

# CITY OF MCKINNEY, TEXAS



## Legislation Text

**File #:** 21-0087Z, **Version:** 1

Conduct a Public Hearing to Consider/Discuss/Act on a Request to Zone the Subject Property to “PD” - Planned Development District, Generally to Allow for Industrial Uses, Located on the East Side of County Road 317 and Approximately 2,000 Feet South of Harry McKillop Boulevard (FM 546)

**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:** August 24, 2021

**DEPARTMENT:** Development Services - Planning Department

**CONTACT:** Kaitlin Sheffield, Planner II  
Caitlyn Strickland, Planning Manager  
Jennifer Arnold, AICP, Director of Planning

**RECOMMENDED CITY COUNCIL ACTION:** Staff recommends approval of the proposed zoning request with the following special ordinance provisions:

1. The subject property shall be zoned “PD” - Planned Development District and shall be subject to the following special ordinance provision:
  - a. The subject property shall develop in accordance with the attached development regulations.

**APPLICATION SUBMITTAL DATE:** June 15, 2021 (Original Application)  
July 26, 2021 (Revised Submittal)

**APPROVAL PROCESS:** The recommendation of the Planning and Zoning Commission will be forwarded to the City Council for final action at the September 21, 2021 meeting.

**ITEM SUMMARY:** The applicant is requesting to zone approximately 54 acres of land, generally for industrial uses.

An associated voluntary annexation request (21-0008A) will be considered by the City Council at the September 21, 2021 meeting.

### EXISTING ZONING AND LAND USES:

Location	Zoning District (Permitted Land Uses)	Existing Land Use
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Subject Property	McKinney ETJ	Undeveloped Land
North	McKinney ETJ	Undeveloped Land
South	"AG" - Agricultural District (Agricultural Uses)	Fairview Soccer Park
East	"AG" - Agricultural District (Agricultural Uses)	Undeveloped Land
West	"AG" - Agricultural District (Agricultural Uses)	Undeveloped Land

**PROPOSED ZONING:** The applicant requests to zone the subject property to "PD" - Planned Development District with a base zoning of "LI" - Light Industrial District, generally for industrial uses. With this request, the applicant is proposing additional permitted uses for the subject property that include a rock, concrete and construction materials recycling center, a dirt and topsoil storage, and a concrete batch plant with the ancillary uses related.

Staff feels that the proposed zoning request should be compatible with the existing and proposed surrounding uses. The proposed development aligns with the Employment Mix Placetype and the Manufacturing & Warehousing Placetype designated in the comprehensive plan. As such, recommends approval of the request.

**CONFORMANCE TO ONE MCKINNEY 2040:** 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 illustrate 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 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 is designated as the Employment Mix Placetype and the Manufacturing & Warehousing Placetype.

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.

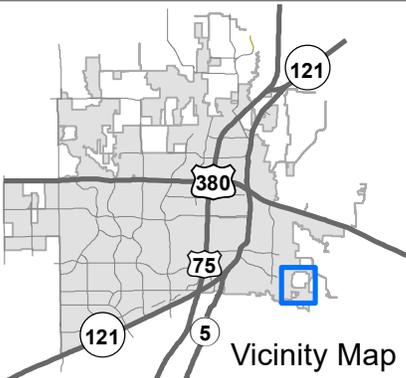
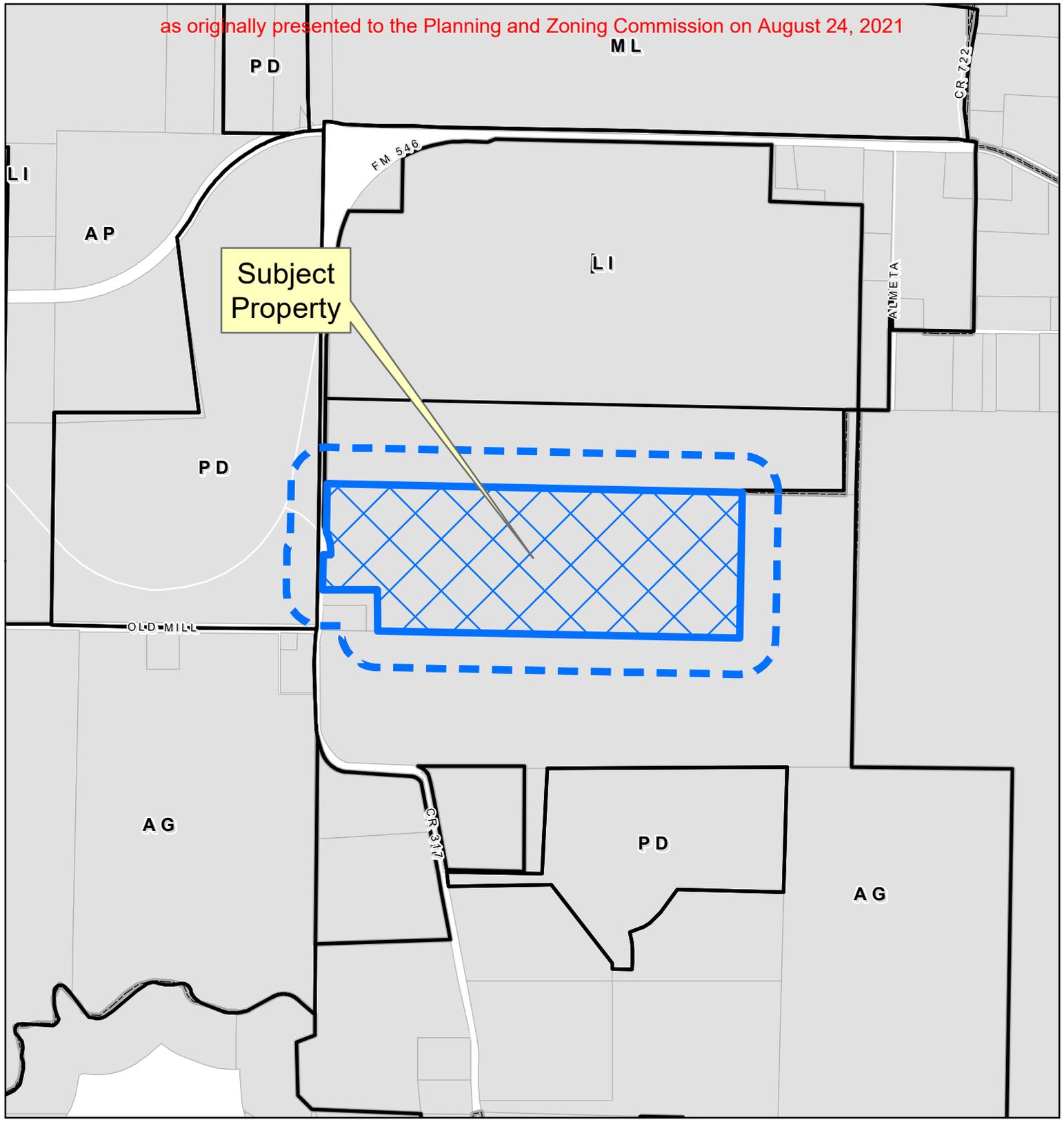
Manufacturing and Warehouse provide basic jobs and keep people in the city during different working hours. The employee per square foot of building space is usually low in these areas due to the large buildings that are needed for storage and logistics. They are well distanced from any nearby residential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

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 Employment Mix Placetype and the Manufacturing & Warehousing Placetype of the Business and Aviation District and is in conformance with the Land Use Diagram and should be compatible with the surrounding properties.

- Fiscal Model Analysis: The attached fiscal analysis shows a positive fiscal benefit of approximately \$544,000 for the 54-acre property, which should contribute to achieving an overall fiscal balance in the city. It is important to note that the reason the existing zoning analysis does not have a value is because this property is located within McKinney's Extra Territorial Jurisdiction (ETJ).

