

## **“MTC” -- MCKINNEY TOWN CENTER ZONING DISTRICT**

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## **1. PURPOSE AND INTENT**

The “MTC” -- McKinney Town Center zoning district is intended to implement the Town Center Study Phase 1 Report and associated illustrative vision (known together as the “Town Center Master Plan”) adopted by City Council in March 2008. It facilitates pedestrian oriented, mixed-use, urban infill redevelopment, providing shopping, employment, housing, and business and personal services.

This is achieved by promoting an efficient, compact and walkable development pattern; encouraging pedestrian activity; reducing the reliance on private automobiles; positioning the historic Town Center as a viable transit-oriented development (TOD); promoting a more functional and attractive community through the use of recognized and time-tested principles of urban design; and allowing developers flexibility in land use and site design. A high level of attention to site and building design is required to promote an attractive and functional Town Center as envisioned in the Master Plan.

While revitalization of the historic Town Center area is a high priority, it must be accomplished in a manner that preserves and perpetuates the history and heritage of this community. It is the City’s goal to enhance the significance of the City’s authentic core to residents, tourists and visitors and serve as a support and stimulus to business and industry.

The McKinney Town Center zoning district is created to support economic development, sustainable tax base, and job creation/retention by: (a) providing a streamlined and simplified zoning process, (b) establishing adjacency predictability in the built environment, (c) offering flexibility to address changing market conditions, (d) reducing risk to private investment/development, (e) synchronizing private investment/development with public capital investment policies, and (f) calibrating zoning regulations with the existing physical context and character of the downtown core area of McKinney.

## **2. COMPONENTS**

**2.1** The “MTC” -- McKinney Town Center zoning district shall apply to the geographical boundaries as established in the McKinney Town Center Regulating Plan.

**2.2** The Regulating Plan shall be the official Zoning Map for the McKinney Town Center. It shall establish the development standards for all properties within the McKinney Town Center including:

**2.2.1** Character Districts: The McKinney Town Center is further distinguished by “Character Districts.” A Character District is intended to preserve and/or create an urban form that is distinct from other Character Districts. Each Character District shall establish use and building standards including but not limited to building placement, height, parking, service access, and other functional design standards for all properties within that Character District. The Regulating Plan classifies all properties within the Town Center into one of seven Character Districts (Historic Core; Downtown Core; Downtown Edge; Transit Village Core; Transit Village Edge; Cotton Mill Core; and Cotton Mill Edge). The different Character Districts are based on historic and regional architectural traditions and development intended to create a built environment that is consistent with the adopted Town Center Master Plan.

- 2.2.2 Street Designations: The Regulating Plan shall identify existing streets within the McKinney Town Center as Pedestrian Priority “A” Streets, Pedestrian Priority “B” Streets, or Service Streets. In addition, it shall identify the location and the level of pedestrian priority for recommended new streets as well as the location of streets recommended for vacation.
- 2.2.3 Special Requirement: The Regulating Plan shall identify the location of Required Commercial Frontage.
- 2.2.4 Other: The Regulating Plan shall identify existing civic building sites and existing civic/open spaces and shall recommend the location of future civic building sites, civic/open spaces, passenger rail station/platform, and vista termini within the McKinney Town Center.
- 2.3 McKinney Town Center zoning district text: The McKinney Town Center zoning district text (i.e., this document) shall enumerate the use and development standards with text and graphics including but not limited to Definitions, Administration, Permitted Uses, Building Form and Site Development Standards, Building Design Standards, and Open Space Standards relating to the regulation of private development within the McKinney Town Center.
- 2.4 The zoning regulations of general application, which apply across zoning districts, within the City of McKinney Zoning Regulations (Article 2), as amended, shall not apply to the “MTC” -- McKinney Town Center Zoning District except as specifically referenced herein or unless the subject matter of any such zoning regulation of general application is not specifically addressed in this document and such zoning regulation is not otherwise in conflict with the spirit and intent of the “MTC” -- McKinney Town Center Zoning District’s regulations.

### 3. REGULATING PLAN

The Regulating Plan is hereby adopted as the official Zoning Map for the McKinney Town Center zoning district. The development standards in the McKinney Town Center zoning district shall apply mandatorily to all properties within the geographical boundaries of the McKinney Town Center Regulating Plan (see Appendix 2B-1 of the City of McKinney Zoning Regulations (Article 2).

- 3.1 Character Districts Established: The following Character Districts are established, and the boundaries of the specific Character Districts are established in the Regulating Plan. Per the standards for minor modifications in Section 5.5, the McKinney Town Center Development Coordinator shall have the authority to make minor adjustments to internal boundaries of the Character Districts as established in the Regulating Plan.

- 3.1.1 **Historic Core:** The Historic Core District is intended to preserve and enhance the existing National Register Commercial Historic District in and around the Historic Square. Development standards in this district require new buildings and additions to existing buildings to be consistent with the historic form and architectural traditions of the area.

- 3.1.2 **Downtown Core:** The Downtown Core District is intended to encourage compatible infill and redevelopment of the area immediately surrounding the

Historic Core. Development standards in this district emphasize a pedestrian orientation and street walls along Virginia, Louisiana, Hunt, Lamar, Davis, Anthony, Church, Kentucky, Tennessee, Chestnut, and McDonald Streets.

**3.1.3 Downtown Edge:** The Downtown Edge District is intended to provide for a range of relatively smaller scale commercial (retail, office, and live-work) and residential transitions between the Downtown Core and the adjacent neighborhoods to the north, south, and west. Development standards emphasize keeping a smaller scale for residential uses and limiting non-residential building forms to be compatible with the adjacent residential neighborhoods.

**3.1.4 Transit Village Core:** The Transit Village Core District is intended to provide the highest intensity of residential and commercial infill and redevelopment around the future passenger rail transit station. Development standards emphasize pedestrian frontages along Virginia, Louisiana, and McDonald Streets.

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

**3.1.6 Cotton Mill Core:** The Cotton Mill Core District is intended to provide for adaptive reuse/redevelopment of the historic Cotton Mill building complex as well as for development of compatible new buildings with a flexible range of commercial, institutional, or residential uses based on specific market conditions. The mix of uses and development standards are based on the McKinney Economic Development Alliance's (MEDA) 2010-11 economic development study specifically identifying the Cotton Mill area as an opportunity for a technology business development center (i.e. "Entrepreneurial Village") to foster a unique, inspiring, and collaborative built environment that incubates emerging entrepreneurs and technologists.

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

**3.2 Street Designations Established:** The Regulating Plan establishes the following Street Designations for existing streets.

**3.2.1 Pedestrian Priority "A" Streets:** Pedestrian Priority "A" Streets are intended to be the primary pedestrian streets, and building frontages along Pedestrian Priority "A" Streets shall be held to the highest standard of pedestrian-oriented design. Any requirement for Pedestrian Priority "A" Streets fronting on Recommended Civic/Open Space shall be dependent on the actual location of the Civic/Open Space recommended.



**3.2.2 Pedestrian Priority “B” Streets:** Pedestrian Priority “B” Streets are intended to balance pedestrian orientation with automobile orientation. Building frontages along Pedestrian Priority “B” Streets may be permitted to accommodate some service and auto-related functions.

**3.2.3 Service Streets:** Service Streets are intended to provide service and auto-related functions such as loading/unloading and trash pick-up. Building frontages and lot frontages along Service Streets may be designed based on utility and functionality over pedestrian orientation. Service Streets may include existing or future alleys.

**3.2.4 Street Vacations:** The Street Vacation designation indicates the location of streets recommended for vacation by the City of McKinney and for reclamation by private development.

**3.3 Street Designations Recommended:** The Regulating Plan indicates the location and the level of pedestrian priority for recommended new streets intended to implement the Town Center Master Plan.

**3.4 Special Requirement:** The Regulating Plan indicates the location of Required Commercial Frontage along all streets fronting on the Historic Square. Ground floors of all buildings with this requirement shall not be occupied by residential units and/or lodging rooms in hotels to a minimum depth of 25 feet as measured from the front building facade line.

### **3.5 Other:**

**3.5.1 Existing Civic Building Sites:** The Existing Civic Building Sites designation indicates the location of existing civic buildings (public and community buildings).

**3.5.2 Existing Civic/Open Space:** The Existing Civic/Open Space designation indicates the location of existing civic/open spaces (including parks, plazas, greens, and squares).

**3.5.3 Recommended Civic Building Sites:** The Recommended Civic Building Sites designation indicates the recommended location of future civic buildings (public and community buildings) intended to implement the Town Center Master Plan.

**3.5.4 Recommended Civic/Open Space:** The Recommended Civic/Open Space designation indicates the recommended location of future civic/open spaces (including parks, plazas, greens and squares) intended to implement the Town Center Master Plan. Any requirement for Pedestrian Priority “A” Streets fronting on Recommended Civic/Open Space shall be dependent on the actual location of the Civic/Open Space recommended.

**3.5.5 Recommended Passenger Rail Station/Platform:** The Recommended Passenger Rail Station/Platform designation indicates the recommended location of the future passenger rail station/platform intended to implement the Town Center Master Plan.

**3.5.6 Recommended Vista Terminus:** The Recommended Vista Terminus designation indicates the recommended location of vista termini at the end of key streets or view corridors intended to implement the Town Center Master Plan. Special attention should be given to the design of new buildings and sites to take advantage of these vista termini.

#### 4. DEFINITIONS

In addition to Definitions in Article 2, Section 205 and in Article 9 of the Unified Development Code, the following terms shall have the corresponding interpretations for the McKinney Town Center zoning district.

*Attic/Mezzanine* is the interior part of a building contained within a pitched roof structure or a partial story between two main stories of a building.

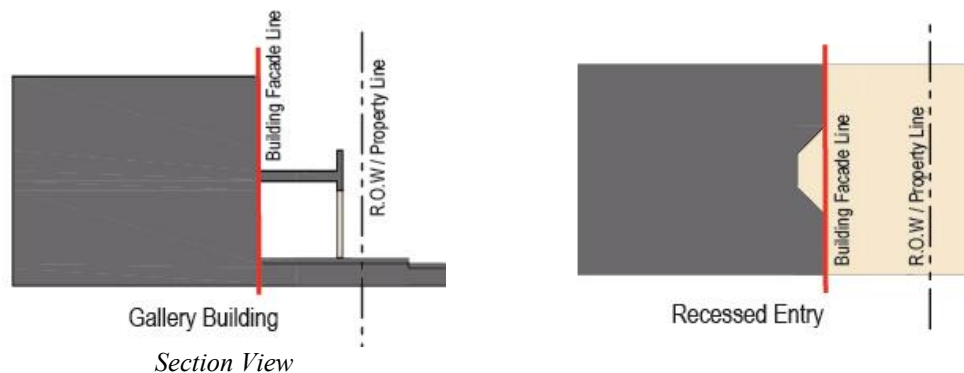
*Boardinghouse or rooming house* means a building, other than a hotel, where lodging with or without meals for three or more persons are provided for compensation.

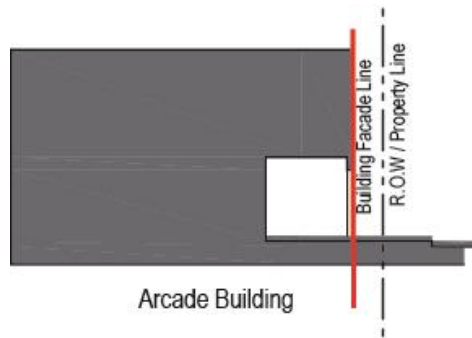
*Build-to Line* is the line at which the principal building's front façade shall be built.

*Build-to Zone* is the area between the minimum and maximum front setbacks and within which the principal building's front façade shall be built.

*Building Form and Site Development Standards* are the standards established for each Character District including but not limited to building placement, building height, parking, service access, and other functional design standards.

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



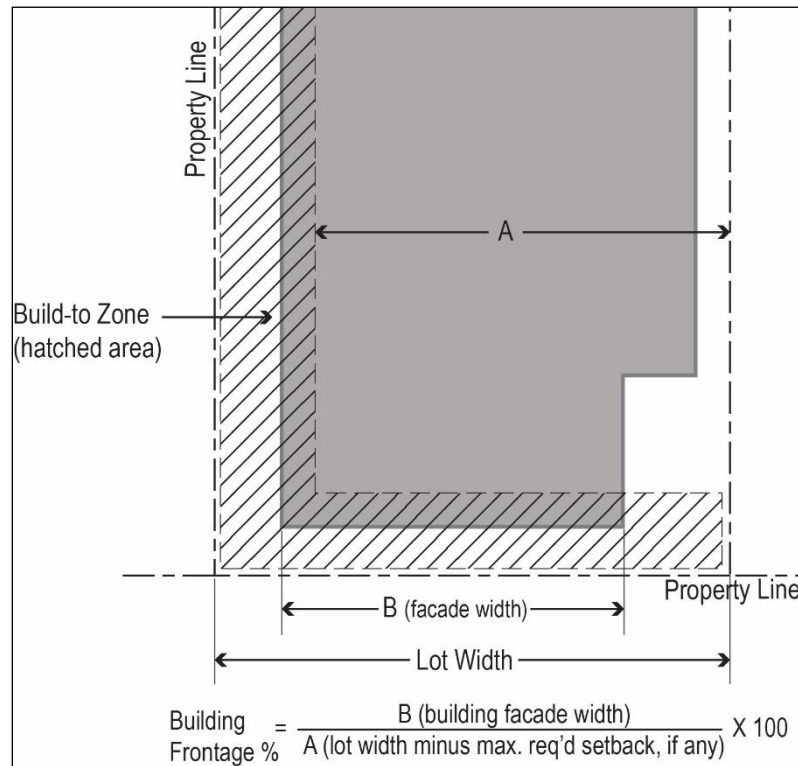


*Plan View*

*Section View*

*Building Façade Line Illustrations*

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



*Image showing Building Frontage calculation*

*Character District* means an area within the McKinney Town Center that is intended to preserve and/or create an urban form that is distinct from other areas within the McKinney Town Center. Character Districts are identified in the Regulating Plan.

*Civic/Open Space* is publicly accessible open space in the form of parks, courtyards, forecourts, plazas, greens, playgrounds, squares, etc. Civic/open space may be privately or publicly owned and maintained.

*Commercial or Mixed Use Building* means a building in which at least the ground floor of the building is built to Commercial Ready standards and any of the floors are occupied by non-residential or residential uses.

*Commercial Ready* means space constructed at a minimum ground floor height as established in each Character District which may be used for noncommercial uses and can be converted into retail/commercial use. Prior to the issuance of a certificate of occupancy for a retail/commercial use in a Commercial Ready space, the space must comply with all building and construction codes for that use. The intent of Commercial Ready space is to provide the flexibility of occupying a space in accordance with market demand and allowing the use in such space to change to retail/commercial uses accordingly.

*Design Exception* means a requested deviation from any standards in Section 7 Building Form and Site Development Standards, Section 8 Building Design Standards, and Section 9 Open Space Standards beyond minor deviations specified in the Minor Modifications provision of Section 5 Administration.

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

*Live-Work Dwelling* is a mixed use building type with a dwelling unit that is also used for work purposes, provided that the ‘work’ component is (1) restricted to the uses of professional office, personal service, cottage industrial, artist’s workshop, studio, or other similar uses, (2) is located on the street level and constructed to Commercial Ready standards, and (3) is constructed as separate units under a condominium regime or as a single unit. The ‘live’ component may be located on the street level (behind the work component) or any other level of the building. Live-work dwelling is distinguished from a home occupation otherwise defined by Section 205.G.2.g of the City of McKinney Zoning Regulations in that the “work” component is not required to be incidental and secondary to the “live” component. Additionally, the “work” component may employ more than one (1) individual who is not an occupant of the “live” component.

*McKinney Town Center Development Coordinator* is a senior City staff person (Director of Planning or designee) who is the single point of contact to facilitate development and redevelopment within the McKinney Town Center and is responsible for administering standards in the McKinney Town Center zoning district.

*McKinney Town Center Master Plan:* In March 2008, the Town Center Study Phase 1 Report and associated illustrative vision were unanimously approved by City Council and adopted by reference into the City of McKinney Comprehensive Plan. Known together as the Town Center Master Plan, it serves as a meaningful policy guide for City officials, City staff, property owners, private developers, and citizens when considering development/redevelopment decisions in the Town Center. The Town Center Study Phase 1 Report includes a number of preferred redevelopment concepts such as encouraging adaptive reuse of historic buildings, encouraging new mixed use and urban residential infill growth, improving pedestrian walkability and connectivity, creating compatible physical scales and transitions, and fostering long-term economic development through the concept of “place.”

The associated illustrative vision is a composite of several building scale illustrations of preferred redevelopment concepts.

*McKinney Town Center Regulating Plan (Regulating Plan)* is the official Zoning Map for the McKinney Town Center zoning district. The Regulating Plan graphically depicts development standards including Character Districts, Street Designations, and Special Requirement(s) applicable to properties within the McKinney Town Center geographical area.

*McKinney Town Center Zoning District* is the zoning designation intended to implement the Town Center Study Phase 1 Report and associated illustrative vision (known together as the Town Center Master Plan) adopted by City Council in March 2008. It facilitates pedestrian oriented, mixed-use, urban infill redevelopment, providing shopping, employment, housing, and business and personal services. The McKinney Town Center zoning district supports economic development, sustainable tax base, and job creation/retention by: (a) providing a streamlined and simplified zoning process, (b) establishing adjacency predictability in the built environment, (c) offering flexibility to changing market conditions, (d) reducing risk to private investment/development, (e) synchronizing private investment/development with public capital investment policies, and (f) calibrating zoning regulations with the existing physical context and character of the downtown core area of McKinney.

*Minor Modification* means a requested deviation from MTC zoning district standards specified in the Minor Modifications provision of Section 5 Administration. The McKinney Town Center Development Coordinator shall have the authority to administratively approve a request for a Minor Modification.

*Multiple family dwelling* means any building or portion thereof, which is designed, built, rented, leased or let to contain three or more dwelling units or apartments on a single lot, or which is occupied as a home or place of residence by three or more families living in independent dwelling units on a single lot.

*Psychic or paranormal readings* means a business that utilizes, stages, or engages in or with alleged clairvoyance, psychic phenomena, or other paranormal or parapsychological disciplines.

*Public, Civic, or Landmark Building* means any building that houses a public or civic use that is located on a prominent site within the McKinney Town Center Zoning District. Such a building may incorporate a specialized or unique use within the building which may require alternative design and development standards per Section 5.7 of the MTC Zoning District regulations.

*Residential Building* means a building type that is built to accommodate only residential uses on all floors of the building such as a detached single family home, attached single family home (i.e. townhome), two family home (i.e. duplex), multiple family (3 or more) apartment building (under single ownership or under multiple owners within a condominium regime).

*Special Requirement:* As identified on the Regulating Plan, a special development standard called Required Commercial Frontage is applied to ground floor uses, to a minimum depth of 25 feet, along all streets fronting on historic square in the Historic Core Character District.

*Street Designation:* As identified on the Regulating Plan, existing streets in the McKinney Town Center are designated as Pedestrian Priority “A” Streets, Pedestrian Priority “B” Streets, or Service Streets. Each designation establishes a certain development context in order to improve walkability and pedestrian orientation within the McKinney Town Center area. The Regulating Plan also identifies the location and the level of pedestrian priority for recommended new streets as well as the location of streets recommended for vacation.

## 5. ADMINISTRATION

**5.1 Applicability.** Approval of a site plan shall be required prior to the issuance of any building permit for the construction of a new residential building, a new non-residential building, or a new mixed use building (this requirement specifically does not apply to new single family detached residential dwellings and new two-family residential dwellings); prior to the issuance of any building permit for any modification to a structure which affects its size, shape, orientation, or volume; prior to a structure’s change in use that requires modifications to existing parking configurations; or as otherwise determined by the Chief Building Official. All building permits must conform to an approved site plan. Single family detached residential dwellings shall be subject to the requirements of Chapter 122 of the City of McKinney Code of Ordinances, and as amended.

**5.2 McKinney Town Center Development Coordinator.** The McKinney Town Center Development Coordinator is a senior City staff person (Director of Planning or designee) who shall be the primary point of contact to facilitate development and redevelopment within the McKinney Town Center and shall be responsible for administering the McKinney Town Center zoning district regulations.

**5.3 Site Plan Application.** The applicant shall prepare a site plan application demonstrating compliance with the McKinney Town Center Regulating Plan and the McKinney Town Center zoning district regulations as well as with all other applicable regulations in the City of McKinney Zoning Regulations. A site plan application shall include:

- 5.3.1** All information described in sections 203.E.1.c of the City of McKinney Zoning Regulations;
- 5.3.2** The location of the subject property relative to the delineation of applicable Character District(s), Street Designation(s), Special Frontage Requirements (if any), and other recommended elements depicted on the McKinney Town Center Regulating Plan;
- 5.3.3** A Building Plan with architectural elevations and/or renderings of all proposed building(s) to demonstrate compliance with the Building Form and Site Development Standards as well as with the Building Design Standards of the McKinney Town Center zoning district.

