



**Dallas North Tollway District**

**Development Standards**

*Fall 2025*

**DRAFT**

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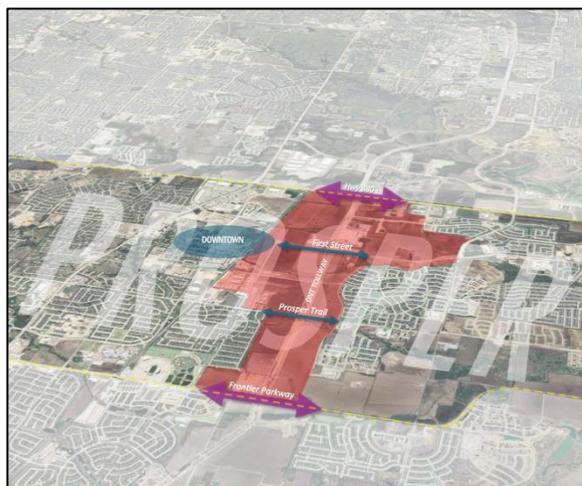
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## 1. Executive Summary

### 1.1 Introduction and Purpose

The Dallas North Tollway (the “DNT”) is a primary thoroughfare within the Town of Prosper (the “Town”) and one of the most heavily traveled roadways in North Texas. Visibility from and access to the DNT in Prosper will generate significant economic development activity over time that will build the core commercial tax base for the Town in this corridor (the “District”). This development will also form the long-term identity of the Town’s regional entry and is important to maintaining the community’s brand identity over time. As such, the Town’s Comprehensive Plan identified the District as being suitable for the Town’s most intense land uses, and the 2025 Tollway Visioning Plan (the “Vision”) underscored the District as being comprised of a series of regional and community entrances having commercial neighborhoods that will collectively define this experience for both visitors and residents alike.

Due to the importance of the District’s development build-out to achieving the desired Vision, Town officials have identified the need for Development Standards (the “Standards”) to provide specific direction on land use and design approaches that meet this Vision. The Standards contained in this document reflect this mandate and have been crafted to shape the envisioned development pattern for 7 individual sub-districts. These sub-districts have been arranged to collectively form the Town’s desired front door experiences and town center places while providing community amenities for residents and visitors envisioned to allow the District to uniquely stand out within the broader DNT context over time.



Prosper DNT District

*These Standards are intended to provide improvements and enhancements to the existing entitlement within the District that landowners and developers may wish to access through a rezoning effort that incorporates the concepts contained into their specific zoning.*

### 1.2 Application of Standards

The existing zoning in the District reflects a patchwork of varying and inconsistent development controls including (more customized) planned development districts and (more generalized) straight zoning districts. This collection of entitlement was approved over a period before the Town had evolved its desired community experience. The Standards contained in this document provide a specific resource to property owners, developers and Town policymakers to help reconcile these contradictions in such site development controls for land uses, densities, and site design principles. As such, landowners and developers may elect to rezone their property to incorporate these Standards to transition the existing entitlement to be in-line with policy Vision, thereby providing a more seamless development approval process. Simultaneously, Town officials will refer to these Standards when a landowner or developer requests the Town consider amendments to existing zoning to ensure the concepts contained herein are properly integrated into such a change.

### 1.3 District Description and Boundary

The Standards apply to land parcels located within the District as designated on Exhibit 1, also known as the Dallas North Tollway District. The District centers along the Dallas North Tollway and has two regional interchanges at Frontier Parkway and Highway 380, as well as two local intersections at First Street and This run comprises a double-loaded frontage zone through the town for approximately 3 miles on both sides of the Tollway and constitutes the primary commercial mixed-use center for the Town over time. Highlights within the District include the North Dallas Tollway improvements, the Town's central police, fire and service facilities, the Prestonwood Baptist Church campus, the Town's historic silo rail depot and downtown community, and the Parvin Branch watercourse feature running through the center of the land area.

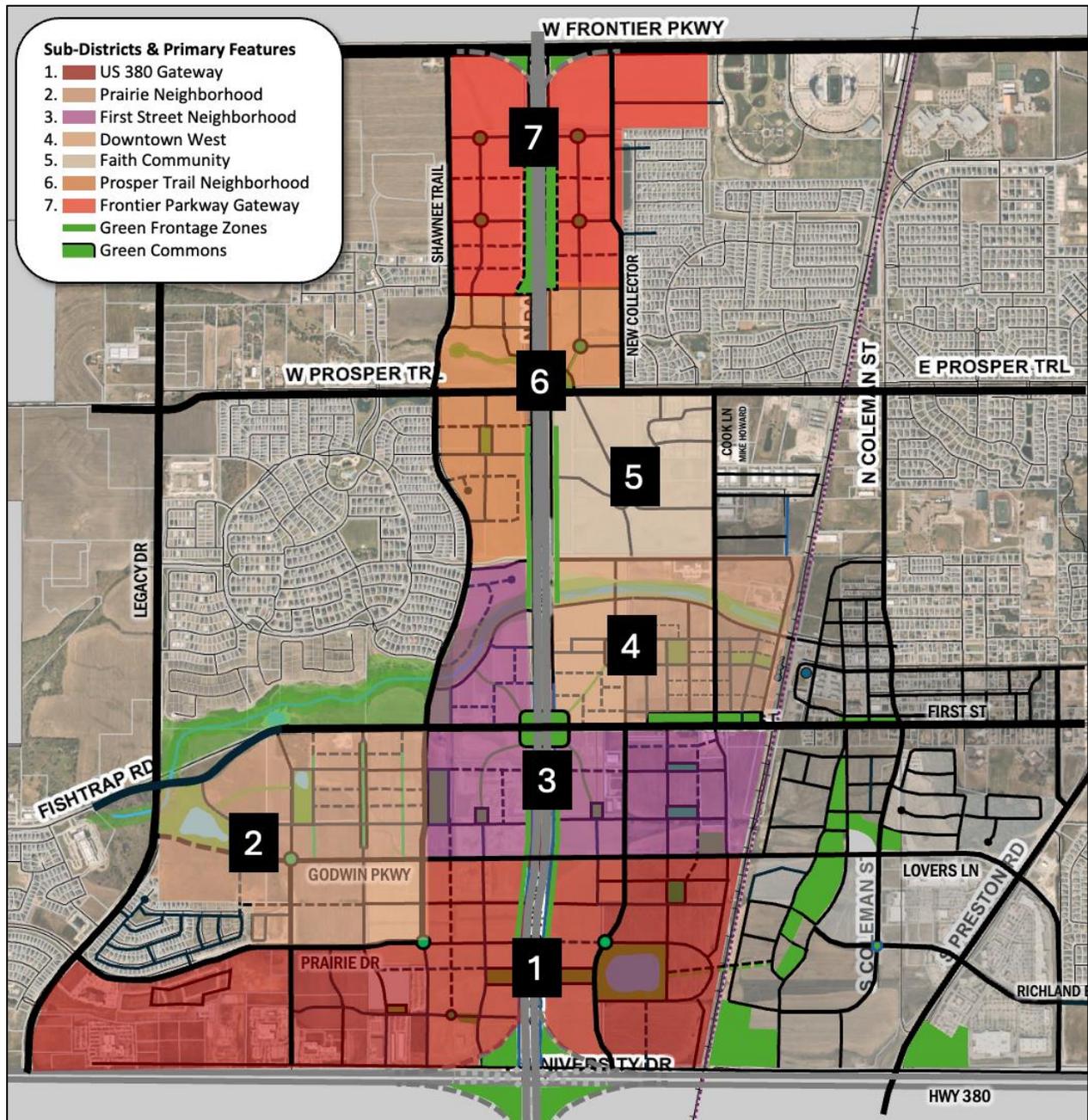


Exhibit 1: DNT District Plan

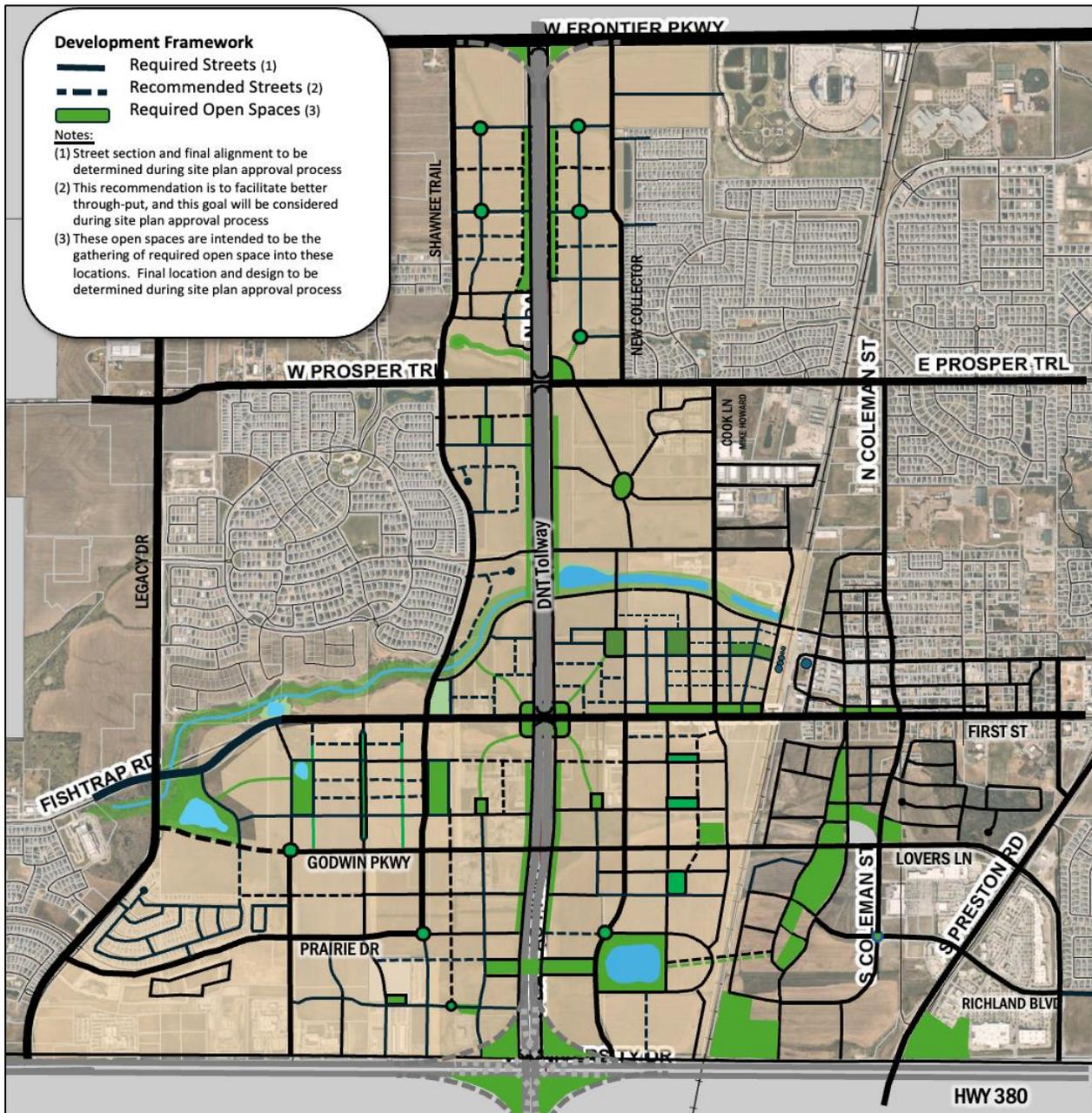


Exhibit 2: DNT District Development Framework Plan

The boundaries of the District are defined by the following. Existing built developments are grandfathered and/or excluded from these standards until such time that any redevelopment of their properties occurs.

- Northern boundary – Frontier Parkway
- Western boundary -- Running north to south, from Frontier Parkway to First Street, then west to Legacy Drive, and south to Highway 380
- Eastern boundary – Running north to south, from Frontier Park west to the planned north/south Collector, south to Prosper Trail, east to Cook Lane, south to Safety Way, east to the railroad, and south to Highway 380.
- Southern boundary – Highway 380

#### 1.4 District Description and Boundary

Analysis of the base zoning has identified that the amount of commercial land use exceeds normal market absorption factors likely resulting in extreme implementation timeframes. Given this is challenging both for existing land owners and the Town, strategic alterations to the land use mix are proposed that enable property owners to have access to other uses that may allow them to advance with development implementation more quickly and in a manner that better supports the Town's vision. This includes the addition of three mixed-use zones and new residential zones within the existing study area that may be utilized upon Town's approval of specific site plan arrangements and rezoning. It should be noted that this land use arrangement shown in Exhibit 3 uses the existing planned development districts and straight zoning as the baseline condition from which these key interjections are envisioned.

