

GREEN TRACT PATTERN BOOK

33.48 ACRES | City of McKinney, TX



COLUMBUS
REALTY PARTNERS, LTD.



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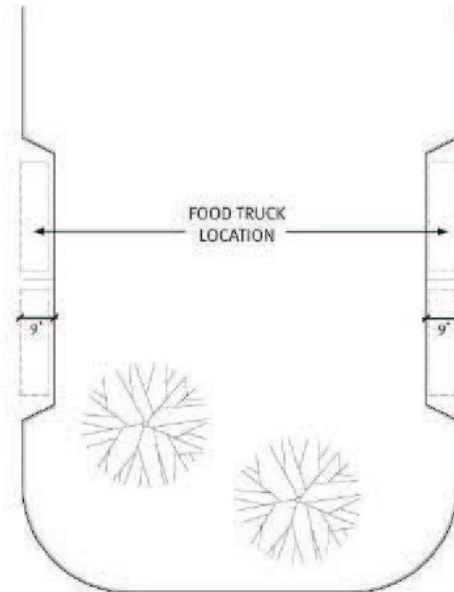
GENERAL REGULATIONS

The text and illustrations contained within this pattern book shall serve as the guiding regulations pertaining to the use and development of the subject property. The regulations contained herein shall prevail over any conflicting regulations within Chapter 146 (Zoning Regulations) of the City of McKinney's Code of Ordinances, including but not limited to Section 146-130 (Vehicle Parking), Section 146-135 (Landscape Requirements), and Section 146-139 (Architectural and Site Standards). The development, use, and space regulations of the "REC"- Regional Employment Center Overlay District shall not apply to the subject property as the regulations contained within this pattern book are intended to provide for a higher quality urban development than is currently prescribed by the REC.

The following general regulations shall pertain to the subject property:

1. **Allowed Uses:** Office (including Medical Offices), Retail, Restaurant (no drive through), and Multi-family residential uses.
2. **Minimum Density:** The overall density shall be a minimum residential density of 35 dwelling units per acre; the development of Parcel D may have a minimum of 22 dwelling units per acre.
3. **Maximum Building Height:** 5 stories; Structured parking facilities may not exceed 60 feet in height.
4. **Build-to Lines:** Build-to lines shall be established based on the type of PPVR or street that a building fronts (exclusive of deceleration lanes at the option of the developer) and shall be measured from the curb line. The applicable build-to lines are reflected on the PPVR and street sections contained herein. In the event of the existence of an easement that impedes the use of a build-to line established by the PPVR or street sections contained herein, the build-to line will be established from the edge of the easement.
5. **Food Truck Service:** Conditioned upon the property owner providing an area permitted by the City with a dust-free surface that is not located within any public right-of-way (the "Food Truck Service Area"), the property owner, or its representative, may allow food trucks to operate within such Food Truck Service Area subject to the following standards:
 - a. each food must have a valid current food truck vendor permit issued by the City of McKinney, Texas;

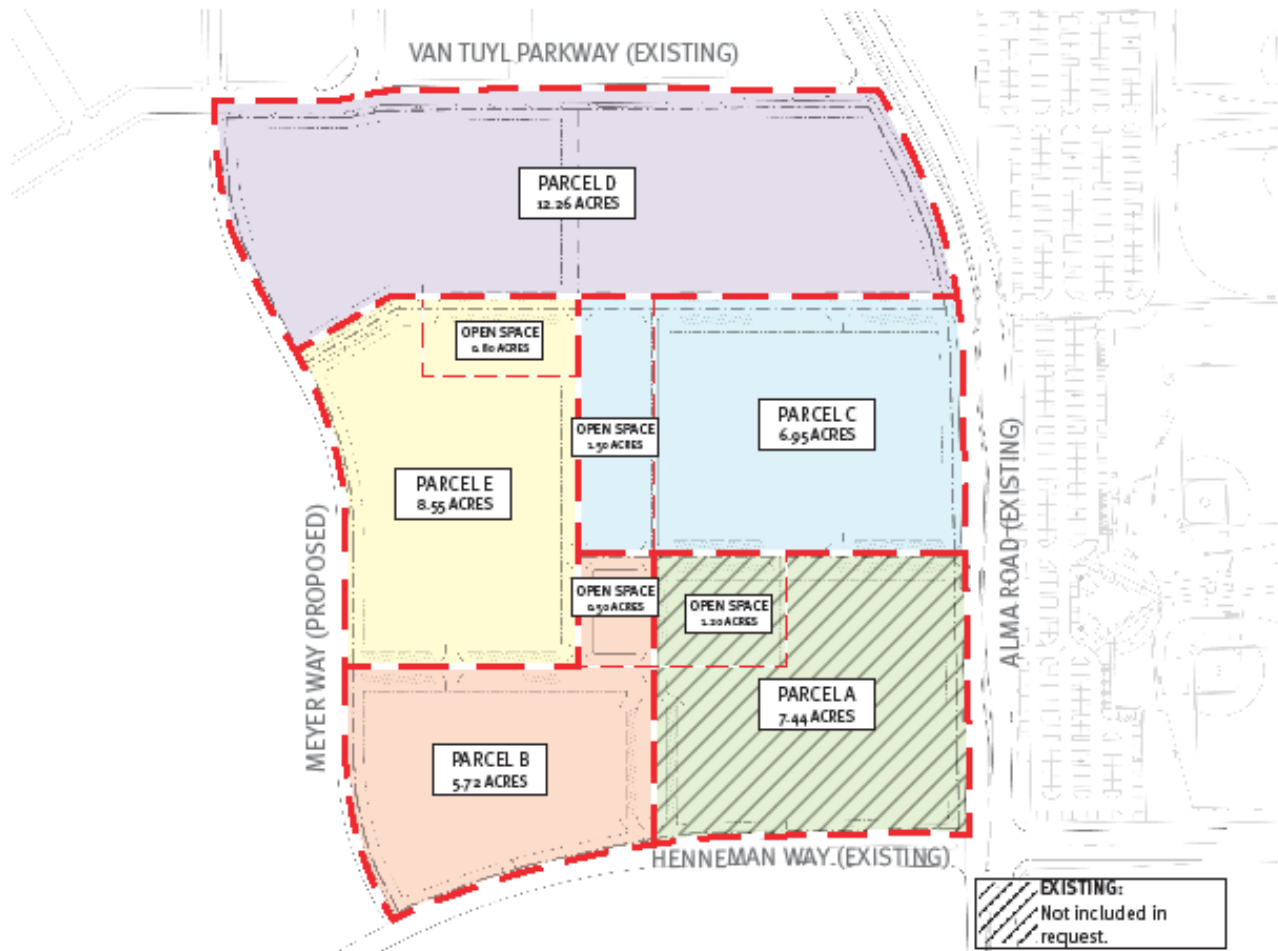
- b. each food truck shall operate only within the Food Truck Service Area and not within any public right-of-way;
- c. no food truck shall operate continuously for more than two (2) hours;
- d. no food truck shall operate between the hours of 8:00pm and 11:00am;
- e. there shall be no required minimum distance between Food Trucks;
- f. there shall be no required minimum distance between Food Trucks and residential uses; and
- g. there shall be no maximum number of Food Trucks that can operate at the same time.



