



AGENDA
Planning and Zoning Commission
Prosper Town Hall, Council Chambers
250 W. First Street, Prosper, Texas
Tuesday, April 04, 2023
6:00 PM

Welcome to the Prosper Planning & Zoning Commission Meeting.

Citizens may watch the meeting live by using the following link:
<https://prospertx.new.swagit.com/views/378/>

Addressing the Planning & Zoning Commission:

Those wishing to address the Planning and Zoning Commission must complete the Public Comment Request Form located on the Town's website or in the Council Chambers.

If you are attending in person, please submit this form to the Town Secretary or the person recording the minutes for the Board/Commission prior to the meeting. When called upon, please come to the podium, and state your name and address for the record.

If you are watching online, please submit this form to the Town Secretary prior to 4:00 p.m. on the day of the meeting in order for your comments to be read into the record. The Town assumes no responsibility for technical issues beyond our control.

In compliance with the Texas Open Meetings Act, the Town Council/Board/ Commission may not deliberate or vote on any matter that does not appear on the agenda. The Council/Board/Commission, however, may provide statements of fact regarding the topic, request the topic be included as part of a future meeting, and/or refer the topic to Town staff for further assistance.

Citizens and other visitors attending Planning and Zoning Commission meetings shall observe the same rules of propriety, decorum, and good conduct applicable to members of the Town Council. Any person making personal, impertinent, profane or slanderous remarks or who becomes boisterous while addressing the Town Council or while attending the Town Council meeting shall be removed from the room, if so directed by the Mayor or presiding officer, and the person shall be barred from further audience before the Town Council during that session of the Town Council. Disruption of a public meeting could constitute a violation of Section 42.05 of the Texas Penal Code.

Pursuant to Section 551.007 of the Texas Government Code, individuals wishing to address the Commission for items listed as public hearings will be recognized when the public hearing is opened. For individuals wishing to speak on a non-public hearing item, they may address the Commission when the item is considered by the Planning & Zoning Commission.

1. Call to Order / Roll Call.
2. Pledge of Allegiance

CONSENT AGENDA:

Items placed on the Consent Agenda are considered routine in nature and are considered non-controversial. The Consent Agenda can be acted upon in one motion. Items may be removed from the Consent Agenda by the request of a Commission Member or staff.

- [3a.](#) Consider and act upon the minutes from the March 21, 2023, Planning & Zoning Commission meeting.

CITIZEN COMMENTS

The public is invited to address the Commission on any topic. However, the Commission is unable to discuss or take action on any topic not listed on this agenda. Please complete a "Public Comment Request Form" and present it to a staff member prior to the meeting.

REGULAR AGENDA:

If you wish to address the Commission, please fill out a "Public Comment Request Form" and present it to the Chair, preferably before the meeting begins. Pursuant to Section 551.007 of the Texas Government Code, individuals wishing to address the Planning and Zoning Commission for items listed as public hearings will be recognized when the public hearing is opened. For individuals wishing to speak on a non-public hearing item, they may either address the Commission during the Citizen Comments portion of the meeting or when the item is considered by the Planning and Zoning Commission.

- [4.](#) Consider and act upon a Preliminary Site Plan for a Retail and Hotel Development, Lots 11 & 12 of Block A Gates of Prosper on 4.5± acres, located on the south side of Lovers Lane, east of Coleman Street. The property is zoned Planned Development-67 (PD-67). D22-0103.
- [5.](#) Conduct a public hearing, and consider and act upon a request to rezone 34.7± acres from Commercial District (C) to a new Planned Development for Mixed Use, located northside of Prosper Trail and west of Dallas Parkway. (Z22-0019)
6. Review actions taken by the Town Council and possibly direct Town Staff to schedule topic(s) for discussion at a future meeting.
7. Adjourn

CERTIFICATION

I, the undersigned authority, do hereby certify that this Notice of Meeting was posted at Prosper Town Hall, located at 250 W. First Street, Prosper, Texas 75078, a place convenient and readily accessible to the general public at all times, and said Notice was posted by 5:00 p.m., on Friday, March 31, 2023, and remained so posted at least 72 hours before said meeting was convened.

Michelle Lewis Sirianni, Town Secretary

Date Notice Removed

Pursuant to Section 551.071 of the Texas Government Code, the Town Council reserves the right to consult in closed session with its attorney and to receive legal advice regarding any item listed on this agenda.

NOTICE

Pursuant to Town of Prosper Ordinance No. 13-63, all speakers other than Town of Prosper staff are limited to three (3) minutes per person, per item, which may be extended for an additional two (2) minutes with approval of a majority vote of the Town Council.

NOTICE OF ASSISTANCE AT PUBLIC MEETINGS: The Prosper Town Council meetings are wheelchair accessible. For special services or assistance, please contact the Town Secretary's Office at (972) 569-1011 at least 48 hours prior to the meeting time.



1. Call to Order / Roll Call

The meeting was called to order at 6:00 p.m.

Commissioners Present: Chair Brandon Daniel, Secretary Mike Pettis, Sekou Harris, Tommy VanWolfe, Cameron Reeves

Staff Present: David Soto, Planning Manager; Doug Braches, Planning Technician

2. Recitation of the Pledge of Allegiance.

3. CONSENT AGENDA

3a. Consider and act upon the minutes from the March 7, 2023, Planning & Zoning Commission meeting.

3b. Consider and act upon a request for a Site Plan for a new Wireless Communications and Support Structure, on .1± acre, located on the north side of Prosper Trail, west of Legacy Drive. The property is zoned Agriculture (A) & Specific Use Permit-45 (SUP-45). (DEVAPP-23-0011)

Motioned by VanWolfe, seconded by Harris, to approve the Consent Agenda, Motion approved 5-0.

CITIZEN COMMENTS

REGULAR AGENDA

4. Review actions taken by the Town Council and possibly direct Town Staff to schedule topic(s) for discussion at a future meeting.

David Soto (Staff): Presented information regarding Town Council hearing on the westside addition case, upcoming Pradera Zoning Case and Comprehensive Plan update.

5. Adjourn.

Motioned by Reeves, seconded by Harris to adjourn. Motion approved 5-0 at 6:09 p.m.

Doug Braches, Planning Technician

Michael Pettis, Secretary



PLANNING

To: Planning & Zoning Commission **Item No. 4**

From: Paul Rodriguez, Senior Planner

Through: David Soto, Planning Manager

Re: Planning & Zoning Commission Meeting – April 4, 2023

Agenda Item:

Consider and act upon a Preliminary Site Plan for a Retail and Hotel Development, Lots 11 & 12 of Block A Gates of Prosper on 4.5± acres, located on the south side of Lovers Lane, east of Coleman Street. The property is zoned Planned Development-67 (PD-67). D22-0103.

Description of Agenda Item:

The Preliminary Site Plan is for a Retail and Hotel use consisting of 4.5± acres. Access will be provided from Lovers Lane & Coleman Street. The Preliminary Site Plan currently does not conform to the standards of Planned Development-67 (PD-67). The proposed Hotel use is not providing the adequate number of parking spaces. According to the zoning ordinance, hotels require “One parking space for each sleeping room or suite. The proposed hotel is said to have 119 rooms. Per the ordinance, 119 parking spaces are required. The preliminary site plan has provided 92 proposed parking spaces.

The Gates of Prosper was intended to create a true mixed use feel “which encourages a desired lifestyle for the residents to live, work, shop, eat, and relax.” With that being mentioned, it is important to note that such uses are intended to be walkable and provide connectivity to other sections of that development.

Although the proposed use does not meet the parking requirements, the Planning & Zoning Commission has the authority to approve alternate parking ratios. The applicant has submitted justification on their requests to alternate parking ratio. Per the applicant’s parking study, they have concluded that, at the peak hours, the demand would result in 89 parking spaces in relation to the number of rooms. Furthermore, the preliminary site plan shows that they would be exceeding the parking demand demonstrated in their study. This will be the first project outside of Downtown to receive an alternative parking ratio, however in recent Planned Developments reduction of the parking has been approved.

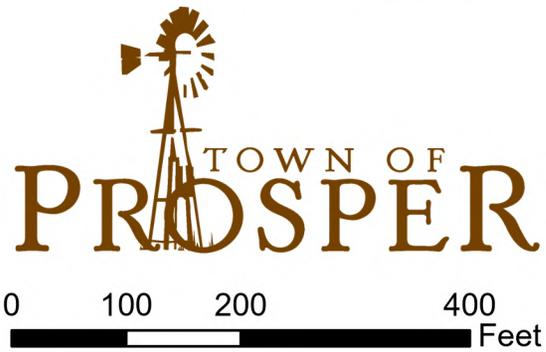
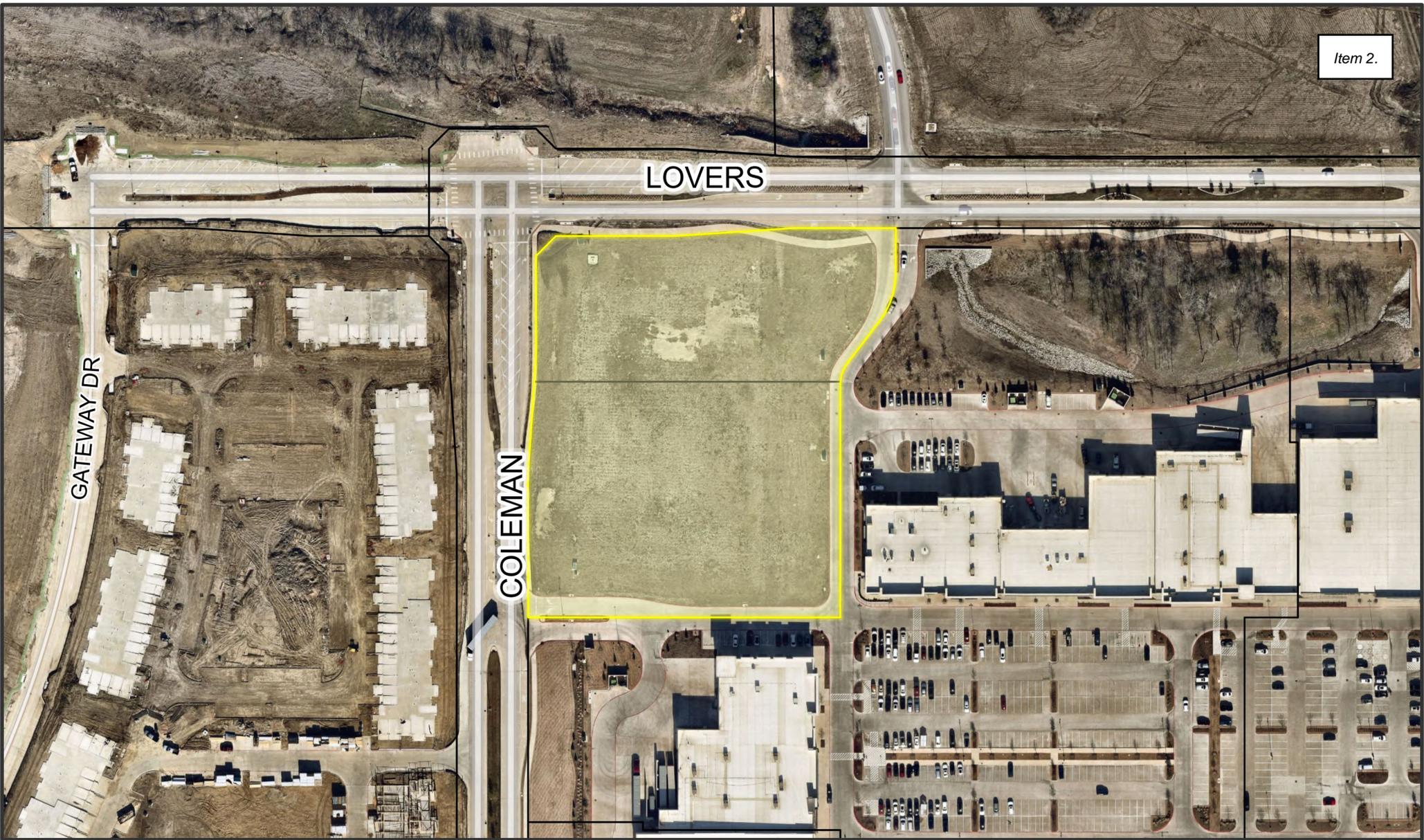
Attached Documents:

1. Location Map
2. Preliminary Site Plan
3. Parking Study

Town Staff Recommendation:

Staff recommends approval of the Preliminary Site Plan subject to:

1. Town staff approval of preliminary water, sewer, and drainage plans.
2. Town staff approval of all emergency access, fire hydrants, fire department connections (FDC) and fire lanes, including widths, radii, and location.



This map for illustration purposes only

D22-0103

Home 2 Suites

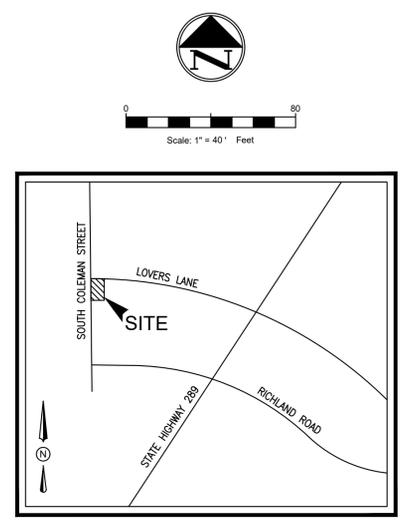
Preliminary Site Plan

EASEMENT/SETBACK LEGEND

BUILDING SETBACK	B.S.
LANDSCAPE EASEMENT	L.E.
LANDSCAPE SETBACK	L.S.
LANDSCAPE & ACCESS EASEMENT	L.A.E.
FIRE LANE, ACCESS & UTILITY EASEMENT	F.A.U.E.
FIRE LANE, ACCESS & DRAINAGE EASEMENT	F.A.D.E.
ACCESS EASEMENT	A.E.
SIDEWALK EASEMENT	S.E.
SANITARY SEWER EASEMENT	S.S.E.
WATER EASEMENT	W.E.
ELECTRICAL EASEMENT	E.E.
UTILITY EASEMENT	U.E.
DRAINAGE & DETENTION EASEMENT	D.D.E.

EXISTING LEGEND

1/2" IR FOUND	IRRIGATION VALVE	NO PARKING
1/2" IR SET	WATER VALVE	CONCRETE
5/8" IR FOUND	FIRE HYDRANT	GRAVEL
3/8" IR FOUND	SIGN	BRICK
6/8" NAIL FOUND	UTILITY POLE	STONE
PK NAIL SET	WATER METER	WOOD DECK
1/2" IP FOUND	GAS METER	BUILDING WALL
X-FOUND	A.C. PAD	TILE
X-SET	TRANS. BOX	BUILDING LINE
1" IR FOUND	GAS MARKER	EASEMENT
1" IP FOUND	OVERHEAD UTILITY LINE	BOUNDARY
POINT FOR CORNER	GUY WIRE ANCHOR	HIGHBANK LINE
CON. MONUMENT	BARBED WIRE FENCE	PARKING STRIPE
3/4" IP FOUND	IRON FENCE	HANDICAP SPACE
TELE. BOX	CHARLINK FENCE	
CABLE BOX	WOOD FENCE	
ELECTRIC BOX	PIPE RAIL FENCE	
BRICK COLUMN	COVERED AREA	
STONE COLUMN	ASPHALT	
STORM DRAIN MH.	FIRE LANE STRIPE	
SAN. SEW. CO.	BRICK RET. WALL	
BOLLARD POST	STONE RET. WALL	
LIGHT POLE	CON. RET. WALL	
SAN. SEW. MH.	TELE. MH.	
WATER MH.		



SITE LEGEND

CONCRETE CURB	SAW-CUT LINE
FENCE	FIRE LANE
EXISTING FIRE LANE	STRIPING
OPEN SPACE	PARKING SPACES
MONUMENT/PYLON SIGN	WHEEL STOPS
HANDICAP LOGO	HANDICAP SIGN
RAMP	BOLLARD
TRAFFIC ARROW	FIRE HYDRANT
DUMPSTER	SANITARY SEWER MANHOLE
SANITARY SEWER CLEANOUT	SANITARY SEWER DOUBLE CLEANOUT
SANITARY SEWER SAMPLE PORT	GREASE TRAP
DOMESTIC WATER METER	IRRIGATION METER
GAS METER	TRANSFORMER
LIGHT POLE	POWER POLE

- ### SITE GENERAL NOTES
- ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CITY OR LOCAL JURISDICTION STANDARDS.
 - THE LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS IS TAKEN FROM AS-BUILTS, UTILITY PLANS OR SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE ARRANGEMENTS WITH THE OWNERS OF SUCH UNDERGROUND UTILITIES PRIOR TO WORKING IN THE AREA TO CONFIRM THEIR EXACT LOCATION AND TO DETERMINE WHETHER ANY ADDITIONAL UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND UTILITIES. IF EXISTING UNDERGROUND UTILITIES ARE DAMAGED, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COST OF REPAIRING THE UTILITY.
 - WHERE EXISTING UTILITIES OR SERVICE LINES ARE CUT, BROKEN OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR THE UTILITIES OR SERVICE LINES WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION, OR BETTER, UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS, AT HIS OWN COST AND EXPENSE. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AT ONCE OF ANY CONFLICTS WITH UTILITIES.
 - ALL EXCAVATIONS, TRENCHING AND SHORING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS OF THE U.S. DEPARTMENT OF LABOR, OSHA, CONSTRUCTION SAFETY AND HEALTH REGULATIONS AND ANY AMENDMENTS THERETO.
 - THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY CONSTRUCTION TO ORIGINAL CONDITION OR BETTER. RESTORED AREAS INCLUDE, BUT ARE NOT LIMITED TO TRENCH BACKFILL, SIDE SLOPES, FENCES, DRAINAGE DITCHES, DRIVEWAYS, PRIVATE YARDS AND ROADWAYS.
 - ANY CHANGES NEEDED AFTER CONSTRUCTION PLANS HAVE BEEN RELEASED, SHALL BE APPROVED BY THE CITY ENGINEER. THESE CHANGES MUST BE RECEIVED IN WRITING.
 - THE CONTRACTOR SHALL PROVIDE "RED LINED" MARKED PRINTS TO THE ENGINEER PRIOR TO FINAL INSPECTION INDICATING ALL CONSTRUCTION WHICH DEVIATED FROM THE PLANS OR WAS CONSTRUCTED IN ADDITION TO THAT INDICATED ON THE PLANS.
 - ALL CURB RADIUS TO BE 10' OR 2' UNLESS OTHERWISE NOTED ON THE SITE PLAN.
 - ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

LOT 11 SITE DATA SUMMARY TABLE

ZONING:	PD-67 (MIXED USE)
PROPOSED USE:	HOTEL
LOT AREA (EXCLUDING ROW):	2.67 ACRES (116,454 S.F.)
BUILDING AREA:	17,157 S.F.
BUILDING HEIGHT:	45'-0"
LOT COVERAGE:	14.7%
FLOOR AREA RATIO:	0.15
NUMBER OF GUEST ROOMS:	119
REGULAR PARKING REQUIRED:	119 SPACES
1 SP PER BEDROOM	
REGULAR PARKING PROVIDED:	87 SPACES
HANDICAP PARKING REQUIRED:	5 SPACES (1 VAN ACCESSIBLE)
HANDICAP PARKING PROVIDED:	5 SPACES (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED:	92 SPACES
OPEN SPACE REQUIRED:	8,151.78 S.F. (7%)
OPEN SPACE PROVIDED:	22,561.05 S.F. (19.38%)
INTERIOR LANDSCAPING REQUIRED:	11,645 S.F. (10%)
INTERIOR LANDSCAPING PROVIDED:	34,519 S.F. (29.60%)
IMPERVIOUS AREA:	81,935 S.F. (70.4%)

LOT 12 SITE DATA SUMMARY TABLE

ZONING:	PD-67 (MIXED USE)
PROPOSED USE:	RETAIL
LOT AREA (EXCLUDING ROW):	1.86 ACRES (80,888 S.F.)
BUILDING AREA:	8,611 S.F.
BUILDING HEIGHT:	30'
LOT COVERAGE:	10.65%
FLOOR AREA RATIO:	0.107
REGULAR PARKING REQUIRED:	35 SPACES
1 SP PER 250 S.F.	
REGULAR PARKING PROVIDED:	37 SPACES
HANDICAP PARKING REQUIRED:	2 SPACES (1 VAN ACCESSIBLE)
HANDICAP PARKING PROVIDED:	2 SPACES (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED:	39 SPACES
OPEN SPACE REQUIRED:	5,662.16 S.F. (7%)
OPEN SPACE PROVIDED:	22,650.87 S.F. (28.00%)
INTERIOR LANDSCAPING REQUIRED:	8,089 S.F. (10%)
INTERIOR LANDSCAPING PROVIDED:	39,039 S.F. (48.30%)
IMPERVIOUS AREA:	41,849 S.F. (51.7%)

FLOOD PLAIN NOTE

ACCORDING TO MAP NO. 48085C02353 DATED JUNE 2, 2009, OF THE NATIONAL INSURANCE PROGRAM MAP, FLOOD INSURANCE RATE MAP OF COLLIN COUNTY, TEXAS, FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE ADMINISTRATION, THIS PROPERTY IS LOCATED IN ZONE X (UNSHADED) AND IS NOT WITHIN A SPECIAL FLOOD HAZARD AREA.

PROJECT CONTACT LIST

ENGINEER TRIANGLE ENGINEERING LLC 1782 McDERMOTT DRIVE ALLEN, TEXAS 75013 CONTACT: KARTAVYA PATEL, PE PHONE: 469-331-8566	DEVELOPER SUPERHOST HOSPITALITY, LLC 1823 ABRITER COURT NAPERVILLE, ILLINOIS 60563 CONTACT: SAMIR LAKHANY PHONE: 260-418-2249
SURVEYOR KIMLEY-HORN 6160 WARREN PARKWAY, SUITE 210 FRISCO, TEXAS 75034 CONTACT: MICHAEL MARX, RPLS PHONE: 972-335-3580	ARCHITECT STUDIO RED DOT 10000 NCX, SUITE 1045 DALLAS, TEXAS 75231 CONTACT: SABRINA BALA, AIA 469-941-4145
OWNER GOP #2, LLC 1 COWBOYS WAY FRISCO, TEXAS 75034	

ADDITIONAL CITY NOTE:

1. 7% of net lot area is required to be provided as open space. The following shall not be included: vehicular paving, required parking lot landscape islands, building footprint, utility yards, required landscape setbacks, sidewalks, and detention ponds.

BOUNDARY LINE TABLE

LINE #	DISTANCE	BEARING
L1	394.00'	S90°00'00"W
L2	180.00'	S00°00'00"E
L3	116.95'	S03°48'11"W
L4	386.37'	N90°00'00"W
L5	293.06'	S00°00'00"E
L6	65.94'	S37°27'22"W
L7	56.41'	S00°00'00"W
L8	129.00'	N90°00'00"E
L9	150.33'	N86°11'09"E
L10	150.00'	N90°00'00"E
L11	35.36'	S45°00'00"W
L12	125.00'	N00°00'00"E
L13	33.39'	S03°48'51"W

BOUNDARY CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING
C1	3.61'	45.00'	004°35'49"	3.61'	S02°17'54"W
C2	25.81'	45.00'	032°51'33"	25.46'	S21°01'35"W
C3	65.37'	100.00'	037°27'22"	64.22'	N18°43'41"E



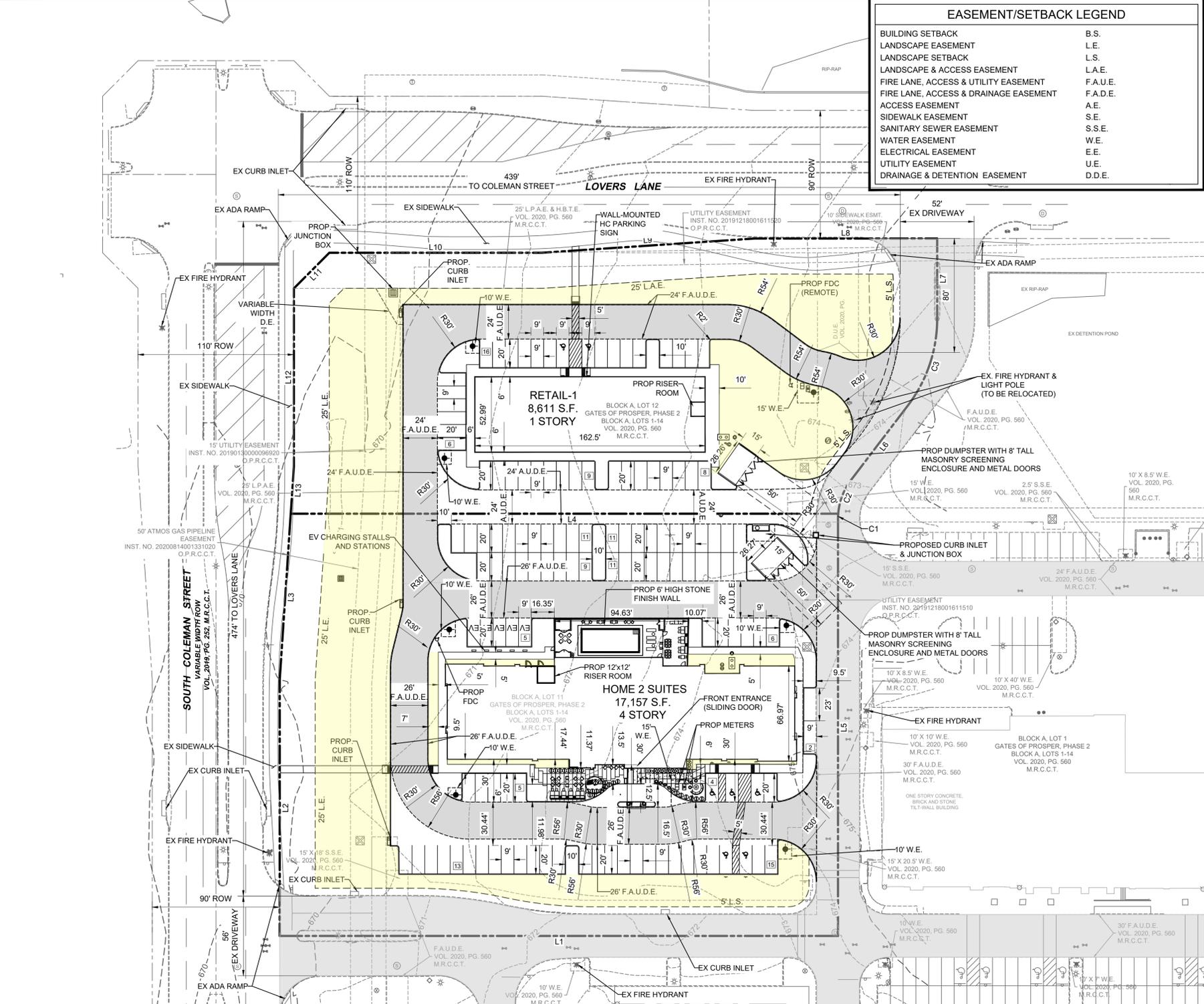
PRELIMINARY SITE PLAN-1

HOME 2 SUITE INN
 SEC LOVERS LANE AND SOUTH COLEMAN STREET
 CITY OF PROSPER
 COLLIN COUNTY, TEXAS 75078
 GATES OF PROSPER, BLOCK A, LOT 11 & LOT 12

T: 469.331.8566 | F: 469.213.7145 | E: info@triangle-engr.com
 W: triangle-engr.com | O: 1782 McDermott Drive, Allen, TX 75013

P.E.	DES.	DATE	SCALE	PROJECT NO.	SHEET NO.
KP	EB	03/20/23	SCALE BAR	103-22	C-3.0

TX. P.E. FIRM #11525





MEMORANDUM

To: David Soto
 Planning Manager
 Town of Prosper, Texas

From: Brandon Forsythe, P.E.
 Kimley-Horn and Associates, Inc.
 TPBE Registered Firm Number F-928

Date: February 22, 2023

Re: Home2Suites Parking Analysis
 Gates of Prosper
 Prosper, Texas

PURPOSE

Kimley-Horn and Associates, Inc. conducted a parking analysis for the proposed Home2Suites located on Block A, Lot 11 of Gates of Prosper Phase 2, at the southeast quadrant of Lovers Lane and Coleman Street in the Town of Prosper, Texas. This memorandum summarizes the results of the parking study.

According to the conceptual site plan (see **Appendix**), the site is planned to include a four story 119-key hotel.

This study is intended to determine the number of parking spaces needed on site in order to adequately serve the development and meet requirements outlined by the Town of Prosper and the Institute of Transportation Engineers (ITE).

METHODOLOGY

Two (2) analyses were performed for this study:

- **Town of Prosper Zoning Ordinance**
 Utilized Parking Requirements Based on Use outlined in Chapter 4 Section 4.5.
- **ITE Parking Generation**
 Utilized the average peak period parking demand rates.

PROPOSED SUPPLY

Based on the conceptual site plan for the development, 93 spaces are planned to be provided on site as shown in **Table 1**.

Table 1 – Planned Parking On-Site		
Land Use	Intensity	Provided Parking
Hotel	119 Guest Rooms	93



PARKING ANALYSIS

Town of Prosper Zoning Ordinance

As stated in Chapter 4, Section 4.5 of the Town's Zoning Ordinance, the required number of parking spaces for a proposed hotel development is one (1) space per hotel guest room. This section of the Town's Zoning Ordinance is provided in the **Appendix**.

Table 2 summarizes the proposed developments parking required based on the Town's Zoning Ordinance. Using requirements outlined, 119 spaces are required for the site.

Table 2 – City Parking Requirements			
Land Use	Intensity	Parking Requirement	City Required Parking
Hotel	119 Guest Rooms	1 space per Guest Room	119

ITE Parking Generation

The *ITE Parking Generation Manual* summarizes collected parking demand data which is compiled into statistics. Average peak period demand rates were used for the proposed hotel land use to obtain an anticipated parking demand for the site. Excerpts from the manual are provided in the **Appendix**.

During typical weekdays, the hotel land use peak period of usage occurs overnight and extends into the morning, from 11:00 PM to 8:00 AM. The manual utilizes data from 22 parking demand studies of this land use type, resulting in an average parking demand rate of 0.74 spaces per room.

Table 3 summarizes the analysis carried out using the *Parking Generation Manual*. Based on the peak period demand anticipated on site, the anticipated parking demand is 89 spaces.

Table 3 – ITE Parking Generation			
Land Use	Intensity	Parking Requirement	ITE Parking Demand
Hotel	119 Guest Rooms	0.74 spaces per guest room	89

PARKING ANALYSIS SUMMARY

According to this analysis, the current site plan meets recommendations outlined by ITE, but not those provided by the Town. **Table 4** summarizes the anticipated parking supply for the development and the parking recommendations based on City requirements and ITE.

Table 4 – Parking Analysis Summary			
Land Use	City Required	ITE Recommended	Current Provided Parking
Warehouse	119	89	93



While the current site plan's parking supply does not meet the Town's current requirements, it does meet the demand anticipated by ITE. The number recommended by the *ITE Parking Generation Manual* is based on numerous studies of developments that are similar to the proposed site's land use. It is our opinion that since the current planned parking meets ITE's recommended minimum spaces, the site will be adequately parked in its proposed state.

CONCLUSIONS

The current conceptual site plan provides 93 parking spaces. While this proposed number may not meet requirements outlined by the Town, it does meet the anticipated parking demand based on *ITE's Parking Generation Manual*. This manual utilizes research of similar land use types to determine when the peak demand of the site will occur and provides a recommended average parking demand rate of 0.74 spaces per guest room based on 22 studies performed on hotel developments. Since the proposed parking meets the demand of an average hotel development set forth in *ITE's Parking Generation Manual*, it is requested that a parking supply of 93 be deemed appropriate based on the findings of this study.

If you have any questions, please contact me at brandon.forsythe@kimley-horn.com or by phone at 817-339-2289.

A handwritten signature in blue ink that reads "Brandon Forsythe".

