

## **Planned Development Narrative**

**Date: September 17, 2025**

### **Statement of Purpose**

Prologis understands that the proposed use of Light Industrial (“LI”) zoning for Tracts 1 and 2, as defined in this Planned Development (PD) zoning submittal, aligns with the City of Lewisville’s 2025 Comprehensive Plan and long-range planning goals for the area.

Prologis began working on this site and placed it under contract in 2018. At that time, design work for Corporate Drive was progressing, and Prologis entered into an agreement with the seller to control site development, including opportunities for contract extensions. However, due to the site’s limited access, it was not feasible to advance the development process until either Huffines Boulevard was extended or Corporate Drive was completed.

After several delays, construction on Corporate Drive began in 2024 and is expected to be completed by the end of 2027. Based on current guidance from City Staff, private development on the site will not be permitted until Corporate Drive is fully completed. Prologis has exercised its final contract extension and is required to exercise its purchase option in November 2025.

When the site was first placed under contract in 2018, it was understood that Tract 1 was already zoned Light Industrial (“LI”), while Tract 2 was designated Specific Use (“SU”), which would require rezoning to LI. At that time, Prologis believed the city would support this rezoning due to the site’s location and the compatibility with surrounding land uses.

Subsequent changes to the City’s Unified Development Code (UDC), adopted in December 2024 and February 2025, now require a Specific Use Permit (SUP) to proceed with the current use on both tracts. Following multiple discussions with City Staff regarding development options, it was determined that pursuing a Planned Development (PD) zoning designation for both tracts would provide the most viable path forward.

Prologis has worked closely with City Staff through a series of meetings to refine the proposed site plan. These discussions focused on how best to integrate the updated code requirements while preserving the original design intent and ensuring the project’s marketability. The current proposed site plan represents a balanced solution that meets both the City’s objectives and Prologis’ development goals. We are excited to move forward with another high-quality development in the City of Lewisville.

**Current Zoning District:**

Tract 1: LI

Tract 2: SU

**Base Zoning District Requested**

Tract 1: LI

Tract 2: LI

**Explanation of Alternative Standards**

**Alternative Standards 1:** Truck Court Facing a Public ROW

**Code:** As stated in **Ordinance No. 0736-25-ORD Section 1 C** truck courts are not allowed to face a public right-of-way.

**Proposal:** To allow the truck court to face the Huffines Blvd public ROW on Tract 1 and to allow the truck courts on Tract 2 to public ROW.

**Rationale:** When this project began in 2018, the code allowed truck courts to face the public right-of-way (ROW). Given the site's dimensions, constraints, and current market conditions, Tract 1 is best suited for a cross-dock-oriented building.

The site cannot support a rear-load design that meets today's market expectations. Rear-road buildings would not provide the necessary truck court or building depths required by modern industrial users. Based on our experience—owning and operating 62 million square feet in DFW and 1.5 million square feet in Lewisville—we've seen firsthand which product types perform best. The cross-dock configuration offers the most economically viable solution and can flexibly accommodate either one or two customers.

Because the site fronts public ROW on both the west and south sides, we determined it would be most appropriate to orient the truck docks east and west, away from Corporate Drive. The building will feature corner offices with enhanced facades along Corporate Drive and landscaping to effectively screen the truck courts.

Currently, the section of Huffines Boulevard adjacent to Tract 1 primarily serves and provides access to the landfill. Given this dynamic, we do not see the orientation as a cause for visual concern. However, we understand and appreciate the city's long-term vision and have incorporated a 50-foot landscape buffer along Huffines Boulevard, with enhanced berms to further screen the truck courts. A sightline section is included in the Planned Development (PD) submission to illustrate this visual mitigation.

For Tract 2, the configuration of the property provides challenges for the site layout with the presence of wetlands and floodplain on the north end and a narrowing of the property on the south. The site also has significant grade changes (over 45 ft of grade change across Tract 2) which contributes to the site layout to provide a balance of earthwork on the site.

