



The Inwood Road Corridor, (Sector 2) – COMPREHENSIVE PLAN AMENDMENT

In 2016, the City Council approved a contract with M. Arthur Gensler Jr. And Associates, Inc. (Gensler) to facilitate a special study process that would propose a future for Inwood Road. The study process included two community meetings and involved 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 were presented to the City Council in January of 2017 and 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 the Figure 1.

The area consists of approximately 60 acres bounded by Belt Line Road to the north, Inwood Road to the east, Beltway Drive to the west, and the Addison/Farmers Branch city limit line to the south and west.

At the time of study, this area consisted of 29 parcels.

Inwood Road Corridor Goals:

The goals for the Inwood Road Corridor are organized into four categories – Transportation, Economic Development, Urban Design, and Open Space:

Transportation Goals:

- Make Inwood Road safer, especially for northbound left-turn movements
- Improve east/west access connectivity
- Improve pedestrian linkages, sidewalks and walkability
- Allow on-street parking along East Beltwood Parkway and Beltway Drive
- Allow shared parking as appropriate
- Incentivize denser development through the provision of publicly-funded parking facilities

Economic Development Goals:

- Improve financial revenue to Town through encouragement of new and diverse development
- Promote redevelopment of vacant and underused parcels
- Consider new forms of zoning to encourage economic investment and greater density
- Consider publicly-funded catalyst projects as a means to encourage new development
- Encourage adaptive reuse of existing buildings as appropriate

Urban Design Goals:

- Make the Study Area safe and attractive
- Provide a unique and diverse collection of uses
- Promote human-scale development
- Create a memorable and brandable district/neighborhood

Open Space Goals:

- Salvage mature trees
- Create green space
- Create a system of pathways that connect public spaces and private developments
- Provide sidewalks and associated amenities (such as landscaping and street lighting) throughout the Study Area

Character Districts:

A logical way to implement change within the study area will involve revising the current development standards for the study area. Currently, properties within the study area include a mix of Local Retail, Commercial-1, Commercial-2, and Industrial-1 zoning designations. In the future, the study area should be divided into four character districts that would likely provide the foundation for a Planned Development. Each character district could have slightly different regulations that would allow for a variety of land uses and architectural styles. This would allow flexibility to address the needs and realities of each District while ensuring standards are complementary between Districts that would reinforce an overall sense of place for the area.

The proposed character districts are as follows:

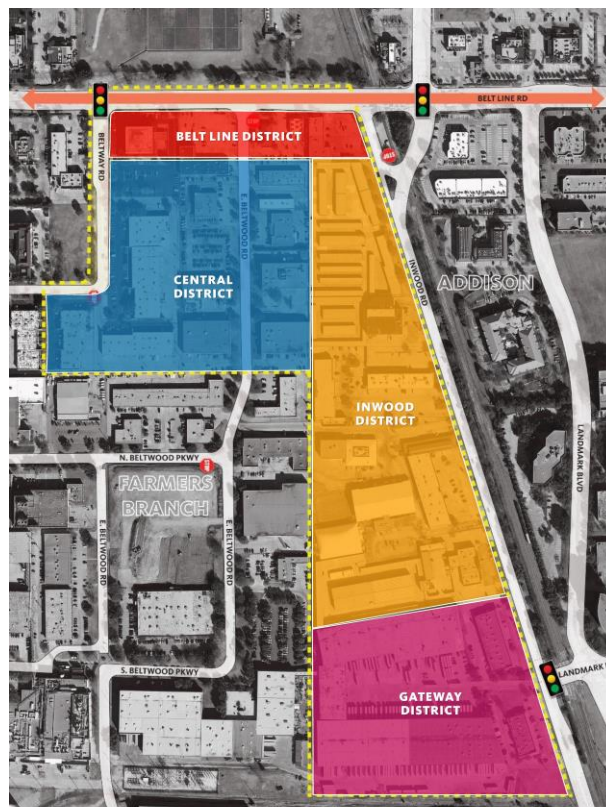


Figure 2: Character Districts

Belt Line District:

The Belt Line District extends along the southern portion of Belt Line Road between Beltway Drive and Inwood Road. It includes those parcels with frontage along Belt Line Road and is intended to build upon the success of restaurant development along the corridor. The Belt Line District's principal uses are envisioned to be Dining, Retail, Office and Hotel, eventually transforming from mostly single-story structures to 2 to 4 story buildings (as allowed by height restrictions associated with Addison Airport). Multi-level buildings would be encouraged to have street-level dining and/or retail with upper-level office uses.

Inwood District:

The Inwood District runs south of the Belt Line District along Inwood Road to the Gateway District. It extends west to the Addison/Farmers Branch city limit and to parcel boundaries fronting East Beltwood Parkway.