Brandon Forsythe, P.E.
Transportation Engineer



Appendix

Proposed Site Plan

Town of Prosper Zoning Ordinance
Chapter 4, Section 4.5

ITE Parking Generation Manual 5th Edition
Hotel (310) Average Rate



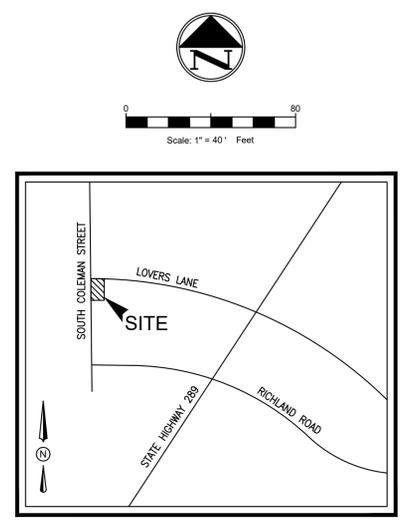
Proposed Site Plan

EASEMENT/SETBACK LEGEND

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FIRE LANE, ACCESS & DRAINAGE EASEMENT	F.A.D.E.
ACCESS EASEMENT	A.E.
SIDEWALK EASEMENT	S.E.
SANITARY SEWER EASEMENT	S.S.E.
WATER EASEMENT	W.E.
ELECTRICAL EASEMENT	E.E.
UTILITY EASEMENT	U.E.
DRAINAGE & DETENTION EASEMENT	D.D.E.

EXISTING LEGEND

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60-D NAIL FOUND	UTILITY POLE	STONE
PK NAIL SET	WATER METER	WOOD DECK
1/2" IP FOUND	GAS METER	BUILDING WALL
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CON. MONUMENT	BARBED WIRE FENCE	PARKING STRIPE
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TELE. BOX	CHARLINK FENCE	
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BRICK COLUMN	COVERED AREA	
STONE COLUMN	ASPHALT	
STORM DRAIN MH.	FIRE LANE STRIPE	
SAN. SEW. CO.	BRICK RET. WALL	
BOLLARD POST	STONE RET. WALL	
LIGHT POLE	CON. RET. WALL	
SAN. SEW. MH.	TELE. MH.	
WATER MH.		



SITE LEGEND

CONCRETE CURB	SAW-CUT LINE
FENCE	FIRE LANE
EXISTING FIRE LANE	STRIPING
OPEN SPACE	PARKING SPACES
MONUMENT/PYLON SIGN	WHEEL STOPS
HANDICAP LOGO	HANDICAP SIGN
RAMP	BOLLARD
TRAFFIC ARROW	FIRE HYDRANT
DUMPSTER	SANITARY SEWER MANHOLE
SANITARY SEWER CLEANOUT	SANITARY SEWER DOUBLE CLEANOUT
SANITARY SEWER SAMPLE PORT	GREASE TRAP
DOMESTIC WATER METER	IRRIGATION METER
GAS METER	TRANSFORMER
LIGHT POLE	POWER POLE

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- ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CITY OR LOCAL JURISDICTION STANDARDS.
 - THE LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS IS TAKEN FROM AS-BUILTS, UTILITY PLANS OR SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE ARRANGEMENTS WITH THE OWNERS OF SUCH UNDERGROUND UTILITIES PRIOR TO WORKING IN THE AREA TO CONFIRM THEIR EXACT LOCATION AND TO DETERMINE WHETHER ANY ADDITIONAL UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND UTILITIES. IF EXISTING UNDERGROUND UTILITIES ARE DAMAGED, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COST OF REPAIRING THE UTILITY.
 - WHERE EXISTING UTILITIES OR SERVICE LINES ARE CUT, BROKEN OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR THE UTILITIES OR SERVICE LINES WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION, OR BETTER, UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS, AT HIS OWN COST AND EXPENSE. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AT ONCE OF ANY CONFLICTS WITH UTILITIES.
 - ALL EXCAVATIONS, TRENCHING AND SHORING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS OF THE U.S. DEPARTMENT OF LABOR, OSHA, CONSTRUCTION SAFETY AND HEALTH REGULATIONS AND ANY AMENDMENTS THERETO.
 - THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY CONSTRUCTION TO ORIGINAL CONDITION OR BETTER. RESTORED AREAS INCLUDE, BUT ARE NOT LIMITED TO TRENCH BACKFILL, SIDE SLOPES, FENCES, DRAINAGE DITCHES, DRIVEWAYS, PRIVATE YARDS AND ROADWAYS. ANY CHANGES MADE AFTER CONSTRUCTION PLANS HAVE BEEN RELEASED, SHALL BE APPROVED BY THE CITY ENGINEER. THESE CHANGES MUST BE RECEIVED IN WRITING.
 - THE CONTRACTOR SHALL PROVIDE "RED LINED" MARKED PRINTS TO THE ENGINEER PRIOR TO FINAL INSPECTION INDICATING ALL CONSTRUCTION WHICH DEVIATED FROM THE PLANS OR WAS CONSTRUCTED IN ADDITION TO THAT INDICATED ON THE PLANS.
 - ALL CURB RADIUS TO BE 10' OR 2' UNLESS OTHERWISE NOTED ON THE SITE PLAN.
 - ANY REVISION TO THIS PLAN WILL REQUIRE TOWN APPROVAL AND WILL REQUIRE REVISIONS TO ANY CORRESPONDING PLANS TO AVOID CONFLICTS BETWEEN PLANS.

LOT 11 SITE DATA SUMMARY TABLE

ZONING:	PD-67 (MIXED USE)
PROPOSED USE:	HOTEL
LOT AREA (EXCLUDING ROW):	2.67 ACRES (116,454 S.F.)
BUILDING AREA:	17,157 S.F.
BUILDING HEIGHT:	45'-0"
LOT COVERAGE:	14.7%
FLOOR AREA RATIO:	0.15
NUMBER OF GUEST ROOMS:	119
REGULAR PARKING REQUIRED:	119 SPACES
1 SP PER BEDROOM	
REGULAR PARKING PROVIDED:	88 SPACES
HANDICAP PARKING REQUIRED:	5 SPACES (1 VAN ACCESSIBLE)
HANDICAP PARKING PROVIDED:	5 SPACES (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED:	93 SPACES
OPEN SPACE REQUIRED:	8,151.78 S.F. (7%)
OPEN SPACE PROVIDED:	2,455.66 S.F. (21.09%)
INTERIOR LANDSCAPING REQUIRED:	11,645 S.F. (10%)
INTERIOR LANDSCAPING PROVIDED:	34,519 S.F. (29.60%)
IMPERVIOUS AREA:	81,935 S.F. (70.4%)

LOT 12 SITE DATA SUMMARY TABLE

ZONING:	PD-67 (MIXED USE)
PROPOSED USE:	RETAIL
LOT AREA (EXCLUDING ROW):	1.86 ACRES (80,888 S.F.)
BUILDING AREA:	8,930 S.F.
BUILDING HEIGHT:	30'
LOT COVERAGE:	11.04%
FLOOR AREA RATIO:	0.11
REGULAR PARKING REQUIRED:	36 SPACES
1 SP PER 250 S.F.	
REGULAR PARKING PROVIDED:	37 SPACES
HANDICAP PARKING REQUIRED:	2 SPACES (1 VAN ACCESSIBLE)
HANDICAP PARKING PROVIDED:	2 SPACES (1 VAN ACCESSIBLE)
TOTAL PARKING PROVIDED:	39 SPACES
OPEN SPACE REQUIRED:	5,662.16 S.F. (7%)
OPEN SPACE PROVIDED:	23,198.74 S.F. (28.68%)
INTERIOR LANDSCAPING REQUIRED:	8,089 S.F. (10%)
INTERIOR LANDSCAPING PROVIDED:	39,039 S.F. (48.30%)
IMPERVIOUS AREA:	41,849 S.F. (51.7%)

CASE NUMBER: D22-0103

PROJECT CONTACT LIST

ENGINEER TRIANGLE ENGINEERING LLC 1782 McDERMOTT DRIVE ALLEN, TEXAS 75013 CONTACT: KARTAVYA PATEL, PE PHONE: 469-331-8566	DEVELOPER SUPERHOST HOSPITALITY, LLC 1823 ARBITER COURT NAPERVILLE, ILLINOIS 60563 CONTACT: SAMIR LAKHANY PHONE: 260-418-2249
SURVEYOR KIMLEY-HORN 6160 WARREN PARKWAY, SUITE 210 FRISCO, TEXAS 75034 CONTACT: MICHAEL MARX, RPLS PHONE: 972-335-3580	ARCHITECT STUDIO RED DOT 10000 NCX, SUITE 1045 DALLAS, TEXAS 75231 CONTACT: SABRINA BALA, AIA 469-941-4145
OWNER GOP #2, LLC 1 COWBOYS WAY FRISCO, TEXAS 75034	

FLOOD PLAIN NOTE

ACCORDING TO MAP NO. 48085C02353 DATED JUNE 2, 2009, OF THE NATIONAL INSURANCE PROGRAM MAP, FLOOD INSURANCE RATE MAP OF COLLIN COUNTY, TEXAS, FEDERAL EMERGENCY MANAGEMENT AGENCY, FEDERAL INSURANCE ADMINISTRATION, THIS PROPERTY IS LOCATED IN ZONE X (UNSHADED) AND IS NOT WITHIN A SPECIAL FLOOD HAZARD AREA.

NO.	DATE	DESCRIPTION	BY
1	12-05-22	1st PRELIMINARY SITE PLAN	EB



ADDITIONAL CITY NOTE:

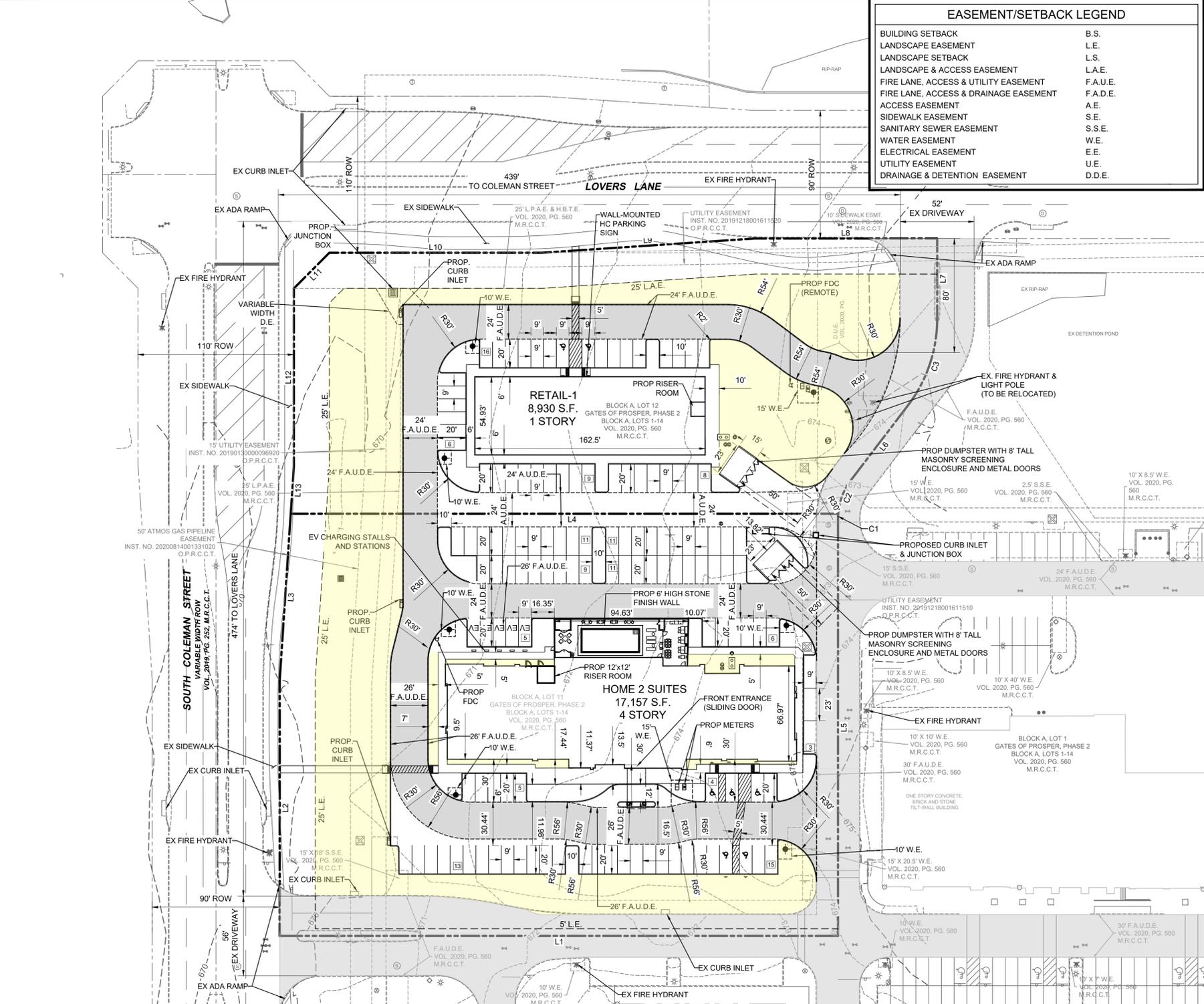
1. 7% of net lot area is required to be provided as open space. The following shall not be included: vehicular paving, required parking lot landscape islands, building footprint, utility yards, required landscape setbacks, sidewalks, and detention ponds.

BOUNDARY CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING
C1	3.61'	45.00'	004°35'49"	3.61'	S02°17'54"W
C2	25.81'	45.00'	032°51'33"	25.46'	S21°01'35"W
C3	65.37'	100.00'	037°27'22"	64.22'	N18°43'41"E

BOUNDARY LINE TABLE

LINE #	DISTANCE	BEARING
L1	394.00'	S90°00'00"W
L2	180.00'	S00°00'00"E
L3	116.95'	S03°48'11"W
L4	386.37'	N90°00'00"W
L5	293.06'	S00°00'00"E
L6	65.94'	S37°27'22"W
L7	56.41'	S00°00'00"W
L8	129.00'	N90°00'00"E
L9	150.33'	N86°11'09"E
L10	150.00'	N90°00'00"E
L11	35.36'	S45°00'00"W
L12	125.00'	N00°00'00"E
L13	33.39'	S03°48'51"W





Town of Prosper Zoning Ordinance – Parking Standards

- **Community Center, Library, Museum, or Art Gallery:** Ten (10) parking spaces plus one (1) additional space for each three hundred (300) square feet of floor area in excess of two thousand (2,000) square feet. If an auditorium is included as a part of the building, its floor area shall be deducted from the total and additional parking provided on the basis of one (1) space for each four (4) seats that it contains.
- **Commercial Amusement:** One (1) space per three (3) guests at maximum designed capacity.
- **Country Club or Golf Club:** One (1) parking space for each one hundred fifty (150) square feet of floor area or for every five (5) members, whichever is greater.
- **Dance Hall, Assembly or Exhibition Hall without Fixed Seats:** One (1) parking space for each two hundred (200) square feet of floor area thereof.
- **Dwellings, Single Family and Duplex:** Two (2) covered spaces, located behind the front building line, and two (2) maneuvering spaces for each unit.
- **Dwellings, Multifamily:** Two (2) spaces for one (1) and two (2) bedroom units, plus one half (0.5) additional space for each additional bedroom.
- **Flea Market:** One (1) space for each five hundred (500) square feet of site area.
- **Fraternity, Sorority, or Dormitory:** One (1) parking space for each two (2) beds on campus, and one and one-half (1½) spaces for each two beds in off campus projects.
- **Furniture or Appliance Store, Hardware Store, Wholesale Establishments, Machinery or Equipment Sales and Service, Clothing or Shoe Repair or Service:** Two (2) parking spaces plus one (1) additional parking space for each three hundred (300) square feet of floor area over one thousand (1,000).
- **Gasoline Station:** Minimum of three (3) spaces for employees. Adequate space shall be provided for waiting, stacking, and maneuvering automobiles for refueling.
- **Golf Course:** Five (5) parking spaces per hole.
- **Health Studio or Club:** One (1) parking space per two hundred (200) square feet of exercise area.
- **Hospital:** One (1) space per employee on the largest shift, plus one and one-half (1½) spaces per each bed or examination room whichever is applicable.
- **Hotel:** One (1) parking space for each sleeping room or suite plus one (1) space for each two hundred (200) square feet of commercial floor area contained therein.
- **Kindergartens, day schools, and similar child training and care establishments** shall provide one (1) paved off-street loading and unloading space for an automobile on a through "circular" drive for each ten (10) students, or one (1) space per ten (10) students, **plus** one (1) space per teacher.
- **Library or Museum:** Ten (10) spaces plus one (1) space for every three hundred (300) square feet, over one thousand (1,000) square feet.
- **Lodge or Fraternal Organization:** One (1) space per two hundred (200) square feet.
- **Manufacturing or Industrial Establishment, Research or Testing Laboratory, Creamery, Bottling Plant, Warehouse, Printing or Plumbing Shop, or Similar Establishment:** One (1) parking space for each employee on the maximum working shift plus space to accommodate all trucks and other vehicles used in connection therewith, but not less than one (1) parking space for each one thousand (1,000) square feet of floor area.
- **Medical or Dental Office:** One (1) space per two hundred and fifty (250) square feet of floor area. Facilities over twenty thousand (20,000) square feet shall use the parking standards set forth for hospitals.
- **Mini-Warehouse:** Four (4) spaces per complex plus (1) one additional space per three hundred (300)



ITE Parking Generation Manual 5th Edition – Hotel (310)

Hotel (310)

Peak Period Parking Demand vs: Rooms

On a: **Weekday (Monday - Friday)**

Setting/Location: **General Urban/Suburban**

Peak Period of Parking Demand: 11:00 p.m. - 8:00 a.m.

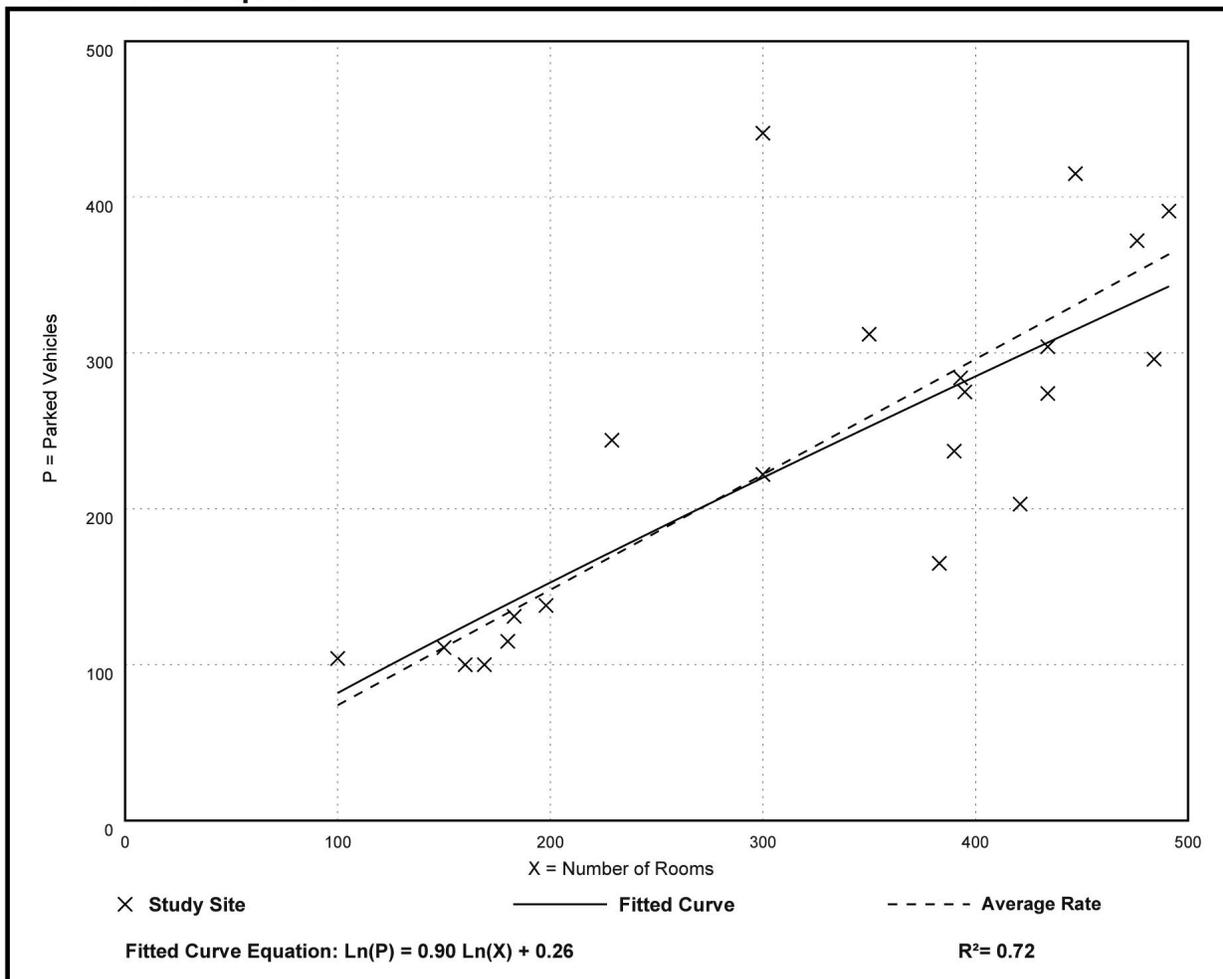
Number of Studies: 22

Avg. Num. of Rooms: 321

Peak Period Parking Demand per Room

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.74	0.43 - 1.47	0.64 / 0.99	0.65 - 0.83	0.22 (30%)

Data Plot and Equation





PLANNING

To: Planning & Zoning Commission

Item No. 5

From: David Soto, Planning Manager

Re: Planning & Zoning Commission Meeting – April 4, 2023

Agenda Item:

Conduct a Public Hearing, and consider and act upon a request to rezone 34.7± acres from Commercial District (C) to a new Planned Development for Mixed Use, located northside of Prosper Trail and west of Dallas Parkway. (Z22-0019)

History:

The applicant has submitted a request for rezoning on November 7th, 2022. There have been multiple discussions with Town Council, Planning & Zoning Commissioners, and Town Staff. Since then, the applicant has revised the following (See Attachment 9):

1. The applicant has created a trigger that requires 50% of the townhomes in the neighborhood sub-district will have certificate of occupancy prior to commencing any work with the highway sub-district. Further, Street Section D, as shown on Exhibit D.3, shall be built with Block D, Lots 1 and 2.
2. A property owner's association (POA) shall be approved by town staff.
3. Created separate definitions and requirements on apartments and condominiums.
4. Revised the required percentage from 15% to 50% of non-residential on the first floor within the highway subdistrict.
5. Apartment buildings shall have a setback of 250 feet from the Dallas North Tollway.
6. Uses in conformance with Dallas North Tollways Design Guidelines

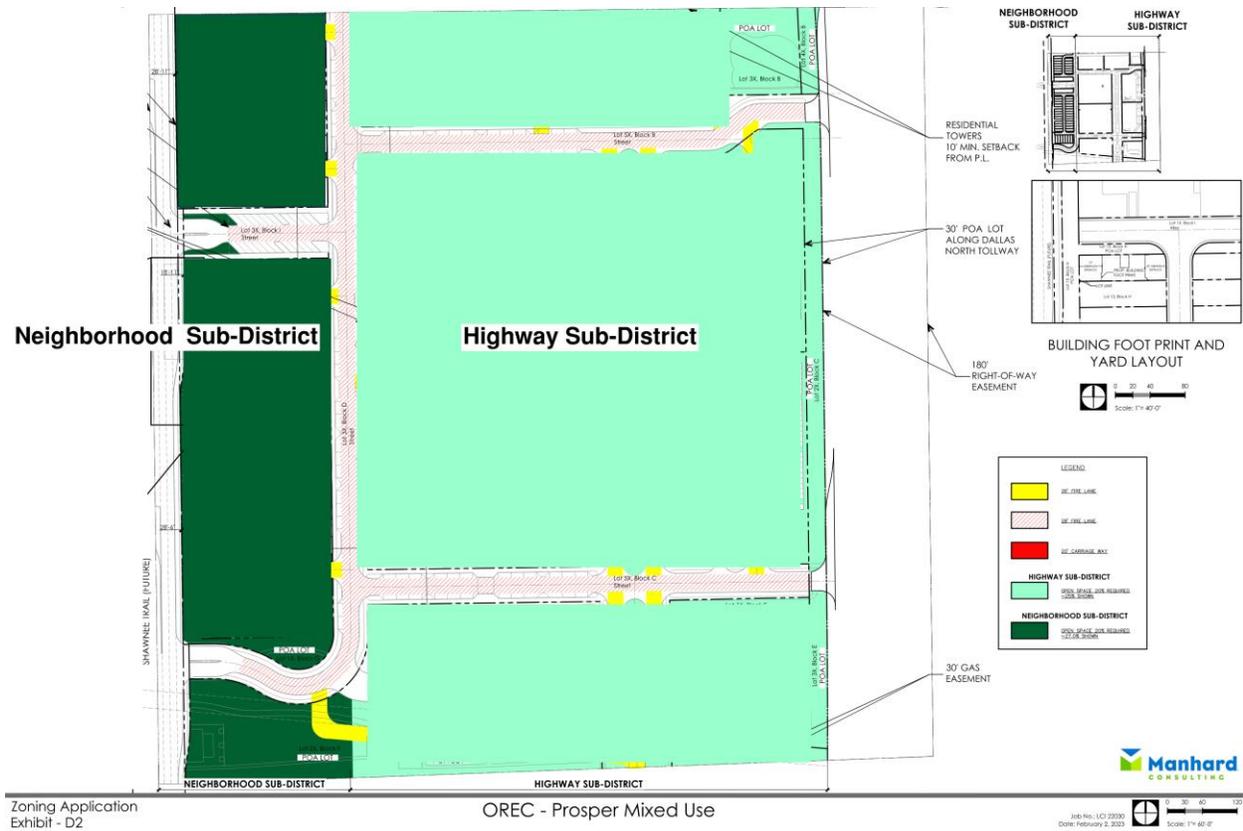
Description of Agenda Item:

The zoning and land use of the surrounding properties are as follows:

	Zoning	Current Land Use	Future Land Use Plan
Subject Property	Commercial District (C)	Undeveloped	Dallas North Tollway District
North	Commercial Corridor District (CC)	Undeveloped	Dallas North Tollway District
East	Commercial Corridor District (CC)	Undeveloped	Dallas North Tollway District
South	Commercial Corridor District (CC)	Undeveloped	Dallas North Tollway District
West	Planned Development-36 (PD36)	Single Family Residential (Legacy Garden)	Medium Density Residential

Requested Zoning

The purpose of this request is to rezone Commercial District (C) to a new Planned Development for Mixed Use. The applicant is proposing a mixed used development with 2 sub-districts as shown below. The proposed sub-districts are neighborhood and highway sub-districts.



The neighborhood sub-district (9± acres) is to provide for a variety of developments in a suburban type setting which will provide residential units and supporting retail space. The subdistrict is adjacent to Shawnee Trail is acting as a buffer and transition toward the residential across Shawnee with less intense uses, additional setbacks and reduced height.

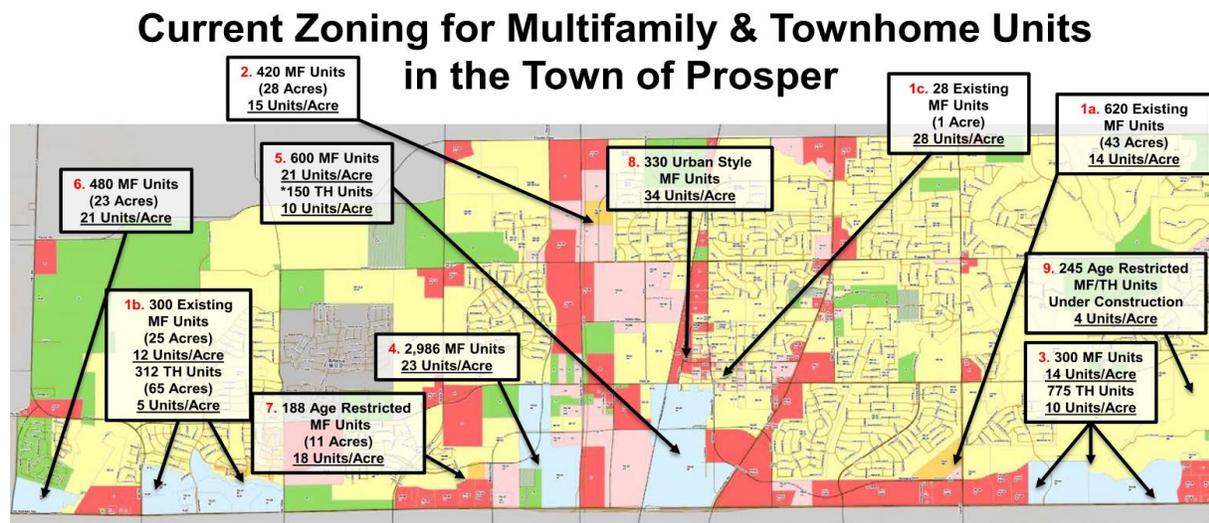
The highway sub-district (25± acres) is to encourage the creation of a pedestrian-oriented, vertically integrated, mixed-use, urban environment, providing shopping, employment, housing, business, and personal services. This sub-district promotes an efficient, compact land use pattern; encouraging pedestrian activity; reducing the reliance on private automobiles within the district; promoting a functional and attractive community using urban design principles; and allowing developers flexibility in land use and site design.

Many of the development standards, located in Exhibit C, conform to the Town's Zoning Ordinance. Due to the proposed development's unique design and the property being located along the Dallas North Tollway, the applicant is proposing detailed development and design standards, some of which deviate from the Zoning Ordinance. The applicant has made some recent modifications that include triggers, multifamily units/ condominiums specifications, mixed use details, a list of prohibited uses, and other minor modifications.

The proposed standards that are unique to the property are summarized below and does not contain all standards:

High Density Residential Development – The highway sub-district is proposing to have a maximum allowance of 835 units through the highway sub-district. Seventy-five percent (75%) of allowed residential units shall be developed as apartments and the other twenty-five percent (25%) of allowed residential units shall be developed as condominiums (for sale products). A minimum of 50% of the first-floor square footage of all buildings containing residential units shall be used for non-residential uses. Within those non-residential uses, a minimum of 30% shall be for retail use.

Town-wide Multi-family Units - In addition, there are currently 6,497 multifamily units entitled through zoning approvals in the Town (please see map below). In light of the town-wide entitled units, staff has concerns with allowing an increase in density for another multifamily project. However, please note that is along the Dallas North Tollway as where expected uses and density would be place. Please see map of entitled units below.



Triggers – The applicant has proposed within its development standards that development shall be phased such that fifty (50) percent of the townhomes in the Neighborhood Sub-District will have certificates of occupancy prior to commencing work within the Highway Sub-District. Further, Street Section D, as shown on Exhibit D.3, shall be built with Block D, Lots 1 and 2.

Building Height – The maximum building height allowed by the Zoning Ordinance is two (2) stories in the Commercial District. However, the Dallas North Tollway Design Guidelines allows up to twelve (12) stories along the tollway. The applicant is proposing twelve (12) stories for the highway sub-district and the maximum height for the neighborhood subdistrict is three stories or thirty-five feet (35’) for townhomes and three stories or forty-five feet (45’) for commercial development. The applicant is also proposing that 50% of the building structures within the Highway Subdistrict shall be constructed as a minimum of two (2) stories.

Building Materials – The approved primary exterior building materials for multifamily and non-residential development in the Zoning Ordinance are clay fired brick, natural and manufactured stone, granite, marble, and stucco. The use of stucco and EIFS are only permitted as secondary or accent materials. The applicant is proposing brick, natural and manufactured stone, stucco, metal panel system, curtain wall and window wall glazing, and cementitious panel system shall

be considered primary materials. Below are conceptual renderings of the development. The applicant will enter into a development agreement.



Building Setbacks – Many of the building setbacks in the highway and neighborhood sub-districts. have been reduced or removed in order to allow the proposed mixed use development to conform to Exhibit D. The 25-foot and 30-foot landscape setbacks from the adjacent minor and major thoroughfares remain the same and conform to the Zoning Ordinance/Dallas North Tollway Design Guidelines. The building setbacks in the neighborhood sub-district reflect the typical “suburban” setting of the townhomes and commercial development. Any development with on-street parking, a build to line shall be required.

Design Guidelines – The applicant is proposing specific design guidelines to address the pedestrian-oriented mixed-use development in the highway and neighborhood sub-districts. The design guidelines add to the development standards and address design principles, site design, building design, public realm design, and streetscapes.

Parking Standards – Due to the urban/walkable setting, the applicant is proposing a mixed-use reduction of 20% shall be applied to the overall development except for townhomes. Staff understands that the applicant is proposing a live/work/play environment so has no issues with the parking reduction. The applicant has also requested a shared parking within the entire Planned Development excluding the townhomes.

Landscaping - The applicant is proposing specific design guidelines to address the pedestrian-oriented mixed-use development in the sub-districts. The applicant has also incorporated Dallas North Tollway Guidelines within the development standards. These standards include the following, but not limited to:

- 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.

