

ORDINANCE NO. 2001-02-017

AN ORDINANCE AMENDING ZONING ORDINANCE NO. 1270 OF THE CODE OF ORDINANCES OF THE CITY OF MCKINNEY, TEXAS; SO THAT AN APPROXIMATELY 1,024 ACRE TRACT LOCATED ON THE NORTH SIDE OF STATE HIGHWAY 121, GENERALLY ON THE EAST SIDE OF FM 2478 (CUSTER ROAD), AND GENERALLY ON THE WEST SIDE OF COUNTY ROAD 148, FROM "AG" - AGRICULTURE DISTRICT TO "PD - REC" - PLANNED DEVELOPMENT DISTRICT, AND REC OVERLAY DISTRICT, GENERALLY FOR SINGLE FAMILY RESIDENTIAL USES, MULTI-FAMILY RESIDENTIAL USES, OFFICE USES, RETAIL USES, EMPLOYMENT CENTER USES, AND MIXED USES; PROVIDING REGULATIONS; PROVIDING FOR SEVERABILITY; PROVIDING FOR INJUNCTIVE RELIEF, PROVIDING FOR NO VESTED INTEREST; PROVIDING FOR THE PUBLICATION OF THE CAPTION OF THIS ORDINANCE; PROVIDING FOR A PENALTY FOR THE VIOLATION OF THIS ORDINANCE; AND PROVIDING FOR AN EFFECTIVE DATE HEREOF.

WHEREAS, the owner or owners of approximately 1,024 acres located on the north side of State Highway 121, generally on the east side of FM 2478 (Custer Road), and generally on the west side of County Road 148, zoned "AG" – Agriculture District have petitioned the City of McKinney to rezone said tract to "PD - REC" - Planned Development District, and REC Overlay District, generally for single family residential uses, multi-family residential uses, office uses, retail uses, employment center uses, and mixed uses, made part hereof for all purposes; and,

WHEREAS, after due notice of such requested zoning change as required by law and the required public hearings held before the Planning and Zoning Commission and the City Council of the City of McKinney, the City Council is of the opinion that such zoning change should be made.

NOW THEREFORE BE IT HEREBY ORDAINED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS:

- Section 1. That Ordinance No. 1270 is hereby amended so that approximately 1,024 acres located on the north side of State Highway 121, generally on the east side of FM 2478 (Custer Road), and generally on the west side of County Road 148, which is more fully depicted on Exhibit "A" attached hereto, is hereby rezoned from "AG" – Agriculture District to "PD" – Planned Development District generally for single family residential uses, multi-family residential uses, office uses, retail uses, employment center uses, and mixed uses.
- Section 2. That the development and use of said tract shall conform to the regulations outlined in Exhibit "B" and accompanying Zoning Exhibit map labeled as Exhibit "C", and to the approved Urban Design Standards of the McKinney Regional Employment Center (REC) labeled as Exhibit "D" attached hereto.
- Section 3. That no developer or property owner shall acquire any vested interest in this Ordinance. This Ordinance and the subsequent regulations may be amended or repealed by the City Council of the City of McKinney, Texas, in the manner provided by law.
- Section 4. If any section, subsection, paragraph, sentence, phrase or clause of this Ordinance shall be declared invalid for any reason whatsoever, such decision shall not affect the remaining portions of this Ordinance, which

shall remain in full force and effect, and to this end, the provisions of this Ordinance are declared to be severable.

Section 5.

It shall be unlawful for any person, firm or corporation to develop this property, or any portion thereof, in any manner other than is authorized by this Ordinance, and upon conviction therefore, shall be fined any sum not exceeding \$2,000.00, and each day that such violation shall continue shall be considered a separate offense. These penal provisions shall not prevent an action on behalf of the City of McKinney to enjoin any violation or threatened violation of the terms of this Ordinance, or an action for mandatory injunction to remove any previous violation hereof.

Section 6.

The caption of this Ordinance shall be published one time in a newspaper having general circulation in the City of McKinney, and shall become effective upon such publication.

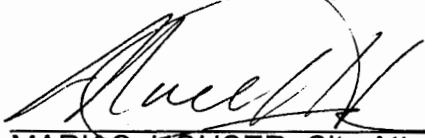
DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THIS 6th DAY OF FEBRUARY, 2001.


DON DOZIER, Mayor

CORRECTLY ENROLLED:


JENNIFER G. SPROULL, City Secretary

APPROVED AS TO FORM:


MARK S. HOUSER, City Attorney

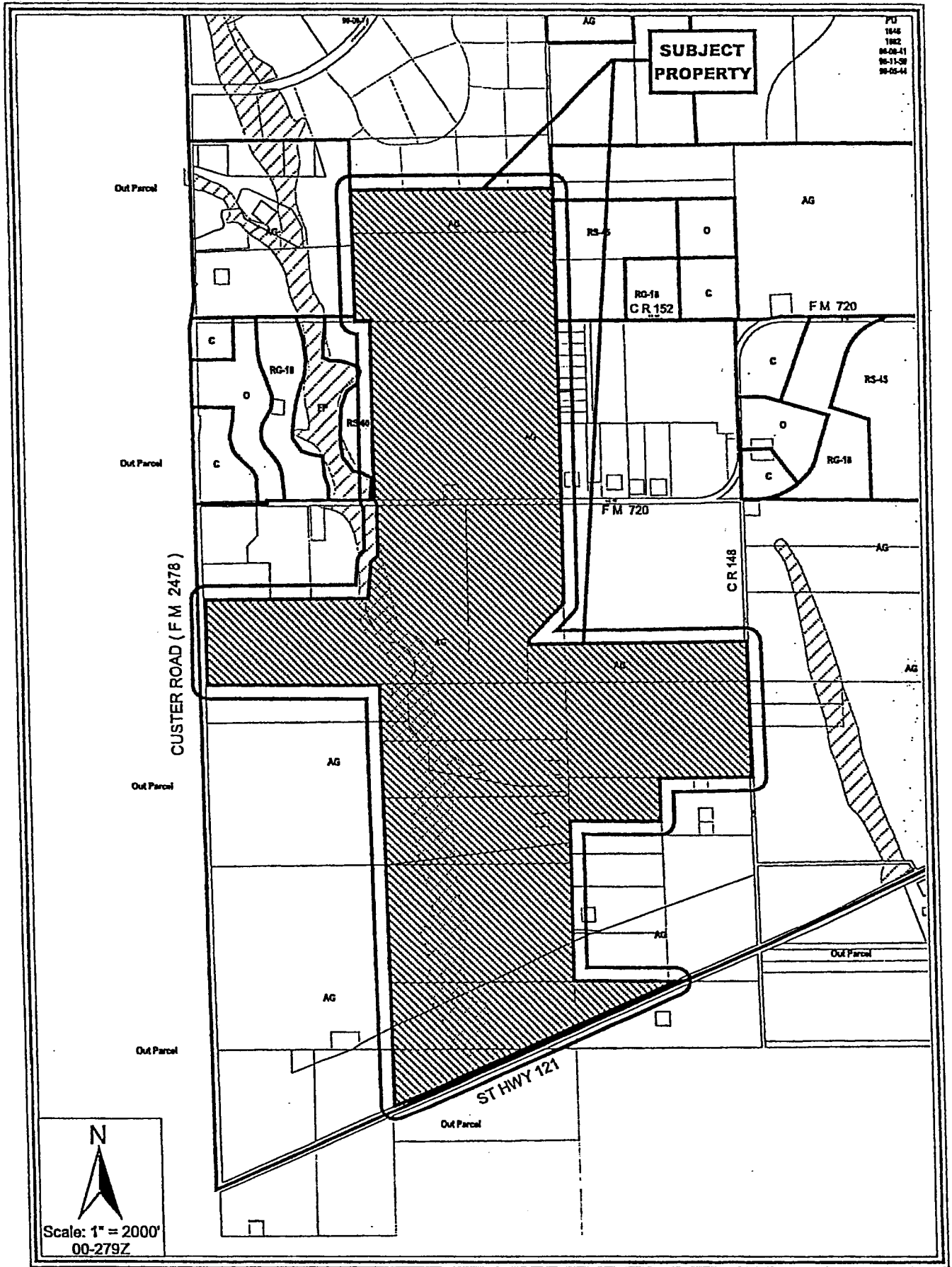


EXHIBIT "A"

General Planned Development Standards For Approximately 1,024 Acres

I. Purpose and Intent:

The purpose of this planned development is to provide a framework for high quality, mixed-use activity node with supporting residential and commercial uses within the western portion of the McKinney Regional Employment Center. These standards are intended to govern proper commercial, retail, residential and open space design.

II. Special Provisions:

All development shall be subject to the Design Guidelines of the McKinney Regional Employment Center as adopted at the date of approval of this Planned Development. See Exhibit "C".

III. Residential Development Standards:

A. Low Density Residential (Tracts SF-1, SF-2 and SF-3):

1. All low density residential single-family detached development within these tracts shall be developed in accordance with the "RS 60" district as described in the City of McKinney Zoning Ordinance 1270, and as amended with the following exceptions:
 - a. Minimum Average Density: Four (4) units per net acre
 - b. Uses: In addition to the uses stated for the "RS 60" district in the City of McKinney Zoning Ordinance, the following uses shall also be allowed:
 - i. Private Golf Course

B. Town Center Residential (Tract TCR-1):

1. All town center residential development within this tract , also described as being all residential property south of F.M. 720, east of Rowlett Creek and north of Collin-McKinney Parkway, shall be developed in accordance with the "RG-25" district as described in the City of McKinney Zoning Ordinance 1270, and as amended except as follows:
 - a. Minimum Average Density:
 - i. All residential development located within one thousand (1,000) feet of Collin-McKinney Parkway shall have an average minimum density of twelve (12) units per net acre.
 - ii. All residential development located beyond one thousand (1,000) feet of Collin-McKinney Parkway shall have an average minimum density of four (4) units per net acre.
 - b. Housing Mix: Five (5) percent of at least four of the following housing types shall be included in the development of Tract TCR-1:
 - i. Houses on large lots (over 70 feet wide)
 - ii. Houses on medium lots (50 to 70 feet wide)
 - iii. Houses on small lots (less than 50 feet wide)
 - iv. Townhouses
 - v. Duplexes
 - vi. Three and fourplexes
 - vii. Apartments with more than four units per buildingSpace limits for the above listed housing types shall be governed by their respective zoning districts in the City of McKinney Zoning Ordinance.
 - c. Uses: In addition to the uses stated for the "RG 25" district in the City of McKinney Zoning Ordinance, the following uses shall also be allowed:
 - i. Private Golf Course
 - ii. Retail and Service Uses as listed in the Schedule of Uses
 - iii. Office

C. High Density Residential (HDR-1, HDR-2, HDR-3):

1. All high density residential development within these tracts shall be developed in accordance with the "RG-18" district as described in the City of McKinney Zoning Ordinance 1270, except as follows:

- a. Minimum Average Density:

- i. Tract HDR-1 shall have a range in density from twenty-four (24) units per gross acre to forty (40) units per gross acre. Traffic calming measures must be considered where access to this tract interacts with lower density areas, and pedestrian and bicycle ways must be an integral feature of the design. A traffic study must accompany the general development and site plans for this tract to demonstrate that good access, traffic calming, and pedestrian and bicycle connections have been accomplished.
 - ii. Tracts HDR-2 and HDR-3 shall have a range in density from thirty (30) units per gross acre to forty (40) units per gross acre

- b. Uses: In addition to multi-family uses the following uses shall also be allowed;

- i. Private Golf Course

IV. Non-Residential Development Standards:

A. Mixed Use (Tracts MU-1, MU-2, MU-3, MU-5, MU-6 and MU-7):

1. All Mixed Use development within these tracts shall be developed according the "C" – Planned Center District of the City of McKinney Zoning Ordinance, and as amended, except as follows:

- a. Maximum Floor Area Ratio: 2.5:1.0 F.A.R.
 - b. All development within five hundred (500) feet of Collin-McKinney Parkway shall have a minimum of two (2) stories and a maximum of six (6) stories per building.
 - c. Retail, office, private golf course, and support uses as allowed in the "C" – Planned Center District and residential uses which may be vertically integrated, subject only to:
 - i. Residential in buildings fronting on Collin-McKinney Parkway shall not be allowed on the first floor.
 - ii. Residential uses on the first floor in buildings not fronting on Collin-McKinney Parkway shall be restricted to sixty (60) percent of the first floor space.
 - iii. Remaining floors may contain any combination of office, residential and support uses.

