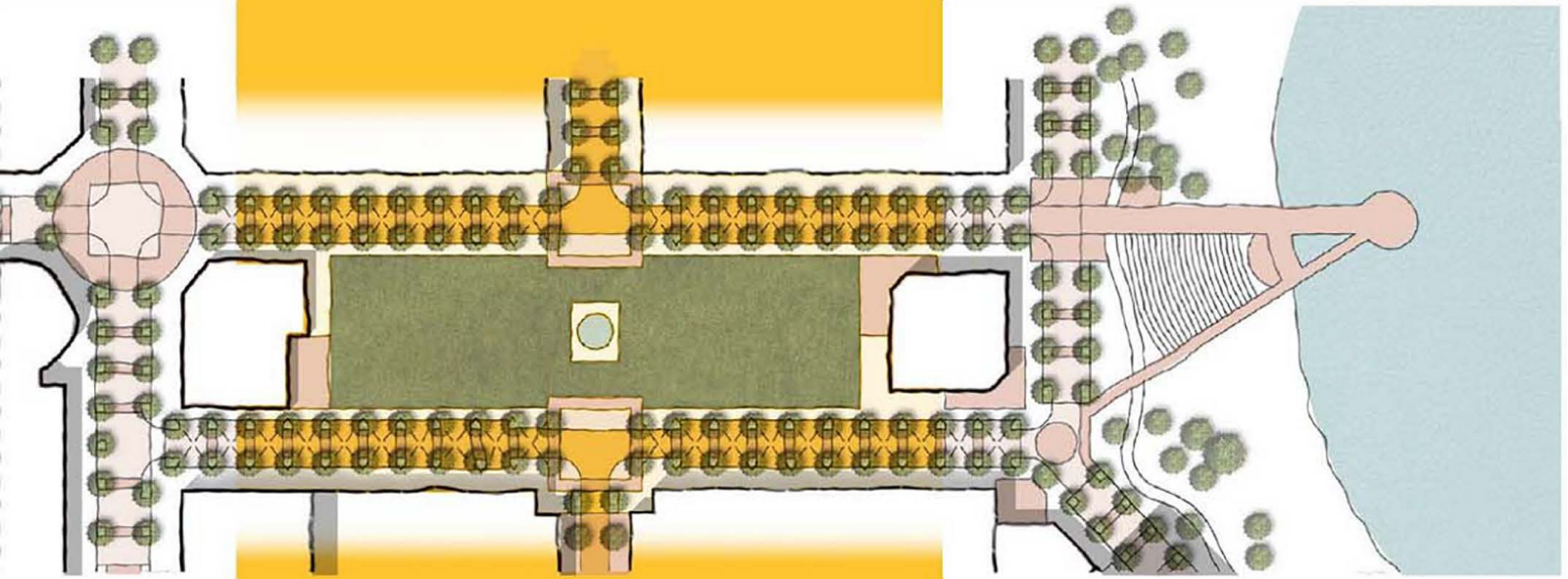


# WILSON DISTRICT PLANNED DEVELOPMENT CODE

01/30/2017

DRAFT Case #16-308Z



2808 Fairmount Street, Suite 300  
Dallas, Texas 75201 | 214.303.1500

3300 West 7th Street, Suite 110  
Fort Worth, Texas 76107 | 817.303.1500

# Wilson District Planned Development Code

January 30, 2017

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**Section 1. Purpose and Intent:**

The purpose of the Wilson Property Planned Development Code (Wilson Code) is to create a walkable urban neighborhood where a high density and diverse mix of uses promote less dependence on the automobile. Access to shopping, employment, housing and both community and regional retail promotes a greater quality of life than traditional suburban-styled developments. The Wilson Code is adopted to protect and promote the public health, safety, comfort, convenience, prosperity and general welfare of the immediate community, as well as to assist in the orderly and controlled growth and development of the land area described within this document, called the Wilson District.

It is the intent of the Wilson Code to establish an efficient, effective and equitable regulatory and procedural code relating to the use of land and development within the land area described within the Wilson District.

- 1.1 Economic Development – The Wilson District and corresponding standards are created to support economic development, sustainable tax base, and job creation by establishing adjacency predictability of private development that supports and leverages investment in and around the District.
- 1.2 Implement the Design Goals of the Regulating Plan – The objective of the Wilson District is to foster a regional employment center with regional retail and residential uses within the confines of a neighborhood and within convenient walking distance.
- 1.3 Establish Specific Development Standards – The Wilson Code implements the vision for regional employment and neighborhood mixed use as established in the City Comprehensive Plan and Wilson District Regulating Plan, hereafter known as the Regulating Plan (Appendix A). The Regulating Plan shall provide guidance to property owners, developers, and the City on the form, character, and intensity of future development in the Wilson District. Creation of different Sub-Districts within the Wilson District enables specific site and locational standards to be enumerated and applied. Clear graphic standards are provided for location, height, and building elements. Such standards promote sustainability, public welfare, walkable mixed use development, open space, housing variety, and transportation options.

**Section 2. Components of the Code:**

- 2.1 The Wilson Code shall apply to the Wilson District unless otherwise specified in this Code. Development of property within the Wilson District shall comply with the respective development standards set forth in the Wilson Code. The components of this Wilson District consist of:
  - 2.1.1 Wilson District Regulating Plan: The Wilson District Regulating Plan, hereafter known as the “Regulating Plan”, is its official zoning map. It identifies the applicable standards within the Wilson District including:
    - i. Sub-Districts – The Wilson District is divided into different “Sub-Districts”. A Sub-District creates a distinct urban form which is different from urban forms in other Sub-Districts. Each Sub-District shall establish use and development standards including height, bulk, building and parking location, and functional design. The Regulating Plan classifies all lots within the Wilson District into one of four (4 ) Sub-Districts.
    - ii. Street Types – The Street Types illustrate the design, configurations and development context for all streets within the Wilson District. The Street Classification addresses

vehicular lane widths, number of lanes, pedestrian accommodation, street tree requirements, on-street parking, and parkway and median standards (streetscape standards). Street types on the Regulating Plan include Type ‘A’ and Type ‘B’ Streets. The Street Network specifies the future streets needed to implement the Wilson Regulating Plan, and shall be required and shall generally meet the locational and connectivity goals of the Regulating Plan. Their design shall be guided by the Street Type Specifications. Other than cross-sectional elements defined in the plan, all streets shall be designed in accordance with City of McKinney design standards.

- iii. Civic/Open Space Designations – The Civic/Open Space areas shown on the Regulating Plan designate the locations of proposed Civic/Open Spaces (including parks, plazas, greens, and squares). All Civic/Open Spaces depicted in the Regulatory Plan are mandatory.

2.1.2 Development Standards: The Wilson Code (the text portion of this Code) enumerates the development standards with text and graphics for Sub-Districts, building form, civic/open space, landscape, architectural, and all related standards for all streets, public and private development. Regulations not specified within this code shall follow Chapter 146, Zoning Ordinance of the City of McKinney, and as amended.

### **Section 3. Administration**

#### 3.4 Using this Code:

The following basic steps should be followed to determine the uses and development standards applicable to all properties within the Wilson District:

3.4.1 Locate the subject property on the Regulating Plan.

3.4.2 Identify:

- i. the Sub-District in which the property is located;
- ii. the Street Type designation along all its street frontages; and,
- iii. any Ground Floor Activated Uses that may be applicable to the subject property.

3.4.3 Review the Schedule of Uses by Sub-District as listed in Table 6.1 to determine allowed uses.

3.4.4 Examine the corresponding zone standards in the Building Form and Development Standards in Section 7 to determine the applicable development standards.

3.4.5 Refer to Section 8 for Building Design Standards.

3.4.6 Refer to Section 9 for Street Type and Streetscape Design Standards.

The information from the above listed steps explains where the building will sit on the lot, the limits on its three dimensional form, the range of uses, and the palette of materials that will cover it.

3.5 Major Modifications: A request for a modification to any of the standards of the Wilson Code other than the minor modifications permitted under Sections 3.6 shall be reviewed and processed as a major modification. Modifications to engineering plans and plats shall not be reviewed and processed as major modifications.

3.5.1 Major modifications are intended to allow applicants development flexibility to address specific market opportunities and/or contexts. An application for a major modification shall be processed as an amendment to the zoning ordinance and shall be forwarded to the Planning and Zoning Commission for recommendation and to the City Council for action. The Director of Planning or designee shall review, make recommendations on any major modifications, and shall forward all applications to the Planning and Zoning Commission.

3.6 Minor Modifications to the Wilson Code:

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The Director of Planning or designee shall have the authority to approve a request for minor modifications to Wilson Code that:

- 3.6.1 Does not allow a use not otherwise authorized in this Code;
- 3.6.2 Does not allow greater height of any building or reduction of any parking requirement established in this Code

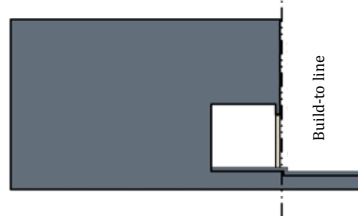
Table 3.1 Minor Modification Thresholds

<i>Standard</i>	<i>Minor Modification Threshold</i>	<i>Comments</i>
Area/boundary of Sub-District (including any Mandatory Civic/Open Spaces)	No more than a 20% change (increase or decrease) in the area of any Sub-District, within the Wilson District (aggregate or per block). *  *Based on current District boundary	<ul style="list-style-type: none"> <li>• Shall not eliminate any Sub- District</li> <li>• 20% measurement shall be based on the total area of that specific Sub-District within the entire Wilson District</li> </ul>
Location of any street depicted on the Regulating Plan	Location shall not move more than 150' in any direction.	<ul style="list-style-type: none"> <li>• Shall maintain the connectivity intended by the Regulating Plan</li> </ul>
<b>Building Form and Development Standards</b>		
<ul style="list-style-type: none"> <li>• Build to zones/setbacks</li> </ul>	No more than a 20% change in the maximum or minimum build to zone or setback.	
<ul style="list-style-type: none"> <li>• Building Frontage</li> </ul>	No more than a 15% reduction in the required building frontage along each block of a Type 'A' Street	
<ul style="list-style-type: none"> <li>• Street Cross Sections</li> </ul>	Cross sections of new streets may be adjusted with respect to number of lanes, lane widths (while still maintaining the Fire Code minimums), on-street parking configuration, pedestrian accommodation, and street tree planting	<ul style="list-style-type: none"> <li>• Any changes in the street cross sections shall be based on specific development context as approved by the City such as vegetation, natural features, drainage, and fire access and is subject to approval by the City.</li> </ul>
<ul style="list-style-type: none"> <li>• Street Sections</li> </ul>	No more than 5 feet in height	

## Section 4. Definitions

In addition to Definitions in Chapter 146 of the City of McKinney Zoning Ordinance, the following terms shall have the corresponding interpretations.

*Arcade* means a portion of the main façade of the building that is at or near the Build to Line and a colonnade supports the upper floors of the building. Arcades are intended for buildings with ground floor commercial or retail uses and the arcade may be one or two stories.



*Image of an arcade*

*Attics* means the unfinished space between the ceiling joists of the top story and the roof rafters.

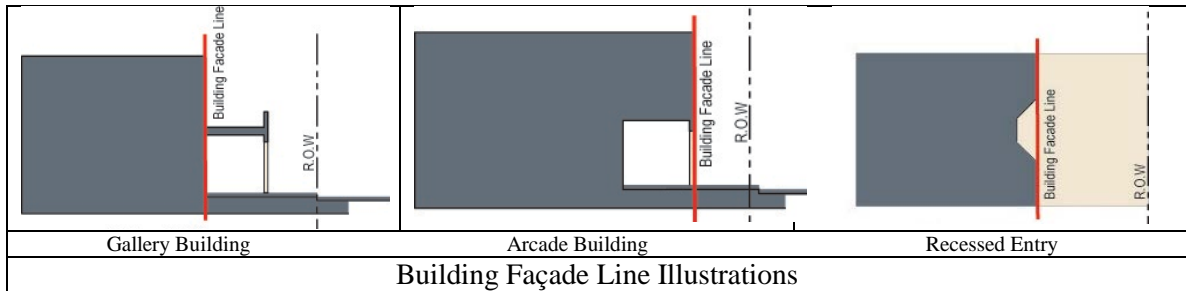
*Block* means the aggregate of lots, pedestrian passages and rear alleys, circumscribed by streets.

*Block Face* means the linear dimension of a block along one of its street frontages.

*Build-to-Line (BTL)* means the line at which the principal building's front façade shall be built. The BTL is located at the end of the pedestrian easement (see street sections).

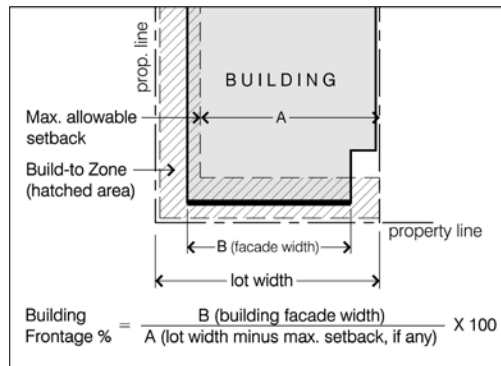
*Build-to-Zone (BTZ)* means the area, starting at the BTL, within which the principal building's front façade is to be built and where it is measured from. No portion of the façade may be located outside of the build-to zone.

*Building Façade Line* means the vertical plane along a lot where the building's front façade is actually located.



*Building Form Standards* means the standards established for each Sub-District that specify the height, bulk, orientation, and elements for all new construction and redevelopment.

*Building Frontage* means the minimum percentage of the building's front façade on the first floor that is required to be located at the front Build-to-Line or Zone as a proportion of the block frontage along that street. Parks, plazas, squares, improved forecourts, and pedestrian breezeway frontages shall be considered as buildings for the calculation of building frontage.



*Image showing how a lot's building frontage is calculated*

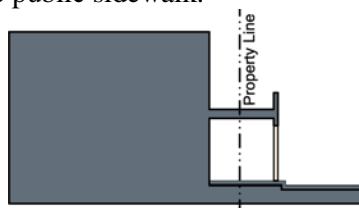
*Civic/Open Space* means publicly accessible open space in the form of parks, courtyards, forecourts, plazas, greens, pocket parks, playgrounds, etc. They may be privately or publicly owned. For all residential uses, privately accessible open spaces such as courtyards, porches, and balconies may also be considered as Civic/Open Space for the purposes of the Wilson Code.

*Comprehensive Plan* means the City of McKinney Comprehensive Plan that establishes the blueprint for the long-term growth and development of the City as adopted on the effective date of this Code.

*Director of Planning* means the Director of Planning of the City of McKinney or his/her designee.

*Encroachment* means any structural or non-structural element such as a sign, awning, canopy, terrace, or balcony that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the street easement, or above a height limit.

*Gallery* means an extension of the main façade of the building that is at or near the front property line and the gallery may overlap the public sidewalk.



*Image of a Gallery*

*Kiosk* means a small, roofed structure, often open on one or more sides, used as a newsstand or booth. This structure may be temporary or permanent.

*Live-Work Unit* means a dwelling unit that is also used for work purposes, provided that the ‘work’ component is restricted to the uses of professional office, artist’s workshop, studio, or other similar uses and is located on the street level and constructed as separate units under a condominium regime or as a single unit. The ‘live’ component may be located on the street level (behind the work component) or any other level of the building. Live-work unit is distinguished from a home occupation otherwise defined by the Wilson Code in that the work use is not required to be incidental to the dwelling unit, non-resident employees may be present on the premises, and customers may be served on site. Fire protection systems shall be required to the highest level of the overall hazard.

*Living Screen* means a Street Screen composed of landscaping in the form of vegetation. For permitted plants reference the City of McKinney Code of Ordinances Chapter 146 Appendix A.

*Mezzanine* means an intermediate level(s) between the floor and ceiling of any story within an aggregate floor area of not more than one-third of the area of the room or space in which the level(s) are located.

*Minor Modification* means any changes to the Wilson Code that meets the criteria established in Section 3.8 and Table 3.1.

*Motor Court* means an uncovered space selected specifically for office and hotel uses that is wholly or partly surrounded by buildings or walls and intended as a courtyard for vehicles as they approach a building, promoting a formal sense of arrival. Surface parking is permitted within this space and shall not include more than 75 spaces. Surface treatments of the vehicular zones are richer in character than traditional concrete surface parked lots, using a variety of textures and colors such as stamped or colored concrete. Individual motor courts shall be separated by intervening buildings. Notwithstanding, predesigned red fire lane pavers can be used as a replacement for paint to increase the level of aesthetics being sought.

*Park* means a civic/open space that is a preserve available for unstructured recreation.

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*Plaza* means a primarily hardscaped civic/open space with formal landscaping, available for civic purposes and commercial activities. A plaza shall be spatially defined by buildings.

*Playground* means a civic/open space designed and equipped for children's recreation. A playground may be fenced and may include an open shelter. Playgrounds may be located within residential areas and may be placed within a block. They may be included in other civic/open spaces.

*Pedestrian Easement* means the area between the right-of-way line of the street and the back of sidewalk. This area contains the sidewalk, street trees, lighting and pedestrian furniture.

*Regulating Plan* means the Zoning Map attached hereto as Appendix A that shows the Sub-Districts, Civic Spaces, location of Streets, maximum height permitted and other Special Requirements applicable to the Wilson District subject to the standards in the Wilson Code. For the purposes of this Code, the Regulating Plan shall also be the Concept Plan for the Wilson District.

*Retail-Ready* means space constructed at a minimum interior height of 14 feet floor to floor which may be used for non-commercial uses and can be converted into retail/commercial use. Prior to the issuance of a certificate of occupancy for a retail/commercial use in a Retail-Ready space, the space must comply with all adopted international building, fire and locally adopted amendments for that use. In addition, the space must comply with all requirements for HVAC/Plumbing for both residential and commercial uses. The intent of Retail-Ready space is to provide the flexibility of occupying a space in accordance with market demand and allowing the use in such space to change to retail/commercial uses accordingly. 100% of all areas designated as Ground Floor Activated Uses shall be constructed to Retail Ready Standards.

*Service Uses* means a category for limited personal service establishments which offer a range of personal services that include, but are not limited to, clothing alterations, shoe repair, dry cleaners, laundry, health and beauty spas, tanning and nail salons, hair care, etc.

*Street Screen* means a freestanding wall or living screen (2' min, 4' max in height for Type "A" Streets; 2' min., 8' max in height for Type "B" Streets) for parking areas built along the BTZ or in line with the building façade line along the street for loading/service areas along the minimum shall be 6' in height; Its purpose is to mask a parking lot or a loading/service area from view or provide privacy to a side yard and/or strengthen the spatial definition of the public realm. It shall not obstruct fire hydrants, FDC, or fire access areas.



*Image of a combination masonry and living street screen*

*Street Network* means the network of streets for new and existing streets within the Wilson District as established in the Regulating Plan.



*Street Type* means a specific designation for streets that establish a certain character and cross-sections to improve walkability within the Wilson District, with fire access being maintained.

*Sub-District* means an area within the Wilson District that creates a distinct urban form different from other areas within the Wilson District. Sub-Districts are identified in the Regulating Plan.