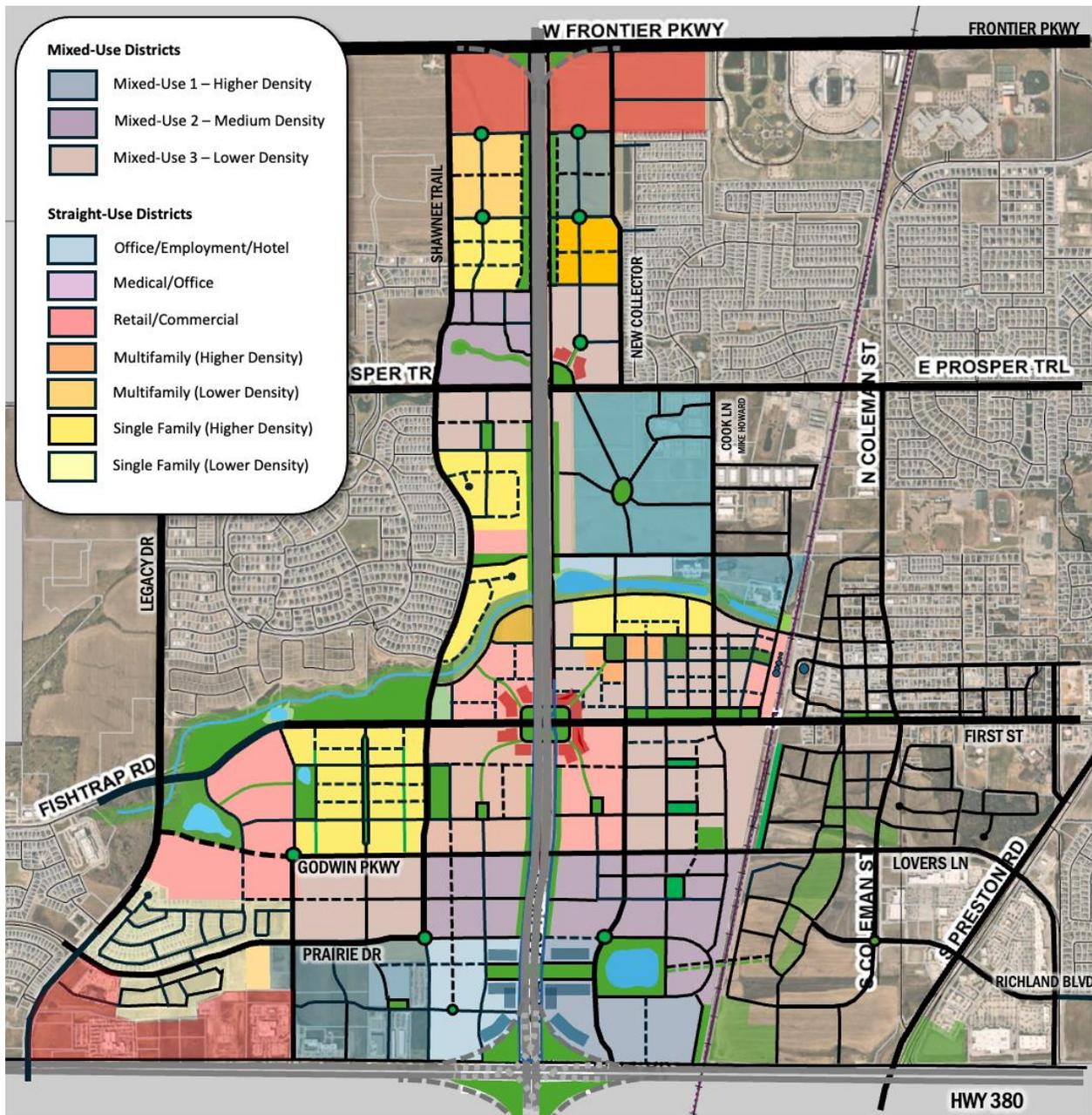
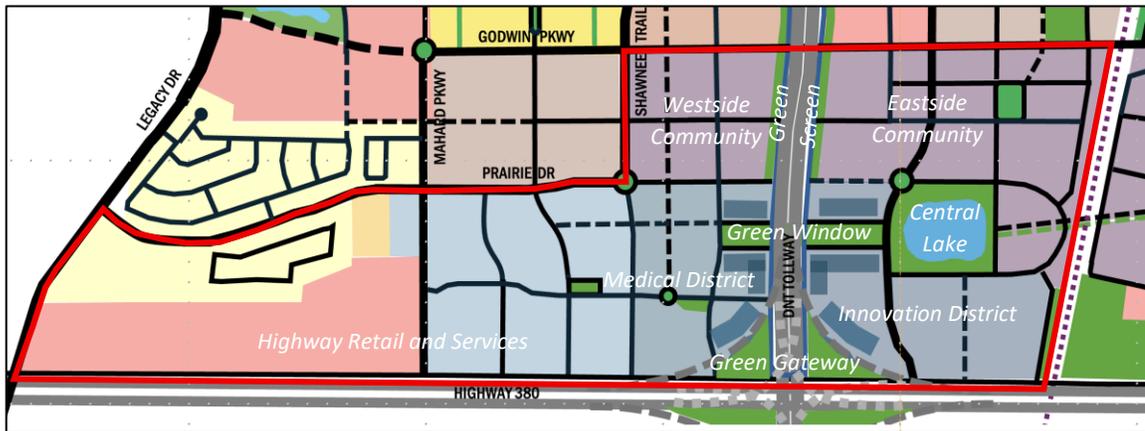


Exhibit 3: Land Use Plan

## 2. Special Sub-Districts

In order to bring the District into an understandable scale with unique areas of identity, the District has been divided into the seven special sub-districts shown on Exhibit 1. The intent for these subdistricts and their boundaries are defined herein.

### 2.1 U.S. 380 Gateway (Sub-District 1)



*Sub-District 1 Plan with Boundary in Red*

2.1.1 *Sub-District Boundary* -- On the east side of the Dallas North Tollway, the boundary extends from Highway 380 westward to the railroad, northward to Godwin Parkway, and westward to the Tollway. On the west side of the Tollway, the boundary extends from the northerly alignment of the extension of Godwin Parkway to Shawnee Trail, southward to Prairie Drive, westward to Legacy Drive, southward to Highway 380, and eastward to the Tollway.

2.1.2 *Development Intent* – In its totality, this sub-district is envisioned as a major destination district that forms a mixed-use regional “node” conveyed through an interconnected master development across ownerships. The development should bring a mix of higher-density uses that create a self-sustaining condition in which people can live, work, play, shop and convene without having to leave the subdistrict for conveniences. As such, the sub-district should develop to maintain a proportional relationship between the quantity of jobs, housing units, commercial and service uses to allow this mix of activity from the daytime through the nighttime to be able to occur. The Town may choose to ensure each development phase delivers a proper blend of mutually supportive uses simultaneously to maintain activity. The public realm, programming and implementation concepts to follow are central to achieving this intent should be considered in the execution of such development requests.

2.1.3 *Programming Features* –

- **Medical District** – Programming on the west side of the DNT should be on health science, research and related employment, along with uses positioned to support the employees and visitors of the subdistrict. Shade trees, pleasant landscaping at the ground plain and pedestrian trails should form an overall sense of greenery within this area while also conveying an urban sensibility through the placement of buildings and connecting sidewalks with urban streetscapes.



*Medical District*

*credit: HKS Architects*

- Innovation District – Programming focus at the northeast quadrant of the DNT/380 interchange should be on employers engaged in the so-called knowledge-based economy driven by technology, research, creativity and innovation anchored by the medical district users to the west. There should be an emphasis on the creation of engaging ground levels to all buildings that are programmed with eateries, amenities and strong pocket parks and streetscapes. To form connections to the adjacent community, small tenant buildings and other mixed-use facilities catering to these employees needs should be positioned to create activity and a sense of excitement.
- Nighttime Programming – The districts mentioned here should be programmed to come alive at night, as such nighttime activity is an important component of the mixed-use vision envisioned for this sub-district that includes restaurants, performance, entertainment, and hotel uses. Such programming provides things for employees to do after work, creates an identifiable destination that employers seek to attach themselves to attract the best workforce, and creates strong tax-base generation for the Town to benefit from.
- Urban Communities – Distinct urban communities are planned adjacent to the medical and innovation districts. These are the Westside and Eastside neighborhoods, which are intended to provide a residential and small-mixed use supportive base to the higher density commercial and institutional uses nearby. These communities are envisioned to contain higher-density housing (see section 4.3.2 for allowable housing types) as it provides a necessary component of activation to the contemplated urban districts both during the daytime and nighttime while also providing the employers with a convenient amenity to offer the workforce. In doing so, daily household trips are made more efficient thus reducing on-site vehicular congestion. Such housing also provides “eyes-on-the-street” which can help to induce a sense of interactive community vs. the sterile corporate environment most daytime commercial business parks present.



*Innovation District* credit: FSB Architects



*Mixed-Use Destination* credit: oneCITY



*Urban Community* credit: Cherry Creek Chamber



*Nighttime Program* credit: Reston Town Center



*Community Streetscape* credit: Addison Circle RTKL

#### 2.1.4 Public Realm Design Features –

- Green Gateway – To avoid the DNT/380 interchange understory from being an inactivated visual void, an urban forest should be developed within a large setback having trees, ground plain planting and trail system between the buildings and highways. As shown on Exhibit 2, this will also serve to provide the setback needed to create pleasant views of these prominent buildings in a manner which is differentiated from the DNT/121 interchange.
- Green Window – A prominent open space readily visible from the DNT that simultaneously serves as an entry gateway from the service road and a development armature around which buildings are sited parallel to each other on the north and south sides of the space. This feature is on both sides of the DNT, and the Town should work with NTTA to extend its design under the highway structure to provide pedestrian and vehicular connections to avoid the DNT being a bisecting feature. As shown on Exhibit 2, the length of the green window should be proportionate with the buildings it serves to create the noticeable space from the DNT.
- Central Lake – The east side of the DNT has significant storm drainage needs, thus requiring regional detention in several locations. Such a facility is needed east of the Green Window feature and is intended to be connected for pedestrian engagement. This detention should take the form of an open surface water feature surrounded by trees, ground plain planting and pedestrian trails all to form a recognizable center of this development area.
- Green Frontage Screen – A primary goal of the District Plan is a recognizable hierarchy of sub-districts. The development between sub-district centers along the DNT frontage should be deemphasized. Exhibit 2 locates green screen frontages on either side adjacent to the urban community zones on either side of the DNT. These screens should consist of three offsetting rows of 6” caliper evergreen trees (at installation) on 36’ centers in the north/south direction and placed as tightly as possible in the east/west direction. These features should have



Green Gateway

credit: Denys Nevozhai



Green Window

credit: US News World Report



Central Lake

credit: Zillow



Green Frontage Screen credit: Woodlands Oper. Co

a pleasant landscape ground plain with pedestrian trail connections for connectivity. Head-in parking can occur within the first tree row if placed on a permeable surface leaving a 10' clear zone for the adjacent trees to sit within.

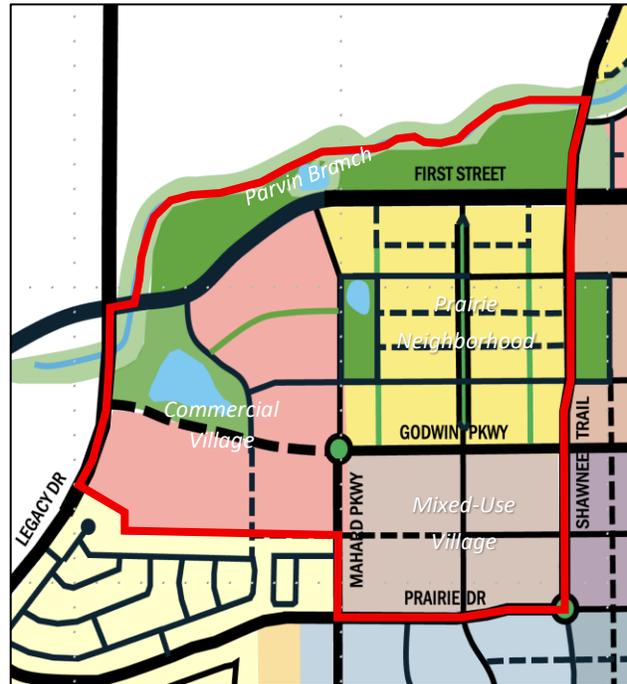
#### 2.1.5 *Implementation Concepts*

- Regional Draw and Economic Incentives -- This sub-district should be the primary location within the District where employment and other commercial uses that bring a regional draw and brand recognition are to be encouraged. To further this goal, economic development incentives may be considered to induce the interest of such uses/tenants and advance the necessary infrastructure and development framework necessary to accommodate them.
- Modification to Existing Zoning – The existing planned development districts should be amended to include these concepts and provide specific development plans that connect to the adjacent land ownerships while providing a street, open space and pedestrian framework with orchestrated land use plan that induces walkability and positive experiences. In doing so, the placement of shared parking garages and facilities for share-ride transportation should be carefully positioned as “anchors” for pedestrian traffic that are also screened from public view by buildings that screen them.
- Allocation of Multifamily -- The existing planned development plan west of the DNT (PD-41) has begun development with a pattern that did not implement multifamily in areas. As such, there should be a reconciliation of this PD to determine the number of unused multifamily units that may be considered for reallocation elsewhere in the District following the land use plan shown on Exhibit 3. If additional such high-density multifamily is allowed to be reallocated elsewhere within the District, it should be noted that sub-district 1 is well-positioned to accommodate such increase in residential development so long as it is urban in nature, utilizes quality materials, is well-connected to the commercial uses it serves, is amenitized through well-designed open spaces, and is placed on high-quality open spaces and streetscapes with mature landscaping and street trees at the outset. Retail and entertainment uses are also encouraged but positioned as supportive uses vs. primary uses. Should lower density uses be used to create a more “exclusive” brand experience, which may be preferable within the competitive position of this sub-district, the overall goals of use and connectivity stated here should be incorporated nonetheless, with a greater emphasis on landscaping being utilized in the site design.
- Development Framework -- The street framework, pocket parks, medians and pedestrian green pathways shown on Exhibit 2 are intended to amenitize the community experience while providing interconnectivity between its parts. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict’s inner workings. This intent should be considered in the Town’s comparison of rezoning applications on whether such connections are being proposed.
- Open Space Allocation -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability. In the event where additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.
- Final Layout -- The street and open space system layout shown on Exhibit 2 are intended to show intent vs. specific placement and are to be finalized during the site plan approval process.

## 2.2 **Prairie Neighborhood (Sub-District 2)**

2.2.1 *Sub-District Boundary* -- The boundary extends westerly from Shawnee Trail to Legacy Drive between First Street and Prairie Drive.

2.2.2 *Development Intent* – In its totality, this sub-district is envisioned as a local village-scaled mixed-use neighborhood that supports the adjacent higher density 380 Gateway sub-district (i.e., it does not conflict in use, density and experience with this area). This is to avoid an overbuilding of real estate programming that is better positioned for highway visibility while still having an urban density of use that helps support the envisioned commercial uses around it. This is specifically accomplished through a transition in density and use from the west and north to the south and east as shown on Exhibit 3.