B. Retail-Mixed (Tract RM-1, RM-2, RM-3 and RM-4)

1. All Retail Mixed development within these tracts shall be developed in accordance with the "BN" neighborhood business district as described in the City of McKinney Zoning Ordinance, ordinance # 1270, as amended September, 2000, with the following exceptions:

- a. Uses: In addition to the uses stated for the "BN" district in the City of McKinney Zoning Ordinance, the following uses shall also be allowed:
 - i. Residential uses meeting the standards of RS-60, RS-45, RD-30, RG-27, and RG-25.
 - ii. Private Golf Course
 - b. Tracts RM-1, RM-2, RM-3 and RM-4 may be reconfigured and/or relocated within their respective parent residential tracts as approved as part of a general development plan.

C. Retail (Tract R-1, R-2, R-3 and R-4)

1. All Retail development within these tracts shall be developed in accordance with the "BG" general business district as described in the City of McKinney Zoning Ordinance, ordinance # 1270, as amended September, 2000, with the following exceptions:

- a. Maximum Floor Area Ratio: 1.5:1.0 F.A.R
- b. All development shall have a minimum of two (2) stories and maximum of three (3) stories.
- c. Uses: In addition to the uses stated for the "BG" district in the City of McKinney Zoning Ordinance, the following uses shall also be allowed:
 - i. Residential uses meeting the standards of RS-60, RS-45, RD-30, RG-27, and RG-25.
 - ii. Private Golf Course
 - iii. Private Golf Course Clubhouse
 - iv. Convention Center/Exhibition Hall

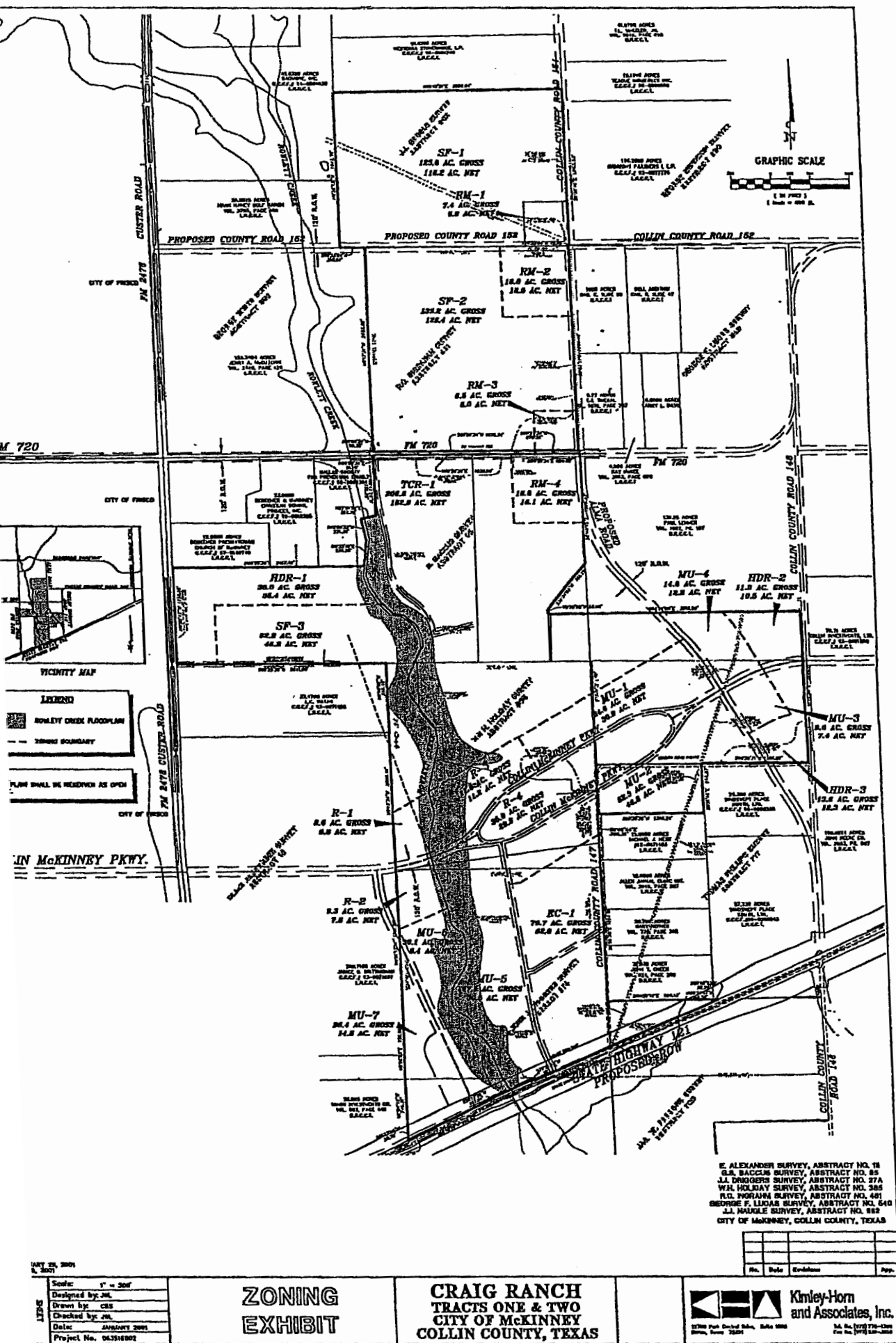
D. Employment Center (Tract EC-1)

1. All employment center development within this Planned Development shall be developed in accordance with the "O" office district as described in the City of McKinney Zoning Ordinance, ordinance # 1270, as amended September, 2000, with the following exceptions:

- a. Uses: In addition to the uses stated for the "O" office district in the City of McKinney Zoning Ordinance, the following uses shall also be allowed:
 - i. Retail
 - ii. Private Golf Course

V. Landscaping;

A. A landscape plan shall be submitted as per the requirements of the City of McKinney Zoning Ordinance 1270, and as amended. The landscape plan shall be approved in conjunction with the associated site plan. Landscaping shall be provided in a manner that is in keeping with the spirit of the design standards of the REC design guidelines and the urban character of certain areas.



