

**..Title**

Conduct a Public Hearing to Consider/Discuss/Act on a Request to Zone the Subject Property to “I1” – Light Industrial District, “C2” – Local Commercial District, and “R12” - Residential District, Located on the West Side of FM 546 and Approximately 2,100 Feet West of County Road 324

**..Summary**

**COUNCIL GOAL:** Direction for Strategic and Economic Growth  
(1C: Provide a strong city economy by facilitating a balance between industrial, commercial, residential, and open space)

**MEETING DATE:** March 10, 2026

**DEPARTMENT:** Development Services - Planning Department

**CONTACT:** Jake Bennett, Planner II  
Caitlyn Strickland, AICP, Planning Manager  
Lucas Raley, AICP, CNU-A, CFM, Interim Director of Planning

**APPROVAL PROCESS:** The recommendation of the Planning and Zoning Commission will be forwarded to the City Council at the April 7, 2026 meeting.

**STAFF RECOMMENDATION:** Staff recommends approval of the proposed zoning request.

**APPLICATION SUBMITTAL DATE:** February 16, 2026 (Original Application)

**ITEM SUMMARY:** Staff is requesting to zone approximately 239.427 acres of land, generally for light industrial, commercial, and residential uses.

**EXISTING ZONING AND LAND USES:**

Location	Zoning District (Permitted Land Uses)	Existing Land Use
Subject Property	N/A (City of McKinney ETJ)	Undeveloped Land
North	N/A (City of McKinney ETJ)	Undeveloped Land

South	N/A (City of McKinney ETJ)	Undeveloped Land and Single-Family Residential
East	“AG” – Agriculture District and N/A (City of McKinney ETJ)	Undeveloped Land and Single-Family Residential
West	“I1” – Light Industrial District, “AG” – Agriculture District, and “R12” – Residential District	Undeveloped Land

**PROPOSED ZONING:** The applicant is requesting to zone the subject property to “I1” – Light Industrial District, “C2” – Local Commercial District, and “R12” – Residential District.

The subject property is party to a pre-annexation agreement from 2016 that allows the City to annex and zone the property into the city limits after ten years.

The proposed “R12” – Residential District area is approximately 40.015 acres and is located on the south side of future FM 546. This portion of the property is generally located within the Homestead District of the ONE McKinney 2040 Comprehensive Plan and is designated as the Estate Residential placetype. The proposed zoning of “R12” – Residential District would allow for single-family residential uses that align with the Estate Residential designation from the Comprehensive Plan. As such, Staff is supportive of the proposed residential zoning on this portion of the subject property.

The proposed “C2” – Local Commercial District area is approximately 8.009 acres and is located near the southeast corner of the intersection of future FM 546 and an unnamed Major Arterial. While this area is also designated as the Estate Residential placetype in the Comprehensive Plan, Staff notes the location near the hard corner of these two major arterials lends itself more to commercial opportunities that should serve the existing and future residents within the area. The property immediately to the west is also zoned “C2”. As such, Staff is supportive of the local commercial zoning on this portion of the subject property.

The proposed “I1” – Light Industrial District covers approximately 191.411 acres north of future FM 546. It falls within the Business and Aviation District of the ONE McKinney Comprehensive Plan and is designated as the Manufacturing and Warehouse placetype and Employment Mix placetype, intended for industrial development. Surrounding properties to the north and west are already zoned for industrial uses and are anticipated to develop as such. Given its alignment with the comprehensive plan and neighboring properties, Staff supports the proposed light industrial zoning.

**CONFORMANCE TO THE ONE MCKINNEY 2040 COMPREHENSIVE PLAN:** A key aspect of the ONE McKinney 2040 Comprehensive Plan is to provide direction related to desired development patterns in the city and to inform decisions related to the timing and phasing of future infrastructure investments. To assist in guiding these decisions, the plan includes a set of Guiding Principles that provide overall guidance and a Preferred Scenario and Land Use Diagram that illustrates the desired development patterns in the city. The Preferred Scenario and Land Use Diagram are built upon a series of distinctive districts, each with a specific purpose, focus and market. Each district consists of a mix of placetypes that identify the predominate land uses and desired pattern of development for the district.

- Guiding Principles:

The proposed rezoning request is generally in conformance with the Guiding Principle of “Diversity (Supporting our Economy and People)” established by the Comprehensive Plan. In particular, the proposed request has the potential to provide “[...] new businesses and developments that support economic engines, broaden the tax base, and make the city’s economy more adaptable and resilient.”

- Preferred Scenario and Land Use Diagram Characteristics:

Per the Preferred Scenario and Land Use Diagram, the subject property is located in the Business and Aviation District and the Homestead District and is designated as the Manufacturing and Warehouse, Employment Mix, and Estate Residential placetypes.

**Manufacturing and Warehouse** provide basic jobs and keep people in the city during different working hours. The employee per square foot of building space is usually low in these areas due to the large buildings that are needed for storage and logistics. They are well distanced from any nearby residential and are typically located near major transportation corridors like highways and railways.

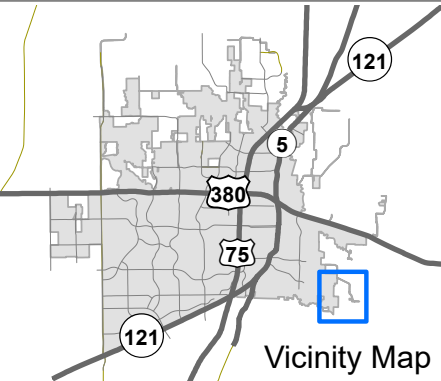
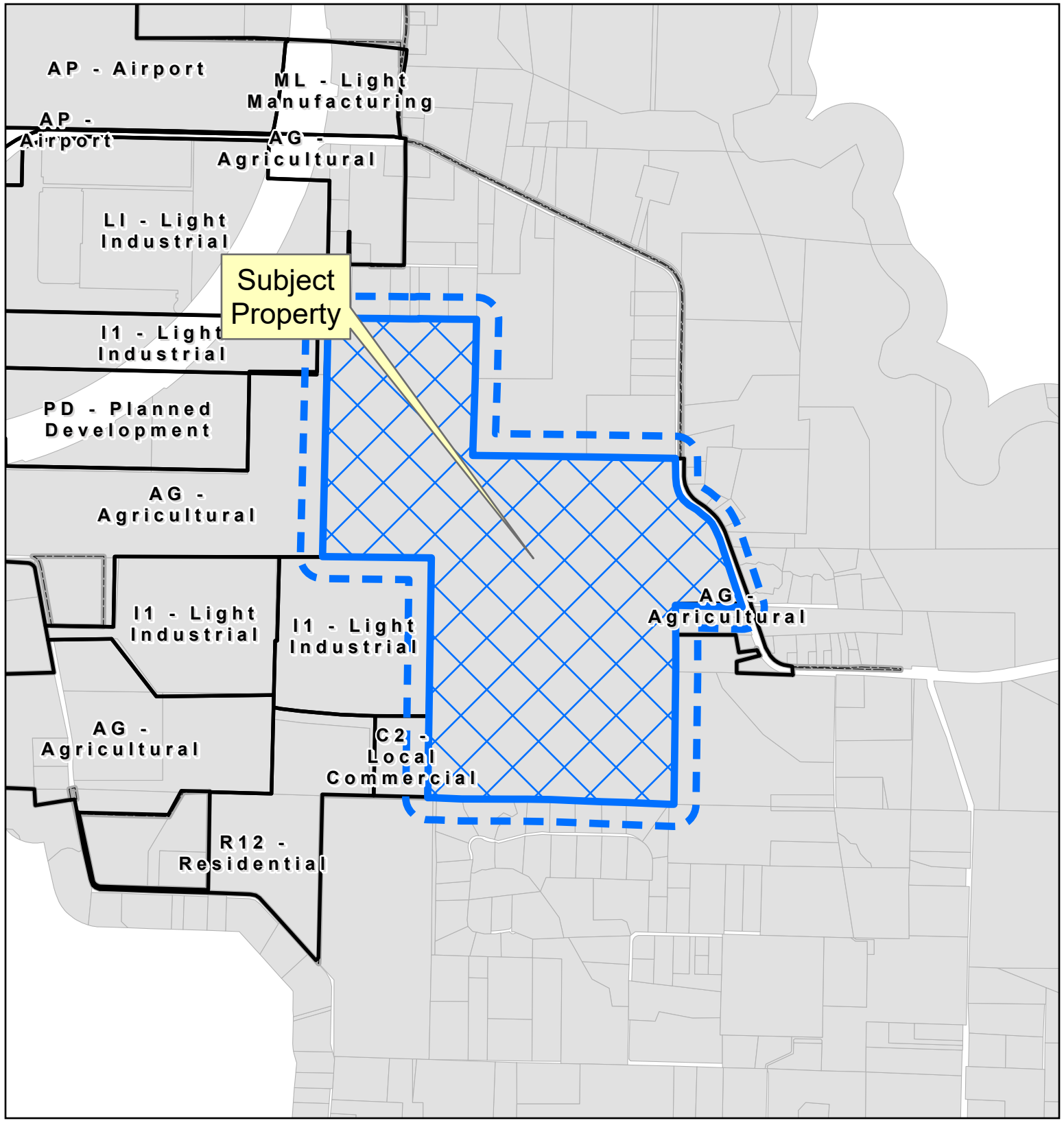
**Employment Mix** includes professional and service uses typically on smaller sized parcels with lower intensities than a traditional business campus. This type of development may support a variety of occupations including general office, research and development facilities, medical clinics, light industrial, and business incubators. These uses are typically located with nearby access to arterial thoroughfares. These businesses have appealing street frontages with an increased level of aesthetics and landscaping.