Sub-District 2 Plan with Boundary in Red

2.2.3 *Programming Features* --

- **Prairie Neighborhood** -- The area defined by Mahard Parkway, First Street, Shawnee Trail and Godwin Parkway is envisioned to contain higher density single-family uses (see section 4.4.2 for allowable housing types) within an amenitized and walkable community layout based on a well landscaped street grid with pedestrian connections throughout. The development blocks would be served by carefully designed alleys so as to avoid garage forward housing designs and maximize street-facing landscaping, with these spaces being access controlled and landscaped to form a secondary private space feature for the community.
- **Mixed-Use Village** -- The area defined by Mahard Parkway, Godwin Parkway, Shawnee Trail and Prairie Drive is envisioned to contain a lower density mixed-use zone similar to that allowed in the Downtown West sub-district, which includes higher density single-family uses (see section 4.3.3 for mixed-use allocation), small office, commercial retail and service uses within an urban “village-like” setting based on an interconnected and walkable street and open space system, with emphasis placed on the creative and diverse use of architecture and landscape design. This area is



Pocket Community



credit: Switchgrass Capital



Mixed-Use Village

credit: Crescent Communities

intended to provide a transition in scale from the Prairie Neighborhood to the adjacent Subdistrict 1.

- Commercial Village -- The existing zoning for the land around the eastern side of the intersection of First Street/Legacy Drive should be maintained to accommodate neighborhood scaled retail and small commercial uses, emphasizing open spaces and connections to the neighborhood street and open space system to shown on Exhibit 2.



Commercial Village credit: XAG Group Fulshear Lakes

#### 2.2.4 Public Realm Design Features –

- Parvin Branch -- The Parvin Branch drainage feature north of First Street shown on Exhibit 2 is envisioned to be a continuous green open space that provides the adjacent neighborhood with active programming and respite. This would include a lighted walkway with adjacent seating areas, picnic lawns, and tree groupings that provide shade. It would also be positioned to contain any retention facilities needed for the development of this area.
- The Pond – In the heart of the commercial village is an existing drainage and retention basin that should be enhanced and preserved to form the center of the village experience. It should provide opportunities for outdoor dining overlooking the water and trees, a pedestrian trail around the feature that connects to the rest of the community streetscapes, and well-designed edges that are engaging at the pedestrian level. The water feature may be made smaller based on proper engineering principles and landscape design, but should be maintained for experience near the pedestrian elevation and engage with the adjacent development.
- Prairie Park – As gathering feature for the Prairie Park Neighborhood is its neighborhood park located on the west side of the property. It is designed to provide transition between the neighborhood and the adjacent commercial village and should be programmed for both passive and active pursuits. It should preserve the existing stand of trees as much as possible, and promote water features that work with the existing drainage channel.
- Pedestrian Trails – Exhibit 2 shows a series of anticipated pedestrian trails in green intended to provided interconnectivity in and between this sub-district’s neighborhoods and adjacent areas.



Parvin Branch credit: Stantec



Central Pond credit: OPN Architects



Prairie Park credit: Ayres Engineers



Landscaped Walking Trail credit: Compass

These are to be platted private pedestrian pathways with public access that contain landscaping and paved walking surfaces and carefully planned within the final site plan for walkability and convenience.

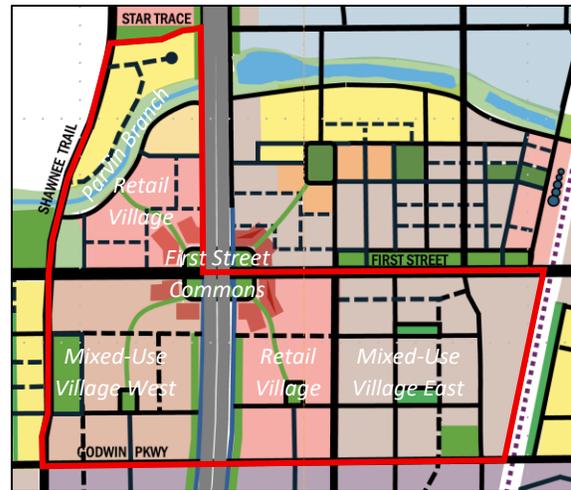
#### 2.2.5 *Implementation Concepts* –

- **Economic Incentives** – By in large, the existing zoning does not induce the blend of uses and connective development framework with its neighbors intended for this subdistrict as shown on Exhibit 3. Thus, to further the attainment of these planning concepts into built reality, economic development incentives may be considered by the Town to initial key developments that help the developer achieve these goals and provide a change in the marketplace. In doing so, it is expected such developments would provide a higher level of open space design and the connectivity shown on Exhibit 2.
- **Development Framework** -- The street framework, pocket parks, medians and pedestrian green pathways shown on Exhibit 2 are intended to amenitize the community experience while providing interconnectivity between its parts. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict's inner workings. This intent should be considered in the Town's comparison of rezoning applications on whether such connections are being proposed.
- **Open Space Allocation** -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability. In the event where additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.
- **Final Layout** -- The street and open space system layout shown on Exhibit 2 are intended to show intent vs. specific placement and are to be finalized during the site plan approval process.

## 2.3 First Street Neighborhood (Sub-District 3)

2.3.1 *Sub-District Boundary* -- On the east side of the Dallas North Tollway, the boundary extends from First Street to Godwin Parkway along the railroad, along Shawnee Trail to the west to Star Trace, and southward along the DNT service road to First Street.

2.3.2 *Development Intent* – The First Street / DNT intersection is the primary decision point entry into the Town from the Tollway. This location should be prioritized to create a retail shopping entertainment and restaurant node within a larger multi-use setting. This “Town Center” is also intended to form a clear gateway experience at the four corners through the First Street Commons design features. This commercial district is intended to connect directly into the adjacent neighborhoods and have a specific plan and architectural approach that accomplishes such transition.



Sub-District 3 Plan with Boundary in Red

2.3.3 *Programming Features* --

- Retail Villages -- Retail and restaurants should emanate from the intersection of First Street and the DNT. The development would be organized to present green “commons” spaces designed to accommodate pedestrian activity and to present a unique and interesting design at this important community entry point to the Town.
  - Prime Location Positioning -- As the SE and NW quadrants of this intersection are on the “going home” side of the street (based on prevailing traffic patterns), they are well positioned for community-based retail and should emphasize such uses including restaurants within an overall plan that highlights strong landscaping and pedestrian “placemaking” to avoid these developments from being experienced as conventional retail strip center designs (*i.e. typical retail buildings and pad sites surrounded by parking lots and typical landscaping*).
  - Secondary Location Positioning -- As the SW quadrant is not on the “going home” side, there should be an emphasis on non-traditional destination retail and entertainment uses. Should such uses not be possible, this quadrant could also achieve success through a lower density mixed-use zone which includes small retail, restaurant



Retail Villages

credit: Zelman, Yorba Linda



Pedestrian Focus

credit: City of Winter Park, FL

and entertainment uses with higher density single-family uses (see section 4.4.2 for allowable housing types), small office, and services uses in an urban “village-like” setting based on an interconnected and walkable street and open space system.

- Pedestrian Focus -- In each quadrant, special care should be taken to provide for positive pedestrian-only pathways shaded by trees, architectural elements and an urban design that places buildings in key areas with strong views that also emphasize the edges of the Green Commons spaces.



Mixed-Use Village credit: Nuveen, Birkdale

- Mixed-Use Villages (west and east) – The areas adjacent to the retail corners are intended to provide supporting small office, commercial retail and service uses within an urban “village-like” setting based on an interconnected and walkable street and open space system, with emphasis placed on the creative and diverse use of architecture and landscape design. Other employment or residential uses may be considered on a case-by-case basis, but all should follow the planning intent shown in Exhibit 2. See section 4.3.3 for mixed-use allocations.

#### 2.3.4 Public Realm Design Features –

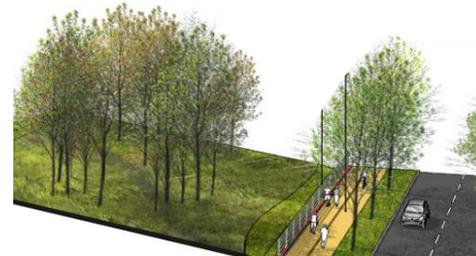
- First Street Commons – The parklet spaces shown on Exhibit 2 occur at the “hard corner” intersections of First Street and DNT. These are sized to accommodate restaurant buildings between the green and the first possible curb cut from the DNT service road, resulting in approximately 100’-150’ square and symmetrical green spaces. The spaces should be designed for pedestrian activity, with the adjacent pad site and common retail buildings having direct entry and patios to activate these spaces. Final site planning should emphasize different design approaches on each corner, and special care should be taken to make for a pleasant pedestrian crossing under the DNT overpass in each direction through lighting and landscape design.
- Pedestrian Paths – Dedicated pedestrian pathways that connect each quadrant back into the larger street and open space system. This is intended to create overall community connectivity. These should be tree-lined walkways that provide seating areas and shade. Such pathways may take the form of urban sidewalks if combined with roadways.
- Green Frontage Screen – To achieve the focus of development nodes described previously, Exhibit 2 shows a green frontage zone on both sides of the DNT between this sub-district and the adjacent sub-districts to the north and south. This



Commons Spaces credits: Dunwoody, Smokey Rose



Pedestrian Paths credits: landscapeforms



Green Frontage Screen credits: New Albany, NY

Green Frontage Screen is comprised of a three rows of 6" caliper evergreen trees (at installation) with bermed ground planting and pedestrian pathways. The first row would run parallel to the DNT service road, with the second two rows being informally grouped and placed within the bermed ground plain to form a naturalistic setting.

- Pocket Parks -- Exhibit 2 also shows small pocket parks intermingled into the development framework to provide areas of focus behind the retail frontage area and a device to assist transition from these areas to the mixed-use villages behind. These should be designed for passive pedestrian use, to be lined with street trees, to provide for shaded seating, and to create visual interest in totality.
- Parvin Branch – An additional section of Parvin Branch is to be improved in this area as described in section 2.2.4.



*Pocket Park*

*credits: Savannah, GA*

### 2.3.5 Implementation Concepts

- Economic Incentives – By in large, the existing zoning does not induce the blend of uses and connective development framework with its neighbors intended for this subdistrict as shown on Exhibit 3. Thus, to further the attainment of these planning concepts into built reality, economic development incentives may be considered by the Town to initial key developments that help the developer achieve these goals and provide a change in the marketplace. In doing so, it is expected such developments would provide a higher level of open space design and the connectivity shown on Exhibits 2 and 4.
- Development Framework -- The street framework, pocket parks, medians and pedestrian green pathways shown on Exhibit 2 are intended to amenitize the community experience while providing interconnectivity between its parts. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict's inner workings. This intent should be considered in the Town's comparison of rezoning applications on whether such connections are being proposed.
- Open Space Allocation -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability. In the event where additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.
- Final Layout -- The street and open space system layout shown on Exhibit 2 are intended to show intent vs. specific placement and are to be finalized during the site plan approval process.

## 2.4 Downtown West (Sub-District 4)

2.4.1 *Sub-District Boundary* -- The boundary extends from the railroad to Safety Way in the north, to the Tollway to the west, and First Street to the south.

2.4.2 *Development Intent* – The Town’s historic downtown area is not large enough contain the critical mass of commercial and residential uses needed to generate the sense of destination and “eater-tainment” that is emblematic of other successful historic downtown



Sub-District 4 Plan with Boundary in Red

districts. Downtown being far removed from the DNT and west of the railroad further compounds this challenge and risks the area being outpositioned by newer developments along the DNT. As a result, the Vision for this area is to extend Downtown westward to have a presence on the DNT. This extension is to use a similar street grid, block and building form in which a lower density mixed-use zone is developed on urban streetscapes, and is centered on key pocket parks, the redevelopment of the Silos into an active entertainment zone, a new frontage zone for First Street, and new housing types that meet market demand all working together to form a memorable and functional destination.

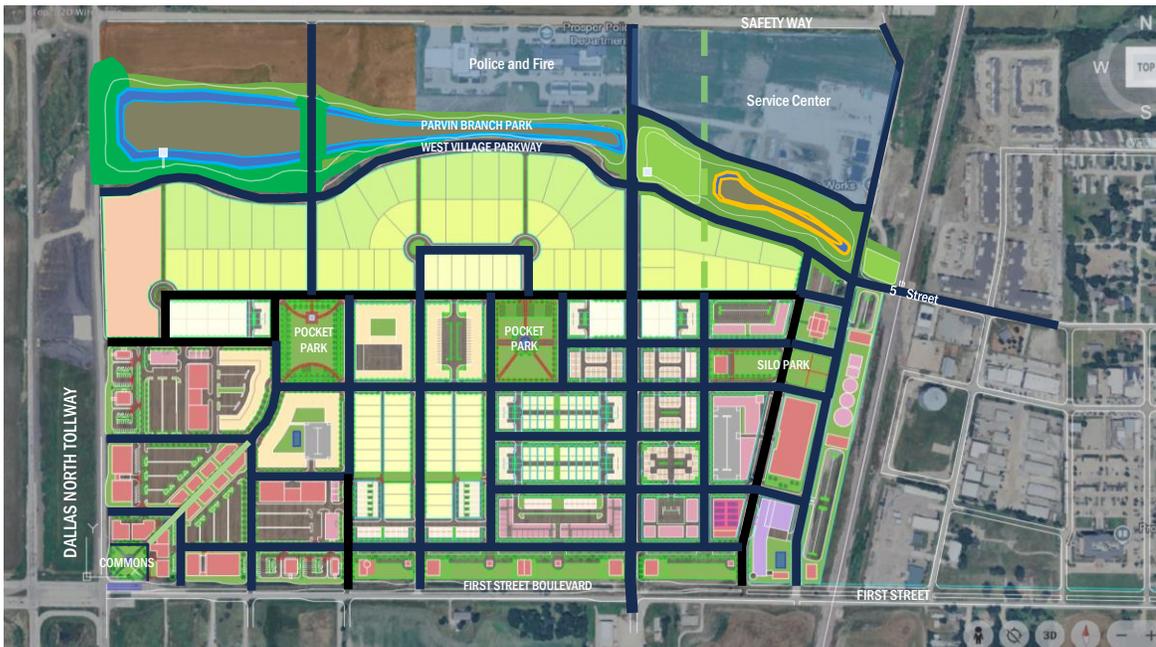


Exhibit 4 Downtown West Small Area Plan

The small area plan detailed on Exhibit 4 shows the street layout, open space and pedestrian network, new streetscapes, commercial/retail/entertainment building locations, residential building types and arrangements, mixed-use locations, and the overall specific development intent. This plan should be used as the basis for rezoning and public improvements with the intent to achieve as much of the plan as possible through final site plan approval.

