**ORDINANCE NO. 2010-10-042**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF McKINNEY, TEXAS, AMENDING ORDINANCE NO. 2007-09-084 OF THE CITY OF McKINNEY, TEXAS; SO THAT AN APPROXIMATELY 332.68 ACRE PROPERTY, LOCATED ON THE NORTH SIDE OF U.S. HIGHWAY 380 (UNIVERSITY DRIVE) AND APPROXIMATELY 2,000 FEET EAST OF STONEBRIDGE DRIVE, IS REZONED FROM "PD" – PLANNED DEVELOPMENT DISTRICT TO "PD" – PLANNED DEVELOPMENT DISTRICT, GENERALLY TO MODIFY THE DEVELOPMENT STANDARDS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INJUNCTIVE RELIEF, PROVIDING FOR NO VESTED INTEREST; PROVIDING FOR THE PUBLICATION OF THE CAPTION OF THIS ORDINANCE; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE HEREOF**

**WHEREAS,** the City of McKinney has considered the rezoning of an approximately 332.68 acre property, located on the north side of U.S. Highway 380 (University Drive) and approximately 2,000 feet east of Stonebridge Drive, which is more fully depicted on Exhibit A, attached hereto, is rezoned from "PD" – Planned Development District to "PD" – Planned Development District, generally to modify the development standards; and,

**WHEREAS,** after due notice of the requested rezoning as required by law, and the required public hearings held before the Planning and Zoning Commission and the City Council of the City of McKinney, Texas, the City Council is of the opinion that the change in zoning district should be made.

**NOW THEREFORE BE IT HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF McKINNEY, TEXAS:**

Section 1. Ordinance No. 2007-09-084 is hereby amended in order to rezone an approximately 332.68 acre property, located on the north side of U.S. Highway 380 (University Drive) and approximately 2,000 feet east of Stonebridge Drive, is rezoned from "PD" – Planned Development District to "PD" – Planned Development District.

Section 2. The use and development of the subject property shall conform to the following regulations:

a. The subject property shall develop in accordance with the attached Tucker Hill Pattern Book regulations, Exhibit B.

b. The architectural concepts as detailed within the attached Tucker Hill Pattern Book regulations shall be achieved while also satisfying the requirements of the Architectural Standards (Section 146-139) of the Zoning Ordinance.

Section 3. If any section, subsection, paragraph, sentence, phrase or clause of this Ordinance shall be declared invalid for any reason whatsoever, such decision shall not affect the remaining portions of this Ordinance, which shall remain in full force and effect, and to this end, the provisions of this Ordinance are declared to be severable.

Section 4. It shall be unlawful for any person, firm or corporation to develop this property, or any portion thereof, in any manner other than is authorized by this Ordinance, and upon conviction therefore, shall be fined any sum not exceeding $2,000.00, and each day that such violation shall continue shall be considered a separate offense. These penal provisions shall not prevent an action on behalf of the City of McKinney to enjoin any violation or threatened violation of the terms of this Ordinance, or an action for mandatory injunction to remove any previous violation hereof.

Section 5. That no developer or property owner shall acquire any vested interest in this Ordinance or specific regulations contained herein. The ordinance, and the subsequent site plans (if any) and regulations may be amended or repealed by the City Council of the City of McKinney, Texas, in the manner provided by law.

Section 6. The caption of this Ordinance shall be published one time in a newspaper having general circulation in the City of McKinney, and shall become effective upon such publication.

**DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THIS 19TH DAY OF OCTOBER, 2010.**

CITY OF McKINNEY, TEXAS

BRIAN LOUGHMILLER
Mayor

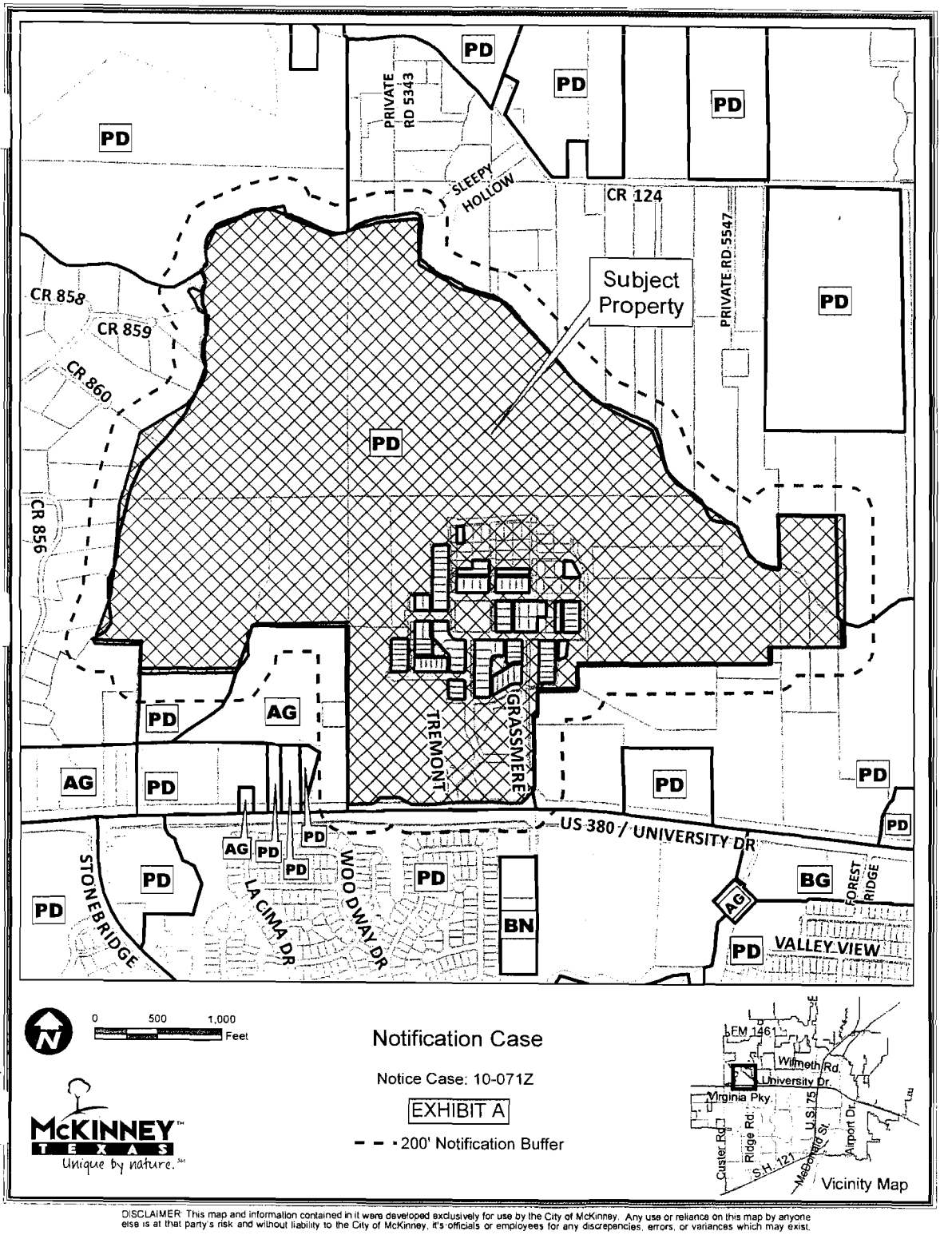
CORRECTLY ENROLLED:

SANDY HART, TRMC, MMC
City Secretary

DATE: October 21, 2010

APPROVED AS TO FORM:

MARK S. HOUSER
City Attorney




DISCLAIMER: This map and information contained in it were developed exclusively for use by the City of McKinney. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of McKinney, it's officials or employees for any discrepancies, errors, or variances which may exist.

TUCKER HILL

# PATTERN BOOK

ORDINANCE VERSION

REVISION 2 POST P&Z SUBMITTAL

SEPTEMBER 30, 2010

EXHIBIT B



PZ 10-071Z

NOTE:

The following Pattern Book revisions, submitted for Planning and Zoning consideration on July 12, 2010; apply to the South District of Tucker Hill only. The General Development Plan and Design Code requirements for the North District shall remain as approved by Planning and Zoning and by City Council in the Spring of 2006.

This version of the Pattern Book (Ordinance Version - Revision 2) is not applicable to the following lots:

Phase One Record Plat

| | |
|---|---|
| Block F | Entire Block...F-1, F-2, F-3 |
| Block H | Entire Block...H-1, H-2, H-3, H-4, H-5, H-6 |
| Block I | Entire Block...I-1, I-2, I-3, I-4, I-5, I-6, I-7, I-8, I-9, I-10, I-11, I-12, I-13, I-14, I-15, I-16, I-17 |
| Block J | Entire Block...J-1, J-2, J-3, J-4, J-5, J-6, J-7, J-8, J-9, J-10, J-11, J-12, J-13, J-14, J-15, J-16, J-17 |
| Block K | Entire Block...K-1, K-2, K-3, K-4, K-5, K-6, K-7, K-8 |
| Block O | O-1, O-2, O-3, O-4, O-6, O-7, O-8, O-9, O-10, O-11, O-12, O-15, O-16, O-17, O-18, O-19, O-20, O-21<br>(O-5, O-13, O-14 are included in the Revision 2 Pattern Book zone changes) |
| Block Q | Q-4<br>(Q-1 thru Q-3 and Q-5 thru Q-9 are included in the Revision 2 Pattern Book zone changes) |
| Block R | None<br>(R-1 thru R-4 are included in the Revision 2 Pattern Book zone changes) |
| Block S | S-8, S-9, S-10, S-11, S-12, S-13, S-14<br>(S-1 thru S-7 and S-15 thru S-17 are inlcuded in the Revision 2 Pattern Book zone changes) |
| Block T | T-1, T-7, T-8, T-9, T-10, T-11, T-12, T-13<br>(T-2 thru T-6 and T-14 thru T-16 are included in the Revision 2 Pattern Book zone changes) |
| Block U | Entire Block...U-1, U-2, U-3, U-4, U-5, U-6, U-7, U-8, U-9, U-10, U-11 |

Total Number of Excluded Lots: 96 Lots

These lots remain governed by the previous approved version of the Pattern Book (Ordinance Version - Revision 1, Approved 09-04-2007).

## SECTION 1: PLAN



## SECTION 2: ILLUSTRATIVE DETAILS



## SECTION 3: DESIGN CODE



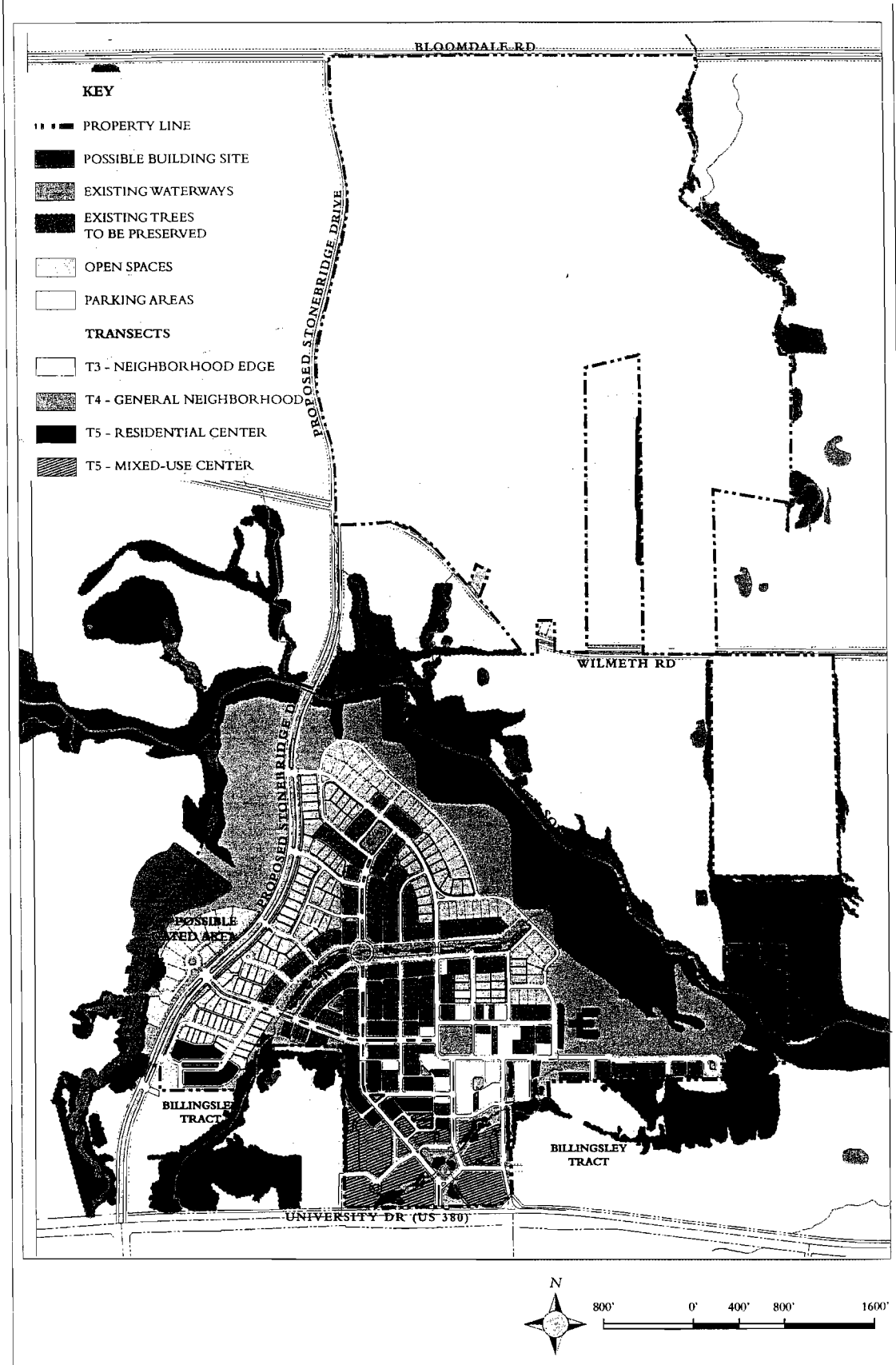
## APPENDIX







PZ 10-071Z


BLOOMDALE RD
KEY
PROPERTY LINE
POSSIBLE BUILDING SITE
EXISTING WATERWAYS
EXISTING TREES TO BE PRESERVED
OPEN SPACES
PARKING AREAS
TRANSECTS
T3 - NEIGHBORHOOD EDGE
T4 - GENERAL NEIGHBORHOOD
T5 - RESIDENTIAL CENTER
T5 - MIXED-USE CENTER
PROPOSED STONEBRIDGE DRIVE
WILMETH RD
PROPOSED STONEBRIDGE D
BILLINGSLEY TRACT
BILLINGSLEY TRACT
UNIVERSITY DR (US 380)
N
800' 0' 400' 800' 1600'



PZ 10-071Z

**SOUTH DISTRICT RESIDENTIAL**

| | VILLA | NON-ALLEY | ALLEY | COTTAGE | SHARED WALL | TOWNHOME | LIVE/WORK & MIXED-USE | GDP PLAN INDICATED UNITS* |
|---|---|---|---|---|---|---|---|---|
| T3 | P | P | P | (0) | (0) | * | * | 153 |
| T4 | (0) | P | P | P | (0) | (0) | * | 356 |
| T5 | * | * | P | P | (0) | (0) | (0) | 181 |
| MIX ON GDP | 4% | 17% | 39% | 20% | 0% | 3% | 17% | 690 Total |

Key:
- * Not allowed
- (0) Allowed building type with no minimum percentage of the total mix.
- P Permitted Residential type

PLAN

**These values reflect product counts represented in the General Development Plan as of August 2007. Values given for Live/Work and Mixed-Use Building Types refer to upper-level residential units only. Please refer to the Design Code portion of the book for specific information on Transect zoning and Building Type Summary.*

Flexibility in Building Type Density is both permitted and expected. The following conditions shall apply:

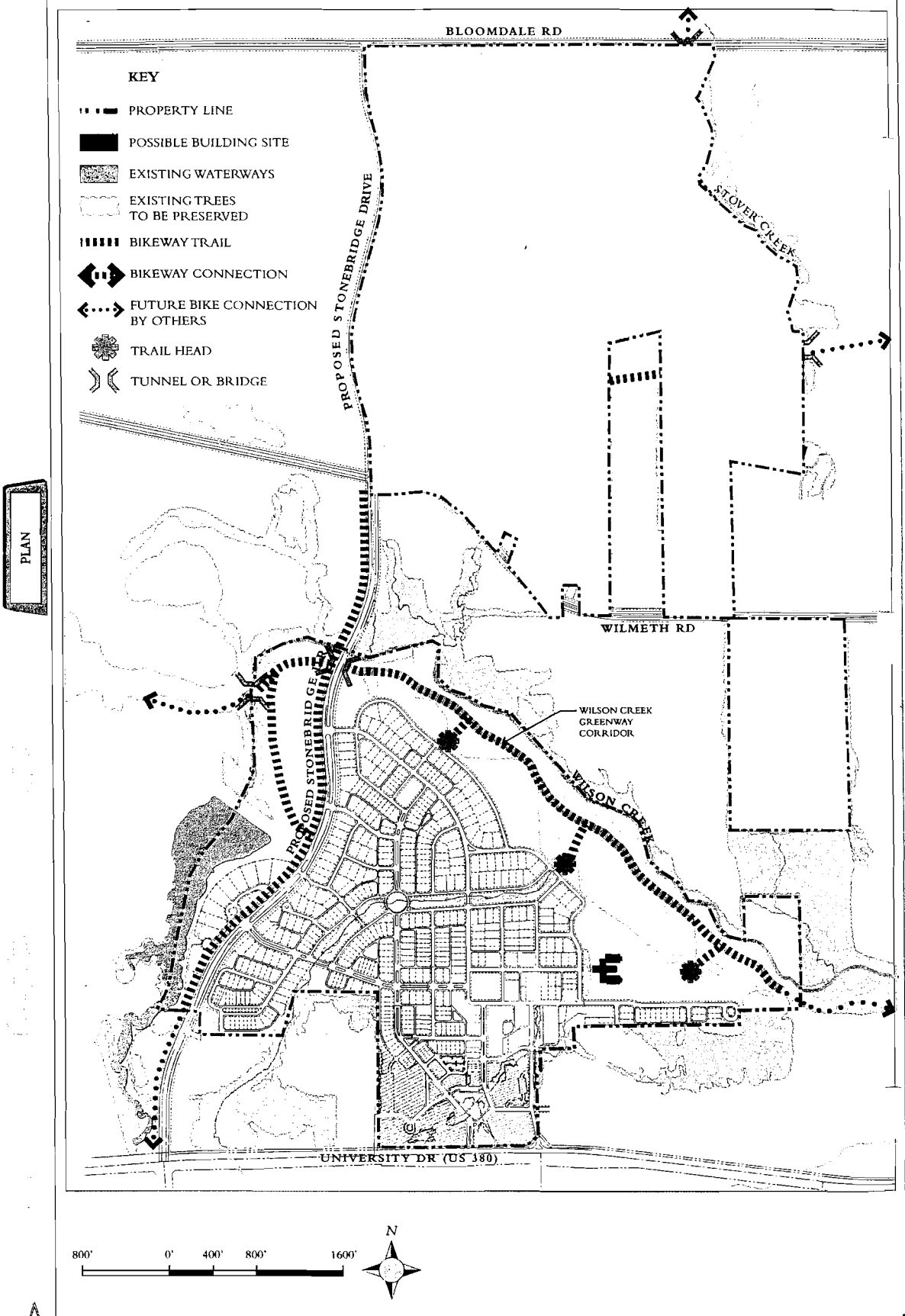
1. Within each of the three transects, each allowable Building Type, with the exception of those types noted above in parentheses, shall comprise at least five (5%) percent of the total units within the transect. *All required Building Types shall meet the minimum percentages at final build-out.*
2. At build-out, all Permitted (P) residential types shall be built within the community. No single Building Type shall exceed seventy five (75%) percent of the total units within the transect.
3. The total number of units in the South District shall not exceed 759 total residential units. (110% of 690 units indicated on the 2007 GDP)

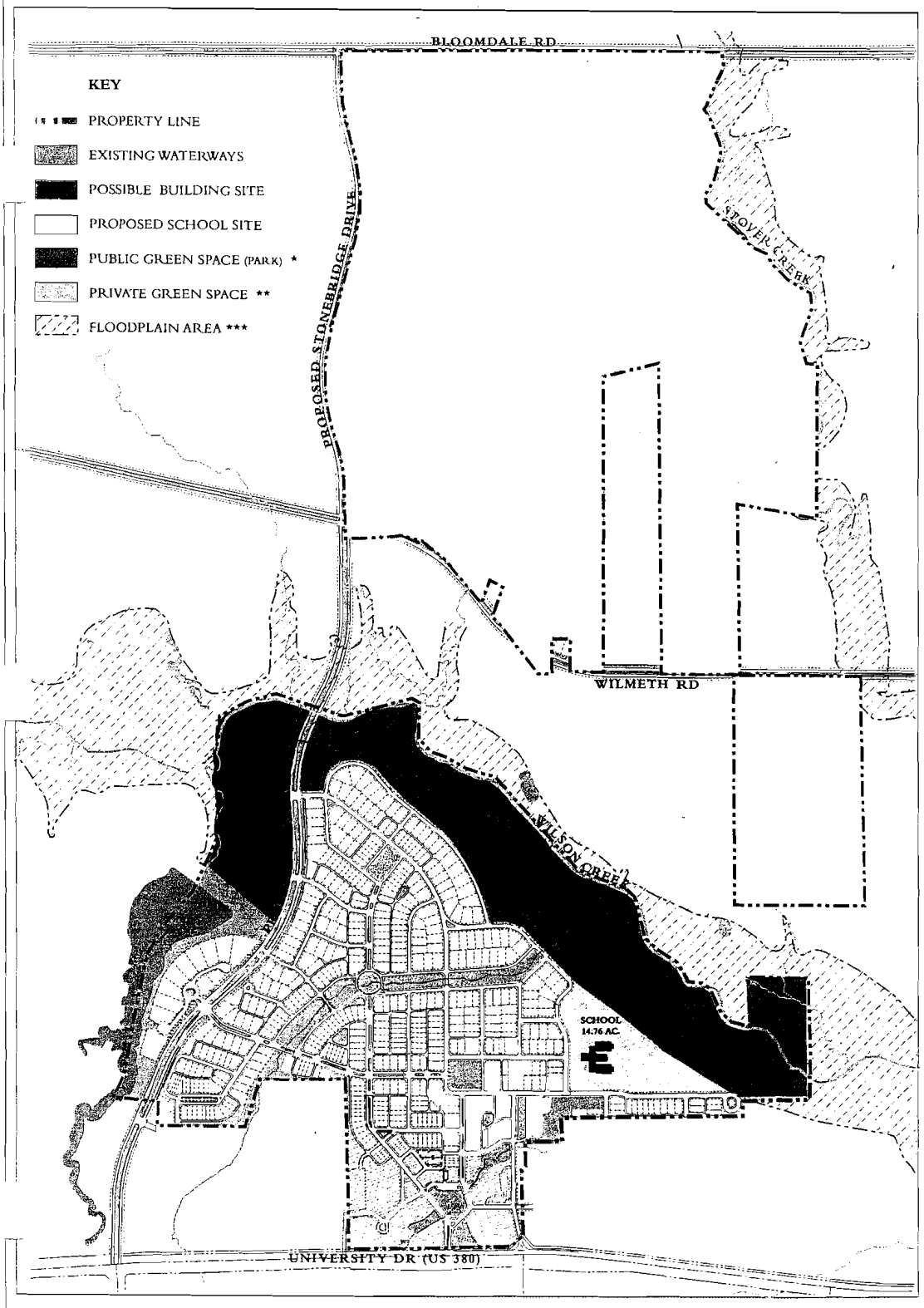


PZ 10-071Z

# BIKEWAY NETWORK DIAGRAM

PLAN






PLAN

* *Public Green Space (Park) to be maintained by City of McKinney*
** *Private Green Space to be maintained by Developer*
*** *These areas are prone to being wet and not considered buildable area*

N

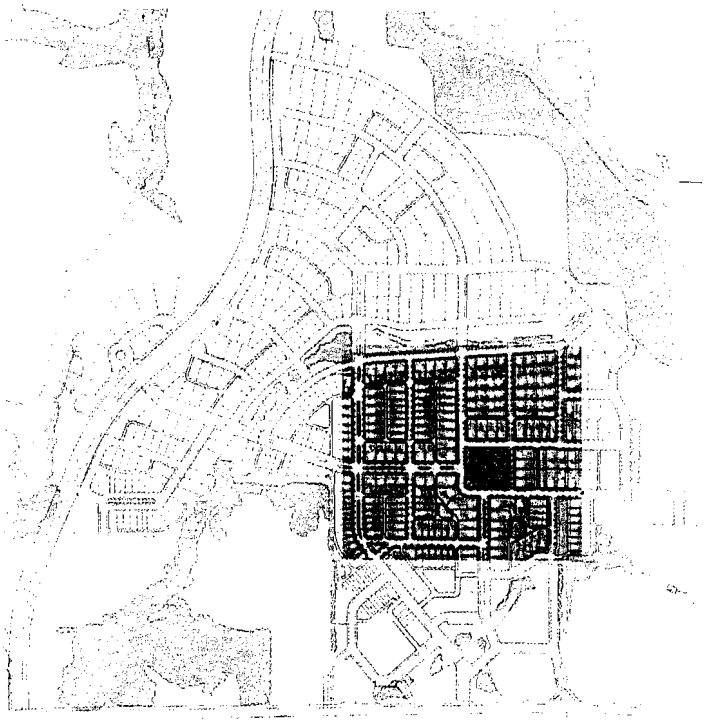
800' 0' 400' 800' 1600'

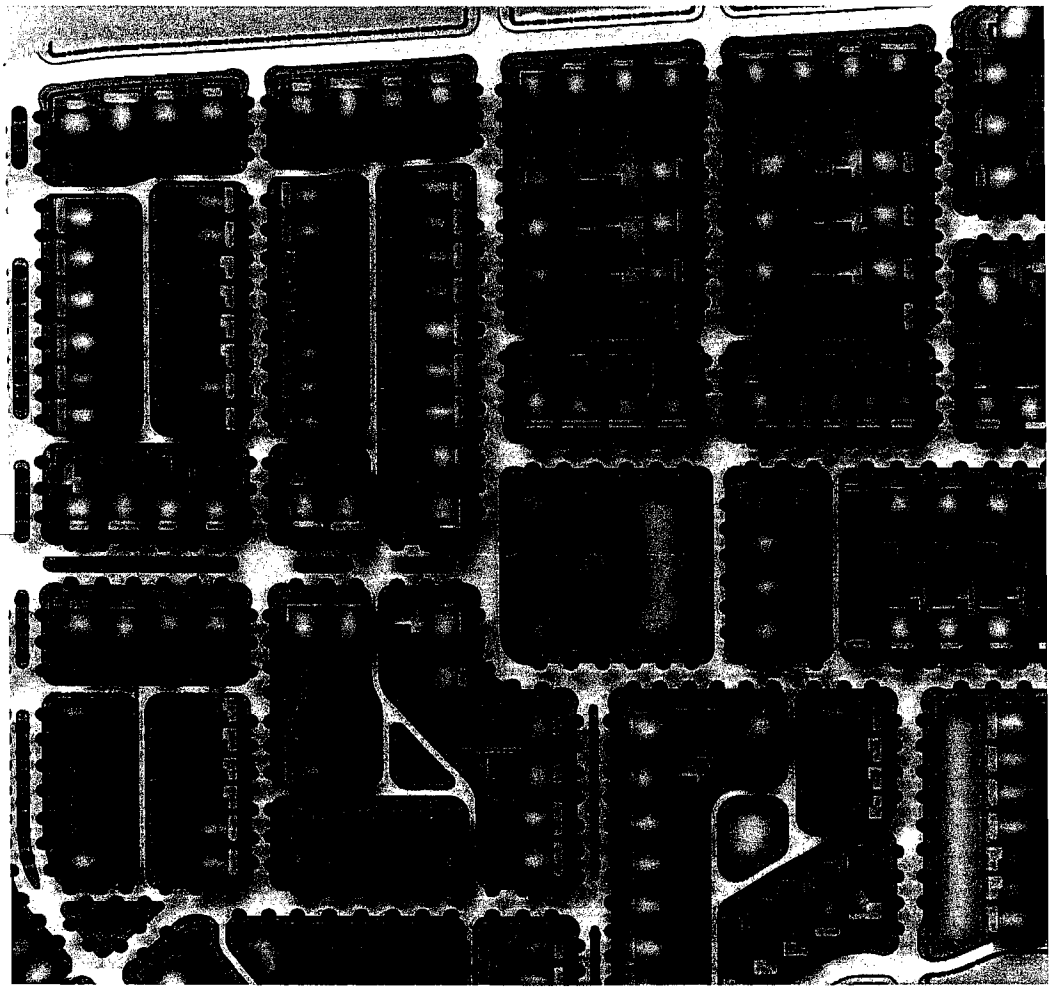


PZ 10-071Z

**Founder's Square**

The image on the facing page depicts the general character of a primarily T4 neighborhood and formal open space in the South District of Tucker Hill. This image is for illustrative purposes only. Placement and configuration of trees, buildings and open spaces is subject to change.