**5.4 Site Plan Application Approval Process.** The McKinney Town Center Development Coordinator shall have the authority to approve, approve with conditions, or schedule the site plan for a Planning and Zoning Commission meeting for action according to the procedures in Section 203.E.1 of the City of McKinney Zoning Regulations. The McKinney Town Center Development Coordinator shall not have the authority to disapprove a site plan application. Unless otherwise provided for in this Code, the McKinney Town Center Development Coordinator shall forward any application which



they cannot approve to the Planning and Zoning Commission for action. The actions of the Planning and Zoning Commission may be appealed to City Council. The City Council shall be the final approval authority for site plans. Approval of a site plan application does not constitute approval of a building permit application for construction.

**5.5 Minor Modifications.** A Minor Modification means a requested deviation from the McKinney Town Center zoning district standards as specified below. The McKinney Town Center Development Coordinator shall have the authority to approve requests for minor modifications to the McKinney Town Center zoning district standards that:

- 5.5.1** Do not substantially change the circulation and building location on the site;
- 5.5.2** Do not increase the building area permitted under the McKinney Town Center zoning district;
- 5.5.3** Do not change the relationship between the buildings and the street;
- 5.5.4** Do not allow a use not otherwise authorized under the McKinney Town Center zoning district; or
- 5.5.5** Do not allow greater height of any building or reduction of any parking requirement established under the McKinney Town Center zoning district.

The McKinney Town Center Development Coordinator shall also have the authority to approve minor modifications outlined in Table 5.1 below, including minor adjustments to internal boundaries of the Character Districts pursuant to the criteria established below.

**Table 5.1 Minor Modifications Allowed**

<i><b>Standard</b></i>	<i><b>Minor Modification Allowed</b></i>	<i><b>Criteria</b></i>
Area/Boundary of Character Districts (including any recommended Civic/Open Spaces)	No more than a 15% change (increase or decrease) in the area of any Character District (aggregate or per block).	<ul style="list-style-type: none"> <li>▪ Shall not eliminate any Character District or any Special Frontage designation.</li> <li>▪ Shall not change the overall boundary of the Regulating Plan.</li> <li>▪ Modified area shall be contiguous with the corresponding Character District that is changed and shall be changed to only one of the adjacent Character Districts.</li> <li>▪ Any modification of Character Districts shall include entire lots.</li> </ul>
Location of Recommended Streets	Location shall not move more than 25' in any direction.	<ul style="list-style-type: none"> <li>▪ Shall maintain the connectivity intended by the Regulating Plan</li> </ul>
Build-to Line Build-to Zone	No more than a 10% change in the build-to line or zone.	<ul style="list-style-type: none"> <li>▪ Changes to the build-to lines and build-to zones may only be due to any changes to the street cross-sections or changes in the width of a sidewalk.</li> <li>▪ In no case shall a sidewalk be less than 6 feet in width.</li> </ul>
Building Frontage	No more than a 10% reduction in the required Building Frontage along each block of a Pedestrian Priority "A" Street.	<ul style="list-style-type: none"> <li>▪ Any reduction in the required building frontage shall be to accommodate porte-cocheres for drop-off and pick-up.</li> </ul>
Street Screening Device	Waiver of Street Screening Device requirement along a Pedestrian Priority "B" Street.	<ul style="list-style-type: none"> <li>▪ Requirement for a street screening device may only be waived along a Pedestrian Priority "B" Street along the frontage of any interim surface parking lot (off-street) that is planned to be in-filled with a parking structure through a phased site plan or other agreement with the city.</li> <li>▪ In no case shall any portion of the surface parking have frontage along a Pedestrian Priority "A" Street without a required street screening device.</li> <li>▪ In no case shall the surface parking lot (off-street) be located at a street intersection for a minimum depth of 20' along each street (regardless of the Street Type designation).</li> </ul>
Transparency	Reduction from 65% to no less than 50% transparency on Pedestrian Priority "A" and "B" Streets	<ul style="list-style-type: none"> <li>▪ Shall maintain the pedestrian interaction and overall intent of the MTC Zoning District</li> </ul>

<i>Standard</i>	<i>Minor Modification Allowed</i>	<i>Criteria</i>
Any numerical standard (other than those specifically listed in this Table) in the MTC Zoning District	Maximum of 10% change	<ul style="list-style-type: none"> <li>▪ Shall maintain the frontages, transitions, and overall intent of the MTC Zoning District</li> </ul>

Any appeals of the decisions of the McKinney Town Center Development Coordinator regarding minor modifications shall be heard by the Planning and Zoning Commission for action.

**5.6 Design Exceptions.** A Design Exception means a requested deviation from any Building Form and Site Development Standard, Building Design Standard, or Open Space Standard beyond the minor deviations specified in the Minor Modifications provision. A Design Exception shall also mean a requested deviation from the Design Criteria of the Schedule of Permitted Uses. Requests for Design Exceptions shall be forwarded by the McKinney Town Center Development Coordinator to the Planning and Zoning Commission for action in accordance with Section 203.G.1 of the UDC; however, requests for Design Exceptions involving building height(s) shall instead be forwarded directly to the City Council for action.

**5.6.1 Review Considerations.** In reviewing any site plan application or site plan application with a Design Exception Request forwarded by the McKinney Town Center Development Coordinator, or when hearing appeals, the Planning and Zoning Commission and/or City Council shall use the following criteria:

- i. The goals, intent, and vision of the adopted McKinney Town Center Master Plan;
- ii. The extent to which the proposal fits the adjoining design context by providing appropriate building scale and use transitions;
- iii. The extent to which the proposal provides public benefits such as usable civic and open spaces, livable streets, structured and/or shared parking, and linkages to transit;
- iv. The extent to which the proposal hinders future opportunities for higher intensity Town Center development; and
- v. Considerations of health and welfare of the general public.

**5.6.2** An appeal by the applicant for the denial of a Design Exception by the Planning and Zoning Commission shall be made to the City Council.

**5.7 Public, Civic, or Landmark buildings.** The McKinney Town Center Development Coordinator shall not have the authority to approve site plan applications for public, civic, or landmark buildings and shall forward all such applications to the Planning and Zoning Commission for action. The action of the Planning and Zoning Commission may be appealed to City Council. In reviewing such applications, the following shall be taken into consideration:

- 5.7.1** Public, Civic, or Landmark buildings should occupy prominent sites such as at the end of a terminated vista.
- 5.7.2** Major entrances and exits should be clearly marked and should front on plazas or wide sidewalks that allow pedestrians safe ingress and egress into the building.
- 5.7.3** Major entrances and key street intersections, including locations recommended for vista terminations, shall be emphasized with vertical elements that create a unique identity to the civic building.



- 5.7.4** Public, Civic, or Landmark buildings may be larger in scale than commercial and mixed use buildings and thus may not necessarily be built to the sidewalk. They should be articulated horizontally and vertically with architectural elements to break the mass of the structure down.
  - 5.7.5** Major street frontages shall not be blank walls. Windows, changing building materials, arcades, building articulation, and other architectural elements shall be used to add interest at the street level.
  - 5.7.6** Building materials used should convey the impression of permanence and stability and to the extent possible, masonry (brick, stone, stucco using the three step process, marble, or granite) should be used for a majority of the exterior building facades.
- 5.8** Nonconforming Uses and Structures. Nonconforming Uses and Structures in the McKinney Town Center zoning district shall be regulated pursuant to Section 201.C Legal Nonconformities of the City of McKinney Zoning Regulations.
- 5.9** Plat Approval. All land subdivision, plat approval, and public improvement requirements in the McKinney Town Center zoning district shall follow the City of McKinney Subdivision Regulations (Article 3 of the UDC). Any variances to the Subdivision Regulations shall require the approval of the City Council per Section 303.B.
- 5.10** Vacations of Public Rights-of-Way. Right-of-way vacations in the McKinney Town Center zoning district shall follow City of McKinney Subdivision Regulations Section 306.B.
- 5.11** Amendments/Changes. Amendments and changes to the McKinney Town Center zoning district Regulating Plan or text not otherwise permitted by the administrative provisions stated herein shall be considered by the Planning and Zoning Commission and approved by the City Council in accordance with the procedure set out in Section 203.C.1 of the City of McKinney Zoning Regulations.

## 6. SCHEDULE OF PERMITTED USES

	Historic Core	Downtown Core	Downtown Edge	Transit Village Core	Transit Village Edge	Cotton Mill Core	Cotton Mill Edge
<b>Residential Uses</b>							
Bed & breakfast		S	S		S		
Boardinghouse or rooming house		P	P		P	P	P
Caretaker's or watchman's quarters						A	A
Duplex		P	P		P	P	P
Independent living	P	P	P	P	P	P	P
Live-work dwelling	P	P	P	P	P	P	P
Multiple family dwelling	C	C	P	C	P	P	P
Single family attached		P	P	P	P	P	P
Single family detached		P	P		P	P	P
<b>Educational and Institutional Uses</b>							
Arts or Cultural Center	P	P	P	P	P	P	P
Assisted living facility		P		P	P	P	P
Civic club or fraternal organization	P	P	P	P	P	P	P
College or university	P	P		P	P	P	P
Community Garden	C	P	P	P	P	P	P
Day care	C	C	C	C	C	C	C
Government facilities (city, excluding airport uses)	P	P	P	P	P	P	P
Government <u>or public</u> facilities (non-city)	P	P	P	P	P	P	P
Hospital		P		P	P	P	P
Religious assembly	P	P	P	P	P	P	P
School, business or trade		P	P	P	P	P	P
School, public, private or parochial	P	P	P	P	P	P	P
Warming station	T	T	T	T	T	T	T
<b>Recreational and Entertainment Uses</b>							
Commercial entertainment, indoor	P	P	C	P	C	P	C
Commercial entertainment, outdoor	S	S	S	S	S	S	S
Gym or fitness studio	P	P		P	P	P	P
Private club	S	S	S	S	S	S	S
Reception or event center, indoor	P	P	C	P	C	P	C
Reception or event center, outdoor	S	S	S	S	S	S	S
Recreation area, private	P	P	P	P	P	P	P
Sexually oriented business (See Ch. 138)							

	Historic Core	Downtown Core	Downtown Edge	Transit Village Core	Transit Village Edge	Cotton Mill Core	Cotton Mill Edge
<b><i>Transportation, Automobile, and Related Uses</i></b>							
Auto, motorcycle, truck, or boat, rental or sales					S	C	
Electric Vehicle Charging Station	A	A	A	A	A	A	A
Fuel sales, passenger vehicles				C	C	C	
Parking garage or lot, paid or private	P	P	P	P	P	P	P
Transportation station		C		C		C	
Vehicle repair, major							
Vehicle repair, minor					C	C	
<b><i>Commercial Type, Retail, and Service Uses</i></b>							
Animal care and services, indoor only		P		P	P	P	
Banks and financial services (with no drive-through service facility)	P	P	P	P	P	P	
Banks and financial services (with drive-through service facility)		C		C		C	
Body art studio							
Clinic, medical or dental	P	P	P	P	P	P	P
Craft consumables	C	C	C	C	C	C	C
Dispatch office					P	P	
Construction field office	T	T	T	T	T	T	T
Farmer's market, permanent	P	P	P	P	P	P	
Food Truck Court	C	C	C	C	C	C	C
Food Truck Operation Site	C	C	C	C	C	C	C
Funeral home or mortuary		C		C	C	C	
Greenhouse or plant nursery		P	P	P	P	P	
Hotel or motel	C	C		C	C	C	
Office	P	P	P	P	P	P	P
Office showroom/warehouse				P	P	P	P
Pawn shop							
Personal service (with drive-through service facility)		C		C	C	C	C
Personal service (with no drive-through service facility)	C	P	P	P	P	P	P
Radio or TV broadcast studio					P	P	
Retail sales (no drive-through service)	P	P	C	P	C	P	C
Retail sales (with drive-through service)		C		C	C	C	
Restaurant, brew pub	P	P	C	P	C	P	C
Restaurant, carry-out and delivery only	P	P	P	P	P	P	P
Restaurant, dine-in	P	P	C	P	C	P	C
Restaurant, drive-in or drive-through		C		C	C	C	

	Historic Core	Downtown Core	Downtown Edge	Transit Village Core	Transit Village Edge	Cotton Mill Core	Cotton Mill Edge
<b>Industrial and Manufacturing Uses</b>							
Cottage industrial	C	C		C	C	C	
Manufacturing, light				C	C	C	
Outdoor storage							
Utility substation	S	S	S	S	S	S	S
Warehouse				C	C	C	

- All uses not specifically listed are prohibited and shall be unlawful unless the Director of Planning has determined an appropriate use type for the unlisted use pursuant to the procedure in UDC §205B.4
- The following is the legend for interpreting the schedule of uses for the “MTC” -- McKinney Town Center zoning district:

P	Use is permitted by right.
C	Use is permitted only if the design criteria in the following table are satisfied.
	Use is prohibited.
S	Use is permitted only with a Specific Use Permit under Section 203C.3.
T	Use is permitted with a Temporary Use Permit under Section 205H.2 & 205H.3.
A	Use is permitted as an Accessory Use under Section 205G.2 & MTC Section 7

**Design Criteria Table**

Use	Character Districts	Design Criteria
Any use with a drive-through or drive-up facility (including banks and financial services; day cares; personal service; funeral homes and mortuaries; retail sales; restaurants)	<ul style="list-style-type: none"> <li>▪ All (<a href="#">see individual uses in Schedule of Permitted Uses</a>)</li> </ul>	<ul style="list-style-type: none"> <li>▪ Drive-through access (driveways) shall only be from Pedestrian Priority “B” Streets or from Service Streets.</li> <li>▪ Drive-through lanes and/or canopies shall not have frontage along Pedestrian Priority “A” Streets.</li> </ul>
Auto, motorcycle, truck, or boat, rental or sales	<ul style="list-style-type: none"> <li>▪ <del>Transit Village Core</del></li> <li>▪ Transit Village Edge</li> <li>▪ Cotton Mill Core</li> </ul>	<ul style="list-style-type: none"> <li>▪ Sales shall not include truck or boat sales.</li> </ul>
Auto, motorcycle, truck, or boat, rental or sales; Fuel sales, passenger vehicles; <a href="#">Vehicle repair, minor</a>	<ul style="list-style-type: none"> <li>▪ Transit Village Core</li> <li>▪ Transit Village Edge</li> <li>▪ Cotton Mill Core</li> </ul>	<ul style="list-style-type: none"> <li>▪ Service bays shall not be oriented towards Pedestrian Priority “A” Streets.</li> <li>▪ Fuel pumps and canopies shall not be located with any frontage along Pedestrian Priority “A” Streets.</li> <li>▪ Along Pedestrian Priority “B” Streets, service bays, fuel pumps and/or canopies shall not exceed 50% of the lot’s street frontage.</li> </ul> <p align="right"><a href="#">(cont. on next page)</a></p>

Use	Character Districts	Design Criteria
		<ul style="list-style-type: none"> <li>No outdoor storage along any Pedestrian Priority “A” Streets.</li> <li>Outdoor storage along any Pedestrian Priority “B” or Service Streets shall be screened with a street screen <u>at least</u> as high as the items being stored.</li> </ul>
<u>Commercial entertainment, indoor; reception or event center, indoor</u>	<ul style="list-style-type: none"> <li><u>Downtown Edge</u></li> <li><u>Transit Village Edge</u></li> <li><u>Cotton Mill Edge</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Shall be located a minimum of 300 feet from any residential use or zone.</u></li> <li><u>This provision may be reduced or eliminated with a Specific Use Permit (SUP).</u></li> </ul>
<u>Community Garden</u>	<ul style="list-style-type: none"> <li><u>Historic Core</u></li> </ul>	<ul style="list-style-type: none"> <li><u>The use shall not engage in the retail sale of any goods.</u></li> </ul>
Cottage industrial	<ul style="list-style-type: none"> <li>Historic Core</li> <li>Downtown Core</li> <li>Transit Village Core</li> <li>Transit Village Edge</li> <li>Cotton Mill Core</li> </ul>	<ul style="list-style-type: none"> <li>All operations shall occur within a fully enclosed building.</li> <li>Shall be located only in buildings less than 20,000 square feet.</li> </ul>
Craft Consumables	<ul style="list-style-type: none"> <li>All</li> </ul>	<ul style="list-style-type: none"> <li>A Craft Consumables establishment shall not exceed 20,000 square feet.</li> <li>A Craft Consumables establishment can be up to 50,000 square feet if it contains a restaurant component that accounts for at least 30 percent of the building’s gross floor area.</li> </ul>
Food truck courts; food truck operation sites	<ul style="list-style-type: none"> <li><del>Historic Core</del></li> <li><del>Downtown Core</del></li> <li><del>Transit Village Core</del></li> <li><del>Transit Village Edge</del></li> <li><del>Cotton Mill Core</del><u>All</u></li> </ul>	<ul style="list-style-type: none"> <li>Shall meet the requirements for the corresponding use found in Section 205I.3 or 205I.4.</li> </ul>
Hotel or motel	<ul style="list-style-type: none"> <li>Historic Core</li> <li>Downtown Core</li> <li>Transit Village Core</li> <li>Transit Village Edge</li> <li>Cotton Mill Core</li> </ul>	<ul style="list-style-type: none"> <li>Room entrances shall be accessible only from a lobby or interior hallway.</li> </ul>
Manufacturing, light; warehouse	<ul style="list-style-type: none"> <li>Transit Village Core</li> <li>Transit Village Edge</li> <li>Cotton Mill Core</li> </ul>	<ul style="list-style-type: none"> <li>Only machine shops and welding operations shall be permitted for light manufacturing.</li> <li>Shall be located only in buildings less than 20,000 square feet.</li> </ul>
Multiple family dwelling	<ul style="list-style-type: none"> <li>Historic Core</li> <li>Downtown Core</li> <li>Transit Village Core</li> </ul>	<ul style="list-style-type: none"> <li>Along Pedestrian Priority “A” Streets, ground floors shall be built to Commercial Ready standards, including floor-to-floor height and at-grade to the sidewalk.</li> </ul>
Personal Service	<ul style="list-style-type: none"> <li>Historic Core</li> </ul>	<ul style="list-style-type: none"> <li>Shall not include any psychic or paranormal readings as described in MTC Section 4.</li> </ul>
Retail sales; restaurant, (dine-in); restaurant, (brew pub)	<ul style="list-style-type: none"> <li>Downtown Edge</li> <li>Transit Village Edge</li> <li>Cotton Mill Edge</li> </ul>	<ul style="list-style-type: none"> <li>Shall not exceed 20,000 square feet in area.</li> </ul>
<u>Transportation Station</u>	<ul style="list-style-type: none"> <li><u>Downtown Core</u></li> <li><u>Transit Village Core</u></li> <li><u>Cotton Mill Core</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Shall not include taxi or shuttle services.</u></li> </ul>

## 7. BUILDING FORM AND SITE DEVELOPMENT STANDARDS

### 7.1 Historic Core

#### 7.1.1 Illustrations and Intent

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

The Historic Core building form and site development standards are intended to encourage the preservation and redevelopment of the block around McKinney's historic courthouse square based on the Town Center Master Plan. Development standards will emphasize the redevelopment in keeping with the scale and historic significance of the area.

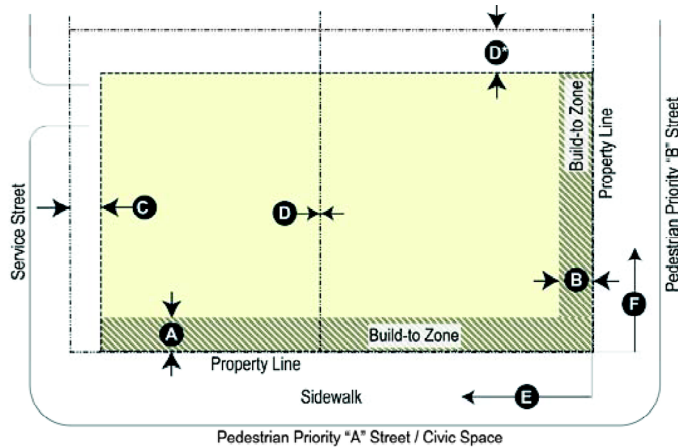
Generally, this character district may accommodate commercial or mixed use buildings in addition to requiring a minimum of 2 story building heights along the Historic Square frontage. Remodeling of existing historic buildings shall meet standards in Section 204.Z of the McKinney Zoning Regulations. The goal is to keep the blocks around the square viable for boutique and destination retail, restaurant, entertainment and civic uses that complement one another.