**Estate Residential** includes predominately large lot single-family housing development on the urban-rural fringe. Unlike the Rural Living Placetype, home sites are typically located in a subdivision layout with access to some utility services. Residential uses are oriented interior to the site and may not have farm and livestock restrictions in more rural locations of the Placetype. Lot sizes in the Estate Residential Placetype range from ½ acre to 2 acre lots.

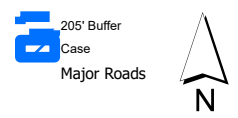
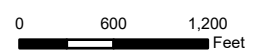
- Land Use Diagram Compatibility:

When considering land use decisions, the City should determine that a project aligns with the Land Use Diagram and/or meets a majority of the plan's established criteria to be considered compatible with the Land Use Diagram. The proposed rezoning request **aligns** with the Manufacturing and Warehousing, Employment Mix, and Estate Residential placetypes of the Business and Aviation District and Homestead District, is in conformance with the Land Use Diagram and should be compatible with the surrounding properties.

**OPPOSITION TO OR SUPPORT OF REQUEST:** Staff has received no letters of support to this request and no letters of opposition. This does not include emails or letters that may have been sent directly to members of the Council. As part of the Planning and Zoning Commission Public Hearing, Staff has not received any citizen comments through the online citizen portal.

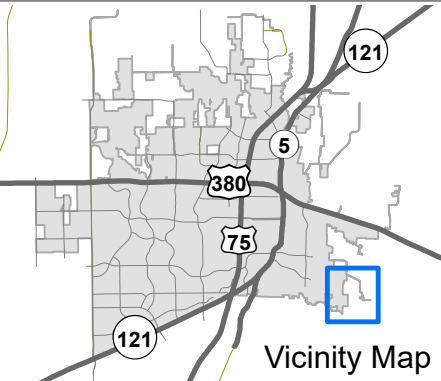
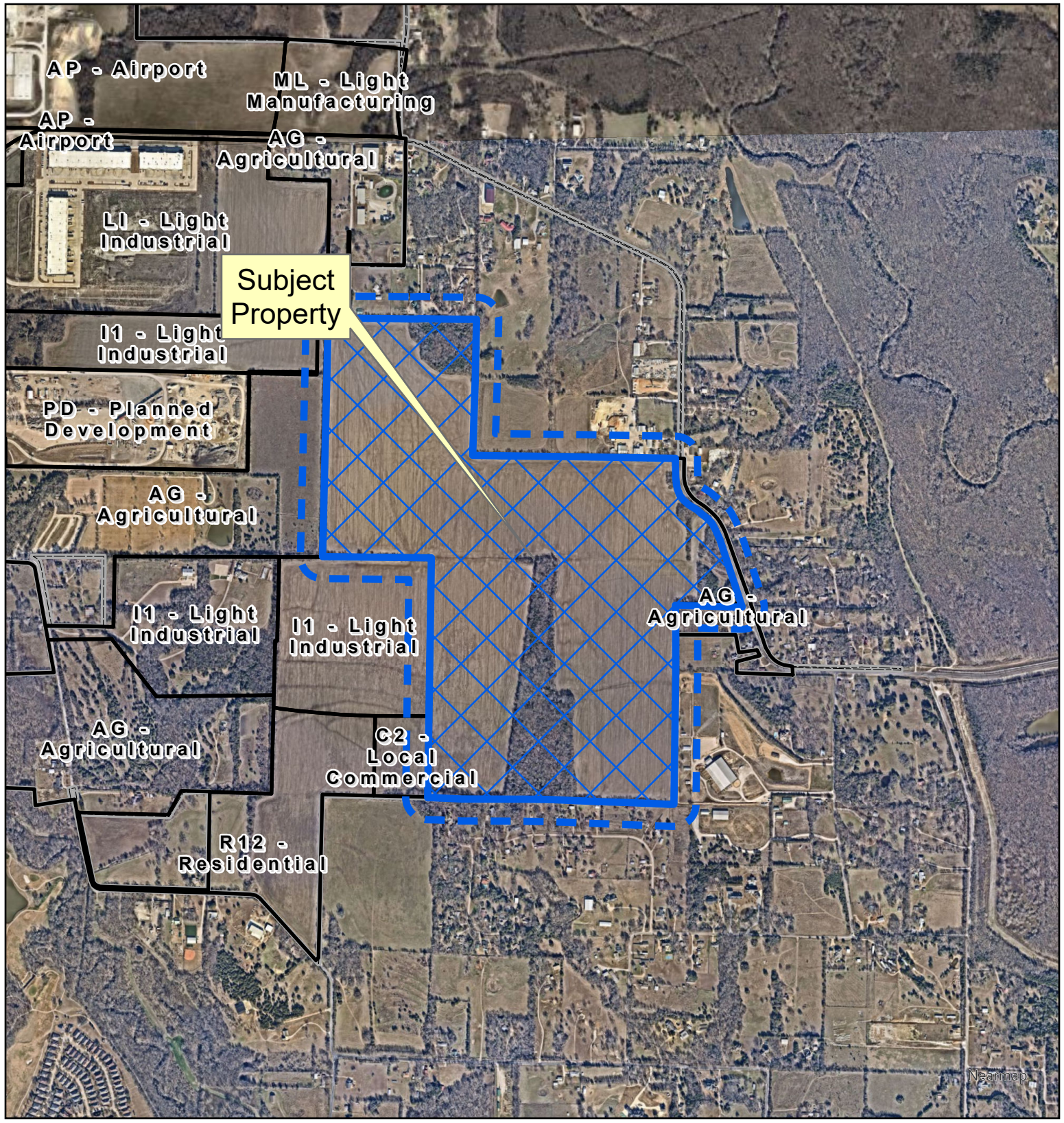


Location Map  
 ZONE2026-0017



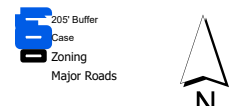
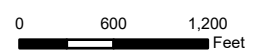
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# Aerial Map