PZ 10-071Z

**The Design Code** is a document comprised of both text and graphics and intended to guide the creation of Tucker Hill. It is comprised of five sections: **Regulating Plan, Urban Standards, Thoroughfare Standards, Landscape Standards** and **Architectural Standards.**

The Code also serves to assure that the following criteria are met in the Plan:

* The entire community is conceived as an arrangement of different urban Transect zones, each with specific requirements and provisions.
* Neighborhoods within the community are limited in size by a 5 to 7 minute (1/4 to 1/2 mile) walking distance from the edge to an easily identifiable center.
* Residences, retail spaces, offices, and civic buildings are located in close proximity to each other to promote a true mixed-use environment.
* The streets, blocks, and placement of buildings on lots encourage pedestrian activity.
* Street networks are interconnected. Blocks are smaller and close to the neighborhood centers.
* Recreation and basic neighborhood services are accessible by non-vehicular means from lots at the edge of neighborhoods.
* A variety of public spaces are provided for social gatherings and recreation for all members of the community as well as outside visitors. Public spaces are defined by carefully articulated building frontages, and can include parks, greens, squares, plazas, and playgrounds.
* In addition to public spaces, civic buildings in prominent locations provide places for assembly and help to define the community as a whole.
* Various thoroughfare types serve the needs of pedestrians, motor vehicles, and bicycles (as required). A bikeway/walkway along the Wilson Creek Greenway Corridor will provide a link to the City of McKinney's trail system.

The **Regulating Plan** is a map showing the various transect-based zoning categories with precision. The regulating plan also shows the form and location of public spaces and the type and trajectories of thoroughfares.

The **Urban Standards** regulate the manner in which private buildings affect public spaces. These regulations are provided at multiple scales, from the entire thoroughfare section to the individual building configuration and frontage. The most comprehensive portion of the Urban Standards is the Building Type Summary. This diagrammatic chart plots individual Transect zones against Building Types to guide in the composition of the entire neighborhood. In addition to specifying which Types belong in which Transect zones, the Building Type Summary also provides guidelines for the layout of individ[illegible] lots and building footprints.

The **Thoroughfare Standards** are an additional set of text and drawings/diagrams that dire[illegible]ly relate to both the Regulating Plan and the Urban Standards. This information categorizes pedestrian and vehicular means of passage based on their capacity and urban character. The Thoroughfare Standards are illustrated in both plan and section, and specify characteristics such as vehicular travel and parking lanes, curbs, planters and planting strips, street trees, street lights, and pedestrian sidewalks.

The **Landscape Standards** portion of the Pattern Book is used to guide the creation of public and private open spaces. It establishes guidelines for the placement and size of street trees, yard trees, and various open spaces.

The comprehensive **Architectural Standards** specify the materials and configurations deemed acceptable for the various building types in Tucker Hill. They regulate criteria on multiple scales, from the facade, roof, and walls to the trim, finish, and hardware. The purpose of these regulations is to produce visual continuity and compatibility across the community and between different building types. On a large scale, the standards relate to the traditional vernacular of the region, in this case, northeast Texas. They also assure an appropriate architectural response to local climate and conditions. The importance of the Architectural Standards is their ability to create and maintain architectural harmony, which directly affects urban quality.

The Design Code is a series of prescriptions, some of which are mandatory and some of which are only recommended. The mandatory prescriptions are indicated by the verb shall. The recommended ones are indicated by the verb should. Options that are allowed but neither recommended or discouraged are indicated by the verb may.

## TRANSECT ZONING

The term "Transect" is used to describe a cross-sectional system of classification of environments. All elements of the built environment are arranged in order from most rural to most urban. There are six transect zones, from Rural Preserve to Urban Core, all of which are described in detail on the following two pages.

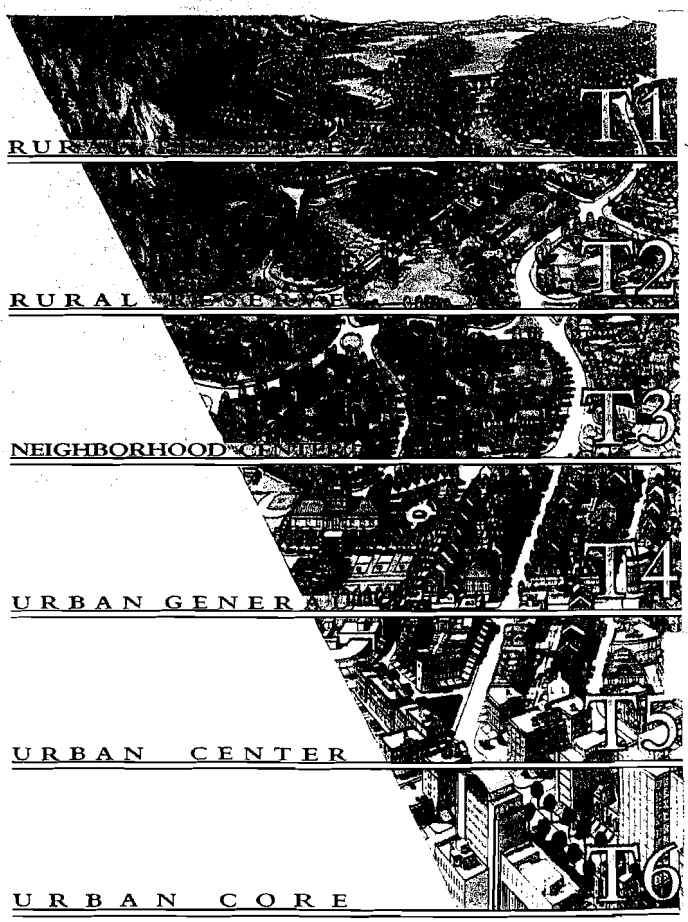
The image to the right shows the conceptual transect, increasing in density from top to bottom. Most master planned communities do not include all of the zones, but may include any number of them in any arrangement. **As indicated, Tucker Hill is classified into the three middle zones: Neighborhood Center (T3), Urban General (T4), and Urban Center (T5).**

The purpose of the Transect system is to provide a carefully arranged alternative to conventional zoning and sprawl. While conventional zoning segregates building usage and functions, often by large distances, transect zoning allows for a mix of uses arranged in much closer proximity.

Transect zoning also offers a more qualitative approach to town planning by focusing on the character of a place. One key concept of the Transect system is the "immersive environment" in which all components create a harmonious place somewhere within the transect continuum. Each point along the continuum has specific unifying characteristics evident in everything that comprise it: from the street design to the building form, landscape, and public infrastructure. For example, in the T5 Urban Center zone, one might find parapet roofs instead of gabled, and four story buildings as opposed to two. All of these elements work together to create an intensely urban "immersive environment" that is distinctly different from its much more rural T2 counterpart.

Each transect zone has very specific requirements and provisions. Everything from density, thoroughfares, lot dimensions, public spaces, architectural massing, building frontages, building types, parking, pedestrian networks, and landscape design are quantified and specified in the transect descriptions and the accompanying design code. The charts and diagrams that follow detail these specific requirements and should serve to further clarify the Transect concept. Additional information may also be found in the Smart Code V7.0 document.

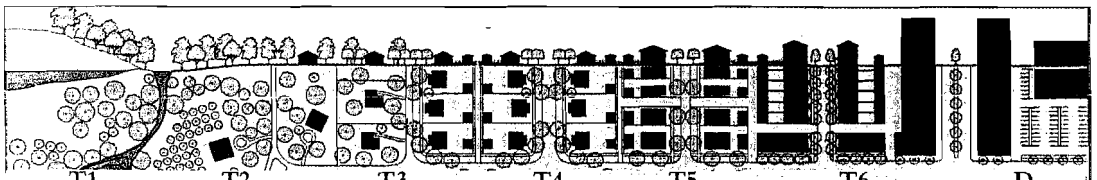
*CREDITS: Transect definitions and illustrations at right courtesy of Smart Code V 7.0, Duany Plater-Zyberk & Company.*




DESIGN CODE



PZ 10-071Z



| T1 | T2 | T3 | T4 | T5 | T6 | D |
|---|---|---|---|---|---|---|
| RURAL PRESERVE | RURAL RESERVE | NEIGHBORHOOD CENTER | URBAN GENERAL | URBAN CENTER | URBAN CORE | SPECIAL DISTRICT |

This transect consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.

This transect consists of lands in open or cultivated states or sparsely settled. These may include woodland, agricultural lands, grasslands, and irrigable deserts.

This transect is similar to conventional low density suburban house areas but differs by allowing home occupations in accessory units. Planting is naturalistic with deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.

This transect is a denser and primarily residential urban fabric. The transect has a wide range of building types including single, side yard, and row houses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.

This transect is the equivalent of a Main Street. It includes building types that accommodate retail, offices, residential and live/work units. It is usually a tight network of streets with wide sidewalks, steady street tree planting, and buildings set close to frontages.

This transect is the equivalent of a downtown. It contains the tallest buildings, the greatest variety, and unique civic buildings in particular. It is the least naturalistic; street trees are steadily planted and sometimes absent.

These are the areas with buildings that, by their intrinsic function, disposition, or configuration, can not conform to one of the six normative Transect Zones. Typical districts may include institutional campuses, civic buildings, etc.

*CREDITS: Transect illustrations and definitions courtesy of Smart Code V 7.0, Duany Plater-Zyberk & Company*

## GENERAL BUILDING TYPES BY TRANSECT

Tucker Hill will be a mixed-use environment, with a combination of residences, retail spaces, offices, civic buildings, and open spaces, and a mix of three transect zones: T3,T4 and T5. Each of these uses will be located in close proximity, and often adjacent, to one another. In the residential areas, a variety of sizes and types of housing will be combined, often within a single block. In the neighborhood and mixed-use centers, this mix of uses will be both horizontal as well as vertical through the utilization of live/work townhouses and mixed-use multi-story commercial buildings. The building functions permitted within Tucker Hill are depended on the transect in which the building is located. While certain uses, such as single family detached dwellings, are allowed in any of the three transects, other uses may only be permitted in more urban transect zones.

For the purposes of this Design Code, the T5 transect has been further subdivided into T5 Residential Centers and T5 Mixed Use Centers. The standards and streetscape characteristics for each center are the same. The major difference being that Mixed-Use buildings are only permitted in Mixed-Use Centers. Some of the T5 centers, while more urban in character, are not intended to contain uses other than residential.

The following is a listing of permitted general building types by transect:

### T3: NEIGHBORHOOD EDGE*

* Single family detached dwellings are permitted.
* Residential buildings containing not more than two dwelling units (shared wall houses) are permitted (townhomes are not permitted).
* Only one building for living purposes shall be permitted on one zoning lot unless otherwise indicated.
* Accessory units (ex: Carriage Houses) no greater than 1,000 square feet may be permitted on the same lot as a single family detached dwelling. These units may be used as rental property.
* Bed and Breakfast type lodging may be allowed by special use permit.

### T4: GENERAL NEIGHBORHOOD*

* Single family detached dwellings are permitted.
* Residential buildings containing not more than two dwelling units (shared wall houses) are permitted (townhomes are not permitted).
* Only one building for living purposes shall be permitted on one zoning lot unless otherwise indicated.
* Accessory units (ex: Carriage Houses) no greater than 1,000 square feet may be permitted on the same lot as a single family detached dwelling. These units may be used as rental property.
* Bed and Breakfast type lodging may be allowed by special use permit.
* Civic Buildings are permitted.

### T5: RESIDENTIAL CENTER*

* Single family detached dwellings are permitted.
* Residential buildings containing two dwelling units (shared wall houses) are permitted.
* Residential buildings containing side-by-side townhouse units are permitted.

  Accessory units (ex: Carriage Houses) no greater than 1,000 square feet may be permitted on the same lot as a single family detached dwelling. These units may be used as rental property.
* Live/Work buildings containing single family attached townhouse units above commercial retail/office space are permitted.
* Bed and Breakfast type lodging is permitted.
* Civic Buildings are permitted.

### T5: MIXED-USE CENTER*

* Single family detached dwellings are permitted.
* Residential buildings containing two dwelling units (shared wall houses) are permitted.
* Residential buildings containing horizontally stacked townhouse units are permitted.
* Accessory units (ex: Carriage Houses) no greater than 1,000 square feet may be permitted on the same lot as a single family detached dwelling. These units may be used as rental property.
* Live/Work buildings containing single family attached townhouse units above commercial retail/office space are permitted.
* Bed and Breakfast type lodging is permitted.
* Civic Buildings are permitted.
* Mixed-use buildings are permitted, however, residential uses are not permitted on first floors.
* Single or multi-tenant non-residential buildings
* Not Allowed: Apartment Buildings (See page 52)

***NOTE: Transect names are modified from the Smart Code to names specific to the Tucker Hill Community.**

The building functions deemed appropriate within Tucker Hill are generally more restrictive than within the City of McKinney. The following residential, commercial, and civic uses are considered to be in keeping with the desired quality and characteristics of the community and are permitted in all transects unless otherwise indicated:

*Primary Uses (Entire community):*

* Single-family detached dwellings and two-family dwellings
* Public, parochial, and private schools offering courses of general instruction. (no colleges, universities, trade or business school)
* Churches, synagogues, chapels, and similar places of worship located in a permanent structure
* Public and quasi-public buildings for cultural use (museums, art galleries, etc)
* Bed and Breakfast establishments as defined by City of McKinney standards. Bed and Breakfasts are allowed in any T5 zone, but shall require a Special Use Permit (SUP) to be operated in T3 and T4
* Utility substations necessary to the functioning of the utility, but not including general business offices, maintenance facilities, and other general system facilities
* Local utility lines, utility distribution lines and telephone exchanges.
* Parking incidental to main use
* Parks and recreation areas operated by the City of McKinney
* Recreation areas (including tennis courts, swimming pools, fitness centers, HOA Residents Clubs, etc.) for residents and guests
* Short term buildings and structures necessary for the construction of the community. These may include but are not limited to: storage facilities, maintenance buildings, field offices and builder models. See "Short Term Uses (Entire Community)" for additional requirements
* Uses similar to the above mentioned permitted uses, provided activities conducted observe the requirements of all City ordinances

*Accessory Uses (Entire community):*

Accessory uses are permitted in all three transects as per City of McKinney Zoning Ordinance Sec. 146-73 (RS 60 Single-Family Residence District Regulations).

* Home occupations
* Private garages and parking areas
* Private swimming pools for the use of residents and their nonpaying guests
* The parking of one unoccupied recreational trailer no more than 24 feet in length; trailer shall not be visible from the public right-of-way
* The storage of one recreational boat either in a building or in the rear yard; boat shall not be visible from the public right-of-way
* The keeping of dogs, cats, and other household pets
* Other accessory uses and buildings appurtenant to a permitted use, including, but not limited to, associational meetings, religious gatherings, and social activities

*Short Term Uses (Entire community):*

Throughout the duration of build-out at Tucker Hill, a variety of short term buildings and structures necessary for construction, maintenance, and home/lot sales shall be allowed. These buildings and structures may include, but are not limited to: materials and equipment storage facilities, maintenance shops, landscape holding areas (may include greenhouses and be enclosed or open), field offices (construction, surveying, engineering, infrastructure, horticulture, etc), community (discovery) centers and builder models.

The following general guidelines shall apply to ALL such uses:

* In most cases, short term buildings and structures shall remain in pl for the duration of build-out or until the task for which the building or structure is required is complete.
* Short term buildings and structures may be relocated based on proximity to current development (for example, a survey office trailer may be moved to the north district once surveying in the south district is complete).
* Short term buildings and structures shall be removed within thirty (30) days following completion of the task for which it is required, or within thirty (30) days of the completion of construction of a permanent facility or relocation of the short-term facility.
* A permit shall be required for all short term uses. Upon submittal of a permit application for a short term use to the Building Inspections Department, Staff shall either approve or deny the application and consider the following factors when making their determination:
    i. Location of the subject property for the short term use; and
    ii. Platting status of the subject property for the short term use; and
    iii. Parking provided for the short term use; and
    iv. The manner in which the proposed building or structure is situated on the site/property; and
    v. The positive or negative impact of the proposed short term use on surrounding properties and uses.

The following guidelines shall limit the number of short term field offices (typically trailers):

* Each individual builder (including Southern Land Company) shall be allowed an average* of two (2) short term buildings for use as field offices. (* Overall, the number of short term field offices shall not exceed twice the number of builders at Tucker Hill).
* The developer shall determine the number of field offices each buil is allowed.
* In addition, Southern Land Company shall be allowed six (6) additio short term buildings for use as field offices for other uses (ex: horticulture, survey, etc).

The following guidelines shall limit the number of model homes:

* Each individual builder (including Southern Land Company) shall be allowed an average* of three (3) model homes. (* Overall, the number of model homes shall not exceed three times the number of builders at Tucker Hill).
* The developer shall determine the number of model homes each builder is allowed.

Within the T5 Centers (Residential and Mixed-Use), Mixed-Use or Live/Work buildings containing residential units above commercial/office space are permitted. The non-residential uses allowed differ depending on the categorization of the Center. Live/Work units within the Residential Center are more limited than those within the Mixed Use Center. The following non-residential uses are considered appropriate for any Live/Work unit in Tucker Hill:

* Bed and Breakfast
* Antique Shop
* Apparel and Accessory Shop
* Art Supply Shop
* Barber or Beauty Shop
* Book, Card, or Gift Shop
* Fabric or Needlework Shop
* Florist or Garden Shop
* Grocery or Food Store
* Furniture Sales
* Hobby or Handcraft Shop
* Massage therapist
* Natural healing practitioner
* Office Supply Store
* Restaurant or cafeteria (indoor)
* Retail Store (indoor)
* Studio (photography, arts)
* Travel Agency

Live/Work units, Mixed-Use and commercial buildings are permitted building types within the T5 Mixed Use Centers. The following non-residential uses, in addition to all uses listed above, are considered appropriate for any Mixed Use commercial building within a T5 Mixed Use Center:

All Principal Permitted Uses allowed by City of McKinney Zoning Ordinance Sec. 146-84 BN Neighborhood Business District Regulations with the following additions and exceptions:

Additional allowable uses:

* Theater (indoor)
* Department or discount store
* Furniture sales
* Office supplies
* Veterinarian (no outside runs)
* Attached residential dwellings on non-ground level stories of Mixed-U buildings.

Exceptions to allowable uses:

* No boarding houses or rooming houses
* No dormitories
* No multi-family dwellings (apartments) on ground level
* No colleges or universities
* No fraternal organizations, lodges, or civic clubs (with the exception of HOA Residents' Clubs)
* No halfway houses
* No hospitals

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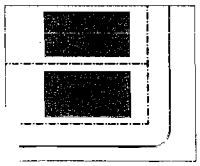
## BUILDING DISPOSITION

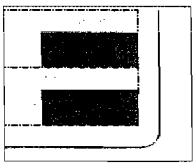
### Edge Yard



T3 T4

A building that occupies the center of its lot with setbacks on all sides. This is the least urban of all types, as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by a fence/wall and a well-placed back building or outbuilding.

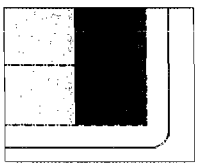
### Side Yard



T4 T5

A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze.

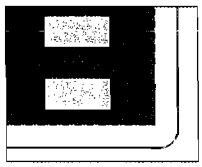
### Rear Yard



T5

A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the row house. For its commercial form, the rear yard can accommodate substantial parking.

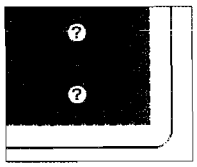
### Court Yard



T5

A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging, and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.

### Specialized



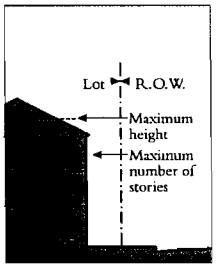
T3 T4 T5
& Special District

A building that does not fit the building dispositions generally found in the transects. Examples of buildings that fit within the specialized building are civic buildings, schools, churches, and/or amenity centers. Approval of building disposition for the special district will occur with site plan approval. Determination of the building disposition will be made by whether or not the building is in keeping with the proposed specialized use, the context of the lot and the goals and objectives of the City of McKinney Comprehensive Plan and Zoning Ordinance. A proposed building's disposition may be denied if the site plan is found to not be in keeping with these.

*CREDITS: Building Disposition definitions and illustrations courtesy of Smart Code V 7.0, Duany Plater-Zyberk & Company.*

## BUILDING HEIGHT:

Building Height has been defined by the International Building Code as "vertical distance from grade plane to the average height of the highest roof surface" and shall be measured in number of feet.




* Maximum principal building height (as indicated on the following charts) is to be measured in both feet, as defined above, and in stories. A residential story shall not exceed twelve (12) feet from floor to floor, not including a raised basement or an inhabited attic. A retail story shall be between ten (10) and eighteen (18) feet from floor to floor. A half story is defined as an inhabited space beneath a gabled roof and therefore varying in floor to ceiling height.
* "Bungalow Court" type lots (those that front on pedestrian thoroughfares instead of vehicular thoroughfares) shall be limited to 30' in height unless accessed by a 26' or wider fire lane.
* A portion of the building no more than 250 square feet (tower, turret, cupola, steeple, chimney, etc) is permitted to exceed the height limit indicated for each building type on the subsequent pages. However, no portion of any building in the T5 transect shall exceed seventy five (75) feet in height unless otherwise approved by the City of McKinney Planning and Zoning Commission. In T3 and T4 transects, the maximum height of any building shall not exceed fifty (50) feet in height unless otherwise approved by the City of McKinney Planning and Zoning Commission.
* On the front facade or porch, the finished floor elevation for all detached residences shall be twelve (12") inches minimum above grade.

## STREETSCAPE STANDARDS:

The following issues shall be considered when siting a building:

* The streetscape shall be a continuous edge, using a combination of building facades, low walls, fences, screening walls, and/or landscaping. Blank facades in excess of 40 linear feet shall not be exposed to public thoroughfares.
* Screening is required for all storage, service portals, garbage areas, and service driveways visible from public streets as per City of McKinney Zoning Ordinance Sec. 146-132 "Fences, Walls, and Screening Requirements."
* Blocks shall not exceed 800 feet in length in T3, 600 feet in length in T4, and 400 feet in length in T5 unless an alley or pedestrian path is provided for mid-block through access.