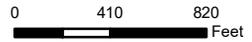
**OPPOSITION TO OR SUPPORT OF REQUEST:** Staff has received no letters of opposition to this request and no letters of support. Staff has also not received any citizen comments through the online citizen portal.

as originally presented to the Planning and Zoning Commission on August 24, 2021



### Property Owner Notification Map

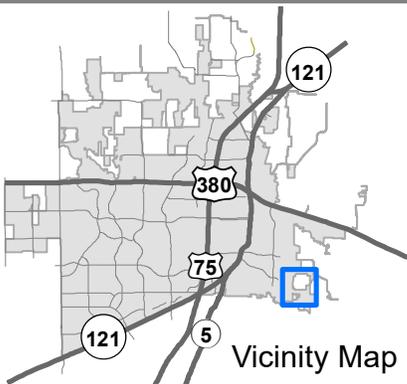
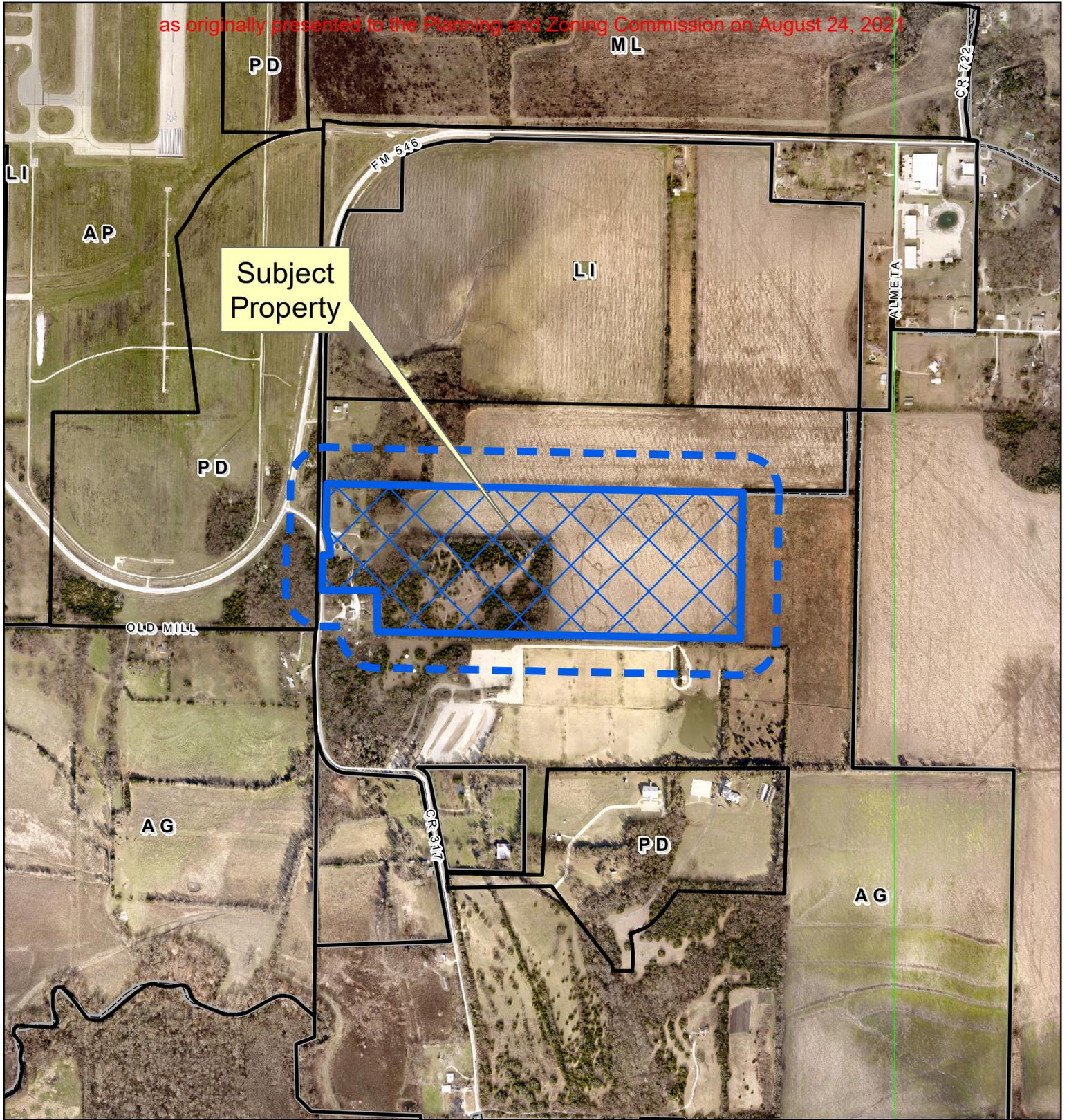
ANNEX2021-0008  
ZONE2021-0087



DISCLAIMER: This map and information contained in it were developed exclusively for use by the City of McKinney. Any use or reliance on this map by anyone else is at that party's risk and without liability to the City of McKinney, its officials or employees for any discrepancies, errors, or variances which may exist.

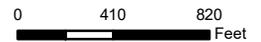


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### Aerial Map

ANNEX2021-0008  
ZONE2021-0087



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A | R | B | H  
ABERNATHY ROEDER  
BOYD HULLETT  
EST. 1876

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July 23, 2021

City of McKinney  
Planning Department  
221 Tennessee  
McKinney, Texas 75069

Re: Letter of Intent supporting request for a zoning change for 54.152 acres in the Richard H. Lock Survey, Abstract 517, Collin County, Texas (the "Property")

Dear Planners:

This letter of intent incorporates the application for a zoning change submitted by me on June 14, 2021 on behalf of the owners of the Property, which consist of the following: (i) Kyle Ray Pierson owning an undivided 50% interest in the Property; (ii) Randy Dean Pierson owning an undivided 25% interest in the Property; and (iii) Jeffrey Hamilton, Special Trustee of the Randy Pierson Charitable Remainder Unitrust owning an undivided 25% interest in the Property. The referenced application for zoning change accompanies an annexation application relating to the Property, which is presently located in the Extraterritorial Jurisdiction of the City of McKinney, Texas. In accordance with the submittal requirements for a zoning change, the following information is set forth below:

1. The acreage of the Property is 54.152 acres as described in the Metes and Bounds description submitted with the application. Such acreage differs from that shown by the CCAD records, but is based upon an on the ground survey and as such should be the most accurate legal description of the Property. A zoning exhibit is also submitted herewith.

2. The Property is currently in the Extraterritorial Jurisdiction of the City of McKinney, Texas, therefore, the Property is not subject to existing zoning. As referenced above, a separate application requesting annexation of the Property into the corporate limits of the City of McKinney, Texas is also being submitted for review and approval.

July 23, 2021

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3. The applicant requests that the Property be zoned PD – Planned Development with a base zoning of Light Industrial (LI) and the following additional uses permitted by right:

- a. Rock, concrete and construction materials recycling center;
- b. Dirt and topsoil storage;
- c. Concrete plant, concrete batch plant, concrete block plant, fabrication or manufacture of other concrete products, pug mill operations and soil stabilization material production; and
- d. Ancillary uses directly related to any of the above, including but not limited to, outdoor storage of goods and construction materials and operation of a contractor's yard.

4. The Property is currently under contract to an entity whose primary business is concrete and construction materials recycling, as well as concrete batch plant and associated activities. The addition of the above additional permitted uses will accommodate the anticipated activities of the purchaser, while restricting many of the more intense uses permitted under the HI-Heavy Industrial zone.

5. The applicant is requesting this zoning in connection with its request for annexation of the Property into the corporate limits of the City of McKinney, Texas.

