



CITY OF MCKINNEY, TEXAS

Legislation Text

File #: 21-0039Z, Version: 1

Conduct a Public Hearing to Consider/Discuss/Act on a Request to Zone the Subject Property to “LI” - Light Industrial District, Located Approximately 750 Feet West of Almeta Lane and on the South Side of Harry McKillop Boulevard (F.M. 546)

COUNCIL GOAL: Direction for Strategic and Economic Growth
(1C: Provide a strong city economy by facilitating a balance between industrial, commercial, residential and open space)

MEETING DATE: May 11, 2021

DEPARTMENT: Development Services - Planning Department

CONTACT: Kaitlin Gibbon, Planner II
Caitlyn Strickland, Planning Manager
Jennifer Arnold, AICP, Director of Planning

RECOMMENDED CITY COUNCIL ACTION: Staff recommends approval of the proposed zoning request.

APPLICATION SUBMITTAL DATE: March 2, 2021 (Original Application)

ITEM SUMMARY: The applicant is requesting to zone approximately 112.4 acres of land, generally for industrial uses.

An associated voluntary annexation request (21-0005A) will be considered by the City Council at the June 1, 2021 meeting.

ZONING:

Location	Zoning District (Permitted Land Uses)	Existing Land Use
Subject Property	McKinney ETJ	Undeveloped Land
North	“AG” - Agricultural District (Agricultural Uses)	Undeveloped Land
South	McKinney ETJ	Undeveloped Land
East	“AG” - Agricultural District (Agricultural Uses)	Undeveloped Land

West	"AG" - Agricultural District (Agricultural Uses)	Undeveloped Land
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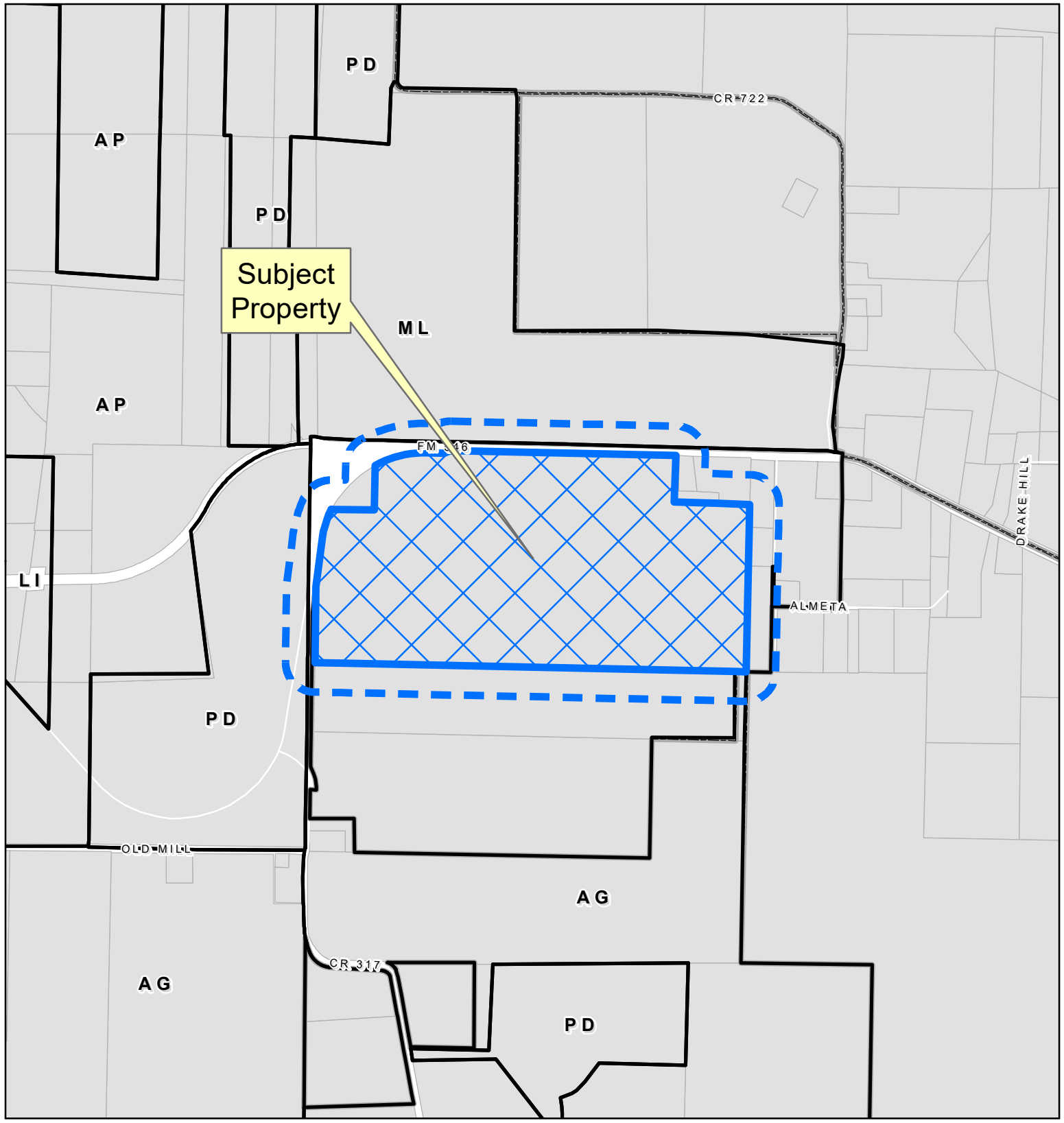
PROPOSED ZONING: The applicant is requesting to zone the subject property to "LI" - Light Industrial District, generally for industrial uses. This zoning request aligns with the 'Aviation,' 'Manufacturing & Warehousing,' and Employment Mix' placetypes designated in the comprehensive plan. Staff feels that the proposed zoning request should be compatible with the existing and proposed surrounding uses, and as such, recommends approval of the request.

CONFORMANCE TO ONE MCKINNEY 2040: A key aspect of the ONE McKinney 2040 Comprehensive Plan is to provide direction related to the desired development patterns and to inform decisions related to the timing and phasing for future infrastructure investments in the City. To assist in guiding these decisions, the Preferred Scenario and series of Land Use Diagrams establish distinctive districts, each with a clear intent, market focus, and desired development patterns that are reinforced through character-defining placetypes.

Per the Preferred Scenario, the subject property is located in the Business & Aviation District and is designated as the 'Aviation,' 'Manufacturing & Warehousing,' and Employment Mix' placetype. Other placetypes included in this district are Professional Center and Commercial Center placetypes.