All buildings shall have an identifiable public address that corresponds to the main entrance of the building.

Garages accessed from the front of the lot shall be set back a minimum of 20 feet from the back of the right-of-way/property line or rotated so that the garage doors do not face adjacent streets.

* On non-alley homes, front-facing garages shall be offset behind the primary building's front facade. (Exception: Wilson Creek frontage lots)
* Screening hedges, walls and fences shall not be allowed in street intersection sight triangles.





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**The Building Type Summary** provides standards for the placement and massing of each of the ten building types in Tucker Hill. The top row of the chart contains basic information about each building type, including building function, frontage type, building disposition, and drive access. The chart itself specifies the types of buildings that may occur in each of the three Transect zones in the community. A blank space in the chart indicates that particular building type is not permitted in the transect. Each segment of the chart contains a diagram and all of the pertinent dimensions and specifications for building placement and height within a given lot. Note that many of these values are provided as a range of dimensions.

It should be noted that while the majority of the buildings within Tucker Hill fall within the parameters of the Building Types detailed on the following pages, certain buildings may not. These buildings are those that fall in the "Special District" areas or under "Specialized" Building Disposition categories described on the previous pages. An example of such a building may be a school or a community center. Final approval on all such lots and dispositions shall be given by the Planning and Zoning Commission and is dependent on whether or not the building is in keeping with the principles of the Pattern Book as well as the goals and objectives of the City of McKinney Comprehensive Plan and Zoning Ordinance.

Following the Building Type Summary are several pages of Lot Configuration Options for each of the seven different residential building types. This section illustrates different methods of fulfilling minimum parking requirements on each lot type.

**ADDITIONAL CRITERIA FOR CARRIAGE HOUSES:**

The following criteria applies to Carriage Houses as regulated within the Building Type Summary: Residential chart. Carriage Houses are categorized as Accessory Units and are subject to the "Permitted Uses by Transect" outlined in the Building Function section of the code. Residential uses within Carriage Houses are subject to the approval of the City of McKinney Fire Departme

* Corner carriage units directly accessible fr a side street may be habitable.
* Interior carriage units not directly accessible from a fire lane are prohibited from being used as dwelling units, unless adequately sprinklered and fire-protected as determined by the City of McKinney Fire Department.

## TERMS AND DEFINITIONS:

**Frontage Line:** A lot line that coincides with a right-of-way or limit of a public open space.

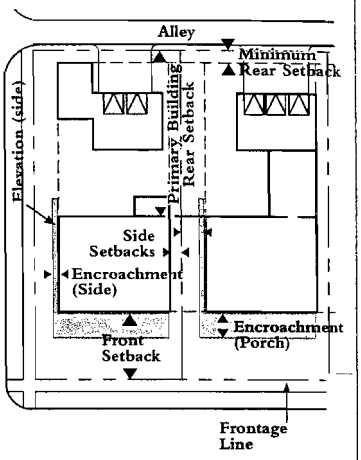
**Facade:** An exterior building wall which faces a frontage line.

**Elevation:** Any exterior building wall not facing a frontage. Elevations shall be set back from the frontage and lot lines as shown in the diagram. Elevations are allowed to deviate from the trajectory of the lot lines.

**Front Setback:** The distance between the frontage line and a facade. Front setbacks are flexible wihin limits specified herein, however front setbacks shall be generally consistent across a single block face, except where topography or existing landscape features dictate otherwise. The front setback for each block shall be set by the developer. Deviation of more than two (2') feet from the established setback shall occur only for special conditions and are subject to City Planning and Zoning Commission approval. Encroachments will provide the variety in the streetscape that is intended and desired by the developer.

**Minimum Rear Setback:** The minimum offset distance from an accessory building or backbuilding element to the rear property line. Final Plats shall include any utility, drainage or access easments that may increase the Pattern Book established Minimum Rear Setbacks. Building placement may also be affected by the location of the required exterior parking spaces.

**Primary Building Rear Setback:** The distance between the rear lot line and any portion of the main body of the building. The main body of the building is the widest portion that has a depth of 25 feet or more. Outbuildings and backbuildings are permitted between the Minimum Rear Setback and the Primary Building Rear Setback. On lots with attached garages, the garage and a connector or breezeway is permitted to occur within this zone and in the zone allowed for Primary Building. Deviation from the setback requirement shall occur only for special conditions and are subject to City Planning and Zoning Commission approval.

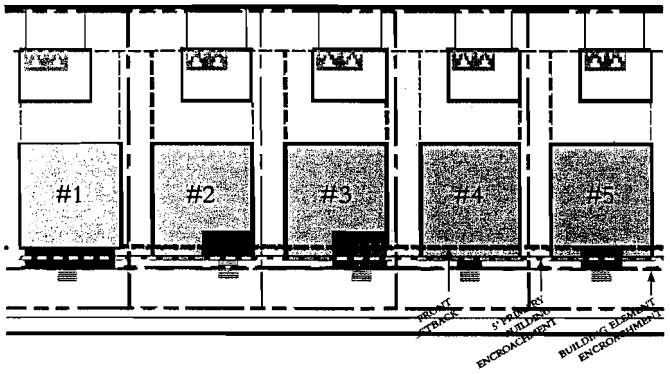



**Side Setback:** The distance between the side lot line and an elevation of the building with the exception of roof overhangs. Side Setbacks are intended to be fixed minimum offset lines for the main body of the house. Encroaching elements as described below are permitted to extend beyond the allowable building setback on the street side of corner lots. Otherwise, chimneys are the only building element that may extend into a side setback. Deviation from the setback requirement shall occur at a minimum and is subject to City Planning and Zoning Commission approval.

The side setback on the street side of a corner lot is dependent on transect. Minimum side setbacks for corner lots are as follows:

| | |
|---|---|
| T3 Neighborhood Edge: | Nine (9) feet |
| T4 General Neighborhood: | Six (6) feet |
| T5 Urban Center: | Three (3) feet |

Exceptions to typical setbacks may be made in blocks which are split into two transects. In this case, the smaller setback will generally prevail. Exceptions may also occur on blocks with no homes facing the side street.




**Encroachments:** A building element permitted to extend beyond the building setback. Encroachments are implemented in order to maintain a consistent streetscape while allowing some limited variety.

Lots in Tucker Hill will have two main types of encroachments: Building Element Encroachments and Primary Building Encroachments. Building Element Encroachments are allowed on all lots in Tucker Hill and include terraces, porches, bay windows, canopies, awnings, and balconies. All of these elements are permitted to extend within the area between the sidewalk and the building facade. Chimneys are permitted to extend into the side yard setback.

Note that any steps leading up to the terrace or porch at the front of the house are not considered a "Building Element." Steps, and any landings between steps, may extend beyond the Building Element Encroachment, but shall be within the boundaries of private property.

Primary building encroachments are permitted only specific instances. These instances are illustrated at l and described below. Under no circumstances may any portion of the building encroach within a street right-of-way.

### PRIMARY BUILDING ENCROACHMENTS

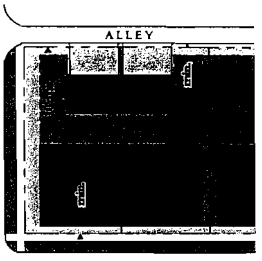
| Example #1 | Example #2 | Example #3 | Example #4 | Example #5 |
|---|---|---|---|---|
| Primarily flat-fronted house with full front porch (or terrace) | Split-front house with inset porch (or terrace) | Split-front house with inset and extended terrace (or porch) | Primarily flat-fronted house with stoop only | Multiple split-front house with inset porch (or terrace) |
| * House shall not encroach and must be set at front setback line.<br>* Porch may extend up to maximum encroachment. | * House may encroach up to five (5') feet beyond front setback line.<br>* Porch may extend up to maximum encroachment (porch in illustration does not). | * House may encroach up to five (5') beyond front setback line.<br>* Porch or terrace may extend up to maximum encroachment (as illustrated). | * House may encroach up to five (5') beyond front setback line.<br>* Stoop may extend up to maximum encroachment (as illustrated). | * House may encroach up to five (5') beyond front setback line.<br>* Stoop may extend up to maximum encroachment (as illustrated). |

| | LIVE/WORK UNIT | MIXED-USE BUILDING | NON-RESIDENTIAL BUILDING |
|---|---|---|---|
| | * Rear yard building type<br>* May have combination of residential, retail, and/or office uses<br>* Non-residential (commercial and/or office) use on ground floor minimum (shall take up entire ground floor. May also take up part of upper floors).<br>* Upper floors may have any combination of office, single-family attached residential, and support uses.<br>* Attached or detached building on own lot<br>* Ancillary structures allowed<br>* Alley drive access<br>* May be attached to other Live/Work units or to Townhome units. | * Rear yard building type<br>* Shared lot or separate lots with common walls<br>* May contain a combination of commercial, office, and residential uses.<br>* Non-residential (commercial and/or office) use required on entire ground floor.<br>* Upper floors may have any combination of office, residential, and support uses.<br>* Attached or detached building on own lot<br>* Ancillary structures allowed<br>* Alley or private driveway access<br>* May have parking on site, in a common parking area, or on street. | * May be a civic, institutional, commercial or office single-use building.<br>* May contain single or multiple tenants.<br>* Attached or detached building on own lot.<br>* May have parking on site, in a common parking area, or on street.<br>* Ancillary structures allowed<br>* Alley or private driveway access |

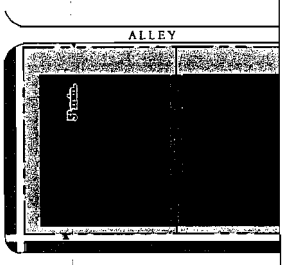
## URBAN CENTER T5

**Transect Characteristics:**
Narrow setbacks create a tightly-knit block that is more urban in character.

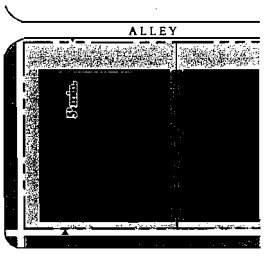
* 5' min. Front Setback
* 5' min. Minimum Rear Setback
* 5' min. Side Setbacks
* 10' min. between bldgs. (see dia.)
* 3' min. Corner Side Setback
* Primary building may encroach up to 5' into front setback under circumstances illustrated in "Terms and Definitions"




*NOTE: Live/Work building types may only occur in any T5 Urban Center*




*NOTE: Mixed-Use building types may only occur in T5 Mixed-Use Urban Centers.*




*NOTE: Non-Residential building types may only occur in T5 Mixed-Use Urban Centers.*

| | | | | |
|---|---|---|---|---|
| LOT SIZE: | (Width) | 18' min. | 18' min. | 18' min. |
| | (Depth) | 60' min. | 60' min. | 60' min. |
| ADD'L SETBACKS: | (Primary Bldg Rear) | 10' min. | 5' min. | 5' min. |
| | (Detached Outbuilding Side) | 3' min. | 3' min. | 3' min. |
| ENCROACHMENTS: | (Building side) | 18" max. (for upper stories only) | 18" max. (for upper stories only) | 18" max. (for upper stories only) |
| | (Building element front) | 10' max. (shall not exceed frontage line) | 10' max. (shall not exceed frontage line) | 10' max. (shall not exceed frontage line) |
| | (Primary building front) | N/A | N/A | N/A |
| HEIGHT: | (Principal building) | 3.5 stories max. | 4.5 stories max. | 4.5 stories max. |
| | (Back building and outbuilding) | 2.5 stories max. | 4.5 stories max. | 4.5 stories max. |

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*NOTE: Building types shown are considered to be typical lot configurations. Garages on any single-family lot may be either detached (as shown in the illustrations) or attached by way of an enclosed backbuilding or a partially enclosed breezeway. Additional lot configuration options are provided on the following pages.*

## VILLA

- Edge yard building type
- Single family dwelling
- Detached building on own lot
- One or more ancillary structures
- Between 3,300 and 5,600 SF of conditioned space
- Non-alley drive access
- Circular & multiple driveways permitted (See Driveway Standards, pg. 40)

## NON-ALLEY HOUSE

- Edge yard building type
- Single family dwelling
- Detached building on own lot
- May have ancillary structures
- Between 2,000 and 5,000 SF of conditioned space
- Non-alley drive access

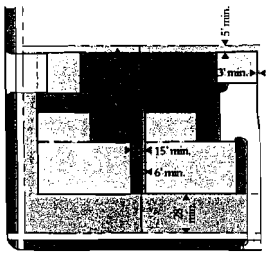
## ALLEY HOUSE

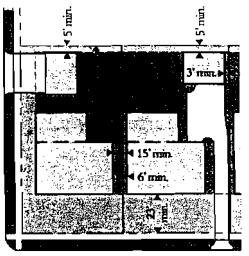
- Edge yard building type
- Single-family dwelling
- Detached building on own lot
- May have ancillary structures
- Between 2,000 and 6,000 SF of conditioned space
- Alley drive access

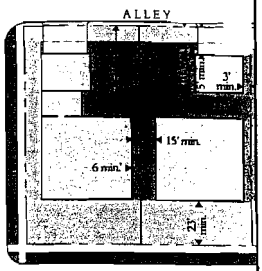
## NEIGHBORHOOD EDGE * T3

**Transect Characteristics:**
Generous setbacks create more useable courtyard space and a more rural character.

- **23' minimum** Front Setback for lots less than 85' in width
- **28' minimum** Front Setback for lots 85' and greater in width
- **5' min.** (Non-alley) Minimum Rear Setback. **10' min.** (Alley) Minimum Rear Setback.
- **6' min.** Side Setbacks
- **15' min.** between unattached bldgs. (see dia.)
- **13' min.** Corner Side Setback
- Primary bldg. may encroach up to 5' into front setback under circumstances illustrated in "Terms and Definitions"



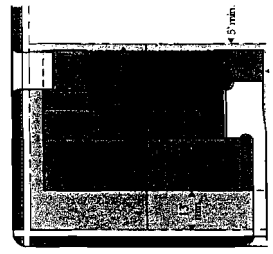



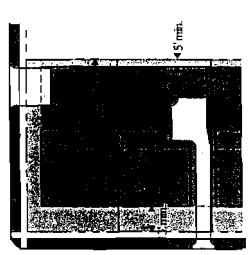

| | | | | |
|---|---|---|---|---|
| **LOT SIZE:** | Width | 75' min. | 55' min. | 45' min. |
| | Depth | 110' min. (133' typ.) | 110' min. (133' typ.) | 110' min. (135.5' typ.) |
| **ADD'L SETBACKS:** | Primary Bldg Rear | 30' min. | 30' min. | 40' min. |
| | Detached Outbuilding Side | 3' min. | 3' min. | 3' min. |
| **ENCROACHMENTS:** | Building side | 18" max., corner lot elements may encr. to esmt. | 18" max., corner lot elements may encr. to esmt. | 18" max., corner lot elements may encr. to esmt. |
| | Building element front | 12' max. | 12' max. | 10' max. |
| | Primary building front | 5' max. (conditions apply) | 5' max. (conditions apply) | 5' max. (conditions apply) |
| **HEIGHT:** | Principal building | 50' or 2.5 stories max. | 50' or 2.5 stories max. | 50' or 2.5 stories max. |
| | Back building and outbuilding | 2 stories max. | 2 stories max. | 2 stories max. |

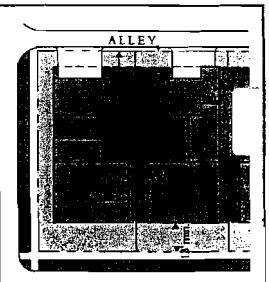
## GENERAL NEIGHBORHOOD * T4

**Transect Characteristics:**
Intermediate setbacks provide a balance between urban and rural character.

- **13' min.** Front Setback
- **5' min.** (Non-alley) Minimum Rear Setback. **10' min.** (Alley) Minimum Rear Setback.
- **6' min.** Side Setbacks
- **12' min.** between unattached bldgs. (see dia.)
- **10' min.** between bldgs. on Cottage lots
- **8' min.** Corner Side Setback
- Primary building may encroach up to 5' into front setback under circumstances illustrated in "Terms and Definitions"




| | | | | |
|---|---|---|---|---|
| **LOT SIZE:** | Width | 75' min. | 55' min. | 40' min. |
| | Depth | 110' min. (133' typ.) | 100' min. (123' typ.) | 100' min. (125.5' typ.) |
| **ADD'L SETBACKS:** | Primary Bldg Rear | 30' min. | 30' min. | 40' min. |
| | Detached Outbuilding Side | 3' min. | 3' min. | 3' min. |
| **ENCROACHMENTS:** | Building side | 18" max., corner lot elements may encr. to esmt. | 18" max., corner lot elements may encr. to esmt. | 18" max., corner lot elements may encr. to esmt. |
| | Building element front | 12' max. | 10' max. | 10' max. |
| | Primary building front | 5' max. (conditions apply) | 5' max. (conditions apply) | 5' max. (conditions apply) |
| **HEIGHT:** | Principal building | 50' or 2.5 stories max. | 60' or 3 stories max. | 60' or 3 stories max. |
| | Back building and outbuilding | 2 stories max. | 2.5 stories max. | 2.5 stories max. |

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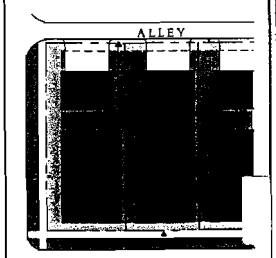
## URBAN CENTER * T5

**Transect Characteristics:**
Narrow setbacks create a tightly-knit block that is more urban in character.

- **5' min.** Front Setback
- **5' min.** Minimum Rear Setback
- **6' min.** Side Setbacks
- **12' min.** between unattached bldgs. (see dia.)
- **3' min.** Corner Side Setback
- Primary building may encroach up to 5' into front setback under circumstances illustrated in "Terms and Definitions"

This building type is not permitted in T5.

This building type is not permitted in T5.




| | | |
|---|---|---|
| **LOT SIZE:** | Width | 35' min. |
| | Depth | 70' min. |
| **ADD'L SETBACKS:** | Primary Bldg Rear | 40' min. |
| | Detached Outbuilding Side | 3' min. |
| **ENCROACHMENTS:** | Building side | 18" max., corner lot elements may encr. to esmt. |
| | Building element front | 10' max. (must not exceed frontage line) |
| | Primary building front | 5' max. (conditions apply) |
| **HEIGHT:** | Principal building | 60' or 3 stories max. |
| | Back building and outbuilding | 2.5 stories max. |

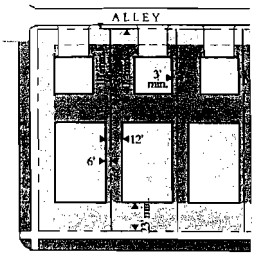
*NOTES:*

** "Bungalow" type lots may be limited to 30' in height. City of McKinney fire code stipulates that all buildings taller than 30' require access by a 26' or wider fire lane.*

*** Shared Wall Houses are not permitted to be stacked one on top of another. Residential units may be side-by-side only.*

## COTTAGE

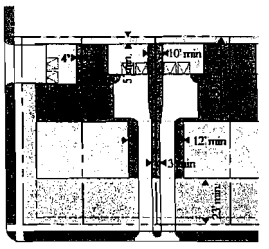
* Edge yard building type
* Single-family dwelling
* Detached building on own lot
* Between 1,800 and 3,200 SF of conditioned space
* Alley drive access




| |
|---|
| 30' min. |
| 100' min. (125.5' typ.) |
| 40' min. |
| 3' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. |
| 5' max. (conditions apply) |
| 60' or 3 stories max.* |
| 2.5 stories max. |

## SHARED WALL HOUSE

* Rear yard building type
* Single-family paired dwelling
* Attached building on separate (common walls between units) or shared lot
* Facades form continuous frontage line
* Between 1,800 and 3,000 SF of conditioned space
* Alley or non-alley drive access




| |
|---|
| 30 min. |
| 110' min. (133 typ.) |
| 30' min. |
| 5' min. (3' min. for detached outbuilding) |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. |
| 5' max. (conditions apply) |
| 50' or 2.5 stories max.* |
| 2 stories max. |

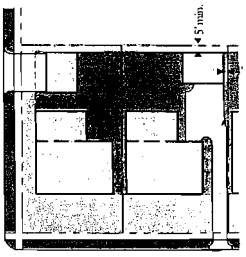
## TOWNHOUSE

* Rear yard or no yard building type
* Single-family attached dwellings
* Attached building on separate lots
* Common walls on side lot lines
* Between 1,500 and 2,200 SF of conditioned space
* Alley drive access

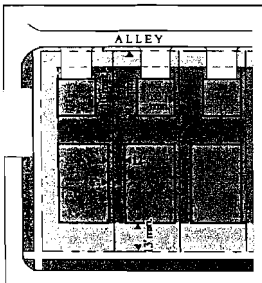
This building type is not permitted in T3.

## CARRIAGE HOUSE

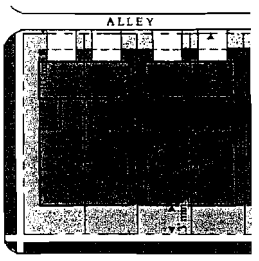
* Rear yard building type
* Single-family dwelling (see "Building Type Summary Introduction" page) or accessory unit (see "Permitted Uses by Transect" page)
* May be on separate or shared lot
* Up to 1,000 SF of conditioned space
* Alley or non-alley drive access



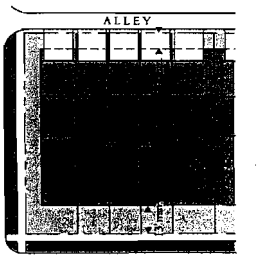

| |
|---|
| 30' min. |
| 30' min. |
| 5' min. |
| N/A |
| 18"max., corner lot elements may encr. to esmt. |
| 1' max. |
| N/A |
| 1.5 stories max. (excludes Garage) |
| N/A |



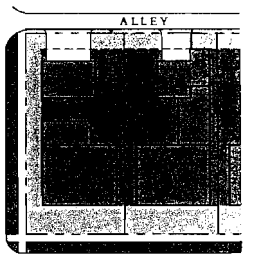

| |
|---|
| 30' min. |
| 100' min. (125.5' typ.) |
| 40' min. |
| 3' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. |
| 5' max. (conditions apply) |
| 60' or 3 stories max.* |
| 2.5 stories max. |



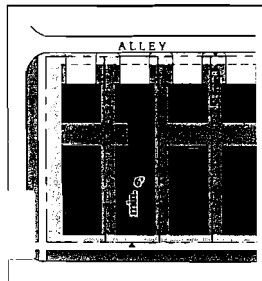

| |
|---|
| 30' min. |
| 100' min. (125.5' typ.) |
| 40' min. |
| 5' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. |
| 5' max. (conditions apply) |
| 60' or 3 stories max.* |
| 2.5 stories max. |



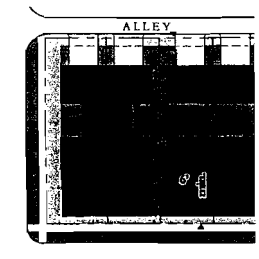

| |
|---|
| 18' min. |
| 100' min. (125.5' typ.) |
| 5' min. |
| 5' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. |
| 5' max. (conditions apply) |
| 70' or 4 stories max. |
| 3.5 stories max. |



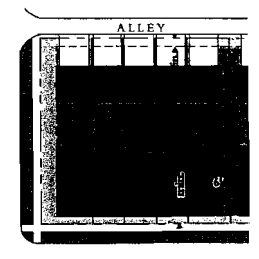

| |
|---|
| 25' min. |
| 25' min. |
| 5' min. |
| N/A |
| 18"max., corner lot elements may encr. to esmt. |
| 1' max. |
| N/A |
| 1.5 stories max. (excludes Garage) |
| N/A |



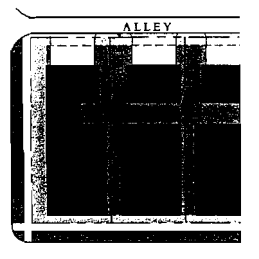

| |
|---|
| 30' min. |
| 70' min. (115.5' typ.) |
| 5' min. |
| 3' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. (must not exceed frontage line) |
| 5' max. (conditions apply) |
| 60' or 3 stories max.* |
| 2.5 stories max. |




| |
|---|
| 30' min. |
| 70' min. (115.5' typ.) |
| 5' min. |
| 5' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. (must not exceed frontage line) |
| 5' max. (conditions apply) |
| 60' or 3 stories max.* |
| 2.5 stories max. |




| |
|---|
| 18' min. |
| 70' min. (115.5' typ.) |
| 5' min. |
| 5' min. |
| 18"max., corner lot elements may encr. to esmt. |
| 10' max. (must not exceed frontage line) |
| 5' max. (conditions apply) |
| 70' or 4 stories max. |
| 3.5 stories max. |




| |
|---|
| 25' min. |
| 25' min. |
| N/A |
| N/A |
| 18"max., corner lot elements may encr. to esmt. |
| 1' max. |
| N/A |
| 2.5 stories max. (excludes Garage) |
| N/A |





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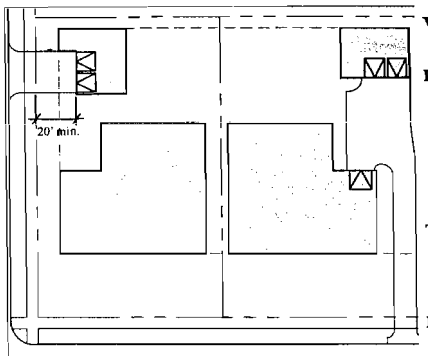



Typical Layout

## VILLA LOTS

**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage shall be either attached or detached.
* Exterior parking spaces must be provided within the lot.
* On corner lots, the driveway may be from the sidestreet or the frontage street. In either scenario, driveways shall not be constructed within 30' of a street corner.