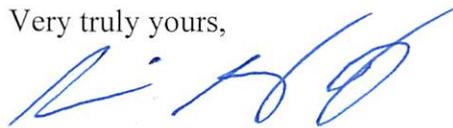
6. There are no other special considerations requested or required.

7. The Property is generally located at 3403 County Road 317, McKinney, TX 75069, and fronts along the east side of County Road 317 and is south of Farm to Market Road 546.

8. The applicant requests an appearance before the Planning and Zoning Commission and the City Council at the earliest possible dates.

In the event that any other information is required for this Letter of Intent, please refer to the application filed herewith.

Very truly yours,



Kristopher J. Kearney  
Attorney at Law

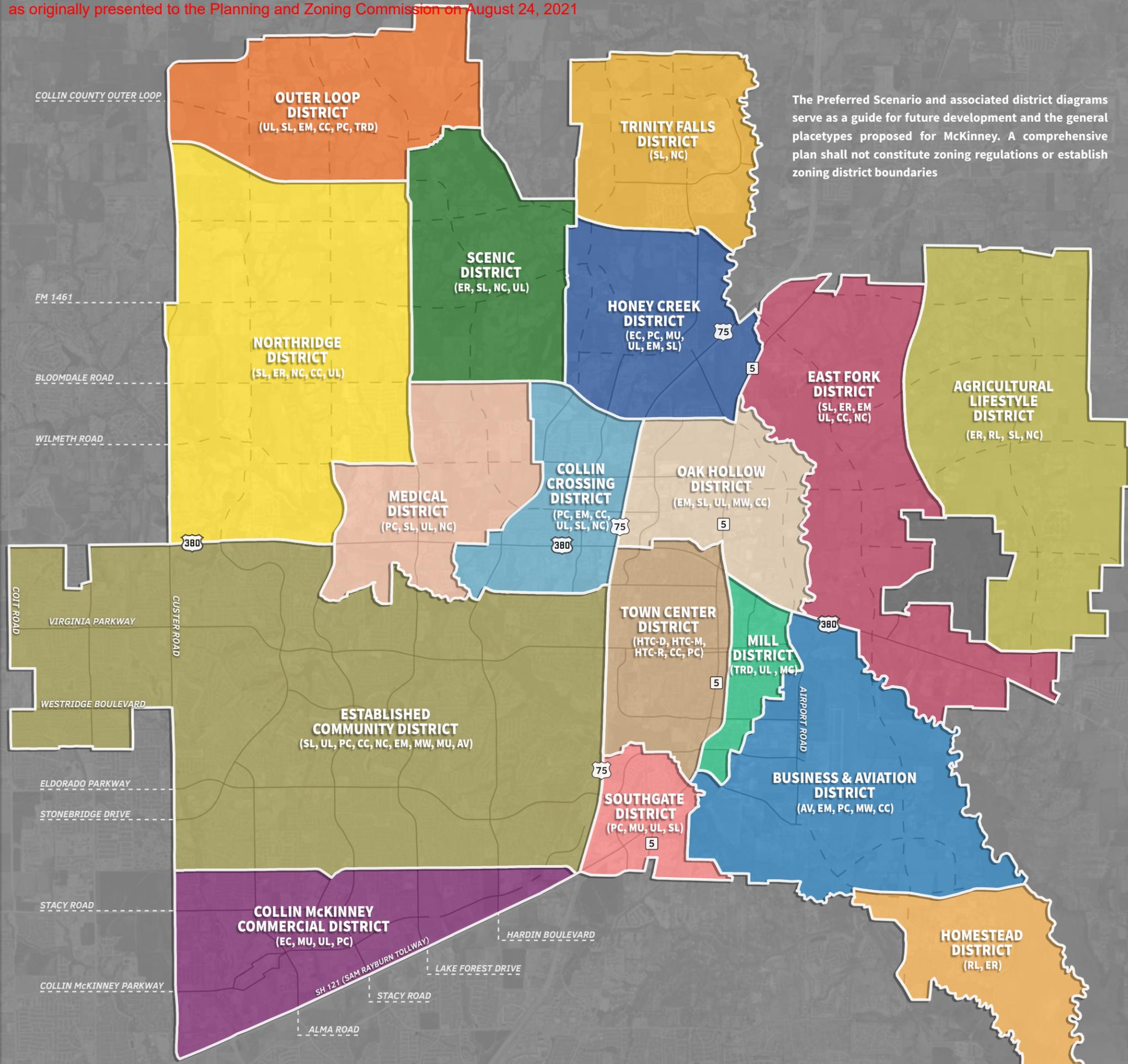
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# PREFERRED SCENARIO

## 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



as originally presented to the Planning and Zoning Commission on August 24, 2021

# LAND USE DIAGRAM

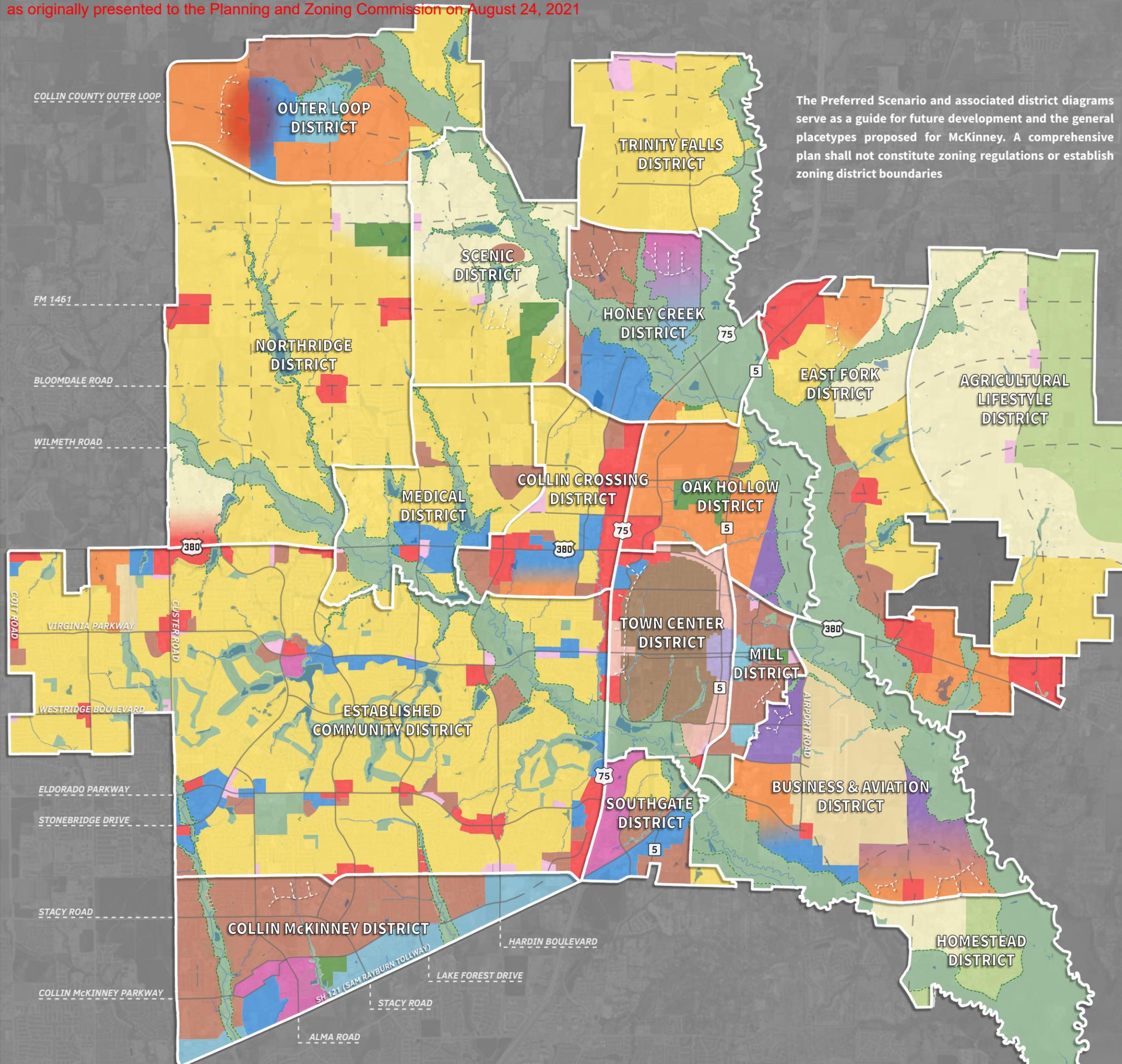
## LEGEND

### 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 Campus
- Rural Residential
- Suburban Living
- Transit-Ready Development
- Urban Living