Open Space - Per our zoning ordinance, 20% open space is required for Townhomes, 7% for non-residential, and 30% for multifamily use. Due to the unique design of the development, the applicant is proposing minimum 20% which includes landscape easements, setbacks, public sidewalks, plazas, and detention ponds.

Comparison Table regarding Major development standards.

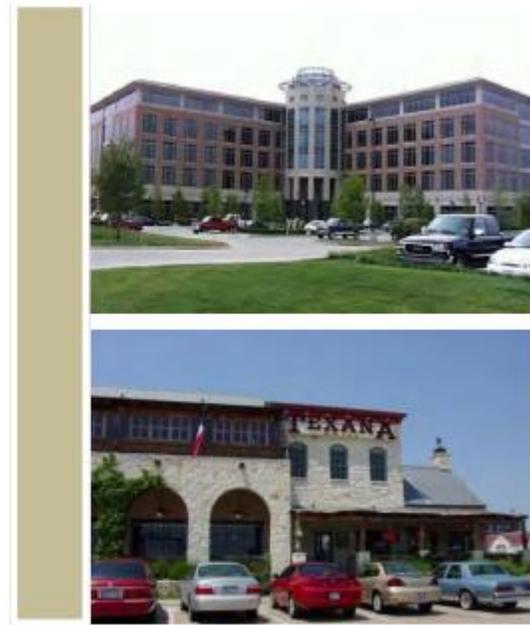
Below is a comparison table outlining the proposed development standards that deviate from the minimum standard per the zoning ordinance.

	Town of Prosper	NEW PD
Maximum Permitted Density:	MF District: 370 MF units allowed based on a standard MF zoning. (15 units per acre.)	Density shall not exceed 835 MF
Maximum Height:	Commercial District: Two stories, no greater than 40 feet. Dallas North Tollway Design Guidelines and Comprehensive Plan: Up to 12 Stories	Highway Subdistrict <ul style="list-style-type: none"> • 12 stories Neighborhood Subdistrict <ul style="list-style-type: none"> • Townhomes <ul style="list-style-type: none"> ○ Thirty-Five (35) feet, three (3) stories. • Commercial <ul style="list-style-type: none"> ○ Forty-five (45) Feet or three (3) stories
Building Material	100 percent masonry as defined in Chapter 3, Section 2. The use of stucco and EIFS are only permitted as secondary or accent materials.	<ul style="list-style-type: none"> • Materials such as brick, natural and manufactured stone, stucco, metal panel system, curtain wall and window wall glazing, and cementitious panel system shall be considered primary materials. Primary materials shall comprise as least seventy five (75) percent of each floor, exclusive of doors and windows.
Parking requirements	3,861 minimum parking spaces required based on the use.	A mixed use reduction of 20% shall applied to the overall development, except for townhomes. 3,204 are being proposed.

Future Land Use Plan – The Future Land Use Plan recommends Dallas North Tollway District.

Dallas North Tollway District

The Dallas North Tollway district will consist of the most intense land uses within Prosper. A diverse mixture of office, retail and residential will likely develop along the corridor. Mid-rise office (up to 12 stories) may be permitted throughout the corridor. Office buildings should be designed for a “campus feel”—they should be oriented towards common public space with significant landscaping and should be linked by a pedestrian network. A common architectural theme should also be established for a consistent visual appearance. Mixed-use development should be encouraged and should contain a mixture of office, retail and residential uses. Mixed-use lofts/apartments would be the most appropriate residential use within this district. Structured parking should be encouraged in more intense areas to limit the presence and visibility of large parking lots. Structured parking should be oriented in a way that minimizes visibility from the Tollway.



2022 Dallas North Tollway Design Guidelines –

- The Dallas North Tollway is a primary thoroughfare within the Town of Prosper and one of the most heavily traveled roadways in North Texas. It is recognized that the Dallas North Tollway will serve as a significant opportunity for economic development and a sustainable tax base for the Town. The Comprehensive Plan identified the Dallas North Tollway as a future location for the Town’s most intense land uses. The purpose of these design guidelines is to provide direction on land use and design for future development that the Town of Prosper envisions on the Dallas North Tollway. Design guidelines define the qualities of building and site design that make successful projects and are tools for guiding projects to positive development outcomes.

- Per the guideline, “Multi-family Developments - The Town Council may permit a multi-family housing as part of a wholistic development that includes a combination of businesses designed to create a live, work and play 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 F. “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.”
- The applicant has proposed development standards that are consistent with the Dallas North Tollway Design Guidelines.

Thoroughfare Plan – The property is bounded to the east by the Tollway and west by Shawnee Trail.

Parks Master Plan – The Parks Master Plan does not identify a park on the subject property, at this time.

Legal Obligations and Review:

Zoning is discretionary. Therefore, the Planning & Zoning Commission is not obligated to approve the request. Notification was provided to neighboring property owners as required by state law. To date, staff has received one letter in response to the proposed zoning request.

Attached Documents:

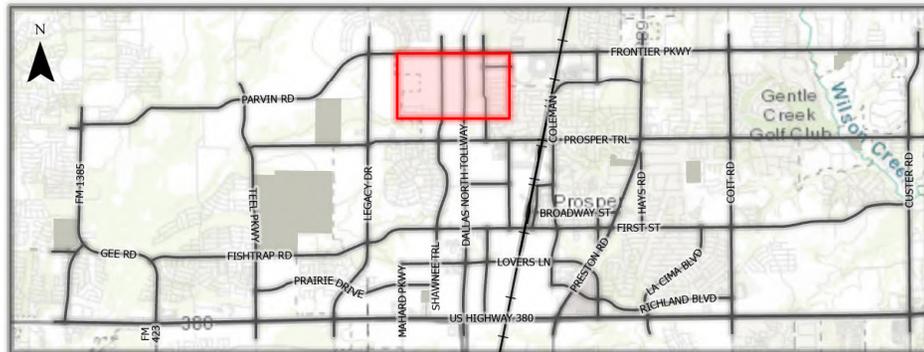
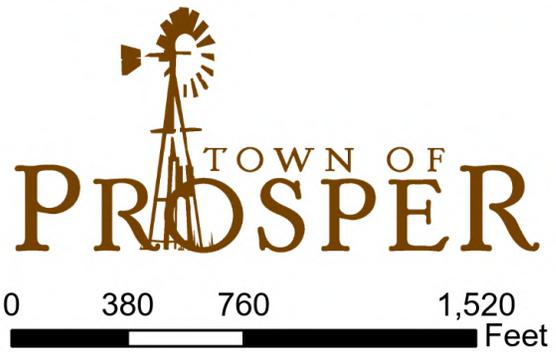
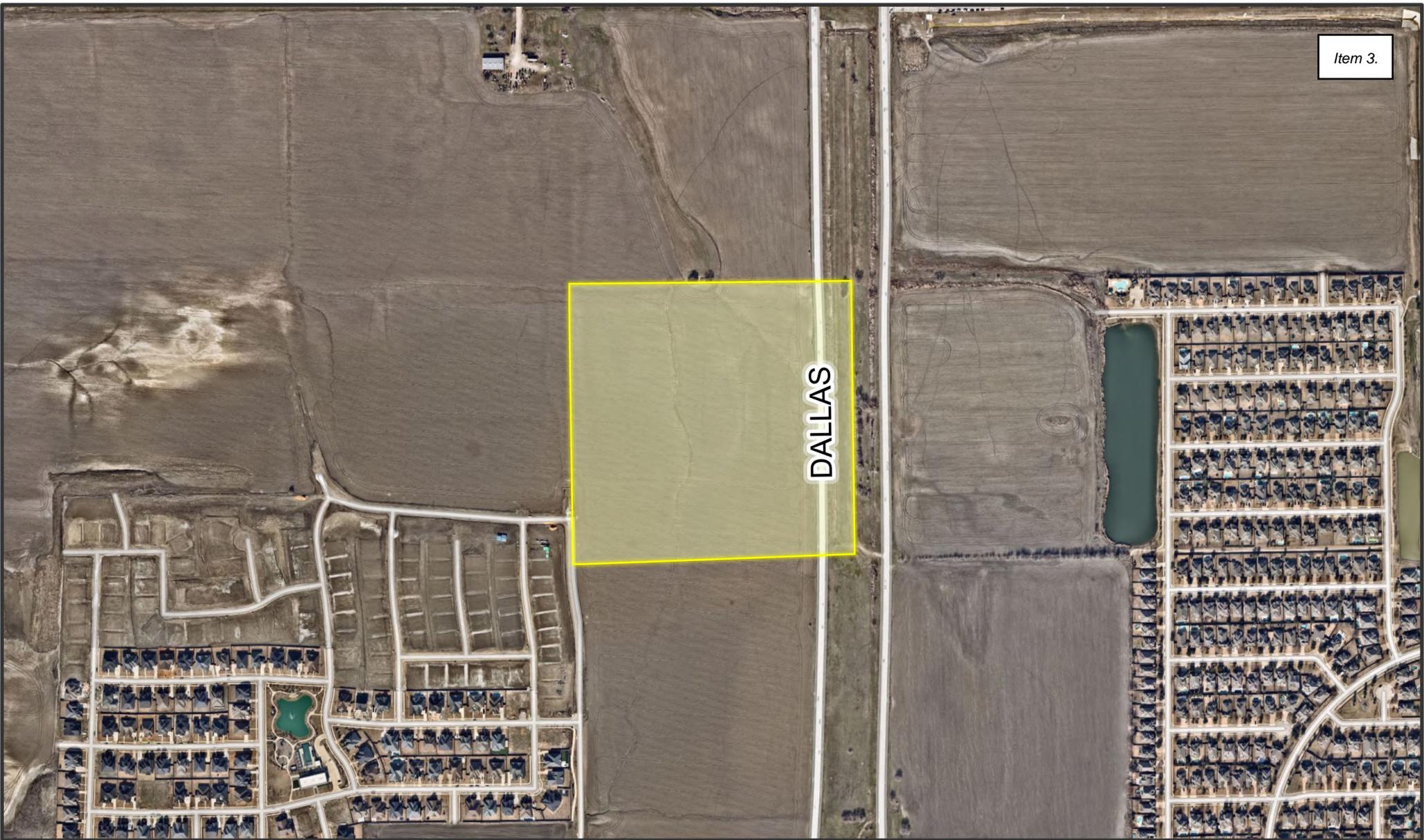
1. Aerial and Zoning Maps
2. Proposed Exhibits
3. Reply Form
4. MF Exhibits
5. Comprehensive Plan MF Design Guidelines
6. Comprehensive Plan Future Land Use Types
7. Dallas North Tollway Design Guidelines
8. Dallas North Tollway Design Guidelines Comparison Chart
9. PZ Comparison Chart

Town Staff Recommendation:

The request to rezone 34.7 ± acres is located north of Prosper Trail and west of the Dallas North Tollway, a major corridor into the Town of Prosper, and aims to create a unique mixed-use development that includes detailed design and development standards. The zoning request allows for the development of a mixed-use development that includes vertical integration of office, retail, and/or high-density residential uses in the same building, an office park, and a neighborhood retail center. Staff does have concerns with the additional multifamily units in the Town and recommends denial of this zoning request. However, if approved, this request will provide innovated opportunities that the Town envisions along the Dallas North Tollway.

Town Council Public Hearing:

Upon a recommendation by the Planning & Zoning Commission, a Public Hearing for this item will be scheduled for the Town Council at their Regular meeting on April 25, 2023.



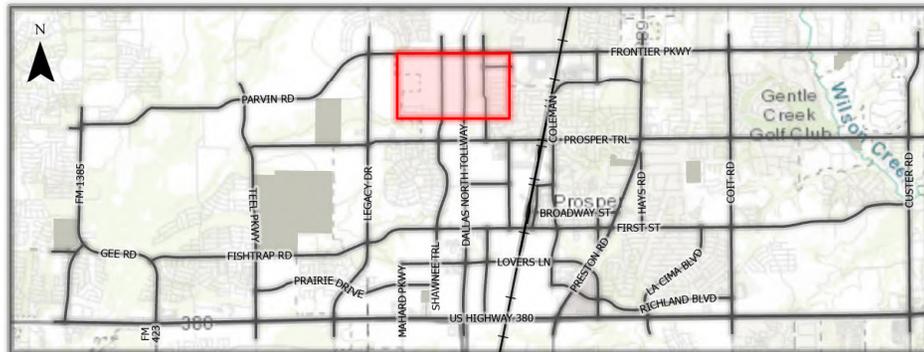
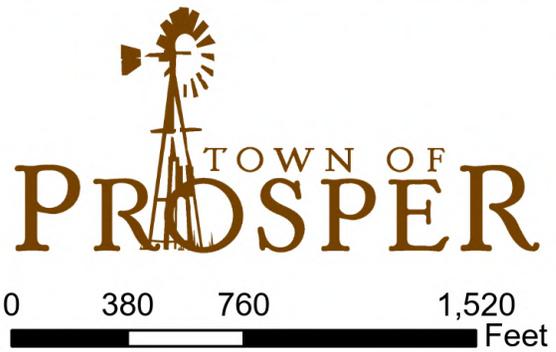
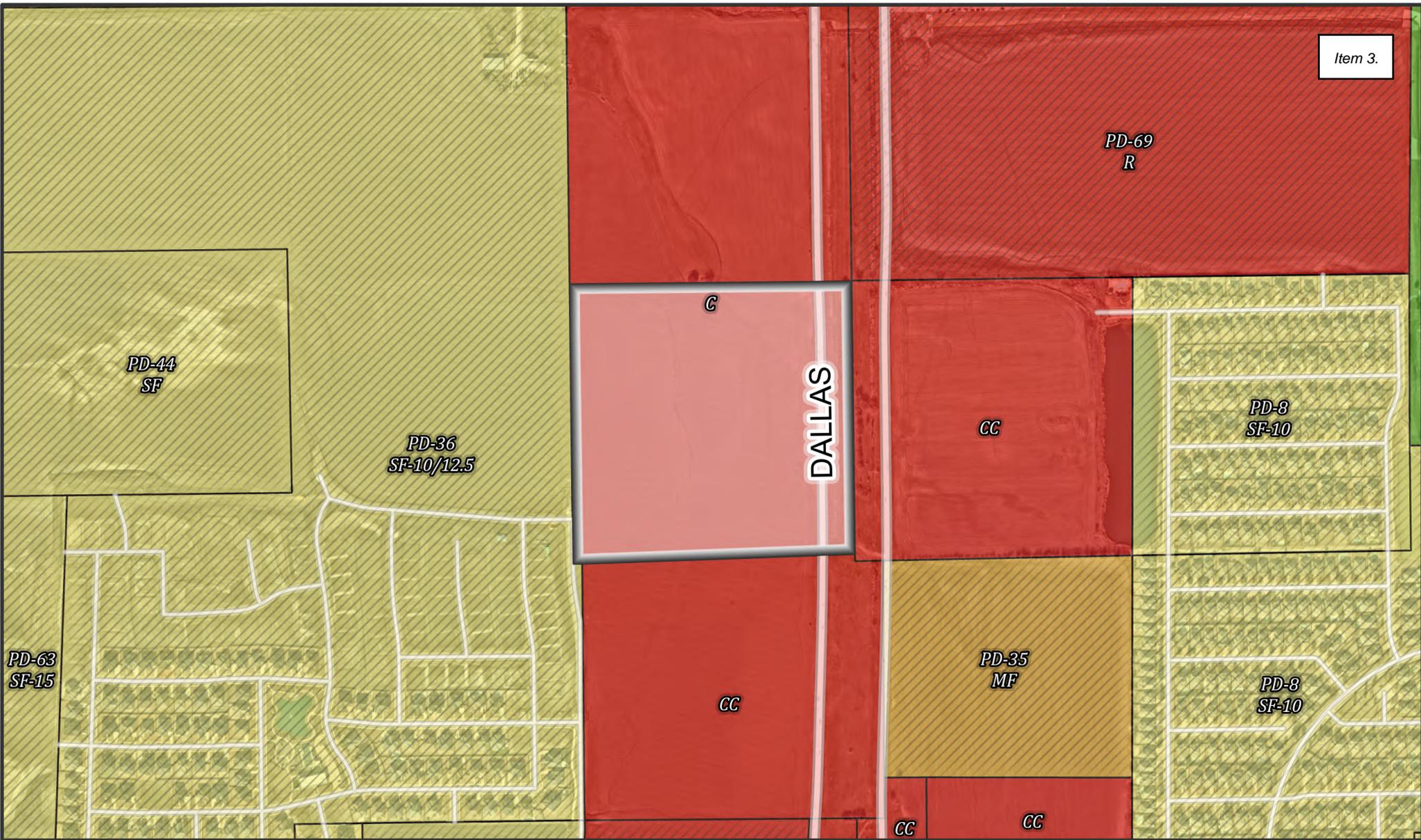
This map for illustration purposes only

Z22-0019

Pradera PD

Planned Development

Item 3.



This map for illustration purposes only

Z22-0019

Pradera PD

Planned Development

ZONING EXHIBIT A

FLOOD HAZARD NOTE:

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM COMMUNITY PANEL NUMBER 4808500151 WITH AN EFFECTIVE DATE OF JUNE 02, 2009 INDICATES THAT THE ABOVE DESCRIBED PROPERTY LIES WITHIN AREAS DESIGNATED AS ZONE "X". ZONE "X" IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER THE FLOOD INSURANCE RATE MAPS. THIS MAP DOES NOT NECESSARILY SHOW ALL AREAS SUBJECT TO FLOODING IN THE COMMUNITY OR ALL PLANIMETRIC FEATURES OUTSIDE SPECIAL FLOOD HAZARD AREAS. THIS DOES NOT GUARANTEE THAT THE SURVEYED PROPERTY WILL OR WILL NOT FLOOD. APPROXIMATE LOCATIONS OF FLOOD ZONES HAVE BEEN SHOWN HEREON BASED ON THE CURRENT FLOOD INSURANCE RATE MAPS.

BASIS OF BEARINGS

COORDINATES AND BEARINGS ARE BASED UPON THE TEXAS STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (2011), TEXAS NORTH CENTRAL ZONE (4202).

LEGAL DESCRIPTION

BEING A 40.065 ACRE TRACT OF LAND SITUATED IN THE COLLIN COUNTY SCHOOL LAND SURVEY, ABSTRACT NUMBER 147, COLLIN COUNTY, TEXAS AND BEING ALL OF THAT CALLED 34.709 ACRE TRACT OF LAND DESCRIBED BY DEED TO AABVC-DNT-WEST-FRT, LP, RECORDED IN COUNTY CLERK'S FILE NUMBER 2021082001693210, DEED RECORDS, COLLIN COUNTY, TEXAS AND ALL OF THAT CALLED 5.386 ACRE TRACT OF LAND DESCRIBED BY DEED TO COLLIN COUNTY, RECORDED IN VOLUME 5949, PAGE 2222, DEED RECORDS, COLLIN COUNTY, TEXAS AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING AT A 1/2 INCH IRON ROD WITH CAP STAMPED "PRESTON TRAIL" FOUND AT THE SOUTHWEST CORNER SAID CALLED 34.709 ACRE TRACT, SAID IRON ROD ALSO BEING THE SOUTHWEST CORNER OF SAID CALLED 5.386 ACRE TRACT AND BEING IN THE NORTH LINE OF THAT CALLED 40.066 ACRE TRACT OF LAND DESCRIBED BY DEED TO COTHRAIN MALIBU, LP, RECORDED IN COUNTY CLERK'S FILE NUMBER 2015010500009000, DEED RECORDS, COLLIN COUNTY, TEXAS;

THENCE SOUTH 87 DEGREES 52 MINUTES 23 SECONDS WEST, 1108.44 FEET ALONG THE SOUTH LINE OF SAID CALLED 34.709 ACRE TRACT AND SAID NORTH LINE OF THE CALLED 40.066 ACRE TRACT TO A 5/8 INCH IRON ROD WITH CAP STAMPED "MANHARD" SET AT THE NORTHWEST CORNER OF SAID CALLED 40.066 ACRE TRACT;

THENCE NORTH 89 DEGREES 57 MINUTES 32 SECONDS WEST, 43.17 FEET, CONTINUING ALONG SAID SOUTH LINE OF THE CALLED 34.709 ACRE TRACT TO A 5/8 INCH IRON ROD WITH CAP STAMPED "MANHARD" SET AT THE SOUTHWEST CORNER OF SAID CALLED 34.709 ACRE TRACT;

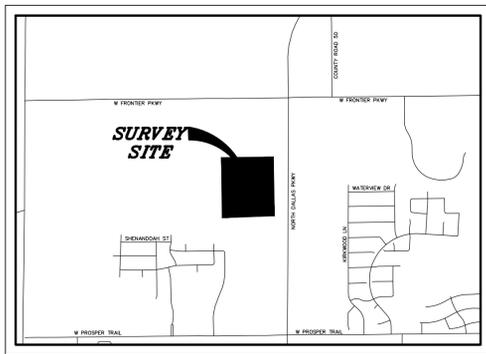
THENCE NORTH 00 DEGREES 45 MINUTES 11 SECONDS WEST, 1324.66 FEET ALONG THE WEST LINE OF SAID CALLED 34.709 ACRE TRACT TO A 1/2 INCH IRON ROD WITH CAP STAMPED "PRESTON TRAIL" FOUND AT THE NORTHWEST CORNER OF SAID CALLED 34.709 ACRE TRACT, SAID IRON ROD ALSO BEING THE SOUTHWEST CORNER OF THAT CALLED 34.557 ACRE TRACT OF LAND DESCRIBED BY DEED TO URBAN HEIGHTS AT FRONTIER LLC, RECORDED IN COUNTY CLERK'S FILE NUMBER 2022000131196, DEED RECORDS, COLLIN COUNTY, TEXAS;

THENCE NORTH 89 DEGREES 22 MINUTES 58 SECONDS EAST, 1146.49 FEET ALONG THE NORTH LINE OF SAID CALLED 34.709 ACRE TRACT AND THE SOUTH LINE OF SAID CALLED 34.557 ACRE TRACT TO A 1/2 INCH IRON ROD WITH CAP STAMPED "PRESTON TRAIL" FOUND AT THE NORTHEAST CORNER OF SAID CALLED 34.709 ACRE TRACT, SAID IRON ROD ALSO BEING THE SOUTHWEST CORNER OF SAID CALLED 5.386 ACRE TRACT AND THE NORTHWEST CORNER OF THE AFOREMENTIONED CALLED 5.386 ACRE TRACT;

THENCE NORTH 89 DEGREES 26 MINUTES 22 SECONDS EAST, 187.36 FEET ALONG THE NORTH LINE OF SAID CALLED 5.386 ACRE TRACT TO A 1/2 INCH IRON ROD FOUND AT THE NORTHEAST CORNER OF SAID CALLED 5.386 ACRE TRACT;

THENCE SOUTH 00 DEGREES 43 MINUTES 44 SECONDS EAST, 1290.88 FEET ALONG THE EAST LINE OF SAID CALLED 5.386 ACRE TRACT TO A 1/2 INCH IRON ROD FOUND AT THE SOUTHWEST CORNER OF SAID CALLED 5.386 ACRE TRACT, SAID IRON ROD ALSO BEING IN THE NORTH LINE OF THE AFOREMENTIONED CALLED 40.066 ACRE TRACT;

THENCE SOUTH 87 DEGREES 50 MINUTES 46 SECONDS WEST, 182.07 FEET ALONG THE SOUTH LINE OF SAID CALLED 5.386 ACRE TRACT AND SAID NORTH LINE OF THE CALLED 40.066 ACRE TRACT TO THE POINT OF BEGINNING AND CONTAINING 1,745,218 SQUARE FEET OR 40.065 ACRES OF LAND, MORE OR LESS.



LOCATION MAP
NOT TO SCALE

BULK REGULATIONS

THE SURVEYED PROPERTY IS LOCATED IN PLANNED DEVELOPMENT NO. XX "PD-XX" ZONING DISTRICT. THIS PLANNED DEVELOPMENT IS INTENDED TO PROVIDE FOR AND ENCOURAGE DEVELOPMENT THAT CONTAINS A COMPATIBLE MIX OF RESIDENTIAL, OFFICE, AND COMMERCIAL USES WITHIN CLOSE PROXIMITY TO EACH OTHER, RATHER THAN SEPARATING USES WITH THE FOLLOWING DEFINED RESTRICTIONS PROVIDED TO THE SURVEYOR.

- A. SIZE OF YARDS:
 - 1. MINIMUM FRONT YARD
 - A. ON DALLAS NORTH TOLLWAY: 30 FEET.
 - B. ON ALL OTHER STREETS: 10 FEET.
 - 2. MINIMUM SIDE YARD: 0 FEET.
 - 3. MINIMUM REAR YARD: 0 FEET.
- B. BUILD-TO-LINE
 - 1. BUILDINGS WITH NON-RESIDENTIAL USES ON THE FIRST FLOOR: A BUILD-TO-LINE SHALL BE ESTABLISHED AT THE MINIMUM FRONT YARD SETBACK.
 - 2. BUILDINGS WITH RESIDENTIAL USES ON THE FIRST FLOOR: THE PRIMARY FACADE OF A RESIDENTIAL DWELLING SHALL BE BUILT 10-15 FEET FROM THE PROPERTY LINE.
- C. SIZE OF LOTS:
 - 1. MINIMUM SIZE OF LOT AREA: 3,000 SQUARE FEET.
 - 2. MINIMUM LOT WIDTH: 30 FEET.
 - 3. MINIMUM LOT DEPTH: 60 FEET.
- D. MAXIMUM LOT COVERAGE: 100 PERCENT.
- E. FLOOR AREA RATIO: MAXIMUM 10.0:1.
- F. HOUSING: MAXIMUM NUMBER OF DWELLINGS ALLOWED.
 - 1. MAXIMUM DENSITY: 20 UNITS/ACRE
 - 2. A MINIMUM OF 15% OF THE FIRST-FLOOR SQUARE FOOTAGE OF ALL BUILDINGS CONTAINING RESIDENTIAL UNITS SHALL BE USED FOR NON-RESIDENTIAL PURPOSES.

BOY PROSPER 221 LLC
CALLED 22.817 ACRES (IRVING)
OFF 2015010500009000
D.R.C.C.T.

OWNER

AABVC-DNT-WEST-FRT, LP
6673 JAMESTOWN ROAD
FRISCO, TEXAS 75035

LEGEND

- = EX. PROPERTY LINE
 - = EX. EASEMENT LINE
 - - - = EX. 1 FOOT CONTOURS
 - - - = EX. ZONING LINE
 - 1 = FOUND CAPPED 1/2" IRON ROD STAMPED "PRESTON TRAIL"
 - 2 = FOUND 1/2" IRON ROD
 - 3 = SET YELLOW CAPPED 5/8" IRON ROD STAMPED "MAHARD CONSULTING"
- D.R.C.C.T. = DEED RECORDS OF COLLIN COUNTY, TEXAS

SURVEYOR'S NOTES

1. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY A CURRENT TITLE REPORT, EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD **HAVE NOT BEEN** SHOWN.
2. THIS DOCUMENT WAS PREPARED UNDER 22 TEXAS ADMINISTRATIVE CODE §138.05, DOES NOT REFLECT THE RESULTS OF AN ON THE GROUND SURVEY, AND IS NOT TO BE USED TO CONVEY OR ESTABLISH INTERESTS IN REAL PROPERTY EXCEPT THOSE RIGHTS AND INTERESTS IMPLIED OR ESTABLISHED BY THE CREATION OR RECONFIGURATION OF THE BOUNDARY OF THE POLITICAL SUBDIVISION FOR WHICH IT WAS PREPARED.
3. THE THOROUGHFARE ALIGNMENT(S) SHOWN ON THIS EXHIBIT ARE FOR ILLUSTRATION PURPOSES AND DOES NOT SET THE ALIGNMENT. THE ALIGNMENT IS DETERMINED AT TIME OF FINAL PLAN.
4. THIS EXHIBIT IS NO TO BE CONSTRUED AS A BOUNDARY SURVEY AND IS NOT FOR THE CONVEYANCE OF REAL PROPERTY.

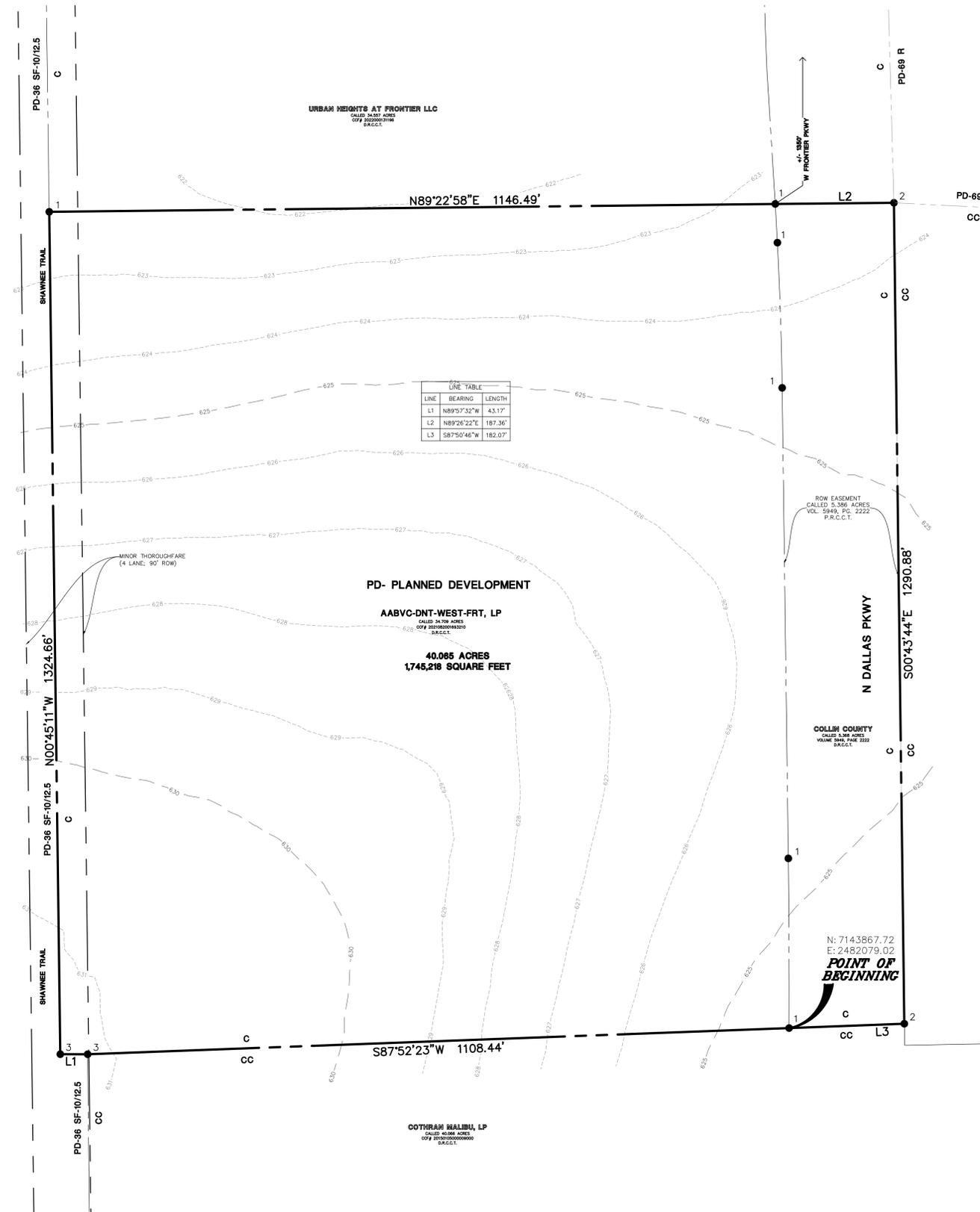


EXHIBIT A

40.065 ACRES OF LAND IN THE COLLIN C.S.L. SURVEY,
ABSTRACT NUMBER 147, COLLIN COUNTY, TEXAS
NOVEMBER 01, 2022

TOWN OF PROSPER PROJECT NO: _____

Prosper Mixed-Use Master Plan 11/7/2022

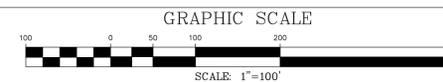


Exhibit "A"

BEING a 40.065 acre tract of land situated in the Collin County School Land Survey, Abstract number 147, Collin County, Texas and being all of that called 34.709 acre tract of land described by deed to AABVC-DNT-West-FRT, LP, recorded in County Clerk's File Number 2021082001693210, Deed Records, Collin County, Texas and all of that called 5.368 acre tract of land described by deed to Collin County, recorded in Volume 5949, Page 2222, Deed Records, Collin County, Texas and being more particularly described by metes and bounds as follows:

BEGINNING at a 1/2 inch iron rod with cap stamped "PRESTON TRAIL" found at the southeast corner said called 34.709 acre tract, said iron rod also being the southwest corner of said called 5.386 acre tract and being in the north line of that called 40.066 acre tract of land described by deed to Cothran Malibu, LP, recorded in County Clerk's File Number 20150105000009000, Deed Records, Collin County, Texas;

THENCE South 87 degrees 52 minutes 23 seconds West, 1108.44 feet along the south line of said called 34.709 acre tract and said north line of the called 40.066 acre tract to a 5/8 inch iron rod with cap stamped "MANHARD" set at the northwest corner of said called 40.066 acre tract;

THENCE North 89 degrees 57 minutes 32 seconds West, 43.17 feet, continuing along said south line of the called 34.709 acre tract to a 5/8 inch iron rod with cap stamped "MANHARD" set at the southwest corner of said called 34.709 acre tract;

THENCE North 00 degrees 45 minutes 11 seconds West, 1324.66 feet along the west line of said called 34.709 acre tract to a 1/2 inch iron rod with cap stamped "PRESTON TRAIL" found at the northwest corner of said called 34.709 acre tract, said iron rod also being the southwest corner of that called 34.557 acre tract of land described by deed to Urban Heights at Frontier LLC, recorded in County Clerk's File Number 2022000131196, Deed Records, Collin County, Texas;

THENCE North 89 degrees 22 minutes 58 seconds East, 1146.49 feet along the north line of said called 34.709 acre tract and the south line of said called 34.557 acre tract to a 1/2 inch iron rod with cap stamped "PRESTON TRAIL" found at the northeast corner of said called 34.709 acre tract, said iron rod also being the southeast corner of said called 34.557 acre tract and the northwest corner of the aforementioned called 5.386 acre tract;

THENCE North 89 degrees 26 minutes 22 seconds East, 187.36 feet along the north line of said called 5.386 acre tract to a 1/2 inch iron rod found at the northeast corner of said called 5.386 acre tract;

THENCE South 00 degrees 43 minutes 44 seconds East, 1290.88 feet along the east line of said called 5.386 acre tract to a 1/2 inch iron rod found at the southeast corner of said called 5.386 acre tract, said iron rod also being in the north line of the aforementioned called 40.066 acre tract;

THENCE South 87 degrees 50 minutes 46 seconds West, 182.07 feet along the south line of said called 5.386 acre tract and said north line oof the called 40.066 acre tract to the POINT OF BEGINNING and containing 1,745,218 square feet or 40.065 acres of land, more or less.