- Guiding Principles: The proposed zoning request is generally in conformance with Guiding Principle of "Diversity (Supporting our Economy and People)" established by the Comprehensive Plan. In particular, the proposed request has the potential to provide "diverse economic engines... broaden the tax base, and make the City's economy more adaptable and resilient".
- Land Use Diagram Compatibility: In evaluating development requests, the City should determine that a project aligns with the land use diagram of the comprehensive plan and/or meets a majority of the established criteria to be considered compatible with the Land Use Diagram. The proposed zoning request generally aligns with the 'Aviation,' 'Manufacturing & Warehousing,' and Employment Mix' placetypes. Furthermore, Staff feels that the proposed zoning request should be compatible with the existing and proposed surrounding uses.
- Fiscal Model Analysis: The attached fiscal analysis shows a fiscal benefit of \$1.1 million for the 112.4-acre property. It is important to note that the reason that the existing zoning analysis does not have a value is because this property is located within McKinney's extra territorial jurisdiction (ETJ).

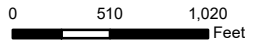
OPPOSITION TO OR SUPPORT OF REQUEST: Staff has received no comments or phone calls in support of or opposition to this request.



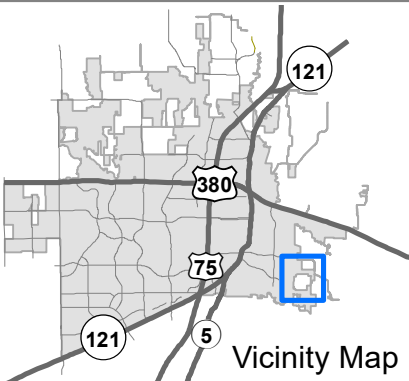
Subject Property

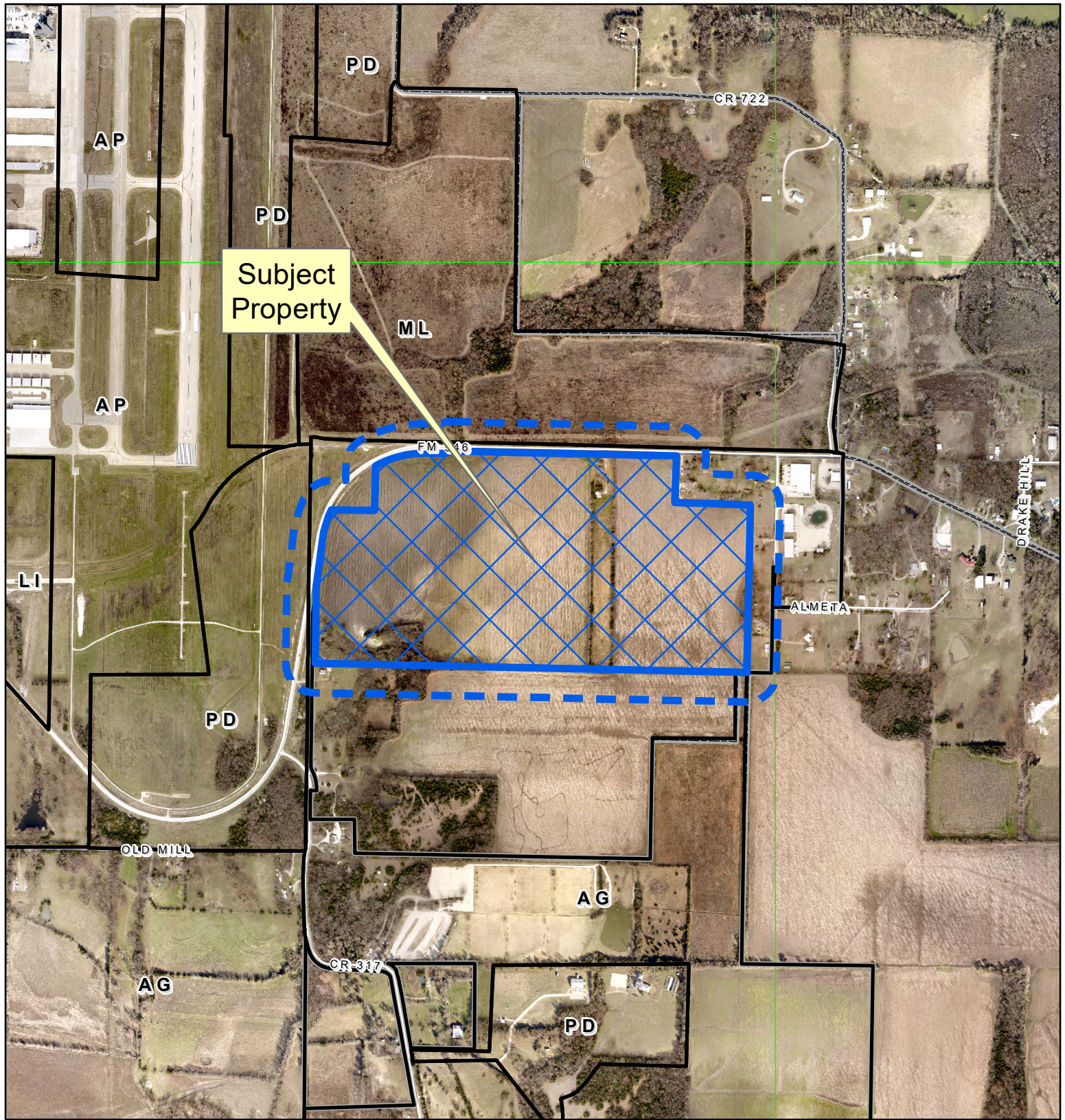
Property Owner Notification Map

ZONE2021-0039

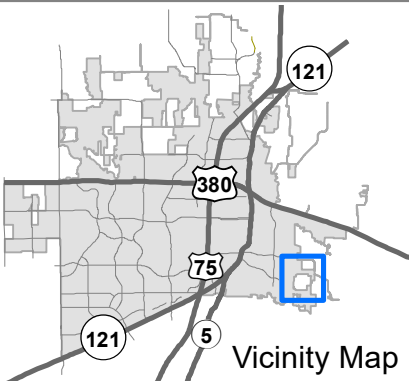


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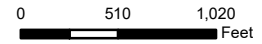


Subject Property



Aerial Map

ZONE2021-0039



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March 1, 2021

Planning Department
City of McKinney
221 N Tennessee
McKinney, Texas 75069

RE: *Letter of Intent; Application for Voluntary Annexation & Zoning*

Dear Mrs. Sheffield,

On behalf of McKinney 114 Land & Cattle LTD ("Owner"), please accept the enclosed applications for voluntary annexation and zoning of that certain tract of land consisting of approximately 112.419 acres generally located south of FM 546 and approximately 900 feet north of the intersection of FM546 and FM 317 (the "Property"). The Property is currently located within the extraterritorial jurisdiction of the City, and is subject to that certain Development Agreement between Owner and the City dated January 27, 2016, and recorded as Instrument No. 20160311000293540 in the Deed Records of Collin County, Texas.

