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PATTERN BOOK
PHASE FOUR ONLY
SUBMITTED APRIL 6, 2015



NOTE:

The following Pattern Book revisions, apply to the Phase 4 within the South District of Tucker Hill only. The General Development Plan and Design Code requirements for the remaining South District and shall remain as approved by Planning and Zoning and by City Council in the Spring of 2006, and as updated in revision 2 as approved by Planning and Zoning and City Council October 19, 2010.

This version of the Pattern Book only applies to the area described herein and known as Phase Four.

This Pattern Book does not apply to Pattern Book–Ordinance Version (Approved 09-04-2007).

This Pattern Book does not apply to Pattern Book–Ordinance Version Revision 2 (Approved 10-19-2010).

The Pattern Book voids and replaces Pattern Book–Phase 3 Only (Approved 07-03-13).

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KEY

--- TUCKER HILL PROPERTY LINE

--- PHASE 4 PROPERTY LINE

BUILDING TYPE

T4

NON-ALLEY



ALLEY



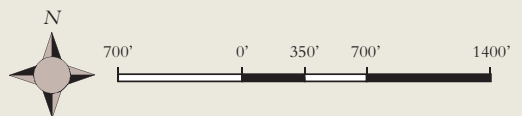
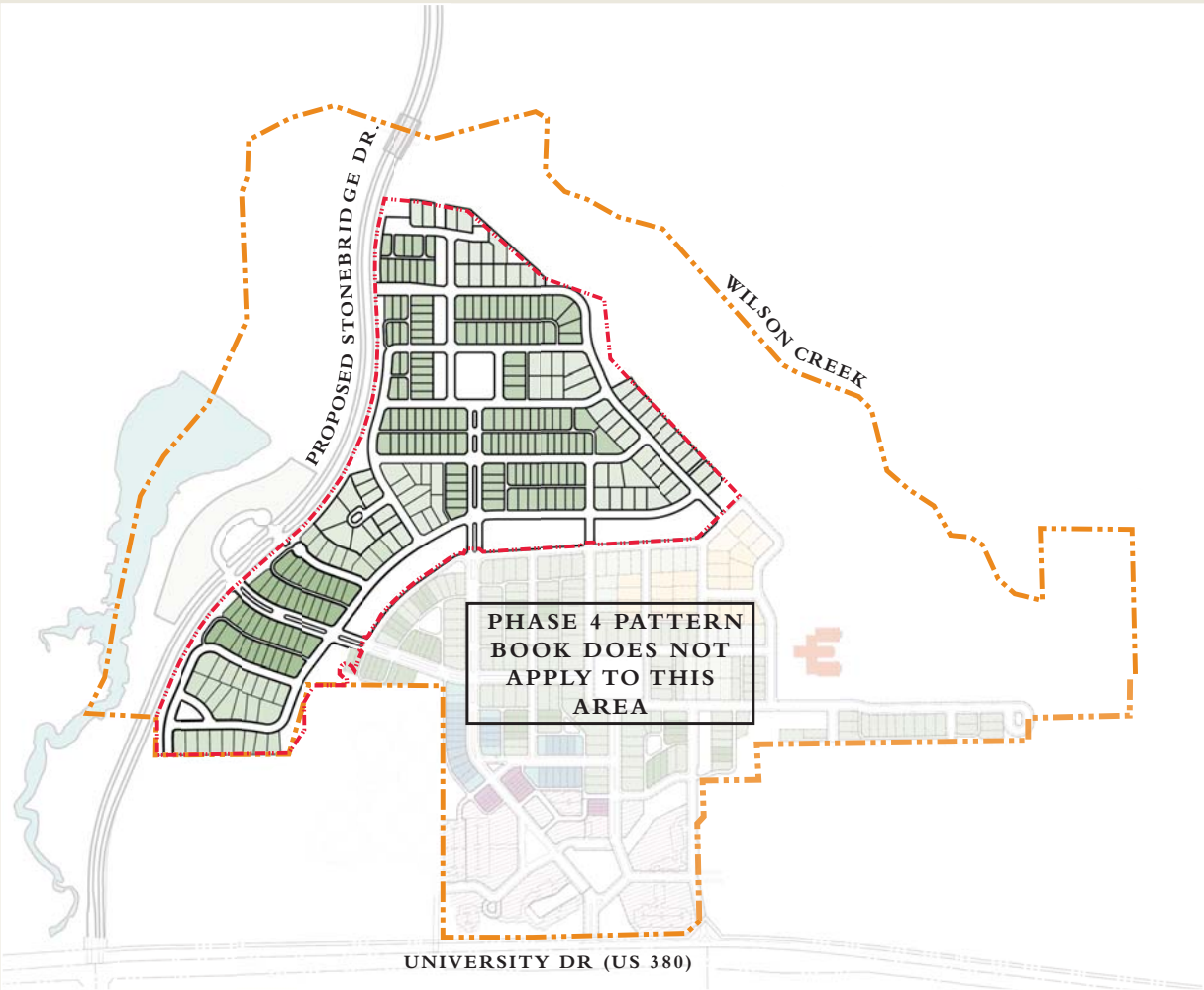
NOTE:

The lot layout depicted herein is general in nature and is subject to change. Approval of final lot layout and compliance with lot standards described in this Pattern Book is subject to approval by the City of McKinney Planning and Zoning Commission.