## ZONE2026-0017



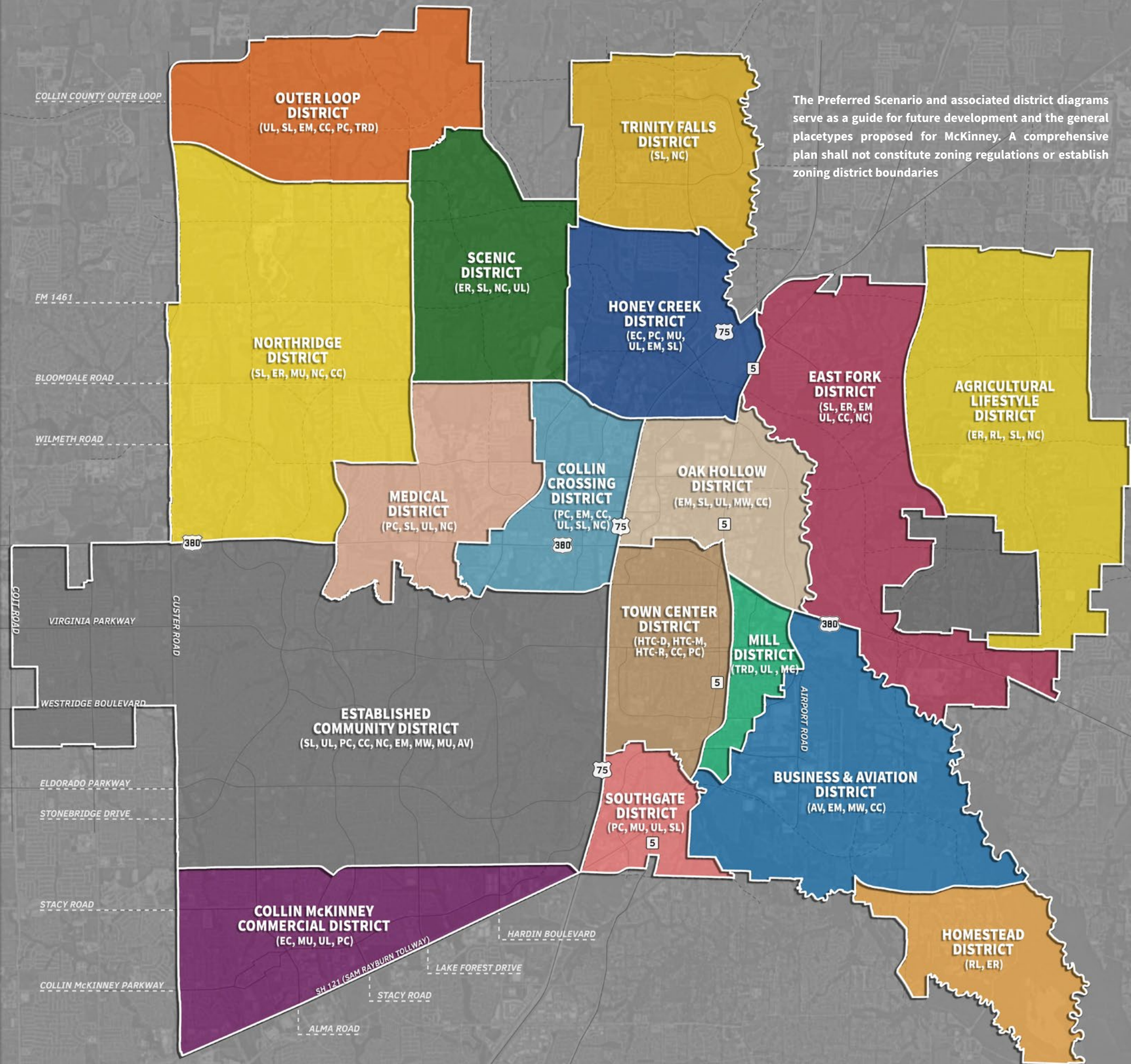
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# PREFERRED SCENARIO

## PLACETYPES

- Aviation (AV)
- Commercial Center (CC)
- Employment Mix (EM)
- Entertainment Center (EC)
- Estate Residential (ER)
- Historic Town Center - Downtown (HTC-D)
- Historic Town Center - Mix (HTC-M)
- Historic Town Center - Residential (HTC-R)
- Manufacturing & Warehousing (MW)
- Mixed Use Center (MU)
- Neighborhood Commercial (NC)
- Professional Campus (PC)
- Rural Residential (RR)
- Suburban Living (SL)
- Transit-Ready Development (TRD)
- Urban Living (UL)



The Preferred Scenario and associated district diagrams serve as a guide for future development and the general placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

# LAND USE DIAGRAM

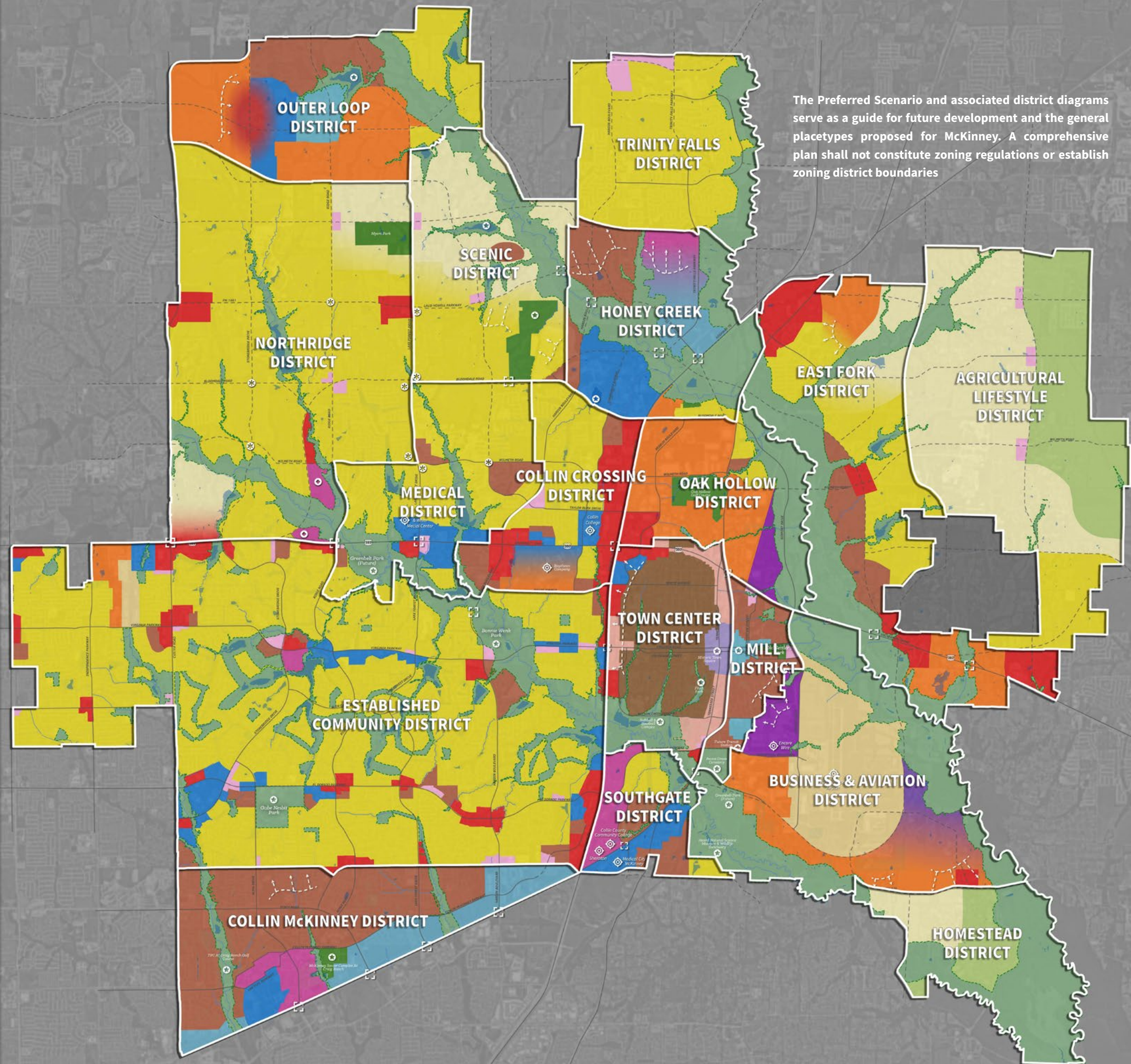
## LEGEND

### Placetypes

- Aviation
- Commercial Center
- Employment Mix
- Entertainment Center
- Estate Residential
- Historic Town Center - Downtown
- Historic Town Center - Mix
- Historic Town Center - Residential
- Manufacturing & Warehousing
- Mixed Use Center
- Neighborhood Commercial
- Professional Center
- Rural Residential
- Suburban Living
- Transit-Ready Development
- Urban Living