(See Pg. 8 for Context)

MASTER CONCEPT PLAN

The Master Concept Plan on the following page shall serve as the phasing plan and overall development plan for the project. The acreage shown hereon reflects general areas and may be modified by +/- 15 percent to respond to specific changes in the market. Deviations by more than 15 percent but not more than 25 percent may be approved by the Planning and Zoning Commission with approval of a General Development Plan.



PROJECT DATA

P A R C E L A : 7.44 Acres Gross Open Space (amenity area) 1.20 Acres Parcel A MF Net: 6.24 Acres Net	P A R C E L D : 12.26 Acres Gross Open Space 0.0 Acres Parcel D MF Net: 12.26 Acres Net	Total Development Site 33.48 Acres Gross Total Open Space 2.80 Acres Total MF Net: 30.68 Acres
P A R C E L B : 5.72 Acres Gross Open Space (central green) 0.50 Acres Parcel B MF Net: 5.22 Acres Net	P A R C E L E : 7.05 Acres Gross Open Space (central green) 0.80 Acres Parcel E MF Net: 6.25 Acres Net	
P A R C E L C : 8.45 Acres Gross Open Space (central green) 1.50 Acres Parcel C MF Net: 6.95 Acres Net		NOTES: 1. The area of all parcels is approximate and will be confirmed upon the development of each phase. 2. Intended Phasing Sequence: A, B, C, D, E, F

0' 75' 150' 300'

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OPEN SPACE MASTER PLAN

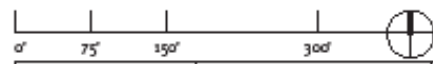
The Open Space Master Plan on the following page shall serve as the guiding document for the locations and types of open spaces that are provided within the development.



EXISTING:
Not included in
request.

OPEN SPACE	
A	PRIMARY
B1	PRIVATE YARD (OPTIONAL)
B2	STREETSCAPE
C	POCKET PARK
D	COURTYARD

Food Truck Locations



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LANDSCAPING REQUIREMENTS

- a. Street trees, referred to as Canopy Trees by Section 146-135 (Landscape Requirements) and Appendix A (Approved Plant List) of the Zoning Ordinance, as amended, shall be provided in the quantity of one per 30 linear feet of frontage on a public street or PPVR (save and except Mews Drives). The linear footage of frontage shall be calculated exclusive of the frontage consumed by driveways and sight visibility triangles.
- b. Street trees shall be evenly spaced at a ratio of 30 feet on center (+/- 5 feet), or as close thereto when such spacing conflicts with driveways, easements or other physical conflicts. Street trees may be clustered if approved by the Director of Planning as part of the site plan approval process in order to facilitate creative design or for some other valid reason.
- c. Street trees shall be planted within Streetscape areas as indicated by the Open Space Master Plan or within Tree Well areas as indicated by the typical Drive Sections.
- d. Tree wells may be covered with tree grates, living plant materials, or some other permeable non-living material. Tree wells shall be a minimum of 5 feet wide by 5 feet deep.
- e. With the exception of Subsection (f), Minimum landscaping requirements, all other landscaping requirements of Section 146-135 (Landscape Requirements) of the Zoning Ordinance, as amended and not in conflict herewith shall be applicable to the subject property.

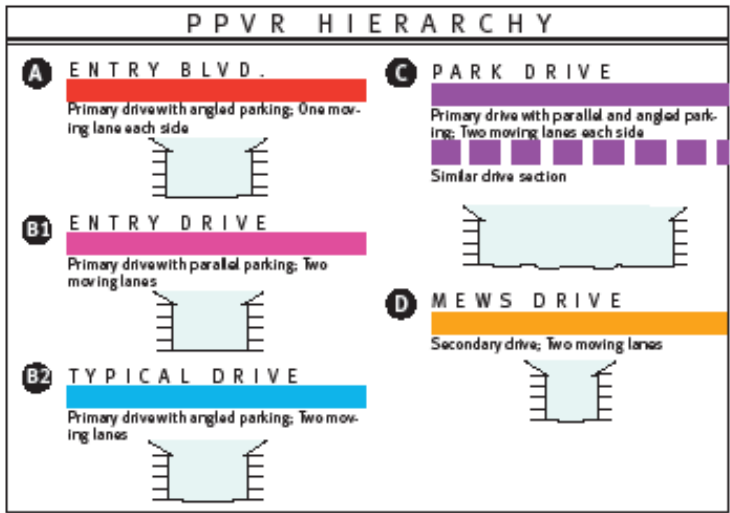
**PEDESTRIAN PASSAGEWAYS
AND VEHICULAR ROUTES
("PPVR")**

The PPVR Hierarchy Master Plan on the following page shall serve as the guiding document for the locations and types of PPVRs that are proposed within the development. The exact location of each PPVR will be determined at the time of site planning and platting. The final location of all parking areas/types (angled, head-in, parallel) within a PPVR will be determined at the time of site plan approval.

Typical sections for each PPVR and public road follow the PPVR Hierarchy Master Plan.



EXISTING:
Not included in request.



PARKING TYPES

Perimeter Parking:	10%
Surface (on-site) Parking:	10%
Covered (structured) Parking:	75%
Enclosed (tuck-under with door):	5%

