

City of McKinney Highway Corridor Building Height Policy



*Adopted on September 7, 2010
Resolution no. 2010-09-116(R)*

Statement of Intent:

The City Council requests that regulations be drafted to allow increased building heights and modified architectural standards along the Sam Rayburn Tollway, Central Expressway, and University Drive. The ultimate goals of those regulations are to allow corporate office developments and similar high-rise uses to relocate to the City of McKinney without the need for a rezoning request and to spur economic development within the aforementioned areas. This policy shall serve as guidance to City Staff regarding how to look upon a rezoning request requiring building heights in excess of the heights allowed by current regulations and/or modified architectural standards while the requested regulations are being drafted. This policy will no longer be warranted after the adoption of an ordinance allowing increased building heights and modified architectural standards within the aforementioned areas.

Assumptions of the Policy:

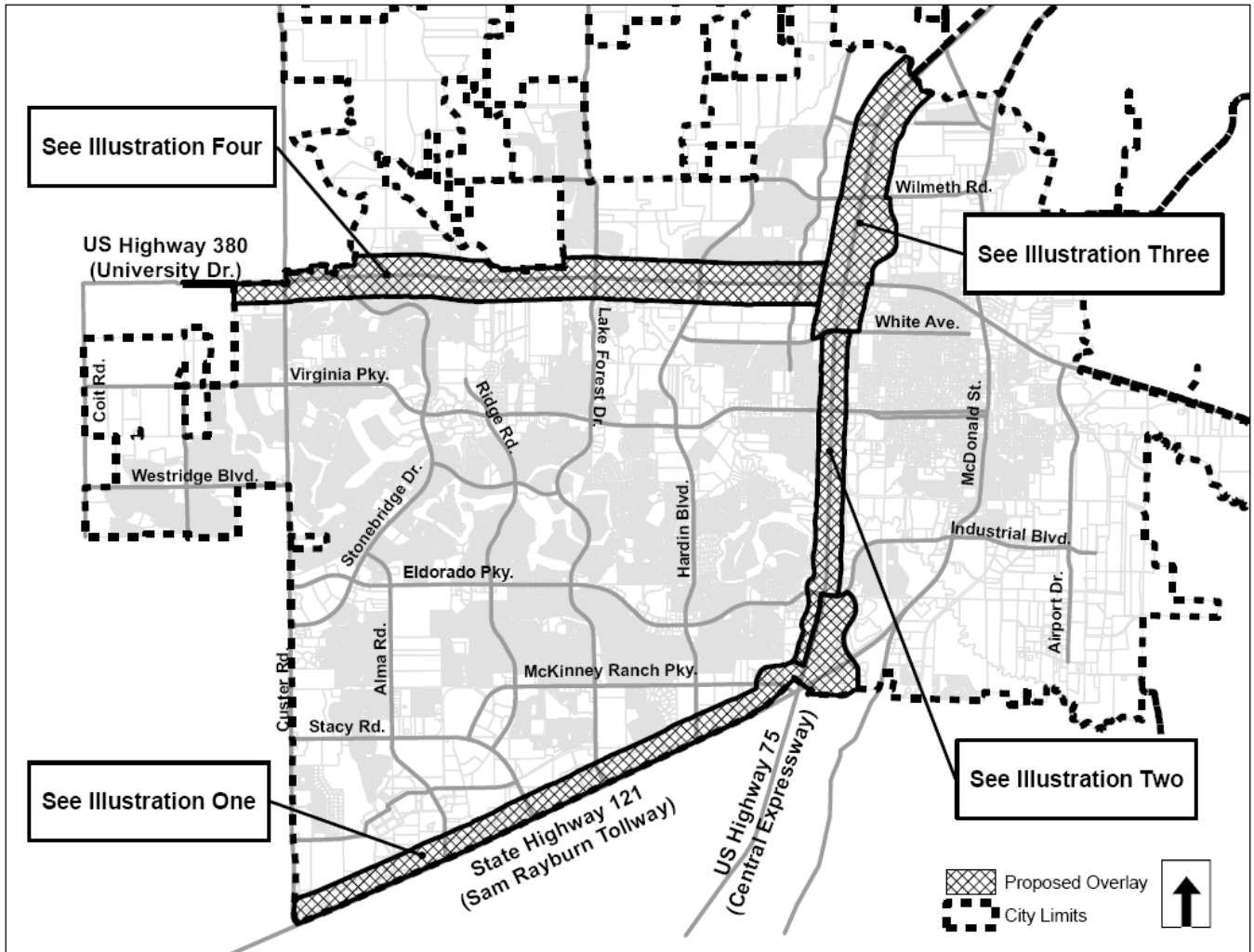
1. Increased building heights are typical and generally appropriate within major regional highway corridors.
 - a. When reviewing the regulations of neighboring cities with direct access to or frontage on a major regional highway, building heights ranging from 15 stories tall to no maximum are common.
 - b. With the exception of the “REC” – Regional Employment Center Overlay District, the City of McKinney has no current regulations allowing increased building heights along a major regional highway.
2. Allowing increased building heights is generally seen as a viable way to encourage corporate office developments.
 - a. When reviewing the corporate office developments within neighboring cities, they are typically significantly taller than most of the other buildings throughout the city and are generally located along major regional highways.
 - b. Several of the taller office buildings within the City of McKinney are located along major regional highways (e.g.: the Summit Park office building (3 stories), the Valliance Bank office building (4 stories) and future Baylor Medical Center medical office buildings (12 story hospital and 8 story medical office buildings)) and if increased building heights are permitted or supported, it is assumed that more corporate office developments will relocate to McKinney.
3. McKinney’s current allowable building heights along the Sam Rayburn Tollway, Central Expressway, and University Drive are seen as insufficient to accommodate developments that are appropriate for these areas of McKinney.
 - a. When reviewing the corporate office developments within neighboring cities, buildings approximately 15 stories tall and taller are common.
 - b. Per the Zoning Ordinance, the tallest a building could be built without providing additional building setbacks or requiring a rezoning request is 50 feet (approximately 3 to 4 stories) (“O” – Office District).

