

Section B-2. - Regional employment center—Overlay urban design standards.

I. Overview.

- A. *General purpose.* The following standards and guidelines implement the amendments to the future land use plan for the city's regional employment center (REC). Proposed zoning of the property shall be in keeping with the future land use plan. These urban design standards and guidelines are implemented by means of an overlay zoning district for the REC, and these standards and guidelines are applicable in the REC base zoning districts.

The purpose of these standards and guidelines is to allow for the development of fully integrated pedestrian-oriented neighborhoods, corridors and districts in the REC. The intent is to minimize traffic congestion, relative infrastructure costs, and environmental degradation while improving quality of life and promoting the health, safety and welfare of neighborhood communities. The standards and guidelines are based on the following principles:

- All neighborhoods have identifiable centers and edges.
- Shopping, recreation and basic neighborhood services are accessible by non-vehicular means in the neighborhoods.
- Each neighborhood shall provide a mixed-use neighborhood center accessible by walking no more than one-half mile.
- Uses and housing types are mixed and in close proximity to one another, utilizing urban design to facilitate the compatibility of different uses.
- The streets, blocks, and the placement of buildings on lots encourage pedestrian activity.
- Streets are interconnected, forming a network.
- Civic buildings and civic space are given prominent sites.
- Parks are evenly distributed throughout neighborhoods - within one-quarter of a mile from most dwelling units.
- Schools are located within a ten-minute walk or one-half mile from a majority of the dwelling units in a neighborhood.

- B. *Overlay categories.* The design standards are organized and divided into three overlay zoning categories. These overlay categories will match appropriate urban design with the desired vision for a given area, while maintaining the projected tax base profile of the REC as generally established in the future land use plan.

The three overlay categories are as follows:

1. *Neighborhood zone.*

Intent and purpose: Each development shall be predicated on the neighborhood as the basic unit of development, with a distinct edge and

center that provides the location for the neighborhood's civic buildings (e.g., churches, libraries and meeting halls), primary civic open spaces and primary neighborhood commercial uses. Generally, larger residential lots should be strategically located so that higher intensity residential development is located within and adjacent to neighborhood activity centers.

2. *The Collin-McKinney Parkway corridor zone.*

Intent/purpose: This zone shall provide opportunities for the public to live, work, shop, walk, bicycle and drive within and through the REC and adjacent developments while minimizing conflicts between different modes; to promote an orderly, visually pleasing and active street and parkway environment for workers, residents and visitors; to accommodate the automobile but not at the expense of the pedestrian; to provide adequate and efficient servicing of the development by trucks and utility vehicles throughout the REC, but to minimize the visual and auditory impact of such service; to strengthen relationships and encourage movement between important destinations inside and outside the development.

3. *Commercial/employment zone.*

Intent/purpose : Commercial/employment districts are located principally along SH 121 and in some locations along Custer Road. The intended uses in these districts are large employers involved in commercial/light industrial activity that are dependent upon SH 121 and are not easily incorporated into the fabric of a town center or neighborhood. Buildings of all sizes, large and small, are allowed in commercial/employment districts, as are the associated parking lots, loading and shipping facilities of light industrial activity. Residential uses are permitted above nonresidential uses to promote with the mixed use strategy for the REC.

(See § B-1 of this appendix)

II. *Definitions.*

Alley : A narrow service access to the rear of buildings providing service areas, parking access, and utility easements.

"A" type streets: Streets designed with, or characterized by, features that promote safety, comfort, and convenience of pedestrians and transit users. "A" Streets shall provide monolithic curbing, sidewalks at least five feet wide (at least ten feet wide in neighborhood centers), "street" trees, narrow streets with narrow curb turning radii at intersections, buildings sited close to the street, pedestrian- scaled lighting, on-street parking, no onsite parking between the street and the building facade facing the street with all onsite parking located behind the rear face of the building, aligned front building facades, and building entrances facing the street. The "A" streets shall be organized in a continuous network so that the pedestrian experience is uninterrupted throughout the neighborhood. On type "A" streets, 100 percent of the off-street surface parking shall be located behind the rear face of the building.

"B" type streets: All other streets that are not "A" type streets.

"Big-box" retail : Typically single stores located in a building larger than 60,000 square feet, which are often grouped with other "big-box" stores and which are distinguished by substantial setbacks and large parking lots with little or no pedestrian access.

Build-to line : The build-to line on a block is the surveyed line of a uniform distance away from the front property line, up to which front building facades are required to be built. Porches, eaves and awnings may encroach across the build-to- line. The build-to-line shall be established and platted based upon the applicable standards herein in order to create an even building facade line along the street.

Commercial frontage : The utilization of storefronts, entryways, transparent windows, cafes, and courtyards with active uses, creating an active pedestrian environment along a street.

Community green: An area of smooth turf enabling gatherings for outdoor events and activities, bounded by a concentration of uses including commercial, retail, residential, community, civic and public.

Corner store: A retail store no greater than 4,000 square feet in gross floor area that is located on a corner and fronts onto a major local street or greater street, which provides retail services and goods primarily oriented to serve the residents of the immediately surrounding neighborhood. Residential and other permitted uses are encouraged on the upper level.

Courtyard: A hard-surfaced or landscaped space within a lot, open and unobstructed to the sky so as to receive sunlight, located at or above grade level, and bounded on three or more sides by the walls of a building or a vegetative wall.

Developer: Any person seeking approval under these standards and guidelines for any form of development.

Dwelling unit: One or more rooms providing complete living facilities, including kitchen facilities or equipment for cooking or provisions for the same, and including room or rooms for living, sleeping, bathing and eating.

Internal open space: Plazas, commons, greens, tot lots, non-municipally owned urban parks, squares, but not utility easements, which provides a central focus for a neighborhood mixed-use area and which is accessible so that the open space is within walking distance (no more than 1,320 feet) of 90 percent of the lots of the neighborhood.

Live/work unit: A dwelling unit providing for a combination of uses in which employment can occur on a segregated floor of a residential structure. There shall be allowed a maximum of one nonresident employee per live/work unit, requiring one additional off-street parking space.

Mixed-use: A building or connected buildings that contain both residential and commercial uses.

Net average density : The number of dwelling units per acre averaged over the neighborhood portion of a development (i.e., not the Collin McKinney Parkway Corridor portion), net of rights-of-way, open space, and other nonresidential uses.

Neighborhood center: An area reserved as a place for the neighborhood development, which provides a community gathering place such as a green, plaza or commercial Main Street. The neighborhood center shall accommodate civic, restaurant, retail and mixed use residential uses.

Neighborhood development: An area 40 to 160 acres in size with a mix of housing types, providing at least one neighborhood center.

Peripheral open space: Woodlands, areas surrounding creeks or ponds, other preserved natural areas, community gardens, golf courses and other semi-natural recreation areas such as disc-golf courses. Peripheral open space may not be used to meet the internal open space requirement.

Plaza: An animated gathering space, predominately hard-surfaced with complimentary landscaping, water features, and other site furnishings; framed on at least two-sides by the vertical rise of building walls; or framed by closely planted large maturing trees in lieu of buildings.

Retail access "sleeve": A narrow street with sidewalks or an improved pedestrian-way that connects a neighborhood internally with a retail center that is typically located on an arterial or at the intersection of major thoroughfares, enabling the residents of the neighborhood to access the retail center without having to travel onto the arterial or major thoroughfares.

ROW : The right-of-way, or the dedicated strip of land that encompasses a publicly owned infrastructure, such as a street and sidewalk.

Single-loaded street: A drive that has improved lots running along only one side of the street and typically providing access to a public open space along the other side of the street.

Street cross-section proportions/ratios : The proportion or ratio, between width and eave height, of the space between facing buildings on opposite sides of a street. For example, a street open space of 60 feet between buildings 30 feet in height would have a streetscape ratio of 2:1.

"Street" trees : Trees planted in the planting strip or parkway between the sidewalk and the street, approximately spaced 30 feet on-center.

Town house/row house: Attached dwellings with each unit providing a separate public street entrance and frontage.

Urban (pedestrian-oriented) : A development pattern characterized by a mix of commercial, institutional, residential (often times vertically integrated with non-residential uses), and recreational uses located in close proximity to one another connected via a network of streets accommodating the automobile while encouraging pedestrian interaction and activity. Urban features often include, but are not limited to: Aligned front building facades pulled closely to the street; street trees, pedestrian-scaled lighting, and pedestrian seating defining and protecting the pedestrian realm between

streets and building facades; on-street parking offering direct access into building entrances; off-street parking areas located behind buildings; and centrally located open spaces (parks, plazas, courtyards, squares) offering public gathering areas.

III. *Overarching design guidelines.* The following design standards are applicable for all developments within the REC:

A. *The regional context.*

1. Neighborhood location shall be consistent with the future land use plan for REC, including the preservation of open space and development of alternative modes of transportation, including hiking, biking and public transit.
2. Neighborhoods should be connected in as many locations as possible to adjacent developments and thoroughfares.
3. Highways and arterial roads shall go around the neighborhoods rather than through them. Where they do come in contact with the neighborhoods, these roads should be designed for low speeds.
4. Arterial roadways through neighborhoods and urban activity centers should take the form of the type "A" or Main Street or an avenue. At the edge of the neighborhood they should take the form of a parkway or a boulevard.
5. A network of interconnecting streets shall be developed to create several alternative routes through and between neighborhoods and commercial/employment districts.
6. The interconnecting street network is not meant to be and should not provide a cut-through alternative to arterials.

B. *The site context.*

1. All lakes, ponds, creeks, wetlands, and other natural features should be retained in the design and development process.
2. Significant natural amenities should be fronted by streets or paths at least 30 percent of their length rather than privatized behind backyards.
3. Submitted plans should locate neighborhood centers and sub-centers such as squares, greens, and parks at significant tree stands and other natural amenities.
4. All developments should conform to the site topography to minimize the amount of grading necessary to achieve a viable street network.

C. *Gateways and vistas.*

1. *Generally.* Views of significant features and buildings should be preserved and enhanced to aid the public in becoming oriented within an area.
2. *View corridors.*

- a. Street vistas should terminate with a significant view or building. A carefully sited building, public tract, a view of a natural feature, or an angle in the street shall terminate street vistas.
 - b. Developments shall include a plan to protect important views by designating the following on subsequent site plans:
 - i. Locations from which significant views of natural features are visible; locations from which water features or parkland can be seen and from which access is possible; and the location of open space, buildings, landscaping, and pathways that will protect, provide access to, or provide a frame for these significant views.
 - ii. Locations from which views of major landmarks of the built environment, such as fountains, sculpture, or important architectural features either within or outside a development are visible, and the location of open space, buildings, landscaping, and pathways that will protect, provide access to, or provide a frame for these significant views.
3. *Focal points.*
- a. The site design should designate major entranceways into a development and include some type of entry feature such as landscaping, an entry monument, sculpture or fountain.
 - b. At gateways into the REC and key intersections of arterials within the REC, ornamental landmarks should be integrated into site design to create visual focal points and a sense of identity. These should include monuments, artwork, and/or ornamental landscaping features.
- D. *Connectivity, linkages and access.*
1. Because the REC street and pedestrian network can serve as a bicycle route as part of the regional bicycle system, all developments should consider, in the site design, locations for bicycle parking and bicycle access connecting with the regional routes.
 2. Developments shall make provisions for bicycle trails, lanes and routes as part of an interconnected system, as directed by these guidelines and the city master park and trails plan.
 3. Single-loaded collector and neighborhood streets should abut at least 30 percent of the total area along creeks and waterways.
- E. *Site design.*
1. All buildings shall face public streets unless they face a plaza or a courtyard.
 2. Site design shall provide direct access into the buildings from the public sidewalk.

3. Sites shall be designed with a continuous pedestrian system throughout the development.

F. *Architectural design guidelines.*

1. The architectural standards ordinance shall apply in the REC. Meritorious exceptions may be requested as provided for in the architectural standards ordinance.
2. Buildings should reflect a continuity of treatment in the following:
 - a. Building scale;
 - b. Subtly graduated rather than drastic changes;
 - c. Maintaining front yard build-to line;
 - d. Use of front porches on residential buildings;
 - e. Maintaining the cornice line in buildings of the same height;
 - f. Extending horizontal lines of windows and doors; and
 - g. Echoing architectural styles and details, design themes, building materials, and colors of the local context.
3. Buildings on corner lots should be designed as significant structures.
4. Buildings should avoid long, monotonous, uninterrupted walls or roof planes. Building wall offsets, including projections, recesses, and changes in floor level should be used to add architectural interest and variety, and to relieve the visual effect of a simple, long wall. Roofline offsets should be provided as well, in order to provide architectural interest and variety to the massing of the building and to break the roof into smaller scale components.
5. The exterior of townhouses and apartments may be designed to appear as a single building, such as a large single family detached dwelling.
6. The architectural treatment of the front facade should continue, in its major features, around all visibly exposed sides of a building. All sides of a building should be architecturally consistent with regard to style, materials, colors, and details. Blank wall or service area treatment of side and/or rear elevations visible from the public right-of-way is discouraged.
7. Gable roofs with a minimum pitch of 9/12 are encouraged. When hipped roofs are used recommended minimum pitch should be 6/12. Flat roofs should be avoided on one-story buildings but may be allowed for commercial buildings two stories or higher. Other roof types should be appropriate to the architecture of the building. Mansard roofs are generally discouraged, particularly on buildings less than three stories in height. Architectural embellishments that add visual interest to the roofs, such as dormers, belvederes, masonry chimneys, cupolas, clock towers, and other similar elements are encouraged.

8. Blank, windowless walls are strongly discouraged on all sides of buildings. If building codes necessitates such walls, the walls should be articulated and/or textured, and landscaped.
 9. All building entrances should be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, porticos, porches, overhangs, railings, balustrades, and others as appropriate. All these elements, as well as the doors, should be compatible with the style, materials, colors, and details of the building as a whole.
 10. In mixed-use buildings, the difference between ground level commercial uses and entrances for upper level commercial or apartment uses should be reflected by differences in facade treatment. Storefronts and other ground floor entrances should be accentuated through cornice lines. Further differentiation could be achieved through distinct, but compatible, exterior materials, signs, awnings, and exterior lighting.
 11. Storefronts should be integrally designed with the upper floors to be compatible with the overall facade character. Ground floor retail, service, and restaurant uses should have large pane display windows not to exceed 75 percent of the ground level facade area. Those large panes shall rest on a base of at least 18 inches at the ground level unless approved as part of site plan approval if found to be in keeping with the spirit of the architectural design guidelines. Buildings with multiple storefronts should be coordinated through the use of architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.
 12. Light fixtures attached to the exterior of the building shall be architecturally compatible with the style, materials, colors, and details of the building, and level of illumination should comply with local building codes. The type of light source on the exterior of buildings, signs, parking areas, walkways, and other areas of site, and the quality of light, shall be the same or compatible. Facades should be lit from the exterior, and generally light sources should be concealed.
 13. All A/C units, HVAC systems, exhaust pipes and stacks, elevator housing, satellite dishes and other such devices shall be thoroughly screened by walls, fencing, roof elements, penthouse-type screening devices, or landscaping.
- G. *Sign design standards.* All signs within the REC area shall comply with the following sign regulations:
1. For "A" streets, apply commercial historic district sign standards.
 2. Neon signs are permitted on "A" streets.
 3. For all other streets, the regulations of the city sign ordinance shall apply, except that billboards shall be prohibited.
- H. *Landscaping standards.*

1. Landscaping should be integrated with other functional and ornamental site design elements, where appropriate, such as recreational facilities, ground paving materials, paths and walkways, fountains and other features, trellises, pergolas, gazebos, fences, walls, street furniture, and public art.
 2. Landscaping and site treatment plans should consider seasonal flowers in planters, planting beds, and hanging baskets.
 3. To conserve energy, landscaping should include the planting of evergreen windbreaks to block the northwest winds in the winter, thereby reducing heating energy costs. Deciduous trees shall be planted near the southern facades of buildings to block summer sun, thereby reducing solar heat gain during the summer months.
 4. Detention basins, headwalls, outlet structures, concrete flow channels, rip rap channels, and other drainage improvements shall be screened with plant material and/or berms. Such drainage structures, as appropriate, shall be situated in the least visible locations or, if visible, incorporated into the natural curves of the land. Detention basin embankment and the basin itself shall be extensively landscaped with wet-site-tolerant plant materials and shall be sized to accommodate the future growth of the planted vegetation.
 5. Shade trees.
 - a. Shade trees shall be provided along each side of all streets, public or private, existing or proposed. Shade trees shall also be massed at critical points, such as at focal points along a curve in the roadway. In locations where healthy and mature shade trees currently exist, the requirements for new trees may be waived or modified. For single family residential lots, the shade tree requirement shall count as one of the required "lot" trees.
 - b. Shade trees shall have a minimum caliper of three inches and/or a minimum height of ten feet at time of planting, and a maximum spacing of 30 feet on center, with exact spacing to be evaluated on a site-specific basis.
- I. *Lighting standards.*
 1. Along all type "A" streets, commercial or mixed use streets, parking areas, sidewalks, walkways, courtyards, community greens, and interior open spaces in a neighborhood, maximum 13-foot high decorative lamps and lamp posts shall be provided. On commercial streets these lamp posts shall be spaced no more than 80 feet on center. On local streets, lighting should be confined to intersections and corners.
 2. In parking lots, post height may be extended to maximum of 16 feet.