### 2.4.3 Programming Features –

- **Mixed-Use, Mixed-Density Village** – As identified on Exhibits 3 and 4, this sub-district is intended to contain a range of commercial, entertainment, small office, for-sale and for-lease residential developments situated on a street grid and open space system that compliments the existing historic downtown. It provides the opportunity to deliver “missing middle” residential housing types shown in section 4.4.2 that are well positioned with the other land uses to create an active and visually diverse new community accentuated by retail, restaurants, entertainment and mixed-use buildings on key frontages.
- **The Silos** – These historic structures are intended to be the center of a mixed-use entertainment restaurant zone as shown on Exhibit 4. This development is intended to be implemented in a manner that celebrates the silos as historic remnants of the community’s agrarian past, but brought into today’s economy through the use of retail, entertainment and small commercial uses in and around them, and with convenient parking facilities that are screened from primary views. It provides for a new hotel site that terminates the east end of the First Street Boulevard and is centered around a key active outdoor park space adjacent to the Silos.
- **Retail Village** – Similar to what is envisioned at the SW quadrant of the First Street Neighborhood sub-district, a mixed-use town center is shown on Exhibits 3 and 4 to also be centered around a Green Commons.
- **First Street Frontage** -- A mixed-use development frontage is depicted on Exhibit 3 and 4 to form an urban boulevard effect along First Street.
- **West Village Parkway** – This curving linear parkway runs along Parvin Branch Park as described in 2.4.4 to create a strong address for new residential frontage (a variety of residential types should be considered) on its south side and flex-office to go with the existing and planned public facilities south of Safety Way. Each development should face this parkway to provide focus and experience.



*Mixed-Density Village* credits: Turley, Harbortown



*Silos Redevelopment* credits: Cushing Terrell, Buda



*Retail Village* credits: Caruso, Waterside



*First Street Frontage* credits: Winter Park, FL



*West Village Parkway* credits: Cole West

#### 2.4.4 Public Realm Design Features –

- First Street Boulevard -- The area between First and Second streets are converted into a linear parkway that accommodates commercial pad sites and public spaces in a manner shown on Exhibit 4 with parking arranged on 2<sup>nd</sup> street.
- Parvin Branch – As part of the specific small area plan shown on Exhibit 4, the Parvin Branch waterway south of Safety Way is envisioned to be a continuous green open space with a central retention pond features. This parkway is intended to provide the adjacent neighborhood a beautiful green experience while aligning the development of the public and office uses along Safety Way. The design should include a lighted walkway with adjacent seating areas, picnic lawns, and tree groupings that provide shade. The retention ponds are to be designed to accommodate the local area’s storm water management needs while also being stocked for fishing.
- Pocket Parks -- Exhibit 4 also shows small pocket parks intermingled into the development framework to provide areas of neighborhood focus and a device to assist transition between densities and neighborhoods. These should be designed for passive pedestrian use, to be lined with street trees, to provide for shaded seating, and to create visual interest in totality.
- First Street Commons – Downtown West includes a green commons within its retail village area as described in section 2.3.4.
- Silo Park – Central to the Silo District redevelopment area, this pocket park should be designed for active pedestrian use with both hardscape and softscape features, interactive fountain, shade trees, seating areas. It should be designed so the adjacent streets may be shut down during events.



First Street Boulevard credits: Winter Park, FL



Parvin Branch credits: Ginnie Leeming, Lakeside HP



Pocket Park credits: Savannah, GA



Silos Park credits: Magnolia Silos



First Street Commons credit: Zelman, Yorba Linda

#### 2.4.5 Implementation Concepts --

- Economic Incentives – The existing zoning does not induce the blend of uses and connective development framework with its neighbors intended for this subdistrict as shown on Exhibit 3. Thus, to further the attainment of these planning concepts into built reality, economic

development incentives may be considered by the Town to initial key developments that help the developer achieve these goals and provide a change in the marketplace. In doing so, it is expected such developments would provide a higher level of open space design and the connectivity shown on Exhibits 2 and 4.

- Development Framework -- The street framework, pocket parks, medians and pedestrian green pathways shown on Exhibits 2 and 4 are intended to amenitize the community experience while providing interconnectivity between its parts. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict's inner workings. This intent should be considered in the Town's comparison of rezoning applications on whether such connections are being proposed.
- Open Space Allocation -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability. In the event where additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.
- Final Layout -- The street and open space system layout shown on Exhibits 2 and 4 are intended to show intent vs. specific placement and are to be finalized during the site plan approval process.

## 2.5 Faith Community (Sub-District 5)

2.5.1 *Sub-District Boundary* -- The boundary extends the Tollway along Prosper Trail to Mike Howard Street, southward to Safety Lane, and westward back to the Tollway.

2.5.2 *Development Intent* – A multi-use development zone that is envisioned to evolve around the existing religious and employment uses shown on Exhibit 3. It is intended for this area to have critical mass of institutional and community uses activated by small-scale employment uses and a gathering point along the commercial frontage. Given the shallow depth of the commercial zoning, special care should be taken to emphasize a visual sense of “green campus” whereby development in this zone appears part of the larger religious campus behind.



Sub-District 5 Plan with Boundary in Red

2.5.3 *Programming Features* –

- Commercial Zone – The layout of commercial uses along the narrow strip of land fronting the DNT should emphasize landscaping and open area between buildings to provide a respite and destination for religious patrons and the community at large. This provides a coming together venue for all while deemphasizing a conventional suburban commercial strip. Other uses such as senior housing may also be explored.



Commercial Frontage Credit: Orchard in Phoenix

2.5.4 *Public Realm Design Features* --

- Modified Green Frontage Screen – To achieve the focus of distinct development nodes at First Street and at Prosper Trail that are not visually diluted between each intersection, a green frontage zone adjacent to the DNT is shown on Exhibit 2. This Green Frontage Screen zone is comprised of a triple aligned row of 6” caliper evergreen trees (at installation) on thirty-six (36) foot centers, and well-designed ground planting. Head-in parking spaces may occur within the first two trees facing the development area. The third row would occur between retail buildings. Should this area develop with senior housing, the green frontage screen described in section 2.3.4 would apply.
- The Ellipse – A central vehicular feature around the existing drainage area is envisioned to work with the existing site natural features. It should use heavy landscaping and provide connection to a larger pedestrian trail system.



Modified Frontage Screen Credit: Shops at Legacy



Landscaped Ellipse credit: DDOT

### 2.5.5 *Implementation Concepts* –

- **Open Space Allocation** -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability . In the event where additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.
- **Alternative Development Framework** -- As the area develops, all parties may consider the alternative development framework in this sub-district as depicted on Exhibit 2 to place a greater emphasis on the natural features of the land. This street and open space framework follows the existing conditions of the site area and emphasizes the central water feature on campus. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict's inner workings to provide a greener campus experience through asymmetrical blocks and related open space. This intent should be considered in the Town's comparison of rezoning applications on whether such connections are being proposed.

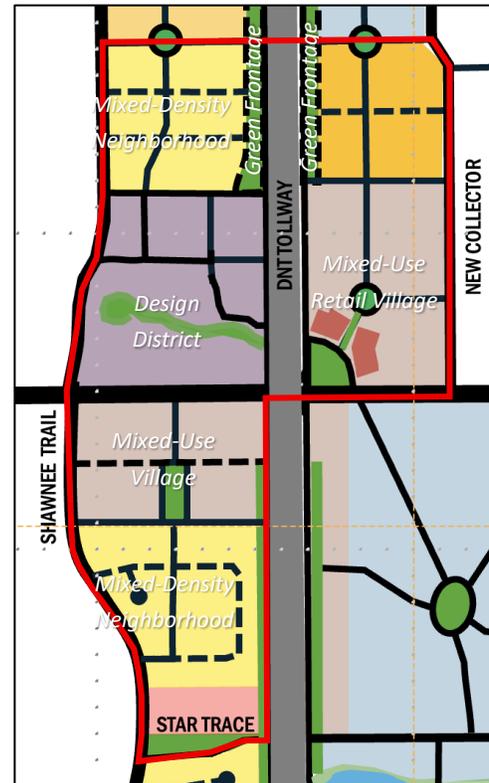
## 2.6 Prosper Trail Neighborhood (Sub-District 6)

2.6.1 *Sub-District Boundary* -- On the east side of the Dallas North Tollway, the boundary comprises Planned Development 35—Commercial Tract. On the west side of the Tollway the boundary extends from the northerly property line of Planned Development 128 to Star Trace Parkway between Shawnee Trail and the Tollway.

2.6.2 *Development Intent* – Similar to the First Street Neighborhood sub-district, the Prosper Trail Neighborhood sub-district is envisioned to prioritize the placement of retail along the DNT within the District to dilution and poorly positioned commercial uses. In doing so, there is an emphasis on creating mixed-use villages at the Prairie Trail / DNT intersection with attention paid to the nature of each quadrant's location.

2.6.3 *Programming Features* –

- The NW quadrant of this intersection would follow existing zoning given its prime positioning for retail and related medium density mixed use development
- Secondary Location Positioning -- As the SW and NE quadrants are not on the “going home” side, there should be an emphasis on non-traditional destination retail and entertainment uses. Should such uses not be possible, this quadrant could also achieve success through a lower density mixed-use zone which includes small retail, restaurant and entertainment uses with higher density single-family uses (see section 4.4.2 for allowable housing types), small office, and services uses in an urban “village-like” setting based on an interconnected and walkable street and open space system.
- Star Trace Entry Zone – The midpoint land between Star Trace Parkway and Prosper Trail is presently zoned for retail and commercial uses. However, this is a secondary location that could lead to such uses being secondary and less successful over time. Therefore, this land is shown on Exhibit 3 as having the potential to include higher density single-family uses (see section 4.4.2 for allowable housing types) positioned behind the Green Frontage Screen identified in section 2.6.3.
- Pedestrian Focus -- In each quadrant, special care should be taken to provide for positive pedestrian-only pathways shaded by trees, architectural elements and an urban design that places buildings in key areas with strong views that also emphasize the edges of the Green Commons spaces.



Sub-District 6 Plan with Boundary in Red

- **Mixed-Density Neighborhood** -- The area at the northwestern and southwestern portion of the subdistrict is envisioned to contain higher density single-family uses (see section 4.4.2 for allowable housing types) within an amenitized and walkable community layout. The design should be based on a well landscaped street grid with pedestrian connections throughout. The higher density single family portion of this programming would be served by carefully designed alleys to avoid garage forward housing designs and maximize street-facing landscaping. Such alleys would be designed with access control and landscaped to form a secondary private space feature for the community.



*Mixed-Density credit: Switchgrass Capital, Portland OR*

- **Mixed-Use Village** – The NE and SE quadrants of the DNT / Prosper Trail intersection are envisioned to contain a lower density mixed-use zone similar to that described in section 2.2.3, which includes higher density single-family uses (see section 4.3.3 for mixed-use allocation), small office, commercial retail and service uses within an urban “village-like” setting based on an interconnected and walkable street and open space system, with emphasis placed on the creative and diverse use of architecture and landscape design.



*Mixed-Use Village credit: Woolpert, Dodson Place*

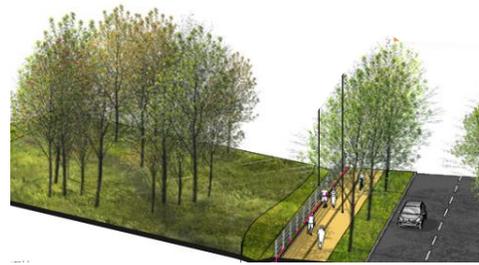
- **Mixed-Use Retail Village** – The NW quadrant of the DNT / Prosper Trail intersection is envisioned to contain a lower density mixed-use zone with greater emphasis on retail and restaurants at the hard corner. Rather than a shopping center format dominated by parking lots, it is envisioned to be a shopping “hamlet” defined by its green corner common, pedestrian and vehicular street grid, and small pocket parks that accommodate family events and children. It is also envisioned to have small business and hospitality programming due to its proximity to the DNT, adjacent religious anchors, and overall community.



*Mixed-Use Retail Village credit: Caruso, Palisades*

#### 2.6.4 Public Realm Design Features --

- Green Frontage Screen – To achieve the focus of development nodes described previously, Exhibit 2 shows a green frontage zone along the DNT between this sub-district and the First Street Neighborhood sub-district to the south. This frontage screen should follow the same description as detailed in section 2.3.4.
- Green Common – The parklet space shown on Exhibit 2 occur at the NE quadrant of Prosper Trail and DNT at the “hard corner”. It should be sized to accommodate restaurant buildings between the green and the first possible curb cut from the DNT service road. It should be designed for pedestrian activity, with the adjacent pad site and common retail buildings having direct entry and patios to activate these spaces. Final site planning should emphasize different design approaches on each corner, and special care should be taken to make for a pleasant pedestrian crossing under the DNT overpass in each direction through lighting and landscape design.
- Pedestrian Green Connector – Dedicated pedestrian pathway that connects the mixed-use common back into the larger street and open space system of the village for overall community connectivity. These should be tree-lined walkways that provide seating areas and shade. Such pathways may take the form of urban sidewalks if combined with roadways.
- Pocket Parks and Roundabouts -- Exhibit 2 shows small pocket parks intermingled into the development framework as rectangular spaces with streets around them and roundabouts with central greens. These spaces are intended to provide areas of focus behind the mixed-use and retail frontage areas as devices that assist transition from these areas to communities behind. They should be designed for passive pedestrian use, be lined with street trees, provide for shaded seating create visual interest in totality. Special artwork should be considered given the visual prominence of their locations within the community plan.