*Images from the McKinney Town Center Master Plan illustrating the development intent and existing context in the Historic Core Character District*



### 7.1.2 Building Placement



#### Legend

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

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

Pedestrian Priority "A" Street / Civic Space	0' (min.) - 5' (max.) (see #1)	<b>A</b>
Pedestrian Priority "B" Street	0' (min.) - 5' (max.)	<b>E</b>
Service Street	NA (see below for min. setback)	

#### (ii) Setbacks

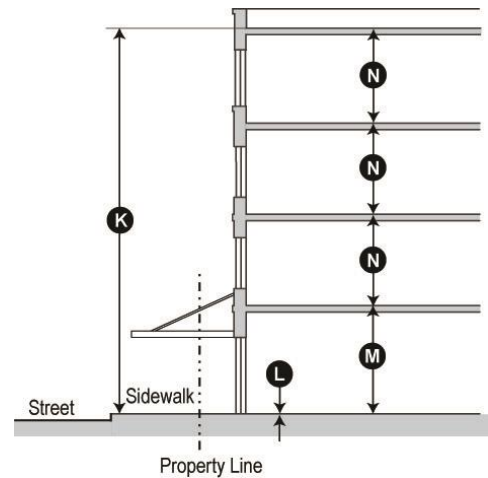
Service Street	0' min.	<b>C</b>
Side	0' min.; (see #2)	<b>L</b>
Rear	0' min. (see #2)	<b>D*</b>

#### (iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	95% (min.) (see #3 and #6)	<b>E</b>
Building Frontage required along Pedestrian Priority "B" BTZ	25% (min.) (see #3 and #6)	<b>F</b>
Building Frontage required along Service Street	None Required	

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

### 7.1.3 Building Height



#### (i) Principal Building Standards

Building minimum	2 stories min. fronting on the Historic Square (including corners of adjacent street intersections) 1 story min. along all other street frontages	<b>K*</b>
Building maximum	4 stories (see #5 and #7)	<b>K</b>
First floor to floor height	Match adjoining historic building (if any) or no less than 14' for all commercial/mixed use buildings or for any building fronting Ped. Priority "A" Street 10' min. for any residential uses/buildings fronting on Ped. Priority "B" or Service Streets (see #4)	<b>M</b>
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or buildings fronting on Ped. "A" Priority Streets) or 18 inches (min) for residential uses/buildings fronting on Ped. Priority "B" or Service Streets (see #12)	<b>L</b>
Upper floor(s) to floor height	10' min.	<b>I</b>

#### (ii) Accessory Building Standards

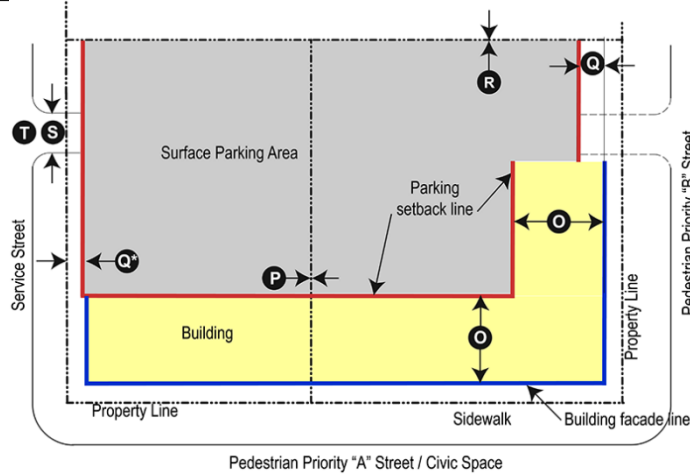
Accessory buildings shall meet the standards for Principal Building standards in the Historic Core Character District.

### 7.1.4 Commercial Frontage Requirements

- Ground floors of all buildings fronting on the Historic Square (including corners) shall not be occupied by residential uses and/or lodging rooms to a minimum depth of 25 feet as measured from the front building façade line.
- Ground floors of all buildings fronting on Pedestrian Priority "A" Streets shall be constructed to Commercial Ready standards including but not limited to first floor-to-second floor height, ingress and egress, and accessibility. This standard shall not apply to civic buildings.

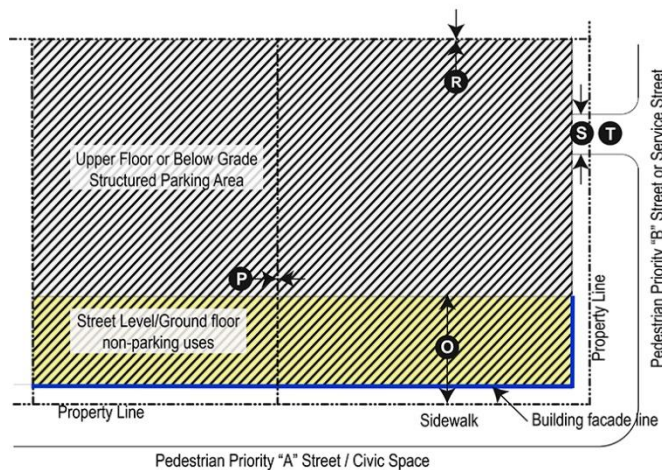
### 7.1.5 Parking & Service Access

#### (i) Surface Parking Location



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

#### (ii) Structured Parking or Below Grade Parking Location



Pedestrian Priority "A" Street Setback	Min. of 30' from the property line	C
Pedestrian Priority "B" /Service Street setback	May be built up to the building façade line along each street <u>or</u> 6' behind the property line (if no building along the street frontage)	
Side and rear setback	0' min. (see #2)	F F

#### Partially Below Grade Parking

May be built up to the building façade line or 6' behind the property line (if no building along the street frontage) along Pedestrian Priority "B" and Service Streets only.

#### (iii) Required Off-Street Parking Spaces

Existing buildings (non-residential and residential uses): No off-street parking is required. Conversions of non-residential uses into residential uses in existing buildings shall also not be required to provide off-street parking.

New Construction (including building additions):

- Non-residential uses shall not be required to provide any off-street parking.
- Residential uses shall provide 1 off-street parking space per dwelling unit.
- Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

#### (iv) Driveways and Service Access

Parking driveway width	24' max. (at the throat)	S
Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. (see #13)		T

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

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

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

### 7.1.6 Encroachments

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



## Notes on the Historic Core Character District

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

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

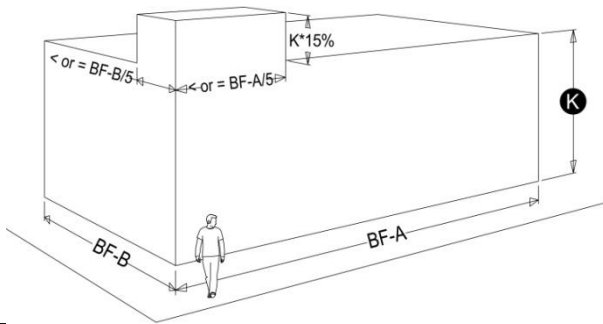
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 25’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent from incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

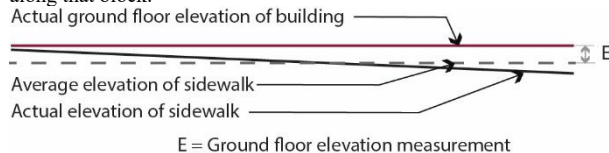
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over on-street parking,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

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

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

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

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



#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.

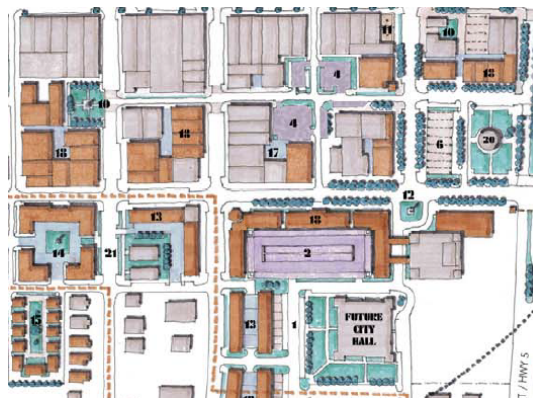
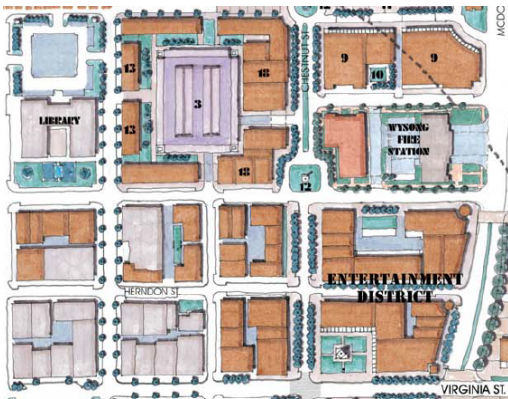
## 7.2 Downtown Core

### 7.2.1 Illustrations and Intent

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

The Downtown Core building form and site development standards are intended to encourage the redevelopment of the blocks immediately surrounding the Historic Core based on the Town Center Master Plan. Development standards will emphasize the redevelopment of these blocks to support a mix of commercial and residential uses in a walkable urban form.

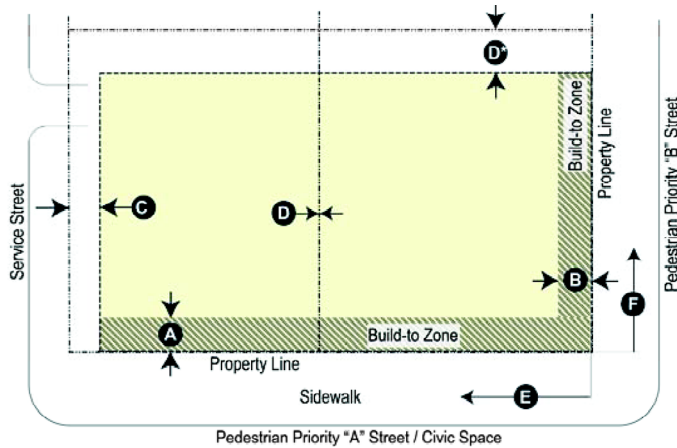
The Downtown Core blocks have the most potential for new development due to a significant amount of vacant or underutilized properties. In addition, the Master Plan shows preferred conceptual locations for parking structures and surface parking lots. These conceptual locations assume build-out of the plan as well as realization of the market economics of the build-out density. The location of parking structures should not preclude other locations. The preferred conceptual locations, however, provide guidance as to how parking structures should be scaled and sited relative to adjacent buildings and how they can provide shared parking opportunities.





*Vision for the character of new development in the Downtown Core*



## 7.2.2 Building Placement



### Legend

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

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

Pedestrian Priority "A" Street / Civic Space	0' (min.) - 10' (max.) (see #1)	<b>A</b>
Pedestrian Priority "B" Street	0' (min.) - 10' (max.)	<b>E</b>
Service Street	NA (see below for min. setback)	

### (ii) Setbacks

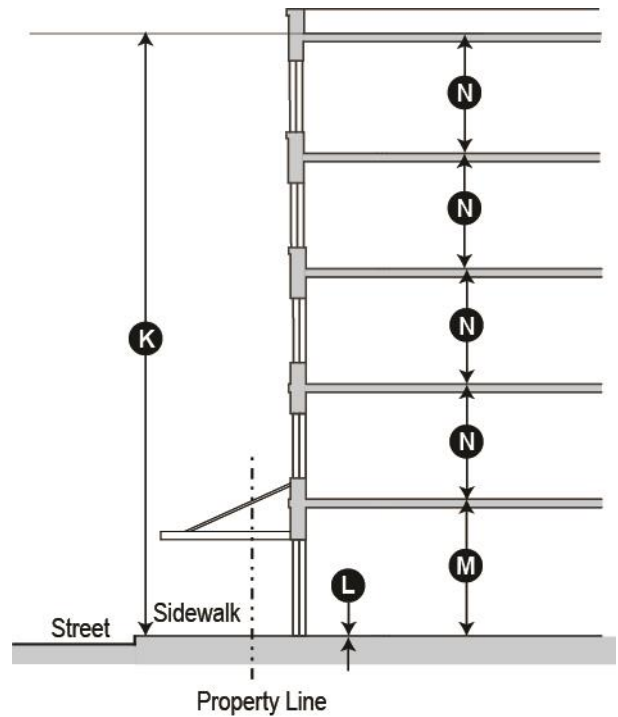
Service Street	0' min.	<b>C</b>
Side	0' min.; (see #2)	<b>L</b>
Rear	0' min. (see #2)	<b>D*</b>

### (iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	90% (min.) (see #3 and #6)	<b>E</b>
Building Frontage required along Pedestrian Priority "B" BTZ	50% (min.) (see #3 and #6)	<b>F</b>
Building Frontage required along Service Street	None Required	

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

## 7.2.3 Building Height



### (i) Principal Building Standards

Building maximum	5 stories (see #5, #7, and #14)	<b>K</b>
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building fronting Ped. Priority "A" Street 10' (min.) for buildings fronting Ped. Priority "B" or Service Streets (see #4)	<b>M</b>
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or buildings fronting on Ped. Priority "A" Streets) 18" (min.) above sidewalk for buildings fronting Ped. Priority "B" or Service Streets (see # 12)	<b>L</b>
Upper floor(s) to floor height	10' min.	<b>I</b>

### (ii) Accessory Building Standards

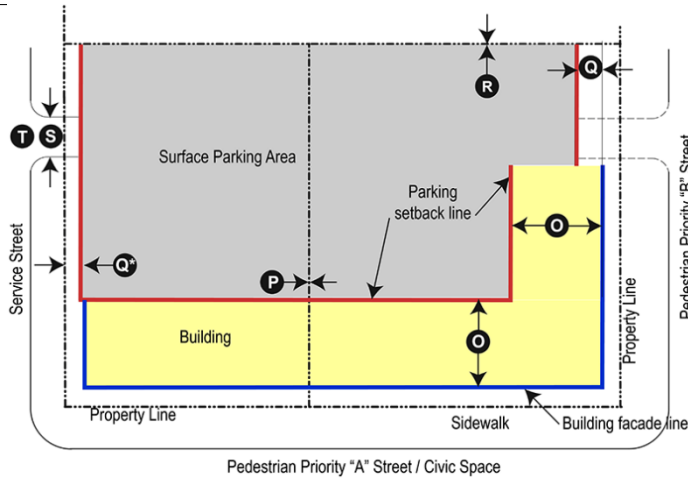
Accessory buildings shall meet the standards for Principal Building standards in the Downtown Core Character District.

## 7.2.4 Commercial Frontage Requirements

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

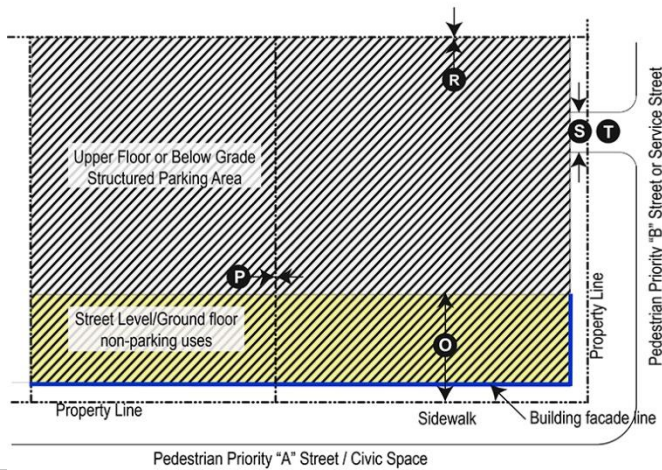
## 7.2.5 Parking & Service Access

### (i) Surface Parking Location



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

### (ii) Structured Parking or Below Grade Parking Location



Pedestrian Priority "A" Street Setback	Min. of 30' from the property line	C
Pedestrian Priority "B" /Service Street setback	May be built up to the building façade line <u>or</u> 6' behind the property line (if no building along the street frontage)	
Side and rear setback	0' min. (see #2)	F F

#### Partially Below Grade Parking

May be built up to the building façade line or 6' behind the property line (if no building along the street frontage) along Pedestrian Priority "B" and Service Streets only.

### (iii) Required Off-Street Parking Spaces

Existing buildings (non-residential and residential uses): No off-street parking is required. Conversions of non-residential uses into residential uses in existing buildings shall also not be required to provide off-street parking.

New Construction (including building additions):

- Non-residential uses shall not be required to provide any off-street parking.
- Residential uses shall provide 1 off-street parking space per dwelling unit.
- Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

### (iv) Driveways and Service Access

Parking driveway width 24' max. (at the throat) S

Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. (see #13) T

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

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

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 7.2.6 Encroachments

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



## Notes on the Downtown Core Character District

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

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

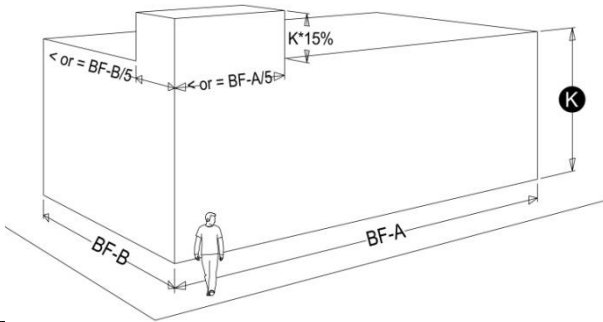
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 25’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

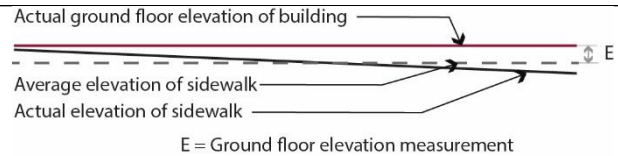
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking,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

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

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

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

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



#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.

#14 – Bonus provisions to exceed the maximum building height: Building heights over 5 stories may be permitted with the following amenities with City Council approval only:

- Provision of plazas, squares, or civic open spaces based on the Town Center Master Plan
- Provision of structured parking

Building setbacks required at the 6<sup>th</sup> story level

## 7.3 Downtown Edge

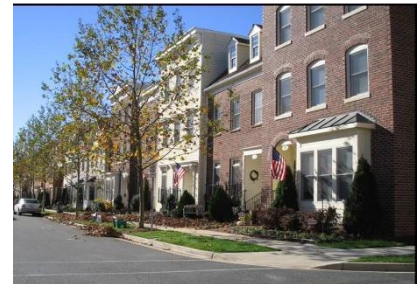
### 7.3.1 Illustrations and Intent

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

The Downtown Edge building form and site development standards are intended to encourage the redevelopment of the blocks between the Downtown Core and existing residential neighborhoods. Development standards will emphasize the transition of these blocks from the higher intensity of the Downtown Core to the lower intensity building types of the adjoining residential neighborhoods.

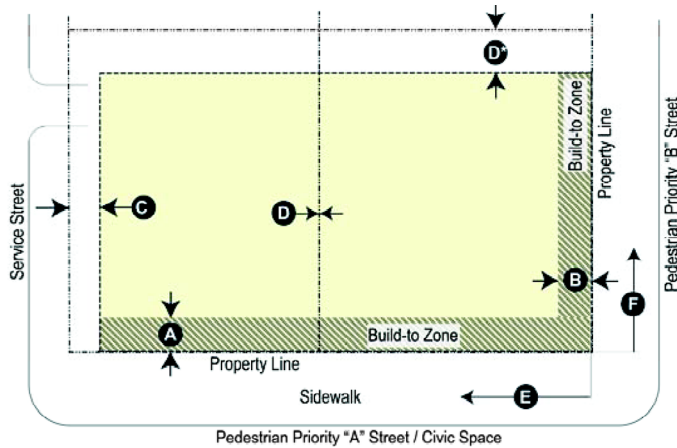
Townhomes and live-work units would be utilized within the Downtown Edge District to facilitate a transition of uses from commercial to noncommercial and a lessening of intensity in terms of residential building types. And, finally, cottages in several site configurations are depicted to complete the transition around the Downtown Core.

The Downtown Edge standards emphasize the retention of existing residential building types while allowing for limited commercial and a range of urban residential uses.





*Images representing character of existing development and intended new development in Downtown Edge*

### 7.3.2 Building Placement



#### Legend

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

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

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

#### (ii) Setbacks

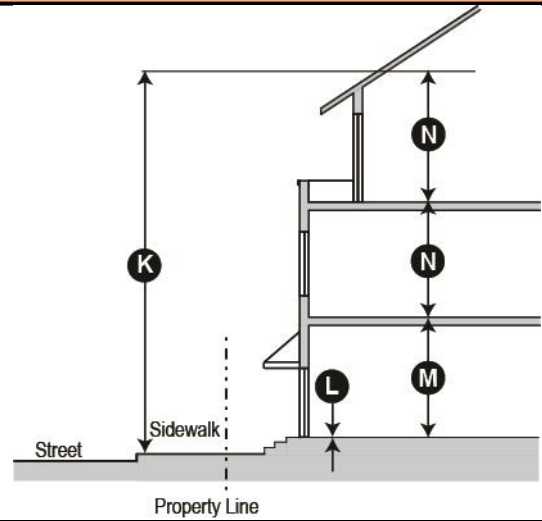
Service Street	0' min.	<b>C</b>
Side (for single-family attached/townhome buildings)	0' min.	<b>E</b>
Side (for all other detached building types)	5' min. (see #2)	
Rear	5' min. (see #2)	<b>D*</b>

#### (iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	75% (min.) (see #3 and #6)	<b>E</b>
Building Frontage required along Pedestrian Priority "B" BTZ	50% (min.) (see #3 and #6)	<b>F</b>
Building Frontage required along Service Street	None Required	

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

### 7.3.3 Building Height



#### (i) Principal Building Standards

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

#### (ii) Accessory Building Standards

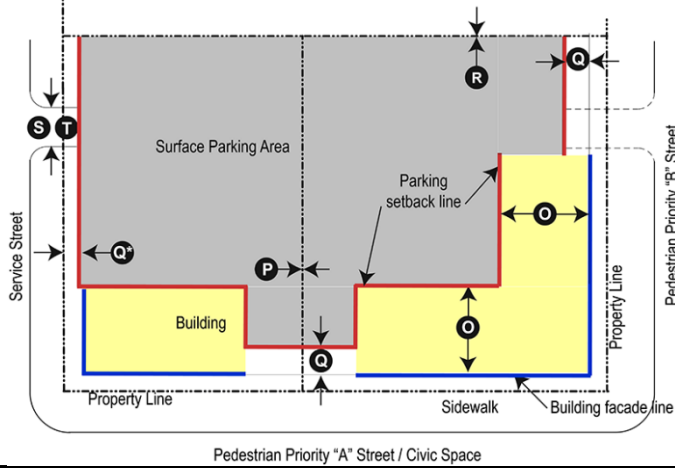
Building Height	2 stories (max.)	
BTZ/Setbacks	Shall be placed behind the front façade of the principal building along Pedestrian Priority "A" Streets. If the principal building has no Pedestrian Priority "A" Street frontage, then the accessory building shall be placed behind the front façade of the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

### 7.3.4 Lot and Block Standards

Lot Width	Min. 20' for single-family attached/ townhome buildings Min. 35' for single-family detached and duplex buildings	
Lot Depth	Min. 75'	
Block Length	Max. 500'	

## 7.3.5 Parking & Service Access

### (i) Surface Parking Location



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

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

Non-residential uses (existing and new construction): Shall provide 1 off-street parking space per 500 gross square feet. The first 2,000 gross square feet of every non-residential building or portion thereof may be exempt from this parking requirement.