IV. *Neighborhood zone.*

Intent and purpose: Each development shall be predicated on the neighborhood as the basic unit of development, with a distinct edge and center that provides the location for the neighborhood's civic buildings (e.g., churches, libraries and meeting halls),

primary civic open spaces and primary neighborhood commercial uses. Generally, larger residential lots should be strategically located so that higher intensity residential development is located within and adjacent to neighborhood activity centers.

A. *Land use mix and allocation.*

1. Each neighborhood development is defined as an area 40 to 160 acres in size and shall provide at least one neighborhood center. The size of a neighborhood development may be increased as part of the zoning process in order to provide flexibility for large master planned developments. A sustainable neighborhood provides a mix of uses and activities, including shopping, employment, schools, recreation, civic and all types of housing, which enables people of all ages and means to access conveniently the various services and uses needed and desired, whether one is driving, cycling or walking.
2. Each neighborhood shall include a mix of uses as follows on a gross acreage basis:

Public, civic and open space	5—15%
Neighborhood retail center	2—10%
Residential	75—93%

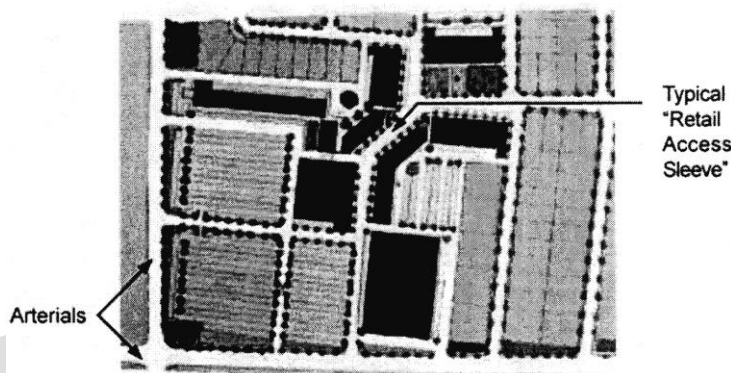
- a. Public and civic uses include non-municipally owned public parks, other improved internal open space, schools, churches, amenity centers (e.g., pools, tennis courts) and other public facilities.



- b. The minimum internal open space for any one neighborhood development shall be the greater of two acres or five percent of the

gross acreage of the development. Dedicated trailways may account for no more than 25 percent of the minimum internal open space requirement.

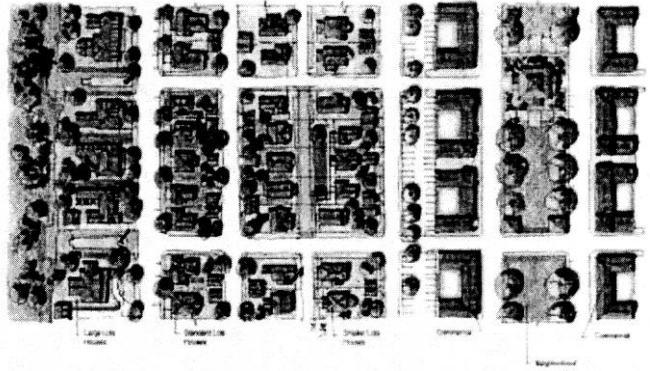
- c. Flood plains can be counted as open space, provided that they abut a single-loaded street with lots on the other side of the street facing the flood plain open space, and that they provide for and permit pedestrian access.
- d. Commercial retail uses are intended to be principally neighborhood services, shopping, professional services, and sit-down restaurants; but they are not intended to be "big box" retail, general office, or any use greater than 20,000 square feet. This notwithstanding, retail uses greater than 20,000 square feet that do not exceed 60,000 square feet are allowed only if they front a major arterial, and if the site design for the uses provides for direct pedestrian and vehicular access from the adjacent neighborhood via the use of an access "sleeve" so that vehicles and pedestrians can access the retail site without the utilization of the arterial.



Craig Ranch, McKinney, Texas Charrette, Duany-Plater Zyberk

3. A diversity of housing types within close proximity of one another is encouraged. For housing types south of F.M. 720 and east of Rowlett Creek, there shall be a minimum of five percent each of at least four of the following seven categories:
 - a. Single family detached dwellings on large lots;
 - b. Single family detached dwellings on standard lots;
 - c. Single family detached dwellings on small lots;
 - d. Town/row houses;
 - e. Dwellings above nonresidential space;
 - f. Two-, three- and four-family dwellings;
 - g. Multifamily apartment buildings;

For neighborhoods north of F.M. 720 and west of Rowlett Creek, the housing type mix is optional.



Transition of Uses

Specifications for each of these housing types are provided in the area and bulk regulations herein.

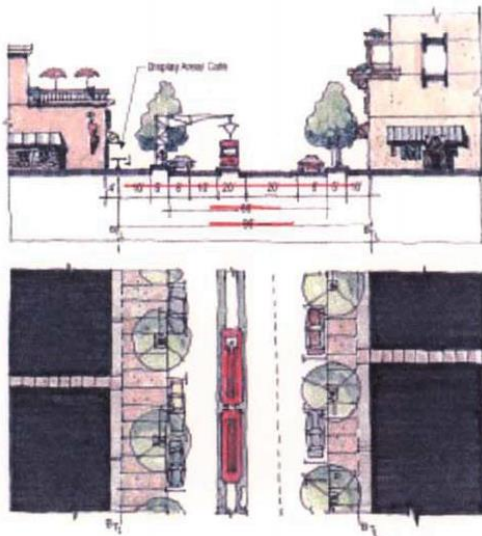
4. Each single family detached dwelling is permitted to contain an accessory dwelling unit in the rear yard, such as an apartment over the garage, or a freestanding structure.
5. For purposes of residential density calculation, only primary units shall count as dwelling units; accessory residential units on single family residential lots and dwellings above nonresidential uses shall not count as dwelling units.
6. Subsidized housing should be architecturally indistinguishable from market-rate housing. Residential densities shall be as follows:

	For Developments Within 800 Feet of the Right-of-Way of Collin-McKinney Parkway	For All Other Developments in Neighborhoods
Minimum net average density:	N/A	4 dwelling units/acre
Maximum net average density:	No maximum	18 dwelling units/acre

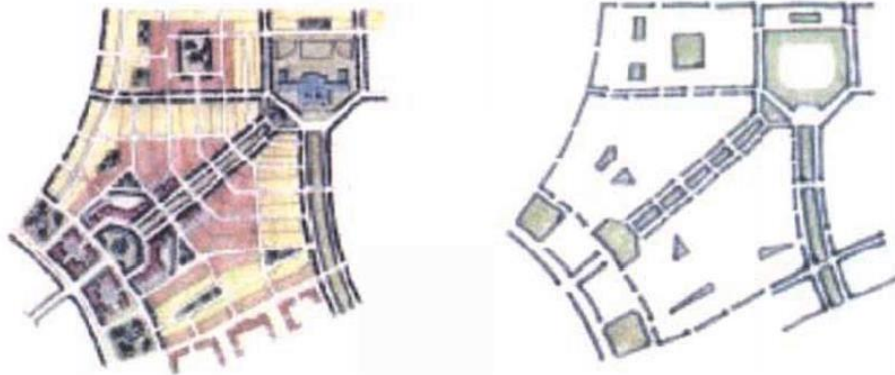
7. Residential net density should generally decrease from the community green and/or neighborhood center towards the periphery. Smaller lots and higher density blocks are generally located closer to the community green

and Main Street commercial area. The segregation of dwelling unit types is discouraged and different types of dwelling units may be mixed in any distribution within any single block.

8. Apartments intended to develop in an urban, pedestrian-oriented manner shall be designed in multiple small buildings that are sited on the street's build-to line, and such that each ground floor unit faces the street in order to maximize compatibility with the urban design of the other adjacent residential and commercial uses. Apartment buildings that do not intend to develop in an urban manner shall follow the alternative setbacks provided for in the *Area and Bulk Regulations for Apartment Dwellings* of the *Neighborhood Zone*.

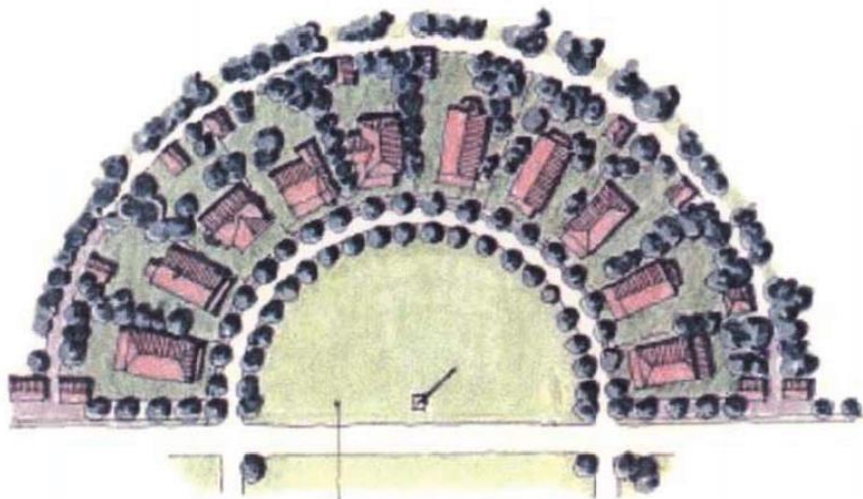


9. Within a mixed-use development in the neighborhood center, residential dwellings shall not be located on the ground floor, although ground floor entryways to internal stairwells are permitted.
10. Like uses should be placed across the street from one another.
11. Elementary schools should be located no more than ten minutes' walking distance from most dwellings, roughly one-half mile, and should be easily accessible on foot. Residential developers should confer with the applicable school district to determine the need and desired location for new school sites.
12. Open space within the neighborhood should not be leftover space, but rather it should be parks, greens, squares, or plazas designed as a network.



Neighborhood Plan, Green and Open Space System

13. Any large area of open space between neighborhoods should be connected.

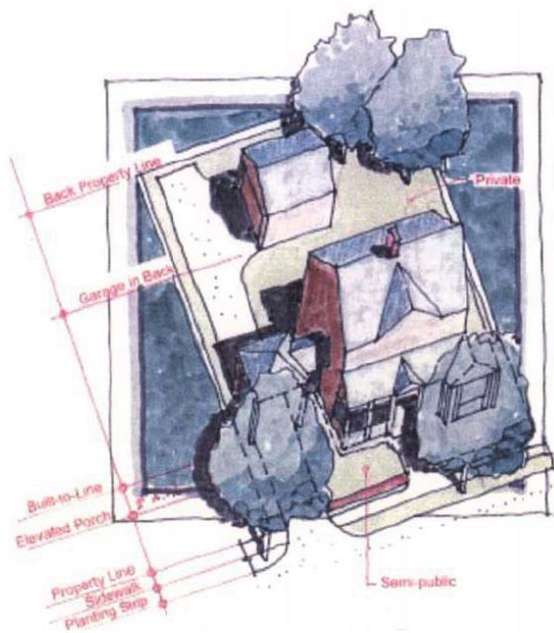


Village Green

- B. *Site design.*
 1. *Residential.*
 - a. Residential uses intended to develop in an urban, pedestrian-oriented manner shall establish a single specific build-to-line for the respective opposing block faces down a street. The build-to-line shall be no greater than one-third and no less than one-tenth of the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line. Residential uses that do not intend to develop in an urban manner shall follow the alternative setbacks provided for in the *Area and Bulk*

Regulations for Single Family Detached (Large, Standard, and Small lot) and Townhouse Dwellings of the Neighborhood Zone.

- b. Encroachments by stoops, eaves, overhangs, porches, bay windows and balconies within the area between the property line and the build-to line are permitted. However, no building shall encroach into the area between the build-to-line and the property line.



Area and Bulk Regulation Elements

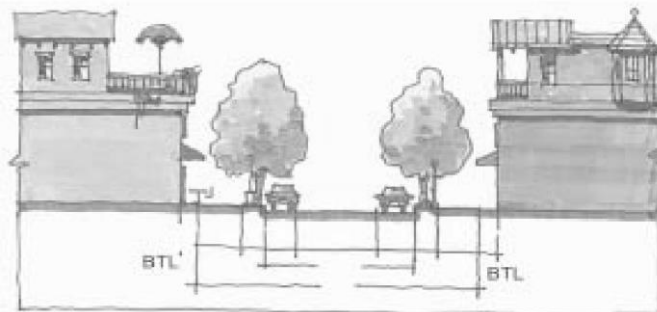
- c. Lot widths should vary in order to provide design character along a street.
- d. All dwellings are encouraged to have a finished first floor elevation at least two feet above the finished surface grade of the lot at the front door. This provision does not apply to accessory dwelling units.
- e. The front of detached garages accessed by driveways from the front of the house shall be set back a minimum of ten feet from the back of the house or rotated so that the garage doors do not face adjacent streets.
- f. Attached garages accessed by driveways from the front of the house are encouraged to be set back at least 20 feet from the front facade of the house. Front facing garage doors shall be no closer than 20 feet from the front property line.
- g. There shall be no more than one accessory unit located on a single family dwelling lot.
- h. Dwelling units on any street should have a front entrance articulated by a covered front entry porch. Porches generally should be located on the

front of the building or wrapping, and occasionally on the side. Porches are encouraged to be at least four feet in depth.

- i. Residential buildings should have relatively flat fronts and simple roofs, with most wings and plan articulations set at the rear.
- j. At least 35 percent of the facade facing a street of each ground floor apartment dwelling shall consist of window and door openings, except as approved as part of a site plan if found to be in keeping with the overall residential site design principles.
- k. A corner store may be located in an area zoned residential, provided it fronts onto a major local or greater street and is located on a corner. Corner store buildings shall be designed to appear as residential buildings; and ground level commercial uses shall not exceed 4,000 square feet, with residential uses on the upper level encouraged. Corner stores should be primarily oriented to serve the residents of the immediately surrounding neighborhood.

2. *Neighborhood center.*

- a. The developer(s) of a neighborhood development shall designate land in a central location and of sufficient size to serve as a neighborhood center. The neighborhood center shall be incorporated in to the zoning and platting of the property. The neighborhood center base zoning district shall be used as the appropriate device for entitling and reserving land for this purpose.
- b. The amount of land reserved shall be at least 100 square feet and no more than 200 square feet of commercial land area per each primary residential dwelling unit, counting all residential units at build-out.
- c. The Neighborhood Center component should front on the interior streets of the neighborhood. If the Neighborhood Center fronts on an arterial street, it shall provide for direct pedestrian and vehicular access from the adjacent neighborhood via the use of a "sleeve" so that vehicles and pedestrians can access the retail site without the utilization of the arterial street (see "sleeve" diagram, Subsection V.A.2.d. above). Commercial uses can be mixed and integrated with second story dwelling units.



Commercial Main Street at Neighborhood Center

- d. The neighborhood center shall contain or be adjacent to a community green, a main street, a plaza or a square.
- e. If the development includes a main street commercial area and a community green or plaza or square, the community green or plaza or square should either front upon the main street; the main street should terminate at the community green or plaza or square; or the main street and the community green or plaza or square should combine to create a neighborhood focus.
- f. Commercial uses should be contained in multi-story, mixed-use structures with commercial/retail uses on the ground level and apartment dwellings or offices on the upper levels. The maximum ground level footprint of a commercial building should be no more than 10,000 square feet unless the building mass is designed so as not to overwhelm the adjacent areas and buildings.
- g. Restaurants are permitted to operate outdoor cafes on sidewalks (including areas in the public right-of-way) and in courtyards, provided that pedestrian circulation and access to store entrances are not impaired, and so long as public health, safety and welfare are maintained.

The following guidelines are applicable:

- i. A minimum of five feet of sidewalk along the curb leading to the entrance of an establishment shall be maintained free of tables and other encumbrances.
- ii. Planters, posts with ropes, or other removable enclosures are encouraged to define the area occupied by the cafe.
- iii. Extended canopies, awnings, and umbrellas are permitted. Colors should compliment building colors.
- iv. Cafes shall provide additional trash receptacles.