*Tree Well* means an unpaved area around the trunk of a tree within the sidewalk area that is either landscaped with ground cover or covered with a tree grate.



*Example of a tree well with a tree grate*



*Example of a tree well with landscaping*

*Type ‘A’ Street* means the streets identified as such on the Regulating Plan. Type ‘A’ Streets are the primary pedestrian streets.

*Type ‘B’ Street* means the streets identified as such on the Regulating Plan. Type ‘B’ Streets are intended to primarily accommodate access to parking, service, and other auto-related functions.

## **Section 5. The Regulating Plan**

5.1 The Regulating Plan (Appendix A) is hereby adopted as the official zoning map for the Wilson District.

5.2 Sub-Districts Established – the following Sub-Districts are established. The boundaries of the specific Sub-Districts shall be established in the Regulating Plan.

5.2.1 Freeway Mixed Use: The Freeway Mixed Use Sub-District is intended to provide an appropriate transition into the Wilson District from the US-75 access road by integrating both high density development and more intimate ground floor activated uses. Development within the Freeway High Rise Sub-District shall meet the Building Form and Development Standards in Section 7.1 of this Code.

5.2.2 Urban Residential: The Urban Residential Sub-District is the area adjacent to the Neighborhood Mixed Use Sub-District that is intended for mid intensity residential uses. Development within the Urban Residential Sub-District shall meet the Building Form and Development Standards in Section 7.2 of this Code.

5.2.3 Neighborhood Mixed Use: The Neighborhood Mixed Use Sub-District promotes predominantly neighborhood and regional retail development. It is the area that best links large-sized retail and adjacent parking with both office and residential use. Development within the Inner Ring Mixed Use Sub-District shall meet the Building Form and Development Standards in Section 7.3 of this Code.

5.2.4 Common Green: The Common Green Sub-District serves as both the public park space that brings various building uses together and as a public gathering space for residents, employees and visitors. The intent is that this space be a well programmed park that can serve multiple

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purposes for the community. Development within this Sub-District shall meet the Building Form and Development Standards in Section 7.4 of this Code.

5.3 Street Designations Street Type Established – The Regulating Plan shall establish the following Street Designations:

5.3.1 Type “A” Streets Established – Type “A” Streets are intended to be the primary pedestrian streets. The Type “A” Streets are Main Street, Parkway and Residential Drive.

5.3.2 Type “B” Streets Established – Type “B” Streets are intended to balance pedestrian orientation with automobile orientation (service access, driveways, drive-through lanes, etc.). The Type “B” Streets are Retail Drive, Mews Drive “1”, Mews Drive “2” and Service Drive.

5.4 Civic/Open Space – The Regulating Plan indicates Mandatory Civic/Open Spaces. The specific standards for Civic/Open Space are established in Section 10.

5.5 Building Height – The Regulating Plan also indicates the minimum building height permitted within each Sub-District of the Wilson District.

## Section 6. Schedule of Permitted Uses

6.1 Generally: Due to the emphasis on urban form over land uses in the Wilson District, general use categories have been identified by Sub-District. Uses not listed in the following schedule, but are substantially similar, may be permitted upon the approval of the City Council.

6.2 Schedule of Uses:

Table 6.1 – Schedule of Uses

	Sub-District	Urban Residential Mixed Use	Neighborhood Mixed Use	Common Green	Freeway Mixed Use
<b>Land Use</b>					
<b>Commercial Type, Retail, &amp; Service Uses</b>					
Bait shop					
Bakery or confectionery (retail)	P	P	P	P	P
Bakeries (wholesale)					
Banks and financial institutions			P		P
Barber or beauty shops	P	P			P
Building materials sales or monument sales					
Carpentry or sign shop					
Cleaning plant (laundry)					
Cleaning shop and pressing (small shop and pickup)	P	P			P
Department or discount store			P		P
Drug-store or pharmacy			P		P
Exterminator					
Farmers Market			P	P	
Florist or garden shop	P	P			P
Field Office or real estate sales office	T	T	T	T	T
Food stores, groceries			P		P
Frozen food lockers					
Funeral homes and mortuaries					
Furniture sales			P		P
Greenhouse or plant nursery			P		
Hardware store (paint, plumbing and related sales)			P		
Heavy machinery sales and storage					

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	Sub-District	Urban Residential Mixed Use	Neighborhood Mixed Use	Common Green	Freeway Mixed Use
Hotel or motel			P		P
Household appliance sales					
Laboratories (medical, dental, science)					
Live/Work	P		P		
Mimeograph or letter shop					
Mobile home display and sales					
Office building			P		P
Offices with showrooms			P		P
Office use			P		P
Office supplies			P		P
Paint and related sales					
Pawnshops					
Personal service			P		P
Pet store, kennel , animal boarding (no outside runs)			P		
Pet store, kennel , animal boarding (outside runs)					
Psychic/paranormal readings					
Radio or TV broadcast studio			P		P
Retail store (indoor)	P		P	P	P
Restaurant or cafeteria (carry-out only)					
Restaurant or cafeteria (indoor service)	P		P	P	P
Restaurant or cafeteria (including drive-through window)			P		C
Restaurant or cafeteria (drive-in service)					
Studios, photo, music, art, health, etc.	P		P		P
Tattoo parlor					
Travel agent			P		P
Upholstery shop					
Veterinarian (no outside runs)			P		
Veterinarian (with outside runs)			P		
Wholesale establishments					P
Any use with a drive through facility			C		C
<b>Residential Uses</b>					
Bed and breakfast					
Boardinghouse or rooming house					
Dormitories					
Independent living facility	P				
Mobile home dwelling					
Mobile home park					
Multiple family dwelling (apartment) ground floors	C		C		
Multiple family dwelling (apartment) upper floors	C		C		
Single family dwelling, senior (senior apartment)	P		P		
Single family dwelling (attached)					
Single family dwelling (detached)					
Two family dwelling (duplex)					
Watchman or caretaker quarters					
<b>Educational and Institutional Uses</b>					
Assisted living facility, nursing home, or rest home	P				
Cemetery					
Church, rectory, or other places of worship including church-operated day-care facilities and pre-schools	P		P	P	P
Clinic			P		P
College or university					P
Day-care			P		
Fraternal organization, lodge, civic club			P		P
Halfway house					
Hospital					
Museum, library, art gallery (public)			P		P
School, business or trade			P		
School, public, private or parochial	S		S	S	S

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	Sub-District	Urban Residential Mixed Use	Neighborhood Mixed Use	Common Green	Freeway Mixed Use
<b>Accessory, Utility and Incidental Uses</b>					
Accessory building or use		P	P		P
Electrical generating plant					
Home occupation		P	P		
Local utility line-or utility distribution lines; Telephone exchange (no garage or shop)		P	P	P	P
Public building (shop or yard)					
Servant's quarters					
Sewage treatment plant					
Utility business office					
Utility shop or yard					
Utility substation or regulating station					
Water storage tank					
Water treatment plant					
<b>Recreational and Entertainment Uses</b>					
Amusement, commercial (indoors)			P		P
Amusement, commercial (outdoor)			P		
Carnival or circus (temporary)			T	T	
Country club					
Fitness club, gymnasium, exercise area or similar use			P		P
Golf course (public)					
Golf course (private)					
Park or playground (public)	P		P	P	P
Playfield or stadium (public)					
Private club			P		P
Recreation area (private)	P		P		P
Recreation center (private)	P		P	P	P
Sexually oriented business					
Swim or tennis club			P		P
Swimming pool (public)			P		
Swimming pool (private)	P		P		P
Theater (indoor)			P		P
Theater (outdoor)				P	
<b>Transportation, Automobile and Related Uses</b>					
All uses					
<b>Industrial and Manufacturing Uses</b>					
All uses					
<b>Agriculture and Related Uses</b>					
Agricultural and ranching uses					
Community Garden	P		P	P	P
Creamery (dairy products)					
Fairgrounds or rodeo					
Farm implement sales and service					
Farm orchard or truck garden					
Hatchery (poultry), egg farm, feed lot					
Livestock auction					
Stable, commercial					
Stable, private					
Stockyards or slaughterhouse					
<b>Other Uses</b>					
Antennas including cell, accessory, & mounted on top of bldgs			A/C		A/C
Utility infrastructure		A/C	A/C	A/C	A/C
Rain water harvesting equipment		A/C	A/C	A/C	A/C
Parking Motor Court					A

P= Permitted by right    C= Permitted with design criteria per Table 6.2    A = Permitted Accessory Use    T = Temporary Use    A/C = Accessory use with design criteria per Table 6.2

A\* = Accessory use to not exceed 25% of the primary use building square footage

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6.3 Use Criteria: All uses listed as C and A/C in Table 6.1 shall also meet the following standards in Table 6.2

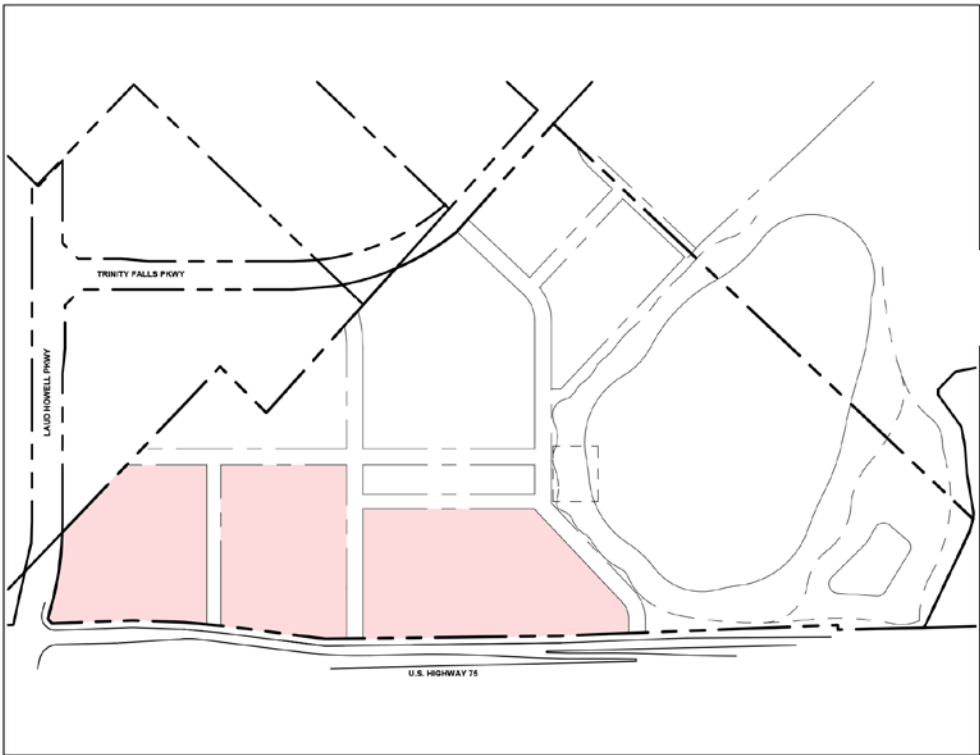
Table 6.2 – Use Criteria		
<i>Use</i>	<i>Zone</i>	<i>Location &amp; Design Criteria</i>
<b>Non-Residential Uses</b>		
<ul style="list-style-type: none"> <li>- Any use with a drive through facility</li> <li>- Restaurant or cafeteria (including drive-through window)</li> </ul>	Freeway Mixed Use, Neighborhood Mixed Use	<ul style="list-style-type: none"> <li>• All drive through access (driveways) shall be from Type ‘B’ Streets.</li> <li>• Drive through lanes and/or canopies shall not have frontage along on or be located along any Type ‘A’ Streets, U.S. 75, Trinity Falls Parkway and Laud Howell Parkway.</li> <li>• Drive through areas screened by a 4’ high Street Screen.</li> <li>• Restaurants with drive-throughs shall be part of a larger building and not a single free standing building.</li> </ul>
Universities and Colleges	Freeway Mixed Use, Neighborhood Mixed Use	<ul style="list-style-type: none"> <li>• Shall be required to provide structured parking as part of the build-out for the university/college campus</li> </ul>
<b>Residential Uses</b>		
Multi-family residential Ground Floor	Neighborhood Mixed Use	<ul style="list-style-type: none"> <li>• All Ground Floor Activated Uses as depicted on the Regulating Plan shall be built to Retail Ready standards.</li> </ul>
Multi-family residential (all dwelling units)	Neighborhood Mixed Use	<ul style="list-style-type: none"> <li>• Any development with multi-family must be 4-story minimum except the 3-story portion as depicted on the Regulating Plan</li> <li>• All multi-family must be structure parked.</li> </ul>
<b>Other Uses</b>		
Antennas including cell, accessory and mounted (Excluded from this category are freestanding and commercial antennas and equipment buildings)	Freeway Mixed Use, Neighborhood Mixed Use	<ul style="list-style-type: none"> <li>• Antennas shall be permitted on rooftops.</li> <li>• Antennas shall be screened entirely with a screen of same color as the principal building.</li> <li>• Antennas shall not be visible from Main Street Parkway and Residential Drive.</li> </ul>
Utility equipment (includes electrical transformers, gas meters, etc)	All Zones	<ul style="list-style-type: none"> <li>• On all frontages utility equipment shall be screened with a Street Screen at least as high as the equipment being screened. For switch gear, there shall be a minimum 4’ high screen.</li> <li>• Utility equipment shall be permitted on rooftops.</li> <li>• Rooftop utility equipment shall be screened entirely with a screen of same color as the principal building.</li> </ul>
Rain water harvesting equipment	All Zones	<ul style="list-style-type: none"> <li>• Rain water harvesting equipment shall be permitted on rooftops.</li> <li>• Rain water harvesting equipment shall be screened entirely with a screen of same color as the principal building.</li> </ul>

**Section 7. Building Form and Development Standards**

The following section establishes the Building Form and Development Standards for all Sub-Districts within the Wilson District. Diagrams and reference letters are used for illustrations purposes only. Reference letters may not be in continuous sequence.

7.1 Freeway Mixed Use Sub-District

Freeway Mixed Use Sub-District Location Map

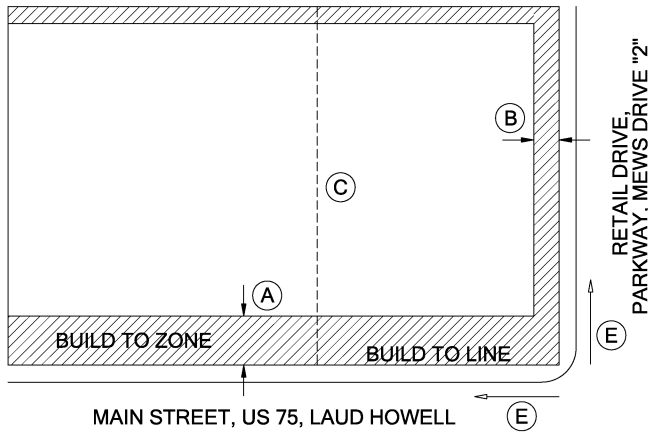


**Freeway Mixed Use Sub-District Location Map**

*Note: This map is for reference only. Refer to the Regulating Plan (Appendix A) for all requirements.*

**Freeway Mixed Use**

**7.1.1 Building Placement**



**Building Placement Notes**

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

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- #2 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining property lines. In addition to a parapet wall no lower than 36 inches, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen made of non-corrugated metal that is at least as tall as the equipment itself.

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- #3 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.

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- #4 – Required parking for commercial and office may be provided within 500 linear feet of the building frontage.

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

**Build-To Zone (BTZ)**

Front (Main Street)	0 – 10 feet	(A)
Front (Retail Drive)	0-10 feet	(B)
Front (US 75)	10-100 Feet	(A)
Front (Laud Howell)	10-60 feet	(A)
Front (Intersection of US 75 and Howell)	20-60 feet	(A)
Front (Parkway)	0-10 Feet	(B)

**Setback**

Side (from property line)	0 feet (see #1)	(C)
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**Building Frontage**

Building Frontage required along all street BTL	50% Main Street, 50% along Retail Drive, Parkway	(E)
Building Frontage required along US 75, Laud Howell	0%	(E)

**7.1.2 Building Height**

**Principal Building Standards**

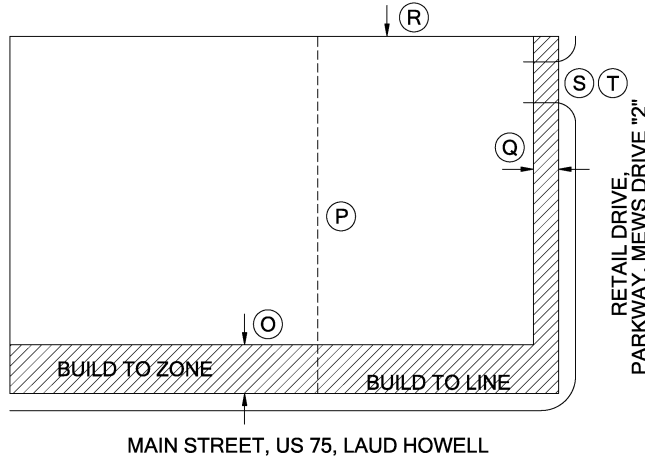
Building height	Max height 20 stories/270 feet
First floor to floor height	14 feet min. for ground floor Retail Ready as depicted in the Regulating Plan. 10 feet min. for garages and other uses
Upper floor(s) height (floor-to-ceiling)	10 feet min. (excluding bathrooms, hallways, closets and areas common to furr downs)

**7.1.3 Ground Floor Activated Uses**

As depicted on the Regulating Plan, ground floors of all buildings fronting on Main Street shall be built to Retail Ready standards including first floor-to-floor height, ingress and egress, handicap access, and first floor elevation flush with the sidewalk.

**Freeway Mixed Use**

**7.1.4 Parking & Service Access**



- Driveways and off-street loading and unloading docks shall not be located on a Type "A" Streets. (T)
- Porte cocheres may be permitted over the pedestrian and utility easement, at 40' maximum length to provide drop-and valet service. In the event that a porte cochere is designed to go over a fire lane, the minimum height shall be 14'-6".
- Shared driveways and cross access easements shall be provided between lots to minimize curb cuts, where feasible.
- If driveway and/or off-street service loading and unloading access is provided from a Type "A" Street, such access shall be deemed as temporary and cross access easements along the rear of the property shall be required when adjoining properties are developed.

**7.1.5 Encroachments**

Canopies, signs, awnings and balconies may encroach over the BTZ, setback, and, sidewalk as long as the vertical clearance is a minimum of 8 feet. In no case shall an encroachment be located over an on-street parking or travel lane.

**7.1.6 Applicability**

Building Form and Development Standards in this Section shall apply to all development within this Sub-District.

**Parking & Service Access Notes**

#1 – Surface parking as an ancillary use with an office motor court shall be permitted with a 5 – 20 foot setback and street screen.

#2 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.

#3 – Required parking may be provided anywhere within this Sub-District.