**Typical Parking Layout (shown at left):**

* Two to three-car front-loaded street-facing garage with standard parking pad. (Two or three garage parking spaces and two exterior parking spaces per unit).

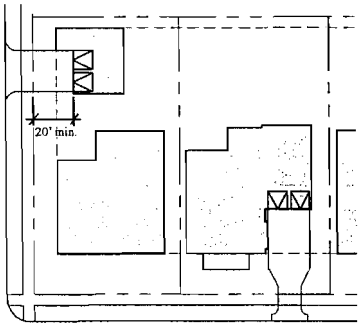
**Parking Options (shown at right):**

A: Midblock Lot; two-car front-loaded side-facing garage with standard parking pad. (Two garage parking spaces and two exterior parking spaces.)

B: Corner lot; two-car side-loaded rear-facing garage with standard parking pad and turnaround.

C: Corner lot; two-car side-loaded side-facing garage with standard parking pad.

D: Circular and multiple driveways allowed in T-3. (As long as drive spacing and other Engineering Department Design Standards are satisfied.)




Typical Layout

## NON-ALLEY LOTS

**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage shall be either attached or detached.
* Exterior parking spaces must be provided within the lot.
* On corner lots, the driveway may be from the side street or the frontage street. In either scenario, driveways shall not be constructed within 30' of a street corner.

**Typical Parking Layout (shown at left):**

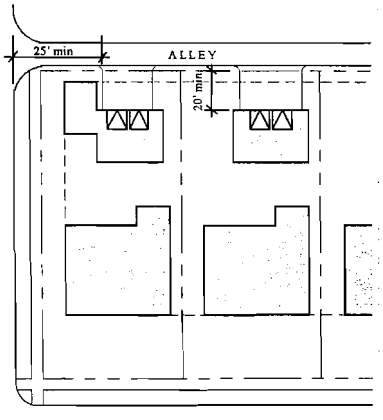
* Midblock two-car front street-loaded street-facing garage with standard parking pad. (Two garage parking spaces and two exterior parking spaces per unit).
* Corner lot; two-car side street-loaded side street-facing garage with standard par ing pad.

**Parking Options (shown at right):**

A: Midblock Lot; two-car front-loaded side-facing attached or detached garage with standard parking pad. (Two garage parking spaces and two exterior parking spaces.)

B: Corner lot; two-car side street-loaded rear-facing garage with standard parking pad and turnaround.

C: Corner lot; front street-loaded providing that the drive is not located on the corner side of the house.




Typical Layout

## ALLEY LOTS

**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage shall be either attached or detached.
* Exterior parking spaces must be provided within the lot.

**Typical Parking Layout (shown at left):**

* Two to three-car alley-loaded garage (or covered carport) with standard parking pad. (one to three garage parking spaces and two exterior parking spaces per unit).

**Parking Options (shown at right):**

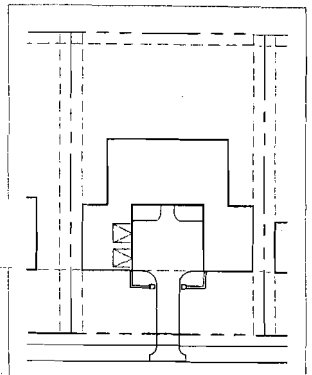
A: Two-car alley-loaded garage with standard parking pad (two garage parking space and two exterior parking spaces per unit).

B: Two to three-car garage with standard parking pad (two to three garage parking spaces and two exterior parking spaces per unit). One garage bay may be pullec forward as long as room is provided for at least two exterior spaces.

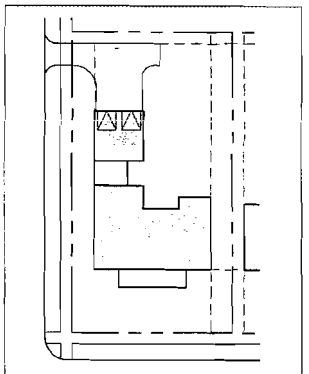




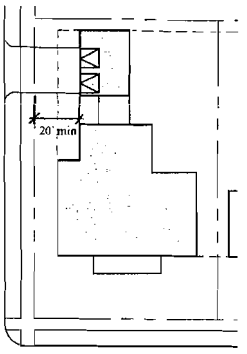
PZ 10-071Z



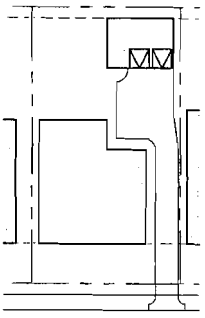
Option A



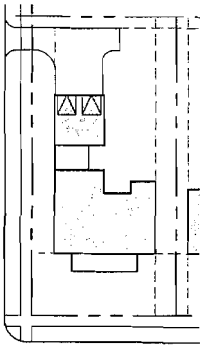
Option B



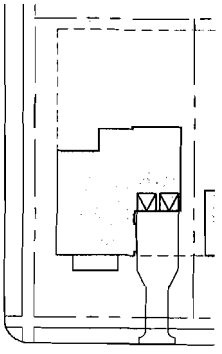

Option C



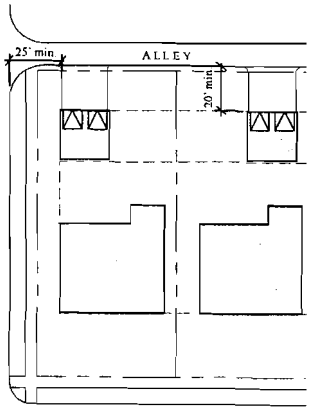
Option A



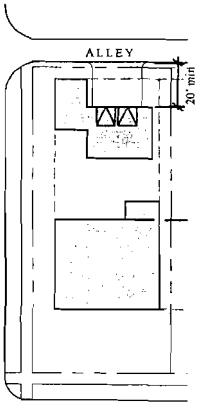
Option B



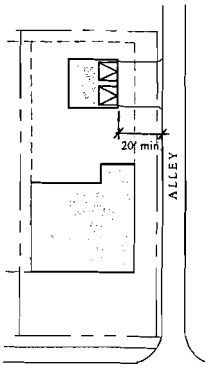
Option C




Option A




Option B

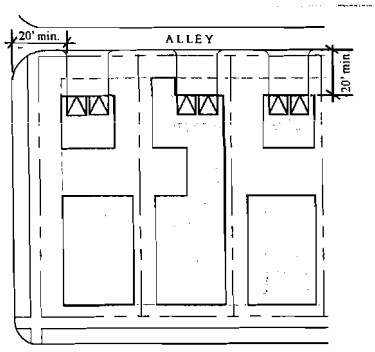



Option C





PZ 10-071Z




Typical Layout

## COTTAGE LOTS

**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage shall be either attached or detached.

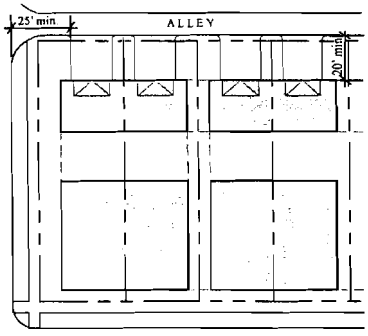
**Parking Options:**

A: Two-car alley-loaded garage with standard parking pad (two garage parking spac and two exterior parking spaces per unit).

**Exceptions to Parking Requirements (subject to approval by the Planning and Zoning Commission):**

* On cottage lots, the minimum requirement shall be reduced if either of the following conditions apply:
  - Lots are alley-loaded with a surface parking lot directly adjacent on the other side of the alley. OR
  - Lots are within 300 feet of a parking enclave containing no less than one (1) parking space for every two (2) lots with reduced parking (less than City of McKinney requirements).

  If either of these conditions apply, the parking requirement shall be reduced to one (1) garage (or covered carport) with two (2) exterior parking spaces.




Typical Layout

## TOWNHOUSE/DUPLEX LOTS: ALLEY LOADED

**Parking Requirements (per dwelling unit):**

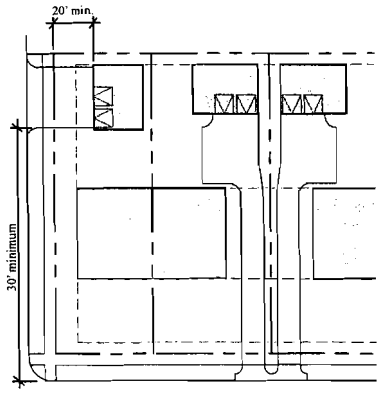
* Minimum one-car garage (or covered carport) with two exterior parking spaces.
* Garage shall be either attached or detached.

**Parking Options:**

A: Double shared garage with standard parking pad on either side (one exterior parking space and two garage parking spaces per unit).

B: One-car garage with two-car standard parking pad (one exterior parking space and two garage parking spaces per unit).

DESIGN CODE




Typical Layout

## TOWNHOUSE/DUPLEX LOTS: NON-ALLEY LOADED

**Parking Requirements (per dwelling unit):**

* Minimum one-car garage (or covered carport) with two exterior parking spaces.
* Garage shall be either attached or detached.
* On corner lots, the driveway may be from the side street or the frontage street. In either scenario, driveways shall not be constructed within 30' of a street corner.

**Parking Options:**

A: Back-to-back attached garages and paired side-by-side driveways with standard parking pads (two exterior parking spaces and two garage parking spaces per unit).

B: Double shared garage with separate double parking pads for each unit (two exterior parking spaces and one garage parking space per unit).



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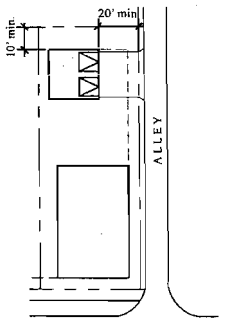
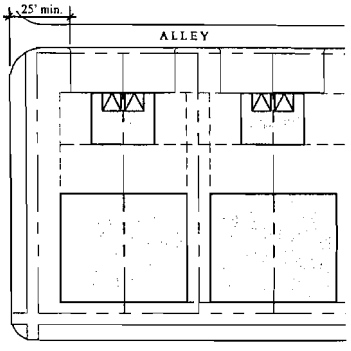
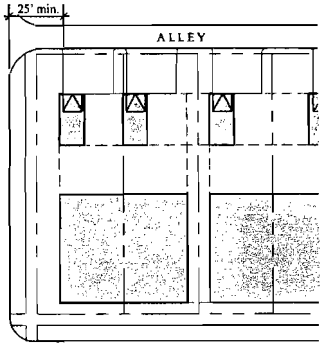


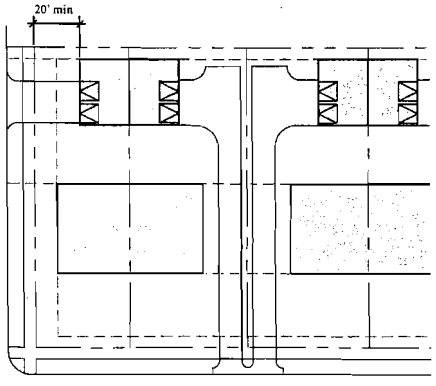

Option A



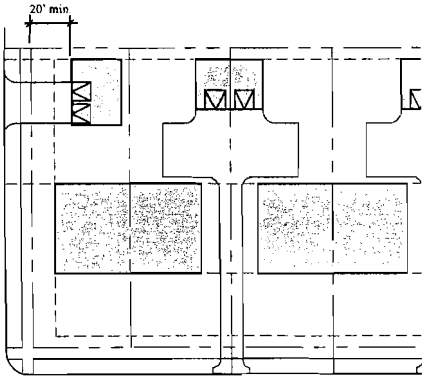

Option A




Option B




Option A

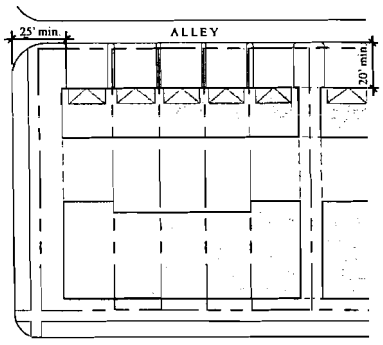



Option B





PZ 10-071Z




Typical Layout

## TOWNHOUSE LOTS

**Parking Requirements (per dwelling unit):**

* Minimum one-car garage (or covered carport) with two (2) exterior parking spaces.
* Garage may be attached or detached.

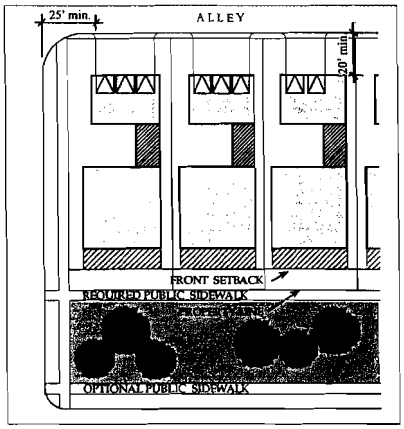
**Exceptions to Parking Requirement & Minimum Driveway (subject to approval by the Planning and Zoning Commission):**

* On townhouse lots, the minimum requirement may be reduced if either of the following conditions apply:
  - Townhouse lots are alley-loaded with a surface parking lot directly adjacent the other side of the alley.
  - Townhouse lots are within 300 feet of a parking enclave containing no less than one (1) parking space for every two (2) townhouses with reduced parking (less than City of McKinney requirements).

If either of these exceptions are granted, the parking requirement shall be reduced to one (1) garage (or covered carport).

*NOTE: On townhouse lots less than 22' in width, there will not be adequate space for a two-car garage, therefore one of the two conditions above MUST be met, and all lots less than 22' in width shall be eligible for this reduced parking requirement.*

# NON-SPECIFIC OPTIONS




## ATTACHED GREEN

**In some areas, due to topography, existing landscape features, or a desire to create a unique open space, one or more lots may front on an "Attached Green." The figure shown at left provides an example of this condition. Note that the common open space occurs between the frontage street and the private lots. Also, regardless of where the sidewalk is located, the front setback is taken from the property line in order to allow for an adequate front yard. This configuration may apply to any alley type lot.**

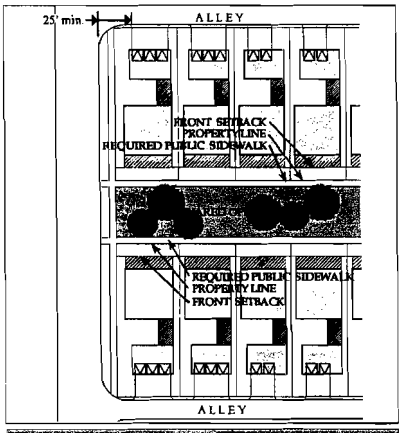
**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage may be attached or detached.
* Exterior parking spaces must be provided within the lot.

**Typical Parking Layout (shown at left):**

* Two to three-car alley-loaded garage (or covered carport) with standard parking pad. (one to three garage parking spaces and two exterior parking spaces per unit).

**Parking Options:** See page 20-21, Lot Configurations, Alley Lots for additional parking optior




## BUNGALOW COURT

**In some areas, due to topography, existing landscape features, or a desire to create a unique open space, one or more lots may front on a "Shared Green." The figure shown at left provides an example of this condition. Note that the shared open space occurs between the private lots which face one another and without a frontage street. Also, regardless of where the sidewalk is located, the front setback is taken from the property line in order to allow for an adequate front yard. This configuration may apply to any alley type lot.**

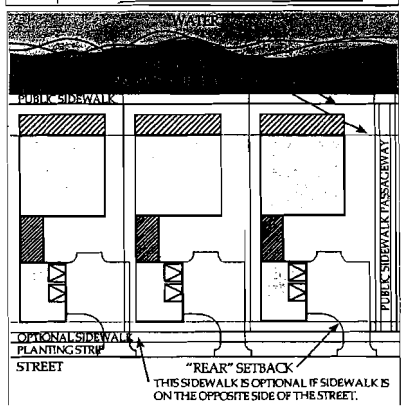
**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage may be attached or detached.
* Exterior parking spaces must be provided within the lot.

**Typical Parking Layout (shown at left):**

* Two to three-car alley-loaded garage (or covered carport) with standard parking pad. (one to three garage parking spaces and two exterior parking spaces per unit).

**Parking Options:** See page 20-21, Lot Configurations, Alley Lots for additional parking options.




## WILSON CREEK & NRCS LAKE FRONTAGE LOTS

**In some locations within the T3 District only, lots shall have the option to essentially "front" on lakes and/or creeks and "back" onto streets. In such cases, front and rear setbacks may be reversed, allowing the garage to be pulled close to the street. This configuration shall apply to any non-alley lot type. A public sidewalk shall be provide within an easement for access to the reversed "front" of the residence.**

**Parking Requirements (per dwelling unit):**

* Minimum two-car garage (or covered carport) with two exterior parking spaces.
* Garage may be attached or detached.
* Exterior parking spaces must be provided within the lot.

**Typical Parking Layout (shown at left):**

* Two-car front or side-loaded garage adjacent to street with standard two car parking pad. (Two garage parking spaces and two exterior parking spaces per unit).

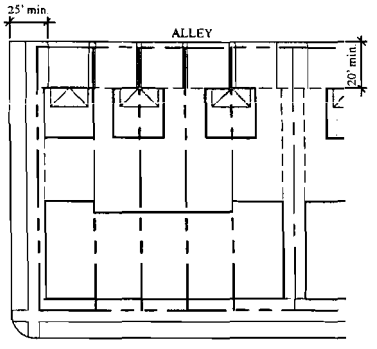
**Parking Options:**

See page 20-21, Lot Configurations, Non-Alley Lots for additional parking options.

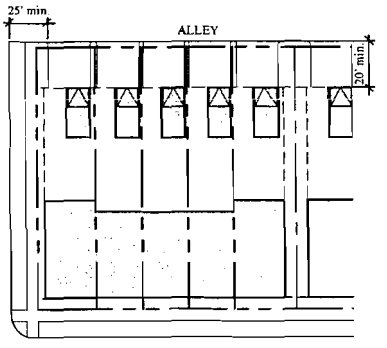
DESIGN CODE



PZ 10-071Z




Requirement Exception A




Requirement Exception B

**THOROUGHFARE KEY**

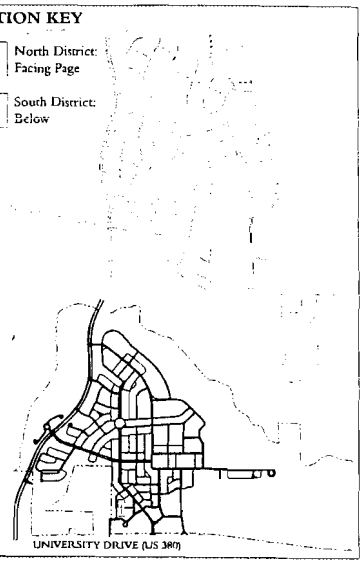
- CIVIC
- PASSAGE
- 12' ALLEY
- 18' ALLEY
- 24' ALLEY
- SLIP ROAD (SR)
- DRIVE (DR)
- ROAD (RD)
- STREET (ST)
- AVENUE (AV)
- BOULEVARD (BV)
- PARKWAY (PKWY)
- CIRCLE (CR)

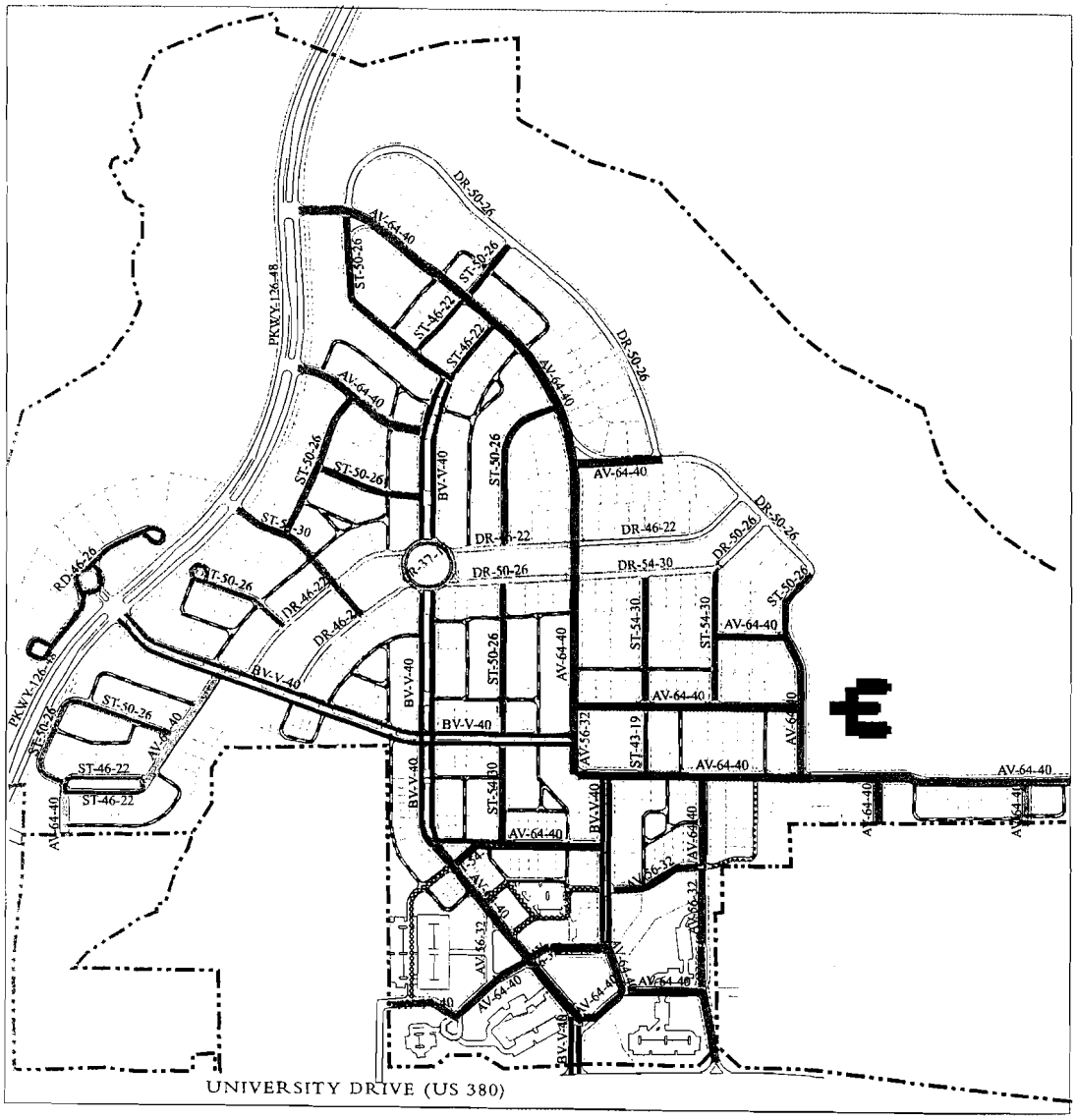
NOTE: All thoroughfares within the Southern Land tract are subject to final approval by the City of McKinney Engineer after review of the Traffic Impact Analysis (TIA).

**LOCATION KEY**

North District: Facing Page

South District: Below




DESIGN CODE



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Thoroughfares not only provide the framework for public and private spaces in each individual block; they themselves are public open spaces, essential for movement within the community by foot and vehicle. Each thoroughfare is defined by its capacity and character. "Capacity" is the number of vehicles that can move safely through a segment of thoroughfare within a given time period. Capacity is dependent on number of travel lanes and their width, provisions for on-street parking, center line radius, curb radius, and elevation of the pavement. "Character" is the suitability of the thoroughfare as a setting for pedestrian activities and as a location for a variety of building types. Character is dependent on the frontage types and building functions associated with a given thoroughfare. The buildings and the thoroughfare are directly related to their location within the Transect. The color-coded thoroughfare chart below corresponds to the preceding Thoroughfare Plan. The following pages include brief descriptions of each of the thoroughfare types, as well as scaled diagrams of each individual section. The final portion of the Thoroughfare Standards are the general guidelines and principles for the vehicular, pedestrian, and parking networks.