### Other Features

- Floodplain / Amenity Zone
- District Boundary

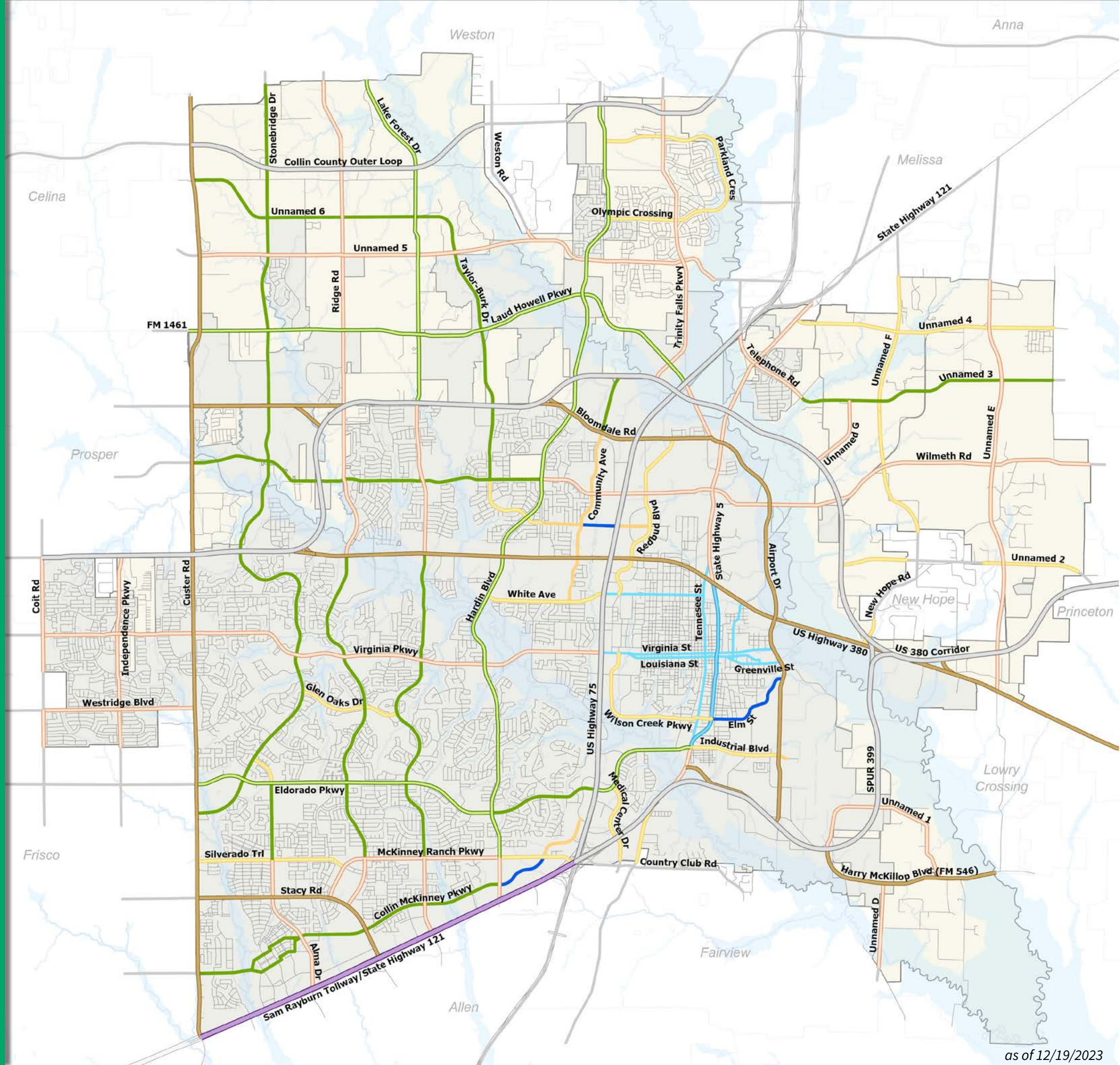


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# MASTER THOROUGHFARE PLAN

## LEGEND

-  Major Regional Highway/Multi-Modal
-  Tollway
-  Principal Arterial (130' - 6 lanes)
-  Major Arterial (124' - 6 lanes)
-  Greenway Arterial (140' - 6 lanes)
-  Greenway Arterial (120' - 4 lanes)
-  Minor Arterial (100' - 4 lanes divided)
-  Minor Arterial (80' - 4 lanes undivided)
-  Minor Arterial (70' - 3 lanes)
-  Town Thoroughfare (4 lanes)
-  Town Thoroughfare (2-3 lanes)
-  McKinney City Limits
-  McKinney ETJ
-  Other Cities



Disclaimer: The Master Thoroughfare Plan provides generalized locations for future thoroughfares. Alignments may shift as roads are engineered and designed to accommodate floodplain areas and to meet sound engineering and urban planning principles. The Roadway lines shown on the plan are not precise (site specific) locations of future thoroughfares.



## BUSINESS & AVIATION DISTRICT

*Intent - This area is a major employment center based on the distinctive asset of the McKinney National Airport. It provides business locations and job opportunities related to aviation support and services as well as a range of other businesses.*



# DESCRIPTION

The Business & Aviation District is anchored by McKinney National Airport, an asset that makes McKinney unique. The character of this District is defined by large areas for aviation-related uses in the central part of the District. This is the only area in McKinney, and indeed in Collin County, where such economic development can be attracted. For this reason, encroachment by incompatible uses (such as suburban-style residential) is strongly discouraged. The future development pattern takes advantage of the airport's current level of operations, which will be even more important if the City chooses to expand its aviation services.

Given the community's desire to pursue a more diverse economic base and a stronger jobs-housing balance, this District also includes opportunities for businesses that may not need the airport proximity, but will be attracted to it because of the District's business focus and region-

serving roadways including SH 5, SH 121, US 75, Spur 399 and FM 546. For these businesses, the Business & Aviation District offers areas where the infrastructure and character will appeal to targeted business and industry sectors. The area west of the Airport includes some existing businesses, such as Encore Wire, as well as undeveloped areas. The area also benefits from an amenity feature – the location of a future transit stop. This part of the District is expected to be desirable to a wide range of businesses. It should offer locations for companies that include both an office and a manufacturing or distribution component. The buildings here should be designed with flexibility so the mix of these employment types can change over time in response to the market. Since existing neighborhoods are located west of this area, development must provide an appropriate buffer and travel patterns that do not reduce the livability of these neighborhoods.

*“Locations for companies that include both an office and a manufacturing or distribution component”*

Despite potential development of a transit station near Industrial Boulevard, the Business & Aviation District is the only one within the planning area where additional residential units are neither programmed nor encouraged. Rather, housing associated with future rail is being promoted in adjacent Districts while uses in this District are primarily manufacturing and warehouse facilities, along with light industrial and flex products - many of which will be able to leverage their proximity to McKinney National Airport. At an annual average rate of growth ranging from 3.5% to 4.0%, the Business & Aviation District is anticipated to be host to the city's largest concentration of businesses and industries. By 2040, this District's employment base is expected to grow by 4,000, or approximately 11% of all net new employees in the planning area.

As reflected in the associated Diagram, lower density employment uses are programmed closest to the airport, whereas these are often the least affected by potential adverse impacts, and most likely to capitalize on their proximity. Conversely, higher profile products are envisioned within one of the District's numerous office and employment centers. Future commercial centers are planned at the intersection of region-serving roadways, primarily serving the area's employment population; and to a lesser degree, the residents of established neighborhoods.

# MARKET ANALYSIS

# STRATEGIC DIRECTION

## DEVELOPMENT PATTERN

1. **Aviation** is the first of two character-defining Placetypes and is located immediately to the east and west of McKinney National Airport. The area developed with this Placetype should be at least as large as that shown on the Land Use Diagram. On the east side of the existing airport, the aviation Placetype should extend from the airport boundary to Spur 399 that will provide the transition between this Placetype and the Manufacturing & Warehousing Placetype to the east. On the west side of the existing airport, the Aviation Placetype should generally be located between the airport and Airport Drive to the west.

