



Commercial Planned Development District Area Plan

This amendment to the Town of Fairview Comprehensive Plan adds detail related to the future vision for the Commercial Planned Development District. This amendment is intended to work in tandem with the planned development district code, standards and guidelines for the district to inform decisions that will guide development in this unique area of the Town. The vision portrayed in this amendment is based upon feedback received from existing property owners and surrounding residents during the planning process which occurred between November 2013 and July 2014.

Background

In August of 2002, the Town of Fairview adopted a zoning ordinance and design guidelines for the Commercial Planned Development District (CPDD). The 1,000 acre District was established to encourage commercial and higher density residential development between and adjacent to US 75 and State Hwy 5. The ordinance and guidelines set the overall development direction for the District and established detailed design guidelines. Since its adoption, approximately 375 acres within the District has been developed. Upon creation, the District was envisioned to include a significant concentration of mixed-use, office, retail and diverse residential development.

In November 2013, the Town commissioned a consultant team to bring the CPDD area plan, zoning ordinance and design standards up to date. The areas of focus and analysis were: Market Potential, Physical Opportunities and Stakeholder Desires. Focus group and public meetings were held with individual property owners and surrounding neighborhood residents to develop additional detail related to the vision for future development. The primary purpose of this process was not to create a new vision but to refine the current vision and ensure that it is aligned with the market in order to position Fairview to capture the “highest quality development opportunities”.

Vision

Site Access / Mobility

Primary access to the CPDD development sites will be provided from Stacy Road, Fairview Parkway and State Hwy 5. Regional access will be provided via the North Central Expressway (US 75) exits at Stacy Road, Fairview Village Road, and



Ridgeview Drive, as well as the Sam Rayburn Tollway (SH 121) exit at Frisco Road. Potential DART Light rail stations are centrally located within the development along Fairview Parkway, State Hwy 5, and regional trail connections. Pedestrian and bicycle improvements are planned on both separated trails and along the majority of the existing and proposed transportation corridors. Trail improvements will connect internal land uses to the adjacent community as well as the greater Regional Trail System.

Development Patterns / Density

The CPDD area is intended to provide a desired urban complement to the more suburban and rural residential areas currently existing in Fairview. It represents the last remaining place for higher density housing opportunities and commercial development within the Town. To accomplish this goal, the following sub-area districts were created within the CPDD, comprising the Urban Village, Urban Transition, Neighborhood Edge and Neighborhood General Districts, respectively.

The Urban Village District is planned to be the densest district and has the largest commercial component. Comprising mostly of the area between Hwy 5 and North Central Expressway and utilizing Fairview Parkway as its core thoroughfare. The development pattern includes office/commercial, flex employment, shop-front, mixed residential, live/work and townhome products and is organized to take advantage of future DART rail station locations.

The Urban Transition District comprises land generally East of Hwy 5 and the CPDD boundary and serves as a development buffer between the adjacent District building types and adjacent residential neighborhoods. Residential patterns include townhomes and live/work buildings as well as Manor, Cottage and Casita housing types. Commercial/office types include shopfront and live/work buildings.

The Neighborhood Edge District includes two existing neighborhoods east of State Hwy 5 – Cypress Crossing and Sloan Creek Estates. Development types include Manor/Village/Estate, Cottage/Casita and Rural Residential types.

The Neighborhood General District makes up the remaining land Southeast of Sloan Creek running South into the Fairview Parkway/Hwy 5 connection and surrounding an existing residential neighborhood. The building types are to be compatible with



the adjacent neighborhood and consist of Townhomes, Manor/Village and Cottage/Casita types.