Residential uses: All residential uses (conversions in existing buildings and new construction) shall provide 1 off-street parking space per dwelling unit.

Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

### (iii) Driveways and Service Access

Parking driveway width	24' max. (at the throat)	<b>S T</b>
------------------------	--------------------------	------------

#### Commercial Driveways:

Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. (see #13)

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

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

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

#### Residential Driveways and Garages:

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

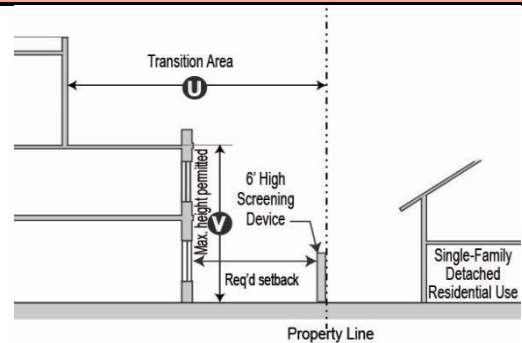
Front-loaded garages on residential lots less than 40 feet wide shall not be allowed.

Town homes and courtyard apartments shall utilize garages with access from Service Streets only.

## 7.3.6 Encroachments

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

## 7.3.7 Residential Transition Standards



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

Transition Area	35' (min.)	<b>U</b>
Max. Building Height within Transition Area	2 stories	<b>V</b>

A Residential Transition Area Screening Device (minimum 6 feet and maximum 8 feet high) shall be required when adjacent to an existing single family detached residential use and shall be optional for all other agencies. Refer to the City of McKinney Zoning Regulations Section 206C.3.e for more information.



## Notes on the Downtown Edge Character District

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

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

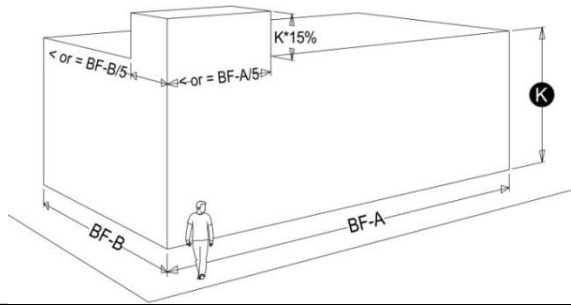
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 20’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

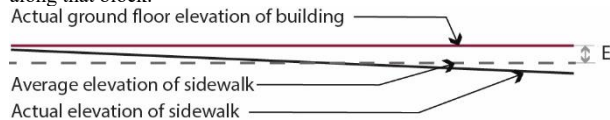
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking,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

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

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

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

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



E = Ground floor elevation measurement

#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.

## 7.4 Transit Village Core

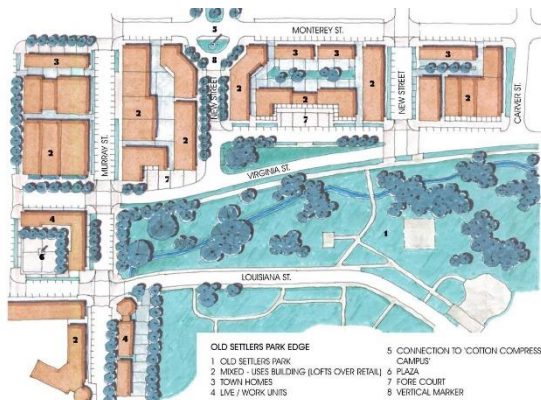
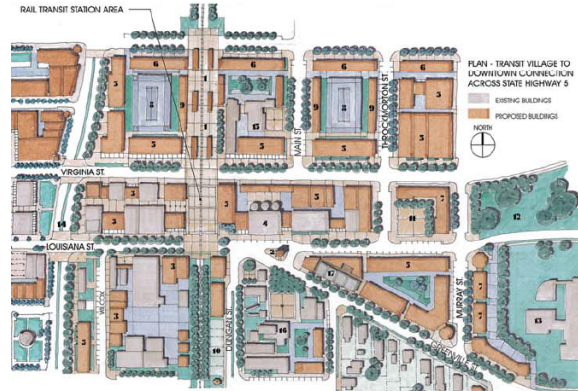
### 7.4.1 Illustrations and Intent

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

The Town Center Master Plan illustrates several concepts for the redevelopment of the area east of SH 5 and the location of a future transit-oriented development. One key goal is to link the Historic Square with Old Settlers Park by providing a better pedestrian environment across State Highway 5.

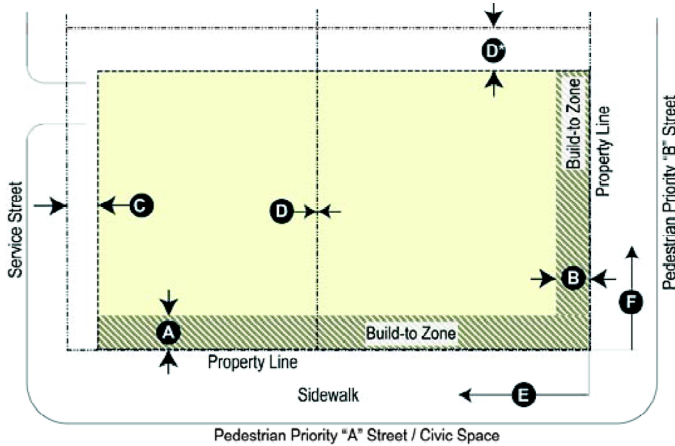
Key concepts include:

- A transit-oriented development pattern around the future transit station
- A redesign of State Highway 5 to foster a more pedestrian friendly environment
- Preservation and adaptive reuse of historic buildings
- Stronger east-west connectivity
- Infill redevelopment (mixed use and urban residential)





*Images representative of the character of existing development and intended new development in the Transit Village Core Character District*

### 7.4.2 Building Placement



#### Legend

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

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

Pedestrian Priority "A" Street / Civic Space	5' (min.) - 10' (max.) (see #1)	<b>A</b>
Pedestrian Priority "B" Street	5' (min.) - 10' (max.)	<b>E</b>
Service Street	NA (see below for min. setback)	

#### (ii) Setbacks

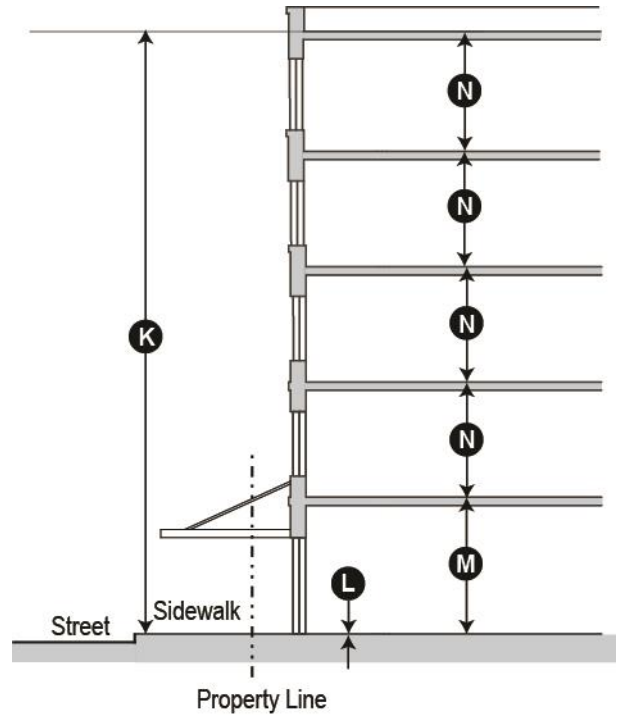
Service Street	0' min.	<b>C</b>
Side	0' min.; (see #2)	<b>L</b>
Rear	0' min. (see #2)	<b>D*</b>

#### (iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	85% (min.) (see #3 and #6)	<b>E</b>
Building Frontage required along Pedestrian Priority "B" BTZ	50% (min.) (see #3 and #6)	<b>F</b>
Building Frontage required along Service Street	None Required	

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

### 7.4.3 Building Height



#### (i) Principal Building Standards

Building maximum	5 stories (see #5, #7, and #14)	<b>K</b>
First floor to floor height	12' (min.) for all commercial/mixed use buildings or any building fronting Ped. Priority "A" Street 10' (min.) for buildings fronting Ped. Priority "B" or Service Streets (see #4)	<b>M</b>
Ground floor finish level	12 inches max. above sidewalk (for ground floors of commercial/mixed use buildings or buildings fronting on Ped. Priority "A" Streets) 18" (min.) above sidewalk for buildings fronting Ped. Priority "B" or Service Streets (see # 12)	<b>L</b>
Upper floor(s) to floor height	10' min.	<b>I</b>

#### (ii) Accessory Building Standards

Accessory buildings shall meet the standards for Principal Building standards in the Transit Village Core Character District.

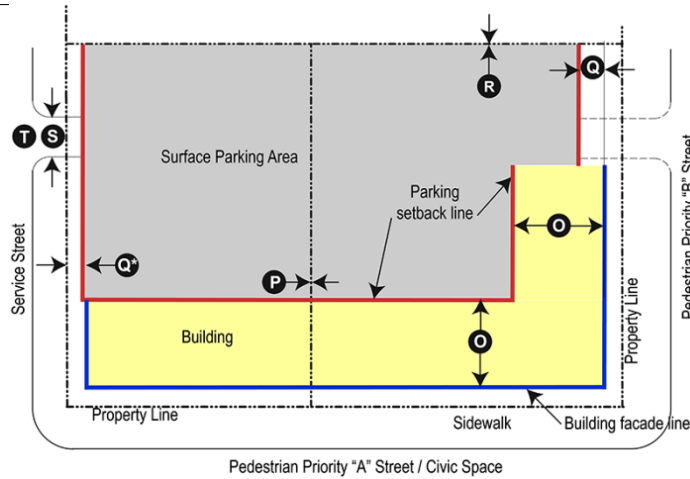
### 7.4.4 Commercial Frontage Requirements

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



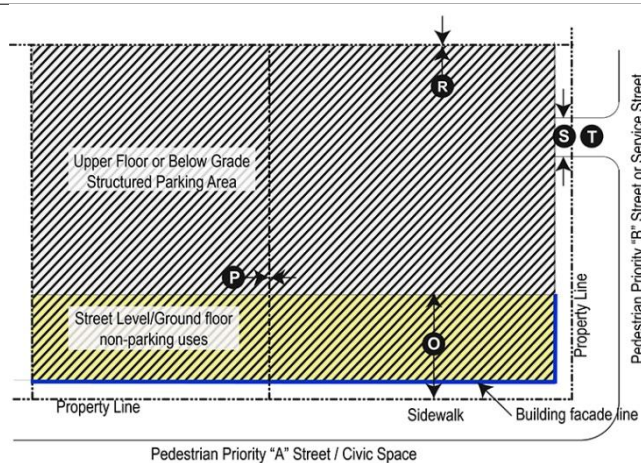
## 7.4.5 Parking & Service Access

### (i) Surface Parking Location



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

### (ii) Structured Parking or Below Grade Parking Location



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

#### Partially Below Grade Parking

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

### (iii) Required Off-Street Parking Spaces

Existing buildings (non-residential and residential uses): No off-street parking is required. Conversions of non-residential uses into residential uses in existing buildings shall also not be required to provide off-street parking.

New Construction (including building additions):

- Non-residential uses shall provide 1 off-street parking space per 500 gross square feet, with the exception of light industrial uses which shall provide 1 off-street parking space for every 1,000 square feet unless a lower parking requirement is provided per Section 206.E of the City of McKinney Zoning Regulations.

Residential uses shall provide 1 off-street parking space per dwelling unit.

Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

### (iv) Driveways and Service Access

Parking driveway width	24' max. (at the throat)	S
Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. (see #13)		T

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

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

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 7.4.6 Encroachments

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

## Notes on the Transit Village Core Character District

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

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

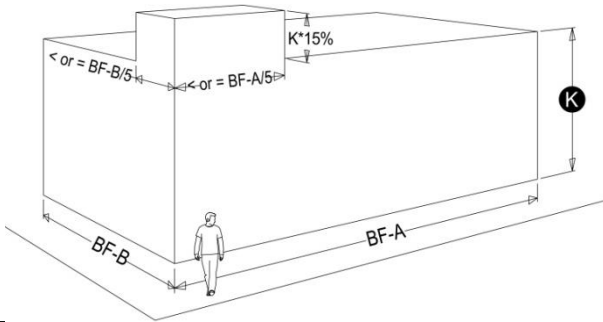
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 25’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

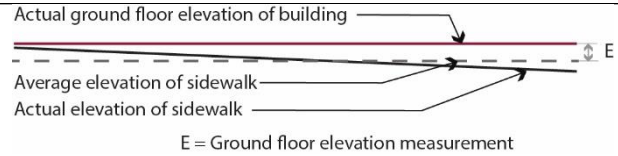
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking,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

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

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

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

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



#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.

#14 – Bonus provisions to exceed the maximum building height: Building heights over 5 stories may be permitted with the following amenities with City Council approval only:

- Provision of plazas, squares, or civic open spaces based on the Town Center Master Plan
- Provision of structured parking

Building setbacks required at the 6<sup>th</sup> story level

## 7.5 Transit Village Edge

### 7.5.1 Illustrations and Intent

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

The Transit Village Edge building form and site development standards implement the recommendations of the Town Center Master Plan for the blocks around the Transit Village Core. The standards emphasize the reuse of existing buildings, re-establishing a walkable street grid, and allowing for an eclectic mix of building types and uses from residential to cottage and light industrial uses.

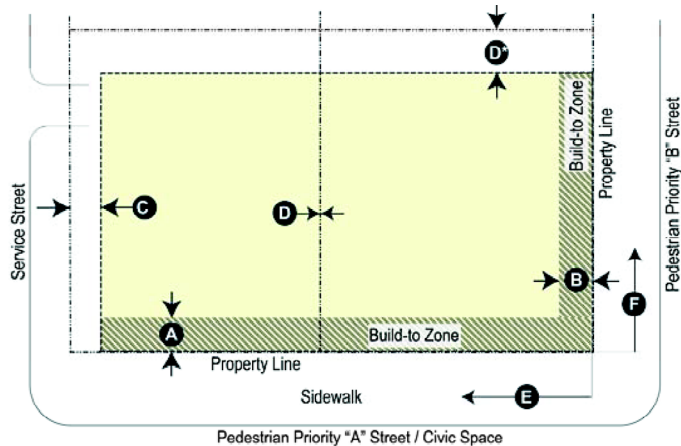
The Transit Village Edge acts as the transition from the higher intensity Transit Village Core to the existing residential neighborhoods north and south of the Town Center and the rail station area. One of the key concepts is the potential redevelopment of the Cotton Compress site as a cultural and educational institution.



*Images showing the character of intended new development in the Transit Village Edge Character District*



## 7.5.2 Building Placement



### Legend

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

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

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

### (ii) Setbacks

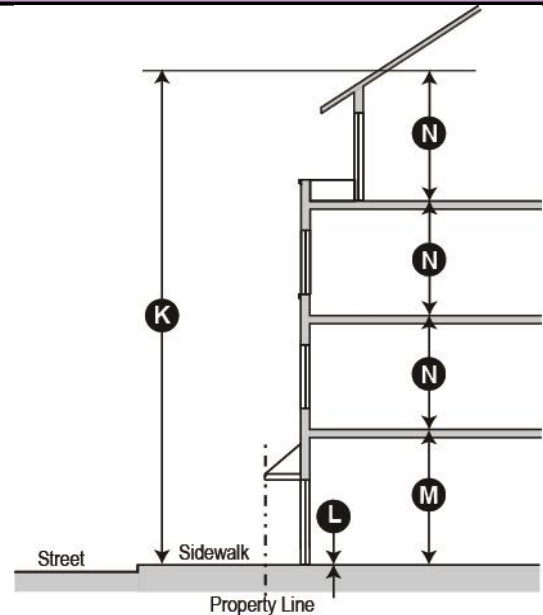
Service Street	0' min.	<b>C</b>
Side (for single-family attached/townhome buildings)	0' min.	<b>D</b>
Side (for all other detached building types)	5' min. (see #2)	
Rear	5' min. (see #2)	<b>D*</b>

### (iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	70% (min.) (see #3 and #6)	<b>E</b>
Building Frontage required along Pedestrian Priority "B" BTZ	25% (min.) (see #3 and #6)	<b>F</b>
Building Frontage required along Service Street	None Required	

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

## 7.5.3 Building Height



### (i) Principal Building Standards

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

### (ii) Accessory Building Standards

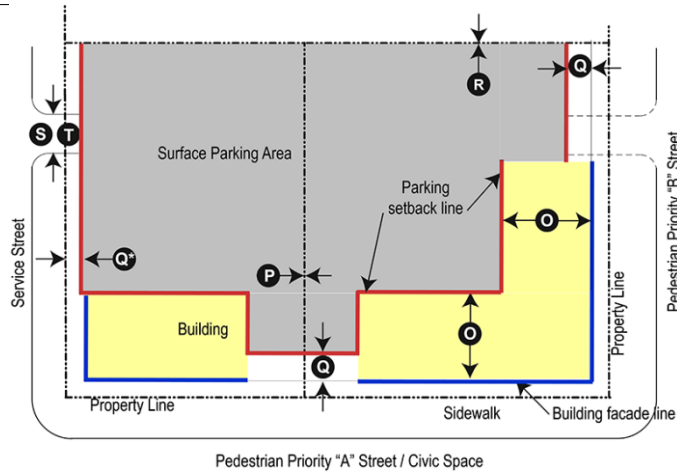
Building Height	2 stories (max.)
BTZ/Setbacks	Shall be placed behind the front façade of the principal building along Pedestrian Priority "A" Streets. If the principal building has no Pedestrian Priority "A" Street frontage, then the accessory building shall be placed behind the front façade of the building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

## 7.5.4 Lot and Block Standards

Lot Width	Min. 20' for single-family attached/ townhome buildings Min. 35' for single-family detached and duplex buildings No min. for commercial, mixed use or cottage/light industrial uses
Lot Depth	No min. or max.
Block face dimensions	Max. 600'
Block Perimeter	Max. 1,600'

## 7.5.5 Parking & Service Access

### (i) Surface Parking Location



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

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

Non-residential uses (existing and new construction): Shall provide 1 off-street parking space per 500 gross square feet with the exception of light or cottage industrial uses which shall provide 1 off-street parking space for every 1,000 sq.ft. unless a lower parking requirement is provided per Section 206.E of the City of McKinney Zoning Regulations. The first 2,000 gross square feet of every non-residential use/building or portion thereof may be exempt from this parking requirement.

Residential uses: All residential uses (conversions in existing buildings and new construction) shall provide 1 off-street parking space per dwelling unit.

Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

### (iii) Driveways and Service Access

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

#### Commercial Driveways:

Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. Driveways and off-street loading and unloading may be located with access from or frontage along a Pedestrian Priority "B" Street only if the property has no access to either a Service Street or shared/joint access easement to an adjoining property with access to a Pedestrian Priority "B" or Service Street. (see #13)

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

to an adjoining property with access to a Pedestrian Priority "B" or Service Street.

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

#### Residential Driveways and Garages:

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

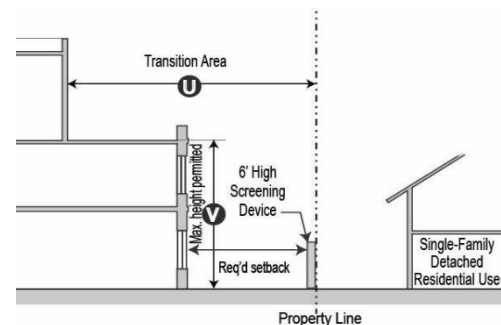
Front-loaded garages on residential lots less than 40 feet wide shall not be allowed.