Goal of this Policy:

1. To provide City Staff with clear direction on how they should look upon rezoning requests for an increase in allowable building heights and modification in the architectural and site standards within the Sam Rayburn Tollway, Central Expressway and University Drive corridors until formal regulations can be drafted and adopted into the City of McKinney’s Code of Ordinances.
2. To generally establish the maximum building height that is appropriate within major regional highway corridors within the City of McKinney until formal regulations can be drafted and adopted into the City of McKinney’s Code of Ordinances.
3. To generally establish the limits of the corridors for the Sam Rayburn Tollway, Central Expressway, and University Drive until formal regulations can be drafted and adopted in to the City of McKinney’s Code of Ordinances. The general limits of the corridors contained within this policy are not intended to represent a parcel based overlay district nor is it intended to be the final delineation of any future corridor overlay district that may be adopted.

The Highway Corridors:

Four corridors have been created along the Sam Rayburn Tollway, University Drive, and Central Expressway. Central Expressway has been divided into two corridors to address existing development conditions. The four corridors' general locations and their geographical relationships with one another are reflected by the illustration below:



The Sam Rayburn Tollway (State Highway 121) Corridor:

The Sam Rayburn Tollway Corridor shall generally extend 1,000 feet north of the Sam Rayburn Tollway right-of-way and extend from the Custer Road right-of-way past the Central Expressway right-of-way to the Medical Center Drive right-of-way. The general limits of this corridor are more fully depicted in illustration one below.