PLAN





DESIGN CODE

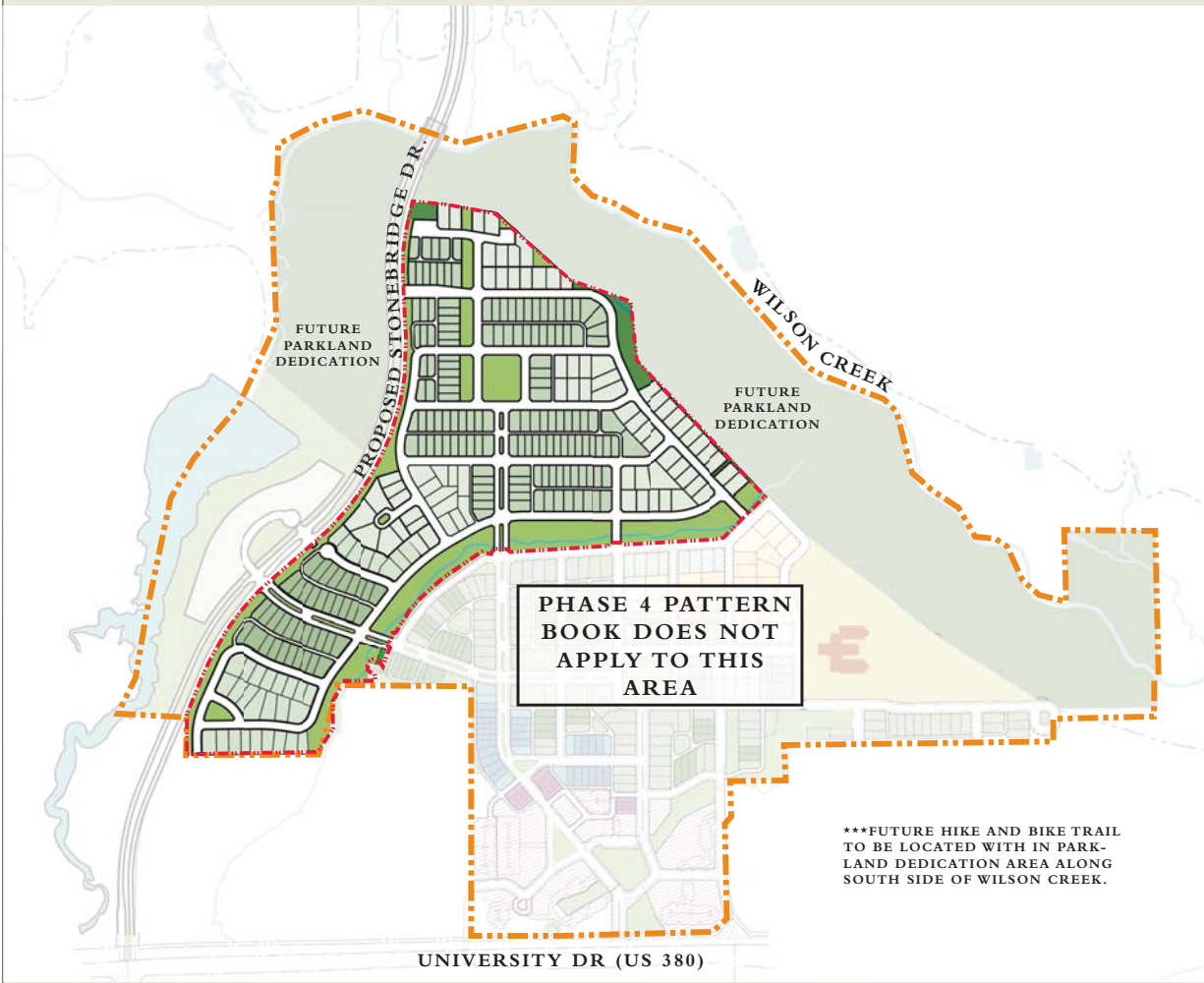
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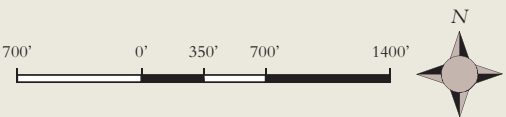


KEY

-  TUCKER HILL PROPERTY LINE
-  PHASE 4 PROPERTY LINE
-  PRIVATE GREEN SPACE **
-  FUTURE PARKLAND DEDICATION



***FUTURE HIKE AND BIKE TRAIL TO BE LOCATED WITH IN PARKLAND DEDICATION AREA ALONG SOUTH SIDE OF WILSON CREEK.



** Private Green Space to be maintained by Developer

PLAN

DESIGN CODE

APPENDIX





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: **Land Use 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 **Land Use Plan** is a map showing the various transect-based zoning categories within defined areas of the plan. The land use 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 land use zones, the Building Type Summary also provides guidelines for the layout of individual lots and building footprints.

The **Thoroughfare Standards** are an additional set of text and drawings/diagrams that directly relate to both the Land Use 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.

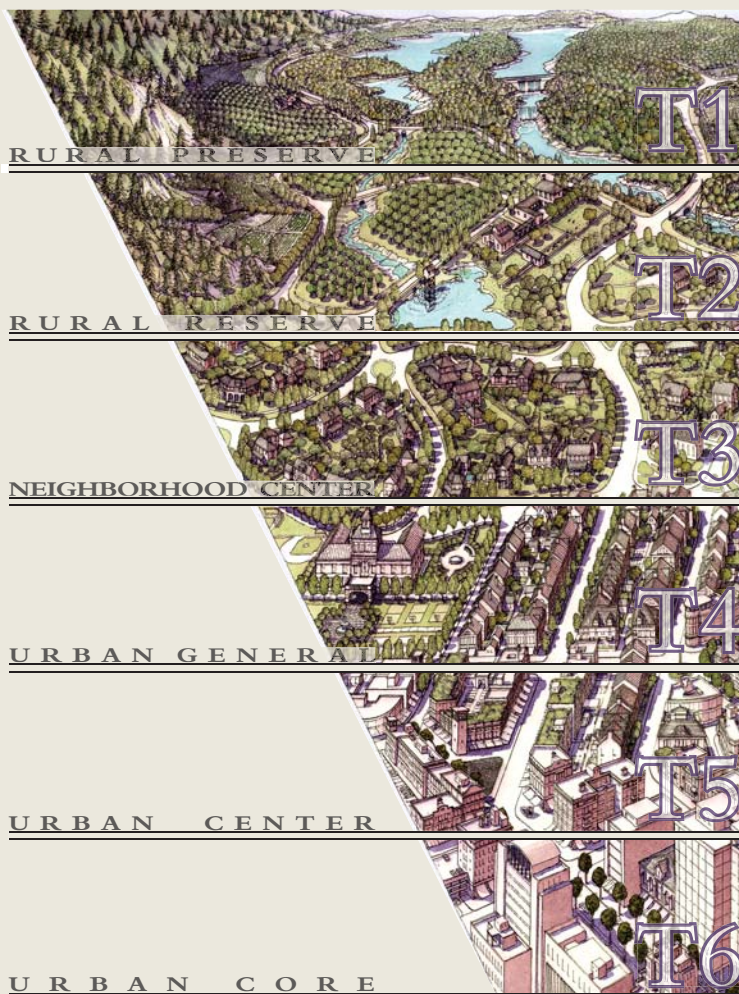
The image to the right shows the conceptual transect, increasing in density from top to bottom. Most master planned communities do not include all of the zones, but may include any number of them in any arrangement. **As indicated, Tucker Hill is classified into the three middle zones: Neighborhood Center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



PLAN

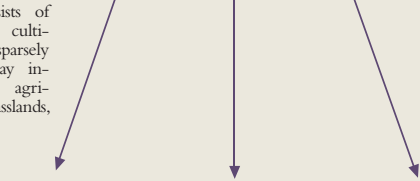
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T1 RURAL PRESERVE
This transect consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.