Town homes and courtyard apartments shall utilize garages with access from Service Streets only.

## 7.5.6 Encroachments

Pedestrian Priority "A" Street / Civic Space	50% of the depth of the sidewalk or 10' (whichever is less) (see #9)	<b>T</b>
Pedestrian Priority "B" Street	50% of the depth of the sidewalk or 10' (whichever is less) (see #9)	
Service Street	Encroachments allowed over any required setbacks No encroachments permitted over the property line on to a Service Street R-O-W	
Rear and side	Encroachments allowed over any required setbacks No encroachments permitted over the property line	

## 7.5.7 Residential Transition Standards



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

Transition Area	25' (min.)	<b>U</b>
Max. Building Height within Transition Area	2 stories	<b>V</b>

A Residential Transition Area Screening Device (minimum 6 feet and maximum 8 feet high) shall be required when adjacent to an existing single family detached residential use and shall be optional for all other adjacencies. Refer to the City of McKinney Zoning Regulations Section 206C.3.e for more information.



## Notes on the Transit Village Edge Character District

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

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

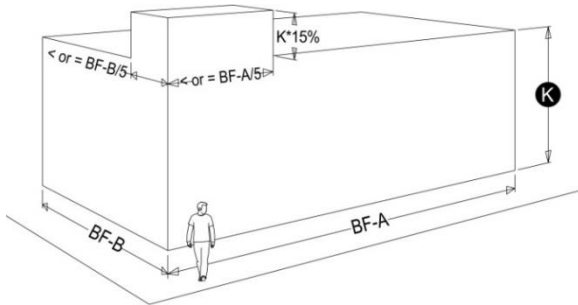
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 20’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

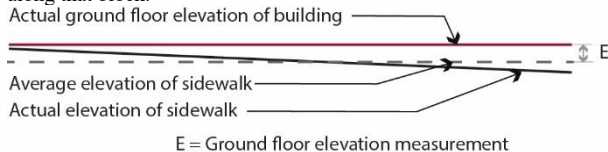
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking,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

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

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

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

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



#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.

## 7.6 Cotton Mill Core

### 7.6.1 Illustrations and Intent

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

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

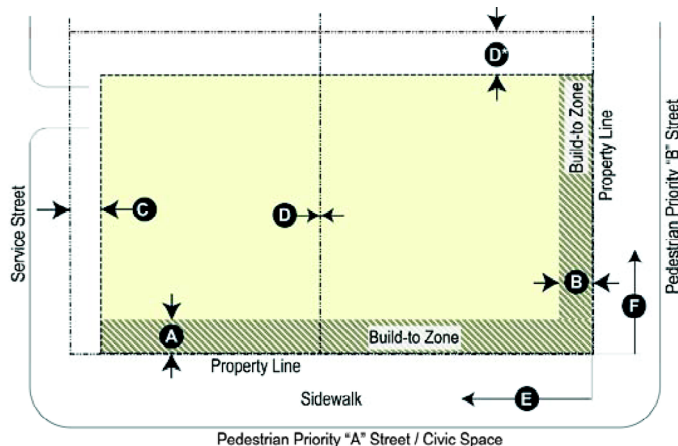
The Cotton Mill Core would anchor the area, serving as a de facto incubator for emerging technology firms. The land around the mill could be developed to house “graduates” of the Cotton Mill who need more space but want to stay in the area and in a similar space. The main goal is to preserve the historic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

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



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

## 7.6.2 Building Placement



### Legend

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

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

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

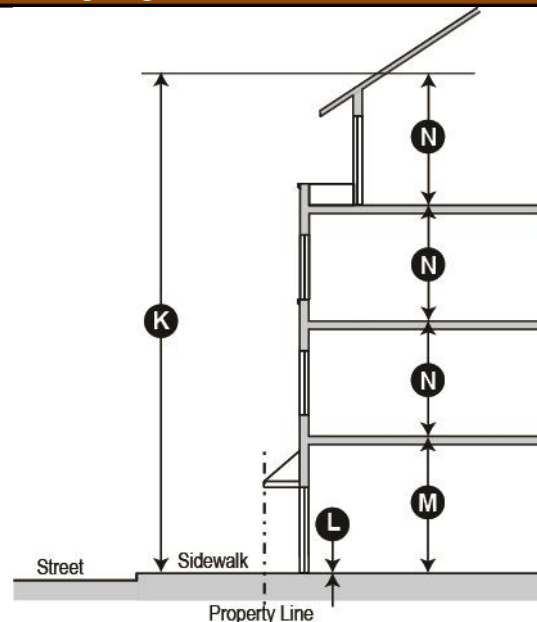
### (ii) Setbacks

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

### (iii) Building Frontage

Building Frontage required along Pedestrian Priority "A" Street/Civic Space BTZ	60% (min.) (see #3 and #6)	<b>E</b>
Building Frontage required along Pedestrian Priority "B" BTZ	25% (min.) (see #3 and #6)	<b>F</b>
Building Frontage required along Service Street	None Required	
See note # 11 for frontage standards on lots with 2 or more frontages along the same street type.		

## 7.6.3 Building Height



### (i) Principal Building Standards

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

### (ii) Accessory Building Standards

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

## 7.6.4 Commercial Frontage Requirements

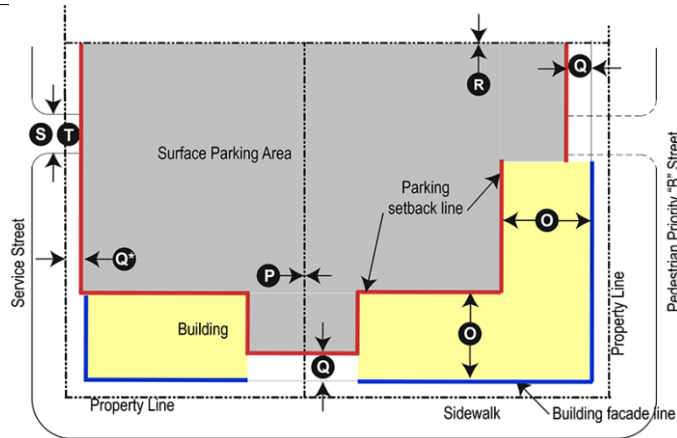
- (i) Ground floors of all buildings fronting on Pedestrian Priority "A" Streets shall be constructed to Commercial Ready standards including but not limited to first floor-to-second floor height, ingress and egress, and accessibility. This standard shall not apply to civic buildings.

## 7.6.5 Lot Standards

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

## 7.6.6 Parking & Service Access

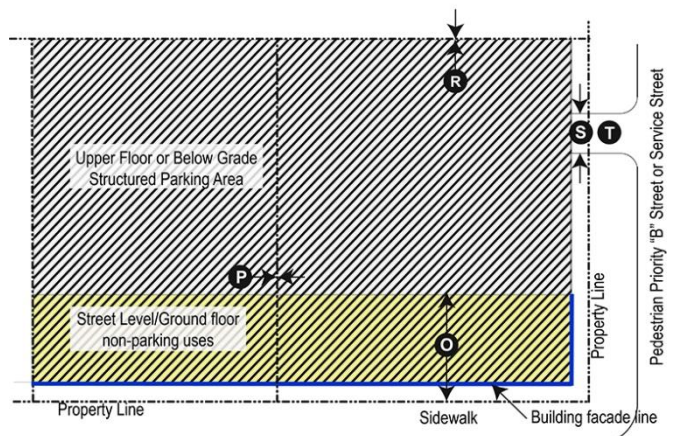
### (i) Surface Parking Location



Pedestrian Priority "A" Street / Civic Space

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

### (ii) Structured Parking or Below Grade Parking Location



Pedestrian Priority "A" Street / Civic Space

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

### Partially Below Grade Parking

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

### (iii) Required Off-Street Parking Spaces

Non-residential uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 206.E.3 of the City of McKinney Zoning Regulations.

Residential Uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 206.E.3 of the City of McKinney Zoning Regulations, except, for multiple family dwellings, which shall provide 1 off-street parking space for each dwelling unit.

Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

### (iv) Driveways and Service Access

Parking driveway width 24' max. (at the throat)

S

Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. (see #13)

T

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

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

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 7.6.7 Encroachments

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



## Notes on the Cotton Mill Core Character District

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

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

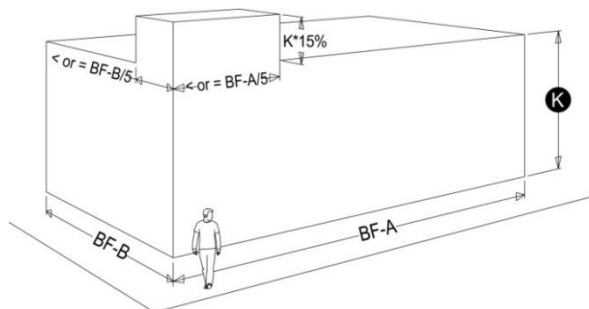
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 25’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

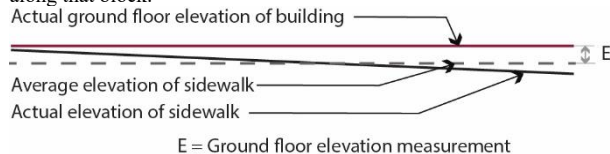
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking,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

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

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

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

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



#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.



## 7.7 Cotton Mill Edge

### 7.7.1 Illustrations and Intent

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

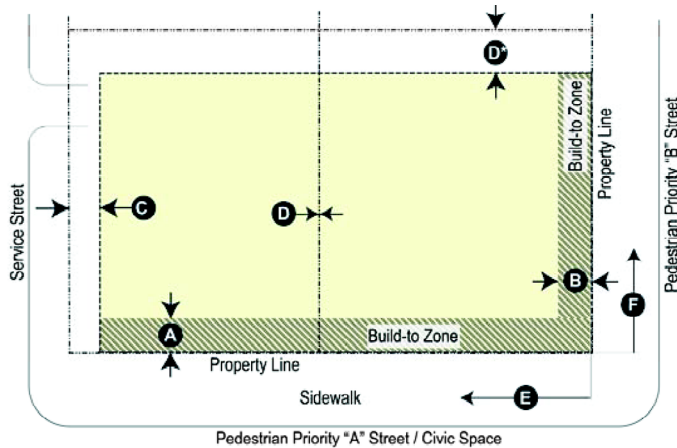
The Cotton Mill Edge District is intended to provide for a range of commercial (retail, office, cottage industrial and live-work) uses and sensitive building scale transitions between the Cotton Mill Core and the adjacent residential neighborhoods. Development standards emphasize buildings, uses, forms,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

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



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

### 7.7.2 Building Placement



#### Legend

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

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

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

#### (ii) Setbacks

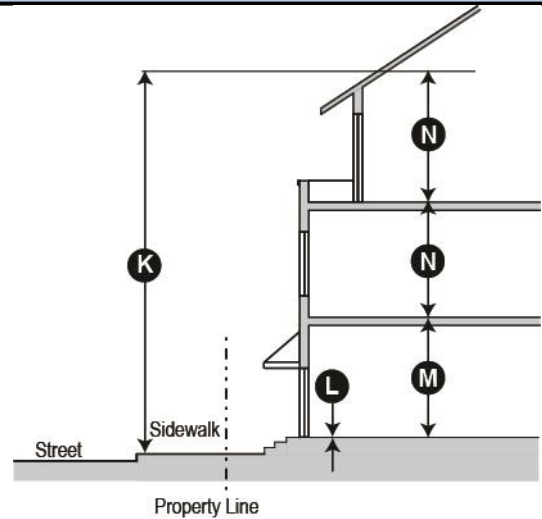
Service Street	5' min.	<b>C</b>
Side (for single-family attached/townhome buildings)	0' min.	<b>D</b>
Side (for all other detached building types)	5' min. (see #2)	
Rear	5' min. (see #2)	<b>D*</b>

#### (iii) Building Frontage

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

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

### 7.7.3 Building Height



#### (i) Principal Building Standards

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

#### (ii) Accessory Building Standards

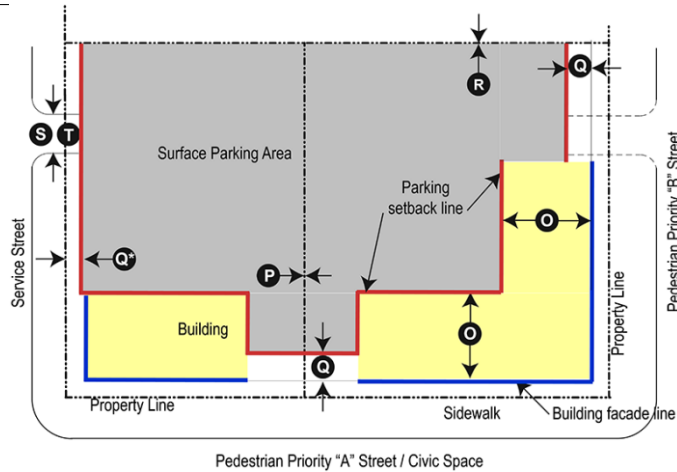
Building Height	2 stories (max.)
BTZ/Setbacks	Shall be placed behind the front façade of the principal building along Pedestrian Priority "A" Streets. If the principal building has no Pedestrian Priority "A" Street frontage, then the accessory building shall be placed behind the front façade of the building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

#### 7.7.4 Lot and Block Standards

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

### 7.7.5 Parking & Service Access

#### (i) Surface Parking Location



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

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

Non-residential uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 206.E.3 of the City of McKinney Zoning Regulations.

Residential Uses (existing buildings and new construction): Shall provide a quantity of off-street parking in accordance with the ratios specified in Section 206.E.3 of the City of McKinney Zoning Regulations, except, for multiple family dwellings, which shall provide 1 off-street parking space for each dwelling unit.

Shared parking may be provided per Section 206.E of the City of McKinney Zoning Regulations.

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

#### (iii) Driveways and Service Access

##### Commercial Driveways:

Driveways and off-street loading and unloading shall only be located with access from or frontage along a Service Street. (see #13)

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

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

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

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

Screening of service and loading/unloading areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

##### Residential Driveways and Garages:

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

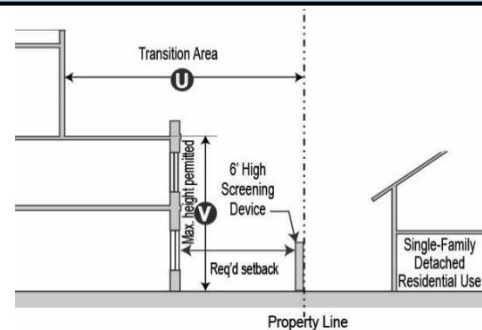
Front-loaded garages on residential lots less than 40 feet wide shall not be allowed.

Town homes and courtyard apartments shall utilize garages with access from Service Streets only.

### 7.7.6 Encroachments

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

### 7.7.7 Residential Transition Standards



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

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

A Residential Transition Area Screening Device (minimum 6 feet and maximum 8 feet high) shall be required when adjacent to an existing single family detached residential use and shall be optional for all other adjacencies. Refer to the City of McKinney Zoning Regulations Section 206.C for more information.

## Notes on the Cotton Mill Edge Character District

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

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

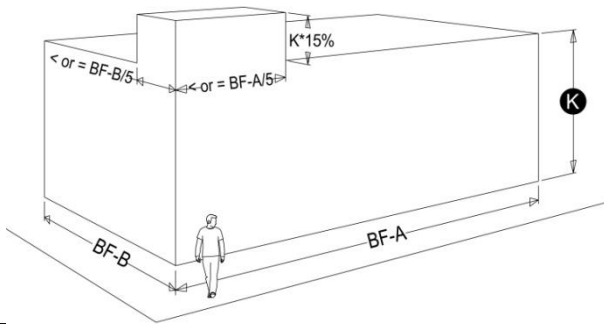
#3 – Corner building street facades along Pedestrian Priority “A” and “B” Streets shall be built to the BTZ for a minimum of 20’ from the corner along each street or the width of the corner lot, whichever is less. Nothing in this requirement shall prevent the incorporation of curved, chamfered corners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

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

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

#6 – Any frontage along a Pedestrian Priority “A” or “B” Street not defined by a building or driveway within the BTZ shall be defined by a Street Screening Device (minimum of 2’ and maximum of 4’ in height). This required Street Screening Device shall be located at the front edge of the BTZ along that street. Refer to the City of McKinney Zoning Regulations Section 206.C.3.e for more specifications.

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



#8 – Section 206.E.5, 6, and 7 of the City of McKinney Zoning Regulations shall apply for design of off-street parking areas.

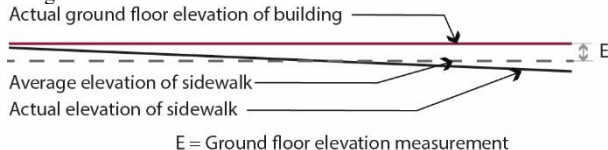
#9 – Canopies, awnings, galleries, and balconies may encroach over the BTZ and setback areas per standards established in this character zone as long as the vertical clearance is a minimum of 8’ from the finished sidewalk elevation. In no case shall an encroachment be located over an on-street parking,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

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

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

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

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



#13 – Driveway requirements for lots with frontage along two or more streets may be modified so that a second point of access may be located on a Pedestrian Priority “B” Street, provided that the primary access point is located on a Service Street.

## **8. BUILDING DESIGN STANDARDS**

The Building Design Standards for the McKinney Town Center Zoning District shall establish a coherent urban character and encourage authentic, enduring, and attractive development. Site plans shall be reviewed by the McKinney Town Center Development Coordinator for compliance with the standards below.

The following key design principles establish essential goals for the redevelopment within the Town Center to be consistent with the vision for a vibrant downtown with a range of commercial, civic, educational and residential uses serving the residents and visitors alike.

- i. New and redeveloped buildings and sites shall utilize building and site elements and details to achieve a pedestrian-oriented public realm with sidewalks, street trees, and glazing;
- ii. Design compatibility is not meant to be achieved through uniformity, but through the use of variations in building elements to achieve individual building identity and authenticity;
- iii. Strengthen and celebrate McKinney's historic architectural traditions;
- iv. Building facades shall include appropriate architectural details and ornamentation to create variety and interest; and
- v. A range of open space(s) shall be incorporated to provide usable public areas integral to making the McKinney Town Center a true urban neighborhood.

The following standards shall be applicable to development in all character districts, except as specifically noted.

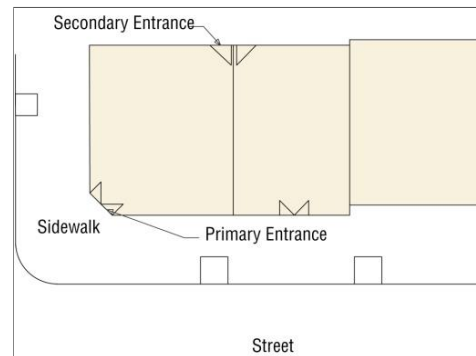


## 8.1 Historic Core

### 8.1.1 Commercial and Mixed Use Buildings

#### 8.1.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



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

#### 8.1.1.2 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18” forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.



*Images showing appropriate roof lines for commercial and mixed use buildings*

## 8.1.1.3 Façade Composition

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



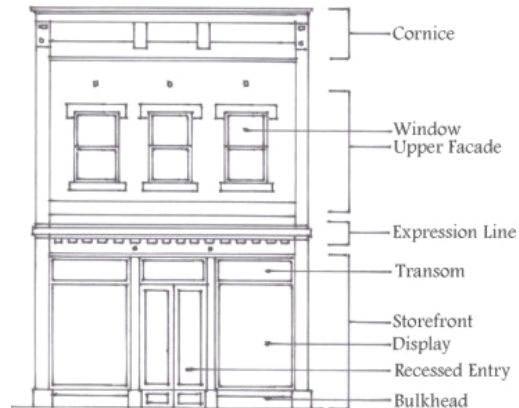
*Image showing base, middle, and top for a commercial/mixed use building*

- II. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- III. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- IV. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- V. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



*Figure showing how horizontal elements should match in the design of infill buildings.*

- VI. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.



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

- VII. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:
- Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
  - Integral planters or wing walls that incorporate landscape or seating elements
  - Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
  - Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
  - A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.
- VIII. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.



*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

- IX. Transparency: All ground floor facades along all Pedestrian Priority “A” and “B” Streets shall have transparent storefront windows covering no less than 65% of said façade area. All upper floor facades along Pedestrian Priority “A” and “B” Streets shall have transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.





*Images showing appropriate storefront display windows with transparency*

### 8.1.1.4 Building Materials

- I. At least 85% of each façade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be externally finished with the primary material of masonry (brick, stone, or cast stone).
- II. Other materials will be considered as primary building materials on a case-by-case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood, vinyl and cementitious fiber.