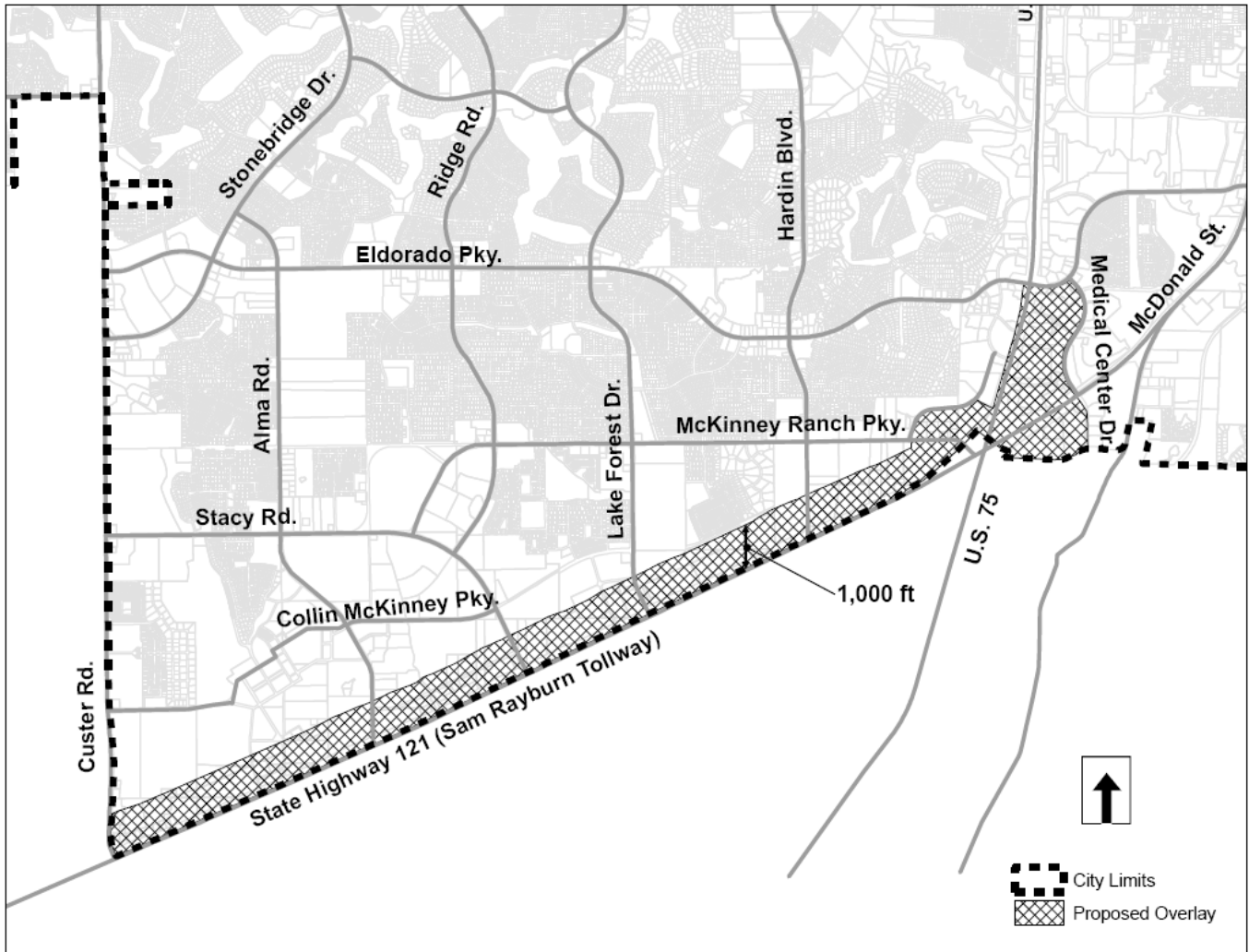


ILLUSTRATION ONE

The following is a summary of what types of rezoning requests Staff should support within the Sam Rayburn Tollway Corridor:

- Maximum supportable building height: No Maximum.
- Residential adjacency maximum building height: No building over 3 stories shall be supported by Staff if the building is located within 300 feet of a property used or zoned for single family residential uses. However, if a property’s character or if a development proposal is such that a building taller than 3 stories is appropriate and does not represent a significant negative impact to any adjacent property used or zoned for single family residential purposes, Staff may support the increased building height request at their discretion.
- Architectural standards: Requests for modified architectural and site design standards for buildings with increased building heights within the corridor should also be supported by Staff. The supported modifications may include, but not be limited to a reduced percentage of required masonry finishing materials on stories higher than 3 and the addition of new, previously prohibited, exterior finishing materials including, but not limited to glass curtain wall systems and architectural metal materials.