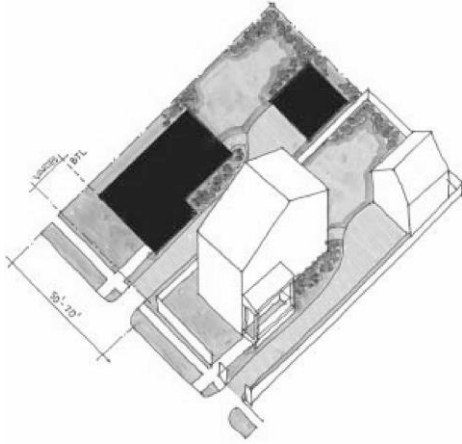
C. *Area and bulk regulations.*

- 1. *Single family detached, large lot.*

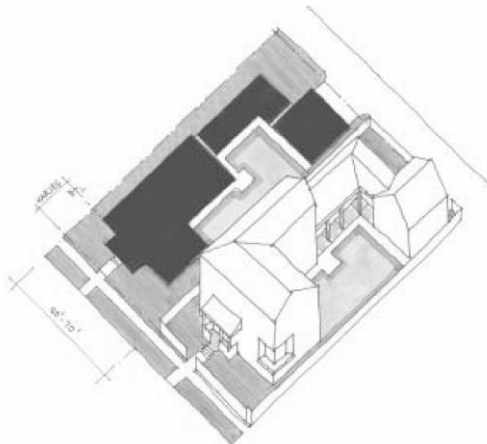


Single family Detached Large Lot
with Front Access

- a. Minimum lot area: 8,400 square feet.
 - b. Minimum lot width: 70 feet.
 - c. Minimum lot depth: 100 feet.
 - d. Yard dimensions:
 - i. Build-to-line for developments intending to develop in an urban, pedestrian-oriented manner: The build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line. Residences that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
 - ii. Side yard: Minimum of ten feet; 15 feet for the side facing the street on a corner lot.
 - e. Maximum building height: 45 feet or 2.5 stories.
 - f. Accessory unit allowed; maximum 750 square feet footprint and 1,000 square feet of dwelling space; and maximum height 25 feet.
2. *Single family detached, standard lot.*



Single family Detached Standard Lot with Front Access

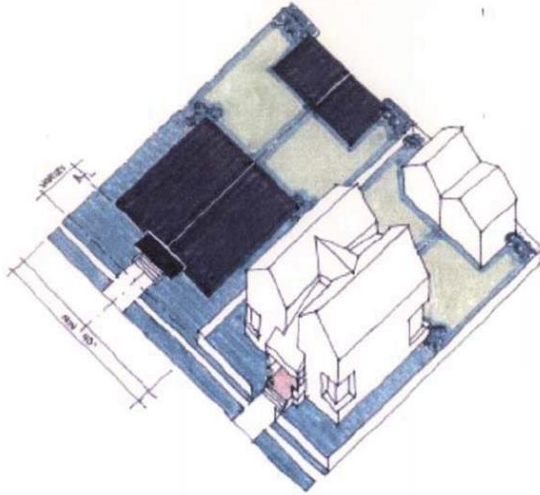


Single family Detached Standard Lot with Rear Access

- a. Lot area: A minimum of 5,000 square feet.
- b. Lot width: Minimum of 50 feet, and less than 70 feet.
- c. Minimum lot depth: 90 feet.
- d. Yard dimensions:
 - i. Build-to-line for developments intending to develop in an urban, pedestrian-oriented manner: The build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
 - ii. Side yard: Minimum of five feet (if a zero lot line product is to be constructed, a minimum building separation of ten feet shall be

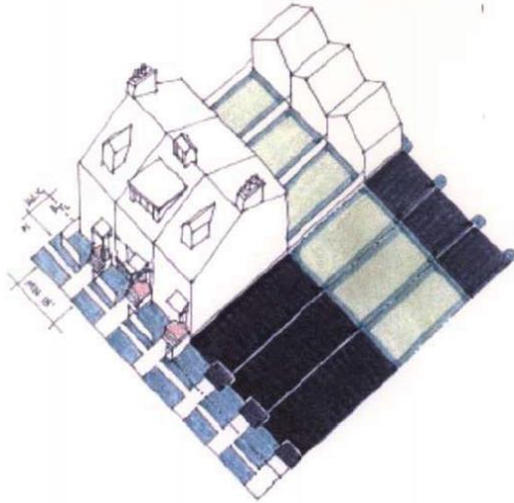
maintained and the zero lot line side of each lot intended to accommodate such a residential product shall be indicated on an approved record plat, minor plat, minor replat, or amending plat) except where otherwise warranted to maintain sight visibility requirements as determined by the city engineer.

- e. Maximum building height: 35 feet or 2.0 stories.
 - f. Rear yard or side yard parking optional, alley optional.
 - g. Ancillary unit allowed; maximum 650 square feet footprint and 1,000 square feet of dwelling space; and maximum height 25 feet.
3. *Single family detached, small lot.*
- a. Lot area: A minimum of 3,000 square feet.
 - b. Lot width: 35 feet or greater, but less than 50 feet; and up to 60 feet for a corner lot.
 - c. Minimum lot depth: 70 feet; 100 feet if ancillary unit utilized.
 - d. Yard dimensions:
 - i. Build-to-line for developments intending to develop in an urban, pedestrian-oriented manner: The build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
 - ii. Side yard: Minimum of five feet (if a zero lot line product is to be constructed, a minimum building separation of ten feet shall be maintained and the zero lot line side of each lot intended to accommodate such a residential product shall be indicated on an approved record plat, minor plat, minor replat, or amending plat) except where otherwise warranted to maintain sight visibility requirements as determined by the city engineer.
 - e. Maximum building height: 35 feet or 2.0 stories.
 - f. Rear yard or side yard parking required, and an alley is required.
 - g. Ancillary unit allowed (only if minimum lot depth is 100 feet), maximum 500 square feet footprint and 1,000 square feet of dwelling space; and maximum height 25 feet.
 - h. Attached structure shall be subordinate to the main structure at a minimum by a lower ridgeline.
4. *Two-, three-, and four-family dwellings.*



Two-, Three- and Four-Family Dwellings with Rear Access

- a. Lot area: Minimum lot size 5,000 square feet, and minimum of 2,000 square feet per dwelling unit.
- b. Lot width: Minimum of 40 feet.
- c. Minimum lot depth: 100 feet.
- d. Yard dimensions:
 - i. Build-to-line: The build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line.
 - ii. Side yard: Minimum of five feet; 15 feet for the side facing the street on a corner lot.
- e. Maximum building height: 35 feet or two stories.
- f. Maximum lot coverage: 65 percent.
- g. Rear yard or courtyard parking required; an alley is required for lots less than 50 feet wide.
- h. For all residential buildings other than single family dwellings, the first floor of the front facade shall have as a minimum 35 percent of the surface area constructed in windows, doors, or other openings, such as entryways, to facilitate compatibility with single family uses.



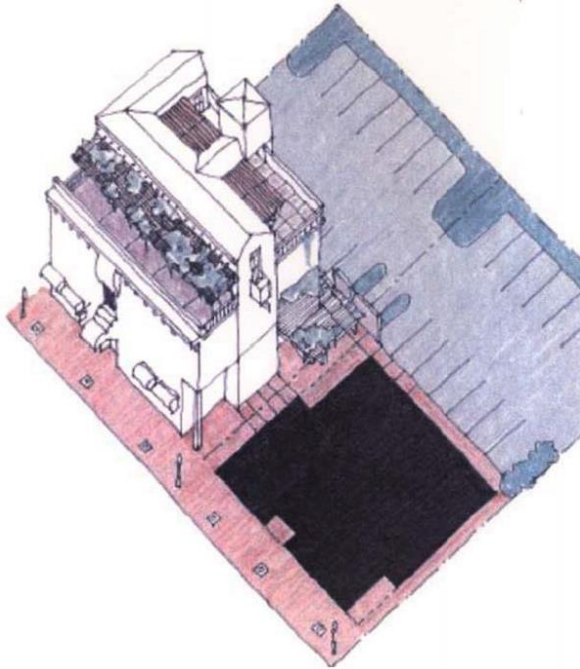
Townhouse Dwellings with Rear Access

5. *Townhouse (rowhouse) dwellings.*
 - a. Lot area: A minimum of 1,800 square feet and a maximum of 4,500 square feet per dwelling unit.
 - b. Lot width at front yard build-to-line: Minimum of 18 feet, maximum of 40 feet per dwelling unit.
 - c. Minimum lot depth: 80 feet.
 - d. Yard dimensions:
 - i. Build-to-line: The build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line.
 - ii. Side yard (end of row): Minimum of ten feet.
 - iii. Rear yard: Minimum of 20 feet.
 - e. Maximum building height: 35 feet or 2.5 stories, except that it may be increased to three stories per site plan approval.
 - f. Maximum building length: Eight dwelling units in a row along a block face.
 - g. Rear yard garage and alley access or contained internal courtyard parking is required.
 - h. For all residential buildings other than single family dwellings, the first floor of the front facade shall have as a minimum 35 percent of the surface area constructed in windows, doors, or other openings to facilitate compatibility with single family uses.

6. *Apartment dwellings.*

- a. Minimum lot area: 8,800 square feet.
- b. Lot width: Minimum of 80 feet.
- c. Minimum lot depth: 100 feet.
- d. Yard dimensions:
 - i. Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner the build-to-line shall be 15 feet, unless located on a block along with non-apartment lots, thereby requiring the build-to-line to be calculated as prescribed in the residential site design section herein and such that the apartment lot is not utilized in the build-to-line average lot width calculation. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 35 feet.
 - ii. Side yard: Minimum of ten feet; 15 feet for the side facing a street on a corner lot.
 - iii. Rear yard: Minimum of 55 feet.
- e. Maximum building height: For developments intending to develop in an urban, pedestrian-oriented manner, the maximum building height shall be 4 stories (buildings within 125 feet of a single family residential zoning district shall be limited to two stories). Buildings that are not intended to develop in an urban manner shall be limited to 35 feet or 2.5 stories.
- f. Maximum lot coverage: 75 percent.
- g. Maximum building length: Eight dwelling units in a row along a block face.
- h. Rear yard parking and alley access required on type "A" streets; side yard parking but not front yard parking allowed on "B" streets.
- i. For all residential buildings other than single family dwellings, the first floor of the front facade shall have as a minimum 35 percent of the surface area constructed in windows, doors, or other openings to facilitate compatibility with single family uses, except as approved as part of a site plan if found to be in keeping with the overall residential site design principles.

7. *Commercial uses and mixed-use buildings.*

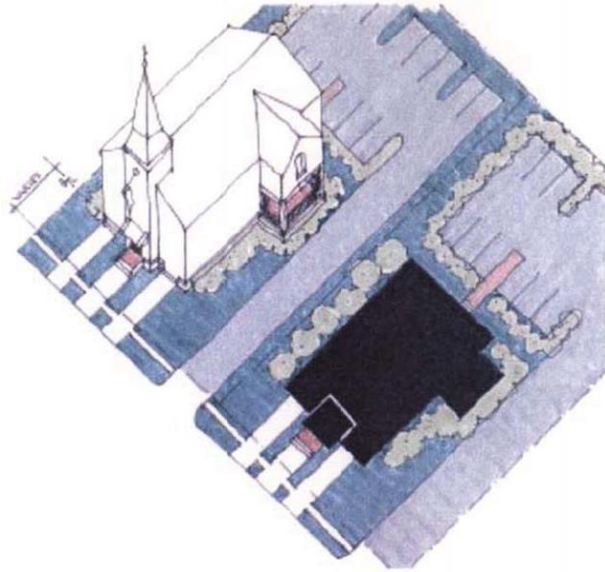


Commercial and Mixed-Use Dwellings

- a. Lot width: Minimum of 30 feet, maximum 115 feet.
- b. Minimum lot depth: 100 feet.
- c. Yard dimensions:
 - i. Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner the build-to-line shall be between two and six feet on commercial (main) streets and on all other streets in neighborhood centers; otherwise, utilize the build-to-line calculated as prescribed in the residential site design section herein and such that the commercial lot is not utilized in the build-to-line average lot width calculation. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
 - ii. Side yard (each side): Minimum of zero feet if attached to an adjacent building, or a minimum of five feet if not attached to an adjacent building.
 - iii. Rear yard: Minimum of 55 feet (one row of double parking).
- d. Maximum building height: 35 feet and 2.5 stories.
- e. Maximum lot coverage: 70 percent.
- f. On type "A" streets, 100 percent of the off-street surface parking should be located behind the rear face of the buildings, and alleys are required. On type "B" streets, at least 80 percent of the off-street surface parking

spaces for commercial buildings should be located at the side of the building or behind the rear face of the building.

8. *Community, civic, institutional and religious buildings.*



Community, Civic, Institutional and Religious Dwellings

a. Yard dimensions:

- i. Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner the build-to-line shall be between two and six feet on commercial (main) streets and on all other streets in neighborhood centers; otherwise, utilize the build-to-line calculated as prescribed in the residential site design section herein and such that the subject lot is not utilized in the build-to-line average lot width calculation. Community, civic, institutional and religious buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
- ii. Side yard: Minimum of 15 feet.
- iii. Rear yard: Minimum of 55 feet.

b. Maximum building height: 45 feet or three stories.

c. Maximum lot coverage: 70 percent.

d. Off-street parking should be in rear yards or side yards. Alleys recommended.

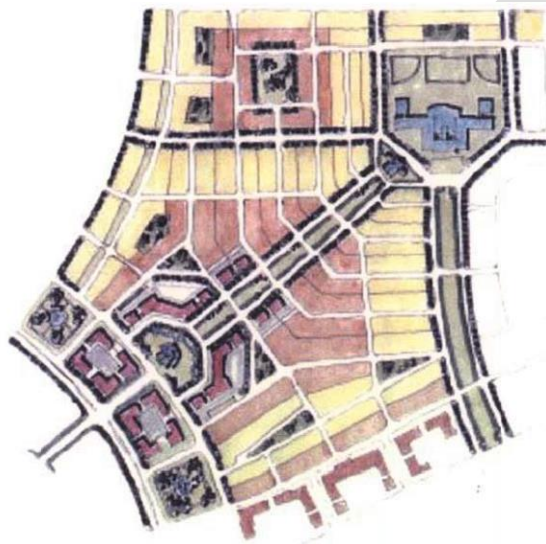
e. If the structure is a church, the space limits established in Section 146-129(1)c shall apply.

D. *Connectivity, linkages and access.*

1. *Transportation network.* The transportation network shall provide opportunities for the public to walk, bicycle and drive within the REC and adjacent developments while minimizing conflicts between different modes; to promote an orderly, visually pleasing and active street environment for workers, residents and visitors; to accommodate the automobile but not at the expense of the pedestrian; and to strengthen relationships and encourage movement between important elements inside and outside the development.
2. *Street network.*
 - a. All streets should be organized in a comprehensible hierarchical network of "A" streets and "B" streets that manifest the structure of the neighborhood.
 - i. Type "A" and type "B" streets shall be identified for each neighborhood such that each development provides at least ten percent in linear footage of type "A" streets of the total linear footage of streets within the development. This provision shall apply to the aggregate areas of multi-phase subdivisions when larger subdivisions are platted in phases, and type "A" streets shall be planned in new developments to connect with existing developments so that effective pedestrian access between developments is achieved.
 - ii. Type "A" streets are designed with, or characterized by, features that promote safety, comfort, and convenience of pedestrians and transit users. "A" streets shall provide monolithic curbing sidewalks on both sides at least five feet wide and at least ten feet wide in neighborhood centers and commercial main streets, "street" trees spaced 30 feet on-center, narrow streets with narrow curb turning radii at intersections, buildings sited close to the street, pedestrian-scaled lighting, on-street parking, no onsite parking between the street and the building facade facing the street, aligned building facades, and building entrances facing the street. The "A" streets shall be organized in a continuous network so that the pedestrian experience is uninterrupted throughout the neighborhood. On type "A" streets, 100 percent of the off-street surface parking should be located behind the rear face of the buildings.
 - iii. Type "B" streets may be of lesser pedestrian character as compared to type "A" streets. On type "B" streets, at least 80 percent of the off-street surface parking spaces for commercial buildings should be located at the side of the building or behind the rear face of the building.
 - b. Each neighborhood shall be designed with a layout of streets and blocks so that vehicular and pedestrian movement is interconnected throughout the neighborhood, as well as the surrounding

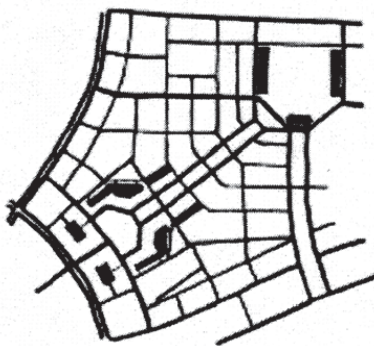
neighborhoods. Interconnectivity shall be accomplished by the following:

- i. The street network shall be laid out to provide multiple access ways between destinations;
- ii. The street network shall allow bicyclists and pedestrians to travel on local streets to most locations within the neighborhood without the need to follow arterials;
- iii. The neighborhood street system should be inter-connected, and converge generally at common destinations such as commercial areas, parks and transit centers.



General Development Plan

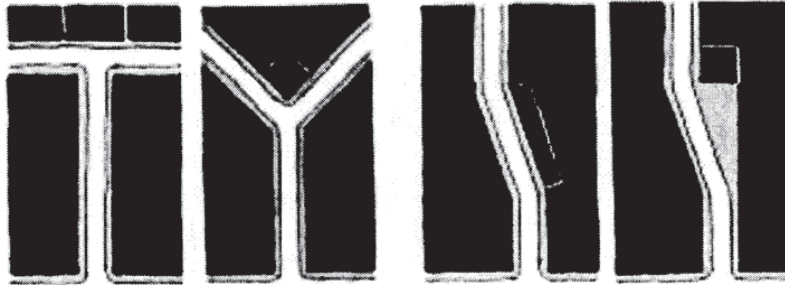
- iv. The street pattern should be direct and avoid circuitous routes or dead-end streets.



Street Pattern

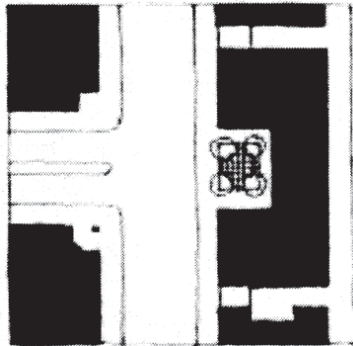
- v. Street connections should be designed to keep through trips on collector or arterial streets and local trips within the neighborhood.