### Other Features

- Floodplain / Amenity Zone
- District Boundary



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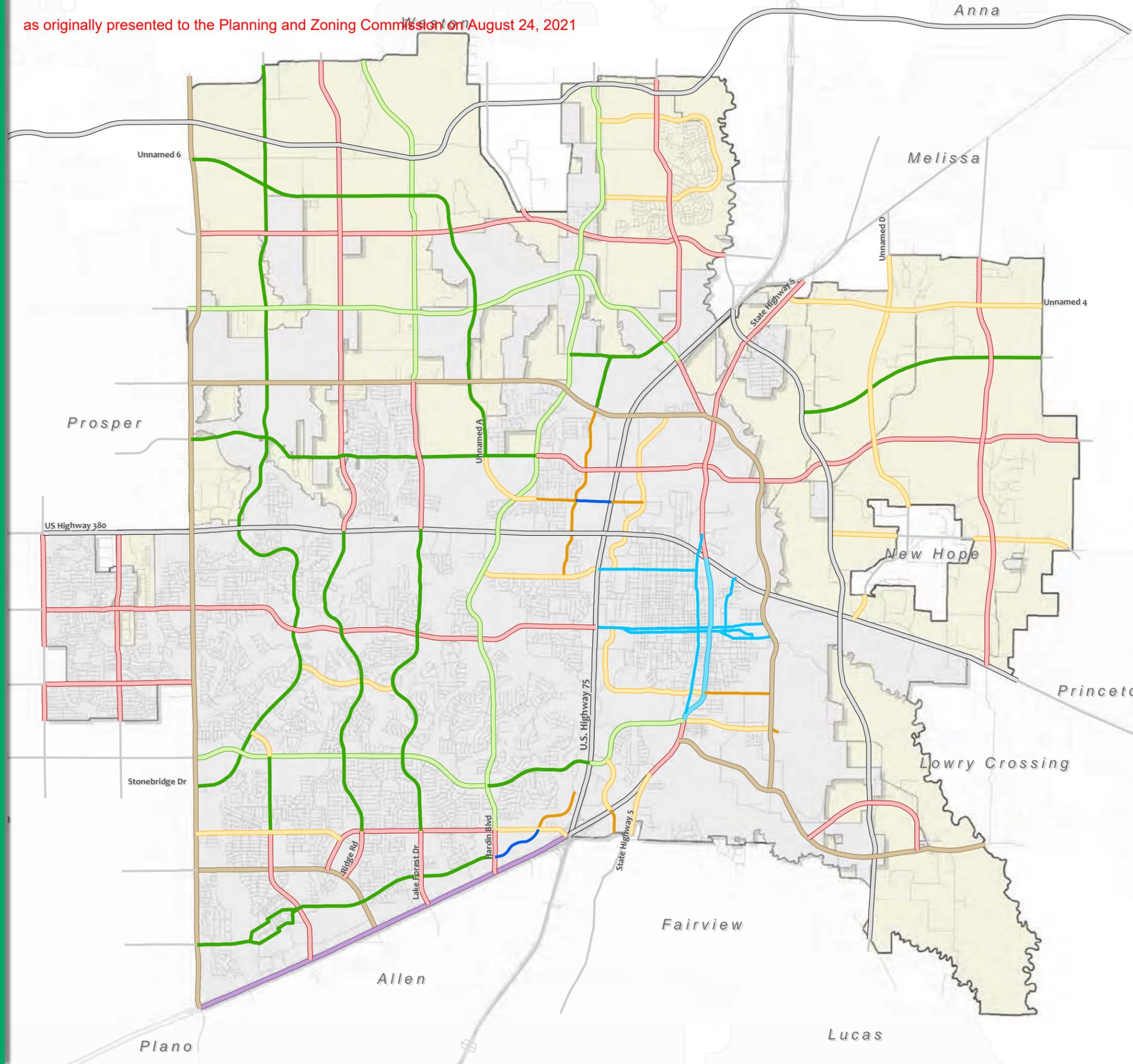
# MASTER THOROUGHFARE PLAN

## 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 (2 lanes)
-  Town Thoroughfare (2 lanes one way pairing)
-  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.

as originally presented to the Planning and Zoning Commission on August 24, 2021



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# 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, 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 9,700, or approximately 16% 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 employment centers or Professional 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 a new roadway 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 businesses that provide aviation supporting services that desire a location with close proximity to the airport. On the west side of the airport, this Placetype should infill undeveloped parcels west of Airport Drive and to the south of Industrial Boulevard. Employment Mix should also occur in the far southeast corner of the District adjacent to the floodplain associated with the East Fork of the Trinity River. This location of Employment Mix will serve as a much needed transition in scale and intensity from the Manufacturing & Warehousing land uses to the north to the residential uses south in the Homestead District.

3. Like the manufacturing and warehouse area, the **Professional Center** location is focused on meeting the needs of a particular segment of business and of these

companies' employees. This part of the District should include a mix of supportive activities for the higher employment intensity found in a Professional Center setting. These include additional restaurants, gyms and consumer-oriented services, so employees working here find it a convenient and attractive location. Visibility along FM 546 should help these areas become very desirable for new and existing McKinney companies. The Professional Center Placetype should be located and oriented towards Wilson Creek to take advantage of the viewshed amenity that this resource offers.

4. 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.

5. **Commercial Centers** should be located at major intersections in the District and are intended to provide supporting retail services and restaurants for the significant employment base that will develop in this District.