The Property is currently vacant and unoccupied. We have been advised that Section 43.0561, Texas Local Government Code, does not apply to requests for voluntary annexation. Owner submits that annexation and zoning of the Property in accordance with this request will promote each of following City objectives: economic development, long range planning, protection of future development, capital investments, and fiscal responsibility.

Specifically, the proposed development will promote economic development through the conversion of the Property from raw land to improved property, which will generate tax revenue for the City/ The project will also promote the long range planning of the City because it is consistent with the City's comprehensive plan, which designates this area as Business and Aviation district. The annexation and zoning of the Property will protect the future development of the City from inadequate design and construction standards through the extension of the City's land use regulations and building codes to the Property. Because the Property is largely surrounded by the City limits, the annexation of the Property will facilitate the logical extension of City regulations, building codes, and infrastructure.

Owner is simultaneously requesting that, immediately following the annexation of the Property, the City Council establish Light Manufacturing zoning on the Property under the City's zoning ordinance.

Owner requests that the proposed annexation and zoning be heard by the Planning and Zoning Commission Agenda and City Council, as applicable, as soon as possible.

Please let me know if you have any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

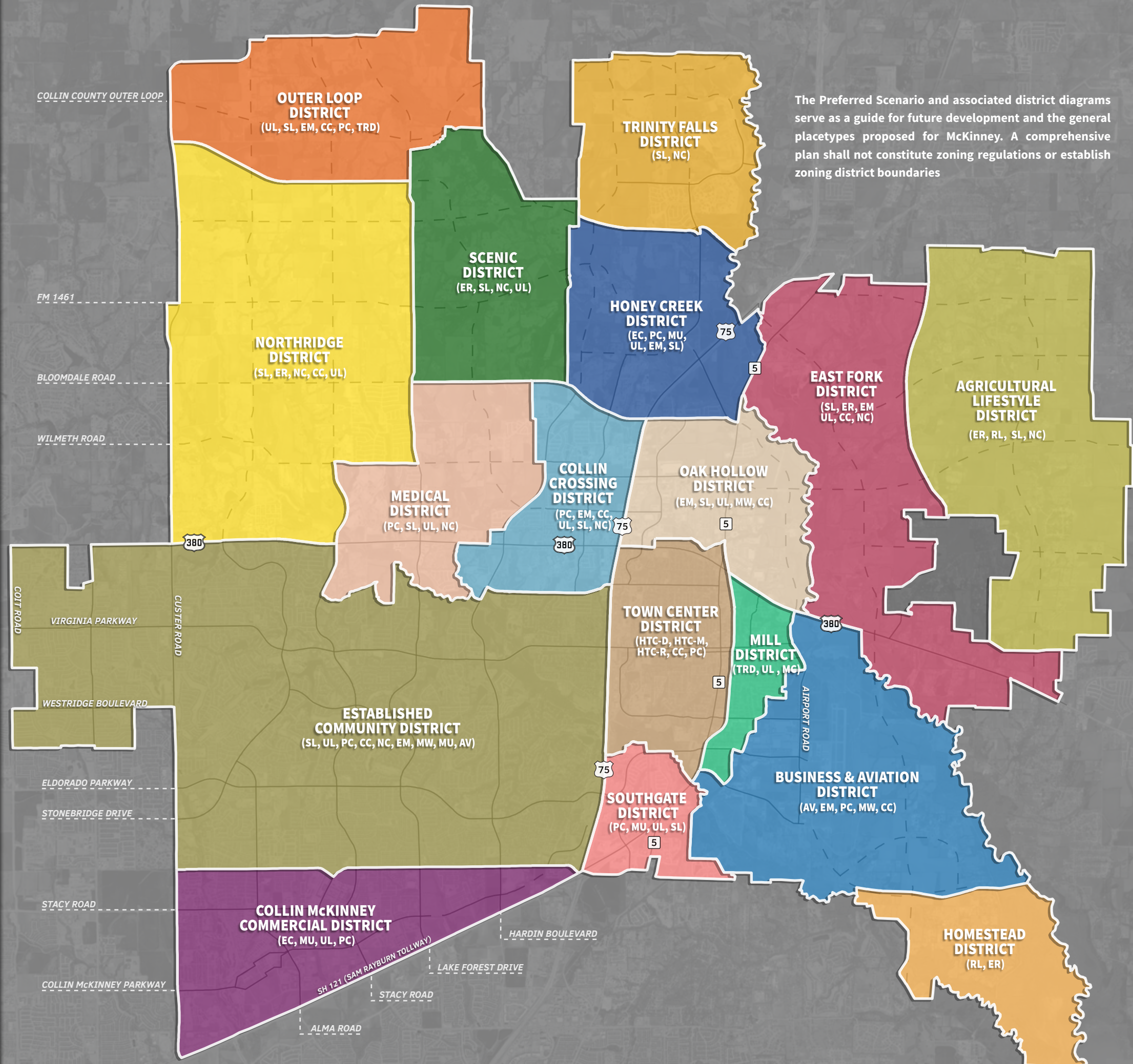
A handwritten signature in blue ink, appearing to read "Michael J. Carlisle".

Michael J. Carlisle, P.E.
Project Manager

PREFERRED SCENARIO

PLACETYPES

- Aviation (AV)
- Commercial Center (CC)
- Employment Mix (EM)
- Entertainment Center (EC)
- Estate Residential (ER)
- Historic Town Center - Downtown (HTC-D)
- Historic Town Center - Mix (HTC-M)
- Historic Town Center - Residential (HTC-R)
- Manufacturing & Warehousing (MW)
- Mixed Use Center (MU)
- Neighborhood Commercial (NC)
- Professional Campus (PC)
- Rural Residential (RR)
- Suburban Living (SL)
- Transit-Ready Development (TRD)
- Urban Living (UL)



The Preferred Scenario and associated district diagrams serve as a guide for future development and the general placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries