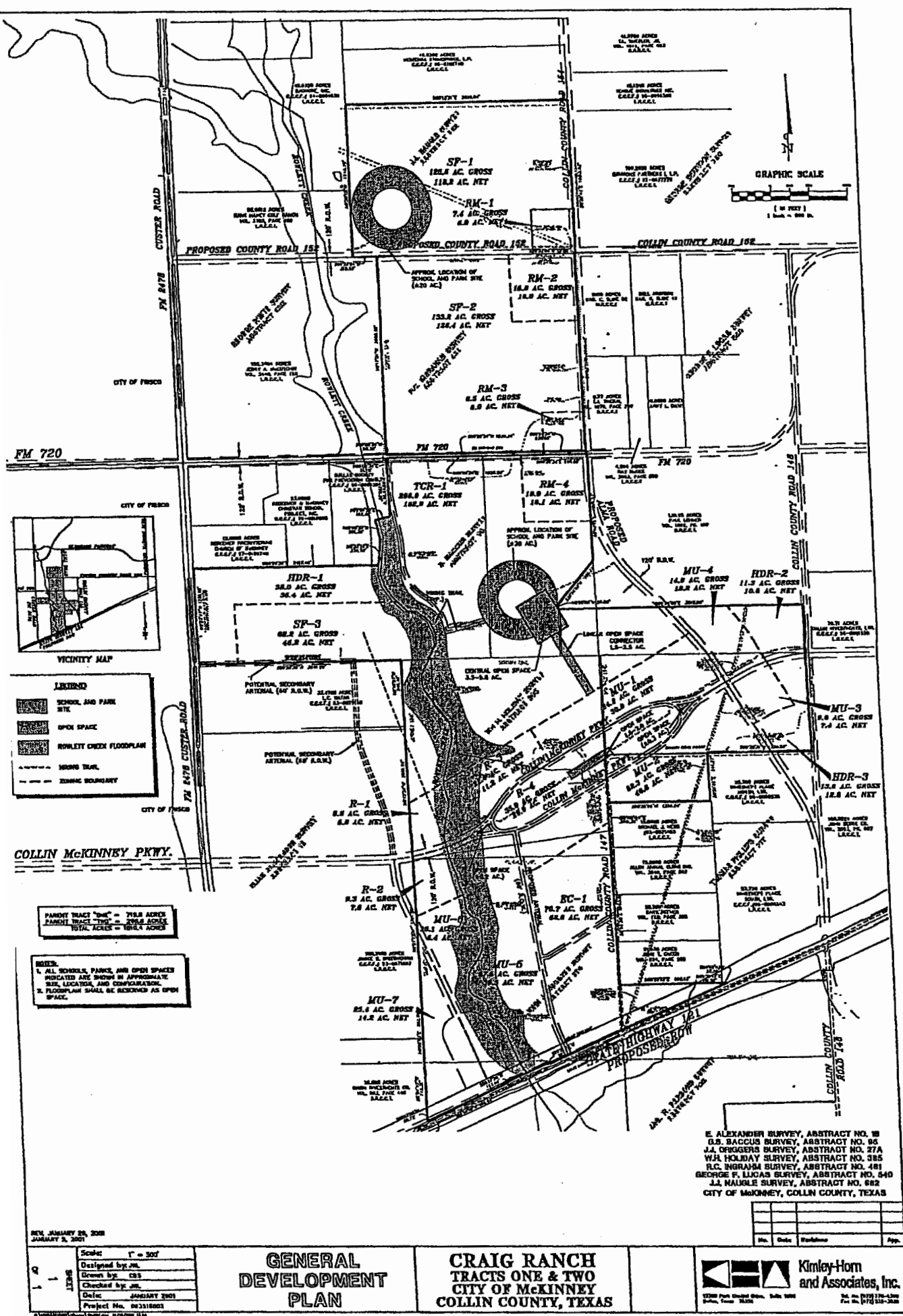


EXHIBIT "C" (con't)

**Urban Design Standards
McKinney Regional Employment Center (REC)**

Purpose

The purpose of these standards is to allow for the development of fully integrated pedestrian oriented neighborhoods, corridors and districts in the Regional Employment Center (REC). The intent is to minimize traffic congestion, infrastructure costs, and environmental degradation while improving quality of life and promoting neighborhood communities. Its provisions are based on the following design principles:

- All neighborhoods have identifiable centers and edges.
- Shopping, recreation and basic neighborhood services are accessible by non-vehicular means from lots at the edge of neighborhoods.
- Each neighborhood should provide a mixed-use center accessible by most residents walking ¼ to ½ mile.
- Uses and housing types are mixed and in close proximity to one another.
- The streets, blocks, and the placement of buildings on lots encourage pedestrian activity.
- Street networks are interconnected and blocks are small.
- Civic buildings and civic space are given prominent sites.

The design standards are organized and divided into three proposed overlay categories. These overlay categories will enable the matching of appropriate initial urban design guidelines with the desired vision for a given area, while maintaining the projected tax base profile of the REC. The three overlay categories are:

- I. Neighborhoods**
- II. Collin-McKinney Parkway Corridor**
- III. Commercial/Employment Districts**

After the three categories of area-specific design standards, a set of standards is provided that is applicable to all subdivisions, developments and projects within the REC.