2. **Employment Mix** is the second character-defining Placetype in this District. It is intended to provide locations for new and existing businesses that can take advantage of the visibility and accessibility of Spur 399 and close proximity to the airport. This Placetype should infill undeveloped parcels west of Airport Drive and to the south of Industrial Boulevard around Spur 399 continuing along FM 546 to the floodplain associated with the East Fork of the Trinity River. Portions of this Placetype should include a mix of supportive activities such as restaurants, gyms, and consumer-oriented services, to make it more attractive for businesses and their employees wishing to locate here. Developments located

along Wilson Creek should be oriented in such a way to take advantage of the natural views. Employment Mix will serve as a much-needed transition in scale and intensity from the Manufacturing & Warehousing land uses to the residential uses in the Homestead District.

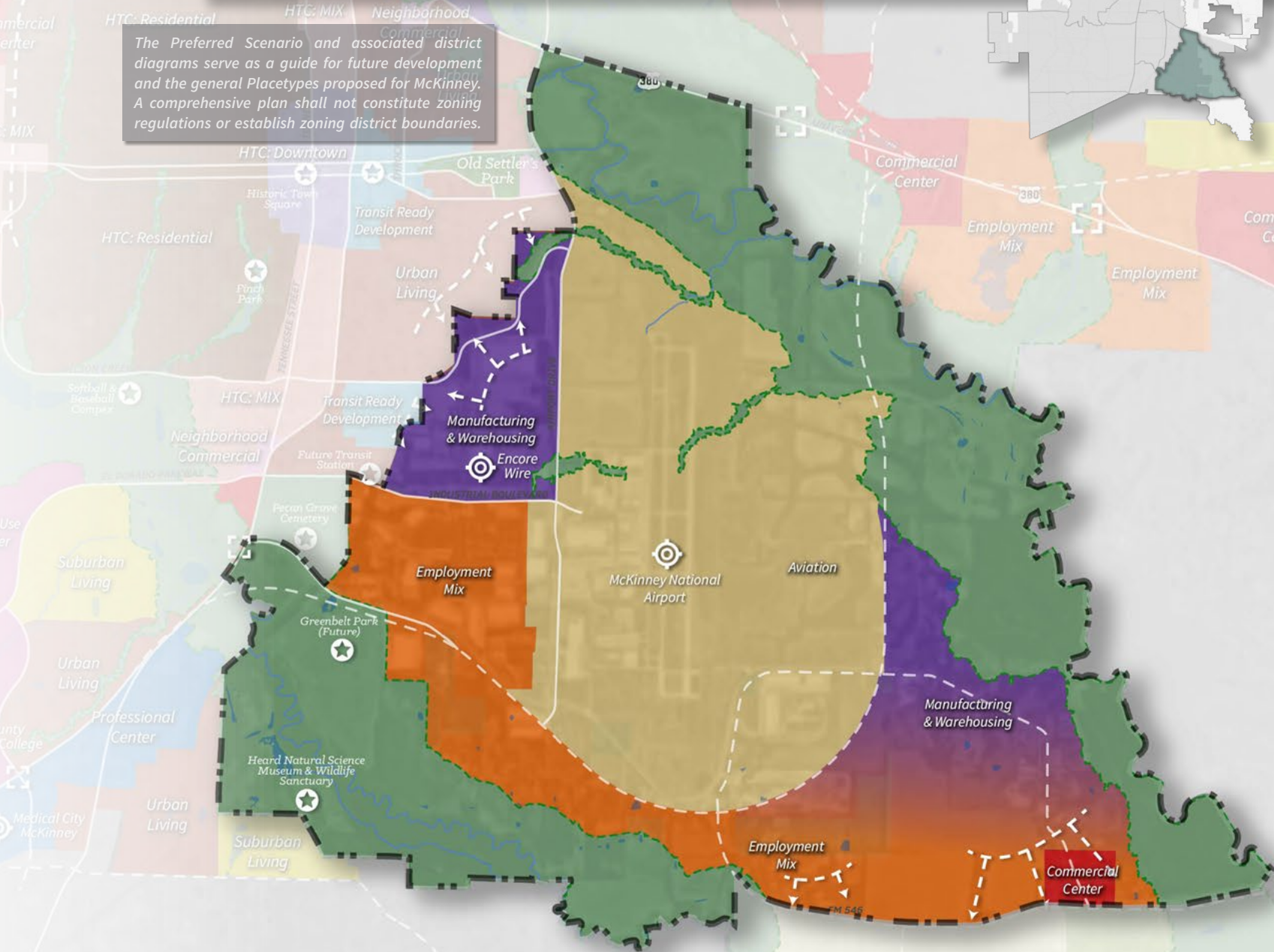
3. The area east of the Airport offers locations geared toward **Manufacturing & Warehousing** businesses. It has excellent transportation access (both to regional roadways and to the airport) and includes a development pattern that supports companies' manufacturing, distribution and logistics activities.

4. **Commercial Centers** should be located at FM 546 and Unnamed 1 thoroughfare in the District and are intended to provide supporting retail services and restaurants for the significant employment base that will develop in this District.

5. Any infill development that occurs within these areas should be consistent and/or compatible with the existing built conditions and/or should demonstrate compatibility with the Placetypes and priorities shown in the Land Use Diagram.

# LAND USE DIAGRAM

The Preferred Scenario and associated district diagrams serve as a guide for future development and the general Placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



## PLACETYPES



- Floodplain / Amenity Zone
- District Boundary
- District Identity Feature
- Amenity Feature
- Community Asset
- Intensity Transition

## PSYCHOGRAPHICS

Since the focus of the district is exclusively non-residential and the discussion of psychographic groups is largely related to residential product preferences, no groups have been identified.

## INDUSTRY TRENDS

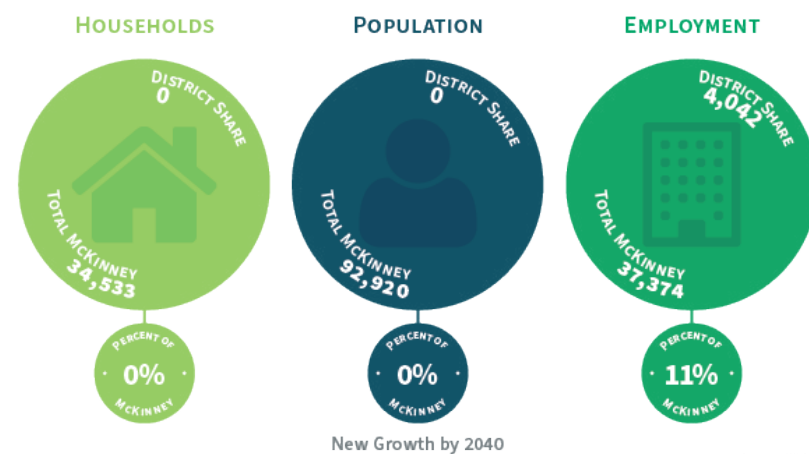
- Employment Trends**
- Mobile Workforce
  - Office Space Contraction
  - Encore Careers
- Business Trends**
- Logistics Sector Growth
  - Texas Economic Growth
  - Return to Manufacturing
  - Flexible Use Space
  - High-Growth High-Tech

# IDENTITY, AMENITIES, & INFRASTRUCTURE

Key identity and amenity features such as gateways, trails and parks are described in detail in the City of McKinney Parks and Recreation Master Plan. Additionally, the following considerations are key to reinforcing the vision for and intent of this District.

1. Key Amenity Features in this District include a future greenbelt park on the southwestern edge of the District. Future development in the District should take full advantage of the unique opportunities created by this and other amenities.
2. Key Community Assets in this District include McKinney National Airport and the Encore Wire campus. Future development in the District should take full advantage of these unique economic engines by creating a compatible business and employment environment that provides support and ancillary services for aviation and related uses and industries.
3. The District is bounded on the east and southwest by future open space areas along the East Fork of the Trinity River and Wilson Creek. These natural areas should buffer the District's employment uses from less intense uses to the east and south. They also create amenities for the employees of businesses located in the District.

The graphic that follows provides a profile of the Business & Aviation District if the District develops as outlined above. These graphics relate to new development only.



# ANTICIPATED PUBLIC INVESTMENTS & INITIATIVES

The City of McKinney intends to consider the following major public investments to support the success of the Business & Aviation District.