LAND USE DIAGRAM

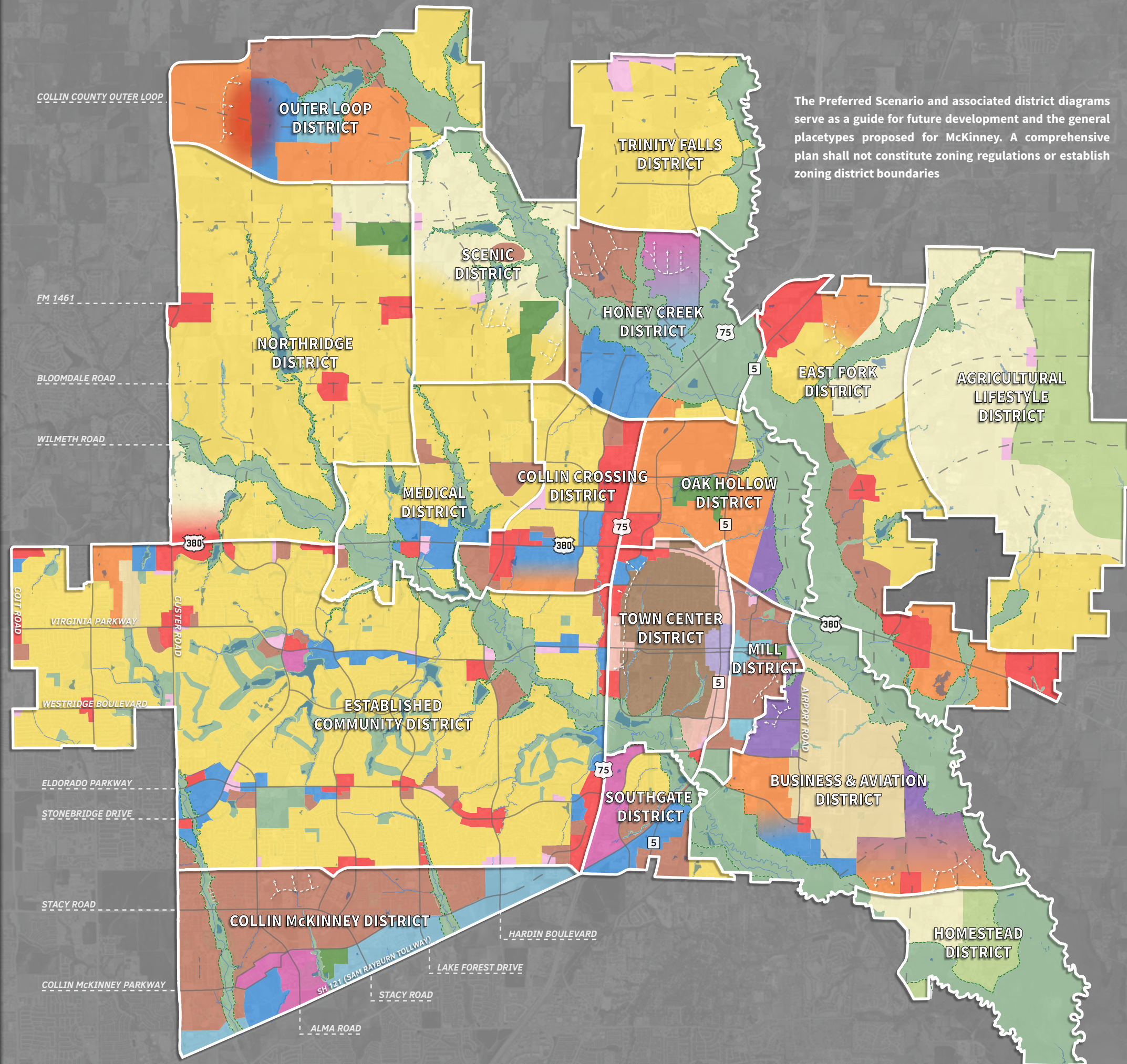
LEGEND

Placetypes

- Aviation
- Commercial Center
- Employment Mix
- Entertainment Center
- Estate Residential
- Historic Town Center - Downtown
- Historic Town Center - Mix
- Historic Town Center - Residential
- Manufacturing & Warehousing
- Mixed Use Center
- Neighborhood Commercial
- Professional Campus
- Rural Residential
- Suburban Living
- Transit-Ready Development
- Urban Living

Other Features

- Floodplain / Amenity Zone
- District Boundary

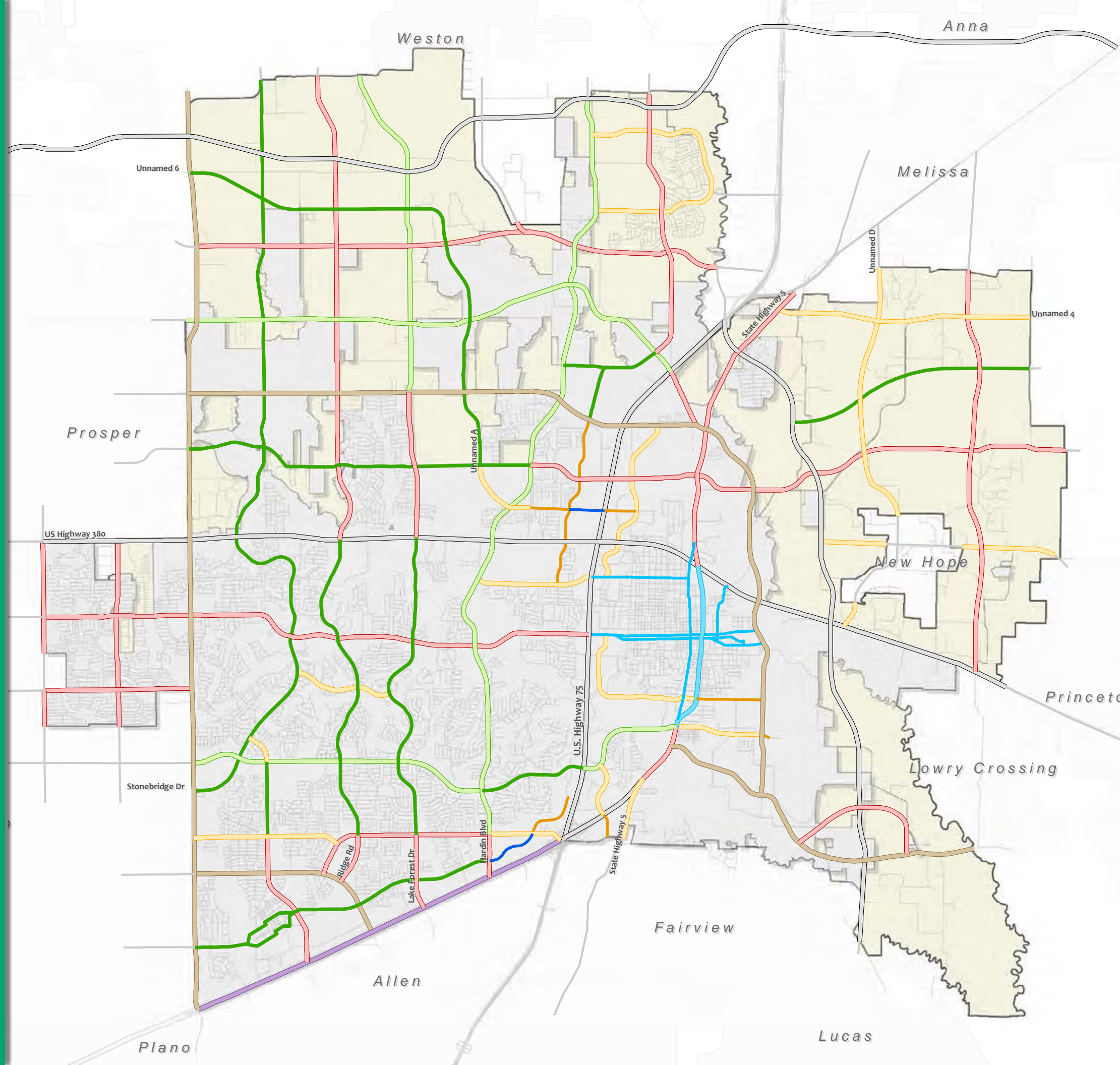


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MASTER THOROUGHFARE PLAN

LEGEND

-  Major Regional Highway/Multi-Modal
-  Tollway
-  Principal Arterial (130' - 6 lanes)
-  Major Arterial (124' - 6 lanes)
-  Greenway Arterial (140' - 6 lanes)
-  Greenway Arterial (120' - 4 lanes)
-  Minor Arterial (100' - 4 lanes divided)
-  Minor Arterial (80' - 4 lanes undivided)
-  Minor Arterial (70' - 3 lanes)
-  Town Thoroughfare (2 lanes)
-  Town Thoroughfare (2 lanes one way pairing)
-  McKinney City Limits
-  McKinney ETJ
-  Other Cities



