhome neighborhood. Together, these uses create an integrated, walkable community that better reflects current market realities and aligns with the Town's long-term goals.

Senior Living Component

The senior living component is relocated to the southern portion of the site, where it will be adjacent to both the existing Communities at Bent Tree development and the One Hanover Park office development. The primary building contains 184 independent living units, with an additional two-unit cottage along its west side, for a total of 186 independent living units. The proposed building is 4 stories in height, versus the 11 stories required under the current zoning. This right-sizing reflects the development's focus on independent living and results in an overall decrease in development intensity from what is currently permitted.

Townhome Component

The northern 6.67 acres of the site will accommodate 108 three-story, rear-entry, for-sale townhomes, each with an enclosed two-car garage and situated on an individually platted lot. Common area lots depicted on the Concept Plan will be owned and maintained by a mandatory Homeowners Association. This configuration is directly aligned with the Town of Addison's stated desire to attract for-sale, fee simple homes with owner-occupants.

Open Space and Community Character

A defining feature of Addison Green is its integrated open space network. More than half of the townhomes front on attached greenways that are woven throughout the community. Both the townhome and senior living components share access to a large central open space. Together, these greenways and open spaces create a softer, more inviting environment than is typically found in an urban townhome community, one that encourages incidental interaction between residents and fosters a cohesive neighborhood identity.

Rezoning Request

A new Planned Development is necessary to achieve the integrated community vision described above. We are requesting that the property be rezoned to a Planned Development with base development standards associated with the Mixed-Use Suburban Corridor (M-2) District. The townhomes will be developed in accordance with the City's general townhouse standards and the development pattern depicted on the Concept Plan. The senior living component will be developed per the standards established through this Planned Development request, with the development pattern as shown on the Concept Plan. Additional refinements, including landscape design and building materials, will be addressed during the Final Planned Development process.

Rezoning Considerations

The following addresses the key criteria typically evaluated in connection with a rezoning request.

Traffic

The Traffic Impact Analysis (TIA) demonstrates a dramatic reduction in vehicle trips compared to what is permitted under existing zoning:

- Existing Zoning: The current PD would generate 4,451 daily trips, including 680 AM peak hour trips and 635 PM peak hour trips, for a combined 1,315 trips in just two peak hours (approximately 30% of daily traffic).
- Addison Green: The proposed development will generate 1,315 trips over a full 24-hour day, which is the same number currently produced in only two peak hours under existing zoning. This represents a reduction of more than 70% in daily vehicle trips.

Comprehensive Plan

The Town's Advance Addison 2050 Plan designates this site as "High-Intensity Urban Center," the Plan's most intense place type, which calls for heavy mixed-use development and specifies that the largest buildings should orient toward the Dallas North Tollway corridor, with typical building heights ranging from 5 to 30 stories. A second applicable place type designation in this area is "Urban Village," which contemplates strategic redevelopments that transform aging areas into cohesive, mixed-use, well-connected neighborhoods. The Plan describes Urban Villages as pedestrian-friendly environments that prioritize bringing buildings closer to the street and minimizing visible parking. (See attached Plan excerpt.)

While the Comprehensive Plan establishes an aspirational framework at a broad scale, it must be balanced against real-world conditions and the character of adjacent development. As illustrated on the Tollway Corridor Development Intensity Exhibit, Addison Green sits within a transitional area between lower-intensity 2–3 story development and higher-intensity 8+ story development. The proposed project appropriately mediates these intensities while achieving the Town's goals for senior living and fee simple, owner-occupied homes.

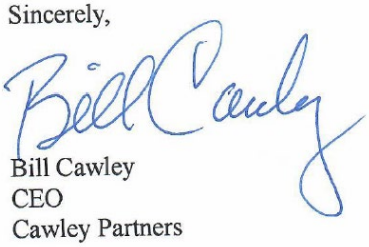
Tax Revenue

A rezoning request's fiscal impact on the community is an important consideration. Using Dallas Central Appraisal District (DCAD) market value assessments as a baseline, properties immediately north of the Addison Green site range in assessed market value from $1.5 million to $8.2 million, excluding the Methodist Hospital and its associated office development, which carry market values of $11.2 million and $20 million, respectively. The property immediately south of the site (One Hanover Park) is assessed at $22 million. At full build-out, the market valuation of the Addison Green neighborhood is anticipated to be in excess of $110 million.

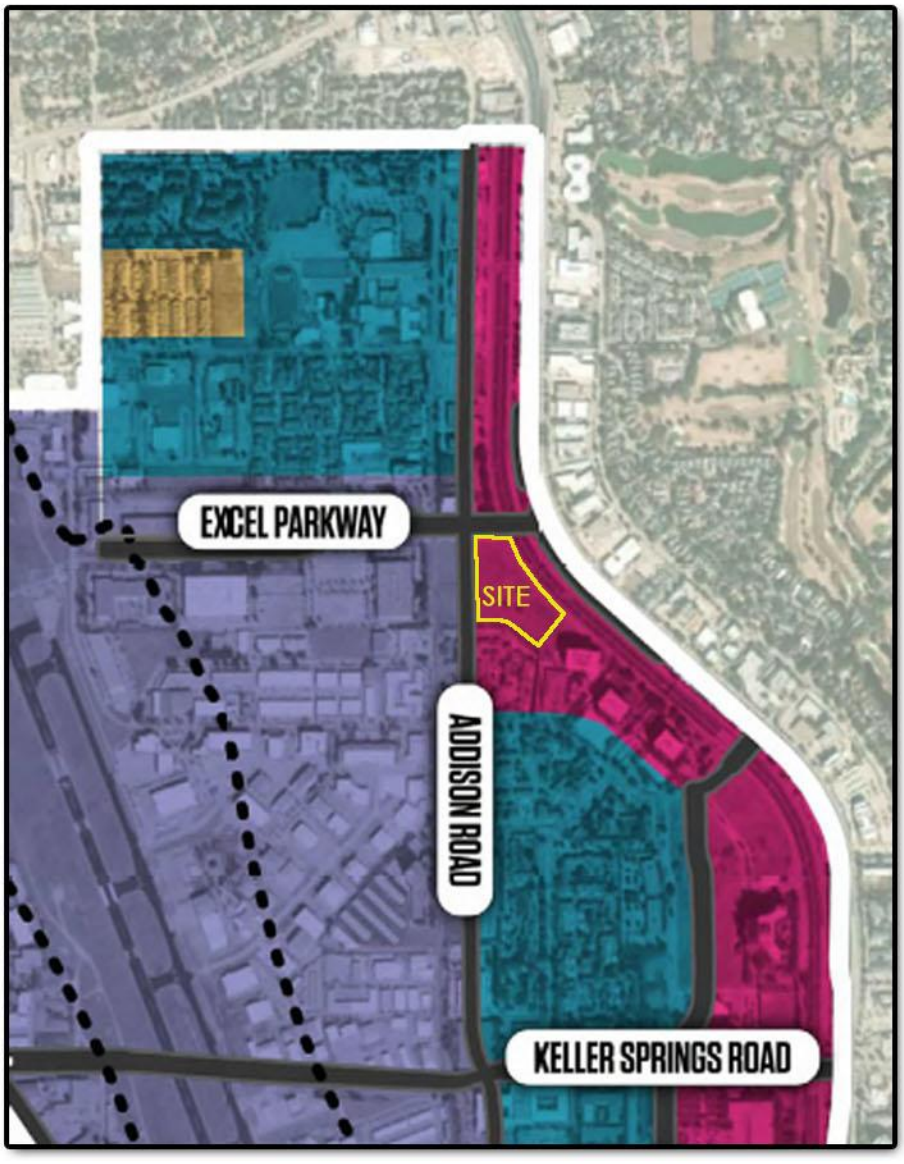
Conclusion

The purpose of this rezoning request is to allow for uses and a development intensity that is complementary to adjacent properties and better suited to a mid-block location along the Dallas North Tollway. Addison Green achieves this by replacing an unrealistic and unviable zoning entitlement with a thoughtfully designed, lower-intensity community that delivers on the Town's priorities, including senior living, owner-occupied homes, meaningful open space, and a reduced traffic footprint. We appreciate the Town's consideration of this request and look forward to working collaboratively through the review process.