1. Maintenance and enhancement of McKinney National Airport infrastructure to meet current and future customer demand.
2. Targeted economic development incentives for aviation-related businesses and those that benefit from Airport proximity.
3. Active participation in regional dialogue about funding and location of transit service in Collin County.
4. Active participation in regional dialogue about funding and location of limited access roadways along the FM 546 alignment as shown on the Master Thoroughfare Plan.
5. Zoning, design guidelines, infrastructure planning and economic development programs geared to the distinct needs of aviation, manufacturing, warehouse, and professional businesses in their respective parts of this District.
6. Design and alignment studies for the regional roadway connecting FM 546 and SH 5.
7. Trail connections from business areas to the open spaces bordering this District.
8. Partnerships with MISD, Collin College and others to ensure that McKinney residents have the skills and expertise to offer the District's businesses a trained labor force.





# HOMESTEAD DISTRICT

*Intent - This District provides a continued focus on the rural character and lifestyle that currently exists in the area today.*



# DESCRIPTION

This District contains agricultural uses and single family detached homes on large lots. Residents choose this area because of its estate and rural lot sizes and pastoral character. They travel to other parts of McKinney or the region for jobs and shopping. As such, the character-defining Placetype of this District is Rural Residential. Much of the area is expected to remain rural through 2040.

# MARKET ANALYSIS

The Homestead District represents the planning area's southeastern edge and pastoral lifestyle. As a fringe location within the community, and given the presence of natural open space and significant topographical features, the number of rural residential properties is expected to grow. New estate and rural homes will be located in low-intensity environments, concentrations and neighborhoods, with commercial service and employment centers aggregated in adjacent Districts to the north and west (including along the future expansion of FM 546). Complementing rural preferences among the District's residents, is the presence of the East Fork of the Trinity River which represents an opportunity to both leverage its visual

appeal and provide for enhanced trail connections within a natural amenity. Yet significantly untested in the Dallas-Fort Worth Metroplex, the Homestead and Agricultural Lifestyle Districts afford the community and region with an ideal setting for a demonstration conservation subdivision and/or "agrihood" development.

Residents of the Homestead District can be described as family-centric with a desire for access to recreational activities, both natural and man-made. The rural lifestyle afforded within the District will be the primary motivator for the individuals and families that choose to live here.

## IDENTITY, AMENITIES, & INFRASTRUCTURE

Key identity and amenity features such as gateways, trails and parks are described in detail in the City of McKinney Parks and Recreation Master Plan. Additionally, the following considerations are key to reinforcing the vision for and intent of this District.

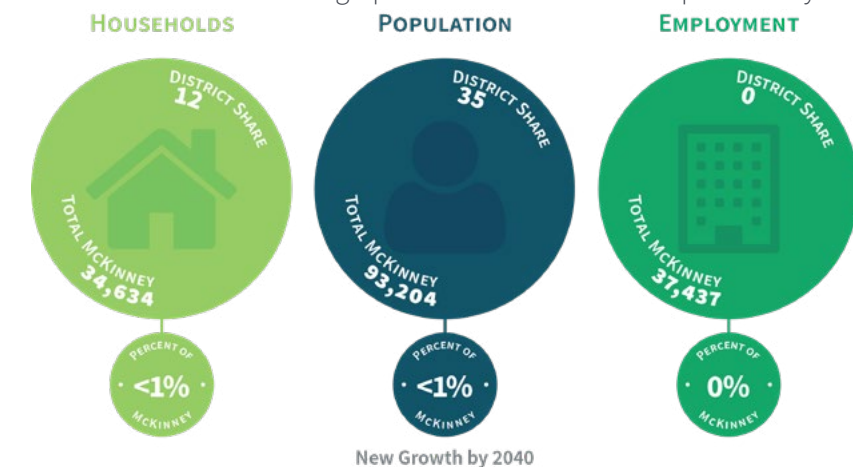
1. Multi-purpose trails should be located along the floodplain areas of the East Fork of the Trinity River to provide non-motorized connectivity to the rest of McKinney and to the region. This District should have additional trails connecting the adjacent neighborhoods to the regional systems.
2. Transportation, water, wastewater and stormwater infrastructure in this District should maximize compatibility with the East Fork of the Trinity River and related open space amenities.
3. Mobility networks in this District should focus on providing capacity to support the residential neighborhoods desired in the area while also focusing on creating character that brands the overall Homestead District as a rural area.

## ANTICIPATED PUBLIC INVESTMENTS & INITIATIVES

The City of McKinney intends to consider the following major public investments to support the success of the Homestead District.

1. Adoption of development and design standards that retain the pastoral character of this District's rural and estate neighborhoods.
2. Investment in infrastructure appropriate to support and continue rural and estate development patterns.
3. Explore the opportunities for equestrian, hiking and similar outdoor recreational activities in the East Fork floodplain at the southerly end of the District; including partnerships with other organizations such as MISD.

The graphic that follows provides a profile of the Homestead District if the District develops as outlined above. These graphics relate to new development only.



# STRATEGIC DIRECTION

# LAND USE DIAGRAM

## DEVELOPMENT PATTERN

1. **Rural Living** is the character-defining Placetype in this District. It is intended to continue the trend of very low intensity residential or agricultural uses that currently exists in the area.

2. The **Estate Residential** Placetype is located adjacent to FM 546, and is intended to provide an appropriate transition in density from the non-residential uses located in the Business & Aviation District to the north. Adequate buffering from the future regional highways shown on the Master Thoroughfare Plan should be provided.

## PLACETYPES



## INDUSTRY TRENDS

### Employment Trends

- Green Tendencies

### Residential Trends

- Starter & Retirement Homes

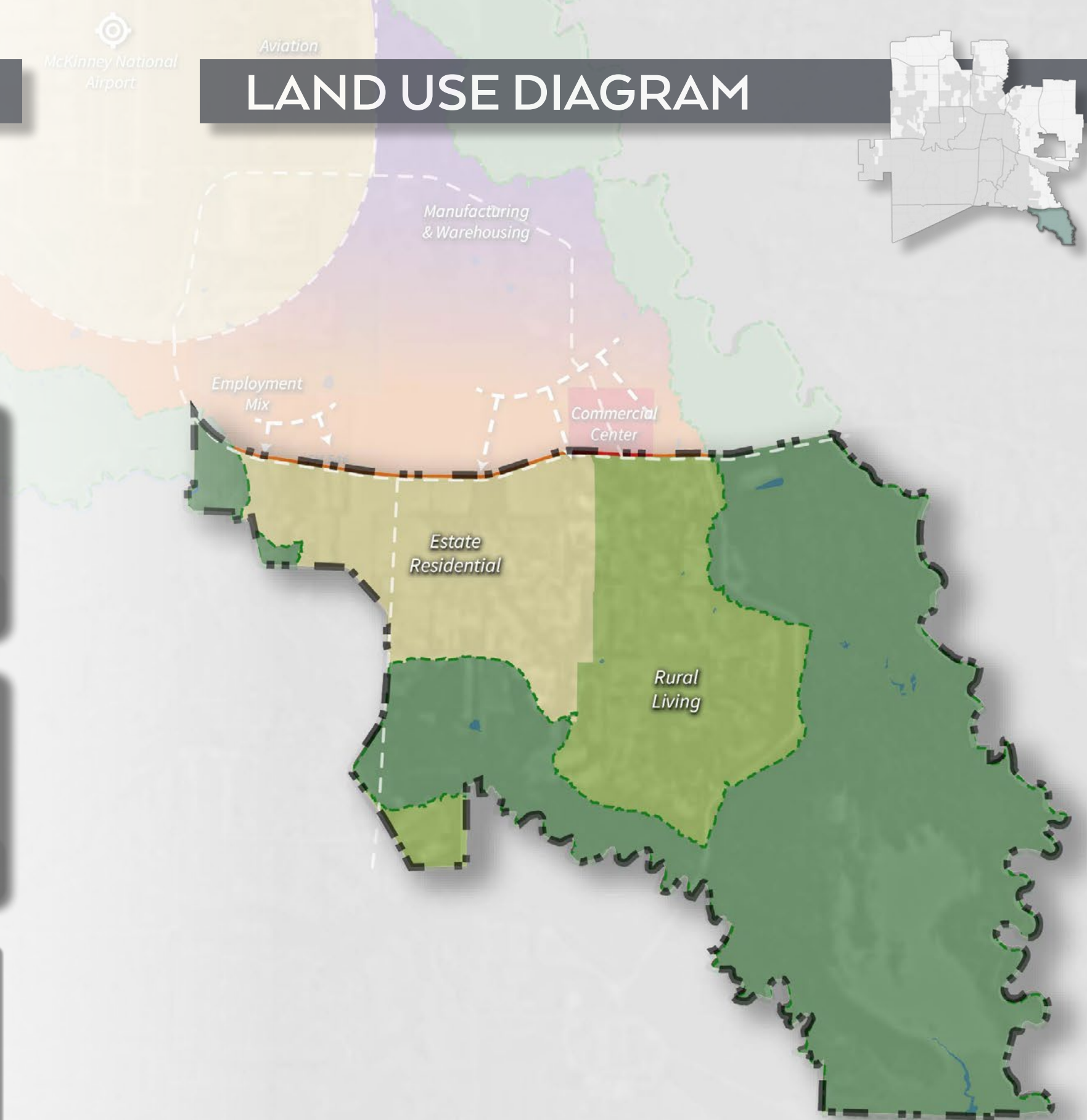
- Agrihoods Neighborhoods

## PSYCHOGRAPHICS

RC Retirement Communities

MB Middleburg

- Floodplain / Amenity Zone
- District Boundary
- District Identity Feature
- Amenity Feature
- Community Asset
- Intensity Transition



