

THE HISTORIC COTTON MILL

A VISION FOR THE FUTURE



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A VISION FOR THE FUTURE

Prepared by the City of McKinney Planning Department
(July 2013)

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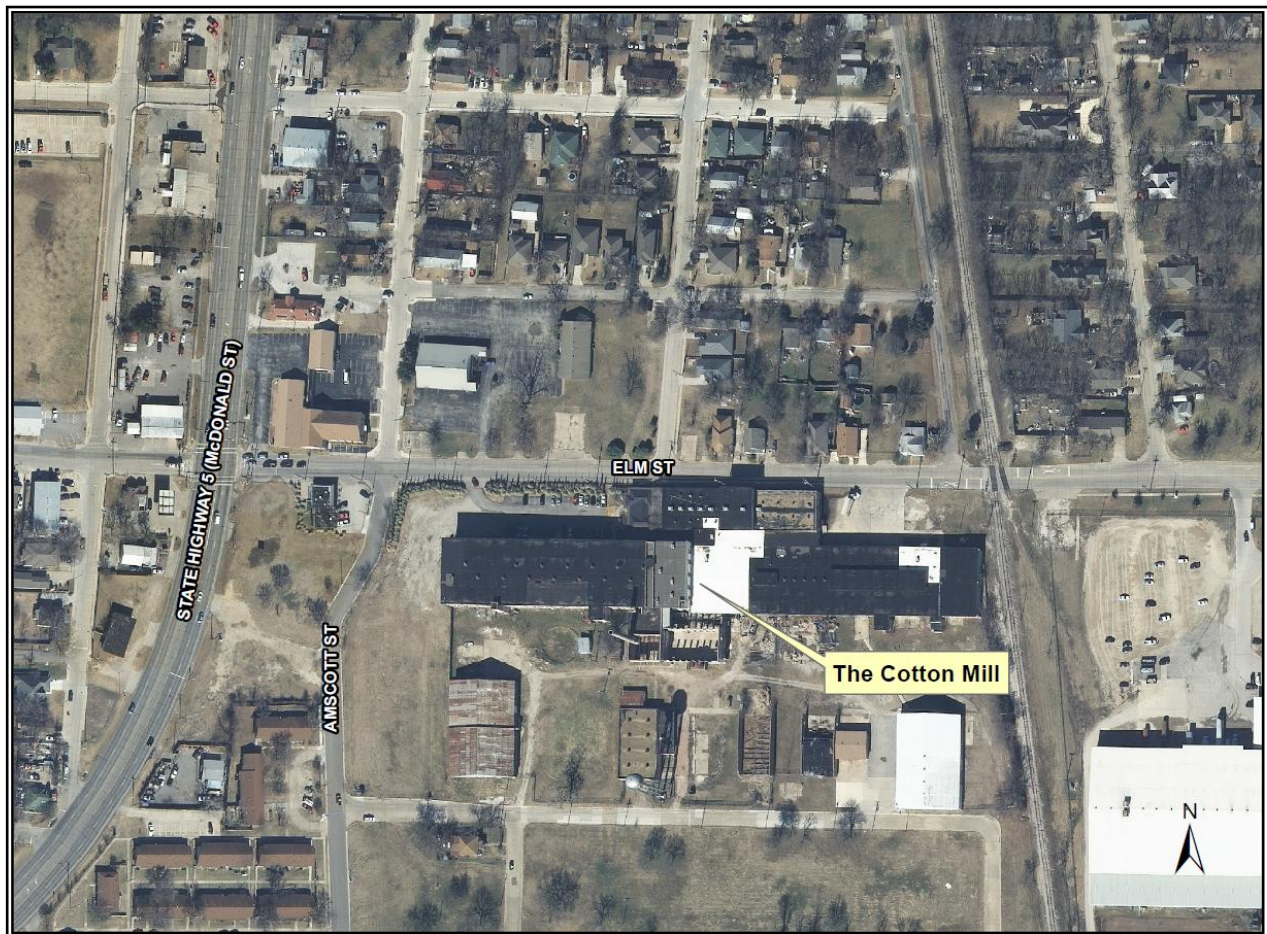
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A HISTORY OF THE COTTON MILL

(An excerpt from Steven J. Lackies' article in McKinney Living Magazine (2005) titled: "McKinney's Old Cotton Mill: Back in Bloom")

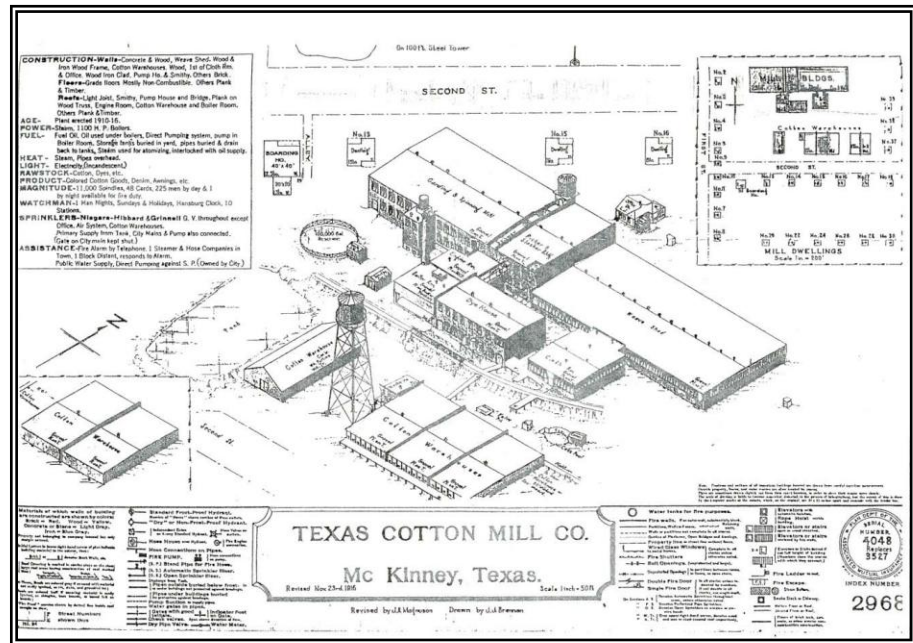
As early as 1842, people came to this area from the eastern half of the U.S., but after the Civil War ended in 1865, they began to pour into North Texas. The first settlers came to the area primarily from Tennessee, Virginia and the Carolinas. They immediately started building farms and raising children. Most grew crops only to provide for their families – until 1872, when the Houston & Texas Railroad connected Houston to McKinney and an era of agricultural economics was born. People began to realize the financial boon farming could bring to themselves and their communities. Different crops were cultivated – such as wheat, tobacco, peanuts, corn and cotton. With the steady expansion of the railroad came the ease of shipping these goods to places never before imagined.



No crop would have greater impact on Collin County than cotton. In their detailed history of the area, "Collin County: Pioneering in North Texas", Roy and Helen Hall tell us that in 1872 10,000 acres were planted with cotton. By 1890, cotton was the undisputed king of the crops, producing up to 50,000 bales per year. With the agricultural growth came the explosion of commerce in McKinney. By 1900, McKinney's agricultural product was ranked 14th in the nation. As a direct result, the City of McKinney was the richest city, per capita, of all cities in the United States.

McKinney's growth was ablaze and the resources to support this growth were in high demand. Cotton gins, flour mills, granaries, banks, hardware stores, pharmacies, liveries, blacksmith shops, saloons, doctors' offices, lawyers' offices, and sheriffs' offices were popping up everywhere. By 1850, McKinney had constructed a cotton gin – a machine in which raw cotton could be cleaned of its seeds and debris and then compressed into smaller bales for shipping. In 1892, McKinney legend J.S. Heard built the McKinney Cotton Oil Mill on the east side of McKinney. (The building still stands today just on the other side of the tracks on Virginia Street.) Cotton seeds that were once simply discarded now brought \$12 a ton and the oil from these seeds was used to make a linoleum floor covering. The McKinney Cotton Oil Mill employed 40 people and by 1898 produced 300,000 gallons of oil annually.

With cotton-based businesses booming in the South around the turn of the century, it soon became evident that a potentially lucrative enterprise was missing in McKinney: a cotton mill. It was believed that McKinney's economy would greatly benefit from building a factory in which ginned cotton could be dyed, spun into thread, woven into cloth, and finished – all in one plant. In 1902's November 20th *Weekly Democrat Gazette*,



found that the era's most prominent business-minded people introduced the idea of building a large cotton mill on the south side of town. They were McKinney's leaders, with familiar names like J.S. Heard, J. Perry Burrus, E.W. Kirkpatrick, J.S. Dowell, J.P. Crouch, W.B. Newsome, J.L. Lovejoy, L.S. Scott, J.M. Pearson, and Jonas Bass, to name a few. Together, these early leaders convinced the community that – being situated in the center of the richest county on earth with the choicest cotton fiber growing in it – McKinney would well benefit from a self-supporting, locally-managed mill. They proposed that a cotton factory, in which textiles would be “manufactured of colored and plain cotton goods, such as denims, tickings, gingham, towels, fancy shirtings, etc.”, would be beneficial to the entire county. They planned to build a mill of the highest class and quality this side of St. Louis, to employ over 100 people, purchase as much as 2,600 bales of cotton from local farmers each year, and bring annual revenue to the county of approximately 210,000 dollars. These men also calculated that each worker would make a wage averaging almost 13 dollars per week – a fair sum at the time. The people of McKinney voted and agreed to build a cotton mill in the southeast section of town for the promised price of approximately \$200,000. Much work had to be done for the cotton mill to become a reality. Land had to be acquired, water had to be furnished to the area, and elaborate plans for the facility had to be created. By 1910, Lone Star Cotton Mill was formed. Its first manager was Paul McKinney and, in an article in the *Dallas Morning News* entitled “One More Harvest?” (November 23, 2004), Ginger Ebinger noted “the 30-acre, self-sustaining complex included an

office building, three warehouses, a water tower, cooling pond, boarding house, meeting hall and more than 75 single-family workers' houses" just adjacent to the mill itself. Various newspaper reports from the *McKinney Daily Courier Gazette* in May of 1948 reported the evolution of the mill's name. After it was discovered that a mill in Texas already had the name The Lone Star Cotton Mill, it was renamed The Texas Cotton Mill Company and used that name until 1935 when it became The Texas Textile Mill. In 1947, The Texas Textile Mill merged with the C.R. Miller Manufacturing Company of Dallas and Waco and kept that name until it closed in 1969. For almost six decades the McKinney cotton mill operated around the clock with three daily shifts, spinning cotton into cloth for denim and khaki. By 1924, it was the only mill west of the Mississippi making colored cotton goods. The mill produced its nationally known Tex-Tex fabric and was the largest of the three mills in Texas. Most remarkable was the fact that the owners of the McKinney mill would only buy for manufacture cotton that was grown, ginned and sold in Collin County.