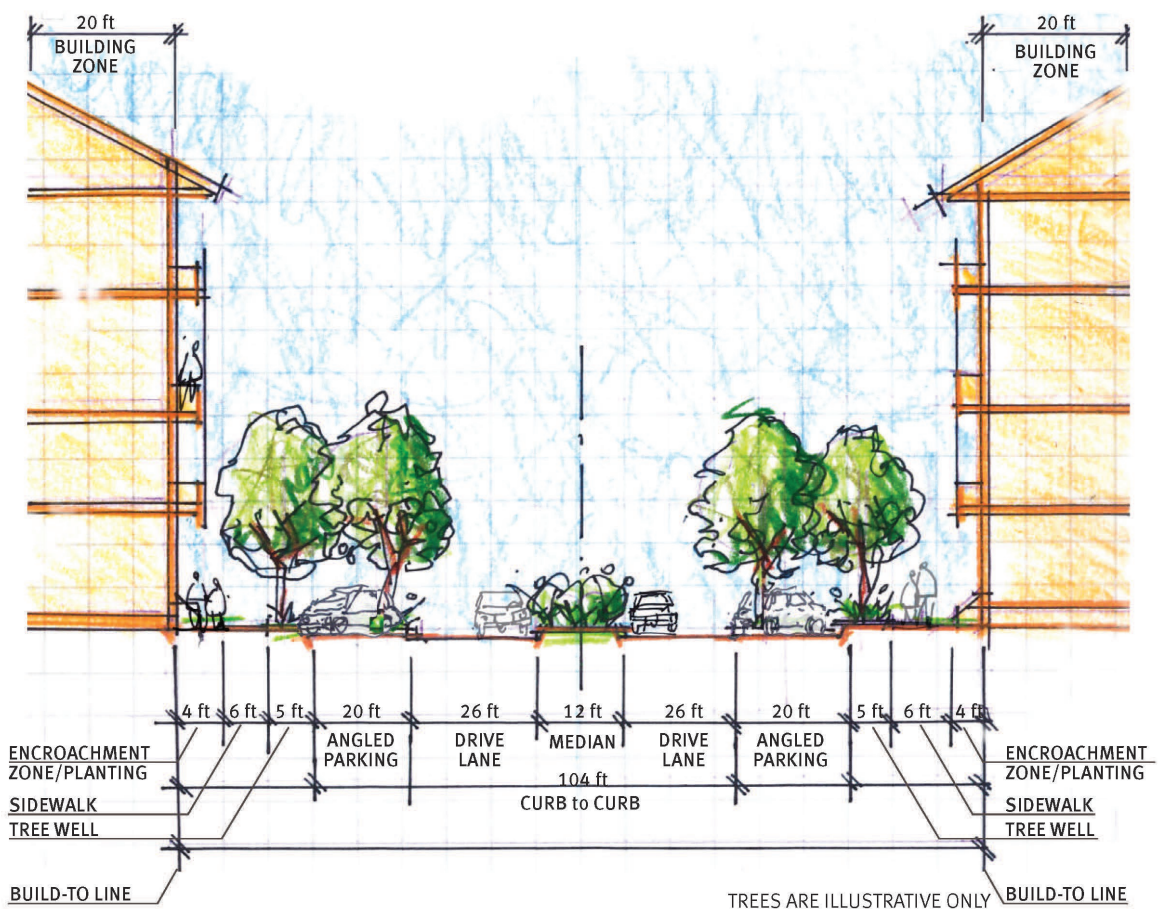
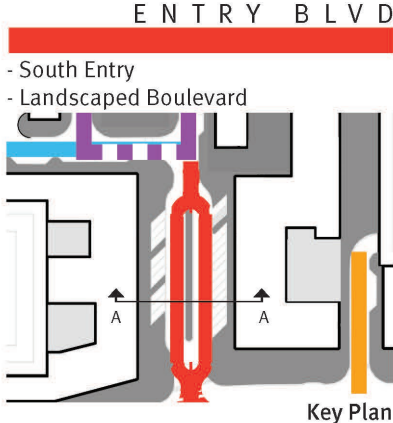
- NOTES:**
1. Drives will align with existing median openings on Alma Road.
 2. The location of all primary drives is approximate.
 3. Secondary drives (mews drive) are optional and to be confirmed.

0' 75' 150' 300'

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TYPICAL NOTES

- This section reflects the placement and width of elements including, but not limited to perimeter parking, required landscaping, sidewalks, drive aisles (mutual access and fire lane easements), build-to lines, building zones, and encroachment zones. Deviations to the widths shown for perimeter parking shall be permitted to allow for the construction of angled parking to parallel parking as appropriate.
- Tree Wells per Page 8.
- Drive widths are to face of curb, typical



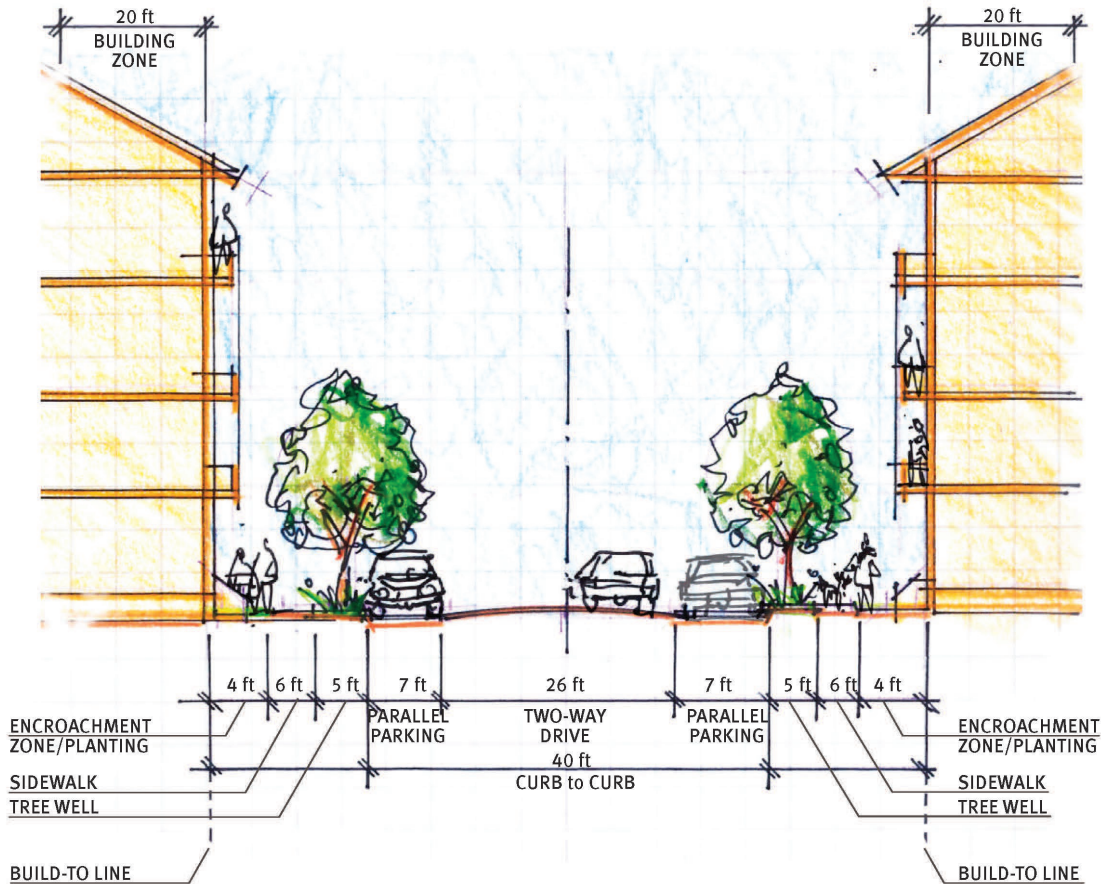
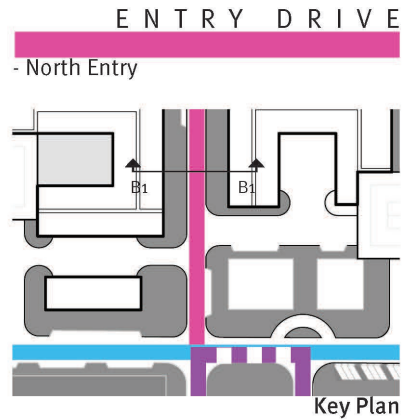
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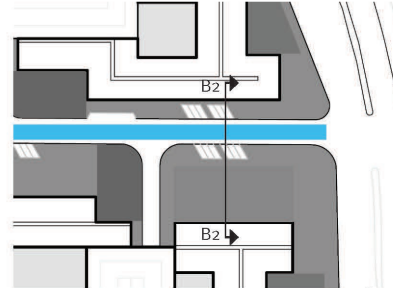
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- Tree Wells per Page 8.