Sincerely,



Bill Cawley
CEO
Cawley Partners



URBAN VILLAGE

TYPICAL BUILDING HEIGHT



HIGH-INTENSITY URBAN CENTER

TYPICAL BUILDING HEIGHT



URBAN VILLAGE

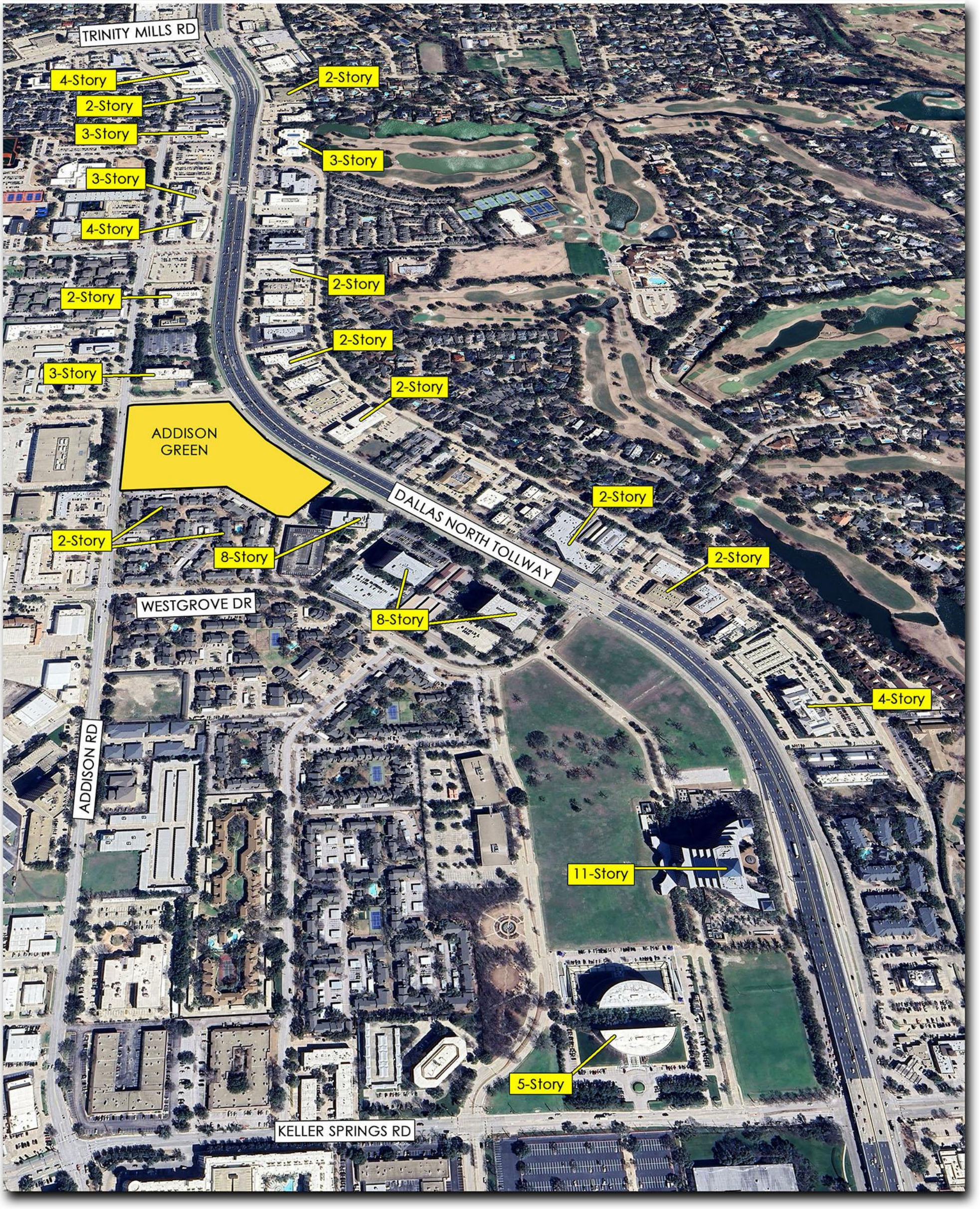
APPROPRIATE BUILDING TYPOLOGIES

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

HIGH-INTENSITY URBAN CENTER

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



CONTOUR
REAL ESTATE & DEVELOPMENT

N
MAY 28, 2026
CTR044SP

ADDISON GREEN

TOLLWAY CORRIDOR
DEVELOPMENT INTENSITY

JBI PARTNERS

Planning & Zoning Commission **6.**

Meeting Date: 07/21/2026

Agenda Caption:

Hold a public hearing, present, discuss, and consider action on a request to amend the permitted use and development standards for Planned Development, Ordinance Nos. 092-037 and 098-049, for a 3.62± acre property generally located north of Belt Line Road and East of Marsh Lane, and addressed as 3711 Belt Line Road. Case 1955-Z/Remington Addison Plaza PD Amendment.

Recommendation:

Staff has reviewed the proposal and determined that it does comply with the Town's adopted policies and development regulations.

Attachments

1955-Z Staff Report

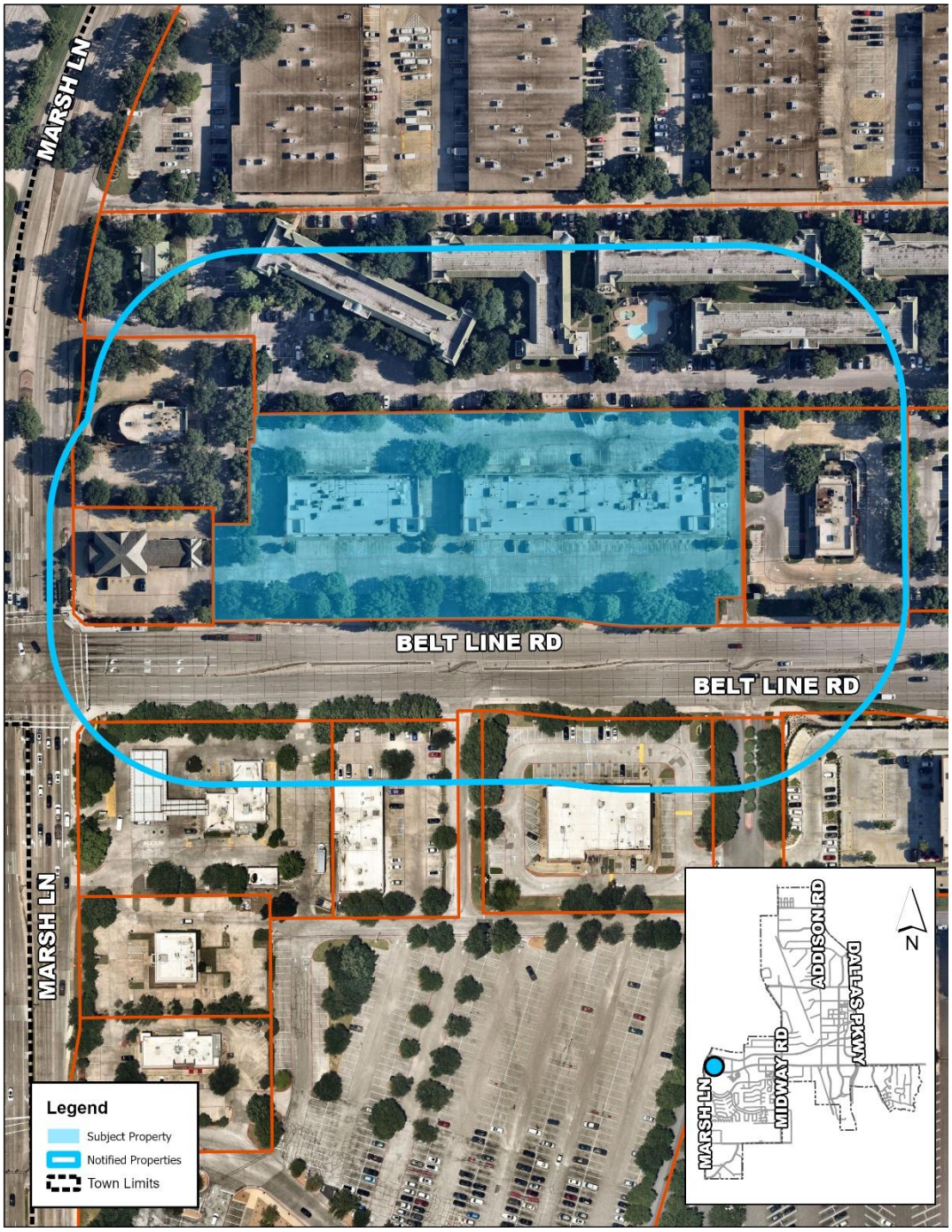
1955-Z Letter of Intent

1955-Z Survey

1955-Z

PUBLIC HEARING Case 1955-Z/Remington Addison Plaza PD Amendment. Hold a public hearing, present, discuss, and consider action on a request to amend the permitted use and development standards for Planned Development, Ordinance Nos. 092-037 and 098-049, for a 3.62± acre property generally located north of Belt Line Road and East of Marsh Lane, and addressed as 3711 Belt Line Road.