Jeremy Luke Deal
Registered Professional Land Surveyor
Texas Registration Number 5696



PLANNED DEVELOPMENT NO. 119**EXHIBIT B—Planned Development Purpose and Intent:**

This planned development is intended to provide for and encourage development that contains a compatible mix of residential, office, and commercial uses within close proximity to each other, rather than separating uses.

The use provisions define land uses and the siting and character of the improvements and structures allowed on the land in a manner that encourages a balanced and sustainable mix of uses. These uses may be combined either vertically in the same building, or horizontally in multiple buildings, or through a combination of the two.

Additionally, the standards are intended to promote an efficient pedestrian-access network that connects the nonresidential and residential uses. The planned development generally addresses the physical relationship between development and adjacent properties, public streets, neighborhoods, and the natural environment. This is accomplished by the following;

- Ensuring buildings relate appropriately to surrounding developments and streets which create cohesive visual identity and attractive street scenes.
- Ensuring site design promotes efficient pedestrian and vehicle circulation patterns.
- Ensuring the creation of high-quality street and sidewalk environments that are supportive of pedestrian mobility and that are appropriate to the roadway context.
- Ensuring large sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene.

In order to implement this vision, the standards affecting development are intended to be consistent with the overall goal. To accomplish this goal, the area has been subdivided into a series of sub-districts with development restrictions that will be necessary to achieve their collective individuality.

The purpose of sub-district requirements is to define the character of new development within each sub-district. They have been carefully designed to allow enough flexibility for creative building solutions, while being prescriptive in areas necessary to preserve consistency throughout the development.

EXHIBIT C—Sub-District Regulations:

Development Plans

Concept Plan:

- A. The tract shall be developed in general accordance with the attached concept plan, set forth in Exhibits D2, D3, and D4.
- B. Development shall be phased such that fifty (50) percent of the townhomes in the Neighborhood Sub-District will have certificates of occupancy prior to commencing work within the Highway Sub-District. Further, Street Section D, as shown on Exhibit D.3, shall be built with Block D, Lots 1 and 2.
- C. Where conflicts may arise between Exhibit C and Exhibit D, Exhibit C shall govern.

Elevations:

- A. The tract shall be developed in general accordance with the attached elevations, set forth in Exhibits F.

Administrative:

- A. The property owner’s association (POA) shall be approved by town staff.

HIGHWAY SUB-DISTRICT

HIGHWAY SUB-DISTRICT

Purpose & Intent

The purpose of the Highway Sub-District is to encourage the creation of a pedestrian-oriented, vertically integrated, mixed-use, urban environment, providing shopping, employment, housing, business, and personal services. This sub-district promotes an efficient, compact land use pattern; encouraging pedestrian activity; reducing the reliance on private automobiles within the district; promoting a functional and attractive community using urban design principles; and allowing developers flexibility in land use and site design.

The Highway Sub-District is to be an area with a mixture of intense uses. Buildings are close to and oriented toward the street. There is a connected street pattern, shared parking, and pedestrian amenities.

Site Criteria

A. Size of Yards:

1. Minimum Front Yard
 - a. On Dallas North Tollway: Fifty (50) feet.
 - b. On all other streets: Ten (10) feet.
2. Minimum Side Yard: Zero (0) feet.
3. Minimum Rear Yard: Zero (0) feet.

B. Build-to-Line: On 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 facade of the building must be built to.

1. Buildings with non-residential uses on the first floor: A build- to-line shall be established at the minimum front yard setback. The primary facade shall be continuous along a block face and at least 70% shall be located within 5' of the build-to-line.
2. Buildings with residential uses on the first floor: The primary facade of a residential dwelling shall be built 10' to 15' from the property line. Stairs, stoops, and elevated patios shall be allowed within the front setback. Any land remaining in the setback shall be landscaped with plant materials other than grass and shall be irrigated per the requirements established.

C. Size of Lots:

1. Minimum Size of Lot Area: Twenty Thousand (20,000) square feet
2. Minimum Lot Width: Fifty (30) feet.
3. Minimum Lot Depth: Sixty (60) feet.

D. Maximum Lot Coverage: One hundred (100) percent.

E. Floor Area Ratio: Maximum 10.0:1.

F. Housing: The following performance standards shall apply to residential development.

1. For the purposes of this Sub-District, Apartment and Condominiums shall be defined as follows:
 - a. Apartments- a predominantly residential building in which each unit is leased by the owner to an individual entity.
 - b. Condominiums- a predominantly residential building in which each unit is owned by an individual entity.
2. The maximum density allowed shall be no more than eight hundred and thirty-five (835) units within the Highway Sub-District.
 - a. Apartments shall utilize 75% of the allowable units.
 - i. there shall be a minimum of 50% and a maximum of 70% Studios and One-Bedroom units.
 - ii. There shall be a minimum of 30% and a maximum of 50% Two and Three-Bedroom units.
 - b. Condominiums shall utilize 25% of the allowable units.
 - i. there shall be a minimum of 50% and a maximum of 70% Studios and One-Bedroom units.
 - ii. There shall be a minimum of 30% and a maximum of 50% Two and Three-Bedroom units.
3. A minimum of 50% of the first-floor square footage of the Highway Subdistrict shall be used for non-residential uses. A minimum of 30% of first-floor, non-residential uses, shall be for retail use.
4. Apartment buildings shall have a setback of Two Hundred Fifty (250) feet from the Dallas North Tollway (DNT).

G. Parking:

1. The number of parking spaces provided for uses shall be in accordance with the breakdown established in the GENERAL REQUIREMENTS section of these standards.
2. Required parking shall be located and maintained anywhere within the PD No. 119, including all sub-districts.
 - a. Where Townhome uses are concerned, parking may not be shared.
3. On-street parking and shared parking anywhere within the PD No. 119, including all sub-districts, except for Townhome uses, may be counted towards meeting the off-street parking requirement for any use within the sub-district.
4. Where on-street parking is provided, angled, as well as parallel parking shall be permitted as depicted in exhibit D street sections.
5. Where on-street parking is provided, vehicle maneuvering shall be allowed within the Public & Emergency Access Easement.

6. When structured garages are provided, adequate access from public rights-of-way via private drives and/or access easements shall be made readily available.
7. Parking spaces that face and are adjacent to a building shall utilize curbs, wheel stops, and/or bollards.
8. Speed bumps/humps are not permitted within a fire lane nor public roads.
11. Dead-end parking aisles are not permitted in surface parking lots.
12. In the case of mixed uses, parking spaces may be shared.
13. For all residential uses, the majority of parking shall be contained in a structured parking garage.

H. Service Equipment and Areas:

1. Loading docks, truck parking, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building or placed behind or on the side of a building. On corner lots, these areas should be located behind the buildings. All solid waste trash collection structures shall be designed to accommodate the Town's current trash service provider. This includes, but not limited to, minimum dumpster enclosure requirements, approach geometry and other features for operational needs.
2. Transformers, HVAC equipment (if located at the ground level), private utility meters, and other machinery, where practical, should be located at the rear of the property.
 - a. Public water meters shall be located within easements, outside of pavement, and adjacent (within 2-5 feet) to Public & Emergency Access Easement or dedicated fire lanes that include utility easements.

I. Screening:

1. Service equipment and areas shall be screened so the visual impacts of these functions are fully contained and out of view from adjacent properties and public streets to the extent that screening is allowed by utility providers.
2. Solid waste collection and loading areas shall be located to minimize visibility. These areas shall be screened, at minimum, by a eight (8) foot high wall built with the same materials as used for the principal building, or an otherwise approved solid masonry material. Trash dumpsters shall have a metal gate or door equal in height or the height of the wall, which shall generally always remain closed. Waste collection and loading area walls shall include shrubbery as to screen walls from the public realm.
3. Where rooftop-mounted mechanical equipment is not screened from view at a point six feet above ground level at the property line, alternative forms of screening are required, and may be constructed of metal, acrylic, or a similar material, subject to approval by the Director of Development Services.

J. Fencing: Fencing is allowed between the primary facade of the building and the property line. In the above instances the fence shall be no greater than forty-two (42) inches in height. Fencing is restricted to wrought iron, tubular steel or similar material, or masonry. The masonry portion of any fence in front of a building shall be no higher than three (3) feet. The masonry portion of the fence must be at least

30% open in construction for each residential unit or retail/restaurant/office/service lease space. Each residential unit or retail/restaurant/office/service lease space must have an operable gate that opens to the street.

K. Streets and Sight Triangles:

1. For plantings within ten (10) feet of any public street intersection, shrubs and groundcover shall not exceed two (2) feet in height and tree branching shall provide seven (7) feet of clearance measured from the top of the ground surface to the first branch along the tree trunk.
2. Root barriers shall be installed where street trees are planted within 5 feet of pavement within Public & Emergency Access Easement.

Nothing contained herein shall vary or supersede public safety requirements of the Town of Prosper as set forth in the Uniform Fire Code and other applicable laws, rules, and regulations of the Town of Prosper.

L. Landscaping: The standards and criteria contained in this Section are the minimum standards for all new development. Where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance or the Dallas North Tollway (DNT) Guidelines, the regulations of this Section shall apply. Unless specifically identified in this Section, new developments shall comply with the landscape standards established in the Town of Prosper Zoning Ordinance as of the date of adoption of this ordinance or as amended.

1. Any non-structured, off-street, surface parking that contains twenty (20) or more spaces shall provide interior landscaping as follows:
 - a. All landscaped areas shall be protected by a raised six (6) inch concrete curb. Pavement shall not be placed closer than four (4) feet from the trunk of a tree unless a Town approved root barrier is utilized.
 - b. Landscaped islands shall be located at the terminus of all parking rows, except for on-street parking, and shall contain at least one (1) large tree, three (3) inch caliper minimum, with no more than fifteen (15) parking spaces permitted in a continuous row without being interrupted by a landscape island.
 - c. Landscaped islands shall be a minimum of one hundred sixty (160) square feet, not less than nine (9) feet wide, measured from the inside face of curb, and a length equal to the abutting space.
 - d. All above grade utilities and trash enclosures in landscape areas shall be screened with evergreen plant material.
 - e. For streets with on-street parking, trees shall be installed against the curb, within the sidewalk, in four (4) foot by four (4) foot areas with metal grates consistent with the development.
2. Permanent irrigation shall be provided for all required landscaping as follows:
 - a. Irrigation lines for perimeter landscaping shall be placed a minimum of two and one-half (2'-6") feet from a town sidewalk or alley. Reduction of this requirement is subject

to review and approval by the Executive Director of Development and Community Services.

b. Trees shall be irrigated with bubbler irrigation. Shrubs and groundcover shall be irrigated with in ground drip irrigation. Turf lawn shall be irrigated with spray irrigation.

c. Rain/Freeze sensors shall be installed on all irrigation systems.

3. Drought tolerant and/or native plants from the Town's approved plant list are required for compliance. Other species may be utilized with approval from the Town as part of the Final Site Plan process.

a. Trees in sidewalks adjacent to on-street parking will be specifically selected with approval from the Town.

4. All Landscape areas to be kept free of weeds, invasive plant species, and trash.

5. Synthetic turf may be permitted so long as it is not visible from the public rights-of-way.

Building Criteria

The standards and criteria contained in this Section are the minimum standards for all new development. The regulations of this Section shall govern where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance.

A. Tri-partite Architecture: All multi-story, mixed use buildings shall be designed and constructed in tri-partite architecture (having a distinct base, middle, and top) or an alternative, scale appropriate architectural treatment.

B. Building Height

1. Maximum Building Height: Twelve (12) stories.

a. Architectural embellishments not intended for human occupancy that are integral to the architectural style of the buildings, including spires, belfries, towers, cupolas, domes, and roof forms whose area in plan is no greater than 23% of the first-floor footprint may exceed the height limits by up to twenty (20) feet.

b. Mechanical equipment, including mechanical/elevator equipment penthouse enclosures, ventilation equipment, antennas, chimneys, exhaust stacks and flues, fire sprinkler tanks, and other similar constructions may extend up to twenty (20) feet above the actual building height, provided that: 1) they are setback from all exterior walls a distance at least equal to the vertical dimension that such item(s) extend(s) above the actual building height, or 2) the exterior wall and roof surfaces of such items that are set back less than the vertical dimension above the actual building are to be constructed as architecturally integral parts of the building facade(s) or as architectural embellishments as described above. Mechanical equipment shall not be visible from the public right-of-way, measured at six (6) feet above finish grade at the Public & Emergency Access Easement line.

2. Minimum Building Height: a minimum of fifty (50) percent of the Highway Subdistrict shall be at minimum two (2) stories.

C. Building Materials:

1. Materials such as brick, natural and manufactured stone, stucco, metal panel system, curtain wall and window wall glazing, and cementitious panel system shall be considered primary materials. Primary materials shall comprise of at least seventy-five percent (75%) of each elevation, exclusive of doors and windows.
2. Only primary building materials are allowed on the first floor with the exception of cementitious panels, For purposes of this section, the first floor shall be at least nine (9) feet high and, at minimum, 90% shall be constructed of masonry cladding.
3. All buildings shall be architecturally finished on all sides with articulation, detailing, and features. Architectural articulation, detailing, and features are not required for facades adjacent to a building or parking garage.

D. Window Areas:

1. For buildings which front on streets with on-street parking and contain non-residential uses on the ground floor, a minimum of thirty (30) percent of the ground floor facade shall be windows.
 - a. Clear glass is required in all non-residential storefronts. Smoked, reflective, or black glass that blocks two-way visibility is only permitted above the first story.
 - b. pink or gold glass shall be prohibited.

E. Building Entries:

1. Main building entries shall be highlighted using such techniques as building articulation and/or entry canopies so they are obvious to pedestrians and motorists.
2. Each building and separate lease space at grade along the street edge shall have a functioning Primary Entry from the sidewalk. Corner entries may count as a Primary Entry for both intersecting street fronts.

F. Awnings, canopies, Arcades, & Overhangs:

1. Structural awnings are encouraged at the ground level to enhance articulation of the building volumes.
2. The material of awnings and canopies shall be architectural materials that complement the building.
3. Awnings shall not be internally illuminated.
4. Canopies should not exceed one hundred (100) linear feet without a break of at least five (5) feet.
5. Canopies and awnings shall respect the placement of street trees and lighting.

G. Building Articulation:

1. That portion of the building where retail or service uses take place on the first floor shall be accentuated by including awnings or canopies, different building materials, or architectural building features.
2. Building facades fronting both streets and driveways should have massing changes and architectural articulation to provide visual interest and texture and reduce large areas of undifferentiated building facade. Design articulation should employ changes in volume and plane. Architectural elements including projecting volumes, windows, balconies, loggias, canopies, pediments, and moldings that break up the mass of the building are encouraged.

H. Above Grade Structured Parking:

1. Where parking garages are within views of public streets, openings in parking garages shall not exceed 55% of the facade area. The portion of the parking garage that is visible from the street shall have an architecturally finished facade compatible with the surrounding buildings.
2. It is the intent of this provision that the facades of surrounding buildings and the facades of any parking structures within view of public streets shall be visually similar, with construction materials being compatible.
3. Entries and exits to and from parking structures shall be clearly marked for both vehicles and pedestrians by materials, lighting, signage, etc., to ensure pedestrian safety on sidewalks.

I. Projections into Setbacks and/or Rights-of-Way:

The following projections shall be permitted into a building setback or Public & Emergency Access Easement as allowed below, provided that 1) no projection shall be permitted into a building setback or right-of-way of Dallas North Tollway; 2) such projections do not extend over the traveled portion of a roadway; 3) the property owner has assumed liability related to such projections; 4) the property owner shall maintain such projection in a safe and non-injurious manner; 5) no projections allowed over franchise utility corridors unless the projection is thirteen and one half (13.5) feet above finish grade; and 6) no projections allowed over public utility where located within a fire lane or public utility easement.

1. Ordinary building projections, including, but not limited to water tables, sills, belt courses, pilasters, and cornices may project up to twenty-four (24) inches beyond a building face or architectural projection into the setback, but not the Public & Emergency Access Easement.
2. Business signs and roof eaves may project up to ten (10) feet beyond the building face or architectural projection into the setback, but not the Public & Emergency Access Easement.
3. Architectural projections, including balconies, bays, towers, and oriels; show windows (1st floor only); below grade vaults and areaways; and elements of a nature similar to those listed; may project up to ten (10) feet beyond the building face into the setback, but not the Public & Emergency Access Easement.
4. Canopies and/or awnings may project from the building face over the entire setback. Additionally, they may be extended into the Public & Emergency Access Easement to be within

eight (8) inches of the back of curb if used to provide a covered walkway to a building entrance and as long as any canopy/awning support is no closer than twenty-four (24) inches from the back of curb and does not extend over any fire lane or public utility easement.

5. Below-grade footings approved in conjunction with building permits.

Permitted Uses

List of Permitted Uses: Uses followed by an -S- are permitted by Specific Use Permit. Uses followed by a -C- are permitted subject to conditional development standards located in the Town's Zoning Ordinance as it exists or may be amended.

- Accessory Building
- Administrative, Medical, or Professional Office
- Antenna and/or Antenna Support Structure, Commercial -S-
- Antenna and/or Antenna Support Structure, Non-Commercial -S-
- Antique Shop and Used Furniture
- Assisted Care or Living Facility
- Automobile Paid Parking Lot/Garage -S-
- Automobile Parking Lot/Garage -S-
- Bank, Savings and Loan, or Credit Union (without drive through)
- Beauty Salon/Barber Shop
- Business Service
- Caretaker's/Guard's Residence
- Civic/Convention Center
- College, University, Trade, or Private Boarding School
- Commercial Amusement, Indoor
- Community Center
- Convenience Store without Gas Pumps
- Corporate Campus
- Dance Hall
- Day Care Center, Child -S-
- Day Care Center -S-
- Dry Cleaning
- Farmer's Market
- Furniture, Home Furnishings and Appliance Store
- Governmental Office
- Gymnastics/Dance Studio
- Health/Fitness Center
- Home Occupation
- Hospital
- Hotel -C-
- House of Worship
- Household Appliance Service and Repair
- Insurance Office
- Massage Therapy, Licensed
- Mobile Food Vendor

- Multifamily Dwelling
- Multi-Tenant Office Building
- Municipal Uses Operated by the Town of Prosper
- Museum/Art Gallery
- Nursery
- Office/Show Room
- Park or Playground
- Pet Day Care
- Print Shop
- Private Club
- Private Recreation Center
- Private Utility, Other than Listed
- Real Estate Sales/Leasing Office
- Restaurant or Cafeteria
- Restaurant, Drive In
- Restaurant, Drive Through -S-
- Retail Stores and Shops
- Retail/Service Use
- School, Private or Parochial
- School, Public
- Stealth Antenna, Commercial
- Studio Dwelling
- Telephone Exchange
- Theater, Regional
- Townhome
- Utility Distribution/Transmission Facility
- Veterinarian Clinic and/or Kennel, Indoor

Prohibited Uses

List of prohibited Uses:

- Credit access businesses, as defined in Texas Finance Code 393.601, as amended.
- Body art facilities
- Smoke or vape shops.
- Any business entity that sells drug paraphernalia
- Any business or establishment offering gaming or slot machines.
- Sex shops, including but not limited to business entities whose primary purpose is the sale of lewd merchandise.
- Pawn shops
- Business entities which primarily utilize outdoor storage
- Package liquor stores

NEIGHBORHOOD SUB-DISTRICT

NEIGHBORHOOD SUB-DISTRICT

Purpose & Intent

The purpose of the Neighborhood Sub-District is to provide for a variety of developments in a suburban type setting which will provide residential units and supporting retail space.

Site Criteria

A. Size of Yards:

1. Townhomes (lots shall be fee-simple)

- i. Minimum Front Yard: Ten (10) feet.
- ii. Minimum Side Yard: Zero (0) feet.
- iii. Minimum Rear Yard: Twenty (20) feet.
- iv. Maximum Building Height: Thirty-Five (35) feet (as measured from the finish floor to the top plate), or three (3) stories.
- v. Minimum Dwelling Area: One Thousand (1,000) square feet

2. Commercial

- i. Minimum Front Yard: Ten (10) feet.
- ii. Minimum Side Yard: Five (5) feet.
- iii. Minimum Rear Yard: Five (5) feet.
- iv. Maximum Building Height: Forty-five (45) Feet (as measured from the finish floor to the top plate), or three (3) stories

B. Build-to-Line: On 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 facade of the building must be built to.

- 1. Buildings with non-residential uses on the first floor: A build- to-line shall be established at the minimum front yard setback. The primary facade shall be continuous along a block face and at least 70% shall be located within 5' of the build-to-line.
- 2. Buildings with residential uses on the first floor: The primary facade of a residential dwelling shall be built 10' to 15' from the property line. Stairs, stoops, and elevated patios shall be allowed within the front setback. Any land remaining in the setback shall be landscaped with plant materials other than grass and shall be irrigated per the requirements established.
- 3. Residential lots may front on public or private open space or a property owner's association lot.

C. Size of Lots:

- 1. Minimum Size of Lot Area: Three thousand (3,000) square feet
- 2. Minimum Lot Width: Twenty (20) feet.
- 3. Minimum Lot Depth: Sixty (60) feet.

D. Maximum Lot Coverage: One Hundred (100) percent. Parking structures and surface parking facilities shall be excluded from lot coverage computations.

E. Floor Area Ratio: Maximum 5.0:1.

F. Housing: The following performance standards shall apply to residential development.

1. The maximum density allowed shall be sixty (60) units within the Neighborhood Sub-District.

G. Maximum Floor Area Per Building: Twenty thousand (20,000) square feet.

H. Parking:

1. The number of parking spaces provided for uses shall be in accordance with the breakdown established in the GENERAL REQUIREMENTS section of these standards.

2. Required parking shall be located and maintained anywhere within the PD No. 119, including all sub-districts.

a. Where Townhome uses are concerned, parking may not be shared.

3. On-street parking and shared parking anywhere within the PD No. 119, including all sub-districts, except for Townhome uses, may be counted towards meeting the off-street parking requirement for any use within the sub-district.

4. Where on-street parking is provided, angled, as well as parallel parking shall be permitted.

5. Where on-street parking is provided, vehicle maneuvering shall be allowed within the Public & Emergency Access Easement.

6. When structured garages are provided, adequate access from public rights-of-way via private drives and/or access easements shall be made readily available.

7. Parking spaces that face and are adjacent to a building shall utilize curbs, wheel stops, and/or bollards.

8. Speed bumps/humps are not permitted within a fire lane.

9. Dead-end parking aisles are not permitted in surface parking lots.

10. In the case of mixed uses, uses may share parking spaces.

I. Service Equipment and Areas:

1. Loading docks, truck parking, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building or placed behind or on the side of a building. On corner lots, these areas should be located behind the buildings. All solid waste trash collection structures shall be designed to accommodate the Town's current trash service provider. This includes, but not limited to, minimum dumpster enclosure requirements, approach geometry and other features for operational needs.

2. Transformers, HVAC equipment (if located at the ground level), private utility meters, and other machinery, where practical, should be located at the rear of the property.

- a. Public water meters shall be located within easements, outside of pavement, and adjacent (within 2-5 feet) to Public & Emergency Access Easement or dedicated fire lanes that include utility easements.

J. Screening:

1. Service equipment and areas shall be screened so the visual impacts of these functions are fully contained and out of view from adjacent properties and public streets, provided public utility providers allow for screening.
2. Solid waste collection and loading areas shall be located to minimize visibility. These areas shall be screened by a eight (8) foot high wall built with the same materials as used for the principal building, or an otherwise approved solid masonry material. Trash dumpsters shall have a metal gate or door equal in height or the height of the wall, which shall generally remain closed at all times. Waste collection and loading area walls shall include shrubbery as to screen walls from the public realm.
3. Where rooftop-mounted mechanical equipment is not screened from view at a point six feet above ground level at the property line, alternative forms of screening are required, and may be constructed of metal, acrylic, or a similar material, subject to approval by the Director of Development Services.

K. Fencing: Fencing is allowed between the primary facade of the building and the property line. In the above instances the fence shall be no greater than forty-two (42) inches in height. Fencing is restricted to wrought iron, tubular steel or similar material, or masonry. The masonry portion of any fence in front of a building shall be no higher than three (3) feet. The masonry portion of the fence must be at least 30% open in construction for each residential unit or retail/restaurant/office/service lease space. Each residential unit or retail/restaurant/office/service lease space must have an operable gate that opens to the street.

L. Streets and Sight Triangles: Within the Neighborhood Sub-District the following street design standards shall apply. Except as provided herein, no sight triangle shall be required. Adequate sight distance will be provided at all intersections through the use of appropriate traffic control devices. Sight triangles, per the Town of Prosper's requirements, for vehicles exiting the development for both public streets and private driveways shall be provided at intersections with Shawnee Trail.

1. For plantings within ten (10) feet of any public street intersection, shrubs and groundcover shall not exceed two (2) feet in height and tree branching shall provide seven (7) feet of clearance measured from the top of the ground surface to the first branch along the tree trunk.

Nothing contained herein shall vary or supersede the public safety requirements of the Town of Prosper as set forth in the Uniform Fire Code and other applicable laws, rules, and regulations of the Town of Prosper.

M. Landscaping: The standards and criteria contained in this Section are the minimum standards for all new development. Where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance or the Dallas North Tollway (DNT) Guidelines, the regulations of this Section shall apply.

1. Any non-structured, off-street, surface parking that contains twenty (20) or more spaces shall provide interior landscaping as follows:

- a. All landscaped areas shall be protected by a raised six (6) inch concrete curb. Pavement shall not be placed closer than four (4) feet from the trunk of a tree unless a Town approved root barrier is utilized.
 - b. Landscaped islands shall be located at the terminus of all parking rows, except for on-street parking, and shall contain at least one (1) large tree, three (3) inch caliper minimum, with no more than fifteen (15) parking spaces permitted in a continuous row without being interrupted by a landscape island.
 - c. Landscaped islands shall be a minimum of one hundred sixty (160) square feet, not less than nine (9) feet wide, measured from the inside face of curb, and a length equal to the abutting space.
 - d. All above grade utilities and trash enclosures in landscape areas shall be screened with evergreen plant material.
 - e. For streets with on-street parking, trees shall be installed against the curb, within the sidewalk, in four (4) foot by four (4) foot areas with metal grates consistent with the development.
2. Except for the landscape easement adjacent to the deceleration lane on Shawnee Trail, the landscape easement within the POA Lot adjacent to Shawnee Trail will be a minimum of twenty-five (25) feet.
3. Permanent irrigation shall be provided for all required landscaping as follows:
- a. Irrigation lines for perimeter landscaping identified in (1) above, shall be placed a minimum of two and one-half (2'-6") feet from a town sidewalk or alley. Reduction of this requirement is subject to review and approval by Executive Director of Development and Community Services.
 - b. Trees shall be irrigated with bubbler irrigation. Shrubs and groundcover shall be irrigated with in ground drip irrigation. Turf lawn shall be irrigated with spray irrigation.
 - c. Rain/Freeze sensors shall be installed on all irrigation systems.
4. Drought tolerant and/or native plants from the Town's approved plant list are required for compliance. Other species may be utilized with approval from the Town as part of the Final Site Plan process.
- a. Trees in sidewalks adjacent to on-street parking will be specifically selected with approval from the Town.
4. All Landscape areas to be kept free of weeds, invasive plant species, and trash.
5. Synthetic turf may be permitted so long as it is not visible from the public rights-of-way.

Building Criteria

The standards and criteria contained in this Section are the minimum standards for all new development. The regulations of this Section shall govern where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance.

A. Maximum Building Height:

1. Three (3) stories.
2. Architectural embellishments not intended for human occupancy that are integral to the architectural style of the buildings, including spires, belfries, towers, cupolas, domes, and roof forms whose area in plan is no greater than 25% of the first-floor footprint may exceed the height limits by up to ten (10) feet.
3. Mechanical equipment, including mechanical/elevator equipment penthouse enclosures, ventilation equipment, antennas, chimneys, exhaust stacks and flues, fire sprinkler tanks, and other similar constructions may extend up to ten (10) feet above the actual building height, provided that: 1) they are setback from all exterior walls a distance at least equal to the vertical dimension that such item(s) extend(s) above the actual building height, or 2) the exterior wall and roof surfaces of such items that are set back less than the vertical dimension above the actual building are to be constructed as architecturally integral parts of the building facade(s) or as architectural embellishments as described above. Mechanical equipment shall not be visible from the Public & Emergency Access Easement, measured at six (6) feet above finished grade at the Public & Emergency Access Easement line.

B. Building Materials:

1. Materials such as brick, natural and manufactured stone, stucco, metal panel system, curtain wall and window wall glazing, and cementitious panel system shall be considered primary materials. Primary materials shall comprise at least seventy-five (75) percent of each elevation, exclusive of doors and windows.
 - a. Townhomes shall be constructed of no less than 60% brick masonry, calculated from the aggregate of the front, rear and side elevations.
2. Only primary building materials are allowed on the first floor excluding cementitious panel systems, exclusive of doors, windows, and their accompanying frames. For purposes of this section, the first floor shall be at least nine (9) feet high.
3. All buildings shall be architecturally finished on all sides with articulation, detailing, and features. Architectural articulation, detailing, and features are not required for facades adjacent to a building or parking garage.

C. Windows:

1. For buildings which front on streets with on-street parking and contain non-residential uses on the ground floor, a minimum of thirty (30) percent of the ground floor facade shall be windows.

a. Clear glass is required in all non-residential storefronts. Smoked, reflective, or black glass that blocks two-way visibility is only permitted above the first story.

b. pink or gold glass shall be prohibited.

2. For buildings which front on streets, and contain residential uses, a minimum of thirty (30) percent of the facade shall be windows.

D. Horizontal articulation: No building wall shall extend for a distance equal to four (4) times the wall's height without having an off-set equal to 25% of the wall's height. The new plane shall then extend for a distance equal to at least 25% of the maximum length of the first plane.

E. Building Entries: Main building entries shall be highlighted using such techniques as building articulation and/or entry canopies so they are obvious to pedestrians and motorists.

F. Above Grade Structured Parking:

1. Where parking garages are within views of streets, openings in parking garages shall not exceed 53% of the facade area. The portion of the parking garage that is visible from the street shall have an architecturally finished facade compatible with the surrounding buildings.