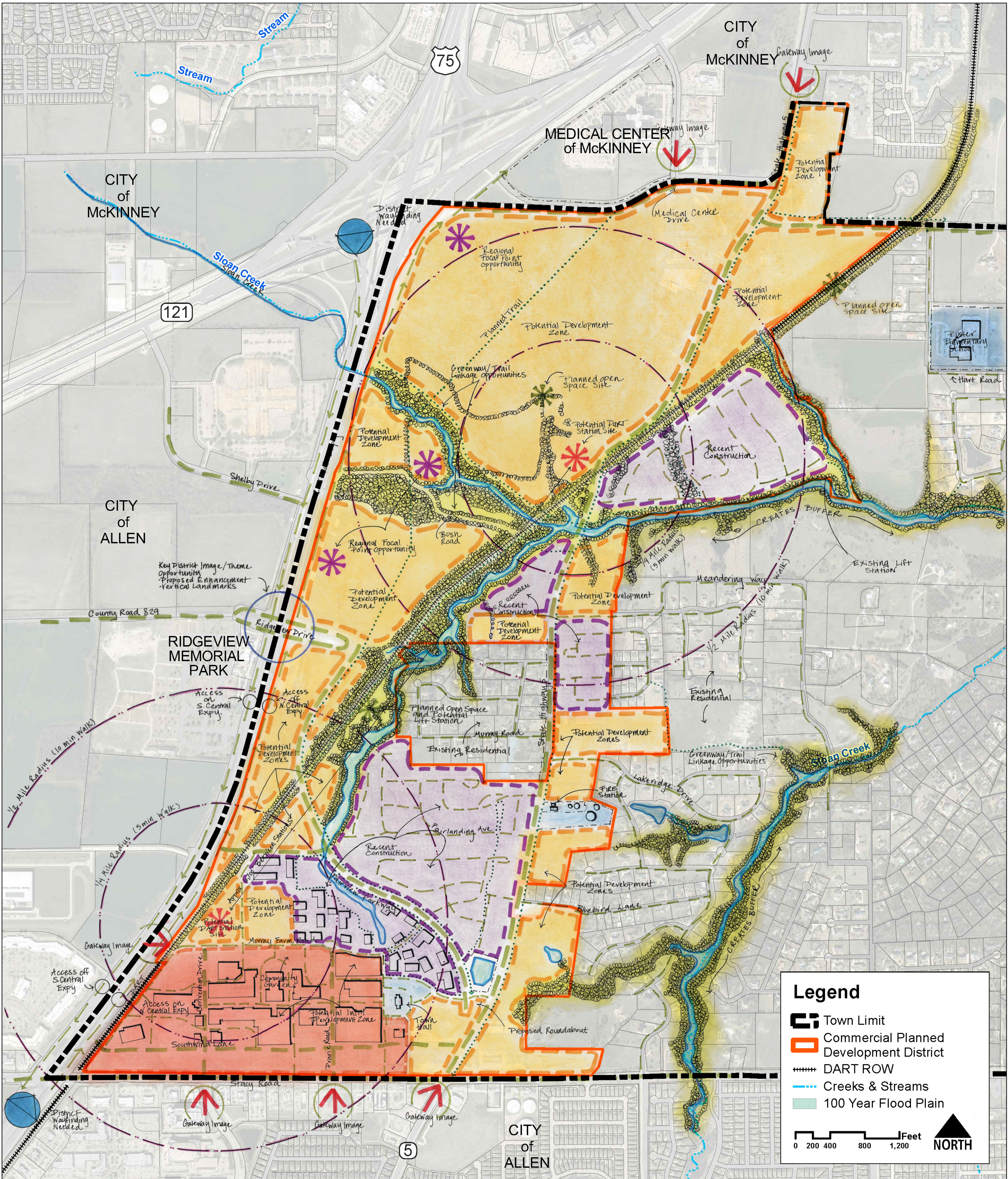
Public Open Space & Trails

Primary open space consideration within the District occurs along Sloan Creek, with its central location woven throughout the district. Existing trees that run along the creek and DART Right-of-Way create a buffer for residential development to the East and the proposed development to the West. An extensive trail system has been proposed to connect the creek green space to residential development, commercial areas and Puster Elementary School. The network of trails is proposed to be developed over time in connection with a capital improvements and design standards in order to control the look and layout of the system. The trails also connect open space that has been provided at key locations. Specific plans will be created based on form-based design guidelines, intended to direct the development patterns and densities that will contribute to the overall open space within the overall district. These guidelines will serve to integrate trail, streetscape and landscape improvements cohesively.

