



Addison Circle Expansion, (Sector 5)

DRAFT COMPREHENSIVE PLAN AMENDMENT

In 2017, the City Council approved a contract with Kimley-Horn and Associates, Inc. to facilitate a special study process that would propose a future for two groups of properties in and around Addison Circle. The study process included two community meetings, four meetings with an advisory committee of Town residents and business/property owners in order to receive a variety of public input. A summary of the study's findings was presented to the City Council in August and November of 2018. At that time, staff was directed to bring the study findings back as part of a Comprehensive Plan amendment for formal consideration.

Area of Study:

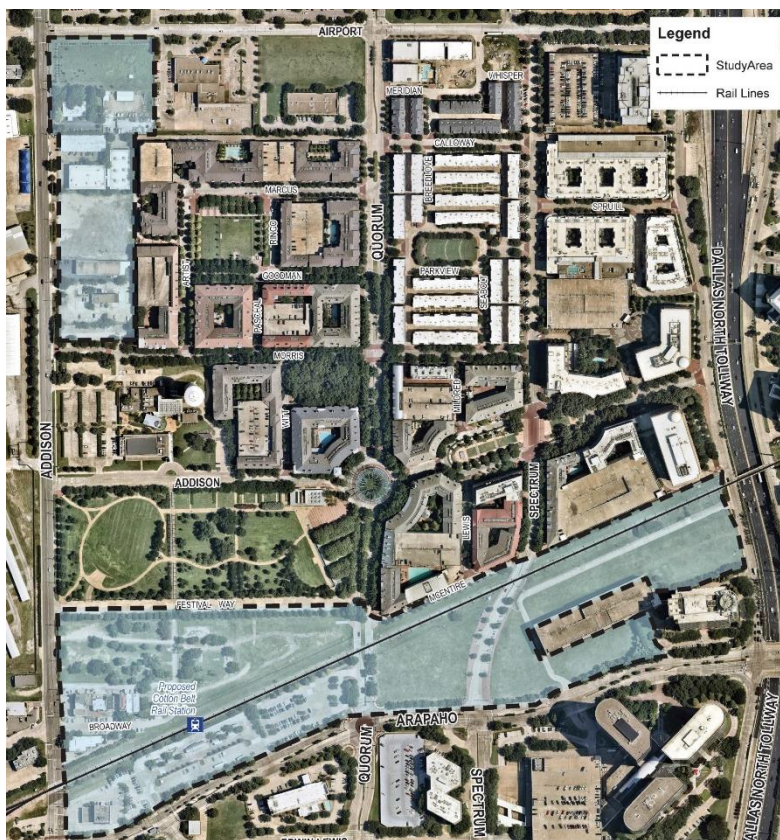


Figure 1: Area of Study

The limits of the study area are shown in Figure 1.

The study looked at two groups of properties. Area One, referenced here as Addison Circle West, is located at the northwest edge of Addison Circle. It is bounded to the north by Airport Parkway and to the west by Addison Road. Addison Circle West consists of approximately 8 acres, and, at the time of study, included 9 parcels.

Area Two, referenced here as Addison Central, is located along the Cotton Belt Rail Line and is bounded to the south by Arapaho Road, to the west by Addison Road, and to the east by Dallas Parkway. Addison Central consists of approximately 29 acres, and, at the time of the study, included 29 parcels.

The following goals, guiding principles and district strategic direction are intended to guide future policy and land use decisions regarding the study area.

Vision Statement:

The Vision Statement describes the area's future desired by the Addison community. It is an aspirational statement. It is not intended to describe the current situation; instead, it is designed to create an inspiring image of the future that participants seek to achieve. The Vision Statement for the Addison Circle Special Area Study is:

These special study sites contribute to Addison's future by making Addison a major destination on the Cotton Belt, enhancing Addison Circle's reputation as a desirable place to live, work and play, and strengthening the Town's tax base.

Guiding Principles:

Guiding Principles provide overall guidance for future development of the area. They explain the most important general principles that should be followed to achieve the Vision. These Guiding Principles shape the more detailed concepts and recommendations on matters of policy, design, land use, infrastructure, development, and other topics of importance to the community. The guiding principles for the Addison Circle Special Area Study are as follows:

1. **Desired Character.** The places to be created by development in Addison Circle West and Addison Central should continue the look and feel that exist in Addison Circle today, including similarly scaled development, mix of uses, high quality of design and attractive open spaces and sidewalks.
2. **Relationship to Addison Circle.** New development, along with its roads, paths, public spaces and other infrastructure, should connect seamlessly to the existing Addison Circle neighborhood.
3. **Relationship to Addison Airport.** The Addison Airport is a vital economic asset for the Town of Addison. New development should generally be consistent with the restrictions resulting from the airport's safety and noise contours. Future uses should support the success of aviation and aviation-related activities at the Airport. Development uses and intensities near the Airport must be compatible with Airport operations.
4. **Relationship to the Addison Cotton Belt Station.** The future land uses, development pattern and intensity in the Addison Central area should create a successful Transit-Oriented Development (TOD) area. A successful TOD area includes market-supported uses that benefit from a location near transit, property values that increase tax revenues to the Town and activities that generate strong levels of ridership for the DART system.
5. **Economic Development.** Development in the Special Study Area should diversify Addison's residential and non-residential products and its employment base. Development should generate sufficient tax revenues to contribute resources to the Town's General Fund.
6. **Tourism.** Addison Circle has become known for its entertainment events, and the Town should continue to support events within existing public areas and as part of future development that make both Addison Circle and the Town of Addison a regional entertainment destination for locals and visitors.

7. **Open Space Design.** Public and private open spaces within the Special Study Area should continue the Town of Addison's tradition of designing unique parks, plazas and open spaces that create destinations for individuals, small groups and large events or festivals.
8. **Public Art.** As in Addison Circle, public art should be incorporated in the Special Study Area's development to create distinctive landmarks, gateways and destinations. Special public art installations at the Cotton Belt Station should convey the character of the Town of Addison to rail system users.
9. **Gateways and Connectivity.** Development at the Cotton Belt Station should create an inviting gateway to this Special Study Area, Addison Circle, Belt Line Road and the larger Addison community. This gateway should connect to these destinations in ways that are appealing and understandable to people who are walking, biking, driving or using other transportation modes.
10. **Mobility for People.** Addison Central and Addison Circle West are intended to be places that focus on people before cars. Mobility plans for the area should emphasize walking and biking. Trolleys, shared use vehicles and other travel modes should be readily available and should reduce the need for automobile travel between locations in the Special Study Area. These networks should support the use of DART by area residents and visitors for travel to destinations outside this area.
11. **Automobile Use.** The roadway network should facilitate trips by auto into and out of the Special Study Area. Within the Special Study Area, other transportation modes should take priority. Sufficient parking for vehicles should be included, but it should be located and designed so it does not dominate the character of the area.
12. **Environment & Sustainability.** The design of public and private developments and infrastructure in the Special Study Area should reduce the use of energy, water and other non-renewable resources. It should increase the long-term sustainability of these developments and of the Addison community.
13. **Town Involvement & Investment.** The Town of Addison should continue its involvement in the design and development of the Special Study Area to ensure that future development creates the greatest benefit for the Addison community. The Town's past and future investments in the Special Study Area should generate tax revenues and create places that achieve the Town's vision for this area.

District Strategic Direction:

Addison Circle West

The Strategic Direction for Addison Circle West focuses on a simple but important primary concept: **extend the character of the Addison Circle neighborhood to Addison Road**. This strategic direction includes four additional concepts that add detail to this direction:

- Residential uses along Addison Road should be of a more urban scale and design (compared to the townhomes in Addison Circle itself) because of the traffic along Addison Road, noise from the road and the Airport, and proximity to the Airport.
- The high-quality design and amenities of Addison Circle's existing residences should be included in these new residential developments as well.

- Immediately adjacent to the Addison Conference Centre, new uses that support tourism, conferences and events are an appropriate extension of Addison Circle's character and activities.
- At the intersection of Addison Road and Airport Parkway, some neighborhood-serving non-residential uses may be appropriate, continuing Addison Circle's mixed-use character. The buildings at this intersection should be designed to be flexible so that the ground floor is 'retail ready' – that is, it should be able to accommodate retail uses when those are supported by the market in the area.

Addison Central:

The Strategic Direction for Addison Central **maximizes the benefits of the new DART Cotton Belt Station to Addison and creates a destination with opportunities for appropriate and successful new development on some of the last remaining undeveloped land in Addison.**

This strategic direction includes nine additional concepts that add detail to this direction:

- Uses and character of development should create a unique, mixed use, integrated regional destination with a preference that this occur under a master development plan.
- The uses and activities at the Cotton Belt Station must make this a distinctive and appealing regional destination.
- Between the Cotton Belt Station and Addison Circle Park, new development should be designed so that these two appealing amenities contribute to residential or business locations unlike anything else in the region.
- The parks and plazas of Addison Circle should extend into the Central area as interconnected 'fingers of green'.
- Development intensity in these areas should respect the Airport noise and safety constraints while delivering the economic and fiscal returns needed for the Town's long term fiscal health.
- Multi-story development is appropriate east of Quorum, but the Town should provide market flexibility for property owners by considering either residential or non-residential uses in these areas.
- Development along the Dallas North Tollway should continue the existing pattern of high-rise office development.
- In residential developments, ownership units are preferred over rental units.
- Underground parking, is preferred where feasible between the rail station and Addison Circle Park, to maximize the pedestrian experience.