Disclaimer: The Master Thoroughfare Plan provides generalized locations for future thoroughfares. Alignments may shift as roads are engineered and designed to accommodate floodplain areas and to meet sound engineering and urban planning principles. The Roadway lines shown on the plan are not precise (site specific) locations of future thoroughfares.



BUSINESS & AVIATION DISTRICT

Intent - This area is a major employment center based on the distinctive asset of the McKinney National Airport. It provides business locations and job opportunities related to aviation support and services as well as a range of other businesses.



DESCRIPTION

The Business & Aviation District is anchored by McKinney National Airport, an asset that makes McKinney unique. The character of this District is defined by large areas for aviation-related uses in the central part of the District. This is the only area in McKinney, and indeed in Collin County, where such economic development can be attracted. For this reason, encroachment by incompatible uses (such as suburban-style residential) is strongly discouraged. The future development pattern takes advantage of the airport's current level of operations, which will be even more important if the City chooses to expand its aviation services.

Given the community's desire to pursue a more diverse economic base and a stronger jobs-housing balance, this District also includes opportunities for businesses that may not need the airport proximity, but will be attracted to it because of the District's business focus and region-

serving roadways including SH 5, SH 121, US 75, and FM 546. For these businesses, the Business & Aviation District offers areas where the infrastructure and character will appeal to targeted business and industry sectors. The area west of the Airport includes some existing businesses, such as Encore Wire, as well as undeveloped areas. The area also benefits from an amenity feature – the location of a future transit stop. This part of the District is expected to be desirable to a wide range of businesses. It should offer locations for companies that include both an office and a manufacturing or distribution component. The buildings here should be designed with flexibility so the mix of these employment types can change over time in response to the market. Since existing neighborhoods are located west of this area, development must provide an appropriate buffer and travel patterns that do not reduce the livability of these neighborhoods.

“Locations for companies that include both an office and a manufacturing or distribution component”

Despite potential development of a transit station near Industrial Boulevard, the Business & Aviation District is the only one within the planning area where additional residential units are neither programmed nor encouraged. Rather, housing associated with future rail is being promoted in adjacent Districts while uses in this District are primarily manufacturing and warehouse facilities, along with light industrial and flex products - many of which will be able to leverage their proximity to McKinney National Airport. At an annual average rate of growth ranging from 3.5% to 4.0%, the Business & Aviation District is anticipated to be host to the city's largest concentration of businesses and industries. By 2040, this District's employment base is expected to grow by 9,700, or approximately 16% of all net new employees in the planning area.

As reflected in the associated Diagram, lower density employment uses are programmed closest to the airport, whereas these are often the least affected by potential adverse impacts, and most likely to capitalize on their proximity. Conversely, higher profile products are envisioned within one of the District's numerous employment centers or Professional Centers. Future commercial centers are planned at the intersection of region-serving roadways, primarily serving the area's employment population; and to a lesser degree, the residents of established neighborhoods.

MARKET ANALYSIS

STRATEGIC DIRECTION

DEVELOPMENT PATTERN

1. **Aviation** is the first of two character-defining Placetypes and is located immediately to the east and west of McKinney National Airport. The area developed with this Placetype should be at least as large as that shown on the Land Use Diagram. On the east side of the existing airport, the aviation Placetype should extend from the airport boundary to a new roadway that will provide the transition between this Placetype and the Manufacturing & Warehousing Placetype to the east. On the west side of the existing airport, the Aviation Placetype should generally be located between the airport and Airport Drive to the west.

2. **Employment Mix** is the second character-defining Placetype in this District. It is intended to provide locations for businesses that provide aviation supporting services that desire a location with close proximity to the airport. On the west side of the airport, this Placetype should infill undeveloped parcels west of Airport Drive and to the south of Industrial Boulevard. Employment Mix should also occur in the far southeast corner of the District adjacent to the floodplain associated with the East Fork of the Trinity River. This location of Employment Mix will serve as a much needed transition in scale and intensity from the Manufacturing & Warehousing land uses to the north to the residential uses south in the Homestead District.

3. Like the manufacturing and warehouse area, the **Professional Center** location is focused on meeting the needs of a particular segment of business and of these

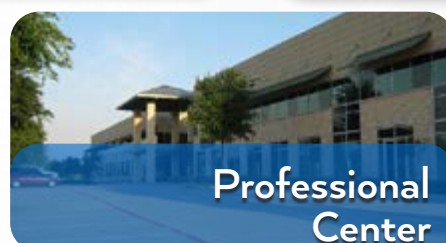
companies' employees. This part of the District should include a mix of supportive activities for the higher employment intensity found in a Professional Center setting. These include additional restaurants, gyms and consumer-oriented services, so employees working here find it a convenient and attractive location. Visibility along FM 546 should help these areas become very desirable for new and existing McKinney companies. The Professional Center Placetype should be located and oriented towards Wilson Creek to take advantage of the viewshed amenity that this resource offers.

4. The area east of the Airport offers locations geared toward **Manufacturing & Warehousing** businesses. It has excellent transportation access (both to regional roadways and to the airport) and includes a development pattern that supports companies' manufacturing, distribution and logistics activities.

5. **Commercial Centers** should be located at major intersections in the District and are intended to provide supporting retail services and restaurants for the significant employment base that will develop in this District.