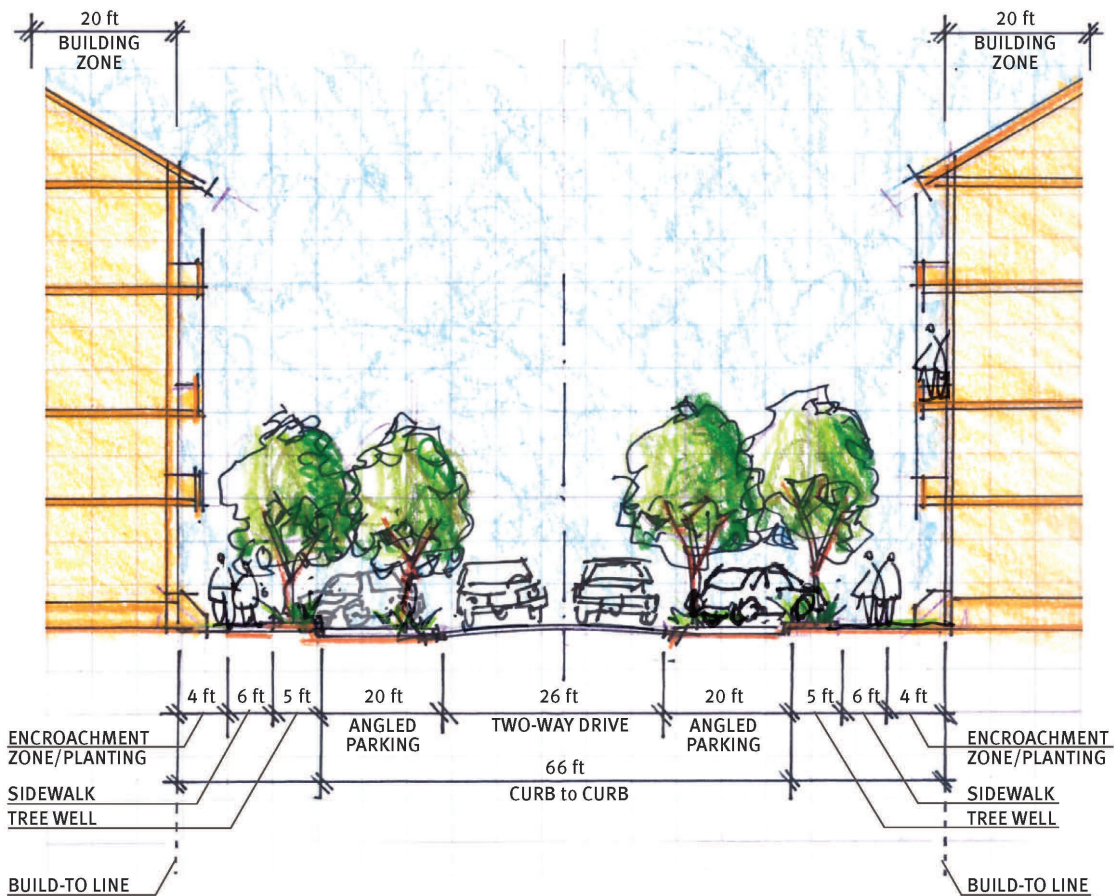
- Drive widths are to face of curb, typical

TYPICAL DRIVE

- Pedestrian friendly
- Vegetative buffer at outer edges



Key Plan



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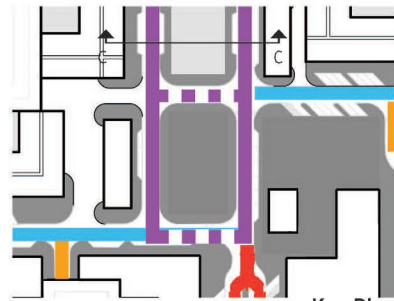
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- Tree Wells per Page 8.

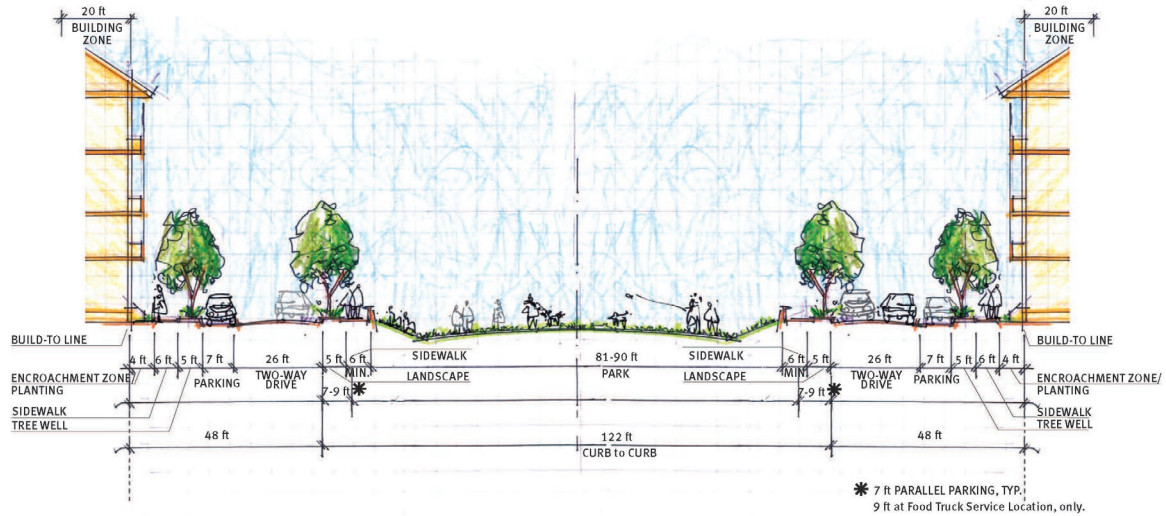
- Drive widths are to face of curb, typical