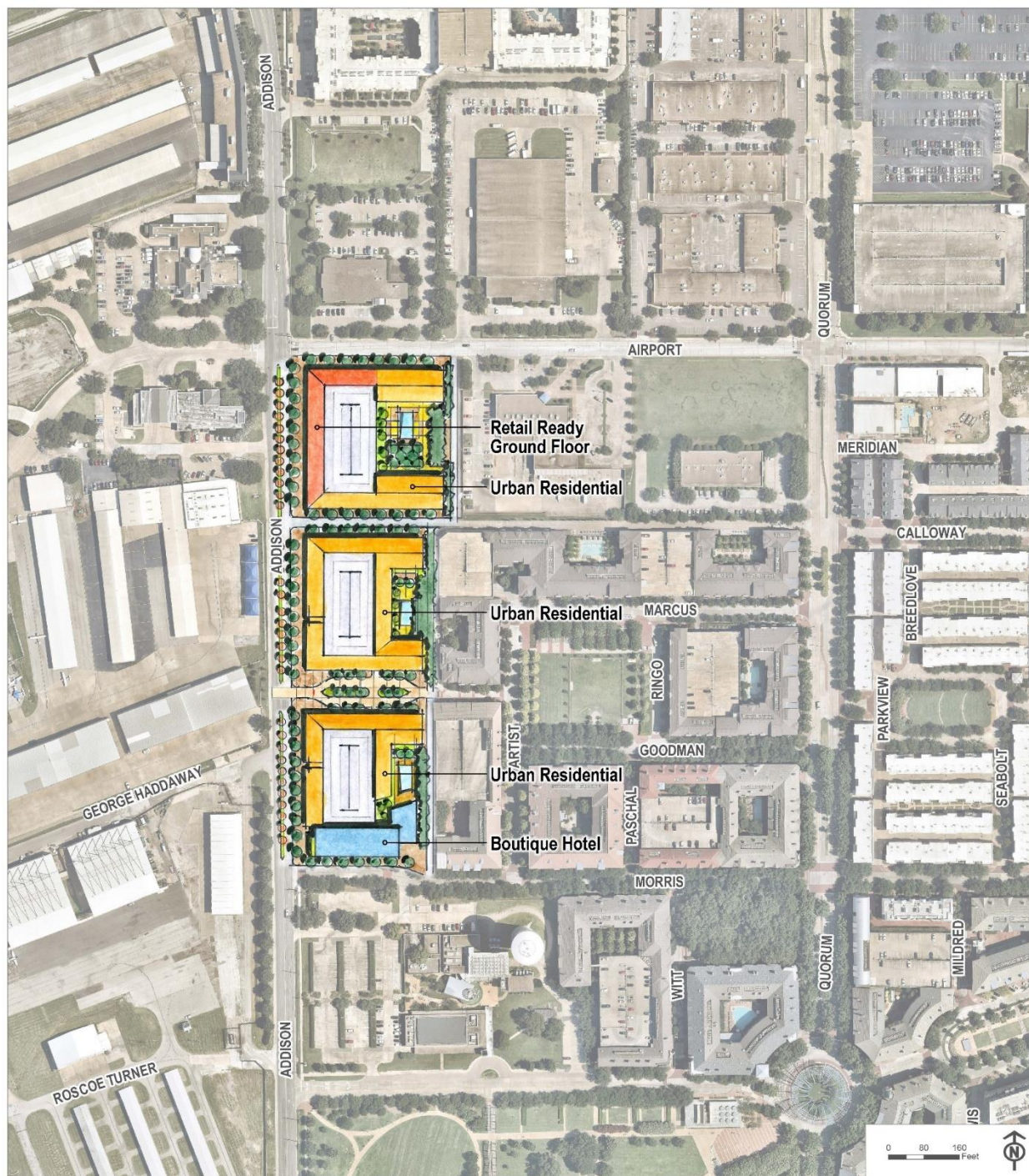
Aspirational Concepts:

As part of the study process, Kimley-Horn created conceptual development plans showing how the study areas could develop based on the vision, guiding principles and strategic direction. These concepts are aspirational in nature and are included here only as possible examples. They do, however, show the Town and potential developers examples of how issues raised during the study process could be successfully addressed in a development proposal. The Town should work with property owners and potential developers to determine exactly how any redevelopment project would be designed.

ADDISON CIRCLE WEST

Addison Circle Special Area Study

ADDISON



Kimley Horn



Robert Cunningham

**INFRASTRUCTURE &
DEVELOPMENT SERVICES**

16801 Westgrove Drive
Addison, TX 75001

P.O. Box 9010
Addison, TX 75001

phone: 972.450.2880
fax: 972.450.2837

ADDISONTEXAS.NET

IT ALL COMES
TOGETHER.

Addison Circle Special Area Study