The Central Expressway (U.S. Highway 75) South Corridor:

The Central Expressway South Corridor shall generally extend 500 feet east and 500 feet west of the Central Expressway right-of-way and extend from 1,000 feet north of the Sam Rayburn Tollway right-of-way to the southern limits of the White Avenue right-of-way. The general limits of this corridor are more fully depicted in illustration two below.

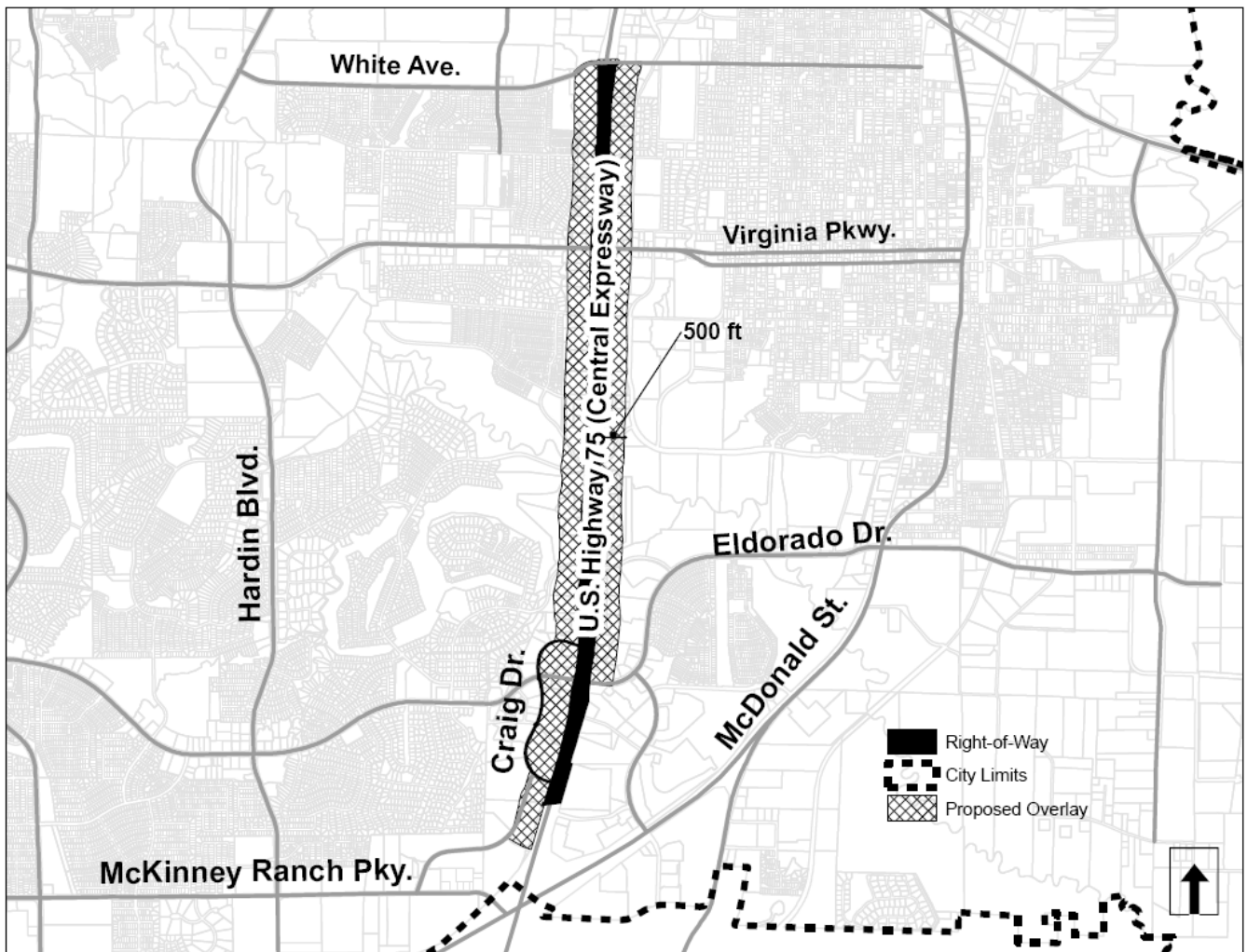


ILLUSTRATION TWO

The following is a summary of what types of rezoning requests Staff should support within the Central Expressway South Corridor:

- Maximum supportable building height: 12 stories.
- Residential adjacency maximum building height: No building over 3 stories shall be supported by Staff if the building is located within 300 feet of a property used or zoned for single family residential uses. However, if a property's character or if a development proposal is such that a building taller than 3 stories is appropriate and does not represent a significant negative impact to any adjacent property used or zoned for single family residential purposes, Staff may support the increased building height request at their discretion.
- Architectural standards: Requests for modified architectural and site design standards for buildings with increased building heights within the corridor should also be supported by Staff. The supported modifications may include, but not be limited to a reduced percentage of required masonry finishing materials on stories higher than 3 and the addition of new, previously prohibited, exterior finishing materials including, but not limited to glass curtain wall systems and architectural metal materials.

The Central Expressway (U.S. Highway 75) North Corridor:

The Central Expressway North Corridor shall generally extend 1,000 feet east and 1,000 feet west of the Central Expressway right-of-way and extend from the northern limits of the White Avenue right-of-way to the northern most corporate limit of the City. The general limits of this corridor are more fully depicted in illustration three below.