*Images showing appropriate building materials within the Historic Core.*

- III. No more than 15% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall use accent materials such as wood, architectural metal, architectural concrete masonry units, tile, glass block, stucco (utilizing three-step process), or Exterior Insulation and

Finishing System (EIFS). EIFS shall not be used on any ground floor façade.

- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
- V. When visible from a public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.

### 8.1.1.5 Automotive-Related Elements

- I. Design of Parking Structures
  - a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
  - b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
  - c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.

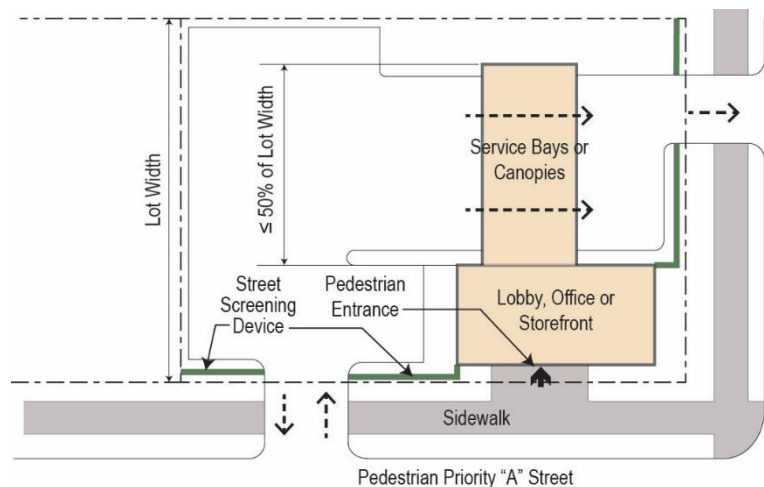




*Images showing appropriate design of parking structures*

## II. Design of Automobile Related Building and Site Elements

- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no limit to the number or frontage of drive-through lanes located along Service Streets.



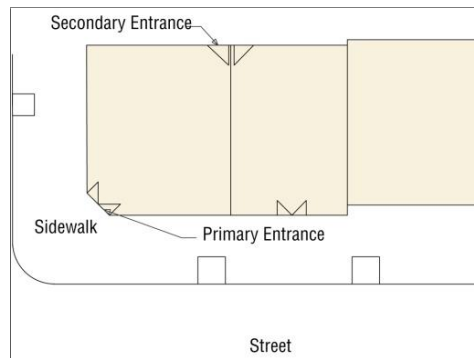
*Image showing appropriate design of auto-related site elements*

- d. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 8.1.2 Residential Buildings

### 8.1.2.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



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

### 8.1.2.2 Roof Forms

- I. Mansard roofs shall only be used on buildings that are three stories or higher.
- II. The mansard roof shall project no more than 18” forward of the building façade line.
- III. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- IV. Gable roofs-shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.



## 8.1.2.3 Façade Composition

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



*Images showing appropriate massing and scale for residential buildings*

- II. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- III. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with the fence standards of Article 6 of the UDC) shall be provided along the front property line.







*Residential buildings with porches, balconies, and stoops to add interest along the street.*

- IV. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- V. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- VI. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for masonry walls; not including casing for siding walls). All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.



*Images showing appropriate window designs and proportions for residential buildings.*

### 8.1.2.4 Building Materials

- I. At least 85% of each façade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be externally finished with the primary material of masonry (brick, stone, or cast stone).
- II. Other materials will be considered as primary building materials on a case-by-case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated

sheet metal and lap or shingle siding of any material including wood, vinyl and cementitious fiber.



*Images showing appropriate building materials within the Historic Core.*

- III. No more than 15% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall use accent materials such as wood, architectural metal, architectural concrete masonry units, tile, glass block, stucco (utilizing three-step process), or Exterior Insulation and Finishing System (EIFS). EIFS shall not be used on any ground floor façade.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
- V. When visible from a public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.

### 8.1.2.5 Automotive-Related Elements

- I. Residential Garages
  - a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
  - b. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
  - c. Town homes and courtyard apartments shall utilize rear-loaded garages.
  - d. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.

- e. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.
- f. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

### II. Design of Parking Structures

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



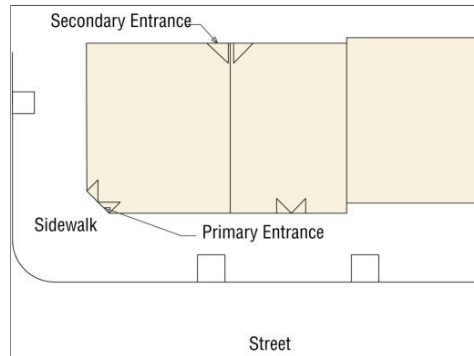
*Images showing appropriate design of parking structures*

## 8.2 Downtown Core

### 8.2.1 Commercial and Mixed Use Buildings

#### 8.2.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



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

#### 8.2.1.2 Building Massing

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



*Image showing base, middle, and top for a commercial/mixed use building*



### 8.2.1.3 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18" forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.



*Images showing appropriate roof lines for commercial and mixed use buildings*

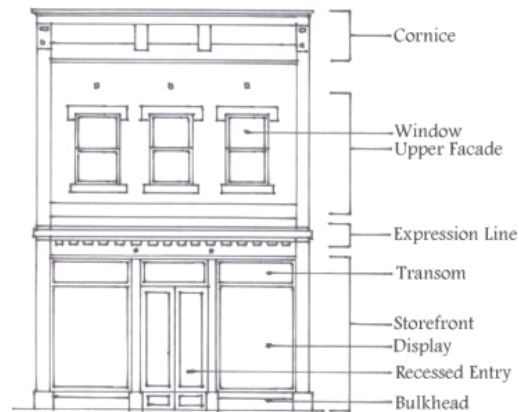
### 8.2.1.4 Façade Composition

- I. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- II. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- III. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- IV. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



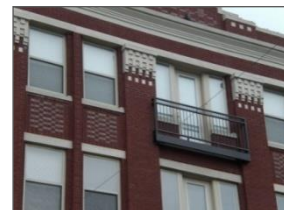
*Figure showing how horizontal elements should match in the design of infill buildings.*

- V. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.



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

- VI. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:
- a. Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
  - b. Integral planters or wing walls that incorporate landscape or seating elements
  - c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.



*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

- d. Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
  - e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.
- I. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney's downtown area.
  - II. Transparency: All ground floor facades along all Pedestrian Priority "A" and "B" Streets shall have transparent storefront windows covering no less than 65% of said façade area. All upper floor facades along Pedestrian Priority "A" and "B" Streets shall have transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.



*Images showing appropriate storefront display windows with transparency*

### 8.2.1.5 Building Materials

- I. At least 80% of each facade facing a Pedestrian Priority "A" or "B" Street (excluding doors and windows) shall be externally finished in one or more of the following primary materials:
  - a. Masonry (brick, stone, synthetic stone, or cast stone)
  - b. Pre-cast concrete panels made to look like stone.
- II. Other materials will be considered as primary building materials on a case-by-case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood, vinyl and cementitious fiber.





*Images showing appropriate building materials within the Downtown and Transit Village Cores.*

- III. No more than 20% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall use accent materials such as wood, architectural metal, architectural concrete masonry units, tile, glass block, stucco (utilizing three-step process), or Exterior Insulation and Finishing System (EIFS). EIFS shall not be used on any ground floor facade.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the facade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent facade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.



*Images showing the side and rear facades buildings finished to match the color and materials of the front facades*

- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.

#### **8.2.1.6 Automotive-Related Elements**

- I. Design of Parking Structures
  - a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.



- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20' – 30') and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.

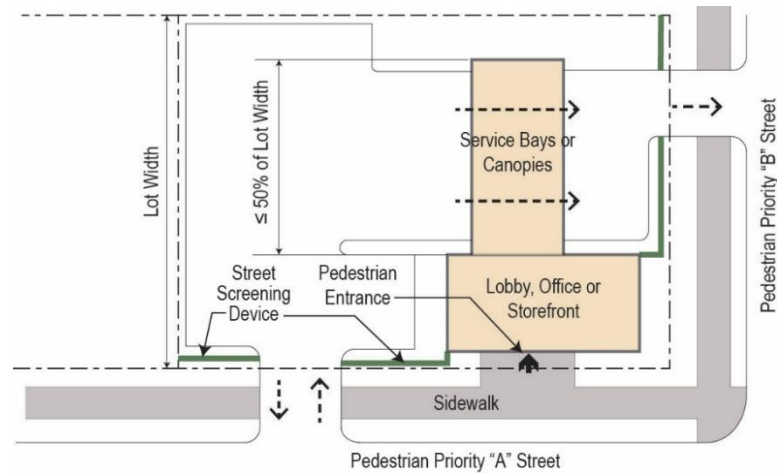


*Images showing appropriate design of parking structures*

## II. Design of Automobile Related Building and Site Elements

- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no

limit to the number or frontage of drive-through lanes located along Service Streets.



*Image showing appropriate design of auto-related site elements*

- a. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 8.2.2 Residential Buildings

### 8.2.2.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.

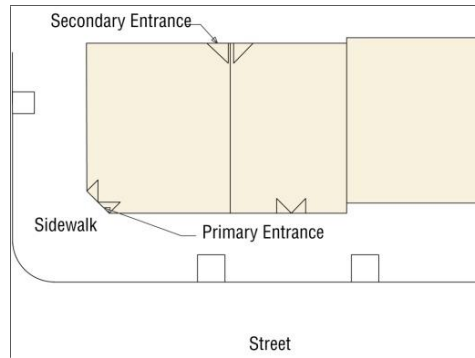


Figure showing required building orientation and location of primary entrances

### 8.2.2.2 Building Massing

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



Images showing appropriate massing and scale for residential buildings

### 8.2.2.3 Roof Forms

- I. Mansard roofs shall only be used on buildings that are three stories or higher.
- II. The mansard roof shall project no more than 18" forward of the building façade line.
- III. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- IV. Gable roofs shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.

### 8.2.2.4 Façade Composition

- I. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- II. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with the fence standards of Article 6 of the UDC) shall be provided along the front property line.



*Residential buildings with porches, balconies, and stoops to add interest along the street.*

- III. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- IV. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- V. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for



masonry walls; not including casing for siding walls). All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.



*Images showing appropriate window designs and proportions for residential buildings.*

### 8.2.2.5 Building Materials

- I. At least 80% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be externally finished in one or more of the following primary materials:
  - a. Masonry (brick, stone, synthetic stone, or cast stone)
  - b. Pre-cast concrete panels made to look like stone.
- II. Other materials will be considered as primary building materials on a case-by-case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood, vinyl and cementitious fiber.



*Images showing appropriate building materials within the Downtown and Transit Village Cores.*

- III. No more than 20% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall use accent materials such as wood, architectural metal, architectural concrete masonry units, tile, glass block, stucco (utilizing three-step process), or Exterior Insulation and



Finishing System (EIFS). EIFS shall not be used on any ground floor façade.

- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.



*Images showing the side and rear façades buildings finished to match the color and materials of the front facades*

- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.

#### **8.2.2.6 Automotive-Related Elements**

- I. Residential Garages
- a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
  - b. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
  - c. Town homes and courtyard apartments shall utilize rear-loaded garages.
  - d. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.
  - e. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.

- f. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

## II. Design of Parking Structures

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## 8.3 Downtown Edge

### 8.3.1 Commercial and Mixed Use Buildings

#### 8.3.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.

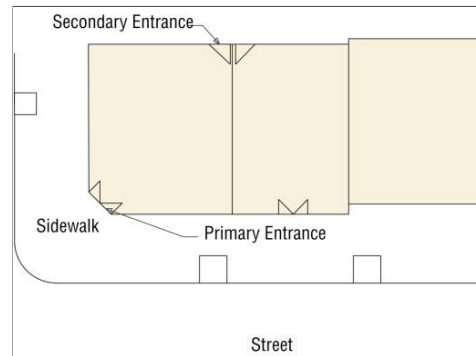


Figure showing required building orientation and location of primary entrances

#### 8.3.1.2 Building Massing

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



Image showing base, middle, and top for a commercial/mixed use building

### 8.3.1.3 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18" forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.



*Images showing appropriate roof lines for commercial and mixed use buildings*

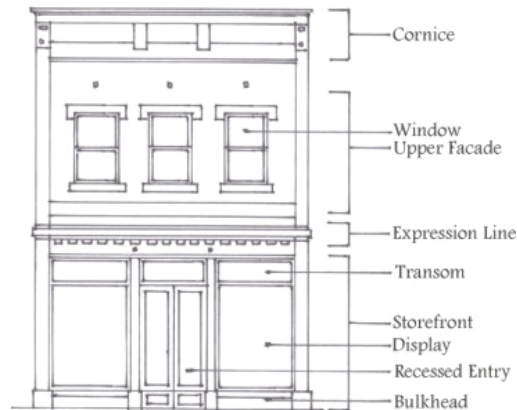
### 8.3.1.4 Façade Composition

- I. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- II. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- III. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- IV. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



*Figure showing how horizontal elements should match in the design of infill buildings.*

- V. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.





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

- VI. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:
- a. Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
  - b. Integral planters or wing walls that incorporate landscape or seating elements
  - c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
  - d. Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
  - e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.
- VII. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.





*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

- VIII. Transparency: All ground floor building facades along all Pedestrian Priority “A” streets shall have transparent storefront windows covering no less than 65% of said façade area. All ground floor facades along Pedestrian Priority “B” Streets shall have transparent storefront windows covering no less than 30% of said façade area. All upper floor facades along Pedestrian Priority “A” and “B” Streets shall contain transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.



*Images showing appropriate storefront display windows with transparency*

### 8.3.1.5 Building Materials

- I. At least 75% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be finished in one or more of the following primary materials:
- a. Masonry (brick, stone, synthetic stone, or cast stone)

- b. Architectural concrete masonry unit
  - c. Pre-cast or poured in place concrete
  - d. Cementitious fiber lap or shingle siding may only be used on upper floor facades
  - e. Tilt-up concrete panels that have a grid like appearance
  - f. Architectural metal
  - g. Stucco (utilizing three-step process)
  - h. Tile
  - i. Terra cotta
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood or vinyl.
- III. No more than 25% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as wood, glass block, or Exterior Insulation and Finishing System (EIFS).
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.



*Images of appropriate building materials in the Downtown Edge, Transit Village Edge, Cotton Mill Core, and Cotton Mill Edge Character Districts*

### 8.3.1.6 Automotive-Related Elements

#### I. Design of Parking Structures

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.

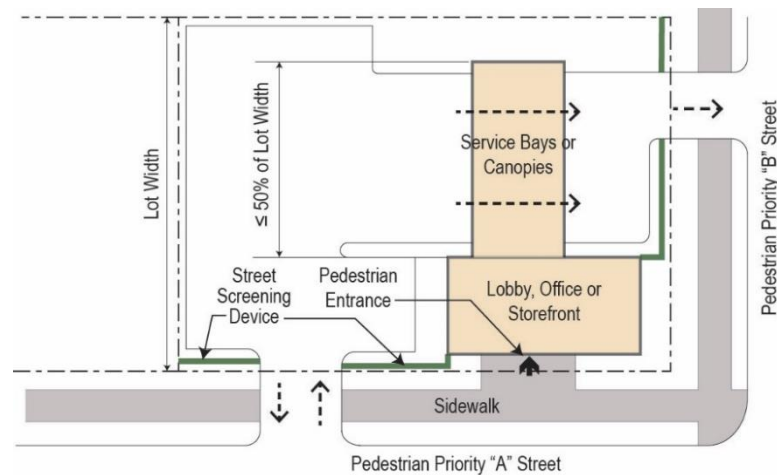


*Images showing appropriate design of parking structures*

#### II. Design of Automobile Related Building and Site Elements



- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no limit to the number or frontage of drive-through lanes located along Service Streets.



*Image showing appropriate design of auto-related site elements*

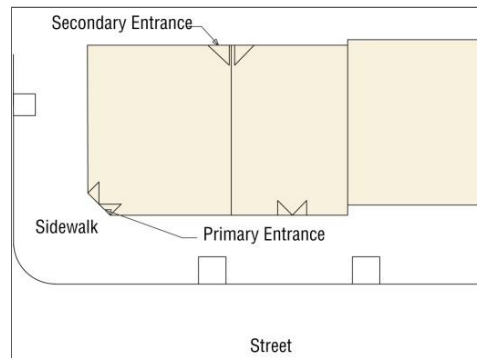
- d. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## **8.3.2 Residential Buildings**

### **8.3.2.1 Building Orientation**

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.





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

## 8.3.2.2 Building Massing

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



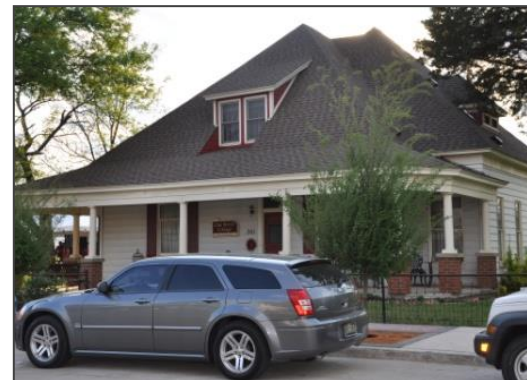
*Images showing appropriate massing and scale for residential buildings*

## 8.3.2.3 Roof Forms

- II. Mansard roofs shall only be used on buildings that are three stories or higher.
- III. The mansard roof shall project no more than 18" forward of the building façade line.
- IV. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- V. Gable roofs shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.

### 8.3.2.4 Façade Composition

- I. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- II. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with the fence standards of Article 6 of the UDC) shall be provided along the front property line.



*Residential buildings with porches, balconies, and stoops to add interest along the street.*

- III. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- IV. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- V. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for masonry walls; not including casing for siding walls). All shutters shall be

louvered, paneled, or constructed of boards as appropriate to the style of the building.



*Images showing appropriate window designs and proportions for residential buildings.*

### 8.3.2.5 Building Materials

- I. At least 80% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall be externally finished in one or more of the following primary building materials and no more than two materials shall be used on any single façade:
  - a. Cementitious fiber lap or shingle siding may be used on ground and upper floor facades
  - b. Wood lap or shingle siding
  - c. Masonry (brick; stone; synthetic stone, or cast stone)
  - d. Stucco (utilizing three-step process)
  - e. Architectural metal
  - f. Architectural masonry unit
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and vinyl siding.
- III. No more than 20% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as Exterior Insulation and Finishing System (EIFS), glass block or tile.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.

- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, terra cotta, or asphalt shingles.

#### **8.3.2.6 Automotive-Related Elements**

##### **I. Residential Garages**

- a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
- b. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
- c. Town homes and courtyard apartments shall utilize rear-loaded garages.
- d. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.
- e. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.
- f. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

##### **II. Design of Parking Structures**

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.





*Images showing appropriate design of parking structures*

### 8.4 Transit Village Core

#### 8.4.1 Commercial and Mixed Use Buildings

##### 8.4.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



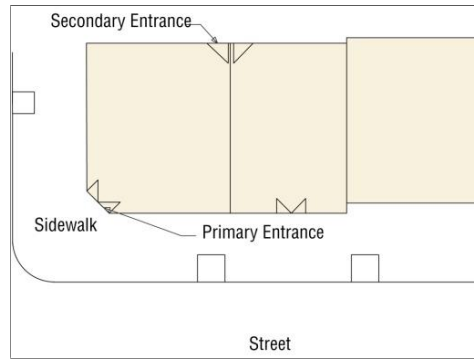


Figure showing required building orientation and location of primary entrances

#### 8.4.1.2 Building Massing

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



Image showing base, middle, and top for a commercial/mixed use building

#### 8.4.1.3 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18" forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.



*Images showing appropriate roof lines for commercial and mixed use buildings*

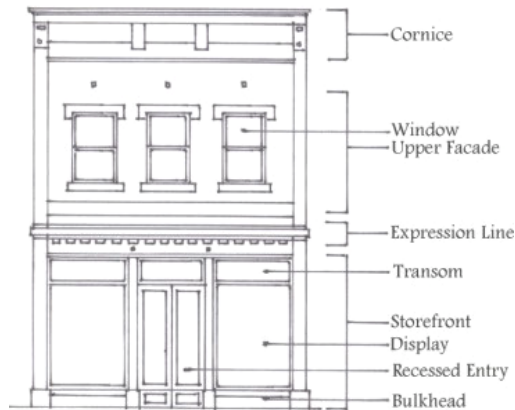
#### 8.4.1.4 Façade Composition

- I. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- II. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- III. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- IV. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



*Figure showing how horizontal elements should match in the design of infill buildings.*

- V. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.



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

- VI. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:

- a. Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
- b. Integral planters or wing walls that incorporate landscape or seating elements
- c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
- d. Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
- e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.

VII. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney's downtown area.



*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

VIII. Transparency: All ground floor facades along all Pedestrian Priority "A" and "B" Streets shall have transparent storefront windows covering no less than 65% of said façade area. All upper floor facades along Pedestrian Priority "A" and "B" Streets shall have transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.





*Images showing appropriate storefront display windows with transparency*

#### 8.4.1.5 Building Materials

- I. At least 80% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be externally finished in one or more of the following primary materials:  
Masonry (brick, stone, synthetic stone, or cast stone)  
Pre-cast concrete panels made to look like stone.
- II. Other materials will be considered as primary building materials on a case-by-case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood, vinyl and cementitious fiber.