LOCATION MAP



July 21, 2026

STAFF REPORT

CASE NO: Case 1955-Z/Remington Addison Plaza PD Amendment

LOCATION: 3711 Belt Line Road

APPLICANT: Remington Addison Plaza, LLC

REQUESTING: Approval of an amendment to Planned Development (PD), Ordinance Nos. 092-037 and 098-049 (Application Date: 5/20/2026).

DISCUSSION:

Background: The subject property is the Remington Addison Plaza, which is located at 3711 Belt Line Road, and is generally located north of Belt Line Road and East of Marsh Lane. The plaza is currently zoned Planned Development (PD), Ordinance No. 092-037, later amended by Ordinance No. 098-049.

The existing PD district generally allows uses that the Commercial General (CG) zoning district of the Unified Development Code (UDC). While the list of permitted uses is extensive, it largely reflects commercial uses common at the time the PD was adopted and does not fully address more contemporary land uses. The applicant is requesting an amendment to the PD to allow medical clinic use, with the intent of leasing space to a dental office, which is classified as a medical clinic under the UDC.

In addition to the proposed medical clinic use, the amendment updates the restaurant use classifications within the PD to be consistent with the current UDC. The amendment also revises the minimum parking requirements to align with the parking standards established in the UDC, ensuring consistency with the City's current development regulations.

The request is part of the property owner's long-term leasing and asset management strategy. As commercial market demands continue to evolve, the proposed amendment would provide greater flexibility in attracting future tenants, enhance the long-term viability of the shopping center, and better serve the needs of the surrounding community. Allowing medical clinic uses would create additional opportunities to attract complementary tenants that support the existing mix of retail and service-oriented businesses.

Zoning History:

YEAR	ZONING DESIGNATION	ACTION TAKEN	NOTES
PRE-1992	Industrial	Original zoning designation	Allowed typical industrial uses

1992 (092-037)	Planned Development	Rezoned from Industrial to PD	Established the permitted uses and development standards
1998 (098-049)	Planned Development	Amended the existing PD	Amended and approved the development plans
PROPOSED	Planned Development	Amend the existing PD	Add medical clinic as permitted use and align restaurant and parking ratios with UDC standards

Proposed Uses: The request includes an amendment to the permitted uses within the Planned Development District to allow the additional use of medical clinics, with the intent to lease space to a dentist, and update restaurant use-specific standards to be consistent with the standards in the Unified Development Code. The proposed uses are consistent with uses permitted within the Commercial General (CG) zoning district.

Following uses are proposed to be modified:

- Medical Clinic
- Restaurant ~~(with a special use permit~~ Use Specific Standards Article 4.3.4.J
    1. Restaurants that operate after 11:00 p.m. shall require a Special Use Permit pursuant to §2.5.1: Special Use Permit.
    2. Restaurants shall turn off amplified sound by 11:00 p.m.
- ~~Restaurant with alcohol (with a special use permit)~~

Proposed Parking Ratios: Additionally, the applicant has included the request to eliminate the unique parking standards in the existing PD and to refer to the UDC parking standards established in Article 5.5 Parking and Loading.

LAND USE *(UDC Land Use if Different than PD)*	**EXISTING PD PARKING RATIOS**	**UDC PARKING RATIOS: ARTICLE 5.5**
RETAIL	1 space per 200 sq. ft..	1 space per 400 sq. ft.
FURNITURE STORE	1 space per 1000 sq. ft.	1 space per 400 sq. ft.
MEDICAL OR DENTAL CLINIC *(MEDICAL CLINIC)*	1 space per 200 sq. ft.	1 space per 300 sq. ft
BANKS OR SAVINGS AND LOANS (*BANK OR FINANCIAL INSTITUTION)*	1 space per 300 sq. ft	1 space per 400 sq. ft.
OFFICE	1 space per 300 sq. ft	1 space per 400 sq. ft.
MOTION PICTURE THEATER *(RECREATION FACILITY, INDOOR)*	1 space per 4 seats	1 space per 4 seats
RESTAURANT	1 space per 70 sq. ft.	1 space per 100 sq. ft.

Site Improvements: No site modifications are proposed, including existing parking, building facades, landscaping, and open space.

Compliance with the Advance Addison 2050 Comprehensive Plan:
The Advance Addison 2050 Comprehensive Plan establishes a cohesive growth management and land development vision, supported by Place Type and Spectrum of Change maps and illustrative building typology imagery. To ensure the vision is implemented within the time frame, staff has evaluated whether the proposal meets the intent and form established in the Comprehensive Plan.

- **Place Types:** The subject property is located within the Urban Village Place Type. Urban Villages are bustling hubs that prioritize pedestrian friendly environments and dense development, resulting in strong financial returns and resilience. Ground level commercial spaces use large windows to connect public and private areas. More information on this Place Type can be found on pages 92-93 in the Comprehensive Plan.
- **Spectrum of Change:** The subject property is designated as an Enhance area on the Spectrum of Change map. Enhance properties are areas that are expected evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements. More information on the Enhance designation can be found on pages 107-109 in the Comprehensive Plan.

Compatibility with Adjacent Uses: The subject property is surrounded by a mix of commercial uses, including restaurants, office space, retail, personal services, and hotels. These surrounding uses are compatible with the proposed uses in this PD amendment request, ensuring consistency with the area's existing development patterns.

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

STAFF ANALYSIS:

The proposed modification would allow additional uses permitted by right within the Commercial General (CG) district, a zoning classification compatible with the surrounding area. The presence of similar nearby uses supports consistency with the Town's development regulations and existing development pattern.

Staff has reviewed the proposal and determined that it does comply with the Town's adopted policies and development regulations.

REMINGTON ADDISON PLAZA, LLC

June 9, 2026

Addison Development Services
P.O. Box 9010
Addison, TX 75001

RE: Letter of Intent – Planned Development Amendment Application
[3711 BELT LINE RD / MARSH BELT LINE SHOPPING CENTER LT 4 & PL LT 3 ACS 3.6269]

To Whom It May Concern:

This Letter of Intent is submitted in support of the owner's application to amend the existing Planned Development zoning for the property located at **3711 - 3771 Belt Line Road** in Addison.

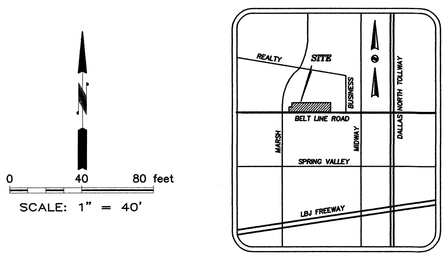
The subject property consists of two existing commercial retail buildings currently operating under the approved Planned Development. Ownership is requesting an amendment to the existing Planned Development to add **medical clinic use** as a permitted use within both buildings. Medical clinic use is defined as a health care facility where patients are admitted for examination and treatment on an outpatient basis by one or more physicians, dentists, other licensed health care practitioners, psychologists, or social workers, and where patients are not lodged overnight. This definition includes emergency and urgent care facilities without ambulance services and outpatient surgery centers. Accessory uses may include incidental retail sales of products incidental to the services provided.