I. Neighborhoods

Generally, each development shall be based on a neighborhood development plan, with a distinct edge and center that provides the location for the neighborhood's civic buildings (e.g., churches, libraries and meeting halls), primary civic open spaces and primary neighborhood commercial uses. The perimeter of the neighborhood generally shall contain relatively larger lots and lower densities compared to the internal areas and center of the neighborhood.

A. Connectivity, Linkages and Access

Definition: the means of providing for physical movement throughout a development as well as into and out of a site by motor vehicles, bicycles and pedestrians, in order to enable all destinations within a neighborhood to be accessed easily and a specific site to be utilized effectively.

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

Standards:

1. Connectivity and Access

- a. Each neighborhood shall be designed with a layout of streets and blocks so that vehicular and pedestrian movement is interconnected throughout the neighborhood, as well as the surrounding neighborhoods. Interconnectivity shall be accomplished by the following:
 - i. Each neighborhood shall provide pedestrian connectivity throughout all parts of the neighborhood by providing an interconnected system of sidewalks and off-street pathways;
 - ii. The street network shall be laid out to provide multiple access ways between destinations;
 - iii. The street network shall allow bicyclists and pedestrians to travel on local streets to most locations within the neighborhood without the need to follow arterials;
 - iv. Streets should converge generally at common destinations such as commercial areas, parks and transit centers;
 - v. All streets at either end should terminate at other streets. Use of cul-de-sacs is strongly discouraged. If the use of cul-de-sacs is necessary because of topographical or other environmental necessity, the cul-de-sac should be connected by a pedestrian/bicycle pathway to the next adjacent street or trail behind the cul-de-sac;
 - vi. All retail and neighborhood centers shall have automobile and pedestrian access from local streets to encourage connections within the neighborhood;
 - vii. Any one side of a block street should not be longer than 600 feet; and
 - viii. For blocks with streets longer than 500 feet, an alley or pedestrian path should provide through access.
 - ix. Total block perimeter should not exceed 1,800 feet.
- b. Each neighborhood shall connect to adjacent development through the use of a system of interconnecting streets; if the neighborhood is developed adjacent to undeveloped areas, stub-outs or rights-of-way shall be provided at regular intervals so that interconnecting streets can be constructed once the adjacent areas develop.

2. Street Design

- a. All streets should provide sidewalks on at least one side of the street and should be at least 5 feet wide on residential streets and 10 to 15 feet wide on streets providing substantial commercial uses.
- b. Sidewalks shall not be obstructed by telephone poles or other barriers.
- c. A majority of sidewalks should be protected by shade trees to encourage pedestrian use; unless other means are provided, this should be achieved by utilizing, between the roadbed and the sidewalk, a planting strip at least 5 feet wide with indigenous shade trees.
- d. Curb return radii at neighborhood intersections of local streets and minor collectors should be 10 to 20 feet in order to reduce the crossing distance for pedestrians subject to fire marshal review and approval.

- e. Where feasible alleys should be utilized for utility easements in addition to resident parking.

B. Land Use Mix and Allocation

Intent/purpose: A sustainable neighborhood provides a mix of uses and activities, including shopping, employment, schools, recreation, civic and all types of housing, which enables people of all ages and means to access conveniently the various services and uses needed and desired, whether one is driving, cycling or walking.

Standards:

- 1. Each neighborhood should provide a neighborhood center containing a mix of residential, commercial and civic uses.
- 2. The applicant shall provide or reserve lots for commercial uses in order to serve the neighborhood.
- 3. Each neighborhood, principally in the neighborhood center, should include a mix of uses as follows on a gross acreage basis:

Public and Civic	5-15%
Neighborhood Retail	2-10%
Residential	75-93%

- a. Public and Civic uses include parks, other improved opens spaces, schools, churches and other public facilities.
 - b. The minimum open space for any one neighborhood development is 2 acres or five percent (5%) of the total size of the development (whichever is greater).
 - c. Flood plains can be counted to the extent they are improved/developed.
 - d. Commercial is intended to be principally neighborhood services, shopping, professional services, sit-down restaurant; but it is not intended to be “big box” retail, general office, or any use greater than 20,000 square feet.
- 4. A diversity of housing types within close proximity of one another is encouraged. In terms of dwelling units, there should be a minimum of 5% each of at least 4 of the following 8 categories for neighborhoods south of F.M. 720 and east of Rowlett Creek:
 - a. Houses on large lots (over 70 feet wide)
 - b. Houses on standard lots (50-70 feet wide)
 - c. Small lot detached (less than 50 feet wide)
 - d. Town/Row houses
 - e. Live/work row houses
 - f. Apartments above commercial space
 - g. Two-, three- and four-family houses
 - h. Multifamily apartment buildings

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

- 5. Residential densities shall be as follows:

For developments within 1000 feet of the right-of-way of	For all other developments in Neighborhoods
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	Collin-McKinney Parkway	
Minimum net average density:	12 dwelling units/acre	4 dwelling units/acre
Maximum net average density:	No maximum	18 dwelling units/acre

“Minimum net average density” is the number of dwelling units per acre averaged over the Neighborhood portion of the development (i.e., not the Collin McKinney Parkway Corridor portion), net of rights-of-way, open space, and other non-residential uses.

6. Apartments should be designed in multiple small buildings that are sited on build-to lines and that address the street in order to maximize compatibility with the urban design of the other adjacent residential and commercial uses. If apartments are part of the neighborhood center, they should be on the second or higher floors, for buildings fronting streets.
7. Like uses should be placed across the street from one another, such that any change in uses (e.g., single family home, town home, retail) occurs as one moves down the block or the next street over.