- vi. At no time should a collector or arterial street be the only route to and from different land uses in the neighborhood.
- vii. Buildings shall be sited on their respective lots so as to address the street either by their front or side; but they shall not back onto streets.
- viii. A building, a public tract, a view of natural feature, or an angle in the street should terminate most street vistas.



Vista Termination, Vista Deflection

- ix. Curved streets should maintain roughly the same cardinal orientation (except where steep grades dictate otherwise).



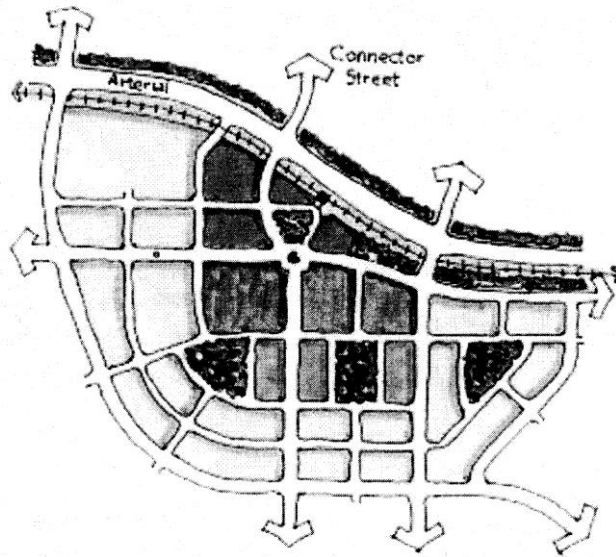
"T" Intersections should terminate at major entries, buildings, plazas or other prominent features

- x. All streets at both ends should terminate at other streets. Use of cul-de-sacs is strongly discouraged. If the use of cul-de-sacs is desired or necessary because of topographical or other environmental necessity, the cul-de-sac shall be connected by a permanently maintained pedestrian/bicycle pathway to the next adjacent street or trail behind the cul-de-sac;
- xi. All retail and neighborhood centers shall have automobile and pedestrian access from local streets to encourage connections within the neighborhood;

- xii. All street blocks should not be longer than 600 feet, measured from the intersecting curb face to curb face for a subdivision with an average buildable lot size of 10,000 square feet or less, and 800 feet for a subdivision with an average buildable lot size greater than 10,000 square feet; for blocks longer than 500 feet, an alley or pedestrian path should provide through access;
- xiii. The street pattern should be laid out to create blocks that are generally rectilinear in shape, a modified rectilinear shape, or another distinct geometric shape;

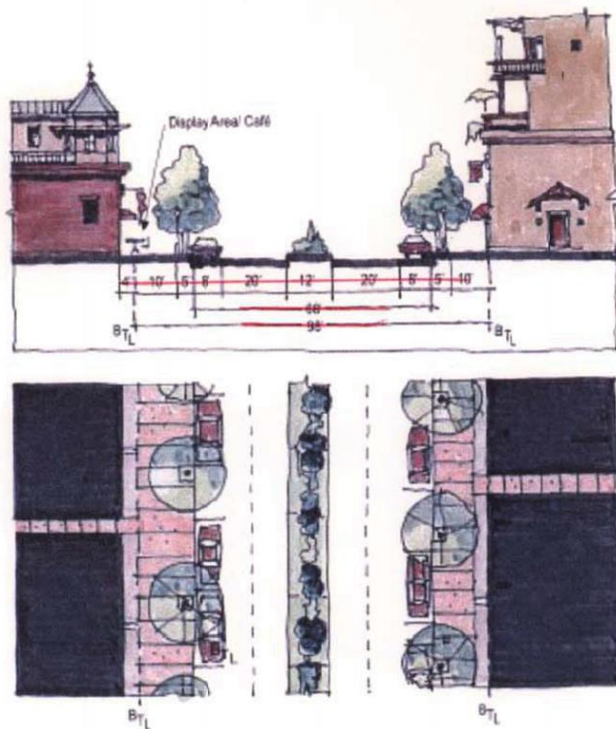


- xiv. Blocks closer to the neighborhood center should be smaller relative to the blocks further from the neighborhood center.
- c. Each neighborhood shall connect to adjacent development through the use of a system of interconnecting streets; if the neighborhood is developed adjacent to undeveloped areas, stub-outs and/or rights-of-way shall be provided at regular intervals so that interconnecting streets can be constructed once the adjacent areas develop. For each neighborhood, there should be at least two interconnections with the existing or planned public street system rated as an arterial or major local, or one every 800 feet, whichever is more frequent.



Connector Street Diagram Adopted from
The Next American Metropolis, Peter Calthorpe

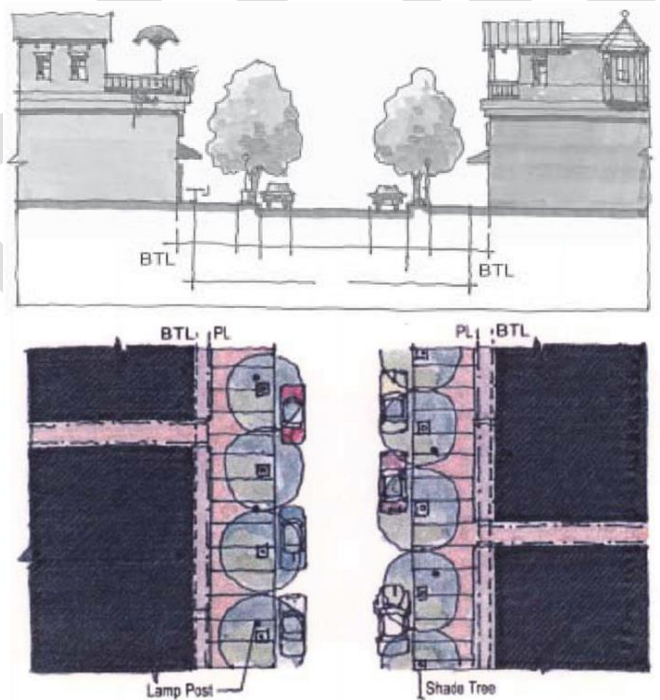
- d. Highways and arterial roads shall go around the neighborhoods rather than through them. Where they do come in contact with the neighborhoods, these roads should be designed and managed to avoid speeds in excess of 30 m.p.h.
- e. Major roads through neighborhoods should be designed as civic thoroughfares. Within a neighborhood they should take the form of an avenue or commercial main street (see street design specifications). At the edge of the neighborhood, roads should take the form of a parkway or boulevard.
- f. The network of interconnecting streets should provide several alternative paths through neighborhoods to the center or to the activity nodes at Collin-McKinney Parkway corridor.



Street Network and Street Design

- g. The interconnecting street network is not meant to be and should not provide a through-route alternative to arterials.
 - h. Where feasible, alleys should be utilized for utility easements in addition to providing access.
3. *Street design specifications.*
- a. General design.
 - i. The street layout for the REC neighborhood areas shall incorporate a hierarchy of streets as set forth below. The street design shall be in accordance with the city subdivision ordinance. Each development in the REC shall contain a clearly identified "A" street "B" street network. A network of neighborhood streets designed according to the principles in subsections b. thru e. below shall be provided. However, the street design shall meet the city street design manual criteria except as approved through a variance to the subdivision ordinance.
 - ii. Telephone poles or other barriers shall not obstruct sidewalks.
 - iii. All sidewalks should be protected by shade trees to encourage pedestrian use; unless other means are provided, this should be achieved by utilizing, between the roadbed and the sidewalk, a planting strip at least five feet wide with shade trees.

- iv. Crosswalks for pedestrians shall be provided at all intersections.
 - v. Curb return radii at neighborhood intersections of local streets and minor collectors should be ten to 15 feet in order to reduce the crossing distance for pedestrians, subject to fire marshal review and approval.
 - vi. All streets except arterials should provide for parallel parking.
 - vii. Blocks predominantly containing lots less than 50 feet wide shall utilize alleys to minimize the number of garages fronting streets.
 - viii. Surface parking for commercial uses should not be placed between the building facade and the street curb.
 - ix. If surface parking is located next to a building, the surface parking area should be screened by a fence, wall, landscaping, or similar device in order to continue the build- to-line of the adjacent building facades. This provision applies to "B" streets only; this option is not allowed on "A" streets.
 - x. Parking lots serving neighborhood centers should be no larger than 25 spaces per lot. Lots serving businesses adjacent to each other should be connected. Parking lots larger than 25 spaces shall be segregated into multiple, interconnected and landscaped areas.
- b. Commercial (main) street—a commercial mixed-use street within the neighborhood.



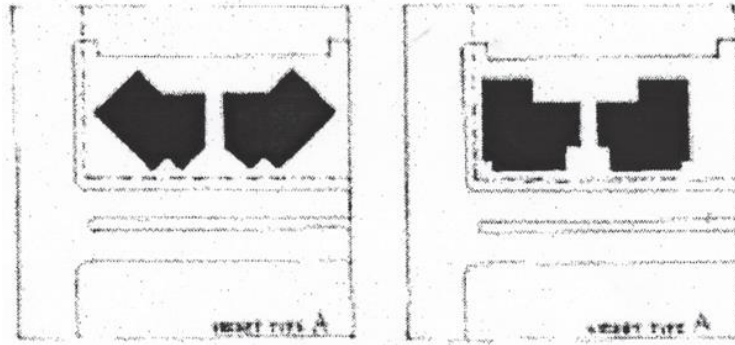
Commercial (Main) Street Diagram

- i. Design: The commercial main street shall be a type "A" street.

Desirable land uses: Neighborhood commercial, office, retail, and mixed use.

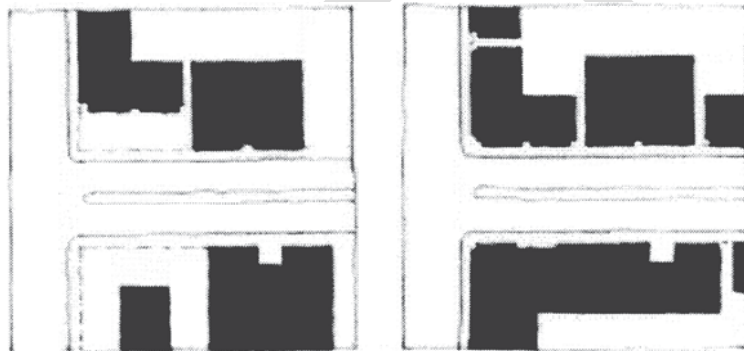
Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner the build-to-line shall be two to six feet from property line. Commercial buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.

- ii. The length of the main street or main street segment should be in the range of 400 to 1,000 feet, divided into multiple smaller blocks.
- iii. Parallel parking shall be provided on both sides of the street as approved by the city engineer. Diagonal head-in parking may be permitted along the front of commercial uses and/or community green, in which case no parking shall be permitted on the other side of the street. Curbside parking shall not be permitted within 25 feet of an intersection.
- iv. Planting strips of a minimum width of five feet shall be provided within the right-of-way, except where the road abuts the community green. The planting strip abutting a community green shall be at least nine feet wide.
- v. Along commercial uses, brick pavers or other similar elements may be substituted for vegetative ground cover typically found in parkways and residential areas.
- vi. Sidewalks shall be provided on both sides of the street and shall have a width of ten feet to 15 feet. Included in the 15-foot sidewalk shall be street lighting and street trees. If the sidewalk is ten feet wide, then the planting strip shall be planted with street trees. Light poles shall be no higher than 13 feet spaced 80 feet on-center.
- vii. "Street" trees shall be installed and spaced 30 feet on-center.
- viii. Vehicular access to parking shall not be from an "A" street. Rather it shall be from an alley or from "B" streets adjacent to the rear parking lots so that driveways do not intersect the street. Parking should not be allowed between the main street and the building.
- ix. Commercial buildings shall be allowed up to an additional four feet of setback if a cafe is planned.



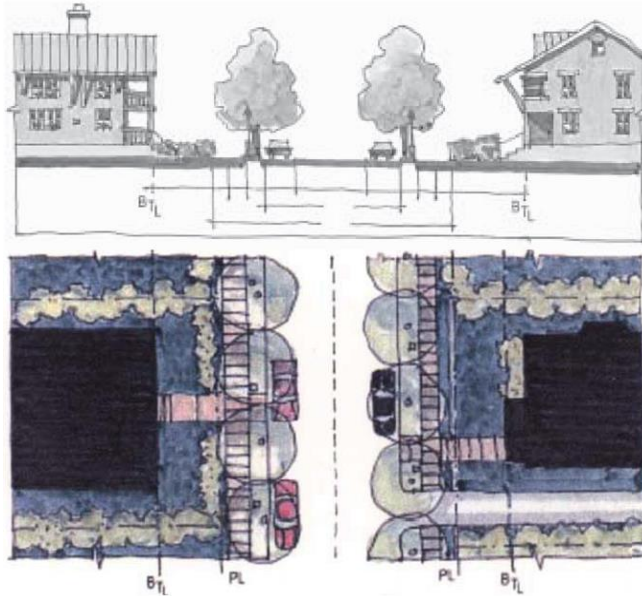
Undesirable, Desirable Relationships to Street

- x. Building frontage should be continuous with small pedestrian paths between buildings leading to parking in the rear.



Undesirable, Desirable Relationships to Street

- xi. Monolithic curbing in Main Street segments shall be required.
- c. Major local—two-way street.



Major Local Street

i. Design:

Desirable land uses: All residential types, neighborhood commercial.

Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner, the build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. Twenty percent may be set back further than the build-to-line. Single family residential and commercial buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.

Right-of-way width: 60 feet maximum.

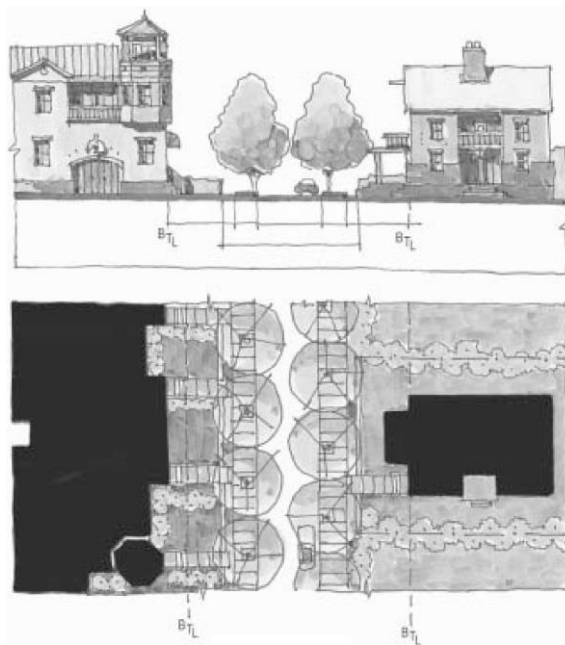
Paved width: 30—36 feet; driving lane ten feet maximum each.

Design speed: 25 m.p.h.

- ii. Parallel parking shall be provided on both sides of the street except within 25 feet of any intersection.
- iii. Planting strips of a minimum width of five feet shall be provided on both sides of the street.
- iv. Decorative street lamps, of a maximum height of 13 feet and spaced at a maximum of 80 feet on-center shall be installed on both sides of the street and at the intersections.

- v. Vehicular access to parking should be from an alley or from "B" streets adjacent to the rear parking lots. This provision is mandatory if the street is Type "A."
- vi. Monolithic curbing is recommended. Monolithic curbing is required in a type "A" street or adjacent to commercial or multi-family (greater than four units per building) uses.

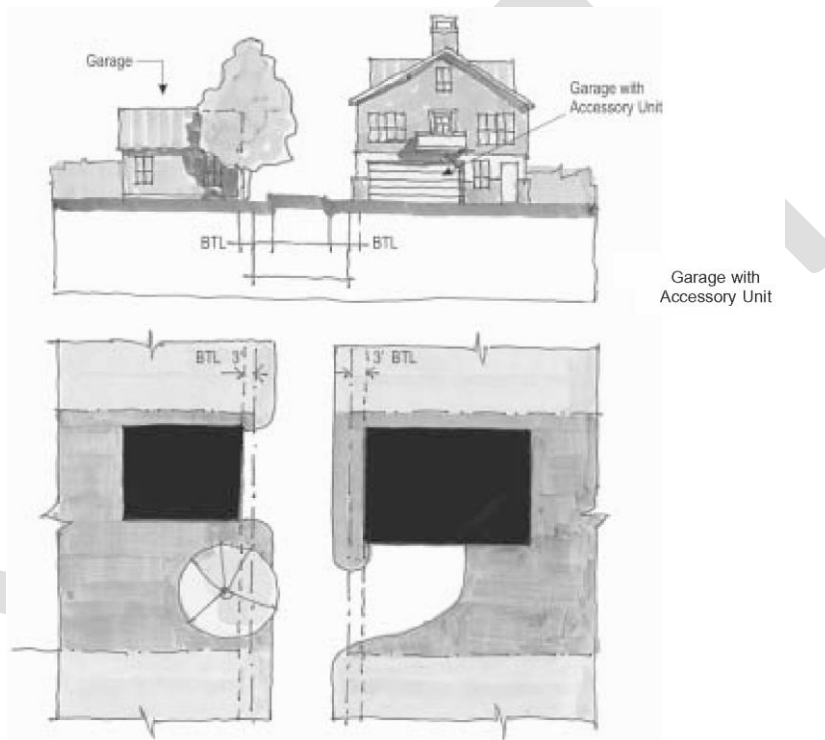
d. Local street—a two-way residential street.