2. Entries and exits to and from parking structures shall be clearly marked for both vehicles and pedestrians by materials, lighting, signage, etc., to ensure pedestrian safety on sidewalks.

G. Projections into Setbacks and/or Rights-of-Way:

The following projections shall be permitted into a building setback or Public & Emergency Access Easement as allowed below, provided that 1) no projection shall be permitted into a building setback or right-of-way of Shawnee Trail; 2) such projections do not extend over the traveled portion of a roadway; 3) the property owner has assumed liability related to such projections; and 4) the property owner shall maintain such projection in a safe and non-injurious manner; and 5) no projections allowed over franchise utility corridors unless the projection is thirteen and one half (13.5) feet above finish grade; and 6) no projections allowed over public utility where located within a fire lane or public utility easement..

1. Ordinary building projections, including, but not limited to water tables, sills, belt courses, pilasters, and cornices may project up to twelve (12) inches beyond a building face or architectural projection into the setback, but not the Public & Emergency Access Easement.

2. Business signs and roof eaves may project up to ten (10) feet beyond the building face or architectural projection into the setback, but not the Public & Emergency Access Easement.

3. Architectural projections, including balconies, bays, towers, and oriels; show windows (1st floor only); below grade vaults and areaways; and elements of a nature similar to those listed; may project up to ten (10) feet beyond the building face into the setback, but not the Public & Emergency Access Easement.

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eight (8) inches of the back of curb if used to provide a covered walkway to a building entrance and as long as any canopy/awning support is no closer than twenty-four (24) inches from the back of curb and does not extend over any fire lane or public utility easement.

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Permitted Uses

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- College, University, Trade, or Private Boarding School
- Community Center
- Convenience Store without Gas Pumps
- Day Care Center, Child -S-
- Day Care Center -S-
- Dry Cleaning
- Governmental Office
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- House of Worship
- Insurance Office
- Massage Therapy, Licensed
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- Municipal Uses Operated by the Town of Prosper
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- Restaurant, Drive Through -S-
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- Smoke or vape shops.
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- Any business or establishment offering gaming or slot machines.
- Sex shops, including but not limited to business entities whose primary purpose is the sale of lewd merchandise.
- Pawn shops
- Business entities which primarily utilize outdoor storage
- Package liquor stores

GENERAL REQUIREMENTS

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A. Development shall generally take place in accordance with the attached Concept Plan (Exhibit D).

Plats and/or site plans submitted for the development shall conform to the data presented and approved on the conceptual development plan. Changes of detail on these final development plan(s) that differ from the conceptual development plan may be authorized by the Town staff, with their approval of the final development plan(s) and without public hearing, if the proposed changes do not:

1. alter the basic relationship of the proposed development to adjacent property,
2. alter the uses permitted,
3. increase the density,
4. increase the building height,
5. increase the coverage of the site,
6. reduce the off-street parking ratio,
7. reduce the building lines provided at the boundary of the site, or
8. significantly alter any open space plans.

If the Town staff determines that the proposed change(s) violates one (1) or more of the above eight (8) criteria, then a public hearing must be held by the Planning and Zoning Commission and the Town Council to adequately amend the granting ordinance prior to the Planning & Zoning Commission's approval of the final development plan(s).

B. A minimum twenty (20) percent of the total area in this planned development shall be provided as open space.

Open spaces may include areas used for facilities such as plazas, courts, recreational amenities, water features and other similar uses not specifically used for vehicular access and parking.

Additionally, if detention areas contain a constant water level and are landscaped or otherwise treated as an amenity for the development, they may be used to meet the open space requirement.

The open space may not consist of any of the following elements:

1. Vehicular parking.
2. Required parking lot tree islands.
3. Building footprints.
4. Utility yards.

The open space may consist of any of the following elements:

5. Landscape easements, setbacks, or any other landscaping as listed in Chapter 2, Section 4 of the zoning ordinance.
6. Public sidewalks and plazas.
7. Detention/ Retention ponds, when activated with pedestrian access.

C. Design Guidelines: Design Guidelines will be created, and approved by Staff, to govern the following details.

1. Street sections, including sidewalks
2. Public realm standards, including sidewalks, benches, signage, planters, outdoor seating areas, landscape, parking, and lighting.
3. Residential characteristics including, but not limited to, porch and balcony elements.

D. All utility lines shall be underground from the building to the property line. Utility lines within the Public & Emergency Access Easement shall be placed underground and relocated to the rear of the site to the maximum extent practicable.

E. Conditional Development Standards, shall be in accordance with the Zoning Ordinance, as it exists, or may be amended, except as follows:

1. Mobile Food Vendors - Mobile food vendors are permitted in this planned development, in accordance with the Conditional Development Standards of the Zoning Ordinance, as is exists or may be amended, except as follows:

- a. Mobile food vendors are not required to be located on property where an existing, permanent business operates in a building with a Certificate of Occupancy.
- b. Mobile food vendors are not required to be located within fifty feet (50') of an entrance of a primary building that holds the Certificate of Occupancy.
- c. Mobile food vendors may be located on public property other than public street travel lanes. Order windows shall face outward towards public sidewalk. At no time shall any part of food truck operations use main lanes without a special use permit issued by the Town;
- d. Mobile food vendors may be located on private property with the written consent of the owner;
- e. Mobile food vendors shall not operate in driveways or fire lanes;
- f. Mobile food vendors shall be considered as a Minor Amendment to the PD, subject to approval by the Director of Development Services. Prior to issuance of a permit, an application shall be submitted to the Development Services Department and containing any information required by staff to evaluate the impacts including but limited to location, parking and accessibility.

F. Parking Requirements Based on Use.

In all Sub- Districts, at the time any building or structure is erected or structurally altered, parking spaces shall be provided in accordance with the following requirements. A mixed-use discount of 20% shall be applied to the overall development, except for Townhomes, where shared parking is concerned.

Automobile Oil change and Similar Establishments: One (1) parking space per service bay plus one (1) parking space per maximum number of employees on a shift.

Bank, Savings and Loan, or similar Establishments: One (1) space per three hundred fifty (350) square feet of gross floor area.

Bed and breakfast facility: One (1) space per guest room in addition to the requirements for normal residential use.

Business or professional office (general): One (1) space per three hundred fifty (350) square feet of gross floor area.

Church, rectory, or other place of worship: One (1) parking space for each three (3) Seats in the main auditorium.

College or University: One (1) space per each day student.

Community Center, Library, Museum, or Art Gallery: Ten (10) parking spaces plus one additional space for each three hundred (300) square feet of floor area in excess of two thousand (2,000) square feet. If an auditorium is included as a part of the building, its floor area shall be deducted from the total and additional parking provided on the basis of one (1) space for each four (4) seats that it contains.

Commercial Amusement: One (1) space per three (3) guests at maximum designed capacity.

Dance Hall, Assembly or Exhibition Hall Without Fixed Seats: One (1) parking space for each two hundred (200) square feet of floor area thereof.

Dwellings, Multifamily: One (1) space for each bedroom in one (1) and two (2) bedroom units, plus one half (1/2) additional space for each additional bedroom.

Farmer's Market, Flea Market: One (1) space for each five hundred (500) square feet of site area.

Fraternity, Sorority, or Dormitory: One (1) parking space for each two (2) beds on campus, and one and one-half (1 1/2) spaces for each two beds in off campus projects.

Furniture or Appliance Store, Wholesale Establishments, Machinery or Equipment

Sales and Service, Clothing or Shoe Repair or Service: Two (2) parking spaces plus one (1) additional parking space for each four hundred (400) square feet of floor area over one thousand (1,000).

Gasoline Station: Minimum of three (3) spaces for employees. Adequate space shall be provided for waiting, stacking, and maneuvering automobiles for refueling.

Health Studio or Club: One (1) parking space per two hundred (200) square feet of exercise area.

Hospital: One (1) space per employee on the largest shift, plus one and one-half (1.5) spaces per each bed or examination room, whichever is applicable.

Hotel: One (1) parking space for each sleeping room or suite plus one (1) space for each two hundred (200) square feet of commercial floor area contained therein.

Kindergartens, day schools, and similar child training and care establishments: shall provide one (1) paved off-street loading and unloading space for an automobile on a through -circular-drive for each ten (10) students, or one (1) space per ten (10) students, plus one (1) space per teacher.

Library or Museum: Ten (10) spaces plus one (1) space for every three hundred (300) square feet, over one thousand (1,000) square feet.

Lodge or Fraternal Organization: One (1) space per two hundred (200) square feet.

Medical or Dental Office: One (1) space per three hundred fifty (350) square feet of floor area.

Mini-Warehouse: Four (4) spaces per complex plus one (1) additional space per three hundred (300) square feet of rental office.

Motor Vehicle Repair and Service: Three (3) parking spaces per service bay plus one (1) parking space per maximum number of employees on a shift.

Nursing Home: One (1) space per five (5) beds and one (1) parking space for each one thousand (1,000) square feet of lot area for outdoor uses.

Private Club: One (1) parking space for each seventy-five (75) square feet of gross floor area.

Retail Store or Personal Service Establishment, Except as Otherwise Specified Herein: One (1) space per two hundred and fifty (250) square feet of gross floor area.

Restaurant, Restaurant with a Private Club, Cafe or Similar Dining Establishment: One (1) parking space for each one seventy-five (75) square feet of gross floor area for stand-alone buildings without a drive-through, and one (1) parking space for each one hundred (100) square feet of gross floor area for restaurants located within a multi-tenant buildings, and one (1) parking space for each one hundred (100) square feet for stand-alone buildings with a drive-through.

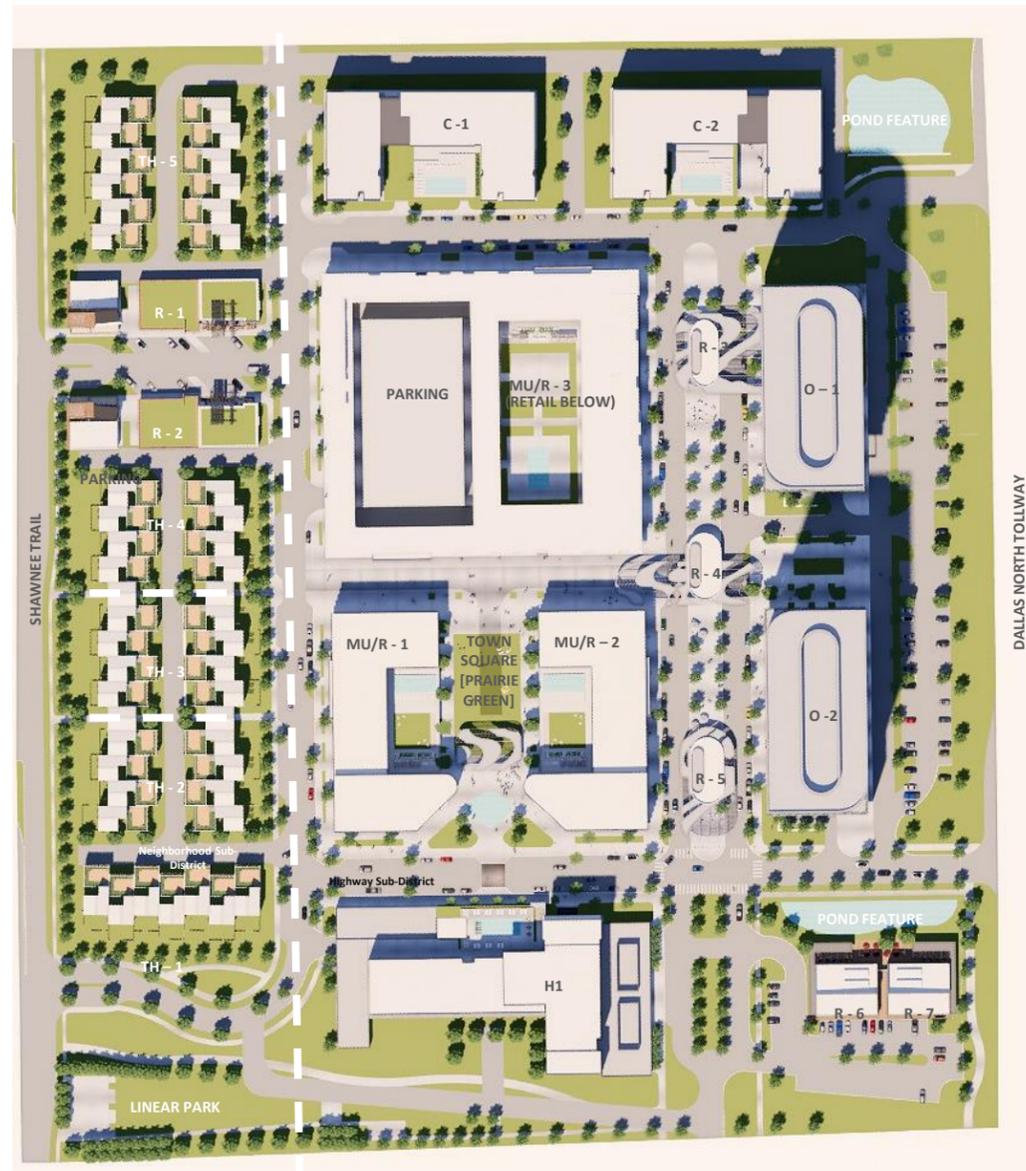
Sanitarium, Convalescent Home, Home for the Aged or Similar Institution: One (1) parking space for each five (5) beds.

School, Elementary, Secondary, or Middle: One and one half (1½) parking spaces per classroom, or the requirements for public assembly areas contained herein, whichever is greater.

School, High School: One and one half (1½) parking spaces per classroom plus one (1) space per five (5) students the school is designed to accommodate, or the requirements for public assembly areas contained herein, whichever is greater.

Theater, Sports Arena, Stadium, Gymnasium or Auditorium (except school): One (1) parking space for each four (4) seats or bench seating spaces.

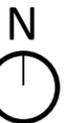
Townhomes: Minimum of two (2) parking spaces located behind the front building line and two (2) parking spaces enclosed in the main or an accessory building.



01 - PRELIMINARY SITE PLAN



02 - PRELIMINARY GROUND PLANE



1" = 100'

EXHIBIT D

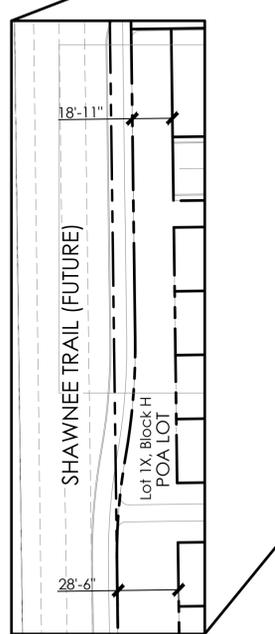
Town of Prosper Project No: _____

FUTURE MINOR THOROUGHFARE SETBACK 45' WIDTH FROM C.L. ROAD

25' POA LOT ALONG SHAWNEE TRAIL

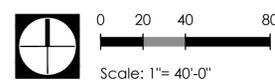
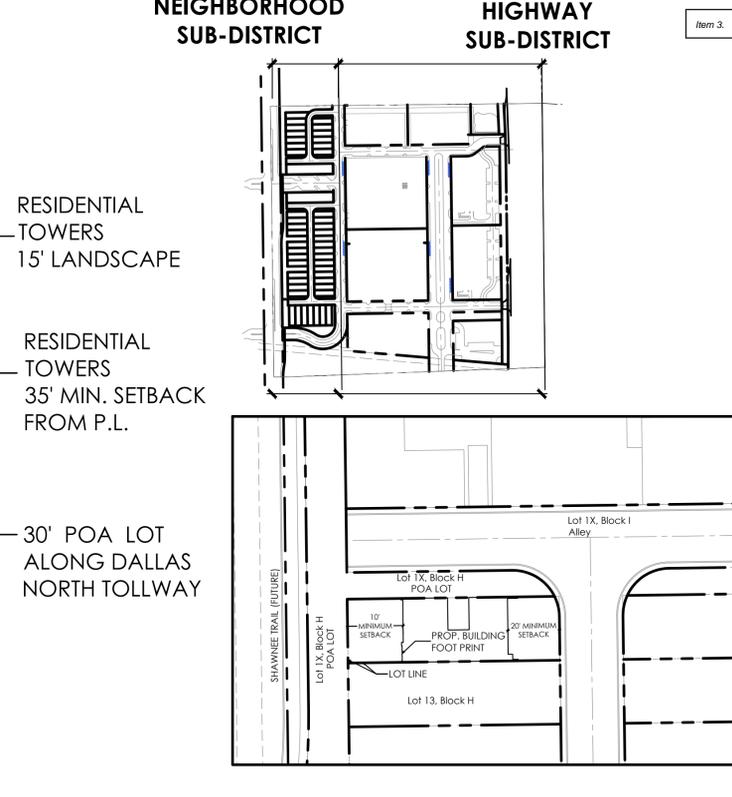
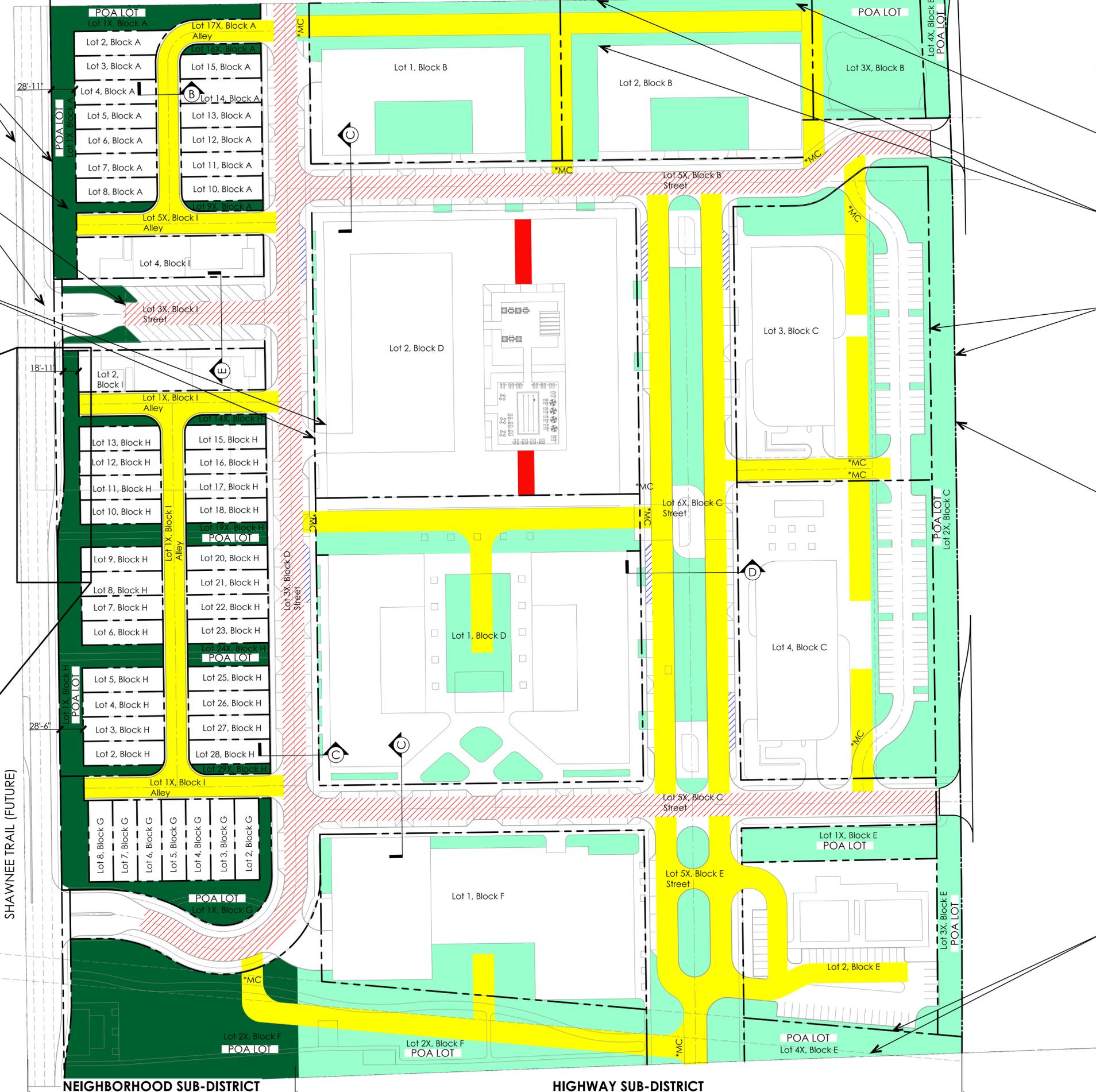
100' PARKING OFFSET FROM SHAWNEE TRAIL

10' MIN. SETBACK FROM R.O.W.



LANDSCAPE SETBACK VARIANCE

NOT TO SCALE



LEGEND

- 26' FIRE LANE
- 28' FIRE LANE
- 20' CARRIAGE WAY
- STRATEGIC FIRE ACCESS POINTS - ALL BLDGS. OVER 4 STORY HEIGHT
- *MC MOUNTABLE CURB FOR OFF STREET FIRE ACCESS ROADS

HIGHWAY SUB-DISTRICT

- OPEN SPACE 20% REQUIRED ~25% SHOWN

NEIGHBORHOOD SUB-DISTRICT

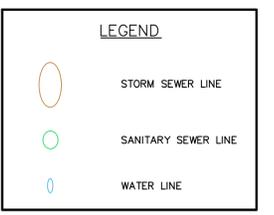
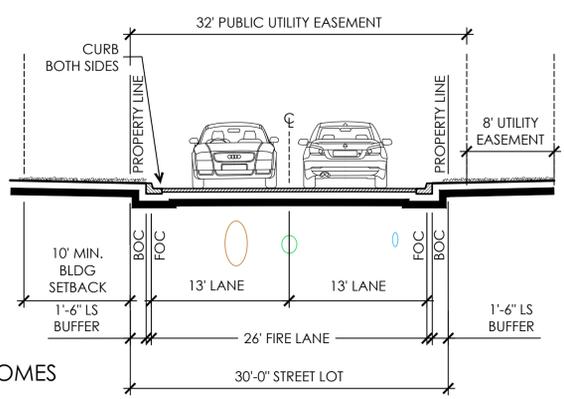
- OPEN SPACE 20% REQUIRED ~27.0% SHOWN

GENERAL FIRE DEPT. NOTES

1. ALL FIRE ACCESS ROADS TO BE IMPERVIOUS SURFACE APPROVED BY FIRE MARSHALL

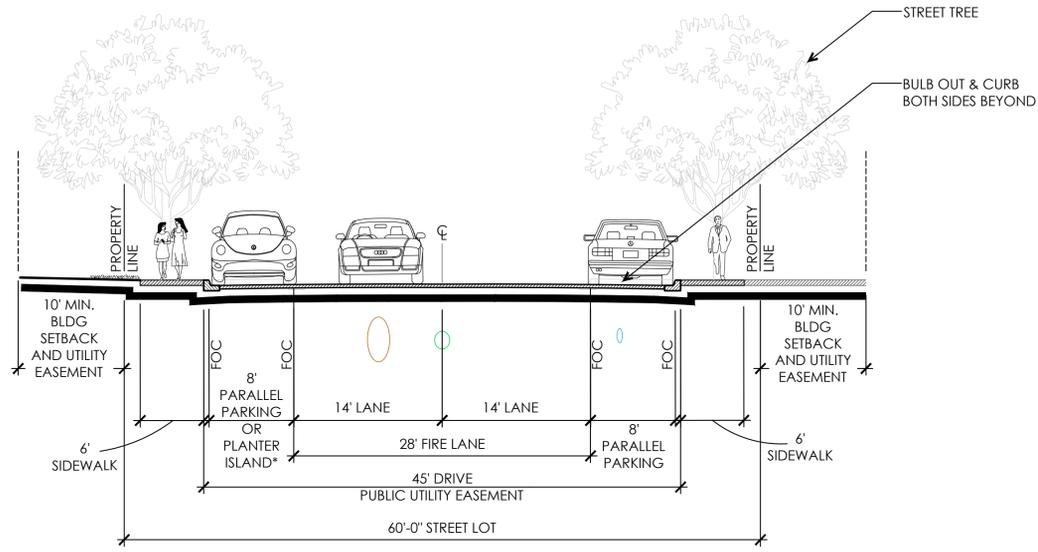
B

STREET LOT ALLEY SECTION AT TOWNHOMES



C

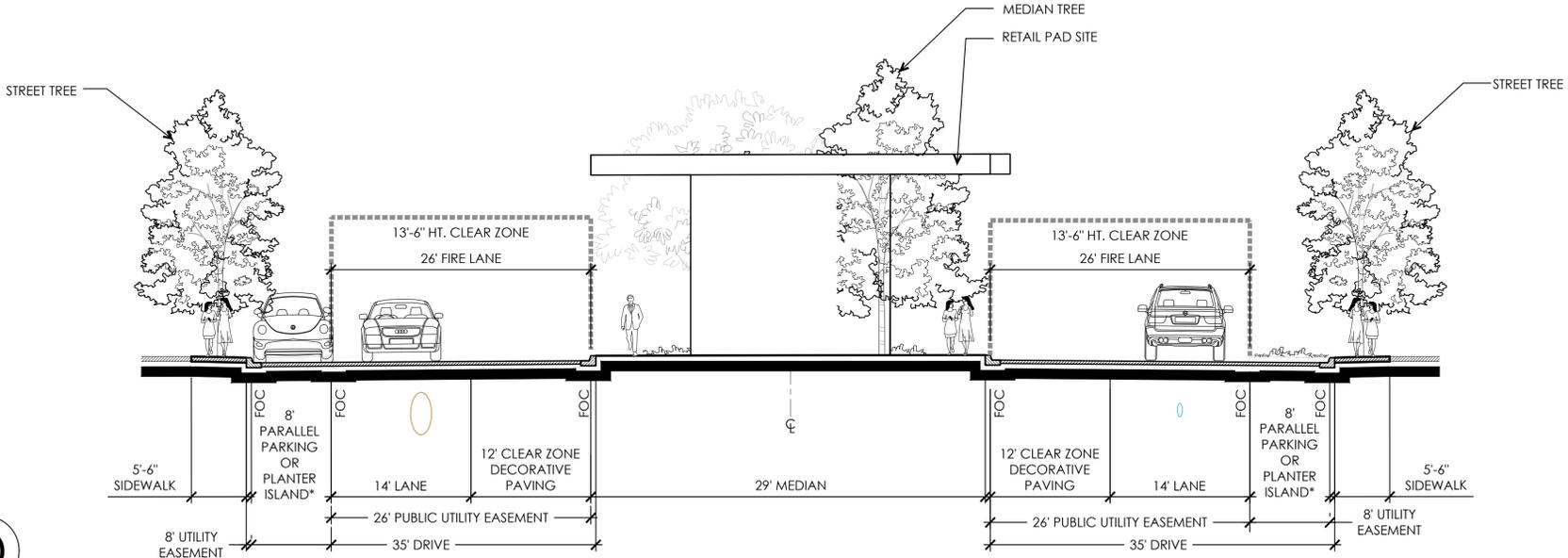
60' STREET LOT SECTION w/ PARALLEL PRKG BOTH SIDES



*NO TREES IN ISLAND; TREES WITHIN SIDEWALK SUBJECT TO TOWN OF PROSPER APPROVAL

D

BOULEVARD SECTION 120' STREET LOT



*NO TREES IN ISLAND; TREES WITHIN SIDEWALK SUBJECT TO TOWN OF PROSPER APPROVAL



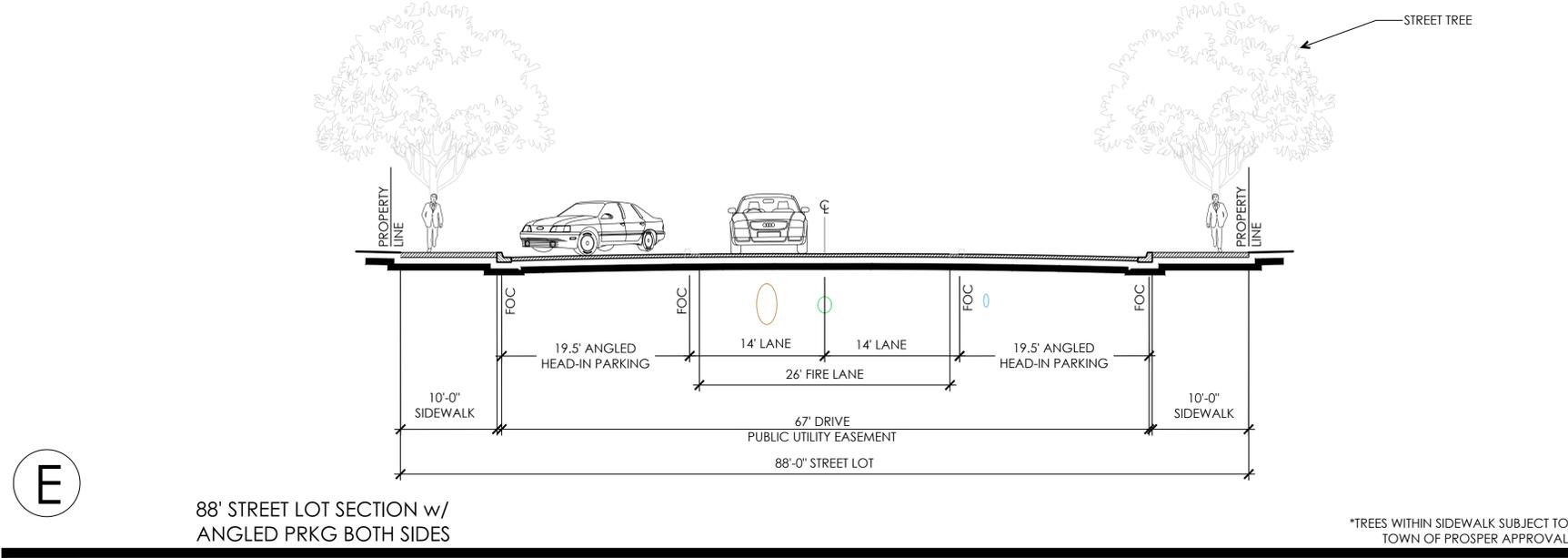




Exhibit E – Development Schedule

Below is the anticipated project schedule for the proposed Pradera development in accordance with the submittal checklist. This schedule is conceptual and subject to change based on permitting, entitlements, and market conditions.

Zoning Award- January 2023

Civil design (on and off site) – 2023

Civil construction – 2024-2025

Building design – 2024-2026

Building construction – 2025-2030



01 AERIAL – LOOKING SOUTHEAST



02 AERIAL – LOOKING NORTHWEST



03 PERSPECTIVE – TOWN SQUARE



04 PERSPECTIVE – OVERALL



05 PERSPECTIVE – VIEW FROM OFFICE



06 PERSPECTIVE – MAIN INTERSECTION

EXHIBIT F



01 – TOWNHOMES



02 – HOTEL



03 – RETAIL SPACE



04 – MIXED – USE RESIDENTIAL



05 – MIXED – USE RESIDENTIAL / TOWN SQUARE



06 – TOWN SQUARE LOOKING SOUTH

EXHIBIT F



01 – CONDOS



02 – NW RETAIL LOOKING SOUTH



03 – OFFICE



04 – NW RETAIL SPACE



05 – SE RESTAURANTS



06 – OFFICE TOLLWAY VIEW

EXHIBIT F



PUBLIC MEETING APPEARANCE CARD

Item 3.

Date: 2/5/23

Name: Mary A White

Address: 1810 Milton Dr.

City: Prosper ZIP: 75078 Phone: 832-326-6925

 Citizens' Comments: The public is invited to address the Town Council on any topic; however, the Council is unable to take action on any topic not listed on the agenda. When addressing the Town Council, please step up to the podium and state your name and address before beginning your presentation. Please limit your comments to three minutes.

Agenda Item #: 5

 I wish to speak IN FAVOR of this item.

I wish to speak IN OPPOSITION to this item.

I do not wish to speak. Please record my SUPPORT OPPOSITION

Comments: see attached comments. I am unable to attend the meeting and wish for my comments to be read and recorded.

Email form to: mkt27@prosperTX.gov

Fax to: 972-346-2009

I stand opposed to agenda item #5 for reasons mentioned by the P&Z staff in the packet provided.