The construction of the plant was equally impressive. It contained 100,000 cubic yards of concrete, 600,000 feet of lumber (including 40,000 feet of maple flooring) and 600,000 bricks. With the success of the new cotton mill in McKinney came an explosion of new business and prosperity. In Julia Vargo's book *McKinney, TX: The First 150 Years*, she writes that in 1924, when Collin County agriculture was second to none, "McKinney

had twenty miles of paved streets, fifty miles of cement sidewalks, 1,532 electric light consumers, 1,327 telephone connections, three banks, ten churches, two wholesale grocery houses, and twenty social, literary and religious organizations." Vargo notes that by 1939, agriculture employed 41 percent of the county's entire work force and over 85 percent of all farms grew cotton. In 1940, the area produced 68,513 bales of cotton with nearly 25 percent of the county's farms using tractors – a much larger percentage than the rest of the country as a whole. Much of this success can be directly attributed to the growth and enormous production of the McKinney cotton mill. By the 1950s, the mill employed over 650 people with an annual payroll exceeding 1.6 million dollars. In 1960, the Texas Textile Mill was the largest denim mill in the world, using 22,688 spindles and 670 looms producing 300,000 yards of cloth weekly. The mill used 60,000 bales of locally-grown cotton each year. The McKinney Pants Manufacturing Company (makers of Haggard Slacks), which employed four hundred workers and had an annual payroll of \$1 million, bought their milled cotton and fabrics from the Texas Textile Mill. For many years, local merchants like J.C. Penney's and Woolworth's Five and Dime on the downtown square sold overalls and denim work shirts directly back to the workers who milled them. Throughout most of the first half of the 20th century, the Texas Textile Mill enjoyed success and prosperity like no industry in McKinney ever had – until the day tragedy struck.

On May 3, 1948 a devastating tornado ripped through south McKinney and virtually destroyed the entire factory and much of what surrounded it. The entire second story of the building was completely ripped off the bottom floor. The owner at the time, C.R. Miller, told the *Courier*

Gazette on May 4 that the force of the wind was so great that “heavy 5-horsepower motors were blown about two blocks from the plant.” The ferocious storm caused the deaths of three persons in McKinney, injured forty-three, destroyed over 300 homes and buildings and caused estimated property damage of over 2 million dollars. Although no factory workers were killed in the tragedy, the mill itself suffered enormous damage and it seemed as though there would be no way to rebuild. In the days that followed the terrible storm, the sense of community in McKinney was never greater. The outpouring of support was unmatched at any time in the city’s history. The American Red Cross, the Air Force and even the Army were all involved in the cleanup and reconstruction. The resolve of the mill workers and management, after such enormous damage, was remarkable. Mr. Miller vowed that not one worker would lose his job and that the factory would be completely rebuilt. With the factory all but gone, some workers were sent to the mills in Waco and Dallas but others stayed on in McKinney for the reconstruction effort. They continued to draw their wages and were only very briefly out of work. Incredibly, Mr. Miller kept his word and after only 14 months, the mill, which had been enlarged and completely modernized, reopened. It was billed as the most modern plant in the southwest. June 27, 1949 was declared “C.R. Miller Day” in McKinney and all non-essential businesses were ordered closed in his honor. Tours of the renovated factory were offered to the public free of charge. For the next 20 years, The Texas Textile Mill continued to manufacture and provide the country with some of the best cotton milled products in the world. During the 1960s, many factors, including the global mechanization of farming and the production of synthetic fibers, caused the demand for cotton to fall. In 1969, cotton farming in Collin County was practically non-existent and the old cotton mill on Elm Street was forced to turn off its looms, and close its doors.

For additional information about the history of the Cotton Mill, see the following attachment:

- Cotton Mill Historic District submission for the National Register of Historic Places (1986)

EXISTING PLANS, STUDIES, AND AGREEMENTS

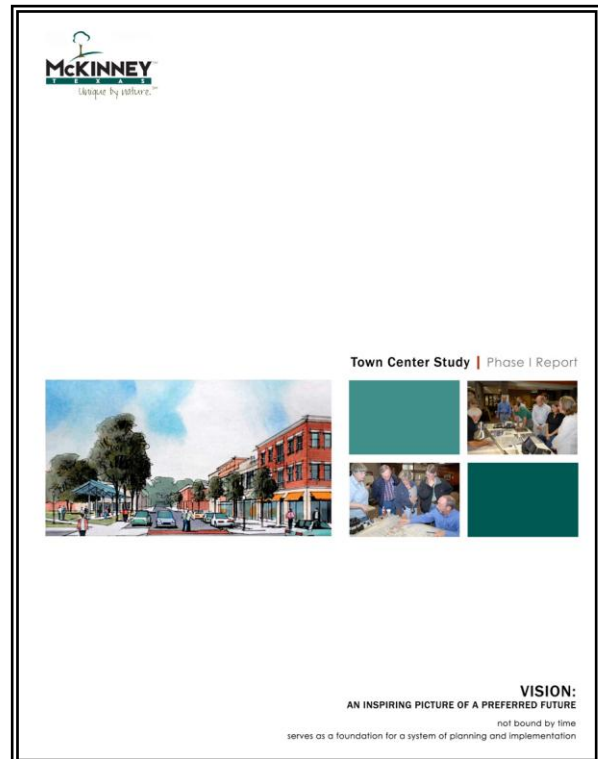
Town Center Study Initiative

(pictured to the right)

In 2008, the City approved the “Town Center Study Initiative Phase 1 Report” and the “Illustrative Vision” and adopted it by reference into the Comprehensive Plan. The Phase 1 Report documents a robust stakeholder input process and represents the community’s long-term vision for sustained revitalization of the historic Town Center. One of the preferred concepts of the vision is the preservation, rehabilitation, and adaptive reuse/redevelopment of unique historic buildings and sites in the Town Center such as the Cotton Mill.

McKinney Economic Development Alliance

A 2011 economic development study commissioned by the McKinney Economic Development Alliance (MEDA) specifically identifies the Cotton Mill area as unique opportunity for an “entrepreneurial village.” As the anchor of such a village, the historic Cotton Mill would serve as a de facto business development center, fostering a unique, inspiring, and collaborative environment to incubate emerging “start-up” entrepreneurs and technologists. The land around the Cotton Mill would be developed as a walkable mixed-use “campus” of 3-4 story general office/flex commercial buildings with supporting retail/service as well as some urban-style residential (combination of single-family detached, single-family attached townhomes, apartments, condos, live-work units).



Additional Conceptual Plans of the Property Owner (Cotton Mill Partners Ltd)

Consistent with the Town Center Study Initiative as well as with the MEDA Study, the property owner’s vision is to adaptively reuse and redevelop the Cotton Mill as the anchor of an enclave for entrepreneurs, artists, and other types of creative professionals. The property owner’s vision also includes some combination of the following additional concepts:

- partnerships with higher educational/cultural institutions and R&D laboratories
- a boutique hotel
- acquisition/assembly of additional adjacent properties (e.g. McKinney Housing Authority’s Newsome Homes)
- re-configuration of roads for improved access/visibility from SH 5 and improved internal circulation

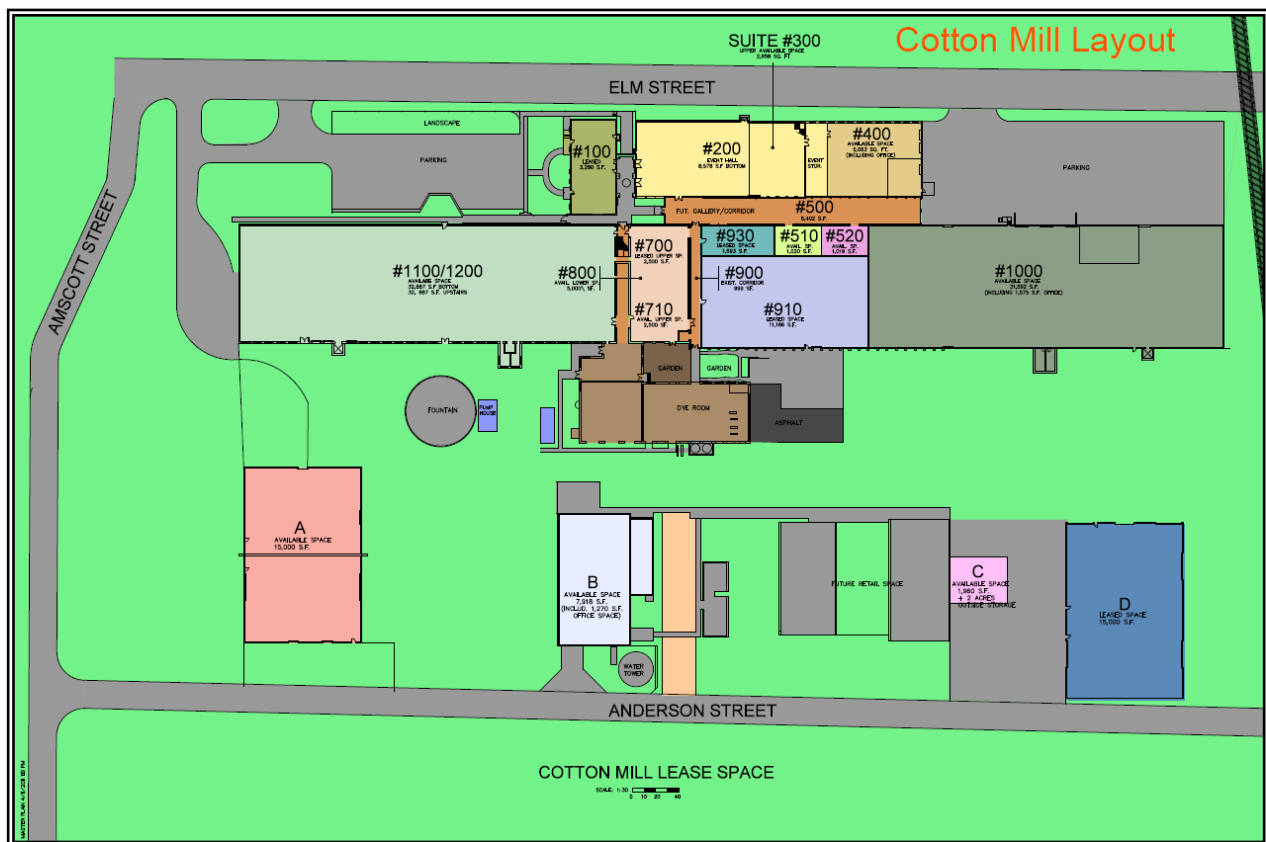
Short-Term Needs of the Existing Cotton Mill Site/Buildings