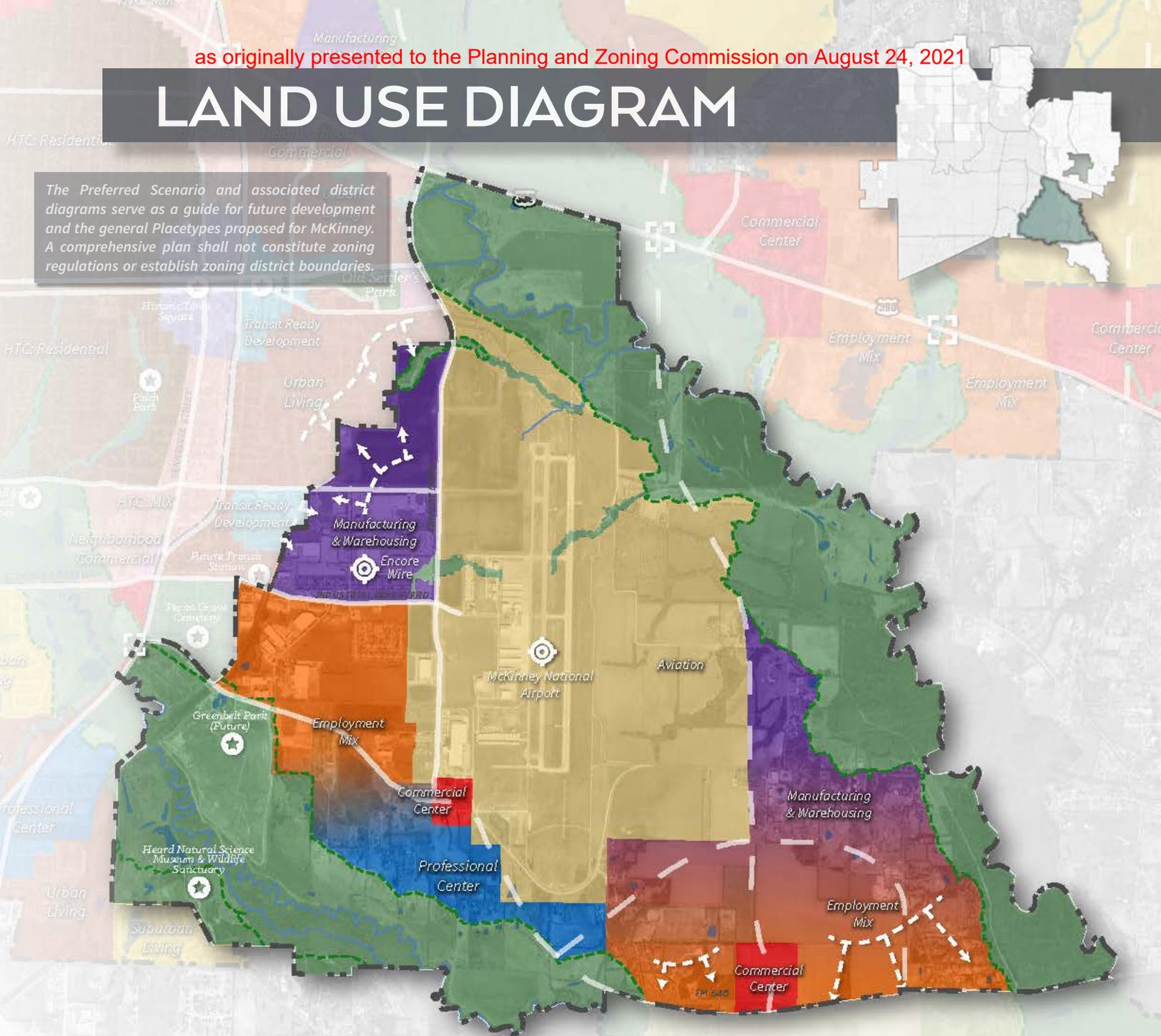
6. Any infill development that occurs within these areas should be consistent and/or compatible with the existing built conditions and/or should demonstrate compatibility with the Placetypes and priorities shown in the Land Use Diagram.

## PLACETYPES



# 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.



-  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

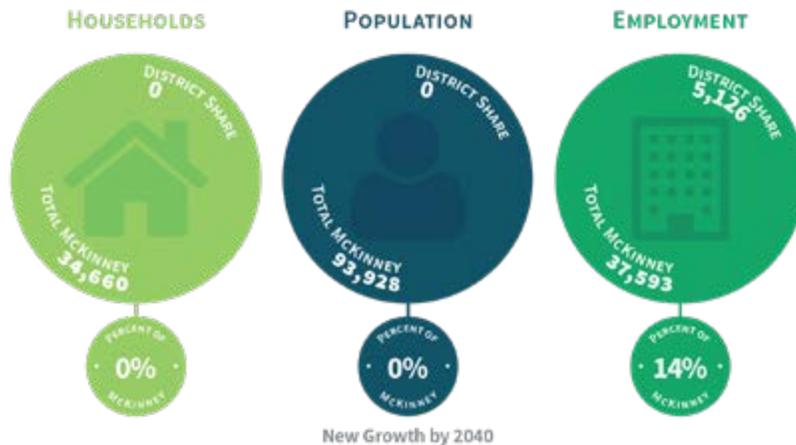
- Logistics Sector Growth
- Texas Economic Growth
- Return to Manufacturing
- Flexible Use Space
- High-Growth High-Tech

# 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.



as originally presented to the Planning and Zoning Commission on August 24, 2021

# 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 and major north-south 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.



as originally presented to the Planning and Zoning Commission on August 24, 2021

# PLACETYPES FOR MCKINNEY'S FUTURE

Placetypes represent the various categories of land use permitted in the city. Placetypes are assigned to general areas of the City that are expected to exhibit characteristics similar to those outlined below and consistent with the overarching policies and land planning policies which have been developed. The Preferred Scenario builds upon 14 different placetypes which are identified and described on the following pages.



## RURAL LIVING

Rural Living areas are characterized by very large lots, abundant open space, pastoral views, and a high-degree of separation between buildings. The lots are typically larger than 2 acres and residential home sites are located randomly throughout the countryside. This type of development helps to maintain the rural character, scale, and scenic values of the surrounding area. This Placetype is intended to be the home of McKinney's farmland and pastureland.

### IDENTIFYING FEATURES

1. Single-family Large Lots
2. Country Atmosphere
3. Agricultural Uses



## SUBURBAN LIVING

This Placetype is found in close proximity to neighborhood commercial and commercial centers. Suburban Living provides the population necessary to support the nearby commercial and professional office uses within the surrounding corridors. These neighborhoods generally feature a subdivision layout. Residential uses are typically self-contained with a buffer from non-residential developments through transitional uses and landscaped areas. Lot sizes in Suburban Living areas are consistently less than 1/2 acre.

### IDENTIFYING FEATURES

1. Single-family Mid-Size Lots
2. Parks & Amenities
3. Complements Neighborhood Commercial
4. Subdivision Orientation



## ESTATE RESIDENTIAL

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 1/2 acre to 2 acre lots.

### IDENTIFYING FEATURES

1. Single-family Large Lots
2. Open Spaces & Amenities
3. Subdivision Orientation
4. Suburban-Rural Transition



## URBAN LIVING

Urban Living areas support a mix of housing options in a walkable development pattern. Urban neighborhoods are relatively compact and easy to get around by car, bike, or walking. They may contain one or more of the following housing types: small lot, single-family detached, townhomes, duplexes, condominiums, or apartments. The design and scale of the development in an urban neighborhood encourages active living, with a complete and comprehensive network of walkable streets. Although minimal, urban residential neighborhoods provide a small amount of local retail and services that serves the smaller and low intensity neighborhoods.

### IDENTIFYING FEATURES

1. Compact Development
2. Mix of Residential Uses
3. Neighborhood Supporting Retail
4. Multi-modal Connectivity



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## TRANSIT READY DEVELOPMENT

Transit Ready Developments (TRD) are regional-serving areas of economic, entertainment, and community activity. The size of TRD makes it an employment center and shopping destination for surrounding areas. Its focus on being a transit hub makes it a regional destination. The design and scale of the development in a TRD area encourages active living, with a comprehensive and interconnected network of walkable streets. TRD areas should feature a higher density development to utilize the limited space surrounding transit centers.

### IDENTIFYING FEATURES

1. Transit-Oriented Developments (TODs)
2. Mix of Land Uses
3. High Density
4. Walkable Streets



## COMMERCIAL CENTER

The Commercial Center Placetype is characterized by big box stores or multi-tenant commercial uses. They are typically located at high volume intersections and along both sides of a highway or arterial. Commercial Centers are accessible primarily by one mode of travel, the automobile; though walkable pedestrian access should be encouraged wherever possible. Buildings are typically set back from the road behind large surface parking lots that may be prime locations for infill development.

### IDENTIFYING FEATURES

1. Near Major Thoroughfares
2. Large Clusters of Commercial
3. Big Box Anchor, Small Outlots Around
4. Infill Potential



## ENTERTAINMENT CENTER

Entertainment Centers are emerging commercial centers planned or developed with large-scale master plans. These centers include a horizontal mix of uses including destination retail, restaurants, employment opportunities, and commercial uses that serve a regional scale. Residential uses support these destination developments and offer a variety of urban housing products. The master plan for a regional entertainment center reinforces the interdependence of uses to create an experience for visitors in the development. The Entertainment Center may have a shopping center, lifestyle area, or something similar as a prominent feature.