T2 RURAL RESERVE
This transect consists of lands in open or cultivated states or sparsely settled. These may include woodland, agricultural lands, grasslands,



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.

T6 URBAN CORE
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.

D SPECIAL DISTRICT
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 dependent 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. T4 is the only transect represented in Tucker Hill Phase 4.

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.

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

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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 Transect 4 of Phase 4 unless otherwise indicated:

Primary Uses (Phase 4, T4):

- * 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)
* 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 (Phase 4, T4):

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 (Phase 4, T4):

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 place 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 field 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 builder is allowed.
* In addition, Southern Land Company shall be allowed six (6) additional 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:

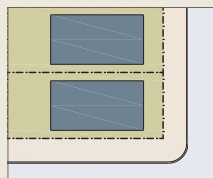
- * Each individual builder (including Southern Land Company) shall be allowed an average* of three (3) model homes. (* Overall, the number of model homes shall not exceed three times the number of builders at Tucker Hill).
* The developer shall determine the number of model homes each builder is allowed.

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BUILDING AND STREETScape STANDARDS

BUILDING DISPOSITION

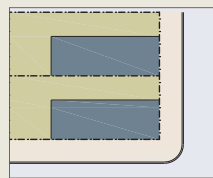
Edge Yard



T1 T2 T3 T4 T5 T6

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.

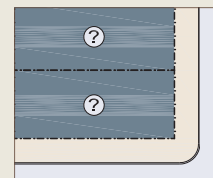
Side Yard



T1 T2 T3 T4 T5 T6

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 free-standing. 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.

Specialized



T1 T2 T3 T4 T5 T6 & 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.

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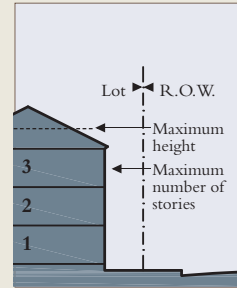
CREDITS: Building Disposition definitions and illustrations courtesy of Smart Code V 7.0, Duany Plater-Zyberk & Company.





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.
- * 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. In 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.”
- * 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.
- * Screening hedges, walls and fences shall not be allowed in street intersection sight triangles.
- * Blocks shall not exceed 600 feet in length in T4, unless an alley or pedestrian path is provided for midblock through access.

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The Building Type Summary provides standards for the placement and massing of each of the two building types in Tucker Hill represented in Phase 4. 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 the Transect zone in Phase 4. 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.

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 within 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 easements 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.

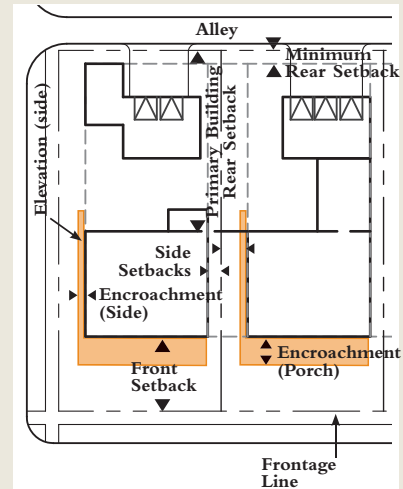
Primary Building Rear Setback: The distance between the rear lot line and any portion of the main body of the building. The main body of the building is the widest portion that has a depth of 25 feet or more. Outbuildings and backbuildings are permitted between the Minimum Rear Setback and the Primary 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.

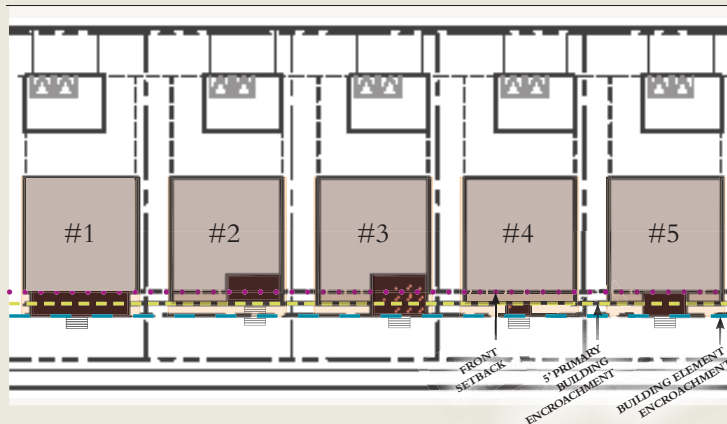
ADDITIONAL CRITERIA FOR CARRIAGE HOUSES:

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 Department.

- * Corner carriage units directly accessible from 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.



The side setback on the street side of a corner lot is dependent on transect. Minimum side setbacks for corner lots are as follows:
T4 General Neighborhood: Six (6) feet



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.	* House may encroach up to five (5') feet beyond front setback line.	* House may encroach up to five (5') beyond front setback line.	* House may encroach up to five (5') beyond front setback line.	* House may encroach up to five (5') beyond front setback line.
* Porch may extend up to maximum encroachment.	* Porch may extend up to maximum encroachment (porch in illustration does not).	* Porch or terrace may extend up to maximum encroachment (as illustrated).	* Stoop may extend up to maximum encroachment (as illustrated).	* Stoop may extend up to maximum encroachment (as illustrated).

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 in specific instances. These instances are illustrated at left and described below. Under no circumstances may any portion of the building encroach within a street right-of-way.

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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 breeze-way. Additional lot configuration options are provided on the following pages.