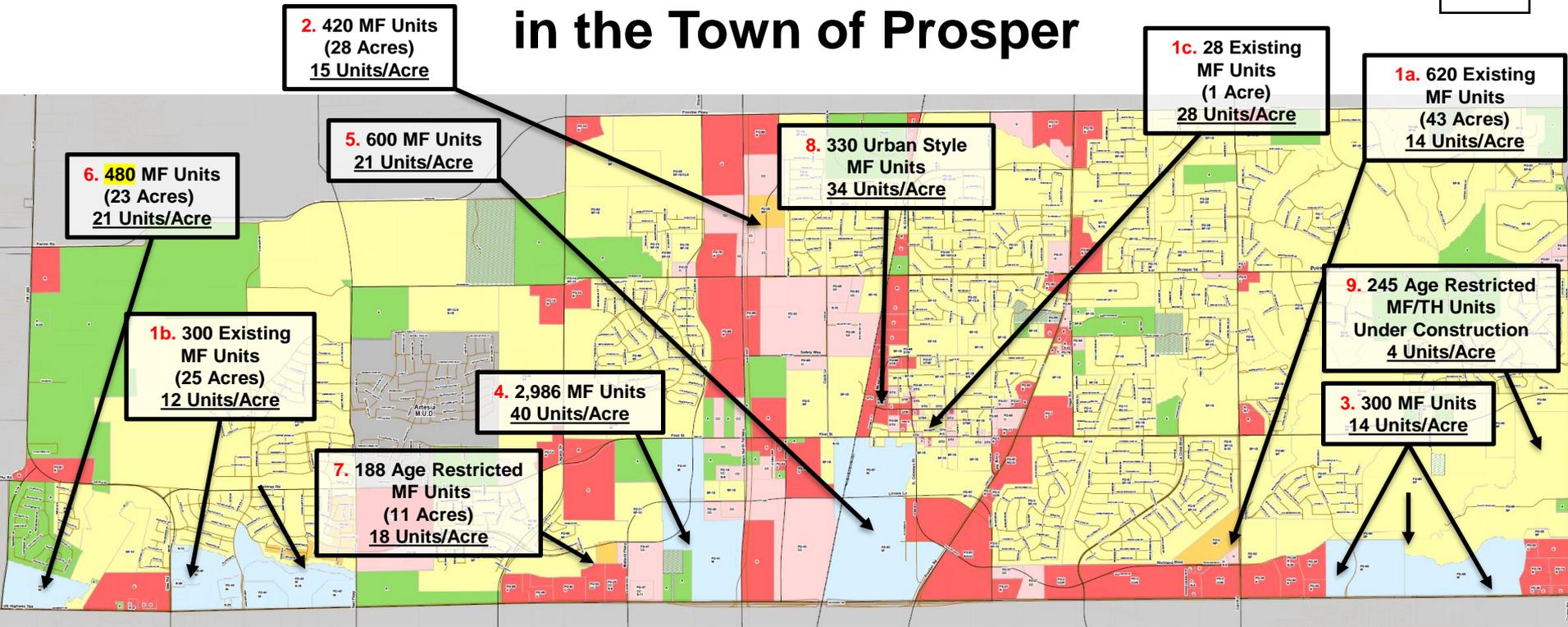
At some point, the town of Prosper will have to decide how many multi-family units is too many, and I feel the current 6,000+ is at a level that is unsustainable, especially at this time. How many more schools will Prosper be able to build and maintain, and at what cost? The proposed 36 units per acre is more than double the current requirement.

I feel there is a need for hotels in Prosper, but the proposed 12-story building is a 50% increase over what is currently allowed by ordinance.

As a community, Prosper must ask what cost/benefit there will be to the town when considering zoning changes like these. If we continue to deviate from the current development and design standards, without considering our vision of a small town feeling, we do so at our own peril.

Current Zoning for Multifamily in the Town of Prosper

Item 3.



1. 948 existing garden-style multifamily units on 63.8 acres and 312 Townhome units on 65 acres
 - 1a. 620 units in the Orion Prosper and Orion Prosper Lakes complexes on Coit Road
 - 1b. 300 units in Cortland Windsong Ranch, west of Windsong Pkwy, north US 380, 312 Townhome units north of US 380 and west of Teel Parkway
 - 1c. 28 units in the Downtown area
2. PD-35 permits a maximum of 15 units per acre on 28 acres, this density would allow for 420 multi-family units on the east side of DNT, north of Prosper Trail.
3. Brookhollow - permits a maximum of 300 multi-family at 14 units per acre and 250 Townhome units within PD-86.
4. Planned Development-41 (Prosper West) permits a maximum of 2,986 urban-style units on the west side of DNT, north of US 380. Refer to PD-41 for special conditions.
5. Planned Development-67 (Gates of Prosper) permits a maximum of 600 urban-style units within 115 acres on the west side of Preston Road, north of US 380. The multifamily density is 21 units per acre.
6. Planned Development-94 (WestSide) permits a maximum of 480 urban-style units within 23 acres on the east side of FM 1385, north of US 380. The construction of multifamily units is dependent on the development of non-residential uses in this PD – refer to PD-94.
7. Planned Development-98 (Alders at Prosper) permits a maximum of 188 age-restricted units within 11 acres west of Mahard Parkway, north of US 380 and allows for 18 units per acre.
8. Planned Development-106 (Downtown Loft Apartments) permits a maximum of 330 urban-style units within 9 acres east of BNSF Railroad, north of Fifth Street this allows for 34 units per acre.
9. Planned Development -107 (Ladera) – Age restricted detached single-family dwellings on a single lot. The development is classified as multi-family.

Project Number	Status	Number of Units
1. Orion, WSR, Downtown	Existing	948 Units
2. (PD-35)	Entitled	420 Units
3. (Brookhollow)	Under Construction	300 Units
4. (Prosper West)	Entitled	2,986 Units
5. (Gates of Prosper)	Under Construction	600 Units
6. (Westside)	Entitled	243 Units
7. (Alders at Prosper)	Under Construction	188 Units
8. (Downtown Lofts Apt)	Under Construction	330 Units
9. (Ladera)	Under Construction	245 Units

	Total Number of Units	Senior Living	Existing MF	Entitled MF	Under Construction MF
Number of Units	6,174 Units	433 Units	948 Units	3,563 Units	1,663 Units

COMMUNITY CHARACTER

Land Use Concepts

Mixed-Use

Mixed-use refers to a development style that combines a mix of land uses within one defined zoning district. For example, residential, retail, restaurants, office and public uses may be allowed in the same building, same lot, same tract, block or zoning district. Benefits of mixed-use development include:

- Flexibility of building spaces over time;
- Long term viability of commercial districts;
- Providing higher quality high density residences;
- Inclusion of public facilities;
- Reduction in the frequency of vehicular trips; and
- Minimizing land consumption.

Mixed-use developments are defined by their design—building orientation, roadway configuration and amenities such as shade trees, benches and lighting create a safe environment that is conducive for walking. Intentional integration of diverse land uses within one localized area creates a lifestyle option where a person can perform many of their daily needs and recreational desires within a short distance of home. Such environments are particularly attractive to young professionals, young couples and empty nesters.

Mixed-uses are typically either horizontal or vertical in nature. Horizontal mixed-uses involve retail, office and residential all located within one defined area, but within separate buildings. Vertical mixed-use developments would include any combination of retail, office and residential within the same building. A common example of vertical mixed-use is residential lofts and apartments above street-level retail and office space.



General Guidelines

- **Reduced Setbacks:** bring building facades closer to the street.
- **Central Gathering Space or Focal Point:** Create an identity through public space.
- **Pedestrian Orientation:** Facilitate the pedestrian experience through quality urban design. Ensure access and connectivity to adjacent neighborhoods.
- **Architecture:** moldings, spires, canopies, balconies and building locations all create a sense of identity and contribute to the experience.
- **Strategic Parking:** utilize shared parking, on-street parking, parking behind buildings and structured parking.
- **Connectivity:** mixed use areas should be tied in to adjacent residential development.



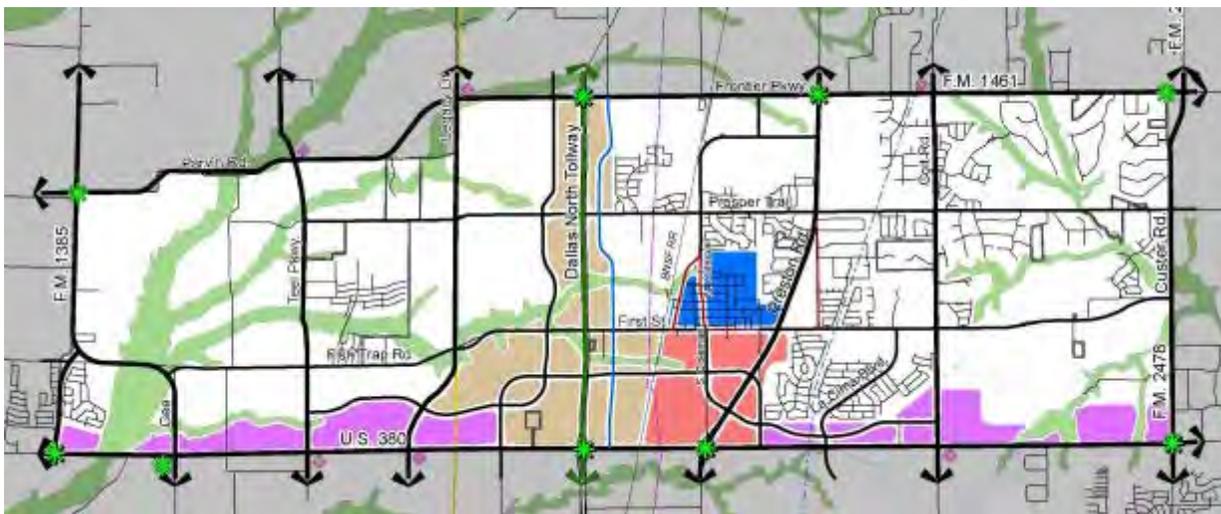
COMMUNITY CHARACTER

What does mixed-use development look like in Prosper? We asked the community in a public Visual Character Survey. The highest rated mixed-use pictures are shown below.



Past planning efforts, including the Town’s previous comprehensive plan, have indicated that the most opportunistic location for a Town Center, a large mixed-use district, would be the area roughly bounded by First Street to the north, Highway 380 to the south, BNSF Railroad to the west and Preston Road to the east. This area is currently identified as a planned development by the Town’s zoning ordinance.

Within Prosper, mixed-use areas may be appropriate along the Dallas North Tollway, Highway 380, Town Center and Old Town districts, as shown below.



COMMUNITY CHARACTER

Horizontal and Vertical Mixed-Use Development

Mixed-use developments that include a range of land uses incorporated within the same building, but typically at different levels, are referred to as vertical mixed-use developments. Common examples of vertical integration include apartments and lofts over ground level retail and office uses. Examples of vertical mixed-use developments are Shops at Legacy in Plano, Watters Creek in Allen and the West Village/State-Thomas areas of Dallas. Vertical mixed-use development was preferred by Prosper residents.

Horizontal mixed-use development is representative of a mixture of uses within close proximity to each other, but not necessarily within the same building. Horizontal mixed-use developments typically include residential uses along the periphery of the larger development area, separate from a more intense retail and office core. An example of horizontal mixed-use development is Southlake Town Center. The central area of the Town Center includes retail and office uses with residential townhomes located on the periphery of the development, primarily on the east side.

Two factors considered when determining whether vertical or horizontal integration should be utilized are land availability and land value. In more intense areas of development, land values are typically higher and land availability may be significantly less. In such locations, vertical integration, and higher densities (up to 5 stories), would be most appropriate. In Prosper, vertical integration of mixed uses will likely occur within the Dallas North Tollway and Town Center districts. Horizontal mixed-use integration typically occurs where land availability and value can accommodate an overall lower density. Here, 1-3 story retail and office may be surrounded by townhomes, patio homes, multi-unit homes and other less intense uses. In Prosper, horizontal mixed uses will likely occur within the Highway 380 and Town Center districts.

Vertical Mixed-Use

- **Characteristics**
 - Multiple uses within the same building
 - Live-above lofts and apartments
 - More urban in nature
 - 4-5 story height for buildings with residential uses located above the first floor
 - Structured Parking
- **Considerations**
 - Consume less land
 - Land value (density to maximize value)
 - Higher density (typically more urban)

Vertical Mixed-Use

Horizontal Mixed-Use

- **Characteristics**
 - Multiple uses within a planned areas, but not necessarily within the same building
 - 1-3 story heights/lower density nature
 - Areas of apartments, townhomes, brown stones, patio homes and multi-unit homes around the periphery, buffering low-density neighborhoods.
 - Structured parking or rear parking/rear entry garages
- **Considerations**
 - Consume more land
 - With buffering, may be located near residential areas along HWY 380

Horizontal Mixed-Use

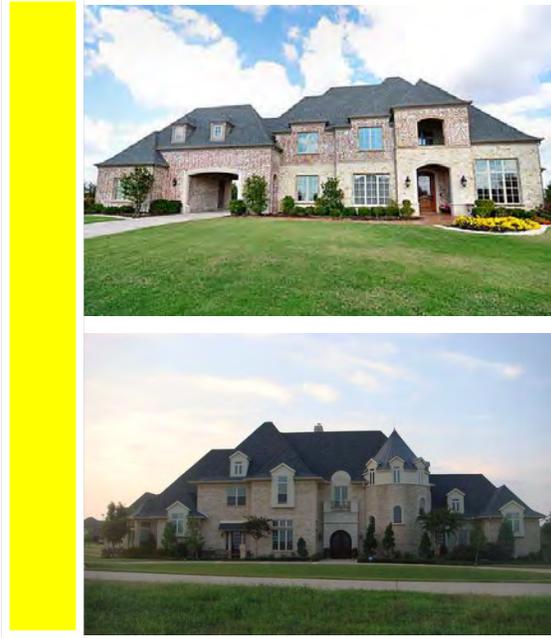


COMMUNITY CHARACTER

Land Use Types

Residential Low Density

This land use is indicative of large-lot single-family homes. Typically speaking, lot sizes within any low density development will range between 15,000 square feet and 1+ acre in size. While a variety of lot sizes may be used, the total gross density of low density residential neighborhoods should not exceed 1.6 dwelling units per acre. Large-lot homes will provide a continuation of the rural atmosphere and feel that was intensely expressed by Prosper’s residents. Most low density residential areas will be located in Northwest and Northeast Prosper.



Residential Medium Density

Medium density residential is also representative of single family detached dwelling units. Lot sizes in medium density residential neighborhoods could range between 12,500 and 20,000 square feet in size. A variation in lot sizes may be permitted to achieve a goal range in density. While a variety of lot sizes may be used within medium density residential neighborhoods, the gross density of such developments will typically not be less than 1.6 dwelling units per acre or greater than 2.5 dwelling units per acre.



COMMUNITY CHARACTER

Residential High Density

High density residential represents the most intense residential land uses permitted in Prosper. High density single family uses will consist of developments greater than 2.5 dwelling units per acre and lot sizes smaller than 10,000 square feet. Within Prosper, the high-density residential district is reflective of the Artesia development, where single family residential lot sizes and dwelling units per acre will be substantially higher than the rest of the community. High density residential may be located within the Dallas North Tollway, Highway 380, Town Center and Old Town Districts. In such areas, high density residential may take the form of multifamily or single family attached dwelling units and may include mixed-use lofts/apartments, patio homes, snout houses, brownstones and townhomes.



Retail and Neighborhood Services

Neighborhood services typically include retail establishments that provide merchandise for retail sale, banks, neighborhood office and small medical offices. Retail uses are particularly important because they contribute to Prosper's tax base through both property and sales taxes, making their inclusion attractive and often times competitive. Within Prosper, neighborhood service uses will likely occur at major intersections along the Dallas North Tollway, Highway 380 and Preston Road corridors. Neighborhood service uses should also be strategically placed along the Town's perimeter in order to attract patrons from neighboring communities, enhancing sales tax revenue opportunities. The majority of neighborhood service activity within Prosper will likely be included within the Dallas North Tollway, Highway 380, Town Center and Old Town districts.



COMMUNITY CHARACTER

Dallas North Tollway District

The Dallas North Tollway district will consist of the most intense land uses within Prosper. A diverse mixture of office, retail and residential will likely develop along the corridor. Mid-rise office (up to 12 stories) may be permitted throughout the corridor. Office buildings should be designed for a “campus feel”—they should be oriented towards common public space with significant landscaping and should be linked by a pedestrian network. A common architectural theme should also be established for a consistent visual appearance. Mixed-use development should be encouraged and should contain a mixture of office, retail and residential uses. Mixed-use lofts/apartments would be the most appropriate residential use within this district. Structured parking should be encouraged in more intense areas to limit the presence and visibility of large parking lots. Structured parking should be oriented in a way that minimizes visibility from the Tollway.



Highway 380 District

Much like the Dallas North Tollway district, the Highway 380 district will contain a variety of different uses. The major contrast between Highway 380 and other districts will be the inclusion of a big box development and commercial service uses. Types of appropriate commercial include hotels, banks, vehicle refilling stations with a convenience store, home service centers with outside storage, garden center with outside storage and other similar uses which serve the community but are not necessarily desired on Preston Road or within the Dallas North Tollway corridor. Residential land uses may be appropriate within certain areas, particularly away from major intersections where retail and commercial will be the highest and best land use. Residential land uses may include patio homes, snout houses, townhomes and brownstones. These residential areas may serve as a buffer between more intense activity along Highway 380 and low density residential areas to the north.



COMMUNITY CHARACTER

Town Center District

The Town Center district is a continuation of the area defined by previous planning efforts as a future location for a large scale mixed-use development. The Town Center would include a mixture of land uses but development will be less intense than that located along Highway 380 and the Dallas North Tollway. Retail, small scale office, and residential uses would be included within this district, but the primary intent should be focused on dining and shopping. Public space should be a major component of this area, creating space for families and residents of Prosper to meet and socialize. Open space located within the Town Center could be used for community events, festivals and school events. Urban design should accommodate the pedestrian while providing automobile access and discreet parking. Residential uses may include mixed-use lofts/apartments, patio homes, townhomes and brownstones. Areas of single family residential may also be permitted, particularly on the northern side where the development abuts the Old Town district.



Old Town District

The Old Town district is the heart of Prosper. This historic area of the community is intended to include a variety of boutique type land uses, ranging from unique and local retail establishments, restaurants and offices. Many of the historic homes within the Old Town district, particularly areas along First Street and Broadway, may gradually convert to boutique office and retail establishments. The most opportunistic possibility for a transit stop, if desired by future residents, would be within the Old Town district, which could facilitate redevelopment of the downtown area. If this occurs, high density residential options, such as live-above lofts/apartments, may be considered. The historic past of the community should be preserved. The community's beginnings as a farm community in rural Collin County are part of what defines Prosper, and these attributes should be preserved as new infill development occurs.



COMMUNITY CHARACTER

Business Park

A Business Park district, located to the west of the BNSF Railroad between Prosper Trail and First Street, will include a variety of potential land uses including light industrial, commercial warehousing, office storage and commercial uses with outside storage. While outside storage will likely occur and be necessary within this district, significant effort should be placed on the visual integrity of the district, particularly when located in higher visibility areas. When such uses abut roadways, larger landscape setbacks, such as 40 feet setbacks, that include berms and evergreen shrubs/trees should be used to protect the visual integrity of roadways and the public view. All outside storage should also be screened from public view and from adjacent properties. The location of the BNSF railroad and close proximity to the Dallas North Tollway provide the Business Park with significant accessibility. Uses located along First Street, Prosper Trail and other perimeter areas should incorporate a higher degree of landscaping and architectural design in order to protect the visual integrity of Prosper's roadways.



APPENDIX

EXHIBIT ONE:

DALLAS NORTH TOLLWAY

DESIGN GUIDELINES

Dallas North Tollway District

Design Guidelines

January 25, 2022



A. Intent and Purpose

The Dallas North Tollway is a primary thoroughfare within the Town of Prosper and one of the most heavily traveled roadways in North Texas. It is recognized that the Dallas North Tollway will serve as a significant opportunity for economic development and a sustainable tax base for the Town. The Comprehensive Plan identified the Dallas North Tollway as a future location for the Town's most intense land uses.

The purpose of these design guidelines is to provide direction on land use and design for future development that the Town of Prosper envisions on the Dallas North Tollway. Design guidelines define the qualities of building and site design that make successful projects and are tools for guiding projects to positive development outcomes. These guidelines will help to elevate the community's expectations for the built environment in the Tollway District. They provide a series of design and land use statements that explain the desired development elements and qualities that will shape the future of the Dallas North Tollway.

This document is a tool that should be utilized when guiding applications for new zoning or change of zoning of parcels located in the Dallas North Tollway District. It is the goal that the statements within this document will help shape development plans that are part of zoning applications and/or become part of development agreements for approved zone changes. These guidelines will communicate Town expectations to property owners when formulating development plans for proposed projects. The guidelines will provide a framework of land use and designs that will ensure projects are compatible with the goals of the Town for the Tollway.

These guidelines are not zoning requirements, rather, they offer flexibility allowing for project creativity, imagination and innovation while encouraging careful and thoughtful land use and design choices that promote high quality and sustainable developments. The anticipated outcome is that these guidelines will result in a vibrant community along the Tollway that is a welcoming and attractive place for people to live, work, play and visit.

This document is a tool that should be utilized when guiding applications for new zoning or change of zoning of parcels located in the Dallas North Tollway District. It is the goal that the statements within this document will help shape development plans that are part of zoning applications and/or become part of development agreements for approved zone changes.

B. General Description

The design guidelines shall apply to future development proposals located within the area as designated on Exhibit One, also known as the Dallas North Tollway District. This area consists of the entire length of the Dallas North Tollway in a north and south direction and approximately one-thousand (1,000) feet east and west of the Tollway. Where the one-thousand (1,000) foot extent ends at a point that is within a boundary of a Planned Development as identified on the Town's Zoning Map, the boundary line for the District may be extended beyond 1,000 feet to include the entirety of the Planned Development (See *Exhibit One*).

C. Tollway Sub-districts

Go to Exhibits 2-5 for boundary maps of the subdistricts

The Tollway Design District is divided into three sub-districts. The east and west boundaries of the subdistricts are as identified on Exhibits Two, Three and Four. The northern and southern boundaries of the subdistricts are as follows:

1. U.S. 380 Gateway

The boundary of the U.S. 380 Gateway sub-district extends from U.S. Highway 380 to First Street.

2. Frontier Parkway Gateway

On the east side of the Dallas North Tollway, the boundary extends from Frontier Parkway and down to the southerly property line of Planned Development 69. On the west side of the Tollway the gateway area extends from Frontier Parkway in the north to Prosper Trail in the south.

3. Neighborhood Services and Retail sub-district

On the east side of the Dallas North Tollway, the Neighborhood Services and Retail sub-district extends from the southerly boundary of PD 69 in the north down to W. First Street. On the west side of the Tollway, this sub-district extends from Prosper Trail in the north to First Street in the south.

D. Tollway Sub-District Requirements**1. U.S. 380 Gateway**

- a. On the Dallas North Tollway and U.S. 380, the minimum front yard is fifty (50) feet and shall include a thirty (30) foot landscape buffer.
- b. No parking or drive aisles may occur in the landscape buffer.
- c. A maximum of two rows of parking in the front of the building.
- d. 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.

2. Frontier Parkway Gateway

- a. On the Dallas North Tollway and Frontier Parkway, the minimum front yard is fifty (50) feet and shall include a thirty (30) foot landscape buffer.
- b. No parking or drive aisles may occur in the landscape buffer.
- c. A maximum of two rows of parking in the front of the building.
- d. 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) ft in height.

3. Neighborhood Services and Retail sub-district

- a. On the Dallas North Tollway, the minimum front yard setback shall be thirty (30) feet. Landscape buffer requirements shall be in accordance with Section M-Landscaping of these guidelines.
- b. No parking or drive aisles may occur in the landscape buffer.
- c. A maximum of one row of parking in the front of the building.
- d. Minimum building height shall be one (1) story.
- e. The Neighborhood Services and Retail subdistrict is adjacent to existing residential neighborhoods. For context sensitivity in development, the maximum building heights shall be as follows:

On the east side of the sub-district (east side of the Tollway), the maximum building height shall be two (2) stories from the southerly boundary of PD 69 in the north down to Prosper Trail in the south. 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 F, "Business Establishments Pursuant to the Town's Vision."

- i. On the west side of the sub-district (west side of the Tollway from Prosper Trail to W. First Street), 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 F, "Business Establishments Pursuant to the Town's Vision."

E. Permitted Business Establishments

The following business establishments shall be permitted in the Dallas North Tollway District. 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)

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.

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.

Multi-family Developments

The Town Council may permit a multi-family housing as part of a wholistic development that includes a combination of businesses designed to create a live, work and play 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 F. "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.

F. Business Establishments Pursuant to the Town's Vision

The Town Council envisions the Dallas North Tollway 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.

G. Discouraged Business Establishments

The following businesses are discouraged in the Dallas North Tollway District as they are not consistent with the Town’s vision and goals for the corridor.

Discouraged Establishments for the Dallas North Tollway District
Artisan’s Workshop
Assisted Living Facility
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-premise consumption of alcohol.

***Sexual-oriented businesses, including but not limited to business entities whose primary purpose is the sale of lewd merchandise.

H. The Gateways

The gateways are the entrances to the subject area that 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.

1. *The gateways should be clearly identifiable to vehicular and pedestrian travelers.*
 - a. Monument signage shall be used at major intersections to mark the arrival of specific areas or to identify marquee development projects.
 - b. Entrances to marquee developments shall incorporate a generous amount of landscaping that is diverse and colorful that provides texture and interest to the area.
 - c. 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.
2. *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.

- a. Art should be integrated into the community fabric of the Tollway and should be used to mark significant intersections of the Tollway.
- b. Developers should incorporate artist into the design team from the inception of planning to integrate works of art into their projects.
- c. 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.

I. 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.

1. 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).
2. 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.
3. 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.
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.
5. 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. 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.
 - a. 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.
7. All lighting standards shall be in accordance with the Town of Prosper Zoning Ordinance, Chapter 3, Section 6, entitled, "Outdoor Lighting."

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.

1. The majority of off-street parking for new developments within the Tollway district shall be provided on the side or rear of the primary building.
2. Parking maximums between the building and the street are in accordance with the requirements of the subdistrict requirements in Section D, above.
3. Shared parking agreements for adjacent properties are acceptable where they include a business pursuant to the Town's vision as identified above in Section F 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.
4. 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.
5. 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 in order to minimize the visual impact of the structure on the public right-of-way and pedestrian paths.

J. Residential Neighborhoods

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

1. Commercial developments shall be planned to minimize increased use of adjacent neighborhood streets. 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.

2. 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. 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 aforementioned 150 feet, for each additional foot of building exceeding two (2) stories and 40 feet.
4. When a new project is proposed, it is vital that communications occur with existing neighborhoods in proximity to the project site. This should be strongly encouraged.
5. Existing residential neighborhoods shall be buffered from the new Tollway development 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.

K. 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."

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.

- a. 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.
- b. Storefronts on facade treatments that span multiple tenants shall use architecturally compatible materials, colors, details, awnings signage, and lighting fixtures. 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).

2. Building Entrances

The design and location of building entrances in the Tollway District are important to help define the pedestrian environment and create retail-friendly environments.

1. 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 as a whole.

L. Service Equipment Areas

1. 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.
2. 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.
3. All other requirements as identified in the Zoning Ordinance in Chapter 4, Section 5, entitled, "Screening, Fences and Walls," shall be followed.

M. 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.

1. 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 Dallas North Tollway, F.M. 1461, and US Hwy 380.
 - a. 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.
 - b. The trees may be planted in groups with appropriate spacing for species.
 - c. 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).
 - d. Parking abutting the landscaped area will be screened from the adjacent roadway. The required screening may be with shrubs or earthen berms.
 - e. 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.
2. 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.
 - a. 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.
 - b. The trees may be planted in groups with appropriate spacing for species.

- c. Shrub plantings shall be provided at a minimum rate of 20 ten (10) gallon shrubs per thirty (30) linear feet.
 - d. Parking abutting the landscaped area will be screened from the adjacent roadway. The required screening may be with shrubs or earthen berms.
 - e. 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.
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.

N. Pedestrian Connectivity and Amenities

1. 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.
2. 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.
3. 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.
 - a. 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.
4. 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.
5. Overhead covers shall extend from the sides of buildings that have adjacent sidewalks, offering adequate protection from the sun and rain.
 - a. Overhead 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.
6. Streetscape 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.
7. Amenities shall be placed in such locations as to not block pedestrian or emergency access.

8. A continuous pedestrian/bicycle route shall be constructed throughout the Tollway 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.
9. This section supplements and does not replace any existing town requirement for sidewalk construction. All town ordinances and engineering requirements shall be adhered to.

O. Public Parks and Open Spaces

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.

1. Public parks and open spaces shall be visible and easily accessible from public areas such as building entrances and adjacent streets and sidewalks.
2. Within these parks, ample seating shall be provided, including walls, ledges, and other raised surfaces which can serve a similar purpose.
3. 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.
4. 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.

P. Signage

1. A comprehensive sign package shall be developed for each project and shall be approved by the Planning & Zoning Commission and Town Council.
2. The immediate area around a monument sign shall be landscaped with plantings of an appropriate height not to block or obscure the sign.
3. Signage shall enhance the pedestrian character of the districts by providing signs that are pedestrian in scale and located so as to be legible from the sidewalks.
4. 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.
5. 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.

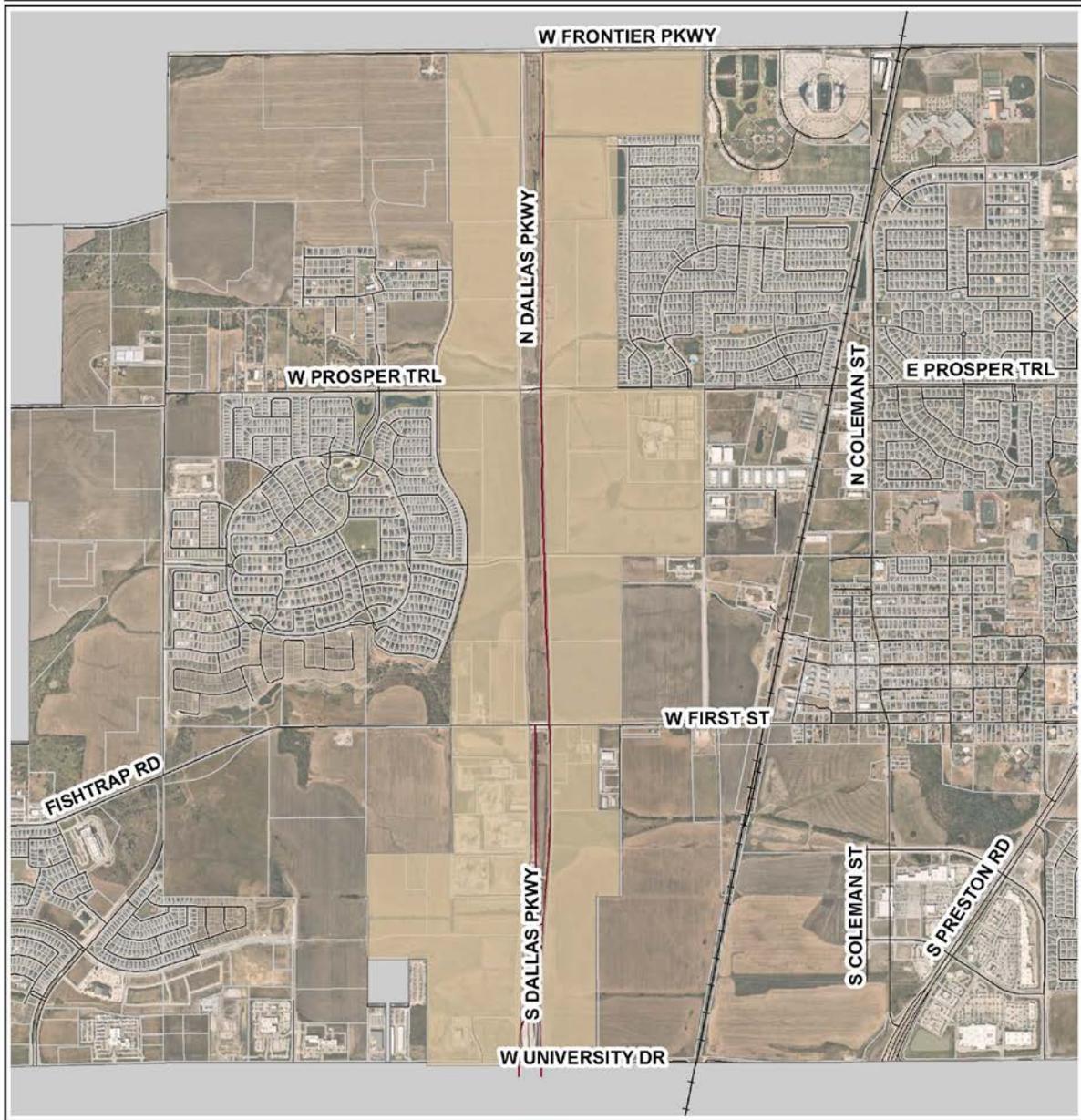
6. Signs may be lit by external light sources as long as such sources are not visually intrusive as determined with the project's comprehensive sign package.