*Note: Street tree placement is dependent on utility locations. All plans and sections contained in the Thoroughfare Standards depict tree placement for illustrative purposes only. In addition, street trees shall be required to have root barriers within planting strips. Root barriers may be placed around individual trees or next to the curb.*

| TYPE | RIGHT OF WAY | PAVEMENT | NUMBER OF LANES: | DIRECTION | MOVEMENT/ DESIGN SPEED | PARKING (WIDTH) | CURB TYPES | TURNING RADIUS * | PLANTERS (WIDTH) | SIDEWALKS (WIDTH) | LANDSCAPE CHARACTER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ALLEY (AL) | 15' | 12' (10' min) | One | Two Way | Yield (15 mph) | None | Both Sides Swaled | Alley Apron** | N/A | None | N/A |
| ALLEY (AL) | 30' | 18' | One | Two Way | Slow (15 mph) | None | Both Sides Swaled | Alley Apron** | N/A | None | |
| ALLEY (AL) | 30' | 24' | Two | Two Way | Slow (15 mph) | None | Both Sides Swaled | Alley Apron** | N/A | None | |
| ALLEY (AL) | 21' | 18' | One | Two Way | Slow (15 mph) | None | Both Sides Swaled | Alley Apron** | N/A | None | |
| DRIVE (DR) | 46' | 22' | One | One Way | Slow (25 mph) | One Side (8') | One Raised/ One Swaled | 20' min. 30' max. | One Side (7') | One Side (5') | Natural side has character of Road (RD) or is designed as part of adjacent open space. Urban side has character of Street (ST) or Avenue (AV) |
| DRIVE (DR) | 50' | 26' | Two | Two Way | Slow (25 mph) | Allowed, not designated | One Raised/ One Swaled | 20' min. 30' max. | One Side (7') | One Side (5') | |
| [redacted] | 39' | 19' | One | One Way | Slow (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | None | None | Multiple species Naturalistic, irregular clusters Compatible with yard trees |
| [redacted] | 46' | 26' | Two | Two Way | Yield/Slow (25 mph) | Allowed, not designated | Both Sides Raised | 20' min. 30' max. | None | None | |
| [redacted] | 43' | 19' | One | One Way | Slow (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | |
| [redacted] | 43' | 19' | One | One Way | Slow (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | One Side (7') | One Side (5') | |
| [redacted] | 46' | 22' | One | One Way | Slow (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | Limited (one or two) species Continuous planters Regularly spaced allees or staggered rows Compatible with yard trees |
| [redacted] | 46' | 22' | One | One Way | Slow (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | One Side (7') | One Side (5') | |
| [redacted] | 50' | 26' | Two | Two Way | Yield/Slow (25 mph) | Allowed, not designated | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | |
| [redacted] | 50' | 26' | Two | Two Way | Yield/Slow (25 mph) | Allowed, not designated | Both Sides Raised | 20' min. 30' max. | One Side (7') | One Side (5') | |
| [redacted] | 54' | 30' | Two | Two Way | Free (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | |
| [redacted] | 54' | 30' | Two | Two Way | Free (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max | One Side (7') | One Side (5') | |
| AVENUE (AV) | 54' | 30' | Two | One Way | Free (30 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | Single species Continuous planters (less urban areas) or individual tree wells (more urban areas) Regularly spaced allees Compatible with yard trees |
| AVENUE (AV) | 56' | 32' | Two | Two Way | Free (30 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | |
| AVENUE (AV) | 64' | 40' | Two | Two Way | Free (30 mph) | Both Sides (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | |
| AVENUE (AV) | 76' | 52' | Two | Two Way | Free (30 mph) | Both Sides (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (7') | Both Sides (5') | |
| [redacted] | 82' min. | 40' | Two (Divided) | Two Way | Free (35 mph) | Both Sides (8') | Both Sides Raised | 20' min. 30' max. | Both Sides (5') | Both Sides (5') | (Same character as Avenue (AV)) |
| SLIP ROAD (SR) | 46' | 22' | One | One Way | Slow (25 mph) | One Side (8') | Both Sides Raised | 20' min. 30' max. | One Side (7') | One Side (5') | N/A |
| PARKWAY (PKWY) | 126' | 48' | Four (Divided) | Two Way | Free (45 mph) | None | Both Sides Raised | 25' min. 35' max. | None | None | N/A |
| PARKWAY (PKWY) | 126' | 72' | Six (Divided) | Two Way | Free (45 mph) | None | Both Sides Raised | 25' min. 35' max. | None | None | |
| CIRCLE (CR) | 37' | 17' | One | One Way | Yield/Slow (25 mph) | None | One Raised/ One Mountable | Depends on crossing thoroughfares | One Side (7') | One Side (5') | N/A |
| PASSAGE (PS) | 16' | 6' | One | N/A | Pedestrian | N/A | N/A | N/A | N/A | N/A | N/A |

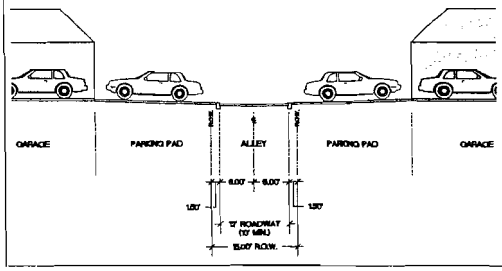
* *"Turning Radius" is intended to be the inside radius of the travel lane, not necessarily the curb radius. Please refer to the Reduced Intersection Radius diagram that follows.*

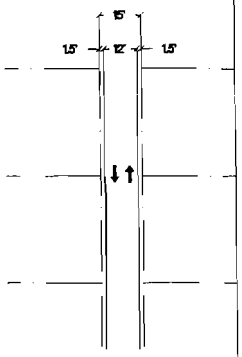
** *An Alley Apron is defined as a transitional flare-out that provides the minimum twenty (20) foot turning radius for vehicles entering and exiting a private alley.*

DESIGN CODE

## AL ALLEY (AL-15-12)

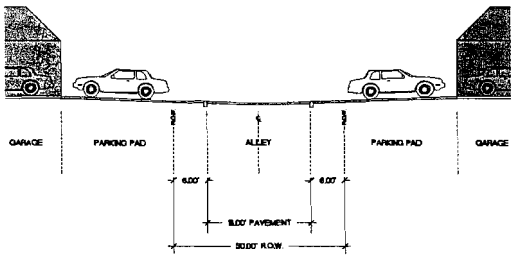
This vehicular thoroughfare type is located to the rear of more urban lots. Alleys provide vehicular access to service and parking may contain utility easements. Alleys are paved from building face to building face and do not contain sidewalks. Drainage occurs by inverted crown at the center and roll curbs at the edges. This particular section is intended for use in residential areas and is shown with a twelve (12) foot pavement width. The minimum pavement width for a residential alley is ten (10) feet.

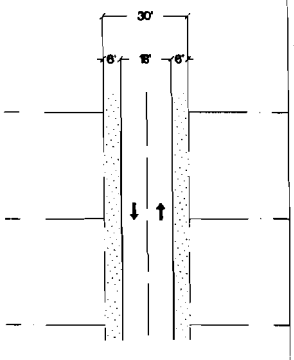



## AL ALLEY (AL-30-18)

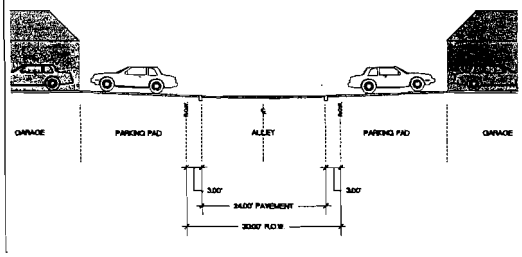
This vehicular thoroughfare type is located to the rear of more urban lots. Alleys provide vehicular access to service and parking and may contain utility easements. Alleys are paved from building face to building face and do not contain sidewalks. Drainage occurs by inverted crown at the center and roll curbs at the edges. This particular section is intended for use in commercial areas where additional pavement width may be required.

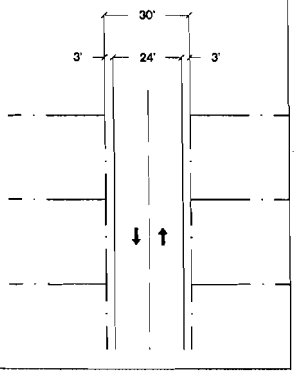



## AL ALLEY (AL-30-24)

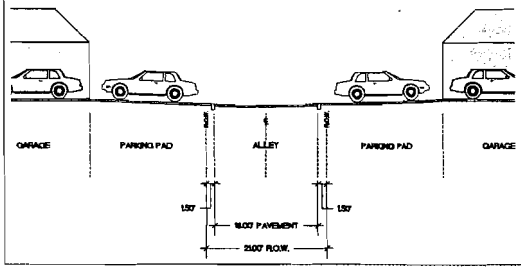
This vehicular thoroughfare type is located to the rear of more urban lots. Alleys provide vehicular access to service and parking and may contain utility easements. Alleys are paved from building face to building face and do not contain sidewalks. Drainage occurs by inverted crown at the center and roll curbs at the edges. This particular section is intended for use in commercial areas where additional pavement width may be required.

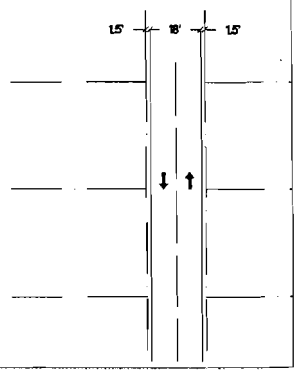



## AL ALLEY (AL-21-18)

This vehicular thoroughfare type is located to the rear of more urban lots. Alleys provide vehicular access to service and parking and may contain utility easements. Alleys are paved from building face to building face and do not contain sidewalks. Drainage occurs by inverted crown at the center and roll curbs at the edges. This particular section is intended for use in residential areas and is shown with an eighteen (18) foot pavement width. The minimum pavement width for a residential alley is ten (10) feet.



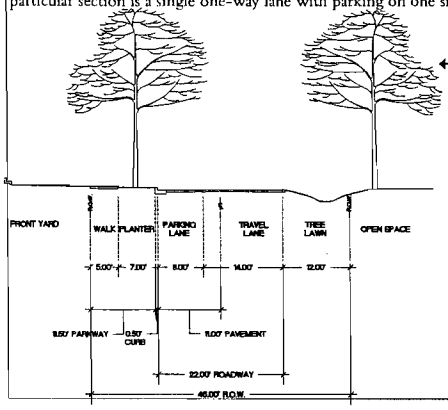

DESIGN CODE



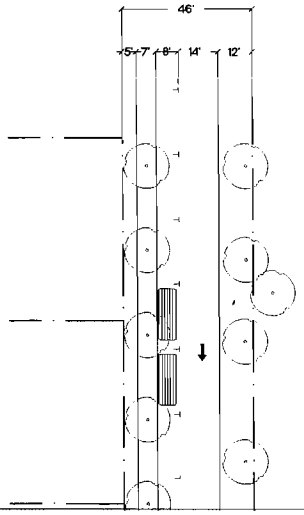
PZ 10-071Z

## DR DRIVE (DR-46-22)

This vehicular and pedestrian thoroughfare type generally occurs as a boundary between a natural condition (waterfront, park, etc) and an urbanized area. The more natural side of a drive has the rural character of a Road (RD) or Parkway (PKWY). The streetscape (planting, walkways, etc) on the side adjacent to the open space is designed as part of that open space. The more urban side has the character of a Street (ST), with a sidewalk and buildings defining the public frontage. This particular section is a single one-way lane with parking on one side.

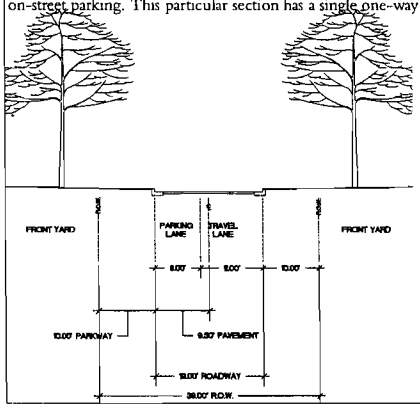


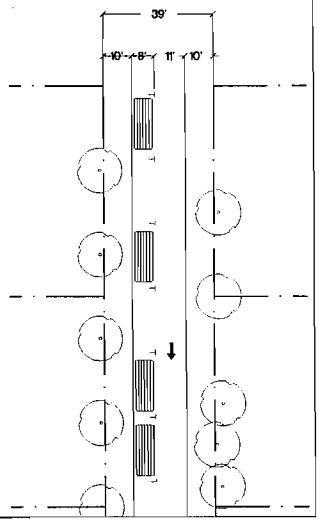

**Locations & spacing flexible adjacent to open space**
**(See page 45)**




## [redacted]

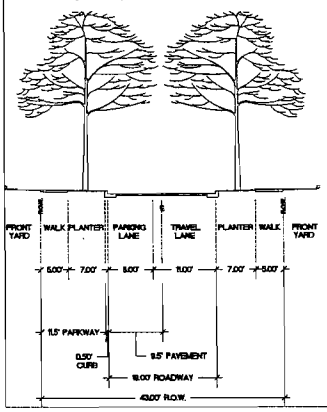
This vehicular and pedestrian thoroughfare type occurs in the more rural Transect Zones (T3) and is categorized by low speed and low capacity. Roads may have a walking path or bicycle trail along one or both sides. The public frontage consists of raised curbs and drainage occurs by inlets. Landscaping consists of a variety of species arranged in naturalistic clusters. A road from which garages are accessed by front-loaded driveways, thereby providing additional off-street parking, is not required to provide on-street parking. This particular section has a single one-way lane with parking on one side.

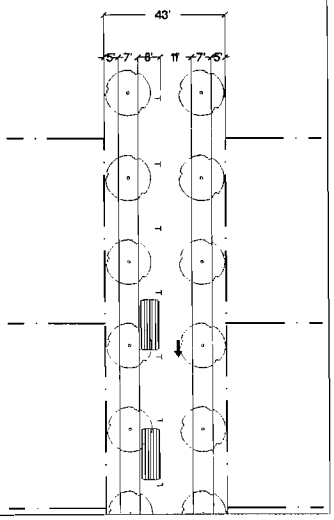



## ST [redacted]

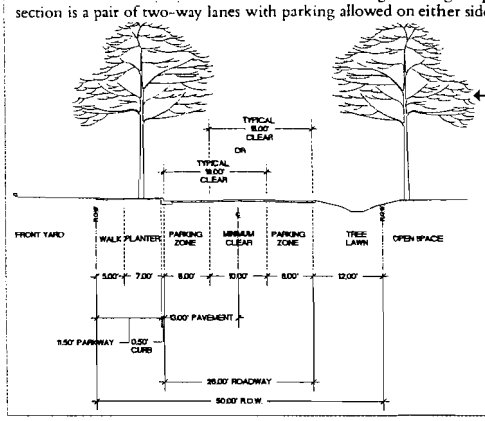
This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. Sidewalks are separated from vehicular lanes by a planting strip with regularly spaced trees and parking on both sides. This particular section has a single one-way lane with parking on one side.



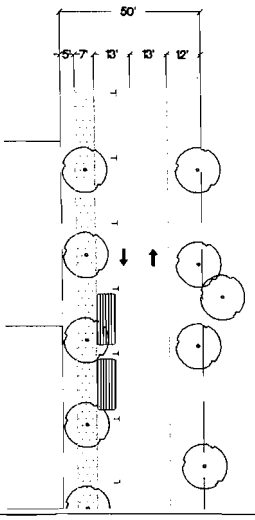



## DR DRIVE (DR-50-26)

This vehicular and pedestrian thoroughfare type generally occurs as a boundary between a natural condition (waterfront, park, etc) and an urbanized area. The more natural side of a drive has the tural character of a Road (RD) or Parkway (PKWY). The streetscape (planting, walkways, etc) on the side adjacent to the open space is designed as part of that open space. The more urban side has the character of a Street (ST), with a sidewalk and buildings defining the public frontage. This particular section is a pair of two-way lanes with parking allowed on either side, but not designated.

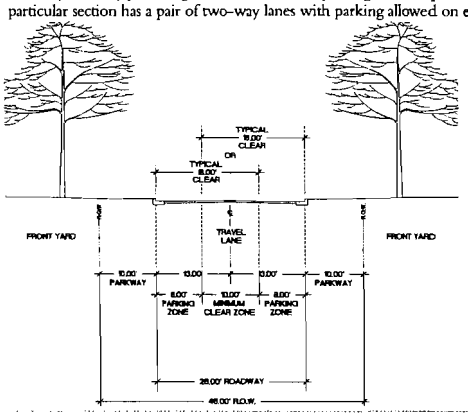


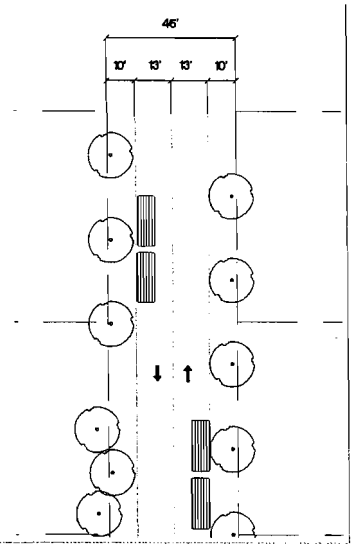

**Locations & spacing flexible adjacent to open space (See page 45)**




## 46-26

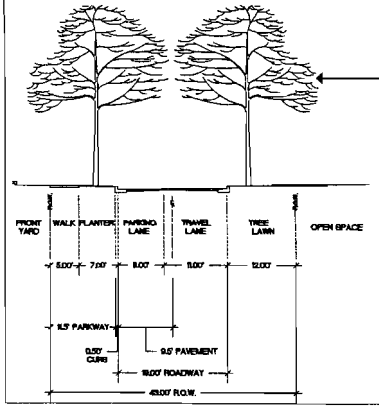
This vehicular and pedestrian thoroughfare type occurs in the more rural Transect Zones (T3) and is categorized by low speed and low capacity. Roads may have a walking path or bicycle trail along one or both sides. The public frontage consists of raised curbs and drainage occurs by inlets. Landscaping consists of a variety of species arranged in naturalistic clusters. A road from which garages are accessed by front-loaded driveways, thereby providing additional off-street parking, is not required to provide on-street parking. This particular section has a pair of two-way lanes with parking allowed on either side, but not designated.



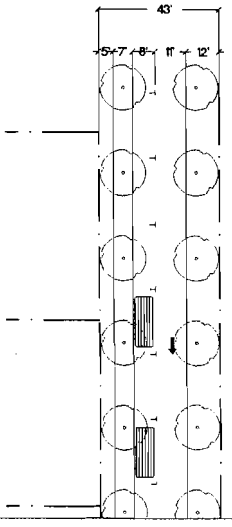




## ST

This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. The sidewalk on one side is separated from vehicular lanes by a planting strip with regularly spaced trees. The opposite side has the character of the adjacent open space. This particular section has a single one-way lane with parking on one side.




**Locations & spacing flexible adjacent to open space (See page 45)**

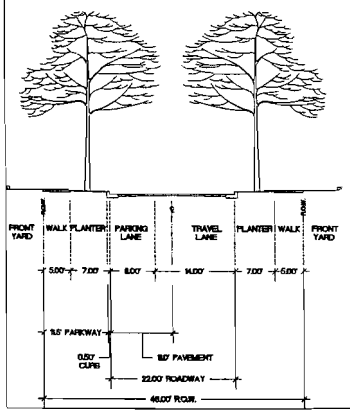


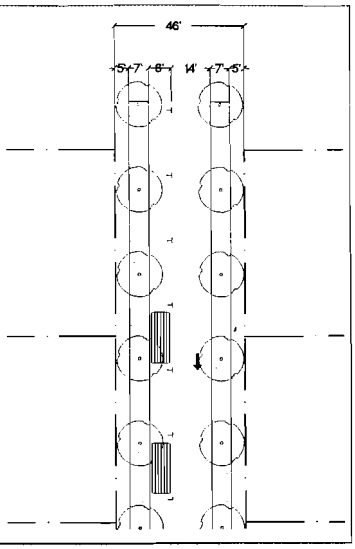





PZ 10-071Z

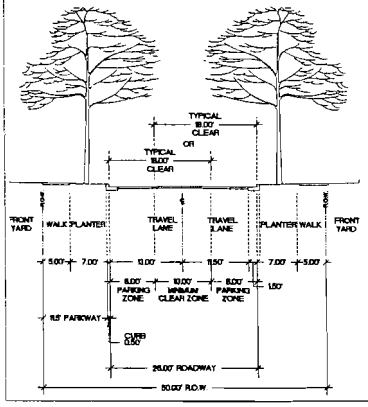
This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. Sidewalks are separated from vehicular lanes by a planting strip with regularly spaced trees and parking on both sides. This particular section has a single one-way lane with parking on one side.

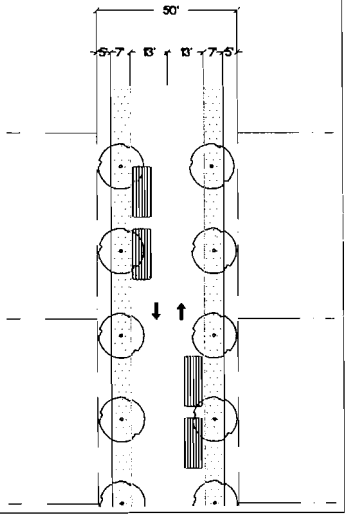


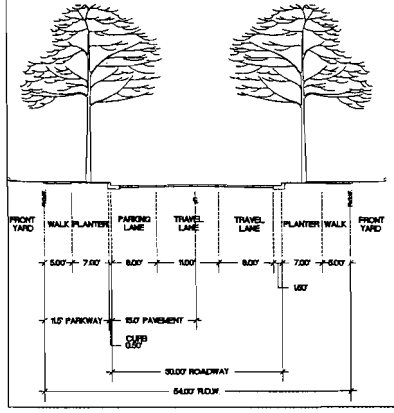

## 50 26

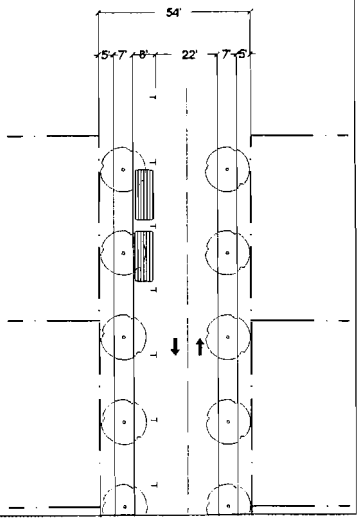
This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. Sidewalks are separated from vehicular lanes by a planting strip with regularly spaced trees and parking on both sides. This particular section is a pair of two-way lanes with parking allowed on either side, but not designated.




This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. Sidewalks are separated from vehicular lanes by a planting strip with regularly spaced trees and parking on both sides. This particular section is a pair of two-way lanes with parking designated on one side.



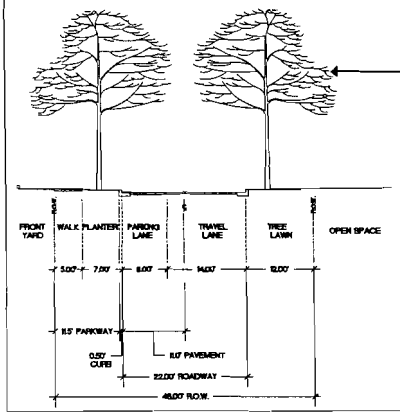

DESIGN CODE



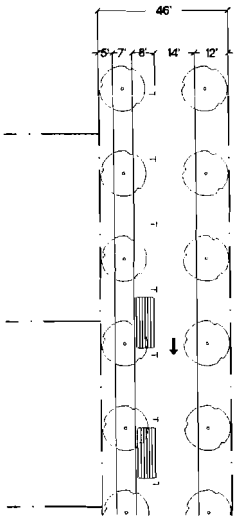
PZ 10-071Z

## S1 Street (T4 and T5)

This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. The sidewalk on one side is separated from vehicular lanes by a planting strip with regularly spaced trees. The opposite side has the character of the adjacent open space. This particular section has a single one-way lane with parking on one side.

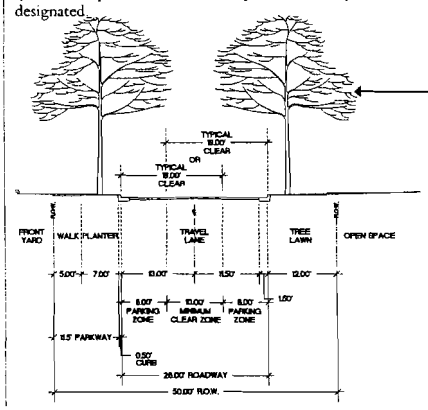



**Locations & spacing flexible adjacent to open space**
**(See page 45)**

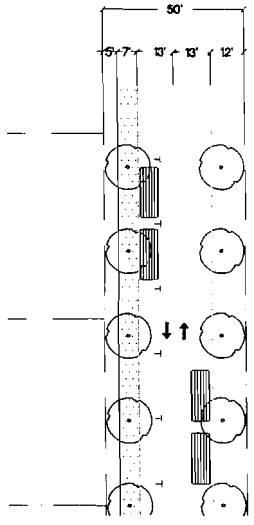



## S1 Street (50' 26')

This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. The sidewalk on one side is separated from vehicular lanes by a planting strip with regularly spaced trees. The opposite side has the character of the adjacent open space. This particular section is a pair of two-way lanes with parking allowed on either side, but not designated.

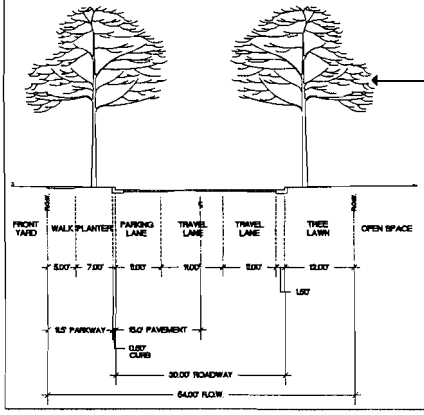



**Locations & spacing flexible adjacent to open space**
**(See page 45)**

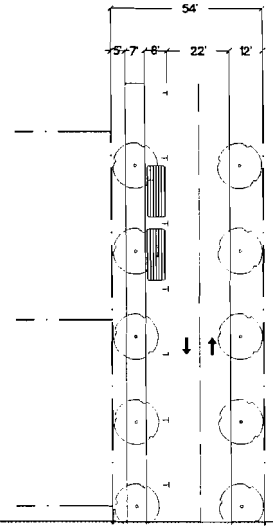



## S1 Street (54')

This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. The sidewalk on one side is separated from vehicular lanes by a planting strip with regularly spaced trees. The opposite side has the character of the adjacent open space. This particular section is a pair of two-way lanes with parking designated on one side.