<b>(i) Parking Location</b>		
<b>Surface/At Grade Parking</b>		
Main Street, US 75, Laud Howell	Shall be located behind the principal building (see #1)	(O)
Retail Drive, Mews "2"	Shall be located behind the principal building (see #1)	(Q)
Parkway	For hotel, office or retail shall be located behind the principal building (see #1)	
Side setback (distance from property line)	0 feet min.	(P)
Rear setback (distance from property line)	0 feet min.	(R)
<b>Above Grade (Structured) Parking</b>		
Setback along Retail Drive	0 feet min.	(O)
Setback along Main Street, Mews "2"	Not allowed at grade level.	(Q)
Setback along US 75, Laud Howell	20 feet min	
Side and rear setbacks (distance from property line)	0 feet min.	(P) (Q)
Upper Floors	May be built up to the building line, consistent with lower levels	
<b>(ii) Required Off-Street Parking Spaces</b>		
Non-residential uses	1 space/300 sq. feet (gross)	
Hotel/Lodging	1 space/hotel room	
<b>(iii) Driveways and Service Access</b>		
Parking driveway width	Access drives are required to be a minimum 26 feet wide. The drive may be reduced to 24 feet minimum based on the building design of the site and adjacent sites.	(S)

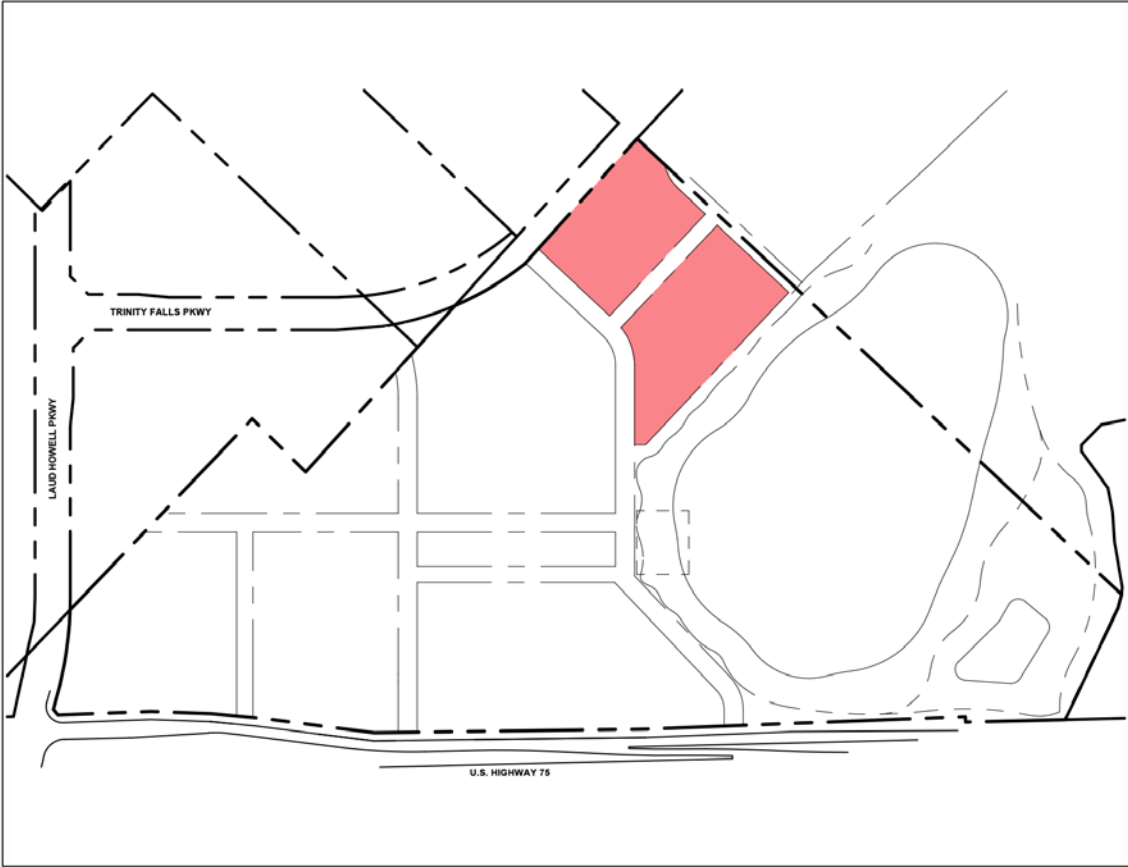


**Wilson District  
Planned Development Code**

January 30, 2017

7.2 Urban Residential Sub-District

Urban Residential Sub-District Location Map

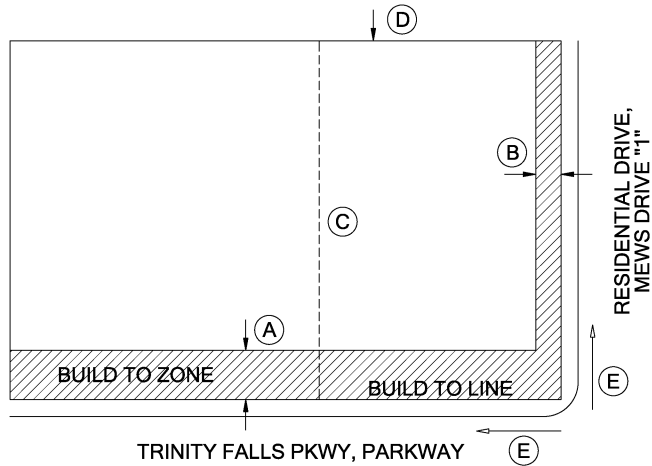


**Urban Residential Use Sub-District Location Map**

*Note: This map is for reference only. Refer to the Regulating Plan (Appendix A) for all requirements.*

**Urban Residential**

**7.2.1 Building Placement**



REFER TO SECTION 9 ROAD SECTION FOR BTZ LOCATION

<b>Build-To Zone (BTZ)</b>		
Front (Parkway)	0 - 10 feet	(A)
Front (Trinity Falls)	0-20 feet	(A)
Front (Residential Drive, Mews Drive "1")	0 - 10 feet	(B)
<b>Setback</b>		
Side (distance from property line)	0 feet (see #1)	(C)
Rear (distance from property line)	0 feet (see #1)	(D)
<b>Building Frontage</b>		
Building Frontage required along all streets	80%	(E)

**7.2.2 Building Height**

<b>Principal Building Standards</b>	
Building height	Min height 3- stories/45-feet and max height 6 stories/75-feet
All floors height (floor-to-ceiling)	10 feet min. (excluding bathrooms, hallways, closets, and areas common to furr downs)

**Building Placement Notes**

#1 – Side setbacks shall be based on minimum fire separation required between buildings, if applicable.

#2 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining property lines. In addition to a parapet wall no lower than 36 inches, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen made of non-corrugated metal that is at least as tall as the equipment itself.

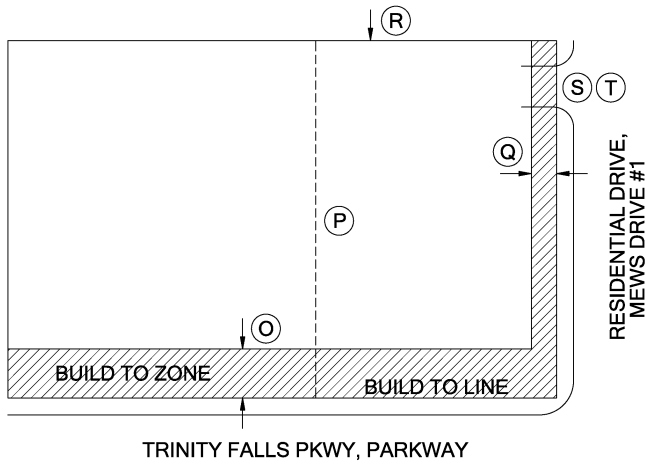
#3 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.

#4 – Required parking for commercial and office may be provided within 500 linear feet of the building frontage.

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

**Urban Residential**

**7.2.4 Parking & Service Access**



**7.2.5 Encroachments**

Canopies, signs, awnings and balconies may encroach over the BTZ, setback, and, sidewalk a maximum of 8' as long as the vertical clearance is a minimum of 8 feet. In no case shall an encroachment be located over an on-street parking or travel lane.

**7.2.6 Applicability**

Building Form and Development Standards in this Section shall apply to all development within this Sub-District.

**Parking & Service Access Notes**

- #1 – Surface parking as an ancillary use with an office motor court shall be permitted with a 0 – 20 foot setback.
- #2 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.
- #3 – Required parking may be provided anywhere within this Sub-District.

**(i) Parking Location**

**Surface/At Grade Parking**

Trinity Falls Parkway	Shall be located behind the principal building	(O)
Residential Drive, Mews Drive "1"	Shall be located behind the principal building	(Q)
Side setback (distance from property line)	0 feet min.	(P)
Rear setback (distance from property line)	0 feet min.	(R)

**Above Grade Parking**

Setback along Trinity Falls, Parkway	5 feet min.	(O)
Setback along Residential Drive, Mews Drive "1"	0 feet	
Side and rear setbacks (distance from property line)	0 feet min.	(Q)

**(ii) Required Off-Street Parking Spaces**

Non-residential uses	1 space/300 sq. feet (gross)
Residential uses	1 space/bedroom

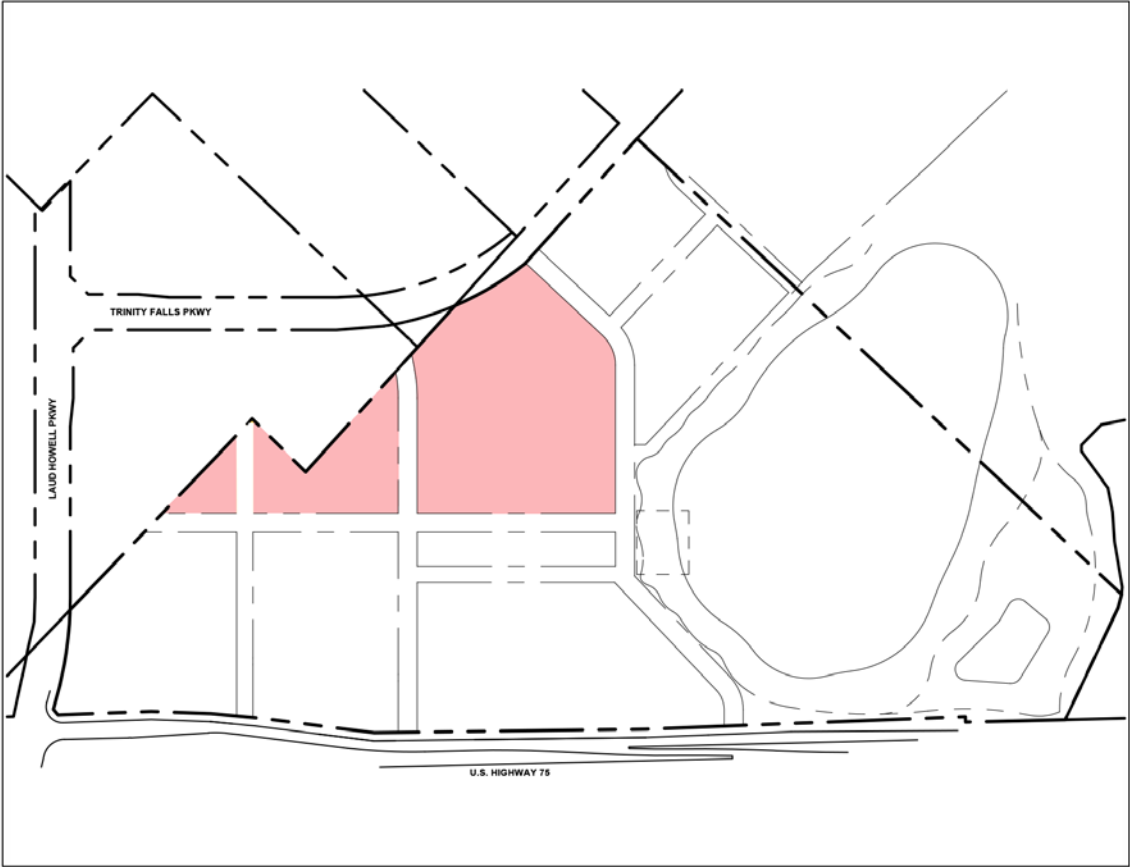
**(iii) Driveways and Service Access**

Parking driveway width	Access drives are required to be a minimum 26 feet wide. The drive may be reduced to 24 feet minimum based on the building design of the site and adjacent sites	(S)
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Driveways and off-street loading and unloading docks shall not be located on a Type "A" Streets. (T)  
 Porte cocheres may be permitted over the pedestrian and utility easement, at 40' maximum length to provide drop- and valet service. In the event that a porte cochere is designed to go over a fire lane, the minimum height shall be 14'-6".  
 Shared driveways and cross access easements are encouraged between lots to minimize curb cuts.  
 If driveway and/or off-street service loading and unloading access is provided from a Type "A" Street, such access shall be deemed as temporary and cross access easements along the rear of the property shall be required when adjoining properties are developed.

7.3 Neighborhood Mixed Use Sub-District

Neighborhood Mixed Use Sub-District Location Map

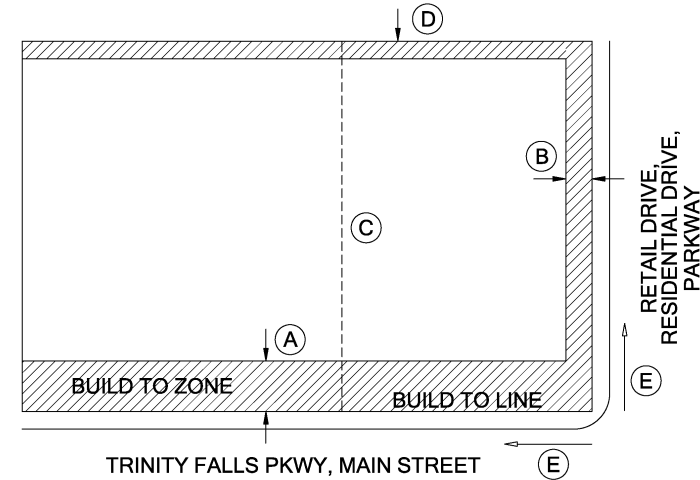


**Neighborhood Mixed Use Sub-District Location Map**

*Note: This map is for reference only. Refer to the Regulating Plan (Appendix A) for all requirements.*

**Neighborhood Mixed Use**

**7.3.1 Building Placement**



REFER TO SECTION 9 ROAD SECTION FOR BTZ LOCATION

**Build-To Zone (BTZ)**

Front (Main Street)	0 – 10 feet	(A)
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**Setback**

Front (Trinity Falls) from property line	20 feet (min.)	(A)
Front (Retail Drive, Parkway, Residential Drive and Rear) from property line	0 feet (min.)	(B)
Side and Rear (distance from property line)	0 feet (min.) (see #1)	(C) (D)

**Building Frontage**

Building Frontage required along all street BTZ	90% along Main Street, 0% for others	(E)
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**7.3.2 Building Height**

**Principal Building Standards**

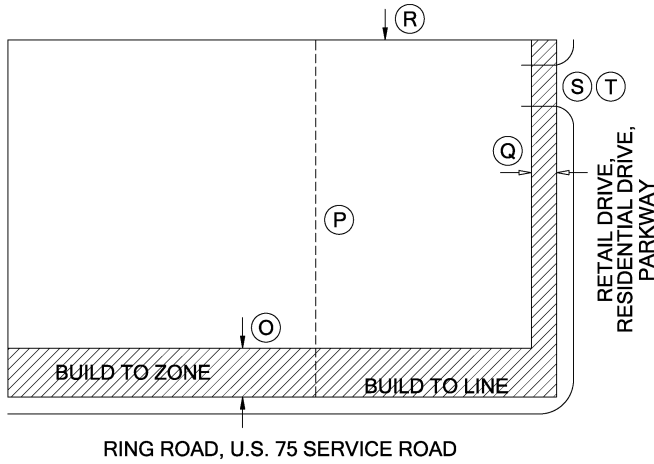
Building height	Max 6 stories/275 feet – shall be established on the Regulating Plan
First floor to floor height	14 min. for ground floor Activated Uses as depicted on The Regulating Plan 10 feet min. (excluding bathrooms, hallways, closets, and areas common to furr down)
Upper floor(s) height (floor-to-ceiling)	10 feet min. (excluding bathrooms, hallways, closets, and areas common to furr downs)

**Building Placement Notes**

- #1 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.
- #2 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining property lines. In addition to a parapet wall no lower than 36 inches, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen made of non-corrugated metal that is at least as tall as the equipment itself.
- #3 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.
- #4 – Required parking for commercial and office may be provided within 500 linear feet of the building frontage.
- #5 – First floor heights shall not apply to parking structures.

**Neighborhood Mixed Use**

**7.3.3 Parking & Service Access**



**7.3.4 Encroachments**

Canopies, signs, awnings and balconies may encroach over the BTZ, setback, and, sidewalk as long as the vertical clearance is a minimum of 8 feet. In no case shall an encroachment be located over an on-street parking or travel lane.

**7.3.5 Applicability**

Building Form and Development Standards in this Section shall apply to all development within this Sub-District.

**Parking & Service Access Notes**

- #1 – Surface parking as an ancillary use with an office motor court shall be permitted with a 5 – 20 foot setback.
- #2 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.
- #3 – Required parking may be provided anywhere within this Sub-District.