Q. Incentives

To encourage development in the Dallas North Tollway District consistent with these Design Guidelines, economic development incentives may be considered by the Town Council in its sole discretion on a project-by-project basis and may include one or more economic development incentives authorized by state law or Town ordinances, as amended.

EXHIBIT 1

Tollway District



 Tollway District



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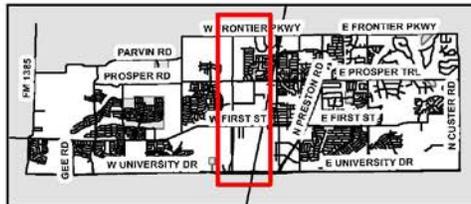
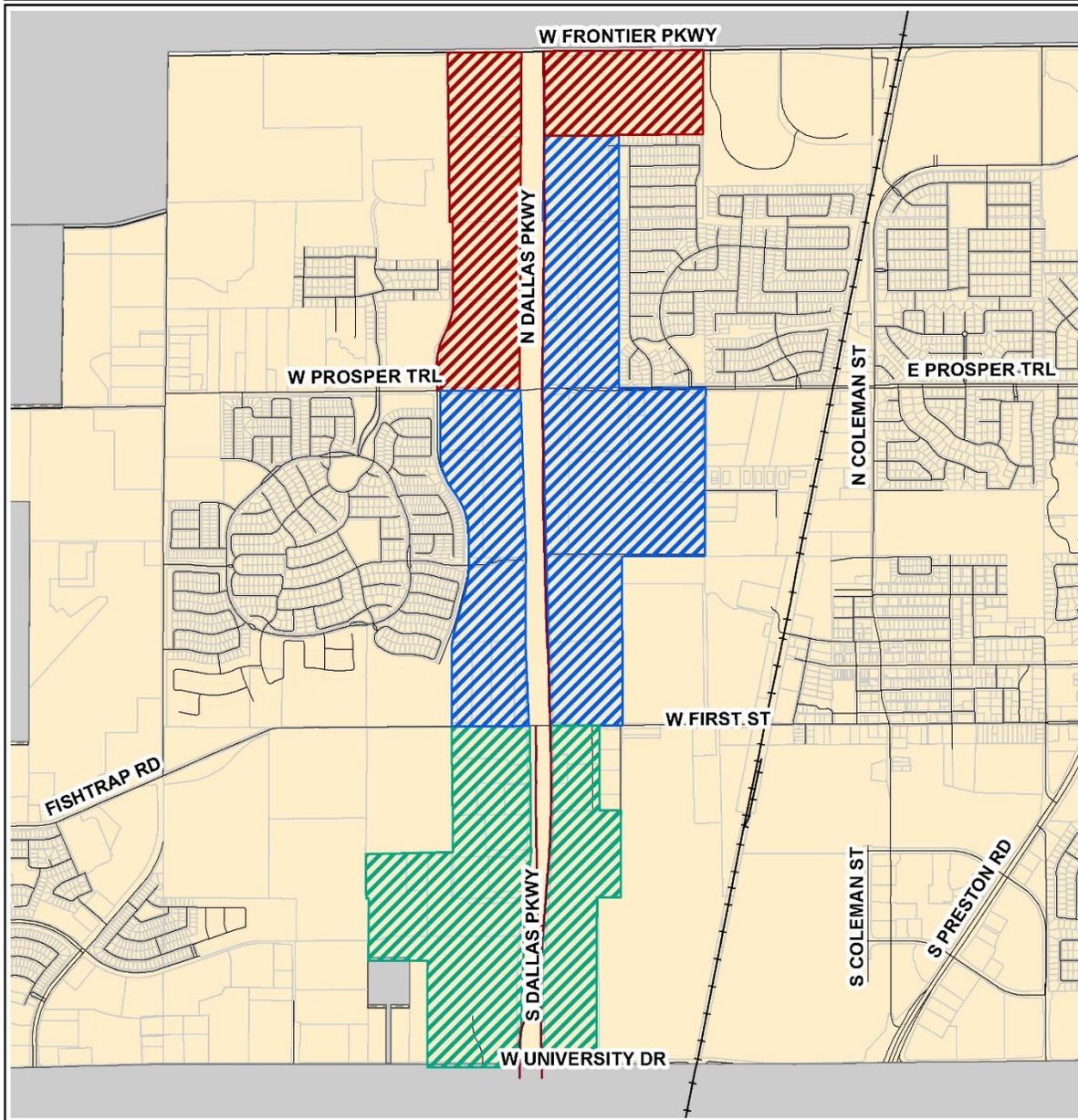


EXHIBIT 2

Tollway Subdistrict Designations



- District**
-  Frontier Parkway Gateway
 -  Neighborhood Services and Retail
 -  U.S. 380 Gateway



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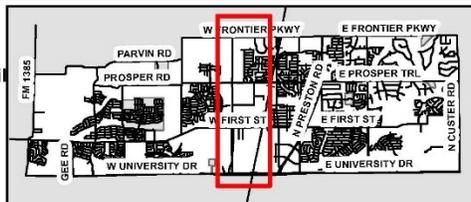
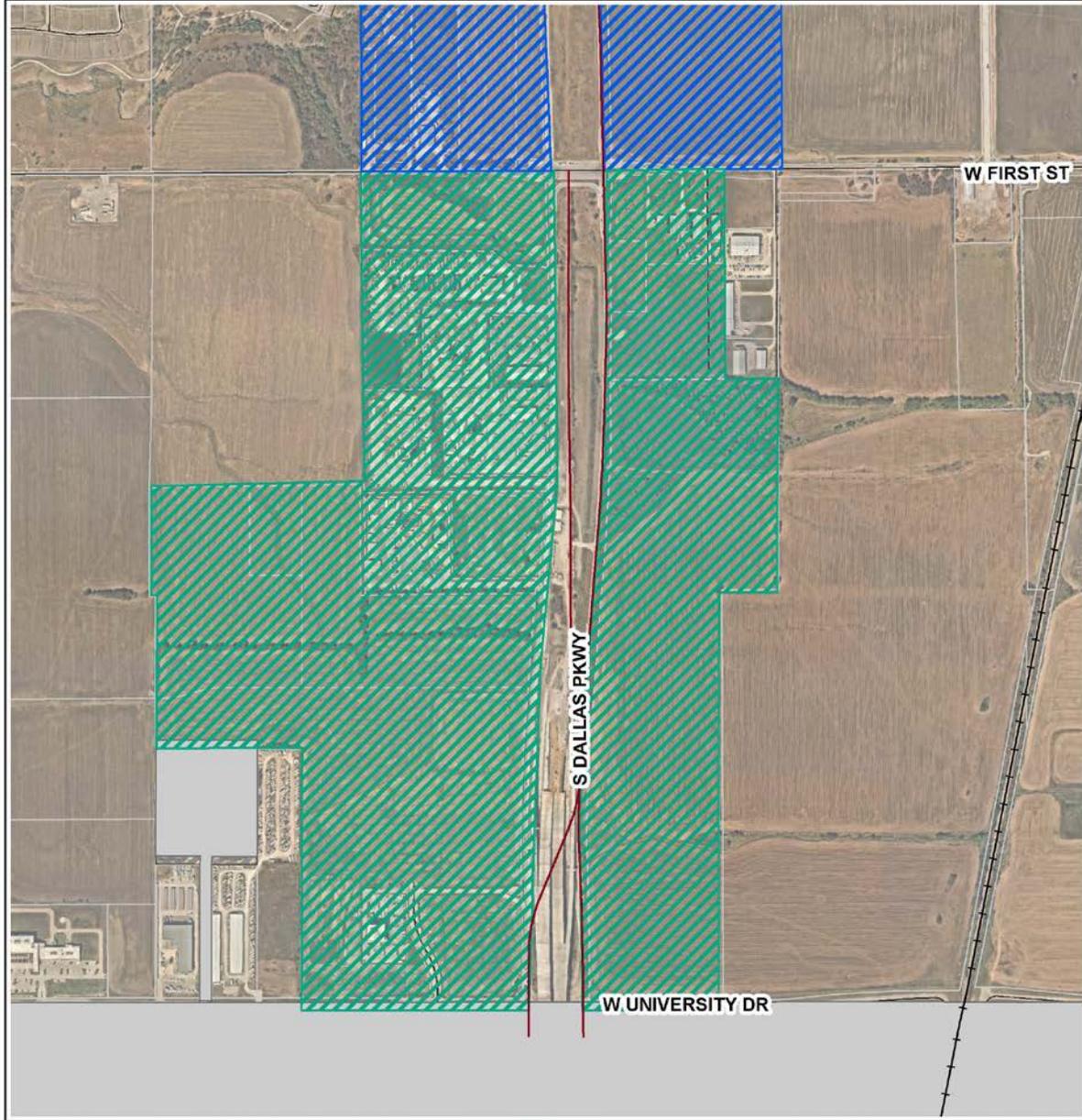


EXHIBIT 3

U.S. 380 Gateway Subdistrict



District

-  Frontier Parkway Gateway
-  Neighborhood Services and Retail
-  U.S. 380 Gateway



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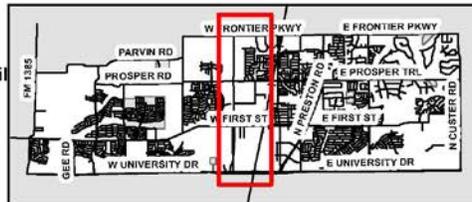
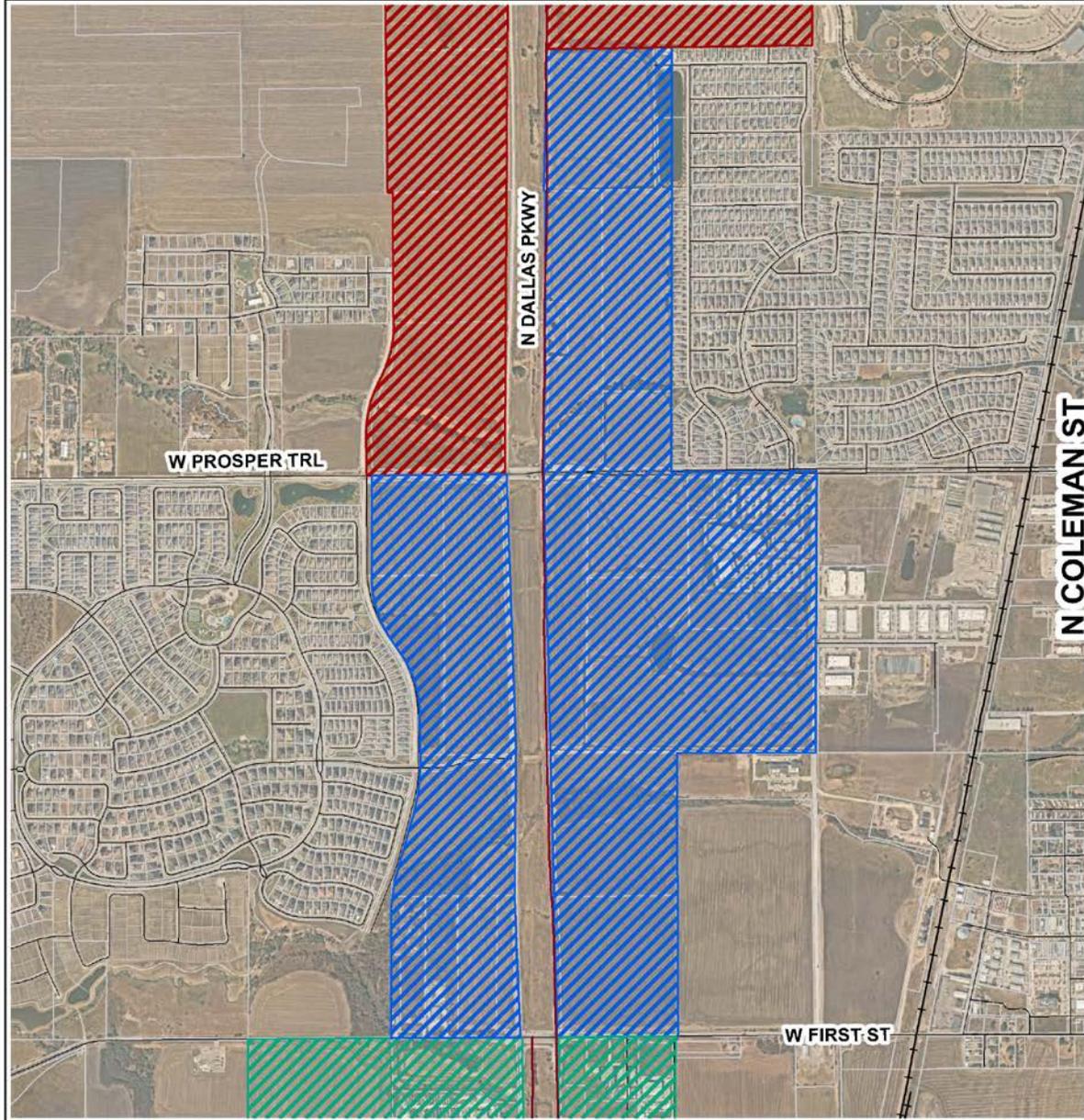


EXHIBIT 4

Neighborhood Services & Retail Subdistrict



District

-  Frontier Parkway Gateway
-  Neighborhood Services and Retail
-  U.S. 380 Gateway



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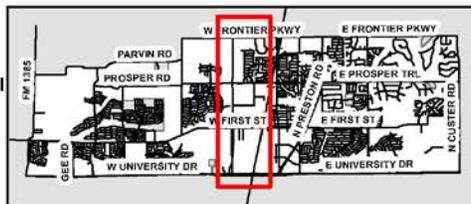
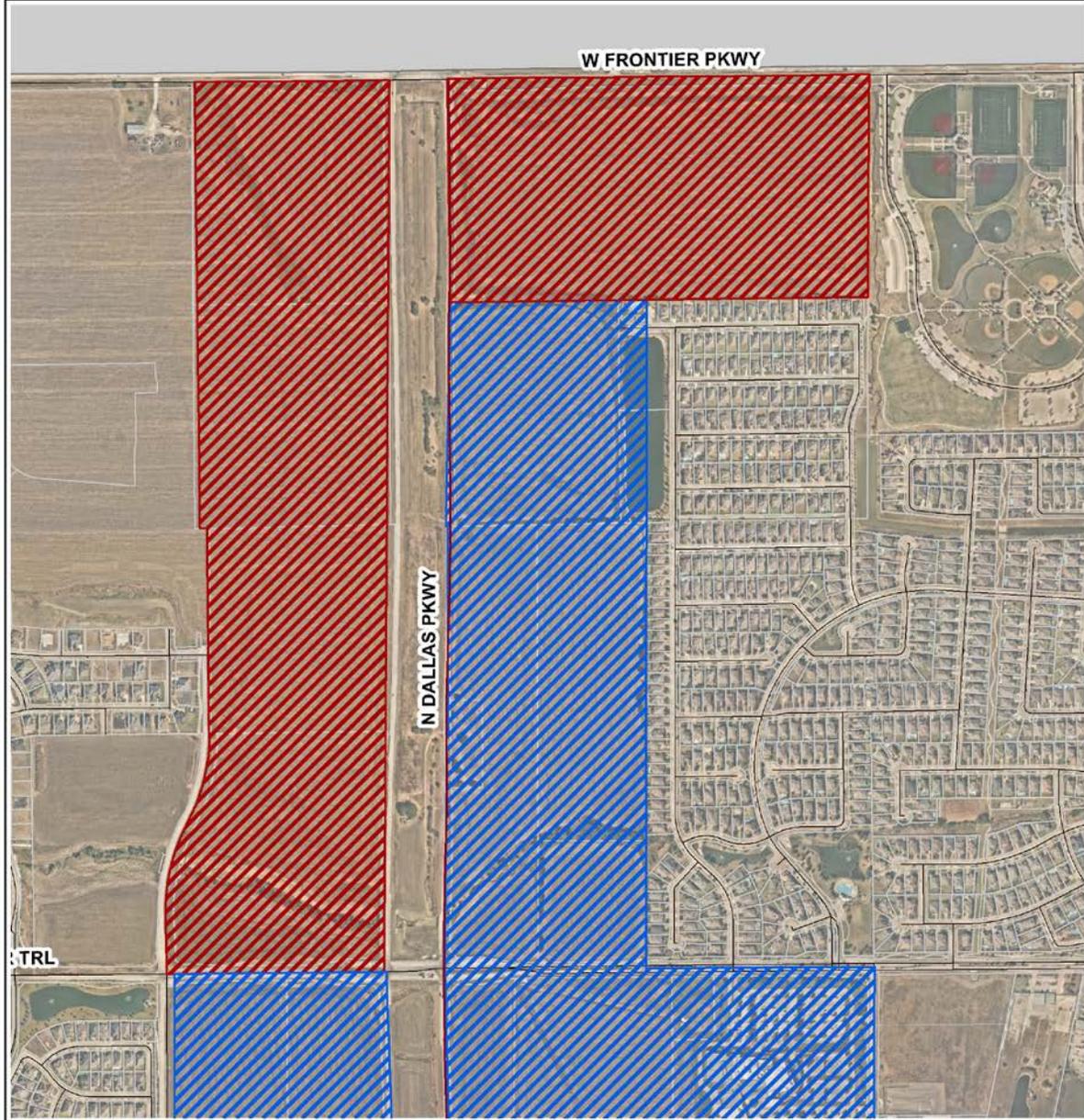


EXHIBIT 5

Frontier Parkway Gateway Subdistrict

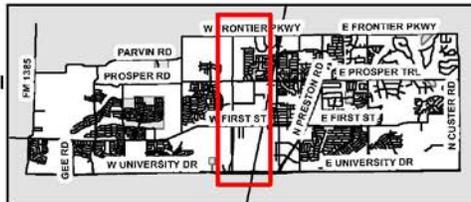


District

-  Frontier Parkway Gateway
-  Neighborhood Services and Retail
-  U.S. 380 Gateway



This map is for illustration purposes only.



Dallas North Tollway Design Guidelines.		New Planned Development
Dallas North Tollway Design Guidelines		
Subdistrict Location		
	Frontier Parkway Gateway, Neighborhood Services and Retail, U.S 380 Gateway	Frontier Parkway Gateway
Business Establishments		
Permitted Business Establishments		
	All the uses being proposed conform to the DNTDG recommendations? 51 total uses	The applicant has majority of the uses.
Business Establishments Pursuant to the Town's Vision		
	Does the rezoning include the business establishments as envisioned by Town Council? 7 total uses	The PD includes majority of the uses.
Discouraged Business Establishments		
	Does the rezoning include the discourage business establishments that are not consistent with the Town Vision? 71 total uses	The PD excludes majority of uses
Grocery Stores with Gas Pumps		
	There shall be a minimum of a 15 ft landscape buffer to screen the pumps from the street edge	Not Applicable
	The site design for projects located at street corners should provide special landscape treatment at street intersection to emphasize the corner.	Not Applicable
	The use of mature trees is encouraged to provide an immediate impact especially when used in buffering adjacent uses.	Not Applicable
	All display items for sale should occur within the main building or within designated areas that are screened from public streets.	Not Applicable
	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.	Not Applicable
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.	Not Applicable
Multi-family Developments		
	The Town Council may permit a multi-family housing as part of a wholistic development that includes a combination of businesses designed to create a live, work and play environment. These businesses can be, but are not limited, retail, office, recreational, family-friendly entertainment and/or restaurant establishments. If multi-family housing is part of a development proposal that includes businesses and/or amenities described in Section F. "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.	The PD is creating an environment with multiple uses.
Tollway Subdistrict Requirements		
US. 380 Gateway		
	On the Dallas North Tollway and U.S. 380, the minimum front yard is fifty (50) feet and shall include a thirty (30) foot landscape buffer.	Not Applicable
	No parking or drive aisles may occur in the landscape buffer.	Not Applicable
	A maximum of two rows of parking in the front of the building.	Not Applicable
	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.	Not Applicable
Recommendations		
	Does the recommendations conform the DNTDG for Gateway?	Not Applicable
	The gateways should be clearly identifiable to vehicular and pedestrian travelers.	Not Applicable
	Include Public Art in Gateway Areas to promote vitality and provide a unique sense of identity	Not Applicable
Frontier Parkway Gateway		
	On the Dallas North Tollway and Frontier Parkway, the minimum front yard is fifty (50) feet and shall include a thirty (30) foot landscape buffer.	The PD complies with DNTDG
	No parking or drive aisles may occur in the landscape buffer.	The PD complies with DNTDG
	A maximum of two rows of parking in the front of the building.	The PD complies with DNTDG
	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) ft in height.	The PD is requiring 50% of the building structure within the highway district to be built at least with 2 stories.
Neighborhood Services and Retail		
	On the Dallas North Tollway, the minimum front yard setback shall be thirty (30) feet. Landscape buffer requirements shall be in accordance with Section M-Landscaping of these guidelines.	Not Applicable
	No parking or drive aisles may occur in the landscape buffer.	Not Applicable
	A maximum of one row of parking in the front of the building	Not Applicable

	Minimum building height shall be one (1) story.	Not Applicable
	On the east side of the sub-district (east side of the Tollway), the maximum building height shall be two (2) stories from the southerly boundary of PD 69 in the north down to Prosper Trail in the south. 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 F, "Business Establishments Pursuant to the Town's Vision."	Not Applicable
	On the west side of the sub-district (west side of the Tollway from Prosper Trail to W. First Street), 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 F, "Business Establishments Pursuant to the Town's Vision."	Not Applicable
Site Design and Building Placement		
	Does the zoning conform to the DNTDG site design and building placement for Gateway?	PD complies majority
Parking Design Standards		
	Does the zoning conform to the the parking design standards within the DNTDG for the Gateway?	PD Complies
Residential Neighborhoods		
	Does the zoning consider compatibility standards from the DNTDG?	The PD is providing a less intense district to act as a buffer.
Building Design		
	Does the zoning encourage building design from the DNTDG?	PD Complies
Service Equipment Areas		
	Does the zoning incorporate standards regarding service equipment areas from the DNTDG?	PD Complies
Pedestrian Connectivity and Amenities		
	Does the zoning incorporate standards regarding pedestrian connectivity and amenities from the DNTDG?	PD Complies
Public Parks and Open Spaces		
	Does the zoning incorporate standards regarding public parks and open space from the DNTDG?	PD Complies
Signage		
	Does the zoning conform to the signage requirements?	The PD will be a separate process and will incorporate sign requirements.
Landscaping Standards		
Properties along Dallas North Tollway, F.M. 1461, and US Hwy 380.		
	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	PD complies
	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.	PD complies
	The trees may be planted in groups with appropriate spacing for species.	PD complies
	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).	PD complies
	Parking abutting the landscaped area will be screened from the adjacent roadway. The required screening may be with shrubs or earthen berms.	PD complies
Properties adjacent to a minor thoroughfare as defined by the Town of Prosper Thoroughfare and Circulation Design Standard		
	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	PD complies along Shawnee
	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.	PD complies
	The trees may be planted in groups with appropriate spacing for species.	PD complies
	Shrub plantings shall be provided at a minimum rate of 20 ten (10) gallon shrubs per thirty (30) linear feet.	PD complies
	Parking abutting the landscaped area will be screened from the adjacent roadway. The required screening may be with shrubs or earthen berms.	PD complies
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.	Not Applicable

PLANNED DEVELOPMENT NO. 119**EXHIBIT B—Planned Development Purpose and Intent:**

This planned development is intended to provide for and encourage development that contains a compatible mix of residential, office, and commercial uses within close proximity to each other, rather than separating uses.

The use provisions define land uses and the siting and character of the improvements and structures allowed on the land in a manner that encourages a balanced and sustainable mix of uses. These uses may be combined either vertically in the same building, or horizontally in multiple buildings, or through a combination of the two.

Additionally, the standards are intended to promote an efficient pedestrian-access network that connects the nonresidential and residential uses. The planned development generally addresses the physical relationship between development and adjacent properties, public streets, neighborhoods, and the natural environment. This is accomplished by the following;

- Ensuring buildings relate appropriately to surrounding developments and streets which create cohesive visual identity and attractive street scenes.
- Ensuring site design promotes efficient pedestrian and vehicle circulation patterns.
- Ensuring the creation of high-quality street and sidewalk environments that are supportive of pedestrian mobility and that are appropriate to the roadway context.
- Ensuring large sites are developed in a manner that supports and encourages connectivity and creates a cohesive visual identity and attractive street scene.

In order to implement this vision, the standards affecting development are intended to be consistent with the overall goal. To accomplish this goal, the area has been subdivided into a series of sub-districts with development restrictions that will be necessary to achieve their collective individuality.

The purpose of sub-district requirements is to define the character of new development within each sub-district. They have been carefully designed to allow enough flexibility for creative building solutions, while being prescriptive in areas necessary to preserve consistency throughout the development.

EXHIBIT C—Sub-District Regulations:

Development Plans

Concept Plan:

- A. The tract shall be developed in general accordance with the attached concept plan, set forth in Exhibits D2, D3, and D4.
- B. Development shall be phased such that fifty (50) percent of the townhomes in the Neighborhood Sub-District will have certificates of occupancy prior to commencing work within the Highway Sub-District. Further, Street Section D, as shown on Exhibit D.3, shall be built with Block D, Lots 1 and 2.
- C. Where conflicts may arise between Exhibit C and Exhibit D, Exhibit C shall govern.

Elevations:

- A. The tract shall be developed in general accordance with the attached elevations, set forth in Exhibits F.

Administrative:

- A. The property owner’s association (POA) shall be approved by town staff.

HIGHWAY SUB-DISTRICT

HIGHWAY SUB-DISTRICT

Purpose & Intent

The purpose of the Highway Sub-District is to encourage the creation of a pedestrian-oriented, vertically integrated, mixed-use, urban environment, providing shopping, employment, housing, business, and personal services. This sub-district promotes an efficient, compact land use pattern; encouraging pedestrian activity; reducing the reliance on private automobiles within the district; promoting a functional and attractive community using urban design principles; and allowing developers flexibility in land use and site design.

The Highway Sub-District is to be an area with a mixture of intense uses. Buildings are close to and oriented toward the street. There is a connected street pattern, shared parking, and pedestrian amenities.

Site Criteria

A. Size of Yards:

1. Minimum Front Yard
 - a. On Dallas North Tollway: Fifty (50) feet.
 - b. On all other streets: Ten (10) feet.
2. Minimum Side Yard: Zero (0) feet.
3. Minimum Rear Yard: Zero (0) feet.

B. Build-to-Line: On 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 facade of the building must be built to.

1. Buildings with non-residential uses on the first floor: A build- to-line shall be established at the minimum front yard setback. The primary facade shall be continuous along a block face and at least 70% shall be located within 5' of the build-to-line.
2. Buildings with residential uses on the first floor: The primary facade of a residential dwelling shall be built 10' to 15' from the property line. Stairs, stoops, and elevated patios shall be allowed within the front setback. Any land remaining in the setback shall be landscaped with plant materials other than grass and shall be irrigated per the requirements established.

C. Size of Lots:

1. Minimum Size of Lot Area: Twenty Thousand (20,000) square feet
2. Minimum Lot Width: Fifty (30) feet.
3. Minimum Lot Depth: Sixty (60) feet.

D. Maximum Lot Coverage: One hundred (100) percent.

E. Floor Area Ratio: Maximum 10.0:1.

F. Housing: The following performance standards shall apply to residential development.

1. For the purposes of this Sub-District, Apartment and Condominiums shall be defined as follows:
 - a. Apartments- a predominantly residential building in which each unit is leased by the owner to an individual entity.
 - b. Condominiums- a predominantly residential building in which each unit is owned by an individual entity.
2. The maximum density allowed shall be no more than eight hundred and thirty-five (835) units within the Highway Sub-District.
 - a. Apartments shall utilize 75% of the allowable units.
 - i. there shall be a minimum of 50% and a maximum of 70% Studios and One-Bedroom units.
 - ii. There shall be a minimum of 30% and a maximum of 50% Two and Three-Bedroom units.
 - b. Condominiums shall utilize 25% of the allowable units.
 - i. there shall be a minimum of 50% and a maximum of 70% Studios and One-Bedroom units.
 - ii. There shall be a minimum of 30% and a maximum of 50% Two and Three-Bedroom units.
3. A minimum of 50% of the first-floor square footage of the Highway Subdistrict shall be used for non-residential uses. A minimum of 30% of first-floor, non-residential uses, shall be for retail use.
4. Apartment buildings shall have a setback of Two Hundred Fifty (250) feet from the Dallas North Tollway (DNT).

G. Parking:

1. The number of parking spaces provided for uses shall be in accordance with the breakdown established in the GENERAL REQUIREMENTS section of these standards.
2. Required parking shall be located and maintained anywhere within the PD No. 119, including all sub-districts.
 - a. Where Townhome uses are concerned, parking may not be shared.
3. On-street parking and shared parking anywhere within the PD No. 119, including all sub-districts, except for Townhome uses, may be counted towards meeting the off-street parking requirement for any use within the sub-district.
4. Where on-street parking is provided, angled, as well as parallel parking shall be permitted as depicted in exhibit D street sections.
5. Where on-street parking is provided, vehicle maneuvering shall be allowed within the Public & Emergency Access Easement.

6. When structured garages are provided, adequate access from public rights-of-way via private drives and/or access easements shall be made readily available.
7. Parking spaces that face and are adjacent to a building shall utilize curbs, wheel stops, and/or bollards.
8. Speed bumps/humps are not permitted within a fire lane nor public roads.
11. Dead-end parking aisles are not permitted in surface parking lots.
12. In the case of mixed uses, parking spaces may be shared.
13. For all residential uses, the majority of parking shall be contained in a structured parking garage.

H. Service Equipment and Areas:

1. Loading docks, truck parking, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building or placed behind or on the side of a building. On corner lots, these areas should be located behind the buildings. All solid waste trash collection structures shall be designed to accommodate the Town's current trash service provider. This includes, but not limited to, minimum dumpster enclosure requirements, approach geometry and other features for operational needs.
2. Transformers, HVAC equipment (if located at the ground level), private utility meters, and other machinery, where practical, should be located at the rear of the property.
 - a. Public water meters shall be located within easements, outside of pavement, and adjacent (within 2-5 feet) to Public & Emergency Access Easement or dedicated fire lanes that include utility easements.

I. Screening:

1. Service equipment and areas shall be screened so the visual impacts of these functions are fully contained and out of view from adjacent properties and public streets to the extent that screening is allowed by utility providers.
2. Solid waste collection and loading areas shall be located to minimize visibility. These areas shall be screened, at minimum, by a eight (8) foot high wall built with the same materials as used for the principal building, or an otherwise approved solid masonry material. Trash dumpsters shall have a metal gate or door equal in height or the height of the wall, which shall generally always remain closed. Waste collection and loading area walls shall include shrubbery as to screen walls from the public realm.
3. Where rooftop-mounted mechanical equipment is not screened from view at a point six feet above ground level at the property line, alternative forms of screening are required, and may be constructed of metal, acrylic, or a similar material, subject to approval by the Director of Development Services.

J. Fencing: Fencing is allowed between the primary facade of the building and the property line. In the above instances the fence shall be no greater than forty-two (42) inches in height. Fencing is restricted to wrought iron, tubular steel or similar material, or masonry. The masonry portion of any fence in front of a building shall be no higher than three (3) feet. The masonry portion of the fence must be at least

30% open in construction for each residential unit or retail/restaurant/office/service lease space. Each residential unit or retail/restaurant/office/service lease space must have an operable gate that opens to the street.

K. Streets and Sight Triangles:

1. For plantings within ten (10) feet of any public street intersection, shrubs and groundcover shall not exceed two (2) feet in height and tree branching shall provide seven (7) feet of clearance measured from the top of the ground surface to the first branch along the tree trunk.
2. Root barriers shall be installed where street trees are planted within 5 feet of pavement within Public & Emergency Access Easement.

Nothing contained herein shall vary or supersede public safety requirements of the Town of Prosper as set forth in the Uniform Fire Code and other applicable laws, rules, and regulations of the Town of Prosper.

L. Landscaping: The standards and criteria contained in this Section are the minimum standards for all new development. Where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance or the Dallas North Tollway (DNT) Guidelines, the regulations of this Section shall apply. Unless specifically identified in this Section, new developments shall comply with the landscape standards established in the Town of Prosper Zoning Ordinance as of the date of adoption of this ordinance or as amended.