**Locations & spacing flexible adjacent to open space**
**(See page 45)**





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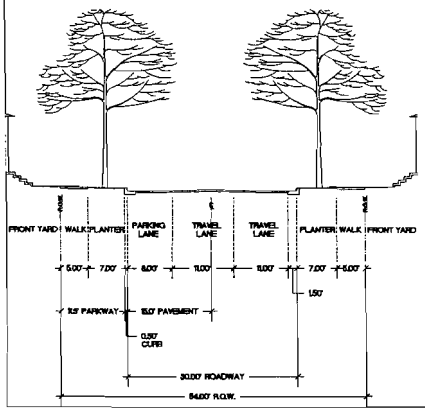
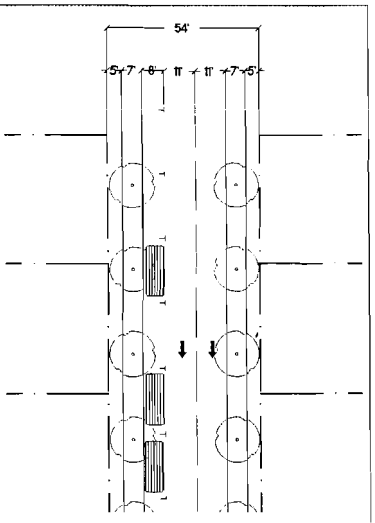
## AV AVENUE (AV)

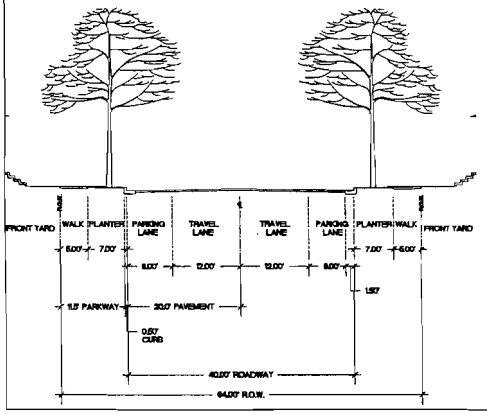
This vehicular and pedestrian thoroughfare type is defined as a short distance connector. Avenues are designed for low speed and high capacity. They are an urban thoroughfare type, categorized by raised curbs and on-street parking on both sides. In more urban transects, trees are places in individual planters. This particular section has a pair of one way lanes with parking on one side.

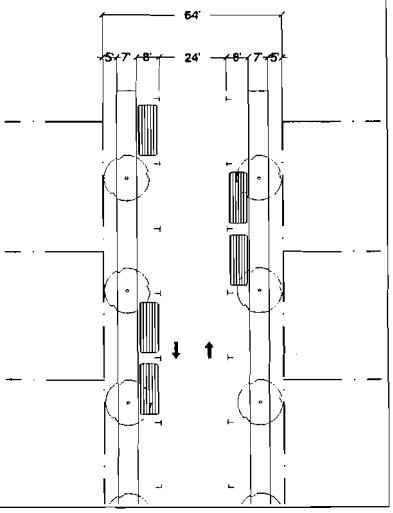



## AV AVENUE (AV)

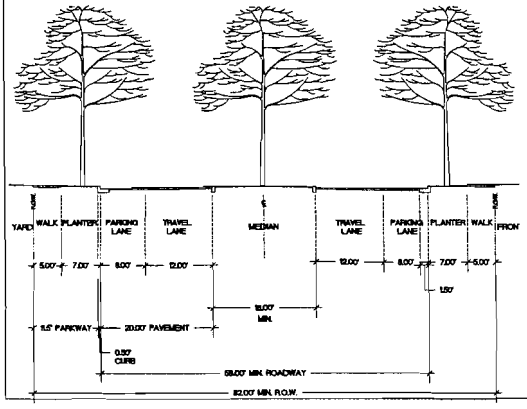
This vehicular and pedestrian thoroughfare type is defined as a short distance connector. Avenues are designed for low speed and high capacity. They are an urban thoroughfare type, categorized by raised curbs and on-street parking on both sides. In more urban transects, trees are places in individual planters. This particular section has a pair of two-way lanes and parking on both sides.

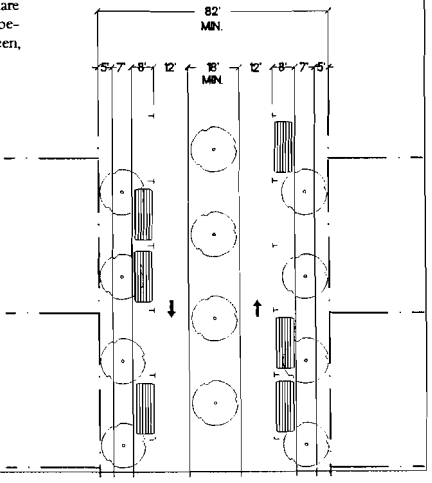



## BV BOULEVARD (BV)

This vehicular and pedestrian thoroughfare type is defined as a short distance connector between neighborhood centers. Boulevards are designed for low speed and high capacity. They are an urban thoroughfare type, categorized by raised curbs and on-street parking on both sides. A landscaped median is provided between one-way lanes. This particular section has two divided lanes with an 18' minimum median between, however this width (and therefore the R.O.W. width) is variable depending on landscape conditions.

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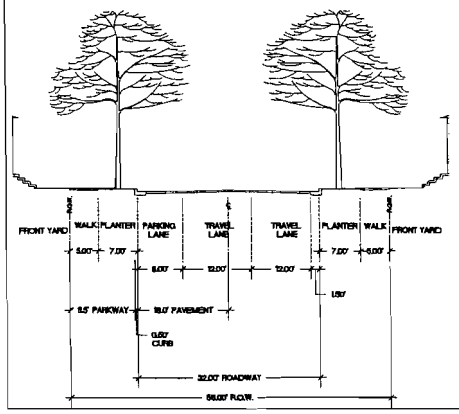
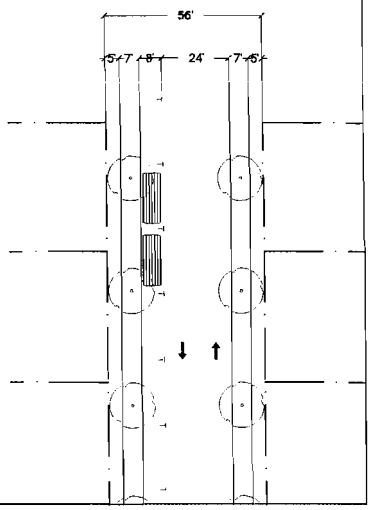
## AV AVENUE (AV-56-32)

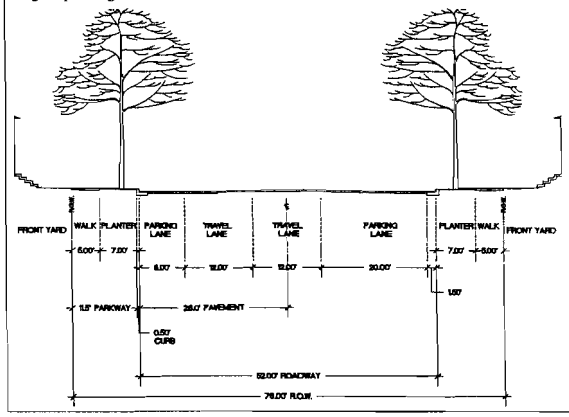
This vehicular and pedestrian thoroughfare type is defined as a short distance connector. Avenues are designed for low speed and high capacity. They are an urban thoroughfare type, categorized by raised curbs and on-street parking on both sides. In more urban transects, trees are places in individual planters. This particular section has a pair of two-way lanes and parking on one side.

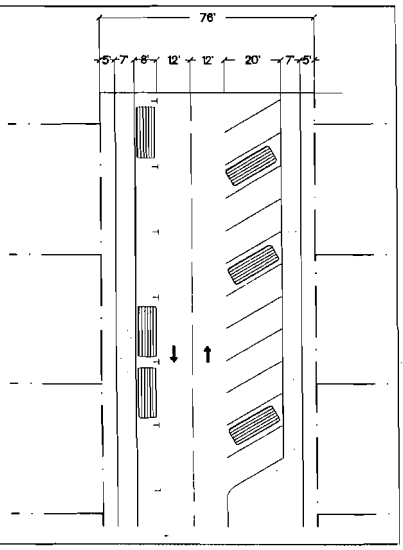



## AV AVENUE (AV-76-52)

This vehicular and pedestrian thoroughfare type is defined as a short distance connector. Avenues are designed for low speed and high capacity. They are an urban thoroughfare type, categorized by raised curbs and on-street parking on both sides. In more urban transects, trees are places in individual planters. This particular section has a pair of two-way lanes, parallel parking on one side and angled parking on the other side.





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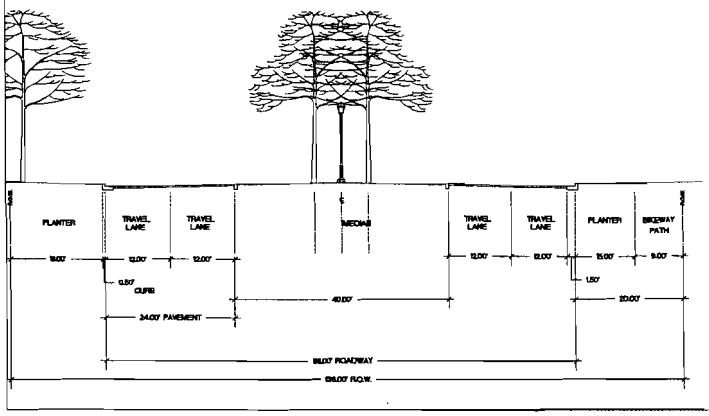
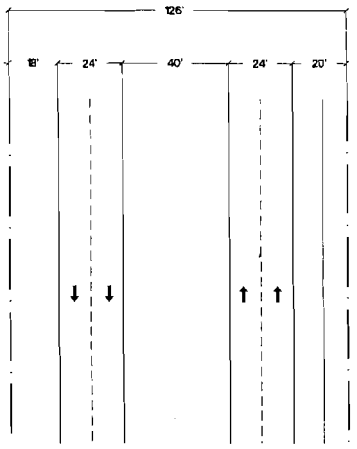
## PKWY PARKWAY (PKWY-126-48)

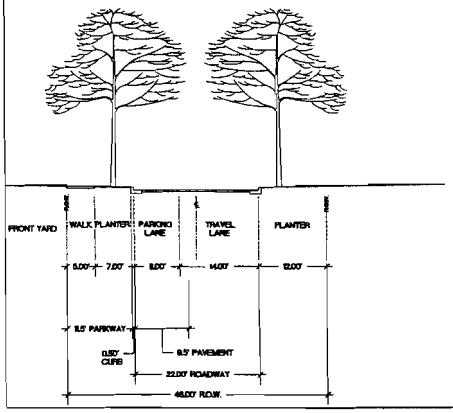
This vehicular and pedestrian thoroughfare type is a long-distance boulevard that connects urban centers. Traffic moves along two-way lanes, often with medians. One-way Slip Roads (SR) are frequently provided running parallel on either side. This particular section has four divided lanes with a 40' median between and no on-street parking. This section allows for future construction of two additional lanes within the 40' median as shown in the section below (PKWY-126-72).

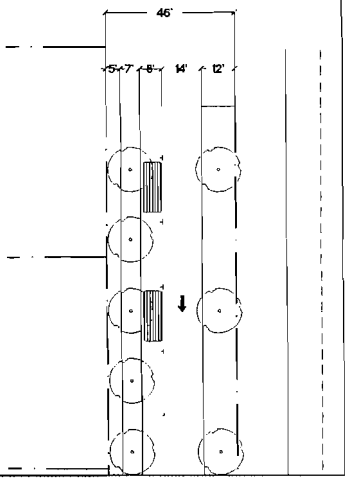



## SR SLIP ROAD (SR-46-22)

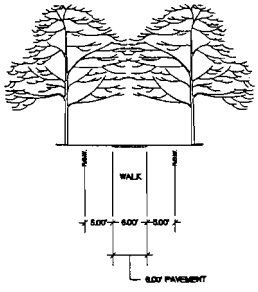
This vehicular and pedestrian thoroughfare type runs parallel to high-capacity, high-speed thoroughfares types such as Parkways (PKWYS). Slip roads are provided as a low-capacity, low-speed alternate route along such a thoroughfare. Movement is one-way with parking on one side.

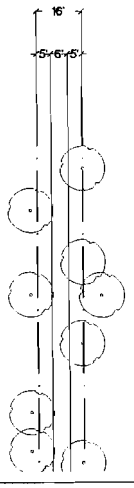



## PS PASSAGE (PS-16-6)

This pedestrian thoroughfare type serves as a walkable connector between buildings. Passages provide shortcuts through long blocks and connect rear parking areas to frontages. Passages are permitted to be roofed over. This thoroughfare type is acceptable in Transect Zones T3, T4, and T5.




DESIGN CODE



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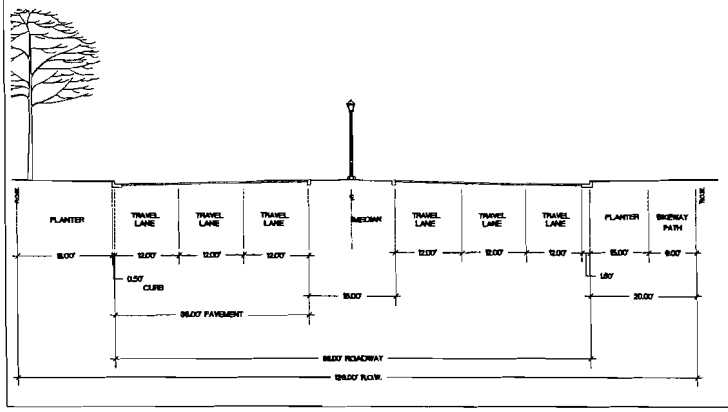
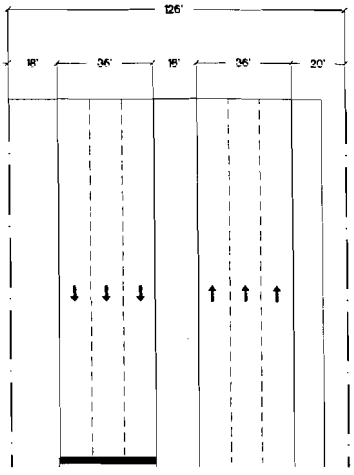
## PKWY PARKWAY (PKWY-126-72)

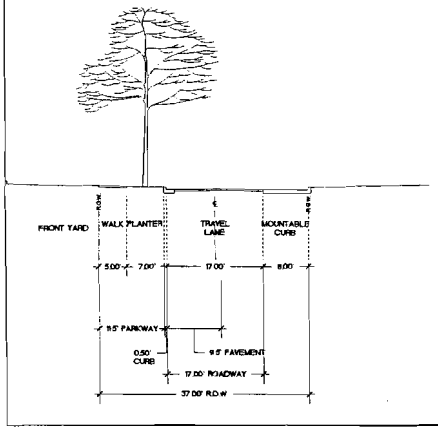
This vehicular and pedestrian thoroughfare type is a long-distance boulevard that connects urban centers. Traffic moves along two-way lanes, often with medians. One-way Slip Roads (SR) are frequently provided running parallel on either side. This section is an improvement upon the section above (PKWY-126-48) with six divided lanes. The addition of two lanes within the previous 40' median leaves a 16' median which can be eliminated where a left turn lane is necessary. There is no on-street parking.

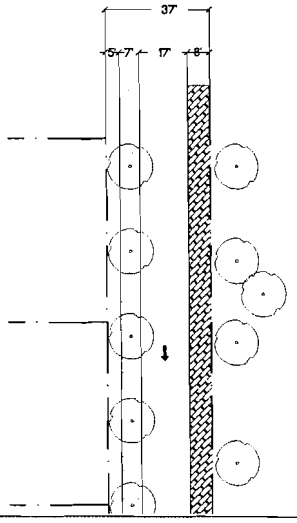



## CR CIRCLE (CR-37-17)

This vehicular and pedestrian thoroughfare type typically occurs at major intersections between urban thoroughfares (Boulevards and Avenues). Circles are a low-capacity, lot-speed method of traffic calming and are to be used at a minimum throughout the community. Movement is one-way around a small open space with a mountable curb on the inside.





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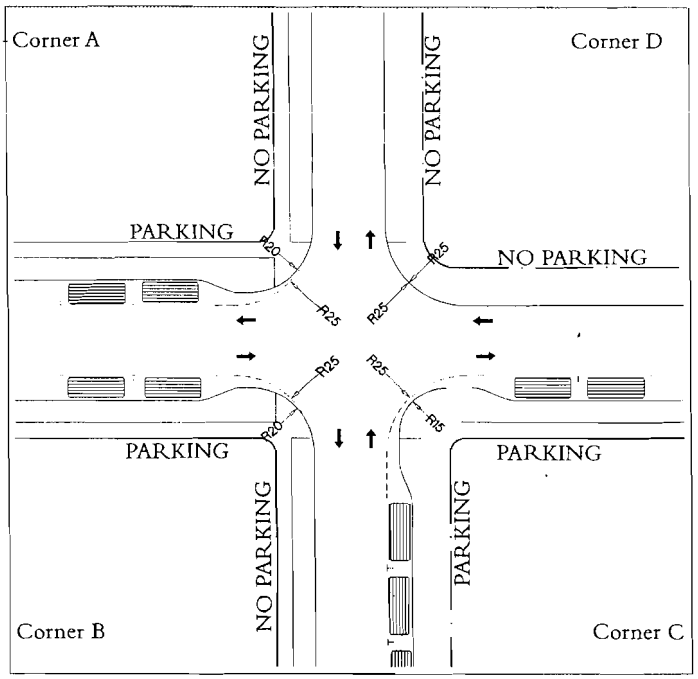
## REDUCED INTERSECTION RADIUS

A Reduced Intersection Radius is a method of intersection design and traffic-calming used on streets with on-street parking. As the illustration depicts, the first parking space at each intersection is moved at least twenty (20) feet back from the corner. A "no parking" zone is created between the first parking space and the intersection by way of signage and/or pavement striping. This configuration maintains a twenty (20) foot curb radius while providing a twenty five (25) foot vehicular turning radius. This radius is more than ample for emergency vehicles and large trucks to navigate. As an added precaution, the single handicap ramps at each corner are designed as mountable curbs. This type of ramp allows pedestrians and the handicapped to follow the sidewalk perpendicularly, straight to the crosswalk, rather than into the middle of the intersection.

The illustration at right shows four different types of right-turn conditions. Corner A illustrates a turn from a street without on-street parking to a street with on-street parking. Corner B illustrates a turn from a street with on-street parking to a street without on-street parking. Corner C illustrates a turn from a street with on-street parking to a street with on-street parking. Corner D illustrates a turn from a street without on-street parking to another street without on-street parking. This fourth intersection type is unable to employ the Reduced Intersection Radius method, and therefore the curb must be designed to minimum standards.

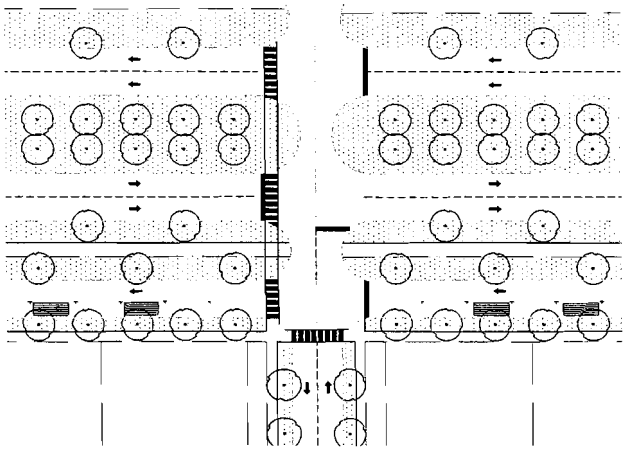
The diagram illustrates the standard intersection criteria that will be implemented throughout the Southern Land community. However, for each individual phase of the development, a full set of large-scale intersection diagrams will be provided for City of McKinney Fire and Engineering department approval.




## TYPICAL SLIP ROAD/PARKWAY VEHICULAR CIRCULATION

The diagram at right illustrates movement of vehicles on a parkway (PKWY) and a parallel slip road (SR). Typically, traffic on the one-way slip road moves in the same direction as the parkway lanes farthest from the slip road. Therefore, traffic on the slip road and the adjacent parking lanes move in opposite directions.

Vehicles turning off of the parkway and on to the slip road may only travel in one direction on the slip road. This configuration minimizes the possibility of collisions and traffic build-up in the intersection.



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## THOROUGHFARES WITH PEDESTRIAN FRONTAGE

Pedestrian thoroughfare frontages are conditions in which the primary frontage of a lot is adjacent to a pedestrian right of way (as opposed to a vehicular thoroughfare). The two most frequently found variants of these conditions are the Bungalow Court (Figure C) and the Pedestrian Mews (Figure D). In both scenarios, emergency vehicle access is provided directly in the pedestrian right-of-way with the use of a structural grass paver system.

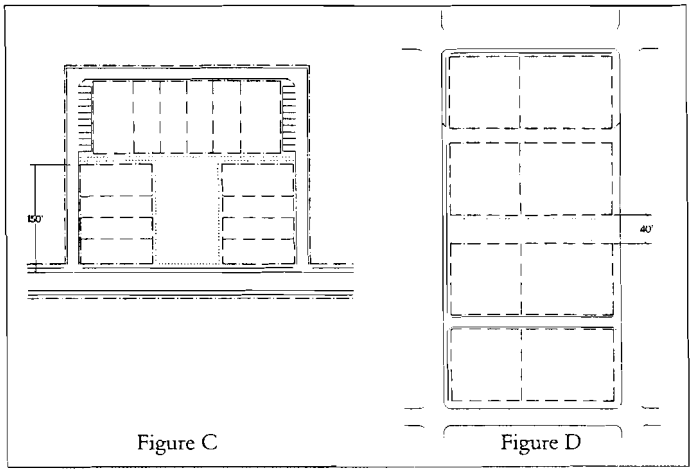


Figure C Figure D



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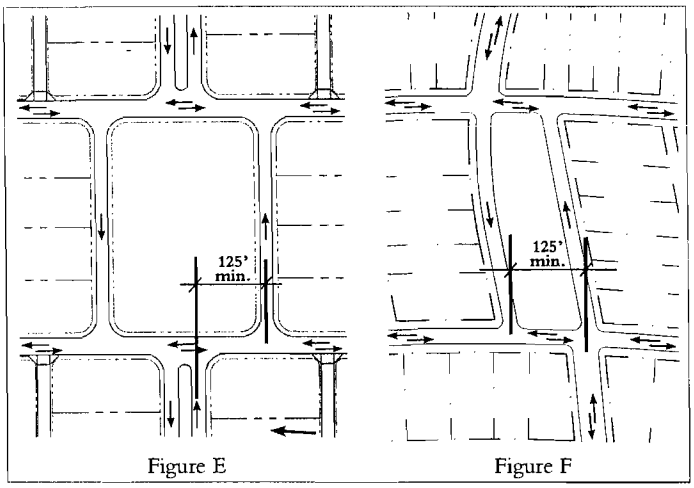


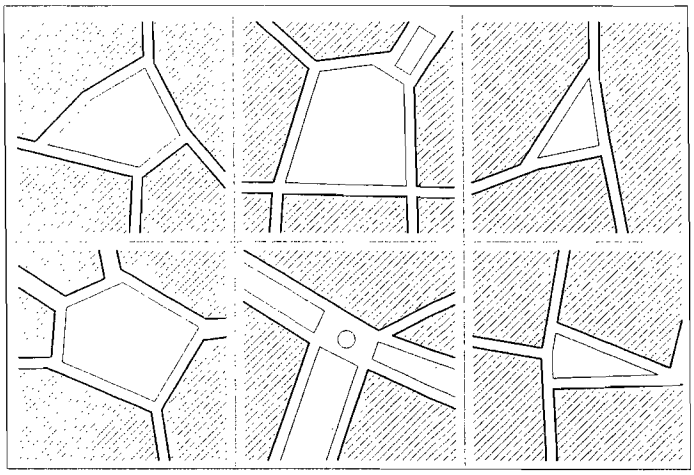

Figure E Figure F

### INTERSECTION OFFSET

Intersection Offset is another traffic calming device used where appropriate. The diagram at far left depicts a carefully designed offset intersection built in an existing Southern Land community.

The offset intersection is used to reduce the number of collision points as well as an increase the level of driver awareness due to the unique configuration. This results in a slower, safer intersection with fewer accidents.

*(Diagrams are at 1"=150' scale)*

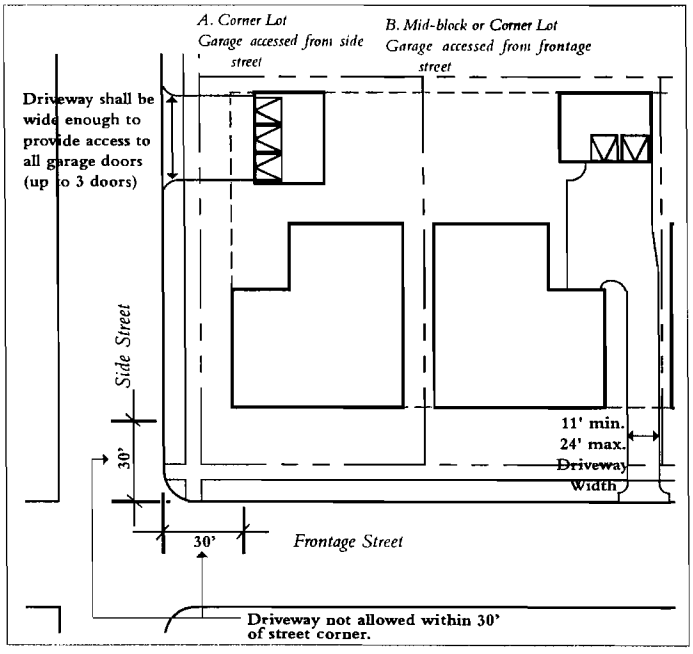


### INTERSECTION DEFLECTION

Intersection Deflection is the angle at which one thoroughfare intersects another. A standard intersection is one at which the thoroughfares intersect at, or close to, ninety degrees. Frequently, the topography or the urban plan creates an instance where it is beneficial to create intersections that have varied angles of deflection.