PARK DRIVE

- Linear open space



Key Plan



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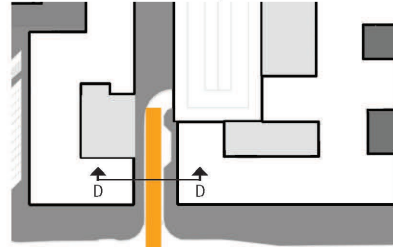
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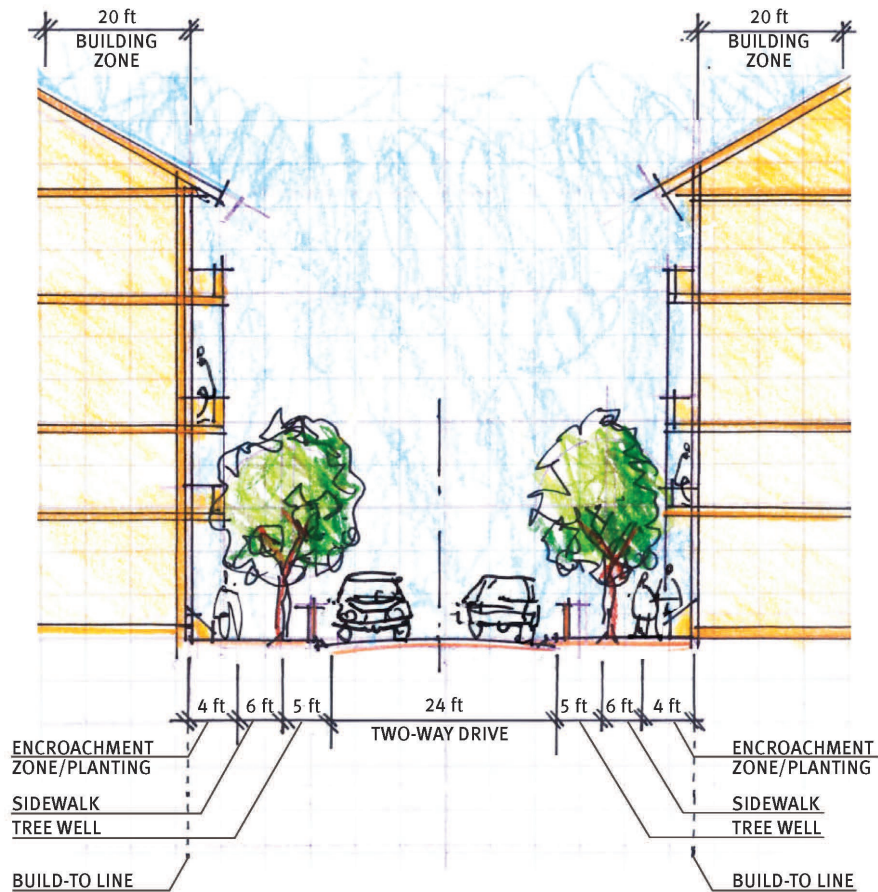
- Drive widths are to face of curb, typical

M E W S D R I V E

- Secondary drives
- Internal to parcel; optional



Key Plan



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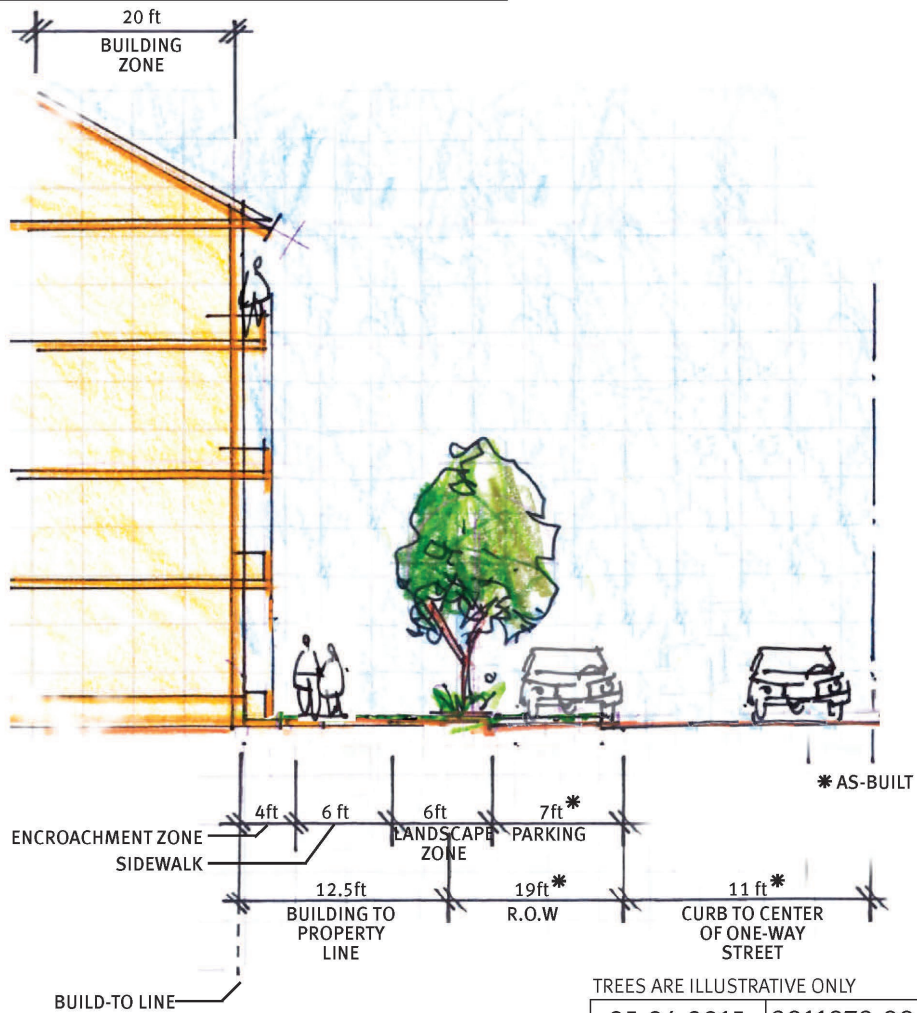
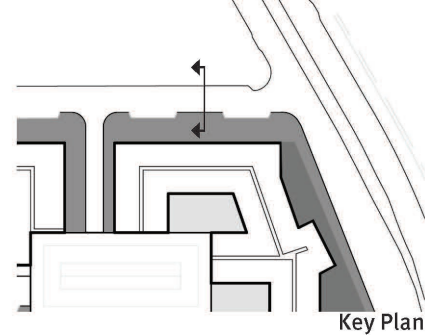
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VAN TUYL PARKWAY