1. Any non-structured, off-street, surface parking that contains twenty (20) or more spaces shall provide interior landscaping as follows:
 - a. All landscaped areas shall be protected by a raised six (6) inch concrete curb. Pavement shall not be placed closer than four (4) feet from the trunk of a tree unless a Town approved root barrier is utilized.
 - b. Landscaped islands shall be located at the terminus of all parking rows, except for on-street parking, and shall contain at least one (1) large tree, three (3) inch caliper minimum, with no more than fifteen (15) parking spaces permitted in a continuous row without being interrupted by a landscape island.
 - c. Landscaped islands shall be a minimum of one hundred sixty (160) square feet, not less than nine (9) feet wide, measured from the inside face of curb, and a length equal to the abutting space.
 - d. All above grade utilities and trash enclosures in landscape areas shall be screened with evergreen plant material.
 - e. For streets with on-street parking, trees shall be installed against the curb, within the sidewalk, in four (4) foot by four (4) foot areas with metal grates consistent with the development.
2. Permanent irrigation shall be provided for all required landscaping as follows:

- a. Irrigation lines for perimeter landscaping shall be placed a minimum of two and one-half (2'-6") feet from a town sidewalk or alley. Reduction of this requirement is subject to review and approval by the Executive Director of Development and Community Services.
 - b. Trees shall be irrigated with bubbler irrigation. Shrubs and groundcover shall be irrigated with in ground drip irrigation. Turf lawn shall be irrigated with spray irrigation.
 - c. Rain/Freeze sensors shall be installed on all irrigation systems.
3. Drought tolerant and/or native plants from the Town's approved plant list are required for compliance. Other species may be utilized with approval from the Town as part of the Final Site Plan process.
- a. Trees in sidewalks adjacent to on-street parking will be specifically selected with approval from the Town.
4. All Landscape areas to be kept free of weeds, invasive plant species, and trash.
5. Synthetic turf may be permitted so long as it is not visible from the public rights-of-way.

Building Criteria

The standards and criteria contained in this Section are the minimum standards for all new development. The regulations of this Section shall govern where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance.

A. Tri-partite Architecture: All multi-story, mixed use buildings shall be designed and constructed in tri-partite architecture (having a distinct base, middle, and top) or an alternative, scale appropriate architectural treatment.

B. Building Height

- 1. Maximum Building Height: Twelve (12) stories.
 - a. Architectural embellishments not intended for human occupancy that are integral to the architectural style of the buildings, including spires, belfries, towers, cupolas, domes, and roof forms whose area in plan is no greater than 23% of the first-floor footprint may exceed the height limits by up to twenty (20) feet.
 - b. Mechanical equipment, including mechanical/elevator equipment penthouse enclosures, ventilation equipment, antennas, chimneys, exhaust stacks and flues, fire sprinkler tanks, and other similar constructions may extend up to twenty (20) feet above the actual building height, provided that: 1) they are setback from all exterior walls a distance at least equal to the vertical dimension that such item(s) extend(s) above the actual building height, or 2) the exterior wall and roof surfaces of such items that are set back less than the vertical dimension above the actual building are to be constructed as architecturally integral parts of the building facade(s) or as architectural embellishments as described above. Mechanical equipment shall not be visible from the public right-of-

way, measured at six (6) feet above finish grade at the Public & Emergency Access Easement line.

2. Minimum Building Height: a minimum of fifty (50) percent of the Highway Subdistrict shall be at minimum two (2) stories.

C. Building Materials:

1. Materials such as brick, natural and manufactured stone, stucco, metal panel system, curtain wall and window wall glazing, and cementitious panel system shall be considered primary materials. Primary materials shall comprise of at least seventy-five percent (75%) of each elevation, exclusive of doors and windows.
2. Only primary building materials are allowed on the first floor with the exception of cementitious panels, For purposes of this section, the first floor shall be at least nine (9) feet high and, at minimum, 90% shall be constructed of masonry cladding.
3. All buildings shall be architecturally finished on all sides with articulation, detailing, and features. Architectural articulation, detailing, and features are not required for facades adjacent to a building or parking garage.

D. Window Areas:

1. For buildings which front on streets with on-street parking and contain non-residential uses on the ground floor, a minimum of thirty (30) percent of the ground floor facade shall be windows.
 - a. Clear glass is required in all non-residential storefronts. Smoked, reflective, or black glass that blocks two-way visibility is only permitted above the first story.
 - b. pink or gold glass shall be prohibited.

E. Building Entries:

1. Main building entries shall be highlighted using such techniques as building articulation and/or entry canopies so they are obvious to pedestrians and motorists.
2. Each building and separate lease space at grade along the street edge shall have a functioning Primary Entry from the sidewalk. Corner entries may count as a Primary Entry for both intersecting street fronts.

F. Awnings, canopies, Arcades, & Overhangs:

1. Structural awnings are encouraged at the ground level to enhance articulation of the building volumes.
2. The material of awnings and canopies shall be architectural materials that complement the building.
3. Awnings shall not be internally illuminated.

4. Canopies should not exceed one hundred (100) linear feet without a break of at least five (5) feet.
5. Canopies and awnings shall respect the placement of street trees and lighting.

G. Building Articulation:

1. That portion of the building where retail or service uses take place on the first floor shall be accentuated by including awnings or canopies, different building materials, or architectural building features.
2. Building facades fronting both streets and driveways should have massing changes and architectural articulation to provide visual interest and texture and reduce large areas of undifferentiated building facade. Design articulation should employ changes in volume and plane. Architectural elements including projecting volumes, windows, balconies, loggias, canopies, pediments, and moldings that break up the mass of the building are encouraged.

H. Above Grade Structured Parking:

1. Where parking garages are within views of public streets, openings in parking garages shall not exceed 55% of the facade area. The portion of the parking garage that is visible from the street shall have an architecturally finished facade compatible with the surrounding buildings.
2. It is the intent of this provision that the facades of surrounding buildings and the facades of any parking structures within view of public streets shall be visually similar, with construction materials being compatible.
3. Entries and exits to and from parking structures shall be clearly marked for both vehicles and pedestrians by materials, lighting, signage, etc., to ensure pedestrian safety on sidewalks.

I. Projections into Setbacks and/or Rights-of-Way:

The following projections shall be permitted into a building setback or Public & Emergency Access Easement as allowed below, provided that 1) no projection shall be permitted into a building setback or right-of-way of Dallas North Tollway; 2) such projections do not extend over the traveled portion of a roadway; 3) the property owner has assumed liability related to such projections; 4) the property owner shall maintain such projection in a safe and non-injurious manner; 5) no projections allowed over franchise utility corridors unless the projection is thirteen and one half (13.5) feet above finish grade; and 6) no projections allowed over public utility where located within a fire lane or public utility easement.

1. Ordinary building projections, including, but not limited to water tables, sills, belt courses, pilasters, and cornices may project up to twenty-four (24) inches beyond a building face or architectural projection into the setback, but not the Public & Emergency Access Easement.
2. Business signs and roof eaves may project up to ten (10) feet beyond the building face or architectural projection into the setback, but not the Public & Emergency Access Easement.

3. Architectural projections, including balconies, bays, towers, and oriels; show windows (1st floor only); below grade vaults and areaways; and elements of a nature similar to those listed; may project up to ten (10) feet beyond the building face into the setback, but not the Public & Emergency Access Easement.

4. Canopies and/or awnings may project from the building face over the entire setback. Additionally, they may be extended into the Public & Emergency Access Easement to be within eight (8) inches of the back of curb if used to provide a covered walkway to a building entrance and as long as any canopy/awning support is no closer than twenty-four (24) inches from the back of curb and does not extend over any fire lane or public utility easement.

5. Below-grade footings approved in conjunction with building permits.

Permitted Uses

List of Permitted Uses: Uses followed by an -S- are permitted by Specific Use Permit. Uses followed by a -C- are permitted subject to conditional development standards located in the Town's Zoning Ordinance as it exists or may be amended.

- Accessory Building
- Administrative, Medical, or Professional Office
- Antenna and/or Antenna Support Structure, Commercial -S-
- Antenna and/or Antenna Support Structure, Non-Commercial -S-
- Antique Shop and Used Furniture
- Assisted Care or Living Facility
- Automobile Paid Parking Lot/Garage -S-
- Automobile Parking Lot/Garage -S-
- Bank, Savings and Loan, or Credit Union (without drive through)
- Beauty Salon/Barber Shop
- Business Service
- Caretaker's/Guard's Residence
- Civic/Convention Center
- College, University, Trade, or Private Boarding School
- Commercial Amusement, Indoor
- Community Center
- Convenience Store without Gas Pumps
- Corporate Campus
- Dance Hall
- Day Care Center, Child -S-
- Day Care Center -S-
- Dry Cleaning
- Farmer's Market
- Furniture, Home Furnishings and Appliance Store
- Governmental Office
- Gymnastics/Dance Studio
- Health/Fitness Center
- Home Occupation

- Hospital
- Hotel -C-
- House of Worship
- Household Appliance Service and Repair
- Insurance Office
- Massage Therapy, Licensed
- Mobile Food Vendor
- Multifamily Dwelling
- Multi-Tenant Office Building
- Municipal Uses Operated by the Town of Prosper
- Museum/Art Gallery
- Nursery
- Office/Show Room
- Park or Playground
- Pet Day Care
- Print Shop
- Private Club
- Private Recreation Center
- Private Utility, Other than Listed
- Real Estate Sales/Leasing Office
- Restaurant or Cafeteria
- Restaurant, Drive In
- Restaurant, Drive Through -S-
- Retail Stores and Shops
- Retail/Service Use
- School, Private or Parochial
- School, Public
- Stealth Antenna, Commercial
- Studio Dwelling
- Telephone Exchange
- Theater, Regional
- Townhome
- Utility Distribution/Transmission Facility
- Veterinarian Clinic and/or Kennel, Indoor

Prohibited Uses

List of prohibited Uses:

- Credit access businesses, as defined in Texas Finance Code 393.601, as amended.
- Body art facilities
- Smoke or vape shops.
- Any business entity that sells drug paraphernalia
- Any business or establishment offering gaming or slot machines.

- Sex shops, including but not limited to business entities whose primary purpose is the sale of lewd merchandise.
- Pawn shops
- Business entities which primarily utilize outdoor storage
- Package liquor stores

NEIGHBORHOOD SUB-DISTRICT

NEIGHBORHOOD SUB-DISTRICT

Purpose & Intent

The purpose of the Neighborhood Sub-District is to provide for a variety of developments in a suburban type setting which will provide residential units and supporting retail space.

Site Criteria

A. Size of Yards:

1. Townhomes (lots shall be fee-simple)

- i. Minimum Front Yard: Ten (10) feet.
- ii. Minimum Side Yard: Zero (0) feet.
- iii. Minimum Rear Yard: Twenty (20) feet.
- iv. Maximum Building Height: Thirty-Five (35) feet (as measured from the finish floor to the top plate), or three (3) stories.
- v. Minimum Dwelling Area: One Thousand (1,000) square feet

2. Commercial

- i. Minimum Front Yard: Ten (10) feet.
- ii. Minimum Side Yard: Five (5) feet.
- iii. Minimum Rear Yard: Five (5) feet.
- iv. Maximum Building Height: Forty-five (45) Feet (as measured from the finish floor to the top plate), or three (3) stories

B. Build-to-Line: On 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 facade of the building must be built to.

- 1. Buildings with non-residential uses on the first floor: A build- to-line shall be established at the minimum front yard setback. The primary facade shall be continuous along a block face and at least 70% shall be located within 5' of the build-to-line.
- 2. Buildings with residential uses on the first floor: The primary facade of a residential dwelling shall be built 10' to 15' from the property line. Stairs, stoops, and elevated patios shall be allowed within the front setback. Any land remaining in the setback shall be landscaped with plant materials other than grass and shall be irrigated per the requirements established.
- 3. Residential lots may front on public or private open space or a property owner's association lot.

C. Size of Lots:

- 1. Minimum Size of Lot Area: Three thousand (3,000) square feet
- 2. Minimum Lot Width: Twenty (20) feet.
- 3. Minimum Lot Depth: Sixty (60) feet.

D. Maximum Lot Coverage: One Hundred (100) percent. Parking structures and surface parking facilities shall be excluded from lot coverage computations.

E. Floor Area Ratio: Maximum 5.0:1.

F. Housing: The following performance standards shall apply to residential development.

1. The maximum density allowed shall be sixty (60) units within the Neighborhood Sub-District.

G. Maximum Floor Area Per Building: Twenty thousand (20,000) square feet.

H. Parking:

1. The number of parking spaces provided for uses shall be in accordance with the breakdown established in the GENERAL REQUIREMENTS section of these standards.

2. Required parking shall be located and maintained anywhere within the PD No. 119, including all sub-districts.

a. Where Townhome uses are concerned, parking may not be shared.

3. On-street parking and shared parking anywhere within the PD No. 119, including all sub-districts, except for Townhome uses, may be counted towards meeting the off-street parking requirement for any use within the sub-district.

4. Where on-street parking is provided, angled, as well as parallel parking shall be permitted.

5. Where on-street parking is provided, vehicle maneuvering shall be allowed within the Public & Emergency Access Easement.

6. When structured garages are provided, adequate access from public rights-of-way via private drives and/or access easements shall be made readily available.

7. Parking spaces that face and are adjacent to a building shall utilize curbs, wheel stops, and/or bollards.

8. Speed bumps/humps are not permitted within a fire lane.

9. Dead-end parking aisles are not permitted in surface parking lots.

10. In the case of mixed uses, uses may share parking spaces.

I. Service Equipment and Areas:

1. Loading docks, truck parking, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building or placed behind or on the side of a building. On corner lots, these areas should be located behind the buildings. All solid waste trash collection structures shall be designed to accommodate the Town's current trash service provider. This includes, but not limited to, minimum dumpster enclosure requirements, approach geometry and other features for operational needs.

2. Transformers, HVAC equipment (if located at the ground level), private utility meters, and other machinery, where practical, should be located at the rear of the property.

- a. Public water meters shall be located within easements, outside of pavement, and adjacent (within 2-5 feet) to Public & Emergency Access Easement or dedicated fire lanes that include utility easements.

J. Screening:

1. Service equipment and areas shall be screened so the visual impacts of these functions are fully contained and out of view from adjacent properties and public streets, provided public utility providers allow for screening.
2. Solid waste collection and loading areas shall be located to minimize visibility. These areas shall be screened by a eight (8) foot high wall built with the same materials as used for the principal building, or an otherwise approved solid masonry material. Trash dumpsters shall have a metal gate or door equal in height or the height of the wall, which shall generally remain closed at all times. Waste collection and loading area walls shall include shrubbery as to screen walls from the public realm.
3. Where rooftop-mounted mechanical equipment is not screened from view at a point six feet above ground level at the property line, alternative forms of screening are required, and may be constructed of metal, acrylic, or a similar material, subject to approval by the Director of Development Services.

K. Fencing: Fencing is allowed between the primary facade of the building and the property line. In the above instances the fence shall be no greater than forty-two (42) inches in height. Fencing is restricted to wrought iron, tubular steel or similar material, or masonry. The masonry portion of any fence in front of a building shall be no higher than three (3) feet. The masonry portion of the fence must be at least 30% open in construction for each residential unit or retail/restaurant/office/service lease space. Each residential unit or retail/restaurant/office/service lease space must have an operable gate that opens to the street.

L. Streets and Sight Triangles: Within the Neighborhood Sub-District the following street design standards shall apply. Except as provided herein, no sight triangle shall be required. Adequate sight distance will be provided at all intersections through the use of appropriate traffic control devices. Sight triangles, per the Town of Prosper's requirements, for vehicles exiting the development for both public streets and private driveways shall be provided at intersections with Shawnee Trail.

1. For plantings within ten (10) feet of any public street intersection, shrubs and groundcover shall not exceed two (2) feet in height and tree branching shall provide seven (7) feet of clearance measured from the top of the ground surface to the first branch along the tree trunk.

Nothing contained herein shall vary or supersede the public safety requirements of the Town of Prosper as set forth in the Uniform Fire Code and other applicable laws, rules, and regulations of the Town of Prosper.

M. Landscaping: The standards and criteria contained in this Section are the minimum standards for all new development. Where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance or the Dallas North Tollway (DNT) Guidelines, the regulations of this Section shall apply.

1. Any non-structured, off-street, surface parking that contains twenty (20) or more spaces shall provide interior landscaping as follows:

- a. All landscaped areas shall be protected by a raised six (6) inch concrete curb. Pavement shall not be placed closer than four (4) feet from the trunk of a tree unless a Town approved root barrier is utilized.
 - b. Landscaped islands shall be located at the terminus of all parking rows, except for on-street parking, and shall contain at least one (1) large tree, three (3) inch caliper minimum, with no more than fifteen (15) parking spaces permitted in a continuous row without being interrupted by a landscape island.
 - c. Landscaped islands shall be a minimum of one hundred sixty (160) square feet, not less than nine (9) feet wide, measured from the inside face of curb, and a length equal to the abutting space.
 - d. All above grade utilities and trash enclosures in landscape areas shall be screened with evergreen plant material.
 - e. For streets with on-street parking, trees shall be installed against the curb, within the sidewalk, in four (4) foot by four (4) foot areas with metal grates consistent with the development.
2. Except for the landscape easement adjacent to the deceleration lane on Shawnee Trail, the landscape easement within the POA Lot adjacent to Shawnee Trail will be a minimum of twenty-five (25) feet.
3. Permanent irrigation shall be provided for all required landscaping as follows:
- a. Irrigation lines for perimeter landscaping identified in (1) above, shall be placed a minimum of two and one-half (2'-6") feet from a town sidewalk or alley. Reduction of this requirement is subject to review and approval by Executive Director of Development and Community Services.
 - b. Trees shall be irrigated with bubbler irrigation. Shrubs and groundcover shall be irrigated with in ground drip irrigation. Turf lawn shall be irrigated with spray irrigation.
 - c. Rain/Freeze sensors shall be installed on all irrigation systems.
4. Drought tolerant and/or native plants from the Town's approved plant list are required for compliance. Other species may be utilized with approval from the Town as part of the Final Site Plan process.
- a. Trees in sidewalks adjacent to on-street parking will be specifically selected with approval from the Town.
4. All Landscape areas to be kept free of weeds, invasive plant species, and trash.
5. Synthetic turf may be permitted so long as it is not visible from the public rights-of-way.

Building Criteria

The standards and criteria contained in this Section are the minimum standards for all new development. The regulations of this Section shall govern where the regulations of this Section conflict with the Town of Prosper Zoning Ordinance.

A. Maximum Building Height:

1. Three (3) stories.
2. Architectural embellishments not intended for human occupancy that are integral to the architectural style of the buildings, including spires, belfries, towers, cupolas, domes, and roof forms whose area in plan is no greater than 25% of the first-floor footprint may exceed the height limits by up to ten (10) feet.
3. Mechanical equipment, including mechanical/elevator equipment penthouse enclosures, ventilation equipment, antennas, chimneys, exhaust stacks and flues, fire sprinkler tanks, and other similar constructions may extend up to ten (10) feet above the actual building height, provided that: 1) they are setback from all exterior walls a distance at least equal to the vertical dimension that such item(s) extend(s) above the actual building height, or 2) the exterior wall and roof surfaces of such items that are set back less than the vertical dimension above the actual building are to be constructed as architecturally integral parts of the building facade(s) or as architectural embellishments as described above. Mechanical equipment shall not be visible from the Public & Emergency Access Easement, measured at six (6) feet above finished grade at the Public & Emergency Access Easement line.

B. Building Materials:

1. Materials such as brick, natural and manufactured stone, stucco, metal panel system, curtain wall and window wall glazing, and cementitious panel system shall be considered primary materials. Primary materials shall comprise at least seventy-five (75) percent of each elevation, exclusive of doors and windows.
 - a. Townhomes shall be constructed of no less than 60% brick masonry, calculated from the aggregate of the front, rear and side elevations.
2. Only primary building materials are allowed on the first floor excluding cementitious panel systems, exclusive of doors, windows, and their accompanying frames. For purposes of this section, the first floor shall be at least nine (9) feet high.
3. All buildings shall be architecturally finished on all sides with articulation, detailing, and features. Architectural articulation, detailing, and features are not required for facades adjacent to a building or parking garage.

C. Windows:

1. For buildings which front on streets with on-street parking and contain non-residential uses on the ground floor, a minimum of thirty (30) percent of the ground floor facade shall be windows.
 - a. Clear glass is required in all non-residential storefronts. Smoked, reflective, or black glass that blocks two-way visibility is only permitted above the first story.

b. pink or gold glass shall be prohibited.

2. For buildings which front on streets, and contain residential uses, a minimum of thirty (30) percent of the facade shall be windows.

D. Horizontal articulation: No building wall shall extend for a distance equal to four (4) times the wall's height without having an off-set equal to 25% of the wall's height. The new plane shall then extend for a distance equal to at least 25% of the maximum length of the first plane.

E. Building Entries: Main building entries shall be highlighted using such techniques as building articulation and/or entry canopies so they are obvious to pedestrians and motorists.

F. Above Grade Structured Parking:

1. Where parking garages are within views of streets, openings in parking garages shall not exceed 53% of the facade area. The portion of the parking garage that is visible from the street shall have an architecturally finished facade compatible with the surrounding buildings.

2. Entries and exits to and from parking structures shall be clearly marked for both vehicles and pedestrians by materials, lighting, signage, etc., to ensure pedestrian safety on sidewalks.

G. Projections into Setbacks and/or Rights-of-Way:

The following projections shall be permitted into a building setback or Public & Emergency Access Easement as allowed below, provided that 1) no projection shall be permitted into a building setback or right-of-way of Shawnee Trail; 2) such projections do not extend over the traveled portion of a roadway; 3) the property owner has assumed liability related to such projections; and 4) the property owner shall maintain such projection in a safe and non-injurious manner; and 5) no projections allowed over franchise utility corridors unless the projection is thirteen and one half (13.5) feet above finish grade; and 6) no projections allowed over public utility where located within a fire lane or public utility easement..

1. Ordinary building projections, including, but not limited to water tables, sills, belt courses, pilasters, and cornices may project up to twelve (12) inches beyond a building face or architectural projection into the setback, but not the Public & Emergency Access Easement.

2. Business signs and roof eaves may project up to ten (10) feet beyond the building face or architectural projection into the setback, but not the Public & Emergency Access Easement.

3. Architectural projections, including balconies, bays, towers, and oriels; show windows (1st floor only); below grade vaults and areaways; and elements of a nature similar to those listed; may project up to ten (10) feet beyond the building face into the setback, but not the Public & Emergency Access Easement.

4. Canopies and/or awnings may project from the building face over the entire setback. Additionally, they may be extended into the Public & Emergency Access Easement to be within eight (8) inches of the back of curb if used to provide a covered walkway to a building entrance and as long as any canopy/awning support is no closer than twenty-four (24) inches from the back of curb and does not extend over any fire lane or public utility easement.

5. Below-grade footings approved in conjunction with building permits.

Permitted Uses

List of Permitted Uses: Uses followed by an -S- are permitted by Specific Use Permit. Uses followed by a -C- are permitted subject to conditional development standards located in the Town's Zoning Ordinance as it exists or may be amended.

- Accessory Building
- Administrative, Medical, or Professional Office
- Antenna and/or Antenna Support Structure, Commercial -S-
- Antenna and/or Antenna Support Structure, Non-Commercial -S-
- Assisted Care or Living Facility
- Automobile Paid Parking Lot/Garage -S-
- Automobile Parking Lot/Garage -S-
- Bank, Savings and Loan, or Credit Union
- Business Service
- Caretaker's/Guard's Residence
- Civic/Convention Center
- College, University, Trade, or Private Boarding School
- Community Center
- Convenience Store without Gas Pumps
- Day Care Center, Child -S-
- Day Care Center -S-
- Dry Cleaning
- Governmental Office
- Health/Fitness Center
- Home Occupation
- House of Worship
- Insurance Office
- Massage Therapy, Licensed
- Mobile Food Vendor
- Multi-Tenant Office Building
- Municipal Uses Operated by the Town of Prosper
- Museum/Art Gallery
- Office/Show Room
- Park or Playground
- Print Shop
- Private Utility, Other than Listed
- Real Estate Sales/Leasing Office
- Restaurant or Cafeteria
- Restaurant, Drive In
- Restaurant, Drive Through -S-
- Retail Stores and Shops
- Retail/Service Use
- School, Private or Parochial

- School, Public
- Stealth Antenna, Commercial
- Studio Dwelling
- Telephone Exchange
- Townhome
- Utility Distribution/Transmission Facility

Prohibited Uses

List of prohibited Uses:

- Credit access businesses, as defined in Texas Finance Code 393.601, as amended.
- Body art facilities
- Smoke or vape shops.
- Any business entity that sells drug paraphernalia
- Any business or establishment offering gaming or slot machines.
- Sex shops, including but not limited to business entities whose primary purpose is the sale of lewd merchandise.
- Pawn shops
- Business entities which primarily utilize outdoor storage
- Package liquor stores

GENERAL REQUIREMENTS

GENERAL REQUIREMENTS

A. Development shall generally take place in accordance with the attached Concept Plan (Exhibit D).

Plats and/or site plans submitted for the development shall conform to the data presented and approved on the conceptual development plan. Changes of detail on these final development plan(s) that differ from the conceptual development plan may be authorized by the Town staff, with their approval of the final development plan(s) and without public hearing, if the proposed changes do not:

1. alter the basic relationship of the proposed development to adjacent property,
2. alter the uses permitted,
3. increase the density,
4. increase the building height,
5. increase the coverage of the site,
6. reduce the off-street parking ratio,
7. reduce the building lines provided at the boundary of the site, or
8. significantly alter any open space plans.

If the Town staff determines that the proposed change(s) violates one (1) or more of the above eight (8) criteria, then a public hearing must be held by the Planning and Zoning Commission and the Town Council to adequately amend the granting ordinance prior to the Planning & Zoning Commission's approval of the final development plan(s).

B. A minimum twenty (20) percent of the total area in this planned development shall be provided as open space.

Open spaces may include areas used for facilities such as plazas, courts, recreational amenities, water features and other similar uses not specifically used for vehicular access and parking.

Additionally, if detention areas contain a constant water level and are landscaped or otherwise treated as an amenity for the development, they may be used to meet the open space requirement.

The open space may not consist of any of the following elements:

1. Vehicular parking.
2. Required parking lot tree islands.
3. Building footprints.
4. Utility yards.

The open space may consist of any of the following elements:

5. Landscape easements, setbacks, or any other landscaping as listed in Chapter 2, Section 4 of the zoning ordinance.
6. Public sidewalks and plazas.
7. Detention/ Retention ponds, when activated with pedestrian access.

C. Design Guidelines: Design Guidelines will be created, and approved by Staff, to govern the following details.

1. Street sections, including sidewalks
2. Public realm standards, including sidewalks, benches, signage, planters, outdoor seating areas, landscape, parking, and lighting.
3. Residential characteristics including, but not limited to, porch and balcony elements.

D. All utility lines shall be underground from the building to the property line. Utility lines within the Public & Emergency Access Easement shall be placed underground and relocated to the rear of the site to the maximum extent practicable.

E. Conditional Development Standards, shall be in accordance with the Zoning Ordinance, as it exists, or may be amended, except as follows:

1. Mobile Food Vendors - Mobile food vendors are permitted in this planned development, in accordance with the Conditional Development Standards of the Zoning Ordinance, as is exists or may be amended, except as follows:

- a. Mobile food vendors are not required to be located on property where an existing, permanent business operates in a building with a Certificate of Occupancy.
- b. Mobile food vendors are not required to be located within fifty feet (50') of an entrance of a primary building that holds the Certificate of Occupancy.
- c. Mobile food vendors may be located on public property other than public street travel lanes. Order windows shall face outward towards public sidewalk. At no time shall any part of food truck operations use main lanes without a special use permit issued by the Town;
- d. Mobile food vendors may be located on private property with the written consent of the owner;
- e. Mobile food vendors shall not operate in driveways or fire lanes;
- f. Mobile food vendors shall be considered as a Minor Amendment to the PD, subject to approval by the Director of Development Services. Prior to issuance of a permit, an application shall be submitted to the Development Services Department and containing any information required by staff to evaluate the impacts including but limited to location, parking and accessibility.

F. Parking Requirements Based on Use.

In all Sub- Districts, at the time any building or structure is erected or structurally altered, parking spaces shall be provided in accordance with the following requirements. A mixed-use discount of 20% shall be applied to the overall development, except for Townhomes, where shared parking is concerned.

Automobile Oil change and Similar Establishments: One (1) parking space per service bay plus one (1) parking space per maximum number of employees on a shift.

Bank, Savings and Loan, or similar Establishments: One (1) space per three hundred fifty (350) square feet of gross floor area.

Bed and breakfast facility: One (1) space per guest room in addition to the requirements for normal residential use.

Business or professional office (general): One (1) space per three hundred fifty (350) square feet of gross floor area.

Church, rectory, or other place of worship: One (1) parking space for each three (3) Seats in the main auditorium.

College or University: One (1) space per each day student.

Community Center, Library, Museum, or Art Gallery: Ten (10) parking spaces plus one additional space for each three hundred (300) square feet of floor area in excess of two thousand (2,000) square feet. If an auditorium is included as a part of the building, its floor area shall be deducted from the total and additional parking provided on the basis of one (1) space for each four (4) seats that it contains.

Commercial Amusement: One (1) space per three (3) guests at maximum designed capacity.

Dance Hall, Assembly or Exhibition Hall Without Fixed Seats: One (1) parking space for each two hundred (200) square feet of floor area thereof.

Dwellings, Multifamily: One (1) space for each bedroom in one (1) and two (2) bedroom units, plus one half (1/2) additional space for each additional bedroom.

Farmer's Market, Flea Market: One (1) space for each five hundred (500) square feet of site area.

Fraternity, Sorority, or Dormitory: One (1) parking space for each two (2) beds on campus, and one and one-half (1 1/2) spaces for each two beds in off campus projects.

Furniture or Appliance Store, Wholesale Establishments, Machinery or Equipment

Sales and Service, Clothing or Shoe Repair or Service: Two (2) parking spaces plus one (1) additional parking space for each four hundred (400) square feet of floor area over one thousand (1,000).

Gasoline Station: Minimum of three (3) spaces for employees. Adequate space shall be provided for waiting, stacking, and maneuvering automobiles for refueling.

Health Studio or Club: One (1) parking space per two hundred (200) square feet of exercise area.

Hospital: One (1) space per employee on the largest shift, plus one and one-half (1.5) spaces per each bed or examination room, whichever is applicable.

Hotel: One (1) parking space for each sleeping room or suite plus one (1) space for each two hundred (200) square feet of commercial floor area contained therein.

Kindergartens, day schools, and similar child training and care establishments: shall provide one (1) paved off-street loading and unloading space for an automobile on a through -circular-drive for each ten (10) students, or one (1) space per ten (10) students, plus one (1) space per teacher.

Library or Museum: Ten (10) spaces plus one (1) space for every three hundred (300) square feet, over one thousand (1,000) square feet.

Lodge or Fraternal Organization: One (1) space per two hundred (200) square feet.

Medical or Dental Office: One (1) space per three hundred fifty (350) square feet of floor area.

Mini-Warehouse: Four (4) spaces per complex plus one (1) additional space per three hundred (300) square feet of rental office.

Motor Vehicle Repair and Service: Three (3) parking spaces per service bay plus one (1) parking space per maximum number of employees on a shift.

Nursing Home: One (1) space per five (5) beds and one (1) parking space for each one thousand (1,000) square feet of lot area for outdoor uses.

Private Club: One (1) parking space for each seventy-five (75) square feet of gross floor area.

Retail Store or Personal Service Establishment, Except as Otherwise Specified Herein: One (1) space per two hundred and fifty (250) square feet of gross floor area.

Restaurant, Restaurant with a Private Club, Cafe or Similar Dining Establishment: One (1) parking space for each one seventy-five (75) square feet of gross floor area for stand-alone buildings without a drive-through, and one (1) parking space for each one hundred (100) square feet of gross floor area for restaurants located within a multi-tenant buildings, and one (1) parking space for each one hundred (100) square feet for stand-alone buildings with a drive-through.

Sanitarium, Convalescent Home, Home for the Aged or Similar Institution: One (1) parking space for each five (5) beds.

School, Elementary, Secondary, or Middle: One and one half (1½) parking spaces per classroom, or the requirements for public assembly areas contained herein, whichever is greater.

School, High School: One and one half (1½) parking spaces per classroom plus one (1) space per five (5) students the school is designed to accommodate, or the requirements for public assembly areas contained herein, whichever is greater.

Theater, Sports Arena, Stadium, Gymnasium or Auditorium (except school): One (1) parking space for each four (4) seats or bench seating spaces.

Townhomes: Minimum of two (2) parking spaces located behind the front building line and two (2) parking spaces enclosed in the main or an accessory building.