*Images showing appropriate building materials within the Downtown and Transit Village Cores.*

- III. No more than 20% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall use accent materials such as



wood, architectural metal, architectural concrete masonry units, tile, glass block, stucco (utilizing three-step process), or Exterior Insulation and Finishing System (EIFS). EIFS shall not be used on any ground floor façade.

- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.



*Images showing the side and rear facades buildings finished to match the color and materials of the front facades*

- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.

#### 8.4.1.6 Automotive-Related Elements

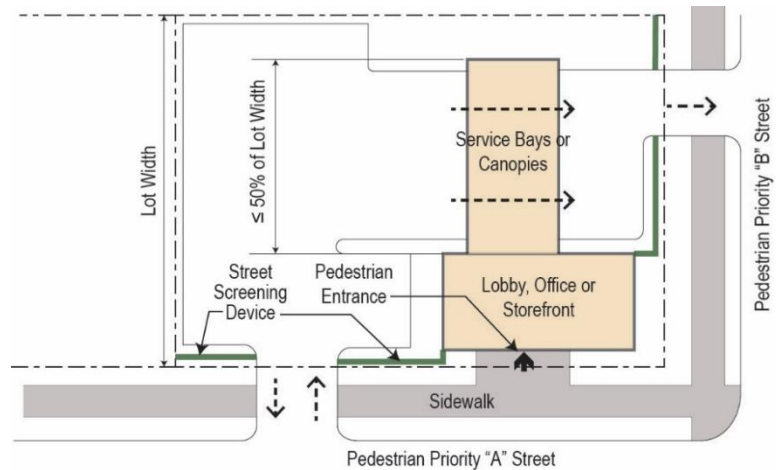
- I. Design of Parking Structures
- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
  - b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
  - c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## II. Design of Automobile Related Building and Site Elements

- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no limit to the number or frontage of drive-through lanes located along Service Streets.



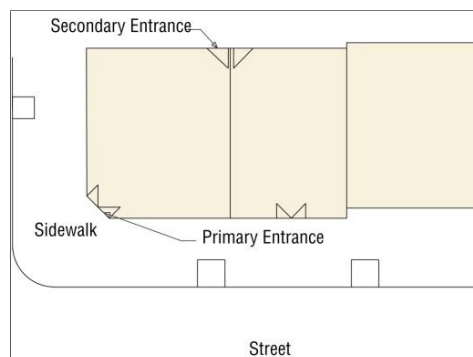
*Image showing appropriate design of auto-related site elements*

- d. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 8.4.2 Residential Buildings

### 8.4.2.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



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

#### 8.4.2.2 Building Massing

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



*Images showing appropriate massing and scale for residential buildings*

#### 8.4.2.3 Roof Forms

- I. Mansard roofs shall only be used on buildings that are three stories or higher.
- II. The mansard roof shall project no more than 18" forward of the building façade line.
- III. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- IV. Gable roofs shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.
- V. Shed, gambrel, butterfly, and barrel roofs may be permitted for residential buildings.

#### 8.4.2.4 Façade Composition

- I. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- II. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with



the fence standards of Article 6 of the UDC) shall be provided along the front property line.



*Residential buildings with porches, balconies, and stoops to add interest along the street.*

- III. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- IV. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- V. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for masonry walls; not including casing for siding walls). All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.





*Images showing appropriate window designs and proportions for residential buildings.*

#### 8.4.2.5 Building Materials

- I. At least 80% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be externally finished in one or more of the following primary materials:
  - a. Masonry (brick, stone, synthetic stone, or cast stone)
  - b. Pre-cast concrete panels made to look like stone.
- II. Other materials will be considered as primary building materials on a case-by-case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood, vinyl and cementitious fiber.



*Images showing appropriate building materials within the Downtown and Transit Village Cores.*

- III. No more than 20% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall use accent materials such as wood, architectural metal, architectural concrete masonry units, tile, glass block, stucco (utilizing three-step process), or Exterior Insulation and Finishing System (EIFS). EIFS shall not be used on any ground floor façade.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be

finished with painted EIFS or painted concrete block matching the same color as the rest of the building.



*Images showing the side and rear facades buildings finished to match the color and materials of the front facades*

- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.

#### 8.4.2.6 Automotive-Related Elements

##### I. Residential Garages

- a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
- b. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
- c. Town homes and courtyard apartments shall utilize rear-loaded garages.
- d. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.
- e. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.
- f. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

##### II. Design of Parking Structures

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.

- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20' – 30') and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## 8.5 Transit Village Edge

### 8.5.1 Commercial and Mixed Use Buildings

#### 8.5.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary

entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.

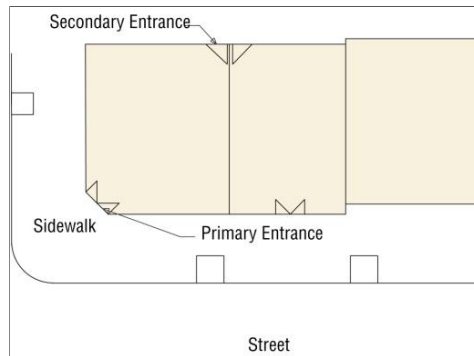


Figure showing required building orientation and location of primary entrances

### 8.5.1.2 Building Massing

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



Image showing base, middle, and top for a commercial/mixed use building

### 8.5.1.3 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18" forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.





*Images showing appropriate roof lines for commercial and mixed use buildings*

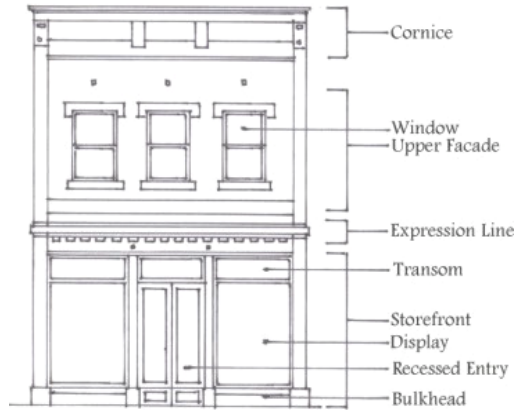
### 8.5.1.4 Façade Composition

- I. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- II. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- III. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- IV. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



*Figure showing how horizontal elements should match in the design of infill buildings.*

- V. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.



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

- VI. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:

- a. Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
- b. Integral planters or wing walls that incorporate landscape or seating elements
- c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
- d. Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
- e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.

VII. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney's downtown area.



*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

VIII. Transparency: All ground floor building facades along all Pedestrian Priority "A" streets shall have transparent storefront windows covering no less than 65% of said façade area. All ground floor facades along Pedestrian Priority "B" Streets shall have transparent storefront windows covering no less than 30% of said façade area. All upper floor facades along Pedestrian Priority "A" and "B" Streets shall contain transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.



*Images showing appropriate storefront display windows with transparency*

#### **8.5.1.5 Building Materials**

- I. At least 75% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be finished in one or more of the following primary materials:
  - a. Masonry (brick, stone, synthetic stone, or cast stone)
  - b. Architectural concrete masonry unit
  - c. Pre-cast or poured in place concrete
  - d. Cementitious fiber lap or shingle siding may only be used on upper floor facades
  - e. Tilt-up concrete panels that have a grid like appearance
  - f. Architectural metal
  - g. Stucco (utilizing three-step process)
  - h. Tile
  - i. Terra cotta
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials:



corrugated sheet metal and lap or shingle siding of any material including wood or vinyl.

- III. No more than 25% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as wood, glass block, or Exterior Insulation and Finishing System (EIFS).
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.



*Images of appropriate building materials in the Downtown Edge, Transit Village Edge, Cotton Mill Core, and Cotton Mill Edge Character Districts*

#### 8.5.1.6 Automotive-Related Elements

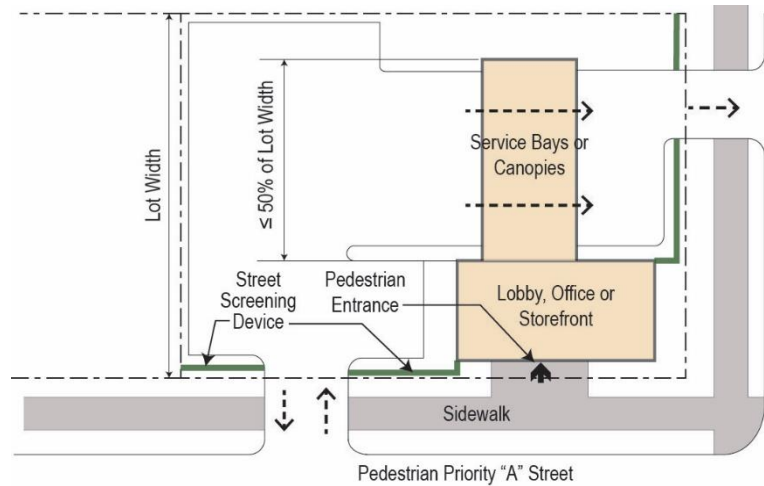
- I. Design of Parking Structures
  - a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
  - b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
  - c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## II. Design of Automobile Related Building and Site Elements

- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no limit to the number or frontage of drive-through lanes located along Service Streets.



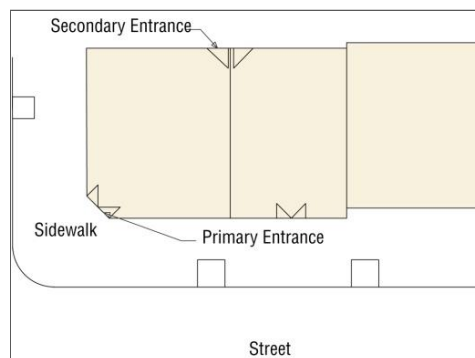
*Image showing appropriate design of auto-related site elements*

- d. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 8.5.2 Residential Buildings

### 8.5.2.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



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

### 8.5.2.2 Building Massing

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



*Images showing appropriate massing and scale for residential buildings*

### 8.5.2.3 Roof Forms

- I. Mansard roofs shall only be used on buildings that are three stories or higher.
- II. The mansard roof shall project no more than 18" forward of the building façade line.
- III. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- IV. Gable roofs shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.
- V. Shed, gambrel, butterfly, and barrel may be permitted for residential.

### 8.5.2.4 Façade Composition

- I. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- II. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with



the fence standards of Article 6 of the UDC) shall be provided along the front property line.



*Residential buildings with porches, balconies, and stoops to add interest along the street*

- III. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- IV. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- V. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for masonry walls; not including casing for siding walls). All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.



*Images showing appropriate window designs and proportions for residential buildings.*

#### 8.5.2.5 Building Materials

- I. At least 80% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall be externally finished in one or more of the following primary building materials and no more than two materials shall be used on any single façade:
  - a. Cementitious fiber lap or shingle siding may be used on ground and upper floor facades
  - b. Wood lap or shingle siding
  - c. Masonry (brick; stone; synthetic stone, or cast stone)
  - d. Stucco (utilizing three-step process).
  - e. Architectural metal
  - f. Architectural masonry unit
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and vinyl siding.
- III. No more than 20% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as Exterior Insulation and Finishing System (EIFS), glass block or tile.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, terra cotta, or asphalt shingles.

### 8.5.2.6 Automotive-Related Elements

- I. Residential Garages
  - a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
  - b. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
  - c. Town homes and courtyard apartments shall utilize rear-loaded garages.
  - d. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.
  - e. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.
  - f. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.
- II. Design of Parking Structures
  - a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
  - b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
  - c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## 8.6 Cotton Mill Core

### 8.6.1 Commercial and Mixed Use Buildings

#### 8.6.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.



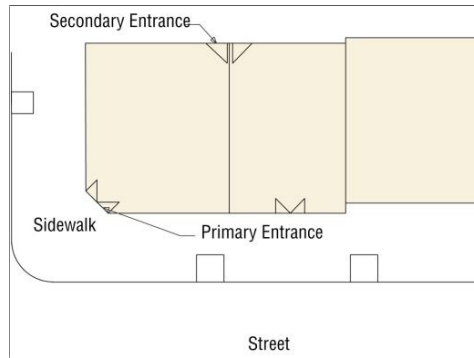


Figure showing required building orientation and location of primary entrances

### 8.6.1.2 Building Massing

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



Image showing base, middle, and top for a commercial/mixed use building

### 8.6.1.3 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18" forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.



*Images showing appropriate roof lines for commercial and mixed use buildings*

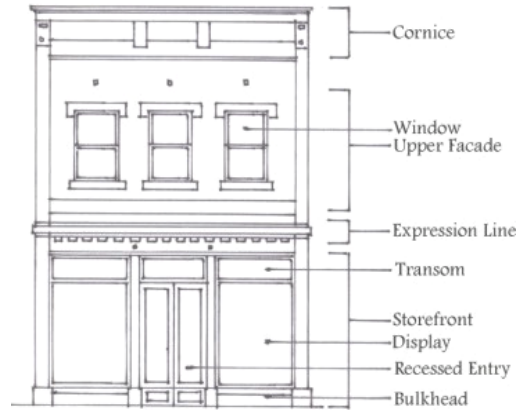
### 8.6.1.4 Façade Composition

- I. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- II. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- III. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- IV. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



*Figure showing how horizontal elements should match in the design of infill buildings.*

- V. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.



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

- VI. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:

- a. Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
- b. Integral planters or wing walls that incorporate landscape or seating elements
- c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
- d. Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
- e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.

VII. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney's downtown area.





*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

- VIII. Transparency: All ground floor facades along all Pedestrian Priority “A” and “B” Streets shall have transparent storefront windows covering no less than 65% of said façade area. All upper floor facades along Pedestrian Priority “A” and “B” Streets shall have transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.



*Images showing appropriate storefront display windows with transparency*

### 8.6.1.5 Building Materials

- I. At least 75% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be finished in one or more of the following primary materials:
- Masonry (brick, stone, synthetic stone, or cast stone)
  - Architectural concrete masonry unit
  - Pre-cast or poured in place concrete
  - Cementitious fiber lap or shingle siding may only be used on upper floor facades
  - Tilt-up concrete panels that have a grid like appearance
  - Architectural metal

- g. Stucco (utilizing three-step process)
  - h. Tile
  - i. Terra cotta
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood or vinyl.
  - III. No more than 25% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as wood, glass block, or Exterior Insulation and Finishing System (EIFS).
  - IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
  - V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.



*Images of appropriate building materials in the Downtown Edge, Transit Village Edge, Cotton Mill Core, and Cotton Mill Edge Character Districts*

#### 8.6.1.6 Automotive-Related Elements

- I. Design of Parking Structures
  - a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
  - b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and

horizontal (aligning with horizontal elements in the block) articulation.

- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## II. Design of Automobile Related Building and Site Elements

- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no limit to the number or frontage of drive-through lanes located along Service Streets.

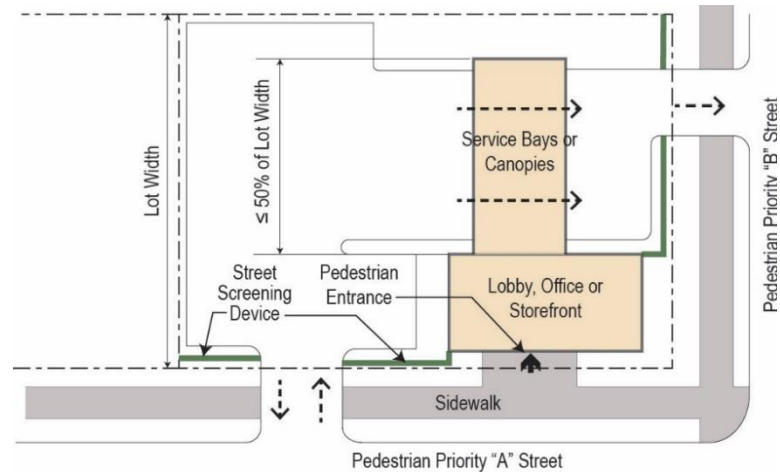


Image showing appropriate design of auto-related site elements

- d. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 8.6.2 Residential Buildings

### 8.6.2.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.

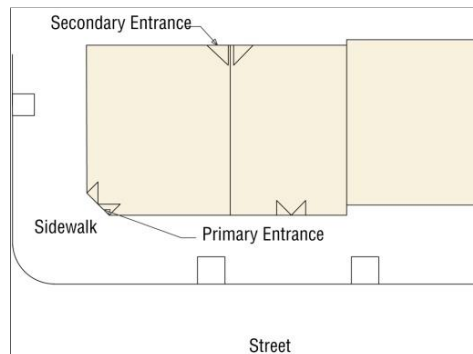


Figure showing required building orientation and location of primary entrances



### 8.6.2.2 Building Massing

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



*Images showing appropriate massing and scale for residential buildings*

### 8.6.2.3 Roof Forms

- I. Mansard roofs shall only be used on buildings that are three stories or higher.
- II. The mansard roof shall project no more than 18" forward of the building façade line.
- III. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- IV. Gable roofs shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.
- V. Shed, gambrel, butterfly, and barrel roofs may be permitted for residential buildings.

### 8.6.2.4 Façade Composition

- I. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- II. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with

the fence standards of Article 6 of the UDC) shall be provided along the front property line.



*Residential buildings with porches, balconies, and stoops to add interest along the street.*

- III. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- IV. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- V. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for masonry walls; not including casing for siding walls). All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.



*Images showing appropriate window designs and proportions for residential buildings.*

### 8.6.2.5 Building Materials

- I. At least 80% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall be externally finished in one or more of the following primary building materials and no more than two materials shall be used on any single façade:
  - a. Cementitious fiber lap or shingle siding may be used on ground and upper floor facades
  - b. Wood lap or shingle siding
  - c. Masonry (brick; stone; synthetic stone, or cast stone)
  - d. Stucco (utilizing three-step process).
  - e. Architectural metal
  - f. Architectural masonry unit
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and vinyl siding.
- III. No more than 20% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as Exterior Insulation and Finishing System (EIFS), glass block or tile.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.

- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, terra cotta, or asphalt shingles.

#### 8.6.2.6 Automotive-Related Elements

##### I. Residential Garages

- a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
- b. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
- c. Town homes and courtyard apartments shall utilize rear-loaded garages.
- d. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.
- e. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.
- f. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

##### II. Design of Parking Structures

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.





*Images showing appropriate design of parking structures*

## 8.7 Cotton Mill Edge

### 8.7.1 Commercial and Mixed Use Buildings

#### 8.7.1.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.

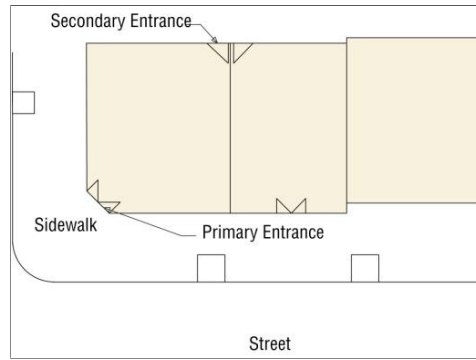


Figure showing required building orientation and location of primary entrances

### 8.7.1.2 Building Massing

- I. Commercial and mixed use buildings shall be simple, rectilinear forms with a clear base, middle, and top.



Image showing base, middle, and top for a commercial/mixed use building

### 8.7.1.3 Roof Forms

- I. Commercial and mixed use buildings shall have flat or low pitched roofs with parapets. Corner hip roof elements and gable accents at the parapet may be permitted.
  - a. Mansard roofs shall only be used on buildings that are three stories or higher.
  - b. The mansard roof shall project no more than 18" forward of the building façade line.
  - c. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.



*Images showing appropriate roof lines for commercial and mixed use buildings*

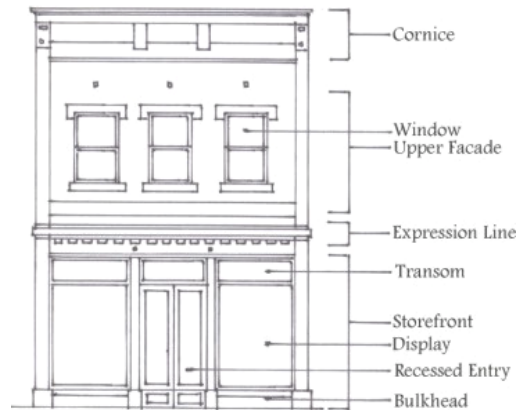
### 8.7.1.4 Façade Composition

- I. Facades along all Pedestrian Priority “A” and “B” streets and Civic/Open Spaces shall maintain the traditionally prevalent façade rhythm of 20’ – 30’ or multiples thereof. This rhythm may be expressed by changing materials, or color, or by using design elements such as fenestration, columns and pilasters, or by varying the setback of portions of the building façade.



*Image showing appropriate building rhythm for commercial and mixed use buildings.*

- II. Commercial Ready buildings shall be built with ground floor retail storefronts that include a transom, display window area, and bulkhead at the base.
- III. Storefronts on facades that span multiple tenants shall use architecturally compatible materials, colors, details, awnings, signage, and lighting fixtures.