**(i) Parking Location**

**Surface/At Grade Parking**

Main Street	Shall be located behind the principal building	(O)
Retail Drive, Parkway, and Residential Drive	0 feet min.	(Q)
Trinity Falls	20 feet min.	(O)
Side setback (distance from property line)	5 feet min.	(P)

**Above Grade Parking**

Main Street	Not permitted at grade level	(O)
Side and rear setbacks (distance from property line)	0 feet min.	(P) (R)
Setback along Retail Drive and Parkway	10 feet min.	(Q)
Setback along Trinity Falls	20 feet min.	(O)

**(ii) Required Off-Street Parking Spaces**

Non-residential uses	1 space/200 sq. feet (gross)
Residential uses	1 space/bedroom

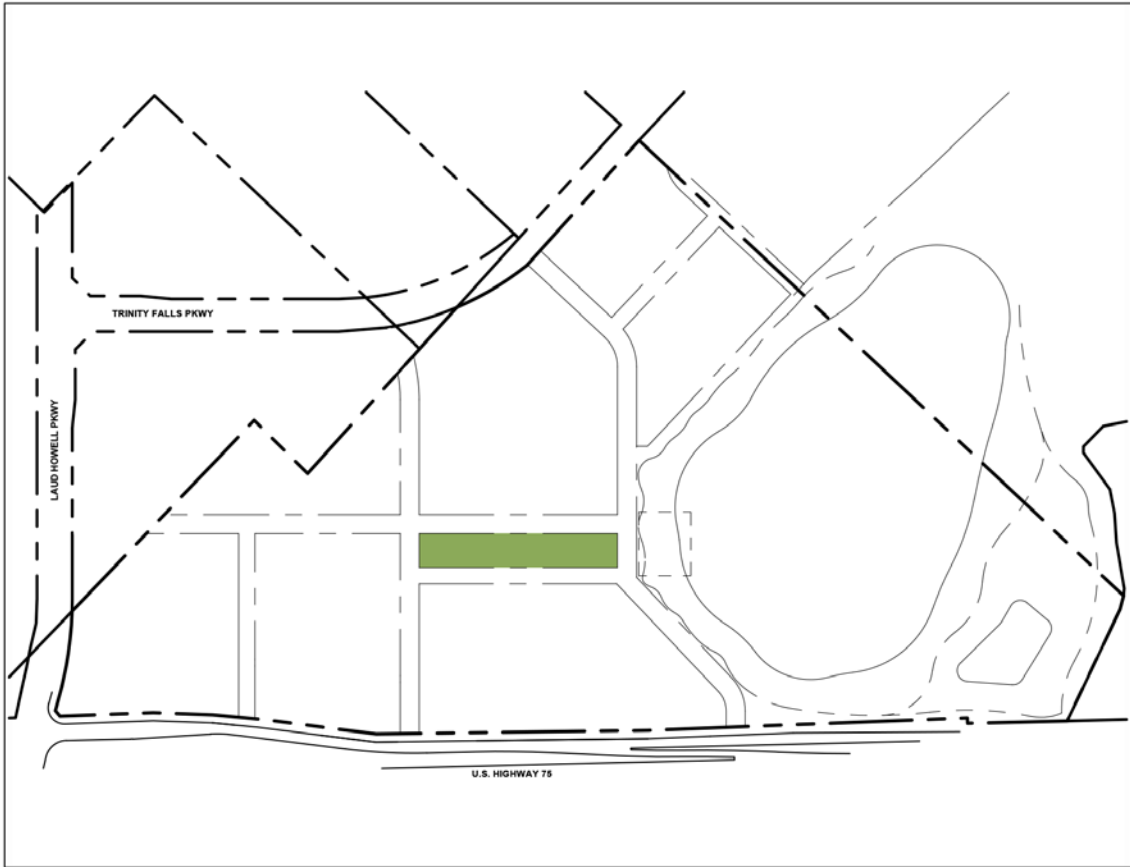
**(iii) Driveways and Service Access**

Parking driveway width	Access drives are required to be a minimum 26 feet wide. The drive may be reduced to 24 feet minimum based on the building design of the site and adjacent sites	(S)
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Porte cocheres may be permitted over the pedestrian and utility easement, at 40' maximum length to provide drop- and valet service. In the event that a porte cochere is designed to go over a fire lane, the minimum height shall be 14'-6".

7.4 Common Green Sub-District

Common Green Sub-District Location Map

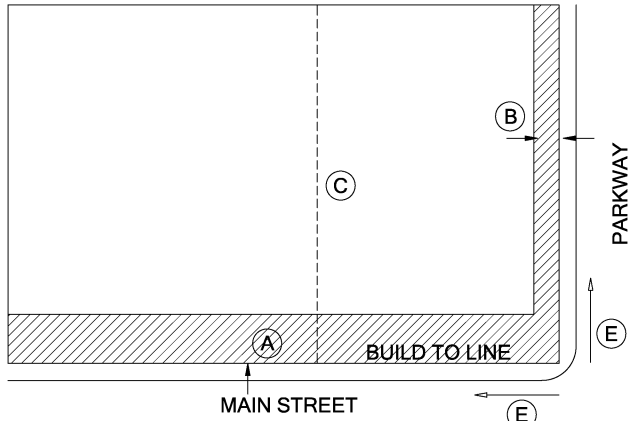


Common Green Sub-District Location Map

*Note: This map is for reference only. Refer to the Regulating Plan (Appendix A) for all requirements*

**7.4 Common Green**

**7.4.1 Building Placement**



REFER TO SECTION 9 ROAD SECTION FOR BTZ LOCATION

**Build-To Zone (BTZ)**

Front (Main Street)	0 – 10 feet	(A)
Front (Parkway)	0 – 10 feet	(B)

**Building Frontage**

Building Frontage required along all street BTZ	No min. along Main Street, No min. along Parkway	(E)
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**7.4.2 Building Height**

**Principal Building Standards**

Building height	Max 2 stories/30 feet
First floor to floor height	14 feet min. for ground floor Activated Uses as depicted on the Regulating Plan.
Upper floor(s) height (floor-to-ceiling)	10 feet min. (excluding bathrooms, hallways, closets, and areas common to furr downs)

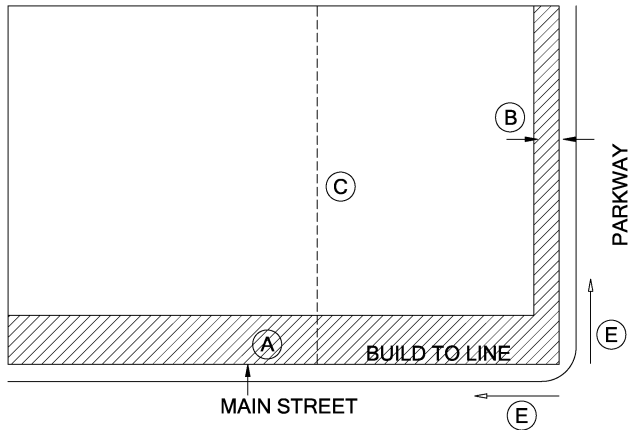
**Building Placement Notes**

- #1 – Side and rear setbacks shall be based on minimum fire separation required between buildings, if applicable.
- #2 – Ground and roof mounted mechanical equipment shall be screened from direct ground level view from adjoining property lines. In addition to a parapet wall no lower than 36 inches, the perimeter of any visible roof mounted mechanical equipment shall be circumscribed by a wall or permanent screen made of non-corrugated metal that is at least as tall as the equipment itself.
- #3 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.
- #4 – Required parking for commercial and office may be provided within 500 linear feet of the building frontage.
- #5 – First floor heights shall not apply to parking structures.



**Common Green**

**7.4.3 Parking & Service Access**



REFER TO SECTION 9 ROAD SECTION FOR BTZ LOCATION

**7.4.4 Encroachments**

Canopies, signs, awnings and balconies may encroach over the BTZ, setback, and sidewalk as long as the vertical clearance is a minimum of 8 feet. In no case shall an encroachment be located over an on-street parking or travel lane.

**7.4.5 Applicability**

Building Form and Development Standards in this Section shall apply to all development within this Sub-District.

**Parking & Service Access Notes**

#1 – Surface parking as an ancillary use with an office motor court shall be permitted with a 0 – 20 foot setback.

#2 – Setbacks and build-to lines for recessed entry and arcade buildings shall be measured from the building façade line which contains the recessed entry or arcade.

#3 – Required parking may be provided anywhere within this Sub-District.

**(iv) Parking Location**

**Surface/At Grade Parking**

Main Street	Not permitted	(O)
Parkway	Not permitted	(Q)

**Above Grade Parking**

Main Street	Not permitted	(O)
Setback along Parkway	Not permitted	(Q)
Upper Floors	Not permitted	

**(v) Required Off-Street Parking Spaces**

Non-residential uses	1 space/200 sq. feet (gross)
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**(vi) Driveways and Service Access**

Parking driveway width	Access drives are required to be a minimum 26 feet wide. The drive may be reduced to 24 feet minimum based on the building design of the site and adjacent sites	(S)
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• Driveways and off-street loading and unloading shall not be located on Parkway. Any dumpster/trash enclosure shall be designed to be integrated with the building's form, shall have its own outdoor drain and have an outdoor enclosure that screens it from view. (T)

• Porte cocheres may be permitted over the pedestrian and utility easement, at 40' maximum length to provide drop-and valet service. In the event that a porte cochere is designed to go over a fire lane, the minimum height shall be 14'-6".

## Section 8. Building Design Standards

The Building Design Standards and Guidelines for the Wilson District shall establish a coherent urban character and encourage enduring and attractive development. Development plans shall be reviewed by the City Manager or designee for compliance with the standards below. A design that varies from the standards set below may be permitted through staff approval, provided the design demonstrates a unique, quality design (see Table 3.1 Minor Modification Thresholds). Designs that staff cannot approve would need to go to Planning and Zoning Commission for approval.

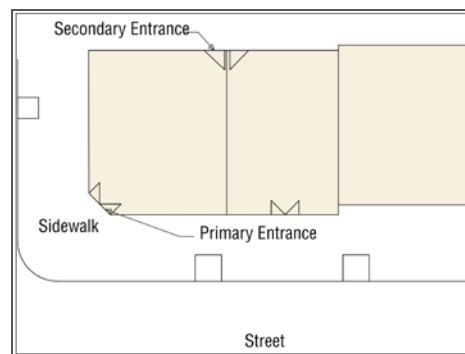
The key design principles establish essential goals for development in the Wilson District to ensure the preservation, sustainability, and visual quality of this unique environment. Buildings shall be located and designed so that they provide visual interest and create enjoyable, human-scaled spaces. The key design principles are:

- a. New buildings should utilize building elements and details to achieve a pedestrian-oriented public realm.
- b. Compatibility is not meant to be achieved through uniformity, but through the use of variations in building elements to achieve individual building identity.
- c. Building facades should include appropriate architectural details and ornament to create variety and interest.
- d. Open space(s) should be incorporated to provide usable public areas integral to the urban environment.
- e. Specialized fire protection systems may be required for the structures given the uniqueness of the development.

### 8.1 General to all Sub-Districts

#### 8.1.1 Building Orientation

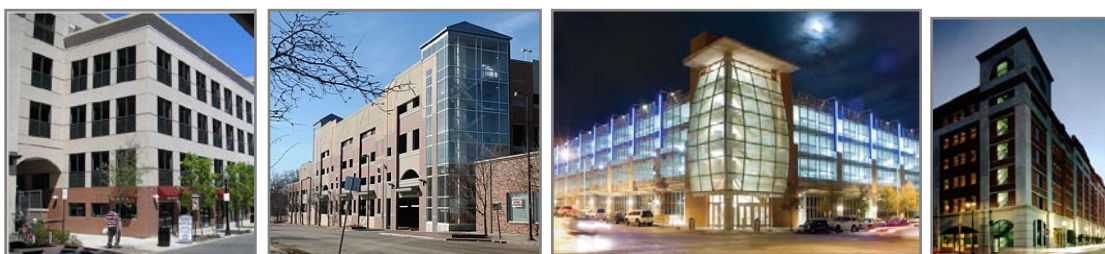
- i. Buildings shall be oriented toward streets where the lot has both frontage and ground floor activated uses along streets. Multi-tenant or omni buildings shall have at least one building face directly fronting a street.
- ii. Primary entrance to buildings shall be located on the street along which the building is oriented – typically along Type A streets. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection.
- iii. All primary entrances shall be oriented to the sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or alleys.



*Figure showing required building orientation and location of primary entrances*

8.1.2 Design of Parking Structures

- i. All frontages of parking structures located on Type “A” Streets shall not have parking uses on the ground floor to a minimum depth of 30 feet.
- ii. Parking structure facades on all streets shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal (aligning with horizontal elements along the block) articulation.
- iii. Where above-ground structured parking is located at the perimeter of a building with frontage along any street it shall be screened in such a way that cars on the ground floor are completely hidden from view along Type “A” streets. Screening may be achieved through the use of louvered, solid or opaque vertical screening elements, in which case Section 8.1.2ii applies. Permitted materials shall be metal, glass, pre-cast concrete, masonry or concrete block.
- iv. For garage facades along U.S. 75 frontage road, Trinity Falls, Parkway, Mews Drive “1” and Laud Howell Parkway frontages shall be precast spandrels (no cables).
- v. For garage facades along all Wilson District streets except Mews Drive “1” and Service Drive and are within 50’ of a street’s property line shall be clad with the same material as the adjacent street facing building.
- vi. When parking structures are located at corners, corner architectural elements shall be incorporated such as corner entrance, signage, glazing and vertical elements that accentuate the parking structure’s vertical circulation.
- vii. Parking structure ramps shall not be visible from any Type A street.
- viii. Parking Structure Height: No parking structure shall be taller than the primary building it serves.



*Images showing appropriate design of Parking Structures*

8.1.3 Design of Automobile Related Building Site Elements

- i. All off-street loading, unloading, and trash pick up areas shall be located along alleys or Type ‘B’ Streets unless permitted in the specific building form and development standards in Section 7.

8.2.1 Roof Form

- i. Buildings shall have simple, flat fronts with minimal articulations with flat or low pitched roofs (2.5:12 or lower) with parapets. Corner hip roof elements and gable accents at the parapet may be permitted. Projecting mansard roofs shall not be permitted.



8.2.2 Façade Composition

- i. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.
- ii. Building entrances shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate. All building elements should be compatible with the architectural style, materials, colors, and details of the building as a whole. Entrances to upper level uses may be defined and integrated into the design of the overall building facade.
- iii. Buildings shall generally maintain the alignment of horizontal elements along the block.
- iv. Corner emphasizing architectural features, pedimented parapets, cornices, awnings, blade signs, arcades, colonnades and balconies may be used along commercial storefronts to add pedestrian interest.



*Buildings with architectural features and storefront elements that add interest along the street.*

- v. Buildings which are located on axis with a terminating street or at the intersection of streets shall be considered as feature buildings. Such buildings shall be designed with features which take advantage of that location, such as an accentuated entry and a unique building articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.

8.2.3 Windows and Doors

- i. Windows and doors on street fronting facades (except alleys) shall be designed to be proportional and appropriate to the architectural style of the building. First floor windows shall NOT be opaque, tinted or mirrored glass.
- ii. All ground floor front facades of buildings along streets or Civic/Open Space shall have transparent storefront windows covering no less than 50% of the façade area. Upper floors along streets shall feature at least 20% transparent windows in each façade. Single tenants that are greater than 20,000 sf shall have no less than 20%.
- iii. Windows and doors may require fire ratings depending upon separation per IBC/IFC.

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*Images showing appropriate window designs and proportions.*

## 8.2.4 Building Materials

- i. At least 50% of each building's façade (excluding doors and windows) shall be finished in one of the following materials:
  - Masonry (brick, stone, or cast stone)
- ii. No more than 50% of each façade along any street shall use accent materials such as stucco, fiber cement siding, pre-cast concrete panels, wood, architectural metal panel, split-face concrete block, tile or Exterior Insulating Finishing System (EIFS). EIFS may only be used 8 feet above the ground floor and is prohibited on all building elevations with the exception of its use for exterior trim and moulding features.



*Images showing appropriate building materials within the district.*

- iii. Roofing materials visible from any street shall be copper, factory finished standing seam metal, slate, synthetic slate, or similar materials.

## 8.2.5 Ground floor activated uses

- i. Portions of the ground floor that are designated for ground floor activated uses on the Regulating Plan shall be constructed as a concrete podium and shall comply with the retail ready standards. As defined in Section 4, Retail-Ready means space constructed at a minimum interior height of 14 feet floor to floor which may be used for non-commercial uses and can be converted into retail/commercial use. Prior to the issuance of a certificate of occupancy for a retail/commercial use in a Retail-Ready space, the space must comply with all adopted international building, fire and locally adopted amendments for that use. In addition, the space must comply with all requirements for HVAC/Plumbing for both residential and commercial uses. The intent of Retail-Ready space is to provide the flexibility of occupying a space in accordance with market demand and allowing the use in such space to change to retail/commercial uses accordingly. Portions not designated as ground floor activated uses are not required for this type of construction.

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## Section 9. Street Type & Streetscape Design Standards

- 9.1 Generally: Streets in the Wilson District need to support the overall goal of a mixed use, compact, pedestrian-oriented district. They should balance all forms of mobility while maximizing convenience for residents and visitors.
- 9.2 The Regulating Plan designates the required and recommended street network within the Wilson District. This section specifies the typical configuration of streets within the Wilson District. The specifications address vehicular lane width, parkway widths, right-of-way widths, pedestrian and utility easement widths, number of travel lanes, on-street parking, and pedestrian accommodation.
- 9.3 Streets shall be designed in accordance with City of McKinney design standards except as explicitly stated herein.
- 9.4 New Streets: This section specifies standards for all new streets in the Wilson District.
- 9.5 Radii shall be determined based on evaluation of intersection design and emergency vehicle access. Consideration shall be given to landscaping, signage, fire hydrants and crosswalk design to eliminate these obstructions in the apparatus turning movements.
- 9.6 Street Classifications Established: Table 9.1 and associated cross sections shall establish the cross sections for each street type. The cross sections may be adjusted to fit existing contexts with the approval of the City Engineer and complies with the International Fire Code and locally adopted amendments. In addition, the proposed cross sections may be adjusted to meet the needs of the International Fire Code as adopted by the City, such as an increase from 24 feet to 27 feet or 30 feet for certain streets described in Table 9.1.

Table 9.1

Elements Street Classifications	Street Easement Width (Recommended Minimum)			Number of Vehicular Lanes	Lane Widths for Vehicular Lanes	On-Street Parking	Pedestrian Sidewalk Width (min.)*	Parkway/ Tree Well
	Pavement Width	R.O.W Width/ Access Easement	Pedestrian Easement Build-to Line (both sides)					
Main Street (Parallel Parking)	43 feet**	54'/N/A	8 feet	2	13'-6"	Yes, both sides, parallel**	8'-0"	Within Pedestrian Amenity
Main Street (Angled Parking)	63 feet	74'/N/A	8 feet	2	13'-6"	Yes, both sides, angled**	8'-0"	Within Pedestrian Amenity
Retail Drive	43 feet	54'/N/A	6 feet	2	13'-6"	Yes, both sides, parallel	6'-0"	Within Pedestrian Amenity
Parkway	43 feet	54'/N/A	9 feet (UR side)	2	13'-6"	Yes, both sides, parallel	6'-0" (UR side) 10'-0" (Lake side)	Within Pedestrian Amenity
Residential Drive	43 feet	54'/N/A	8 feet	2	13'-6"	Yes, both sides, parallel	6'-0"	Within Pedestrian Amenity
Service Drive	24 feet	54'/24	10 feet	2	12 feet	No	6'-0"	Within Pedestrian Amenity
Mews Drive "1"	24 feet	54'/24	10 feet	2	12 feet	No	5'-0"	Within Pedestrian Easement
Mews Drive "2"	24 feet	54'/24	10 feet	2	12 feet	No	5'-0"	Within Pedestrian Easement

\* The minimum sidewalk width shall be unencumbered and shall be exclusive of tree grates or any other encroachments.