NON-ALLEY HOUSE

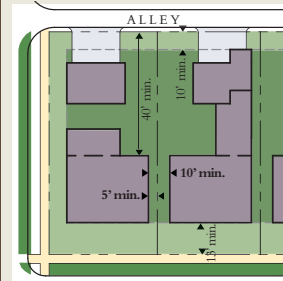
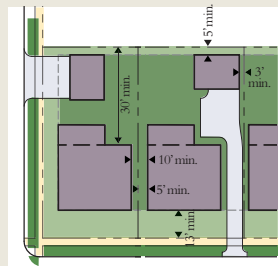
- * Edge yard building type
- * Single family dwelling
- * Detached building on own lot
- * May have ancillary structures
- * Between 1,800 and 6,000 SF of conditioned space
- * Non-alley drive access

ALLEY HOUSE

- * Edge yard building type
- * Single-family dwelling
- * Detached building on own lot
- * May have ancillary structures
- * Between 1,800 and 6,000 SF of conditioned space
- * Alley drive access

GENERAL NEIGHBORHOOD *T4

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



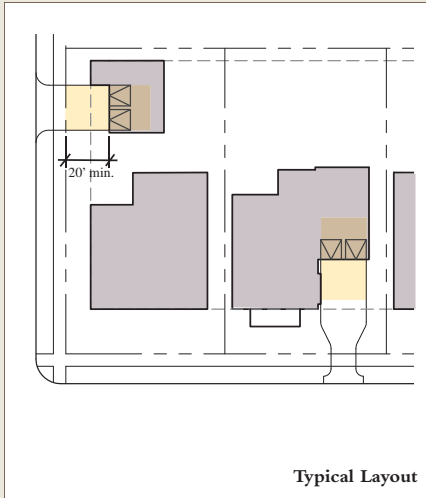
LOT SIZE:	Width	55' min.	40' min.
	Depth	100' min. (129' typ.)	100' min. (125.5' typ.)
ADD'L SETBACKS:	Primary Bldg Rear	30' min.	40' min.
	Detached Outbuilding Side	3' min.	3' min.
ENCROACHMENTS:	Building side	18" max., corner lot elements may encr. to esmt.	18" max., corner lot elements may encr. to esmt.
	Building element front	10' max.	10' max.
	Primary building front	5' max. (conditions apply)	5' max. (conditions apply)
HEIGHT:	Principal building	60' or 3 stories max.	60' or 3 stories max.
	Back building and outbuilding	2.5 stories max.	2.5 stories max.

PLAN

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NON-ALLEY LOTS

Parking Requirements (per dwelling unit):

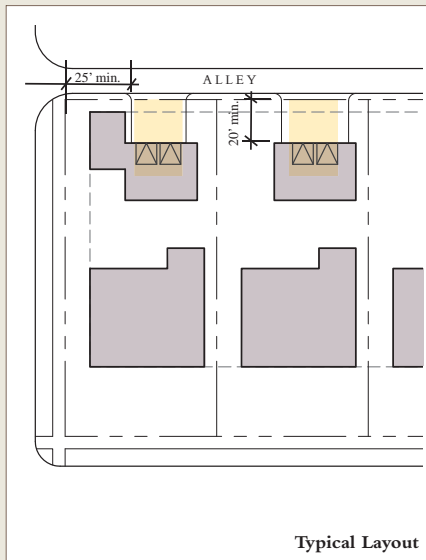
- * Minimum two-car garage (or covered carport) with two exterior parking spaces.
- * Garage shall be either attached or detached.
- * Exterior parking spaces must be provided within the lot.
- * On corner lots, the driveway may be from the side street or the frontage street. In either scenario, driveways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

Typical Parking Layout (shown at left):

- * Midblock two-car front street-loaded side-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 parking 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.



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).

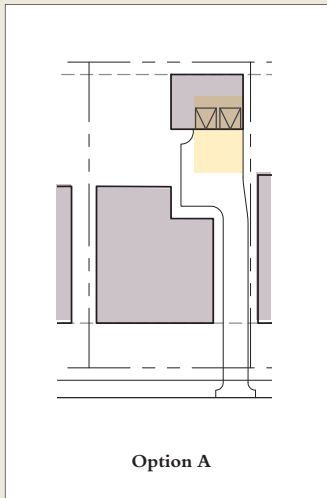
Parking Options (shown at right):

- 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). Interior living space may be pulled toward the alley as long as room is provided for at least two interior spaces. No parking is allowed behind the living space in this option.
- C: Two to three-car garage with standard parking pad (two garage parking space and two exterior parking spaces per unit) facing a side alley.

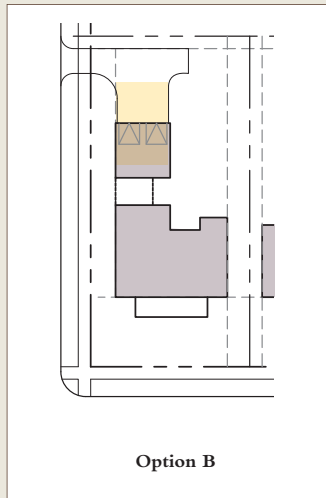
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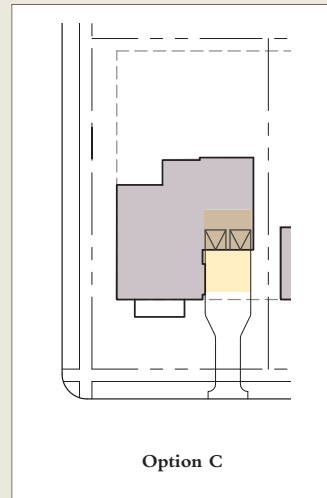
APPENDIX