Local Street Diagram

- i. Design:
 - Desirable land uses: All residential types, except multi-family greater than four units per building.
 - Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner, the build-to-line shall be no greater than one-third and no less than one-tenth the width of the average residential lot width along the street and shall be complied with by at least 80 percent of the linear footage of the buildings along the street block. 20 percent may be set back farther than the build-to-line. Single family residential that is not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
- ii. Parallel parking shall be provided on one side of the street except within 25 feet of any intersection.

- iii. Planting strips of minimum five feet shall be provided on both sides of the street.
- iv. Sidewalks shall be provided on both sides of the street and shall have a minimum width of five feet.
- v. Decorative street lamps, maximum 13 feet high and spaced at a maximum of 80 feet on-center shall be installed on both sides of the street and at the intersections.
- vi. Vehicular access to parking should be from an alley.
- vii. Commercial buildings shall get an additional 4 feet of set back if an outdoor display area or cafe is planned.



Alley Diagram

- e. Alleys.
 - i. Design:

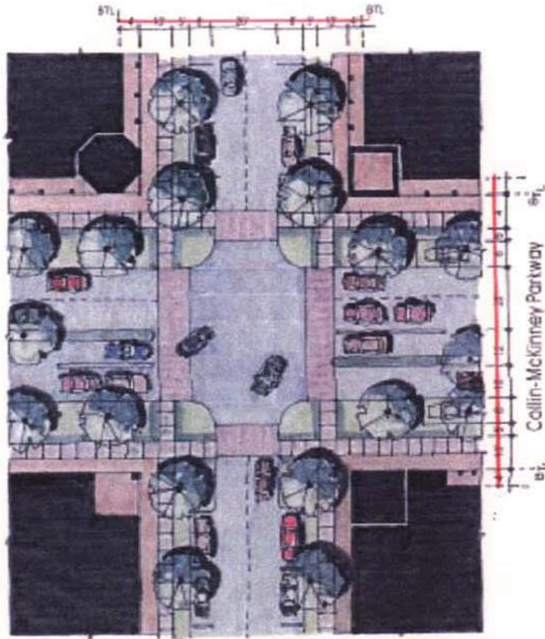
Adjacent land uses: Garages, parking lots, ancillary residential units, ancillary units above garages.

Set-back: Buildings and fences shall be set back a minimum of three feet.
 - ii. Curbing shall not be required except at corners of intersection with streets. At such corner locations, curbing shall be required for the

entire corner radius and five feet preceding the same. Such curbing shall not extend more than six inches above the finished pavement.

- iii. Alley lighting shall be provided on all garages or on poles adjacent to parking areas.

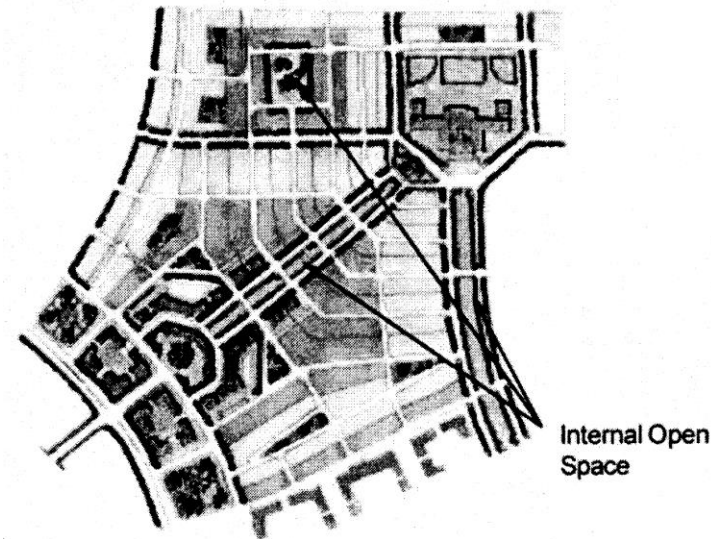
4. *Pedestrian network.*



Urban Intersection at Collin-McKinney Parkway

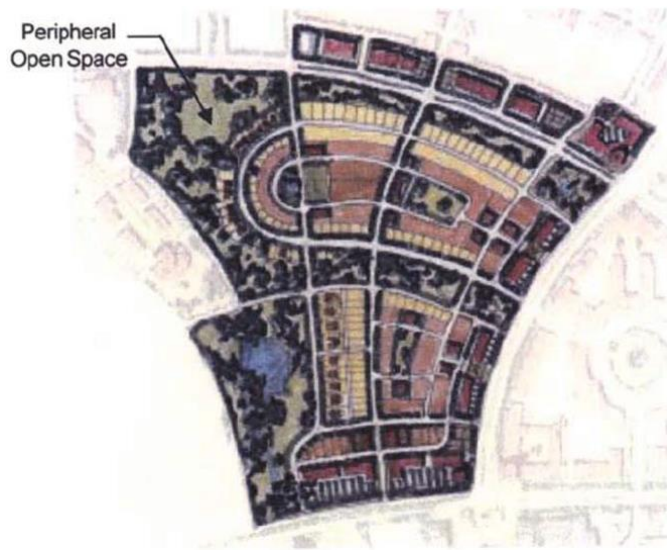
- a. The street network shall also function as the primary pedestrian network.
- b. Primary pedestrian routes and bikeways should be bordered by residential fronts, public parks, plazas, or commercial uses; generally they should not meander through vast open areas.
- c. Where street connections are not feasible, short pedestrian paths shall provide connections between residential and commercial areas.
- d. Pedestrian routes through parking lots or at the rear of residential developments should be avoided. Alternate routes should be provided around parks for night use.
- e. Safe pedestrian crossings at arterials shall be provided where major pedestrian movement is anticipated. On-demand pedestrian signals may be required during off-peak hours in these locations if approved by the city engineer.
- f. Pedestrian paths should be shaded with trees.
- g. Under-crossings or bridges designed strictly for pedestrian and bikes are discouraged, unless deemed necessary by the city engineer.

- h. The following maximum walking distances should be employed in neighborhood design:
 - i. Neighborhood center: 1,000 feet from end to end.
 - ii. Between neighborhood center and neighborhood edge: 1,000—1,500 feet.
 - iii. Between houses and transit access: 1,000—1,500 feet.
 - iv. Between houses and jobs: 1,500—2,000 feet.
 - v. Between houses and community facilities, schools, parks or recreation facilities: 1,500—2,500 feet.
 - i. The pedestrian circulation system shall include gathering/sitting areas and provide benches, landscaping, and other street furniture where appropriate.
 - j. In neighborhood centers, sidewalks should be constructed of brick, slate, colored/textured concrete pavers, exposed aggregate concrete, concrete containing accents of brick, stamped colored concrete or some combination thereof, compatible with style, materials, colors, and details of the surrounding buildings, as approved by the city engineer.
 - k. Walkways shall be raised and curbed along buildings and within parking lots, where suitable.
 - l. Pedestrian street crossings shall be clearly delineated by a change in pavement color and/or texture.
 - m. Bicycle racks shall be provided at internal open space areas, neighborhood centers, and recreation areas in peripheral open space.
- E. *Parks, plazas and civic open space.*
- 1. *Generally.* Parks are for recreational uses as well as for views. Parks and open space should be utilized to complement the clustering of uses. Moreover, plazas and civic open spaces provide a focus and community gathering location for a neighborhood.
 - 2. *Internal open spaces.* The greater of five percent or two acres of the neighborhood development shall be allocated to and shall remain common internal open space in perpetuity. Internal open space should be centrally located so that 90 percent of the lots of the neighborhood are within a walking distance of 1,320 feet from the open space or an open space in an adjoining neighborhood. Internal open space may take the form of a common, square, plaza, community green, tot lot, an urban non-municipally owned park or other similar public space. Internal open space cannot be used for screening and buffering; nor shall it be a landscaped island within the public right-of-way.



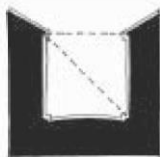
General Development Plan

- a. Each neighborhood shall provide at least one internal open space that is greater than 10,000 square feet with a size, shape, and design providing adequate space for outdoor exhibits and community gatherings.
 - b. Internal open spaces shall be designed such that approximately 50 percent of the area is landscaped.
 - c. Internal open spaces should be landscaped using elements such as formal gardens, walkways, monuments, statues, gazebos, fountains, park benches, and pedestrian-scaled lamp posts.
 - d. Internal open spaces should be surrounded by a concentration of high-density development that may include commercial, retail, residential, civic and public uses and facilities, in order to encourage activity outside as well as inside the buildings.
3. *Peripheral open spaces.*
- a. Peripheral open space may be used for community gardens or other similar horticultural purposes.
 - b. Peripheral open space with unique natural features, such as streams, creeks, ponds, woodlands, and specimen trees, may be left unimproved and in a natural state. As a general principle, the preservation of undeveloped open space in a natural state or existing farms, is encouraged.
 - c. Peripheral open space may be used for golf courses, public and semi-public recreation purposes.

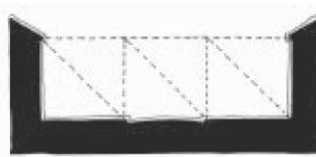


4. *Other requirements.*

- a. Non-municipally owned parks and other open spaces should be designed for both active and passive uses. Their form should be strategically located and accessible rather than acting as residual space. Their design should respect vistas created by streets.
- b. Civic services, such as community buildings, government offices, recreation centers, post offices, libraries, and day cares, should be placed in central locations as highly visible focal points. Where feasible, they should be close to future or existing transit stops.
- c. Dedicated hike and bike trails should connect school sites, parks, community greens, other civic open spaces and neighborhood commercial areas.
- d. Proportions of squares and plazas should have a ratio between space width and adjacent building heights within the range of 1:1 to 1:3. This ratio should never be greater than 1:6.



1:1 Best for Streets



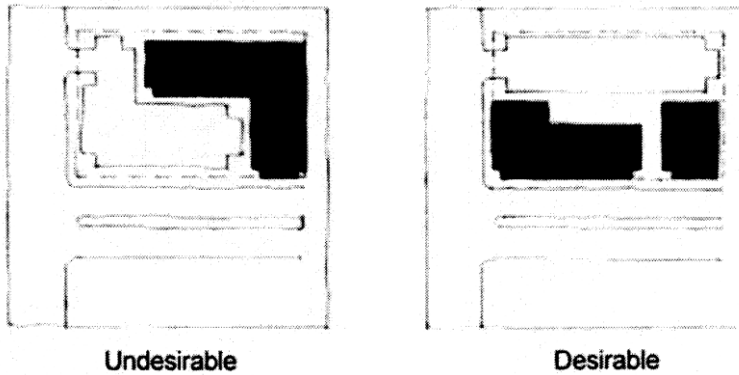
1:3 Best for Squares



1:6 The Perceivable Maximum

F. *Parking.*

1. *Parking requirements.*



Parking Location

- a. On-street parking for non-residential uses within 200 feet of the building shall count toward 50 percent of the required onsite parking requirement under section 146-130
- b. On type "A" streets, 100 percent of the off-street surface parking should be located behind the rear face of the buildings. On type "B" streets, at least 80 percent of the off-street surface parking spaces for commercial buildings should be located behind or at the side of the building.
- c. Parking lots should be small-sized (less than 25 spaces) wherever possible, and should be interconnected with commercial parking lots on adjacent properties.
- d. Joint use off-street parking is encouraged and may be allowed for adjacent uses having staggered peak periods of demand. Retail, office, and entertainment uses shall share parking areas and quantities whenever practical to do so as approved by the director of planning (See section 146-130(5), shared parking agreements).
- e. Parking for townhouses shall be provided in a common off-street parking area or in garages or parking spaces with access from a rear lane. Private driveways for townhouses shall connect to the alley or a side street.
- f. Structured parking for apartments may be located in common parking lots located on a lot other than that containing the apartment building, but within 400 feet of the apartment building entrances.
- g. If access to a residential garage is provided from a street, the front entrance of such a garage is encouraged to be set back at least 20 feet from the front facade of the dwelling unit. Garages shall be set back five feet from the side and the rear property line.
- h. Lots less than 50 feet wide shall utilize alleys to minimize the number of garages fronting streets.

2. *Buffering and screening.*

- a. Parking lot layout, landscaping, buffering, and screening shall prevent direct views of parked vehicles from streets and sidewalks, and avoid spill-over light or glare onto adjacent properties, in particular residential properties. Parking lots visible from right-of-way and adjacent property shall be surrounded by a minimum of three-foot high, year-round visually impervious screen, hedge, or wall.
- b. The interior of all parking lots shall be landscaped to provide shade and visual relief. Minimum of one shade tree shall be planted in or adjacent to parking lots for every 12 parking spaces. All parking shall be within 25 feet of a shaded area.
- c. Parking lot layout shall take into consideration pedestrian circulation/pedestrian crosswalks shall be provided, and shall be distinguished by textured paving and shall be integrated into the wider network of pedestrian access ways.
- d. Transformers, HVAC equipment, lift stations, utility meters, grease traps and other machinery, as well as garbage collection points, shall be located at the rear lane or alley.

3. *Loading docks.*

- a. Loading docks, solid waste facilities, recycling facilities, and other service areas shall be placed to the rear of the buildings or in visually screened locations.
- b. Screening and landscaping shall prevent direct views of the loading areas and their driveways from adjacent properties and from the public right-of-way. It should also prevent spillover glare. Screening and buffering should be achieved through walls, fences and landscaping which should be minimum six feet tall and visually impervious, see Section 146-132. Recesses in the buildings and depressed access ramps may be used.

V. *Collin-McKinney Parkway corridor zone.*

Intent/purpose: This zone shall provide opportunities for the public to live, work, shop, walk, bicycle and drive within and through the REC and adjacent developments while minimizing conflicts between different modes; to promote an orderly, visually pleasing and active street and parkway environment for workers, residents and visitors; to accommodate the automobile but not at the expense of the pedestrian; to provide adequate and efficient servicing of the development by trucks and utility vehicles throughout the REC, but to minimize the visual and auditory impact of such service; to strengthen relationships and encourage movement between important destinations inside and outside the development.

A. *Land use mix and allocation.*

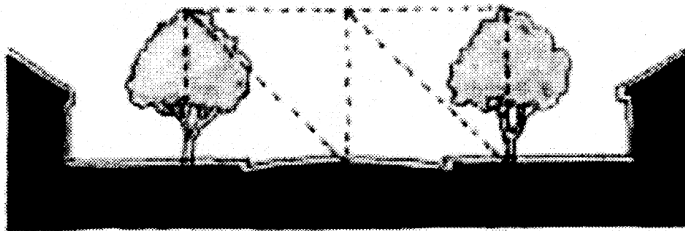
1. Because the Collin-McKinney Parkway corridor is the key spine of the REC in terms of access to commercial uses and densities, the land use mix and

allocation within the corridor should be based principally on urban elements, including vertical mixed-use. Two or more urban activity centers within the REC should be located within the Collin-McKinney Parkway corridor, facilitated principally by vertical mixed-use designs.

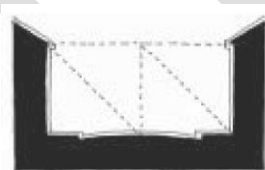
2. The urban activity centers should be areas of vertical mixed-use combining commercial and residential uses in buildings sited and designed in such a way as to promote urban life in the area for most of the 24-hour period. The commercial component should be oriented to serve the immediately surrounding neighborhoods as well as the regional metropolitan area.
3. Single family as well as two-, three- and four-family uses are not allowed, while row/town house uses and dwellings above nonresidential uses are encouraged. (See residential incentive under site design subsection B.6.c. herein).
4. There shall be no maximum and no minimum residential density.

B. *Site design.*

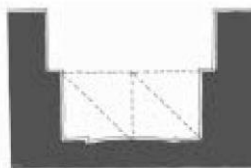
1. Street cross-section should be 1:2, but not more than 1:4. This requirement applies also to the developed space between the two-way segments as it takes the form of a divided pair of two-way streets.



Tree Canopy



By Building Height

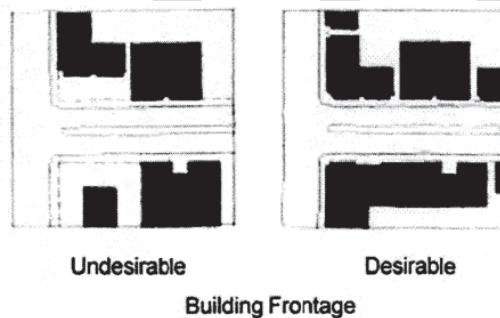


By Recess Line

1:2 Enclosure

2. The design of buildings shall incorporate the following techniques: A defined base and architecturally defined main entrance; an articulated facade and roof; and plane changes within the building elevations. (See architectural standards generally in overarching design guidelines).
3. All buildings shall front on public streets unless the building fronts a plaza or a courtyard.