*Green Frontage Screen* credits: New Albany, NY



*Green Common* credit: Zelman, Yorba Linda



*Green Connector* credit: Caruso, Palisades



*Pocket Park* credit: Touchstone, Park Circle



*Roundabout* credit: OHM, New Albany

### 2.6.5 Implementation Concepts –

- Economic Incentives – PD 128 reflects the blend of uses and connective development envisioned for this subdistrict. The remainder of the zoning in this area does not conform by in large with these goals as shown on Exhibit 3. Thus, to further the attainment of these planning concepts into built reality, economic development incentives may be considered by the Town to initial key developments that help the developer achieve these goals and provide a change in the marketplace. In doing so, it is expected such developments would provide a higher level of open space design and the connectivity shown on Exhibits 2 and 3.
- Development Framework -- The street framework, pocket parks, medians and pedestrian green pathways shown on Exhibit 2 are intended to amenitize the community experience while providing interconnectivity between its parts. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict's inner workings. This intent should be considered in the Town's comparison of rezoning applications on whether such connections are being proposed.
- Open Space Allocation -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability. In the event where additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.
- Final Layout -- The street and open space system layout shown on Exhibit 2 are intended to show intent vs. specific placement and are to be finalized during the site plan approval process.

## 2.7 Frontier Parkway Gateway (Sub-District 7)

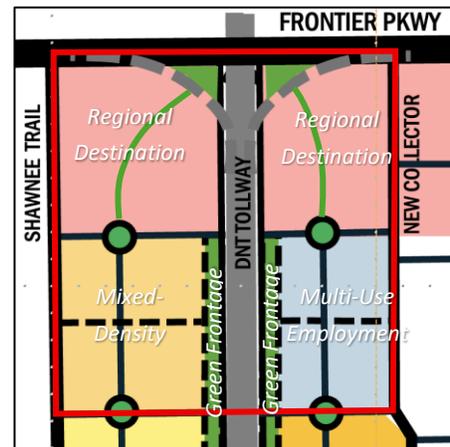
2.7.1 *Sub-District Boundary* -- On the east side of the Dallas North Tollway, the boundary extends from Frontier Parkway to the southerly property line of Planned Development 35 (MF Tract) between the new collector road and the Tollway. On the west side of the Tollway the boundary extends from Frontier Parkway to the northerly property line of Planned Development 128 between Shawnee Trail and the Tollway.

2.7.2 *Development Intent* – This sub-district is intended to be a secondary regional destination node that contains regional retail and supporting uses at the intersection of Frontier Parkway and the DNT. It would transition into a neighborhood context with supporting residential uses to the south.

2.7.3 *Programming Features* –

- Regional Commercial Destination – Retail, entertainment and office dominated programming with emphasis on creating a recognizable commercial node having special amenity and open space features. Emphasis should not be on parking lots but on placemaking. Housing, including seniors, may be considered with approved site planning.
- Multi-Use Employment – Offers a range of employment uses that is supported by the adjacent retail and multifamily tracts. The Town may consider other uses such as senior housing due to its proximity to services and amenities.
- Mixed-Density High -- The tracts south of the primary retail tracts are secondary locations. To avoid the forced over-building of retail and commercial space along the DNT that can lead to a less successful outcome, consider adding entitlement for dense single-family uses to better support the nearby retail and restaurants that are in addition to the existing apartment zoning. See section 4.4.2 for allowable housing types, which would be positioned behind the Green Frontage Screen defined in section 2.7.3. The design should emphasize front stoops, walkable sidewalks and pleasant open spaces as well.

2.7.4 *Public Realm Design Features* --



Sub-District 7 Plan with Boundary in Red



Regional Commercial credit: Cassco, Clearfork



Multi-Use Office credit: Virtual Office, New Braunfels



Mixed-Density High credit: WDG, Southlake

- Green Frontage Screen – To achieve the focus of development nodes described previously, Exhibit 2 shows a green frontage zone on both sides of the DNT between this sub-district and the Prosper Trail Neighborhood sub-district to the south. This Green Frontage Screen zone is comprised of a triple aligned row of 6” caliper evergreen trees (at installation) on thirty-six (36) foot centers, and well-designed ground planting. Head-in parking spaces may occur within the first two trees facing the development area.
- Green Roundabouts -- Exhibit 2 shows roundabouts integrated into the development framework with central greens. These spaces are intended to provide areas of focus behind the retail frontage areas as devices that assist transition from these areas to communities behind. They should be designed for passive pedestrian use, be lined with street trees, provide for shaded seating create visual interest in totality. Special artwork should be considered given the visual prominence of their locations within the community plan.
- Pedestrian Pathways -- Dedicated pedestrian pathways that connect each quadrant back into the larger street and open space system. This is intended to create overall community connectivity. These should be tree-lined walkways that provide seating areas and shade. Such pathways may take the form of urban sidewalks if combined with roadways.



*Green Frontage Screen credit: Woodlands Oper. Co*



*Roundabout credit: OHM, New Albany*



*Pedestrian Path credit: Larimer Design, Eastlake*

#### 2.7.5 Implementation Concepts

- Economic Incentives –The primary tracts along Frontier Parkway shall follow the existing entitlement. However, there may be additional uses of higher density contemplated to add to the existing entitlement which include high density office, commercial and residential uses. To help induce such uses, the Town may consider offering economic incentives within the context of the presented development team and quality site plan.
- Development Framework -- The street framework, pocket parks, medians and pedestrian green pathways shown on Exhibit 2 are intended to amenitize the community experience while providing interconnectivity between its parts. Though this framework is conceptual in nature, it does show the planning intent for the subdistrict’s inner workings. This intent should be considered in the Town’s comparison of rezoning applications on whether such connections are being proposed.
- Open Space Allocation -- The required open space allocation defined by the existing entitlement within this sub-district would be consolidated to create the green features mentioned here, which should be designed for shade and human usability. In the event where

additional open space is required, this should be considered in the allocation of zoning use and density to provide for such loss in usable acreage.

- Final Layout -- The street and open space system layout shown on Exhibit 2 are intended to show intent vs. specific placement and are to be finalized during the site plan approval process.

### 3 Setbacks and Building Heights

Existing zoning will be utilized for all development standards other than those items which vary noted below by category. Any conflicts between these standards and those contained in specific planned development districts will be addressed during final site plan approval.

#### 3.3 DNT, U.S. 380, Frontier Parkway Front Setback Zone

3.3.1 *Minimum Front Yard along U.S. 380 and Frontier Parkway* -- The minimum front yard in these locations shall be fifty (50) feet and shall include a thirty (30) foot landscape buffer, with landscape buffer requirements in accordance with Section 10-Landscaping of these guidelines.

3.3.2 *Minimum Front Yard along the DNT* -- The minimum front yard shall be thirty (30) feet with landscape buffer requirements in accordance with Section 10-Landscaping of these guidelines. This applies to all locations other than the development adjacent to the green commons in the First Street Neighborhood and Downtown West sub-districts where such minimum setback shall be twenty (20) feet and shall include a six (6) landscape buffer including 6" caliper street trees on twenty-five (25) foot centers, aligned at back of sidewalk.

3.3.3 *Front Setback Zone Parking* -- No parking or drive aisles may occur in the landscape buffer, but parking spaces may occur within the Green Frontage Zone as identified on Exhibit 2 and defined in section 2.1.3.

3.3.4 *Front Setback Zone Parking at Green Commons* -- A maximum of two sixty (60) foot double-sided bays of parking in the front of the building. This applies to all locations other than the development adjacent to the green commons in the First Street Neighborhood, Downtown West and Prosper Trail Neighborhood sub-districts, where no parking will be allowed between these buildings and the DNT. All other parking and landscape provisions for parking lots shall follow existing Town Zoning Ordinance for applicable uses.

#### 3.4 Build-to-Lines

For streets with on-street parking, a build-to-line shall be required. A "build-to-line" is a line parallel to a public or private street where the primary façade of a building must be built to.

3.2.1 *Front Setbacks Facing Pocket Parks and Open Spaces* -- To create consistency and urban continuity, there shall be a minimum and maximum setback for all lots facing pocket parks within the plan as shown on Exhibit B. This setback shall be between eighteen (18) feet and twenty-four (24) feet of the face of curb for the street that defines the pocket park space. It is intended that the street sections that will be required to identify the relationship of the property line and this zone will show this zone to begin six (6) feet from the property line.

3.4.1 *Front Setbacks for Residential Uses* -- Minimum setback of eighteen (18) feet and maximum setback of twenty-four (24) feet from the face of curb for the adjacent street that the housing structure fronts upon. It is intended that the street sections that will be required to identify the relationship of the property line and this zone will show this zone to begin six (6) feet from the property line.

3.4.2 *Front Setbacks for Non-Residential Buildings* -- Buildings with non-residential uses on the first floor shall be established at the minimum front yard setback. The primary façade shall be continuous along block face and at least 70% shall be located adjacent to the build-to-line.

### 3.5 Building Height

3.5.1 *Minimum Heights* -- Minimum building height shall be two (2) stories or forty (40) feet. If the building contains a use(s) as described in Section E, Permitted Uses, the building height can be a one (1) story building with a minimum of twenty (20) feet in height.

3.5.2 *Maximum Heights at Single Family Adjacency, East of DNT* -- The maximum building height shall be two (2) stories from the southerly boundary of PD 69 in the north southerly to Prosper Trail. From Prosper Trail to W. First Street, the maximum building height shall be three (3) stories with a maximum of eight (8) stories permitted within the first five hundred (500) feet of the Tollway for Business Establishments as identified in Section 5, "Business Establishments Pursuant to the Town's Vision."

3.5.3 *Maximum Heights at Single Family Adjacency, West of DNT* -- The maximum building height shall be two (2) stories with a maximum of eight (8) stories permitted within the first five hundred (500) feet of the Tollway for Business Establishments as identified in Section 5, "Business Establishments Pursuant to the Town's Vision." On the west side of the DNT from Prosper Trail to First Street).

3.5.4 *Maximum Heights at Single Family Adjacency* – Buildings located within 150 feet of single-family zoned properties shall not exceed two (2) stories, and no greater than 40 feet in height.

3.5.5 *Adjacency Setbacks* -- Buildings which exceed two (2) stories or 40 feet, shall have an additional setback from single family zoned properties at the rate of one foot of setback, beyond the 150 feet, for each additional foot of building exceeding two (2) stories and 40’.

## 4 Land Uses Considerations

### 4.2 Permitted Business Establishments, with certain restrictions

4.2.1 *Permitted Establishments* -- The schedule on the following pages lists the business establishments are desired for the District. These establishments include some having restrictions as follows.

- Businesses followed by an “S” are only permitted upon approval of a Specific Use Permit.
- Businesses followed by a “C” are permitted subject to the Conditional Development Standards as outlined in Section 1.4 of Section 1 of Chapter 3 of the Zoning Ordinance.
- Certain businesses permitted subject to the Conditional Development Standards may also require approval of a Specific Use Permit.

Schedule of Permitted Business Establishments for the Dallas North Tollway District
Administrative, Medical, Insurance or Professional Office
Antique Shop
Automobile Paid Parking Lot/Garage
Automobile Parking Lot/Garage
Bank, Savings and Loan, or Credit Union
Beauty Salon/Barber Shop as an Incidental Use
Big Box (S)
Building Material and Hardware Sales, Major (S)
Business Service
Catering Business
Child Care Center, Incidental (Care of Children of Employees in the Building)
Civic/Convention Center
College, University, Trade, or Private Boarding School
Commercial Amusement, Indoor (S)
Farm, Ranch, Stable, Garden, or Orchard
Food Truck Park (C)
Furniture, Home Furnishings and Appliance Store
Governmental Office
Gymnastics/Dance Studio (S)
Health/Fitness Center (S)
Helistop (S)
Hospital
Hotel, Full Service (C)
Hotel, Limited Service (C)
Hotel, Residence/Extended Stay (C)
House of Worship
Massage Therapy, Licensed as an Incidental Use
Meeting/Banquet/Reception Facility (S)
Mobile Food Vendor (S)
Multifamily (S)
Municipal Uses Operated by the Town of Prosper
Museum/Art Gallery
Outdoor Merchandise Display, Temporary
Park or Playground
Print Shop, Minor
Private Club (C)
Private Utility, Other Than Listed
Research and Development Center (S)
Restaurant without Drive-thru or Drive-in Service (C)
Restaurant with Drive-thru Service (S)
Retail Stores and Shops
Retail/Service Incidental Use
School, Private or Parochial
School, Public
Telephone Exchange
Temporary Buildings for Churches, Public Schools and Governmental Agencies (S)
Theater, Neighborhood

Theater, Regional
Veterinarian Clinic and/or Kennel, Indoor (S)
Winery ( <i>enclosed operations</i> )
Wireless Communications and Support Structures (Cell Tower) (S)

4.2.2 *Grocery Stores with Gas Pumps* -- Through a Planned Development process, the Town Council may permit a big box grocery store with gas pumps. If permitted, gas pump area shall follow the following guidelines:

- There shall be a minimum of a 15 ft landscape buffer to screen the pumps from the street edge.
- The site design for projects located at street corners should provide special landscape treatment at street intersection to emphasize the corner.
- The use of mature trees is encouraged to provide an immediate impact especially when used in buffering adjacent uses.
- All display items for sale should occur within the main building or within designated areas that are screened from public streets.
- The design of pump islands and canopy should be architecturally integrated with other structures on-site using similar colors, materials and architectural detailing. All signage should be architecturally integrated with their surroundings in terms of size, shape and lighting so that they do not visually compete with architecture of the building and design of the sight.