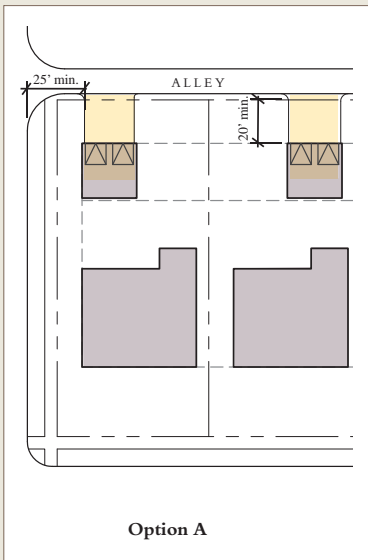
Option A



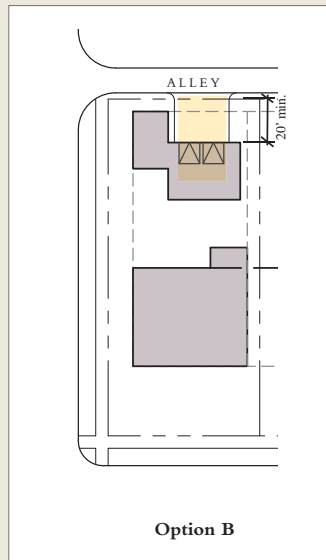
Option B



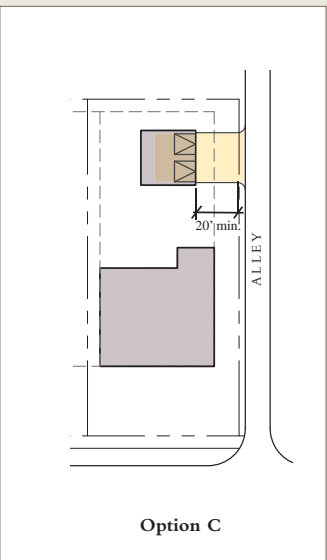
Option C



Option A



Option B



Option C

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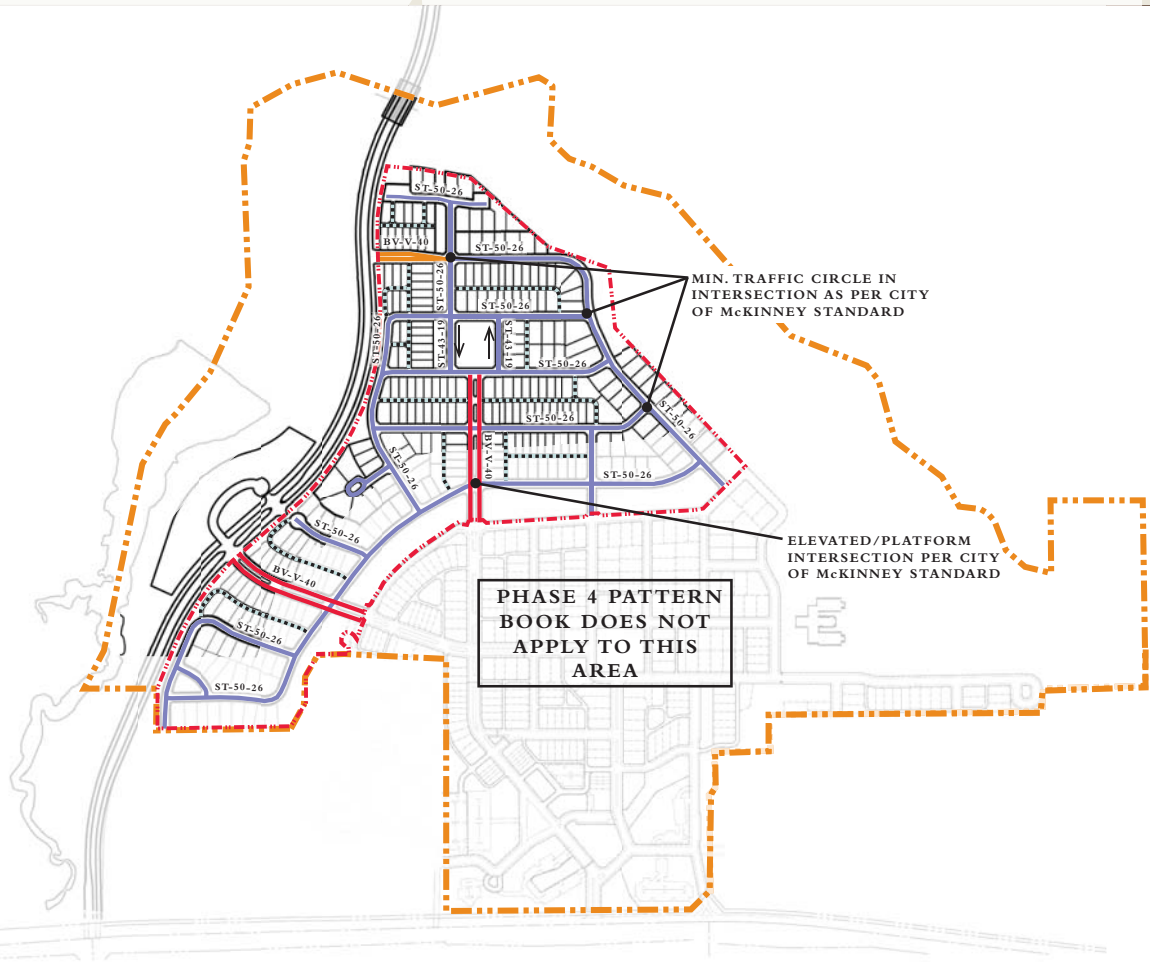
THOROUGHFARE KEY

- 12' ALLEY
- STREET (ST)
- BOULEVARD (BV)
- BOULEVARD (BV)

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

South District: Below



MIN. TRAFFIC CIRCLE IN INTERSECTION AS PER CITY OF MCKINNEY STANDARD

ELEVATED/PLATFORM INTERSECTION PER CITY OF MCKINNEY STANDARD

PHASE 4 PATTERN BOOK DOES NOT APPLY TO THIS AREA

PLAN

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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.

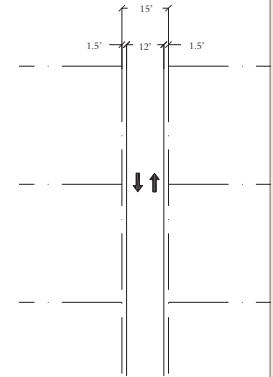
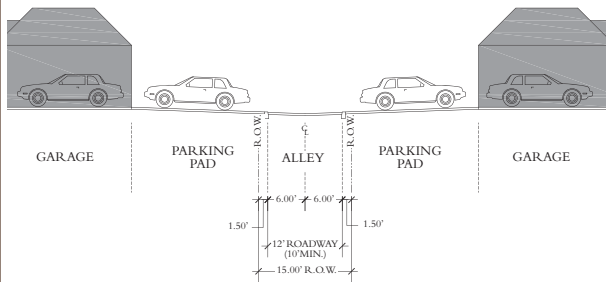
TYPE	RIGHT OF WAY	PAVEMENT	NUMBER OF LANES	DIRECTION	MOVEMENT/ DESIGN SPEED	PARKING (WIDTH)	CURB TYPES	TURNING RADIUS *	PLANTERS (WIDTH)	SIDEWALKS (WIDTH)	LANDSCAPE CHARACTER
ALLEY (AL)	15' 12' (10' min)	One	Two Way	Yield (15 mph)	None	Both Sides Swaled	Alley Apron**	N/A	None	None	N/A
STREET (ST) Section A	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')	Limited (one or two) species Continuous planters Regularly spaced allees or staggered rows Compatible with yard trees
STREET (ST) Section B	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')	Compatible with yard trees
BOULEVARD (BV)	74' 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')	Single species Continuous planters (less urban areas) or individual tree wells (more urban areas) Regularly spaced allees Compatible with yard trees
BOULEVARD (BV)	84' 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')	Compatible with yard trees

* "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.