4. Encroachments by canopies and balconies within the area between the sidewalk and building facade are permitted.
5. In the Collin-McKinney Parkway corridor there is no height maximum east of Hardin Blvd.
6. West of Hardin Blvd., buildings shall range in height from two to four stories and west of Stacy Road, buildings shall range in height from two to six stories. The director of planning shall have the discretion to increase the height maximum up to a total of eight stories if one or more of the following provisions are met:
 - a. Structured parking is located within the building envelope; or
 - b. The ground floor of commercial buildings utilizes the following special design elements to enhance the pedestrian orientation:
 - i. Cornices, corbelling, molding, string coursing, ornamentation, changes in material and color, or other sculpturing of the base; and
 - ii. Recessed windows or other techniques to distinguish the windows in the facade such as arches, pediments and mullions; and
 - iii. Recessed entryways of at least 100 square feet; or
 - c. At least one floor of the building is dedicated to residential uses.
7. Commercial frontage shall have continuous edge of shops, entrances, and shop windows. The optimum length of this continuous commercial stretch is approximately 800 feet, divided into multiple smaller blocks.



Undesirable and Desirable
Building Frontages

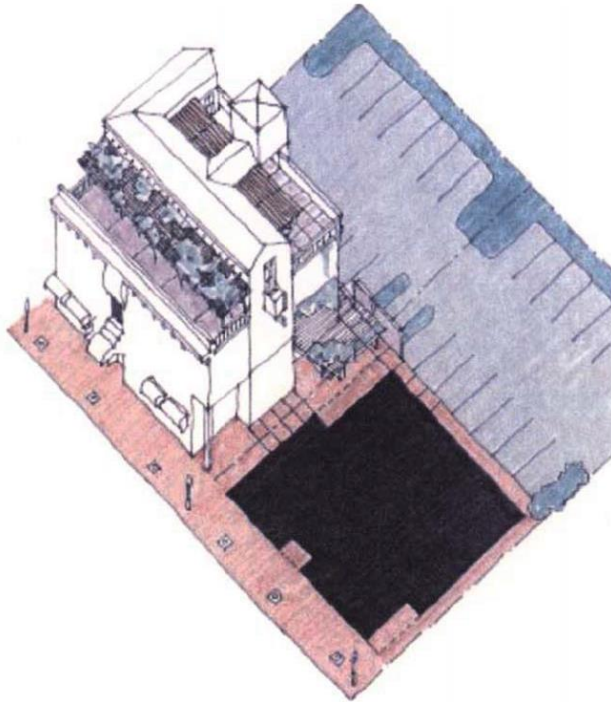
8. Buildings located at gateways entering Collin-McKinney Parkway area should mark the transition in and out of the area in a distinct fashion using massing, additional height, contrasting materials, and/or architectural embellishments.
9. Prominent monumental buildings and structures employing enhanced height, distinctive architectural treatment, or other distinguishing structures should occupy focal points, or points of visual termination.

10. In the Collin-McKinney Parkway corridor, blank walls should be limited where possible.
11. At least 50 percent of the length and 35 percent of the wall area on the ground level floor abutting sidewalks, plazas, or other public open spaces or rights-of-way shall be devoted to windows, doors, or openings affording views into the building space, pedestrian entrances, or retail display windows. Views into parking areas, truck loading areas and vehicular access ways shall not count towards the 50 percent requirement. Works of art such as mosaics, and recessed garden areas may also be utilized to meet up to half of the 50 percent length requirement. Where windows are used, they must be transparent. Where expanses of solid wall are necessary, they may not exceed 25 feet in length.
12. Windows above the ground floor should be oriented vertically as opposed to horizontally.
13. Primary entrances to commercial and retail establishments shall be located on the street side of the building.
14. To the extent possible, passages between rear parking lots and the streets should be designed in a pedestrian fashion and lined with shop windows or other attractive displays.
15. Restaurants are permitted to operate outdoor cafes on sidewalks (including areas in the public right-of-way) and in courtyards, provided that pedestrian circulation and access to store entrances are not impaired. The following guidelines are applicable:
 - a. A minimum of eight feet of sidewalk along the curb leading to the entrance of an establishment should be maintained free of tables and other encumbrances.
 - b. Planters, posts with ropes, or other removable enclosures are encouraged to define the area occupied by the cafe.
 - c. Extended canopies, awnings, and umbrellas are permitted. Colors should complement building colors.
 - d. Cafes shall be required to provide at least one additional trash receptacle on site.

C. *Area and bulk regulations.*

1. Town/row house dwellings, the area and bulk regulations in the neighborhood section above shall be applicable in the Collin-McKinney Parkway corridor.
2. Community facilities, institutional and religious buildings, the area and bulk regulations in the neighborhood section shall be applicable in the Collin-McKinney Parkway corridor (except height maximums shall be four stories with exceptions as noted in site design subsection VI.B.6. herein); lot coverage may be increased with site plan approval.

3. Apartment dwellings, the area and bulk regulations in the neighborhood section above shall be applicable in the Collin-McKinney Parkway corridor, unless the ground floor is dedicated entirely to nonresidential uses (lot coverage may be increased with site plan approval).
4. Commercial uses and mixed-use buildings (lot coverage may be increased with site plan approval).



Commercial and Mixed-Use Buildings

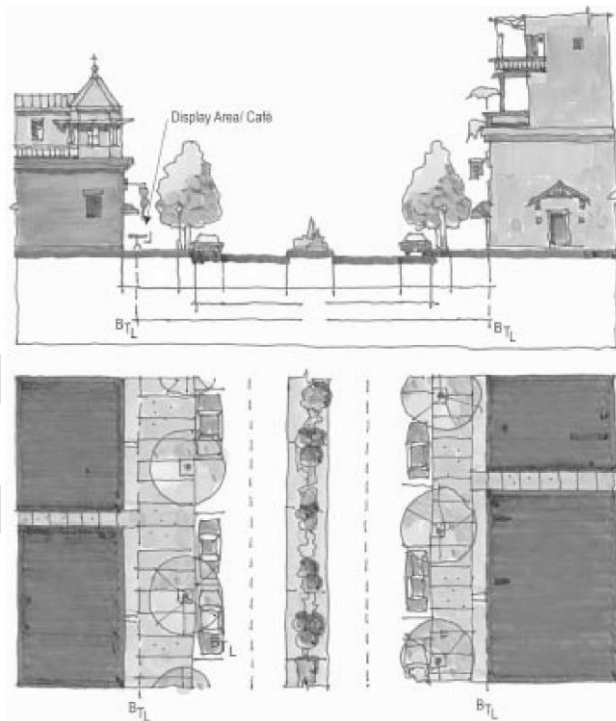
- a. Lot width: Minimum of 30 feet, maximum 300 feet.
- b. Minimum lot depth: 100 feet.
- c. Yard dimensions:
 - i. Build-to line: For developments intending to develop in an urban, pedestrian-oriented manner, the build-to-line shall be between two and six feet on Collin-McKinney Parkway, provided that a single line must be established for each block face. The build-to line may be reduced as part of site plan approval. Commercial buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.
 - ii. Side yard (each side): Minimum of zero feet if attached to an adjacent building, or a minimum of five feet if not attached to an adjacent building.
 - iii. Rear yard: Minimum of 55 feet (one row of double parking) absent structured parking.

- d. Maximum building height: (See Site Design Subsection VI.B.6. herein).
- e. Maximum lot coverage: 95 percent for lots fronting Collin-McKinney Parkway; 75 percent for all others, except as approved per a site plan if found to be in keeping with the site design principles.
- f. On type "A" streets, 100 percent of the off-street surface parking should be located behind the rear face of the buildings. Alleys are required. On type "B" streets, at least two-thirds of the off-street surface parking spaces for commercial and mixed-use buildings should be located behind the rear face of the building. The remaining one-third should be located on the side, not the front.

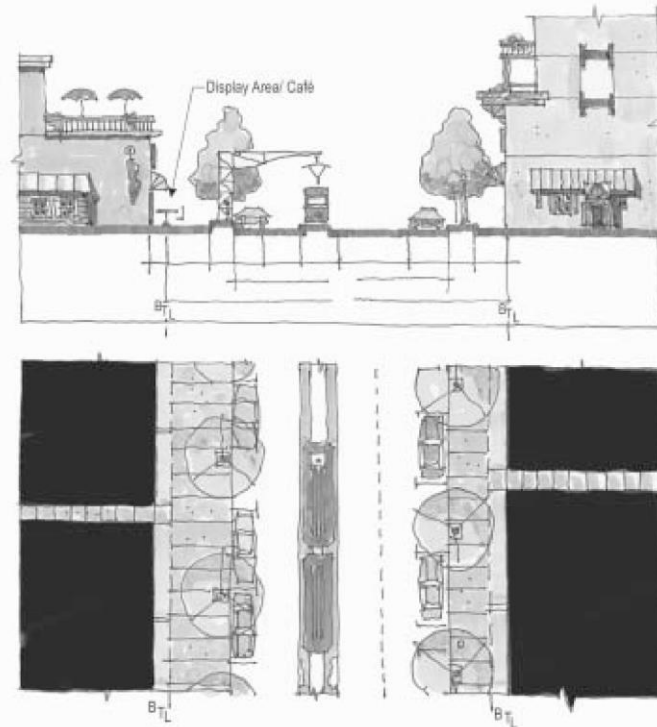
D. *Connectivity, linkages and access.*

1. *Street design specifications.* Street designs in the Collin-McKinney Parkway corridor shall be as follows:

- a. Collin-McKinney Parkway, between Rowlett Creek and Lake Forest, and between Hardin Blvd. and FM 720:



Collin-McKinney Parkway I



Collin-McKinney Parkway IA

Design: An "A" Type Street acting as a commercial/mixed-use corridor providing for future transit facilities and parking.

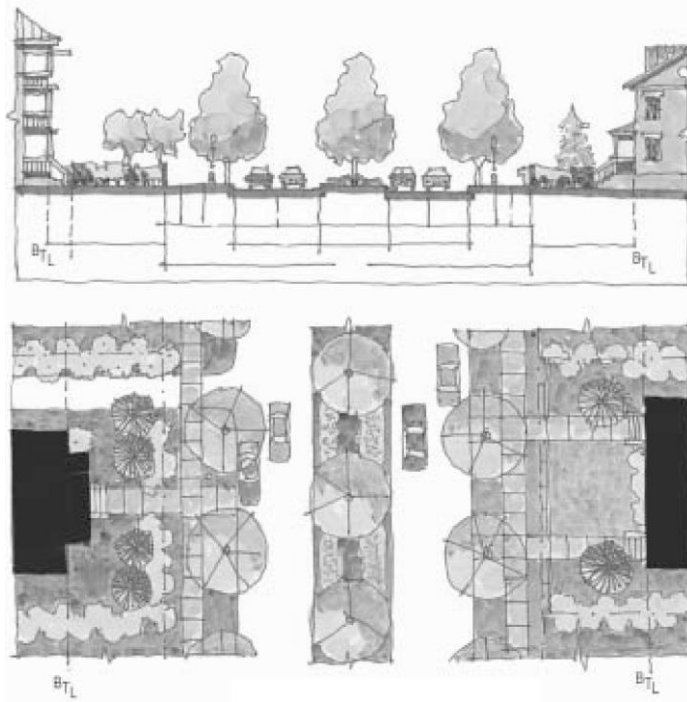
Desirable land uses: Commercial, office, retail, vertical mixed use, civic, institutional.

Story height: Between two and four stories (with exceptions as noted in site design subsection VI.B.6. herein).

Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner, the build-to-line shall be between two and six feet. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.

Sidewalks: Sidewalks shall have a minimum width of ten feet with a minimum of eight feet without obstructions and shall be provided on all sides of Collin-McKinney Parkway within a development area.

- b. Collin-McKinney Parkway between Custer Road and Rowlett Creek, and between Lake Forest and Hardin Blvd.:



Coin-McKinney Parkway II

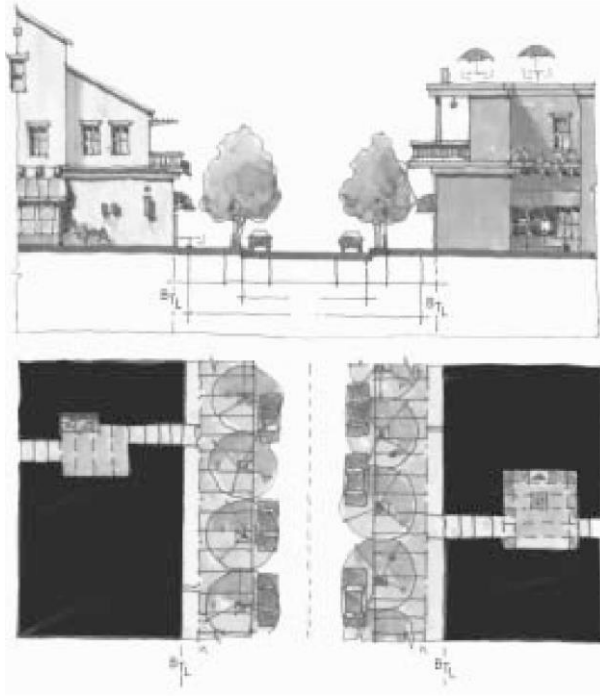
Design: Four-lane divided parkway with two one-way segments.

Desirable land uses: Open space, multi-use, high-density residential, manufacturing and light industrial.

Story height: Between two and four stories (with exceptions as noted in site design subsection VI.B.6. herein).

Setback line: Minimum 20 feet.

- c. Streets perpendicular to Collin-McKinney Parkway between Rowlett Creek and Lake Forest, and between Hardin Blvd. and FM 720:



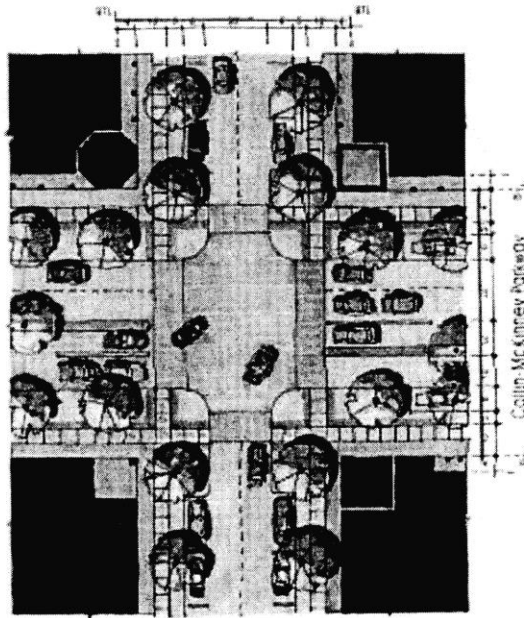
Streets Perpendicular to
Collin-McKinney Parkway

Design: Two-way type "A" streets (as defined herein in the definitions section and neighborhood zone section) shall be constructed for two blocks north and south of Collin-McKinney Parkway.

Desirable land uses: Commercial, office, retail, vertical mixed use, multifamily, town/row houses.

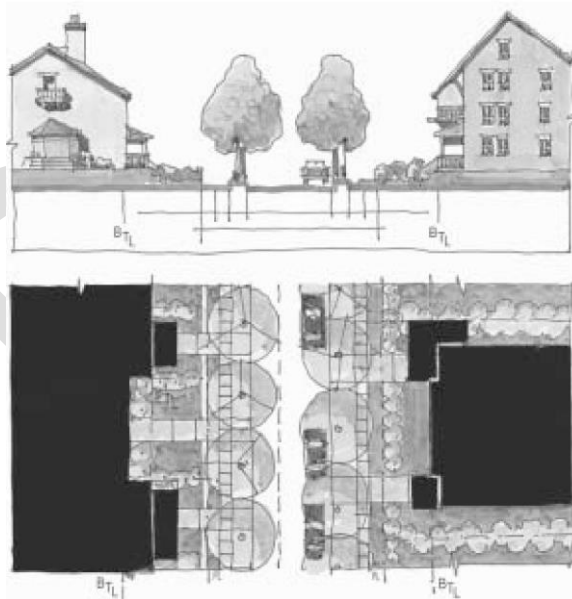
Story height: Between two and four stories (with exceptions as noted in site design subsection VI.B.6. herein).

Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner, the build-to-line shall be between two and six feet. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.



Pedestrian Bump-Out Diagram

- d. All other streets within the Collin-McKinney Parkway Corridor except arterials:



Other Streets Diagram

Design: Two-way with on-street parking.

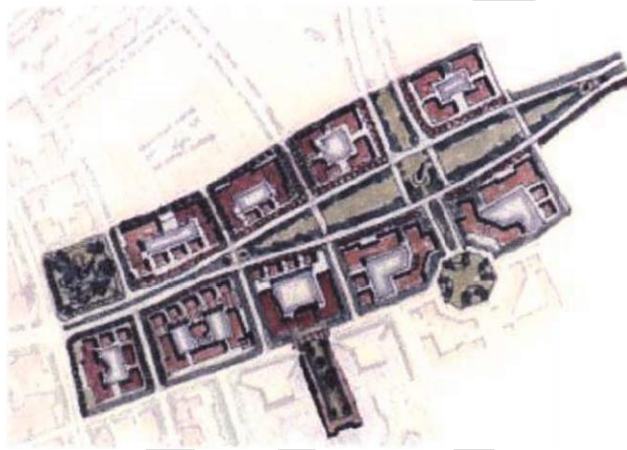
Desirable land uses: High density residential, multi-use, commercial, civic and retail.