This request is being made as part of the ownership's long-term leasing and asset management strategy. As commercial market conditions continue to evolve, ownership is seeking to expand the list of permitted uses in order to increase leasing flexibility, improve the long-term viability of the property, and better serve the needs of the surrounding community. Allowing medical uses will create opportunities to attract quality tenants that complement the existing retail and service-oriented character of the development.

We respectfully request your consideration and approval of this Planned Development amendment. Please feel free to contact us if additional information is needed during the review process.

Sincerely,

Stanley Graff
Remington Addison Plaza
3311 Oak Lawn Avenue, Suite 250
Dallas, TX 75219
Phone: (214) 951-7434



VICINITY MAP

PROPERTY DESCRIPTION

TRACT 1: FEE SIMPLE

BEING a tract of land situated in the T.L. Chenoweth Survey, Abstract No. 273 and also being part of Lot 3 and all of Lot 4, of the MARSH/BELT LINE SHOPPING CENTER, an Addition to the Town of Addison, Dallas County, Texas as recorded in Volume 2000124, Page 4596, Deed Records, Dallas County, Texas, and being more particularly described as follows:

BEGINNING at a 5/8" iron rod set for corner at the most southerly southwest corner of said Lot 3, of the Marsh/Belt Line Shopping Center Addition, said corner being S 89°49'34" E, 154.99 feet and N 00°06'34" W, 6.98 feet from a corner clip at the intersection of the east line of Marsh Lane (100' R.O.W.), and the north line of Belt Line Road (100' R.O.W.);

THENCE N 00°06'34" W, along the west line of Lot 2, of said Marsh/Belt Line Shopping Center Addition, a distance of 118.46 feet to a 5/8" iron rod found for corner;

THENCE S 89°49'34" E, departing the said east line of Lot 2, a distance of 44.50 feet to a 5/8" iron rod set for corner;

THENCE N 00°10'26" E, a distance of 100.00 feet, to a 5/8" iron rod set for corner;

THENCE S 89°49'34" E, a distance of 6.00 feet, to a 5/8" iron rod set for corner;

THENCE N 00°10'26" E, a distance of 34.58 feet, to a 5/8" iron rod found for corner, said corner also being the most southerly southwest corner of Lot 1, of said Marsh/Belt Line Shopping Center Addition;

THENCE S 89°54'31" E, along the south line of said Lot 1, a distance of 593.42 feet to an "X" cut found for corner, said corner also being the northeast corner of Lot 4, of said Marsh/Belt Line Shopping Center Addition;

THENCE S 00°05'29" W, along the east line of said Lot 4, a distance of 230.25 feet to an "X" cut found for corner;

THENCE N 89°54'31" W, a distance of 31.08 feet to a 5/8" iron rod set for corner;

THENCE S 00°05'29" W, a distance of 34.75 feet to a 5/8" iron rod found for corner in the north line of aforementioned Belt Line road;

THENCE along the north line of said Belt Line road the following;

N 89°54'31" W, a distance of 102.37 feet to a 5/8" iron rod set for corner, said corner also being the beginning of a non-tangent curve to the right, having a radius of 838.01 feet, and a chord which bears N 83°05'11" W, a distance of 64.18 feet;

THENCE continuing along said curve through a central angle of 04°23'21", an arc distance of 64.20 feet to a 5/8" iron rod set for corner, said corner also being the beginning of a non-tangent reverse curve to the left, having a radius of 309.50 feet, and a chord which bears N 85°08'21" W, a distance of 46.14 feet;

THENCE continuing along said curve through a central angle of 08°32'58", an arc distance of 46.18 feet to a 5/8" iron rod set for corner;

THENCE N 89°49'34" W, a distance of 400.55 feet to the POINT OF BEGINNING, and containing 157,988 square feet or 3.6269 acres of land, more or less.

TRACT 2: EASEMENT ESTATE

BEING A NON-EXCLUSIVE EASEMENT ESTATE as created in Mutual Easement Agreement executed by and between Daryl N. Snadon d/b/a Beltway Development Company and Chick-Fil-A, Inc., dated September 19, 1994, filed September 22, 1994, recorded in Volume 94184, Page 3295, Deed Records of Dallas County, Texas.

TRACT 3: EASEMENT ESTATE

BEING A NON-EXCLUSIVE EASEMENT ESTATE as created in Reciprocal Easement Agreement by Addison Plaza, Ltd., a Texas limited partnership, and Beltline Marsh, Ltd., a Texas limited partnership, dated as of November 13, 2003, filed November 14, 2003, recorded in Volume 2003226, Page 7880, Deed Records of Dallas County, Texas.

TRACT 4: EASEMENT ESTATE

BEING A NON-EXCLUSIVE EASEMENT ESTATE as created in Reciprocal Easement Agreement by Yorkland Partners,L.P., a Texas limited partnership, and System Capital Real Property Corporation, a Delaware corporation, dated as of February 21, 1998, filed February 21, 1998, recorded in Volume 98032, Page 03997, Deed Records of Dallas County, Texas.

NOTES:

The basis of bearings shown hereon is the North line of Belt Line Road, N89°49'34"W, as shown on the Replat of Belt Line-Marsh Business Park, an Addition to the Town of Addison, recorded in Vol. 79252, Pg. 210, D.R.D.C.T.

All Easements shown hereon are by the Plat of Marsh-Belt Line Shopping Center, an Addition to the Town of Addison, recorded in Vol.2000124, Page 4596 unless noted otherwise.

Right of Way Deed to the Town of Addison recorded in Volume 94229, Page 02742 is now situated within the rights of way of Belt Line Road and Marsh Lane.

SURVEYOR'S CERTIFICATION

Michael B. Marx, a Registered Professional Land Surveyor, License No. 5181, in and for the State of Texas and legally doing business in Dallas County, does hereby certify to GDA Real Estate Services, L & S Realty Group, a California limited partnership, AP Plaza 07 A, LLC and AP Plaza 07 B, LLC, Royal Bank of Canada and Chicago Title Insurance Company ("Title Company"), and their respective successors and assigns that:

(1) the accompanying survey ("Survey") represents a survey made under my direct supervision on December 18, 2006, of the land therein particularly described;

(2) the Survey and the information, courses and distances shown thereon are correct in accordance the current ALTA/ACSM Land Title Survey Standards and Specifications;

(3) the title lines and lines of actual possession are the same;

(4) the land described in the Survey is the same and as described in the title insurance commitment described above;

(5) the area of the subject property and the size, location and type of buildings and above ground observable improvements situated on the subject property are as shown and all buildings and above ground observable improvements are within the boundary lines and applicable set-back lines of the property (unless otherwise shown);

(6) there are no apparent easements or uses affecting this property appearing from a careful physical inspection of the same, other than those shown and depicted on the Survey;

(7) there are no encroachments on the adjoining properties, streets, or alleys by any of said buildings, structures and above ground observable improvements, other than as shown on the Survey;

(8) there are no party walls or visible encroachments on said described property by streets, alleys or buildings, structures or other above ground observable improvements situated on adjoining property, except as shown on the Survey;

(9) the Survey shows the location and surface features of all visible above ground storm draining systems for the collection and disposal of all roof and surface drainage;

(10) the survey shows the location of visible utility structures;

(11) the parcel(s) described in this Survey do not lie within flood hazard areas in accordance with any maps entitled "Flood Insurance Rate Map" or "Flood Hazard Floodway Boundary Map," "Flood Hazard Boundary Map" or "Flood Boundary and Floodway Map" published by the Federal Emergency Management Agency or a Flood Hazard Boundary Map published by the U.S. Department of Housing and Urban Development. The Survey indicates the zone designation of any area shown as being within a flood hazard area. No portion of the subject property lies within any area of 100-year flood according to Fema's Flood Insurance Rate Map, Community Panel No. 48113C0180, dated August 23, 2001. Property is in Zone X;

(12) the subject property has access to and from a duly dedicated and accepted public street or highway known as Marsh Lane (100' R.O.W.) and Belt Line Road (100' R.O.W.).

(13) [except as shown on the Survey,] the subject property does not serve any adjoining property for vehicular ingress or egress; and

(14) the record description of the subject property forms a mathematically closed figure. The undersigned has received and examined a copy of Chicago Title Company's Commitment No. 06R46543; and the location of any matter shown thereon, to the extent it can be located, has been shown on this Survey with the appropriate recording reference.