The result of these deflected intersections is a safer, more pedestrian friendly neighborhood plan. These unusual conditions cause drivers to be more cautious and alert at the intersection. Like the intersection offset, a deflected intersection serves as a traffic calming device and often eliminates the need for less desirable speed-reducing techniques such as speed bumps.

* Intersections with arterial thoroughfares shall meet City of McKinney minimum and maximum deflection angles.
* Varied deflection angles may be considered on lower volume thoroughfares (subject to Director of Engineering approval).




### DRIVEWAY WIDTHS, STREET ACCESS LOCATIONS & SITE VISIBILITY EASEMENTS

Many non-alley corner lots in Tucker Hill will have garages accessed from the side street, rather than the frontage street. The width of the driveway shall be wide enough to provide direct access from the curb to the garage to no more than three garage doors.

This exception in width shall not be made for any garages accessed from a Boulevard type thoroughfare (where the side street is a Boulevard). Driveways on Boulevards shall be no more than sixteen (16') feet in width.

* Alley Access - No maximum width, however drive shall be offset from a public street (not alley) a minimum of 25'. An individual driveway shall access no more than three (3) garages.
* Frontage Street - Residential driveways shall be 11' minimum width and not exceed 24' in width.
* Side Street - Corner lot with residence's side elevation. Driveway shall be wide enough to provide access to all garage doors (up to three (3) doors).
* A ten (10') foot wide sight visibility easement shall be required parallel to any corner clip right-of-way dedication where alleys intersect with streets to ensure proper sight visibility at these intersections, unless otherwise approved by the Director of Engineering.





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## THOROUGHFARE NETWORK STANDARDS

The thoroughfare network in Tucker Hill has been developed on the following basic principles:

* Interconnectivity throughout the development and adjacent spaces is provided for vehicles, bicycles, and pedestrians.
* Within the neighborhood centers, thoroughfares converge at common areas, such as commercial buildings, civic spaces, transit centers, or open spaces.
* Thoroughfare network accommodates the automobile without compromising pedestrian movement.
* Thoroughfare network provides adequate and efficient servicing of the development by trucks and utility vehicles. The visual and noise impact of such services is minimized through the use of alleys to keep operations behind the building and not in the public right-of-way.
* Typically, streets shall be networked to form blocks with few cul-de-sacs. Where cul-de-sacs are incorporated, pedestrian access shall be provided from the cul-de-sac bulb to the adjacent street or open space.
* Bicyclists and pedestrians are able to travel on local streets to most locations without the need to follow arterials.
* Pedestrian crosswalk ramps shall be provided at all street intersections.
* Townhomes or detached residences shall not directly front Highway 380. They may be oriented toward Stonebridge Parkway, provided that they front a slip road.
* Curb type used throughout will be to City of McKinney standards.

## DRIVEWAY STANDARDS

* The minimum width of a residential driveway shall be eleven (11) feet.
* At the street, the maximum width of a residential driveway shall he twenty four (24) feet. An exception may be granted by the City of McKinney City Engineer for corner lots accessed from a side street. In these locations, the curb cut shall be wide enough to provide easy access to a maximum of three garage doors (refer to "Thoroughfare Diagrams" on previous page).
* Driveways shared by adjacent lots shall have no less than nine (9) feet of pavement on each property (18' min. width).
* Curb radii for a residential drive shall be no less than five (5) feet and no greater than ten (10) feet.
* Circular drives are not permitted on streets with parking on only one side unless on a lot with 85' or more of street frontage. Circular drives shall not cover more than seventy five (75%) percent of the front yard.
* Private driveways providing the only means of access to one or more lots shall be designed to City of McKinney Fire Department standards.
* Driveway approaches shall not occupy more than seventy (70%) percent of a buildable lot's frontage abutting a thoroughfare (alley's exempted).

## PEDESTRIAN NETWORK STANDARDS

* Sidewalks should be provided on at least one side of the street in T3 zones, and on both sides in T4 and T5 zones. An exception should be made where open spaces front streets if not needed for direct connectivity of adjacent walkways.
* Within the Mixed Use Urban Centers, wider sidewalks are required on all public streets with retail building frontage. These sidewalks shall be no less than eight (8) feet wide with a minimum of six (6) feet of unobstructed walkway.
* On residential streets, sidewalks shall be no less than four (4) feet wide. Five (5) foot sidewalks are the width shown on the thoroughfare sections.
* Sidewalks shall have a minimum clear pathway not be obstructed by telephone poles or other barriers. A minimum of four (4) feet of width shall remain clear in residential areas and six (6) feet of width shall remain clear in Mixed-Use Urban Centers with retail frontage.
* In residential areas, streets with home frontage shall include a planting strip between the road and the sidewalk no less than five (5) feet wide. The trees planted in this strip, at maturity, should provide a canopy along the sidewalk. In non-residential areas, the planting strip may be minimized to tree wells containing ornamental or canopy scale trees.
* Typically public sidewalks with street shall be located within the public right-of-way (as indicated in the thoroughfare sections). Alternatively, they may be located within a supplemental adjacent public access easement.

## PARKING NETWORK STANDARDS

*Off-Street Parking:*

* Off-street parking shall be provided for all uses in T3, T4, and T5.
* For mixed-use or non-residential buildings, the number of parking spaces required shall be determined by the City of McKinney Zoning Ordinance (Sec. 41-202) and is subject to the approval of the Director of Planning. Both on-street and off-street parking shall count towards the fulfilment of the parking requirement.
* Off-street parking shall be located within the building, on the side or rear of the building, or in a parking structure. Off-street parking shall not be located between the building and the pedestrian route unless the building's lot abuts Highway 380.
* Surface parking lots may front parkways and highways but shall not be located between a building and the frontage street. (Exception: Hwy 380 and side streets)
* If surface parking is located next to the building, the surface parking area shall be screened by a fence, wall, or hedge in order to continue the build-to-line of the adjacent building facades.
* If adjacent uses complement one another in terms of the days and time of uses, shared parking shall be allowed per the standards set forth in City of McKinney Zoning Ordinance (Sec. 41-202) and as subject to the approval of the Director of Planning. Approval shall be based on walking distance from parking to destination.
* Parking lots in public view should be screened and broken up visually with landscaped islands. Lots at the rear of buildings, out of public view, are required to have end islands, but not other landscaped islands.
* Surface parking lots in view of a public street shall utilize a perimeter screening method such as low, dense plantings; low walls; trees; retaining walls to lower the level of the lot; or a combination of the above.
* Pedestrians should have accessibility between a public street and the building without having to walk through a surface parking lot, unless the building's lot is abutting Highway 380.

*On-street Parking*

* On-street parking shall be provided on thoroughfares with building frontage except highways/arterials.
* On-street parking shall count towards parking requirements when located within 500' of the usage or per the approval of the planning director.

*Parking Structures*

* Structured parking facilities with frontage on primary streets shall be designed so that the street level frontage is retail, commercial, or civic space or the parking structure is designed with an architecturally articulated facade to screen the parking areas of the structure.

*Bicycle Parking*

* Interior or exterior facilities to lock bicycles shall be provided for each building with commercial uses greater than 5,000 square feet.

*Shared Parking*

* A church may share commercial parking spaces that are within 600 feet of the church's property.
* Residential dwellings may share office use parking spaces that are within 300 feet of the resident's building.
* Lodging rooms may share office use parking spaces that are within 600 feet of the lodging room.
* Restaurants may share office use parking spaces that are within 300 feet of the restaurant.
* Commercial uses may share parking spaces with other commercial uses that are within 600 feet of each other to the extent that their peak business hours do not coincide.
* Other shared parking as allowable under City of McKinney ordinances.

*Residential Parking Placement*

* The required exterior residential parking shall be a minimum length of twenty (20) feet and not in conflict with sidwalks.

## STREET LIGHTING STANDARDS

Street lighting standards shall be per City of McKinney Subdivision Ordinance.

## NON-RESIDENTIAL PARCELS

*Street corner Landscape Buffer:*

In the Mixed Use Centers, parking lots, driveways and other vehicular use areas shall not be allowed within a thirty (30') foot zone parallel to the typical rights-of-way corner clip. Providing that required sight line & other setback lines are satisfied, non-vehicular use elements may be constructed within this corner zone including but not limited to buildings, plant marerials, and pedestrian surfaces.

*Earthen Berms:*

Earthen berms shall have side slopes not to exceed 3:1 when turf covered or 2:1 in planted landscape beds.

## T5 & MIXED USE CENTER LOTS

*Landscape Surface Area/Street Yard Landscape Areas:*

To promote an urban character, lots within the Mixed Use Centers shall not be required to meet a minimum percentage landscape surface area or a minimum percentage of landscape area within street yards.





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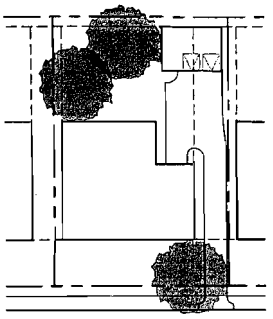
## NEIGHBORHOOD EDGE T3

*Refer to the Building Type Summary at the beginning of the Design Code section for transect characteristics.*

### VILLA

Large, rural, non-alley lot with generous setbacks and ample space for large canopy trees.

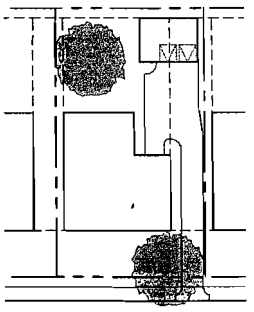


Required per single lot:
**3 canopy trees**

1 tree min. in front yard

### NON-ALLEY HOUSE

Medium to large, rural to semi-rural lot with a variety of setbacks and adequate room for large and small trees.

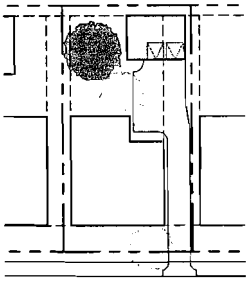


Required per single lot:
**2 canopy trees**

1 tree min. in front yard

## URBAN GENERAL T4

*Refer to the Building Type Summary at the beginning of the Design Code section for transect characteristics.*



Required per single lot:
**1 canopy trees**
**2 ornamental trees**

1 tree min. in front yard

## URBAN CENTER T5

*Refer to the Building Type Summary at the beginning of the Design Code section for transect characteristics.*

**KEY**

**CANOPY TREE:**
Min. four inch (4") caliper
Min. twelve feet (12') high at planting
Min. twenty five foot (25') crown at maturity

**ORNAMENTAL TREE:**
Min. three inch (3") caliper
Min. eight feet (8') high at planting
Min. fifteen foot (15') crown at maturity

Diagrams are to scale and depict minimum crown.

Refer to City of McKinney Zoning Ordinance Appendix A for appropriate Canopy and Ornamental species.

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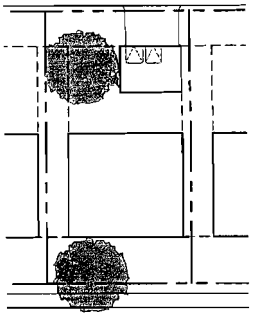
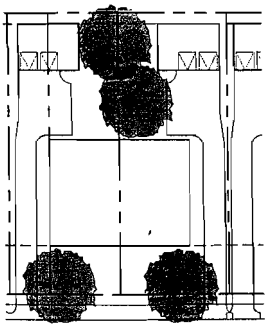
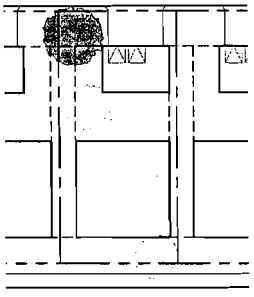
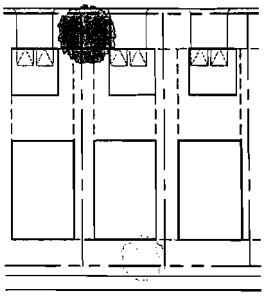
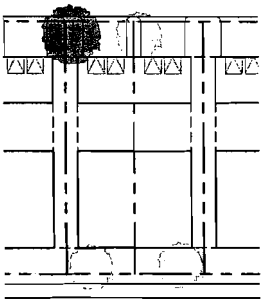
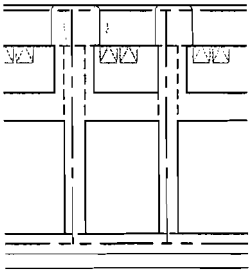
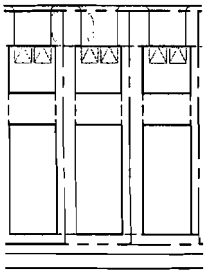
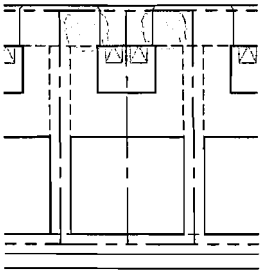
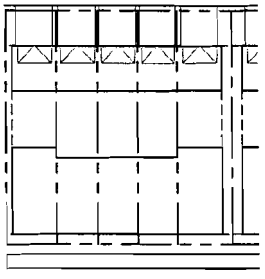
| ALLEY HOUSE | COTTAGE | SHARED WALL HOUSE | TOWNHOUSE |
|---|---|---|---|
| Small to large alley lot with a wide variety of setbacks and limited space, especially for large trees. | Small alley lot with minimal setbacks and very limited space for trees. | Small to large alley or non-alley lot with a variety of setbacks and limited to adequate space for large canopy trees. | Very small alley lot without adequate space for significant tree planting. |
|  | This building type is not permitted in T3. |  | This building type is not permitted in T3. |
| Required per single lot:<br>**2 canopy trees**<br>1 tree min. in front yard | | Required per single lot:<br>**2 canopy trees**<br>1 tree min. in front yard | |
|  |  |  | This building type is not permitted in T4. |
| Required per single lot:<br>**1 canopy tree**<br>**2 ornamental trees**<br>1 tree min. in front yard | Required per single lot:<br>**1 canopy tree**<br>**1 ornamental tree**<br>1 tree min. in front yard | Required per <u>double</u> lot:<br>**1 canopy tree**<br>**3 ornamental trees**<br>2 trees min. in front yard | |
|  |  |  |  |
| Required per single lot:<br>**1 ornamental tree**<br>No trees required in front yard | Required per single lot:<br>**1 ornamental tree**<br>No trees required in front yard | Required per single lot:<br>**1 ornamental tree**<br>No trees required in front yard | **No tree requirement** |





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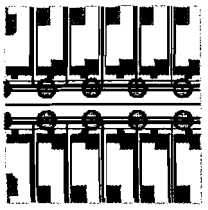
The following two pages illustrate seven street tree configurations considered appropriate for T3 and T4 areas in Tucker Hill. All trees in T3 and T4 proposed to meet City of McKinney street tree requirements shall be approved canopy trees. Terms and definitions follow on the next page.

### Double-Loaded Street Tree Pattern A

*For double-loaded thoroughfares with one- or two-way movement.*

Applies to:
* Any Avenue Type
* Any Street Type
* Any One-Way Type



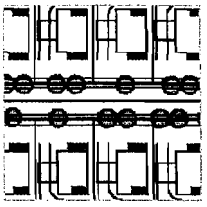
**Street Tree Character:**

Regular Spacing
40'–45' on center (typical)
Single Species

### Double-Loaded Street Tree Pattern B

*For double-loaded thoroughfares with one- or two-way movement.*

Option for:
* Any Avenue Type in T3 only
* Any Street Type in T3 only
* Any One-Way Type in T3 only



**Street Tree Character:**

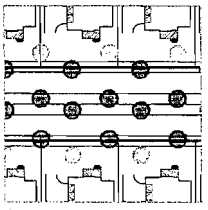
Irregular spacing
100' max between clusters*
Multiple species

** Average 1 tree per 45 linear feet across a given block face*

### Double-Loaded Boulevard Street Tree Pattern A

*For double-loaded thoroughfares with two-way movement and a median.*

Applies to:
* Any Boulevard Type

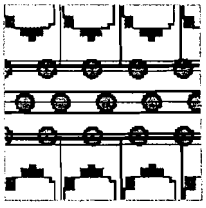


| Street Tree Character: | Median Tree Character: |
|---|---|
| Regular spacing<br>70'–80' on center typical<br>*(additional trees will be provided in front yards at regular intervals)*<br>Single species | Double row, alternately spaced<br>70'–80' on center typical<br>Alternate spacing with street trees<br>Single species |

### Double-Loaded Boulevard Street Tree Pattern B

*For double-loaded thoroughfares with two-way movement and a median.*

Applies to:
* Any Boulevard Type

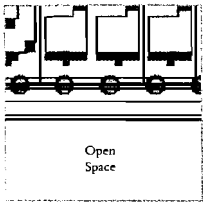


| Street Tree Character: | Median Tree Character: |
|---|---|
| Regular spacing<br>40'–45' on center typical<br>Alternate spacing w/ median trees<br>Single species | Single row, regularly spaced<br>40'–45' on center typical<br>Alternate spacing with street trees<br>Single species |

### Single-Loaded Street Tree Pattern A

*For single-loaded thoroughfares with one- or two-way movement.*

Applies to:
* Any Avenue Type in T3 or T4
* Any Street Type in T3 or T4
* Any One-Way Type in T3 or T4

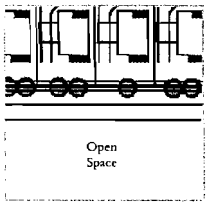



| Street Tree Character: | Open Space Tree Character: |
|---|---|
| Regular spacing<br>40'–45' on center typical<br>Single species | Informal or formal<br>(See page 45) |

### Single-Loaded Street Tree Pattern B

*For single-loaded thoroughfares with one- or two-way movement.*

Option for:
* Any Avenue Type in T3 only
* Any Street Type in T3 only
* Any One-Way Type in T3 only




| Street Tree Character: | Open Space Tree Character: |
|---|---|
| Irregular spacing<br>100' max between clusters*<br>Multiple Species | Informal or formal<br>(See page 45) |

** Average 1 tree per 45 linear feet across a given block face*

Street trees in T3 and T4 shall meet City of McKinney standards for size as follows:

**At time of planting:**
1. Minimum four (4") inch caliper*
2. Minimum twelve (12') feet tall

** Caliper inches shall be measured six (6") inches above the ground*

**At maturity:**
Minimum spread at the crown of twenty five (25') feet

## Terms and Definitions

The terms and definitions below apply to the street tree configurations on the previous page. These sections are intended for T3 and T4 areas only.

**Alternate spacing:**
Alternate spacing on the other side of the street or in the median shall be diagonal across the roadway.

**Irregular (clustered) spacing:**
Small groups of trees placed at varying intervals, creating a more natural and informal streetscape. This configuration is more appropriate in rural areas of the community.

**Regular (on-center) spacing:**
Individual trees placed at regular intervals, creating a more formal streetscape. This is the predominant configuration throughout the community, especially in more urban areas, like T4 Urban General areas.

**Multiple species:**
Refers to the use of two or more tree species in a given block. The use of multiple species is most appropriate in T3 Neighborhood Edge areas.

**Single species:**
Refers to the use of a single tree species in a given block. A different species may be used in an adjacent block, but typically only one species per block. Major thoroughfares such as Boulevards and Avenues (refer to Thoroughfare Standards) may use the same tree species along an entire length to maintain continuity. However, a street tree species used along the majority or entirety of a Boulevard or Avenue shall be limited or prohibited for use in blocks adjoining the Boulevard or Avenue. Minor thoroughfares may have a variety of species, changing every few blocks (one block minimum).

## Street Tree Standards for Mixed-Use and Special Districts (T-5 & SD)

The following guidelines shall apply to Special Districts and all T5 Neighborhood Center districts, including Mixed Use Centers.

**Intent:**

In order to achieve a varied, organic character in the Mixed-Use Town Center, the arrangement of street trees can and will take on a variety of patterns (informal and formal). Street tree patterns shall respond to the street cross section as well as the placement of adjacent buildings. This freedom of arrangement is also appropriate in any Special Districts.

The average spacing of the trees when in groups shall be measured along the street frontage. When the street tree arrangement is not in a regular pattern, the trees can be placed behind the sidewalk (if the sidewalk is placed at the back of the curb) or the sidewalk can be routed around the tree or grouping to provide the feeling that the existence of the trees preceded the construction of the town center. The size and species of trees shall be varied in these irregularly patterned areas.

The street tree arrangement will be reviewed on a per site basis at a site plan level. However, the placement of the street trees is meant to be specifically designed as appropriate to the site and placement of buildings. The placement of the street trees shall be subject to approval by the City of McKinney.

**The following specific requirements for Mixed-Use T5 street trees shall apply:**

* Any tree between the curb line and the building face or established frontage line shall be considered a street tree. As such, street trees may be located in thoroughfare right-of-ways, or on private property.
* Street trees shall be a combination of approved canopy trees and ornamental trees, with guidelines for size at time of planting as follows:
  - Canopy trees: Minimum four (4") inch caliper measured six (6") inches above the ground and minimum twelve (12') feet in height.
  - Ornamental Trees: Minimum three (3") inch caliper measured six (6") inches above the ground and minimum eight (8') feet in height.
* The total number of street trees, regardless of placement, shall total an AVERAGE of one (1) tree per forty (40') linear feet of frontage (including building frontage and open space frontage).
* No less than 50% of the overall required street trees shall be approved canopy trees. No greater than 50% of the overall required street trees shall be approved ornamental trees.

## Street Tree Standards where Open Space Fronts a Street

**The following requirements shall apply to all transects:**

* The tree pattern may be regular or irregular.
* Required trees shall be planted either in the right-of-way or in the adjacent open space (within one-hundred (100') feet of the right-of-way).
* Regardless of placement, there shall be an average of one (1) tree per forty (40') linear feet of street frontage.
* There shall be no minimum or maximum spacing requirement.
* Existing trees shall apply to requirements.

This Architectural Code portion of the Design Code is conceived and administered to guide the building of non-single family detached buildings within the neighborhood and mixed use centers. Each center is intended to provide a place of gathering for the residents within Tucker Hill and the adjacent communities. The relaxed village center character envisioned will be achieved through building placement, architectural design, detail, signage and streetscape/landscape treatments. Buildings will be designed to promote the sense of place that is reminiscent of the historic core of many small Texas towns, including downtown McKinney. The architecture of the buildings and the landscape design of each site will be heavily influenced by the timeless principles of balanced scale and proportion and the use of exterior materials that are ageless in appeal and character.

## ARCHITECTURAL STYLES, MASSING AND COMPOSITION

### ARCHITECTURAL STYLES

*Acceptable Architectural Styles*
A substantial portion of the architectural vernacular of North Texas is comprised of the following common pre-World War II architectural styles. These styles are considered appropriate and acceptable for the community of Tucker Hill:

* Classical (Federal, Adams, Greek Revival)
* Georgian
* Colonial Revival
* Victorian Vernacular (Second Empire, Shingle style, Richardsonian, and Folk Victorian)
* Craftsman (Bungalow)
* Tudor (English Tudor, French Eclectic, and English Farmhouse)
* Romanesque
* Art Deco
* Spanish Eclectic style
* Mission

*Unacceptable Architectural Styles*
The following architectural styles do not compliment the vision for the community of Tucker Hill, and are therefore unacceptable:

* Adobe
* Contemporary
* International Style
* New England Salt Box
* Oriental
* Modern Style with multiple roof lines
* Exposed log
* Coastal

### MASSING AND COMPOSITION

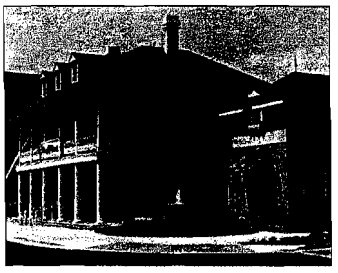
**It is critically important** that each building in Tucker Hill be designed with massing and proportion based on the historic architectural style chosen. Some general guidelines for building composition are as follows:

**Urban buildings shall** exhibit historically and architecturally appropriate massing and composition. They shall include a base, middle, and a cap, with transition lines between each. The specific locations of these transition lines are flexible and determined primarily by the overall height of the building and that of the adjacent buildings.

* The middle of the building shall be differentiated from the base by a transition line that is generally placed at the top of the first floor (multi-floor building).
* The cap of the building shall be differentiated from the middle by a second transition line. In many cases this row of windows may be square or shorter than the floors below (multi-floor building).
* The base of the building shall incorporate corbelling, molding, string coursing, ornamentation, or changes in material or color.

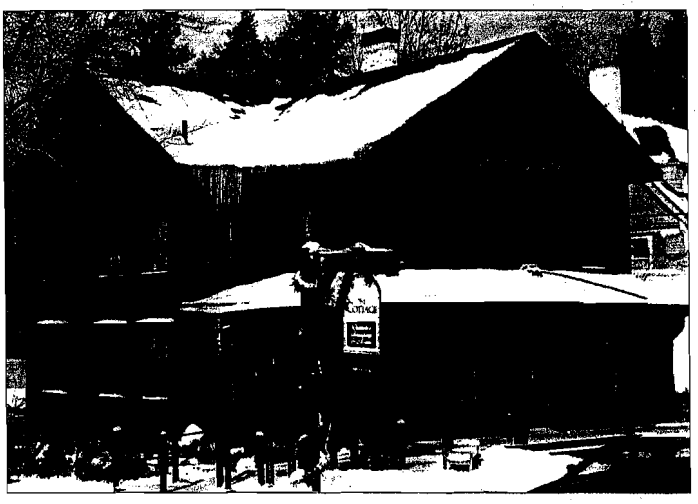


## EXTERIOR ARCHITECTURAL DETAIL AND MATERIALS



**Materials shall** be selected and used with consideration to the building scale, color scheme, and building mass. Materials shall exhibit the characteristics of a permanent solid material that will stand the test of time.

Listed below are details and materials permitted for roofs, exterior veneers, doors, windows, awnings, gutters and downspouts, screening and signage.