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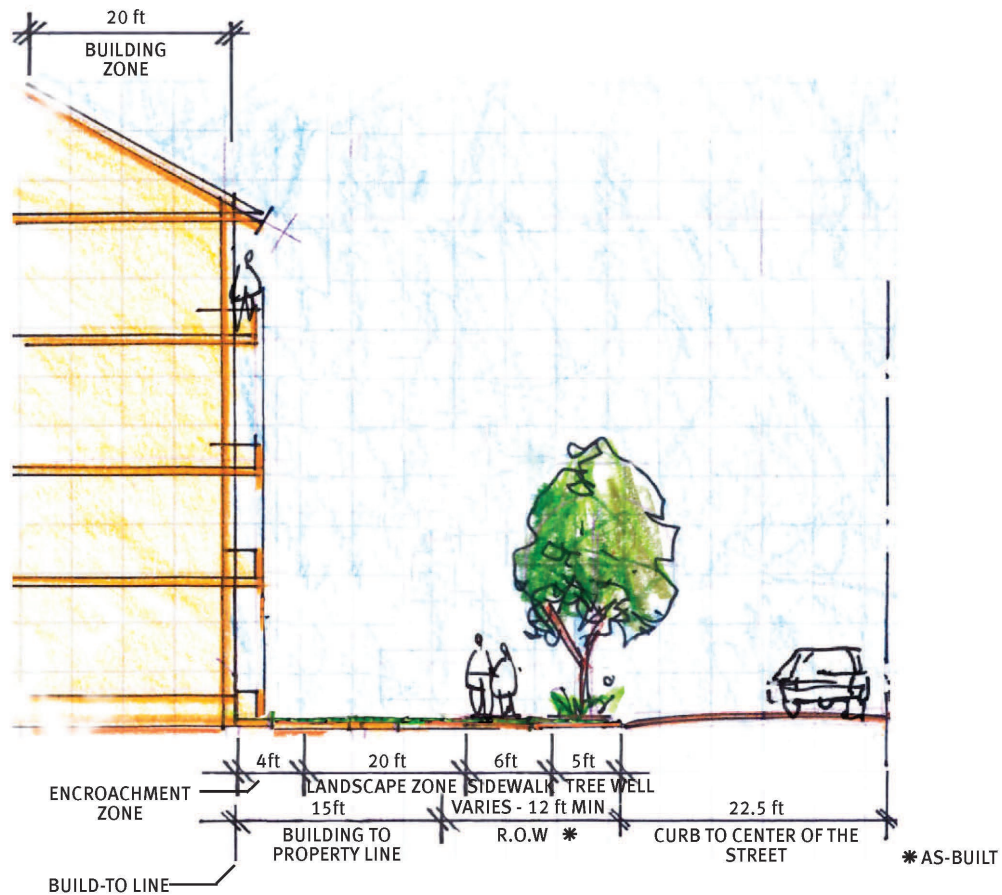
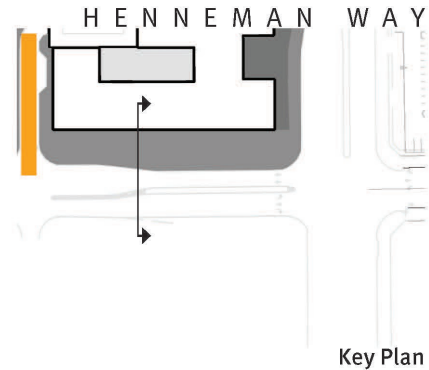
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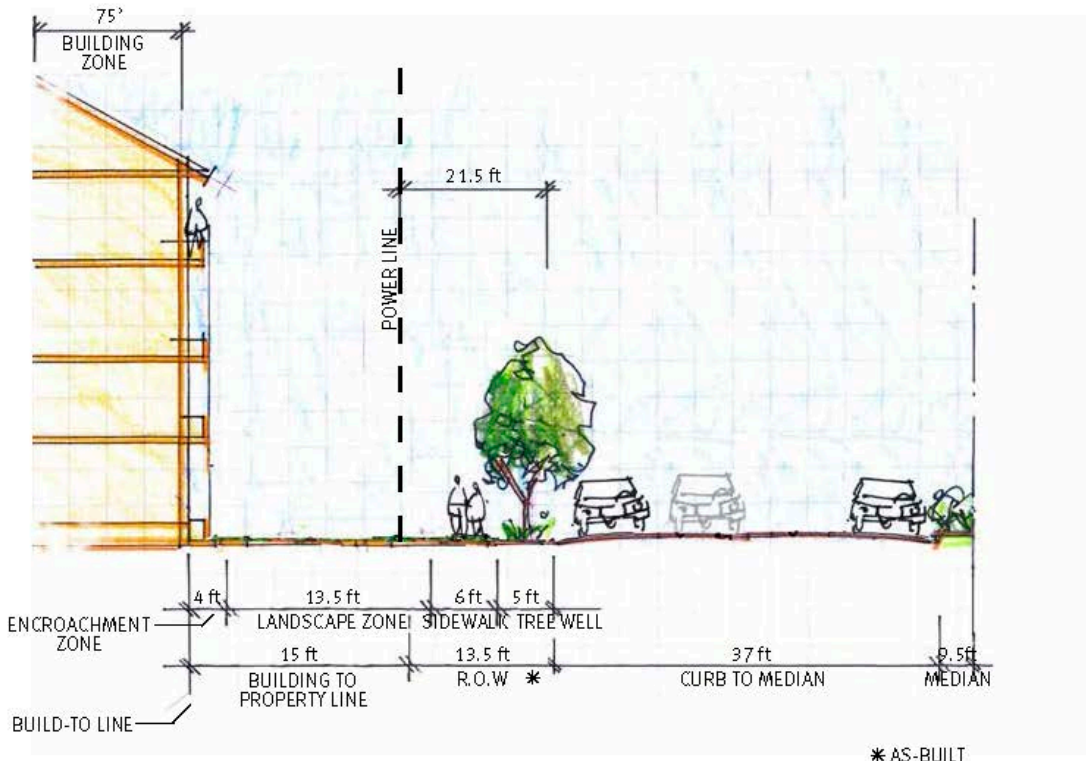
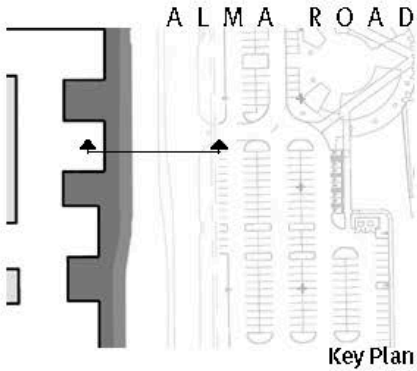