THOROUGHFARE SECTIONS

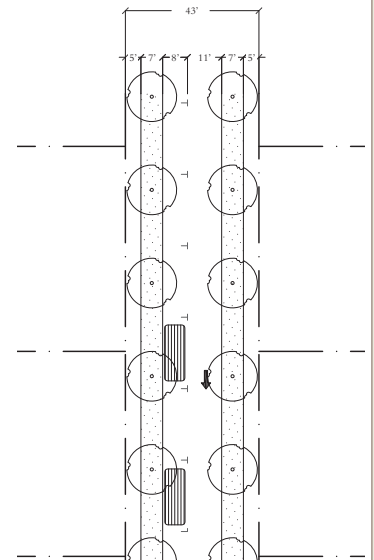
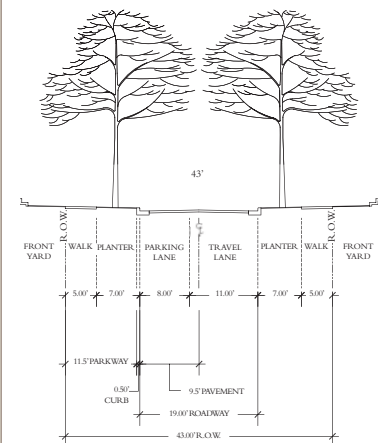
AL ALLEY (AL-15-12)

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.



ST STREET (ST-43-19) Section A

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.



PLAN

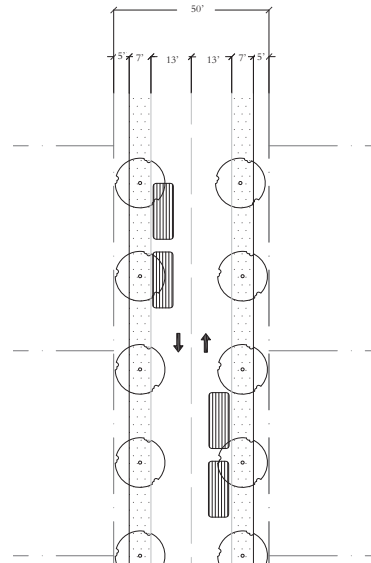
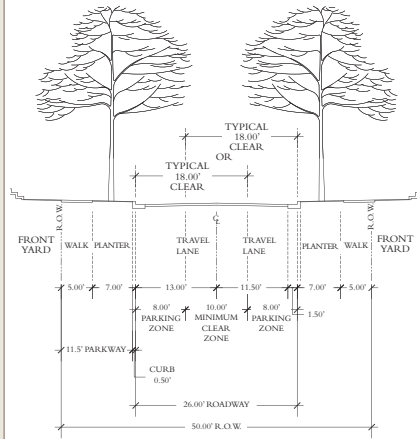
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APPENDIX



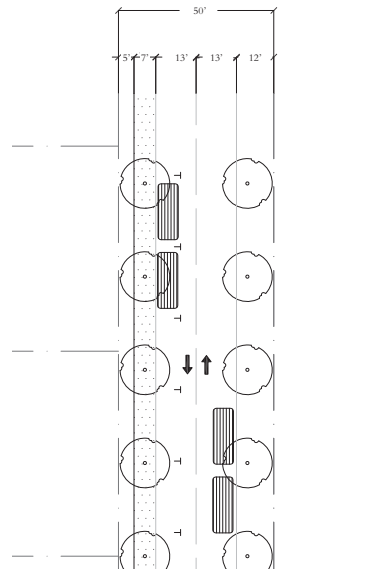
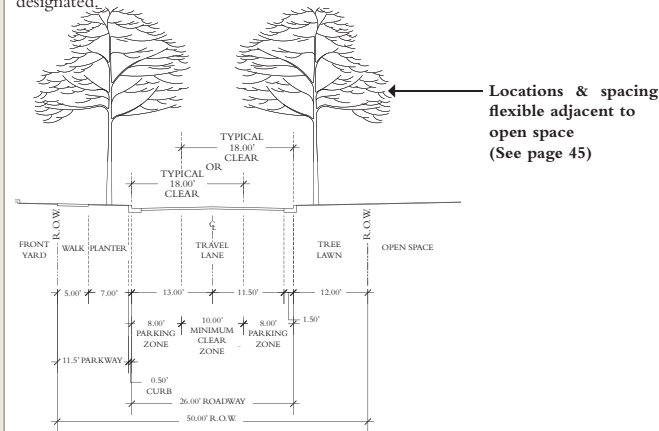
ST STREET (ST-50-26) Section A

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.



ST STREET (ST-50-26) Section B

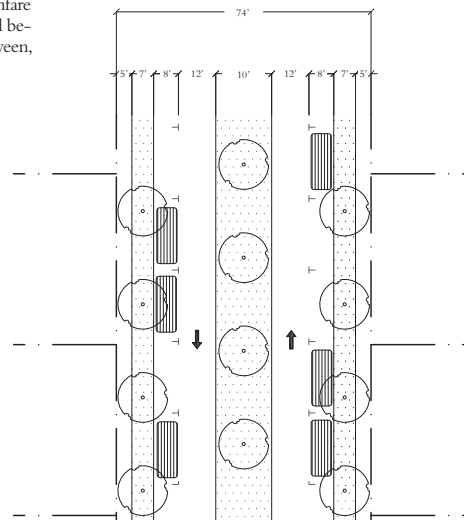
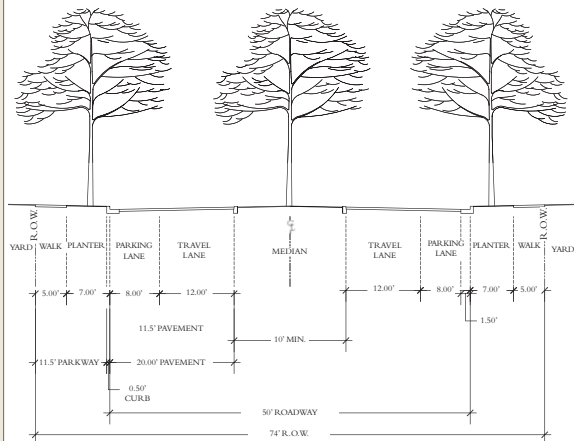
This vehicular and pedestrian thoroughfare type occurs in the more urban Transect Zones (T4 and T5). Streets are categorized by low speed and low capacity. The public frontage consists of raised curbs and drainage occurs by inlets. The sidewalk on one side is separated from vehicular lanes by a planting 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.



PLAN

BV BOULEVARD (BV-V-40)

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 10' minimum median between, however this width (and therefore the R.O.W. width) is variable depending on landscape conditions.