### A. ROOFS

*Acceptable Roof Materials:*

* Metal Roofing Systems, standing seam (sloped roof forms) or flat seam (flat roof forms).
* Dimensional shingles with distinct profile
* Flat roof membrane system with parapet wall on all sides to screen roof and roof-mounted equipment.
* Slate
* Copper (preferably left to age naturally)

*Roof Details*

* Roofs shall be gable or hipped, or single low-slope with parapet wall.
* All gable or hip roofs shall provide an eave for shadow lines.
* Roof vents and roof mounted mechanical equipment shall not be visible from adjacent public right-of-ways and shall be painted to match the roof color.
* Roof slopes shall be consistent with architectural style of buildings. Gable or hip roof slopes shall be 3:12 minimum. Porch roofs may be less, depending on the style of the building.
* Roof articulation, including chimneys, cupolas, monitors and dormers may add additional detail to a sloping gable or hip roof profile. Where visible from a public right-of-way, chimneys shall be stone, metal or brick. Chimneys made of siding or synthetic stucco are prohibited where visible from the public right-of-way.





### B. EXTERIOR VENEERS

*Acceptable Exterior Finishes*

* Brick or painted brick
* Stone or cultured stone
* Real stucco with historically accurate details.
* Board and batten or lap siding (wood or cementious).
* Smooth cut shingles (wood or cementious)



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## B. DOORS AND WINDOWS

The design, location and style of doors and windows selected for a building are critical to the character, appearance, sense of mass, and functionality of the building. Doors and windows shall be designed to reinforce the building's architectural style.

*Window Materials:*

* Reflective mirrors or smoked glass is not permitted.
* Vinyl or aluminum clad windows may be used.
* Clear aluminum storefront framing systems are unacceptable.

*Window Details:*

* Windows should be distinguished in the facade by the use of recessing, pediments, arches, etc.
* Windows shall be vertically proportioned fixed casement or double hung (store fronts exempt).
* Retail storefront windows shall be glazed with large panes of glass.
* Providing operable shutters at double hung or casement windows for authenticity and detail are acceptable where applicable and consistent with the architectural style of the building. When provided, these shutters shall be one-half of the width of a window if done in pairs or full width if only one is provided. Shutters shall not be located on double or triple windows that are ganged together or on storefronts.

*Door Materials:*

* Solid wood
* Aluminum clad

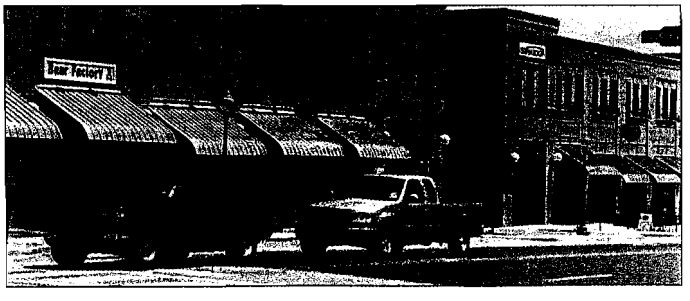
*Door Details:*

* Primary entryways shall be recessed or covered by porch canopy or awning.
* Main entry doors can range from single door (solid, half, three quarter, or full glass) to paired solid or French doors.
* Transom and sidelights shall have a muntin pattern consistent with the door glass.
* Main entry door, if solid, shall be paneled. Panel design shall be two panel, four panel or six panel.
* Overhead fanlights above a door are acceptable.

## D. AWNINGS

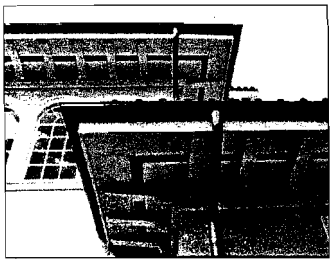
*Awning Materials:*

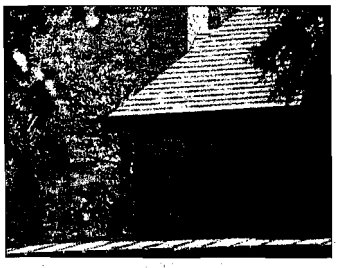
* High quality, heavy canvas awnings affixed to rust-resistant metal framing are acceptable.
* Painted metal awnings



*Awning Details:*

* Bright primary colors and multi-colored (more than 2) striped awnings are prohibited.
* It is appropriate to light the exterior face of awnings at night with historically styled gooseneck fixtures painted to be consistent with the establishment's color scheme and architectural style. Lighting provided below an awning shall be concealed if not decorative. Backlit translucent awnings are unacceptable.



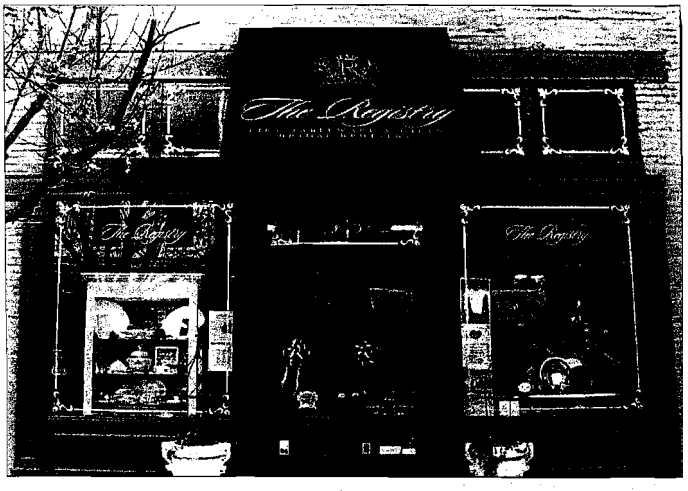


## E. GUTTERS AND DOWNSPOUTS

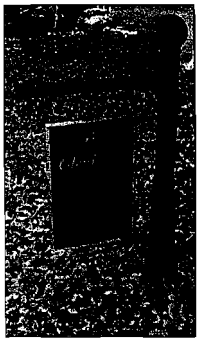
* Rain gutters and downspouts shall be functional as well as provide desirable detail.
* Where practical, downspouts shall be located at the inside corners of buildings. Downspouts shall not be located on the face of columns.
* Day lighting downspouts at the face of the building onto a public walk area is prohibited.

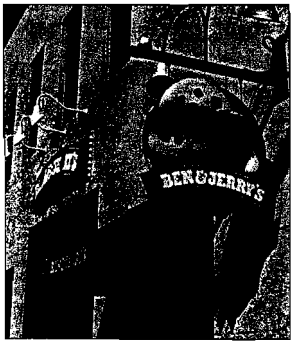
## F. ARCHITECTURAL SCREENING

* All equipment, vents and other similar objects located on the building roof shall not be visible from public right-of-ways.
* Screening material shall be consistent with the materials and color scheme of the building.




*The images above and at right illustrate several of the acceptable attached and detached signage types to be implemented into Tucker Hill. The specific types pictured include awning signs, band signs, projecting blade signs, ground-mounted post signs, and window signs.*






## G. SIGNAGE

*Note: The signage portion of the Architectural Code does not apply to townhouses. Exterior signs are not permitted on townhouse residences. Signage within the community shall follow the regulations set forth in the McKinney Signage Ordinance, Sec. 38-9 (Provisions For Signs in Downtown Commercial Historic District).*

All signage within Tucker Hill shall be designed to harmonize with the color scheme, proportions, and architectural character of the building to which it is mounted and the community as a whole. The following are general guidelines for the selection and use of signage within Tucker Hill.

**Acceptable Signage Types:**

*Attached Signs:*

* Attached signs are those which are attached to, applied on, or supported by any part of the building, including the walls, windows, roof, or awning.
* Permitted types include, but are not limited to, sign bands, sign boards, hanging signs, projecting signs, name plate signs, window signs, awning signs, menu boards, vertical corner signs and painted murals.
* The cumulative area of all attached signs for a single establishment is limited to 1.5 times the linear footage of the individual storefront.

*Detached Signs:*

* Detached signs are those which are connected to the ground, and therefore not attached to any part of the building to which they are related.
* Permitted types include, but are not limited to, temporary directional (real estate) signs, sandwich boards, ground-mounted post signs, and unattached unique product signage.
* Permanent detached signage shall be located within 15 feet of the business to which it is related (if any).
* Pole-mounted banners/flags require special approval from the Planning & Zoning Commission.





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**Prohibited Signage Types:**

* Prohibited attached sign types include: exterior internally lit signs, roof-mounted signs, aluminum box signs with vinyl face, and temporary "Sale" signs attached to the exterior of the building.
* Prohibited detached sign types include: ground-mounted pylon signs, oversized non-premises signage (billboards).
* Signs that are animated, wind-driven or flashing.
* Balloons hung outside of a business more than one business day.
* Signs made of plastic, paper, or fluorescent materials.

**Criteria for Specific Acceptable Signage Types:**

*Awning Signs (Images A and C):*

* An awning sign is one that is directly applied (generally painted) on the main body or fringe of an awning.
* Signs that are located on the main body of the awning shall be a maximum size of one-third of the awning area for a full-length storefront type awning, but can occupy the entire area of an entry-only awning or the end of an entrance canopy awning in which the flat area of the awning faces the adjacent street.
* Signage graphics on the fringe of the awning can occupy the total height of the awning fringe up to a maximum height of 9" tall.

*Band/Board Signs (Images B, C, D and E):*

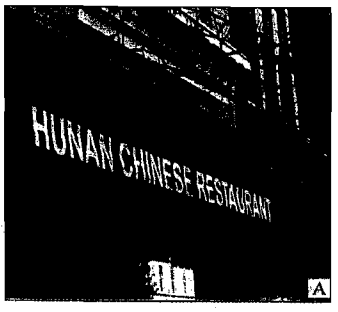
* Band signs consist of individual letters or continuous text in a thin sign band identifying the establishment. These signs are generally located directly above and centered on the entrance to the establishment.
* Board signs consist of a combination of graphics and/or text on a signboard of varying shape and size identifying the establishment. These signs may be located above or beside the entrance to the establishment.
* Both band and board signs are mounted to or attached to the building face and front-lit with a gooseneck type light fixture.
* Generally either a band or a board sign is permitted on a single establishment, not both.
* Sign material shall be either wood, synthetic wood or metal.

*Hanging/Blade Signs (Images F, G and I):*

* Hanging signs are attached beneath the awning or canopy of a building. Hanging signs shall be suspended parallel or perpendicular to the building face. Hanging signs shall have at least 7' of clearance from the sidewalk.
* Blade signs (or projecting signs) are attached directly to the building or suspended from a bracket or bar. Blade signs are suspended perpendicular to the building face. Blade signs shall have at least 8.5' of clearance from the sidewalk.
* Hanging signs shall not extend beyond the awning or canopy projection. Blade signs shall not project more than 5' from the building or more than 50% of the sidewalk width, whichever is less.
* Each face of a hanging sign shall not be more than 5 square feet. Each face of a blade sign shall not be more than 15 square feet.
* Sign material shall be either wood, synthetic wood or metal.

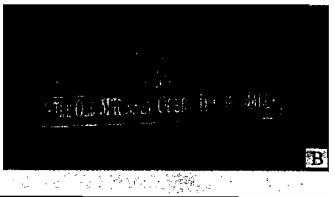
*Vertical Corner Signs (Image H):*

* Vertical corner signs are those that are vertically oriented and mounted to or near the corner of a building. They can only occur on the end of a building, at a corner street, or at a corner of an alley.
* Minimum height of the bottom of the sign shall be 12'-0" with a sign height maximum of 14'-0".
* Sign shall either be applied to the building face or extended parallel to the building.
* Sign material shall be either wood, synthetic wood or metal and should be lit with gooseneck lights or surface mounted neon. No internally lit signs are acceptable except for backlit letters that illuminate the sign panel or wall face.



A


C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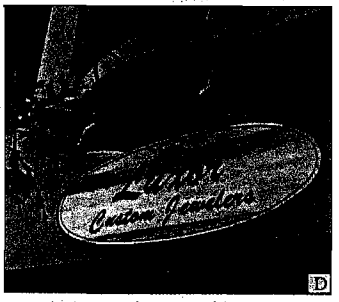
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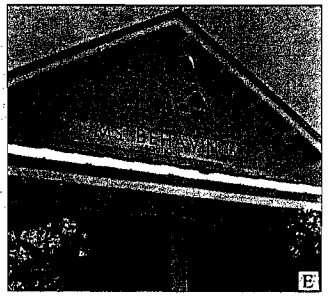
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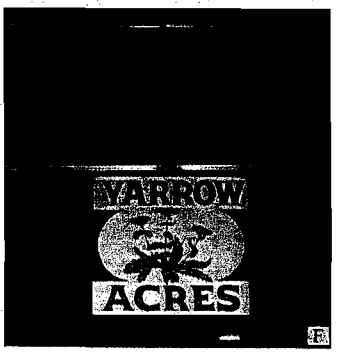
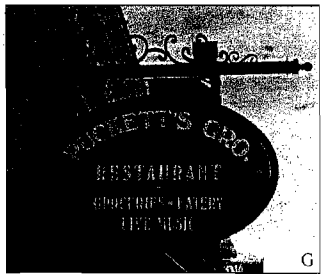


F



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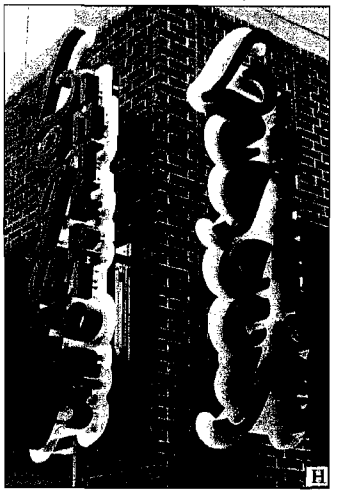
H


I

DESIGN CODE



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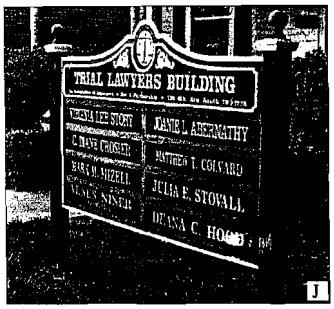

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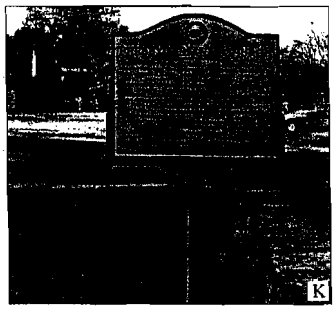
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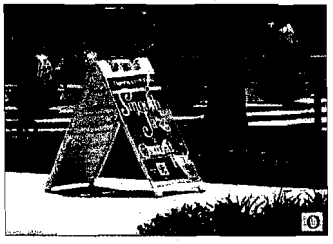
M

N


O

*Ground Mounted Post Signs (Images J and K):*
* Sign may be supported by one or two freestanding poles or posts.
* Signs may be double sided. Each face shall not exceed four square feet surface area.
* Signs shall not be internally lit but may be back lit or lit with period goose neck style fixtures.
* Signs shall be within 15' of the façade of the related business and shall not obstruct driver or pedestrian views.

*Window Signs (Images L and M):*
* Window signs can either be of a neon design behind the glass storefront or paint/vinyl applied directly to inside pane of glass.
* Window signs applied directly to the glass shall cover no more than 40% of the total glass area (with the exception of neon)
* No signs or posters (temporary or permanent) can hang inside exterior windows closer than 12" from inside face of glass.
* Internally lit signs on the inside of an establishment are prohibited (with the exception of neon)

*Portable Menu Boards and Sandwich Signs (Image O):*
* Only one such sign shall be permitted per primary building entrance.
* Sign shall not occupy more than 6 square feet of sidewalk.
* Sandwich Signs shall have a maximum width of 2'-6" and maximum height of 4'-0". They shall be constructed of wood framed metal or signboard with wood frame. These signs shall be brought inside the store at the close of business each day.

*Painted Wall Art/Murals (Image N):*
* Painted Wall Art includes images and murals painted directly on brick exterior walls of a business.
* Painted Wall Art shall not identify the specific business on which the art is being displayed or any of the actual products that could be for sale within that business.
* This type of sign does not apply towards maximum signage area requirements.

## FIRE PROTECTION REQUIREMENTS

Any and all construction within Tucker Hill is subject to City of McKinney Fire Protection Requirements and the approval of the City of McKinney Fire Department.

### BUILDINGS:

* Townhomes that have three or more combined units shall be sprinklered.
* Commercial units of six thousand (6,000) square feet or more shall be sprinklered.
* Restaurants of five thousand (5,000) square feet or more shall be sprinklered.
* Buildings with the highest floor height exceeding thirty (30) feet shall require standpipes.
* Buildings requiring more than two hundred and fifty (250) feet as the hose lays from the fire lane or approved fire department vehicle access to any point within the structure shall require standpipes.
* Mixed-use occupancies (those with businesses on the lower floor and residential on the upper floor) shall be sprinklered according to NFPA 13.
* All civic and other commercial buildings shall be subject to commercial civil construction, building construction, fire sprinkler, fire alarm, kitchen hood, and fire service underground requirements.
* All residential buildings shall be subject to standard civil construction, building construction, and fire protection requirements.
* Parking is not allowed within fifteen (15') feet of a fire hydrant.

### THOROUGHFARES:

* A twenty six (26) foot fire lane will be required where buildings are greater than thirty (30) feet from the lowest point of fire department access. (Ref. IFC 2003. Appendix D105)
* No overhead wires shall be permitted in T4 or T5 zones, or in areas where buildings exceed thirty (30) feet in height.
* Fire lanes that exceed one hundred and fifty (150) feet in length must have an approved turnaround.
* Dead end thoroughfares may not exceed six hundred (600) feet in length.
* All portions of all buildings shall be within one hundred and fifty (150) feet of a Fire Lane or public thoroughfare.
* A minimum of seventeen (17) vertical feet clearance shall be maintained on all thoroughfares. For firelanes, a minimum of fourteen (14) feet clearance shall be maintained.
* Two (2) points of access shall be maintained at all times during the construction of the community, and fire lanes and fire hydrants shall be installed and operational prior to any vertical construction.





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**Allee:** a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Pedestrian Path.

**Ancillary Unit:** an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations (see Tables 16 and 12).

**Apartment:** a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

**Apartment Building:** a single-use building containing three (3) or more apartment units (for rent or for sale).

**Avenue (AV):** a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

**Backbuilding:** an attached structure that is articulated to contrast to the principal building. It may connect a principal (primary) building to an outbuilding (see Table 16) or be a wing off the rear of a primary building.

**Bicycle Lane (BL):** a dedicated bicycle lane running within a moderate-speed vehicular thoroughfare, demarcated by striping.

**Bicycle Trail (BT):** a bicycle way running independently of a high-speed vehicular thoroughfare.

**Block:** the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.

**Block Face:** the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing Architectural Harmony.

**Boulevard (BV):** a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

**Building Disposition:** the placement of a building on its lot (see Table 9).

**Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Tables 10 & 11).

**Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare (see Table 8).

**Building Type:** a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

**Civic:** the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

**Civic Building:** a building designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of Section 5. The particulars of their design shall be determined by Exception.

**Civic Parking Reserve:** parking structure or lot within a quarter-mile of the site that it serves. Space may be leased or bought from this Reserve to satisfy parking requirements.

**Civic Space:** an open area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings. See Table 13.

**Commercial:** the term collectively defining workplace, office and retail functions.

**Context:** surroundings made up of the particular combination of elements that create specific habitat.

**Corridor:** a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

**Courtyard Building:** a building that occupies the boundaries of its lot while internally defining one or more private patios.

**Curb:** the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system (see Table 4).

**Density:** the number of dwelling units within a standard measure of land area, usually given as units per acre (see Section 3.4).

**Design Speed:** is the velocity at which a thoroughfare tends to be driven without the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

**Drive (DR):** A vehicular and pedestrian thoroughfare type that occurs as a boundary between a natural condition and an urbanized area.

**Driveway:** a vehicular lane within a lot, usually leading to a garage. A Driveway in the First Layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of a parking lot.

**Edgeyard Building:** a building that occupies the center of its lot with setbacks on all sides.

**Elevation:** an exterior wall of a building not along a Frontage Line. See: **Facade** (Table 16)

**Enfront:** to place an element along a frontage line, as in "porches enfront the street."

**Entrance, Principal:** the main point of access of pedestrians into a building.

**Exception:** a variance that permits a practice that is not consistent with a provision or intent of this Code. Exceptions are usually granted only by the Board of Appeals.

**Facade:** the exterior wall of a building that is set along a Frontage Line (see **Elevation; Frontage Line**).

**Frontage Line:** those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table 16).

**Greenway:** an open space corridor in largely natural conditions which may include Trails for bicycles and pedestrians.

**Inside Turning Radius:** the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. (See Tables 3 and 16)

**Layer:** a range of depth of a lot within which certain elements are permitted (see Table 16).

**Liner Building:** a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

**Live-Work:** a dwelling unit that contains, to a limited extent, a commercial component. A Live-Work Unit is a fee-simple unit on its own lot with a commercial component on the ground level. (Syn.: Flexhouse.) (See **Work-Live.**)

**Lodging:** premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.

**Lot Line:** the boundary that legally and geometrically demarcates a lot (see Frontage Line). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Tables 16 and 14G).

**Lot Width:** the length of the principal Frontage Line of a lot.

**Manufacturing:** premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.

**Neighborhood:** a mostly residential area, often with a recognizable edge. For the purposes of this SmartCode, a "complete neighborhood" is further defined as consisting of one pedestrian shed (1/2 mile diameter) with a mixed-use center.

**Office:** premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

**Outbuilding:** an accessory building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. An outbuilding shall not contain more than 600 square feet of habitable space, excluding garage areas (see Table 16).

**Parking Structure:** a building containing two or more stories of parking. If fronting a public street, parking structures shall have Liner Buildings at the first story.

**Parkway (PKWY):** A long-distance boulevard that connects urban centers.

**Passage (PS):** a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages may be roofed over.

**Path (PT):** a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

**Pedestrian Shed:** an area defined by the average distance that may be traversed at an easy walking pace from its edge to its center. This distance is applied to determine the size of a Neighborhood or extent of a Community. A standard Pedestrian Shed is one quarter of a mile radius or 1320 feet. With transit available or proposed, a Long Pedestrian Shed has an average walking distance of a half-mile or 2640 feet. Pedestrian Sheds are oriented toward a central destination containing one or more important intersections, meeting places, civic spaces, civic buildings, and the capacity to accommodate a T5 Transect Zone in the future. Sometimes called walkshed or walkable catchment.

**Planter:** the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

**Porch:** an outdoor space, attached to and accessed from the main building, that is open on at least one side and typically covered by a roof. A porch may be up to two stories high and may include two floors. Porches are typically raised above grade and serve as a transitional space between the public (street) and private (house) realm.

**Primary Building:** the main building on a lot, usually located toward the frontage (see Table 16). Also referred to as the "**Principle Building.**" The Primary Building shall correspond with the widest portion of the building that is 25 feet in depth or greater.

**Private Frontage:** the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see Table 7).

**Public Frontage:** the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Table 4).

**Rear Alley (AL):** a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

**Rear Lane (LA):** a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

**Rearyard Building:** a building that occupies the full frontage line, leaving the rear of the lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. For its residential function, this type yields a rowhouse. For its commercial function, the rear yard can accommodate substantial parking.

**Residential:** premises available for long-term human dwelling.

**Retail:** premises available for the sale of merchandise and food service.

**Retail Frontage Line:** Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

**Road (RD):** a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

**Rural Boundary Line:** the extent of potential urban growth as determined by existing geographical determinants. The rural boundary is permanent.

**Setback:** the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback. (See Section 5.2.1 and Table 14G)

**Sideyard Building:** a building that occupies one side of the lot with a setback to the other side.

**Sidewalk:** the paved layer of the public frontage dedicated exclusively to pedestrian activity.

**Slip Road (SR):** A one-way, low-capacity, low speed alternative route that runs parallel to a high-capacity, high-speed thoroughfare such as a parkway.

**Specialized Building:** a building for an atypical use that is not subject to Residential, Commercial, or Lodging classification (Examples: Civic, Institutional, Recreational, Educational uses).

**Specialized District (SD):** Specialized District designations shall be assigned to areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the six normative Transect Zones or four Community Types specified by this Code. Typical SD Districts may include parks, institutional/religious campuses, etc.

**Story:** a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

**Streamside Corridor:** the zone within which a waterway flows, its width to be variably interpreted according to the Transect Zone.

**Street (ST):** a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

**Streetscape:** the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

**Terminated Vista:** a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

**Planter:** the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

**Terrace:** an outdoor space, attached to and accessed from the main building, that is open on at least one side and not typically covered (though an arbor may be appropriate). A terrace may or may not be raised above grade. In the front of a house, a terrace typically serves as a transitional space between the public (street) and private (house) realm.

**TND:** Traditional Neighborhood Development. A Community Type consisting of one or more pedestrian sheds plus a mixed-use center or corridor. (Syn.: Village, Urban Village). TND is permitted by Right in the Controlled and Intended Growth Sectors.

**Town Center:** the mixed-use center or main commercial corridor of a community. A town center in a hamlet or small TND may consist of little more than a meeting hall, corner store, and main civic space. A town center for RCD or TOD communities may be a substantial downtown commercial area, often connected to other town centers by transit.

**Transect:** a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

**Transect Zone (T-Zone):** Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core. (See Table 1)

**Type:** a form category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types types, etc. See also: **Building Type**.

**Variance:** an administrative technique granting relief from the provisions of a code. There are two types of variances: Warrants and Exceptions (see Section 1.5).

*CREDIT: Some terms and definitions courtesy of Smart Code V 7.0; Duany Plater-Zyberk & Company. All references are to Tables in the Smart Code document, available for public use at www.dpz.com.*





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