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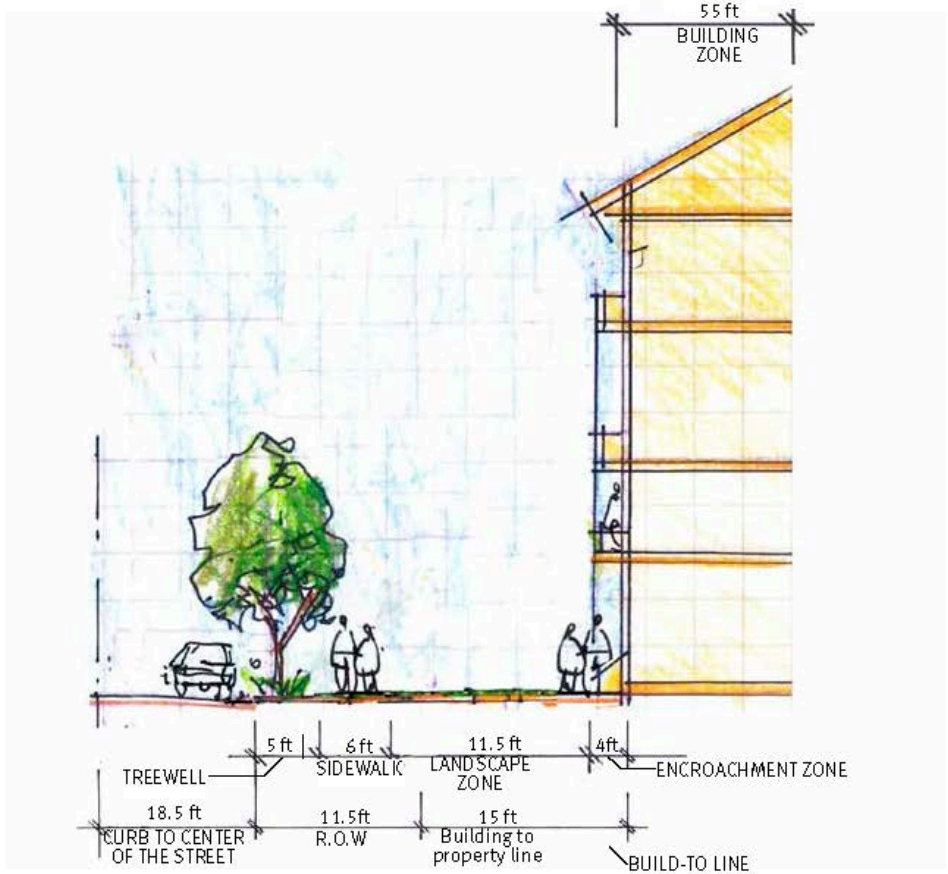
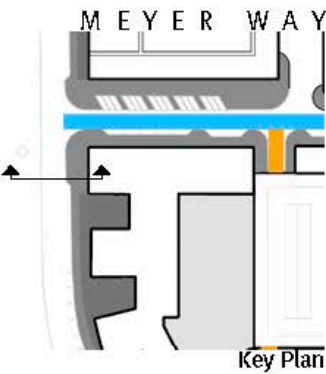


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PARKING

- a. Multi-family residential uses shall be parked at a minimum ratio of 1 parking space per bedroom.
- b. Retail uses shall be parked at a minimum ratio of 1 parking space per 250 square feet of floor area.
- c. Office uses shall be parked at a minimum ratio of 1 parking space per 400 square feet of floor area.
- d. Medical Office uses shall be parked at a minimum ratio of 1 parking space per 300 square feet of floor area.
- e. Restaurant uses shall be parked at a minimum ratio of 1 parking space per 150 square feet of floor area. Sidewalk/outdoor dining areas shall count as floor area.
- f. Structured garage parking, tuck-under garage parking, surface (on-site courtyard) parking, and perimeter parking (parking provided within a PPVR) shall be permitted, provided that no more than 10% of the overall required parking for the entire subject property shall be surface parking and no more than 10% of the required parking for the entire subject property shall be perimeter parking. Otherwise, percentages of parking types for the subject property as a whole generally shall follow the percentages reflected on the PPVR Hierarchy Master Plan.
- g. Surface (on-site courtyard) parking shall be permitted on no more than two parcels. All other parcels shall contain structured parking.
- h. Parking for each parcel shall be provided within the limits of the parcel it serves.

ARCHITECTURAL STYLE AND CHARACTERISTIC ILLUSTRATIONS

An architectural style is a specific method of construction, characterized by the features that make a building notable. It is the intent of these guiding regulations to encourage architectural diversity among the buildings within the overall Project through the use of varied architectural styles and characteristics that include exterior finishes, mixed components (stoops, porches, awnings, overhangs, screening, accents, etc.), a wide range of color palettes and the use of building accents at key locations. Special emphasis is placed on the streetscape and the interaction of the buildings adjacent thereto with the intent of creating an inviting place for pedestrians.

The following pages contain pictures that serve as a visual representation of the typical required streetscape and the range of typical architectural styles and features that characterize those styles, including exterior finishes, color palettes and components, that may be used within the Project. Each building shall conform to the specific architectural regulations contained herein and shall be consistent in its application of an architectural style. Other architectural styles and features may be introduced into the Project as long as the same conform to the specific architectural regulations contained herein and do not create a discordant atmosphere among the existing buildings.