The Preferred Scenario and associated district diagrams serve as a guide for future development and the general Placetypes proposed for McKinney. A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

## 205 Use Regulations

### A. Purpose

This section identifies the land uses allowed in McKinney's zoning districts and establishes standards that apply to certain uses with unique characteristics or impacts.

### B. Table of Uses

#### 1. Explanation of Use Permission Abbreviations

##### a. Uses Permitted By-Right

"P" in a cell indicates that the use is permitted by right in the respective zoning district. Permitted uses are subject to all other applicable regulations of the Code.

##### b. Uses Permitted By-Right, in Compliance with Use-Specific Criteria

"C" in a cell indicates that the use is permitted by right in the respective zoning district, provided that it meets the additional use-specific criteria that are described in this section of this Code.

##### c. Uses Permitted by Specific Use Permit

"S" in a cell indicates that the use is permitted in the respective zoning district only if a Specific Use approval is granted pursuant to the procedure described in §203C.3, *Specific Use Permit*. Approved specific uses continue to be subject to all other applicable regulations of this Code.

##### d. Prohibited Uses

A blank cell indicates that the use is prohibited in the respective zoning district.

##### e. Accessory Uses

"A" in a cell indicates that the use is only permitted in the respective zoning district as an accessory use.

##### f. Temporary Uses

"T" in a cell indicates that the use is only permitted in the respective zoning district as a temporary use.

#### 2. Table Organization

In Table 2-26: Table of Uses, land uses and activities are classified into general use categories and specific use types based on common functional or physical characteristics. This classification provides a systematic basis for assigning present and future land uses into appropriate zoning districts. This classification does not list every use or activity that may appropriately exist within each use category.

#### 3. Use for Other Purposes Prohibited

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 §205B.4 below.

#### 4. Classification of New and Unlisted Uses

New types of land uses will develop over time and such uses may seek to locate within the City. The following procedure shall apply if an application is submitted for a use type that is not specifically listed in Table 2-26: Table of Uses. Submission and approval of such an application shall be required prior to approval of any other permit or development approval associated with the use.

##### a. Review and Approval Process

- I. The Director of Planning shall review the new and unlisted use to determine if it is materially similar to a listed use type by considering characteristics including the following: whether it includes dwellings, sales, processing, or storage; employment and operational characteristics; potential nuisances; requirements for public utilities; and transportation requirements.
- II. If the Director determines that the new and unlisted use is materially similar to a listed use type, the new and unlisted use type shall be treated as being the same as the listed use type to which it is materially similar.
- III. If the Director determines that the new and unlisted use is not materially similar to any listed use type, the application shall be forwarded to the Planning and Zoning Commission for

- recommendation and to the City Council for a decision. The referral from the Director shall include recommendations regarding the following:
- a. The zoning district(s) in which the use type should be allowed;
  - b. The parking ratio, existing or new, that should be applied to the use type;
  - c. The definition for the proposed use type; and
  - d. Any other conditions or standards that should be adopted to ensure the proper development of the use type.
- IV.** New and unlisted uses which are approved by the City Council shall be adopted by resolution until the approved new and unlisted use can be formally incorporated into this Article through the procedure outlined in §203C.1, *Code Text Amendment*.

5. Table of Uses

Table 2-26: Table of Uses																					
NOTE: See Appendix 2B: MTC - McKinney Town Center for MTC use table.																					
Use Definition & Standards	Use Definition & Standards	SINGLE-FAMILY RESIDENTIAL							MULTI-FAMILY RESIDENTIAL			NON-RESIDENTIAL					INDUSTRIAL		OTHER		
		R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG	AP
<b>P</b> = Permitted use <b>C</b> = Add'l use-specific criteria <b>Blank cell</b> = Prohibited use <b>S</b> = Specific Use Permit required <b>A</b> = Accessory use <b>T</b> = Temporary use																					
Residential Uses																					
Single-family detached	205D.1	P	P	P	P	P	P		P										P		
Single-family attached	205D.2						P	P	P												
Small-lot single-family, attached	205D.3						C	C													
Small-lot single-family, detached	205D.4	C	C	C	C	C	C	C													
Duplex	205D.5							P	P												
Triplex	205D.6							P	P												
Quadplex	205D.7							P	P												
Manufactured home	205D.8									C											
Multi-family, cottage	205D.9								P	P		C	C		C						
Multi-family, traditional	205D.10								P	P			S	C		C					
Mixed-use Residential	205D.11											C	C	C	C	C					
Independent living	205D.12								P	P		S	S	S	S	S					
Group Living																					
Assisted living facility	205E.1							S	P	P		P	P	P	S	S					
Community care home	205E.2	C	C	C	C	C	C	C	C	C											
Community care facility	205E.3											S	P	P			P	P			
Community transition facility	205E.4																S	P			

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Use Definition & Standards	SINGLE-FAMILY RESIDENTIAL							MULTI-FAMILY RESIDENTIAL			NON-RESIDENTIAL					INDUSTRIAL		OTHER		
	R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG	AP
P = Permitted use C = Add'l use-specific criteria Blank cell = Prohibited use S = Specific Use Permit required A = Accessory use T = Temporary use																				
Crisis support home	205E.5	C	C	C	C	C	C	C	C	C										
Crisis support facility	205E.6												C			P	P			
Displacement shelter	205E.7												S			S	P			
Non-Residential Uses																				
Agricultural and ranching, private or wholesale	205F.1	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Agricultural and ranching, retail	205F.2												S			P	P		S	
Airport, heliport, landing field, and aircraft hangar	205F.3																S			P
Airport terminal	205F.4																			P
Amenity center, neighborhood	205F.5	P	P	P	P	P	P	P	P	P										
Animal care and services, indoor only	205F.6										P	P	P	P		P	P		P	
Animal care and services, outdoor area	205F.7										S	S	P			P	P		P	
Animal care and services, outdoor boarding	205F.8												S			P	P		S	
Arts or cultural center	205F.9	S	S	S	S	S	S	S	S	P	S				P	P	P	P	P	S
Auto, motorcycle, truck, or boat, rental or sales	205F.10												S			S	P			
Banks and financial services	205F.11										P	P	P	P	P	P	P			
Batch plant	205F.12																P			
Body art studio	205F.13												C			P	P			

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		R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG
Car wash	205F.14										<u>S</u>	<u>C</u>	<u>C</u>			P	P			
Cemetery	205F.15																<u>S</u>		<u>S</u>	
Civic club or fraternal organization	205F.16							P	P		<u>S</u>	P	P	<u>S</u>	P	P	P			
Clinic, medical or dental	205F.17										P	P	P	P	P	P	P			
College or university	205F.18							P	P			P	P	P	P	P	P	P	<u>S</u>	P
Commercial entertainment, indoor	205F.19										<u>S</u>	P	P		P	P	P	P		
Commercial entertainment, outdoor	205F.20								<u>S</u>			<u>S</u>	<u>S</u>		<u>S</u>	P	P	P	<u>S</u>	
Commercial laundry	205F.21															P	P			
Community garden	205F.22	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	
Contractor's yard	205F.23															<u>S</u>	P			
Cottage industrial	205F.24											<u>C</u>	<u>C</u>			<u>C</u>	<u>C</u>			
Country club	205F.25	P	P	P	P	P	P	P	P	P	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>	
Craft Consumables	205F.26											<u>C</u>	P			P	P		<u>S</u>	
Data center	205F.27												<u>S</u>		P	P	P	P		
Day care center	205F.28									<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>			<u>C</u>
Dirt or topsoil extraction, sand or gravel mining or storage	205F.29															<u>S</u>	P		<u>S</u>	
Dispatch office	205F.30											<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>
Electric vehicle charging facility	205F.31											<u>C</u>	<u>C</u>		<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>
Fairgrounds or rodeo grounds	205F.32															P	P		<u>S</u>	