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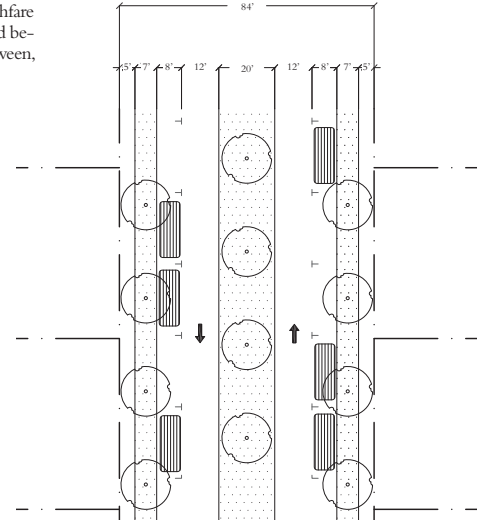
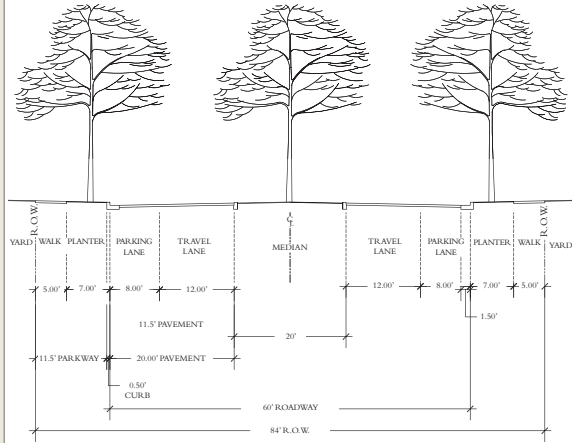
APPENDIX





BV BOULEVARD (BV-V-40)

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 10' minimum median between, however this width (and therefore the R.O.W. width) is variable depending on landscape conditions.

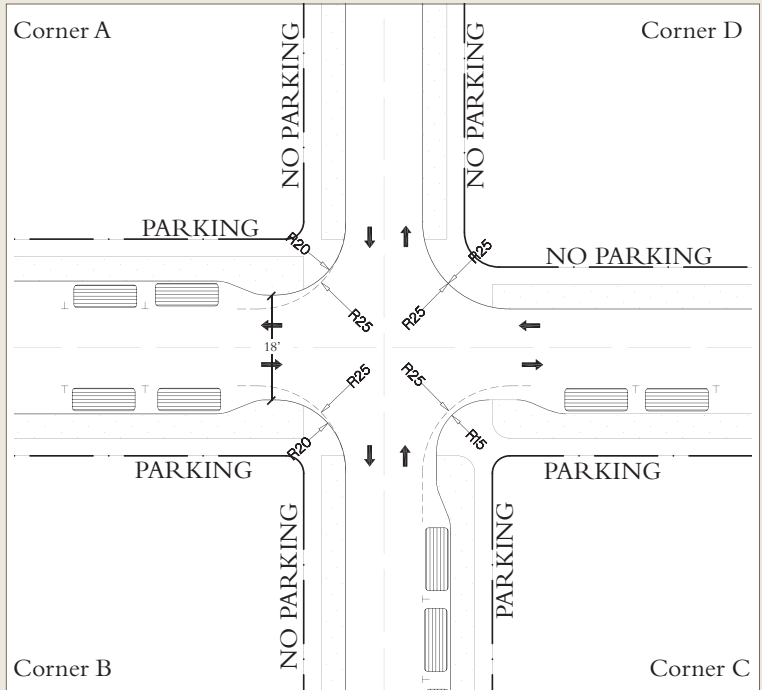


REDUCED INTERSECTION RADIUS

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 with on-street parking to a street without on-street parking. Corner B illustrates a turn from a street with on-street parking to a street with on-street parking. Corner C illustrates a turn from a street with on-street parking to a street without 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.

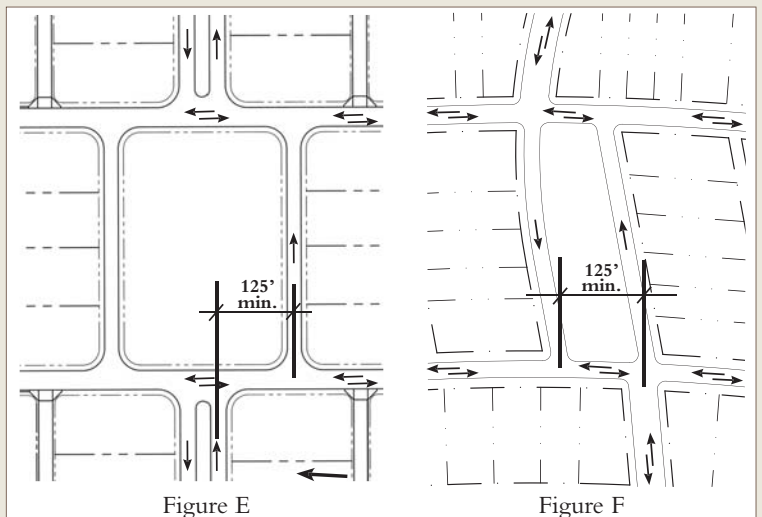
The diagram illustrates the standard intersection criteria that will be implemented throughout the Southern Land community. However, for each individual phase of the development, a full set of large-scale intersection diagrams will be provided for City of McKinney Fire and Engineering department approval.



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)