Cotton Mill Partners Ltd has owned the historic Cotton Mill since 1997 and has made significant improvements over the years to save the existing buildings from further deterioration. The main building complex contains an approximate total size of 149,000 square feet (and the four

outbuildings contain an additional 40,000 square feet). See the exhibit below entitled “Cotton Mill Layout.”

Currently, approximately 34,400 square feet (23%) of the main building complex have been rehabilitated for occupancy (office space and event hall space). Of the 34,400 square feet of rehabilitated space, approximately 31,270 square feet (91%) are occupied. Approximately 114,000 square feet (77%) of the main building complex remain functionally obsolete in an unrehabilitated/raw condition and are not yet suitable for occupation.

Even with the owner’s rehabilitative efforts over the past 15 years, the Cotton Mill is still in need of various “systems” improvements (e.g. accessibility, parking, fire safety, sanitary sewer, water, electricity, roof) in order to make the functionally obsolete portions of the main building complex suitable for occupation again.



Tax Increment Reinvestment Zone #1

In 2010, the City established Tax Increment Reinvestment Zone (TIRZ #1) which serves as a key fiscal tool to support and encourage sustained revitalization of the Town Center over the next 30 years. TIRZ No. 1 consists of approximately 950 acres of property generally within the historic Town Center and along State Highway 5 from US 380 to the Spur 399/US 75 interchange. TIRZ No. 1 is intended to provide support for catalytic infrastructure and projects that support continued revitalization of the historic Town Center. As shown in Figure 3 of the TIRZ #1 Project Plan, the Cotton Mill (i.e. the existing mill buildings north of Anderson Street) is identified as a vacant/underutilized building improvement area. Within the vacant/underutilized

building improvement area, the following categories of expenditures are eligible to be covered by the TIRZ fund:

- (a) Environmental remediation, interior/exterior demolition, historic façade restoration improvements/easements, fire safety improvements/grants, and acquisition/restoration of historic sites and buildings;
- (b) Street, utility, and streetscape improvements; and
- (c) Land acquisition by the City.

McKinney Town Center Form-Based Code *(character districts pictured to the right)*

In 2013, the City adopted the “MTC” – McKinney Town Center form-based zoning code which specifically includes the Cotton Mill area in order to better facilitate the redevelopment of the Cotton Mill area consistent with the “Entrepreneurial Village” vision. Within the MTC zoning code, the Cotton Mill area is comprised of two character districts, the “Cotton Mill Core” and the “Cotton Mill Edge,” which have been specifically tailored to the existing and future conditions in the Cotton Mill area. See the attached “Cotton Mill Core” and “Cotton Mill Edge” excerpts from the McKinney Town Center form-based zoning code for more information.



Brownfields Program

In the summer of 2012, at the request of the property owner, the City (via the City's environmental contractor) performed Phase I Environmental Site Assessments (ESAs) on the entire Cotton Mill site as well as on several adjoining properties also owned by Cotton Mill Partners Ltd. The City's Brownfields Program (funded by EPA Brownfields Assessment Grants) covered the cost (approximately \$16,000). In late 2012, based on the results of the Phase I ESAs, limited areas were recommended for Phase II assessments (approximately \$70,000). At present, Cotton Mill Partners Ltd has not decided whether to move forward with the recommended Phase II assessments.

A REDEVELOPMENT VISION FOR **THE HISTORIC COTTON MILL**

(Excerpts from the McKinney Economic Development Alliance's (MEDA) 2011 Report)

While redevelopment plans for the Cotton Mill generally remain flexible in order to easily respond to market forces and demands, the site has been generally envisioned as an “entrepreneurial village.” As the anchor of such a village, the historic Cotton Mill would serve as a de facto business development center, fostering a unique, inspiring, and collaborative environment to incubate emerging “start-up” entrepreneurs and technologists. The land around the Cotton Mill would be developed as a walkable mixed-use “campus” of 3-4 story general office/flex commercial buildings with supporting retail/service as well as some urban-style residential (combination of single family detached, single family attached townhomes, apartments, condos, and live-work units).

It is envisioned that the City of McKinney could enter into a public/private partnership to help renovate and revitalize the Cotton Mill or, to a lesser extent, support the renovations with funds generated in the Tax Increment Reinvestment Zone (TIRZ). The City of McKinney could also make incentives available to help attract entrepreneurs to the Cotton Mill. While the City could consider assembling some acreage around the Cotton Mill to better control the development of this area around the mill, it may want to consider working closely with the current Cotton Mill owner in order to create better synergies in the area.

Concept plans for this property have shown a walkable “campus” of general office buildings that could support some small-service retail as well as additional space that support the large events within the Cotton Mill building. Higher density residential and green spaces should be used to buffer the campus from the residential neighborhoods, but the campus should be seen as a vibrant gathering space for the community by including outdoor plazas, seating, shade, and some recreational areas.

The historic architecture of the Cotton Mill should be reflected throughout the campus, while at the same time creating a modern environment suitable for high tech industries. Buildings should be two to three stories in height with no building taller than the Cotton Mill, so as not to disrupt its view from State Highway 5. At the same time, the campus should ensure its visibility from State Highway 5.






Recommendations and Requirements:

1. Consider utilizing available TIRZ funds to help redevelop the Historic Cotton Mill.
2. Utilize the newly adopted “MTC” – McKinney Town Center zoning district to assist in the redevelopment of the Historic Cotton Mill.
3. With MEDC’s (McKinney Economic Development Corporation) assistance, consider identifying and targeting entrepreneurial companies.
4. Consider creating incentives to promote “start-up” companies.

PRELIMINARY CONCEPT PLAN

(From the McKinney Economic Development Alliance's (MEDA) 2011 Report and "MTC" Zoning District)



-  EXISTING BUILDING
-  PROPOSED GARAGE / SURFACE PARKING
-  GENERAL OFFICE
-  GENERAL OFFICE W/ GRD. FLR. USES
-  RESIDENTIAL

IDENTIFIED NEEDS

Over the past several years, City Staff has provided technical assistance to the property owner on a range of issues and topics, including:

- land use/zoning
- site layout
- historic preservation
- buildings codes
- fire codes
- ingress/egress/accessibility/Americans with Disabilities Act
- infrastructure
- federal tax credit programs (historic; new markets)
- tax abatement programs
- coordination with Union Pacific Railroad
- coordination with Dallas Area Rapid Transit
- coordination with Collin Central Appraisal District
- coordination with McKinney Housing Authority
- coordination with prospective developers

In 2012, the property owner was looking to embark on a substantial phase of rehabilitation primarily involving the eastern portion of the main building complex (approximately 60,000 square feet of shell office space, including associated corridors and common areas) in order to facilitate the retention/expansion of existing businesses (e.g. Zynga with Friends; Adventure Pilot; Imagine Xhibits) as well as to attract and incubate new businesses.

Zynga had acquired Newtoy in 2010, which became the Zynga with Friends studio. Newtoy had been founded in 2008 by Paul and David Bettner of McKinney, Texas and had developed some of the most popular mobile social games in the world, including Chess and Words with Friends. By 2011, Zynga Inc. (NASDAQ: ZNGA) had grown into one of the world's leading provider of social game services.

In 2012, Zynga was occupying approximately 9,100 square feet (spread among three different spaces on two floors) at the Cotton Mill. Looking to consolidate their three existing spaces and expand into one new 12,420 square foot space, Zynga signed a new lease. The lease also gave Zynga the first right of refusal on additional expansion up to 15,000 square feet and would enable Zynga's studio at the Cotton Mill to grow from approximately 30 employees up to 100.

To help incentivize the "system" improvements needed to facilitate the retention/expansion of Zynga, City Staff worked with the property owner for several months in 2012 to assemble pertinent data for the drafting of a Chapter 380 Economic Development Agreement and Project Plan Implementation Agreement with the City and TIRZ #1. However, by October 2012, Zynga was having troubles, and the proposed expansion plans were cancelled. City Staff subsequently stopped negotiations on the draft Chapter 380 Economic Development Agreement and Project Plan Implementation Agreement, and Zynga eventually vacated the building entirely by March 2013.