### IDENTIFYING FEATURES

1. Interdependent Land Uses
2. Master Planned Areas
3. Regional Destinations
4. Cultural & Community Amenities



## MIXED-USE CENTER

A Mixed-Use Center offers people the ability to live, shop, work, and play in one community. They include a mixture of housing types and multiple residential housing choices within close proximity to the goods and services residents need on a daily basis. This Placetype typically includes a higher intensity of uses developed in an urban style that are supported by nodes of activity. The design and scale of development in a mixed-use center encourages active living, with a complete and comprehensive network of walkable streets enhanced by a vertical style of development.

### IDENTIFYING FEATURES

1. High Density Development
2. Community & Amenity Spaces
3. Walkable Streets
4. Interdependent Land Uses



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## PROFESSIONAL CENTER

The Professional Center Placetype generally provides for office uses and jobs that keep people in the city during normal working hours. A Professional Center is typically well landscaped and provides opportunities for small general offices, as well as larger employment uses such as corporate headquarters, institutional facilities and medical campuses. More intense professional uses are typically seen near major transportation corridors, while smaller developments are typically within residential areas and are supportive in nature.

### IDENTIFYING FEATURES

1. General Office Facilities
2. Corporate, Institutional & Medical Uses
3. Amenity Spaces
4. Employment Centers



## MANUFACTURING & WAREHOUSE

Manufacturing and Warehouse areas 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.

### IDENTIFYING FEATURES

1. Employment Centers
2. Large Warehouse Structures
3. Non-Residential Adjacent
4. Major Thoroughfare Adjacent



## AVIATION PLACETYPE

The Aviation Placetype emphasizes employment types and uses that are related to aviation. Proximity to airports is essential for the purpose of transportation needs and logistics. Aviation uses can range in scale and intensity and provide a variety of employment types. Large low-profile buildings and hangars may be seen in Aviation areas, but also small shops and aviation office services.

### IDENTIFYING FEATURES

1. Local Airport Adjacent
2. Airport Supporting Uses
3. Employment Driven Developments
4. Large Low-Profile Structures



## EMPLOYMENT MIX

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.

### IDENTIFYING FEATURES

1. Non-Residential Mix of Uses
2. Employment Driven Developments
3. Medium to Lower Intensity Uses
4. Large Low-Profile Structures



as originally presented to the Planning and Zoning Commission on August 24, 2021



## NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial development is typically characterized as small, freestanding buildings containing one or more businesses. Unlike larger shopping centers that may attract regional commercial sites these primarily provide services for the surrounding neighborhoods. These developments may be accessed by a variety of transportation means. Business types may include restaurants, local retail, medical offices, banks, general offices, and other services.

### IDENTIFYING FEATURES

1. Neighborhood Adjacent
2. Small Commercial Sites
3. Complementary Transitional Uses
4. Multi-Modal Accessibility



# HISTORIC TOWN CENTER PLACETYPES

Town centers are locally serving areas of economic, entertainment, and community activity. The size of a town center makes it an employment core and shopping destination for surrounding mixed-use or urban neighborhoods. The design and scale of the development in a town center encourages active living, with a comprehensive and interconnected network of walkable streets.

The Historic Town Center is a group of sub-placetypes that are located solely within the Town Center District. There are three in total: Town Center - Downtown, Town Center - Mix, and Town Center - Residential. These sub-placetypes were created in order to better describe the nuances of the Historic Town Center—from bustling McKinney Square to the quiet residential streets that surround it—and plan and preserve the area’s assets appropriately.

### Historic Town Center (HTC) - Downtown

Historic Town Center - Downtown is the sub-placetype that represents downtown: the city’s historic seat of government, commerce, and community activity. The size of downtown also makes it a major destination for shopping and entertainment for the surrounding neighborhoods, city, and region. The design and scale of development encourages active living and a mix of uses within a comprehensive and interconnected network of walkable streets. In addition to its role as the community’s traditional center of business and social life, downtown is also home to a burgeoning residential population. Residences are often intermingled within larger structures, and buildings typically stand two or more stories tall with condominiums or apartments over storefronts.

### IDENTIFYING FEATURES

1. Walkable Streets
2. Shared Community Spaces
3. Historic Buildings
4. Cultural Destination



# HISTORIC TOWN CENTER PLACETYPES

Town centers are locally serving areas of economic, entertainment, and community activity. The size of a town center makes it an employment core and shopping destination for surrounding mixed-use or urban neighborhoods. The design and scale of the development in a town center encourages active living, with a comprehensive and interconnected network of walkable streets.

### Historic Town Center (HTC) - Mix

Historic Town Center - Mix represents a transitional area between the relatively intense use of land downtown and along the highway corridors and the surrounding, urban neighborhoods. These areas display an intermediate density in both residential and commercial offerings that transition from an urban to suburban development pattern as development approaches the HTC – Residential sub-placetype. Commercial buildings tend to be multi-tenant. Residential structures are typically compact. While less dense than HTC - Downtown, streets and sidewalks are still navigable on foot and scaled to the pedestrian experience.

### IDENTIFYING FEATURES

1. Transition to Surrounding Residential
2. Mix of Land Uses
3. Walkable Development Style
4. Intermediate Density



### Historic Town Center (HTC) - Residential

The Historic Town Center - Residential sub-placetype describes the established urban neighborhoods surrounding downtown. Medium-lot, single-family detached homes are the predominant use of land in this placetype. Attached residential structures, including townhomes, patio-homes, and duplexes, are less common but still a presence. Many of the community’s oldest and most historic homes are found here, requiring a layer of municipal protection so as to maintain their integrity and historic character.

### IDENTIFYING FEATURES

1. Single-family Small/Medium Lot
2. Historic Character
3. Residential Housing Type
4. Grid Street Pattern



**City of McKinney  
Fiscal Impact Model  
Dashboard Summary**

Case: **21-0087Z**

<b>Site Analysis</b>			
<b>Annual Operating Summary</b>	<b>Proposed Zoning</b>	<b>Existing Zoning</b>	<b>2040 Plan Placetype</b>
	<b>PD - Planned Development (Industrial)</b>	n/a	<b>Business &amp; Aviation District: Employment Mix, Manufacturing and Warehouse</b>
Annual Operating Revenues	\$631,148	n/a	\$192,500
Annual Operating Expenses	\$86,738	n/a	\$26,455
<b>Net Surplus (Deficit)</b>	<b>\$544,410</b>	<b>n/a</b>	<b>\$166,045</b>

<b>Development Value</b>	<b>Proposed Zoning</b>	<b>Existing Zoning</b>	<b>2040 Plan Placetype</b>
Total Residential Development Value	\$0	n/a	\$0
Residential Development Value (per unit)	\$0	n/a	\$0
Residential Development Value (per acre)	\$0	n/a	\$0
Total Nonresidential Development Value	\$63,510,480	n/a	\$19,370,696
Nonresidential Development Value (per square foot)	\$108	n/a	\$108
Nonresidential Development Value (per acre)	\$1,176,120	n/a	\$358,717

<b>Projected Output</b>			
Total Employment	456	n/a	139
Total Households	0	n/a	0

<b>Projected Market Analysis</b>			
<b>Market Share Analysis (Communitywide*)</b>	<b>Proposed Zoning</b>	<b>Existing Zoning</b>	<b>2040 Plan Placetype</b>
% Residential	0.0%	n/a	0.0%
% Retail	0.0%	n/a	0.0%
% Office	0.0%	n/a	0.0%
% Industrial	10.7%	n/a	3.3%

\*Includes City and Extraterritorial Jurisdiction

<b>Market Share Analysis (Districtwide*)</b>	<b>Proposed Zoning</b>	<b>Existing Zoning</b>	<b>2040 Plan Placetype</b>
% Residential	0.0%	n/a	0.0%
% Retail	0.0%	n/a	0.0%
% Office	0.0%	n/a	0.0%
% Industrial	27.1%	n/a	8.3%