The parties listed above are entitled to rely on the Survey and this certificate as being accurate as promulgated by the ALTA/ACSM Land Title Survey Standards.

The Survey is made in accordance with the "2005 Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by American Land Title Association ("ALTA") and National Society of Professional Surveyors ("NSPS", a member organization of the American Congress on Surveying and Mapping ("ACSM")), and includes items 1-4, 6, 7(a), 7(b)(1), 7(c), 8, 9, 10, 11(a), 13 and 14 of Table A thereof.

STATE OF TEXAS REGISTERED MICHAEL B. MARX 5181 PROFESSIONAL LAND SURVEYOR

Michael B. Marx 2/26/07

Michael B. Marx
Registered Professional Land Surveyor 5181

NOTES ADDRESSING SCHEDULE "B" EXCEPTIONS:

10. Restrictive Covenants:

Restrictive covenants recorded in Volume 78081, Page 0150, Deed Records of Dallas County, Texas. Amended by First Amendment recorded in Volume 83014, Page 2979, Dead Records of Dallas County, Texas, and by Second Amendment recorded in Volume 93129, Page 0126, Deed Records of Dallas County, Texas. (Affects Tract 1) Any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c), is deleted.

Restrictive covenants described in instrument recorded in Volume 94184, Page 3288, Deed Records of Dallas County, Texas. (Affects Tract 1) Any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status, or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c), is deleted.

10a. 10' drainage easement and 25' drainage and utility easement on South side shown on the plat recorded in Volume 79252, Page 210, Map Records of Dallas County, Texas, does affect as shown on survey.

10b. Easement granted by Belt Line/Marsh Joint Venture to TXU Electric Company, filed 07/25/2000, recorded in Volume 2000144, Page 4321, Deed Records of Dallas County, Texas, does affect as shown on survey.

10c. Easement to Texas Power & Light Company dated 01/29/52, filed 02/28/52, recorded in Volume 3632, Page 329, Deed Records of Dallas County, Texas, does affect as shown on survey.

10d. Terms, provisions, conditions and easements as set out in Mutual Easement Agreement by and between Daryl N. Snadon d/b/a Beltway Development Company and Chick-Fil-A, Inc., filed 09/22/94, recorded in Volume 94184, Page 3295, Deed Records of Dallas County, Texas, does affect as shown on survey.

10e. This property is subject to the following, however it is blanket in nature: Terms, conditions, provisions, and easements contained in Reciprocal Shopping Center Easement Agreement by and between Yorkland Partners, L.P., and System Capital Real Property Corporation, filed 02/17/1998, recorded in Volume 98032, Page 3997, Deed Records, Dallas County, Texas.

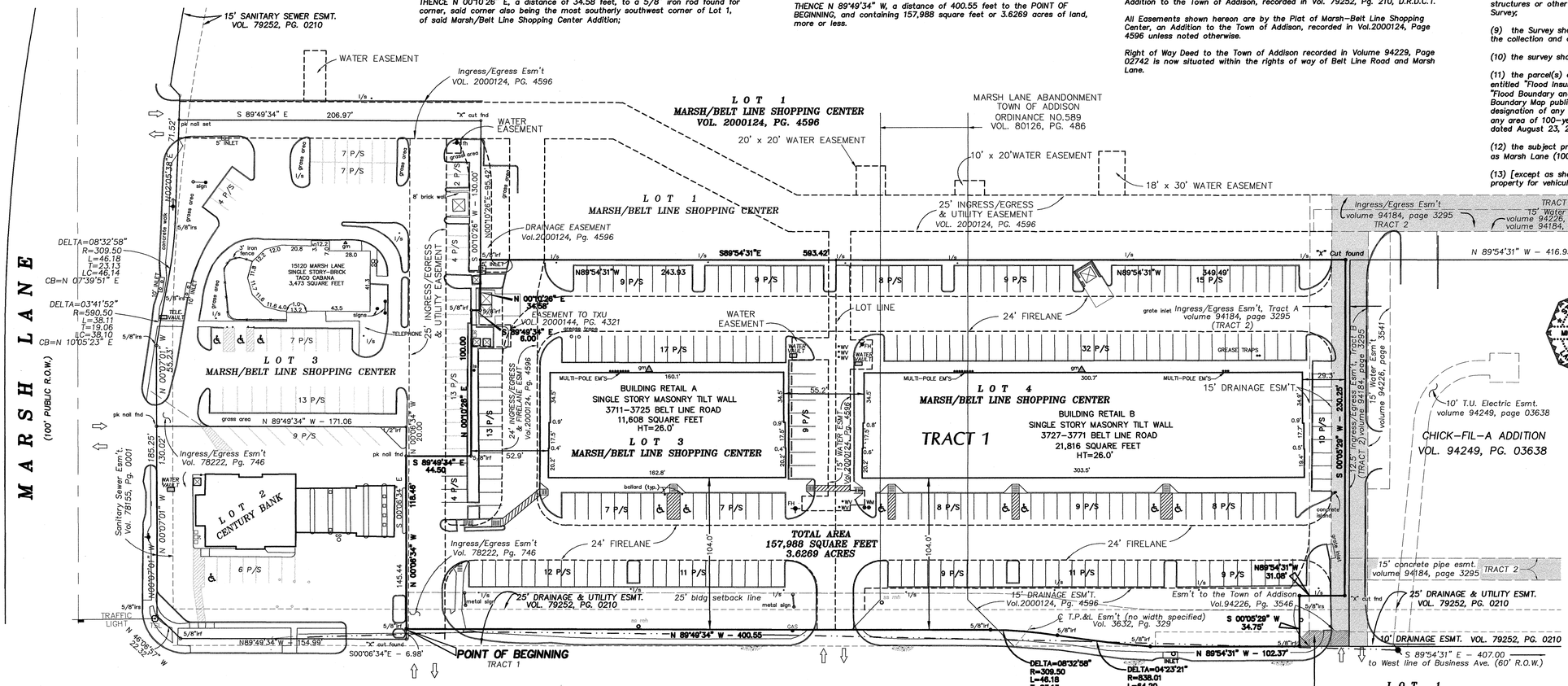
10f. All easements as shown on the plat recorded in volume 2000124, Page 4596, Map Records of Dallas County, Texas, to wit: 15' water easement, 15' drainage easements, 24' ingress/egress and fire-lane easement and drainage easement, as shown on survey.

10h. Sanitary sewer manhole and gas valve along Beltline Road Texas, and as shown.

10i. Terms, provisions, conditions, and easements contained in Reciprocal Easement Agreement, filed 11/14/2003, recorded in Volume 2003226, Page 7880, Deed Records of Dallas County, Texas, and as shown on survey. (Affects Tract 1 AND 3 and is blanket in nature)

10o. Terms, provisions, conditions, and easements recorded in Volume 78222, Page 746, Deed Records of Dallas County, Texas and affects as shown on survey.

10p. Terms, provisions, conditions, and easements recorded in Volume 94226, Page 3546, Deed Records of Dallas County, Texas and affects as shown on survey.



LEGEND

IRF	IRON ROD FOUND
IRS	IRON ROD SET
	POWER POLE
	OVERHEAD ELECTRIC
	LIGHT STANDARD
	FIRE HYDRANT
	SANITARY SEWER MANHOLE
	GROUND LIGHT
	WATER METER
WATER VAULT	WATER VAULT
	A/C PAD
	GAS TANK
TSL	TRAFFIC SIGNAL BOX
grn	GAS METER
	CLEANOUT
	TELEPHONE PEDESTAL
TELE. VAULT	UTILITY VAULT
	TRANSFORMER PAD
	DUMPSTER PAD
	GUY WIRE
	Vol.94226, Pg. 3546

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Property is ZONED (PD-Planned Development)

HEIGHT REGULATIONS

No building or structure shall exceed six (6) standard stories in height unless set back from all lot lines one (1) foot for each one (1) foot above such height limit. Height of structures is further limited by the Federal Aviation Administration.

AREA REGULATIONS

Front Yard

There shall be a front yard having a minimum depth of not less than twenty-five (25) feet except as hereinafter provided in the Article on Variances and Exceptions.