Developments in the Inwood District are expected to include destination Dining/Retail, Mixed-Uses (mixed both horizontally and vertically), Office, and Hotel. Existing buildings are mostly single-story structures which could transition to multi-level buildings (2 to 4 floors, as allowed by Addison Airport height restrictions).

Mobility improvements in this District could include the limited use of channelized left-turn lanes for northbound Inwood traffic, as well as pedestrian improvements both within the area and linking eastward to the railroad tracks and across to other existing development areas.

Central District:

The Central District is adjacent to the Belt Line and Inwood Districts and is defined on the south by the Addison/Farmers Branch city limit line and the west by Beltway Drive. It is intended to build upon the success of the existing office-oriented development pattern, which is currently mostly single-story office/flex buildings.

The Central district is projected to include Office/Flex buildings, Medical Office/Retail, street-level Retail/Dining and Mixed-Use (mixed both horizontally and vertically). Existing buildings could eventually grow to between 2 and 6 stories.

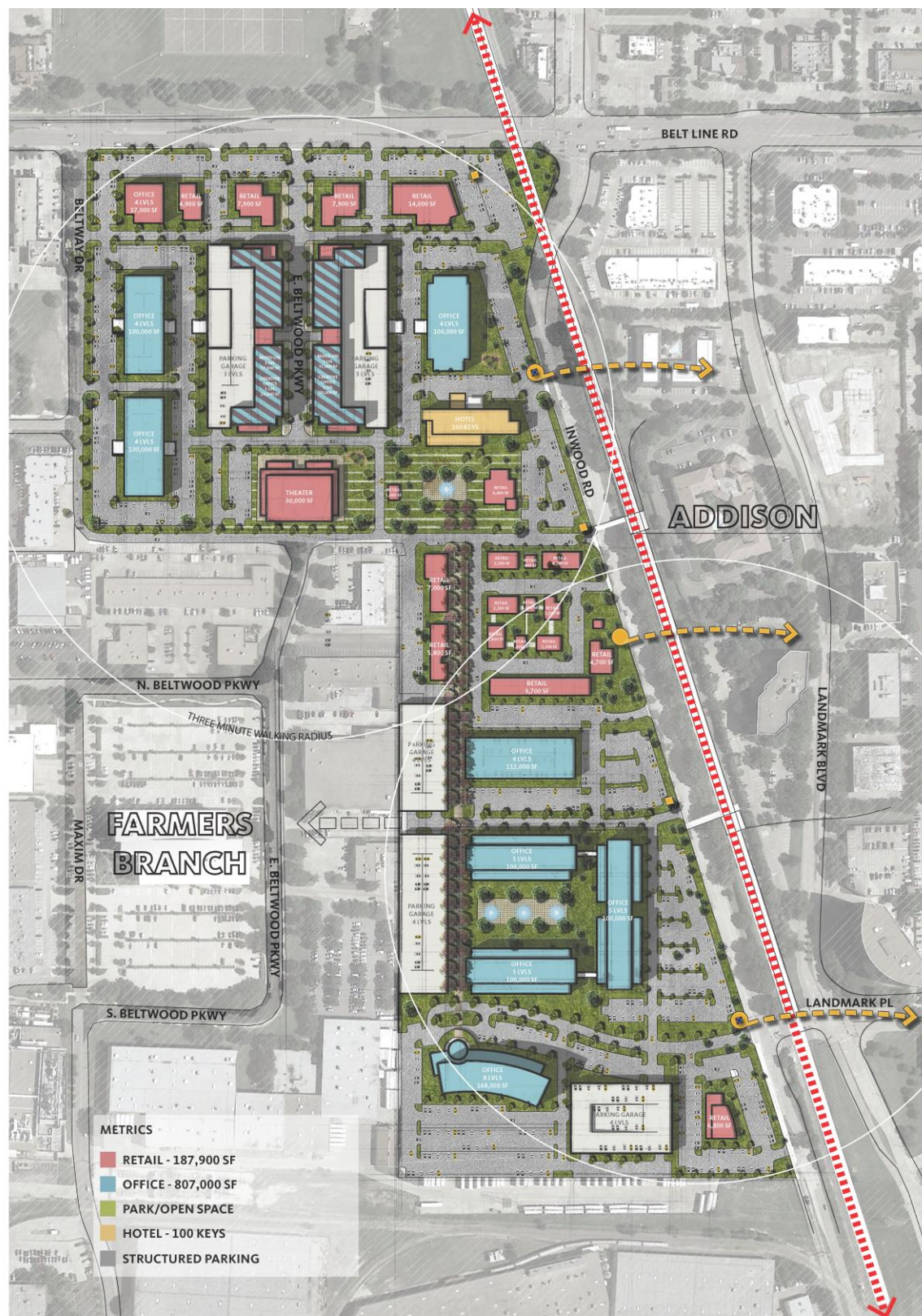
Gateway District:

The Gateway District is located along Inwood Road at the southern boundary of the Study area. It is currently the site of a warehouse/distribution complex with a few small retail parcels facing Inwood Road. As one of Addison's principal entry points, the Gateway District serves as an important marker for both the Town and Study Area and should include appropriate design standards based on its prominent location.