\*ONE McKinney 2040 Comprehensive Plan

Type of Use	AG	RED-1	RED-2	RS 120	RS 84	RS 72	RS 60	RS 45	RD 30	RG 27	RG 25	RG 15 [18]	MF-1	MF-2	MF-3	MP	NC	BN	BG	C	O-1	O	BC	ML	MH	AP	GC	PD	SF 12	SF 10	SF 8	SF 7.2	SF 5	DR	TH	SO	RO	C1	C2	C3	LI	HI										
<b>Residential Uses</b>																																																				
Bed and breakfast (See Ch. 138, Art. IV)	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S		S	S	S		S									S	S	S	S	S	S	S																
Boardinghouse or rooming house (17)											P		P	P	P			S	S	S				S																	S	S	S									
Dormitories					P	P	P	P	P	P	P	P	P	P	P			S	S	S				S																	P	P	P	P								
Independent living facility (retirement community) (56)											P	P	P	P	P				S	S	S	S													S	S	S	S	S	S	S											
Mobile home dwelling (68)																P																																				
Mobile home park (See Ch. 138, Art. III) (69)																P																																				
Multiple family dwelling (apartment) (71)											P	P	P	P	P																																					
Multiple family dwelling, senior (senior apartment) (72)											P	P	P	P	P																																					
Single family dwelling (attached) (104)										P	P	P	P	P	P																																					
Single family dwelling (detached) (105)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P															P	P	P	P	P	P	P	P															
Two family dwelling (duplex) (119)									P	P	P	P	P	P	P																																					
Watchman or caretaker quarters	P	P	P																					S	S	S														S	S	S	P	P								
<b>Educational and Institutional Uses</b>																																																				
Assisted living facility, nursing home, or rest home (10)												P	P	P	P		P	P	P	P	S	S																														
Cemetery	S																																																			
Church, rectory, or other places of worship including church-operated day-care facilities and pre-schools (25)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		P	P	P	P	P									P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P				
Clinic (28)																	P	P	P	P	P	P																														
College or university	S	S	S	S	P	P	P	P	P	P	P	P	P	P	P			P	P	P				P																												
Day-care (34)											P	P																			S	S	S	S	S	S	S	S	S	S	S	P	P									
Fraternal organization, lodge, civic club (47)												P	P	P	P																																					
Halfway house									S	S	S	P	P	P	P																																					
Hospital (53)												P	P	P	P																																					
Museum, library, art gallery (public) (73)	S	S	S	S	P	P	P	P	P	P	P	P	P	P	P																																					
School, business or trade (99)																																																				
School, public, private or parochial (100)	S	S	S	S	P	P	P	P	P	P	P	P	P	P	P																																					
<b>Accessory, Utility and Incidental Uses</b>																																																				
Accessory building or use (1)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P																																					
Electrical generating plant																																																				
Home occupation (See Sec. 146-133) (52)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P																																					
Local utility line or utility distribution lines; Telephone exchange (no garage or shop)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P																																					
Public building (shop or yard) (90)	S																																																			
Servant's quarters (102)	P	P	P																																																	
Sewage treatment plant																																																				
Utility business office																																																				
Utility shop or yard	S																																																			
Utility substation or regulating station	S	S	S	S	S	S	S	S	S	S	S	S	S	S	S																																					
Water storage tank	S	S	S	S	P	P	P	P	P	P	P	P	P	P	P																																					
Water treatment plant	S																																																			
<b>Recreational and Entertainment Uses</b>																																																				
Amusement, commercial (indoor) (4)																																																				
Amusement, commercial (outdoor) (5)																																																				

Green: Proposed Zoning

Type of Use	AG	RED-1	RED-2	RS 120	RS 84	RS 72	RS 60	RS 45	RD 30	RG 27	RG 25	RG 15 [16]	MF-1	MF-2	MF-3	MP	NC	BN	BG	C	O-1	O	BC	ML	MH	AP	GC	PD	SF 12	SF 10	SF 8	SF 7.2	SF 5	DR	TH	SO	RO	C1	C2	C3	LI	HI					
Carnival or circus (temporary)	T																		T	T		T	T	T	T	T	T										T		T	T	T	T	T				
Country club (31)	S	S	S	S	P	P	P	P	P	P	P	P	P	P	P			P	P	P		P	P	P	P				P	P	P	P	P	P	P	S	S	S	S	S	S	S	S	S			
Fitness club, gymnasium, exercise area or similar use																		P	P	P			P	P	P											S	S	P	P	P	P	P	P	P			
Golf course (public)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	S	S	S	S	S	S	S	P	P		
Golf course (private)	S								S	S	S	S	S	S	S				P				P	P	P				P	P	P	P	P	P	P	S	S	S	S	S	S	S	S	S			
Park or playground (public) (81)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Playfield or stadium (public) (88)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Private club (See Ch. 138, Art. II; Sec. 146-41) (89)																			S	S			S													S	S	S	S	S	S	S	S	S			
Recreation area (private) (91)	P					S			S	S	S	P	P	P	P	P	P	P	P	P	S	P	P	P	P				P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Recreation center (public) (92)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P			P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Sexually oriented business (See Ch. 138, Art. V)																									P																					P	
Swim or tennis club (112)	P								S	S	S	P	P	P	P	P		P	P	P		P	P	P	P										S	S	P	P	P	P	P	P	P	P	P		
Swimming pool (public)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Swimming pool (private) (113)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P				P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Theater (indoor)																				P	P		P	P	P										S	P		P	P	P	P	P	P	P	P		
Theater (outdoor)																							P	P	P																P	P	P	P	P		
<b>Transportation, Automobile, and Related Uses</b>																																															
Airport or landing field, and aircraft hangar																										P																					
Auto painting or body shop																			P				P	P	P																S	P	P	P	P		
Auto parts sales (indoor)																			P	P	P		P	P	P												S	S	S	S	P	P	P	P	P		
Automobile, trailer, light truck, tool rental																			P	P			P	P	P																S	P	P	P	P		
Automobile, motorcycle, boat (sales, repair, or storage)																			S	S			S	S	S																S	P	P	P	P		
Bus station																			P	P			P	P	P											S		S	S	S	P	P	P	P	P		
Car Wash (See Sec 146-41(11a)) (23)																		S	P	P			P	P	P												S	S	S	S	P	P	P	P	P		
Garage, auto repair (50)																			P	P			P	P	P															S	S	P	P	P	P		
Garage or lot, parking (private)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Garage or lot, parking (commercial)																			P	P		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Heliport or helistop	T																		T	T		T	T	T	T	P	T																				
Motor freight terminal																							P	P	P																						
Parking, incidental to main use	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Parking lot (truck) (83)																							P	P	P																						
Private street development (See Ch. 142, Art. VII)		S	S	S	S	S	S	S	S	S	S	S																		S	S	S	S	S	S	S	S										
Railroad freight station																							P	P	P																						
Railroad team truck																							P	P	P																						
Railroad track or right-of-way	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Recreational vehicle sales																			S	S			S	S	S																						
Service station or motor vehicle fuel sales (subject to section 146-84 (103)																			P	P	P		P	P	P																						
Taxi or shuttle service																							P	P	P																						
Tire recapping																							P		P																						
Truck Fueling Station (117)																								S	S																						
Truck sales, storage, or repair																							S	S	S																						
Truck Stop (118)																																															
<b>Commercial Type, Retail, and Service Uses</b>																																															
Bait shop	P																						P	P	P																						