C. Site Design

1. Build-to lines for building facades or porch fronts should be established for each street, which should be no more than 1/3 the width of the average lot width on the street, and which shall be complied with by at least 80% of the linear footage of the buildings along the street in order to create the feel of a “street room.”
2. Encroachments by stoops, porches, bay windows and balconies within the area between the sidewalk and building façade are permitted.
3. Garages accessed from the front of the house should be set back a minimum of 20 feet from the back of the house or rotated so that the garage doors do not face adjacent streets.
4. Accessory dwelling units no greater than 1000 square feet are permitted for single-family detached dwellings and may be used as rental property.
5. Apartment dwellings are permitted above commercial or public uses.
6. Commercial buildings should front on the sidewalk adjacent to the street.

D. Parks, Plazas and Civic Open Space

Intent/purpose: Parks are for formal and informal recreational uses as well as for views. Good park distribution and design enables higher densities. Accordingly, parks and open space should be utilized to complement the clustering of uses. Moreover, plazas and civic open spaces provide a focus and community gathering location for a neighborhood so that residents have an opportunity for both passive and active uses such as strolling, sitting, social interactions and informal recreation.

Standards:

1. Each neighborhood shall contain one or more of the following improved or developed open space amenities: a common, a green, a square, a plaza, or an urban park, which should be centrally located so that 90% of the lots of the neighborhood are within a ¼ mile radius.
2. Commons, greens, squares and plazas should be bounded by buildings and a mix of uses in order to encourage activity outside as well as inside the buildings.

3. Proportions of squares and plazas should ideally have a ratio between space width and adjacent building heights of 1.5:1 to 3:1. This ratio should never be greater than 6:1.

E. Parking and Streets

1. Local streets shall be a maximum of 27 feet curb face to curb face.
2. All streets except arterials should provide for parallel parking.
3. Alleys should be utilized to minimize garages fronting streets.
4. Surface parking for commercial uses should generally not be placed between the building façade and the street curb.
5. At least 80% of the surface parking spaces for commercial buildings should be located behind or along side of the building.
6. If surface parking is located next to the building, the surface parking area shall be screened by a fence, wall or hedge in order to continue the build-to line of the adjacent building facades.
7. Parking lots serving neighborhood centers should be no larger than 25 spaces per lot. Lots serving businesses adjacent to each other should be connected. Surface parking lots with more than 100 spaces are strongly discouraged. Parking lots larger than 25 spaces should be segregated into multiple, interconnected and landscaped lots.

II. Collin-McKinney Parkway Corridor

A. Connectivity, Linkages and Access

Definition: the means of providing for physical movement throughout a development as well as into and out of a site by bicycles, pedestrians and motor vehicles in order to enable all destinations within a neighborhood to be accessed easily and a specific site to be utilized effectively.

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

Standards:

1. The Collin-McKinney Parkway between Rowlett and Waters creeks, , shall be a divided pair of two-way segments and shall provide for on-street parking, with mixed-use development and open space as shown on the FLUP, with a design that reduces speed to promote pedestrian activity and safety.
2. For the remainder of the Parkway, the setbacks of buildings shall adhere to the setbacks specified in the underlying zoning, and shall be placed so as to supply the 20' landscape buffer as required under the City of McKinney's Landscape and Buffering standards.
3. Blocks along Collin-McKinney Parkway in developed areas should not be more than 200 to 300 feet in length. Alleys, pedestrian ways or arcades can be substituted for public streets in order to meet the block length maximum standard as long as the alley, pedestrian way or arcade connects completely through the block.

4. Collector and local streets shall cross Collin-McKinney Parkway at periodic intersections providing direct connections between the Commercial/Employment Districts to the south and the Neighborhoods to the north. These streets shall provide access for pedestrians and bicyclists.
5. Sidewalks are required on all public streets, and pedestrian crosswalks shall be provided at all intersections.
6. Minimum of ten-foot wide sidewalks with a minimum of five feet without obstructions shall be provided on all sides of Collin-McKinney Parkway within a development area.
7. An area for weather protected transit stop must be designated at intervals of no more than 1200 feet for each side of traffic movement along Collin-McKinney Parkway.
8. All streets should include, between the roadbed and the sidewalk, a planting strip with indigenous shade trees such that at maturity the trees will provide a continuous canopy along the sidewalk.
9. Curb return radii at intersections should be 10 feet, up to a maximum of 20 feet on all local and collector streets in order to reduce the crossing distance for pedestrians. For arterial and Collin-McKinney Parkway intersections, the curb return radii should be no more than 25 feet.
10. Facilities for walking and bicycling along the entire length of the Collin-McKinney Parkway shall be provided continuously from Custer Road to Central Expressway, which may take the form of sidewalks, off-street paths, or striped bicycles lanes on the parkway.

B. Land Use Mix and Allocation

Intent/purpose: Because the Collin-McKinney Parkway Corridor is the key spine of the REC in terms of access to commercial uses and densities, the land use mix and allocation within the Corridor should be based principally on urban elements, including vertical mixed use.

Standards:

1. Collin-McKinney Parkway Corridor should be an area of intensive, active uses, which are facilitated principally by vertical mixed-use designs.
2. Two or more urban activity centers within the REC should be located within the Collin-McKinney Parkway Corridor.
3. Residential uses are allowed in all areas of the Corridor as long as they do not occur on the first floor of buildings along Collin-McKinney Parkway. For buildings not fronting Collin-McKinney Parkway, residential uses are allowed on the first floor only if ½ or more of the first floor is committed to a nonresidential use.
4. Maximums for residential densities will be set forth as part of each zoning request. Typically no more than 40 units per acre will be allowed.

C. Site Design

1. All buildings shall front on public streets unless the building fronts a plaza or a courtyard.
2. Encroachments by canopies and balconies within the area between the sidewalk and building façade are permitted.
3. For buildings constructed within the Collin McKinney Parkway Corridor, the design of buildings should incorporate the following techniques: having a defined base and architecturally defined main entrances; an articulated façade and roof; and plane changes within the building elevations.