The following is a summary of the necessary improvements that were identified in 2012:

Parking Improvements:

- New concrete parking lots (103 spaces)
- 26' wide fire lane
- Lighting, landscaping, irrigation
- Plans designed in-house by City Staff in 2012 (estimated \$25,000 value)
- Estimated cost to construct: \$400,000

Electrical Service Improvements:

- Two new 1000 amp, 480 volt, three-phase, four-wire services emanating from an Oncor power pole located west of the DART right-of-way. From the power pole, the services would be run underground for approximately 150 feet into a pad transformer, providing a power density of 23 volt-amps per square foot (which is a standard power density in current commercial buildings).
- Estimated cost to construct: \$150,000

Sanitary Sewer Service Improvements:

- New 8-inch sewer service line (approximately 400 linear feet)
- Two new manholes
- One new cleanout
- Estimated cost to construct: \$24,000

Water Service Improvements:

- New 3-inch water service line (approximately 125 linear feet)
- New 3-inch water meter
- Estimated cost to construct: \$12,000

Fire Safety Improvements:

- New fire water supply line
- New fire pump system
- New standpipe system
- Upgrade some existing alarm valve risers and install additional alarm valve risers
- New fire department connection(s)
- Estimated Cost to Construct: \$200,000 -- \$600,000

Since 2012, the property owner has managed to make small but steady progress, including:

- Completing the sanitary sewer service improvements
- Demolishing the run-down laundromat building at 402 Elm
- Facilitating the expansion of existing tenant Imagine Xhibits (5,000 square feet)
- Securing new tenants Benson-Cobb Art Studios (3,000 square feet) and Curious Complex/the Collide Center (9,000 square feet)

APPENDIX 1

**Cotton Mill Historic District Submission
National Register of Historic Places (1986)**

18 pages

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number all Page 74

NAME McKinney Cotton Mill Historic District

LOCATION Roughly bounded by Elm Street, Burrus Street,
Anderson Street and Railroad tracks

CLASSIFICATION Category: Historic District
Ownership: Private
Public Acquisition: Not Applicable
Status: Occupied, Unoccupied, Work in Progress
Accessible: Not Applicable
Present Use: Industrial, Private Residence

OWNERS Dr. Sing Mao,
14406 Overview Dr., Dallas Tx 75240
McKinney Textile Corp., Attn. John Nesbitt,
610 Elm Street, McKinney, Texas 75069
Reuben Dominguez,
114 S. Morris, McKinney, Texas 75069

REPRESENTATION IN EXISTING SURVEYS
Texas Historic Sites Inventory - State - 1985
Texas Historical Commission, Austin, Texas

DESCRIPTION Condition: Good, Fair to Poor
Alterations: Unaltered/Altered
Original Site: Yes for each site
Physical Description: see DESCRIPTION narrative

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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SIGNIFICANCE

Period: 1900-1937

Areas of Significance: Planning, Architecture and
Industry

Statement of Significance: see STATEMENT OF
SIGNIFICANCE narrative

GEOGRAPHICAL DATA

Acreage: 30 acres

UTM References: A. 14/722580/3674140

B. 14/722880/3674140

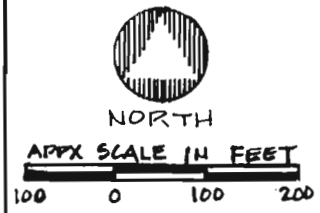
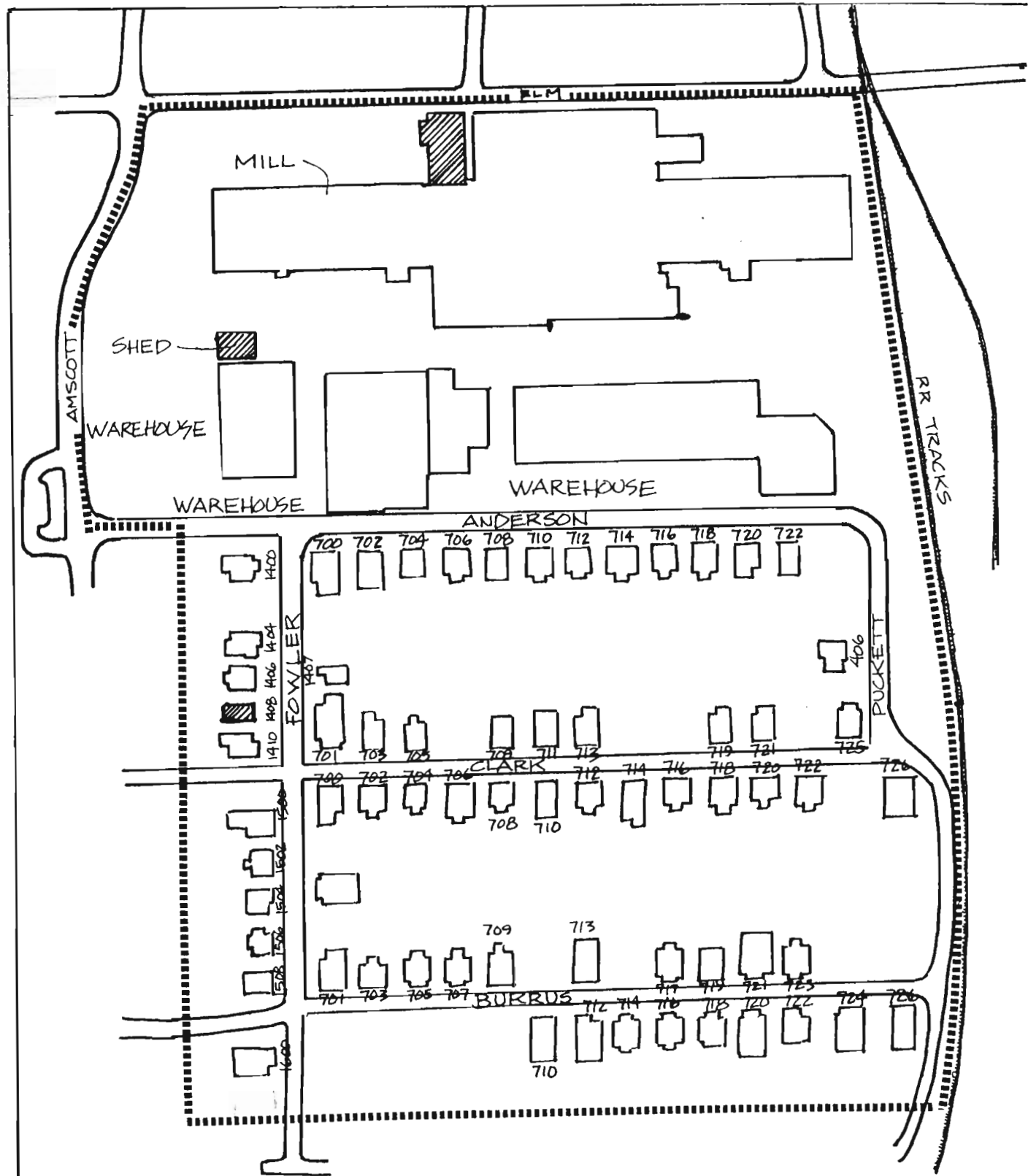
C. 14/722620/3673740

D. 14/722900/3673740

U.S.G.S. Quad Name: McKinney, East




LEVEL OF SIGNIFICANCE

State



HARDY HECK MOORE
 JULY 1986

MCKINNEY COTTON MILL HISTORIC DISTRICT

-  CONTRIBUTING STRUCTURES
-  NON-CONTRIBUTING STRUCTURES
-  DISTRICT BOUNDARY

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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DESCRIPTION - MCKINNEY COTTON MILL HISTORIC DISTRICT

The McKinney Cotton Mill Historic District includes the old textile mill complex and most of the workers' housing associated with the factory. The district is located in the southeastern part of the city near the tracks of the Southern Pacific Railroad and is somewhat physically isolated from the rest of town. Perhaps the most distinctive feature of the district is the uniformly placed residences that line the long blocks of the area. Sanborn maps show that the houses have always been located close to the street, leaving large open spaces behind the dwellings. The streets were unpaved until recent road improvements were made.

The mill is a massive, elongated, two-story brick structure that is oriented on a east-west basis. Window openings on both floors have 12-over-12-light sashes and are capped with segmental arches. All of the original machinery was removed in 1969 when the facility was converted into a furniture manufacturing plant. It remains in good condition.

Workers' housing stands immediately south of the plant and comprises an extremely intact neighborhood, although many of the dwellings are in delapidated condition. All residences associated with the mill were built during one of three construction phases, two of which occurred before 1936. The first "cottages," as they were called in a local newspaper article at the time, were erected in 1910 as the mill was under construction. These houses, which remain virtually unaltered, were simple frame structures with hip roofs and small inset porches. Windows were double hung with either four-over-four or six-over-six lights. Another group was built in 1926 and were almost identical to the original houses. Those built after that time, although similar in appearance and design, are not being nominated at present. With one exception, no new construction has taken place in this area, although several houses have fallen victim to fire, neglect and severe deterioration.