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DESIGN CODE
APPENDIX

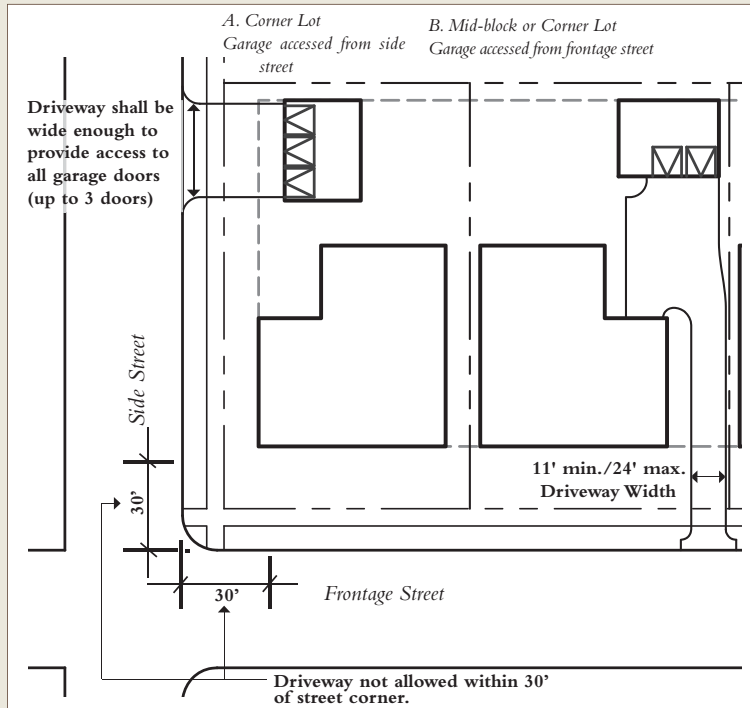
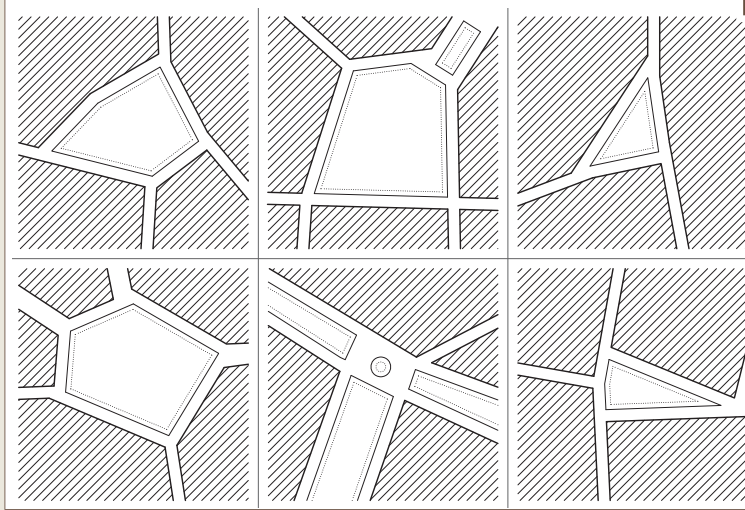


INTERSECTION DEFLECTION

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.

PLAN

THOROUGHFARE STANDARDS

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 be 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.
- * 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).

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PEDESTRIAN NETWORK STANDARDS

- * Sidewalks should be provided on both sides in T4 zones. An exception should be made where open spaces front streets if not needed for direct connectivity of adjacent walkways.
- * 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.
- * 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.
- * Typically public sidewalks adjacent to 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

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.

Residential Parking Placement

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

STREET LIGHTING STANDARDS

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

LANDSCAPE STANDARDS-RESIDENTIAL YARD TREES

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

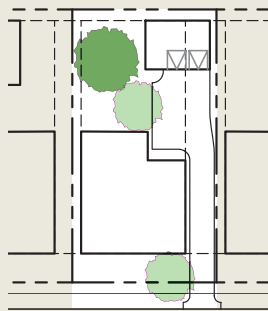
Diagrams are to scale and depict minimum crown. Refer to City of McKinney Zoning Ordinance Appendix A for appropriate Canopy and Ornamental species.

URBAN GENERAL T4

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

NON-ALLEY HOUSE

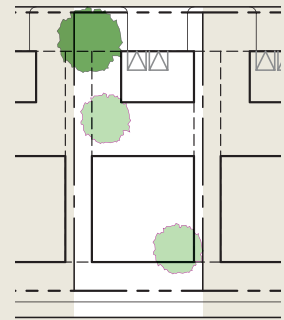
Medium to large, rural to semi-rural lot with a variety of setbacks and adequate room for large and small trees.



Required per single lot:
1 canopy trees
2 ornamental trees
1 tree min. in front yard

ALLEY HOUSE

Small to large alley lot with a wide variety of setbacks and limited space, especially for large trees.



Required per single lot:
1 canopy tree
2 ornamental trees
1 tree min. in front yard

PLAN

LANDSCAPE STANDARDS - STREET TREES

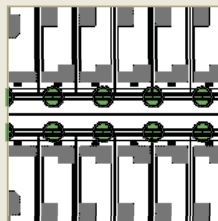
The following two pages illustrate seven street tree configurations considered appropriate for T4 areas in Tucker Hill. All trees in T4 proposed to meet City of McKinney street tree requirements shall be approved canopy trees. Terms and definitions follow on the next page.

DESIGN CODE

Double-Loaded Street Tree Pattern A

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

Applies to:
* Any Street Type



Street Tree Character:

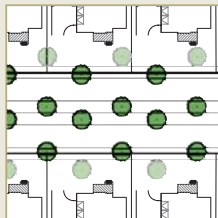
Regular Spacing
40'-45' on center (typical)
Single Species

APPENDIX

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:

Regular spacing
70'-80' on center typical
(additional trees will be provided in front yards at regular intervals)
Single species

Median Tree Character:

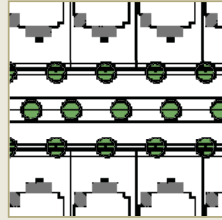
Double row, alternately spaced
70'-80' on center typical
Alternate spacing with street trees
Single species



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:

Regular spacing
 40'-45' on center typical
 Alternate spacing w/ median trees
 Single species

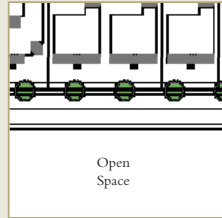
Median Tree Character:

Single row, regularly spaced
 40'-45' on center typical
 Alternate spacing with street trees
 Single species

Single-Loaded Street Tree Pattern A

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

Applies to:
 * Any Street Type in T4



Street Tree Character:

Regular spacing
 40'-45' on center typical
 Single species

Open Space Tree Character:

Informal or formal
 (See page 45)

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

At time of planting:

1. Minimum four (3") inch caliper*
2. Minimum twelve (7') 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 T4 areas only.

Alternate spacing:

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

Multiple species:

Refers to the use of two or more tree species in a given block.

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.

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 (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 shall be limited or prohibited for use in blocks adjoining the Boulevard. Minor thoroughfares may have a variety of species, changing every few blocks (one block minimum).

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 General Neighborhood areas.

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:

- * 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:

- * No overhead wires shall be permitted in T4 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.

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.

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.

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.

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 fronting thoroughfare.

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

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.

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.

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**.

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.

Layer: a range of depth of a lot within which certain elements are permitted.

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.

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

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.

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).

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. 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.

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.

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.

Residential: premises available for long-term human dwelling.

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.

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.

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.

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.

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