4. Buildings shall be no less than two stories and no more than six stories in height. The Director of Planning shall have the discretion to increase the height maximum up to a total of eight stories if parking is located within the building envelope; or if the ground floor utilizes the following special design elements to enhance the pedestrian orientation:
 - a. Cornices, corbelling, molding, string coursing, ornamentation, changes in material and color, or other sculpturing of the base;
 - b. Recessed windows or other techniques to distinguish the windows in the façade such as arches, pediments and mullions; and
 - c. Recessed entryways of at least 100 square feet.
5. Limitation on blank walls: In the Collin-McKinney Parkway Corridor, blank walls on the ground floor are limited in order to encourage continuity of retail and consumer services use; to encourage retail and commercial activities at street level; to provide a pleasant experience for pedestrians by connecting activities occurring in a building to the adjacent sidewalk and other public space areas; to increase crime prevention by increasing surveillance of the street; and to avoid fortress-like facades and monotonous environments. At least 50% of the length and 20% of the wall area on the ground level floor abutting sidewalks, plazas, or other public open spaces or rights-of-way shall be devoted to windows or openings affording views into the building space, pedestrian entrances, or retail display windows. Views into parking areas, truck loading areas and vehicular access ways shall not count towards the 50% requirement. Works of art, fountains and pools, street furniture, landscaping and garden areas, architecturally articulated facades, and display areas may also be utilized to meet up to [half] of the 50% length requirement. Where windows are used, they must be transparent. Where expanses of solid wall are necessary, they may not exceed 25 feet in length.
6. Windows above the ground floor should be oriented portrait as opposed to landscape.

D. Parks, Plazas and Civic Open Space

1. At least one of the following public space amenities shall be associated with every building so that:
 - a. For 0-20,000 square feet of floor area, at least 1 square foot of open space is required for each 100 square feet of floor area;
 - b. For 20,001-40,000 square feet of floor area, at least one square foot of open space is required for each 75 square feet of floor area; and
 - c. For above 40,000 square feet of floor area, 1 square foot of open space is required for each 50 square feet of floor area:
 - i. **PEDESTRIAN WAY:** A street-level exterior public pedestrian way through the middle of the block, at least 10 feet wide, providing a connection to a public courtyard or a street parallel to the Parkway. The pedestrian way should be located only where block size and scale of development are large enough to allow internalized servicing and ensure adequate pedestrian flows without detracting from activity on adjacent streets. The scale of the enclosing walls should provide adequate sunlight and sky view. Building edges should accommodate public uses, such as shops and restaurants that are accessible from the pedestrian way to encourage activity. Public seating should be integrated where possible.
 - ii. **COURTYARD:** A landscaped open space in the center of a block with no street frontage, which is large enough to allow for public activities and sunlight during midday. Although inwardly oriented, the courtyard should be considered part of a larger set of connected public spaces with access through an adjacent building or public places such as a Pedestrian Way, plaza or galleria. Primarily enclosed by buildings, the courtyard should have a high degree of transparency both at grade and above, to provide

overlook and to encourage surveillance of the internal space. The location and design of entrances to the courtyard are critical in order to ensure that they are clearly identifiable and promote public use.

- iii. **URBAN GARDEN:** An intimate scale garden that should be located and oriented to provide maximum sunlight during midday. It should be enclosed by buildings on two or three sides and open to the street on one or two sides. Street edges should be screened with a combination of architectural and landscaped elements. Adjoining buildings should contain windows overlooking the garden, but the garden should not provide primary access to an individual building. The design should not create visual obstructions, dead end spaces or other security hazards. Each garden “room” should contain a high quality focal point such as a water feature or public art.
 - iv. **PLAZA:** A predominantly hard-surfaced space that is a portion of a block with a minimum of one side open to the street, which is located to provide maximum sunlight during the day but generally not located at the corner of the block. Adjacent buildings primarily define the plaza. Building edges should contain continuous public uses at grade to animate and support the open space. Large plazas should provide substantially continuous weather protection by the utilization of canopies or arcades at their edges. Unlike intimate scale urban gardens, a plaza may contain a primary entrance to an adjacent building. The floor of the plaza should be at the same grade as the sidewalk serving the adjacent street for easy access, with no more than 50% of the square footage deviating no more than 3 feet above or below grade.
 - v. The Director of Planning shall have the discretion to approve other open space amenities with attributes similar to those described above.
2. All outdoor public spaces described above shall provide: (i) at least 1 tree or planter; and (ii) at least 1 linear foot of seating for each 75 square feet of open space. Ledges and benches that provide seating on both sides and are at least 30 inches deep will count double. Level and flat planter rims that are not higher than 2 feet and are at least 8 inches deep also count as seating as long as protruding vegetation does not obstruct them. Movable chairs are counted as 30 inches of linear seating per chair and may be stored after hours of operation. Corners and the space of steps that are wider than 15 feet can count as seating. Prior to the issuance of a certificate of occupancy, a plaque shall be placed in a publicly conspicuous location outside the building at street level, or at the side of an outdoor open space, identifying the open space furniture, stating the right of the public to use the space and the hours of use, and stating the name and address of the owner or owner’s agent responsible for maintenance including the city if the open space is to be maintained by the city.
 3. Proportions of squares and plazas should ideally have a ratio between space width and adjacent building heights of 1.5:1 to 3:1. This ratio should never be greater than 6:1.

E. Parking

1. On-street parking shall be provided on every street where feasible, including sections of Collin-McKinney Parkway between Rowlett and Waters Creeks and east of Hardin Blvd. and may count towards parking requirements at the discretion of the Director of Planning. Except for Collin-McKinney Parkway, this guideline does not apply to arterials or highways.
2. Surface parking lots with more than 100 spaces are strongly discouraged. Parking lots larger than 25 spaces should be segregated into multiple, interconnected and landscaped lots.