Where lots have double frontage, running through from. one street to another, the required front yard shall be provided on both streets.

Side Yard – N.A.

On a corner lot, a side yard of twenty-five (25) feet shall be required on the side street.

Rear Yard – N.A.

There shall be no rear yard depth required unless the PD District adjoins a single family or an apartment district. In this case, a ten (10) foot rear yard will be required.

MISCELLANEOUS REGULATIONS

Wherever this PD District adjoins a more restricted district (R-1, R-2, R-3 or A) and is not separated by a street, a six (6) foot solid sight barring fence or better shall be constructed and maintained along or within one (1) foot of the boundary or property line of said PD District to serve as permanent screening. All outside lighting features shall be placed and reflected in such a manner so as not to create annoyances, nuisances, or hazards.

Refuse Containers: All refuse and refuse containers shall be screened from all public right-of-way. (Such containers shall be set on a designed reinforced concrete pad and approach.) Screening walls must be of the same material as the building.

All ice boxes, ice machines, and vending machines are to be placed inside the principal building or located behind a screening wall where such walls are permitted.

PARKING COUNT
226 SURFACE
7 HANDICAP
233 TOTAL

PARKING REGULATIONS

Off-street parking space shall be provided for the appropriate building use classification according to the following ratio:

General retail: (1/200 s.f.) One space per each two hundred square feet of floor area.
Furniture Store: (1/1000 s.f.) One space per each one thousand square feet of floor area.

Medical or Dental Clinics: (1/200 s.f.) one space per each two hundred square feet of floor area.
Banks or Savings and Loans: (1/300 s.f.), One space per each three hundred square feet of floor area.

Office: (1/300 s.f.) One space per each three hundred square feet of floor area. An office complex of 50,000 square feet or more: (1/300 s.f.) square feet of net leas-able area.

Motion Picture Theatre: (1/4 seats) One space per each four seats based on maximum occupancy load.

PARKING REGULATIONS – Free Standing Restaurants.

Restaurants: (1/70 sq.ft.) one space for seventy (70) square feet of floor area for all free standing buildings unless it is part of a shopping center or mixed use development.

PARKING REGULATIONS – Mixed Use Developments.

If all buildings which are part of the development total less than 30,000 square feet in area, and the development has more than 40% of its floor area devoted to restaurant uses, the parking for the restaurant uses shall be provided at the ratio of one (1) space for every seventy (70) square feet of gross restaurant floor area.

Free standing restaurants which occur within the mixed-use developments shall be required to provide parking at the ration of one (1) parking space for every one hundred (100) square feet of gross floor area if the property is deed restricted or if covenants exist which allow the restaurant the use of the entire onsite parking provided by the development. Such on-site parking must adjoin and/or be contiguous to the restaurant use. When there are no deed restrictions or covenants allowing restaurants the use of on-site parking, freestanding restaurants in mixed-use developments shall be required to provide parking at the ratio of one (1) parking space for every seventy (70) square feet of gross floor area.

In the case of a restaurant development occurring in an unfinished center, the center must provide enough parking so as to give-the restaurant use a parking requirement of one (1) space for every seventy (70) square feet.

H. Retail and service buildings shall provide and maintain off-street facilities for the loading and unloading of merchandise and goods, within the building or on the lot adjacent to a private alley or private service drive to facilitate the movement of traffic on the public streets. Such space shall consist of a minimum area ten (10) feet by twenty-five (25) feet for each twenty thousand (20,000) square feet of floor space or fraction thereof in excess of three thousand (3,000) square feet in the building or on the lot used for retail, storage or service purposes.

REVISED: 02/26/07 REVISED EXCEPTIONS
REVISED: 02/21/07 REVISED CERTIFICATE
REVISED: 02/20/07 COMMENTS
REVISED: 02/01/07 TITLE COMM. NO: 06R46543 ND6

ALTA/ACSM LAND TITLE SURVEY

PART OF LOT 3 AND ALL LOT 4
MARSH/BELT LINE SHOPPING CENTER
ADDISON, DALLAS COUNTY, TEXAS

BROCKETTE · DAVIS · DRAKE, inc.
consulting engineers
Civil & Structural Engineering · Surveying
4144 North Central Expressway, Suite 1100 Dallas, Texas 75204
(214)824-3647, fax (214) 824-7064

CHECKED	DRAWN	DATE	SCALE	NOTES	FILE	NO.
MBM	JB	12/18/06	1"=40'	CJB	C07003	

M:\Data\Survey\2007\C07003 - Addison Plaza Shopping Center - Addison\ADDISON-UPDATE 01-09-07.dwg, 2/26/2007 1:38:30 PM, nemeth

Planning & Zoning Commission **7.**

Meeting Date: 07/21/2026

Agenda Caption:

Hold a public hearing, present, discuss, and consider action on a request to rezone a 0.56-acre property, located at 3810 Belt Line Road, from Planned Development (PD), Ordinance No. O22-27 to Commercial Limited (CL) zoning district. Case 1961-Z/Roadrunners Coffee Rezoning.

Recommendation:

Staff has reviewed the proposal and determined that it does comply with the Town's adopted policies and development regulations.

Attachments

1961-Z Staff Report

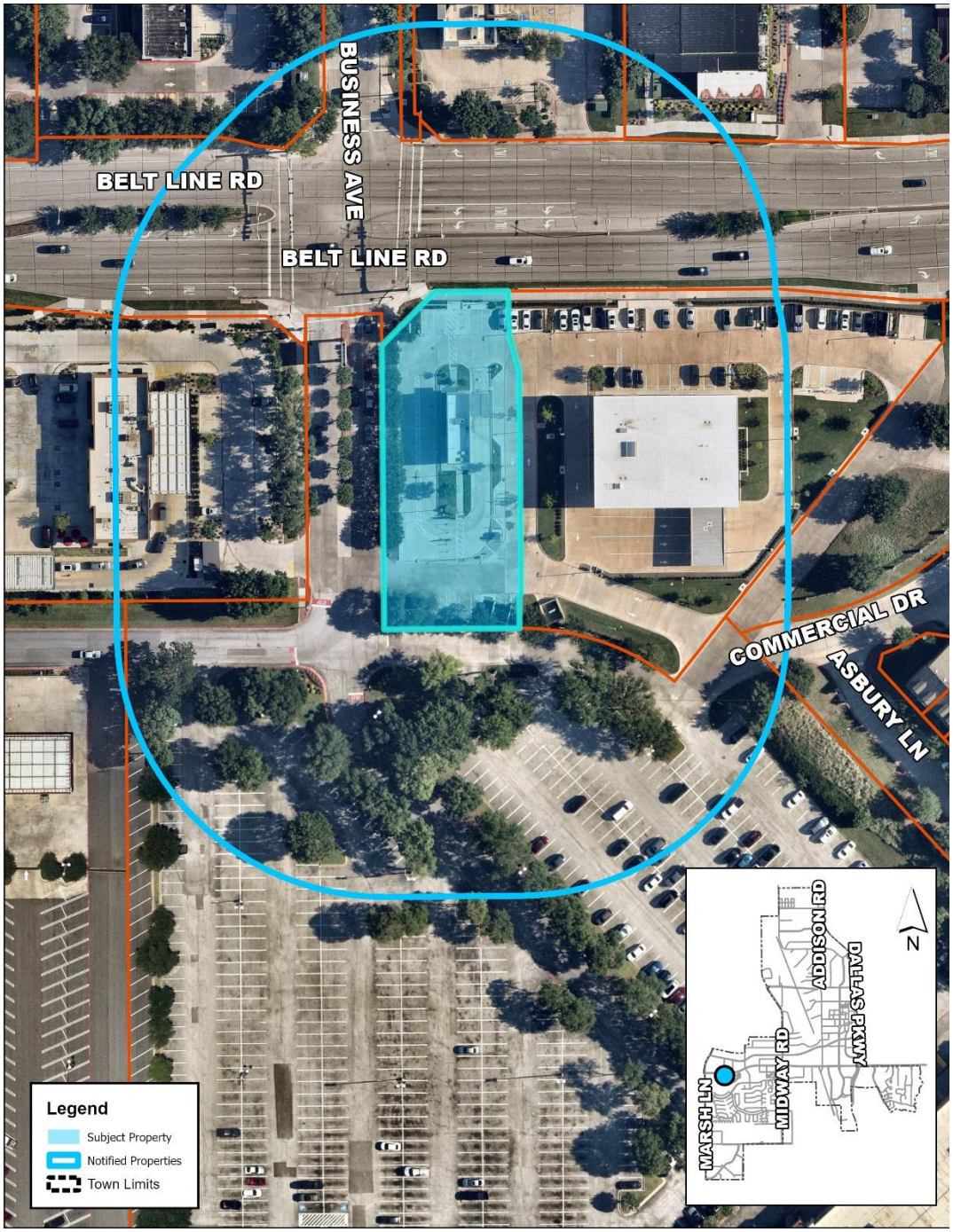
1961-Z Letter of Intent

1961-Z Survey

1961-Z

PUBLIC HEARING Case 1961-Z/Roadrunners Coffee Rezoning. Hold a public hearing, present, discuss, and consider action on a request to rezone a 0.56-acre property, located at 3810 Belt Line Road, from Planned Development (PD), Ordinance No. O22-27 to Commercial Limited (CL) zoning district.