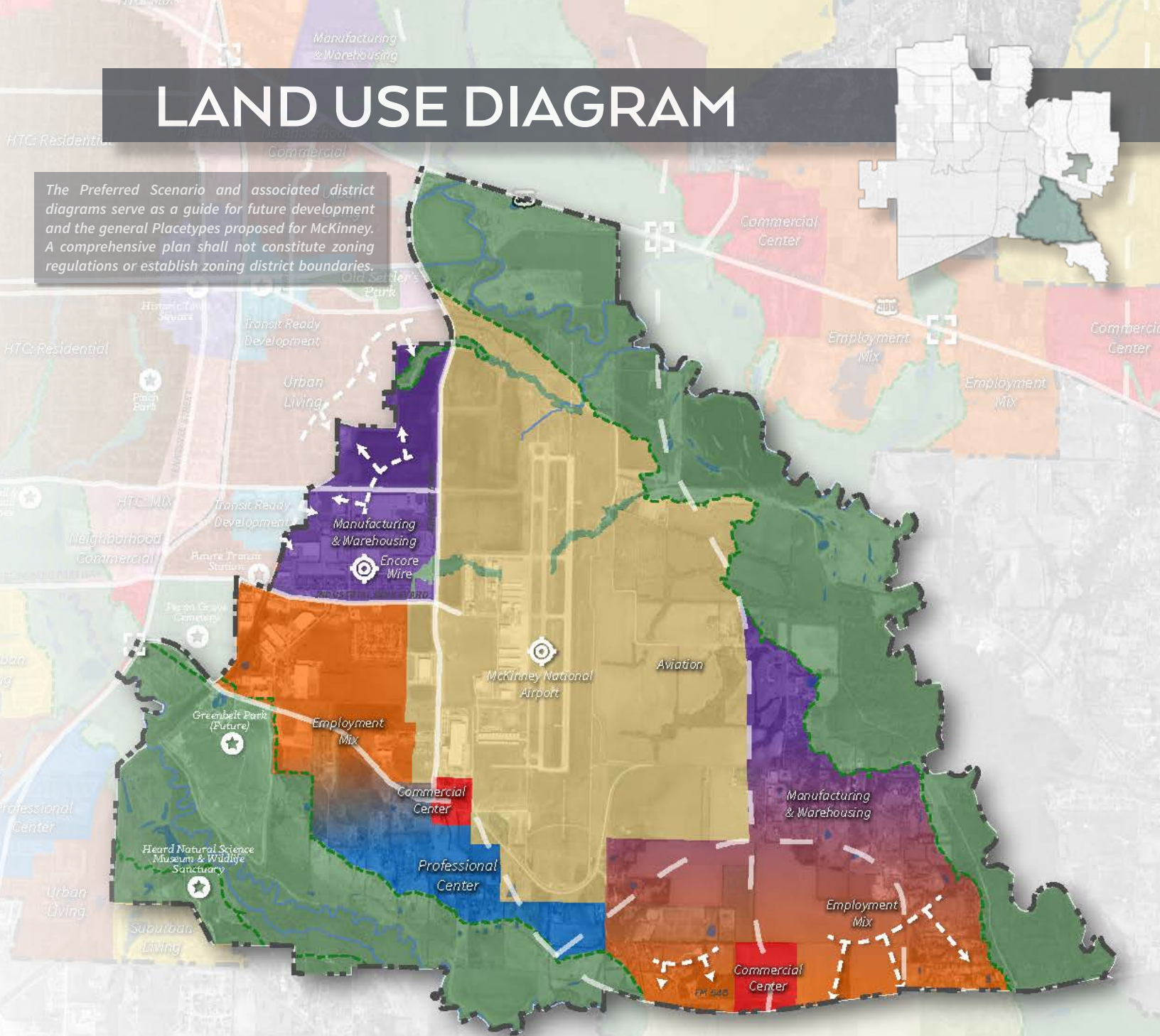
6. Any infill development that occurs within these areas should be consistent and/or compatible with the existing built conditions and/or should demonstrate compatibility with the Placetypes and priorities shown in the Land Use Diagram.

PLACETYPES



LAND USE DIAGRAM

The Preferred Scenario and associated district diagrams serve as a guide for future development and the general Placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



-  Floodplain / Amenity Zone
-  District Boundary
-  District Identity Feature
-  Amenity Feature
-  Community Asset
-  Intensity Transition

PSYCHOGRAPHICS

Since the focus of the district is exclusively non-residential and the discussion of psychographic groups is largely related to residential product preferences, no groups have been identified.

INDUSTRY TRENDS

Employment Trends

- Mobile Workforce
- Office Space Contraction
- Encore Careers

Business Trends

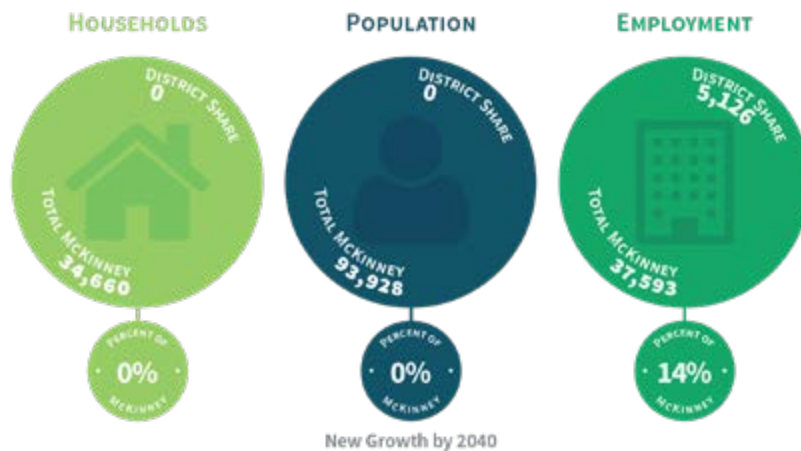
- Logistics Sector Growth
- Texas Economic Growth
- Return to Manufacturing
- Flexible Use Space
- High-Growth High-Tech

IDENTITY, AMENITIES, & INFRASTRUCTURE

Key identity and amenity features such as gateways, trails and parks are described in detail in the City of McKinney Parks and Recreation Master Plan. Additionally, the following considerations are key to reinforcing the vision for and intent of this District.

1. Key Amenity Features in this District include a future greenbelt park on the southwestern edge of the District. Future development in the District should take full advantage of the unique opportunities created by this and other amenities.
2. Key Community Assets in this District include McKinney National Airport and the Encore Wire campus. Future development in the District should take full advantage of these unique economic engines by creating a compatible business and employment environment that provides support and ancillary services for aviation and related uses and industries.
3. The District is bounded on the east and southwest by future open space areas along the East Fork of the Trinity River and Wilson Creek. These natural areas should buffer the District's employment uses from less intense uses to the east and south. They also create amenities for the employees of businesses located in the District.

The graphic that follows provides a profile of the Business & Aviation District if the District develops as outlined above. These graphics relate to new development only.



ANTICIPATED PUBLIC INVESTMENTS & INITIATIVES

The City of McKinney intends to consider the following major public investments to support the success of the Business & Aviation District.