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Use Definition & Standards	SINGLE-FAMILY RESIDENTIAL							MULTI-FAMILY RESIDENTIAL			NON-RESIDENTIAL					INDUSTRIAL		OTHER		
	R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG	AP
Farmers' market, permanent	205F.33										<u>S</u>	P	P			P	P	P	P	
Food and beverage processing	205F.34															P	P			
Fuel sales, passenger vehicles	205F.35										<u>S</u>	<u>C</u>	<u>C</u>		<u>S</u>	<u>C</u>	<u>C</u>			
Fuel sales, truck	205F.36															<u>S</u>	<u>S</u>			
Funeral home or mortuary	205F.37								<u>S</u>			<u>S</u>	P			P	P		<u>S</u>	
Government facilities (city, excluding airport uses)	205F.38	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Government or public facility (non-city)	205F.39											<u>C</u>	<u>C</u>		<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
Greenhouse or plant nursery	205F.40											P	P			P	P		P	
Gun range, indoor	205F.41											<u>C</u>	P			P	P	P	<u>S</u>	
Gun range, outdoor	205F.42																<u>S</u>	<u>S</u>		
Gym or fitness studio	205F.43										<u>C</u>	P	P	<u>C</u>	P	P	P			
Heavy machinery, rental, sales, and storage	205F.44												<u>S</u>			<u>S</u>	P			
Hospital	205F.45								P		<u>S</u>	P	P	<u>S</u>	P	P	P			
Hotel or motel	205F.46											P	P	P	P	P	P			P
Impound lot or yard	205F.47															P	P			
Junk or salvage yard	205F.48																<u>S</u>			
Livestock auction	205F.49															P	P		P	
Manufacturing, heavy	205F.50																P			

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	R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG	AP
Manufacturing, light	205F.51															P	P			
Motor freight terminal	205F.52															P	P			
Office showroom/warehouse	205F.53											<u>S</u>	P		P	P	P			
Office	205F.54										P	P	P	P	P	P	P		P	P
Parking garage or lot, paid or private	205F.55								P		<u>S</u>	P	P	<u>S</u>	P	P	P			P
Pawn shop	205F.56															P	P			
Personal service	205F.57										P	P	P	P	P	P	P			P
Power plant or electrical generating station	205F.58															P	P			
Radio or TV broadcast station	205F.59										<u>C</u>	<u>C</u>	P	<u>C</u>	P	P	P			
Railroad freight terminal	205F.60															P	P			
Reception or event center, indoor	205F.61											P	P	P	P	P	P		<u>S</u>	
Reception or event center outdoor	205F.62											<u>S</u>	<u>C</u>		<u>S</u>	P	P		<u>S</u>	
Recreation area, private	205F.63	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P	
Recreational vehicles, rental or sales	205F.64												<u>S</u>			<u>S</u>	P			
Recycling facility	205F.65															<u>C</u>	P			
Refining or storage of petroleum, natural gas, butane, or propane	205F.66																P			
Religious assembly	205F.67	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>		<u>C</u>	<u>C</u>
Restaurant, brew pub	205F.68										<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>			<u>C</u>

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	Use Definition & Standards	SINGLE-FAMILY RESIDENTIAL						MULTI-FAMILY RESIDENTIAL			NON-RESIDENTIAL					INDUS-TRIAL		OTHER		
		R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG
Restaurant, carry out and delivery only	205F.69										<u>C</u>	<u>C</u>	P		P	P	P			
Restaurant, dine-in	205F.70										<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>			<u>C</u>
Restaurant, drive-in or drive-through	205F.71										<u>S</u>	<u>C</u>	<u>C</u>			<u>C</u>	<u>C</u>			
Retail sales	205F.72										<u>C</u>	<u>C</u>	<u>C</u>	<u>S</u>	<u>S</u>	<u>C</u>	<u>C</u>	<u>C</u>		
Sanitary landfill	205F.73																<u>S</u>	<u>S</u>		
School, business or trade	205F.74										<u>S</u>	P	P	P	P	P	P		<u>S</u>	P
School, public, private or parochial	205F.75	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Self-storage	205F.76											<u>S</u>	<u>S</u>			P	P			
Solar farm	205F.77															P	P		P	
Stable, commercial	205F.78												<u>S</u>			<u>C</u>	<u>C</u>		<u>C</u>	
Stockyard or slaughterhouse	205F.79																P			
Storage, automobile	205F.80												<u>S</u>			P	P			
Storage, boat, truck, or recreational vehicle	205F.81															P	P			
Traders' village	205F.82																P			
Transportation station	205F.83												<u>S</u>			<u>S</u>	<u>S</u>	<u>S</u>		
Truck stop	205F.84																<u>S</u>			
Utility substation	205F.85	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>	<u>S</u>
Vehicle repair, major	205F.86												<u>S</u>			P	P			
Vehicle repair, minor	205F.87										<u>S</u>	P				P	P			

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	R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG	AP
P = Permitted use C = Add'l use-specific criteria Blank cell = Prohibited use S = Specific Use Permit required A = Accessory use T = Temporary use																				
Warehouse	205F.88															P	P			
Water or wastewater treatment plant	205F.89																P	P		
Accessory Uses																				
<i>Note: for all allowed accessory uses, specific requirements shall apply; see section 205G.</i>																				
Accessory building, detached	205G.2.a	A	A	A	A	A	A	A	A	A									A	
Accessory dwelling unit	205G.2.b	A	A	A	A	A	A												A	
Accessory structure	205G.2.c	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Caretaker's or watchman's quarters	205G.2.d											A	A			A	A		A	
Drone delivery	205G.2.e										A	A	A			A	A			
Electric vehicle charging station	205G.2.f	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Helistop	205G.2.g											A	A	A	A	A	A	A	A	A
Home occupation	205G.2.h	A	A	A	A	A	A	A	A	A									A	
Outdoor storage	205G.2.i										A	A	A	A	A	A	A	A	A	A
Swimming pool	205G.2.j	A	A	A	A	A	A	A	A	A									A	
Temporary Uses																				
<i>Note: for all allowed Temporary uses, specific requirements shall apply; see section 205H.</i>																				
Batch plant (outdoor), temporary	205H.3.a	I	I	I	I	I	I						I		I	I	I	I	I	I
Construction field office	205H.3.b	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Model home	205H.3.c	I	I	I	I	I	I													
Portable storage container	205H.3.d	I	I	I	I	I	I	I	I	I									I	

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		R43	R12	R8	R6	R5	R3	TR1.8	MR	MF36	MHR	C1	C2	C3	O1	O2	I1	I2	GC	AG
Religious or philanthropic uses	205H.3.e	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I		I	I
Seasonal sales	205H.3.f	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Warming station	205H.3.g	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
Special Uses																				
Bed & breakfast	205I.1	S	S	S	S	S													S	
Donation collection container	205I.2											A	A	A	A	A	A			
Food truck courts	205I.3								S	S	S	S	S	S	S	C	C	C	S	
Food truck operation sites	205I.4							C	C	C	C	C	C	C	C	C	C	C	C	C
Oil and natural gas well drilling and operations	205I.5																P			
Private club	205I.6											S	S	S		S	S		S	S
Sexually-oriented business	205I.7																C			
Telecommunication Structure, High Rise	205I.8								S		S	S	S	S	S	S	S	S		S
Telecommunication Structure, Low Rise	205I.9	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Telecommunication Structure, Stealth	205I.10	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Wind energy conversion system (WECS)	205I.11							C	C		C	C	C	C	C	C	C	C	C	C