LOCATION MAP



July 21, 2026

STAFF REPORT

CASE NO: Case 1961-Z/Roadrunners Coffee Rezoning

LOCATION: 3810 Belt Line Road

APPLICANT: Aaron Hawkins, Quiddity Engineering

REQUESTING: Approval of a rezoning from Planned Development (PD), Ordinance No. O22-27 to Commercial Limited (CL) Zoning District (Application Date: 6/19/2026).

DISCUSSION:

Background: A request to rezone the subject property from Planned Development (PD) Ordinance No. O22-27 to Commercial Limited (CL) has been submitted for the purpose of converting the previous Salad & Go into a drive through coffee shop. If this rezoning request is approved, the applicant would have to proceed through the site development and permitting process prior to any improvements to the site.

The subject property is the former location of Salad & Go. The existing Planned Development (PD) district was established to accommodate zoning standards tailored to the Salad & Go development while preserving the opportunity for a proposed two-story retail/office building that was contemplated at the time of the PD's adoption. The underlying zoning district at that time was Local Retail (LR), which was intended to accommodate small-scale commercial development. With the adoption of the Unified Development Code (UDC) in 2025, properties zoned LR were rezoned to the Commercial Limited (CL) district. However, the adoption of the UDC zoning map did not alter the zoning designation or development standards of existing Planned Development districts.

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

Zoning History:

YEAR	ZONING DESIGNATION	ACTION TAKEN	NOTES
PRE-1980	Local Retail (LR) & Apartment (A)	Original zoning designation	Allowed typical commercial uses, multifamily, and other residential uses
1980 (PD Ord 626)	Planned Development	Rezoned from LR/A to PD	Allowed typical commercial uses
1991 (091-068)	Planned Development	Rezone to new PD	Established new permitted uses and development standards
1992 (O92-048)	Planned Development	Rezone to new PD	Established new permitted uses and development standards
1993 (O93-018)	Planned Development	Rezone to new PD	Established new permitted uses and development standards
2015 (O15-030)	Planned Development	Amend existing PD	Amended the permitted uses, façade requirements, and parking ratios
2020 (O20-54)	Planned Development	Rezone to a new PD/BL	Established the PD with modified Belt Line (BL) standards to allow for a 2-story retail building and maintain existing restaurant; Approved development plans
2021 (O21-37)	Planned Development	Amend existing PD	Eliminated the minimum lot size requirements
2022 (O22-27)	Planned Development	Rezone to a new PD/LR	Established a new PD with modified Local Retail (LR) standards
PROPOSED	Commercial Limited (CL)	Rezone from PD to CL	Request to lower required parking

Proposed Plan: The applicant is requesting to rezone the property from PD Ord. No. O22-27 to Commercial Limited (CL) due to the parking constraints created by PD for restaurants. The preliminary proposal includes the addition of a second drive through lane, which would remove parking spaces and reconfigure required landscaping area.

Minimum Parking Requirements:

ZONING DISTRICT	MIN. PARKING RATIO	REQUIRED PARKING
PD O22-27	1 space per 70 sq ft	13 spaces
CL District	1 space per 100 sq ft	9 spaces

Compliance with the Advance Addison 2050 Comprehensive Plan:
The Advance Addison 2050 Comprehensive Plan establishes a cohesive growth management and land development vision, supported by Place Type and Spectrum of Change maps and illustrative building typology imagery. To ensure the vision is implemented within the time frame, staff has evaluated whether the proposal meets the intent and form established in the Comprehensive Plan.

- **Place Types:** The subject property is located within the Urban Village Place Type. Urban Villages are bustling hubs that prioritize pedestrian friendly environments and dense development, resulting in strong financial returns and resilience. Ground level commercial spaces use large windows to connect public and private areas. More information on this Place Type can be found on pages 92-93 in the Comprehensive Plan.
- **Spectrum of Change:** The subject property is designated as an Enhance area on the Spectrum of Change map. Enhance properties are areas that are expected evolve gradually, becoming more economically viable, walkable, and pedestrian-friendly through moderate infill and public realm improvements. More information on the Enhance designation can be found on pages 107-109 in the Comprehensive Plan.

Compatibility with Other Town Policies:

- **Master Transportation Plan:** The subject property is fronts Belt Line Road.
  - Belt Line Road: The Master Transportation Plan designates Belt Line Road as a *Principal Arterial.* This roadway type typically carries the highest traffic volumes with longer trip demands and provides connectivity between surrounding cities and major activity centers. Belt Line Road is also identified on the Active Transportation Connectivity map as an *Enhanced Pedestrian Path*, which emphasizes pedestrian use through the incorporation of wider sidewalks, enhanced streetscaping, parkway buffers from moving traffic, and improved access to adjacent businesses.
- **Parks, Recreation, and Open Space Master Plan:**
  - The subject property was not specifically identified or addressed in the Parks, Recreation, and Open Space Master Plan; however, it is currently served by parks within the Les Lacs North/Addison Athletic Club area.
- **Trails Master Plan:**
  - Belt Line Road: The Trails Master Plan identifies this segment of Belt Line Road for a "wide sidewalk with buffer". Improvements associated with this designation have previously been completed.
  - The Future Trail Network Map in the Trails Master Plan can be found here.

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

Public Service Demand: The proposed development can be adequately served by existing public infrastructure improvements.

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

STAFF ANALYSIS:

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

QUIDDITY

4500 Mercantile Plaza, Suite 228
Fort Worth, Texas 76137
Tel: 682.268.2200
www.quiddity.com

March 17, 2026

Planning Division
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

Re: Letter of Intent
Roadrunners Coffee – Marsh & Belt Line Road

Planning Division,

This document shall serve as the Letter of Intent to the Town of Addison for the Rezoning Application submitted by Quiddity Engineering acting as the applicant on behalf of the developer FrontRunners Fast Operating Company, LLC. The current site is a Salad N Go with zoning designation Planned Development (PD) – Local Retail. We are proposing to rezone the subject property from Planned Development (PD) – Local Retail to Commercial Limited (CL) and construct a second drive-thru lane to the existing restaurant.

The goal of Roadrunners Coffee is to deliver high-quality drinks with exceptional speed and service without sacrificing quality. The product is expanding the existing singular drive thru lane to two, 10 foot wide lanes for the shop to serve coffee, teas, caffeinated drinks, gelato shakes, and cake bites.

The operations of the development include preparing all beverages and snacks on site. The snacks (cake bites) will be prepared offsite, and delivered to the shop.