STREETSCAPES



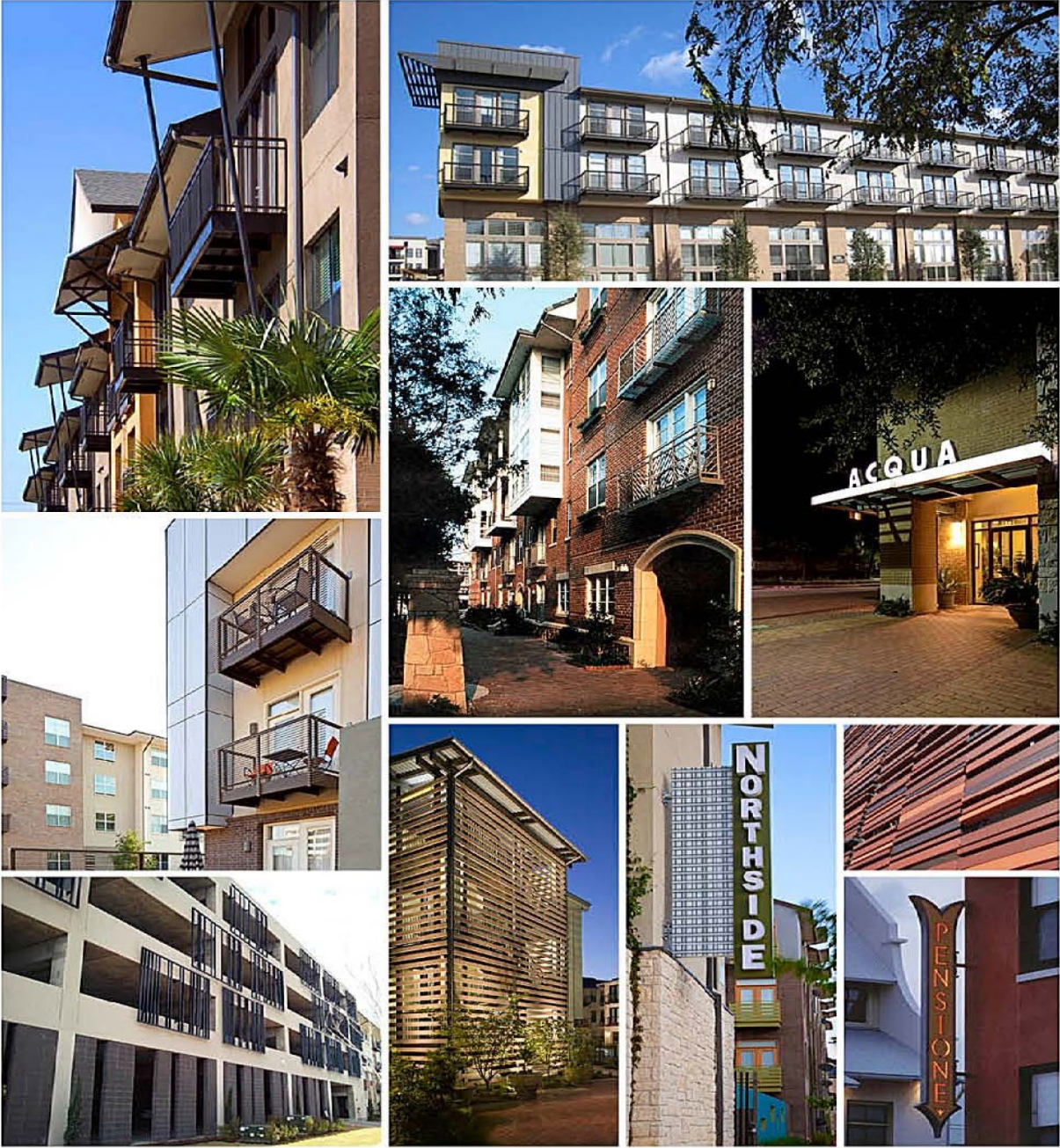
BUILDING AND FINISHES



PALETTE



COMPONENTS



ARCHITECTURAL STANDARDS

Buildings constructed on the subject property shall not be required to meet the architectural requirements of Section 146-139 of the Zoning Ordinance and shall be approved if the following requirements are satisfied:

- a. Buildings shall generally conform to the range of architectural styles and features reflected herein.
- b. The exterior finish of each Building's facade facing a public street or PPVR shall feature a minimum of 85% brick, stone, synthetic stone, stucco, or any combination thereof ("Primary Materials"), with none of the aforementioned materials, except brick or stone, comprising more than 50% of such facade. The balance of the exterior finishing materials may include EIFS, architectural concrete masonry units (CMU), architecturally finished metal or cementitious panels (does not include corrugated metal), lap siding (may include but not be limited to wood or cementitious fiber lap siding, but does not include vinyl lap siding or sheet siding fabricated to look like wood lap siding), architectural wood accents, glass curtain wall systems or any other material which is visually and physically indistinguishable from one of the aforementioned exterior finishing materials, subject to review by the Director of Planning ("Accent Materials"). The percentages of primary materials on a Building's facade facing a public street or PPVR may be reduced to 65% by the Director of Planning in special cases where the proposed building facade creates significant architectural interest in relation to the composition of the surrounding Building facades. Building facades which do not face a public street or PPVR shall not be required to have a minimum percentage of Primary Materials.
- c. Horizontal building facades longer than 150 feet in width shall be segmented into smaller sections by a structural or ornamental minor facade offset of a minimum four feet deep and 10 feet wide and may be allowed to protrude into the Encroachment zone. The height of such offsets shall be equal to or greater than 66 percent of the building's height.
- d. The architectural character of a building's front facade shall be continued on all facades of the building that are visibly exposed to a public street or PPVR.
- e. Primary building entrances shall be articulated through the use of architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, awnings, overhangs, railings, balustrades, or other appropriate elements.

- f. Light fixtures attached to the exterior of the building shall be architecturally compatible with the style, materials, colors, and details of the building.
- g. All mechanical, air conditioning units, heating, ventilation and air conditioning systems, exhaust pipes and stacks, elevator housing and other such equipment shall be completely screened from public street view by walls, fencing, parapet walls, penthouse-type screening devices, or landscaping.
- h. The front facade of a structured parking facility shall be offset from the front build-to line of any adjacent Building having frontage on a public street.

DEFINITIONS

1. **Building zone** shall mean an area where all building offsets, including projections and recesses, occur. Building zones shall be established by the Drive sections contained herein.
2. **Build-to line** shall mean the line for which 35 percent of each building's façade shall be pulled up to. The aforementioned required percentage may be modified +/- 5 percent with approval of the Director of Planning and +/- 10 percent with the Planning and Zoning Commission's approval of a site plan if it is determined, in either case, that an urban pedestrian oriented character is maintained.
3. **Encroachment zone** shall mean an area where projections beyond the building zone are allowed. These projections include, but are not limited to porches, stoops, balconies, awnings, or other related building elements.
4. **Pedestrian passageways and vehicular routes ("PPVR"s)** shall mean a dedicated mutual access and fire lane easement that provides internal vehicular access to each building. Public rights-of-way shall not be considered a PPVR. The locations and types of PPVRs are reflected on the PPVR Hierarchy Master Plan. All buildings shall front on a PPVR and/or public right-of-way.
5. **Project** means the development of the Subject Property.
6. **Tree well** means an area between the vehicular drive aisle (PPVR) and the required sidewalk where required street trees may be planted.
7. **Subject Property** means the property as reflected on the Master Concept Plan which is subject to the rules and regulations contained herein.

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