1. Maintenance and enhancement of McKinney National Airport infrastructure to meet current and future customer demand.
2. Targeted economic development incentives for aviation-related businesses and those that benefit from Airport proximity.
3. Active participation in regional dialogue about funding and location of transit service in Collin County.
4. Active participation in regional dialogue about funding and location of limited access roadways along the FM 546 alignment and major north-south alignment as shown on the Master Thoroughfare Plan.
5. Zoning, design guidelines, infrastructure planning and economic development programs geared to the distinct needs of aviation, manufacturing, warehouse, and professional businesses in their respective parts of this District.
6. Design and alignment studies for the regional roadway connecting FM 546 and SH 5
7. Trail connections from business areas to the open spaces bordering this District.
8. Partnerships with MISD, Collin College and others to ensure that McKinney residents have the skills and expertise to offer the District's businesses a trained labor force.



PLACETYPES FOR MCKINNEY'S FUTURE

Placetypes represent the various categories of land use permitted in the city. Placetypes are assigned to general areas of the City that are expected to exhibit characteristics similar to those outlined below and consistent with the overarching policies and land planning policies which have been developed. The Preferred Scenario builds upon 14 different placetypes which are identified and described on the following pages.

RURAL LIVING

Rural Living areas are characterized by very large lots, abundant open space, pastoral views, and a high-degree of separation between buildings. The lots are typically larger than 2 acres and residential home sites are located randomly throughout the countryside. This type of development helps to maintain the rural character, scale, and scenic values of the surrounding area. This Placetype is intended to be the home of McKinney's farmland and pastureland.

IDENTIFYING FEATURES

1. Single-family Large Lots
2. Country Atmosphere
3. Agricultural Uses



SUBURBAN LIVING

This Placetype is found in close proximity to neighborhood commercial and commercial centers. Suburban Living provides the population necessary to support the nearby commercial and professional office uses within the surrounding corridors. These neighborhoods generally feature a subdivision layout. Residential uses are typically self-contained with a buffer from non-residential developments through transitional uses and landscaped areas. Lot sizes in Suburban Living areas are consistently less than 1/2 acre.

IDENTIFYING FEATURES

1. Single-family Mid-Size Lots
2. Parks & Amenities
3. Complements Neighborhood Commercial
4. Subdivision Orientation



ESTATE RESIDENTIAL

Predominately large lot single-family housing development on the urban-rural fringe. Unlike the Rural Living Placetype, home sites are typically located in a subdivision layout with access to some utility services. Residential uses are oriented interior to the site and may not have farm and livestock restrictions in more rural locations of the Placetype. Lot sizes in the Estate Residential Placetype range from 1/2 acre to 2 acre lots.

IDENTIFYING FEATURES

1. Single-family Large Lots
2. Open Spaces & Amenities
3. Subdivision Orientation
4. Suburban-Rural Transition



URBAN LIVING

Urban Living areas support a mix of housing options in a walkable development pattern. Urban neighborhoods are relatively compact and easy to get around by car, bike, or walking. They may contain one or more of the following housing types: small lot, single-family detached, townhomes, duplexes, condominiums, or apartments. The design and scale of the development in an urban neighborhood encourages active living, with a complete and comprehensive network of walkable streets. Although minimal, urban residential neighborhoods provide a small amount of local retail and services that serves the smaller and low intensity neighborhoods.

IDENTIFYING FEATURES

1. Compact Development
2. Mix of Residential Uses
3. Neighborhood Supporting Retail
4. Multi-modal Connectivity



PLACETYPES FOR MCKINNEY'S FUTURE

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TRANSIT READY DEVELOPMENT

Transit Ready Developments (TRD) are regional-serving areas of economic, entertainment, and community activity. The size of TRD makes it an employment center and shopping destination for surrounding areas. Its focus on being a transit hub makes it a regional destination. The design and scale of the development in a TRD area encourages active living, with a comprehensive and interconnected network of walkable streets. TRD areas should feature a higher density development to utilize the limited space surrounding transit centers.

IDENTIFYING FEATURES

1. Transit-Oriented Developments (TODs)
2. Mix of Land Uses
3. High Density
4. Walkable Streets



COMMERCIAL CENTER

The Commercial Center Placetype is characterized by big box stores or multi-tenant commercial uses. They are typically located at high volume intersections and along both sides of a highway or arterial. Commercial Centers are accessible primarily by one mode of travel, the automobile; though walkable pedestrian access should be encouraged wherever possible. Buildings are typically set back from the road behind large surface parking lots that may be prime locations for infill development.

IDENTIFYING FEATURES

1. Near Major Thoroughfares
2. Large Clusters of Commercial
3. Big Box Anchor, Small Outlots Around
4. Infill Potential



ENTERTAINMENT CENTER

Entertainment Centers are emerging commercial centers planned or developed with large-scale master plans. These centers include a horizontal mix of uses including destination retail, restaurants, employment opportunities, and commercial uses that serve a regional scale. Residential uses support these destination developments and offer a variety of urban housing products. The master plan for a regional entertainment center reinforces the interdependence of uses to create an experience for visitors in the development. The Entertainment Center may have a shopping center, lifestyle area, or something similar as a prominent feature.

IDENTIFYING FEATURES

1. Interdependent Land Uses
2. Master Planned Areas
3. Regional Destinations
4. Cultural & Community Amenities



MIXED-USE CENTER

A Mixed-Use Center offers people the ability to live, shop, work, and play in one community. They include a mixture of housing types and multiple residential housing choices within close proximity to the goods and services residents need on a daily basis. This Placetype typically includes a higher intensity of uses developed in an urban style that are supported by nodes of activity. The design and scale of development in a mixed-use center encourages active living, with a complete and comprehensive network of walkable streets enhanced by a vertical style of development.

IDENTIFYING FEATURES

1. High Density Development
2. Community & Amenity Spaces
3. Walkable Streets
4. Interdependent Land Uses



PLACETYPES FOR MCKINNEY'S FUTURE

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PROFESSIONAL CENTER

The Professional Center Placetype generally provides for office uses and jobs that keep people in the city during normal working hours. A Professional Center is typically well landscaped and provides opportunities for small general offices, as well as larger employment uses such as corporate headquarters, institutional facilities and medical campuses. More intense professional uses are typically seen near major transportation corridors, while smaller developments are typically within residential areas and are supportive in nature.

IDENTIFYING FEATURES

1. General Office Facilities
2. Corporate, Institutional & Medical Uses
3. Amenity Spaces
4. Employment Centers



MANUFACTURING & WAREHOUSE

Manufacturing and Warehouse areas provide basic jobs and keep people in the city during different working hours. The employee per square foot of building space is usually low in these areas due to the large buildings that are needed for storage and logistics. They are well distanced from any nearby residential and are typically located near major transportation corridors like highways and railways.

IDENTIFYING FEATURES

1. Employment Centers
2. Large Warehouse Structures
3. Non-Residential Adjacent
4. Major Thoroughfare Adjacent



AVIATION PLACETYPE

The Aviation Placetype emphasizes employment types and uses that are related to aviation. Proximity to airports is essential for the purpose of transportation needs and logistics. Aviation uses can range in scale and intensity and provide a variety of employment types. Large low-profile buildings and hangars may be seen in Aviation areas, but also small shops and aviation office services.