4.2.3 *Restaurant, Drive-Thru Service* -- Where site conditions permit, drive-thru queuing lanes shall be designed so that the queuing wraps behind the building instead of in front of the building. If the queue lane wraps in the front of the building, the site shall provide for an ample amount of landscaping that will provide a buffer from the public rights-of-way. There shall be a maximum of two drive-thru restaurants permitted for every 5 acres on a PD development plan. If a development plan is under 5 acres, one drive-thru shall be permitted. Drive-thru restaurants are envisioned in certain locations within the Downtown West sub-district with specific site design and building placement shown on Exhibit 4.

#### 4.3 Mixed-Use Zones

4.3.1 *Mixed-Use 1: Higher Density* – Emphasis on bringing a range of land uses at high densities in both horizontal and vertical mixed-use building formats with building heights above 4 stories other than restaurants and retail. Includes corporate and large format office, hotel, medical and health science research, retail, restaurant, entertainment and multifamily (including condominium) uses. Intended as a premier employment center in the region offering amenities and services to employees, while providing an active center for its residents and visitors. This zone should have major open space attraction(s) to appeal to its users.

4.3.2 *Mixed-Use 2: Medium Density* – Emphasis on bringing a range of land uses at medium densities in both horizontal and vertical mixed-use building formats with building heights between 2 and 4 stories other than restaurants and retail. Includes small and medium office, hotel, retail, restaurant, entertainment, cultural, medium density multifamily and high density single family uses. Intended to create community center providing central nodes and activity for the Town population.

4.3.3 *Mixed-Use 3: Lower Density* – Emphasis on bringing a range of land uses at low densities in both horizontal and vertical mixed-use building formats with building heights 3 stories and below. Includes small office, maker space office and studios, flexible office space, retail, restaurant, entertainment, cultural, low density multifamily, and high density single family uses. Intended to create neighborhood centers within the frontage area that serve as focal points within the overall community.

4.4 Residential Use Considerations

4.3.1 *Downtown West*-- The Downtown West sub-district shown on Exhibit 1 with anticipated land uses shown on Exhibit 3 and specific plan shown on Exhibit 4 do not comply with the zoning of the related land parcels. The specific plan shown on Exhibit 4 should be utilized to create a new planned development district based which utilizes the existing various Downtown Districts in the zoning ordinance, and with all uses and building types shown on the specific plan being provided.

4.3.2 *Alternative Residential Development Types* – There are certain locations within the District Vision that are envisioned to include the addition of denser single-family development to take the place of commercial, office and retail development due to the vast oversupply of such entitlement within the District.

Such development can be a very positive addition to the use mix given. Its ability to create urbanism and “village” aesthetic when placed properly within a mixed-use environment. It should never be treated as “subdivisions” of single type but should be blended with ranges of housing types to create a rich tapestry of form and visual experience. The specific nature of this development would be determined through detailed site plan approval, but it is envisioned that such development could include the following housing types. It is critical that alley courts be part of the planning of smaller lot development, and be access controlled, gated spaces that are used for various purposes including play areas, planting zones, and access to parking areas.

Type	Lots / Sizing	Density	Nuances	Sub-District
<u>Detached:</u>				
Zero Lot Line *	20-35’ frontage	12-16 du/ac	Alley Courts Required	2, 3, 4, 6
Pocket Cottage	Internal lots	10-12 du/ac	Remote parking	2, 3, 4, 6
Small Lot *	35’-60’ frontage	4-8 du/ac	Alley Courts Required	2, 3, 4, 6
<u>Attached:</u>				
Duplex (SFA) *	24’+ width	9-12 du/ac	Like 2 TH’s	2, 3, 4, 6, 7
Triplex	24’+ width	10-14 du/ac	Duplex with ADU	2, 3, 4, 6, 7
Quadplex	24’+ width	12-24 du/ac	Like 4 Duplexes	2, 3, 4, 6, 7
Townhome *	1000-3000 sf	12-22 du/ac	Alley Courts Required	1, 2, 3, 4, 6, 7
Rowhouse	1000-3000 sf	12-22 du/ac	Rear yards	1, 2, 3, 4, 6, 7
Live-Work	1000-3000 sf	12-20 du/ac	Live above the shop	1, 2, 3, 4, 6, 7
Mansion House	1000-2400 sf	15-30 du/ac	Remote parking	1, 2, 3, 4, 6, 7
Motor Court	1000-2400 sf	20 du/ac	Parking plaza	1, 2, 3, 4, 6, 7
Bungalow Court	800-1500 sf	22 du/ac	Remote parking	1, 2, 3, 4, 6, 7
Courtyard Homes	800-1500 sf	25-40 du/ac	Alley Courts Required	1, 2, 3, 4, 6, 7
Perimeter Blocks	2 to 3 acres	50-85 du/ac	Parking Structures Req.	1, 7
Residential Towers	1 to 2 acres	85-200 du/ac	Parking Structures Req.	1

4.3.3 *Multifamily Development* -- To create the vibrant mixed-use districts, gateways, and properly transitioned neighborhoods, the Vision included some multifamily within the three mixed-use districts shown on Exhibit 3. As noted previously, there should be a reconciliation of all existing multi-family entitlement within the District and removal of the quantity of units that were not developed per planned development site plans. This reduction creates an opportunity for the Town Council to consider movement of such units and/or additional units in the locations noted on the Vision plan, so long as such development is part of a wholistic development that includes a combination of businesses designed to create a live, work and play within a quality-based and highly amenitized environment. These businesses can be, but are not limited, retail, office, recreational, family-friend entertainment and/or restaurant establishments. If multi-family housing is part of a development proposal that includes businesses and/or amenities described in Section 5. "Business Establishments Pursuant to the Town's Vision" increased density may be permitted. It is highly recommended that multi-family units be designed with structure parking as opposed to surface parking.

**5 Business Establishments Pursuant to the Town's Vision**

5.1 Family-Based Uses

The Town envisions the District to be a place for not only employment centers, but also for families. It is the desire to create an environment with amenities that will allow families to visit and enjoy. The following business establishments, as also included in the table of permitted businesses above, are strongly encouraged.

- Museum/Art gallery
- Theatre
- Commercial amusement-Indoor
- Civic/Convention Center
- Hotel-Full Service
- Restaurants -Dine In with or without outdoor patio
- Developments are also strongly encouraged to include public open space, public gathering places and public art, where feasible.

5.2 Discouraged Business Establishments

The following businesses are discouraged from being developed within the District as they are viewed as not being consistent with the Town's Vision.

<b>Discouraged Establishments for the Dallas North Tollway District</b>
Artisan's Workshop
Assisted Living Facility (may be approved through SUP)
Athletic Stadium or Field, Private
Athletic Stadium or Field, Public
Auto Parts Sales, Inside
Automobile Repair, Major (Paint & Body or Outdoor Storage)
Automobile Repair, Minor
Automobile Sales, Used
Automobile Sales/Leasing, New
Automobile Storage
Bed and Breakfast Inn

Body Art Facilities
business for drug paraphernalia sales;
Building Material and Hardware Sales, Minor
Cabinet/Upholstery Shop
Car Wash
Car Wash, Self-Serve
Cemetery or Mausoleum
Child Care Center, Licensed
Commercial Amusement, Outdoor
Community Center
Contractor's Shop and/or Storage Yard
Convenience Store with Gas Pumps (located at two major thoroughfares)
Convenience Store without Gas Pumps
Credit access businesses**
Day Care Center, Adult
Donation or Recycling Bin
Dry Cleaning, Major
Equipment and Machinery Sales and Rental, Major
Equipment and Machinery Sales and Rental, Minor
Fairgrounds/Exhibition Area
Farmer's Market
Feed Store
Flea Market, Inside
Fraternal Organization, Lodge, Civic Club, Fraternity, or Sorority
Funeral Home (On-site Cremation Requires SUP)
Furniture Restoration
Gaming-oriented businesses (including slot machines)
General Manufacturing/Industrial Use Complying with Performance Standards
Golf Course and/or Country Club
Homebuilder Marketing Center
Indoor Gun Range
Laundromat
Limited Assembly and Manufacturing Use Complying with Performance Standards
Locksmith/Security System Company
Machine Shop
Mini-Warehouse/Public Storage
Motorcycle Sales/Service
Nursery, Major (outside display)
Nursery, Minor (no outside display)
Office and Storage Area for Public/Private Utility
Office/Showroom
Office/Warehouse/Distribution Center
Open Storage
Outside Storage, Primary Use
Outside Storage, Incidental
Package Liquor Stores **

Pawn Shops
Pet Day Care
Print Shop, Major
Private Recreation Center
Recreational Vehicle Sales and Service, New/Used
Recreational Vehicle/Truck Parking Lot or Garage
Recycling Center
Recycling Collection Point
Rehabilitation Care Institution
Repair Service, Indoor
Restaurant, Drive In
School District Bus Yard
Sewage Treatment Plant/Pumping Station
Sexually oriented Businesses ***
Small Engine Repair Shop
Smoke/Vape Shops
Storage or Wholesale Warehouse
Taxidermist
Temporary Buildings for Private Enterprises
Trailer Rental
Transit Center
Truck Sales, Heavy Trucks
Used Furniture
Veterinarian Clinic and/or Kennel, Outdoor

- \* Credit access businesses, as defined in Texas Finance Code § 393.601, as amended, including but not limited to payday lending businesses, “cash for title” lenders, and credit services businesses, as defined in Texas Finance Code § 393.001, as amended.
- \*\* Package liquor stores, defined as any business entity that is required to obtain a Package Store Permit from the Texas Alcoholic Beverage Commission for the off-premises consumption of alcohol.
- \*\*\* Sexually oriented businesses, including but not limited to business entities whose primary purpose is the sale of lewd merchandise.

## 6 Site Design and Building Placement

It is important that site design for development plans foster the creation of high-quality architectural forms, scale, and pedestrian amenities. With the Tollway being one of the most heavily traveled roadways through the Town, the site design needs to create an aesthetically pleasing appearance on the Tollway for visitors and travelers.

### 6.1 Entry Features

The site design shall designate major entryways into a development with an entry feature that includes assets such as landscaping, an entry monument, a sculpture, or a fountain(s).

### 6.2 Primary Façade Orientation

The building's primary façade shall face the public road from which addressing is provided. Where the building's primary façade is unable to be oriented parallel to the road from which it is addressed due to site constraints or other factors, each façade which is clearly visible from a

public right-of-way or public area shall be designed with architectural treatments used for primary façades.

**6.3**     Building Entries

Buildings shall have entrances oriented to the sidewalk for ease of pedestrian access and shall be located in such a manner as to minimize conflicts between pedestrians and automobiles.

**6.4**     Corner lots

At key intersections, buildings located on corner lots should utilize variations in building massing to emphasize street intersections as points of interest in the district.

**6.5**     Curb Cuts

Driveways, curb cuts, parking and internal roadway/traffic circulation shall be designed to provide cross access so that uninterrupted vehicular access from parcel to parcel can be achieved.

**6.6**     Site Lighting

All lighting standards shall be in accordance with the Town of Prosper Zoning Ordinance, Chapter 3, Section 6, entitled, "Outdoor Lighting."

**7    Parking Design Standards**

The intent of this section is to design parking lots that provide access to commercial and office developments, while minimizing the potential negative impact associated with expansive vistas of unbroken concrete pavement along the Tollway. All requirements in accordance with Chapter 4, Section 4 entitled, "Parking, Circulation and Access," in the Town of Prosper Zoning Ordinance shall be followed.

**7.1**     Off-Street Parking

Most off-street parking for new developments within the Tollway district shall be provided on the side or rear of the primary building.

**7.2**     Parking Maximums

Parking maximums between the building and the street are in accordance with the requirements of the sub-district requirements above.

**7.3**     Shared Parking

Shared parking agreements for adjacent properties are acceptable where they include a business pursuant to the Town's vision and there is a written agreement between the property owners that clearly stipulates the terms of the joint use of the parking spaces and that such spaces are committed and available to the respective users on a non-conflicting basis.

**7.4**     Parking Waivers

Up to thirty (30) percent of the parking spaces required may be waived for a theatre or other place of evening dining and entertainment (after 6:00pm), and if used jointly by banks, offices and similar uses not normally open or operated during the evening hours.

**7.5**     Parking Garages

Parking garages shall be located behind or to the side of the primary building. If a parking garage fronts on a public street, it shall have an architecturally finished façade facing the street(s),

complementary to the surrounding buildings. Street front openings in parking structures should not exceed 55 percent of the façade area. This percentage excludes the top floor if the garage is unroofed. Where possible, the narrower façade of the parking garage should be oriented to the street to minimize the visual impact of the structure on the public right-of-way and pedestrian paths.

## **8 Adjacent Neighborhood Protection**

Buffering existing neighborhoods through compatibility standards serves to integrate the existing neighborhoods into the community fabric and respects their essential value.

### **8.1 Mitigating Traffic Impact**

Commercial developments within the District should follow the street and open space framework shown on Exhibit 2 and minimize increased use of adjacent neighborhood streets outside the District. Vehicular access to new development and parking requirements shall minimize the impact on neighborhood traffic flow and avoid major disturbances to the neighborhood character. Projects with frontage on a neighborhood street should limit public access from that street and limit business associated parking on that street to avoid significantly altering the residential character.

### **8.2 Community Engagement**

When a new project is proposed, it is vital that communications occur with existing neighborhoods in proximity to the project site. This is strongly encouraged.

### **8.3 Buffering**

Existing residential neighborhoods shall be buffered from the new development within the District by open space and/or a linear network of greenways. Pedestrian and bicycle pathways can also be integrated to transform the buffer area into a passive recreational amenity while providing a low-intensity transitional use adjacent to the non-residential Tollway development. The Town of Prosper Bike and Trail Master Plan should be referenced in making decisions regarding locations of greenways, pedestrian and bicycle pathways.

## **9 Building Design**

All building architecture and design shall be in accordance with the standards as identified in the Town of Prosper Zoning Ordinance Chapter 3, Section 8, entitled, “Non-Residential Design and Development.”