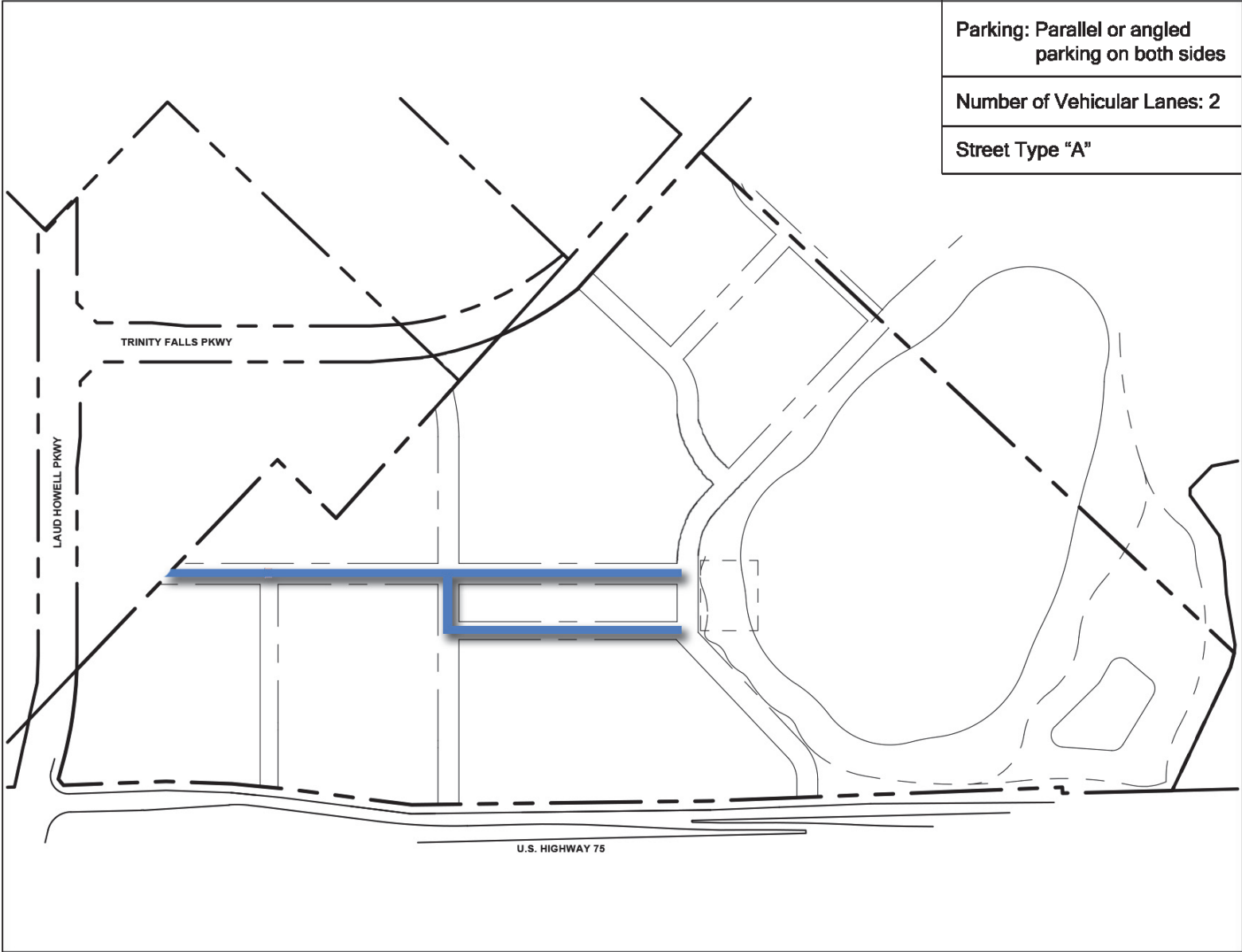
\*\* Portions of Main Street could be built out with angled parking in lieu of parallel. Design standards for angled parking shall be approved by the City Engineer.

# Wilson District Planned Development Code

January 30, 2017

9.7 Main Street

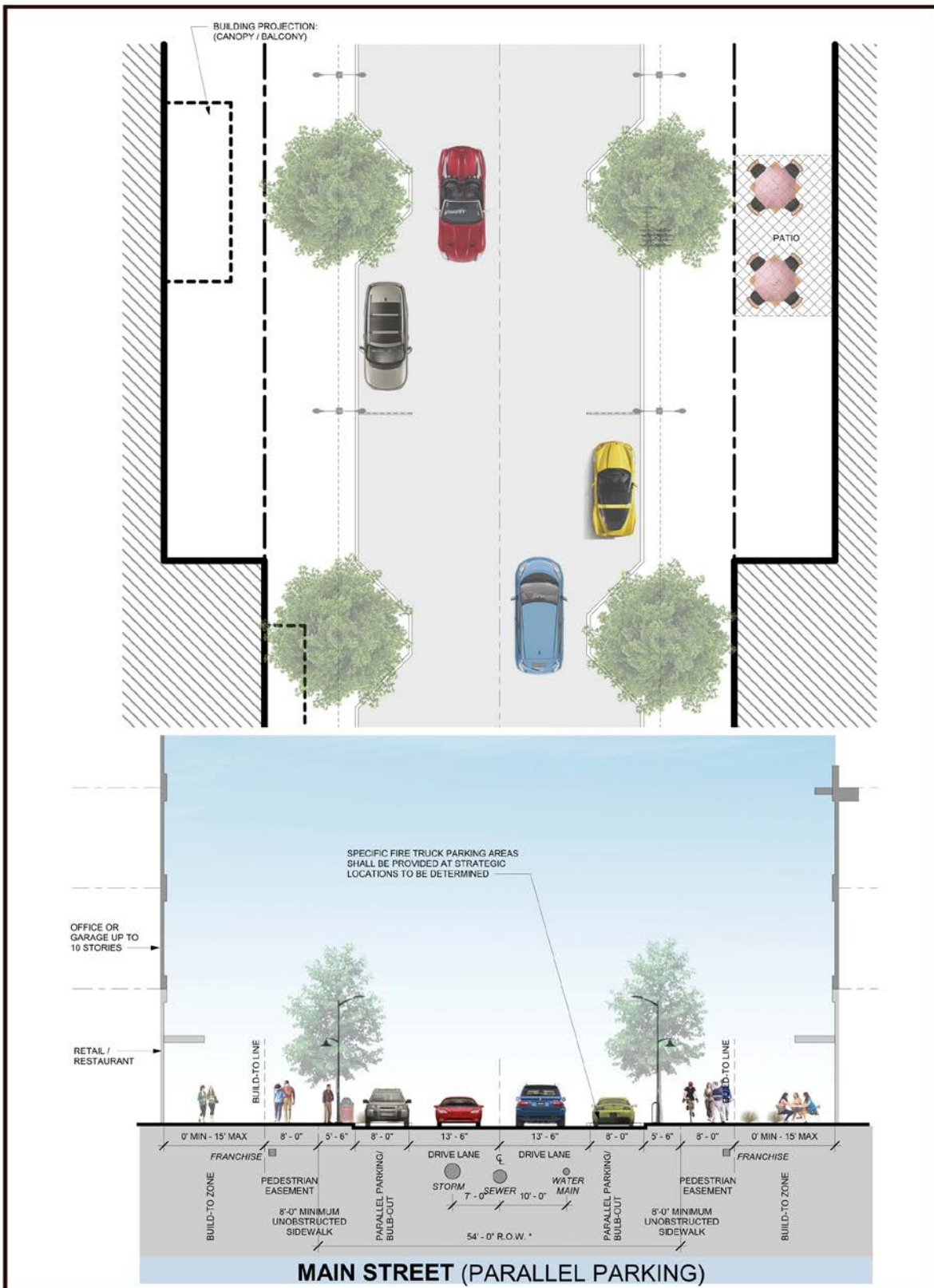
## Main Street Location Map



# Wilson District Planned Development Code

January 30, 2017

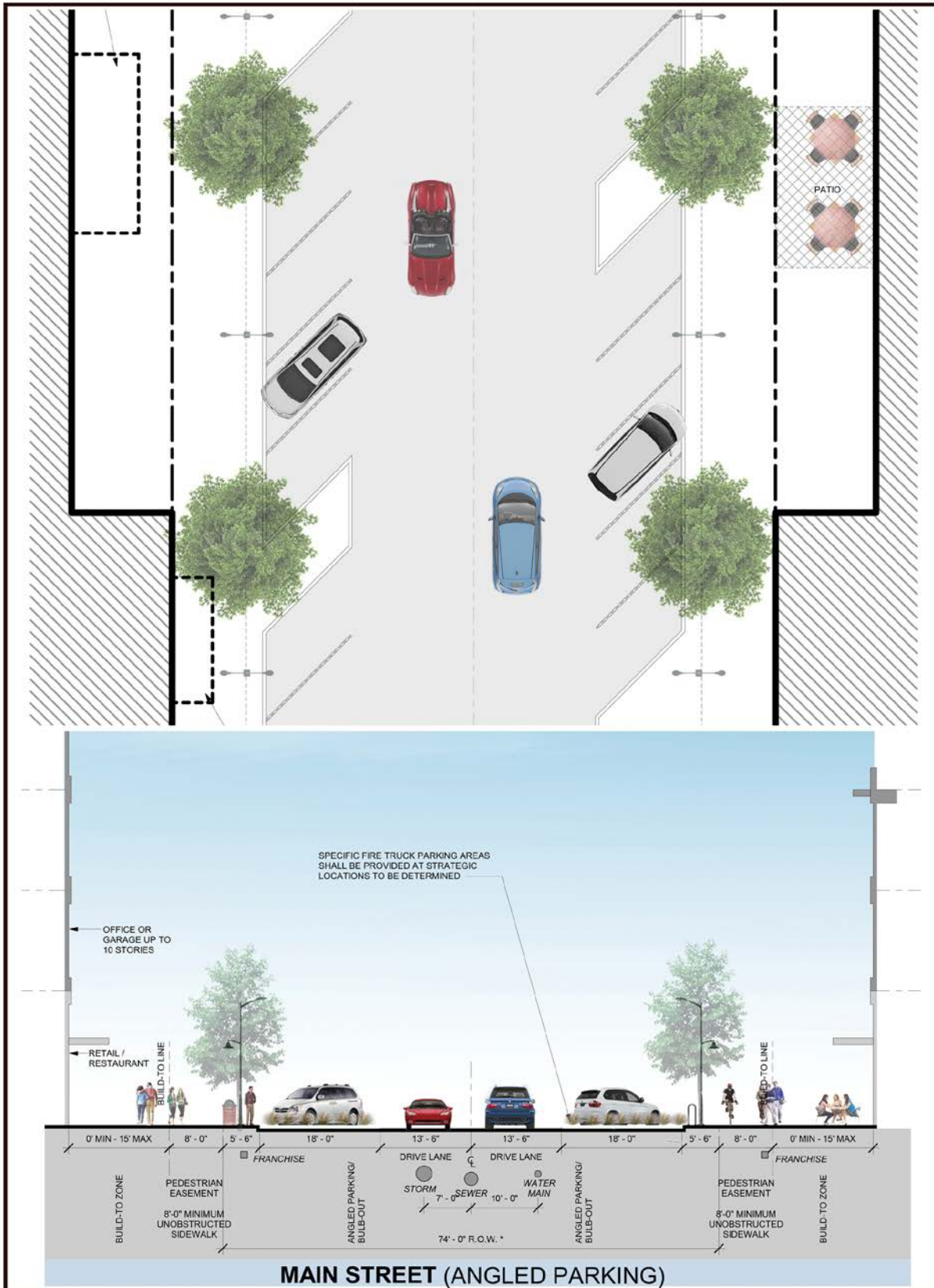
## Street Section: Main Street





# Wilson District Planned Development Code

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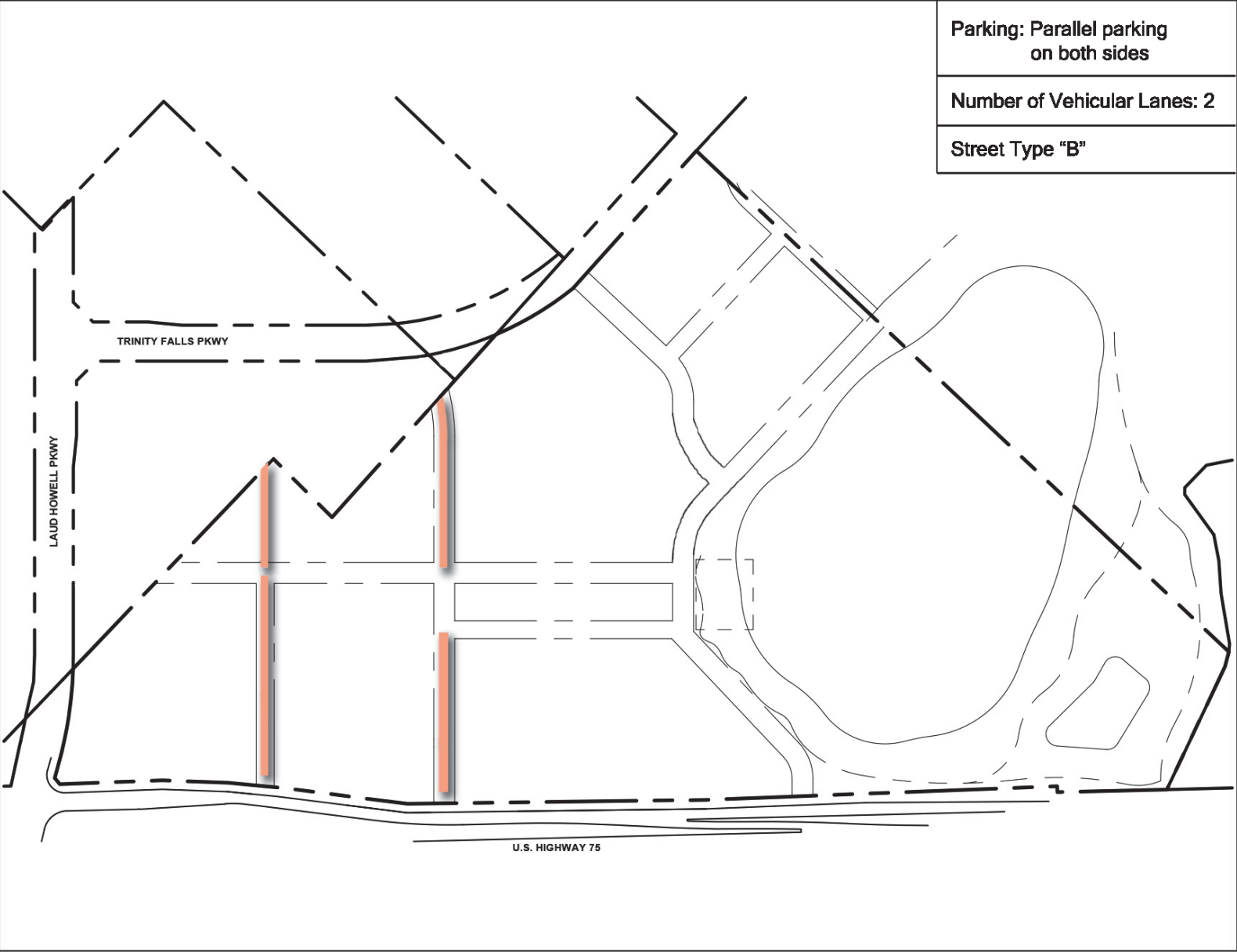