Because all of the residential structures are essentially identical, descriptions for each dwelling are not provided. The only properties that do not resemble the worker's houses are the mill and its auxillary buildings (contributing) at 610 Elm Street, the two-story frame boarding house (contributing) at 701 Clark, a 1940s frame dwelling (noncontributing) at 1408 Fowler, and a one-story brick office building (noncontributing) near the north entrance of the mill.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

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INVENTORY OF PROPERTIES - MCKINNEY COTTON MILL HISTORIC DISTRICT

700 Anderson, Site No. 766, Contributing: ca. 1920. One-story frame dwelling.
702 Anderson, Site No. 767, Contributing: ca. 1920. One-story frame dwelling.
704 Anderson, Site No. 768, Contributing: ca. 1920. One-story frame dwelling.
706 Anderson, Site No. 769, Contributing: ca. 1920. One-story frame dwelling.
708 Anderson, Site No. 770, Contributing: ca. 1920. One-story frame dwelling.
710 Anderson, Site No. 771, Contributing: ca. 1920. One-story frame dwelling.
712 Anderson, Site No. 772, Contributing: ca. 1920. One-story frame dwelling.
714 Anderson, Site No. 773, Contributing: ca. 1920. One-story frame dwelling.
716 Anderson, Site No. 774, Contributing: ca. 1920. One-story frame dwelling.
718 Anderson, Site No. 775, Contributing: ca. 1920. One-story frame dwelling.
720 Anderson, Site No. 776, Contributing: ca. 1920. One-story frame dwelling.
722 Anderson, Site No. 777, Contributing: ca. 1920. One-story frame dwelling.
701 Burrus, Site No. 805, Contributing: ca. 1920. One-story frame dwelling.
703 Burrus, Site No. 806, Contributing: ca. 1920. One-story frame dwelling.
705 Burrus, Site No. 807, Contributing: ca. 1920. One-story frame dwelling.
707 Burrus, Site No. 808, Contributing: ca. 1920. One-story frame dwelling.
709 Burrus, Site No. 809, Contributing: ca. 1920. One-story frame dwelling.
710 Burrus, Site No. 820, Contributing: ca. 1920. One-story frame dwelling.
712 Burrus, Site No. 821, Contributing: ca. 1920. One-story frame dwelling.
713 Burrus, Site No. 811, Contributing: ca. 1920. One-story frame dwelling.
714 Burrus, Site No. 822, Contributing: ca. 1920. One-story frame dwelling.
716 Burrus, Site No. 823, Contributing: ca. 1920. One-story frame dwelling.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number all Page 78

-
- 717 Burrus, Site No. 813, Contributing: ca. 1920. One-story frame dwelling.
- 718 Burrus, Site No. 824, Contributing: ca. 1920. One-story frame dwelling.
- 719 Burrus, Site No. 814, Contributing: ca. 1920. One-story frame dwelling.
- 720 Burrus, Site No. 825, Contributing: ca. 1920. One-story frame dwelling.
- 721 Burrus, Site No. 815, Contributing: ca. 1920. One-story frame dwelling.
- 722 Burrus, Site No. 826, Contributing: ca. 1920. One-story frame dwelling.
- 723 Burrus, Site No. 816, Contributing: ca. 1920. One-story frame dwelling.
- 724 Burrus, Site No. 827, Contributing: ca. 1920. One-story frame dwelling.
- 726 Burrus, Site No. 828, Contributing: ca. 1920. One-story frame dwelling.
- 700 Clark, Site No. 791, Contributing: ca. 1920. One-story frame dwelling.
- 701 Clark, Site No. 779, Contributing: ca. 1920. Two-story frame boarding house.
- 702 Clark, Site No. 792, Contributing: ca. 1920. One-story frame dwelling.
- 703 Clark, Site No. 780, Contributing: ca. 1920. One-story frame dwelling.
- 704 Clark, Site No. 793, Contributing: ca. 1920. One-story frame dwelling.
- 705 Clark, Site No. 781, Contributing: ca. 1920. One-story frame dwelling.
- 706 Clark, Site No. 794, Contributing: ca. 1920. One-story frame dwelling.
- 708 Clark, Site No. 795, Contributing: ca. 1920. One-story frame dwelling.
- 709 Clark, Site No. 782, Contributing: ca. 1920. One-story frame dwelling.
- 710 Clark, Site No. 796, Contributing: ca. 1920. One-story frame dwelling.
- 711 Clark, Site No. 783, Contributing: ca. 1920. One-story frame dwelling.
- 712 Clark, Site No. 797, Contributing: ca. 1920. One-story frame dwelling.
- 713 Clark, Site No. 784, Contributing: ca. 1920. One-story frame dwelling.
- 714 Clark, Site No. 798, Contributing: ca. 1920. One-story frame dwelling.

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716 Clark, Site No. 799, Contributing: ca. 1920. One-story frame dwelling.

718 Clark, Site No. 800, Contributing: ca. 1920. One-story frame dwelling.

719 Clark, Site No. 787, Contributing: ca. 1920. One-story frame dwelling.

720 Clark, Site No. 801, Contributing: ca. 1920. One-story frame dwelling.

721 Clark, Site No. 788, Contributing: ca. 1920. One-story frame dwelling.

722 Clark, Site No. 802, Contributing: ca. 1920. One-story frame dwelling.

725 Clark, Site No. 790, Contributing: ca. 1920. One-story frame dwelling.

726 Clark, Site No. 804, Contributing: ca. 1920. One-story frame dwelling.

610 Elm: Mill, Site No. 760, Contributing: 1910/1948. Two-story industrial complex.

Warehouse #1, Contributing: ca. 1910. One-story frame storage building w/ corrugated-metal siding.

Warehouse #2, Contributing: ca. 1910. One-story frame storage building w/ corrugated-metal siding.

Warehouse #3, Contributing: ca. 1910. One-story frame storage building w/ corrugated-metal siding.

Storage Building, Noncontributing: ca. 1950(?) One-story frame storage building.

Office Building, Noncontributing: ca. 1950(?). One-story frame office building w/ asbestos siding.

1400 Fowler, Site No. 1614, Contributing: ca. 1920. One-story frame dwelling.

1404 Fowler, Site No. 1615, Contributing: ca. 1920. One-story frame dwelling.

1406 Fowler, Site No. 1616, Contributing: ca. 1920. One-story frame dwelling.

1407 Fowler, Site No. 1625, Contributing: ca. 1920. One-story frame dwelling.

1408 Fowler, Noncontributing: ca. 1940. One-story frame dwelling.

1410 Fowler, Site No. 1617, Contributing: ca. 1920. One-story frame dwelling.

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- 1500 Fowler, Site No. 1618, Contributing: ca. 1920. One-story frame dwelling.
- 1502 Fowler, Site No. 1619, Contributing: ca. 1920. One-story frame dwelling.
- 1503 Fowler, Site No. 1626, Contributing: ca. 1920. One-story frame dwelling.
- 1504 Fowler, Site No. 1620, Contributing: ca. 1920. One-story frame dwelling.
- 1506 Fowler, Site No. 1621, Contributing: ca. 1920. One-story frame dwelling.
- 1508 Fowler, Site No. 1622, Contributing: ca. 1920. One-story frame dwelling.
- 1600 Fowler, Site No. 1624, Contributing: ca. 1920. One-story frame dwelling.
- 406 Puckett, Site No. 1631, Contributing: ca. 1920. One-story frame dwelling.

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STATEMENT OF SIGNIFICANCE - MCKINNEY COTTON MILL HISTORIC DISTRICT

The McKinney Cotton Mill Historic District is a remarkably intact industrial and residential complex that is centered around a 1910 cotton textile mill. Although the mill closed in 1969 and was converted into a furniture factory, the workers' housing that was built in the 1910s and 1920s remains. Similar complexes are found frequently in the eastern United States, but relatively few were built in Texas. This historic district represents, perhaps, the state's finest example of such a "planned neighborhood" and is being nominated at a state level of significance. Only three post-1936 structures have been erected within the district's boundaries and some recently completed additions have been built onto the old mill. The uniform scale, plan, form, materials and siting of the houses add greatly to the visual cohesiveness of the district. The most "intrusive" element is the overall dilapidated condition of the houses. Empty lots, which once were the site of dwellings, also detract from the historic character and architectural integrity of the district. Yet total of 70 contributing structures stand in the district, with only three noncontributing buildings within its boundaries.

While Texas produced much of the nation's cotton during the late nineteenth and early twentieth centuries, few textile mills were ever constructed in the state. This plant, which was built primarily with local financial support, was established in 1910 and operated until 1969. It stands today as a vivid reminder of the extremely important role that cotton played in McKinney's as well as the state's history and development. This district is, perhaps, the most intact early twentieth-century factory and workers' housing complex in Texas. Similar ones once stood in such towns as Waxahachie and Cuero, but almost all of the workers' housing in these locations have been demolished.

The following paragraphs, which present a history and significance of this textile plant, are copied from the historic context entitled "Processing of Agricultural in McKinney."

With the success of the local cotton trade during the early twentieth century, business leaders of McKinney worked to establish a community-owned and operated textile mill. These individuals believed enough cotton was grown in the area and sufficient capital was available locally to support such an operation. They also reasoned that a textile mill would boost the town's economy by providing jobs for area residents, encourage other industries and factories to locate in McKinney, and also enable more of the profits from the harvesting and processing of locally grown cotton to remain in the community. J. Perry Burrus, who had attained great wealth with his

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ownership of the McKinney Mill and Elevator Company and other flour mills throughout the state, spearheaded the effort. On November 24, 1909 plans for the establishment of the \$200,000 Lone Star Mill Company were announced in the McKinney Daily-Gazette. The original board of directors included the city's most influential and financially successful individuals. They were W. B. Newsome, J. L. White, George Wilcox, J. L. Lovejoy, L. A. Scott, E. W. Kirkpatrick, John H. Ferguson, and T. B. Wilson. Other board members elected to head the company were J. Perry Burrus, president, S. D. Heard, first vice-president, and J. P. Crouch, second vice-president.

While the plant was under construction, local newspapers closely monitored its progress. The mill, whose name was soon changed to the Texas Cotton Mill Company, began operations on November 1, 1910 and, according to local historians, was reputed to be one of only two mills west of the Mississippi River that manufactured colored-print cloth. The plant included 5000 spindles and 160 looms within a massive one- and two-story brick building. During this initial construction phase, the mill's owners also erected 17 workers' "cottages" to the south of the factory. The entire mill complex stood adjacent to a large cotton field, just beyond the southeast city limits. The Houston and Texas Central Railroad serviced the factory.

The Texas Cotton Mill Company, proving an immediate financial success, increased its capacity and included 11,172 spindles and 376 looms by 1917. At that time, it was one of only 14 mills in the state. Company founders no doubt beamed with pride after the 1920 census indicated that the city experienced one of its largest growth rates during the previous decade, due largely to the locally owned textile factory. With a work force that eventually totaled more than 520, the McKinney mill brought many new residents to the town. As Evertt Lloyd noted in Farm and Ranch magazine, "probably 90 percent of the labor employed in the Texas mills came from other states" (Lloyd 1917: 1).