3. For developments located within the Collin McKinney Parkway boulevard system, surface parking should be distributed throughout the site with a significant (greater than 80%) amount of the parking being located in areas other than immediately adjacent to public streets, collectors or thoroughfares.
4. If adjacent uses complement one another in terms of the days and time of uses, the Director of Planning shall have the discretion to count shared parking towards off-street parking requirements. This authority is currently stipulated in the City of McKinney Zoning Ordinance Chapter 41 section 102 (3) and (5) (parking requirements).
5. Off-street parking shall be located on the side or rear of the building, or underground or in a parking structure, but not between the building and a pedestrian route. If surface parking is provided on the side of the building, the parking frontage to the street shall not exceed 50% of the linear frontage of the building it serves, and the frontage shall be screened by a wall or landscaping that is aligned with the façade set-to line of the street. Surface parking lots shall not front on Collin-McKinney Parkway between Rowlett and Waters Creeks and east of Hardin Blvd.
6. Structured parking facilities shall be designed so that the only openings at the street level are those to accommodate vehicle entrances and pedestrian access to the structure. The remainder of the street-level frontage on Collin-McKinney Parkway shall be designed for retail, commercial or civic uses, other than parking. On other streets within the Corridor, the street-level frontage shall either be designed for retail, commercial or civic uses, other than parking or designed with an architecturally articulated façade to screen the parking areas of the structure.
7. Facilities to lock bicycles shall be provided for each building with commercial uses greater than 5000 square feet.

III. Commercial/Employment Districts

A. Connectivity, Linkages and Access

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

B. Site Design

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

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

- iv. Landscaped islands should be placed at the ends of each of double row parking bays.
 - v. Lots shall be designed to screen parked cars from the public sidewalk with low, dense planting; a low wall; trees; retaining walls to lower the grade of the lot; or a combination of the above.
 - g. Convenient bicycle parking shall be provided for employees and customers adjacent to the front doors of the building where possible.
2. Large buildings should be articulated (broken into smaller components; avoiding façade flatness; with projections or indentations; with clearly marked and well designed entries; with differentiation between bottom floor, top floor, and the floors in between; and with a variety of roof designs.
 3. For buildings located adjacent to State Highway 121, buildings should be placed with an orientation towards State Highway 121 with parking oriented to the front and sides of the development. Internal vehicular circulation should be provided in coordination with major landmarks of the built environment, such as fountains, sculpture, or important architectural features either within or outside a development.
 4. For buildings adjacent to but located outside the Collin McKinney Parkway Corridor, buildings should be organized and oriented with a focus toward the Collin McKinney Parkway Corridor.
 5. The scale, massing, articulation, orientation, and architectural features of structures to be located adjacent to State Highway 121 should provide a transition between State Highway 121 and the developments to the north.
 6. In general, the height of structures above ground level including parking should not be greater than three (3) stories.

C. Public Spaces

1. Districts should themselves provide a sufficient public realm by providing defined public places and activity centers so that some varied activities are encouraged. This can be accomplished by the utilization of greens, plazas and streets fronted by closely adjacent buildings to provide some interest at the pedestrian level.

IV. The following design standards are applicable to all subdivisions, developments and projects within the REC:

A. Gateways and Vistas

Definition: key visual connections between two or more points.

Intent/purpose: to preserve and enhance views of significant features and buildings; and to aid the public in becoming oriented within an area.

Guidelines:

1. View corridors
 - a. Most street vistas should be terminated by a carefully sited building, public tract, a view of a natural feature, or a curve in the street.
 - b. Developments should not block significant views from the Collin-McKinney Parkway Corridor or significant landmarks within the Corridor.
 - c. Developments should include a plan to protect important views by designating on the site plan:

- i. Locations from which significant views of natural features are visible; locations from which water features or parkland can be seen and from which access is possible; and the location of open space, buildings, landscaping, and pathways that will protect, provide access to, or provide a frame for these significant views.
- ii. Locations from which views of major landmarks of the built environment, such as fountains, sculpture, or important architectural features either within or outside a development are visible, and the location of open space, buildings, landscaping, and pathways that will protect, provide access to, or provide a frame for these significant views.

2. Focal Points

- a. The site design should designate major entranceways into a development and include some type of entry feature such as landscaping, an entry monument, sculpture or fountain.
- b. At gateways from the highway into McKinney and key intersections of arterials within the REC, ornamental landmarks shall be integrated into site design to create visual focal points and a sense of identity for that portion of the Corridor. These should include monuments, artwork, and/or ornamental landscaping features.

B. Connectivity, Linkages and Access

1. Because the district can serve as a bicycle route as part of the regional bicycle system, all developments should consider, in the site design, locations for bicycle parking and bicycle access connecting with the regional routes.
2. Single-loaded collector and neighborhood streets should abut at least fifty percent (50%) of the total area along creeks, and waterways. Utilizing single-loaded roads will improve vistas while creating pedestrian friendly linear parks and promoting neighborhood connectivity. Greenbelts may be left in a natural, undeveloped state. Fronting right-of-ways can be exempt from plantings or additional landscaping requirements.
3. The Director of Planning or Engineering shall have the discretion to determine the number of curb cuts if alternative ingress/egress facilities are warranted such as internal local access streets.
4. All projects shall provide a plan for internal and external connectivity prior to the submittal of a preliminary plat.

C. Site Design

1. Buildings on a development site should be located in a way that allows pedestrians to directly reach their destinations within the site, or to directly reach continuous pedestrian walkways linking destinations outside the development. Buildings shall have entrances accessible to the pedestrian on sides adjacent to both street and parking lot areas. Site design shall provide direct access into the buildings from the public sidewalk.

2. Loading and outdoor storage areas should not be located on the street side of a building and should be screened from view of streets and adjacent properties. A minimum 10 foot solid screening wall shall be required to screen views of loading docks and loading spaces intended for tractor/semi-trailer delivery from any public right-of-way. This 10 foot wall must screen the entire loading dock or space. Screening materials shall utilize similar masonry materials to the front façade. The screen may consist of a permanent architectural feature and landscape elements such as walls, berms, trees and shrubs.
3. Utility meters and other utility apparatus, including transformers, should be located to the rear of the structure and screened from the view of public streets and adjoining properties. Screening should not interfere with the safe operation and maintenance of the equipment. Acceptable screening methods include: landscaping, including trees or an evergreen hedge; a fence constructed of masonry, native stone, wrought iron or other material approved by the City; and placement of the equipment underground or interior to the building.