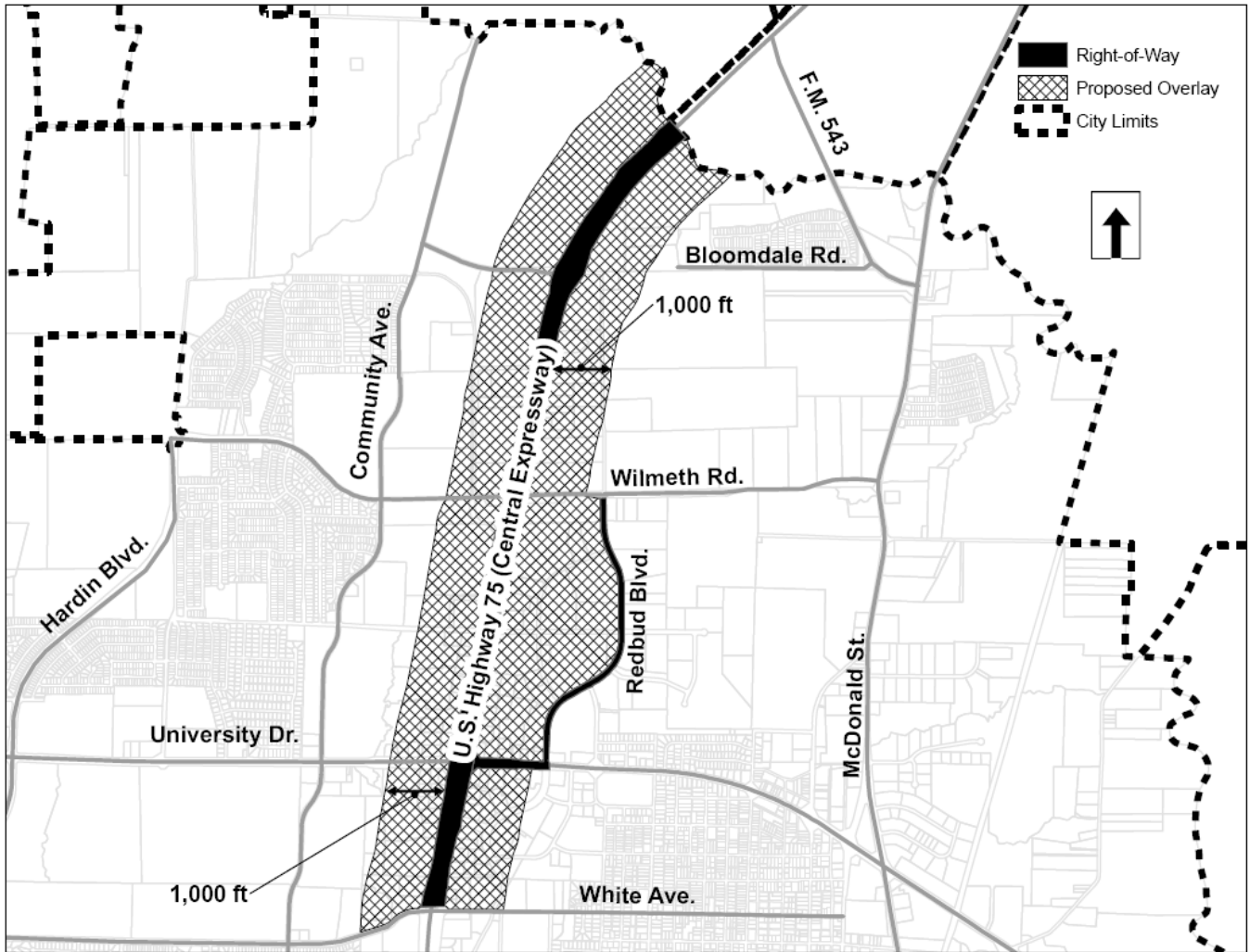


ILLUSTRATION THREE

The following is a summary of what types of rezoning requests Staff should support within the Central Expressway North Corridor:

- Maximum supportable building height: No Maximum.
- Residential adjacency maximum building height: No building over 3 stories shall be supported by Staff if the building is located within 300 feet of a property used or zoned for single family residential uses. However, if a property’s character or if a development proposal is such that a building taller than 3 stories is appropriate and does not represent a significant negative impact to any adjacent property used or zoned for single family residential purposes, Staff may support the increased building height request at their discretion.
- Architectural standards: Requests for modified architectural and site design standards for buildings with increased building heights within the corridor should also be supported by Staff. The supported modifications may include, but not be limited to a reduced percentage of required masonry finishing materials on stories higher than 3 and the addition of new, previously prohibited, exterior finishing materials including, but not limited to glass curtain wall systems and architectural metal materials.

The University Drive (U.S. Highway 380) Corridor:

The University Drive Corridor shall generally extend 1,000 feet north and 1,000 feet south of the University Drive right-of-way and extend from the western most corporate limit of the City to a point 1,000 feet west of University Drive. The general limits of this corridor are more fully depicted in illustration four below.