J. E. Cooper, a prominent local contractor, completed a \$200,000 expansion to the mill in 1926. During this construction phase, Cooper built a two-story addition onto the building's east side and also erected more workers' houses. By 1927 the entire plant complex included the mill, an office building, three warehouses, a water tower, a cooling pond and a concrete-lined reservoir. A boarding house, meeting hall and more than 50 single-family, workers' dwellings stood directly south of the plant, while another 25 houses were located to the north.

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The area around the factory soon became known as Mill Town, which functioned as an almost separate community within McKinney. Independently owned stores, which catered to workers who lived nearby, opened along the 300 and 400 blocks of Millwood (now Elm) Street, across the street from the mill.

The Texas Textile Mill, as it was eventually known, operated for almost six decades before closing in 1969. One factor that contributed to its demise was a 1948 tornado which struck the plant and nearby properties. The storm caused two deaths (a remarkably small number considering its severity), many injuries and approximately \$3,000,000 worth of damage. Although the factory was rebuilt, its operations never completely recovered. The popularity of synthetic textiles after World War II also added to the plant's miseries. A Waco-based textile company eventually purchased the factory, and on January 1, 1969 the McKinney plant closed and much of its equipment was shipped to the company's Waco plant. A furniture manufacturer bought the facility that same year and began operations which continue today.

DEFINITION OF CATEGORIES

The vast majority of buildings, both industrial and residential, are classified as contributing properties. These structures were built prior to 1936 and have been largely unaltered since their completion in the second and third decades of this century. The old mill, the district's most dominant physical landmark, has been changed but these alterations have not too adversely affected its historic integrity. The workers' houses, as a group, are in only fair condition. Some of these structures stand abandoned and do not meet local housing codes. Nonetheless, these properties retain enough integrity to be classified as contributing structures. Only a few of the dwellings have been remodeled in recent years (no doubt because only a small number have been owner occupied). The most significant alterations include the replacement of wood-sash windows w/ modern metal-sash equivalents. Despite such changes, these structures still retain the same form, materials and scale as the other dwellings in the district and, therefore, are classified as contributing.

The three noncontributing structures are not 50 years old and detract from the historic character of the district.

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JUSTIFICATION OF BOUNDARIES - MCKINNEY COTTON MILL HISTORIC DISTRICT

The McKinney Cotton Mill Historic District includes virtually all of the property associated with the successful operation of the textile mill. Historically, this area has remained somewhat removed from the rest of the city, and was often referred to as Mill Town. Workers' housing built in the 1940s stands immediately south of the district, and although developed as part of the mill complex, these structures are not 50 years old and were not included in the district. When they do meet the National Register age requirement, these structures could be added to the historic district as contributing elements. The neighborhood to the west includes 1960s public housing. The railroad and large tracts of undeveloped land abut the east boundary. A neighborhood with many early twentieth-century houses stands to the north of the district. The 1948 tornado destroyed many of the houses in this area. As a result, this neighborhood lacks the architectural cohesiveness that characterizes territory within the district and, therefore, was not included.

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VERBAL BOUNDARY DESCRIPTION - MCKINNEY COTTON MILL HISTORIC DISTRICT

Beginning at the southeast corner of Elm and Amscott streets, thence south along Amscott Street until reaching the northeast corner of Amscott and Anderson streets. Thence east along Anderson Street for approximately 150 feet. Thence south across Anderson and continuing along the rear property lines of the houses that face onto Fowler Street until reaching the southwest corner of 1600 Fowler. Thence east in a straight line, crossing Fowler, continuing along the rear property lines of the houses that face onto Fowler, continuing across Puckett Street until reaching the west right-of-way of the railroad tracks. Thence in a northerly direction along the west right-of-way of the railroad tracks until reaching the southwest corner of the intersection of the railroad tracks and Elm Street. Thence west along Elm Street until reaching the point of beginning.

Cotton Mill Historic District submission for the National Register of Historic Places (1986)



A11-74

Cotton Mill Historic District submission for the National Register of Historic Places (1986)





Cotton Mill Historic District submission for the National Register of Historic Places (1986)





APPENDIX 2

**Character District Regulations (Cotton Mill Core and Cotton Mill Edge)
within the "MTC" - McKinney Town Center Zoning District**

8 pages

7.6 Cotton Mill Core

7.6.1 Illustrations and Intent

Note: The images and graphics on this page are provided as illustrations of intent and are advisory only without the power of law. Refer to the standards on the following pages for the specific Building Form and Site Development Standards.

The Cotton Mill Core District standards are intended to implement the recommendations for an Entrepreneurial Village at this location. It is intended to take advantage of its regional location, access to SH 5, proximity to the airport, and the historic Cotton Mill buildings.

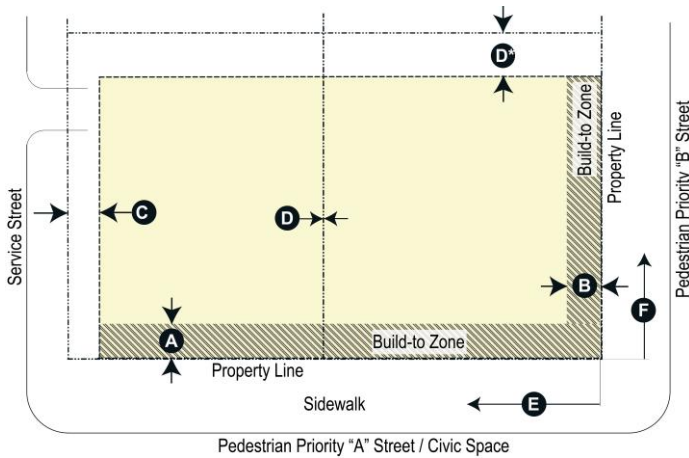
The Cotton Mill Core would anchor the area, serving as a de facto incubator for emerging technology firms. The land around the mill could be developed to house “graduates” of the Cotton Mill who need more space but want to stay in the area and in a similar space. The main goal is to preserve the historic architecture of the Cotton Mill and facilitate its adaptive reuse, while at the same time creating a modern environment suitable for high tech businesses.

The concept plan shows a walkable “campus” of general office buildings that could support some small-service retail as well as additional space that support the large events within the Cotton Mill building. Higher density residential and civic/open space should be used to buffer the campus from the residential neighborhoods.



Images representative of the character of existing development and intended new development in the Cotton Mill Core Character District

7.6.2 Building Placement



Legend

- Property Line
- Setback Line
- Build-to Zone
- Building Area

(i) Build-to Zone (BTZ)
(Distance from property line to edge of the zone)

Pedestrian Priority "A" Street / Civic Space	5' (min.) - 45' (max.) (see #1)	A
Pedestrian Priority "B" Street	5' (min.) - 70' (max.) (see #1)	B
Service Street	NA (see below for min. setback)	

(ii) Setbacks

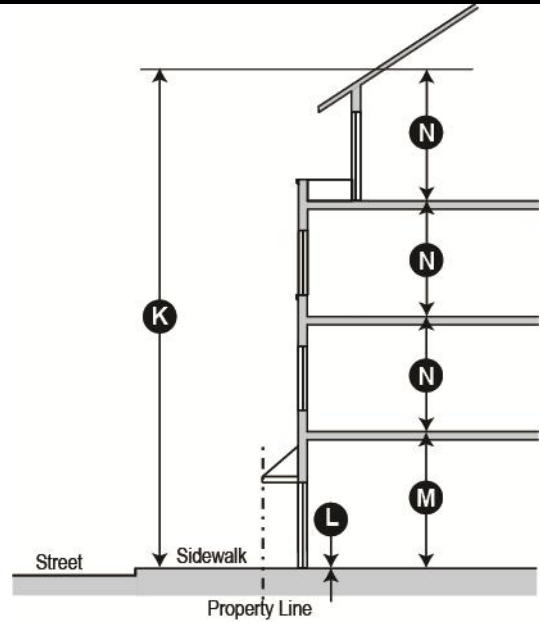
Service Street	5' min.	C
Side (for single-family attached/townhome buildings)	0' min.	D
Side (for all other detached building types)	10' min. (see #2)	
Rear	10' min. (see #2)	D*

(iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	60% (min.) (see #3 and #6)	E
Building Frontage required along Pedestrian Priority "B" BTZ	25% (min.) (see #3 and #6)	F
Building Frontage required along Service Street	None Required	

See note # 11 for frontage standards on lots with 2 or more frontages along the same street type.

7.6.3 Building Height



(i) Principal Building Standards

Building maximum	4 stories (see #5 and #7.)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building fronting Ped. Priority "A" Street 10' (min.) for buildings fronting Ped. Priority "B" or Service Streets (see #4)	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings) 18" (min.) above sidewalk for residential buildings (see # 12)	L
Upper floor(s) to floor height	10' min.	N

(ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal Building standards in the Cotton Mill Core Character District.

7.6.4 Commercial Frontage Requirements

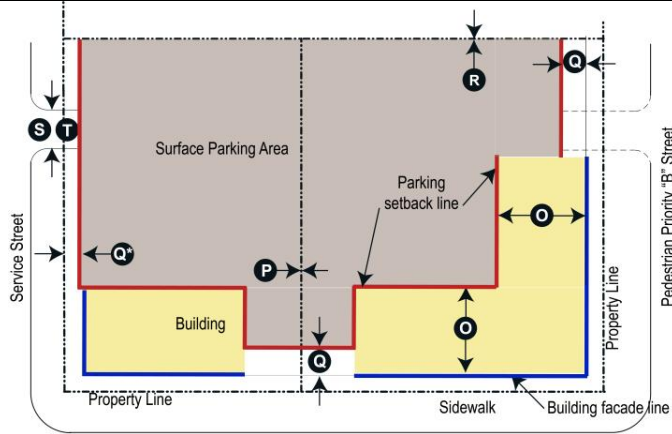
- (i) Ground floors of all buildings fronting on Pedestrian Priority "A" Streets shall be constructed to Commercial Ready standards including but not limited to first floor-to-second floor height, ingress and egress, and accessibility. This standard shall not apply to civic buildings.