# Wilson District Planned Development Code

January 30, 2017

9.8 Retail Drive

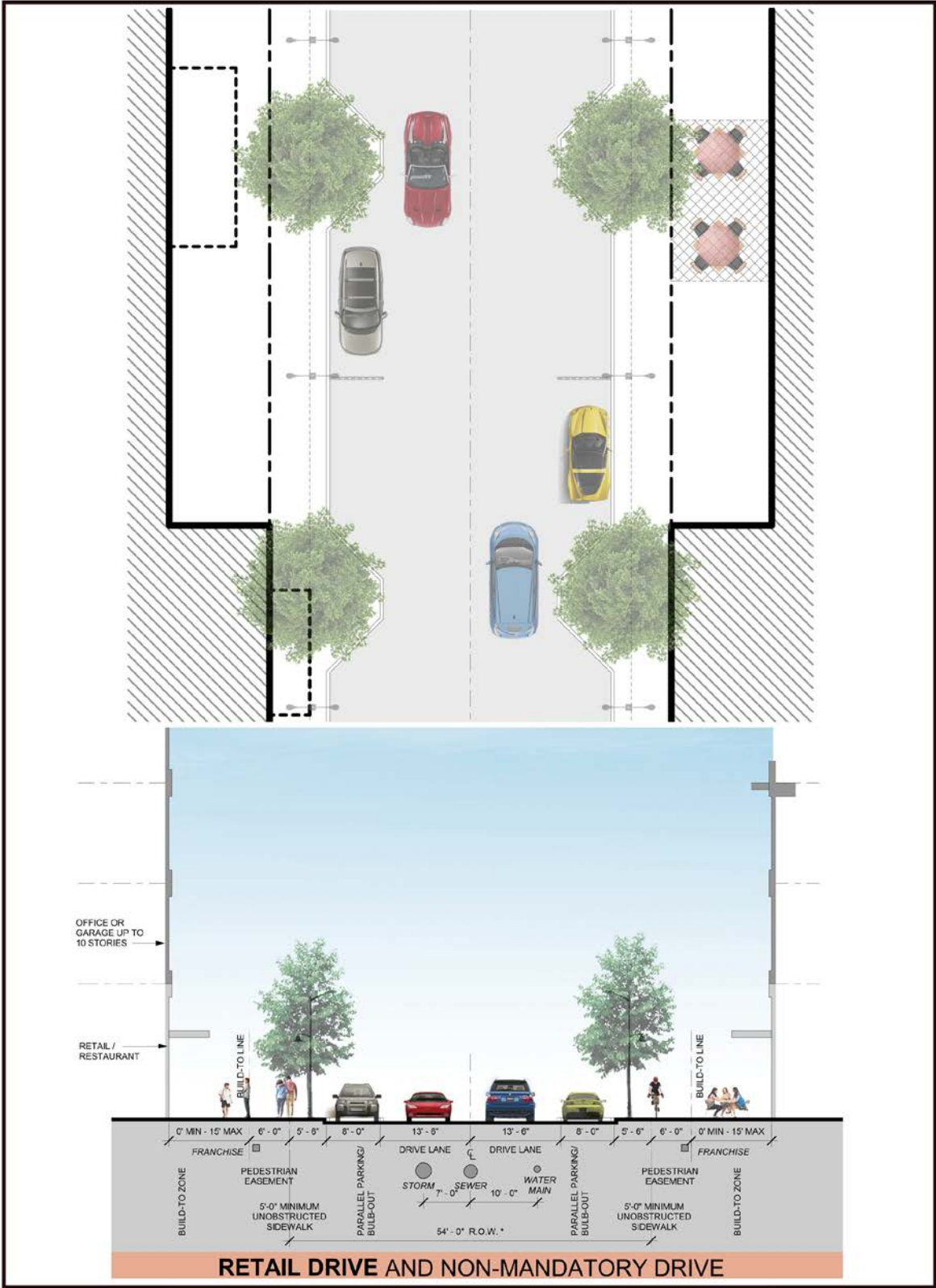
## Retail Drive Location Map



# Wilson District Planned Development Code

January 30, 2017

Street Section: Retail Drive

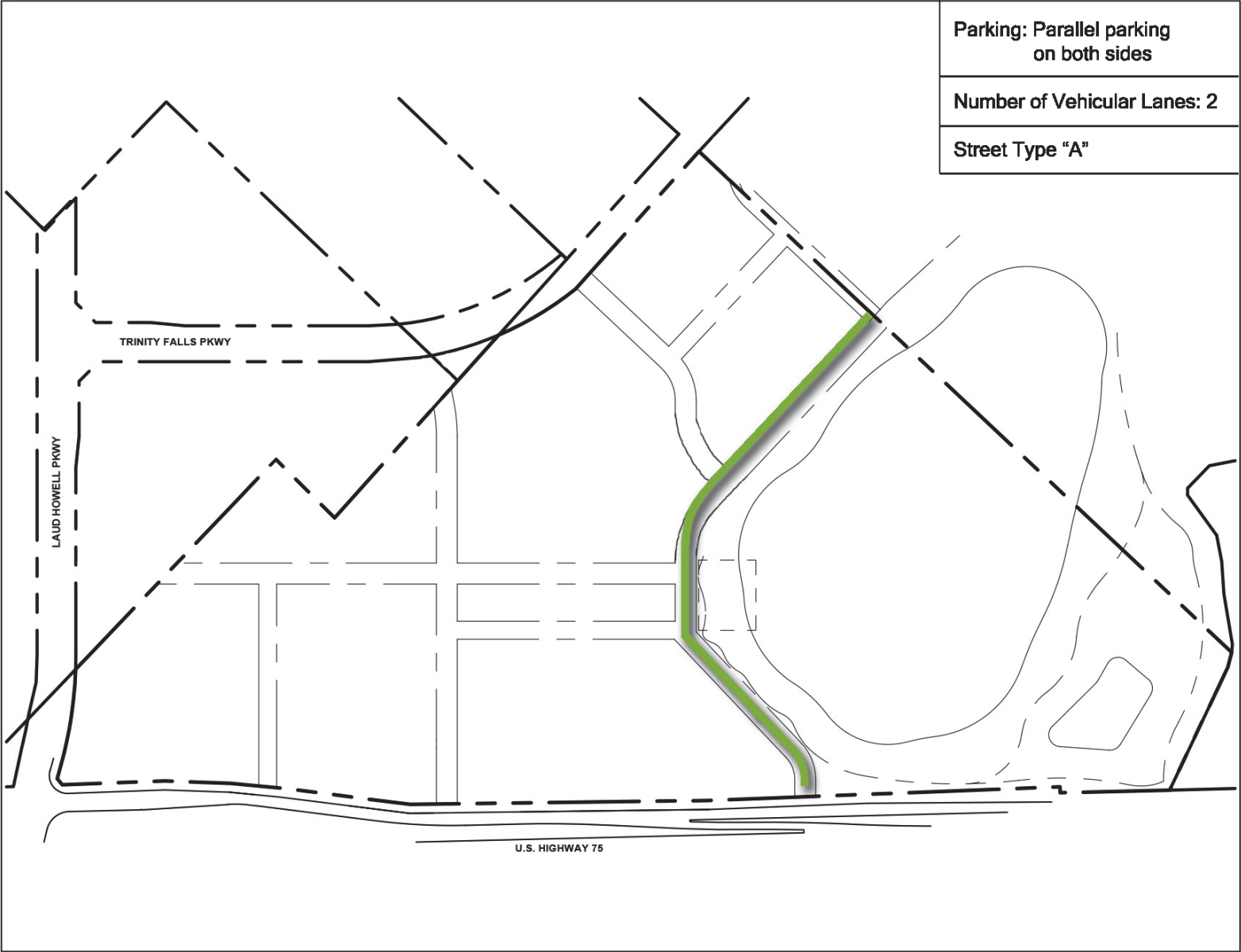


# Wilson District Planned Development Code

January 30, 2017

9.9 Parkway

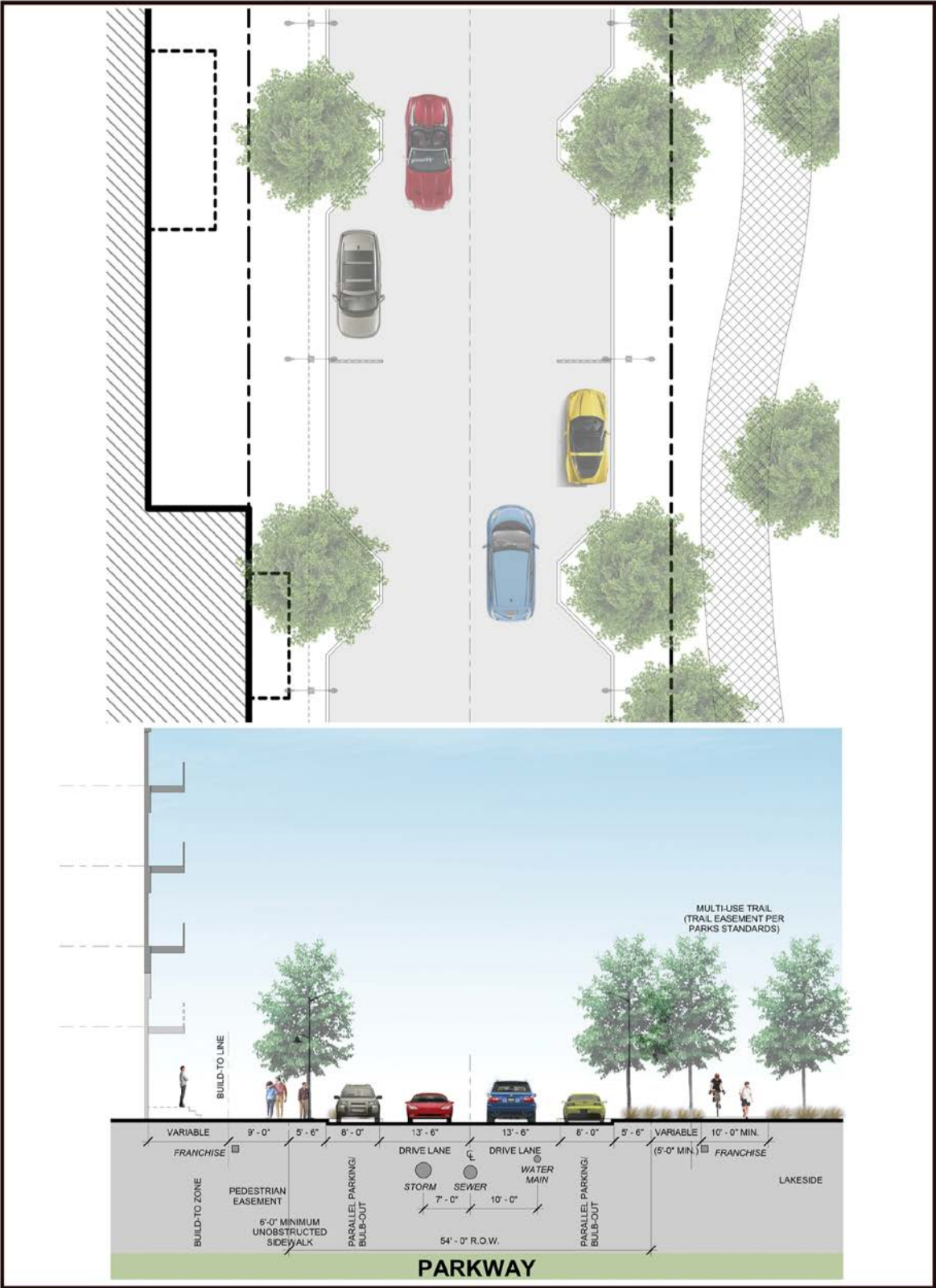
## Parkway Location Map



# Wilson District Planned Development Code

January 30, 2017

## Street Section: Parkway

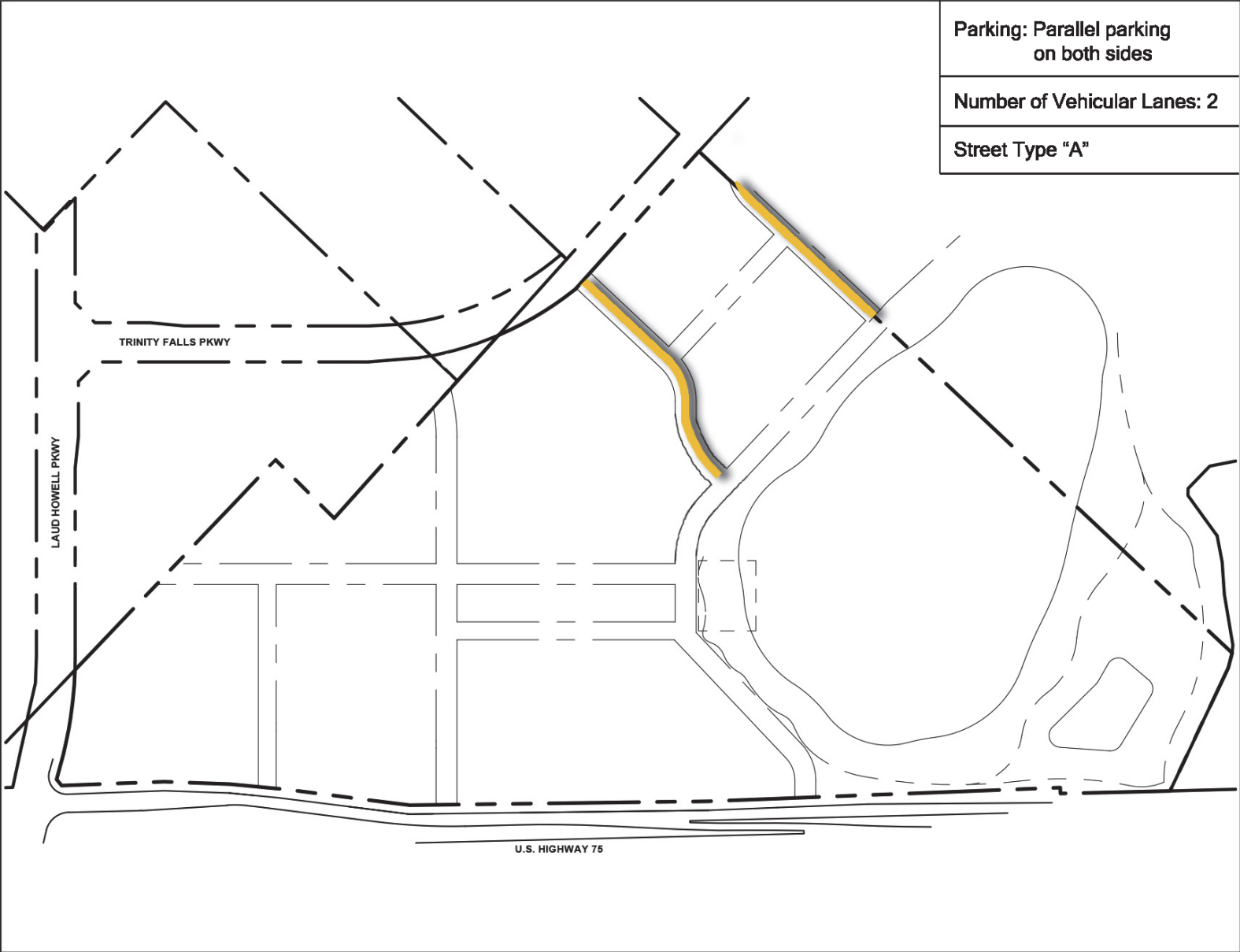


**Wilson District  
Planned Development Code**

January 30, 2017

9.10 Residential Drive

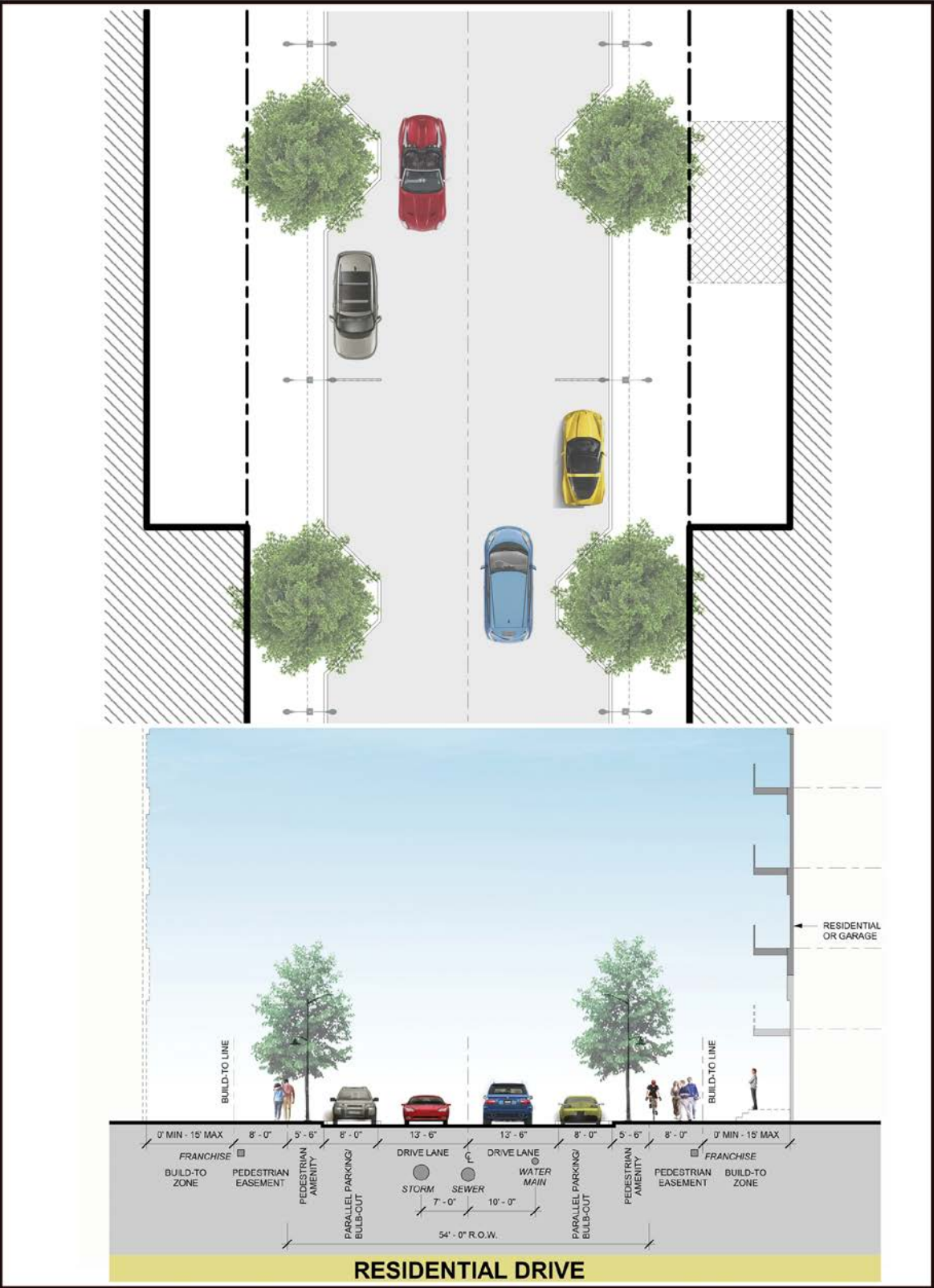
**Residential Drive Location Map**



# Wilson District Planned Development Code

January 30, 2017

## Street Section: Residential Drive

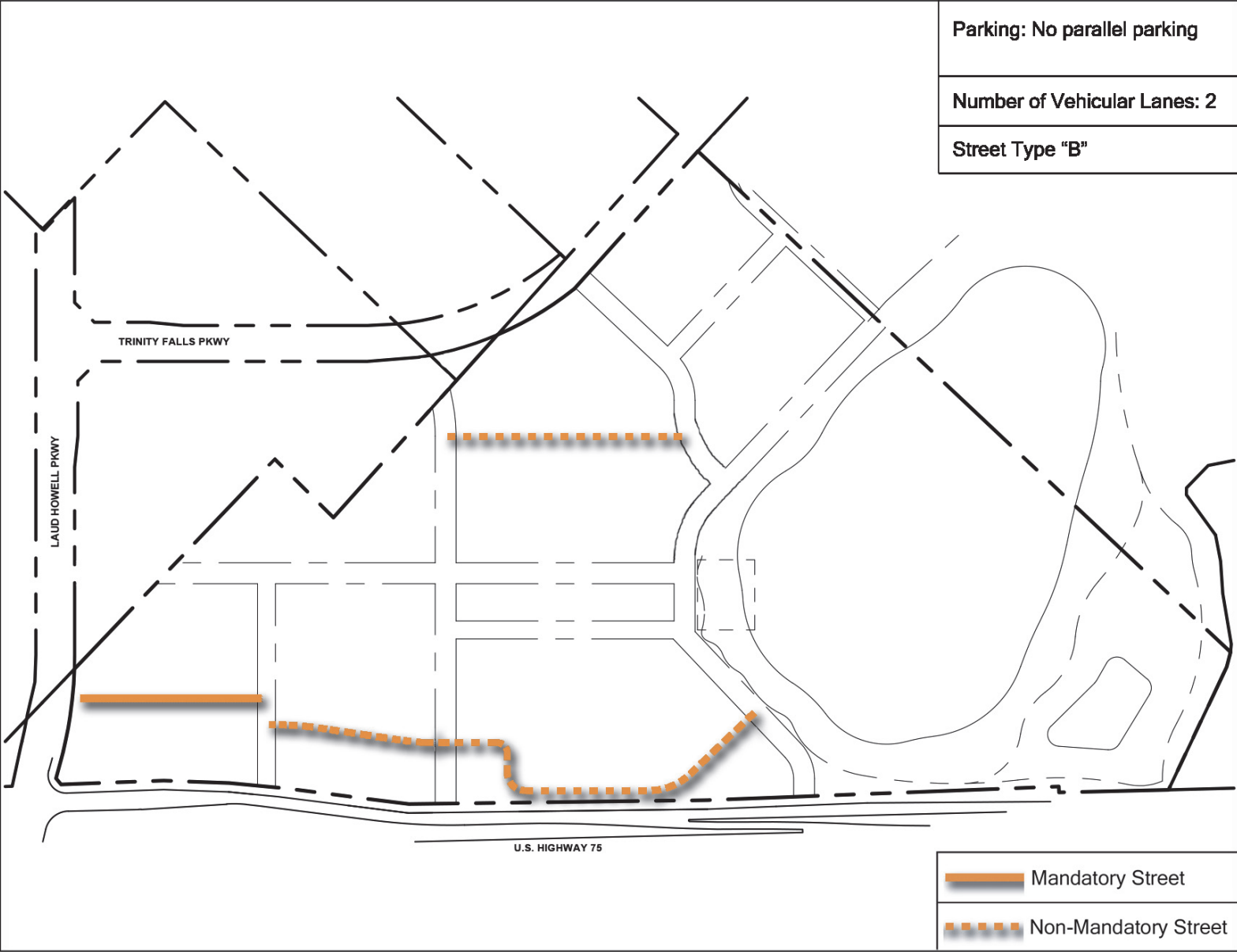


# Wilson District Planned Development Code

January 30, 2017

9.11 Service Drive

## Service Drives Location Map

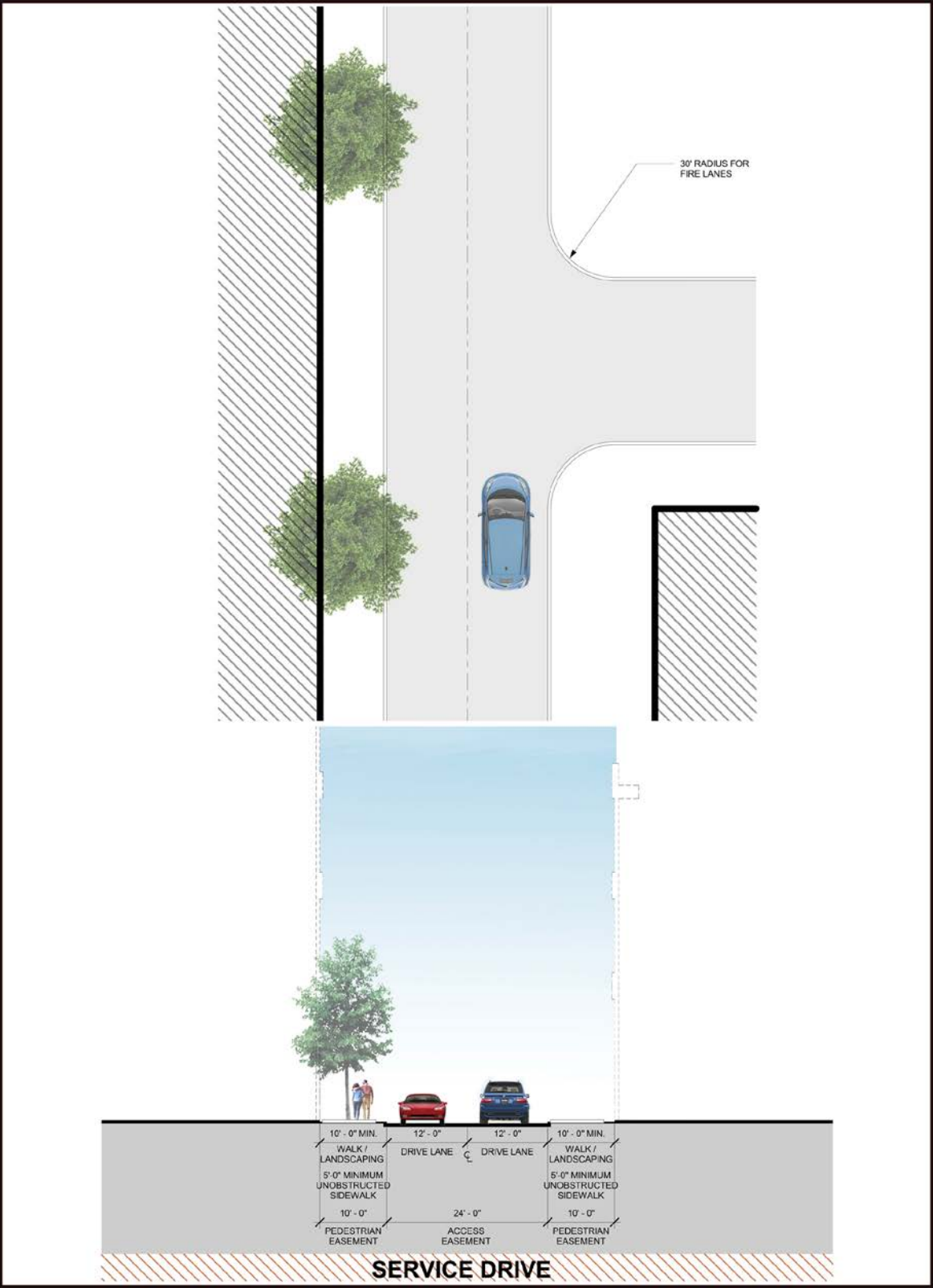




# Wilson District Planned Development Code

January 30, 2017

Street Section: Service Drive