The Gateway District could develop primarily as Office/Industrial, Medical Office/Retail, some stand-alone Retail and a Hotel. New development in the Gateway District would be up to 6 floors tall.

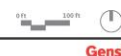
Aspirational Concepts:

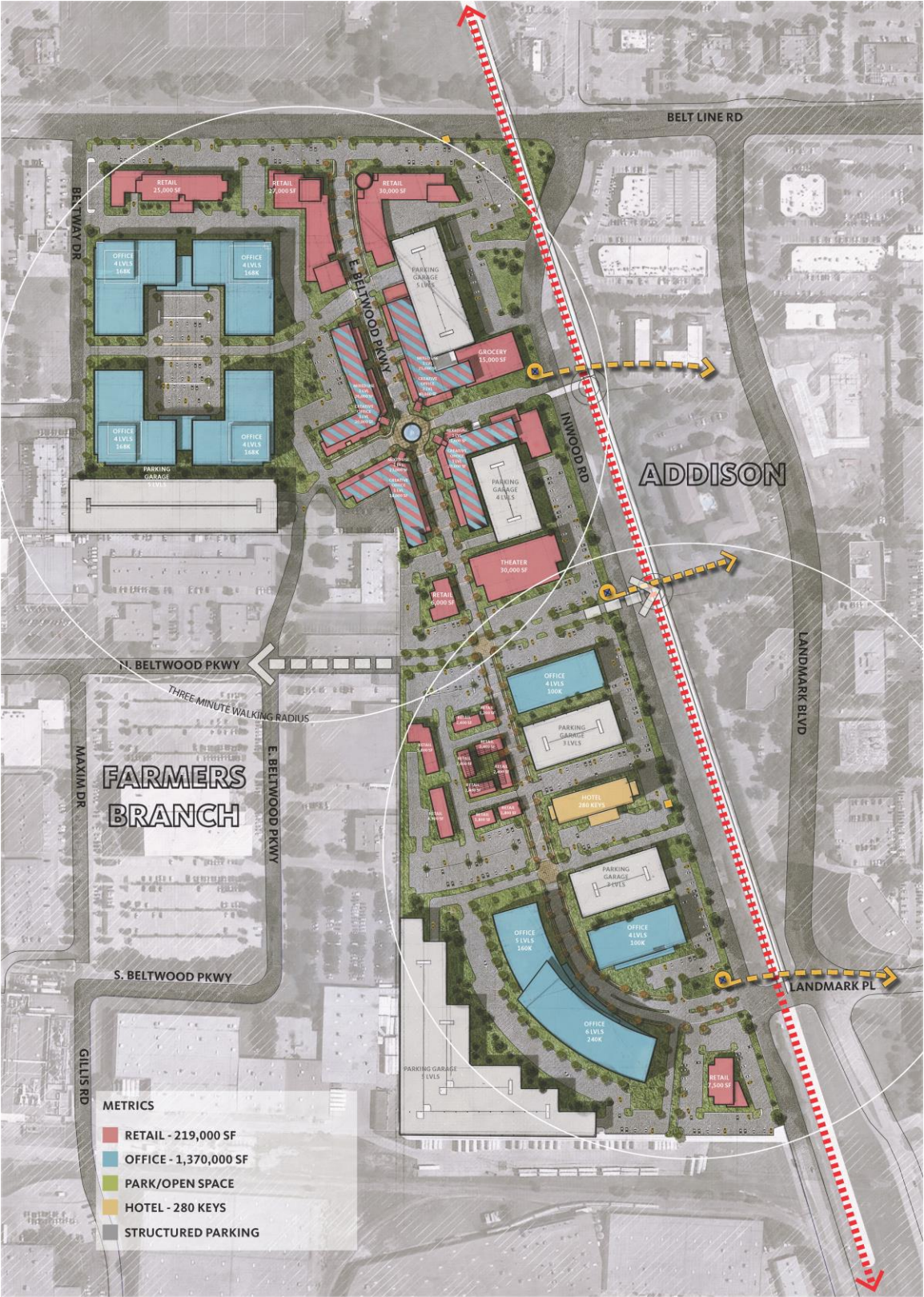
As part of the study process, Gensler created two concepts showing how the study area could redevelop under the Character District approach. These concepts are aspirational in nature and are included here only as possible examples. The Town should work with property owners and potential developers to determine exactly how any redevelopment project would layout.



INWOOD ENHANCEMENT ZONE
TOWN OF ADDISON, TEXAS

#1 - CIVIC SQUARE
OCTOBER 06, 2016





INWOOD ENHANCEMENT ZONE
TOWN OF ADDISON, TEXAS

#2- VILLAGE
OCTOBER 06, 2016



Gensler