Green: Proposed Zoning

as originally presented to the Planning and Zoning Commission on August 24, 2021

Type of Use	AG	RED-1	RED-2	RS 120	RS 84	RS 72	RS 60	RS 45	RD 30	RG 27	RG 25	RG 15 [18]	MF-1	MF-2	MF-3	MP	NC	BN	BG	C	O-1	O	BC	ML	MH	AP	GC	PD	SF 12	SF 10	SF 8	SF 7.2	SF 5	DR	TH	SO	RO	C1	C2	C3	LI	HI									
Bakery or confectionery (retail)																		P	P	P			P	P	P													P	P	P	P	P									
Bakeries (wholesale)																			P					P	P	P														P	P	P	P	P							
Banks and financial institutions																		P	P	P	P	P	P	P	P	P											P	P	S	P	P	P	P	P							
Barber or beauty shops																		P	P	P	P		P	P	P	P													P	P	P	P	P	P							
Building materials sales or monument sales																				P	P			P	P	P															S	P	P	P	P						
Carpentry or sign shop																								P	P	P																	P	P	P	P					
Cleaning plant (laundry)																				P	P			P	P	P																P	P	P	P	P					
Cleaning shop and pressing (small shop and pickup) (27)																		P	P	P	P			P	P	P													S	S	P	P	P	P	P	P					
Department or discount store																				P	P			P	P	P															S	P	P	P	P	P	P				
Drug-store or pharmacy																			P	P	P			P	P	P															S	P	P	P	P	P	P				
Exterminator																				P	P			P	P	P																	P	P	P	P	P	P			
Farmers market (40)	P																			P	P			P	P	P												S	S	S	P	P	P	P	P	P					
Florist or garden shop																			P	P	P			P	P	P															P	P	P	P	P	P	P				
Field office (43) or real estate sales office	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T	T				
Food stores, groceries																			P	P	P			P	P	P															S	P	P	P	P	P	P	P			
Frozen food lockers																				P	P			P	P	P																	S	P	P	P	P	P			
Funeral homes and mortuaries												S	S	S	S					P	P			P	P	P																S	P	P	P	P	P	P			
Furniture sales																				P	P			P	P	P																	P	P	P	P	P	P			
Greenhouse or plant nursery																				P	P			P	P	P																	P	P	P	P	P	P			
Hardware store (paint, plumbing, and related sales)																			P	P	P			P	P	P															S	P	P	P	P	P	P				
Heavy machinery sales and storage																								P	P	P																				P	P	P	P	P	
Hotel or motel (54)																				P	P			P															S	S		S	P	P	P	P	P	P			
Household appliance sales (55)																			P	P	P			P	P	P		P															P	P	P	P	P	P			
Laboratories (medical, dental, science)																				P	P		P	P	P	P												S	P		P	P	P	P	P	P	P	P			
Mimeograph or letter shop																				P	P		P	P	P	P																		P	P	P	P	P	P		
Mobile home display and sales																						P		P	P	P																				P	P	P	P	P	
Office building												S						P	P	P	P	P	P	P	P	P	P	P												P	P	P	P	P	P	P	P				
Offices with showrooms																								P	P	P																		P	P	P	P	P	P		
Office use	P											P					P	P	P	P	P	P	P	P	P	P	P	P												P	P	P	P	P	P	P	P	P			
Office supplies																		P		P	P		P	P	P	P	P	P															P	P	P	P	P	P	P		
Paint and related sales																			P	P	P			P	P	P																			P	P	P	P	P	P	
Pawnshops																				P	P			P	P	P																			S	P	P	P	P	P	
Personal service (86)																		P	P	P	P		P	P	P	P												S	P	P	P	P	P	P	P	P	P	P			
Pet store, kennel, animal boarding (no outside runs)																			P	P	P			P	P	P																		P	P	P	P	P	P		
Pet store, kennel, animal boarding (outside runs)	P																							P	P	P																		S	P	P	P	P	P		
Psychic/paranormal readings																			P	P	P			P	P	P																			S	P	P	P	P	P	
Radio or TV broadcast studio																					P	P		P	P	P																		S	P	S	P	P	P	P	P
Retail store (Indoor)																		P	P	P	P			P	P	P																			P	P	P	P	P	P	
Restaurant or cafeteria (carry-out only) (95)																		P	P	P	P			P	P	P																		S	P	P	P	P	P	P	
Restaurant or cafeteria (indoor service) (96)																		P	P	P	P		S	P	P	P																	S	P	P	P	P	P	P		
Restaurant or cafeteria (including drive-through window) (97a)																			S	P	P			P	P	P																	S	S	P	P	P	P	P	P	
Restaurant or cafeteria (drive-in service) (97b)																				P	S			P	P	P																			S	P	P	P	P	P	
Studios, photo, music, art, health, etc.																			P	P	P		P	P	P	P																			S	P	P	P	P	P	P
Tattoo Parlor																								P	P																						P	P	P	P	P
Travel agent																		P	P	P	P	P	P	P	P	P																			P	P	P	P	P	P	
Upholstery shop																				P	P			P	P	P																				S	P	P	P	P	P
Veterinarian (no outside runs)																				P	P			P	P	P																				P	P	P	P	P	P
Veterinarian (with outside runs)	P																							P	P	P																				S	P	P	P	P	P

Green: Proposed Zoning

Type of Use	AG	RED-1	RED-2	RS 120	RS 84	RS 72	RS 60	RS 45	RD 30	RG 27	RG 25	RG 15 [18]	MF-1	MF-2	MF-3	MP	NC	BN	BG	C	O-1	O	BC	ML	MH	AP	GC	PD	SF 12	SF 10	SF 8	SF 7.2	SF 5	DR	TH	SO	RO	C1	C2	C3	LI	HI								
Wholesale establishments																								P	P	P															P	P	P							
<b>Industrial and Manufacturing Uses</b>																																																		
Concrete or asphalt batch plant																													P																	P				
Contractor's yard																								P	P	P																			P	P				
Dirt or topsoil extraction; sand and gravel mining or storage	S																								S	S			P																S	S				
Fat rendering, animal reduction																										P																					P			
Food processing																									P	P																				P	P			
Forestry, mining and oil/gas drilling uses	P																								P	P																				P	P			
Forge plant																										P																						P		
Indoor Gun Range (57)																									S	S																				S	S			
Industrial and manufacturing plants (apparel, drugs and pharmaceuticals, electronic, plastic, or similar products manufacture)																									P	P																					P	P		
Industrial and manufacturing plants (acid, cement, chemicals, fertilizer, gypsum, lime, paper or pulp, or similar products manufacture)																										P																						P		
Junk or salvage yard (58)																										P																							P	
Machine shop or welding																									P	P																						P	P	
Metal fabrication																								P	P	P																						P	P	
Mini-warehouse (See Sec. 146-41)																				S	S			P	P	P																			S	S	P	P		
Open storage (79)																									P	P																						P	P	
Paper or pulp manufacture																										P																							P	
Printing plant																									P	P																						P	P	
Refining or storage (petroleum products, gas, butane, propane)																										P																							P	
Sanitary landfill																									P	P																						S	P	
Smelting of ores or metals																										P																								P
Soft drink bottling plant																									P	P																						P	P	
Warehousing																								P	P	P																					S	P	P	
<b>Agricultural and Related Uses</b>																																																		
Agricultural and ranching uses	P	P	P	P	P	P		P	P	P	P	P				P		P	P	P		P		P	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Community Garden (29)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Creamery (dairy products)																				P	P			P	P	P																					S	P	P	
Fairgrounds or rodeo	S																								P	P	P	P																				P	P	
Farm implement sales and service																									P	P	P																						P	P
Farm, orchard or truck garden (40)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P		
Hatchery (poultry), egg farm, feed lot	P																								P	P																						S	P	
Livestock auction (62)	P																								P	P																					S	P	P	
Stable, commercial (106)	P																								P	P																					S	P	P	
Stable, private	P	P	P																																															
Stockyards or slaughterhouse																										P																								P

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