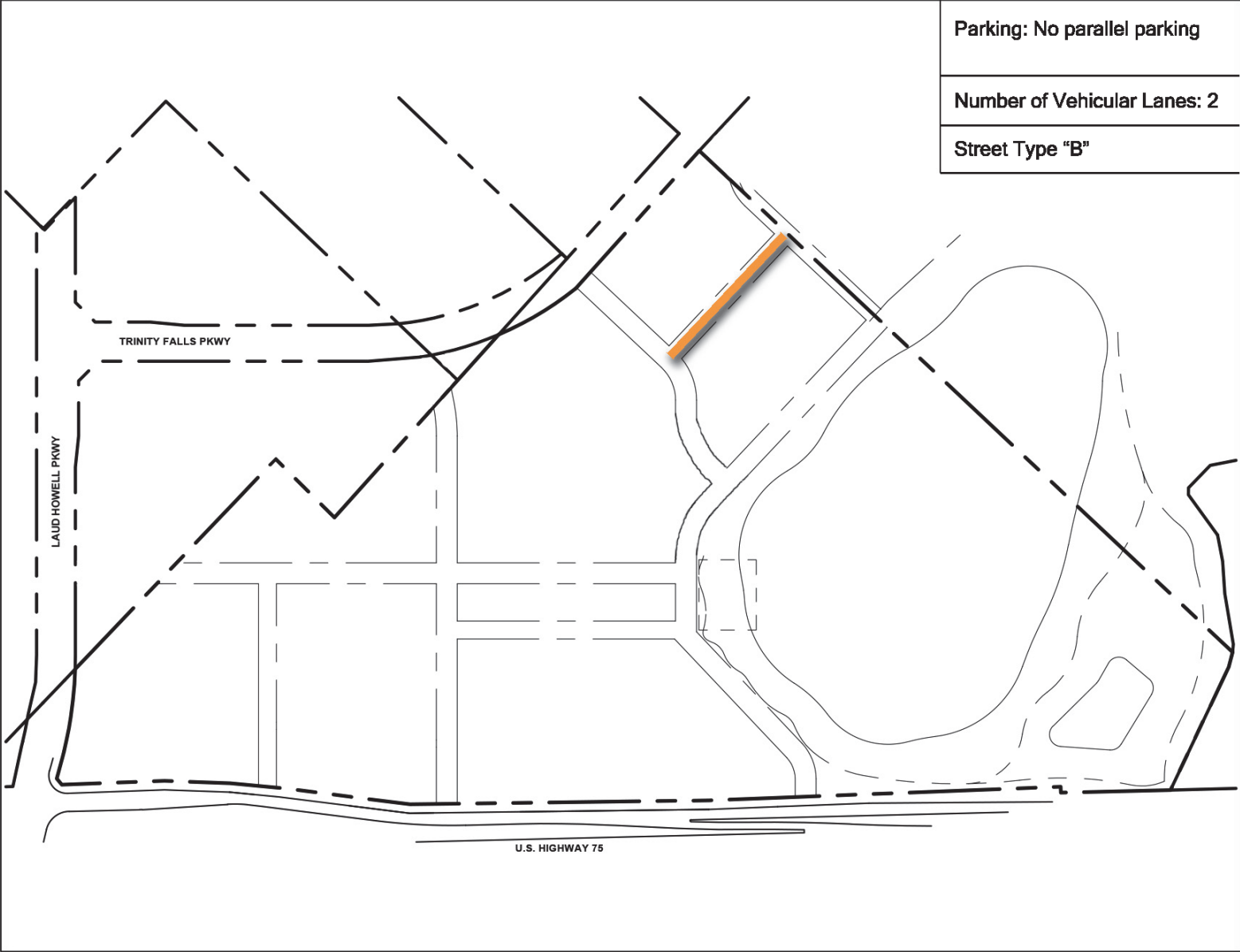


**Wilson District  
Planned Development Code**

January 30, 2017

9.12 Mews Drive “1”

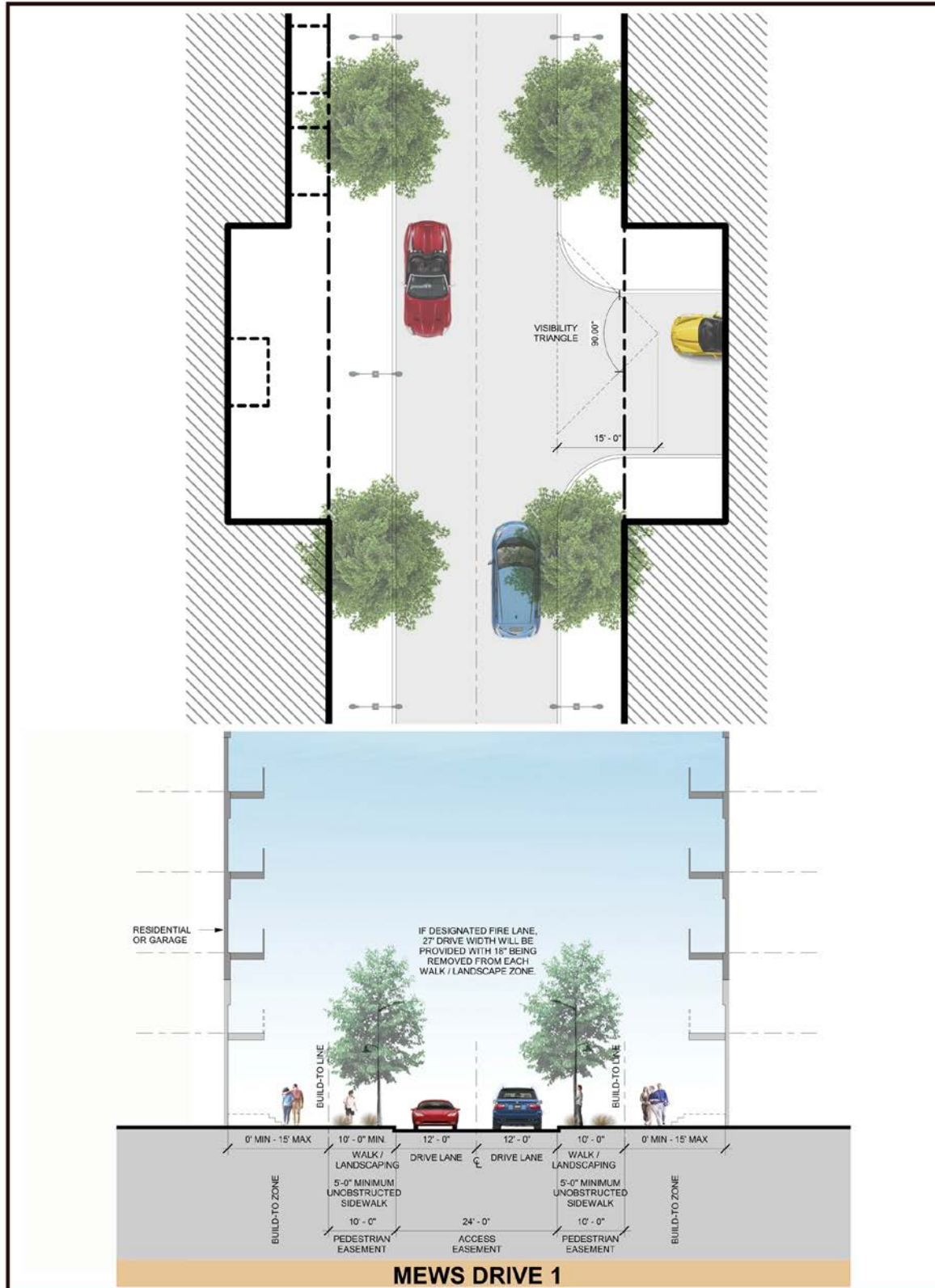
**Mews Drive1 Location Map**



# Wilson District Planned Development Code

January 30, 2017

## Street Section: Mews Drive 1

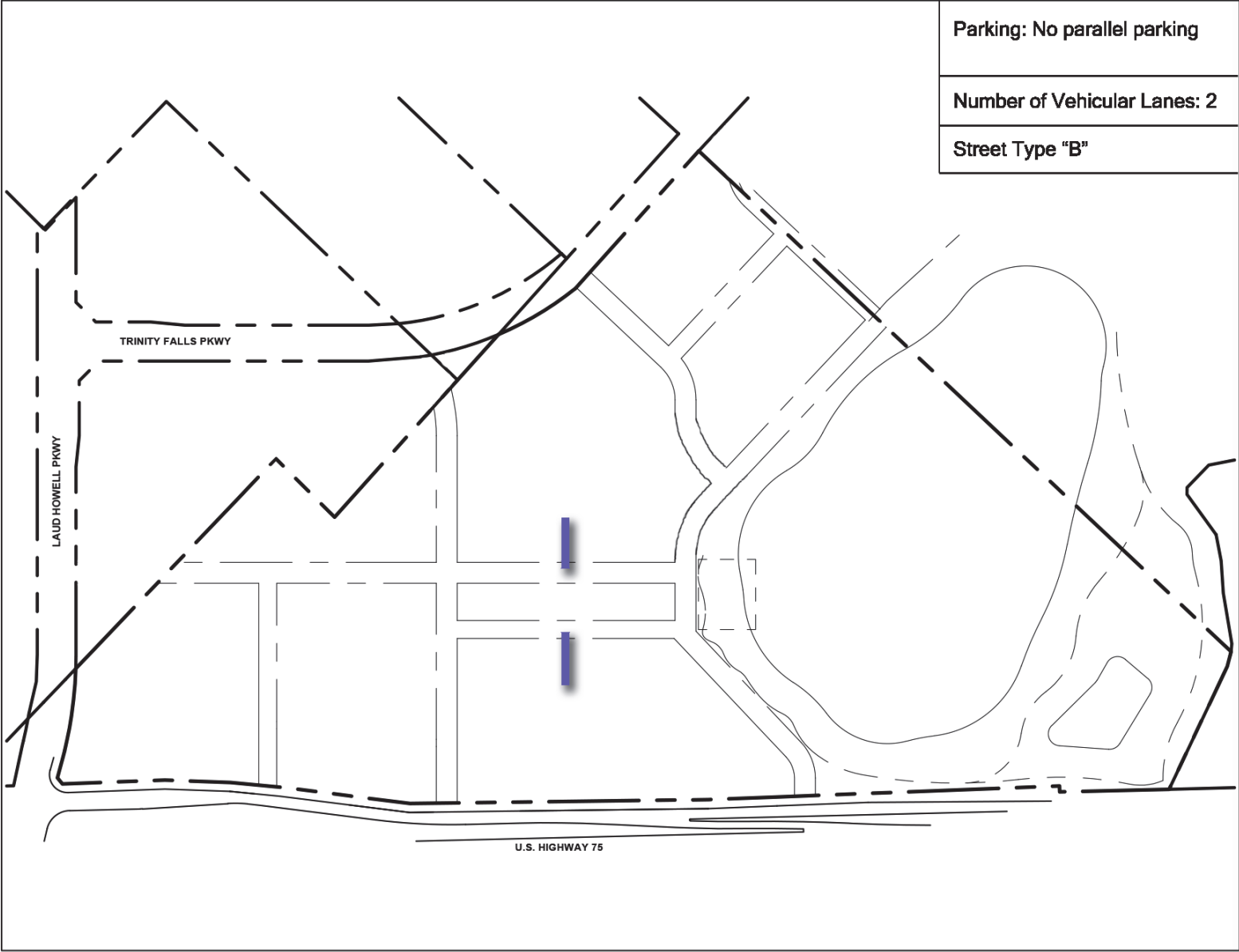


# Wilson District Planned Development Code

January 30, 2017

9.13 Mews Drive "2"

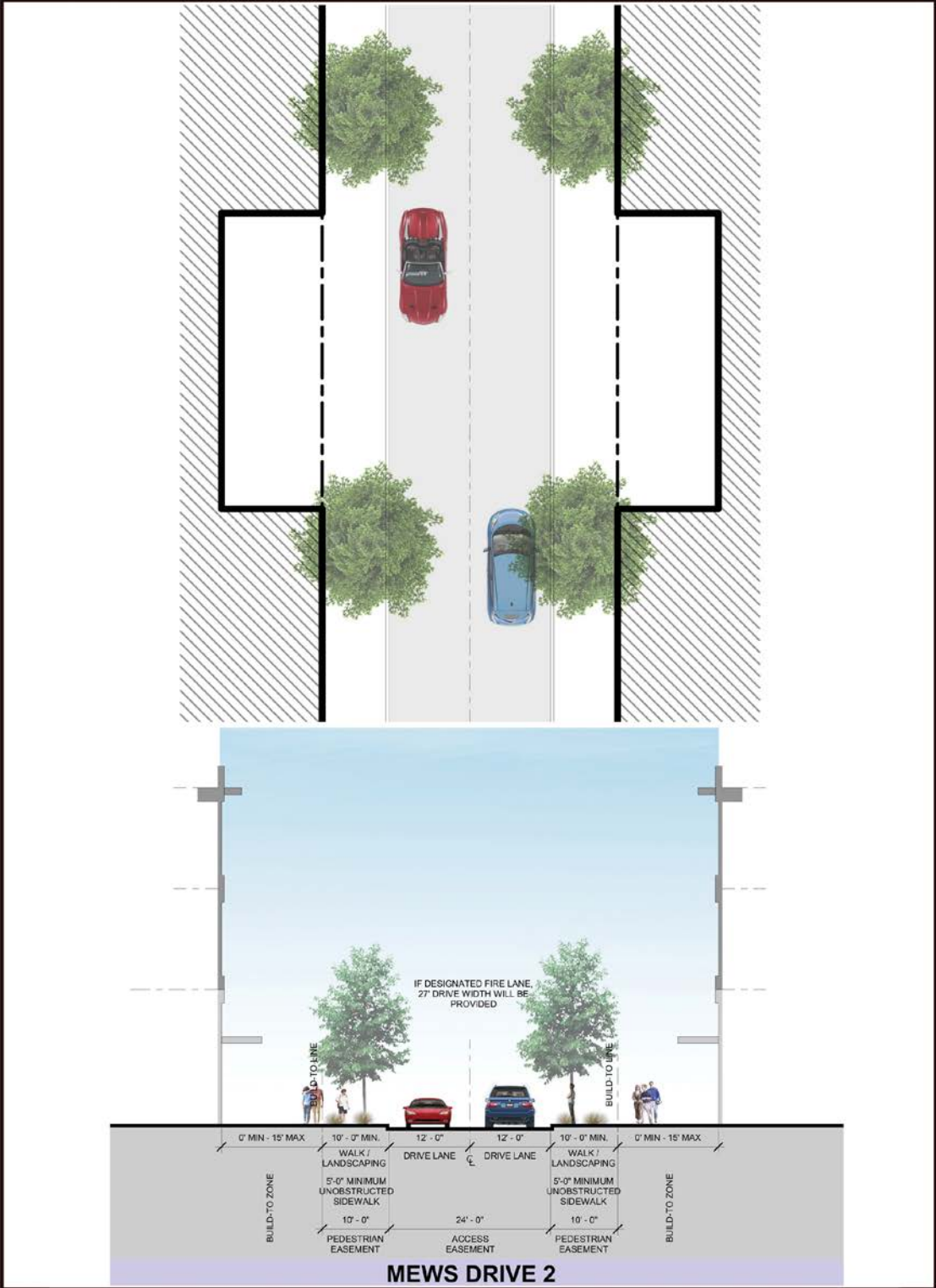
## Mews Drive 2 Location Map



# Wilson District Planned Development Code

January 30, 2017

Street Section: Mews Drive 2



## Wilson District Planned Development Code

January 30, 2017

9.14 Streetscape & Landscape Standards: Streetscape standards shall apply to all streets within the Wilson District. Streetscape standards shall address all elements between the building face and edge of the curb. Typical streetscape elements addressed are street trees, lighting, street furniture and pedestrian amenities, and materials. Maintenance of all landscape and urban furniture, such as trash receptacles, within the streetscape shall not be by the City of McKinney.