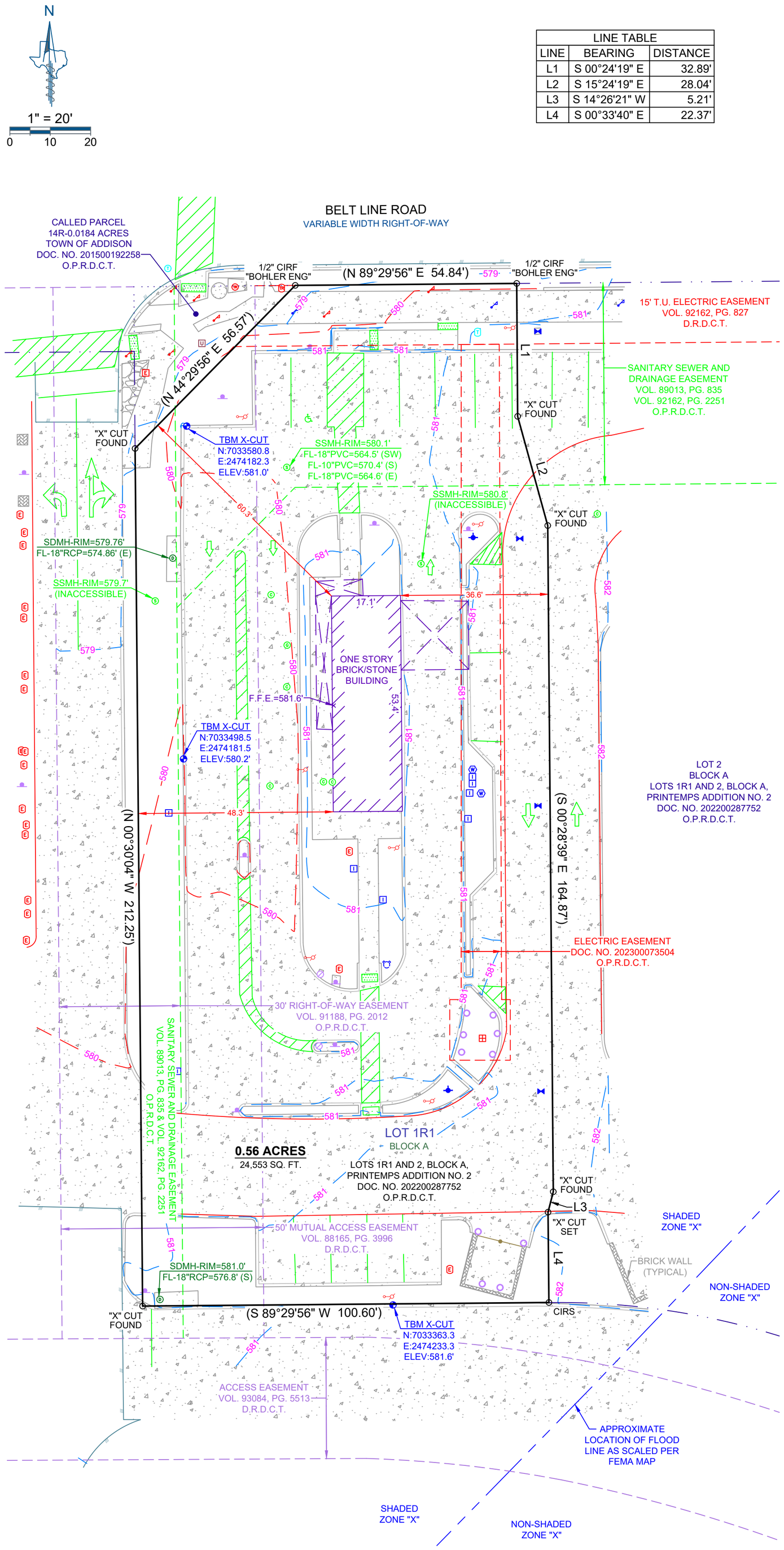
Roadrunners Coffee operates with hours of operation are 6 a.m. – 11 p.m. from Monday – Saturday, and 10 a.m. – 10 p.m. on Sundays. This development will not require outdoor storage or have other outdoor activities.

Overall, we believe this development will be a beneficial and exciting addition to the community.

Thank you for your consideration in this matter. Should you have any questions or require additional information, please call me. (682) 268-2200.

Sincerely,

Aaron Hawkins, PE



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 00°24'19" E	32.89'
L2	S 15°24'19" E	28.04'
L3	S 14°26'21" W	5.21'
L4	S 00°33'40" E	22.37'

LEGAL DESCRIPTION

Being Lot 1R1, Block A of Lots 1R1 and 2, Block A, Printemps Addition No. 2, an Addition to the Town of Addison, Dallas County, Texas, of record in Document Number 202200287752 of the Official Public Records of Dallas County, Texas.

FLOOD NOTE

This property is located in **Non-shaded Zone "X"** and **Shaded Zone "X"** as scaled from the F.E.M.A. Flood Insurance Rate Map dated July 7th, 2014 and is located in Community Number 481089 as shown on Map Number 48113C0180K. The location of the Flood Zone is approximate. For additional information regarding Flood Zone designation, please contact 1-(877) FEMA MAP.

SURVEYOR NOTES

1. This survey was performed without the benefit of an Abstract of Title or Title Commitment. Research of record documents done by Eagle Surveying was performed for the purpose of determining the boundary of this property and adjoining parcels. Additional record documents may exist and encumber this property.
2. All building lines, setbacks, and easements shown hereon are by Document Number 202200287752, O.P.R.D.C.T. unless noted otherwise.
3. The bearings shown on this survey are based on GPS observations utilizing the AllTerra RTK Network, North American Datum of 1983 (Adjustment Realization 2011).
4. Elevations shown on this survey are based on GPS observations utilizing the AllTerra RTK Network, North American Vertical Datum of 1988 (Geoid 18).
5. Approximate locations of the Underground Utilities, if shown on this survey, were derived from above ground observations, Utility markings, and/or record documents. No excavation was performed on this site at the time of this survey. For the exact location of the Underground Utilities call 1-800-545-6005. Eagle Surveying, LLC accepts no liability as to the accuracy of the Underground Utilities.
6. This document represents an accurate on the ground survey of 3820 Belt Line Road in the Town of Addison, Dallas County, Texas, on March 6th, 2026.

ALTERATIONS AND ERRORS

This survey is the work product of the signing surveyor and may not be altered or modified in any manner, except by the signing surveyor. Any alteration or modification performed to this survey by any party except for the signing surveyor will be prosecuted to the fullest extent of the law. The surveyor will not be responsible to the client for any typos or errors for which a correction is not requested by the client within thirty days following the issuance of this survey.

I hereby certify that this survey, plan or report was prepared by me or under my direct supervision and that I am a Registered Professional Land Surveyor under the laws of the State of Texas.

STATE OF TEXAS
REGISTERED
MATTHEW JASON RAABE
6402
PROFESSIONAL
LAND SURVEYOR

Matthew Raabe
R.P.L.S. # 6402
03-17-26

JOB NUMBER	2203.037-06
DATE	03/17/2026
REVISION	-
DRAWN BY	HSB

EAGLE SURVEYING
Eagle Surveying, LLC
222 South Elm Street
Suite: 200
Denton, TX 76201
940.222.3009
www.eaglesurveying.com
TX Firm # 10194177

TOPOGRAPHIC EXHIBIT

LEGEND

○	Boundary Monument	Ⓢ	Sanitary Manhole	TM	Traffic Signal Pole	Ⓦ	Water Meter
( )	Record Call	Ⓒ	Sanitary Clean Out	TM	Traffic Signal Box		Water Valve
CIRS	1/2" Capped Iron Rod Set Stamped "Eagle Surveying"	Ⓖ	Grease Trap Lid	Ⓔ	Electric Box	I	Irrigation Control Valve
CIRF	Capped Iron Rod Found		ADA Parking Space		Light Pole		Fire Hydrant
F.F.E.	Finished Floor Elevation		Speaker	Ⓔ	Electric Vault		Water Utility Mark
DOC. NO.	Document Number		Bollard		Electric Transformer		Fire Department Connection
VOL.	Volume		Sign	Ⓣ	Telecommunications Manhole		Temporary Benchmark
PG.	Page	Ⓤ	Unidentified Vault	Ⓣ	Telecommunications Riser	Ⓓ	Storm Drain Manhole

	Building	D.R.D.C.T.	Deed Records, Dallas County, Texas
	Cover	O.P.R.D.C.T.	Official Public Records, Dallas County, Texas
	Concrete		
	Brick		
	No Parking		
	Ramp		

Edge of Asphalt — Hand Rail — Fire Lane Stripe — Pipe Rail Fence