7.6.5 Lot Standards

Lot Width	Min. 20' for single-family attached/ townhome buildings Min. 35' for single-family detached and duplex buildings No min. for non-residential or multi-family uses
Lot Depth	No min. or max.

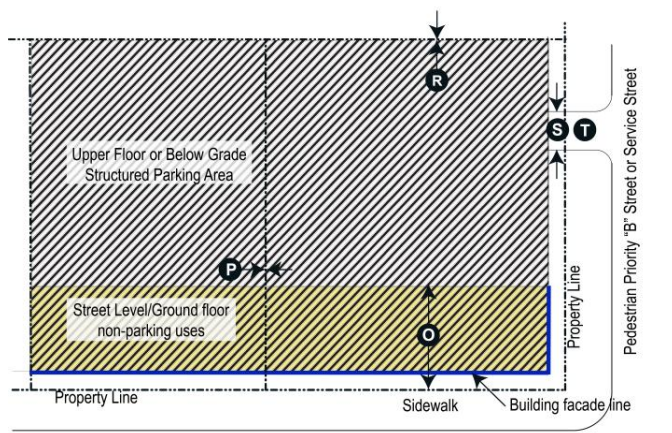
7.6.6 Parking & Service Access

(i) Surface Parking Location



Pedestrian Priority "A" Street / Civic Space	
Pedestrian Priority "A" Street Setback	Shall be located either behind the principal building <u>or</u> a min. of 3' behind the building façade line along that street only O Q
Pedestrian Priority "B" Street Setback	Shall be located either behind the principal building <u>or</u> 3' (min.) behind the building façade line along that street only <u>or</u> 6' (min.) behind the property line (if not building along the street frontage) O Q
Service Street Setback	Shall be located 6' (min.) behind the property line Q*
Side and Rear setbacks	0' (see #2) P R

(ii) Structured Parking or Below Grade Parking Location



Pedestrian Priority "A" Street / Civic Space	
Pedestrian Priority "A" Street Setback	Min. of 30' from the property line O
Pedestrian Priority "B" /Service Street setback	May be built up to the building façade line along each street <u>or</u> 6' (min.) behind the property line (if not building along the street frontage) O
Side and rear setback	0' min. (see #2) P R

Partially Below Grade Parking

May be built up to the building façade line or 6' (min.) behind the property line (if not building along the street frontage) along Pedestrian Priority "B" and Service Streets only.

(iii) Required Off-Street Parking Spaces

Non-residential uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 146-130 (1) of the City of McKinney Zoning Regulations.

Residential Uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 146-130 (1) of the City of McKinney Zoning Regulations, except, for multiple family dwellings, which shall provide 1 off-street parking space for each dwelling unit.

Shared parking may be provided per Section 146-130 of the City of McKinney Zoning Regulations.

(iv) Driveways and Service Access

Parking driveway width	24' max. (at the throat)	S
Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street.		T

Driveways and off-street loading and unloading may be located with access from or frontage along a Pedestrian Priority "B" Street only if the property has no access to either a Service Street or shared/joint access easement to an adjoining property with access to a Pedestrian Priority "B" or Service Street.

Driveways and off-street loading and unloading may be located with access from or frontage along a Pedestrian Priority "A" Street only if the property has no access to either a Pedestrian Priority "B" or Service Street or shared/joint access easement to an adjoining property with access to a Pedestrian Priority "B" or Service Street.

Shared driveways, mutual access easements or cross access easements may be required to adjoining properties when driveway and service access is off a Pedestrian Priority "A" or "B" Street.

Screening of service and loading/unloading areas shall be regulated pursuant to Section 146-132 of the City of McKinney Zoning Regulations.

7.6.7 Encroachments

Pedestrian Priority "A" Street / Civic Space	50% of the depth of the sidewalk or 10' (whichever is less) (see #9)
Pedestrian Priority "B" Street	50% of the depth of the sidewalk or 10' (whichever is less) (see #9)
Service Street	Encroachments allowed over any required setbacks No encroachments permitted over the property line on to a Service Street R-O-W
Rear and side	Encroachments allowed over any required setbacks No encroachments permitted over the property line

Notes on the Cotton Mill Core Character District

- #1 – Area between the building facade and property line or edge of existing sidewalk along Pedestrian Priority “A” Streets shall be such that the sidewalk width shall be a minimum of 6’ with the remainder of the setback area paved flush with the public sidewalk. Sidewalk cafes, landscaping within tree-wells or planters may be incorporated within this area.

- #2 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

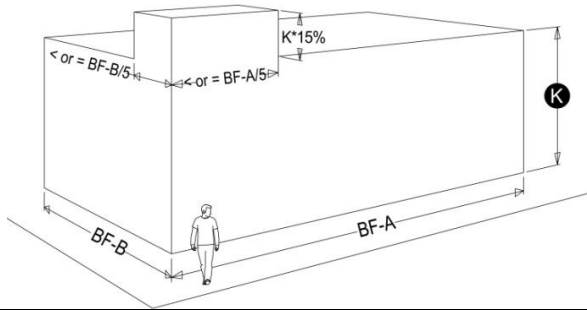
- #3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 25’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners of buildings or recessed entries.

- #4 – First floor heights shall not apply to parking structures.

- #5 – Attics and mezzanines less than 7’ (avg.) height shall not be counted as a story.

- #6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 146-132 for more specifications.

- #7 – Corner buildings may exceed the maximum building height by 15% for 20% of the building’s frontage along each corresponding street façade.



- #8 – Section 146-130(6) of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

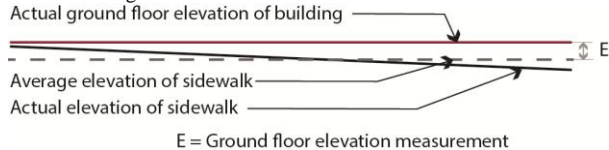
- #9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking, travel lane or over a side or rear property line.

- #10 – Setbacks and build-to lines on recessed entries and arcade buildings shall be measured from the front of the façade with the recessed entry or arcade.

- #11 – Building frontage requirements for lots with frontage along two or more Pedestrian Priority “A” Streets may be modified based on a minor modification to reduce the frontage requirement along one Pedestrian Priority “A” Street frontage. In such cases, the standard for one of the “A” Streets may be replaced by the required “B” Street standard.

Building frontage requirements for lots with frontage along two or more Pedestrian Priority “B” Streets may be modified based on an administrative modification to reduce the frontage requirement along one Pedestrian Priority “B” Street frontage. In such cases, the standard for one of the “B” Streets may be replaced by the required Service Street standard (See Section 5 of this code for more details).

- #12 – Note on measuring finished elevation of ground floors: On blocks where grade of the sidewalk changes along the street frontage, the finished ground floor building elevation shall be measured against the average elevation of the sidewalk along that block.



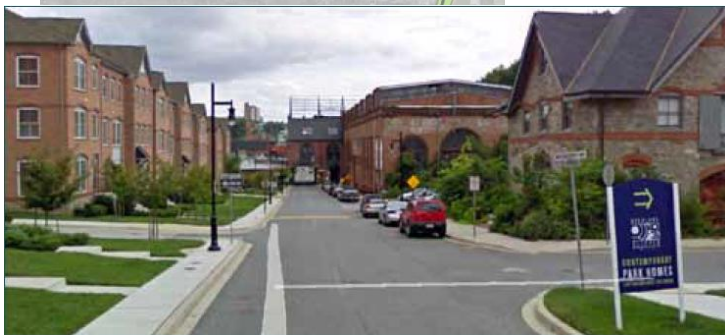
7.7 Cotton Mill Edge

7.7.1 Illustrations and Intent

Note: The images and graphics on this page are provided as illustrations of intent and are advisory only without the power of law. Refer to the standards on the following pages for the specific Building Form and Site Development Standards.

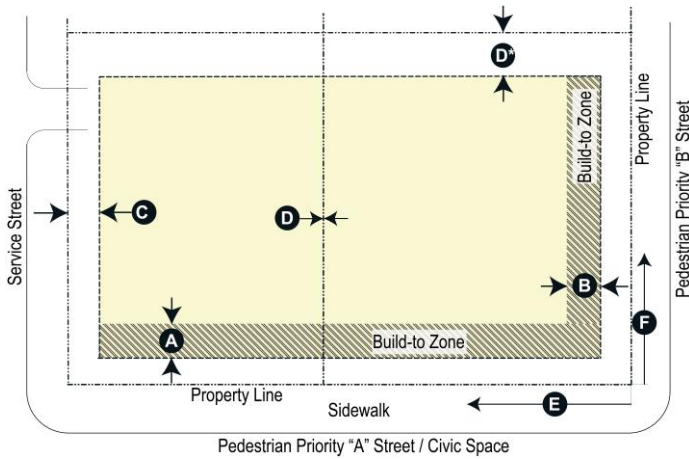
The Cotton Mill Edge District is intended to provide for a range of commercial (retail, office, cottage industrial and live-work) uses and sensitive building scale transitions between the Cotton Mill Core and the adjacent residential neighborhoods. Development standards emphasize buildings, uses, forms, and/or scales that are more compatible with adjacent residential neighborhoods and are more complementary to the Cotton Mill Core.

The concept plan shows a range of urban residential and open spaces as transitions between the Cotton Mill Core and adjoining residential neighborhoods. The Cotton Mill Edge standards emphasize the retention of existing residential building types while allowing for limited commercial, live-work, and a range of urban residential uses that complement the Cotton Mill Core.