9.15 Street Trees and Landscaping (within the pedestrian easement):

- 9.15.1 Street trees shall be required on all Wilson District streets. Refer to Appendix B for a selection of street trees.
- 9.15.2 Street trees shall be planted approximately 3 feet behind the curb line when located in a bulb-out. The tree shall be centered within the bulb-out. Consideration shall be given to landscaping design to ensure these obstructions are not in the apparatus turning movements, or create an obstruction between the aerial apparatus fire lane and the building such that ladder access cannot be provided.
- 9.15.3 Spacing shall be an average of 30 feet on center (measured per block face) along all streets.
- 9.15.4 The minimum caliper size for each street tree shall be 4 in. and shall be a minimum of 12 feet in height at planting. Each street tree shall be planted in a planting area no less than 36 sq. feet; however, the tree well area may be no smaller than 5 feet by 5 feet.
- 9.15.5 Turf and groundcover: When clearly visible from the street, all unpaved ground areas shall be planted with low growing shrubs or ground cover, ornamental grasses, or a combination thereof. Turf grass must be installed as solid sod.
- 9.15.7 Maintenance of all landscape materials shall meet the requirements of the City of McKinney Landscape Ordinance Requirements.
- 9.15.8 Along arterials and the highway access road, street trees shall be planted within the required landscape buffer as per the City of McKinney Landscape Ordinance/Policies.
- 9.15.9 Strategic access points may be created in order to operate fire aerial apparatus in locations where trees may need to be relocated.

9.16 Street Furniture, Lighting, and Materials:

- 9.16.1 Pedestrian scale lighting shall be required along all Wilson District streets. They shall be no taller than 20 feet.
- 9.16.2 Exterior lighting shall minimize the lighting of architectural and landscape features. Where lighting is required for safety, security, egress or identifications, utilize down-lighting technologies rather than up-lighting.
- 9.16.3 Pedestrian-scale regular street lights shall be placed at uniform locations based on the placement of street trees and other street furniture to provide safety for both pedestrians and automobiles while limiting spill-over and light pollution effects of such street lights. The placement and illumination intensity shall be subject to City approval at the time of the submission of a Development Plan.
- 9.16.4 The light standard selected shall be compatible with the design of the street and buildings.
- 9.16.5 Trash receptacles and bike racks shall be required along all Type 'B' Streets except Service Drive. A minimum of one each per block face shall be required. Each bike rack must accommodate at least six (6) bikes.
- 9.16.6 Street furniture and pedestrian amenities such as benches are required along all Type "A" and "B" Streets except Service Drives at a 150' O.C. minimum.
- 9.16.7 All street furniture shall be located in such a manner as to allow a clear sidewalk passageway of a minimum of 6 feet.
- 9.16.8 Materials selected for paving and street furniture shall be of durable quality and require minimal maintenance.

# Wilson District Planned Development Code

January 30, 2017

## 9.17 General Landscape Requirements

- 9.17.1 Regulations not specified within this Code shall follow Chapter 146-135, Zoning Ordinance of the City of McKinney, and as amended.
- 9.17.2 Street trees and landscape areas shall be permitted within the right-of-way line (refer to Section 9.6 – 9.11 of this Code).
- 9.17.3 Intersections internal to the Wilson District and not bordering the district’s perimeter shall be exempt from landscape buffer corner clips.
- 9.17.4 For all non-residential and multiple family parcels, a minimum of 7 percent of the entire site shall be devoted to living landscape, which shall include grass, ground cover, plants, shrubs, or trees. Within multiple family courtyards screened from a street this shall include hardscaped areas.
- 9.17.5 Landscape setbacks for all uses shall match those with both building and parking setback and build-to zone requirements as described in Section 7.1 – 7.4 of this Code.

**Section 10. Civic/Open Space Standards**

10.1 The design of Civic/Open Space shall be regulated by the Civic/Open Space standards herein which shall create a network of open spaces that recognizes the natural qualities of the area while providing a range of both passive and active recreational opportunities. These opportunities may be accommodated in a variety of spaces ranging from large regional parks to neighborhood-scaled plazas. The open space network will be serviced by an interconnected network of trails and paths for pedestrians and bicyclists alike.

**10.2 Open Space Standards – Common Green**



The required open space, Common Green, as designated on the Regulating Plan, will create an important public space that connects the community within the Wilson District and allows for active and passive recreation. Common Green shall primarily be urban landscaped with many places to sit on benches or low walls. Appropriate civic elements, café tables, water features, arbors, amphitheater space or open shelters may be included. No more than 25,000 sf of building area is permitted.

**Typical Characteristics**

**General Character**

Large, open space

Spatially defined by landscaping and building frontages

Paths, trails, open shelters, lawns, trees and shrubs

**Location and Size**

Location and size shall be as shown on the Regulating Plan (Appendix A).

**Typical Uses**

Passive, and unstructured active recreation

Casual seating/picnicking



**10.3 Multi-Use Trail Standards**



The multi-use trail provides an important place for active recreation and creates a connection to regional paths and biking trails. The multi-use trail will help activate connections between uses throughout the Wilson District with other trails that branch off to adjacent neighborhoods. The multi-use trail may have different character as it passes along the outer streets and connects internally with streets.

Trail markers shall be designed and located along the trail to readily locate a person in need of emergency services. A map of these marker locations shall also be designed.

**Typical Characteristics**

**General Character**

Public Multi-Use Trail:

Hardscape Path

Formally disposed pedestrian furniture, landscaping and lighting

Trees lining trail for shade

Appropriately lit for safety

**Standards**

Min. Pavement Width:	Per City Park Plan Requirements
----------------------	---------------------------------

Location shown on the Regulating Plan (Appendix A).

**Typical Uses**

Active and passive recreation

Casual seating

**10.4 Ancillary Structures**



Ancillary structures should be formal in character and generally are related to but clearly subordinate to surrounding buildings. Each individual structure should keep in character with the style of nearby buildings. Typically, these structures are located at prominent locations within an appropriate civic space. Ancillary structures located in more urban zones may have minor commercial uses, such as small food or news vendors, but may also serve as civic elements for general public use with more passive activities. When located within civic open spaces such as Common Green, the maximum percentage of space they occupy shall be no greater than 8% of the open space coverage. With the exception of covered stage pavilions, no single structure shall be greater than 1,500 SF in size.

Any structure shall meet minimum requirements set forth in the International Building and Fire Codes including locally adopted amendments.

**Typical Characteristics**

**General Character**

- Formal character
- Relating to style of surrounding buildings
- One or more open sides
- Covered or providing shade
- Small, stand alone structure
- Located within Common Green

**Standards**

Min. Size	N/A
Max. Size	N/A

**Typical Uses**

- Civic purposes
- Minor commercial uses
- Casual seating/picnicking

**Wilson District  
Planned Development Code**

January 30, 2017

Please see following page attached.

**Appendix B**

**Planting List**

The following lists contain all species approved for use in the Wilson District specifically as streetscape trees. It contains native and acceptable adapted species. Other species that are drought tolerant and adaptive may be used for planting within the Wilson District. The use of alternative species may be permitted with the approval of the Director of Planning or designee.

**STREET TREE LIST**

**Common Name**

Live Oak “Skyclimber”  
Live Oak “Cathedral”  
Pond Cypress  
Texas Red Oak  
Bald Cypress  
(Allee) Lacebark Elm  
Caddo Maple  
Chinquapin Oak  
Chinese Pistache  
Autumn Blaze Maple

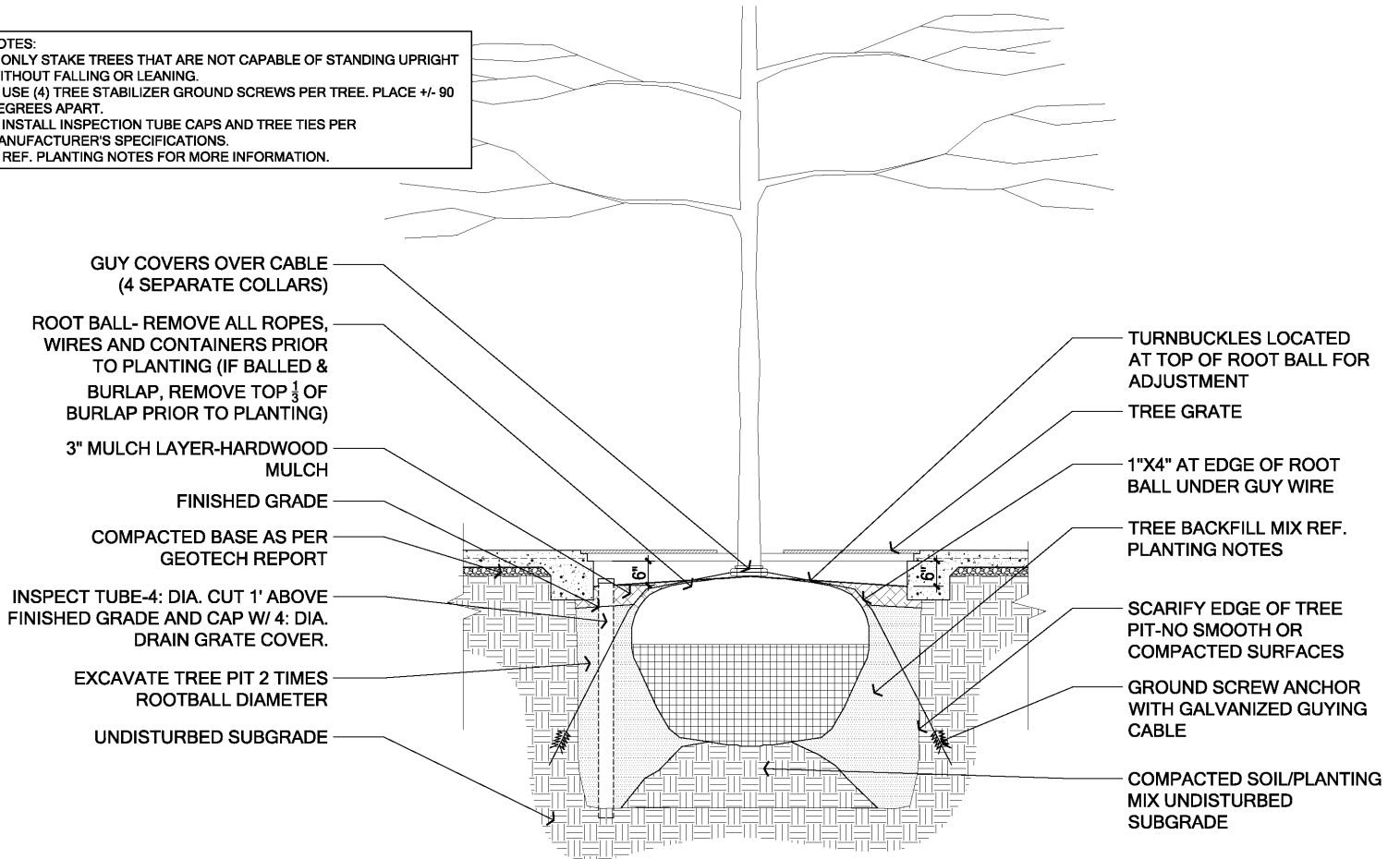
**Botanical Name**

*Quercus virginiana* “Skyclimber”  
*Quercus virginiana* “Cathedral”  
*Taxodium ascendens*  
*Quercus buckleyi*  
*Taxodium distichum*  
*Ulmus parvifolia*  
*Acer saccharum* 'Caddo'  
*Quercus muhlenbergii*  
*Pistacia chinensis*  
*Acer x freemanii*

Appendix C

Root Barrier Design

- NOTES:
1. ONLY STAKE TREES THAT ARE NOT CAPABLE OF STANDING UPRIGHT WITHOUT FALLING OR LEANING.
  2. USE (4) TREE STABILIZER GROUND SCREWS PER TREE. PLACE +/- 90 DEGREES APART.
  3. INSTALL INSPECTION TUBE CAPS AND TREE TIES PER MANUFACTURER'S SPECIFICATIONS.
  4. REF. PLANTING NOTES FOR MORE INFORMATION.



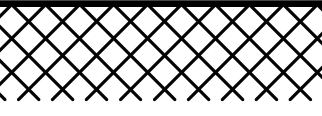









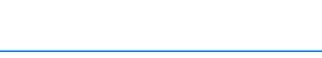





**DETAIL: TYPICAL PLANTING @ TREE GRATE**

SCALE: 1/2" = 1'-0"

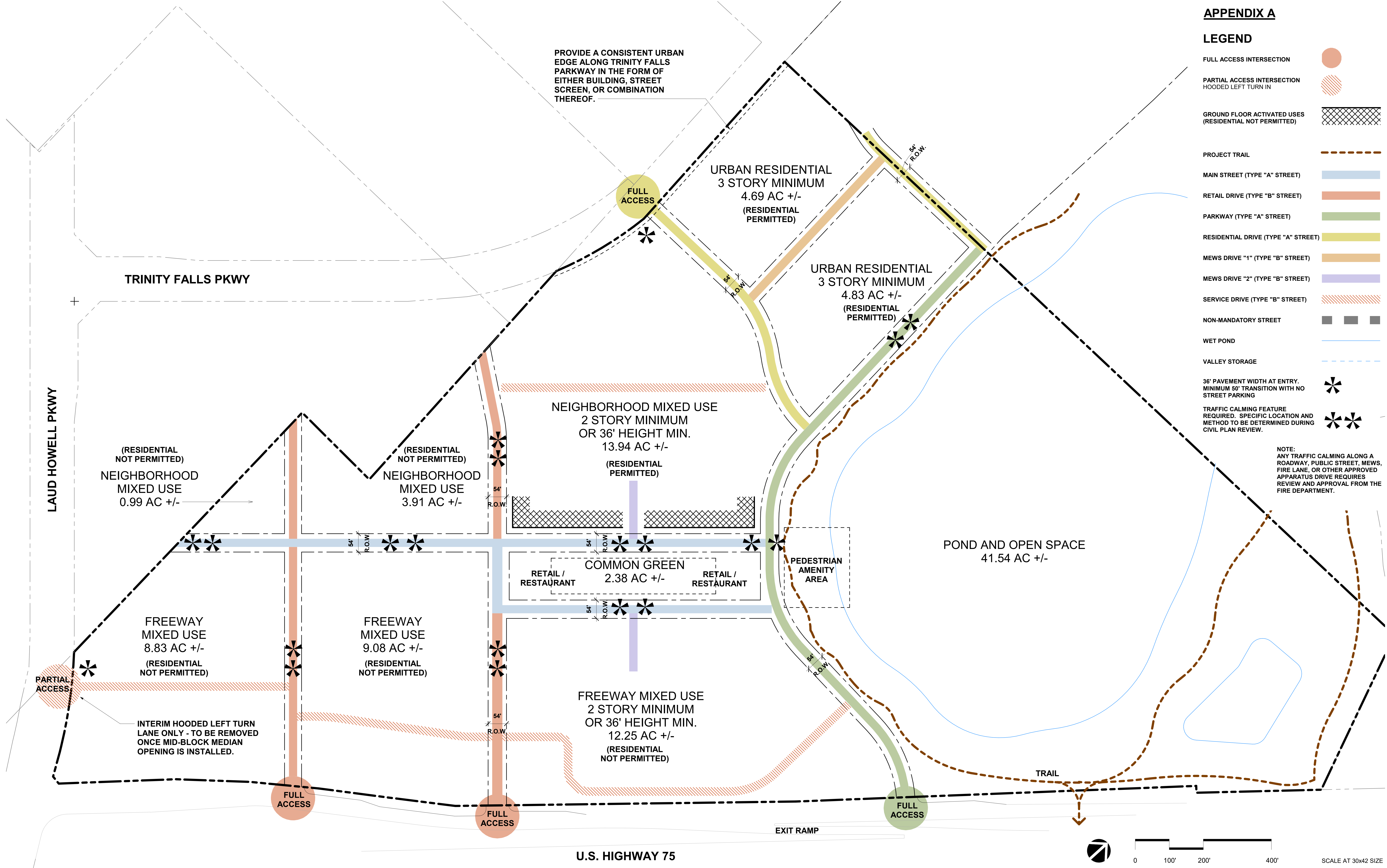
**APPENDIX A**

**LEGEND**

- FULL ACCESS INTERSECTION 
- PARTIAL ACCESS INTERSECTION  
HOODED LEFT TURN IN 
- GROUND FLOOR ACTIVATED USES  
(RESIDENTIAL NOT PERMITTED) 
- PROJECT TRAIL 
- MAIN STREET (TYPE "A" STREET) 
- RETAIL DRIVE (TYPE "B" STREET) 
- PARKWAY (TYPE "A" STREET) 
- RESIDENTIAL DRIVE (TYPE "A" STREET) 
- MEWS DRIVE "1" (TYPE "B" STREET) 
- MEWS DRIVE "2" (TYPE "B" STREET) 
- SERVICE DRIVE (TYPE "B" STREET) 
- NON-MANDATORY STREET 
- WET POND 
- VALLEY STORAGE 
- 36' PAVEMENT WIDTH AT ENTRY.  
MINIMUM 50' TRANSITION WITH NO  
STREET PARKING 
- TRAFFIC CALMING FEATURE  
REQUIRED. SPECIFIC LOCATION AND  
METHOD TO BE DETERMINED DURING  
CIVIL PLAN REVIEW. 

NOTE:  
ANY TRAFFIC CALMING ALONG A  
ROADWAY, PUBLIC STREET, MEWS,  
FIRE LANE, OR OTHER APPROVED  
APPARATUS DRIVE REQUIRES  
REVIEW AND APPROVAL FROM THE  
FIRE DEPARTMENT.

PROVIDE A CONSISTENT URBAN  
EDGE ALONG TRINITY FALLS  
PARKWAY IN THE FORM OF  
EITHER BUILDING, STREET  
SCREEN, OR COMBINATION  
THEREOF.



**REGULATING PLAN**  
WILSON PROPERTY MIXED USE DEVELOPMENT  
MCKINNEY, TX

Job #: 16104  
File Name: P:\2016\16104 - Wilson 101 Property Exhibit\k-draw\k01-current phase\Revit\16104 - Wilson 101 Exhibit - 02.rvt  
Date: 02/07/17  
Drawn by: CH, BM, JF



2808 Fairmount Street, Suite 300  
Dallas, Texas 75201 | 214.303.1500

3300 West 7th Street, Suite 110  
Fort Worth, Texas 76107 | 817.303.1500

THIS PLAN IS CONCEPTUAL AND SUBJECT TO  
CHANGE AS THE PROJECT PROGRESSES