Story height: Between two and four stories (with exceptions as noted in site design subsection VI.B.6. herein).

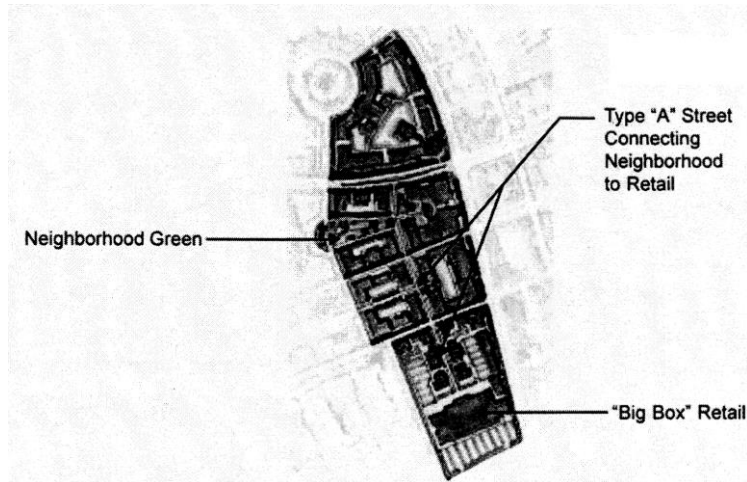
Build-to-line: For developments intending to develop in an urban, pedestrian-oriented manner, the build-to-line shall be between two and six feet. Buildings that are not intended to develop in an urban manner shall provide a minimum front yard setback of 20 feet.

2. *Additional street design.*

- a. Blocks intersecting Collin-McKinney Parkway in developed areas should not be more than 300 feet in length. Alleys, pedestrian ways or arcades can be substituted for public streets in order to meet the block length maximum standard as long as the alley, pedestrian way or arcade connects completely through the block.



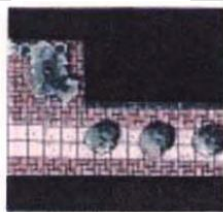
- b. Major local and local streets shall cross at periodic intersections providing direct Collin-McKinney Parkway connections between the commercial/employment districts to the south and the neighborhoods to the north. These streets shall provide access for pedestrians and bicyclists.
- c. Streets intersecting with Collin-McKinney Parkway and connecting with neighborhoods should connect with the commercial main streets or community greens in the neighborhoods.
- d. Streets parallel to Collin-McKinney Parkway should serve as service or side access streets with limited commercial uses fronting on these parallel streets.



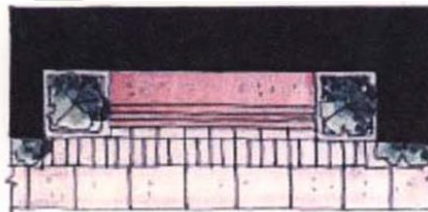
- e. All streets should include, between the roadbed and the sidewalk, a planting strip with shade trees such that at maturity the trees will provide a continuous canopy along the sidewalk.
- f. An improved surface for walking and bicycling along the entire length of the Collin-McKinney Parkway shall be provided continuously from Custer Road to F.M. 720 in accordance with the city's master parks and trail plan, and acceptable to the director of parks and recreation.

E. *Parks, plazas and civic open space.*

- 1. Public open space amenities shall be associated with every building, as follows: One square foot of public open space per 50 square feet of floor area for the first 20,000 square feet of floor area; and 1 square foot of public open space per 100 square feet of floor area for every 1 square foot thereafter, or as approved by the director of planning.
- 2. The four types of public open space are as follows:
 - a. Pedestrian way.



Pedestrian Way

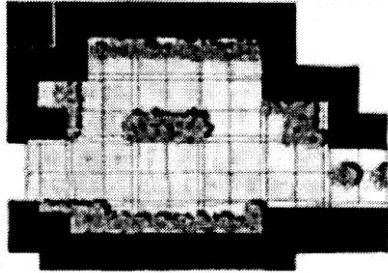


Forecourt

A street-level exterior public pedestrian way through the middle of the block, at least ten feet wide, providing a connection to a public courtyard or a street parallel to the parkway. The pedestrian way should be located only where block size and scale of development are large enough to allow internalized service and ensure adequate pedestrian flows without detracting from activity on adjacent streets. The design of the enclosing walls should provide adequate sunlight and sky view.

Building edges should accommodate public uses, such as shops and restaurants that are accessible from the pedestrian way. Public seating should be integrated where possible.

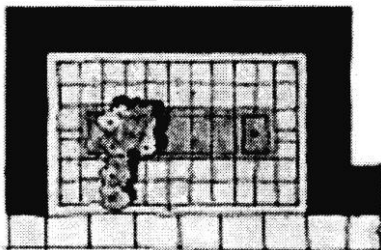
b. Courtyard.



Courtyard

A landscaped open space enclosure in the center of a block with minimal or no street frontage, which is large enough to allow for public activities and sunlight during midday. Although inwardly oriented, the courtyard should be considered part of a larger set of connected public spaces with access through an adjacent building or public places such as a pedestrian way, plaza or galleria. Primarily enclosed by buildings, the courtyard should have a high degree of visibility both at grade and above, to provide overlook and to encourage surveillance of the internal space. The location and design of entrances to the courtyard are critical in order to ensure that they are clearly identifiable and promote public use.

c. Urban garden.

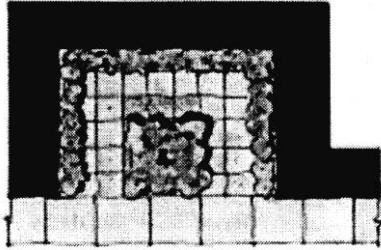


Urban Garden

An intimate scale garden that should be located and oriented to receive maximum sunlight during midday. It should be enclosed by buildings on two or three sides and open to the street on one or two sides. Street edges should be screened with a combination of architectural and landscaped elements. Adjoining buildings should contain windows overlooking the garden, but the garden should not provide primary access to an individual building. The design should not create visual

obstructions, dead end spaces or other security hazards. Each garden "room" should contain a high quality focal point such as a water feature or public art.

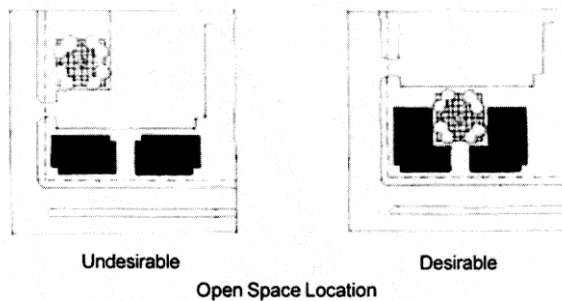
d. Plaza.



Plaza

A predominantly hard-surfaced space that is a portion of a block with a minimum of one side open to the street, which is located to provide maximum sunlight during the day but generally not located at the corner of the block. Adjacent buildings primarily define the plaza. Building edges should contain continuous public uses at grade to animate and support the open space. Large plazas should provide substantially continuous weather protection by the utilization of canopies or arcades at their edges. Unlike intimate scale urban gardens, a plaza may contain a primary entrance to an adjacent building. The floor of the plaza should be at the same grade as the sidewalk serving the adjacent street for easy access, with no more than 50 percent of the square footage deviating no more than three feet above or below grade.

3. Alternatives: The director of planning shall have discretion to approve other open space amenities with attributes similar to those described above.



4. All outdoor public open spaces described above shall provide: (i) at least one shade tree or planter; and (ii) at least one linear foot of seating for each 75 square feet of open space. Ledges and benches that provide seating on both sides and are at least 30 inches deep will count double. Level and flat planter rims that are not higher than two feet and are at least eight inches deep also count as seating as long as

protruding vegetation does not obstruct them. Movable chairs are counted as 30 inches of linear seating per chair and may be stored after hours of operation. Corners and the space of steps that are wider than 15 feet may count as seating. Prior to the issuance of a certificate of occupancy, a plaque shall be placed in a publicly conspicuous location outside the building at street level, or at the side of an outdoor open space, identifying the open space furniture, stating the right of the public to use the space and the hours of use, and stating the name and address of the owner or owner's agent responsible for maintenance including the city if the open space is to be maintained by the city.

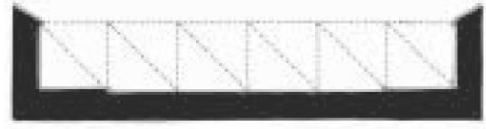
5. Cross-sectional proportions of squares and plazas should have a ratio between space width and adjacent building heights of 1:1 to 1:3. This ratio should never be greater than 1:6.



1:1 Best for Streets



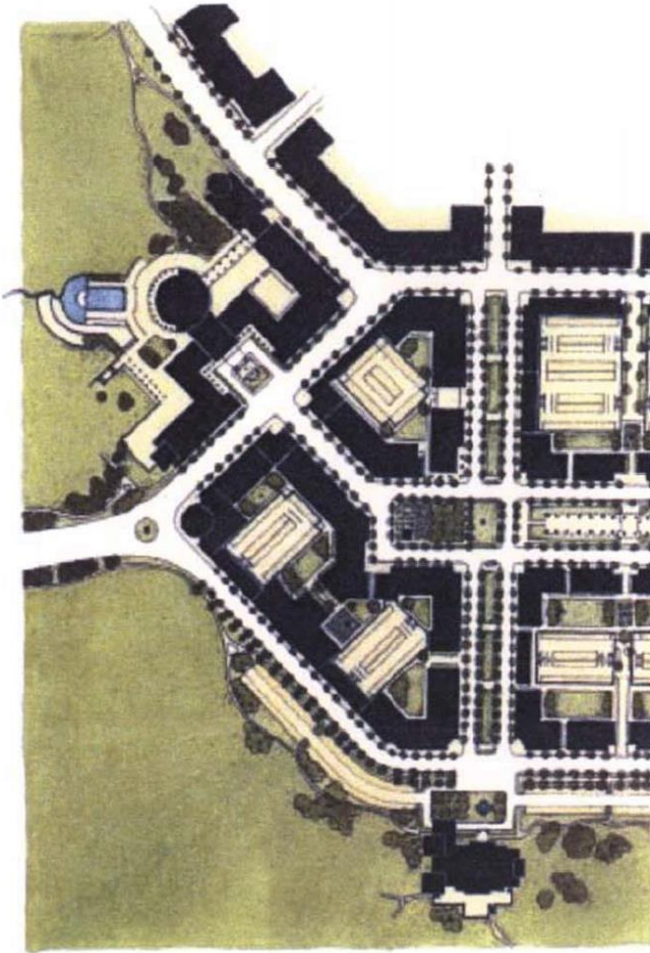
1:3 Best for Squares



1:6 The Perceivable Maximum

Recommended Enclosure for Public Spaces

F. *Parking.*



Location of Parking Inside Blocks at Collin-McKinney Parkway
Adopted from DPZ Craig Ranch Charrette McKinney, Texas

1. On-street parking shall be provided on every street where feasible. On-street parking for nonresidential uses within 200 feet of the building shall count toward 50 percent of the required onsite parking requirement under section 146-130
2. Parking lots larger than 40 spaces should be segregated into multiple, interconnected and landscaped lots. Surface parking lots with more than one hundred spaces are strongly discouraged.
3. All surface onsite parking should be located behind the rear building face of the buildings along Collin-McKinney Parkway between Rowlett Creek and Lake Forest, and between Hardin Blvd. and FM 720; and only behind the buildings along streets perpendicular to Collin-McKinney Parkway between Rowlett Creek and Lake Forest, and between Hardin Blvd. and FM 720 for two blocks north and south of Collin-McKinney Parkway. For all other locations, parking should be located behind the rear face or side of buildings. If surface parking is provided on the side of the building, the

parking frontage to the street should not exceed 50 percent of the linear frontage of the building it serves, and the frontage should be screened by a wall or landscaping that is aligned with the build-to line of the street.

4. If adjacent uses complement one another in terms of the days and time of uses, the director of planning shall have the discretion to count shared parking towards off-street parking requirements, as provided for in the section 146-130(3) and section 146-130(5) of the city zoning ordinance (parking requirements).
5. Structured parking facilities shall be designed so that the only openings at the street level are those to accommodate vehicle entrances and pedestrian access to the structure. The remainder of the street-level frontage on Collin-McKinney Parkway shall be designed for retail, commercial or civic uses, other than parking. On other streets within the corridor, the street-level frontage shall either be designed for retail, commercial or civic uses, other than parking or designed with an architecturally articulated facade to screen the parking areas of the structure.
6. Facilities designed to park and lock bicycles shall be provided for each building with commercial uses greater than 5,000 square feet.

VI. *Commercial/employment zone.*

Intent/purpose: Commercial/employment districts are located principally along SH 121 and in some locations along Custer Road. The intended uses in these districts are large employers involved in commercial/light industrial activity that are dependent upon SH 121 and are not easily incorporated into the fabric of a town center or neighborhood. Buildings of all sizes, large and small, are allowed in Commercial/Employment Districts, as are the associated parking lots, loading and shipping facilities of light industrial activity. Minimum standards are provided below in order to ensure basic compatibility with the neighborhoods and the Parkway Corridor to the north. Residential uses are permitted above nonresidential uses to promote the mixed-use strategy for the REC.

A. *Site design.*

1. "Big box" retail and shopping center guidelines:
 - a. Developments shall create a continuous public edge and streetscape on all frontages by using a combination of the following:
 - i. Building face;
 - ii. Low wall, canopy structure or attractive fence;
 - iii. Articulated screening wall around service/loading areas to screen trucking activities from pedestrian areas;
 - iv. Street furniture; and
 - v. Landscaping; as well as incorporation of signage into any of the above.

- b. Buildings shall be designed to face the street. All entrances and exits shall have a continuous pedestrian walkway that is connected to a public sidewalk.
- c. Additional requirements:
 - i. Pedestrians should have accessibility between the public streets and the building without having to walk through a surface parking lot, unless the parking lot is transected with a covered walkway of at least 15 feet wide that connects the building to the street.
 - ii. Pedestrian walkways should be protected from vehicular intrusions with landscaping, curbs, bollards or other elements integrated into the overall streetscape design.
 - iii. At least 35 percent of the facade on the ground level floor facing the primary street shall provide windows and doors that allow for visibility into the commercial building or store.
 - iv. Blank facades shall not be exposed to the public streets. Buildings with long facades (greater than 40 feet) should be massed and articulated by design elements including texture, canopies, fenestrations, and the vertical expression of structural bays so that the scale of the building does not overwhelm streetscapes.
 - v. Buildings shall incorporate traditional horizontal elements such as building bases, sills, cornices and rooflines to add interest, reduce the massive scale of the building and complement the character of adjacent buildings.
 - vi. Rooftop and ground floor mechanical equipment shall be screened from public view from right-of-way and adjacent buildings.
 - vii. Screening through landscaping or appropriate fencing is required for all storage, service portals, garbage areas, and service driveways that are adjacent to other properties.
 - viii. A variety of materials and exterior treatments are encouraged.
- d. Vehicular and pedestrian access to adjacent current and future uses should be incorporated in the initial site planning stages. Driving aisles and vehicular access routes should be designed as extensions of the public realm, with connections to adjacent roads, sidewalks connecting to public sidewalks, curbs, street furniture and protective landscaping.
- e. Access points shall be consolidated, organized and clearly marked to minimize pedestrian, bicycle and auto conflicts.
- f. Parking lots.
 - i. Parking lots should be laid out to continue the street/block pattern of the area so that the lots can easily be redeveloped with buildings consistent with the urban design of the surrounding development.

- ii. Large surface parking lots shall be screened and broken up visually through landscaping and other elements within the parking area, such as a grid of trees on islands in the parking lot or segmenting the lot with landscaped areas, as well as utilizing defined walkways.
 - iii. Direct, defined and protected pedestrian routes should be provided through parking lots.
 - iv. Landscaped islands should be placed at the ends of each of double row parking bays.
 - v. Lots shall be designed to screen parked cars from the public sidewalk with low, dense planting; a low wall; trees; retaining walls to lower the grade of the lot; or a combination of the above.
 - g. Convenient bicycle parking should be provided for employees and customers adjacent to the front doors of the building where possible.
 2. Large buildings should be articulated (broken into smaller components; avoiding facade flatness; with projections or indentations; with clearly marked and well designed entries; with differentiation between bottom floor, top floor, and the floors in between; and with a variety of roof designs).
 3. The scale, massing, articulation, orientation, and architectural features of structures to be located adjacent to State Highway 121 should provide a transition between State Highway 121 and the developments to the north.
- B. *Area and bulk regulations.* Development within the commercial/employment center zone is generally allowed to be conventional in design. As such, development of property in the commercial/employment center zone shall conform to the special regulations section of the city zoning Ordinance 1270, as amended, in addition to the REC overlay standards herein applicable to property in the commercial/employment center zone. When Ordinance 1270 is applicable, the following additional standards shall also apply: Lot widths shall be a minimum of 50 feet; lot coverage shall be a maximum of 70 percent except that the lot coverage may be increased as part of site plan approval if structured parking is provided; and building setback lines shall be at least 20 feet along SH 121 and Custer Road. In case of any conflict, the REC overlay standards herein shall control over the standards in Ordinance 1270. Ordinance 1270 shall not be applicable in any respect if the property in the commercial/employment center zone is adjacent to or across the street from property within the Collin-McKinney Parkway corridor zone or the neighborhood zone; in which case, development of the property in the commercial/employment center zone shall conform to the area and bulk regulations and all other REC overlay standards of the respective Collin-McKinney Parkway corridor zone or the neighborhood zone.
- C. *Connectivity, linkages and access.*

1. Districts shall utilize a simple and functional street layout that provides multiple options for moving between destinations and connecting to adjacent developments.
2. The street and block designs therefore should continue the pattern utilized in the parkway corridor and the neighborhoods so that as the market changes over time, the districts can accommodate increased mixed-uses and achieve higher use land values.
3. Streets should be interconnected throughout the district. The street layout, public spaces, and buildings in the district should be designed so as to create a coherent focus at a public place.
4. For buildings containing retail or consumer services uses, covered walkways should be utilized to link sidewalks/bus stops with buildings if the buildings are not placed on the set-to line.
5. Pedestrian crosswalks shall be provided at all intersections.
6. On-street parking shall be provided on every street where feasible.