*Required design of a Commercial Ready building*

- IV. Infill buildings shall generally maintain the alignment of horizontal elements already prevalent along the block.



*Figure showing how horizontal elements should match in the design of infill buildings.*

- V. Corner-emphasizing architectural features, pedimented gabled parapets, cornices, awnings, blade signs, arcades, colonnades, café seating, and balconies should be used along retail storefronts to add pedestrian interest.



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

- VI. Primary Entrance Design: Primary building entrances along Pedestrian Priority “A” and “B” Streets shall consist of at least two of following design elements so that the main entrance is architecturally prominent and clearly visible from that street:



- a. Architectural details such as arches, friezes, awnings, canopies, arcades, tile work, murals, or moldings
- b. Integral planters or wing walls that incorporate landscape or seating elements
- c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights.
- d. Prominent three-dimensional, vertical features such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets.
- e. A repeating pattern of pilasters projecting from the façade wall by a minimum of eight inches or architectural or decorative columns.

VII. Windows and Doors: Windows and doors on street fronting facades (except Service Streets) shall be vertically proportioned and similar in size and shape to those used historically in McKinney's downtown area.



*Images showing appropriate window and door designs and proportions for commercial and mixed use buildings.*

VIII. Transparency: All ground floor building facades along all Pedestrian Priority "A" streets shall have transparent storefront windows covering no less than 65% of said façade area. All ground floor facades along Pedestrian Priority "B" Streets shall have transparent storefront windows covering no less than 30% of said façade area. All upper floor facades along Pedestrian Priority "A" and "B" Streets shall contain transparent windows covering at least 30% of said upper floor façade area. First floor store front windows shall NOT be double hung or casement. First floor windows shall have a Visible Transmittance (VT) of 0.6 or higher.



*Images showing appropriate storefront display windows with transparency*

#### **8.7.1.5 Building Materials**

- I. At least 75% of each facade facing a Pedestrian Priority “A” or “B” Street (excluding doors and windows) shall be finished in one or more of the following primary materials:
  - a. Masonry (brick, stone, synthetic stone, or cast stone)
  - b. Architectural concrete masonry unit
  - c. Pre-cast or poured in place concrete
  - d. Cementitious fiber lap or shingle siding may only be used on upper floor facades
  - e. Tilt-up concrete panels that have a grid like appearance
  - f. Architectural metal
  - g. Stucco (utilizing three-step process)
  - h. Tile
  - i. Terra cotta
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are

specifically prohibited as primary external finishing materials: corrugated sheet metal and lap or shingle siding of any material including wood or vinyl.

- III. No more than 25% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as wood, glass block, or Exterior Insulation and Finishing System (EIFS).
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of a similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.
- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, or similar materials.



*Images of appropriate building materials in the Downtown Edge, Transit Village Edge, Cotton Mill Core, and Cotton Mill Edge Character Districts*

### 8.7.1.6 Automotive-Related Elements

- I. Design of Parking Structures
  - a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
  - b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
  - c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

### II. Design of Automobile Related Building and Site Elements

- a. Drive-through lanes, drive-up windows, service bays, and other auto-related site elements shall not be located along or be visible from any Pedestrian Priority “A” Street.
- b. Along Pedestrian Priority “B” Streets, no more than two drive-through lanes shall be permitted along that lot’s street frontage. In addition, no more than 50% of the lot’s frontage along a Pedestrian Priority “B” Street shall be dedicated to auto-related site elements.
- c. Drive-through lanes shall be hidden behind a Street Screening Device along the Pedestrian Priority “B” street frontage. There shall be no limit to the number or frontage of drive-through lanes located along Service Streets.



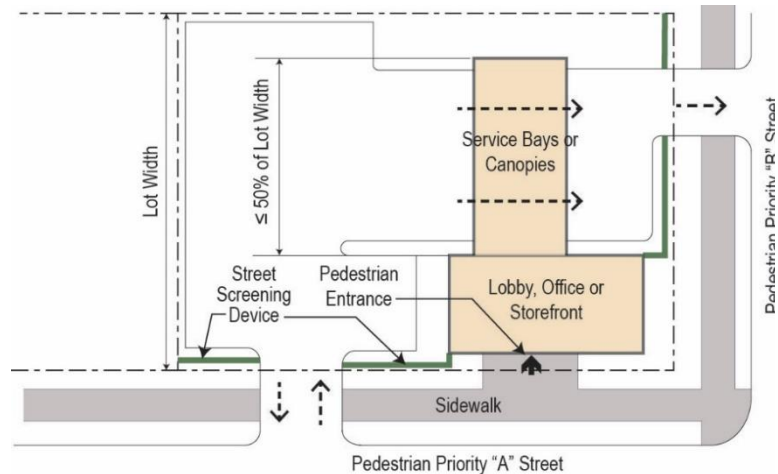


Image showing appropriate design of auto-related site elements

- d. All off-street loading, unloading, and trash pick-up areas shall be located along service streets only unless permitted in the character district Building Form and Site Development Standards in Section 7. Screening of any off-street loading, unloading, or trash pick-up areas shall be regulated pursuant to Section 206.C of the City of McKinney Zoning Regulations.

## 8.7.2 Residential Buildings

### 8.7.2.1 Building Orientation

- I. Buildings shall be oriented towards Pedestrian Priority “A” Streets, where the lot has frontage along Pedestrian Priority “A” Streets. All other buildings shall be oriented towards Pedestrian Priority “B” Streets or Civic/Open Spaces. If the lot does not front a Pedestrian Priority “B” Street or Civic/Open Space, then it may front a Service Street.
- II. Primary entrances to buildings shall be located on the street along which the building is oriented. At intersections, corner buildings may have their primary entrances oriented at an angle to the intersection. All primary entrances shall be oriented to the public sidewalk for ease of pedestrian access. Secondary and service entrances may be located from internal parking areas or Service Streets.

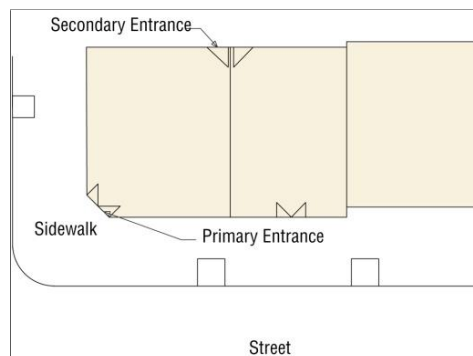


Figure showing required building orientation and location of primary entrances

### 8.7.2.2 Building Massing

- I. Residential buildings shall have relatively flat fronts and simple roofs with most building wing articulations set at the rear of the structure. Window projections, stoops, porches, balconies, and similar extensions are exempt from this standard.



*Images showing appropriate massing and scale for residential buildings*

### 8.7.2.3 Roof Forms

- II. Mansard roofs shall only be used on buildings that are three stories or higher.
- III. The mansard roof shall project no more than 18" forward of the building façade line.
- IV. The lower slope of the roof should be inclined at no greater than 75 degrees to the horizontal.
- V. Gable roofs shall have a minimum pitch of 5/12. When hipped roofs are used, the minimum pitch shall be 5/12. Porch roofs may be a minimum pitch of 3/12.
- VI. Shed, gambrel, butterfly, and barrel roofs may be permitted for residential buildings.

### 8.7.2.4 Façade Composition

- I. At least one of the following shall be added along residential building facades to add pedestrian interest along the street: porches, stoops, eaves, or balconies.
- II. If a residential building is setback less than 10' from the front property line, the grade of the slab or first floor elevation shall be elevated at least 18 inches above the grade of the sidewalk. If the residential structure is setback 10' or more from the front property line and is not elevated at least 18 inches above the grade of the sidewalk, a low fence (complying with

the fence standards of Article 6 of the UDC) shall be provided along the front property line.



*Residential buildings with porches, balconies, and stoops to add interest along the street.*

- III. Architectural embellishments that add visual interest to the roofs, such as dormers and masonry chimneys may be provided.
- IV. Windows and Doors: All building facades of residential buildings fronting on all Pedestrian Priority Type “A” Streets and Civic/Open Spaces shall have transparent windows covering at least 30% of each such façade. Windows shall be vertically proportioned and similar in size and shape to those used historically in McKinney’s downtown area.
- V. If window shutters are used, they shall be approximately half the window width and the same height of the associated opening (including casing for masonry walls; not including casing for siding walls). All shutters shall be louvered, paneled, or constructed of boards as appropriate to the style of the building.



*Images showing appropriate window designs and proportions for residential buildings.*

#### 8.7.2.5 Building Materials

- I. At least 80% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall be externally finished in one or more of the following primary building materials and no more than two materials shall be used on any single façade:
  - a. Cementitious fiber lap or shingle siding may be used on ground and upper floor facades
  - b. Wood lap or shingle siding
  - c. Masonry (brick; stone; synthetic stone, or cast stone)
  - d. Stucco (utilizing three-step process).
  - e. Architectural metal
  - f. Architectural masonry unit
- II. Other materials will be considered as primary building materials on a case-by case basis and may only be approved by the McKinney Town Center Development Coordinator. However, the following materials are specifically prohibited as primary external finishing materials: corrugated sheet metal and vinyl siding.
- III. No more than 20% of each façade (excluding doors and windows) facing a Pedestrian Priority “A” or “B” Street shall use accent materials such as Exterior Insulation and Finishing System (EIFS), glass block or tile.
- IV. Rear facades (i.e. facades facing Service Streets) and internally-facing facades (i.e. facades not viewable from a public street) shall be of similar finished quality and color that blend with the façade(s) facing Pedestrian Priority “A” or “B” Streets. In addition to the primary and accent façade materials listed above, rear facades and internally-facing facades may be finished with painted EIFS or painted concrete block matching the same color as the rest of the building.



- V. When visible from any public street, roofs shall be externally finished in one or more of the following materials: copper, architectural metal, slate, synthetic slate, terra cotta, or asphalt shingles.

#### 8.7.2.6 Automotive-Related Elements

##### I. Residential Garages

- a. Detached or attached garages for residential buildings shall be oriented towards Service Streets at the rear of residential buildings.
- b.
- c. Front-loaded garages and pull-through garages on residential lots less than 40 feet wide shall not be allowed.
- d. Town homes and courtyard apartments shall utilize rear-loaded garages.
- e. Pull-through garages shall be allowed only if the garage door is set back behind the rear façade of the main structure.
- f. If front-loaded garages or carports are utilized on residential uses, the garages and carports shall be no greater than 12 feet wide and set back at least 20 feet measured from the face of the main structure closest to the garage/carport or rotated 90 degrees with windows on the wall facing the street. On corner lots, the garage may be rotated with windows facing the primary street with driveway access from the secondary street.
- g. All garage doors shall be divided into single bays separated by at least a 16-inch pier or column.

##### II. Design of Parking Structures

- a. All frontages of parking structures located on Pedestrian Priority “A” and “B” Streets shall be lined by active commercial uses on the ground floor to a minimum depth of 25’.
- b. Parking structure facades on all public streets (except service streets) shall be designed with both vertical (façade rhythm of 20’ – 30’) and horizontal (aligning with horizontal elements in the block) articulation.
- c. Where above ground structured parking is located at the perimeter of a building, it shall be screened in such a way that cars on all parking levels are not visible from adjacent buildings or the street. Parking garage ramps shall not be visible from any public street. Ideally, ramps shall not be located along the perimeter of the parking structure. Architectural screens shall be used to articulate the façade, hide parked vehicles, and shield lighting.



*Images showing appropriate design of parking structures*

## 9. OPEN SPACE STANDARDS

**9.1** This section establishes the public civic/open space standards and the private open space standards specifically for the “MTC” -- McKinney Town Center zoning district. The MTC Regulating Plan (Appendix 2B, Section 2B-1 of the City of McKinney Zoning Regulations) designates recommended locations for future public civic/open spaces intended to implement the Town Center Master Plan. The detailed civic/open space standards for each type are included in this Section. These standards include general character, typical size, frontage requirements, and typical uses.

Given the urban infill redevelopment context within the McKinney Town Center, all residential development within the McKinney Town Center zoning district shall comply with the open space standards established in this Section. The provisions of Section 309 of the City of McKinney Subdivision Regulations (Conveyance of Land for Recreational Areas and Facilities) shall not apply to residential development within the McKinney Town Center zoning district.





**9.2 Open Space Standards.** Table 9.1 establishes the open space standards in the “MTC” -- McKinney Town Center zoning district based on the number of residential dwelling units in a proposed development.

Table 9.1 Open Space Standards




<i>Number of Residential Units</i>	<i>Open Space Standard</i>
1-- 4	None
5-- 25	<p>The development shall provide:</p> <ul style="list-style-type: none"> <li>One balcony, patio, or roof terrace for at least 50% of all residential units fronting on a street, civic/open space, forecourt, or courtyard; <u>or</u></li> <li>One playground or other private open space amenity.</li> </ul> <p>All other private open spaces are optional.</p>
26-- 50	<p>The development shall provide:</p> <ul style="list-style-type: none"> <li>One balcony, patio, or roof terrace for at least 50% of all residential units fronting on a street, civic/open space, forecourt, or courtyard; <u>and</u></li> <li><u>Any 2 of the other private open space types on the list in Table 9.2</u></li> </ul>
Over 50	The development shall provide at least one public civic/open space such as a plaza, square, or green described in Section 9.4.

**9.3 Private Open Space Types.** Table 9.2 establishes the standards for different types of private open space in the “MTC” -- McKinney Town Center zoning district. For purposes of this Section, private open spaces shall be privately owned and privately maintained and may or may not be accessible to the general public.

Table 9.2 Private Open Space Types

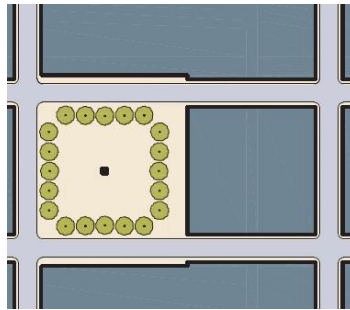
<i>Private Open Space Type</i>	<i>Description and Image</i>	<i>Standards and Criteria</i>
Balcony	<p>A <b>Balcony</b> is a platform projecting from a second or higher story interior or exterior wall of a building, usually enclosed for privacy and protection by a rail. A balcony usually has French or sliding glass doors leading out to it, and can be entered from a living room or bedroom.</p> 	<p>A Balcony that is not flush shall be a minimum of 5 feet clear in depth and a minimum of 8 feet in width.</p> <p>A Balcony may be semi-recessed or recessed. Projecting metal or slab balconies are only permitted if they have some means of visible support.</p>
Patio	<p>A <b>Patio</b> is an outdoor space for dining or recreation that adjoins a residence and is often paved. It may also be a roofless inner courtyard within a residence, typically found in Spanish and Spanish-style dwellings.</p> 	<p>A Patio shall be a minimum of 100 square feet.</p> <p>A Patio shall have a clear sense of enclosure and separation from the public realm.</p>
Courtyard	<p>A <b>Courtyard</b> is a landscaped open space in the center of the block with no street frontage, surrounded by walls or buildings on all sides. It shall be large enough to allow for public activities and have sunlight during midday. It should be designed to connect to adjacent buildings or to the public sidewalk through a pedestrian passage.</p> 	<p>A Courtyard shall be surrounded on all sides by buildings with at least one pedestrian connection to an adjoining building or public sidewalk.</p> <p>A Courtyard shall be a minimum of 200 square feet.</p> <p>A Courtyard may be landscaped or a combination of landscape and hardscape. However, a courtyard shall contain amenities for residents such as seating, water features, etc.</p>
Forecourt	<p>A <b>Forecourt</b> is similar to a courtyard; however, it is located in the front of a building such that the forecourt is surrounded on two or three sides by wings of the building.</p> 	<p>A Forecourt shall be surrounded on at least two sides by buildings.</p> <p>A Forecourt shall be a minimum of 150 square feet.</p>



<i>Private Open Space Type</i>	<i>Description and Image</i>	<i>Standards and Criteria</i>
Playground	<p>A <b>Playground</b> is specifically designed and equipped for the recreation of children. A playground should serve as a quiet, safe place -- protected from the street and typically located where children do not have to cross major streets to access the playground. A playground may be fenced. An open shelter, play structures or interactive art and fountains may also be included. Shaded areas and seating shall be provided.</p> 	<p>A Playground shall be a minimum of 400 square feet.</p>
Community Garden	<p>A <b>Community Garden</b> is a small to medium size garden cultivated by members of an area for small scale agricultural uses for the benefit of the same people. It may consist of individually tended plots on a shared parcel or may be communal (everyone shares a single plot).</p> 	<p>The maximum size of a Community Garden shall be 1 acre.</p> <p>A Community Garden shall be enclosed by a fence on all open sides.</p>
Roof Terrace	<p>A <b>Roof Terrace</b> is a flat area on top of a building which is accessible for use as a recreation space for the residents and users of the building.</p> 	<p>A Roof Terrace shall be at least 50% of the building footprint area.</p> <p>A Roof Terrace shall provide landscaping in the form of potted plants, seating, and other amenities for the users of the building.</p>
Other Private Open Space Amenity	<p>Other private open space amenities include but may not be limited to; pool (swimming, lap pool, spa area), play court (e.g. basketball), or shaded picnic area.</p>	<p>Such private open space may be incorporated with roof terraces or courtyards based on the appropriateness of the design and accommodation of privacy.</p>

**9.4 Public Civic/Open Space Types.** The design of all public civic/open spaces proposed within the McKinney Town Center zoning district shall be regulated by the standards included herein.

**9.4.1 Plaza Standards**



Plazas add to the vibrancy of streets within urban areas and create formal open spaces available for civic purposes and commercial activity. Building frontages shall define these spaces. The landscape shall consist primarily of hardscape. If trees are included, they shall be formally arranged and of appropriate scale. Casual seating, along with tables and chairs, shall be provided. Plazas shall be located at the intersection of important streets.

**Typical Characteristics**

**General Character**

- Formal open space
- Primarily hardscape surfaces
- Trees and shrubs optional
- Spatially defined by building frontages

**Location and Size**

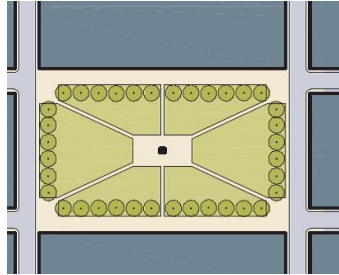
- Plazas are appropriate in the Historic Core, Downtown Core, Transit Village Core, and Cotton Mill Core character districts.
- Size shall range from 0.25 ac to 1 ac.
- Shall front on at least one (1) Pedestrian Priority "A" or "B" Street.

**Typical Uses**

- Commercial and civic uses
- Casual seating
- Tables and chairs for outdoor dining
- Retail and food kiosks



#### 9.4.2 Square Standards



A square serves as an open space available for civic purposes, commercial activity, unstructured recreation and other passive uses. A square shall have a more urban, formal character and be defined by the surrounding building frontages and adjacent tree-lined streets. All buildings adjacent to the square shall front onto the square. Adjacent streets shall be lined with appropriately scaled trees that help to define the square. The landscape shall consist of lawns, trees, and shrubs planted in formal patterns and furnished with paths and benches. Shaded areas for seating shall be provided. A civic element or small structure such as an open shelter, pergola, or fountain should be provided within the square.

#### Typical Characteristics

##### General Character

- Formal open space
- Spatially defined by buildings and tree-lined streets
- Open shelters, paths, lawns, and trees formally arranged
- Walkways and plantings at all edges
- Located at important intersections

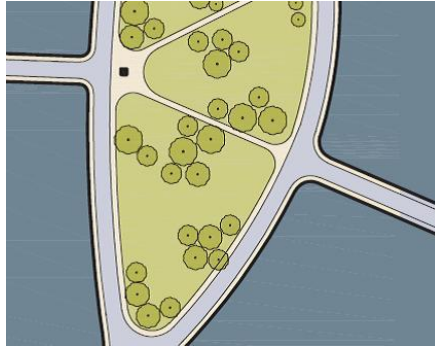
##### Location and Size

- Squares are appropriate in the Historic Core, Downtown Core, Transit Village Core, and Cotton Mill Core character districts
- Size shall range from 0.5 ac. to 2 ac.

##### Typical Uses

- Unstructured and passive recreation
- Casual seating
- Commercial and civic uses

### 9.4.3 Green Standards



A green serves as an open space available for civic purposes, commercial activity, unstructured recreation, and other passive uses. A green shall primarily be naturally landscaped with many shaded places to sit. Appropriate paths, civic elements, fountains or open shelters should be included and should be formally placed within a green. Mixed use or urban residential buildings shall front onto and activate a green.

#### Typical Characteristics

##### General Character

Open space

Spatially defined by landscaping and building frontages

Lawns, trees and shrubs naturally disposed

Open shelters and paths formally disposed

##### Location and Size

Greens are appropriate in the Downtown Core, Downtown Edge, Transit Village Core, Transit Village Edge, Cotton Mill Core, and Cotton Mill Edge character districts

Size shall range from 0.5 ac. to 5 ac.

##### Typical Uses

Unstructured and passive recreation

Casual seating

Commercial and civic uses

Residential address