IDENTIFYING FEATURES

1. Local Airport Adjacent
2. Airport Supporting Uses
3. Employment Driven Developments
4. Large Low-Profile Structures



EMPLOYMENT MIX

Employment Mix includes professional and service uses typically on smaller sized parcels with lower intensities than a traditional business campus. This type of development may support a variety of occupations including general office, research and development facilities, medical clinics, light industrial, and business incubators. These uses are typically located with nearby access to arterial thoroughfares. These businesses have appealing street frontages with an increased level of aesthetics and landscaping.

IDENTIFYING FEATURES

1. Non-Residential Mix of Uses
2. Employment Driven Developments
3. Medium to Lower Intensity Uses
4. Large Low-Profile Structures





NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial development is typically characterized as small, freestanding buildings containing one or more businesses. Unlike larger shopping centers that may attract regional commercial sites these primarily provide services for the surrounding neighborhoods. These developments may be accessed by a variety of transportation means. Business types may include restaurants, local retail, medical offices, banks, general offices, and other services.

IDENTIFYING FEATURES

1. Neighborhood Adjacent
2. Small Commercial Sites
3. Complementary Transitional Uses
4. Multi-Modal Accessibility



HISTORIC TOWN CENTER PLACETYPES

Town centers are locally serving areas of economic, entertainment, and community activity. The size of a town center makes it an employment core and shopping destination for surrounding mixed-use or urban neighborhoods. The design and scale of the development in a town center encourages active living, with a comprehensive and interconnected network of walkable streets.

The Historic Town Center is a group of sub-placetypes that are located solely within the Town Center District. There are three in total: Town Center - Downtown, Town Center - Mix, and Town Center - Residential. These sub-placetypes were created in order to better describe the nuances of the Historic Town Center—from bustling McKinney Square to the quiet residential streets that surround it—and plan and preserve the area’s assets appropriately.

Historic Town Center (HTC) - Downtown

Historic Town Center - Downtown is the sub-placetype that represents downtown: the city’s historic seat of government, commerce, and community activity. The size of downtown also makes it a major destination for shopping and entertainment for the surrounding neighborhoods, city, and region. The design and scale of development encourages active living and a mix of uses within a comprehensive and interconnected network of walkable streets. In addition to its role as the community’s traditional center of business and social life, downtown is also home to a burgeoning residential population. Residences are often intermingled within larger structures, and buildings typically stand two or more stories tall with condominiums or apartments over storefronts.

IDENTIFYING FEATURES

1. Walkable Streets
2. Shared Community Spaces
3. Historic Buildings
4. Cultural Destination



HISTORIC TOWN CENTER PLACETYPES

Town centers are locally serving areas of economic, entertainment, and community activity. The size of a town center makes it an employment core and shopping destination for surrounding mixed-use or urban neighborhoods. The design and scale of the development in a town center encourages active living, with a comprehensive and interconnected network of walkable streets.

Historic Town Center (HTC) - Mix

Historic Town Center - Mix represents a transitional area between the relatively intense use of land downtown and along the highway corridors and the surrounding, urban neighborhoods. These areas display an intermediate density in both residential and commercial offerings that transition from an urban to suburban development pattern as development approaches the HTC – Residential sub-placetype. Commercial buildings tend to be multi-tenant. Residential structures are typically compact. While less dense than HTC - Downtown, streets and sidewalks are still navigable on foot and scaled to the pedestrian experience.

IDENTIFYING FEATURES

1. Transition to Surrounding Residential
2. Mix of Land Uses
3. Walkable Development Style
4. Intermediate Density



Historic Town Center (HTC) - Residential

The Historic Town Center - Residential sub-placetype describes the established urban neighborhoods surrounding downtown. Medium-lot, single-family detached homes are the predominant use of land in this placetype. Attached residential structures, including townhomes, patio-homes, and duplexes, are less common but still a presence. Many of the community’s oldest and most historic homes are found here, requiring a layer of municipal protection so as to maintain their integrity and historic character.

IDENTIFYING FEATURES

1. Single-family Small/Medium Lot
2. Historic Character
3. Residential Housing Type
4. Grid Street Pattern



Type of Use	AG	RED-1	RED-2	RS 120	RS 84	RS 72	RS 60	RS 45	RD 30	RG 27	RG 25	RG 15 [18]	MF-1	MF-2	MF-3	MP	NC	BN	BG	C	O-1	O	BC	ML	MH	AP	GC	PD	SF 12	SF 10	SF 8	SF 7.2	SF 5	DR	TH	SO	RO	C1	C2	C3	LI	HI						
Wholesale establishments																								P	P	P																P	P	P				
Industrial and Manufacturing Uses																																																
Concrete or asphalt batch plant																										P																				P		
Contractor's yard																								P	P	P																			P	P		
Dirt or topsoil extraction; sand and gravel mining or storage	S																								S	S																		S	S			
Fat rendering, animal reduction																										P																				P		
Food processing																									P	P																			P	P		
Forestry, mining and oil/gas drilling uses	P																								P	P																			P	P		
Forge plant																										P																				P		
Indoor Gun Range (57)																									S	S																			S	S		
Industrial and manufacturing plants (apparel, drugs and pharmaceuticals, electronic, plastic, or similar products manufacture)																								P	P																				P	P		
Industrial and manufacturing plants (acid, cement, chemicals, fertilizer, gypsum, lime, paper or pulp, or similar products manufacture)																										P																				P		
Junk or salvage yard (58)																										P																					P	
Machine shop or welding																								P		P																				P	P	
Metal fabrication																								P	P	P																				P	P	
Mini-warehouse (See Sec. 146-41)																				S	S			P	P	P																S	S			P	P	
Open storage (79)																									P	P																				P	P	
Paper or pulp manufacture																										P																					P	
Printing plant																									P	P																				P	P	
Refining or storage (petroleum products, gas, butane, propane)																										P																					P	
Sanitary landfill																									P	P																				S	P	
Smelting of ores or metals																										P																					P	
Soft drink bottling plant																									P	P																				P	P	
Warehousing																								P	P	P																		S		P	P	
Agricultural and Related Uses																																																
Agricultural and ranching uses	P	P	P	P	P	P		P	P	P	P	P				P		P	P	P		P		P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Community Garden (29)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Creamery (dairy products)																				P	P			P	P	P																			S		P	P
Fairgrounds or rodeo	S																								P	P	P	P																		P	P	
Farm implement sales and service																									P	P	P																				P	P
Farm, orchard or truck garden (40)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Hatchery (poultry), egg farm, feed lot	P																								P	P																				S		P
Livestock auction (62)	P																								P	P																			S		P	P
Stable, commercial (106)	P																								P	P																			S		P	P
Stable, private	P	P	P																																													
Stockyards or slaughterhouse																										P																						P

Green: Proposed Zoning