### **9.1 Building the Pedestrian Realm**

It is important that the materials and construction of streetscapes and buildings at the lower floors provide a level of detail and quality which creates a pedestrian-friendly environment that is warm and inviting.

### **9.2 Building Articulation**

9.2.1 *Articulated Entry Areas* -- Ground floor facades facing the Dallas North Tollway and any intersecting thoroughfare must incorporate articulated entry areas, arcades, display windows, awnings, or other architectural variety features along no less than sixty percent (60%) of the facade. The entrance or entrances on all buildings shall be defined with strong architectural features.

9.2.2 *Storefront Compatibility* -- Storefronts on facade treatments that span multiple tenants shall use architecturally compatible materials, colors, details, awnings signage, and lighting fixtures.

9.2.3 *Window Openings* -- Retail ground floors shall have windows covering a minimum of 60% of the major street fronting facade(s). Other ground level uses shall have facade treatments appropriate to such uses(s).

### 9.3 Building Entrances

The design and location of building entrances in the District are important to help define the pedestrian environment and create retail-friendly environments. Entrances should be easily identifiable as primary points of access to buildings. Building entrances may be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others, as appropriate. All building elements for entryways shall be compatible with the architectural style, materials, colors, and details of the building.

### 9.4 Building Service Areas

9.4.1 *Ground Service Area Location* -- Loading docks, truck parking, trash collection, dumpsters, and other service functions shall be incorporated into the overall design of the building or placed behind or on the side of a building and screened to not be seen from the rights-of-way. On corner lots, these areas shall be located behind the buildings.

9.4.2 *Roof Service Area Screening* -- Roofs shall be designed and constructed in such a way that they acknowledge their visibility from other buildings and from the street. Rooftop mechanical equipment shall be adequately screened with durable material that is architecturally compatible with the building design.

9.4.3 *Other Service Areas* -- All other requirements as identified in the Zoning Ordinance in Chapter 4, Section 5, entitled, "Screening, Fences and Walls," shall be followed.

## **10 Landscaping Standards**

In addition to the requirements as described below, all other requirements as identified in the Town of Prosper Zoning Ordinance, Chapter 4, Section 2, entitled, "Landscaping," shall be adhered to.

### 10.1 Landscape Material Provision – Primary Roadways

A landscaped area consisting of living trees, turf, or other living ground cover and being at least thirty (30) feet in width measured from the property line interior to the property shall be provided adjacent to and outside of the right-of-way on all properties adjacent to the DNT, F.M. 1461, and US Hwy 380.

- One (1) large tree, four (4) inch caliper minimum (at the time of planting) per twenty-five (25) feet of linear roadway frontage shall be planted within the required landscaped area.
- The trees may be planted in groups with appropriate spacing for species.
- Shrub plantings shall be provided at a minimum rate of 22 shrub plantings per thirty (30) linear feet which shall be a minimum of five (5) gallon shrubs (at the time of planting).
- Parking abutting the landscaped area will be screened from the adjacent roadway. The required screening may be with shrubs or earthen berms.

- During the review of development proposals, the Town Council may also require additional landscaping features such as berms or hardscape elements for enhanced beautification of the Tollway District.

#### 10.2 Landscape Material Provision – Other Roadways

A landscaped area consisting of living trees, turf, or other living ground cover and being at least twenty-five (25) feet in width measured from the property line interior to the property shall be provided adjacent to and outside of the right-of-way on all properties adjacent to a minor thoroughfare as defined by the Town of Prosper Thoroughfare and Circulation Design Standards.

- One (1) large tree, four (4) inch caliper minimum (at the time of planting) per thirty (30) feet of linear roadway frontage shall be planted within the required landscaped area.
- The trees may be planted in groups with appropriate spacing for species.
- Shrub plantings shall be provided at a minimum rate of 20 ten (10) gallon shrubs per thirty (30) linear feet.
- Parking abutting the landscaped area will be screened from the adjacent roadway. The required screening may be with shrubs or earthen berms.
- During the review of development proposals, the Town Council may also require additional landscaping features such as berms or hardscape elements for enhanced beautification of the Tollway District.

#### 10.3 Additional Requirements

For big box retail and grocery stores, one (1) additional tree planted for each one hundred (100) linear feet of lot frontage. The trees shall be a minimum of 4" caliper and may be placed in planters.

### **11 Pedestrian Connectivity and Amenities**

#### 11.1 Sidewalks and Walkways

- 11.1.1 *Connecting Walkway* -- A minimum six (6) foot wide, paved pedestrian sidewalk shall connect the perimeter sidewalk to the building entry, if the building is set back from the perimeter sidewalk. This connecting sidewalk shall be handicapped accessible.
- 11.1.2 *Street Sidewalks* -- Sidewalks must be a minimum width of ten (10) feet wide adjacent to any four-lane or six-lane roadway. All other roadway adjacencies must have sidewalks of least 6 ft.
- 11.1.3 *Pedestrian Connectivity* -- Large sites should create a pedestrian pathway system that links all buildings, parking areas and open spaces utilizing the pedestrian pathways that will connect to any nearby public sidewalks.
- 11.1.4 *Building to Parking Linkages* -- Linkages between the uses and the parking areas will also encourage activity at the pedestrian level and provide safety for the pedestrians. Pedestrian crosswalks shall be clearly marked and provided at all key street intersections.
- 11.1.5 *Creature Comforts* -- Pedestrian pathways shall also be designed for the pedestrian's comfort. Shade trees shall be provided along pedestrian pathways to provide a comfortable walk, which will encourage people to use sidewalks and pathways. This should include overhead covers that shall extend from the sides of buildings that have adjacent sidewalks, offering adequate protection from the sun and rain.

11.1.6 *Overhead Protection* – Such protection should be located a minimum of 9 to 14 feet and projections may take the form of retractable or non-retractable awnings or fixed non-fabric projected covers.

#### 11.2 Streetscape Amenities

Amenities such as benches, trash receptacles, planters, bike racks and pedestrian-scale lighting support the public domain and will promote the use and vitality of pedestrian and bicycle pathways. The use of the amenities shall be encouraged, where applicable. These amenities shall be placed in such locations as to not block pedestrian or emergency access.

#### 11.3 Pedestrian/Bicycle Network

A continuous pedestrian/bicycle route shall be constructed throughout the District. Locations of bike and trail connections as identified in the Town’s Hike and Bike Trail Master Plan shall be considered in making development decisions. Coordination of this network will be accomplished through final site plan approval.

#### 11.4 Town Requirements

This section supplements and does not replace any existing town requirement for sidewalk construction. All town ordinances and engineering requirements shall be adhered to.

### **12 Parks and Open Spaces**

#### 12.1 Parks and Open Space System

Publicly accessible parks and open space organize and reinforce neighborhood structure. They offer a wide variety of passive and active recreational experiences ranging in size and type, but together, they create an integrated system enhancing livability, natural appearance, and ecological values while providing gathering places and interaction opportunities for the community. The network shown on Exhibit 2 should consider the following.

- Parks and open spaces shall be visible and easily accessible from public areas such as building entrances and adjacent streets and sidewalks.
- Within these parks, ample seating shall be provided, including walls, ledges, and other raised surfaces which can serve a similar purpose.
- Active uses such as retail, cafes, restaurants, higher density residential and office uses which provide pedestrian traffic should be considered as appropriate uses to line parks and open spaces.
- In addition to the open space framework shown on Exhibit 2, development plans shall take the goals and objectives of the Town’s Bike and Trail Master Plan into consideration when planning for new parks and open space amenities.
- Whether a park is a public facility or publicly accessible under private ownership will be determined during site plan approval.
- Design issues and opportunities will be confirmed through the final site plan approval process

### **13 Signage Requirements**

#### 13.1 Comprehensive Sign Package

A comprehensive sign package shall be developed for each project and shall be approved by the Planning & Zoning Commission and Town Council. This package should consider the following.

- The immediate area around a monument sign shall be landscaped with plantings of an appropriate height not to block or obscure the sign.
- Signage shall enhance the pedestrian character of the districts by providing signs that are pedestrian in scale and located to be legible from the sidewalks.
- Businesses are encouraged to create individually styled signage that distinguishes their establishment. However, multi-tenant developments shall have signage that is uniform in style, type, material and lighting.
- Directory signs may be provided to help direct the public to different businesses and services in the Gateway sub-districts. These may be provided at prominent locations in the sub-districts.
- Signs may be lit by external light sources if such sources are not visually intrusive as determined with the project's comprehensive sign package.

## **14 Gateway Features**

Gateways form entry experiences at the community thresholds and set the tone for the entire corridor. Gateways provide a unique sense of identity, transition, and anticipation. They act as a transition from one space to another and they identify the uniqueness that sets that space apart from another. Gateway properties are prime locations for creating an image that leads visitors to form a positive attitude toward a community even before they enter the main street of an area.

### 14.1 Identifiable Markers

The gateways should be clearly identifiable to vehicular and pedestrian travelers and use the following concepts.

- Monument signage shall be used at major intersections to mark the arrival of specific areas or to identify marquee development projects.
- Entrances to marquee developments shall incorporate a generous amount of landscaping that is diverse and colorful that provides texture and interest to the area.
- Street banner signs and wayfinding signage are also great ways to give a unique identity to a location. It is important that there is uniformity in terms of sign and banner materials, print/logos, and color. Signs should also complement and add to the positive experience for an area.

### 14.2 Public Art

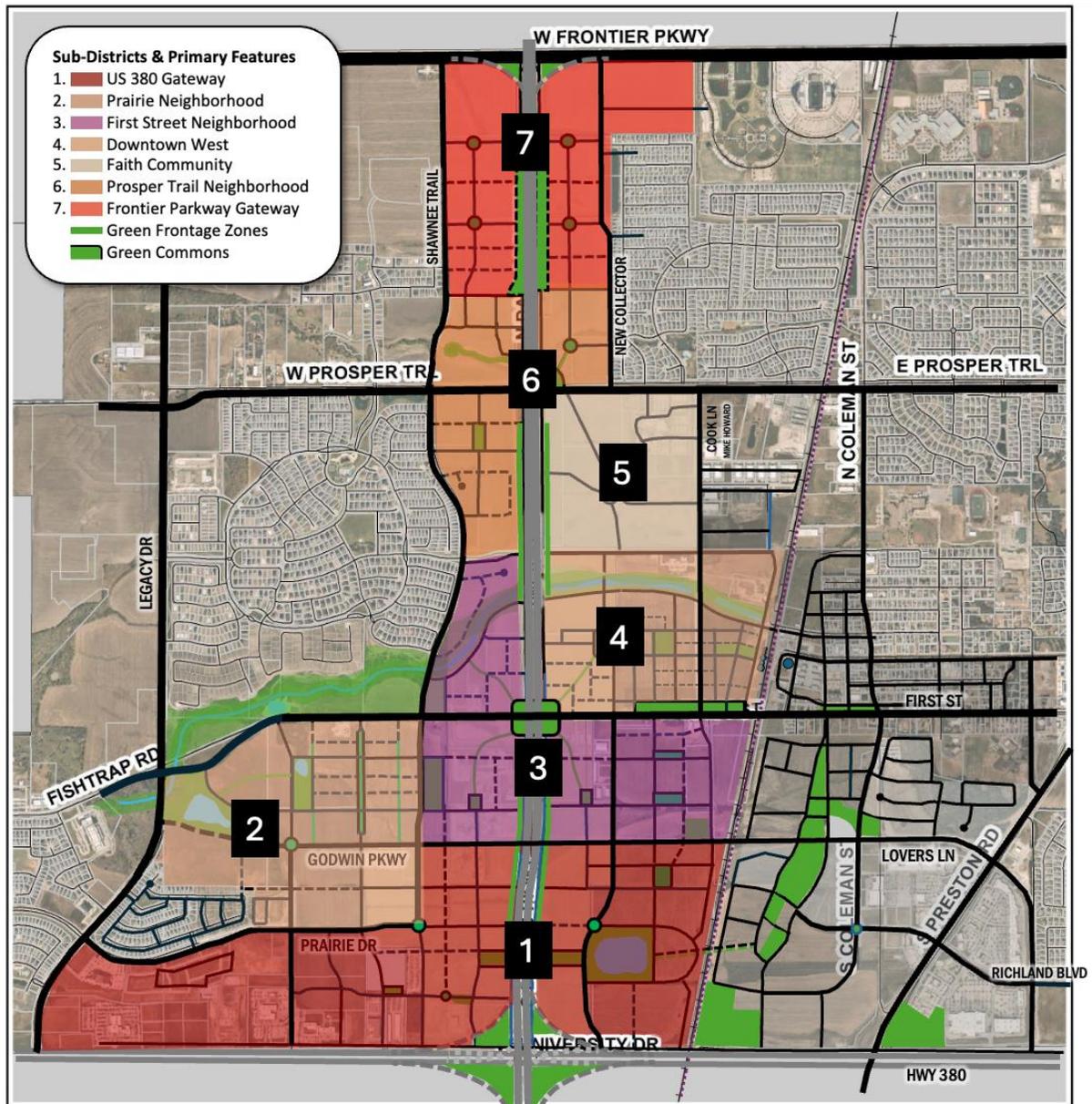
Include Public Art in Gateway Areas to promote vitality and provide a unique sense of identity. Art can be an expression of a collective community identity. It can celebrate what is unique about a community and honor the past and present heritage. Art can include references to the Town's geography, history, landmarks, ethnic and cultural diversity which can increase a sense of belonging when people can associate themselves with a place.

- Art should be integrated into the community fabric of the Tollway and should be used to mark significant intersections of the Tollway.
- Developers should incorporate artist into the design team from the inception of planning to integrate works of art into their projects.
- Stand-alone public art can also be used and does not necessarily have to be tied to a project. Local artists should be used whenever possible.

## **15 Economic Development Incentives**

Following the concepts discussed in each sub district section, key development in the District may be encouraged through economic development incentives that the Town may consider on a project-by-project basis. It is intended that such incentives be tied to requested change in zoning that complies with these Standards and may include one or more economic development incentives authorized by state law or Town ordinances, as amended.