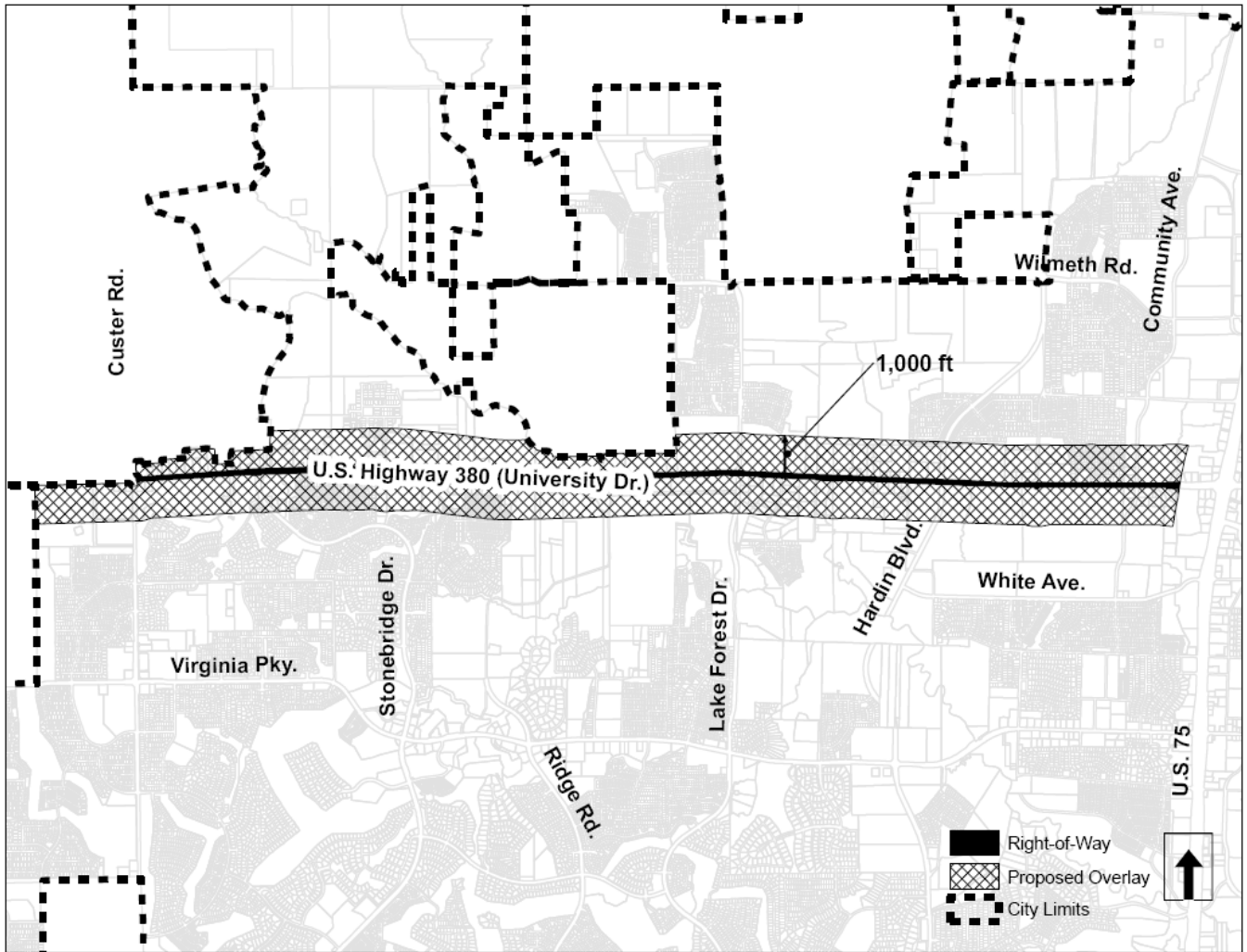


ILLUSTRATION FOUR

The following is a summary of what types of rezoning requests Staff should support within the University Drive Corridor:

- Maximum supportable building height: 12 stories.
- Residential adjacency maximum building height: No building over 3 stories shall be supported by Staff if the building is located within 300 feet of a property used or zoned for single family residential uses. However, if a property’s character or if a development proposal is such that a building taller than 3 stories is appropriate and does not represent a significant negative impact to any adjacent property used or zoned for single family residential purposes, Staff may support the increased building height request at their discretion.
- Architectural standards: Requests for modified architectural and site design standards for buildings with increased building heights within the corridor should also be supported by Staff. The supported modifications may include, but not be limited to a reduced percentage of required masonry finishing materials on stories higher than 3 and the addition of new, previously prohibited, exterior finishing materials including, but not limited to glass curtain wall systems and architectural metal materials.