In reviewing these factors, the site has been configured to maximize the buffer from residential structures east of the site while aligning driveways between Tract 1 and Tract 2. This provides the desired cross access and allows east and west bound traffic at both driveways while minimizing impact to the large existing culverts in Corporate Drive.

Due to the presence of wetlands, floodplain and heavy vegetation at the north end of the site, the site plan naturally takes advantage of the existing conditions by setting the building back over 200 feet from the right of way. This provided opportunities to preserve existing trees and vegetation as well as supplement the 50 ft landscape buffer with additional plantings to achieve a dense live screening from the right-of-way. Finally, with the grade changes requiring a retaining wall, a row of 8ft tall eastern red cedar trees were added to the top of the wall to further screen the truck docks from the right-of-way. These enhancements provide portal views of the northwest corner office façade while blocking views of the truck court and warehouse operations.

The east side of Tract 2 is adjacent to residential structures. Utilizing the site elements, the building elevation has been set lower than the adjacent Bunker Hill right-of-way by approximately 9 feet. Along with the lower building elevation, a 50 ft landscape buffer to include dense live screening and graded berms, where grading allows, provides a limited view of the truck courts from the Bunker Hill right-of-way.

In addition to the enhanced screening provided on both sides of Tract 2, Prologis has worked with City staff to coordinate an opportunity to provide a trail connection in a location of the City referred to by Staff as a park dessert. The trail will meander through existing tree preservation and connect the Bunker Hill right-of way to the Corporate Drive trail. Furthermore, the northwest corner of the site will provide a walking trail loop within the preserved tree and wetland areas connecting back to the Corporate Drive trail.

#### **Alternative Standards 2:**

Code: As stated in **Ordinance No. 0736-25-ORD Section 1 B 1** the landscape strip must contain a specific list of elements.

Proposal: To allow the existing topography and vegetation to serve in lieu of new berms and planting in addition to the 50-foot landscape buffer and trees as shown on the landscape exhibit.

Rationale: After several meetings with City staff to determine the most desired ways to screen the adjacent truck docks and trailer parking, we propose providing a dense living screen with evergreen ornamental trees and shade trees combined with preservation of the floodplain and existing trees as shown on the landscape exhibit.

#### **Alternative Standards 3:**

Code: As stated in **Ordinance No. 0736-25-ORD Section 1 B 1 d** the landscape strip along residential zoning or residential uses shall contain an 8 foot masonry screening wall along the property line.

Proposal: To allow the existing vegetation within a 175-foot setback to provide adequate screening in lieu of the required 8' tall masonry wall and 10-foot landscape strip on the easternmost boundary of Tract 2 (southern property).

**Rationale:** The existing condition of the easternmost boundary is dense tree coverage. We propose leaving the existing condition to maximize tree preservation and provide natural screening for the adjacent property.

**Compatibility**

The proposed industrial development is consistent with the City's long-term vision and will enhance the surrounding area, which is currently characterized by a variety of commercial uses—including recycling operations, concrete batch plants, and outdoor storage facilities. The parcels immediately north and east of Tract 1 are owned by Republic Services. The northern parcel houses Republic's existing facility, while the eastern parcel has been zoned and approved for facility and parking expansion. The property west of Tract 1, across Huffines Road, is owned by Prologis and has already received approval for a two-building Engineering Site Plan.

Regarding Tract 2, the land to the west is an active landfill operated by the City of Farmers Branch. Immediately south of Tract 2 is a vacant parcel currently zoned Light Industrial (LI). To the southeast is an existing mobile home park, and to the east is a property zoned Agricultural (AO) with residential structure in place. Our proposed site plan for Tract 2 incorporates a substantial buffer to the east—over 150 feet—from the property line to the nearest paved surface, ensuring the preservation of mature tree coverage and maintaining a natural visual barrier. We have engaged with City staff throughout this process and have added live screening in combination with the preservation of approximately 15% of existing trees to address all visual impact concerns.

Prologis is excited about this development and believes it will be a positive addition to the community. We look forward to addressing any questions and providing further information as needed.