Attachment:

1. Site Analysis
2. Area Plan

Site Analysis - DRAFT

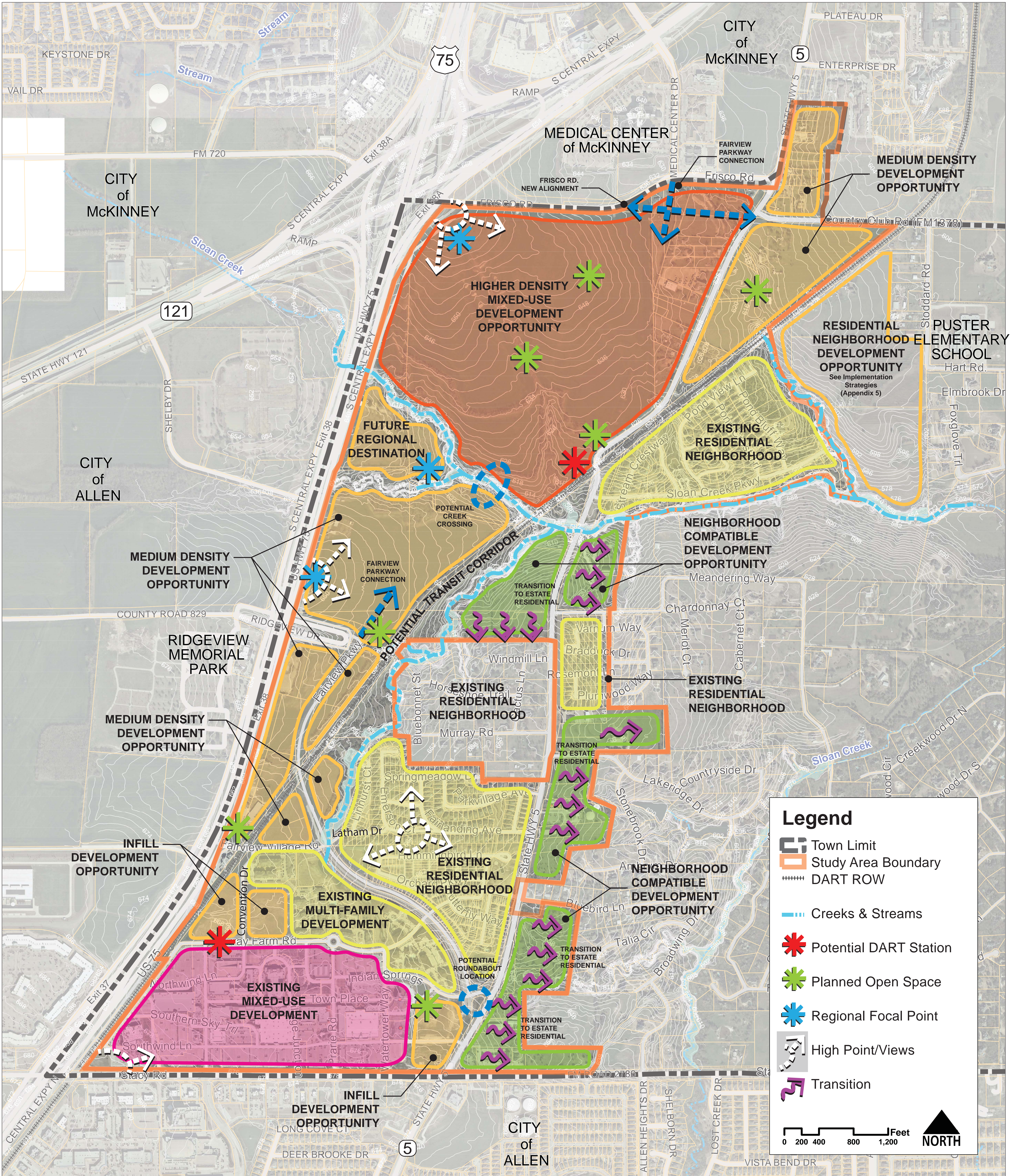


July 2014



FAIRVIEW | COMMERCIAL DISTRICT MASTER PLAN

Area Plan - DRAFT



July 2014



FAIRVIEW | COMPREHENSIVE PLAN AMENDMENT