# EXHIBIT 1 – DNT Special District Plan

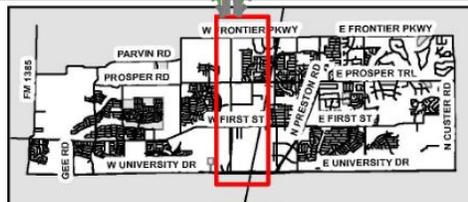


- Sub-Districts & Primary Features**
1. US 380 Gateway
  2. Prairie Neighborhood
  3. First Street Neighborhood
  4. Downtown West
  5. Faith Community
  6. Prosper Trail Neighborhood
  7. Frontier Parkway Gateway
- Green Frontage Zones  
■ Green Commons

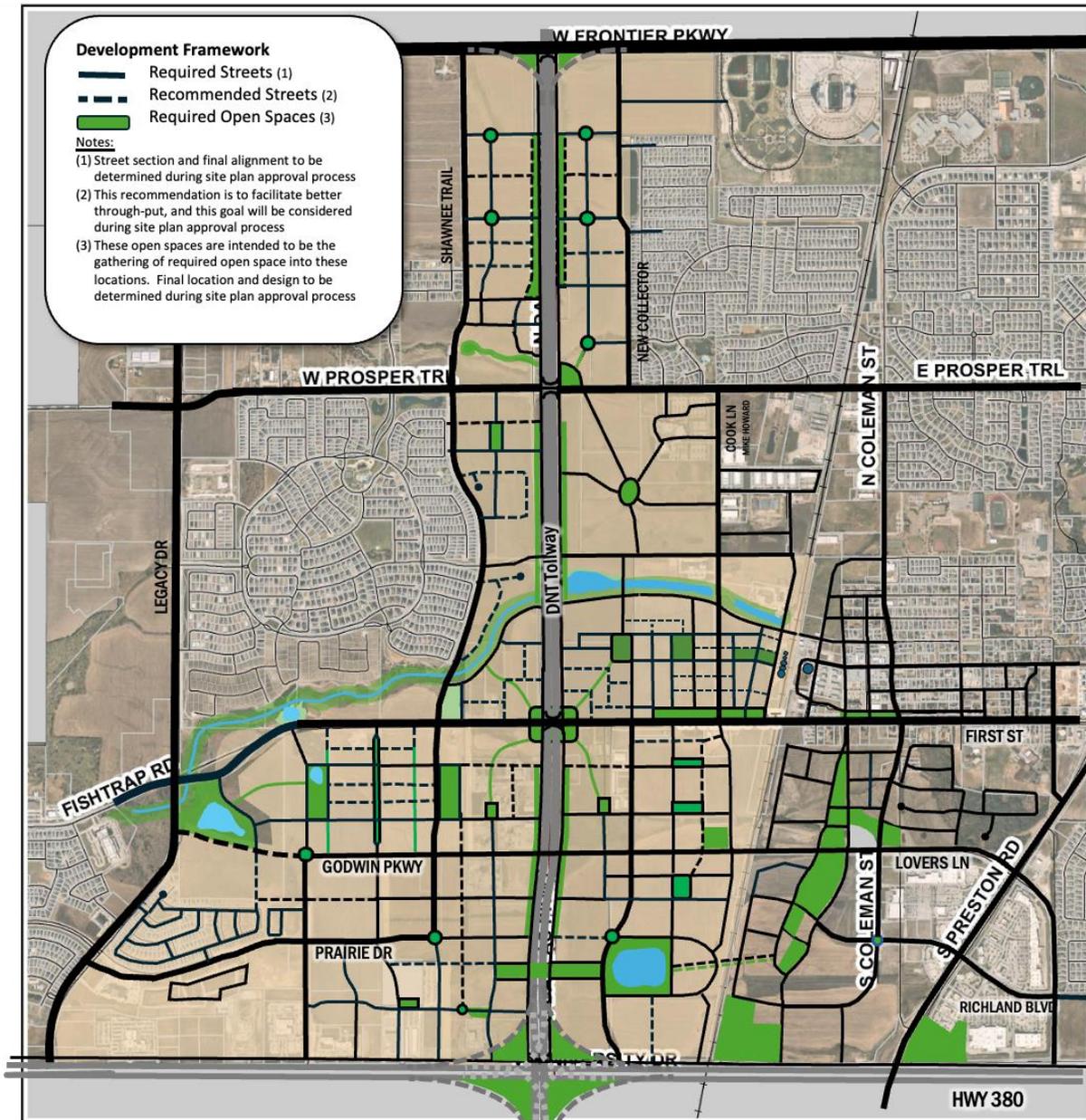
Dallas North Tollway District  
Special District Plan



This map is for illustration purposes only.



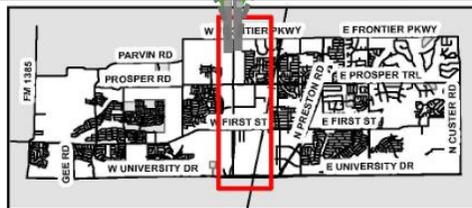
# EXHIBIT 2 – Development Framework Plan



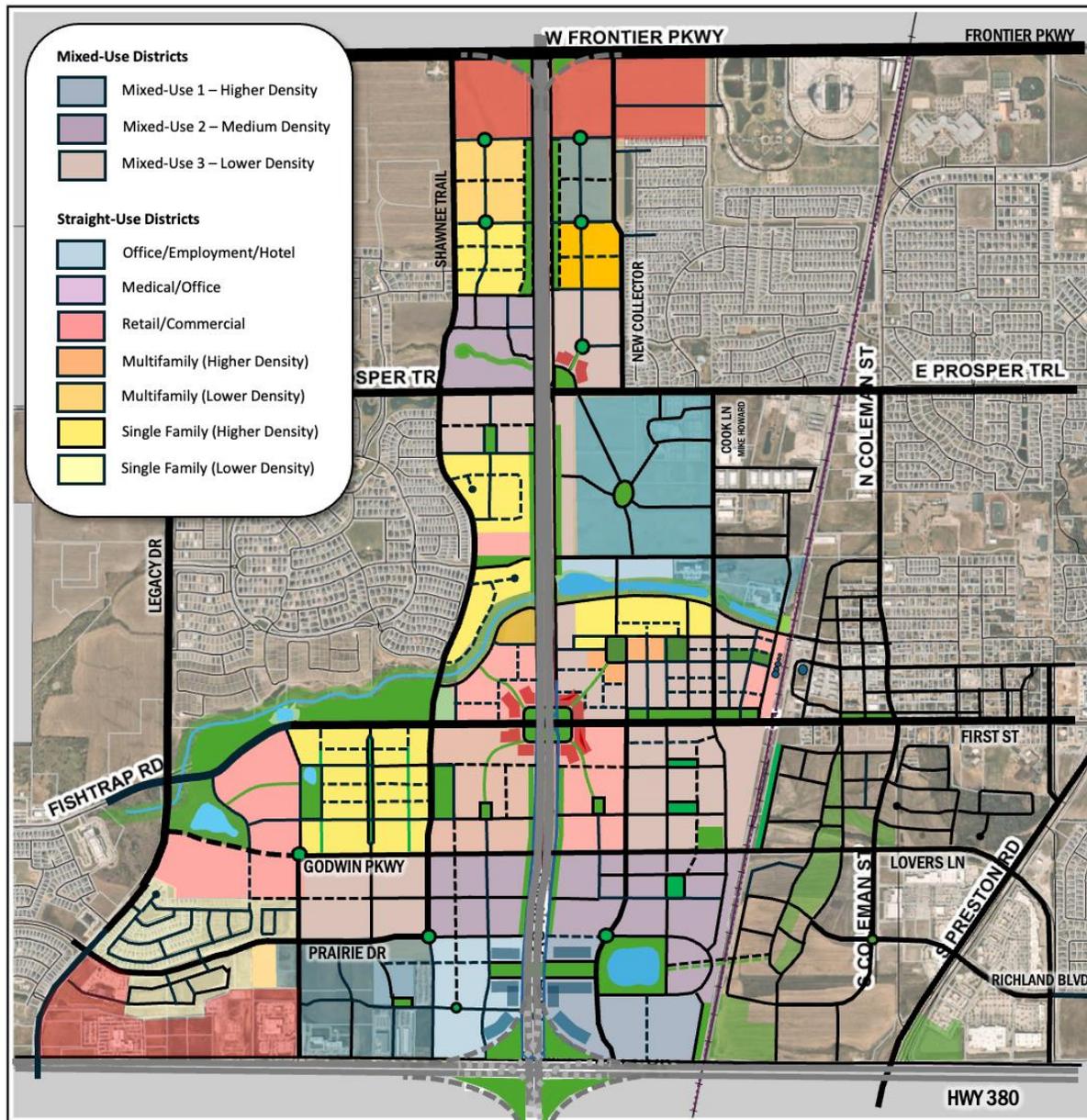
Dallas North Tollway District  
Development Framework



This map is for illustration purposes only.



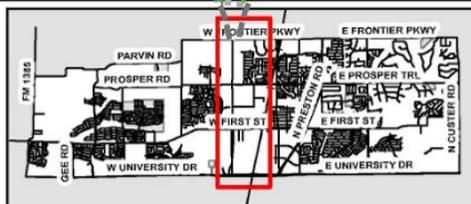
# EXHIBIT 3 – Land Use Plan



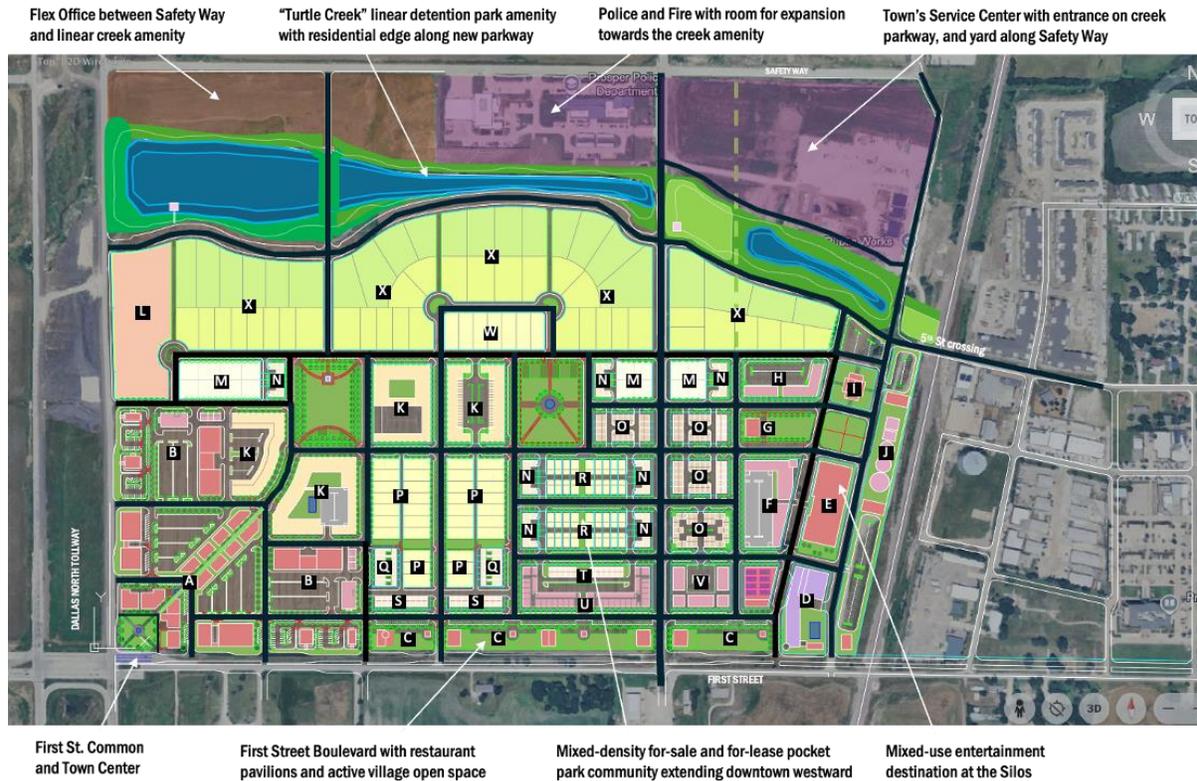
Dallas North Tollway District Land Use Plan (with adjacent context)



This map is for illustration purposes only.



## EXHIBIT 4 – Downtown West Small Area Plan



### Depicted Uses and Building Types by Block. (See section 4.3.2 for residential types)

- A. Community-serving retail and restaurants organized around Green Commons and green pedestrian connector.
- B. Mixed-use block containing community-serving retail, restaurants, and small office space. Drive-through restaurants allowed on First Street frontage with consideration that the drive through window is contained within an architectural feature and facing First Street and the DNT service road.
- C. Restaurant pavilions set within the First Street Boulevard green. Service screened from view. Parking along 2<sup>nd</sup> Street.
- D. Boutique hotel with restaurant service and small meeting space for special events.
- E. Destination family entertainment retail / restaurant use
- F. Mixed-use building with ground level retail / restaurant / entertainment uses and upper level residential and/or office. Shared parking garage attached to the building.
- G. Restaurant with remote parking on-street and in shared parking garage.
- H. Mixed-use building with retail and/or small office, and surface parking lot.
- I. Destination restaurant with surface parking lot.
- J. Entertainment uses within/around silos. Silos to accommodate outdoor movie projection. Adjacent surface parking.
- K. Urban residential apartments designed with structured garages, parking courts, and ground level home-office units.
- L. Small office, assisted living or hotel use
- M. Small lot single family or bungalow court housing
- N. Mansion home townhomes
- O. Parking court townhomes
- P. Small lot single family
- Q. Rowhouses
- R. Small lot single family or pocket cottage community
- S. Live/work townhomes
- T. Carriage homes (small units over garages)
- U. Mixed-use residential building with ground level commercial and surface parking court
- V. Mixed-use office building with surface parking court
- W. Zero lot line single family or duplexes
- X. Blended density detached single family