Images of uses and building types that are appropriate within the Cotton Mill Edge District

7.7.2 Building Placement



Legend

- Property Line
- Setback Line
- Build-to Zone
- Building Area

(i) Build-to Zone (BTZ)

(Distance from property line to edge of the zone)

Pedestrian Priority "A" Street / Civic Space	5' (min.) - 20' (max.) (see #1)	A
Pedestrian Priority "B" Street	5' (min.) - 20' (max.)	B
Service Street	NA (see below for min. setback)	

(ii) Setbacks

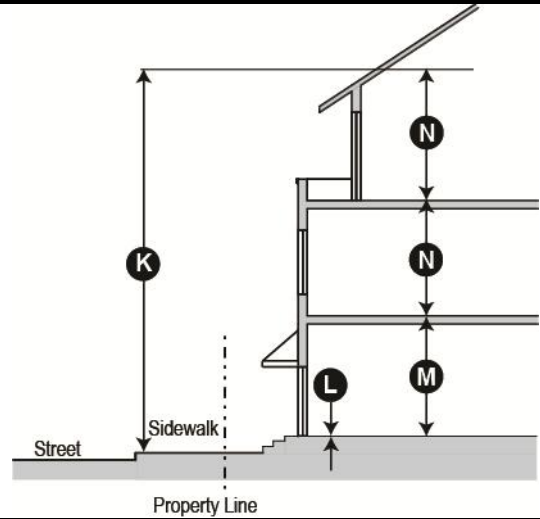
Service Street	5' min.	C
Side (for single-family attached/townhome buildings)	0' min.	D
Side (for all other detached building types)	5' min. (see #2)	
Rear	5' min. (see #2)	D*

(iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	60% (min.) (see #3 and #6)	E
Building Frontage required along Pedestrian Priority "B" BTZ	25% (min.) (see #3 and #6)	F
Building Frontage required along Service Street	None Required	

See note # 11 for frontage standards on lots with 2 or more frontages along the same street type.

7.7.3 Building Height



(i) Principal Building Standards

Building maximum	3 stories (see #5 and #7)	K
First floor to floor height	12' (min.) for all commercial/mixed use buildings 10' (min.) for residential uses/buildings or buildings fronting on Service Streets (see #4)	M
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings) 18" (min.) above sidewalk for residential uses/buildings (see # 12)	L
Upper floor(s) to floor height	10' min.	N

(ii) Accessory Building Standards

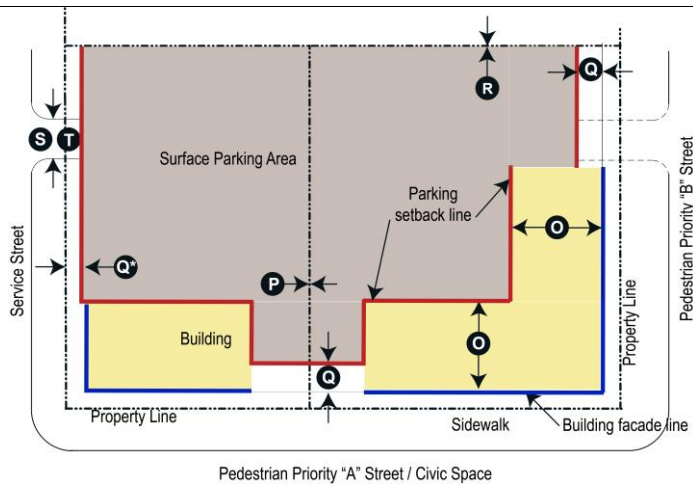
Building Height	2 stories (max.)
BTZ/Setbacks	Shall be placed behind the front façade of the principal building along Pedestrian Priority "A" Streets. If the principal building has no Pedestrian Priority "A" Street frontage, then the accessory building shall be placed behind the front façade of the building along either a Pedestrian Priority "B" or Service Street.
Building Footprint	Shall be limited to no more than 75% of the principal building footprint

7.7.4 Lot and Block Standards

Lot Width	Min. 20' for single-family attached/ townhome buildings Min. 35' for single-family detached and duplex buildings
Lot Depth	No min. for commercial, mixed use or cottage/light industrial uses No min. or max.

7.7.5 Parking & Service Access

(i) Surface Parking Location



Pedestrian Priority "A" Street /Civic Space Setback	Shall be located either behind the principal building or a min. of 3' behind the building façade line along that street only	Q
Pedestrian Priority "B" Street Setback	Shall be located either behind the principal building or 3' (min.) behind the building façade line along that street only or 6' (min.) behind the property line (if not building along the street frontage)	Q
Service Street Setback	Shall be located 6' (min.) behind the property line	Q*
Side and Rear setbacks	0' (see #2)	P R

(ii) Required Off-Street Parking Spaces

Non-residential uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 146-130 (1) of the City of McKinney Zoning Regulations.

Residential Uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 146-130 (1) of the City of McKinney Zoning Regulations, except, for multiple family dwellings, which shall provide 1 off-street parking space for each dwelling unit.

Shared parking may be provided per Section 146-130 of the City of McKinney Zoning Regulations.

Parking driveway width	30' max. (at the throat) for truck access only	S
	24' max. (at the throat) for all other driveways	

(iii) Driveways and Service Access

Commercial Driveways:

Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. **T**

Driveways and off-street loading and unloading may be located with access from or frontage along a Pedestrian Priority "B" Street only if the property has no access to either a Service Street or shared/joint access easement to an adjoining property with access to a Pedestrian Priority "B" or Service Street.

Driveways and off-street loading and unloading may be located with access from or frontage along a Pedestrian

Priority "A" Street only if the property has no access to either a Pedestrian Priority "B" or Service Street or shared/joint access easement to an adjoining property with access to a Pedestrian Priority "B" or Service Street.

Shared driveways, mutual access easements or cross access easements may be required to adjoining properties when driveway and service access is off a Pedestrian Priority "A" or "B" Street.

Screening of service and loading/unloading areas shall be regulated pursuant to Section 146-132 of the City of McKinney Zoning Regulations.

Residential Driveways and Garages:

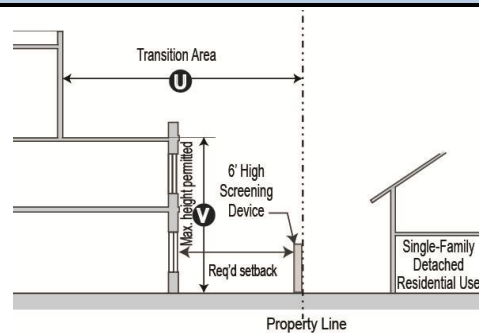
Garages for Residential Buildings shall be located on Service Streets or at the rear of residential buildings with pull-through garages where the garage door is set back behind the rear façade of the main structure. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport.

Front-loaded garages on residential lots less than 40 feet wide shall not be allowed. Town homes and courtyard apartments shall utilize garages with access from Service Streets only.

7.7.6 Encroachments

Pedestrian Priority "A" Street / Civic Space	50% of the depth of the sidewalk or 10' (whichever is less) (see #9)
Pedestrian Priority "B" Street	50% of the depth of the sidewalk or 10' (whichever is less) (see #9)
Service Street	Encroachments allowed over any required setbacks No encroachments permitted over the property line on to a Service Street R-O-W
Rear and side	Encroachments allowed over any required setbacks No encroachments permitted over the property line

7.7.7 Residential Transition Standards



The following residential transition standards shall apply to all new building construction and all upper story additions to existing buildings located adjacent to existing single family detached residential uses but shall not apply when an improved public street or railroad right-of-way separates the new building construction from the existing single-family detached residential use.

Transition Area	25' (min.)	U
Max. Building Height at within Transition Area	2 stories	V

A Residential Transition Area Screening Device (minimum 6 feet and maximum 8 feet high) shall be required when adjacent to an existing single family detached residential use and shall be optional for all other adjacencies. Refer to the City of McKinney Zoning Regulations Section 146-132 for more information.

Notes on the Cotton Mill Edge Character District

- #1 – Area between the building facade and property line or edge of existing sidewalk along Pedestrian Priority “A” Streets shall be such that the sidewalk width shall be a minimum of 6’ with the remainder of the setback area paved flush with the public sidewalk. Sidewalk cafes, landscaping within tree-wells or planters may be incorporated within this area.

- #2 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.

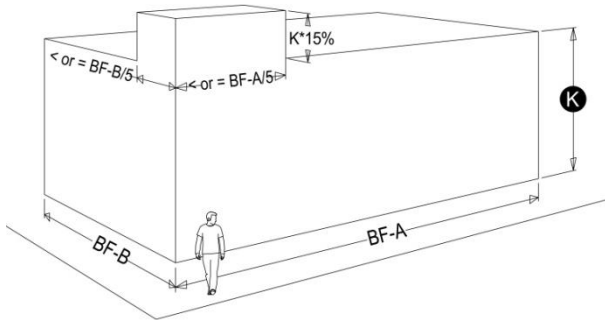
- #3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 20’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners of buildings or recessed entries.

- #4 – First floor heights shall not apply to parking structures.

- #5 – Attics and mezzanines less than 7’ (avg.) height shall not be counted as a story.

- #6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 146-132 for more specifications.

- #7 – Corner buildings may exceed the maximum building height by 15% for 20% of the building’s frontage along each corresponding street façade.



- #8 – Section 146-130(6) of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

- #9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking, travel lane or over a side or rear property line.

- #10 – Setbacks and build-to lines on recessed entries and arcade buildings shall be measured from the front of the façade with the recessed entry or arcade.

- #11 – Building frontage requirements for lots with frontage along two or more Pedestrian Priority “A” Streets may be modified based on an administrative modification to reduce the frontage requirement along one Pedestrian Priority “A” Street frontage. In such cases, the standard for one of the “A” Streets may be replaced by the required “B” Street standard.

Building frontage requirements for lots with frontage along two or more Pedestrian Priority “B” Streets may be modified based on a minor modification to reduce the frontage requirement along one Pedestrian Priority “B” Street frontage. In such cases, the standard for one of the “B” Streets may be replaced by the required Service Street standard (See Section 5 of this code for more details).

- #12 – Note on measuring finished elevation of ground floors: On blocks where grade of the sidewalk changes along the street frontage, the finished ground floor building elevation shall be measured against the average elevation of the sidewalk along that block.