D. *Public spaces.*

1. Districts shall provide defined public places and activity centers. This can be accomplished by the utilization of greens, plazas and streets fronted by closely adjacent buildings to provide interest at the pedestrian level.
2. Proportions of squares and plazas should have a ratio between space width and adjacent building heights of 1:1 to 1:3. This ratio should not exceed 1:6.

VII. *REC base zoning districts.*

The base zoning districts set forth the purpose of each specific district. Permitted uses within each REC base zoning district are set forth in the REC schedule of uses.

The REC overlay design standards and guidelines address site design, area and bulk regulations, lot and building types, connectivity, open space, land use mix and allocation, and compatibility through urban design.

The director of planning shall make a determination if a use not referenced in the REC schedule of uses can reasonably be interpreted to fit into a use category where similar uses are described. Interpretations may be ratified by the city council upon recommendation by the planning and zoning commission at a regularly scheduled meeting. It is the intent of this provision to group compatible land uses into specific base zoning districts, either as permitted uses or as uses authorized by a specific use permit. Compatibility of uses within a particular base district is also facilitated by the urban design standards and guidelines provided in the REC overlay. Uses not listed as a permitted or specific use permit shall be presumed to be prohibited from the applicable base zoning district. In the event that a particular use is not listed in the REC schedule of uses for a given base district, and such use is not listed as a prohibited use and is not otherwise prohibited by law, the director of planning shall determine whether a materially similar use exists in REC schedule of uses for a given base district. Should

the director of planning determine that a materially similar use does exist, the regulations governing that use shall apply to the particular use not listed and the director's decision shall be recorded in writing. Should the director of planning determine that a materially similar use does not exist, the matter shall be processed in accordance with section 146-43.

A. *REC residential district.*

1. *Purpose.* This district provides for a mix of residential types, which are supported by neighborhood centers, pedestrian-scale urban design, internal open space, convenient access to adjacent neighborhoods and the town center developments within the Collin-McKinney Parkway corridor. The neighborhood centers, which are required for a neighborhood development (as defined in the REC overlay), shall be zoned separately as an REC neighborhood center district.
2. *Permitted uses.* See REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.* See applicable REC overlay zone category.

B. *REC multi-use and high-density residential district.*

1. *Purpose.* This district provides for a wide mix of uses, integrating residences, shops, retail, restaurants, entertainment, services, offices, civic locations, the arts, and hospitality facilities. This district anchors REC neighborhoods to the north while also supporting destination activity within the Collin-McKinney Parkway corridor zone. This district also supports uses in the commercial and employment center zone along SH 121 and Custer Road.
2. *Permitted uses.* See REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.* See applicable REC overlay zone category.

C. *REC office district.*

1. *Purpose.* This district provides for office buildings with attendant retail and services uses intended primarily to serve occupants of such buildings and complexes.
2. *Permitted uses.* See REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.* See applicable REC overlay zone category.

D. *REC neighborhood center district.*

1. *Purpose.* This district acts principally as a neighborhood center, providing for community gathering places, shops, services, individual workplaces and mixed-use residential. More than one neighborhood center district is permitted within a neighborhood.
2. *Permitted uses.* See REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.* See applicable REC overlay zone category.

E. *REC retail district.*

1. *Purpose.* This district provides for a wide range of retail and service establishments. This district shall be located on an arterial roadway or highway.
2. *Permitted uses.*
 - a. If this district is located adjacent to or surrounded by an REC multi-use and high-density residential district, only those retail uses permitted in the multi-use and high-density residential district shall be permitted.
 - b. For all other locations, see REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.* See applicable REC overlay zone category.

F. *REC commercial district.*

1. *Purpose.* This district provides principally for auto-dependent uses in areas not easily accessible to pedestrians. This district serves not only the REC community but also city-wide and region-wide populations including commuters along SH 121.
2. *Permitted uses.* See REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.*
 - a. See applicable REC overlay zone category.
 - b. Buildings in a commercial district fronting streets within or adjacent to the Collin-McKinney Parkway corridor zone shall provide a compatible transition as prescribed in the REC overlay.

G. *REC employment center district.*

1. *Purpose.* Principally for workplace and commerce uses, this district provides for large business or light/clean industrial complexes that, because of scale or the nature of the use, cannot be integrated into a town center or neighborhood. Although smaller scale buildings such as those permitted in the neighborhoods and Collin-McKinney Parkway corridor zones are permitted in the REC employment center district, the employment center district is reserved for those uses such as distribution operations, campus commercial and large retail stores that necessitate immense buildings, expansive parking lots, and substantial loading docks.
2. *Permitted uses.* See REC schedule of uses and applicable REC Overlay Zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.*
 - a. See applicable REC overlay geographic category.
 - b. Building sites located in the commercial/employment zone adjacent to or fronting streets across from properties within the Collin-McKinney Parkway corridor zone or the neighborhood zone shall facilitate a compatible transition by relating to the adjacent properties or streets as prescribed in the standards for the Collin- McKinney Parkway corridor zone or the neighborhood zone.

H. *REC government/civic district.*

1. *Purpose.* This district provides for the creation of a high quality environment for central governmental, civic and community facilities and to contribute to the efficiency of governmental and civic services provided to the citizens of the area.
2. *Permitted uses.* See REC schedule of uses and applicable REC overlay zone category.
3. *Specific use permits.* See REC schedule of uses.
4. *Permitted building/lot types and bulk/area standards.*
 - a. See applicable REC overlay zone category.
 - b. If the structure is a church, the space limits established in section 146-129(1)(c) shall apply.

I. *REC schedule of uses .*

	Not Permitted
P	Permitted
S	Specific use permit required
T	Temporary use permit required

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Swimming pool, private (See definition in section 146-46)	P	P	P	P	P	P	P	P
Telephone exchange, no garage or shop	P	P	P	P	P	P	P	P
Utility business office		P	P		P	P	P	P
Utility distribution lines	P	P	P	P	P	P	P	P
Utility shop or yard						P	P	
Utility substation or regulating station	P	P	P	P	P	P	P	P
Water storage tank	P	P	P	P	P	P	P	P
Water treatment plant								
<i>Recreational and Entertainment Uses</i>								
Amusement commercial (indoor) (See definition in section 146-46)		P	P	S	P	P	P	P
Amusement commercial (outdoor)(See definition in section 146-46)					P	P		P
Carnival or circus (temporary)	T	T	T	T	T	T	T	T
Country club (See definition in section 146-46)	P	P	P	P	P	P	P	
Fairgrounds or rodeo								
Golf course (public)	P	P	P	P	P	P	P	P
Golf course, Par-three (commercial)	S	S	S	S	S	P	P	P
Park or playground (public) (See definition in section 146-46)	P	P	P	P	P	P	P	P
Playfield or stadium (public) (See definition in section 146-46)	S	P	P	P	P	P	P	P
Private club (subject to Ch. 138, Art. II) (See definition in section 146-46)		S	S	S	S	S	S	
Recreation area (private) (See definition in section 146-46)	S	P	P	P	P	P	P	

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Recreation center (public) (See definition in section 146-46)	P	P	P	P	P	P	P	P
Sexually oriented business (subject to Ch. 138, Art. V)						S		
Stable, commercial (See definition in section 146-46)								
Stable, private								
Swim or tennis club (See definition in section 146-46)	S	P	P	S	P	P	P	
Swimming pool (public)	P	P	P	P	P	P	P	P
Swimming pool (private) (See definition in section 146-46)	P	P	P	P	P	P	P	
Theater (indoor)		P	P	S	P	P	P	
Theater (outdoor)	T	T	T	T	S	T	T	T
<i>Transportation Related Uses</i>								
Airport or landing field								
Automobile sales or repair						P S		
Boat sales or repair						P S		
Boat storage						P		
Bus station (private)		P	P	S	P	P	P	
Heliport or helistop		S	S	S	S	S	S	S
Motor freight terminal						P	P	
Parking incidental to main use	P	P	P	P	P	P	P	P
Parking lot (commercial)		S	P	S	S	P	P	P
Parking lot (truck) (See definition in section 146-46)							S	
Railroad freight station						P	P	

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Railroad team truck								
Railroad track or right-of-way	P	P	P	P	P	P	P	P
Trailer, light truck, tool rental					P	P		
Truck sales or repair						P <u>S</u>		
Truck storage						P		
Transit station (public)	P	P	P	P	P	P	P	P
<i>Automobile and Related Uses</i>								
Auto display and sales						P <u>S</u>		
Auto display and sales (indoor showroom only)		P	P		P	P <u>S</u>	P <u>S</u>	
Auto laundry (subject to limitations specified by section 146-42(12))					P	P		
Auto painting or body shop						P		
Auto parts sales (indoor)					P	P		
Garage, auto repair (See definition in section 146-46)						P		
Garage, parking (private)	S	P	P	P	P	P	P	P
Garage, parking (commercial)		P	P	P	P	P	P	P
Junk or salvage yard (See definition in section 146-46)								
Motorcycle sales and service						P <u>S</u>		
Parking, incidental to main use	P	P	P	P	P	P	P	P
Parking lot (commercial)		P	P	S	P	P	P	P
Service station or motor vehicle fuel sales (subject to section 146-79(102)) (See definition in section 146-46)		S	S	S	P	P	P	
Tires batteries and accessories (113)					P	P		

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Tire recapping								
<i>Retail and Service Uses</i>								
Antique shop (See definition in section 146-46)		P	P	P	P	P	P	
Apparel and accessory stores		P	P	P	P	P	P	
Art supplies		P	P	P	P	P	P	
Auto display and sales						P-S		
Auto display and sales (indoor showroom only)		P	P		P-S	P-S	P-S	
Bait shop						P		
Bakery or confectionery (retail)		P	P	P	P	P	P	
Barber or beauty shops		P	P	P	P	P	P	
Bed and breakfast (subject to Ch. 138, Art. IV)	S	P	S	S	P			
Book or card shop		P	P	P	P	P	P	
Cleaning (small shop and pickup) (See definition in section 146-46)		P	P	P	P	P	P	
Clinic (See definition in section 146-46)		P	P	S	P	P	P	P
Corner store (less than 2000 square feet gross fl. area)	P	P	P	P	P	P	P	
Day-care for children (See definition in section 146-46)—Primary use	P	P	P	P	P	P	S	P
Day-care for children— Secondary use	P	P	P	P	P	P	P	P
Department or discount store		P	P	P	P	P	P	
Drug-store or pharmacy		P	P	P	P	P	P	
Fabrics or needlework shop		P	P	P	P	P	P	
Florist or garden shop		P	P	P	P	P	P	
Food stores, groceries		P	P	P	P	P	P	

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Frozen food lockers		S				P	P	
Furniture sales		P	P	P	P	P	P	
Greenhouse or plant nursery		S		S	P	P	P	
Hardware store		P		P	P	P	P	
Hobby or handcraft shop		P	P	P	P	P	P	
Household appliance sales (See definition in section 146-46)		P	P	P	P	P	P	
Key shop		P	P	P	P	P	P	
Mimeograph or letter shop		P	P	P	P	P	P	
Office supplies		P	P	P	P	P	P	
Paint and related sales		P	P		P	P		
Pawnshops						P		
Personal service (See definition in section 146-46)		P	P	P	P	P	P	
Pet stores (no outside runs)		P	P	P	P	P	P	
Restaurant or cafeteria (indoor service) (See definition in section 146-46)		P	P	P	P	P	P	
Restaurant or cafeteria (including drive-through window (See definition in section 146-46)			S		P	P	S	
Restaurant or cafeteria (drive-in service) (See definition in section 146-46)					P	P		
Retail store (indoor)		P	P	P	P	P	P	
Service station or motor vehicle fuel sales (subject to section 146-79; see also section 146-42)(See definition in section 146-46)		S	S	S	P	P	S	
Studios, photo, music, art, health, etc.		P	P	P	P	P	P	
Tattoo parlor						P		
Travel agent		P	P	P	P	P	P	

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
<i>Commercial Type Uses</i>								
Amusement, commercial (indoor) (See definition in section 146-46)		P	P	S	P	P	P	P
Amusement commercial (outdoor) (See definition in section 146-46)					P	P		P
Auto laundry (subject to limitations specified by section 146-42)					P	P		
Bakeries (wholesale)		S			S	P	P	
Banks and financial institutions, no drive-up windows		P	P	P	P	P	P	
Banks and financial institutions, including drive-up windows		P	P	S	P	P	P	
Building materials sales					P	P		
Carnival or circus (temporary)					T	T	T	T
Carpentry, painting shop						P		
Cleaning plant, laundry					P	P		
Construction buildings (temporary)	T	T	T	T	T	T	T	T
Creamery, dairy products						P	P	
Department or discount stores		P	P		P	P	P	
Exterminator						P		
Farm implement sales and service						P		
Field office (temporary) (See definition in section 146-46)	T	T	T	T	T	T	T	T
Funeral homes and mortuaries		P			P	P		
Garage, auto repair (See definition in section 146-46)					P	P		
Golf course, Par-three (commercial)	S	S	S	S	S	P	P	P
Hotel or motel (See definition in section 146-46)		P	P	S	P	P	P	

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Laboratories, medical, dental, science		P	P	S	P	P	P	
Miniwarehouses			S			S		
Mobile home display and sales								
Monument sales						P		
Motor freight terminal						P	P	
Office building		P	P	P	P	P	P	P
Offices, showrooms, buildings		P	P		P	P	P	P
Office use		P	P	P	P	P	P	P
Pet store or kennel (outside runs)						P		
Plumbing shop		P			P	P		
Printing plant or newspaper						P	P	
Private club (subject to Ch. 138, Art. II) (See definition in section 146-46)		S	S	S	S	S	S	
Radio or TV broadcast studio		P	P		P	P	P	
Real estate sales office (temporary)	T	T	T	T	T	T	T	T
Rest home or nursing home (see definition in section 146-46)	S	P	P	S	P	P		
School, business or trade (see definition in section 146-46)		P	P	S	P	P	P	P
Sign shop						P		
Stable, commercial (see definition in section 146-46)								
Swim or tennis club (see definition in section 146-46)	S	P	P	S	P	P	P	
Theater (indoor)		P	P	S	P	P	P	
Theater (outdoor)					S	P		

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Tires, batteries and accessories (see definition in section 146-46)					P	P		
Trailer, light truck, tool rental					P	P		
Upholstery shop		P	P	P	P	P	P	
Veterinarian (no outside runs)		P		P	P	P		
Veterinarian (with outside runs)						S		
Warehousing						P	P	
Wholesale establishments						P	P	
<i>Industrial and Manufacturing Uses</i>								
Acid manufacture								
Apparel and related manufacture						P	P	
Cement, lime, gypsum, plaster								
Chemicals and allied products								
Concrete or asphalt batch plant								
Contractor's yard								
Drugs and pharmaceutical manufacture						S	S	
Dirt or topsoil extraction								
Electrical generating plant								
Electronic products manufacture		P	P		P	P	P	
Fat rendering, animal reduction								
Fertilizer manufacture								
Food processing								
Forge plant								
Gas, butane, propane storage						S		

District:	Residential	Multi-Use & High-Density Residential Center	Office	Neighborhood Center	Retail	Commercial	Employment Center	Govt/ Civic
Heavy machinery sales and storage						P		
High-technology manufacturing and fabrication		S	S		S	P	P	
Industrial and manufacturing plants								
Junk or salvage yard (See definition in section 146-46)								
Laboratories, medical, dental, science		P	P	S	P	P	P	
Machine shop or welding						P		
Metal fabrication						P	P	
Motor freight terminal						P	S	
Open storage (See definition in section 146-46)								
Paper or pulp manufacture								
Parking lot (truck) (See definition in section 146-46)							S	
Petroleum products refining or storage								
Plastic products manufacture							S	
Printing plant or newspaper						S	S	
Sand or gravel mining or storage								
Sanitary landfill								
Smelting of ores or metals								
Soft drink bottling plant								
Stockyards or slaughterhouse								
Utility shop or yard						P	P	
Utility substation or regulating station	P	P	P	P	P	P	P	P
Warehousing						P	P	
Welding shop						P		

